

# COBB™ TUNING

## ACCESSPORT™

Calibration Notes for 2004-2008 Mazda RX-8 MT  
AccessPORT Calibration Stage1 MTv100



### COMPATIBLE

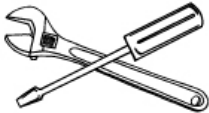
Compatible with the New AccessPORT

Calibration Name: Stage1

Latest Calibration Rev: 1.00 and 1.01

**Calibration and Calibration Notes Updated: 03/07/08**

**Description:** Stage1 MTv100 - Intended for 2004-2008 USDM Mazda RX-8 MT otherwise stock vehicle with a stock or cat-back exhaust and STOCK INTAKE SYSTEM ONLY. Minimum 91 octane petrol. Rev Limit set to 9300 RPM.



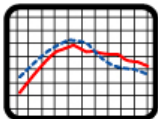
### HARDWARE

**Hardware Requirements:** Stock vehicle with a STOCK INTAKE SYSTEM and STOCK FUEL INJECTORS ONLY.



### FUEL REQUIREMENTS

**Fuel Requirement:** Minimum 91 octane.



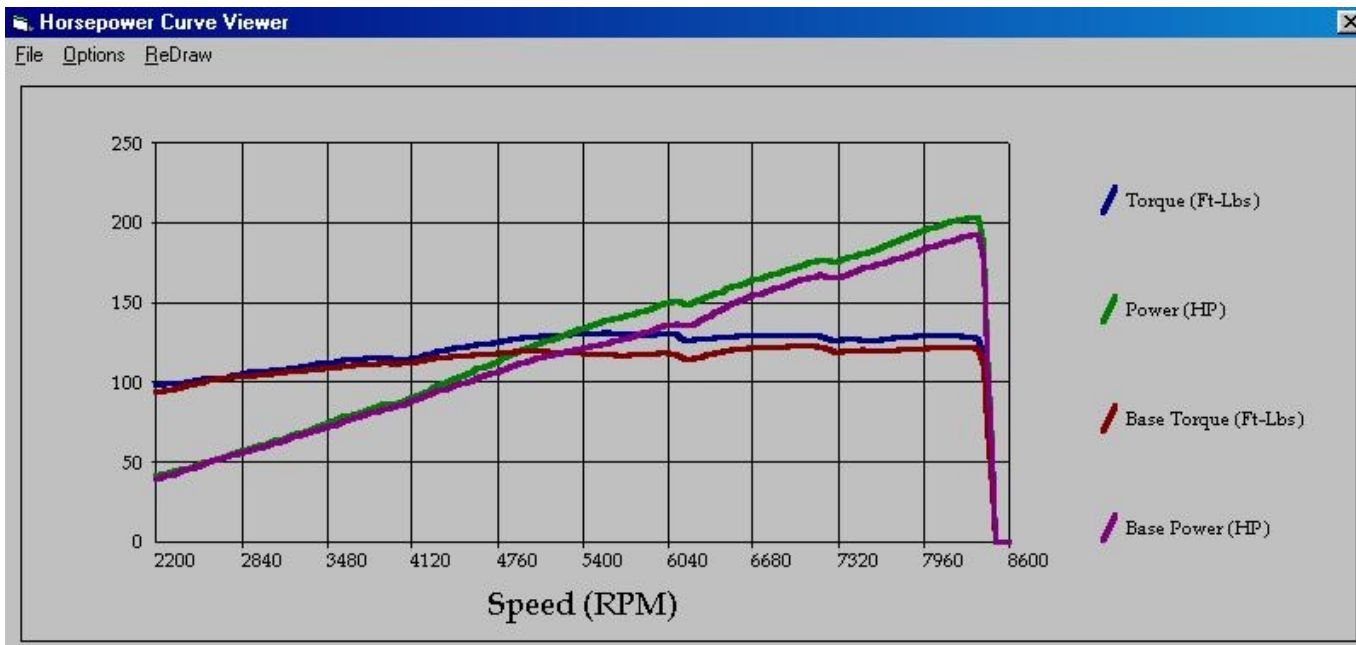
### POWER OUTPUT

**Power Output:** +5.5% HP / +6.7% lb-ft. Results may vary.

### Revision Notes:

**1.01** - Updated to the latest revision to match updated performance calibration versions. Only the 2006-2007 RX-8 MTs have been uprev'd to v1.01. The 2004-2005 RX-8 MTs are still on revision v1.00.

**1.00** - Original calibration. Modifications to ignition advance, ignition separation, fuel curves, and base programming logic were made to optimize performance.



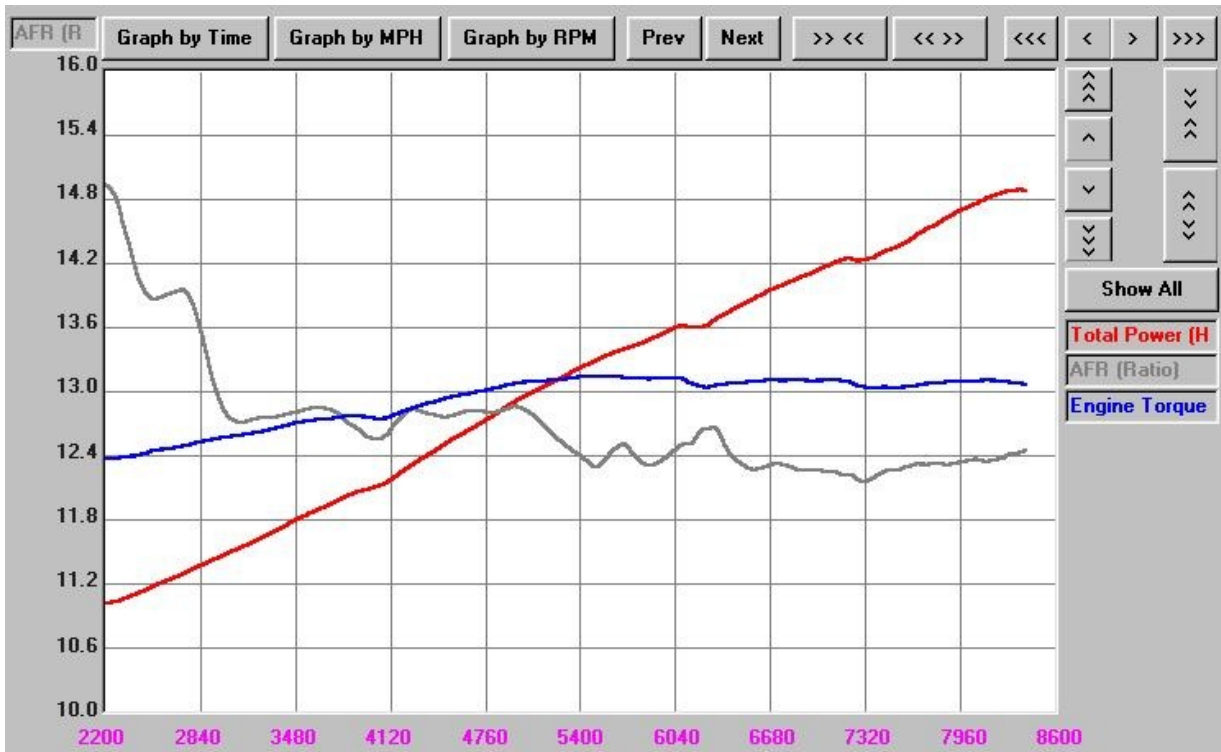
<<<<CRITICAL INFORMATION!!! CRITICAL INFORMATION!!! CRITICAL INFORMATION!!!>>>>

We have noticed that comparing the below dyno graphs to other dyno graphs that we have recorded on the same chassis dyno is difficult to do. Several factors must be taken into account including gearing (both the ratio of the gear these tests were performed in and the final drive ratio), aerodynamics, testing conditions, parasitic drivetrain losses, etc. We have published these graphs because we want to do what we can to educate our end users. Several qualitative improvements have been made to the calibration for this vehicle which cannot be graphically represented. 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 4<sup>th</sup> gear. We hope that you enjoy the improvements we have made to the calibration for this vehicle.

<<<<CRITICAL INFORMATION!!! CRITICAL INFORMATION!!! CRITICAL INFORMATION!!!>>>>

#### Additional Notes:

For use with a stock or very mildly modified normally aspirated 2004-2008 Mazda RX-8 MT only. Additional modifications such as a drop-in replacement filter, underdrive pulley, and cat-back exhaust system are still within the acceptable parameters of this calibration. YOU MUST USE THE FACTORY INTAKE SYSTEM ONLY. NO OTHER AFTERMARKET INTAKES ARE CERTIFIED COMPATIBLE WITH THIS CALIBRATION. THE INSTALLATION OF ANY OTHER HARDWARE SUCH AS HEADERS OR CATLESS EXHAUST MAY ALLOW THE VEHICLE TO RUN LEANER THAN DESIRED, WHICH CAN CAUSE ENGINE DAMAGE. We spent literally months testing with our RX-8 and found that we had absolutely no reason to make an aftermarket intake for that vehicle. Running ANY aftermarket intake system has the ability to compromise the performance of our calibration and possibly compromise the engine. The stock RX-8 intake system flows very well and promotes a laminar air flow across the MAF sensor, we found no reasons to replace the stock intake system. Best if used with a minimum of 91 octane. If any detonation is present even when using 91 octane, try using octane booster.



Measured Wheel Torque = blue, calculated wheel HP = red, measured relative pressure (boost) = green, grey = measured AFR  
**Dyno Graph = Stage1 MTv100 with A/F Tracing**

The above dyno graph demonstrates the fuel curve that should be measured from a sealed 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 MTv100 calibration on your 2004-2008 Mazda RX-8 MT, then you may need to have the vehicle analyzed by a professional tuning facility. Hardware such as intake systems, headers, and catless race pipes can skew the MAF sensor signal and/or create a dangerously lean fuel curve. This calibration has been established to run with the **stock intake system only**.

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