01 / THE PROCESS

A better-driving Subaru.

Custom e-tuning with Keith Fields | WRX and STI

The driving experience comes first. The aim is a consistent, responsive car with power delivery suited to its hardware, fuel and intended use. Peak output is one part of the result.

Before the first file

Send your year, model, transmission, ECU/tuning platform, complete installed-parts list, current map and fuel. Include known faults and previous repairs. Choose the appropriate service at checkout. Your setup and equipment requirements must be confirmed before tuning begins; ask before ordering if compatibility is uncertain.

Prepare the car and logging setup

Complete the vehicle-readiness checklist. Resolve mechanical faults first. Confirm the requested logging channels and any external wideband connection. A gauge display alone is not a synchronized datalog.

Initial calibration and baseline

Use only the file supplied for your exact car, hardware and fuel. Follow the flashing instructions with stable battery support. Start with the checks and low-load logs I request; a starting file is not permission for a full-load run.

> **Eight revisions should be ample for a sound, consistent setup.** Most $400 custom e-tunes include eight revisions. The plan is to finish when the results are right, not use every revision simply because it is available. Your agreed quote defines the scope.

An initial file, a log submission and a revised calibration are different steps. Keep the supplied revision identifier on each file and use your private customer order page. Confirm how the initial file is counted in your quote; do not assume every email or log consumes a revision.

02 / ILLUSTRATIVE REVISION PLAN

Review. Refine. Verify.

A typical progression, not eight mandatory stages or permission to advance on your own.

Revision 1 | Establish a reliable baseline

Review startup, warm idle, sensor readings, fueling behavior and low-load operation. Correct setup or logging issues before adding load.

Revision 2 | Refine everyday operation

Work through part-throttle fueling and response using requested logs and your feedback. Check that the car behaves consistently.

Revisions 3-4 | Introduce controlled load

Only after approval, evaluate the requested load range, boost control, fuel delivery and knock response. The test location and operating limits are agreed beforehand.

Revisions 5-6 | Refine delivery

Address transitions, transient throttle and the relationship between pedal input and boost. Check usable response rather than chasing a single peak number.

Revisions 7-8 | Validate where needed

Use the remaining scope for repeatability and any outstanding refinement. Some cars finish earlier; others need a different sequence or additional diagnostic work.

> **Every stage is conditional.** I may combine, repeat or pause stages after reviewing the data. Do not increase throttle, RPM or load beyond the instructions for your current file. Full-load testing belongs on a suitable dyno or controlled closed course, not public-road pulls.

03 / EXPECTATIONS

Keep the variables consistent.

Good feedback and repeatable conditions make each revision useful.

When additional work may be needed

Boost or intake leaks, misfires, weak fuel delivery, inconsistent fuel, sensor faults, voltage problems, heat-related issues and unusable logs can interrupt tuning. Changing turbos, injectors, intake parts, fuel blends or other hardware can also change the scope. Repair the cause rather than asking the calibration to hide it.

Additional revisions are agreed first

If outside influences or a changed setup require more work, I explain what needs resolving and discuss any additional revisions, diagnostics or revised quote before proceeding. Eight revisions are not eight attempts to tune around a mechanical fault. No additional-revision price is implied by this guide.

Send a useful revision package

Send the original CSV logs, current map/revision name, fuel and ethanol content if applicable, a short description of the requested test, and any symptoms or changes. Avoid cropped graphs or dashboard photos as substitutes for the original data. Upload files and send updates through your private customer order page so the revision history stays together.

Timing and completion

Initial files and agreed revisions are usually delivered the same business day and within one business day once the approved setup, required information/files and applicable payment are received. Business hours: Monday-Friday, 8 a.m.-6 p.m. Pacific. Repair time and missing information are outside that clock. This is a per-file turnaround, not a promise to finish the entire tune in one day.

I confirm when the calibration is complete and explain the approved fuel/setup and any ongoing checks. A new fault or hardware/fuel change calls for another review, even after tuning is complete.

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Request a setup review | Service terms and refunds