

COBB™ TUNING

ACCESSPORT™

Calibration Notes for 2008 Mitsubishi EVO X GSR
AccessPORT Calibration Stage2 93 GSRv101



COMPATIBLE

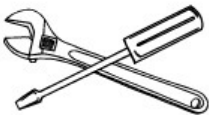
Compatible with new AccessPORT

Calibration Name: Stage2 93 GSRv101

Latest Calibration Rev: 1.01

Calibration and Map Notes Updated: 03/05/09

Description: Stage2 93 GSRv101 - Intended for an otherwise stock 2008 Mitsubishi EVO GSR vehicle with full turbo back exhaust system. 93 or 94 octane fuel. Boost Targets: ~25psi peak boost pressure tapering down to ~18psi by the 7500 RPM redline, +/- 0.8psi. TOP WASTEGATE SOLENOID RESTRICTOR PILL REMOVED.



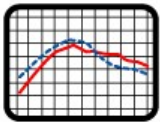
HARDWARE

Hardware Requirements: Otherwise stock vehicle with a Full Turbo Back Exhaust system and a STOCK INTAKE SYSTEM and STOCK INTAKE FILTER ONLY. The addition of any other hardware may make the vehicle perform poorly.



FUEL REQUIREMENTS

Fuel Requirement: 93 or 94 octane. If detonation is present, you should switch to a calibration developed for a lesser quality fuel, Stage2 91 GSRv101 or Stage2 ACN91 GSRv101.



POWER OUTPUT

Power Output: +28% HP / +19% lb-ft. Results may vary.



BOOST

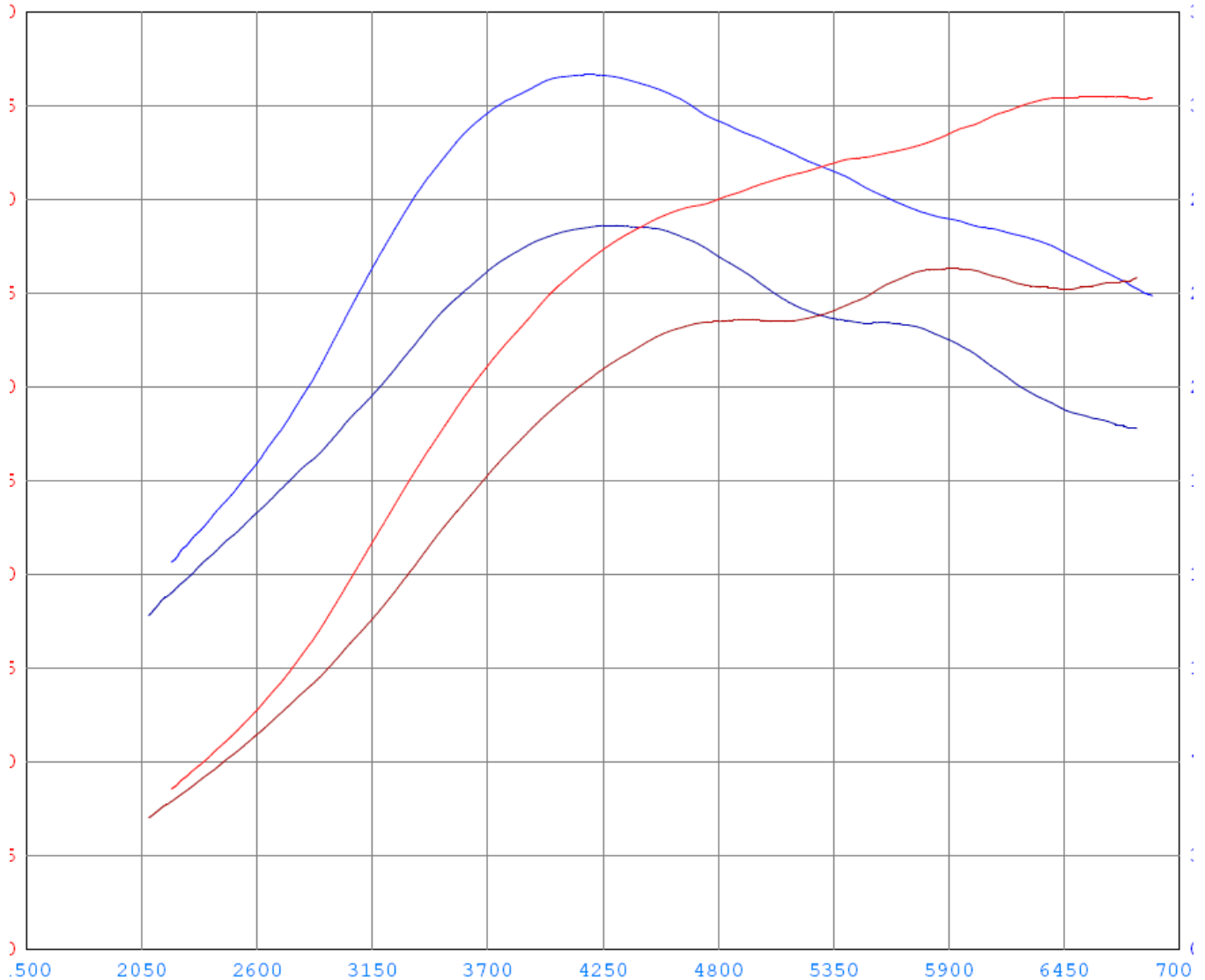
Boost Targets: Boost Targets: ~25psi peak boost pressure tapering down to ~18psi by the 7500 RPM redline, +/- 0.8psi. TOP WASTEGATE SOLENOID RESTRICTOR PILL REMOVED - see [instructions](#) for details

Revision Notes:

1.01 - Map was updated to match latest performance maps. Defeated MIL, see below.

1.00 - Original Calibration. Adjusted boost, fuel, ignition, camshaft phasing and base programming logic to improve driving quality and performance. Revised Closed Loop management for improved driving quality. Smoothed out boost related values, improved boost response at lower RPM. Altered intake camshaft phasing parameters in

an effort to improve low and midrange torque and boost response. Smoothed ignition advance mapping for low and mid RPM response.



Dyno Graph = Stage2 93 GSRv100 vs. Stock on 2008 EVO X GSR

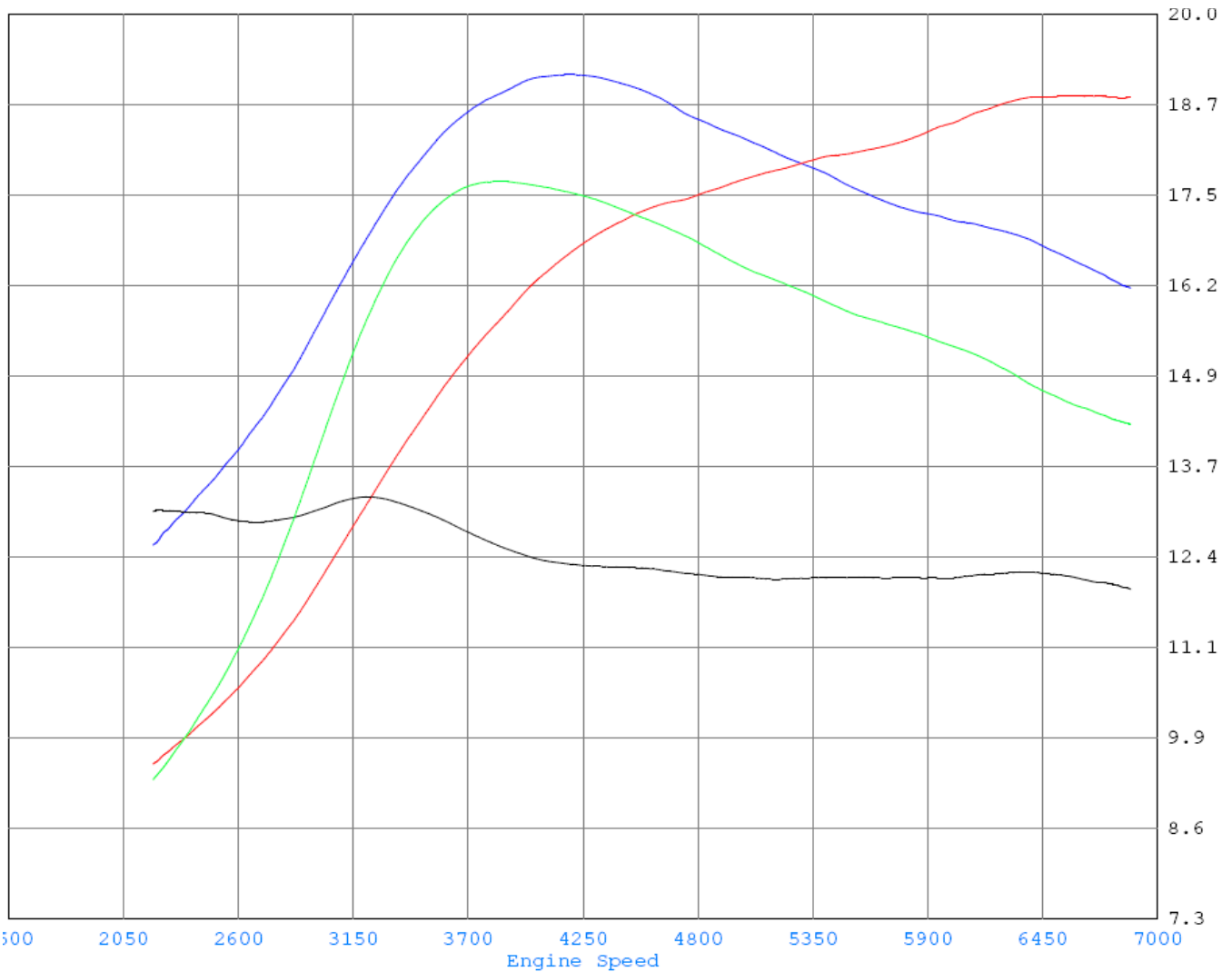
As measured on COBB Tuning's in-house Mustang AWD Dyno

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

Our declaration of the obvious, we too have noticed that the power numbers we have recorded on our chassis dyno are different than the factory has rated for this vehicle and different from what other dyno facilities have measured. This is due to several factors, including the fact that these other facilities may use different chassis dynamometers, testing standards, different testing scenarios such as gearing, aerodynamic simulations, parasitic drive train losses, etc. We have tried to make our testing as consistent as possible by testing all EVOs in 4th gear so that one can more easily compare dyno graphs from different year EVOs. 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 calibrations 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 an 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.

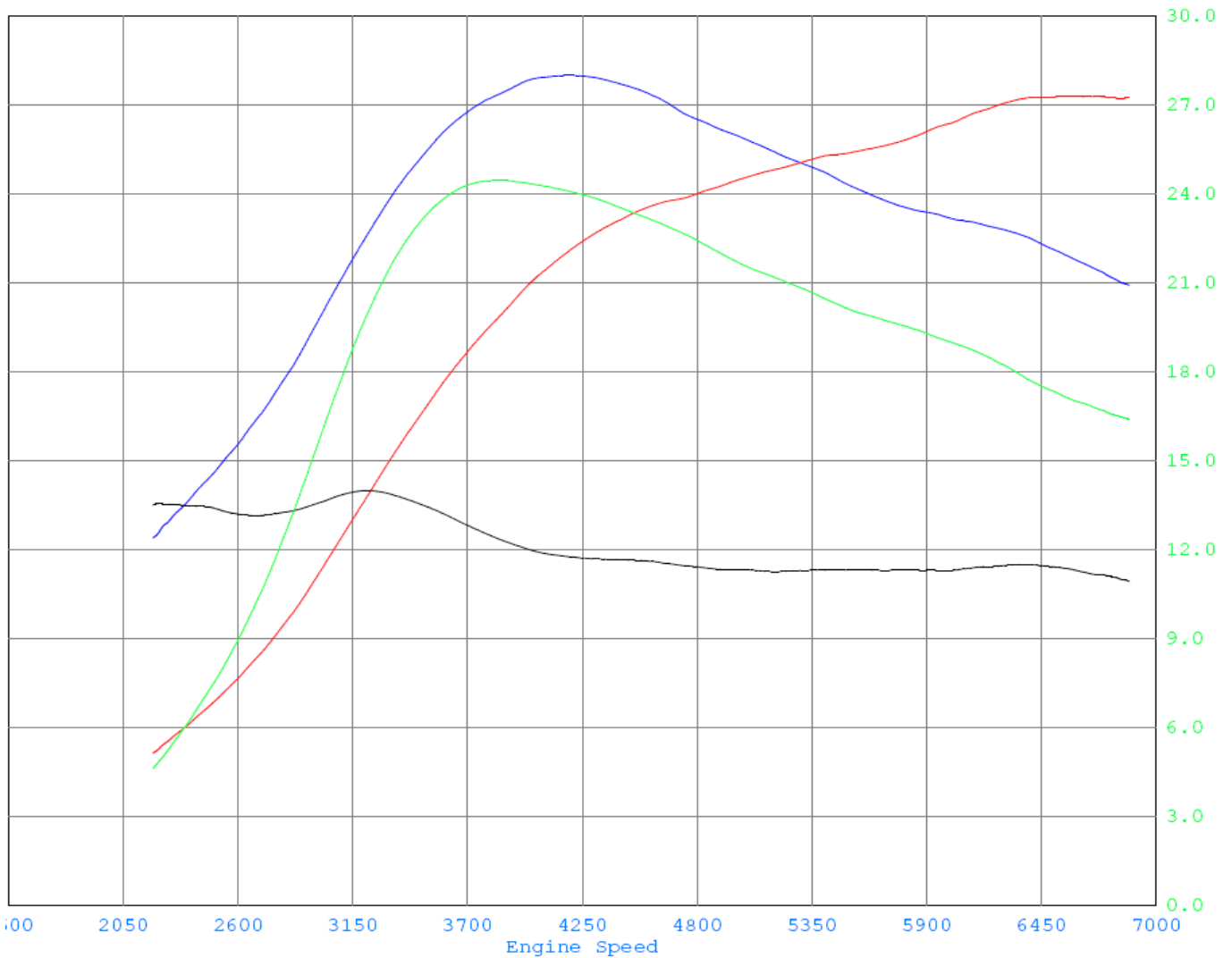
Additional Notes:

Additional modifications such as an under drive pulley or panel filter are still within the acceptable modifications for this calibration. YOU MUST USE THE 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 93 GSRv100

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 blue 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 GSRv101 calibration on your 2008 Mitsubishi EVO X GSR, then you may need to have the vehicle analyzed by a professional tuning facility. Hardware such as drop-in panel filters, intakes, & exhaust systems with catalytic converters 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 using the stock intake filter only.**



Measured Wheel Torque = blue, calculated wheel HP = red, measured relative pressure (boost) = green, grey = measured AFR
Dyno Graph = Stage2 93 GSRv100

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 blue numbers; the Relative Pressure (Boost) reference can be found on the Y-axis in green numbers. If your boost curve is not within +/- .8psi from this calibration, while running the Stage2 93 GSRv101 calibration on your 2008 Mitsubishi EVO X GSR, then you may need to have the vehicle analyzed by a professional tuning facility. Target peak boost pressure is ~25psi +/- 0.8psi depending on the vehicle's hardware and testing conditions. Boost will likely taper to ~18psi by 7500 RPM redline to increase reliability & longevity. Boost cut at sea level is increased to ~26psi.

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

- P0420 - Catalyst System Efficiency Below Threshold **