

## REMOTE TUNING REQUIREMENTS

- The Vehicle must be in good working condition, all sensors must be plugged in and functioning. Also, there cannot be any vacuum leaks. **WE CANNOT TUNE AROUND ANY VEHICLE ISSUES, ANY ISSUES WILL DIRECTLY AFFECT THE TUNE.**
- Our tuning package comes with an AEM X series CAN wideband kit (Part No. 30-0334). This sensor will connect to the OBD port in line with the tuning cable. This must be fully installed before the tuning process can begin. **\*\*Note\*\* The customer might need to have an O2 bung added to accommodate the extra o2 sensor. (Also, if any parts or changes are made to the vehicle after the initial tune is completed that will require a retune, Prospeed Autosports might require the customer to purchase a new sensor. The sensor will have to be installed before the tuning can be performed due to o2 degradation. This will be at Prospeed Autosport's discretion.**
- On vehicles with long tube headers, you must have the primary o2 sensors installed on a bung located on the runner primary and not on the collector. HPTuners, does not have o2 delay correction for 3URs. This means that by the time the air/fuel mixture makes its way down to the o2 sensor and sends the reading back to the ecu, it would already have been wrong. This causes the ecu to falsely trim in the wrong direction leading to an overly rich or lean condition which can lead to a bad running or damaged engine. JBA, Kooks, and random American Racing headers, **might** have bungs installed on the primary runner on both banks. None of the manufactures build the headers the same. If header doesn't have the correct bungs, you must have the bungs welded on and the sensors moved with quality extension harnesses. These bungs and harnesses can be purchased through ProSpeed Autosports if needed. **If this cannot be done properly, we cannot tune the vehicle as it will never run correctly.** Example of a properly located o2 sensor:



(Note that you are aiming to approximate the OEM distance from the head flange to the o2 sensor. A talented welder can do this on the truck through the wheel well if needed, otherwise the headers must be removed to make the modification.)



- FFV (3UR-FB) require ethanol content to be 0% to begin tuning. If the vehicle has been running with incorrect fueling, this can cause the truck to think its content level is higher than what it actually is. The fueling is based on a virtual number determined by the trims. If the content level is too high, you must drain all the fuel out of the truck, then fill it completely up with pump gas to reset the ethanol content learn state. Sometimes, this might need to be done more than once. Once the content level is reading correctly, tuning can then be performed. Failure to do this will result in the vehicle trimming incorrectly after the tune has been performed, causing adverse running conditions and/or engine damage. We will advise you at the start of the tuning process if this will be required.

- Stage 1 SC builds (meaning no pulley upgrade + any aftermarket exhaust) require our 750cc injectors and a pump upgrade.

<https://www.prospeedautosports.com/collections/toyota-tundra/products/prospeed-tundra-fuel-system-package>

- Adding a pulley or additional bolts on parts, will require our full fuel system consisting of our 750cc injectors, upgraded fuel rails, line upgrades, and in tank pump upgrade. At higher power levels, we run richer mixtures to cool the pistons to prevent engine damage from occurring, this means more fuel demand. We have found limitations with factory rails and lines in these scenarios and therefore, we do not offer tuning on these setups without the necessary fuel system upgrades.

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- With our fuel system upgrade, **THE BASE FUEL PRESSURE MUST BE SET TO 60PSI WITH THE VACUUM REFERENCE LINE OFF.**

- With any pulley upgrade and or throttle body upgrades, there is an increase in airflow across the MAF and this quickly maxes the sensor out. We require upgrading to our 4.50" race intake system to prevent this. **\*\*Note\*\* If the Prospeed 4.50" race intake is installed, it is REQUIRED that the customer cut a hole in their inner fender to support the airflow.** This also has the side effect of freeing up additional power. On Whipple equipped trucks, we have noticed that out of the box the MAF sensor is maxed out. Prospeed will require you to upgrade if there are any mods past the stage 1 aka "out the box".

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The requirements above are **MANDATORY**. If your vehicle does not meet these requirements, Prospeed Autosports **WILL NOT** be able to offer tuning services. **DO NOT PLACE YOUR ORDER IF THESE REQUIREMENTS ARE NOT MET.** If you have any questions regarding your current setup, please email [sales@prospeedautosports.com](mailto:sales@prospeedautosports.com) so someone from our team can assist you.



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