

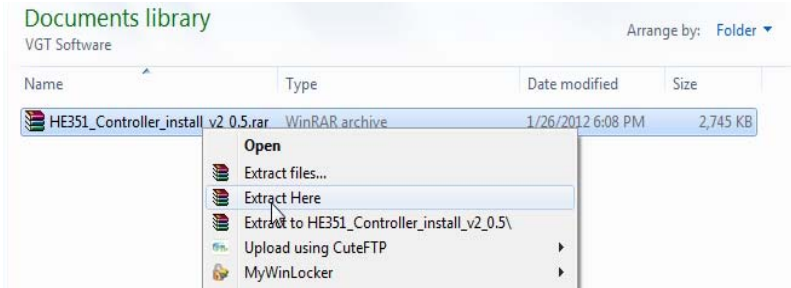
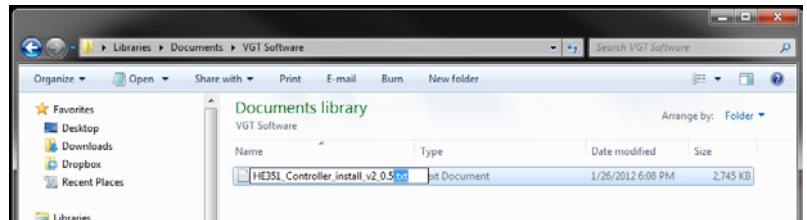


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Brownsburg, IN 46112

VGT Controller Software

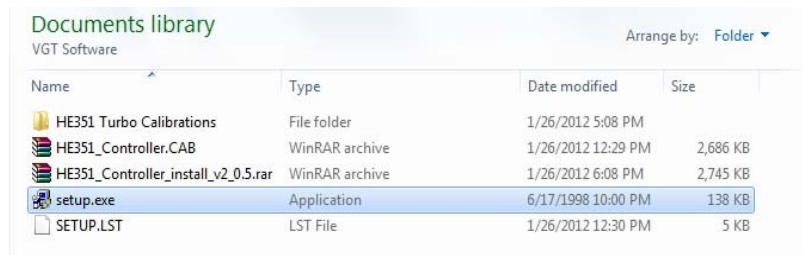
Fleece Performance Engineering uses a program called WinRAR® to package software. If you do not currently have WinRAR® installed on your computer you can download it free.

1. When you receive the software package, save it in a folder in your documents file. Do not save it to your desktop.
2. All of the packages are sent as a .txt file in order to circumvent most email firewall issues. Re-name the file as a .rar type.

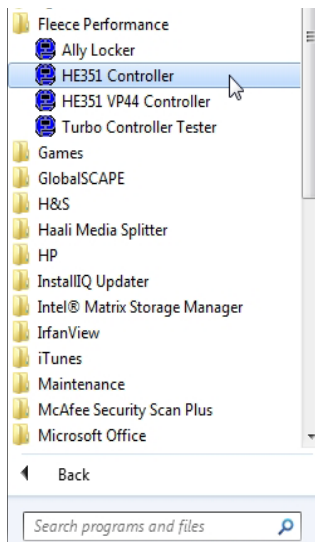
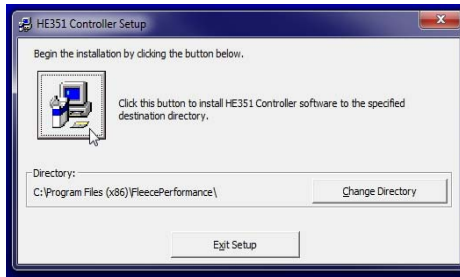
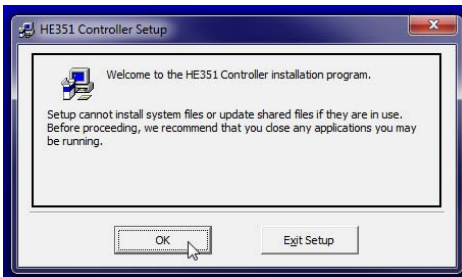


3. With the file re-named, right click it, and select “extract here”

4. With the package extracted in your specified folder, click and run the “setup.exe” file. This will install the software and drivers.

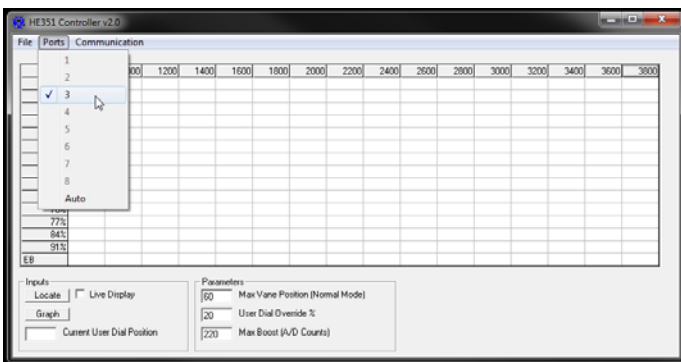


5. Follow the installation prompts



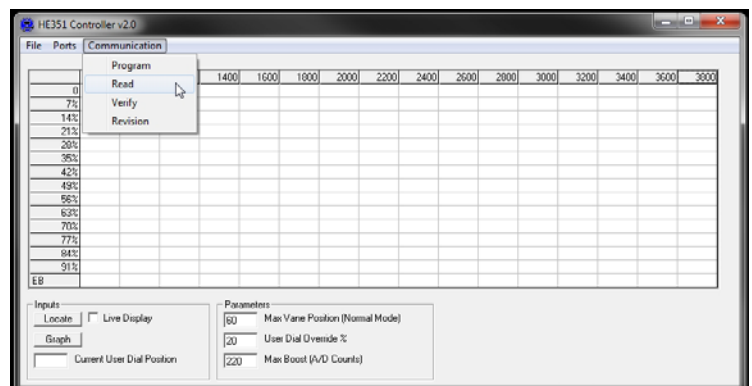
6. After completing the installation, open your start menu on your PC. You should find a folder labeled “Fleece Performance”. Open the folder and run the “HE351 Controller” program.

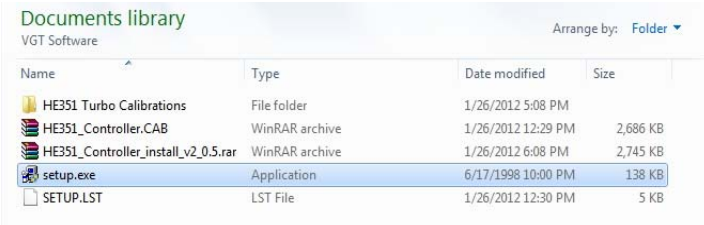
7. Remove the closed end of the module, and connect a laptop, via the USB B port found behind the cover.



8. Click on the ports tab in the program window and open a comm port. Select a highlighted number listed, placing a check to the left of the corresponding number.

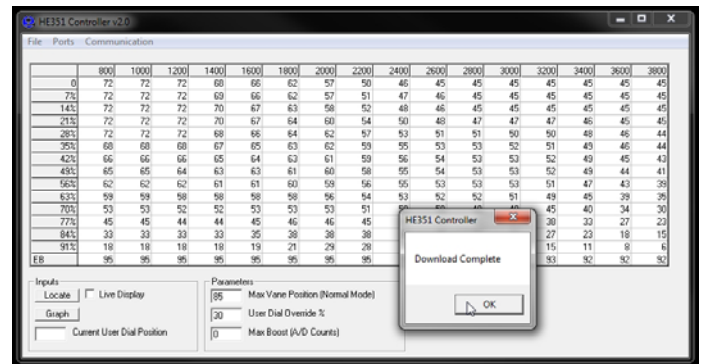
9. After selecting a comm port, read out the stock calibration, using the communication tab in the upper right hand corner of the program window. Once complete, save the tune as your stock file, under the file tab.





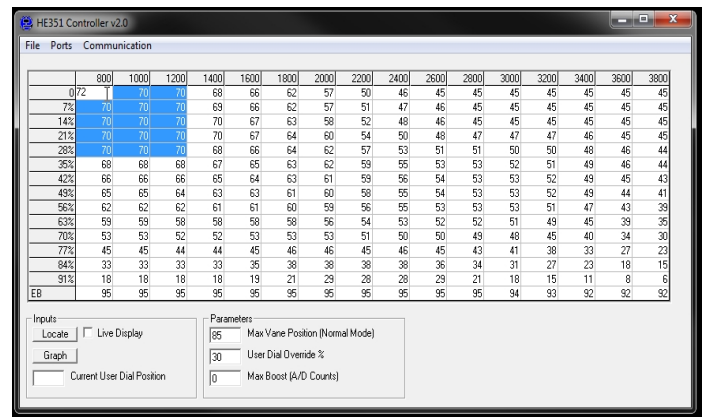
10. If the program fails to read the stock calibration, using the file tab, open your HE351 Calibrations folder in your original extracted software package.

11. When you open the stock calibration, it will populate the table. Once populated, using the communication tab, program the module. If the truck is running you will hear an audible change in the sound of the exhaust as the module is programmed.



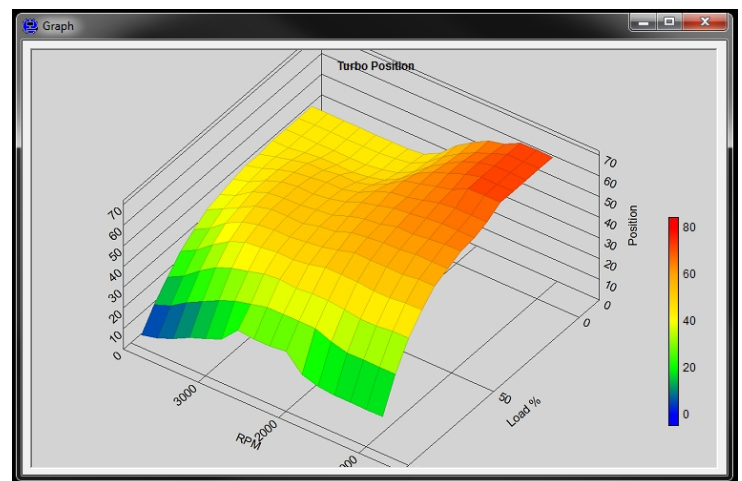
NOTE: The numbers in the table represent a percent of closure. The Bigger the number the tighter the housing. The tighter the housing, the more responsive the truck will be at low speeds. As RPM's rise the numbers should fall, in order to adequately flow enough exhaust without excessive drive pressure.

12. Practice making changes to the table. Highlight the cells in the upper left hand corner with a value of 70. These cells correspond with idle and tip in throttle response. With the truck running change the value to 72, and using the communication tab, program the module. You should hear an audible change in the exhaust as the module is programmed.

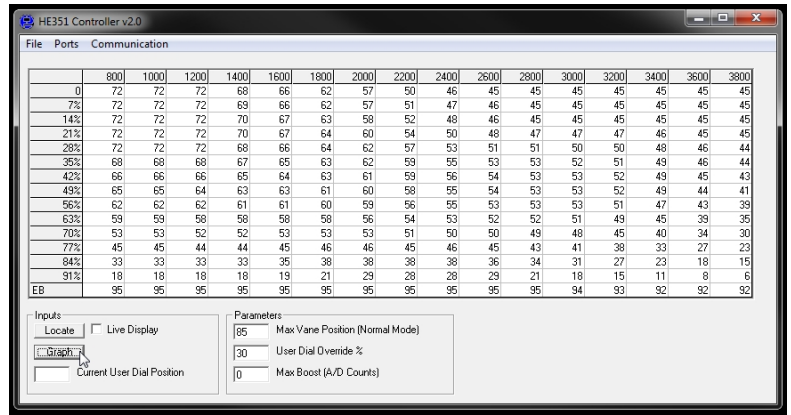


NOTE: The upper left hand corner of the table maps out idle, low RPM, and low throttle control, while the opposing bottom right hand corner maps out higher RPM and wide open throttle control. The percent of closure should descend in value from the upper left to lower right in a gradual slope.

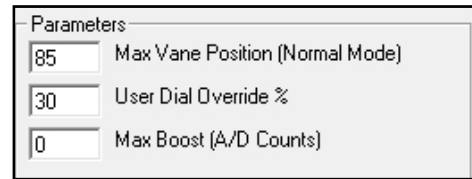
13. The graph button in the lower left hand corner of the program window, allows you to visually see what your mapped calibrations look like. Click and drag the graph, it is interactive, and can be moved around for better viewing of a specific point. Load Percentage, RPM, and Vane Position make up the 3 axis graphed.



14. Also in the lower left hand corner of the program window is the locate button and live display option. Selecting both will highlight the individual cell being referenced by the module. This helps with live tuning, allowing for specific load and rpm based response, to be optimized.



15. In the parameters area, from top to bottom:
 Max Van position– This sets the max desired position in normal operation. IE: When not braking. User Dial Override % - Allows for the maximum amount of change in vane position with the User Dial. Disregard the max boost section.



EB	95	95	95	95	95	95	95	95	95	95	95	95	95	94	93	92	92	92
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16. The bottom row of the table is for variable speed exhaust braking, or in other words allows for the brake to engage progressively. It can be modified to change the amount of braking force applied based off of RPM.

As a brief overview of the basic operation of the VGT Controller Software, some questions may still persists. Please feel free to contact Fleece Performance Engineering using the contact information below, and we can answer any questions you may have.

FPE CONTACT INFORMATION:

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EMAIL: INFO@FLEECEPERFORMANCE.COM