

Ford Tuning Software

by Westers Garage

1. Ford Tuning Software (FTS) by Westers Garage will display tuning information in a user friendly format so you don't have to be an engineer to properly tune your vehicle.
2. As a tuner, Westers Garage offers you the ability to program (flash) the performance file you've created into your vehicle without having to purchase additional hardware, unlike other companies where you are required to buy a hand-held programmer for each car. Flashing directly to the vehicle allows you to cut unnecessary costs.
3. Westers Garage Ford tuning software allows you to view multiple files at the same time, allowing you to compare files and locate the changes. For example: You can load a stock file and a performance file and see the difference between the two files. In addition to viewing the differences, you will also see the before / after values so you know how much a specific area has been changed.
4. Unlike other tuning software, the tuning software allows you to edit/create performance files with actual real world numbers (example: displays actual air/fuel ratio instead of Lambda). This prevents you from wasting time trying to figure out conversions or making mistakes.
5. The Ford tuning software package allows you to create performance files in different ways. You can view as a spreadsheet and type or copy / paste into the Scalars, Functions / Tables. You can view as a 2-D or 3-D graph and drag the values with your pc's mouse.
6. Is your car/truck already tuned? No problem, just read the tuned file from your vehicle with our hardware/software package and load that file into the software--pick the right template and view the changes. From there, you can adjust that file, save it--and then reprogram your vehicle.

Tune your Ford like the professionals do...Westers Garage Ford Tuning Software

\$12,999.00

- Tables
- Air flow adder to compensate for P/S k
- Alternator Power
- Base OL Fuel Lost Table
- Base OL Fuel Startup Table
- Base Spark Retard for Combustion Eff
- Base Spark Retard for Emissions
- Base Stabilized Open Loop Fuel Table
- Base borderline detonation table.
- Base delta offset table for oscmod logic
- Base steady-state flange temperature.
- Borderline Detonation Adjustment Air C
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- Borderline Detonation Vs ECT
- Borderline Detonation adjustment for 11
- CL Peak in A/F Ratio
- Closed throttle decel spark
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- Cold Start Spark Speed Vs Load Alcol
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- Converter Estimated RPM
- Coolant temperature adjustment for MB
- Crank Fuel Air Ratio Multiplier
- Crank Lost Fuel Table
- Crank Spark ACT Vs ECT
- ETC Driver Demand Input
- ETC Effective Throttle Area
- ETC Open loop Throttle Angle
- Exhaust Heater Increment
- Friction Loss Cold ECT.
- Fuel/Spark Tip In Ramp Rate for 1st G
- Fuel/Spark Tip In Ramp Rate for 2nd C
- Fuel/Spark Tip In Ramp Rate for 3rd G
- Fuel/Spark Tip In Ramp Rate for 4th G
- Fuel/Spark Tip In Ramp Rate for 5th G
- Fuel/Spark Tip In Ramp Rate for 6th G
- Fuel/Spark Tip In Ramp Rate for Neut
- Gain applied to bandpass filtered RPM
- Gain applied to bandpass filtered RPM
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- Gain applied to bandpass filtered RPM
- HEGO Bank 1 Feed Bias.
- HEGO Bank 1 Feed Bias.
- HEGO Bank 2 Feed Bias.
- HEGO Bank 2 Feed Bias.

Map project1 - Base borderline detonation table.

		RPM										
		500	750	1000	1500	2250	3000	4250	4750	5250	5750	6500
L O A D	0.10	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00
	0.20	36.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00	52.00
	0.30	26.00	36.00	44.00	48.00	50.00	52.00	52.00	52.00	50.00	50.00	50.00
	0.50	14.00	24.00	34.00	36.00	38.00	40.00	42.00	44.00	45.00	45.00	45.00
	0.70	8.00	10.00	14.00	17.00	23.00	25.00	30.00	33.00	33.00	33.00	33.00
	0.90	6.00	8.00	10.00	14.00	21.00	21.00	22.00	23.00	23.00	23.00	23.00
	1.10	6.00	6.00	8.00	12.00	16.00	20.00	21.00	21.00	22.00	22.00	22.00
	1.30	6.00	6.00	6.00	10.00	14.00	16.00	20.00	20.00	20.00	20.00	20.00
	1.50	6.00	6.00	6.00	6.00	13.00	16.00	18.00	20.00	20.00	20.00	19.00

Map project1 - CL Peak in A/F Ratio

		RPM			
		750	1250	2000	16383
L O A D	0.10	0.51	0.51	0.51	0.51
	0.15	0.51	0.51	0.51	0.51
	0.20	0.51	0.51	0.51	0.51
	0.25	0.51	0.51	0.51	0.51
	0.30	0.51	0.51	0.51	0.51
	0.40	0.51	0.51	0.51	0.51
	0.50	0.51	0.51	0.51	0.51
	0.60	0.51	0.51	0.51	0.51

Map project1 - Borderline Detonation Vs ECT

		RPM					
		500	1500	2750	4000	5750	6500
L o a d	0.41	0.07	0.07	0.07	0.23	0.23	0.23
	0.66	0.07	0.07	0.07	0.23	0.23	0.23
	0.91	0.07	0.07	0.07	0.23	0.23	0.23
	1.11	0.09	0.09	0.13	0.25	0.23	0.23

Map project1 - ETC Driver Demand Input

		RPM						
		450	740	1000	1500	2000	2500	3500
T P S V o l t s	0.08	54	19	-6	-10	-13	-16	-23
	0.20	175	108	52	21	8	0	-13
	0.32	242	191	155	126	97	63	15
	0.45	281	260	227	198	174	151	92
	0.57	303	301	273	248	229	204	146
	0.72	318	323	301	288	272	258	209
	0.88	329	338	316	311	305	296	264
	1.22	352	362	357	357	358	360	368
	1.59	412	432	436	444	446	447	460
	2.65	445	468	482	522	532	537	558

Map project1 - Base borderline detonation table.

This map demonstrates the max amount of spark that can while burning the required octane and a 14.64:1 AF ratio. This guide is most 2 valve engines will not produce max power than 27 deg's of timing at peak RPM and load. While most engines will not produce max power on less than 22 deg's at peak RPM and load. These numbers are based on 93 octane but is still only a rough guide. If you are supercharging/turbocharging then you must consider the effects of the increased cylinder pressures on timing.

****If engine is Supercharged/Turbocharged expand the load normalizer on this table****

A good rule is to Retard Timing by 1.5 deg's Per 7 psi of Boost. This should be a safe starting place for the same octane of fuel used prior to aspirating the engine.

