Step One: Set your OBS: Over Boost Shut Down (obS) at the back of this guide.

Before you begin, familiarise yourself with the e-Boost2's buttons and menu system on the back of this guide.

Step Two: Get a base line. Do not adjust anything yet!

Setting up your e-Boost2:

Troubleshooting:

The following points should be checked if you find that your engine is producing too much boost, underboosting or the boost pressure is fluctuating. Please note the following checks will cure 99%, of problems experienced when the back of this guide.

Check that the e-Boost solenoid is installed correctly.

Ensure the factory boost control solenoid is not connected in the hose between the pressure source and the waste gate actuator.

Ensure the length of the waste gate actuator rod has not been modified, refer to the manufactures specifications.

Check to see if the e-Boost solenoid is not blocked or contaminated with dirt, oil build up.

Check that the e-Boost solenoid is installed correctly.

Turning off the e-Boost2: The e-Boost2 is turned off by pressing and holding the MODE button for five seconds or turning off your ignition. If you turn the unit off with your ignition on, pressing the MODE button momentarily will turn the unit back on.

Live Mode: When the e-Boost is turned on, it automatically goes into live mode and displays the current vacuum/boost.

Boost Setup Menu: To enter the boost setup menu, in live mode, press MODE and BOOST(DOWN) buttons ONCE at the same time.

Setup Menu: To enter the setup menu, in live mode, press MODE and SETUP(UP) buttons ONCE at the same time.

Navigation and adjusting values in menus: Use the UP and DOWN buttons to scroll or adjust values up and down.

Entering menus: Press the MODE buttons ONCE to enter any menu.

Saving settings: When adjusting values, once the desired value is selected, press the MODE button ONCE to save the value.

Exiting menus: When in any menu, HOLDING the MODE button will bring you back to the previous menu without saving the setting.
This quick guide explains the basic set-up for your Turbosmart e-Boost2 boost controller. For detailed instructions, and more features refer to Turbosmart website www.turbosmart.com.au

## Wiring Your e-Boost2

The e-Boost2 must be connected to a 12 volt negative earth electrical system. All electrical connections must be soldered. Refer to the following table and diagram for detail on wiring the e-Boost2.

### WIRE CONNECT TO
- BLACK - Chassis, earth, ground, or negative battery terminal
- BROWN - Solenoid Wire 1 - Connect using wire supplied - Polarity not important
- GREY - Solenoid Wire 2 - Connect using wire supplied - Polarity not important
- YELLOW - RPM Signal from ECU or Negative Terminal of an Ignition Coil
- WHITE - Auxiliary Output - For Advanced Applications Only - See Full Instructions
- GREEN - External Port Switching - For Advanced Applications Only - See Full Instructions
- ORANGE - External Port Switching - For Advanced Applications Only - See Full Instructions

### Basic e-Boost2 Wiring Diagram

<table>
<thead>
<tr>
<th>WIRE</th>
<th>CONNECT TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>RED</td>
<td>To Ignition, ground or negative terminal of battery</td>
</tr>
<tr>
<td>YELLOW</td>
<td>To 3.5 - 12V squarewave (RPM) signal from ECU or if using a coil, via a tach adapter</td>
</tr>
<tr>
<td>BROWN</td>
<td>To Boost Control Solenoid (Polarity not important)</td>
</tr>
<tr>
<td>GREY</td>
<td>To Boost Control Solenoid (Polarity not important)</td>
</tr>
<tr>
<td>WHITE</td>
<td>To Ignition, ground or negative terminal of battery</td>
</tr>
<tr>
<td>GREEN</td>
<td>To Boost Control Solenoid (Polarity not important)</td>
</tr>
<tr>
<td>ORANGE</td>
<td>To Boost Control Solenoid (Polarity not important)</td>
</tr>
</tbody>
</table>

### WARNING! Changing connection methods can cause a higher than expected increase in boost pressure.

Turbosmart recommends resetting your boost controller to its minimum setting and measuring the base line boost pressure of the new setup, before increasing your boost again.

Note: If your vehicle is fitted with a factory boost control solenoid, you must disconnect the hoses that run from the solenoid to the pressure source and from the solenoid to the wastegate actuator. Leave the solenoid plugged into the wiring loom so that the ECU is not affected.

### Installing Your e-Boost2

#### Basic single internal wastegate setup

- Port (1): Vents pressure from the solenoid. Connect this hose to the intake side of the turbo, between the air cleaner and the inlet of the turbocharger. Otherwise connect a short piece of the silicon hose and face the vent downwards to stop water or debris entering the solenoid.
- Port (2): To the internal wastegate actuator
- Port (3): To pressure only source

#### Basic single external wastegate setup

- Port (1): Vents pressure from the solenoid. Connect this hose to the intake side of the turbo, between the air cleaner and the inlet of the turbocharger. Otherwise connect a short piece of the silicon hose and face the vent downwards to stop water or debris entering the solenoid.
- Port (2): To the bottom port of the wastegate
- Port (3): To pressure only source

#### Port 1 of solenoid vent to atmosphere

#### Port 2 of solenoid to actuator

### If you are unable to achieve your desired boost pressure, i.e. boost level is too low, or not controllable, it is normally due to exhaust manifold backpressure forcing the internal wastegate to open. To increase your boost pressure further, it is recommended that the wastegate/actuator spring be changed to a spring which is closer to the desired boost pressure. Alternatively trial a two-port connection method.

For two-port connection method, see the full instruction manual.

A single solenoid can be used to control twin wastegates in a twin-turbo setup. However, Turbosmart recommends twin solenoids are used in twin-turbo setups to reduce the length of the pressure hoses to aid in control and response of the wastegates.

For twin solenoid connection methods, see the full instruction manual.