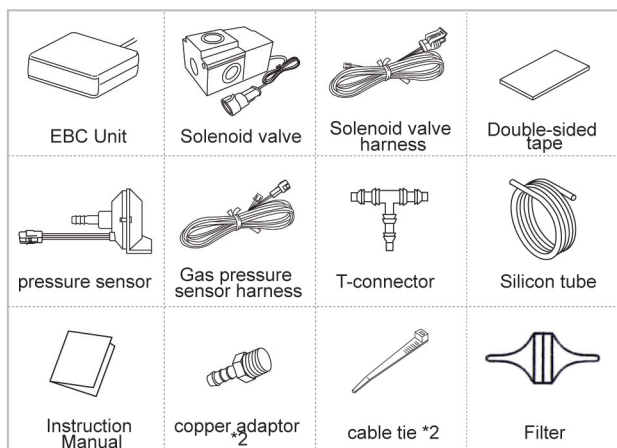


### CONTENTS

(the following pictures may be different from reality and they are only for reference)



- In transferring the product to others, please always attach with the user's manual.

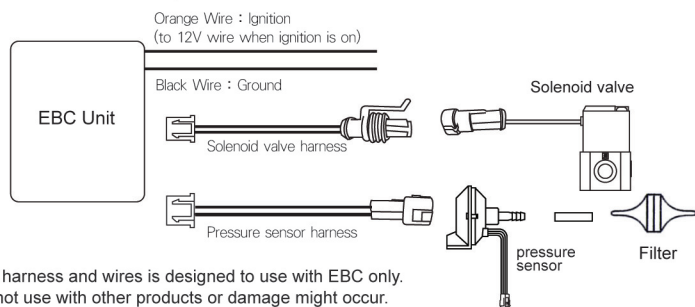


### CHARACTERISTICS

- 2 boost pressure settings: two individual boost pressure settings and warning values.
- Quick Switch: switch between two pressure control settings with a press of a button
- Exhaust System: applicable to vehicle using either Acurator or Wastegate.
- Pressure Range: pressure below 2BAR (36PSI) range.
- Warning Feature: prevent damages from excess pressure to the turbocharger and engine. The product gives flash and beeping warnings when pressure exceeds preset warning value.
- Factory Reset Function: when product is turned off, the boost pressure is reset to factory default.
- Power independent memory: all settings are stored in the internal memory; no need to re-set again.

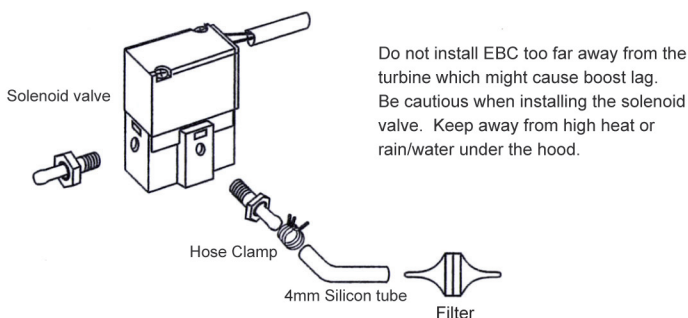
### HARNESS

#### Basic cabling



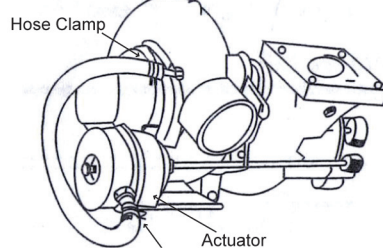
The harness and wires is designed to use with EBC only.  
Do not use with other products or damage might occur.

#### Installation of Valve Unit

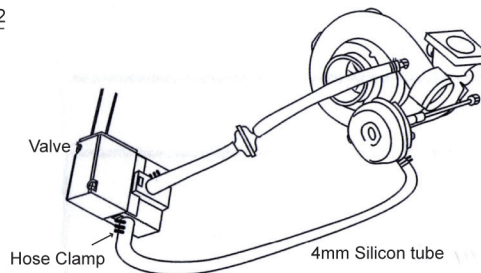


#### Basic cabling

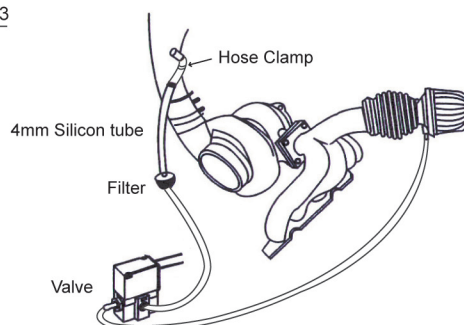
##### Step 1



##### Step 2

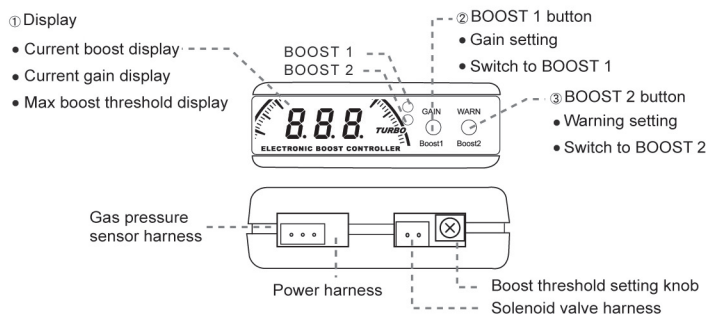


##### Step 3



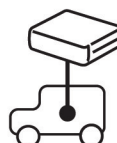
### OPERATION DESCRIPTION

#### EBC layout and detailed description:



The EBC must be initialized/configured by using it for the first time. Fail to do so could cause damage to the engine.

#### Initialization



#### Initialization

After installation

- This step is necessary to prevent excessive boost pressure damaging the engine.

#### Settings the EBC

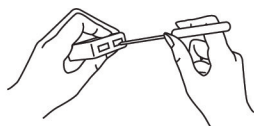
Prior to initialization of EBC

Confirm again the connections of harness and wires. Switch of vehicle power without engine ignition.

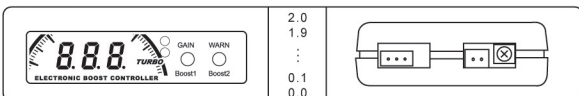
### Step 1

#### Set boost threshold (the maximum)

This step is necessary to prevent excessive boost pressure damaging the engine. When the boost is over the boost threshold, the boost value is reset to the default.



Locate the boost threshold setting knob at the back of the product. Use a screw driver to adjust.



Turn the screw driver counter-clockwise to decrease boost threshold, and clockwise to increase. When the desired boost threshold is set, press BOOST 2 button to continue to the next step.

For example:

to set the boost threshold for 1.5 BAR (22 PSI), you should consider that the instant boost pressure may up to 1.6 BAR (23 PSI) or 1.7 BAR (24 PSI). Please set boost threshold on 1.6 BAR (23 PSI) or 1.7 BAR (24 PSI).

### Step 2

#### Setting boost (ex:boost 1)

Through EBC, the flow through the side exhaust inlet can be controlled. Two separate individual Boost valve can be set; BOOST 1 and BOOST2.

- Please choose "Boost 1" first.

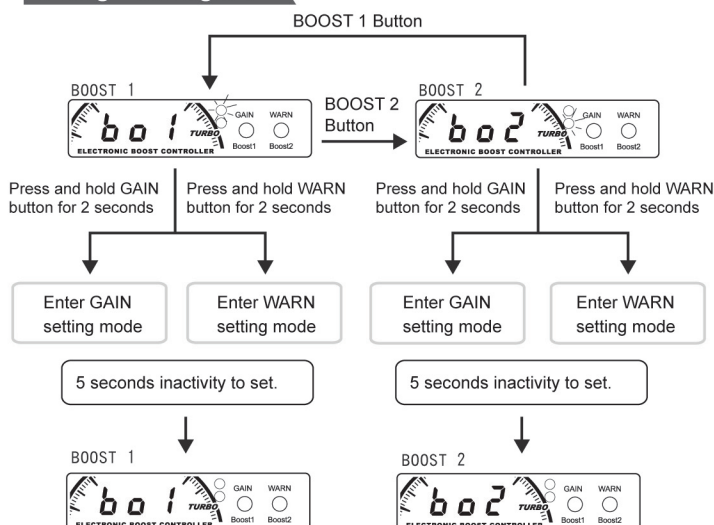
BOOST 1 Mode	BOOST 1 Mode
Press and hold GAIN button for 2 seconds to enter boost setting mode.	Press and hold WARN button for 2 seconds to enter warning setting mode.
Display flashes once in the boost setting mode.	Display flashes once in the warning setting mode.
Press BOOST 1 to decrease boost and press BOOST 2 to increase. (Decreasing boost will eventually show 'OFF' on the display. This means the boost valve is reset back to default.) Boost setting is complete after 5 seconds of inactivity.	Press BOOST 1 to decrease warning valve and press BOOST 2 to increase. Warning setting is complete after 5 seconds of inactivity.



There are no set rules on setting the GAIN valve. The size of the turbine, length of hosing, and the vehicle's displacement are all factors. Please find your own fitting gain valve.

Once set, BOOST1 and BOOST2 and be quickly switched with a ease of a button.

#### Setting Flow Diagram



### Troubleshooting

When you suspect a mechanical disorder, please verify the following issues before sending off for repairing :

Symptom	Cause	Trouble shooting
No display or action after turn on the switches	+12V poor connection	Check the status of red line and orange line in connection. Check if +12V or IGN is in correct connection
	Negative (-) poor contact	Check the status of black line in connection. Check if it is properly grounded to the specific spot.
EBC stays in warning status	Warning value was set at the current pressure	Check if warning value is set properly.
	Poor contact of pressure sensor in connection	Check if pressure sensor and its control circuit is correctly connected.
	Poor contact of electromagnetic valve	Check if electromagnetic and its extension wire is correctly connected.
Turbo pressure value can not be reach in acceleration	Exceed upper limit of max pressure of car	Please make sure the upper limit of max. pressure of the car and set up properly. Please refer to the setting method.
	The turbo pressure value exceeds the working range of mechanical parts	The device is an electronic pressure controller which can not be adjusted to lower or higher than that of the working range of turbo engine.
	Please make sure if thefunction of release valve of exhaust gas is in normal condition	Unable to shut off release valve of exhaust gas completely shall affect the value of turbo pressure, please check if its function is normal.
	Please make sure if inlet air system is smooth	The air filter with insufficient inlet air or smaller dia of inlet pipe would affect the turbo in sucking that turbo pressure can not be increased accordingly. Please tear off the air filter of its head cover and test the performance of turbo pressure value.
	Please check the dia. of vacuum pipe	The size of dia. of vacuum pipe which connected to turbo, electromagnetic valve and gas release valve would affect the accuracy in controlling the turbo pressure value. Make sure to use the vacuum with i.d.=4mm.
The turbo pressure as displayed is different from the turbe gauge.	Accuracy is different from that of other brand	Sensor would perform in different accuracy due to connecting location, working environment that the data display will be shown in deviation.
	Vacuum pipe broken	Please check if vacuum silicon rubber tube connected to the sensor is broken, fallen off or incorrectly connected.
Unable to display correct turbo pressure value after using for a period of time	Check if filter of vacuum pipe is installed or clogged	The vacuum pipe connecting to turbo sensor and electromagnetic valve is required to install gas fume filter and k be kept clean as possible so the function can be kept in normal as well as to extend the machine life.
	Vacuum pipe broken	Please check if vacuum pipe connected to engine, sensor, electromagnetic valve and gas release valve is broken, fallen off or incorrectly connected.
Turbo pressure value abruptly increased and exceeded the setting value in acceleration	Poor contact of electromagnetic valve	Please check if electromagnetic valve and its extension wire set is correctly connected, or if wire sets are broken or damaged.
	Poor contact of pressure sensor in connection	Check if pressure sensor and its control circuit is correctly connected.
	Check if turbo pressure is properly set	Please check if turbo pressure setting is in correct procedure by referring to the manual.
	Vacuum pipe broken	Please check if vacuum pipe connected to engine, sensor, electromagnetic valve and gas release valve is broken, fallen off or incorrectly connected.
	Poor function of gas release valve	Please check if gas release valve is functioning normally, or has strange noise in occurrence.

Please collect all accessories as well as device and send to dealer if the product requires maintenance or warranty service.