

COBB™ TUNING

ACCESSPORT™

Calibration Notes for 2009 USDM Nissan GTR
AccessPORT Calibration Stage1 93 OCT v108B



Compatible with new AccessPORT

Calibration Name: Stage1 93 OCT v108B

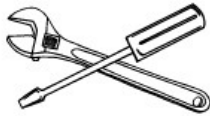
Latest Calibration Rev: 1.08B

Calibration and Map Notes Updated: 10/20/08

Description: Stage1 93 OCT v108B - Intended for an otherwise stock 2009 USDM Nissan GTR vehicle with a stock or cat-back exhaust, and STOCK INTAKE SYSTEM ONLY. 93 octane fuel petrol. Boost Targets: ~16.5psi tapering down to ~12.5psi by the 7000 RPM redline.



COMPATIBLE



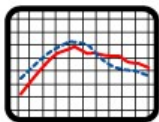
HARDWARE

Hardware Requirements: Otherwise stock vehicle with a STOCK INTAKE SYSTEM ONLY. The addition of any other hardware may make the vehicle perform poorly.



FUEL REQUIREMENTS

Fuel Requirement: 93 octane. If detonation is present, you should switch to a lower staged, or stock mapping.



POWER OUTPUT

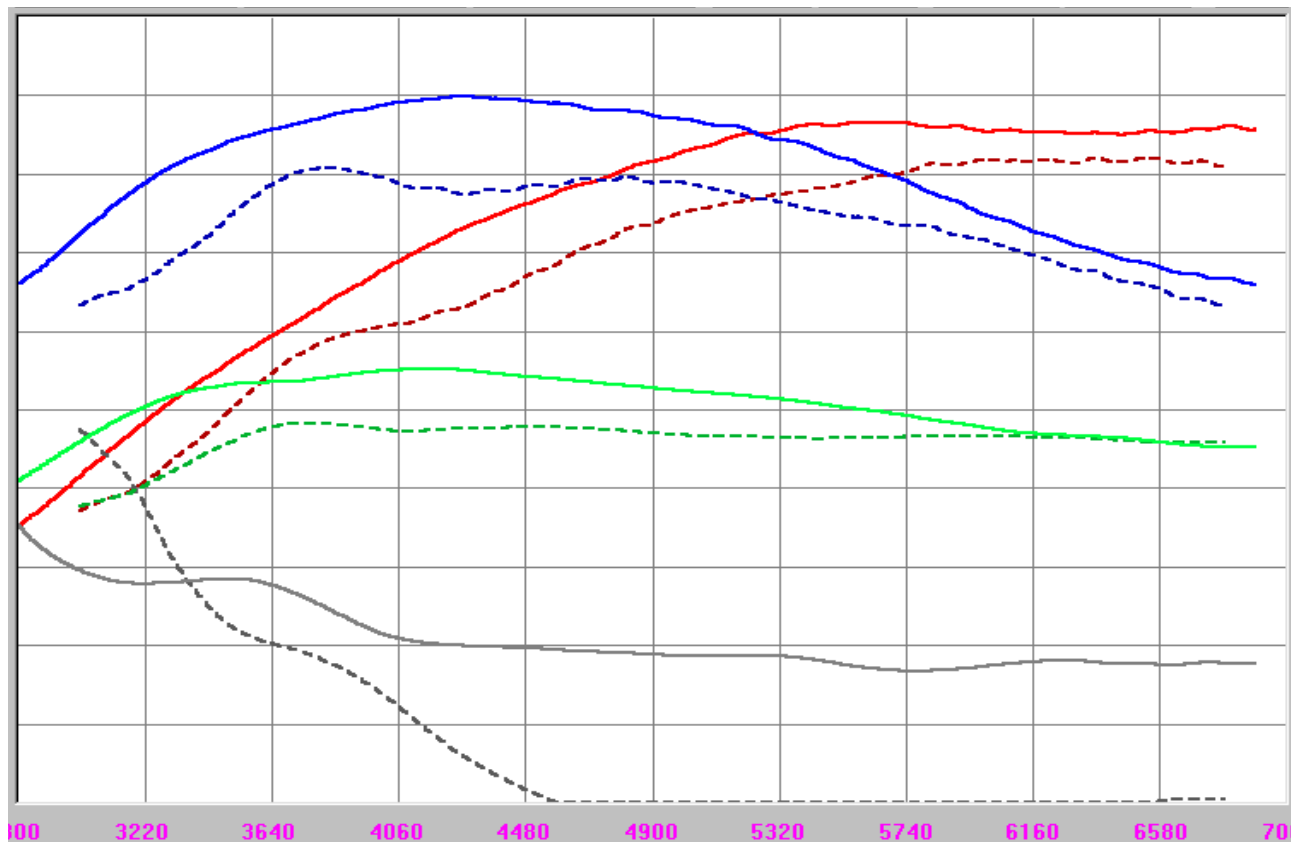
Power Output: +10% HP / +13% lb-ft. Results may vary.



BOOST

Boost Targets: ~16.5psi peak boost pressure tapering down to ~12.5psi (+/- 0.8psi), depending on vehicle and conditions. Boost cut at sea level is increased to ~19psi.

Please take these dyno graphs for what they are, a graphical representation of measured torque and calculated horsepower across the below RPM range during a wide open throttle pull in 4th gear. We hope that you enjoy the improvements we have made to the calibration for this vehicle.



Dyno Graph = Stage1 93 OCT v108B vs. Stock on 2009 USD M GTR *

As measured on COBB Tuning's in-house Mustang AWD Dyno

(All power figures are measured at the wheels, NOT corrected for drivetrain losses)

CAUTION!!! DO NOT RUN ANY Stage1 CALIBRATION WITH ANY TYPE OF HIGHER FLOWING DOWNPIPE OR TURBO-BACK EXHAUST ON YOUR 2009 GTR. IF YOU HAVE A HIGHER FLOWING DOWNPIPE OR TURBO-BACK EXHAUST SYSTEM ON YOUR 2009 GTR, PLEASE REFLASH THE APPROPRIATE Stage2 CALIBRATIONS.

Revision Notes:

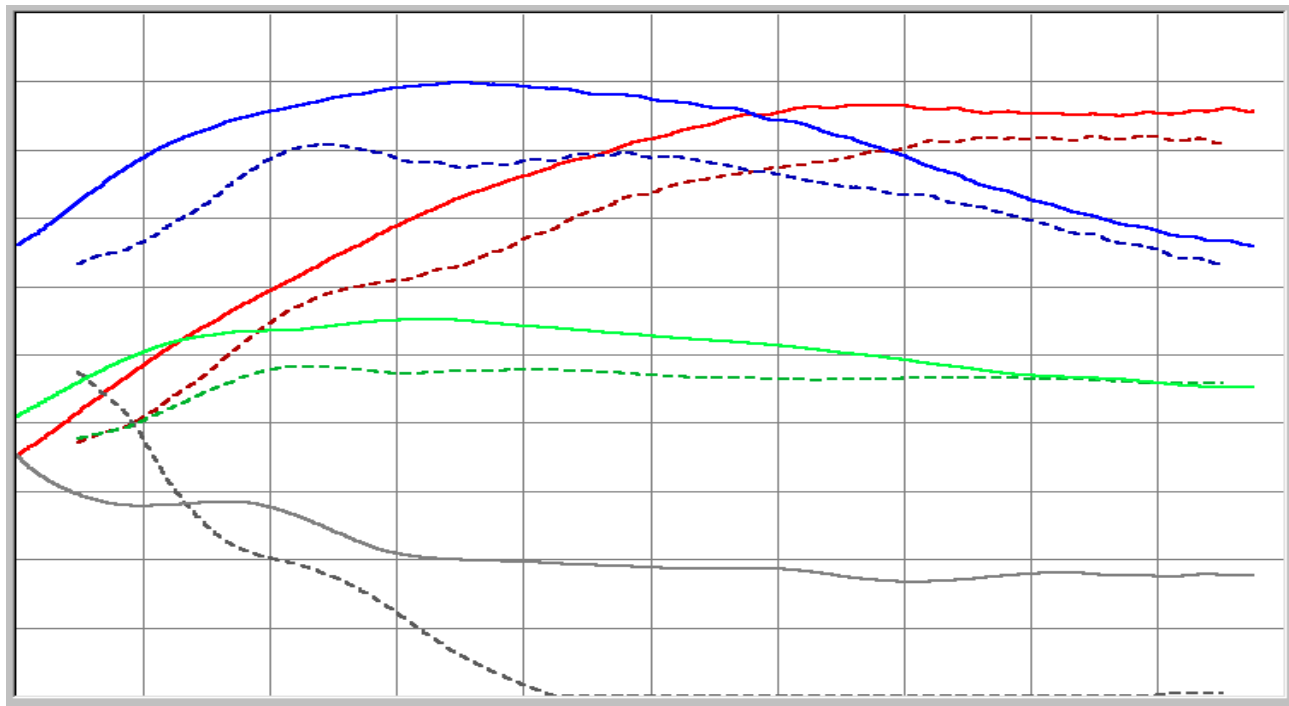
1.08B - Revised timing and boost control strategy. Eliminated boost cuts during flatfoot shifting.

1.00 - Original Calibration. Tuned CAM Timing, Boost, Fuel, Ignition, closed loop control, and base programming logic to improve drive-ability. Revised Closed Loop management. Revised Boost Control parameters. Smoothed out boost related values, improved boost response at lower RPMs. Altered intake cam timing parameters in an effort to improve low and mid-range torque and boost response. Modified high RPM timing and dynamic advance parameters to allow for improved ignition advance learning when using improved octane. Modified Primary Fuel & Primary Ignition tables to account for the effects of Variable Cam Timing tuning. Raised speed limiter. Moved Speed Limits to 314 mph. Increased boost cut to ~19psi at sea level. This calibration has been updated to the latest **AccessTUNER™** file format, (formerly **ProTUNER**).

Additional Notes:

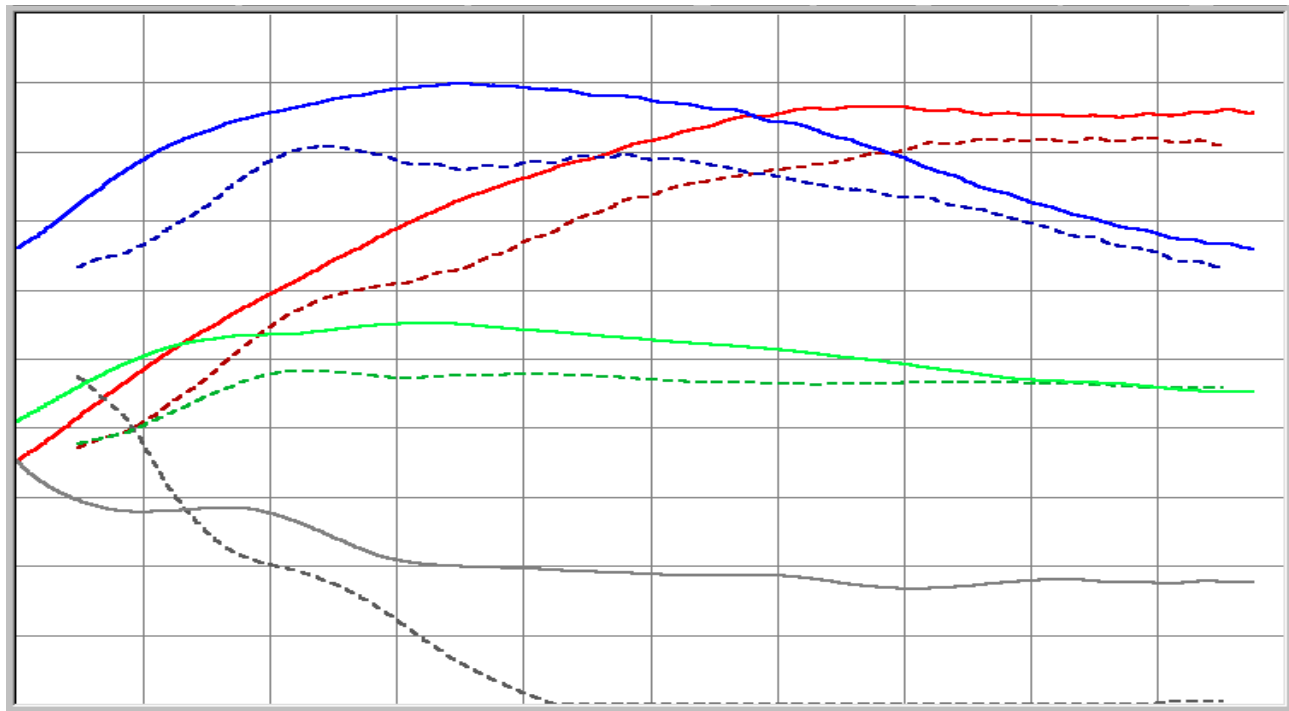
We highly suggest that you first REFLASH the calibration which is best matched for the performance hardware installed on your vehicle. Some of the optimal logic will be programmed to your ECU using the REFLASH option.

For use with a stock or very mildly modified 2009 GTR. YOU MUST USE FACTORY INTAKE SYSTEM, NO AFTERMARKET INTAKES ARE CERTIFIED COMPATIBLE WITH THIS CALIBRATION. Best if used with 49 state 93 octane.



Measured Wheel Torque = blue, calculated wheel HP = red, measured relative pressure (boost) = green, grey = measured AFR
Dyno Graph = Stage1 93 OCT v108B

The above dyno graph demonstrates the fuel curve that should be measured from the exhaust stream. The RPM reference can be found on the X-axis in pink numbers; the A/F Ratio reference can be found on the Y-axis in black numbers. If your fuel curve is not within +/- .4 A/F from this calibration, while running the Stage1 93 OCT v108B calibration on your 2009 GTR, then you may need to have the vehicle analyzed ,by a professional tuning facility. Hardware such as intakes can skew the MAF sensor signal and create a dangerously lean fuel curve. This calibration has been established to run with the stock intake system only.



Measured Wheel Torque = blue, calculated wheel HP = red, measured relative pressure (boost) = green, grey = measured AFR
Dyno Graph = Stage1 93 OCT v108B

The above dyno graph demonstrates the relative pressure (boost) curve that should be measured from the intake manifold. The RPM reference can be found on the X-axis in pink numbers; the Relative Pressure (Boost) reference can be found on the Y-axis in green numbers. If your boost fuel curve is not within +/- .8 psi from this calibration, while running the Stage1 93 OCT v108B calibration on your 2009 GTR, then you may need to have the vehicle analyzed by a professional tuning facility. Target peak boost pressure is ~16.5psi +/- 0.8psi depending on vehicle and conditions. Boost will likely taper to ~12.5psi by 7000 RPM redline to increase reliability & longevity. Boost cut at sea level is increased to ~19psi.

CEL Codes Defeated [WHEN USING AS REFLASH CALIBRATION] (means new to latest revision):**