

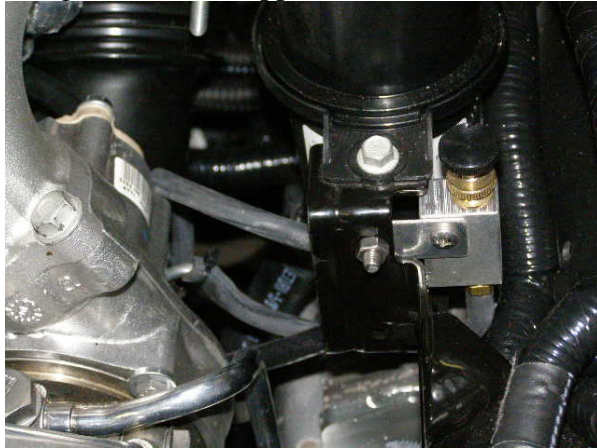
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8750 Covington-Bradford Rd., Covington, Ohio 45318

WARNING: Use of this product may void your car's warranty. The purchaser is responsible for correct installation or finding a responsible installer. EXTREME CARE must be exercised when tuning to prevent over-boost and the possible engine damage which may result. DEJON is only responsible for defects in materials and workmanship of its products and replacement of such defective products.

Your car may need other modifications to safely handle higher than stock boost. Higher boost pressures mean higher intake air temperatures and requires more fuel. Failure to control these can cause DETONATION which can result in MAJOR ENGINE DAMAGE.

MBC-1SS BOOST CONTROLLER INSTALLATION INSTRUCTIONS

1. Mount the MBC in a convenient spot (such as on the power steering fluid reservoir bracket) using the bracket supplied. Mount the MBC - thumb screw up.



2. Locate the brass air nipple and hose on the driver side intercooler pipe. Pull off the factory hose and insert the large Plastic 'T' and long hose. Install black wire ties to insure the factory hose will not come off the 'T'. Connect the other end of the long hose to the MBC inlet fitting, marked "To Boost Pressure".
3. Locate the hose connecting the factory boost control solenoid to the turbo waste-gate actuator. Pull the hose off at the solenoid valve and cap the valve outlet with the rubber cap supplied. Use a suitable length of hose connect the waste-gate actuator to the white plastic connector on the MBC-1SS. (see pic)

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TUNING:

Drive your car to verify low boost of about 10-15psi. Loosen the lock nut and tighten the thumb screw 1/4 turn. Tighten the lock nut and drive the car. Repeat this procedure until you see the boost pressure increase over stock, then tighten in 1/8 turn increments until you reach your desired boost pressure. Do not exceed 20 psi with the stock turbo, intercooler, intake, exhaust and 93 octane gas. A low restriction intake pipe and exhaust will allow more power at 20psi.

TROUBLESHOOTING:

A. Boost spikes up, then goes low, then fluctuates - plugged hole in plastic fitting or missing fitting.

B. Factory boost readout goes to 0 psi - factory MAP sensor has been over-boosted resulting in the computer shutting down the dash readout. Clear ECU error codes. If condition persists, reinstall factory BCS and clear error codes. Then drive until boost readout returns. Reset MBC-1SS to lower boost and re-install

C. Error code P101 and/or "Check Engine Light", loss of power and boost pressure drops to 3-5 psi - ECU has determined too much boost pressure is in the manifold for the RPM and intake air while cruising. Install MBC- MSK or TSK to run stock boost control when cruising.

ENJOY