



DOWNLOADABLE HP TUNERS .HPT FILES

Download Getting Started

Your .HPT download is a Compare & Copy reference, not a custom tune. **The file and this self-service guide do not include personal troubleshooting, file/log review or tune changes.**

1 Confirm your combination

Check your engine, exact cam, controller/OS, transmission and supporting parts against the product details. Verify any unknown or different detail before proceeding. Comparing two files does not establish compatibility.

2 Keep your originals

Record DTCs and available freeze-frame information before reading or clearing anything; a vehicle read can remove that evidence. Save an untouched backup of your initial read. Keep the download and your working copy separate.

3 Prepare your HP Tuners setup

Use a supported, registered interface and correct VCM Suite setup. Vehicle licensing is separate from the JRJ file purchase. Start with charged laptop/vehicle batteries, secure USB/OBD connections and HP Tuners-recommended stable power support. Follow vehicle-specific prompts and avoid interruptions.

4 Compare before you copy

Open your own working file as the main file, then **Compare > Open Compare File** for the download. Use **Compare > View Comparison Log**. Review only verified changes; do not use Copy Over All Differences as a shortcut. Cross-OS copied values may be approximate.

Before you write

Confirm the working file and licensing are correct for your vehicle. Follow the JRJ READ FIRST guide and official HP Tuners instructions. This companion is not a universal flash, restore or no-start repair procedure.

Considering an upgrade? [Watch how ordering and the Tune Portal work.](#)

Official HP Tuners reference: [Reading](#) | [Comparing files](#) | [Licensing](#) | [Getting started](#)

SELF-SERVICE TROUBLESHOOTING

Start/Idle Checks

Use these checks yourself. A higher idle target is not a universal no-start fix.

1 Identify what the engine does

No crank: the starter does not turn the engine.

Cranks/no start: it turns over but never runs.

Starts, then dies: it catches briefly and stops.

Runs/poor idle: it idles poorly or stalls after throttle release.

2 Keep the evidence

Record cold/hot behavior, recent work, DTCs, available freeze-frame data and exact errors before clearing. Have your installer check recent mechanical, wiring and fuel-system work. Do not change DTC settings or guess at tuning values.

3 If a write failed

Do not turn off controller power, disconnect the battery or pull fuses during a write failure.

Capture the exact error and follow HP Tuners recovery/support guidance. Do not select Rewrite Entire or try another file as a guess.

Personal tuning help requires a paid upgrade

JRJ does not provide personal troubleshooting, file/log review or tune changes with downloads. A paid upgrade is required; services are limited to the selected package.

Want Jason to handle the tune?

We credit the verified amount actually paid for your eligible file toward Base or Full Custom. You see the remaining balance before paying.

Base Tune

Rough startup, idle and initial driving. Includes two revisions. Expect rough edges; this is not a finished, refined tune.

Full Custom Remote Tune

Jason reviews datalogs and feedback, then refines the purchased setup. Includes up to five revisions.

[See your upgrade options at jrjonesracing.com/pages/upgrade-your-tune](https://jrjonesracing.com/pages/upgrade-your-tune)

Official HP Tuners reference: [DTCs and freeze frames](#) | [Read/write and recovery](#)



Choose your engine guide

These are clickable PDF links. First match the actual controller, operating system, hardware and parameter definitions in your own file. Year, engine size or cam name alone is not enough.

If the match is uncertain or your controller is not covered (including E78, E90/E93 and Global B), use the universal checks and leave unmatched tables unchanged. Do not transfer GM settings to HEMI, or HEMI settings to GM.

GM controllers

[GM Gen III - P01 / P59 - PDF](#)

LS1-style definitions with the named idle controls present. Match the controller, operating system and units.

[GM Gen IV - E38 / E67; separate E40 branch - PDF](#)

Use the matching E38/E67 section. Early LS2/E40 has a separate RPM-only trial, not the E38/E67 airflow recipe.

[GM Gen V truck - E92-family LV3 / L83 / L86 - PDF](#)

Based on a matching L83 truck example. It does not cover every Gen V OS, E90/E93, Global B or Gen V car.

HEMI combinations

[HEMI 5.7 - early non-VVT / fixed cam - PDF](#)

Confirmed non-VVT hardware, normally 2003-2008. On swaps, use the actual controller and strategy, not model year alone.

[HEMI 5.7 - VVT - PDF](#)

Match the actual VVT strategy and retained, limited or locked phaser. A 6.4 cam in a 5.7 does not make it a 6.4 guide.

[HEMI 6.4 - SRT / car / SUV - PDF](#)

For an identified SRT combination, with its matching cam, phaser, intake and throttle body. Keep truck data separate.

[HEMI 6.4 - truck - PDF](#)

For the actual 6.4 truck controller, transmission and load configuration. Do not substitute SRT/car or GM procedures.

Written self-service help only. Personal troubleshooting, individual file/log review and tune changes require a paid upgrade within the selected package. We credit the verified amount actually paid for your eligible file; you pay the remaining balance.

[See paid upgrade options](#)