Here are the things you have to look for when loading a 2.010 or older tuneup into 2.050;

1) *View>Spark Functions>Spark Offset vs FEC, Zero this table

2) *View>Individual Cyll Corrections>Individual Cyll Fuel Table, This table will populate with random numbers. Highlight table and hit Zero and enter.

3) *View>System Configuration>Operational Parameters, Put something in "Spark Cut Rev Limit" This is an ignition based high end rev limit. Un-Check the "Min Oil Press Cutoff Enable. This is a safety ignition cutoff that is driven by the Aux Input B (which is usually used for Oil Pressure). Also un-check "Remote Baro Sensor Enable". In 2.050, you can add a second MAP sensor that will always sample Baro pressure. This only really does anything if you are using Load Indexed Speed Density mode.

4) *View> System Configuration>Ignition Parameters, Just go in here and select your ignition type. There are some new ones listed for our new LS Ignition module but when loading an earlier tune into this 2.050 version, no ignition type is selected.

5) *View>System Configuration>XIM/EZ LS Parameters, This is where you now have dwell control over an XIM or EZ/LS system.
If using GM LS coils, go to File>Paste from File…>Ict>XIM_EZLS_Dwell.ict>Open This will install the basic dwell parameters we have used in the past for the XIM.

6) *If you are using Dry Nitrous, the Progressive Power Adder table has changed. There used to be one table for duty cycle (nitrous) and a different table for PPA Fuel. Now, they are two different lines on the same graph. This lessens the chance of someone upping the nitrous duty cycle and forgetting to make a corresponding change to the fuel.

7) *In the PA Ramp Retard table, there are now 16 set points instead of 8.

8) *View>System Configuration>Fuel Calc Parameters, You now have the option to set a target Fuel Pressure and enable FP Correction. What this will do is monitor fuel pressure on Aux Channel A and compare the changes to fuel pressure to the changes in manifold pressure because these two should follow each other. Any deviation in these will cause an adjustment to the injector flow rate to compensate. In other words, it is watching the pressure differential across the injector and reflecting any change in this differential in the injector flow rate value.

9) *View>System Configuration>Sensor Calibration, There are auto calibrate functions for Fuel Pressure (Aux A), Oil Pressure (Aux B), and the baro sensor (if you are using one)

These are all the new features in 2.050 and the ones that you will need to correct when starting from a 2.010 file. I put in bold the ones that you have to go in and change before it will work properly, the others are just FYI!