

How to tune the core switch



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It's plugged into the CCV sensor connector and the ECM is manipulated by the tuner to use the changed voltages from the switch, going back to the ECM through the CCV sensor ...



My understanding is you disconnect the stock harness and connect the stock harness to the SOTF harness, leaving the original connection point open. Next, I understand the SOTF is to allow for ...



Using Ethernet to connect to CORE allows a plug-and-play feature to begin tuning immediately. If issues arise, the below step-based instructions outline common corrective Ethernet actions.



When a short-circuit/overcurrent fault is detected, the driver switches off the corresponding power semiconductor. The fault status is immediately transferred to the corresponding ...



This episode ensures you have the knowledge and confidence to verify your tune and start your engine with the CORE ECU. Follow along with our step-by-step instructions to make the process...



The Advanced Tuning tab is the star of the show. It's where you can intricately edit clock speeds for each core, adjust voltage, change power limits, and increase or decrease boosting time.



The CORE ECU is designed for use in exempt vehicles such as pre-emissions motor vehicles and documented competition vehicles that are exclusively for track use and not driven on public roads.



Once the fuel compensation and MAF curve are tuned so that the ECU is matching the targets set, adjusting the tune to run new targets is as simple as changing this table. The ECU should hit new ...



The Headrush Core is the newest installment in the Headrush line, boasting a streamlined and powerful platform to craft the perfect guitar tone. This article will answer many frequently asked questions ...



Thank you for your interest in the Tuning Link program found inside Dynojet's Power Core software suite. Before using Tuning Link, please take a moment to read this guide for proper ...

Contact Us

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