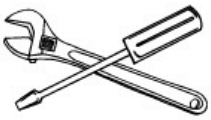
COBB™ TUNING

AccessPORT™

Calibration Notes for 2009 USDM Nissan GTR
AccessPORT Calibration Stage2 93 OCT v108B

COMPATIBLE

Compatible with new AccessPORT
Calibration Name: Stage2 93 OCT v108B
Latest Calibration Rev: 1.08B
Calibration and Map Notes Updated: 10/20/08
Description: Stage2 93 v108B - Intended for an otherwise stock **2009 USDM GTR** vehicle with a hiflow cat-back exhaust, and STOCK INTAKE SYSTEM ONLY. Catted or catless 'Y' pipes are acceptable, however the downpipes must remain catted., and STOCK INTAKE SYSTEM ONLY. 93 octane fuel petrol. Boost Targets: ~17.1psi tapering down to ~13psi(+/-.08psi) by the 7000 RPM redline.

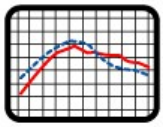


HARDWARE

Hardware Requirements: Otherwise stock vehicle with a STOCK INTAKE SYSTEM ONLY. Hi Flow cats in one or both the 'Y' Pipe and down pipes are considered acceptable. Designed for an after market free flowing exhaust.

FUEL REQUIREMENTS

Fuel Requirement: 93 octane. If detonation is present, you should switch to a calibration developed for a lesser quality fuel, or stock.



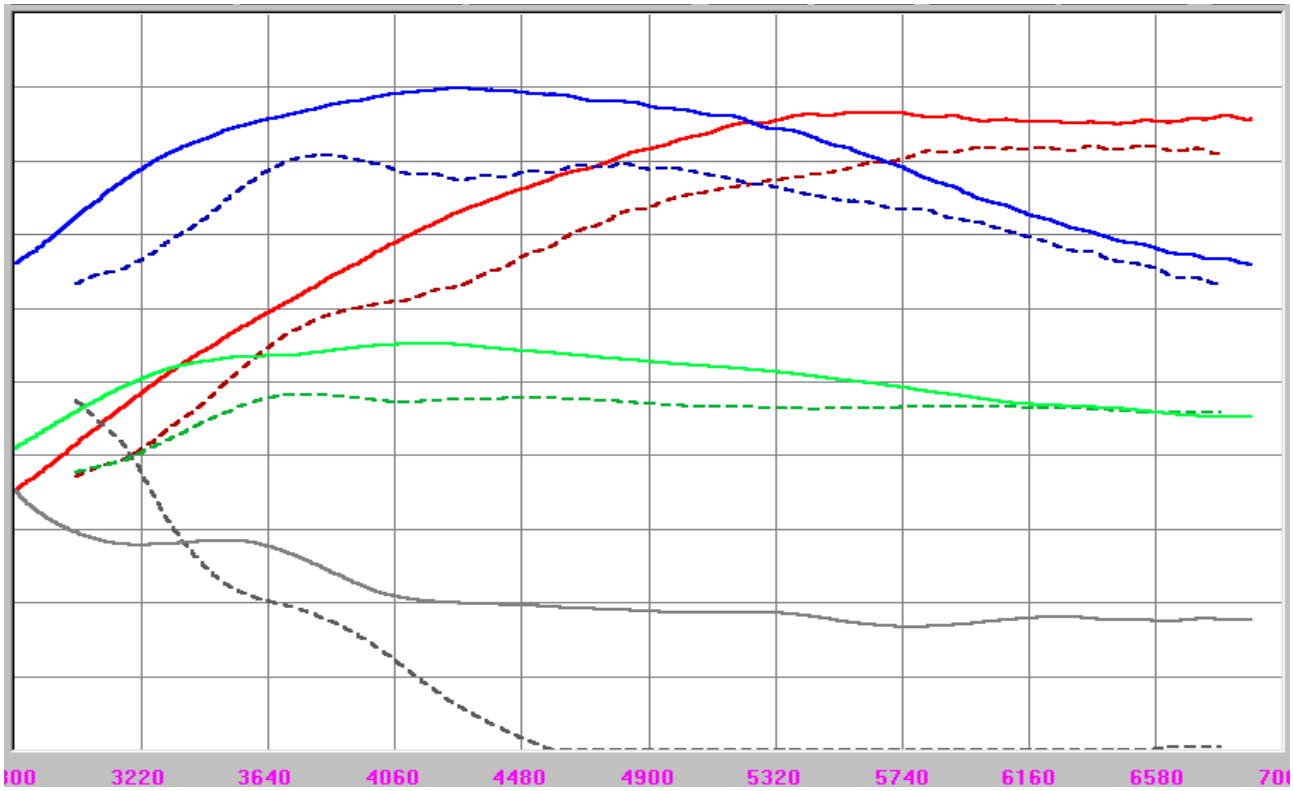
POWER OUTPUT

Power Output: +12% HP / +15% lb-ft. Results may vary.

BOOST

Boost Targets: ~17.1psi tapering down to ~13psi(+/-.5) by the 7000 RPM **redline.** 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.



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 Stage2 CALIBRATION WITH ANY TYPE OF AFTERMARKET INTAKE SYSTEM.

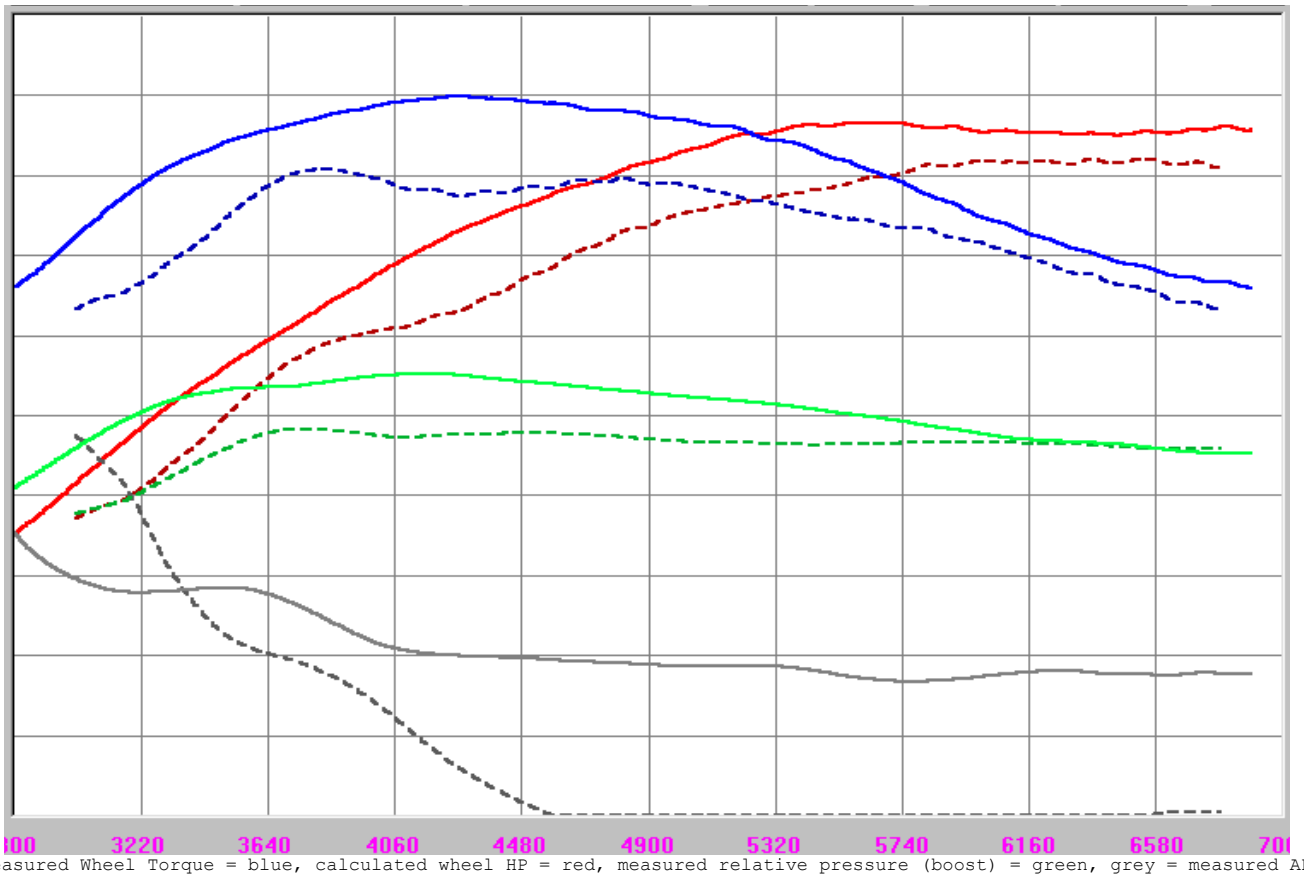
Revision Notes:

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 310 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.

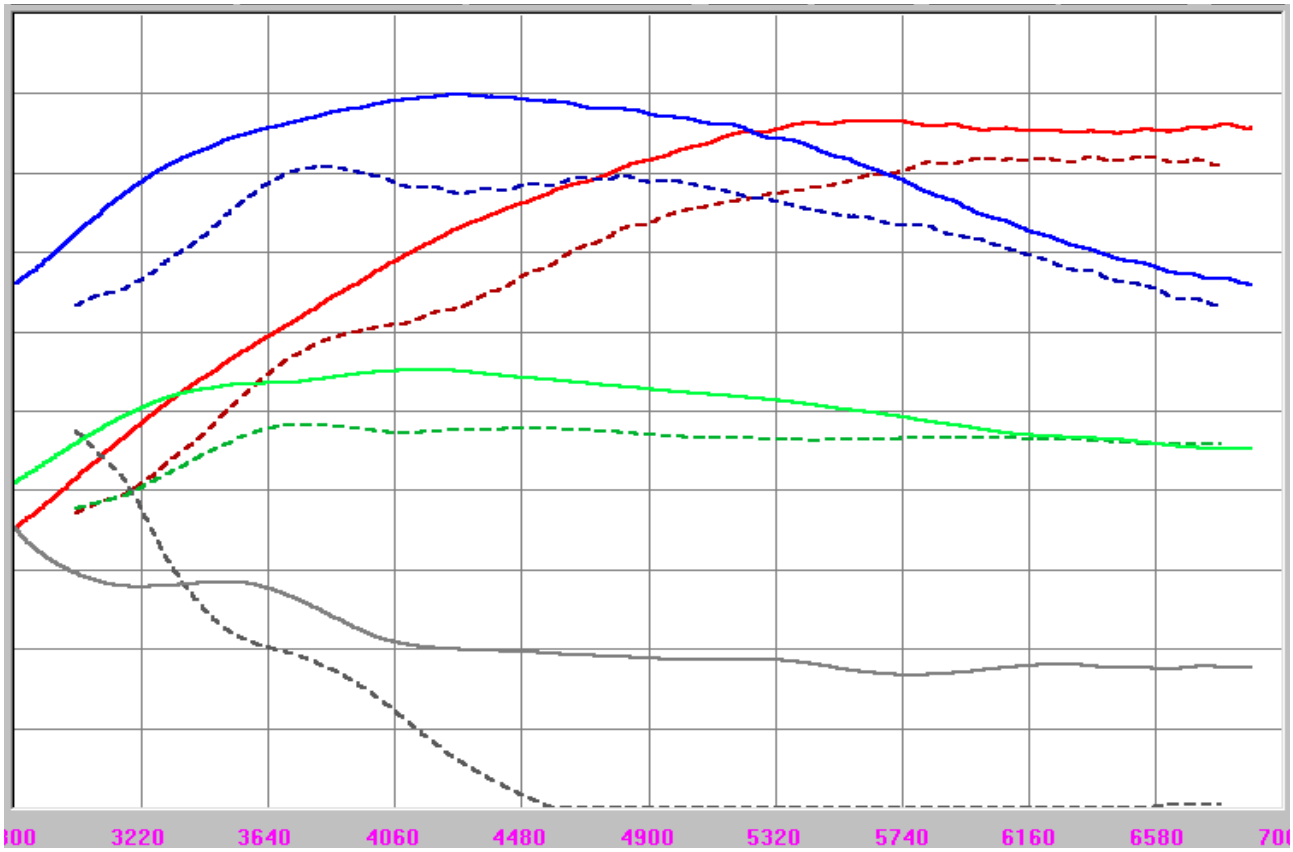
YOU MUST USE FACTORY INTAKE SYSTEM, NO AFTERMARKET INTAKES ARE CERTIFIED COMPATIBLE WITH THIS CALIBRATION.



Measured Wheel Torque = blue, calculated wheel HP = red, measured relative pressure (boost) = green, grey = measured AFR

Dyno Graph = Stage2 versus Stock with A/F Tracing

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 Stage2 93 OCT 108B 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 = Stage2 versus Stock with A/F Tracing

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 +/- .03BAR from this calibration, while running the Stage2 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 ~17.1psi depending on vehicle and conditions. Boost will likely taper to ~13psi 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):**