

Part # GEN-6-936-10

CorkSport
MAZDA PERFORMANCE

CorkSport Plug-N-Play 4.5 Bar MAP Sensor

MZR DISI Engine found in Mazdaspeed 3 & 6, and CX-7



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This Package should contain:

- ❑ 1. One CorkSport Plug-N-Play 4.5 Bar MAP Sensor
- ❑ 2. One M5x0.8x16mm Flange Bolt

CorkSport Plug-N-Play 4.5 Bar MAP Sensor

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We're happy to introduce the CorkSport 4.5Bar MAP Sensor for Mazdaspeed 3, Mazdaspeed 6, and Mazda CX-7 Turbo. When it's time to go big power, your OEM MAP sensor just can't keep up, maxing out at only around 21psi. The CS 4.5Bar MAP sensor will give you accurate readings all the way out to 48psi, so you can really push the limits of your build. Best of all, this is all wrapped up in a custom injection molded body that fits directly in the OEM location with no wiring or additional harnesses needed. Let us know your thoughts about the CorkSport 4.5 Bar MAP Sensor by submitting a review at:

<https://corksport.com/mazdaspeed-4.5-bar-map-sensor.html>

Pre-Installation Notes:



Tuning calibration is required to operate the vehicle safely after installation.



These instructions were written for reference only and the use of a factory service manual is recommended.



How our instructions work: To best cover all of our customers experience levels, we have included a table of contents/order of operations along with step-by-step instructions.



These in car installation photos were produced using a 2009 Mazdaspeed 3. 2007-2013 Mazdaspeed 3, 2006-2007 Mazdaspeed 6, and CX-7 will be similar.



This product does not directly increase boost pressure. This product enables sensor accuracy for boost pressures up to 48-49psi but does not change commanded boost pressure. Appropriate tuning and supporting mods needed for large boost pressure.

Materials and Time:



General Info.

Part #: GEN-6-936-01

Time Est: 30 Minutes

Wrench Rating: 2/5



Tooling List

7mm Wrench

8mm Wrench

10mm Wrench



Parts List

One (1) Plug-N-Play 3.5 Bar MAP Sensor

One (1) M5x0.8x16mm Flange Bolt

Need Help With Your Installation?

Call (360) 260-CORK

Order of Operations & Table of Contents



Removal & Installation

Section 1: OEM MAP Sensor Removal

Section 2: CorkSport MAP Sensor Installation

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Tuning Calibration

Section 3: Tuning for the CS MAP Sensor

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Detailed Instructions

1. OEM MAP Sensor Removal

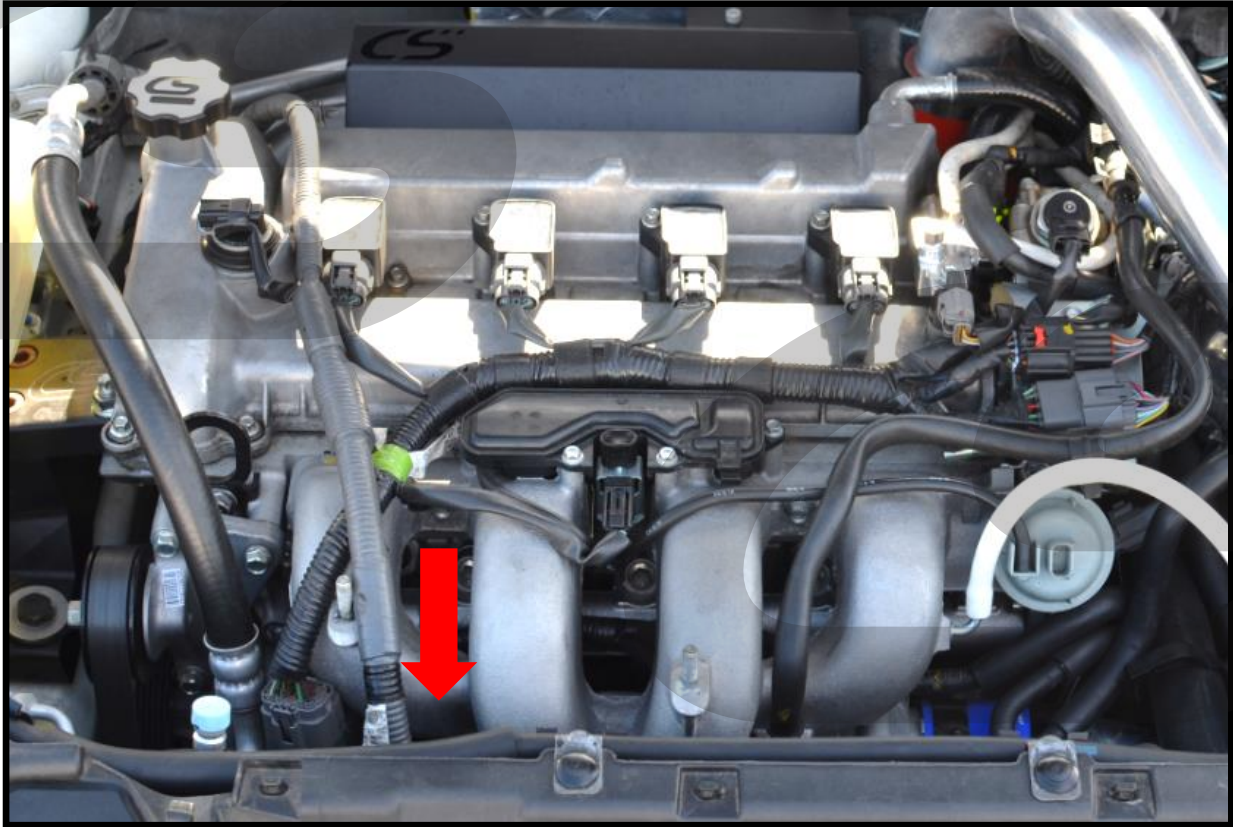


Figure 1a

- a) Disconnect the negative battery terminal with a 10mm wrench.
- a) Locate the MAP sensor in the engine bay. Shown with the red arrow in Figure 1a.
- b) Remove the wiring bracket to gain access to the MAP Sensor. Use an 8mm wrench to remove the two bolts shown with the red circle and arrow in Figure 1b

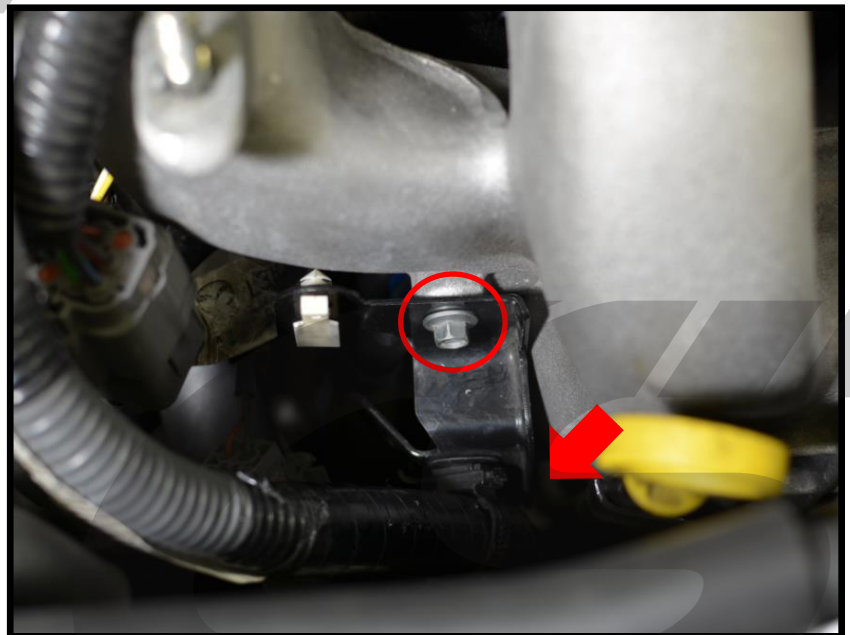


Figure 1b

Detailed Instructions

1. OEM MAP Sensor Removal (continued)

d) **Disconnect the wiring harness from the OEM MAP sensor.** Press the snap clip (**red dot**) and slide the harness off the sensor in the direction of the **red arrow**. Shown in **Figure 1c**.

e) **Remove the MAP sensor from the intake manifold with a 7mm wrench.** Shown with the **red circle** in **Figure 1c**.



Figure 1c

2. CorkSport MAP Sensor Installation

a) **Install the CorkSport MAP sensor into the intake manifold.** Using an 8mm wrench and the supplied M5 bolt, torque to 6 ft-lbs. Shown in **Figure 2a**.

b) **Reconnect the wiring harness to the CorkSport MAP sensor.** Slide the harness onto the sensor in the direction of the **red arrow**. Shown in **Figure 2a**.

c) **Reinstall the wiring bracket and torque the two bolts to 6 ft-lbs.**

d) **Reconnect the negative battery terminal with a 10mm wrench.**



The CorkSport MAP Sensor and OEM connector are a tight fit. Press the connector onto the MAP sensor until you hear the lock click.



Figure 2a

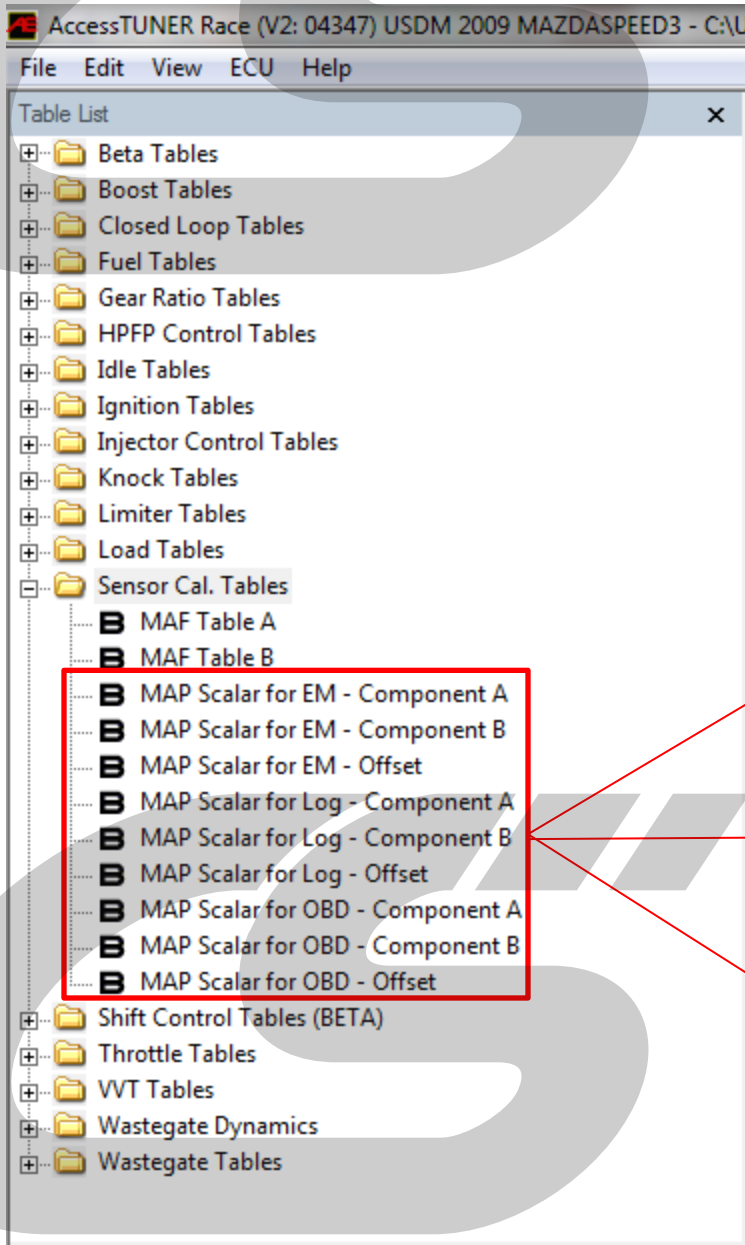
3. Tuning for the CS MAP Sensor



The AccessTuner Race (ATR) software is no longer available as a free download from Cobb.

We recommend having a reputable tuner change the below scalars to the values laser etched on the CS MAP Sensor.

If you would like to self tune your vehicle to work with the CorkSport 4.5Bar MAP sensor, you will need to complete Cobb's educational course at an additional fee in order to download ATR.



Sensor Cal. Tables: MAP Scalar for EM - Component A
Scalar (Null)

Sensor Cal. Tables: MAP Scalar for EM - Component B
Scalar (Null)

Sensor Cal. Tables: MAP Scalar for EM - Offset
Offset (Null)



This completes the installation of your CorkSport Plug-N-Play 4.5 Bar MAP Sensor. Verify that everything is tight and securely fastened. If pressure readings seem inaccurate, double check that the sensor is fully plugged in and the sensor has been calibrated correctly. Then enjoy the increased maximum boost accuracy!

What's Next:



[CorkSport Camshafts](#)

The **CorkSport Mazdaspeed Performance Camshafts** are developed with the latest design, manufacturing, and casting technologies and ground to CNC precision for the best performance for your Mazdaspeed. Near factory idling cams for the daily driver and even the aggressive track driver bringing improvement in throttle response and torque to your Mazdaspeed.

[CorkSport Intake Manifold](#)

Reintroducing the CorkSport Intake Manifold V2 for the DISI-MZR engine found in the Mazdaspeed 3 and Mazdaspeed 6. First impressions will quickly tell you this is a very different design and design goal than typically found in the performance aftermarket options for the MS3 and MS6; that's for good reason. The CorkSport Intake Manifold takes performance and OE fitment and combines them to create a combination that performs and fits without compromise. Equal flow, higher flow, tighter packaging, and TMIC fitment are aspects that define the CorkSport Intake Manifold. Combined with the newly added port fuel injection provisions and optional fuel rail kit, you can now add Injector Dynamics injectors for additional fueling.



[CorkSport CST6 Turbocharger](#)

If you're looking for big power for your Mazdaspeed without the headache of non-OE style fitment, then you have come to the right place. The CorkSport CST6 owns the Mazdaspeed Stock Flange Turbine Record at 684whp all while using stock flange components.

Years of R&D have allowed us to design a high-performance turbocharger that can respond quickly, supports 600+whp, and performs with stock style turbine flanges. The CST6 features a Garrett CHRA with a Ceramic Dual Ball Bearing Cartridge for improved response and durability for high boost applications.

