

Turbo Lamik TCU Initial Setup Guide

THE INSTALLATION AND SETUP OF A TURBO LAMIK TCU SHOULD ONLY BE ATTEMPTED BY EXPERIENCED PERSONNEL. FAILURE TO DO SO CORRECTLY WILL RESULT IN DAMAGE TO THE TRANSMISSION. BELOW IS CURRENT AS OF July 2026 - TCU Firmware 10.74.

Please note that 10.75 firmware changes the torque calculation logic. The max torque tps table in particular (mainly used for diesel applications). Torque must be verified if upgrading from 10.74 to newer firmware.

1. Install Tuner Pro - <https://manual.turbolamik.eu/docs/pc-software/tunerpro/>
2. Verify you have PC connection with live data & can download the bin file from TCU.
3. Download relevant bin file for engine/trans combination - <https://turbolamik.eu> Download > Base Maps
4. As a bare minimum, before trying to move the vehicle. Configure base maps to suit the engine/ecu. The key input parameters that must be set up for a vehicle not using OEM CAN bus TQ are brake pedal, TPS, MAP and RPM. At this moment, ensure all unused inputs are disabled. Ensure torque calculation source is set correctly.
5. Once you have the brake pedal, TPS, MAP and RPM showing accurately on the TunerPro live data dashboard, you should now see a Gearbox TQ value on the dashboard. This is the calculated torque the engine is producing and what the transmission is managing. This Gearbox Tq value is crucial to gearbox operation. With the above working, you will be able to engage drive or reverse, and the vehicle should move.
6. As soon as the vehicle is in gear, keep an eye on the "Slip Gear Clutch%" gauge with base map values on firmware 10.74 or older; the slip gauge should go to zero when the gear is engaged. If the slip gauge is showing slip when the clutches should not be slipping. **Stop. Prolonged periods of slip even at idle on a hoist may damage the clutches.**
7. At this point the vehicle will drive and should be safe for a low load short road test.
8. This is now a good time to check the oil level again. Ensure you follow the correct ZF fill procedure and that your installation does not impact the fill point. If the box is tilted down at the rear the factory fill point is no longer the correct fill point.
9. The last initial setup parameter to be aware of before any higher loads are put through the transmission is the "Torque Calculation" folder. The tables in there are used to manipulate the calculated torque value. The base map tables are similar to a 6-cylinder 3.0L turbo petrol and a 6-cylinder turbo diesel 3.0l. However, small changes to these help with driveability on nearly all setups. **For early test drives, the key is to ensure the Gearbox Tq value shown is accurate or higher. If this is low, the transmission may slip and lead to damage. A high value will feel harsh on the shifts.**

These are the bare minimum parameters required to make a vehicle move with a TurboLamik TCU. For a lot of installations this will result in a vehicle that drives fairly well. However, there are many tables which can be used to manipulate nearly all characteristics of the transmission's behaviour.

If you are attempting this for the first time, most settings are safe to adjust and test apart from the "Transmission Call" folder. As a general rule of thumb, a good condition transmission should not need changes made in this folder.

ALL LINKS ARE AVAILABLE IN OUR TURBOLAMIK LISTING PAGE AT [8SPEED.AU](https://www.8speed.au). ALSO CHECK OUT OUR BLOG FOR TRICKS AND TIPS ON GETTING YOUR TRANSMISSIONS DRIVING PERFECTLY. <https://www.8speed.au/blogs/news>