



## Adrenaline Custom Tuning Info

The Custom tuning menu gives you the option to tune your adrenaline exactly how you would like it for your truck. Here is a quick run-down of what each parameter means:

### Number of Power Levels:

This number determines the number of power levels that you can step through to get to the maximum power level. More numbers means smaller incremental steps in power, less numbers means larger power steps size. However, the first three power levels are always the same.

PL00 is always stock with boost fooling.

PL01 is always timing only/max mileage.

PL02 is always max can + timing

PL03+ is where the fuel stretch is used.

If you choose to have only 5 power levels, you will have the first three power levels that are constant, plus 2 fuel stretching levels. The first with a maximum of 50% stretching and the second with a maximum of 100% stretching.

The default is to have the power numbers set to 11 thereby giving you power levels 0 – 10. With the number of power levels set to 11, you will have the default 3 levels + 8 levels of fuel stretching. Those eight levels will give a step size of 12.5% of fuel stretching per level.

PL03 = 12.5% fuel stretching max

PL04 = 25% fuel stretching max

PL05 = 37.5% fuel stretching max

PL06 = 50% fuel stretching max

...

PL10 = 100% fuel stretching max

Of course, the actual fuel stretching that takes place is more complicated than just setting the power level, we also take into consideration the boost pressure, the Throttle Position Sensor (TPS) level, and the RPM.

### Timing Limit

This is simply the maximum amount of added degrees of timing. This is mapped and you will get anything from 0 to this limit of added timing. It is recommended to never go over 7.5° degrees of timing. If you are going for mileage only and are going to be real easy on the power you can increase this to 10°. Going this high with your timing can possibly cause head gasket damage under much boost.

### Timing Scaling

This allows you to set a higher degree of timing (say 10°) but scale it down to this percentage (say 75% for a max degree of added timing of 7.5°). However, as the timing gets divided down into lower levels you will still get more advanced timing on the lower levels and max out at a peak of the scaling. You will get more timing on the lower power levels, but will limit the timing on the upper levels.

### Max Fuel Stretch

The max fuel stretch is the maximum amount of time the adrenaline will stretch the pump signal through the wire tap. This will give you the biggest difference in overall power and smoke. The default 1000 tune has this set pretty small. On the comp tune this is set to 1800. Any more than 1800 creates more torque and more smoke, but actually give less power on the upper end. This has been tested on several trucks on the dyno. However, feel free to set this to 2400 and get a lot of low end power and smoke but know you are losing power on the upper end. A good place to set this is around 1200 to start with.

### TPS Pump Maximum

This also applies to the TPS Can Maximum. This is the position of the throttle position sensor which will result in maximum output values. In other words, anything other than 100% will shrink the range your throttle pedal needs to travel in order to put out 100% power. If you set this to 80%, at 80% of the Throttle Position Sensor you will 100% of your fuel stretching. This is normally set to 100%.

### TPS Pump Minimum

This makes the throttle lighter and more responsive. This is the minimum amount of fuel map for the pump that you will ever get. If the map calls for 100% but you are at 5% throttle, normally you will get 5% of the fuel stretching. However, if you have this value set to 10%, you will get 10% of the fuel stretching. You have to be careful with this parameter or you will be fueling way too much at light throttle. This is normally set to 0%.

### TPS Can Maximum

This is just like the TPS Pump Maximum. This is the position of the throttle that will give you 100% of the fuel map.

### TPS Can Minimum

This is just like the TPS Pump Minimum. This is the minimum amount of fueling that will ever be added.

### Boost Scaling

This can act as a smoothing function of the map. This sets the amount of boost pressure needed to advance the map into the next section or column of the map. There are 20 columns in the map that determine the fueling. If you have this number set to 20PSI, then an increase of 1PSI will advance the map into the next column. If you have this number set to 40PSI then the boost pressure will need to increase 2PSI to advance to the next column. This is also the boost pressure that will result in the maximum output value of the fuel map.

With this information, you can make and more informed decision on how to adjust your custom tunes to make the most of your tuck.

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### User Submitted Tunes

These tunes should be used at your own risk. Quadzilla Power did not create these tunes nor is responsible for any problems that may arise from the use of these tunes.

#### Quad's Example Tune:

|                   |         |
|-------------------|---------|
| Power Levels      | 10      |
| Timing Limit      | 7°      |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 1200 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 38 psi  |

#### MoparTech 3-25-09

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 10°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2200 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 50 %    |
| TPS CAN Max       | 60 %    |
| TPS CAN Min       | 20 %    |
| Boost Scaling     | 35 psi  |

MoparTech "Put you in your seat tune" 3-29-09

|                   |         |
|-------------------|---------|
| Power Levels      | 5       |
| Timing Limit      | 7°      |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2000 µs |
| TPS Pump Max      | 50 %    |
| TPS Pump Min      | 25 %    |
| TPS CAN Max       | 50 %    |
| TPS CAN Min       | 25 %    |
| Boost Scaling     | 20 psi  |

Jamie's "Towing Tune" 5-21-09

|                   |                                    |
|-------------------|------------------------------------|
| Power Levels      | 11                                 |
| Timing Limit      | 10°                                |
| Timing Scaling    | 100 %                              |
| Max. Fuel Stretch | 2200 µs                            |
| TPS Pump Max      | 80 %                               |
| TPS Pump Min      | 40 % [might try 50]                |
| TPS CAN Max       | 80 %                               |
| TPS CAN Min       | 40 % [If your truck surges try 50] |
| Boost Scaling     | 20 psi                             |

Champ23sr "responsiveness" 11-08-2010

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 10°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2200 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 25 psi  |

For more low end move maxs to 70 and mins to 0.

Matt440rev 4-28-11

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 10°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 1950 µs |
| TPS Pump Max      | 65 %    |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 70 %    |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 20 psi  |

Geius Maniacal 7-13-11

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 10°     |
| Timing Scaling    | 80 %    |
| Max. Fuel Stretch | 2200 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 15 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 15 %    |
| Boost Scaling     | 35 psi  |

Matt440rev 7-25-11

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 10°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2200 µs |
| TPS Pump Max      | 80 %    |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 38 psi  |

Djones 1-1-12

|                   |         |
|-------------------|---------|
| Power Levels      | 8       |
| Timing Limit      | 10°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2000 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 20 psi  |

Dsmperformance 1-2-12

|                   |         |
|-------------------|---------|
| Power Levels      | 6       |
| Timing Limit      | 10°     |
| Timing Scaling    | 80 %    |
| Max. Fuel Stretch | 1900 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 20 %    |
| TPS CAN Max       | 80 %    |
| TPS CAN Min       | 5 %     |
| Boost Scaling     | 28 psi  |

Djones

|                   |         |
|-------------------|---------|
| Power Levels      | 5       |
| Timing Limit      | 11°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 1900 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 25 psi  |

CEEJ 1-22-12

ADR 2000 - base tune

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 8°      |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 1600 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 38 psi  |

CumminsCoal1 3-13-12

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 8°      |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 1900 µs |
| TPS Pump Max      | 80 %    |
| TPS Pump Min      | 40 %    |
| TPS CAN Max       | 80 %    |
| TPS CAN Min       | 40 %    |
| Boost Scaling     | 25 psi  |

Djones (Track tune) 3-13-12

|                   |         |
|-------------------|---------|
| Power Levels      | 5       |
| Timing Limit      | 10°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2200 µs |
| TPS Pump Max      | 80 %    |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 35 psi  |

PapaSmurf 3-13-12

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 10°     |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2400 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 30 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 30 %    |
| Boost Scaling     | 40 psi  |

GhostMan 7-11-12

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 9.5°    |
| Timing Scaling    | 70 %    |
| Max. Fuel Stretch | 2200 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 25 %    |
| TPS CAN Max       | 85 %    |
| TPS CAN Min       | 20 %    |
| Boost Scaling     | 25 psi  |

CumminsCoal1 7-20-12

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 5°      |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 2100 µs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 10 %    |
| TPS CAN Max       | 100 %   |
| TPS CAN Min       | 10 %    |
| Boost Scaling     | 20 psi  |

Die.Hard.Dieselpower 10-10-12

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 7.5°    |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 1800 μs |
| TPS Pump Max      | 100 %   |
| TPS Pump Min      | 10 %    |
| TPS CAN Max       | 90 %    |
| TPS CAN Min       | 10 %    |
| Boost Scaling     | 30 psi  |

Side notes

More stretch = more smoke

more timing = better mileage

light foot = way better mileage

4k Tunes

DLv8 (Daily drive 4k) 3-13-12 4k

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 6°      |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 6000 μs |
| TPS Pump Max      | 80 %    |
| TPS Pump Min      | 20 %    |
| TPS CAN Max       | 80 %    |
| TPS CAN Min       | 20 %    |
| Boost Scaling     | 35 psi  |

CumminsCoal1 7-27-12 4k

|                   |         |
|-------------------|---------|
| Power Levels      | 11      |
| Timing Limit      | 7°      |
| Timing Scaling    | 100 %   |
| Max. Fuel Stretch | 5700 μs |
| TPS Pump Max      | 65 %    |
| TPS Pump Min      | 5 %     |
| TPS CAN Max       | 65 %    |
| TPS CAN Min       | 5 %     |
| Boost Scaling     | 2 psi   |