

MATCH THE ACTUAL CONTROLLER / OS BEFORE A TRIAL

5.7 HEMI with VVT - Catch & Start-to-Idle Trials

Self-service guide for actual VVT 5.7 hardware, including Eagle-type builds. Retained VVT, a limiter and a mechanical lockout require different matching configurations. The owner's pictured strategy is conditional, not every 5.7 OS.

1. Keep the cam and control configuration together

Start from your own saved pre-trial working file. Identify the actual cam and whether the phaser works, is limited, or is locked. Do not copy a later donor calibration or change phaser limits without matching hardware information. A 6.4 cam fitted to a 5.7 remains a 5.7/controller combination.

2. Cranks but needs pedal help: owner's single-cell trial

JRJ supplied a single-cell example for [ECM] 35024 Startup Throttle Adder: the zero-pedal value changes from 0.0000 to 0.3000 V. Use it only when your file's hover description confirms an active startup voltage adder, with Pedal (V) input and V output matching that strategy. Leave other entries unchanged. Compare catch and settling at the same temperature; restore the cell if flare, hang or catch worsens. A table ID or similar name alone is not enough. This is JRJ's conditional example, not an HP Tuners universal preset.

3. Runs but struggles at its warm idle target

Use this file's actual desired-idle RPM table. HP Tuners gives +50 RPM as a common adjustment example. Trial only the affected warm operating cells; preserve unrelated rows. Compare requested/actual RPM and gear/load response. Restore if surge, hang or converter push worsens. This is separate from startup catch; do not apply a percentage to ETC Minimum Phi when its units and timer behavior are unknown.

4. Keep the normal idle test separate

Keep retained, limited and locked VVT configurations distinct. Do not mask a mechanical or fueling fault with more startup assistance. This download and sheet are self-service; personal JRJ troubleshooting, individual file/log review and calibration changes require a paid upgrade under the selected package.

Want us to handle the tune?

A download includes self-service written guidance only. Personal troubleshooting, individual file/log review and tune changes require a paid upgrade within the chosen package. We deduct the verified amount actually paid for your eligible file; you pay the remaining balance.

[See your paid upgrade options](#)



Sources and example scope

[Mopar: cam/phaser-limiter and VCT calibration context](#)

[HP Academy: specific 2020 VVT 5.7 worked example](#)

[HP Tuners: parameter definitions and navigation](#)

[HP Tuners: +50-RPM example, not a HEMI-specific target](#)

Apply only to the identified controller/OS and matching control definition. Examples are starting trials, not a finished tune, compatibility approval or guaranteed repair. Personal JRJ troubleshooting, file/log review and changes require a paid upgrade.