



LCE SDS TUNING PROGRAM #2

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|-------------------|--------------------|
| ECU TYPE | LCE PRO FUEL / SDS |
| VEHICLE | TOYOTA |
| YEAR | 1988 |
| 2WD/4WD | 4WD |
| ENGINE | 2.6L 22RE STROKER |
| COMPRESSION RATIO | 10.5:1 |
| CAMSHAFT | STAGE 2 |
| INTAKE MANIFOLD | TOYOTA EFI |
| AXLE RATIO | 4:88 GEARS |
| TIRE SIZE | 33" |

| | |
|------------------------|--|
| BOOST | NO |
| MAP SENSOR | 1 BAR |
| FUEL TYPE | 91 OCTANE |
| FUEL PSI | 40 PSI |
| FUEL INJECTOR | 360cc |
| FUEL PUMP | WALBRO 255 LPH |
| INTERCOOLER | NO |
| SPECIAL CONSIDERATIONS | LCE ENGINEERING STROKER KIT, LATE UPPER INTAKE |
| OF TUNE | TCR AUTOMOTIVE |

*Using these maps do so **AT YOUR OWN RISK**, there is no guarantee that these maps will work well for your application, engine damage can occur.

| MAN PRES | VAL | RPM FUEL | VAL | ENG TEMP | VAL | RET/MANPR | VAL | RPM IGN | VAL | START | VAL |
|----------|-----|----------|-----|----------|-----|-----------|-----|---------|-----|-------|-----|
| -28.8 | 1 | 500 | 80 | -40 | 135 | -28.8 | 0 | 500 | 10 | -40 | 77 |
| -28.3 | 2 | 750 | 80 | -13 | 131 | -28.3 | 0 | 750 | 10 | -13 | 72 |
| -27.9 | 4 | 1000 | 80 | 5 | 128 | -27.9 | 0 | 1000 | 10 | 5 | 67 |
| -27.4 | 6 | 1250 | 84 | 18 | 125 | -27.4 | 0 | 1250 | 13 | 18 | 62 |
| -27 | 8 | 1500 | 88 | 28 | 122 | -27 | 0 | 1500 | 16 | 28 | 57 |
| -26.5 | 10 | 1750 | 92 | 36 | 119 | -26.5 | 0 | 1750 | 19 | 36 | 52 |
| -26 | 12 | 2000 | 96 | 41 | 116 | -26 | 0 | 2000 | 22 | 41 | 47 |
| -25.5 | 14 | 2250 | 100 | 45 | 113 | -25.5 | 0 | 2250 | 25 | 45 | 42 |
| -25 | 16 | 2500 | 104 | 46 | 110 | -25 | 0 | 2500 | 28 | 46 | 37 |
| -24.6 | 18 | 2750 | 108 | 55 | 107 | -24.6 | 0 | 2750 | 31 | 55 | 21 |
| -24.1 | 20 | 3000 | 112 | 61 | 104 | -24.1 | 0 | 3000 | 31 | 61 | 27 |
| -23.6 | 22 | 3250 | 116 | 64 | 101 | -23.6 | 0 | 3250 | 31 | 64 | 22 |
| -23.2 | 24 | 3500 | 120 | 68 | 98 | -23.2 | 0 | 3500 | 31 | 68 | 21 |
| -22.7 | 26 | 3750 | 124 | 73 | 95 | -22.7 | 0 | 3750 | 31 | 73 | 20 |
| -22.2 | 28 | 4000 | 128 | 77 | 91 | -22.2 | 0 | 4000 | 31 | 77 | 19 |
| -21.8 | 30 | 4250 | 132 | 81 | 89 | -21.8 | 0 | 4250 | 32 | 81 | 18 |
| -21.3 | 32 | 4500 | 136 | 86 | 86 | -21.3 | 0 | 4500 | 32 | 86 | 17 |

| | | | | | | | | | | | |
|-------|-----|----------------------|-----|-----|----|-------|---|------|----|-----|----|
| -20.8 | 34 | 4750 | 140 | 93 | 83 | -20.8 | 0 | 4750 | 32 | 93 | 16 |
| -20.3 | 36 | 5000 | 144 | 99 | 80 | -20.3 | 0 | 5000 | 32 | 99 | 15 |
| -19.9 | 38 | 5250 | 148 | 106 | 77 | -19.9 | 0 | 5250 | 32 | 106 | 14 |
| -19.4 | 40 | 5500 | 152 | 113 | 74 | -19.4 | 0 | 5500 | 32 | 113 | 13 |
| -18.9 | 42 | 5750 | 156 | 118 | 61 | -18.9 | 0 | 5750 | 32 | 118 | 12 |
| -18.5 | 42 | 6000 | 160 | 122 | 58 | -18.5 | 0 | 6000 | 32 | 122 | 6 |
| -18 | 42 | 6250 | 1 | 126 | 55 | -18 | 0 | 6250 | 32 | 126 | 0 |
| -17.5 | 46 | 6500 | 1 | 129 | 52 | -17.5 | 0 | 6500 | 32 | 129 | 0 |
| -17.1 | 48 | 6750 | 1 | 136 | 0 | -17.1 | 0 | 6750 | 32 | 136 | 0 |
| -16.6 | 52 | 7000 | 1 | 142 | 0 | -16.6 | 0 | 7000 | 32 | 142 | 1 |
| -16.1 | 52 | 7250 | 1 | 158 | 0 | -16.1 | 0 | 7250 | 32 | 158 | 2 |
| -15.6 | 54 | 7500 | 1 | 176 | 0 | -15.6 | 0 | 7500 | 32 | 176 | 3 |
| -15.2 | 56 | 7750 | 1 | 194 | 0 | -15.2 | 0 | 7750 | 32 | 194 | 5 |
| -14.7 | 58 | 8000 | 1 | 230 | 0 | -14.7 | 0 | 8000 | 32 | 230 | 7 |
| -14.2 | 61 | 8250 | 1 | 302 | 0 | -14.2 | 0 | 8250 | 32 | 302 | 9 |
| -13.8 | 64 | 8500 | 1 | | | -13.8 | 0 | 8500 | 32 | | |
| -13.3 | 66 | 8750 | 1 | | | -13.3 | 0 | 8750 | 32 | | |
| -12.8 | 68 | 9000 | 1 | | | -12.8 | 0 | 9000 | 32 | | |
| -12.4 | 70 | 9250 | 1 | | | -12.4 | 0 | 9250 | 32 | | |
| -11.9 | 72 | 9500 | 1 | | | -11.9 | 0 | 9500 | 32 | | |
| -11.4 | 74 | 9750 | 1 | | | -11.4 | 0 | 9750 | 32 | | |
| -10.9 | 77 | | | | | -10.9 | 0 | | | | |
| -10.5 | 79 | | | | | -10.5 | 0 | | | | |
| -10 | 81 | | | | | -10 | 0 | | | | |
| -9.54 | 83 | ACCPUMPLORPM=25 | | | | -9.54 | 0 | | | | |
| -9.07 | 85 | ACCPUMPHIRPM=15 | | | | -9.07 | 0 | | | | |
| -8.6 | 87 | ACCPUMPSSENSE=5 | | | | -8.6 | 0 | | | | |
| -8.13 | 89 | START CYCLES=20 | | | | -8.13 | 0 | | | | |
| -7.66 | 91 | MAGNET POSITION= | | | | -7.66 | 0 | | | | |
| -7.19 | 93 | KNOCK RETARD=2 | | | | -7.19 | 0 | | | | |
| -6.72 | 95 | KNOCK SENSE=8 | | | | -6.72 | 0 | | | | |
| -6.25 | 97 | CL MAP HI=6.25 | | | | -6.25 | 0 | | | | |
| -5.78 | 99 | CL MAP LO=24.1 | | | | -5.78 | 0 | | | | |
| -5.31 | 101 | CL RPM HI=3750 | | | | -5.31 | 0 | | | | |
| -4.83 | 103 | CL RPM LO=2000 | | | | -4.83 | 0 | | | | |
| -4.37 | 105 | CLOSED LOOP=ON | | | | -4.37 | 0 | | | | |
| -3.9 | 107 | FUELCUT/MANPRESS= | | | | -3.9 | 0 | | | | |
| -3.42 | 109 | FUELCUT/RPM= | | | | -3.42 | 0 | | | | |
| -2.95 | 111 | FUELCUT BELOW TP= | | | | -2.95 | 0 | | | | |
| -2.49 | 113 | FAST IDLE SWITCH=129 | | | | -2.49 | 0 | | | | |
| -2.02 | 115 | IDLE TP LOCATION= | | | | -2.02 | 0 | | | | |
| -1.55 | 117 | IDLE FUEL AMOUNT= | | | | -1.55 | 0 | | | | |
| -1.08 | 119 | | | | | -1.08 | 0 | | | | |
| -0.62 | 121 | | | | | -0.62 | 0 | | | | |
| -0.14 | 123 | | | | | -0.14 | 0 | | | | |
| 0.33 | 125 | | | | | 0.33 | 0 | | | | |
| 0.8 | 127 | | | | | 0.8 | 0 | | | | |