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Logging Instructions for Intake Calibration Using Evoscan

Set up evoscan to log the following items:

- RPM
- Maf volts
- STFT (in use)
- LTFT Idle
- LTFT Cruise
- LTFT In Use
- Boost
- TPS (throttle position)
- Load
- Timing
- Wideband AFR if available

Set up a folder for your Evoscan to log into that you will be able to find later. Default is Documents/Evoscan/Saved data logs

Fully warm up the car.

Reset your fuel trims by selecting actuators on the bottom right of the Evoscan screen and select "Reset Fuel Trims".

Immediately take the car out for cruise logging (before idle logging).

Instructions for driving during maf logging:

It is very important to have very controlled throttle movement during maf logging. Un intended movement of as small as 1/2% will cause tip in fueling to pollute the data, making it less accurate. By locking your foot against the footwell, you can minimize road bumps effect on throttle movement. While logging the maf, it is important to minimize errors in the log. Therefor if you need to slow down, speed up, or lift off the throttle, be sure to stop the log first. I can compile as many logs

together as necessary. It is much more important to keep the amount of bad data to a minimum than to get it into a few logs.

I prefer to have you log highway cruising speeds before you do low speed logging if possible. If not, it is fine, the different areas can be done in any order. For the purpose of these instructions, I am going to start with low speed instructions first.

1. Starting out in 4th gear stabilize the car just above idle. If you can watch the TPS on the log, you will want to move the throttle in 1/2% increments, holding each increment for at least 20 to 30 seconds. (it is helpful to have another person with you to help watch the road). Be careful to not lug the car. If SST equpped car you will have to be in manual mode. Keep doing this until you get to a MAF voltage reading of around 2.4 volts. Remember to stop the log if you need to lift off the throttle for any reason or accelerate for traffic etc.
2. Next do 5th gear. You will do a repeat of the above, but from a bit more off of idle, around 1500 to 1750 rpm. Do this until you reach a maf voltage of approximately 2.5volts if an SST car, or 2.6 volts if a 5 speed car. You will be at highway speed by the end of the log, so make sure you have an appropriate road. If you are in a 5 speed car, you will want to log each throttle increment for a longer period, paying particular attention to log between 45mph and 70mph for at least a minute per throttle increment.
3. If an SST equipped car, do 6th gear next. In 6th gear you will not do just off idle. You will start out around 45mph for an EVO or around 40mph for a Ralliart. Using the above instructions as a guide, log all the throttle increments until you hit 2.6 maf volts. It is likely you will want to use a freeway or other very long road for this as you will be going quite fast.
4. When done with cruise logs as stated above, do idle logs. Idle the car for 5 minutes in nuetral with the air conditioning off. Then log the car for 5 minutes with the air conditioning on.
5. Take all of the log files that were saved on your computer and email them to eric@kozmicmotorsports.com.