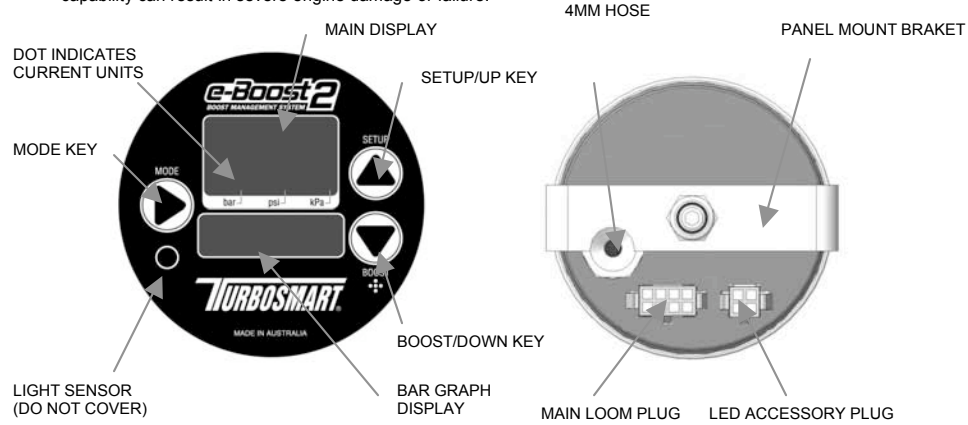


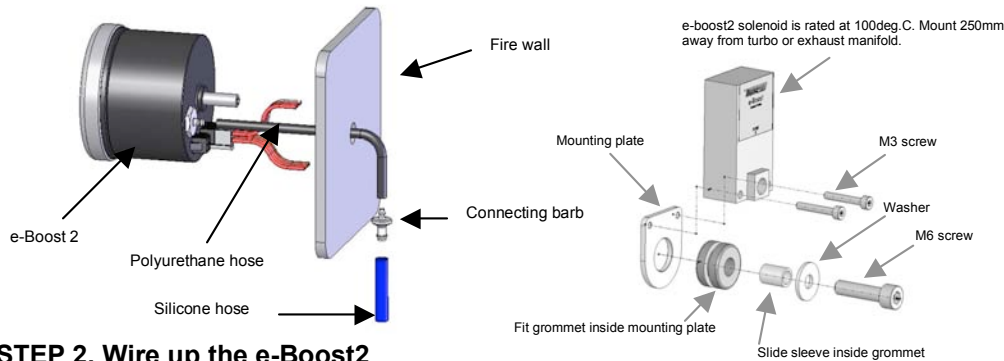
BEFORE YOU START - IMPORTANT TIPS

- This guide is intended to get your unit installed and running with one boost group. For detailed instructions please refer to the instruction manual
- Turbosmart recommends that your e-Boost2 is fitted by an appropriately qualified technician.
- Consult your local tuning specialist before setting your boost pressure, setting boost beyond your engines capability can result in severe engine damage or failure!



STEP 1. Mount the e-Boost2 & Solenoid

- The e-boost2 is not water proof and is to be mounted inside the cabin using the mounting bracket supplied with the kit or with the optional dash mounting accessories.



STEP 2. Wire up the e-Boost2

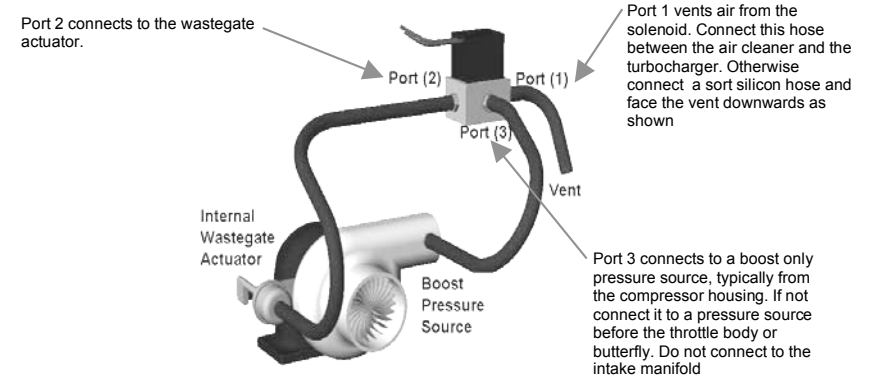
The e-boost2 must be connected to a 12 volt negative earth electrical system. All electrical connections must be soldered. Please look at the wiring diagram for further information.

Wire	Connect to
RED	+ 12 Volts switched through ignition – connect via 5 Amp fuse supplied
BLACK	Chassis, earth or ground
GREY	Solenoid wire 1 – connect using wire supplied – polarity not important
BROWN	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 – switched to ground – see diagram below
GREEN	External set point switching - refer to section on ESP for further detail
ORANGE	External set point switching - refer to section on ESP for further detail

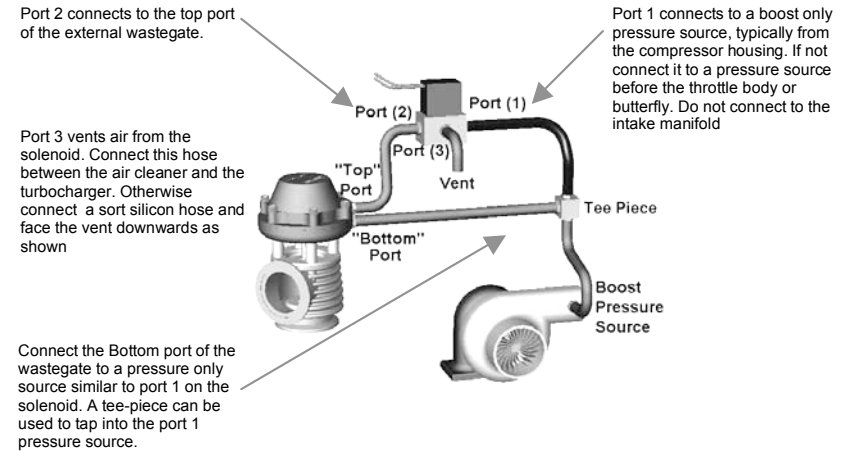
STEP 3. Connect the Solenoid to your Wastegate

Single Internal Wastegate Connection

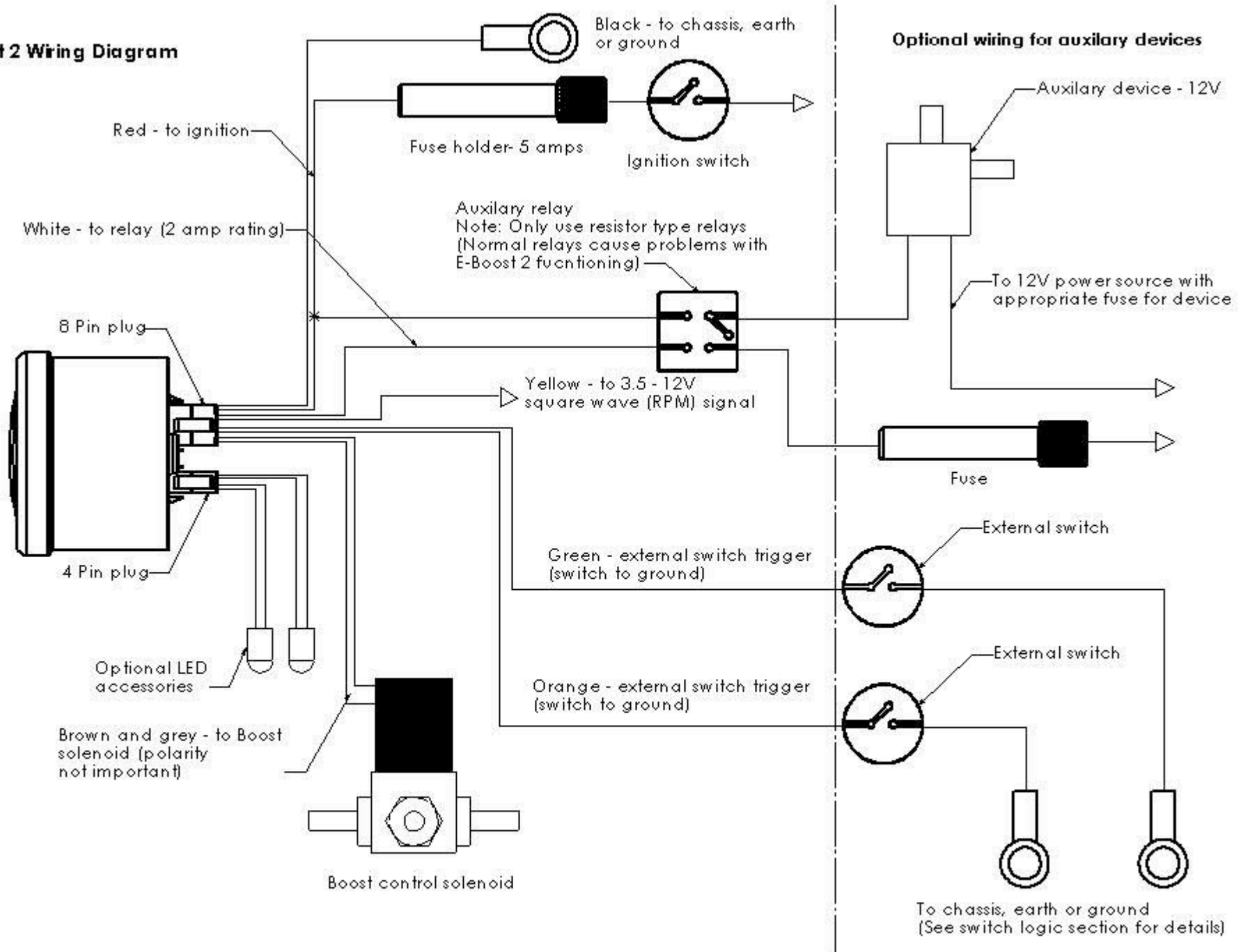
Please note that the e-boost2 cannot be used to obtain a boost pressure lower than the standard wastegate actuator pressure setting. If your vehicle is fitted with a factory boost control solenoid it **MUST BE REMOVED** from the hose that runs between the pressure source and the wastegate actuator.



Single External Wastegate Connection



e-Boost 2 Wiring Diagram



STEP 4. Set the unit scale for pressure display (SCL)

The e-Boost2 is factory preset to display pressure in PSI.

To change the pressure display units, enter the setup menu by pressing both the **MODE** and **SETUP** buttons at the same time. Use the **UP** arrow to scroll to **SCL**. Press **MODE** to edit. Use **UP & DOWN** to scroll your desired display unit (psi, kPa or bar). Press **MODE** to save the setting and exit. To exit the setup menu press and hold **MODE** for 2s or scroll to **End** in the setup menu and press **MODE**.

STEP 5. Set the Over boost Shutdown (Obs)

Obs is a safety feature that if triggered the e-Boost2 begins to reduce the boost pressure to half of that set in the **Obs** parameter. Once this safe pressure is achieved the e-Boost will return to normal operation. **Obs** must be set to a level at least 2.2psi (0.15 bar or 15kPa) above the highest boost pressure. The **Obs** is factory set to 7 psi (0.48 bar or 48 kPa).

Enter the setup menu by pressing both the **MODE** and **SETUP** buttons at the same time. Use the **UP** arrow to scroll to **Obs**. Press mode to edit the **Obs** value. Using the up and down keys to set the flashing **Obs** value to the desired value. Press **MODE** to save value and exit.

STEP 6. Setup Boost Group 1 (BG1)

Set point 1 (**SP1**) determines the boost pressure in boost group 1, Turbosmart recommends tuning your set point and corresponding boost pressure on a dynamometer.

Step 1: The Boost Menu is accessed by pressing and holding the **MODE** button and the down arrow simultaneously.

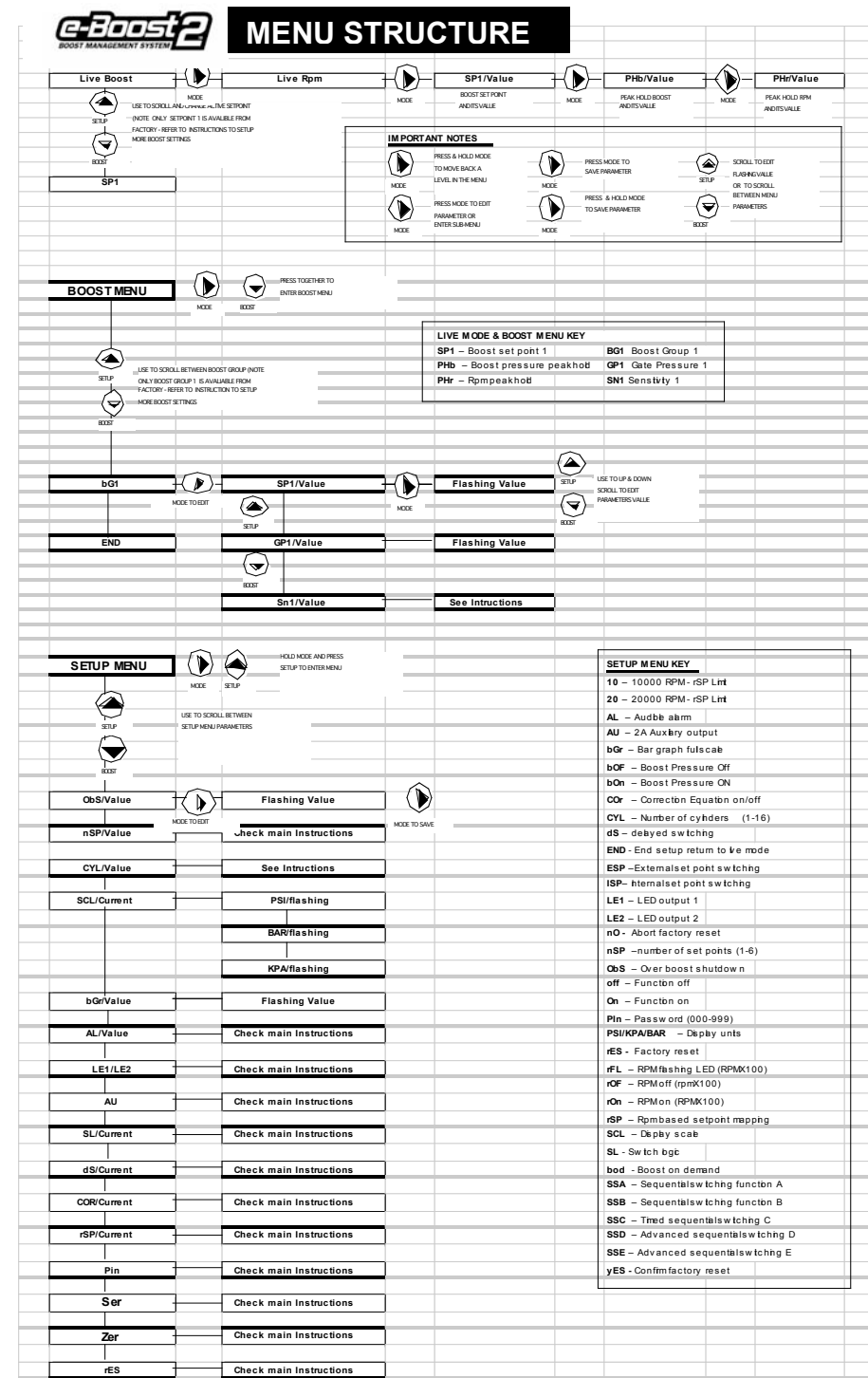
Step 2: Scroll to boost group 1 (bG1). Press **MODE** to enter the boost group. Pressing **MODE** again will enter the **Set Point (SP1)**.

Step 3: Apply full load to the engine, in a high gear at full throttle. The **Live** boost pressure will be displayed on the readout in psi. To alter the boost pressure, increase or decrease the boost set point value by pressing the **UP** or **DOWN** arrow until the desired boost pressure appears on the readout. **Note:** The boost pressure readout will be **LIVE** readings/value if the vehicle is being tuned under boost. If the vehicle is not under boost, the readout **Will NOT** be live boost but the set point value (**SP1**).

Step 5: Pressing mode once the desired pressure is reach will save and exit back a level.

Step 6: Check that the correct Air/Fuel ratio has been maintained once boost pressure is set.

IMPORTANT! PLEASE CONSULT THE FULL INSTRUCTIONS FOR ALL OTHER FEATURES & MORE DETAILED INFORMATION



e-Boost 2 Version 3.16 and 4.16 Updates

Gate pressure setting: The Gate pressure function allows you to determine the pressure at which the waste gate begins to open. By optimising the gate pressure and keeping the waste gate closed as long as possible, your desired boost will be achieved faster and at lower RPM. Substantial gains in torque will be achieved. **The six gate pressures have been factory set to 3 psi (0.21bar or 21kpa).**

Shift warning, LED Lights: The e-boost2 has 2 LED outputs that can be used as shift lights or boost level warning lights. These LED outputs can be configured to turn on and off at any boost pressure or engine RPM. Within the LE1/LE2 menus there are 5 parameters bOn (Boost pressure on), bOF (Boost pressure off), rOn (RPM on), rOF (RPM off) and rFL (RPM flashing). **If rOn, rOF, bOn and bOF values are entered on 1 LED, the LED will illuminate only when the RPM set points have been reached. The boost values are redundant.**

Bar Graph: The e-Boost2 bar graph can be configured to indicate a pressure between zero and full scale (40 psi or 60 psi). The bar graph has ten segments, seven blue segments and three red segments. When seven segments are illuminated the pressure that has been programmed in this parameter has been reached. **The bar graph is factory set to 15 psi.** The desired display pressure can be adjusted to your preference and is typically set at your maximum boost level.

Audible alarm: The e-Boost2 has an audible alarm function that sounds the internal buzzer once a certain boost pressure or RPM is achieved. **The audible alarm is factory set to 15 psi (1 bar or 100 kPa) but can be programmed for any boost pressure or RPM.** Within the AL parameter there are four options bOn, bOF, rOn and rOF. If rOn, rOF, bOn and bOF values are entered, the alarm will sound when either the boost or the RPM value is reached and will turn off when the boost or RPM drops below the set point or both values reach their respective bOF and rOF values.

Auxiliary Output: The e-Boost2 has an auxiliary output function designed to control an auxiliary device once a certain boost pressure or RPM value is reached i.e. water spray, water injection, warning light or nitrous controller. This circuit can be used to control a **resistor type automotive relay** with a maximum current draw of 2 amps.

Serial Number display: The serial number of your e-Boost2 unit can be displayed on the screen. This can be useful for technical support. The number will scroll through 6 numbers.

Boost On Demand: Allows you to select a boost set point for an inputted value of time before returning to the previous set point. When the BOD function is activated within the switch logic menu, an additional sub-menu will appear in bG2 and bG3 of the boost menu called bd2 and bd3. bd2 is the value of time in seconds, bG2 will be selected before returning to the previous set point. Bd3 is the value of time in seconds, bG3 will be selected before returning to the previous set point.

- Earthing the green wire will trigger bG2 for the inputted value of time
- Earthing the orange wire will trigger bG3 for the inputted value of time
- Maximum time that a boost group can be selected is 99 seconds
- The boost and setup buttons on the e-Boost2 unit will function as normal in ISP mode.