**Power Output:** Stage 1 98 v230 up to 15% HP and 14% lb-ft over stock.

**Power Output:** Stage 1+SF 98 v230 up to 24% HP and 23% lb-ft over stock.

**Power Output:** Stage 1+SF+TIH 98 v230 up to 29% HP and 28% lb-ft over stock.

**Power Output:** Stage 1+SF+TIH+IC 98 v230 *Coming Soon!*

Results may vary.
**Power Output:**
- Stage 2 98 v230 *Coming Soon!
- Stage 2+SF 98 v230 *Coming Soon!
- Stage 2+SF+TIH 98 v230 *Coming Soon!
- Stage 2+SF+TIH+IC 98 v230 *Coming Soon!

Results may vary.

**Hardware Requirements:** The long descriptions for each calibration (listed below) go over the details of the performance hardware used to develop each calibration.

**Fuel Requirement:** This varies by calibration, 95 or 98 RON fuel. If detonation is present, you should switch to a calibration developed for a lesser quality fuel or you should add a quality octane boost to your fuel.

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

The above dyno graphs* demonstrate the wheel torque (thick lines) and wheel horsepower (thin lines) measured using COBB Tuning’s in-house Mustang AWD Dynamometer.

Stage 1 Boost and Air Fuel Ratio references:

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Stage 2 Boost and Air Fuel Ratio references: *Coming Soon!

The above dyno graphs demonstrate the boost and fuel curves that should be realized while running the AccessPORT maps. The boost curves are plotted with thick lines and A/F Ratio curves are plotted with thin lines. The RPM reference can be found on the X-axis; the A/F Ratio curve reference can be found on the left-hand Y-axis and the boost curve reference can be found on the right-hand Y-axis. If your fuel curve is not within +/- 0.4 A/F from this calibration or your boost curve does not closely mimic the above curve within +/- 1.5psi, then you may need to have the vehicle analyzed by a professional tuning facility. Hardware such as replacement air filters, other intakes and exhaust systems with catalytic converters can skew the MAF sensor signal and/or create a dangerously lean fuel curve. These calibrations have been established to run with the stock intake system using the stock intake filter only, unless otherwise specified.

*Graphs may not represent results when used with lower quality fuel. Generally speaking, the 95 RON calibrations run slightly lower boost, have a richer fuel curve, and the ignition advance map is less aggressive to help compensate for octane fuel & atmospheric conditions (i.e. less than ideal). The maps designed for 98 RON are the most aggressive.

**Additional Notes:**
These vehicle are particularly sensitive to hardware changes. For instance, if you install an upgraded CDFP or a different intake system, the MAF calibration may need to be modified. Please be sure to reflash the calibration that is best suited for your vehicle’s modifications and the fuel quality you are running.

Generally speaking, you will want to let off the throttle if:
- LTFT values are exceeding +/-8% while at WOT
- Boost is 1.5psi or more above the boost target for your calibration
- DI Fuel Pressure drops below 1400psi while at WOT
- Knock Retard values are consistent throughout the run at WOT.
- you see, hear, or feel anything that you do not like while using an AccessPORT calibration.

We also offer AccessTUNER Race software that allows you to modify the base calibration for your vehicle in order for your vehicle to perform more consistently.

**Map Revision Notes:**
2.30 – Original “PURE” Pressure-Based boost tuning calibration with Fast Logging, FFS, LC, and Load Scaling enabled.

**Compatible with AccessPORT**
Latest Calibration Revision: 2.30 (Performance), 2.30 (Non-performance)
Calibration and Map Notes Updated: 5/30/12

**Boost Targets:** The boost targets for each map can be seen above in the boost graphs or read below in the various map descriptions.
**Performance Maps**

*Note: Only COBB SF Intake Maps are included in firmware, other intake maps are available on our website.*

### Supported "Intake" Systems

<table>
<thead>
<tr>
<th>SF – Cobb Tuning SF Intake System</th>
<th>HKS – HKS Suction Short Ram Intake System</th>
</tr>
</thead>
<tbody>
<tr>
<td>2XS – 2XS Intake System</td>
<td>INCAI – Injen Cold Air Intake System</td>
</tr>
<tr>
<td>AEMCAI – AEM CAI w/o Air Straighteners</td>
<td>KNSRI – K&amp;N Intake System</td>
</tr>
<tr>
<td>AEMCAI2 – AEM CAI with Air Straighteners</td>
<td>MSCAI – Mazdaspeed Cold Air Intake System v1</td>
</tr>
<tr>
<td>cpCAI – cp-e Cold Air Intake System</td>
<td>MSCAI2 – Mazdaspeed Cold Air Intake System v2</td>
</tr>
<tr>
<td>cpN – cp-e Nano Intake System</td>
<td>SUR – SURE Aeros Intake System v1</td>
</tr>
<tr>
<td>CS – Cork Sport Short Ram Intake System</td>
<td>SUR2 – SURE Aeros Intake System v2</td>
</tr>
<tr>
<td>FUCAI – Fujita Cold Air Intake System</td>
<td></td>
</tr>
</tbody>
</table>

**Stage1 95 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a STOCK INTAKE SYSTEM and a stock CDFP only. 95 RON fuel minimum. Boost Targets: ~14psi peak boost pressure tapering down to ~12.5psi by the 6700 RPM redline, +/- 1.5psi.

**Stage1 98 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a STOCK INTAKE SYSTEM and a stock CDFP only. 98 RON fuel minimum. Boost Targets: ~15psi peak boost pressure tapering down to ~13.5psi by the 6700 RPM redline, +/- 1.5psi.

**Stage1+"Intake" 95 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a supported "Intake", and a stock CDFP only. 95 RON fuel minimum. Boost Targets: ~15psi peak boost pressure tapering down to ~13.5psi by the 6700 RPM redline, +/- 1.5psi.

**Stage1+"Intake" 98 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a supported "Intake", and a stock CDFP only. 98 RON fuel minimum. Boost Targets: ~16 psi peak boost pressure tapering down to ~14.5psi by the 6700 RPM redline, +/- 1.5psi.

**Stage1+"Intake"+TIH 95 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a supported "Intake" with TIH, and a stock CDFP only. 95 RON fuel minimum. Boost Targets: ~15.5psi peak boost pressure tapering down to ~14 psi by the 6700 RPM redline, +/- 1.5psi.

**Stage1+"Intake"+TIH 98 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a supported "Intake" with TIH, and a stock CDFP only. 98 RON fuel minimum. Boost Targets: ~16.5psi peak boost pressure tapering down to ~15psi by the 6700 RPM redline, +/- 1.5psi.

**Stage1+"Intake"+TIH+IC 95 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, an upgraded intercooler, a supported "Intake" with TIH, upgraded intercooler, and upgraded CDFP only. 95 RON fuel minimum. Boost Targets: ~16psi peak boost pressure tapering down to ~14.5psi by the 6700 RPM redline, +/- 1.5psi. 95 RON fuel minimum.

**Stage1+"Intake"+TIH+IC 98 v230** - Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, an upgraded intercooler, a supported "Intake" with TIH, upgraded intercooler, and upgraded CDFP only. 98 RON fuel minimum. Boost Targets: ~17psi peak boost pressure tapering down to ~15.5psi by the 6700 RPM redline, +/- 1.5psi.
Stage2 95 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, and an upgraded CDFP ONLY. 95 RON fuel minimum. Boost Targets: ~15psi peak boost pressure tapering down to ~13.5psi by the 6700 RPM redline, +/- 1.5psi.

Stage2 98 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, and an upgraded CDFP ONLY. 98 RON fuel minimum. Boost Targets: ~16psi peak boost pressure tapering down to ~14.5psi by the 6700 RPM redline, +/- 1.5psi.

Stage2+"Intake" 95 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, a supported "Intake", and an upgraded CDFP ONLY. 95 RON fuel minimum. Boost Targets: ~16psi peak boost pressure tapering down to ~14.5psi by the 6700 RPM redline, +/- 1.5psi.

Stage2+"Intake" 98 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, a supported "Intake", and an upgraded CDFP ONLY. 98 RON fuel minimum. Boost Targets: ~17psi peak boost pressure tapering down to ~15psi by the 6700 RPM redline, +/- 1.5psi.

Stage2+"Intake"+TIH 95 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, a supported "Intake" with TIH, and an upgraded CDFP ONLY. 95 RON fuel minimum. Boost Targets: ~16.5psi peak boost pressure tapering down to ~15psi by the 6700 RPM redline, +/- 1.5psi.

Stage2+"Intake"+TIH 98 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, a supported "Intake" with TIH, and an upgraded CDFP ONLY. 98 RON fuel minimum. Boost Targets: ~17.5psi peak boost pressure tapering down to ~16psi by the 6700 RPM redline, +/- 1.5psi.

Stage2+"Intake"+TIH+IC 95 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, an upgraded intercooler, a supported "Intake" with TIH, and an upgraded CDFP ONLY. 95 RON fuel minimum. Boost Targets: ~17psi peak boost pressure tapering down to ~15.5psi by the 6700 RPM redline, +/- 1.5psi.

Stage2+"Intake"+TIH+IC 98 v230 - Intended for an otherwise stock MAZDA6 MPS vehicle with an upgraded downpipe, a cat-back exhaust, an upgraded intercooler, a supported "Intake" with TIH, and an upgraded CDFP ONLY. 98 RON fuel minimum. Boost Targets: ~18psi peak boost pressure tapering down to ~16.5psi by the 6700 RPM redline, +/- 1.5psi.

Non-Performance Maps (Included in Firmware):

Stage0 v230 - Installed Stock Mode map for an otherwise stock MAZDA6 MPS vehicle. Uses stock values for conditions when you need the vehicle’s ECU to act like it is still stock. DOES NOT UNINSTALL AP FROM THE ECU.

Anti-Theft Mode v230 - Intended for an otherwise stock MAZDA6 MPS vehicle. This map was designed to not allow the vehicle to start.

Economy Mode 95 v230 – Intended for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a STOCK INTAKE SYSTEM, and a stock CDFP only. 95 RON fuel minimum. Boost control disabled, increased ignition timing, leaner fuel curve, and lower Rev Limiter for optimal fuel savings. THIS MAP IS NOT INTENDED FOR SPIRITED DRIVING. Rev Limit lowered to 4800 RPM. Speed Limit Lowered to 80 MPH.

Valet Mode v230 – Valet Mode map for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, a STOCK INTAKE SYSTEM, and a stock CDFP only. 95 RON fuel minimum. Boost control disabled, speed limiter set to 50 MPH, rev limiter set to 3600 RPM.

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Non-Performance Maps available on our website (Not Included in Firmware):

**Economy Mode+“Intake” 95 v230** – Intended for an otherwise stock MAZDA6 MPS vehicle with a supported "Intake" System, and a stock CDFP only. 95 RON fuel minimum. Boost control disabled, increased ignition timing, leaner fuel curve, and lower Rev Limiter for optimal fuel savings. THIS MAP IS NOT INTENDED FOR SPIRITED DRIVING. Rev Limit lowered to 4800 RPM. Speed Limit Lowered to 80 MPH.

**Valet Mode+Intake” v230** – Valet Mode map for an otherwise stock MAZDA6 MPS vehicle with a stock or cat-back exhaust, and a supported "Intake" System. 95 RON fuel minimum. Boost control disabled, speed limiter set to 50 MPH, rev limiter set to 3600 RPM.