

DEJON Powerhouse email:sales@dejontool.com phone: 937-753-1042
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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. These include larger exhaust, upgraded fuel pump, clutch, fuel injectors, intercooler etc. Please consult the DSM Web site for info. Higher boost pressures mean higher intake air temperatures and can cause **DETONATION** which can result in **MAJOR ENGINE DAMAGE**.

YOU MUST INSTALL AN AFTERMARKET BOOST GAUGE BEFORE INCREASING BOOST PRESSURE OVER STOCK.

MBC1 BOOST CONTROLLER INSTALLATION INSTRUCTIONS

1. Mount the MBC in a convenient spot (such as on the radiator support on the passenger side) using the bracket supplied. Mount the MBC - thumb screw up.

2. Locate a boost pressure source. Most turbos have an air nipple tapped into the scroll of the compressor housing(DSM-2g) or on the compressor outlet elbow(DSM-1g). Some cars have a boost pressure tap on the upper IC pipe before the throttle body(3S). Using a piece of hose connect this boost source to the brass fitting on the MBC opposite the thumb screw.

3. Connect a piece of hose from your Waste-gate Actuator to the brass fitting coming from the side of the MBC. If using an external waste-gate, connect to the fitting which opens the valve when pressure is applied. On twin turbo applications, use a 'T' to connect to both turbo's waste-gate actuators.

TUNING:

Drive your car to verify the boost is low. 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, then tighten in 1/8 turn increments until you reach your desired boost pressure.