

# FlashPro Civic Si

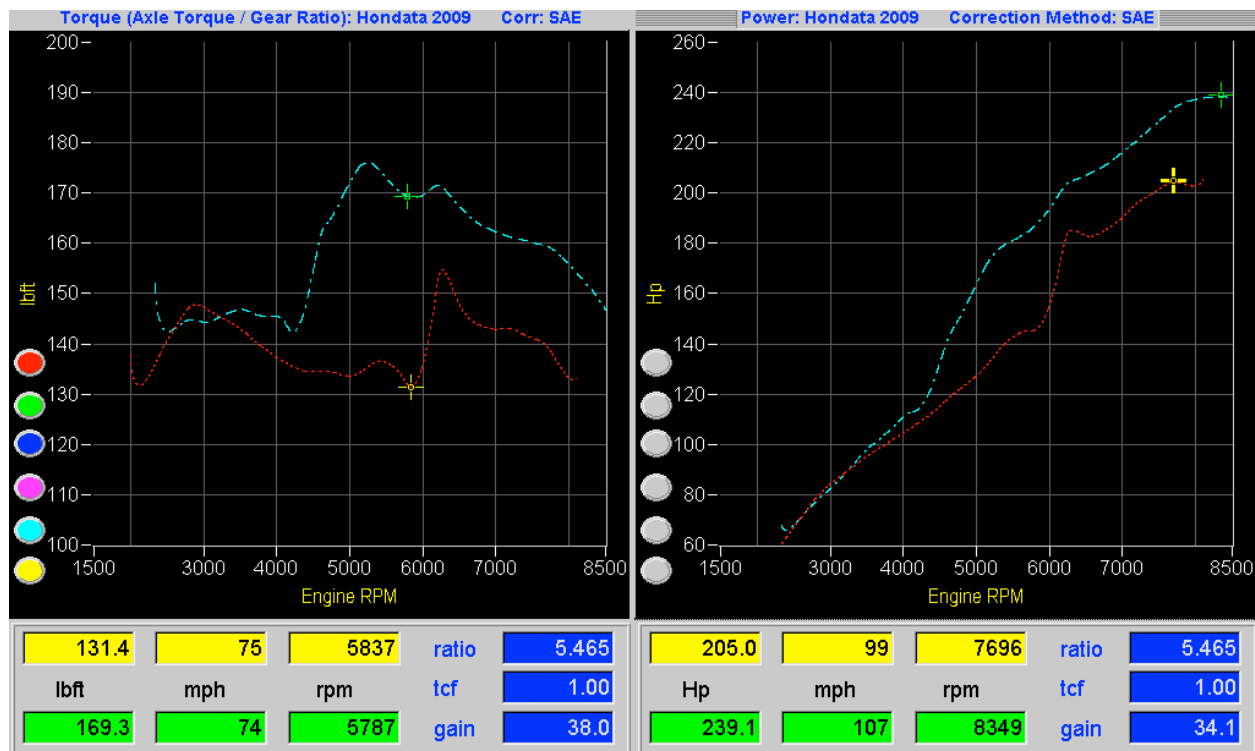


Calibration Name: CAI Skunk2 header & catback  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4250  
Intake: Injen CAI  
Header: Skunk2  
Catback: Skunk2  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 28.9%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. Significant gains are felt from 4000 RPM to redline.

For off-road use only.



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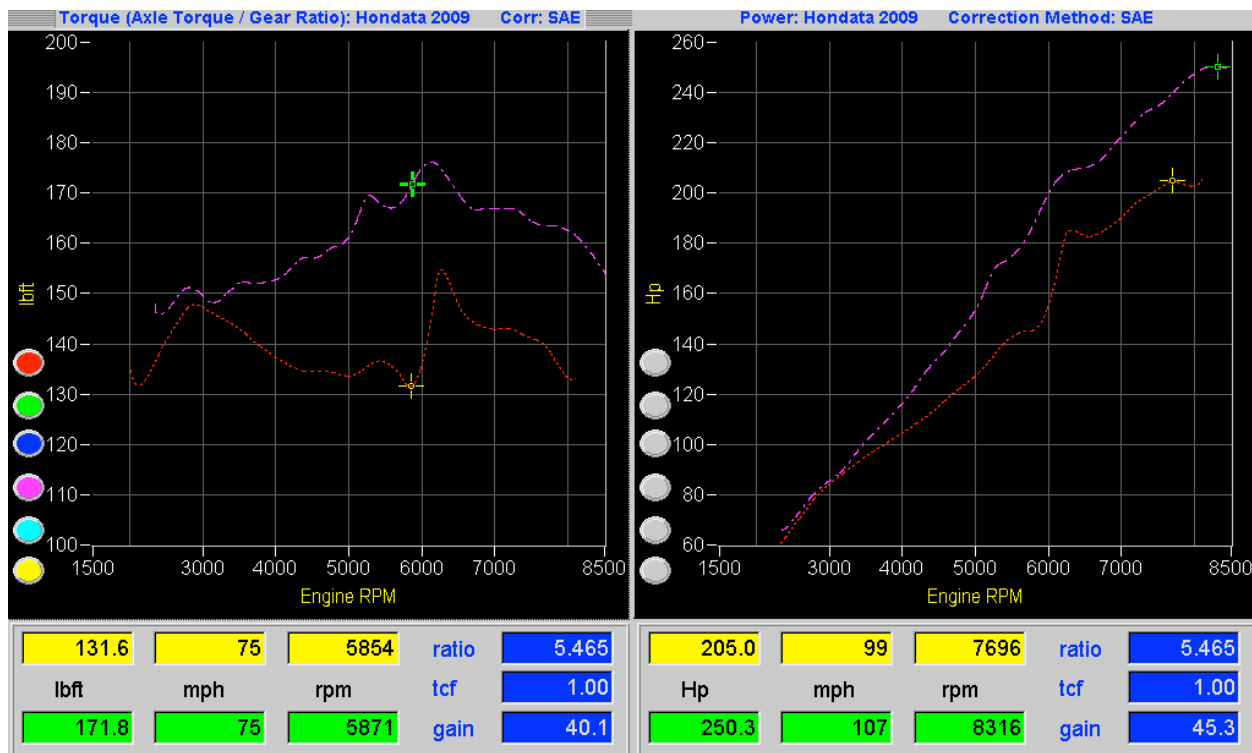


Calibration Name: CAI Skunk2 header & catback Stage 1 cams  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4850  
Intake: Injen CAI  
Header: Skunk2  
Catback: Skunk2  
Camshafts: Skunk2 Stg 1  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 30.5%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. Significant gains are felt from 3000 RPM to redline.

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# FlashPro Civic Si

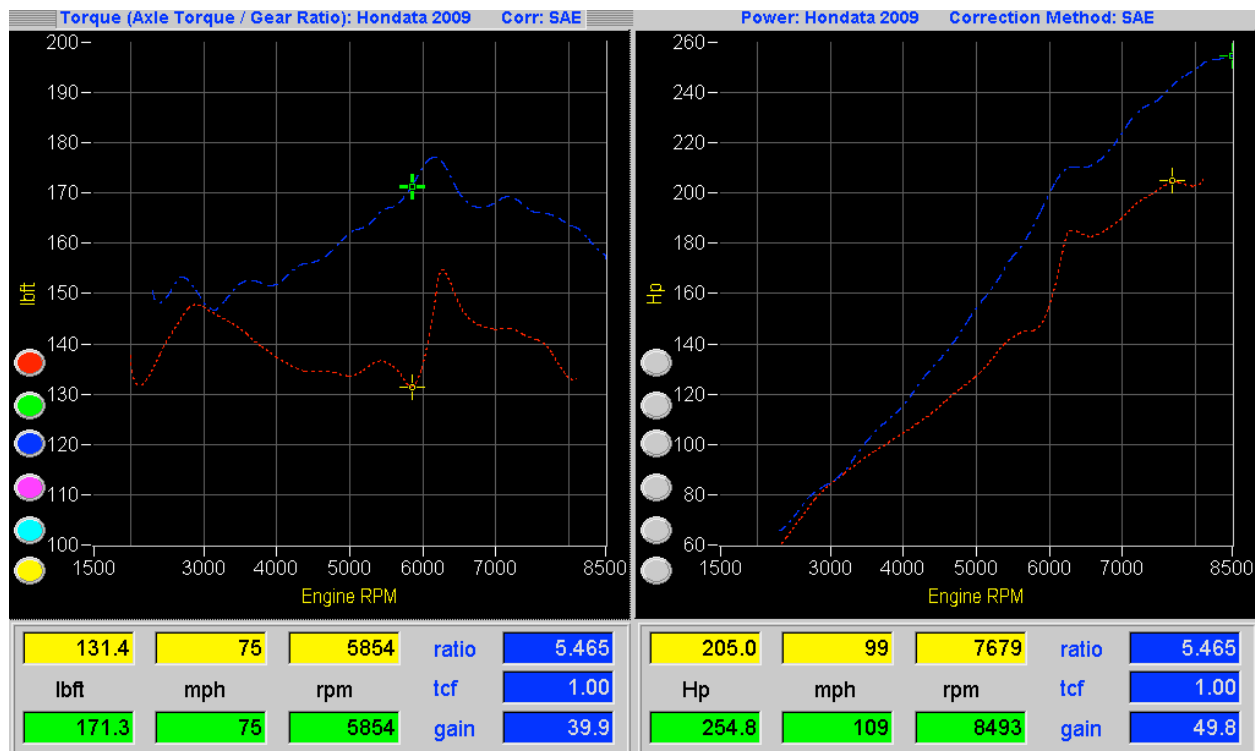


Calibration Name: CAI Skunk2 header & catback Stage 2 cams  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 5250  
Intake: Injen CAI  
Header: Skunk2  
Catback: Skunk2  
Camshafts: Skunk2 Stg 2  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 30.4%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. Significant gains are felt from 3000 RPM to redline.

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# FlashPro Civic Si

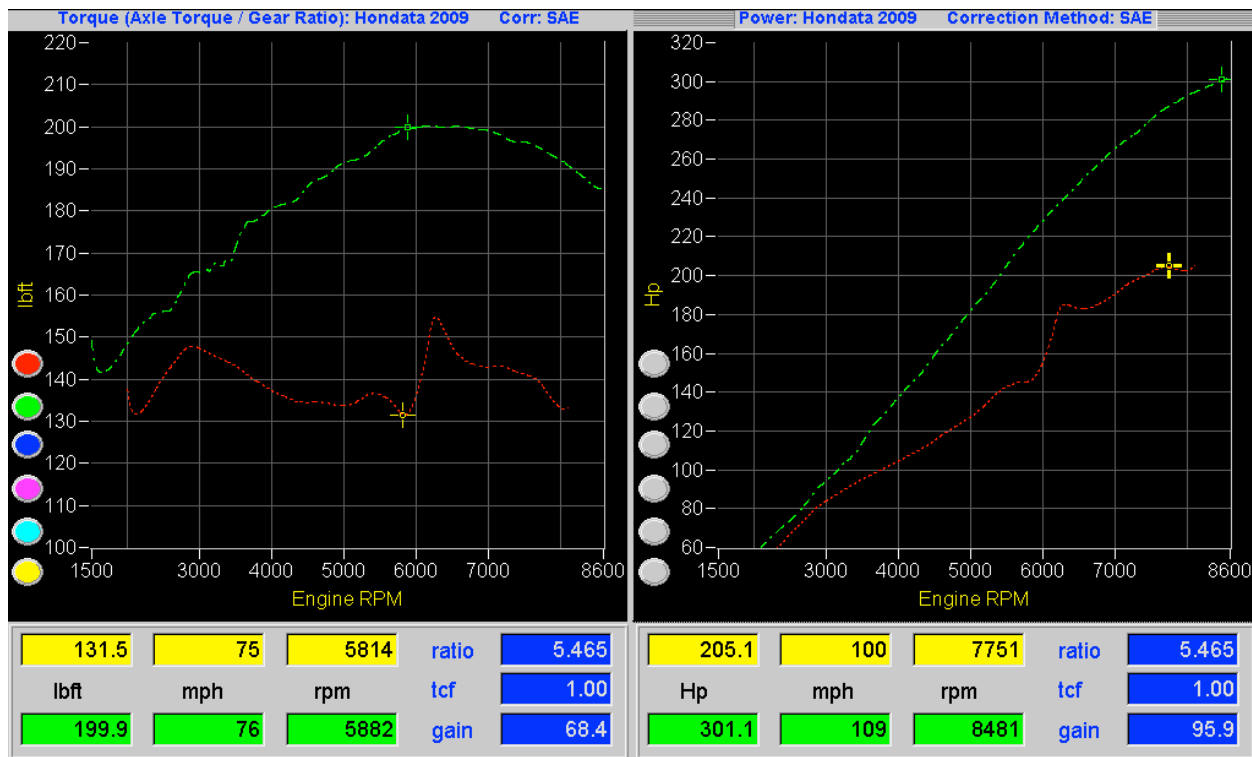


Calibration Name: CT Stage 2 3.1 Pulley  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 3200  
Intake: CT Engineering  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: CT injectors  
Maximum gain: 52.0%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line) Your results will vary. Dyno tuning highly recommended. This calibration removes rev hang and improves throttle response. Significant gains are felt everywhere in the rev range. Another 15-20HP is possible with race header and catback.

For off-road use only.



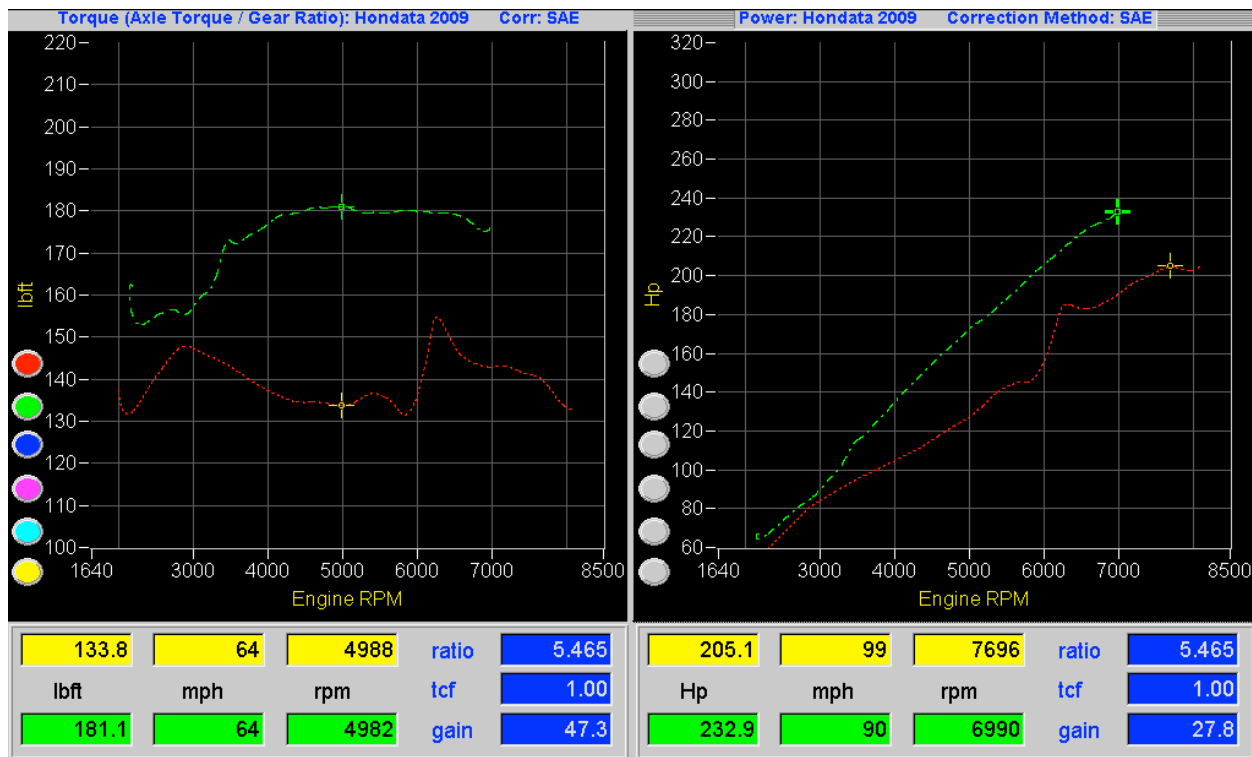
# FlashPro Civic Si



Calibration Name: CT Stage 1 3.6 pulley  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 7000  
VTEC point: 3200  
Intake: CT Engineering  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: stock  
Maximum gain: 35.4%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line) Your results will vary. Dyno tuning and larger injectors are highly recommended. The lower rev limit is as a result of running boost on stock injectors and assumes the fuel pressure regulator is crushed correctly as per the CT Engineering instructions. This calibration is intended as an interim step to larger injector tuning. This calibration removes rev hang, improves throttle response.  
For off-road use only.



# FlashPro Civic Si

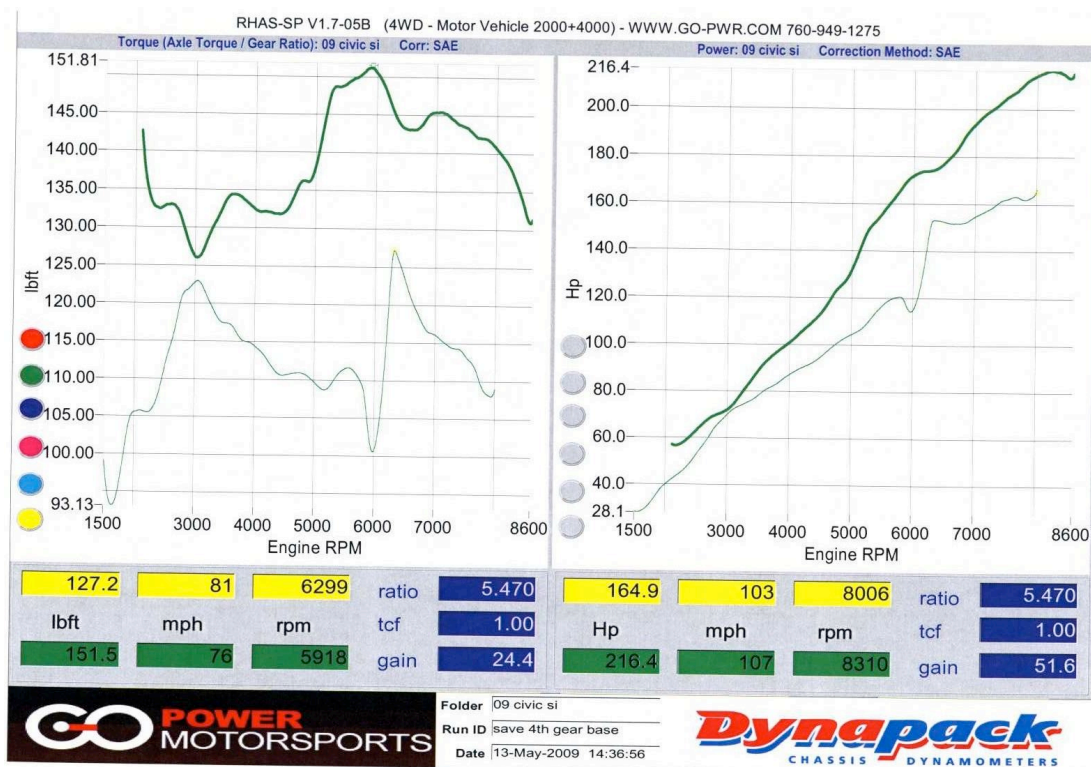


Calibration Name: WeaponR SRI  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4900  
Intake: SRI  
Header: Skunk2  
Catback: Go Power  
Camshafts: Go Power  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 49.5%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower line). Both dyno runs are made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt from 3000 rpm to redline. These runs were made on a dyno that reads less than our test dyno. Percentage torque gains however (as tabled above) are comparable.

For off-road use only.



# FlashPro Civic Si

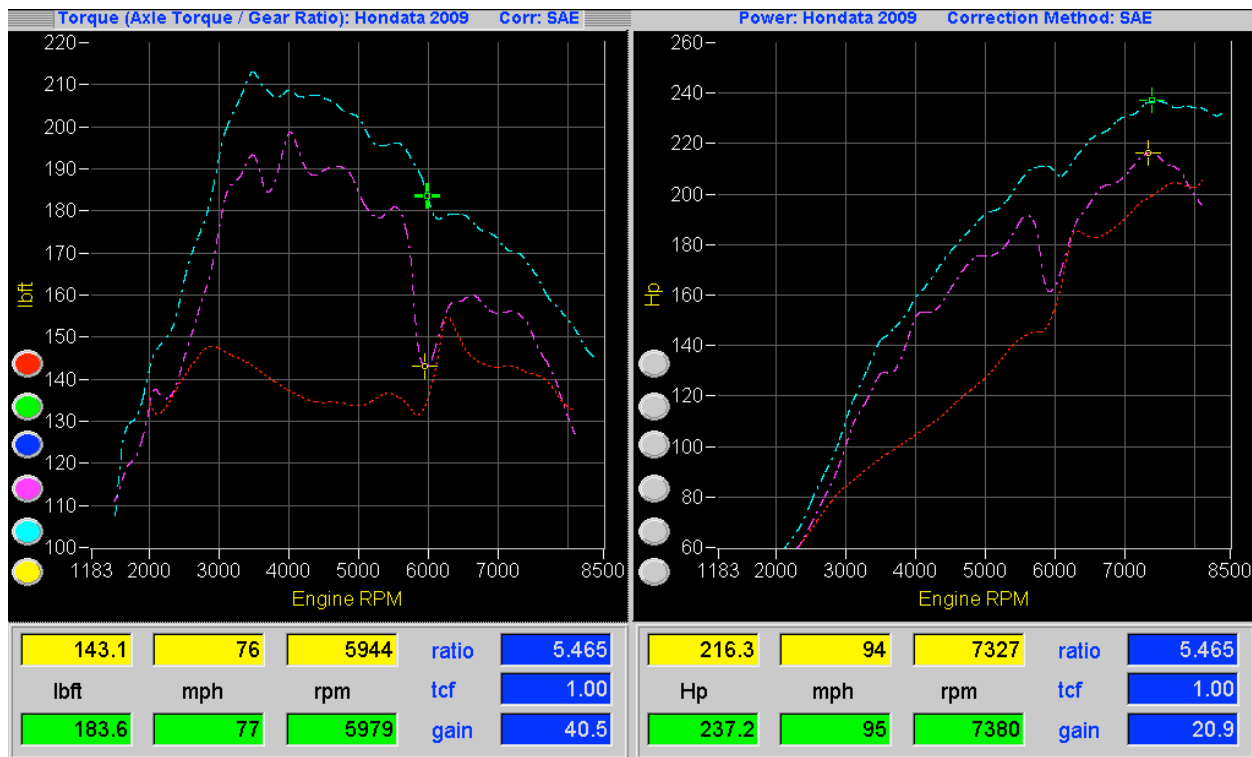


Calibration Name: Greddy Turbo 370 & 650cc  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 6000  
Intake: Greddy  
Header: Greddy  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: RC 370cc  
Maximum gain: 28.3%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line) and Greddy Turbo with E-Manage (pink -- dotted line) Your results will vary. Dyno tuning is highly recommended. 650cc injectors are highly recommended and required if running more than wastegate boost pressure. This calibration removes rev hang, improves throttle response. Significant gains are felt everywhere. in the rev range.

For off-road use only.



# FlashPro Civic Si

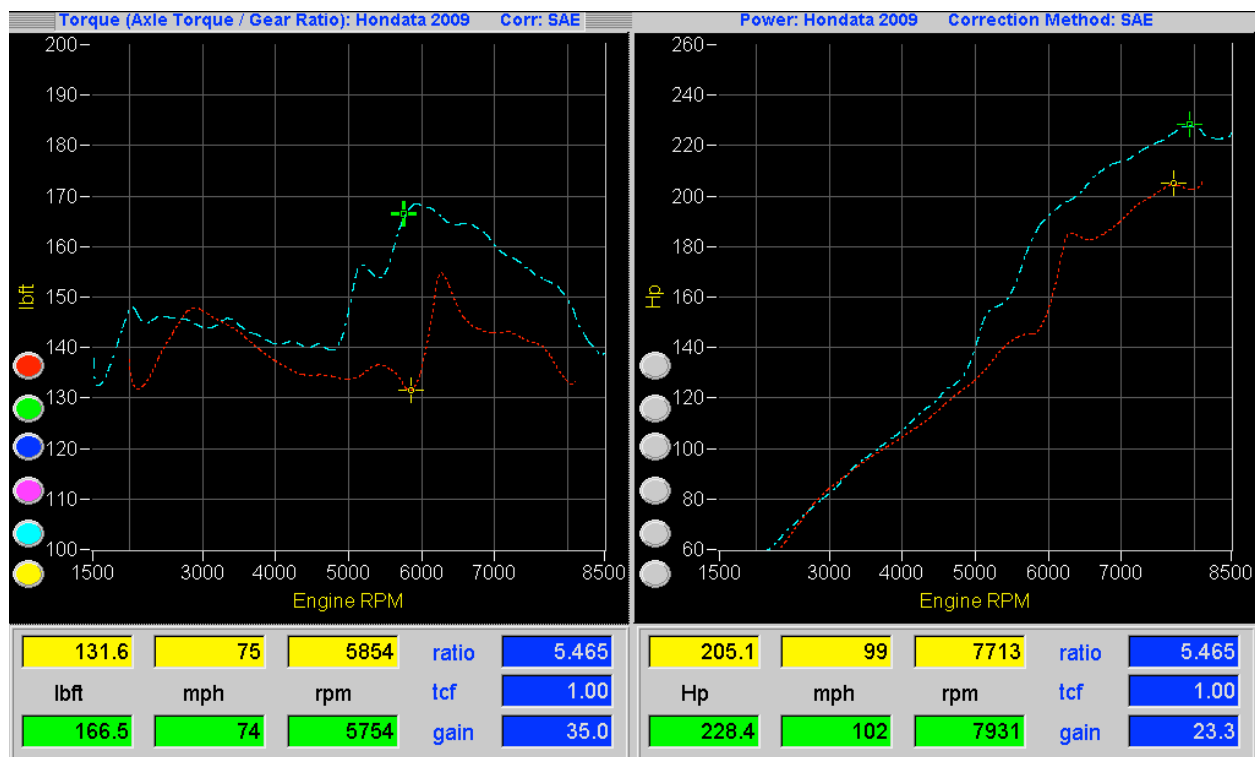


Calibration Name: AEM SRI Race header Highflow Cat  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4750  
Intake: AEM SRI  
Header: DC Sports  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 26.6%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange from 5000 RPM. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

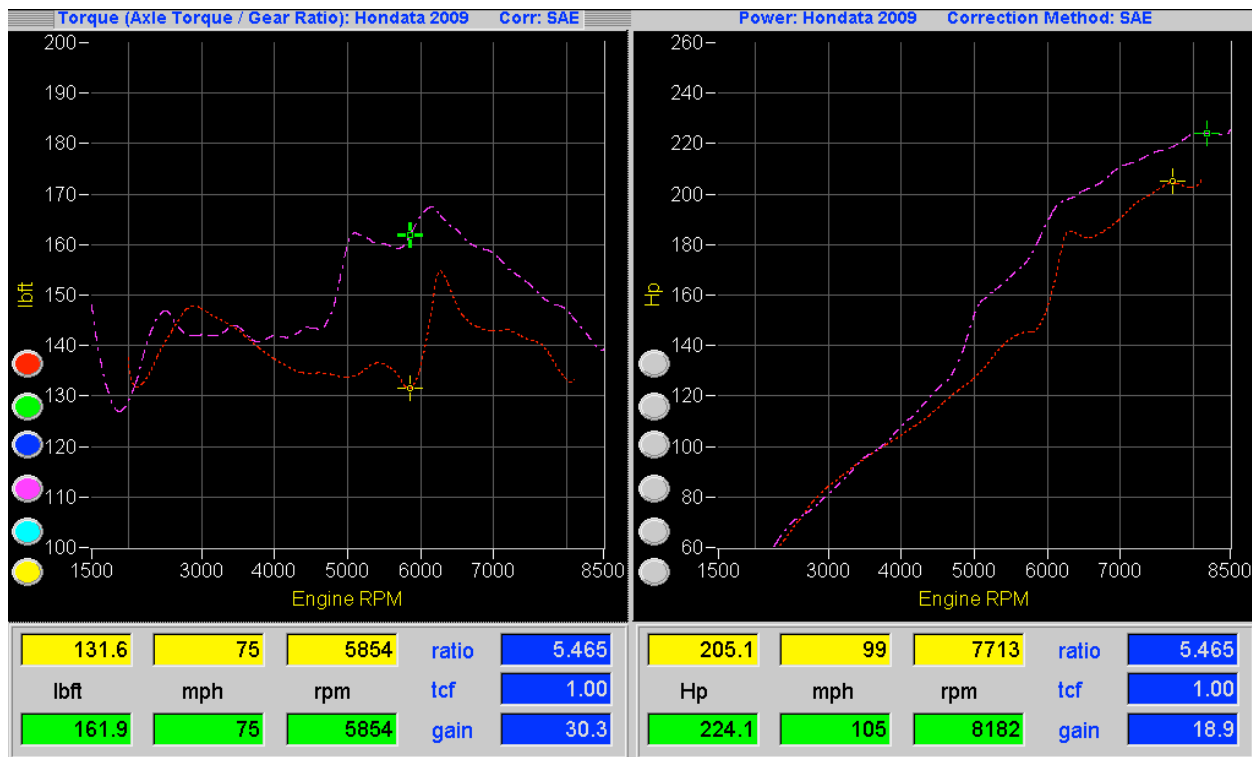


Calibration Name: AEM CAI Race header Highflow Cat  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4750  
Intake: AEM CAI  
Header: DC Sports  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 23.0%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange from 4000 RPM. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

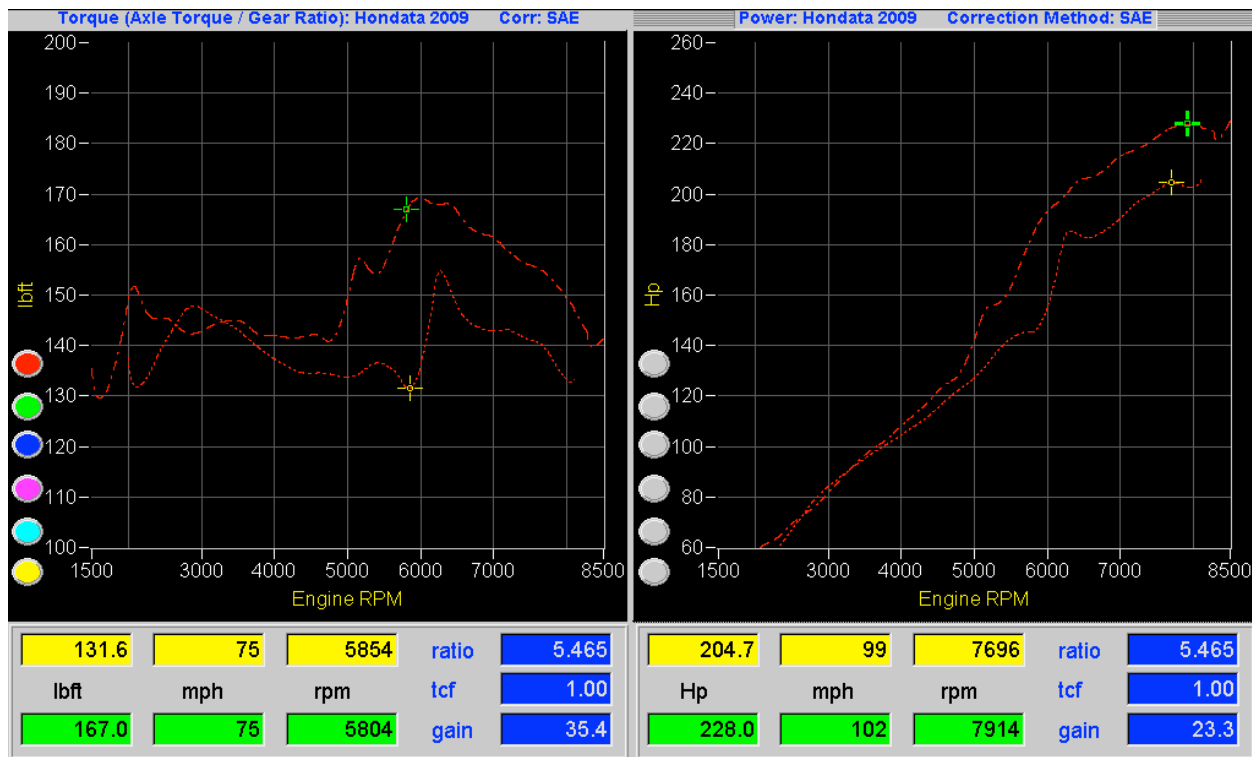


Calibration Name: Fujita SRI Race header Highflow Cat  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4750  
Intake: Fujita SRI  
Header: DC Sports  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 26.9%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

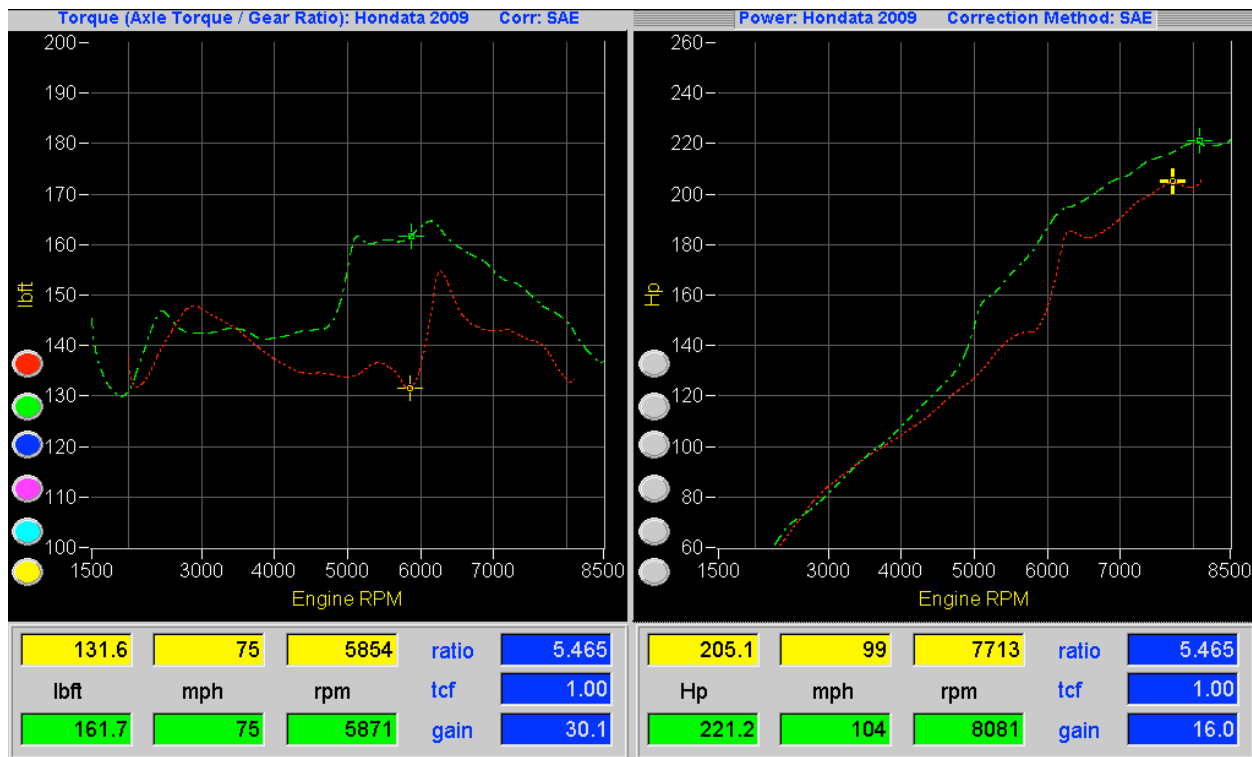


Calibration Name: Injen CAI Race header Highflow Cat  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4750  
Intake: Injen CAI  
Header: DC Sports  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 22.9%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

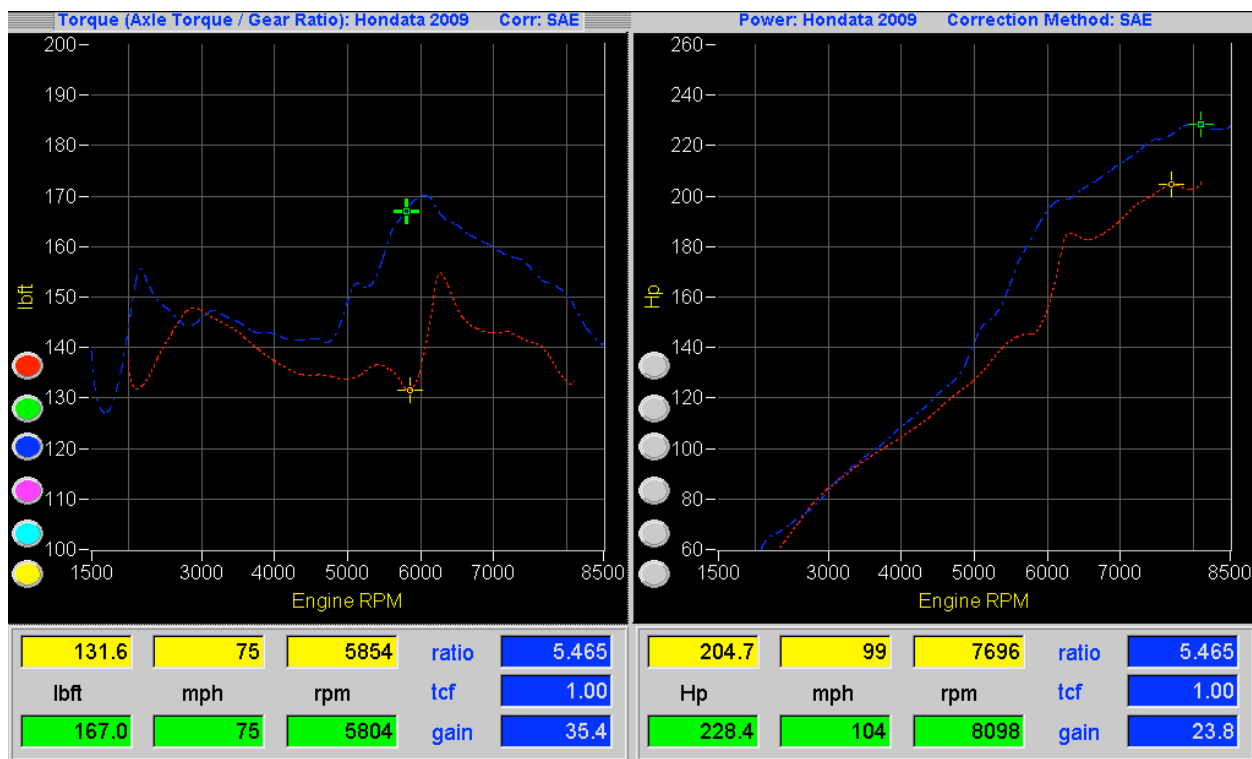


Calibration Name: Injen SRI Race header Highflow Cat  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4750  
Intake: Injen SRI  
Header: DC Sports  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 26.9%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

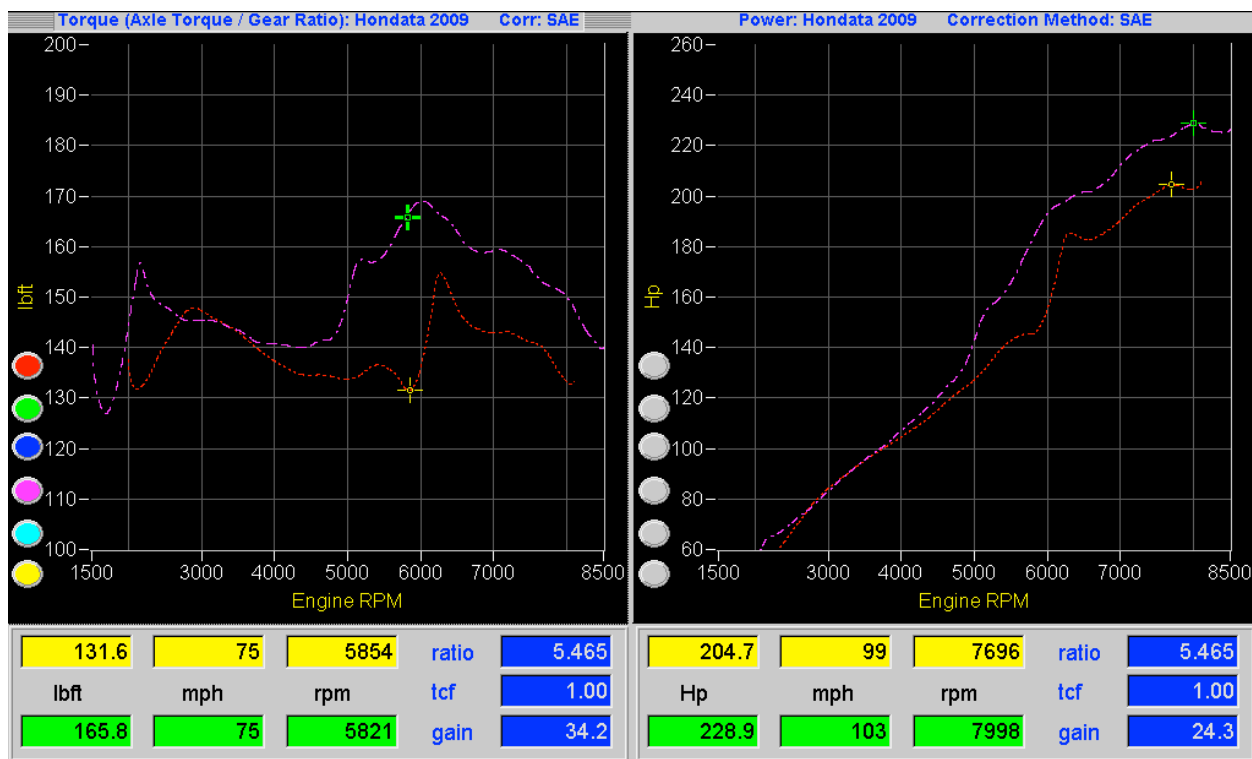


Calibration Name: K&N SRI Race header Highflow Cat  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4750  
Intake: K&N SRI  
Header: DC Sports  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 26.0%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange from 5000 RPM. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

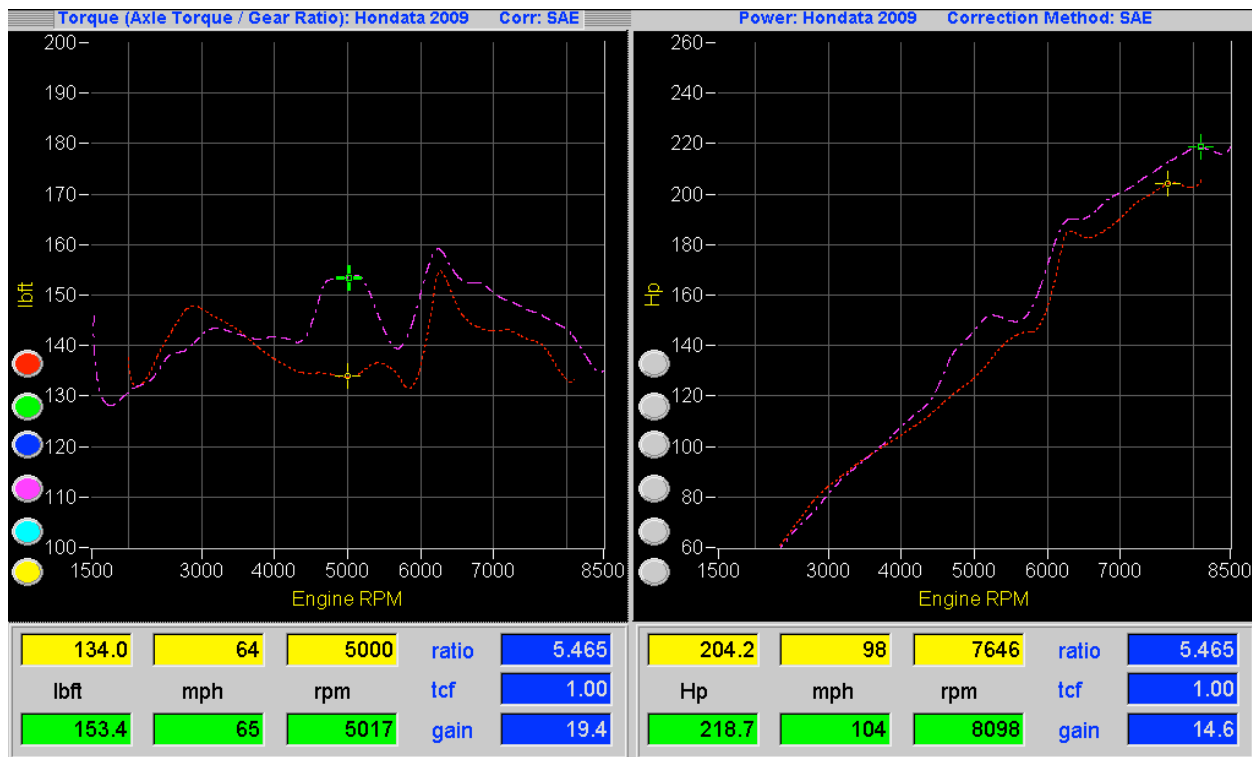


Calibration Name: AEM V2 CAI  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4350  
Intake: AEM V2 CAI  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 14.5%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Both runs were made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

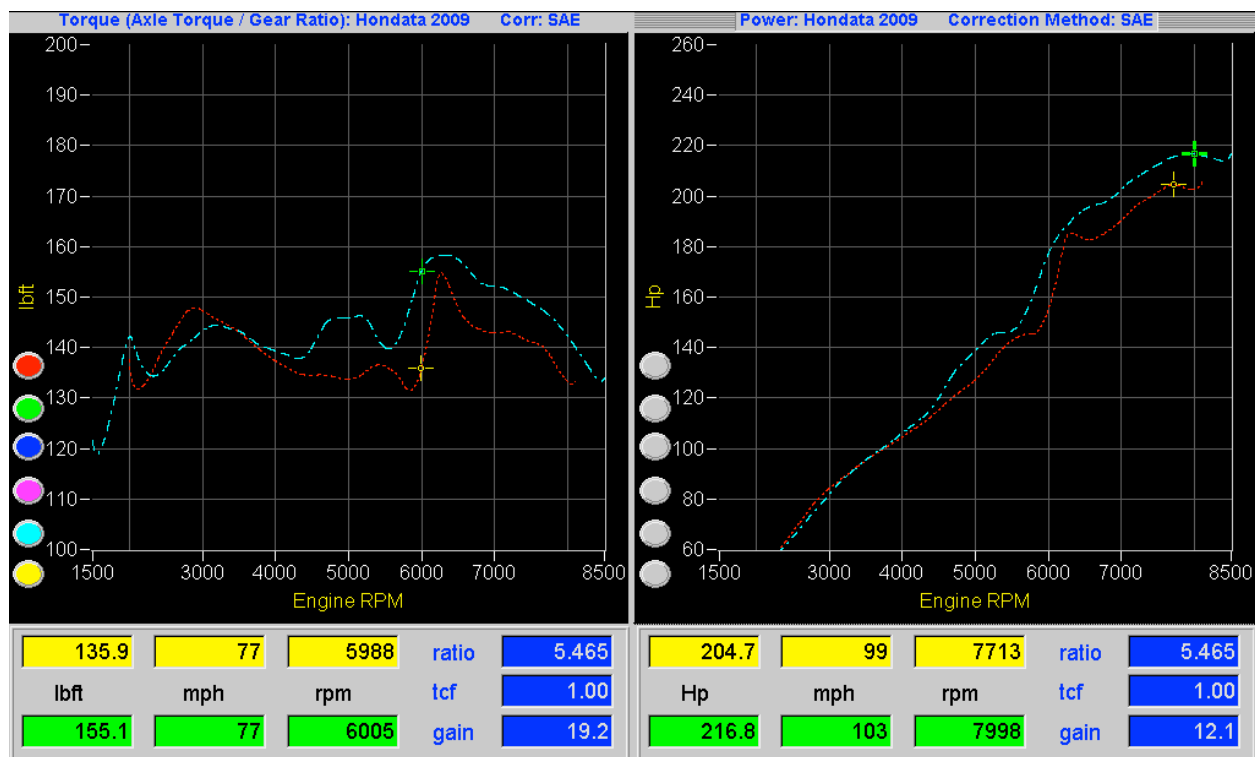


Calibration Name: Fujita SRI  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4350  
Intake: Fujita SRI  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 14.1%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Both dyno runs are made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

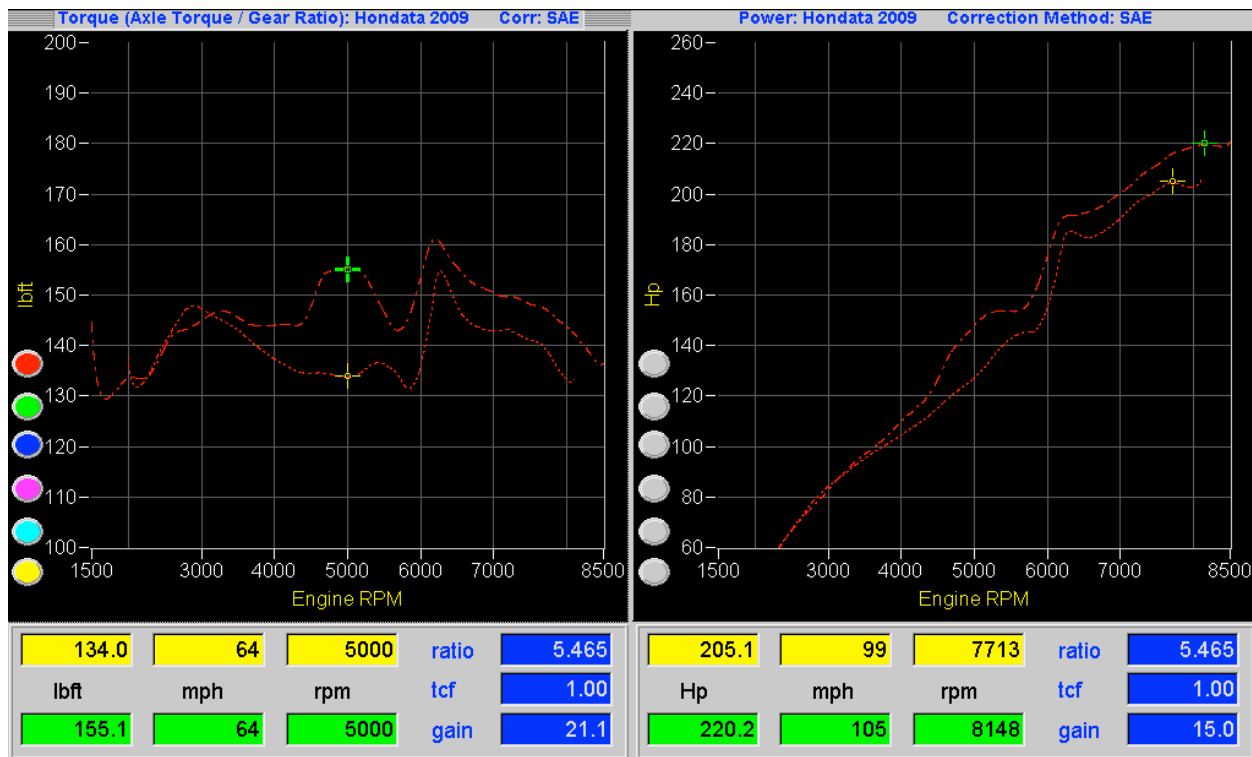


Calibration Name: Injen CAI  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4350  
Intake: Injen CAI  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 15.8%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Both dyno runs are made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

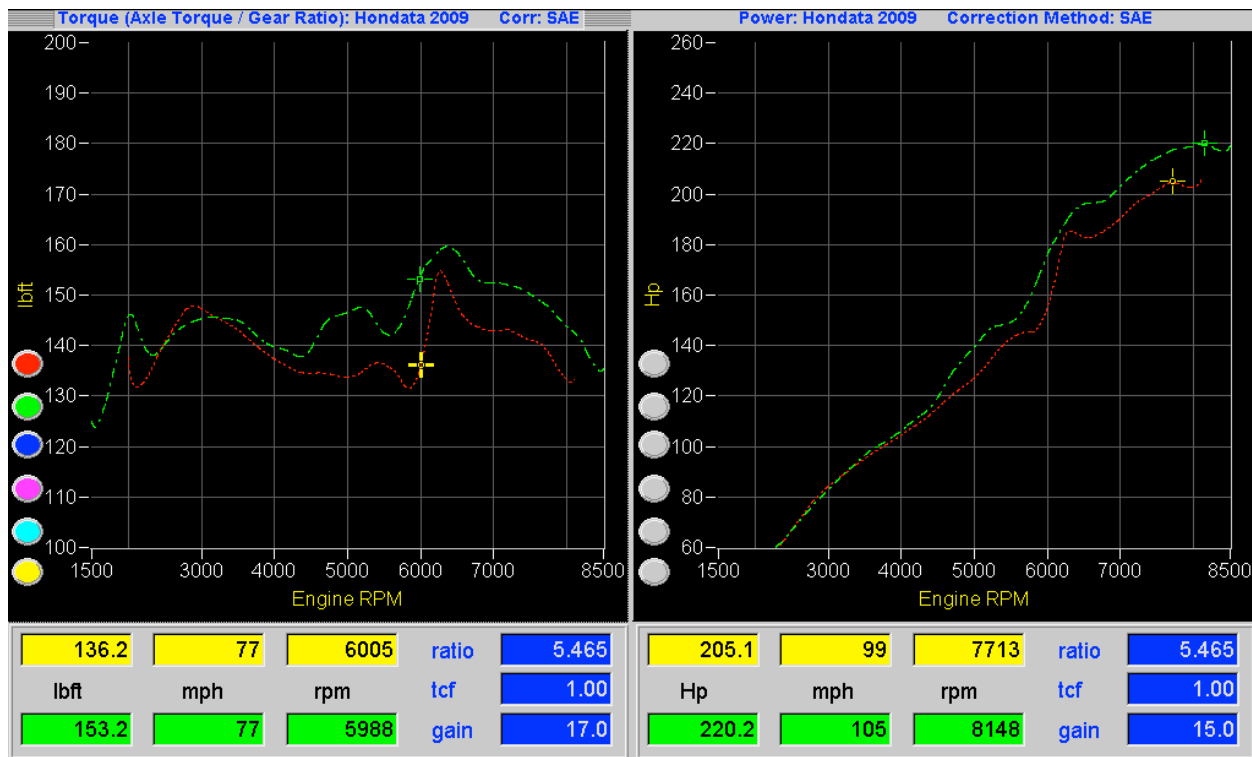


Calibration Name: Injen SRI  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4350  
Intake: Injen SRI  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 12.5%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Both dyno runs are made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

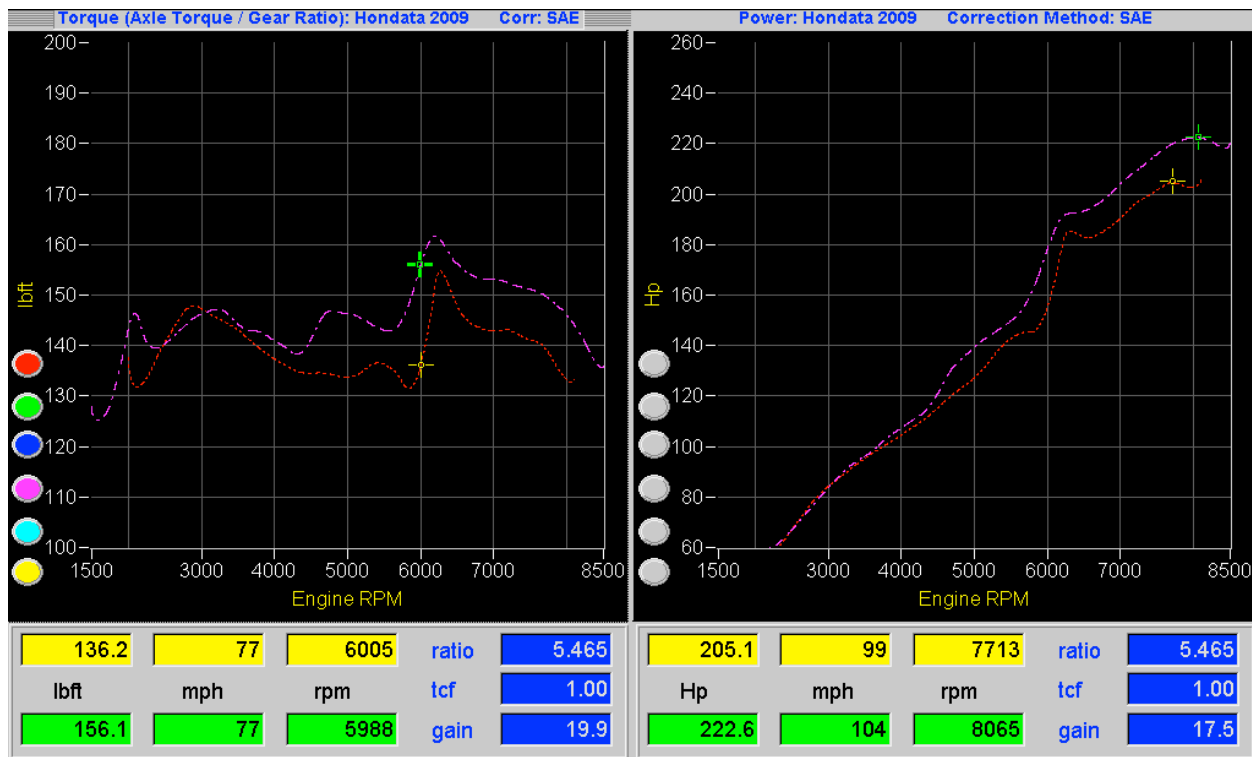


Calibration Name: K&N SRI  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4350  
Intake: K&N SRI  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 14.6%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Both runs were made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

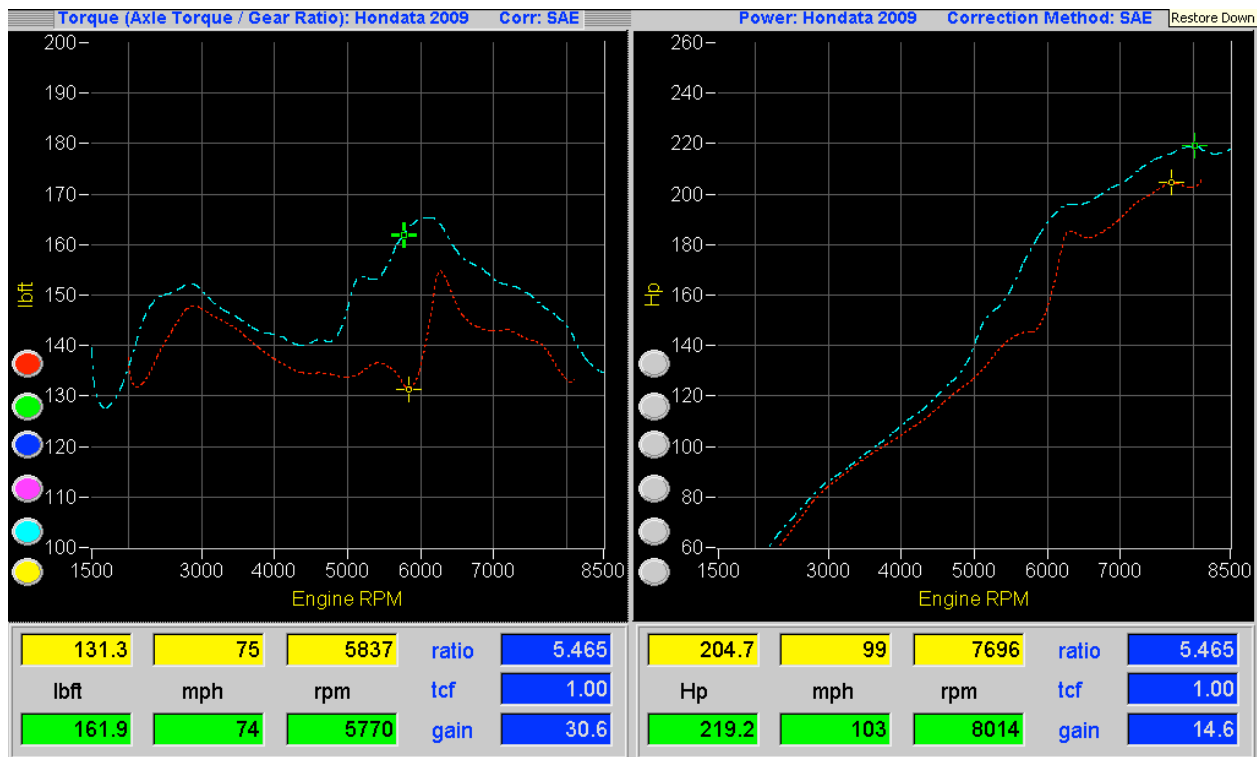


Calibration Name: Stock Tuned Race Header Highflow Cat  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4750  
Intake: Stock  
Header: DC Sports  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 23.3%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

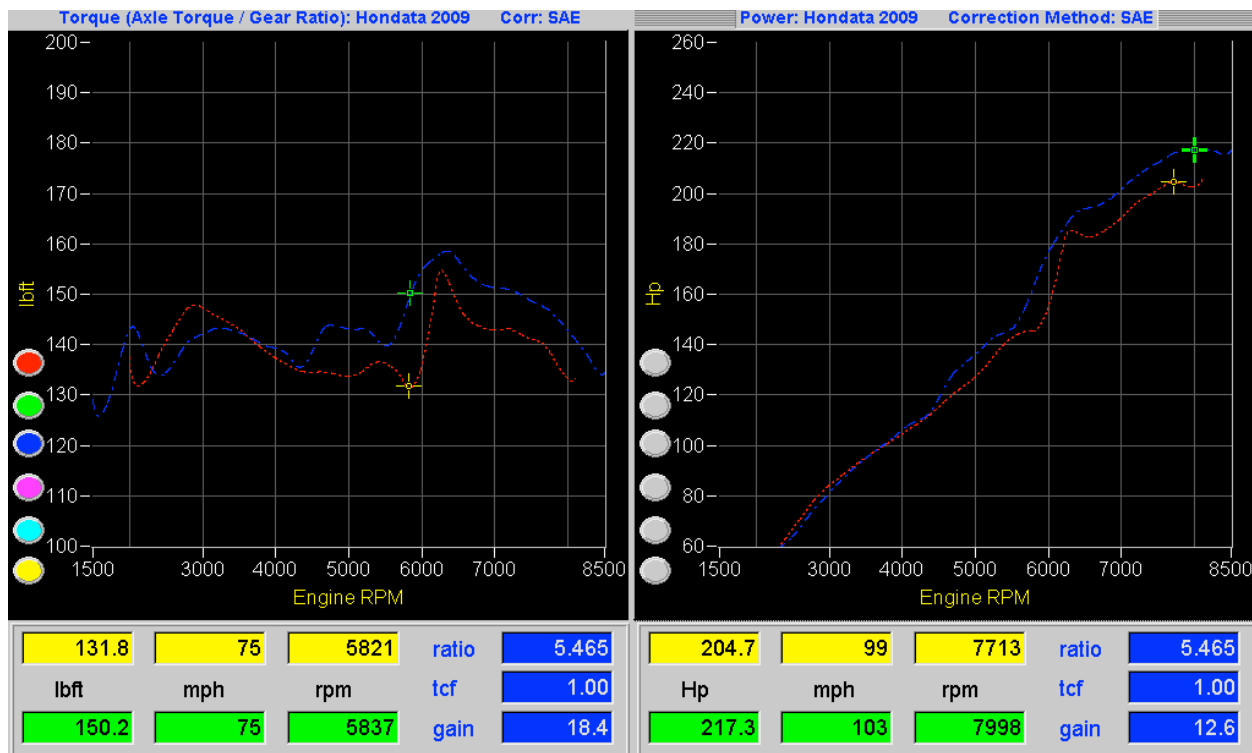


Calibration Name: WeaponR SRI  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4350  
Intake: WeaponR SRI  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 14.0%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Both dyno runs are made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

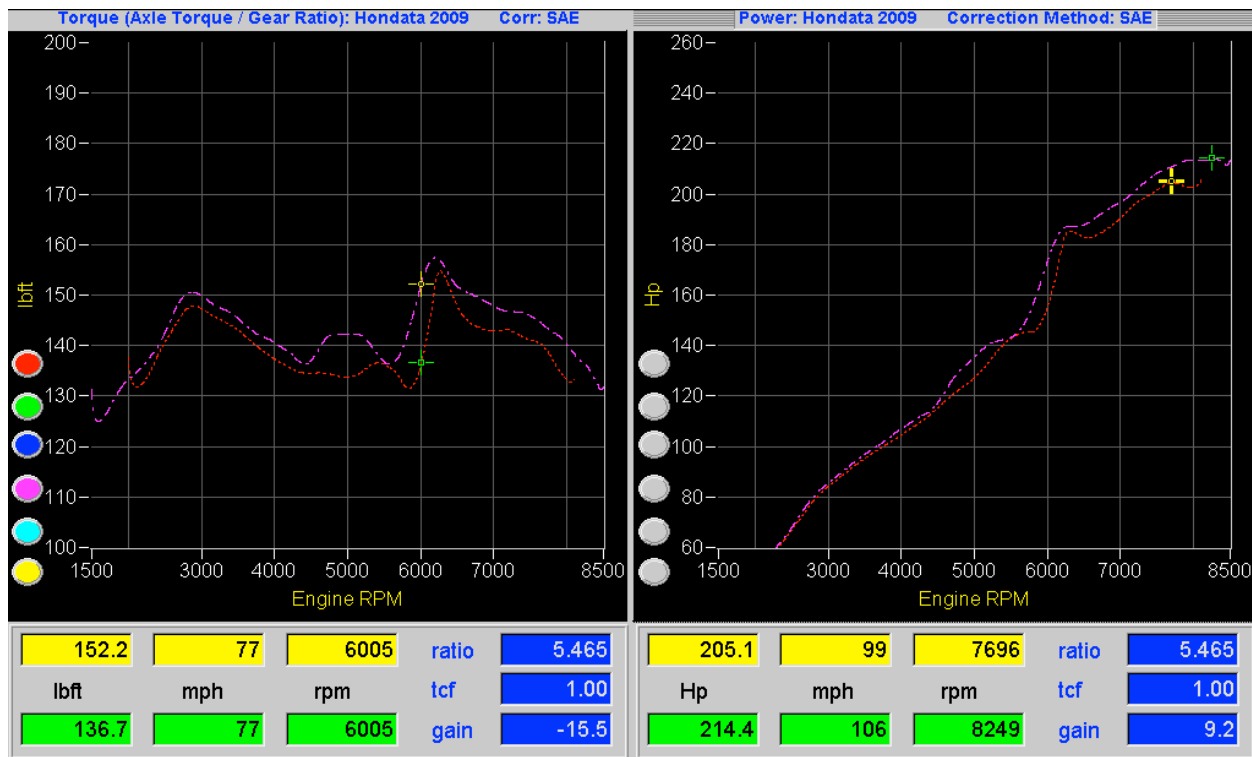


Calibration Name: Stock Tuned  
Calibration Type: MAP  
Engine type: K20Z3  
Rev Limit: 8600  
VTEC point: 4350  
Intake: Stock  
Header: Stock  
Catback: Stock  
Camshafts: Stock  
Pistons: Stock  
Injectors: Stock  
Maximum gain: 11.3%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Both runs were made on the same car. Your results will vary. Dyno tuning is not necessary, but highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. The most significant gains are felt in the midrange. Economy is not affected.

For off-road use only.



# FlashPro Civic Si

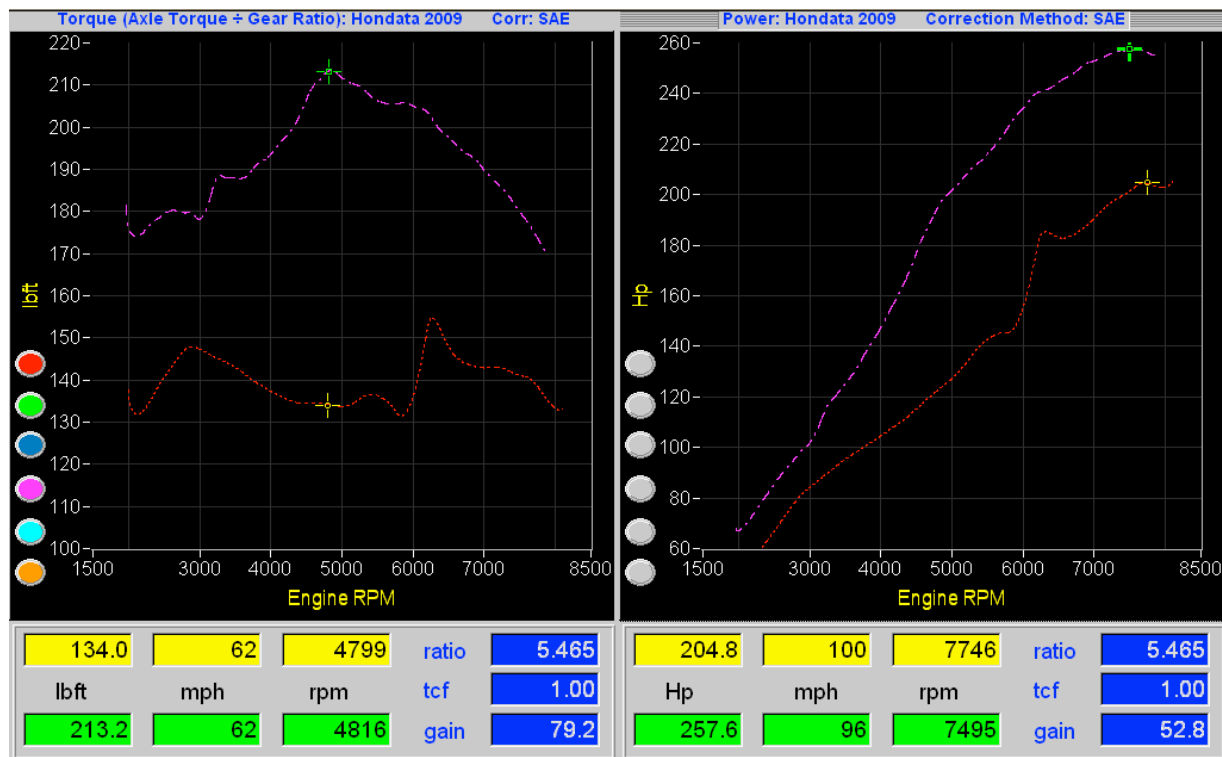


Calibration Name: K24 TSX Bottom end  
Calibration Type: MAP  
Engine type: K24A2  
Rev Limit: 7500  
VTEC point: 3000  
Intake: AEM CAI  
Header: Buddyclub  
Catback: Aftermarket  
Camshafts: Civic Si  
Pistons: Stock TSX  
Injectors: 410cc RDX  
Maximum gain: 59.1%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. Significant gains are felt everywhere. A good starting calibration for a K24 based engine.

For off-road use only.



# FlashPro Civic Si



Calibration Name: K24 CRV long block  
Calibration Type: MAP  
Engine type: K24A1  
Rev Limit: 7200  
VTEC point: 2200  
Intake: K&N  
Header: Stock  
Catback: Stock  
Camshafts: CRV  
Pistons: CRV  
Injectors: 310cc  
Maximum gain: 40.2%



**Notes:** All dynos measured on a Dynapack 2000 in 4th Gear and compared to a stock Civic Si (lower red -- dotted line). Your results will vary. Dyno tuning is highly recommended. This calibration removes rev hang, significantly improves throttle response and lowers the VTEC point. Significant gains are felt under 6000 rpm. This long block swap is at the cheap of possible swaps. Significant gains would be had with the Civic Si head & cams and race header.

For off-road use only.

