

YOU ARE PURCHASING A COBB PROTUNING MAP/FILE. YOUR CAR SHOULD BE RUNNING CORRECTLY PRIOR TO PURCHASING A MAP. MY ASSISTANCE ON TROUBLE SHOOTING DOES NOT ENABLE YOU FOR A REFUND IF I CAN NOT COMPLETE THE STATE OF THE TUNE DUE TO MECHANICAL ISSUES WITH YOUR CAR.

UPLOADING, LOADING, AND LOGGING WITH THE COBB AP

*****BEFORE LOGGING BE SURE YOUR ENGINE IS WARMED UP*****

*****If your car has I-Drive... The car needs to be in S# for logs*****

*****DO NOT RENAME THE MAP AT ALL*****

THIS MANUAL COVERS MAF AND SD MODES WITH THE COBB AP.

Make sure to always use the latest version of the Cobb MAP manager software.

If you have trouble loading a map to the AP, or from the AP to the car, Update the AP Firmware using the map manager software.

If you are using SD, Uninstall your AP from the car by selecting uninstall. Once the AP is uninstalled, **Hook the AP to the computer and update the firmware to the latest.**

Install the AP back to the car and make sure to SELECT SD MODE during install. Also, Select the SD map during install. This will install the SD firmware on your cars ECU and install the SD map along with it. Conversion to SD is now done SD also has a few different logging parameters so make sure to select the proper SD logging list below.

UPLOADING A MAP TO AP:

Click on the map to download it to your computer.

Open the Accessport Map Manager and drag the new map into the library (window showing maps) or right click the new map and select "Upload to Accesport." Your new map is now loaded onto your AP.

LOADING A NEW MAP TO YOUR CAR:

Plug the dongle into your OBDII port, the small end of the supplied cable into the dongle, and the USB end of the cable into the AP For AP just plug the OBD cable into the car and the other side into the AP.

Turn your car on, but do not start it. When the AP connects to your ECU, go to the main menu and select "Tune," then "Change Map," and then "Re flash."

The AP will direct you what to do with each step, which will be the following:

- 1 Connect the Initialization Connector (Only on 2.0 WRX)
- 2 Connect the Green Test Mode Connectors (not on later model years).
- 3 Turn key Off and the On and press OK to load new map.

Make sure your doors are closed and all lights and accessories are off when flashing a new map. Occasionally you may get a message saying "Voltage Too Low." Follow the AP's directions and try again. It usually works on the second try.

Some cars you might get a message stating that the voltage is to HIGH. If so, Turn on AC and headlights and try again.

DO NOT DO OR TOUCH ANYTHING WHILE THE MAP IS LOADING.

The AP will, after completion, prompt you to disconnect the connectors (Pre 08 cars) you connected before loading the map. Make sure to press "OK" at the end and turn the key off before trying to start your car, or it will not start.

Turn the key back on and then RESET the ECU using the AP under troubleshooting menu.

After the ecu is reset, Start the car and let the car idle for at least 2 minutes. DO NOT touch the gas pedal. This time allows the ecu to turn on the O2 sensors, trim fuel and align the intake cams on AVCS engines.

LOGGING WITH THE COBB AP:

Before Logging:

Go into "Set Log List" and confirm that the following parameters are the only ones selected; you can select or remove them using the keypad; an "x" in the box indicates selected:

AF learning 1
AF Correction 1
Boost * see foot note (could be called manifold relative pressure) AF
Calculated Load
COOLANT TEMP
Dyn adv. Mult. (on some cars)
Dynamic ADV.
Dynamic ADV Learn
Feed back knock (sometimes called Fine knock learn)
Ignition timing
Injector Duty Cycle
INTAKE TEMP
MAF
MAF Voltage
RPM
THROTTLE POSITION
Sense 1 Ratio (AFR)

*Please be aware that the COBB AP only reads boost up to about 24psi or so. Any higher than that and it will still read 24 to 24.5psi. **Do not allow more than 20 psi on the first WOT LOG. If you over boost the engine, You could cause severe engine damage.** It is strongly recommended that a quality boost gauge be installed first, especially when tuning at higher boost levels.

SD LOGGING PARAMETERS:

AF sense 1 Ratio (AFR)
AF learning 1
AF Correction 1
Boost * see foot note (could be called manifold relative pressure)
Calculated Load
COOLANT TEMP
Dyn adv. Mult. (on some cars)
Dynamic ADV.
Dynamic ADV Learn (some cars don't have this) Throttle
Feed back knock (sometimes called Fine knock learn)
Ignition timing
Injector Duty Cycle
INTAKE TEMP
Manifold ABSOLUTE pressure
THROTTLE POSITION
RPM
SD VE (Commanded)

LOGGING:

!!!!ONLY DO 3 DATALOGS!!!! DOING MORE ON AN UNTUNED CAR OR A CAR WITH MECHANICAL PROBLEMS COULD RESULT IN ENGINE DAMAGE.

If your car has a custom setup with big turbo and injectors DO NOT BOOST ENGINE! Only do the idle and cruise logs. Send them to me with the map. Once I see everything is OK. I will ask you to boost it.

DO NOT DO ANY LOGGING if the car has check engine lights. READ the codes using the AP and report the codes to me via email. You need to take three logs, and three logs only. Each will be detailed step-by-step.

CRUISE LOG:

Steady 45 or 55mph cruise log for at least a mile or more

On your AP, select "Monitor" and then "Data Log." Press the center button to start logging. The AP will indicate that it is logging with the word "logging" on the screen. Drive around some steady state cruising at 45 MPH..

IDLE LOG:

Relaxing at Idle for two minutes with the A/C off. Make sure the A/C is off. Start the logger again by pressing the center button. Allow the car to idle for two minutes while the logger logs. Stop logger. Your second log is now complete.

PULL LOG:

Full Throttle Pull from 2,000 rpm to 5,000 rpm.

5 speed: Use third gear

6 speed: Use third gear

This is the fun part.

Find a nice stretch of open road free from law enforcement and any other potential dangers.

When all is clear, accelerate very slowly through 1st and 2nd so that when you hit 3rd gear your rpms are below 2,000. Hit the center button on the AP once again to begin logging. Floor it, and keep it floored. Accelerate until 5,000 rpm. Release the gas pedal and immediately press the center button on the AP to end the logging session. You have now successfully completed the required logs.

After Logging:

Hook up the AP to your computer, reversing the cable so that the small end is in the AP and the USB is connected to your computer.

Go under advanced (the small box on the upper left of the main page of the Accesport Manager screen) and click it. A small window containing your data logs should show up.

Right click data logs needed and select download. The data logs should now be on your computer.

REMEMBER TO ALWAYS SEND THIS MAP ALONG WITH THE DATALOGS!

I will then review your logs and edit the map. I will send you the a new map and sometimes some instructions for logging. The process for logging is repeated. Flash the map to the car, RESET the ecu using the Ap2 under troubleshooting..

If you have any questions TXT me or email me.