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How to unmarry a cobb accessport without the car

If you are going to remove your Access Port, and return your ECU to stock, you do not have to take your car to a tuner. You can accomplish this yourself with the Access Port. To return your ECU to stock, you are going to have to re-write your base map, so you will need to put your car into test mode. Please check Cobb's instructions that came with your car first. Basically, you will just need to connect the green "test" connectors under your dash (and the additional connector if you have a 2002 - 2005 WRX). Once you have done this, your Check Engine Light should flash, and you should hear your electric fan under the hood turning on and off. Once you are in "test" mode, connect your Access Port to your OBDII/CANBUS port and put your key in the on position. Before you proceed, make sure that you do not have anything pulling current from your electrical system. Make sure that your lights, fan, and stereo are off, that there isn't anything plugged into you're lighter socket. If you have a turbo timer, it needs to be turned off, and if you have an aftermarket stereo amplifier, you need to make sure that you pull out the in-line fuse (which is usually next to the battery under the hood). Once you are ready, use the Access Port to select the "Un-Marry" or "Return to Stock" option from the main menu. You do not want to select a stock map from the "Change Map" menu because this would just put a stock map onto your ECU, while leaving your license on your ECU (so your Access Port will not work with another car). Once you select this option, let the Access Port run its course, and once it is done, your ECU should be returned to stock. J. Cooley - Discussion Starter -#1 - Sep 5, 2008 Hey, I know this has been asked before Im sure...I'm in a bind and need to figure out this **** fast and its driving me nuts because I have no time for this. I uninstalled my ap v2 to sell to someone but he sent it back saying it wasn't unmarried. I've never used this thing because it came with my used 2006 sti and I have no knowledge of tuning or anything like this. I thought plugging it in and hitting the uninstall button would UNINSTALL IT, but apparently that would be too easy and make too much sense. How do I properly unmarry this stupid thing now? It has no maps on it and when I sync it to my pc and add maps to it, no maps actually show up on the AP (of course, that would mean its working fine and is easy to use). I'm fed up with this user-unfriendly piece of junk....so if anyone can tell me how to unmarry this thing would be greatly appreciated!! Kevin - its really a pretty simple device. if you'e just downloaded maps, it may be because those maps are for the newer firmware, the firmware can be downloaded for free at cobbtuning.com. you'll also find users manual there too, when uploading maps to the AP, you not only have to click and drag the map into the program, you then have to select each map and hit "upload to AP". as for uninstalling it, what you said sounds right. just go to the uninitall and follow the instructions. the way to tell if its uninstalled or not is to plug it back into the car afterwards and see if it gives you any other options than "install", if you see any of the other options it is not uninstalled. its a pretty handy device and even stage 1 (just the AP) feels better. read the manual and see if you don't change your mind when you get used to it. secondly, if you have a DP or any other serious mods, you actually need to be using the AP or some kind of "tuning" or your car will hate you. - Discussion Starter -#3 - Sep 6, 2008 Yeah I've been trying to update it and it gets hung up everytime or gives me any number of various errors. I don't know if its because mine is buggy or what but I'm usually pretty tech savy. Nothing I do seems to work with this thing. If I plug it into my car and hit uninstall again it says this accessport is not installed on this car. I'm not really sure what else to do... its really a pretty simple device. if you'e just downloaded maps, it may be because those maps are for the newer firmware, the firmware can be downloaded for free at cobbtuning.com. you'll also find users manual there too, when uploading maps to the AP, you not only have to click and drag the map into the program, you then have to select each map and hit "upload to AP". as for uninstalling it, what you said sounds right. just go to the uninitall and follow the instructions. the way to tell if its uninstalled or not is to plug it back into the car afterwards and see if it gives you any other options than "install". if you see any of the other options it is not uninstalled. its a pretty handy device and even stage 1 (just the AP) feels better. read the manual and see if you don't change your mind when you get used to it. secondly, if you have a DP or any other serious mods, you actually need to be using the AP or some kind of "tuning" or your car will hate you. - the strange thing is, if its not installed on your car and you plug it in to your car or any other, it shouldn't say give you the "uninstall" option. the only option available should be "Install". it may have gotten botched somewhere along the firmware update or uninstall process. did it ever come unpugged during either of those? - Discussion Starter -#5 - Sep 6, 2008 Yeah I've been trying to update it and it gets hung up everytime or gives me any number of various errors. I don't know if its because mine is buggy or what but I'm usually pretty tech savy. Nothing I do seems to work with this thing. If I plug it into my car and hit uninstll again it says this accessport is not installed on this car. I'm not really sure what else to do... good luck. - I don't think I got scammed because I remember seeing the uninstall icon still there when I sent it off. Any ideas on how I could fix this? Do it the correct way. I didn't have any problems with mine after reading the manual. This isn't a common problem, so it has to be operator error. If you can't figure it out, call Cobb. They should be able to guide you through the process quite effortlessly. - Discussion Starter -#13 - Sep 6, 2008 Do it the correct way. I didn't have any problems with mine after reading the manual. This isn't a common problem, so it has to be operator error. If you can't figure it out, call Cobb. They should be able to guide you through the process quite effortlessly. lol...I can't do it the right way anymore...thats the problem...screwy - well from the sound of things, it has been installed on another vehicle. you very well might have to mail it back to the idiot you sold it to to have him uninstll it from his car. The AP clearly thinks its installed onto a car, but its not your car... who else's car could it be? Most of us would probably have a 10 second (or faster?) car if we could. Most of us also have the same hurdle when it comes to reaching that or any other car goal that requires modifications. It usually comes down to money. In an effort to stretch the car budget a little further, it's common to check out the used market. With hard parts, it's pretty straight forward. However, with an Accessport, it's not uncommon to see people that were trying to save a buck end up spending a lot more than they should have. The following is a basic guide that includes the things to consider when buying a used Accessport. Accessories The Accessport should at least include the cable that connects to your OBD2 port. If not, this would have to be purchased separately. The cable that connects to your computer would also be a plus if included but it's not a proprietary cable. It can easily be replaced with any micro USB > USB cable. Other accessories include the start guide, different faceplates, a protective case, and a dashmount and holster. Although these aren't necessary for the Accessport to operate, definitely consider the purchase price If several of these accessories (especially the OBD2 cable) are missing, Part Number A more important thing to consider is the Accessport's part number. Each Accessport is only compatible with certain vehicles. With many platforms, it can even be specific vehicles through specific model year ranges. Luckily, it's pretty easy to determine which Accessport part number you need. Simply visit cobbtuning.com and configure your vehicle at the top of the page and click "view products." You will then see all compatible parts. The Accessport will be on this main page and have its part number listed (it starts with "AP3"). Once you know what part number you need, pry up on the faceplate of the Accessport you're considering buying and make sure it corresponds to your part number. The part number pictured below starts with SUB03 so we know this is an AP3-SUB-003 part number Accessport. You can also check the part number if you are able to power on the Accessport with a car's OBD port or any computer. Note Two Exceptions to the Accessport Part Number Shown Above: 1 - Accessport Activates or "APA's". If the serial number shown above starts with APA, it means the Accessport was programmed as it was sold by a dealer. You'll have to use a below method to determine compatibility. 2 - Accessport V3s are able to be reprogrammed to a different part number. This is far less common but is something to be conscious of. We'd recommend going one of the below routes to make sure the Accessport is the same number is started life as. Computer Only First, download and install Accessport Manager. Then, plug the Accessport into the computer via the micro USB > USB cable. You can then open Accessport Manager and view the manage tab shown here (this also shows the installed state mentioned below): Car/Computer If no computer is handy, and you're not able to get the faceplate off, you can also check the part number (and installed state) by powering the Accessport on with any vehicle's OBD2 port. Then, scroll through the "Help" > "About Accessport" > this section will show the Installed State (a "?" will be shown if it is not installed to any vehicle) and the Serial Number. Installed State The installed state is just as important as whether or not the Accessport is the correct part number. If it is already installed (or "married") to another vehicle, it will not work on your vehicle. The installed state can be checked by plugging the Accessport into any car (any car with an OBD2 port, compatibility for this step is not required) or computer and completing the steps above or with a quick scroll through the main menu. If "Install" is an option, this Accessport is ready to work on another compatible vehicle. If "Uninstall" is an option, this Accessport will not work on your vehicle until it is uninstalled from the previous vehicle or sent to COBB to be re-licensed. GOOD: Ready to be used on your car! BAD: Still installed to another car. There is no way to determine 100% the Installed State without being in person. Sadly, we have seen situations where sellers take pictures of the "Install" option and then install the Accessport prior to selling it. We recommend to protect yourself by confirming the installed state in person or, at the very least, feel the seller out. Check for references or mentions of previous transactions to determine if you're willing to trust this person to be honest about the Installed State of the Accessport. This is typically readily available on forums or Ebay which may be a better alternative to craigslist. The Potential Costs of Purchasing Used COBB able to change the part number of your Accessport. This device is \$150 plus any positive difference in the cost of the part number you're changing to. This isn't the only cost to consider when buying used. If an Accessport was never uninstalled from a previous vehicle, it can be re-licensed, or set to an uninstalled state. The Accessport is essentially 2 parts: the hardware to flash the vehicle and the tuning license that is installed on the car. Therefore, in cases like this when the tuning license is still being used on another vehicle, COBB can re-license the Accessport for 70% of the price of a brand new Accessport of that part number. Let's take a look at a couple of examples of purchasing used Accessports: What the Accessport comes with, its part number, and whether or not it was uninstalled from the previous vehicle should all be considered when buying a used Accessport. Not all is lost if you purchase a used Accessport that is installed to another vehicle or the wrong part number. However, paying for these remedies can quickly outweigh the savings for buying used in the first place. Hopefully this guide can save you making an overly costly purchase. Ernesto Lozares on June 18, 2017 says: Kyle, I have purchased Accessport Stage 1 package for my 2015 Fiesta ST and haven't installed the Accessport yet. I plan to trade-in my F1ST for a 2016 Subaru WRX premium. Will i be able to use/convert my accessport to this WRX? Thx. ernee Reply Dustin Aco on September 19, 2017 says: I purchased a used accessport v3 from the previous owner of my 2006 mazdaspeed6. It was already setup for my car and had been used but then uninstllled by the previous owner in case another person wanted it. I had purchased it shortly after the vehicle. It allowed me to install and tune the vehicle with OTS maps, but the option for Uninstall is available; does that mean it is not functioning properly? Will i be able to register the accessport? Reply Dan Graves on September 20, 2017 says: im looking at a v3 cobb accessport that is a sub 003 and i would want to switch it to a sub 001 how much would that cost? Reply laurent bouclin on September 28, 2017 says: I am looking at buying an ap2-sub-003 (unmarried) and would need to have it relicensed to sub-002. How much would that cost? Thank you Reply Byron Aberle on November 1, 2017 says: I am looking at a "married" AP3-MAZ-002 for my mazdaspeed 6. Would I still need to re-license it? Reply Jake Johnson on November 2, 2017 says: Want to buy a married AP v3 to a Mazdaspeed 6 and use it on my Mazdaspeed 6. Cost \$150? Reply Caleb Webb on November 16, 2017 says: If I buy a 15 sti unmarried sub 004 accessport and use it on my 16 wrx do i have to pay anything? Cause the part number is the same Reply Alex Wang on November 27, 2017 says: Got a accessport v3 for 991 carrera from my friend, mine is a 991 turbo, wonder how much would cost to fit my car with new PDK flashing. Reply Brian young on November 29, 2017 says: I bought my AP brand new and it's having trouble communicating with my 2013 impreza Reply joe n on January 10, 2018 says: I have a 2017 wrx and my wife just got a 17 Forester. Can we use the same access port? Reply Raul Ortiz on January 17, 2018 says: I have a married AP v3 to a Mazdaspeed3 for use it on my Mazdaspeed3. What is the total cost? Reply Jim Wong on January 17, 2018 says: Are there any hardware revisions differences to be concerned with the older production units? What are the difference between the "Accessport" vs "Cobb" labelled units (on top front of unit)? Reply prabh panesar on January 28, 2018 says: i have a 08 wrx but the AP i have is installed to a 08 STI i wonder if i have to send it to cobb to reset???? Reply Afif Tabarah on January 29, 2018 says: Hi Guys, I'm about to buy a used COBB access port V3. Below are the details: Specification of the COBB access i will be buying: - v3 - Part#: AP3-POR-007, used originally on a Cayman G4, the device has a UNINSTALLED state. I will be using the COBB on my 2014 Porsche Carrera Turbo. Which uses another part number AP3-POR-006. Is the switch doable? and how much would it cost. Thanks I Reply Anthony Chan on February 20, 2018 says: if i buy a AP3-SUB-003 unmarried and i have a 2015-2017 wrx that uses AP3-SUB-004, how much would it cost to convert it over? Reply Alex Martinez on March 22, 2018 says: If i buy a used stage 1 cobb package with accessport and intake will it work for my car if the guy says he unmarried it from his car?I have 16 wrx Reply Charlie Calise on April 4, 2018 says: AP Ver2 is not working well enough for me to be comfortable with and have gotten an unmarried AP3-MAZ-002. When putting my map over to it, it said this: "The map is locked to a V2 Accessport serial number. To use V2 locked maps, you must contact Tech Support to upgrade your v3 accessport" Is there a cost for this upgrade? Reply Justin Scrivener on July 14, 2018 says: i will be trading in a 2017 WRX for a 2018 Forester XT in the next week or two. I've been using an AP3-SUB-004, and today I restored the factory settings on the WRX via the AP so it just displays "install" when connected to the car. If i'm reading this post correctly, the Accessport is now "unmarried" from the WRX and could be installed in the Forester with no need to convert or re-license? Is there anything else that would need to be done to switch from "WRX mode" to "Forester mode" or would the AP automatically recognize the new vehicle and display the appropriate OTS maps? Thanks. Reply Carlos Maldonado on August 11, 2018 says: I have a 2004 WRX. I found an access port with SUB-001, says it needs to be relicensed b he sold his last wrx, so is that the \$150? Reply Daniel Nikolic on August 22, 2018 says: Hi i got one Accessport from my first GTR... i havent unmarried it.... can i still unmarry it? how much does this cost?! TY Reply Keagun Michael on September 8, 2018 says: I have just purchased a SUB004 that is married, what is the cost to have it relicensed? And how do i have it relicensed? Reply Jeremy Colvin on November 8, 2018 says: If I buy an Accessport married to a 2004 wrx, can I put it on a 2004 wrx? Also, does it matter if it goes from a sedan to a wagon? Reply James Huffman on December 3, 2018 says: Hello, I'm looking at getting a used AP3-FOR-001, it is still married. What would I be looking at on price to use it for my 2013 Focus ST? Reply Victor Lee on December 7, 2018 says: Hi, I've bought an accessport, for my MY16 STI ADM and the part number is AP3-AU-SUB-004, however the serial number is SUB1400397. Is this correct? From the above post, it says that it should be starting with SUB004? Reply Carl Maratta on January 4, 2019 says: When I installed the accessport I downloaded my factory map. When I go to un-marry my accessport and I go to an install does it automatically download the factory map back onto the car or do I have to do the factory map download first then go to un-install so I can have a friend use it on his fiesta? Reply Kevin Fisher on January 10, 2019 says: I recently sold my 2007 Legacy GT and didn't have a chance to uninstll AP (AP3-SUB-003) because it was a last minute trade (I basically moved my stuff to a new car and went on my way) If I wanted to sell it to someone else with the same year LGT what would be the cost for them to unmarry? Reply jeremy luckey on January 10, 2019 says: i have V3 for my 2011 evo x gsr can i unmarried it and use it on my 2015 Evo x gsr? Reply Bill Abrams on January 13, 2019 says: I have an unlicensed Cobb AccessPORT V3 AP3-POR-010. What would it cost to have it work on a 2007 997.1 911 turbo? Thank you Reply Jim SUNDIN on January 20, 2019 says: Will the Accessport V3 from a 2011 WRX/STI work on a 2015 thru 2018 WRX/STI? Reply Arun Sivanand on March 4, 2019 says: Hey Kyle, I bought a used unmarried AP3-SUB-004 accessport which was used on 2018 WRX. I own a 2019 STI. When i uploaded a 2019 map into the accessport using the accessport manager it showed me a warning that the car model in which on which the accessport was installed doesnt match even though the website says AP3-SUB-004 is compatible with all subaru models from 2015-2019. Should I be concerned? Thanks Arun Reply Nicholas Arellano on March 10, 2019 says: I have an accessport I am getting rid of and need to unmarry it from the car. I currently have an APR stage 2 tune on it with out unmarrring the accessport on the car. Can I unmarry the accessport from the car with out removing the APR tune? Reply Kyle on March 11, 2019 says: Hi Joei, The cost to relicense an Accessport is 70% of what it costs new. That is \$472.50 in this case. Kyle@COBB Reply Benjamin Peacock on March 12, 2019 says: I bought an AP for my WRX two weeks ago and a week later I had a wreck and totaled my car. It was unable to turn on so I could not unmarry my brand new AP. What are my options. Please tell me I'm not going to have to pay another \$350 to get it re-licensed. Reply Shawn Andersen on March 26, 2019 says: I have AP for my 02 wrx (AP3-SUB-001) and the eJ205 motor is on its last days, Im thinking of upgrading to the eJ257, ECU, and harness for the full USD2M STI swap. How much would it be to convert my AP3-SUB-001 to AP3-SUB-002? Reply Umar Moola on April 26, 2019 says: Good Day Kyle, I have got a V3 accessport that came from a BMW 13i N55 It has been ininstalled correctly. To my understanding I just need to get the part number changed to work on my 2009 Subaru Impreza WRX STI ADM spec. What would be the process for this, is it a physical change that Cobb need to make, or is it something that is done remotely. I am based in South Africa. Reply Andrew Hammond on May 6, 2019 says: My '06 STI was totaled. I'd like to sell my v3 AP. I have a potential buyer lined up with a '16 STI. What are the costs to make it work? Reply Kevin VerStuis on July 1, 2019 says: Hey, so I got a married V3 AP from a 2013 Speed3. Guy sold the guy before I got the AP. I have a 2011 Speed3. What do I need to do to make it work? Reply Brandon Burton on July 18, 2019 says: If I bought a used AP v.3 and it has a professional tune on it but doesn't work to pass emissions could I go to a Stage 2 tune for emissions then switch back to the pro tune? Reply Stephen Hales on July 19, 2019 says: Hey Kyle, I am selling my COBB APv3 for my 2014 Evo X MR. Does just uninstalling it allow the potential buyer to install it and use it or do they have to contact COBB for the \$150 USD part number fix? Reply Rob Bohinc on August 28, 2019 says: We have a member in our car club (Ford ST/RS) that has a Fiesta that appears to have been modded by a prior owner. He's the 3rd owner in the list and what we can tell it may have been tuned but it came with no AP. Any telltale signs of what is on the car? Looks to have mostly stage 1 Cobb parts. Reply Troy Patton on October 3, 2019 says: I didn't do the uninstll procedure correctly when trying to uninstll my AP from my car. The car was totaled and I no longer have access to it. If I am reading correctly, I only need to pay \$150 to get it uninstllled so I can sell it? Reply POCHIN LIN on October 20, 2019 says: I used AP3-004 for my 2018 WRX CVT. I sold this car last week and I bought the manual lye. I didn't do the uninstll procedure from my old car. What do I need to do to make it work? Thank you. Reply Seve Cantini on October 21, 2019 says: I bought a used access port and the owner did not uninstll. How much would I have to pay for it to get uninstll and installed to my 2018 wrx. It is currently installed to a 2015 STI Reply Antonio Lopes on October 22, 2019 says: I bought a married focus st accessport. How much will it cost to unmarry it and be able to work on my fiesta sT? Reply Ricardo Acces on November 4, 2019 says: When shipping my access port to get it relicensed do I just send the access port or do I need to send the cable and case as well? Reply Dan Kielur on November 10, 2019 says: Hey, I bought a used unmarried accessport that came out of a 2013 wrx. I own a 2017 wrx. Can I still install it on my car or do I need the accessport rese? Reply Juan Querubin on November 20, 2019 says: Hi I had my AP uninstlled from my previous WRX, SUB0311905. Am I able to use it without relicensing on my 2019 Ascen? Reply Sani Nabi on January 21, 2020 says: Hi, so i bought a used sub-003 v3 and ofcourse after the guy stated it was unmarried....surprise... it was married - -. im going through paypal to get my refund AND keep the accessport because karma is a B****, how much would it cost to get it unmarried in a situation like this? looking forward to a response, thanks Reply Eddy Wu Chaney on March 4, 2020 says: Hi, I purchased an unmarried state AP3-SUB-004 that came off from a 15 STI. I have a 17 WRX. I only see maps that says Stage 1 93 octane with description saying for 2015 WRX Sti. Does this mean this AP only has STI maps? How can i get 17 WRX OTS maps? Do i have to re license it? Or i can still use this COBB for custom tunes for my 17 WRX? Reply Dan Beauchamp on March 30, 2020 says: so if i get a sub004 that's unmarried, what's the cost for me to get a access port for my mk6 gti? Reply Renaldo McCarthy on April 6, 2020 says: hello! I just purchased a 2005 subaru legacy gt. the car currently has mods and im unsure if the car has a tune or not. i wanted to buy a accessport, but im unsure if it would work or not. does the ecu lock after a cobb tune? the last owner says the car never had a cobb tune done...but it's questionable considering the mods. Reply dirk wagner on June 23, 2020 says: hi how much would it cost to change unmarried ap3-mit-002 to ap3-vlk-003 thanx Reply koorosh mirkhani on June 25, 2020 says: Would the cost of re-licensing a SUB-004 be \$337.50? Reply koorosh mirkhani on June 26, 2020 says: Thank you Kyle. Reply David Ong on January 18, 2021 says: Hi Kyle, I was hoping to purchase a married (V2) AP-SUB-002 from a fellow enthusiast off the forums. What would be the fee to get it relicensed? \$472.50? Reply Troy Willis on January 29, 2021 says: I have a married accessport for a 04 sti. How much would it be to have it unmarried and relicensed for a 2014 wrx Reply jason williams on April 29, 2021 says: What if I purchased a car with a tune on it from a dealer, but can you unmarry a cobb accessport without the car. can you unmarry a cobb accessport. how to unmarry cobb accessport v2 without car

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