



Big Bore Throttle Body Calibration Guide



Install Notes: This product works best with a red Hondata FlashPro, which is the race version. It may not work with the blue CARB Compliant / Exempt FlashPro. Installation by a professional is highly recommended, and when finished with installation, make sure to double check for vacuum or coolant leaks. If any are present, do address them immediately.



Emissions Information: When properly installed and used with a tuning device (like a Hondata FlashPro), this product is designated for off-road race use only on non-public roads (like a racetrack) formally sanctioned by a recognized racing organization.

IMPORTANT SAFETY DISCLAIMER: When working on your car, always follow proper safety procedures. This includes, but is not limited to, letting your car cool down, using the correct tools and protection, jacking/lifting your car correctly, and in general being careful about what you are doing. If you do not feel confident doing something, do not attempt it! Instead, have someone else with more experience try or hire a professional. SiriMoto (and any reseller) cannot be held responsible for any incidental or direct damages, injuries, or additional costs caused by installing any of the parts in this kit.

PART NUMBER	DESCRIPTION/CONTENTS	QUANTITY
SM-BBTB-70MM	Big Bore Throttle Body - 70mm	1
SM-HC06-SI-BBTB-PLT	8th Gen Si Big Bore Throttle Body Adapter	1
020-AL-0004	RBC/RRC Throttle Body Adapter Plate V2	1
012-TP-0002	ZDX TB Gasket	1
012-TP-0006	8th Gen Si 70mm TB Gasket	1
M8125-SHCS-SZ-25	M8x1.25 x 25mm SHCS Silver Zinc	4
M8125-SHCS-SZ-55	M8 x1.25 x 55mm SHCS Silver Zinc	4
M8-WASH-SZ	M8 Flat Washer, Silver Zinc Coated	4
18NPT-HEX-516B	1/8" NPT Male, Aluminum/Stainless, Hex, 5/16 Barb	1
18NPT-SHCS-BO-PLUG	1/8" NPT Plug, BO, SHCS	1
8MMB-M-8MMB-M	8mm (5/16") Tube ID - Male Union Coupler - Kynar	1
6MM-HKBE-SZ	6mm Ball End Hex Key, Silver Zinc Plated	1
SM-HC12-SI-BBTB-PLT	9th Gen Si Big Bore Throttle Body Adapter	1
020-AL-0005	9th Gen Big Bore Throttle Body Adapter V2	1
012-TP-0002	ZDX TB Gasket	1
M8125-SHCS-SZ-30	M8 x1.25 x 30mm SHCS Silver Zinc	4
M8125-SHCS-SZ-55	M8 x1.25 x 55mm SHCS Silver Zinc	4
M8-WASH-SZ	M8 Flat Washer, Silver Zinc Coated	4
18NPT-SHCS-BO-PLUG	1/8" NPT Plug, BO, SHCS	1
18NPT-HEX-516B	1/8" NPT Male, Aluminum/Stainless, Hex, 5/16 Barb	1
8MMB-M-8MMB-M	8mm (5/16") Tube ID - Male Union Coupler - Kynar	1
6MM-HKBE-SZ	6mm Ball End Hex Key, Silver Zinc Plated	1

NOTE: These settings may not be 100% perfect for your car but will certainly be a good starting point and should immediately provide excellent throttle-response/idle characteristics. With these changes, we found that the throttle response is in some ways better than a factory setting with the original Throttle Body, especially for performance driving and heel-toe downshifting. To get a good understanding as to how these changes affect the running characteristics of the car, we recommend referencing the Hondata software instructions.

1. Starting with the Throttle Flow vs Opening table, we went ahead and changed all of the Flow (l/min) values to what we have noted below (keep in mind, these are the optimal settings that worked on our car but they may vary car-to-car):

Live	Throttle	1.8	2.6	4.0	5.2	6.2	7.2	9.0	10.8	13.3	15.5
	Flow (l/min)	13	41	117	201	295	396	639	929	1437	2062

2. The second thing we changed really improved low speed driveability (stop-and-go traffic driving) and allowed for more precise control of engine speed when heel-toe down shifting. It also helped for performance driving when you need to feather the throttle to get around corners, without upsetting the chassis with abrupt throttle inputs:

TPS	0.0	5.0	10.0	15.0	20.0	25.0	30.0	35.0	40.0	45.0	50.0	60.0	70.0	80.0	100.0
0	0.0	0.5	1.9	4.6	8.3	11.8	14.4	17.6	20.4	25.2	31.2	44.4	58.2	72.0	100.0
1000	0.0	0.5	1.9	4.6	8.3	11.8	14.4	17.6	20.4	25.2	31.2	44.4	58.2	72.0	100.0
1250	0.0	0.5	1.9	4.6	8.3	11.8	14.4	17.6	20.4	25.2	31.2	44.4	58.2	72.0	100.0
1500	0.0	0.5	1.9	4.7	8.3	12.0	14.4	17.6	20.4	25.2	31.2	44.4	58.2	72.0	100.0
1750	0.0	0.5	1.9	4.8	8.5	12.5	14.9	18.2	20.8	25.9	31.9	45.0	59.4	73.2	100.0
2000	0.0	0.5	1.9	4.9	8.8	12.8	15.6	18.7	21.0	27.0	32.9	46.2	60.6	73.8	100.0
2250	0.0	0.5	2.0	5.0	9.1	13.2	16.1	19.2	21.6	27.6	35.2	48.0	61.8	75.0	100.0
2500	0.0	0.5	2.1	5.2	9.5	13.7	16.7	19.7	22.6	29.1	36.0	49.8	63.6	76.8	100.0
3000	0.0	0.5	2.2	5.6	10.0	14.8	18.0	20.4	24.6	31.2	36.9	51.0	66.0	79.2	100.0
3500	0.0	0.6	2.5	6.1	11.1	15.8	18.4	21.1	25.2	31.7	37.8	52.8	68.4	79.8	100.0
4000	0.0	0.7	2.6	6.7	11.8	16.8	19.2	22.0	26.4	32.7	38.8	54.0	69.6	81.0	100.0
4500	0.0	0.8	2.7	7.4	12.6	17.8	20.6	24.0	27.6	34.0	39.6	56.4	72.0	82.2	100.0
5000	0.0	0.8	3.3	7.9	13.6	19.0	22.3	25.6	29.5	36.0	42.0	57.6	73.2	83.4	100.0
6000	0.0	0.9	3.5	8.5	14.2	21.1	24.4	28.2	32.7	38.4	44.4	60.0	75.6	85.2	100.0
7000	0.0	0.9	3.5	8.5	14.2	21.1	24.4	28.2	32.7	38.4	44.4	60.0	75.6	85.2	100.0

What we are essentially doing with TPlate Normal tables is reduce low throttle sensitivity, so that you don't get a jerky feel when coming on-and-off the throttle.