

Wiring Installation Instructions for : Boost Pressure Controller 2 1/16"

SPEK™ BOOST PRESSURE CONTROLLER

PACKAGE CONTAINS:

- Boost Pressure Gauge (0-30 PSI, 0-60 PSI or Boost/Vac 30" HG-30 PSI)
- Mounting Cap (Not required for pod installation)
- Map Sender
- Wiring Harness
- Vacuum Kit Including; Universal "T" Fitting, 2 feet Tubing, 1/8" NPT Adapter
- (2) Neoprene EDPM Grommets

OPTIONAL:

- Scramble Mode Switch, Part #14608
- Output Control Module, Part #'s 14820, 14826, 14829

FEATURES:

- INTELLIGENT ELECTRICAL GAUGES
- GAUGES ARE PROGRAMMED THROUGH COMMAND KEYS LOCATED ON THE FACEPLATE.
- STEPPER MOTOR DRIVES THE GAUGE POINTER OVER A 280 DEGREE SWEEP
- WIDE-ANGLE-DIAL™ HAS A 15% LARGER VIEWING AREA ON A 2 1/16" GAUGE.
- PROGRAMMABLE 7 COLOR DIAL AND **RED** POINTER ILLUMINATION.
- OPTIONAL OUTPUT CONTROL MODULE.

INSTALLATION INSTRUCTIONS:

- 1** DISCONNECT NEGATIVE (-) BATTERY TERMINAL.
- 2** VARIOUS MOUNTING SOLUTIONS ARE PRESENTED BY PROPARTS, LLC ON THEIR WEBSITE AT **www.ProPartsLLc.com**
DASH INSTALLATION: SELECT LOCATION IN THE DASH TO MOUNT GAUGE AND CUT A 2 1/16" HOLE. USE A FILE TO INCREASE THE HOLE SIZE IF REQUIRED. BE SURE THERE IS SUFFICIENT ROOM BEHIND THE HOLE FOR THE METER CASE AND THE CONNECTORS YOU WILL USE.
- 3** IF A SUITABLE HOLE IN THE FIREWALL IS NOT AVAILABLE, CUT AN 11/16" HOLE.

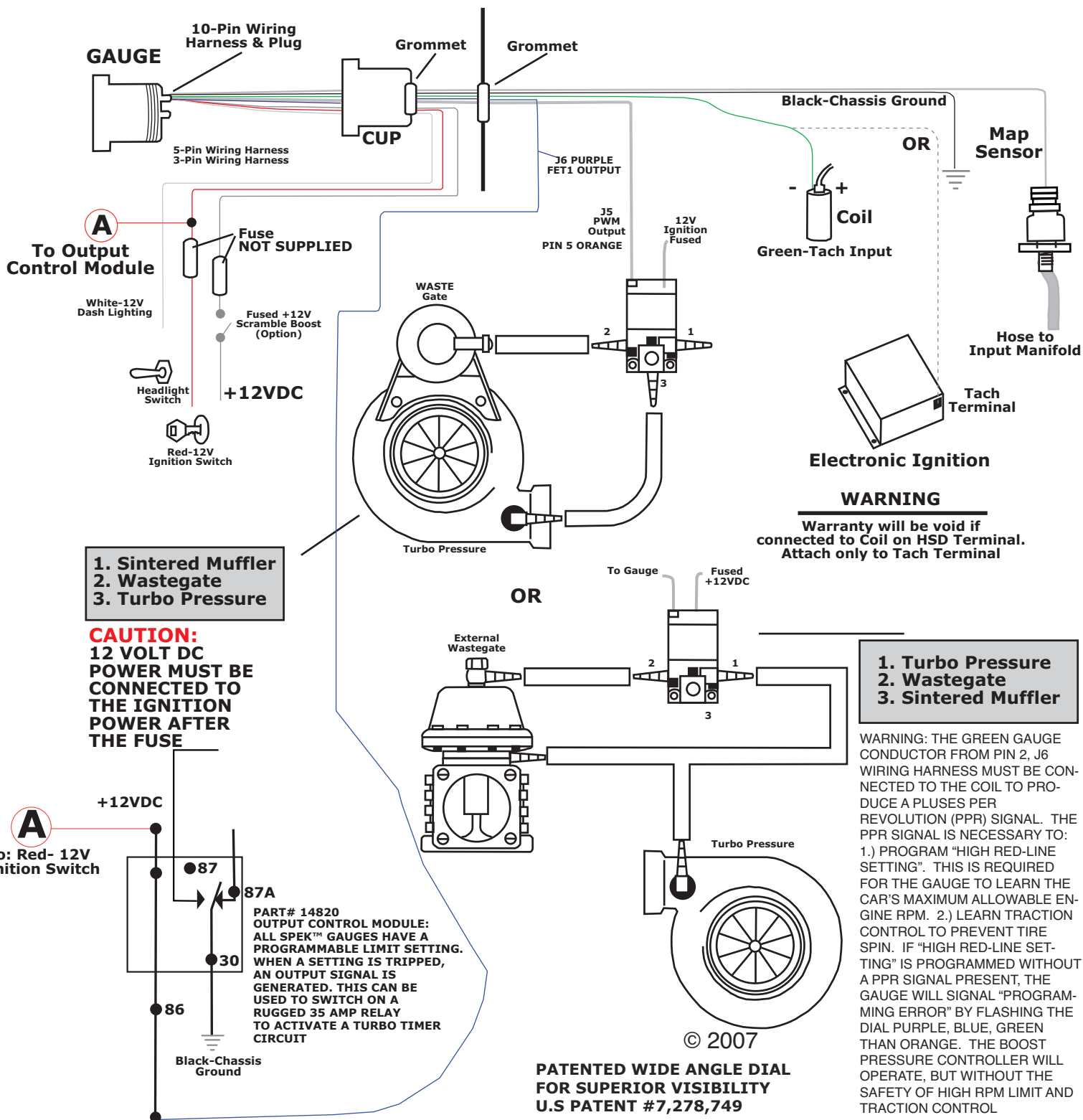
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- 6** DO NOT CONNECT WIRING HARNESS TO THE GAUGE UNTIL THE OTHER CONNECTIONS HAVE BEEN MADE AND TESTED.
- 7** SELECT A LOCATION ON FENDER OR FIREWALL FOR MOUNTING THE MAP SENDER. TO INSURE ACCURACY, THE PRESSURE PORT MUST FACE DOWN.
- 8** SELECT A LOCATION REQUIRING THE SHORTEST HOSE LENGTH AND AVOID HIGH HEAT CONDITIONS.
- 9** SELECT A MOUNTING LOCATION AND INSTALL BOOST SOLENOID. SELECT THE LOCATION REQUIRING THE SHORTEST HOSE LENGTH AND AVOID HIGH HEAT CONDITIONS.
- 10** INSTALL UNIVERSAL BARB FITTINGS AND HOSE ACCORDING DIAGRAM "A" OR "B".
- 11** CUT MANIFOLD VACUUM HOSE AND INSERT THE UNIVERSAL "T" FITTING. USING THE TUBING INCLUDED WITH THIS KIT, CONNECT THE "T" FITTING TO THE PRESSURE PORT OF THE MAP SENSOR (DIAGRAM 1).
- 12** CONNECT THE **RED** (+12 VOLT SUPPLY) WIRE TO THE CIRCUIT THAT GET POWER CONTINUOUSLY WHEN THE IGNITION IS TURNED-ON. THIS CIRCUIT MUST BE FUSED. (1 AMP, 3 AG FAST ACTING TYPE, LITTLEFUSE® # 312001 OR AN EQUIVALENT (DIAGRAM # 2).
- 13** CONNECT THE **BLACK** WIRE TO A GOOD GROUNDING POINT ON THE CAR'S CHASSIS.
- 14** CONNECT THE **WHITE** WIRE TO THE DIMMER VOLTAGE GOING TO THE DASH LIGHTS. THIS WILL CAUSE THE METER BRIGHTNESS TO TRACK THE BRIGHTNESS OF THE REST OF THE INDICATORS.
- 15** CONNECT THE (MAP) MANIFOLD ABSOLUTE PRESSURE SENSOR SIGNAL AND GROUND WIRE. USE CARE WHEN CONNECTING OR DISCONNECTING THE PACKARD FITTING CONNECTORS. PULL OUT CONNECTOR WHILE PRESSING THE LOCK FIRMLY.
- 16** PLUG THE WIRING HARNESS INTO THE GAUGE AND MOUNT IN DASH OR POD.
- 17** FOR DASH MOUNTING, ATTACH MOUNTING CUP OVER THE BACK OF THE GAUGE AND HAND TIGHTEN. DO NOT OVER-TIGHTEN. MOUNT CUP BEFORE INSTALLING GROMMET. FAILURE TO DO SO WILL TWIST WIRES CAUSING A SHORT CIRCUIT.
- 18** POWER UP THE GAUGE AND INSPECT ALL CONNECTIONS. IF GAUGE IS OPERATING NORMAL, PROCEED TO "PROGRAMMING INSTRUCTIONS."

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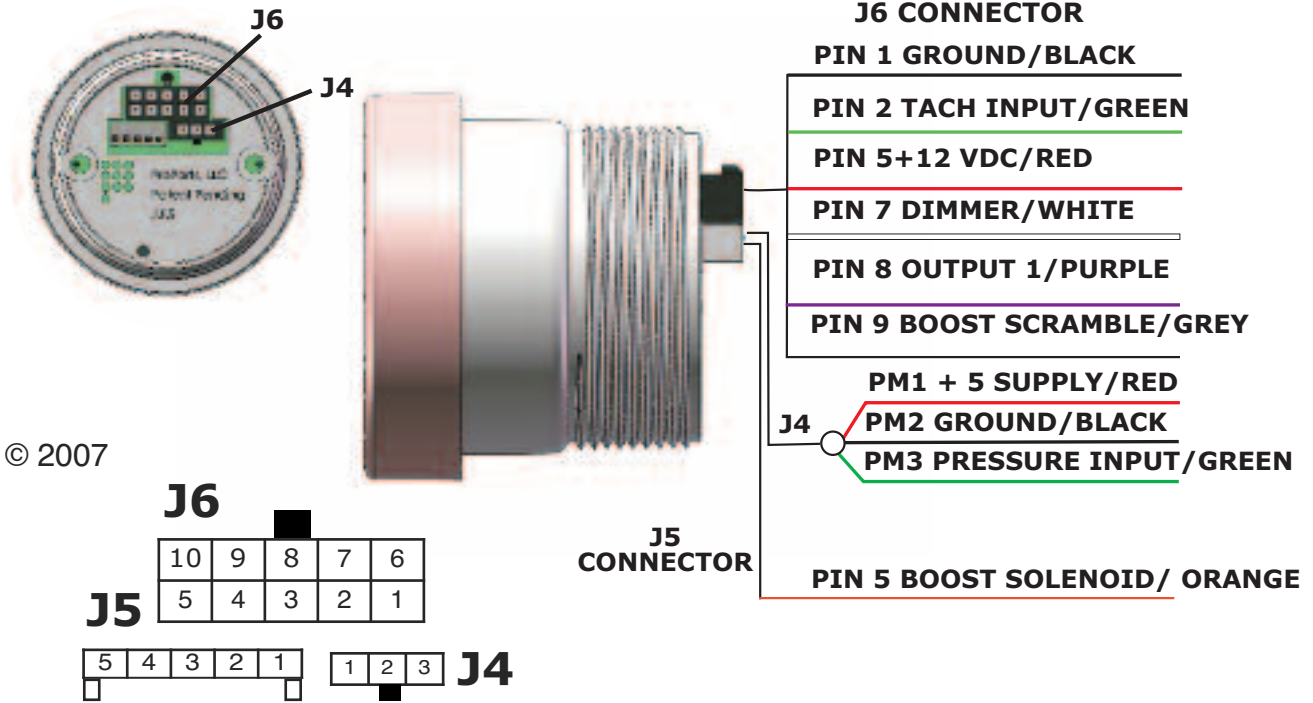
2 1/16"

DIAGRAM 1



Wiring Installation Instructions for : Boost Pressure Controller 2 1/16"

WIRING FOR 2 1/16" BOOST MONITOR AND CONTROL

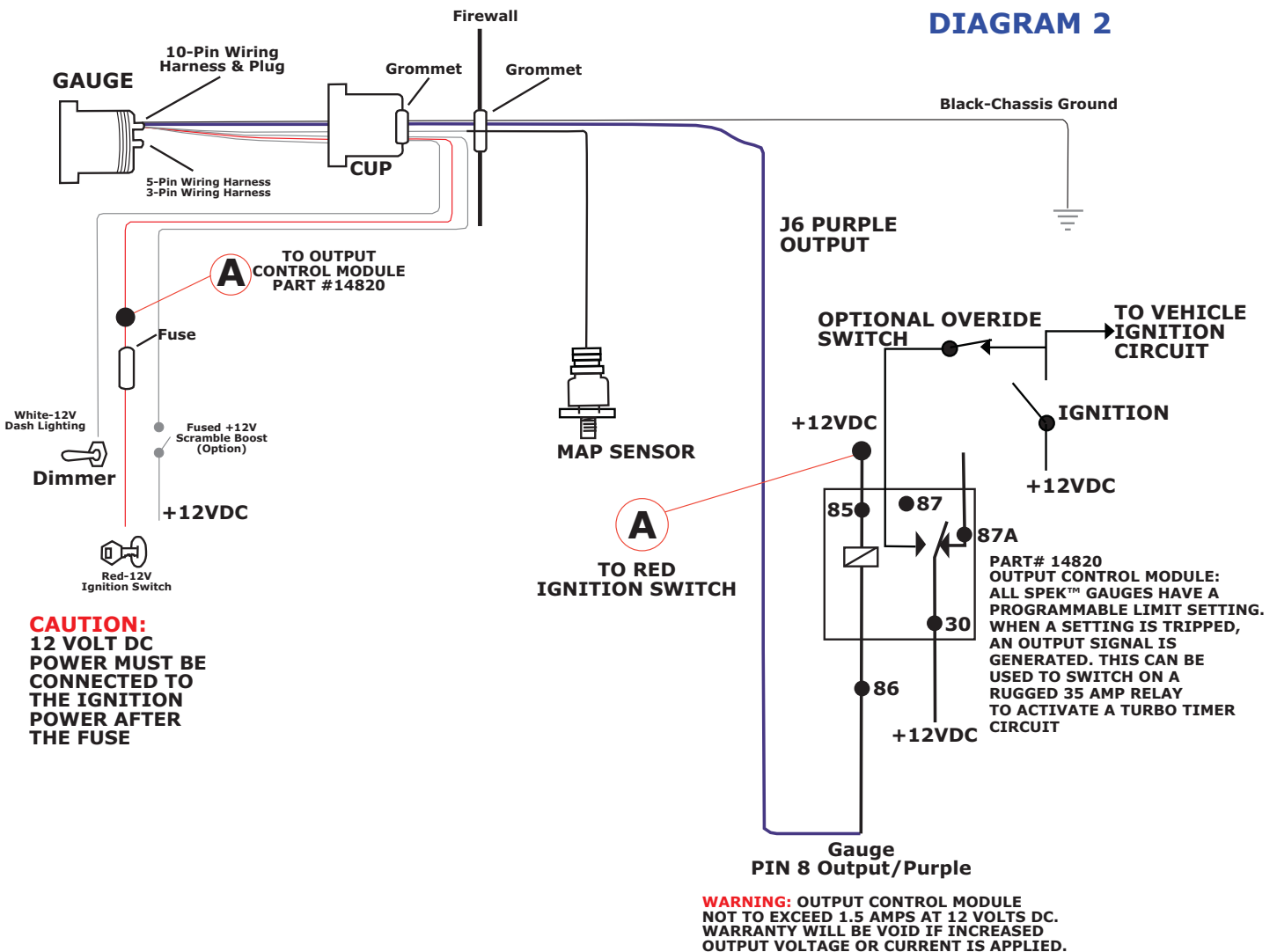


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APPLICATION INFORMATION:

TURBO TIMER

TURBO TIMER IS DESIGNED TO KEEP AN AUTOMOTIVE ENGINE RUNNING AFTER THE IGNITION IS TURNED OFF TO COOL DOWN THE ENGINE. THIS IS REQUIRED IF A TURBO HAS BEEN WORKING HARD. BY HAVING THE ENGINE RUN AT IDLE SPEED FOR A PERIOD OF TIME YOU CAN PREVENT TURBO WEAR AND FAILURE. AT THE SAME TIME LUBRICATING OIL FROM THE ENGINE IS ABLE TO CIRCULATE NORMALLY. THE SPEK™ BOOST CONTROLLER CAN BE PROGRAMMED WITH TURBO TIMER CONTROL BY SELECTING THE OUTPUT CONTROL MODULE, PART #148029 AND WIRE IT TO THE PURPLE CONDUCTOR CONNECTED TO PIN 8 OF THE GAUGE AS SHOWN BELOW. THE GAUGE IS PROGRAMMED TO OPERATE THE ENGINE FOR 5 MINUTES AFTER THE IGNITION KEY IS REMOVED. THIS TIME WILL BE RESET IF THE BOOST IS INCREASED DURING THE CYCLE. THE TURBO TIMER CIRCUIT CAN BE DISARMED BY PUSHING ANY BUTTON ON THE GAUGE FACEPLATE.



Wiring Installation Instructions for : Boost Pressure Controller 2 1/16"

BOOST PRESSURE CONTROLLER

THERE ARE THREE SECTIONS TO THIS MANUAL: WIRING INSTRUCTIONS, PROGRAMMING INSTRUCTIONS AND FLOW CHART PROGRAMMING INSTRUCTIONS. PLEASE READ EACH SECTION CAREFULLY BEFORE ATTEMPTING TO INSTALL OR OPERATE THIS PRODUCT.

WARNING:

- ALL INSTRUCTIONS IN THIS MANUAL MUST BE FOLLOWED TO INSURE SAFE INSTALLATION AND OPERATION OF THIS PRODUCT.
- NEVER DISASSEMBLE MODIFY OR TAMPER WITH THIS PRODUCT. THIS COULD CAUSE DAMAGE AND MAKE THEM UNSAFE TO USE. TAMPERING WITH THE PRODUCT WILL VOID THE LIMITED WARRANTY.
- INSTALLATION MUST BE PERFORMED BY AN EXPERIENCED AUTOMOTIVE TECHNICIAN.
- INSTALLER MUST USE SAFETY GLASSES.
- DISCONNECT THE NEGATIVE BATTERY TERMINAL BEFORE BEGINNING INSTALLATION. PROPARTS LLC IS NOT RESPONSIBLE FOR DAMAGE TO ENGINE, VEHICLE OR UNIT CAUSED BY ELECTRICAL SHORTS.
- DURING INSTALLATION, DO NOT INTERFERE WITH ANY EXISTING CONNECTIONS OR WIRES.
- ALL ELECTRICAL CONNECTIONS USE SOLDER LESS CONNECTORS AND INSULATE ALL CONNECTIONS WITH ELECTRICAL TAPE.
- AVOID WIRING NEAR ENGINE, EXHAUST SYSTEM, TURBINE OR ANY AREA THAT MAY RESULT IN DAMAGE.
- DISCONTINUE USE OF THE PRODUCT IF SMOKE OR A STRANGE ODOR IS PRESENT.
- DO NOT USE BOOST CONTROL IN CONJUNCTION WITH ANY TYPE OF "DRAW THROUGH" FUEL SYSTEM
- PROPARTS LLC IS NOT RESPONSIBLE FOR INCORRECT TURBOCHARGER SIZING, EXCESSIVE EXHAUST PRESSURE, OR INADEQUATE WASTE GATE OPERATION.
- CHECK THE AIR/FUEL RATIO ONCE THE BOOST PRESSURE IS SET TO PROTECT AGAINST LEAN FUEL SUPPLY THAT COULD CAUSE ENGINE DAMAGE.
- CONSULT YOUR LOCAL TUNING SPECIALIST BEFORE SETTING YOUR BOOST PRESSURE. SETTING BOOST PRESSURE BEYOND YOUR ENGINE CAPABILITY CAN RESULT IN SEVERE ENGINE DAMAGE OR FAILURE.
- IT IS RECOMMENDED THAT PROGRAMMING OF BOOST PRESSURES BE SET USING A DYNAMOMETER.

CAUTION

- PROPARTS LLC IS NOT RESPONSIBLE FOR INCORRECT INSTALLATION OR PROGRAMMING OF SPEK™ GAUGES OR CONTROLLERS.
- SPEK™ GAUGES AND CONTROLLERS ARE DESIGNED FOR 12V DC ELECTRICAL SYSTEMS WITH A NEGATIVE GROUND.
- DO NOT ADJUST THE GAUGES OR GAUGE PROGRAM WHILE DRIVING
- OBEY ALL RULES AND REGULATIONS OF HIGHWAY AND STREET DRIVING.
- INSTALL SENSOR AND WIRE AWAY FROM HIGH HEAT AND / OR VIBRATION AREAS.
- USE CARE WHEN CONNECTING OR DISCONNECTING THE WIRING HARNESS. PULL OUT EACH CONNECTOR WHILE PRESSING THE LOCK OF THE CONNECTOR FIRMLY.

Wiring Installation Instructions for : Boost Pressure Controller 2 1/16"

• **IF THE BATTERY TERMINAL IS DISCONNECTED, THE AUDIO, CLOCK AND OTHER MEMORY DATA MAY BE LOST. THE NECESSARY DATA WILL HAVE TO BE RESET AFTER INSTALLATION.**

ProParts, LLC Limited Warranty:

ProParts, LLC warrants all merchandise against defects in factory workmanship and material for 12 months from date of original purchase. Proof of purchase is required: otherwise the warranty period shall default to 12 months from date of manufacture as indicated by the date code on the product. This warranty applies to the first retail purchaser and covers only those products exposed to normal use or service. This warranty excludes items used for a purpose for which it is not designed, or which has been altered in any way that would be detrimental to the performance or life of the product or misapplication, misuse, negligence or accident. When it is determined by ProParts, LLC after examination that a product is defective, ProParts, LLC will repair, replace or issues credit for any defective product through the original selling dealer or on a direct bases. In no event shall this warranty exceed the original price of the product. ProParts, LLC assumes no responsibility for diagnosis, removal and/ or installation labor, loss of vehicles use, loss of time, inconvenience or any other consequential expense. ProParts, LLC disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by ProParts LLC. Warranty is valid only for original purchaser and is not transferable. This Warranty gives you specific legal rights, and may also have other rights which may vary from state to state. Customer agrees to insure the Product or assume the risk of loss or damage in transit, to prepay shipping charges to ProParts, and to use the original shipping container or equivalent.

Important Disclaimer:

This product may not be lawful for use on public roadway. No warranty is made or implied regarding the legality of offered products when they are installed in a motor vehicle in any particular state, province or municipality. It is the user's responsibility to determine the legality of any automotive alterations made in connection to products made by, obtained from or distributed by ProParts, LLC.

The purchaser or user of any products, sold or manufactured by ProParts, LLC assumes all risk related to and/ or arising from the ownership or use of said product and agrees to indemnify and hold ProParts, LLC harmless from any and all claims brought by any person or entity against ProParts, LLC related to and/or arising from ownership and/or use of said products.

Return Goods Authorization:

Warranty returns will only be accepted by ProParts, LLC when accompanied by a valid Return Goods Authorization (RGA) number. Products must be received by ProParts, LLC within 30 days of the date the RGA is issued. Before a RGA can be issued, the installer or end user must contact ProParts, LLC Technical Department to discuss the problem. Any out of warranty ProParts, LLC products can be returned for repair. There is a minimum charge of \$50.00 dollars for inspection and diagnosis. ProParts, LLC will provide an estimate of repairs and receive written authorization before repairs are made to the product.

Disclaimer:

Performance products are designed to increase engine power and create stress not engineered by the Original Equipment Manufacture (OEM). This could result in damage to the engine and related systems. Purchaser uses this product at his own risk. ProParts, LLC, its agents, employees, and owners shall not be under any liability whether or not resulting from any negligence or content of information supplied for any damage or loss resulting from this information.

Non-Warranty Repair/Retest

Products returned due to damage or misuse and Product retested with no problem found are subject to repair/retest charges. A purchase order or credit card number and authorization must be provided in order to obtain an RMA (Return Merchandise Authorization) number prior to returning product.

Programming Instructions for : Boost Pressure Controller

2 1/16"

SPEK™ BOOST PRESSURE CONTROLLER

Refer to the "Flow Chart Programming Instructions" while reviewing this guide.

Gauge is field programmable by the operator while installed in the vehicle. This programming is accessed by pressing the control buttons located on the face or the meter dial, **ONE AT A TIME**. The "Down" and "Up" buttons move the pointer to a desired setting or controls the faceplate illumination.



<h2>MAIN MENU</h2> <p>PRESS "MODE" BUTTON TO PROGRAM LEVEL. THEN PRESS BOTH CENTER AND LEFT OR CENTER AND RIGHT BUTTONS FOR FIVE SECONDS TO ENTER SUBMENU</p>	<h2>SUBMENU</h2>
<p>NORMAL/DIAL BRIGHTNESS</p>	<p>SET CALIBRATE GAUGE & SET LED INDICATORS SET MAXIMUM ACCELERATION</p>
<p>PEAK PLAYBACK</p>	<p>SET REDLINE CUTOFF OPTION:RESTORE FACTORY DEFAULT</p>
<p>HIGH RED-LINE SETTING</p>	<p>SET MAXIMUM CRUISING BOOST PRESSURE SET MAXIMUM BOOST (SCRAMBLE) SET MAXIMUM BOOST SOLENOID DUTY FACTOR</p>
<p>LOW THRESHOLD SETTING</p>	<p>SET THRESHOLD ALERT SIGNAL</p>
<p>COLOR SCHEME</p>	<p>OPTION A:DEMO MODE OR OPTION B:POINTER BRIGHTNESS</p>

Programming Instructions for : Boost Pressure Controller

2 1/16"

PROGRAMMING STARTS IN MAIN MENU

PRESS PROGRAM BUTTON ONE (1) AT A TIME IN THE **MAIN MENU** MODE.

1 NORMAL/BOOST CONTROL:

On power up, the meter usually starts operation in **NORMAL/BOOST CONTROL**. Gauge reads the sensor value as temperature, pressure, etc. The "Down" and "Up" buttons will control the Boost Pressure. Press the center "Mode" button to save the setting and advance you to **PEAK PLAYBACK**

2 PEAK PLAYBACK:

Reads the highest value displayed on the meter since the last time the "**PEAK**" value was displayed. Pressing the "Down" or "Up" control button will control the gauge dial illumination. Press the center "Mode" button to advance to **HIGH RED-LINE SETTING**

3 HIGH RED-LINE SETTING:

Sets the point at which "HIGH" warning threshold is reached for that specific gauge. The "Down" and "Up" buttons will move the dial pointer to select **HIGH RED-LINE SETTING**. During normal operation the gauge constantly monitors the sensor value and compares it to the "**HIGH**" threshold. If the threshold is exceeded, the red "**HI**" indicator is turned on. Press the center "Mode" button to save the setting and advance to **LOW THRESHOLD SETTING**

4 LOW THRESHOLD SETTING:

Set the Minimum Threshold: Sets the point at which "**LOW**" warning threshold is reached for that specific gauge. The "Down" and "Up" buttons will move the dial pointer to select the **LOW SHIFT SETTING**. During normal operation the gauge constantly monitors the sensor value and compares it to the "**LOW**" threshold. If the sensor value drops below the threshold, the yellow "**LOW**" indicator is turned on. Press the center "Mode" button save the setting and advance to **COLOR SCHEME**

5 COLOR SCHEME:

Set Faceplate Color Scheme: Operator can select the color of the gauge dial illumination. Each time you press the "Down" control button you scroll through dial color selection until the dial light goes off. Then press the "Up" button to reverse the scroll. Select your dial color illumination by pressing the center "Mode" button to save the setting and advance to **NORMAL/BOOST CONTROL**

Programming Instructions for : Boost Pressure Controller 2 1/16"

SUBMENU

SUBMENU IS ACCESSED THROUGH THE **MAIN MENU**. FIRST GO TO THE APPROPRIATE LEVEL OF THE **MAIN MENU** AND THEN FOLLOW THE INSTRUCTIONS IN THE PROGRAMMING FLOW DIAGRAM TO ENTER THE **SUBMENU**. PRESS THE "MODE" AND "UP" OR "MODE" AND "DOWN" BUTTONS SIMULTANEOUSLY FOR 5 SECONDS TO ENTER THE **SUBMENU** AND ONE BUTTON AT A TIME WHILE IN THAT **SUBMENU**.

OPTION: CALIBRATE GAUGE TO LEARN MAP OR MASS AIR FLOW (MAF) PRESSURE AND SET THE HI/LOW LED INDICATION:

Turn the ignition on with the motor off. Press and hold the center and left buttons for five seconds. The dial will flash green rapidly. The gauge will read the value between 7 o'clock and 11 o'clock. 1. Press the Center or Right button to save the ambient pressure and program the LEDs to indicate that an output signal will be generated. That is: the Low LED indicator will light when the wastegate starts to open and the red HI will light when the wastegate is fully open. OR Press the left button to save the ambient pressure and program the HI/LOW LEDs to indicate when a set limit has been exceeded. To restore normal LED operation, advance to the COLOR SCHEME mode in the MAIN MENU and press the CENTER BUTTON

SET RED-LINE CUTOFF: This is necessary for the gauge to learn the car's maximum allowable engine RPM Mode.

SET DRIVING STYLE: Select the performance enhancement boost required for your operation. Use the Down or Up button to move the pointer to one of the following styles. 9:00 o'clock position is to deliver more power to a pull heavy load, 12:00 o'clock position is for performance. This is performance for street use, but with some provisions for fuel efficiency and reliability. The 3:00 o'clock position is for high performance. This is a flat-out racing mode. Performance is adjusted to deliver maximum performance at the cost of reduced gas mileage and engine lifetime. Press the center mode button to save your setting and return to Normal operation.

SET MAXIMUM ACCELERATION: This will limit turbo charging if the engine is accelerating faster than the limit due to broken traction.

OPTION:RESTORE FACTORY DEFAULT: Activation of the Default will erase all field calibration setup settings that are programmed. Factory calibrations will not be affected.

SET CRUISING BOOST PRESSURE: Press the "Down" or "Up" button to select the maximum manifold pressure that you use while cruising. Press the "Mode" button to set the desired pressure and advance to **SET MAXIMUM BOOST (SCRAMBLE)**.

SET MAXIMUM BOOST (SCRAMBLE): The dial background will flash "Green" rapidly in the **SET MAXIMUM BOOST (SCRAMBLE)** Mode. This is typically set to the highest value the engine can endure. This pressure is used temporarily in emergency or racing situations where additional engine wear is permissible. This will typically be 25% to 50% higher than cruise level. A scramble switch must be installed to activate this mode. Press the center "Mode" button to save and advance to **SET MAXIMUM BOOST SOLENOID DUTY FACTOR MODE**.

Programming Instructions for : Boost Pressure Controller

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MODE:SET MAXIMUM RPM: The dial background will flash "Blue" rapidly in the **SET MAXIMUM BOOST SOLENOID DUTY FACTOR** Mode. This setting provides a secondary guard against excessive manifold pressure. We recommend a factory setting of 50%. Higher settings permit higher performance at the cost of more engine stress. Press the "Down" or "Up" buttons to select the **SET MAXIMUM BOOST SOLENOID DUTY FACTOR**. Press the center "Mode" button to save the setting. The meter will go dark momentarily.

OPTION A:DEMO MODE: Displays the features of the meter. The pointer goes up and down the scale, the dial colors change and the **HI**, **LOW** and **PEAK** warning indicators light. The **DEMO MODE** does not time out. If the gauge is turned off in the **DEMO MODE**, it will start up in the **DEMO MODE**.

OPTION B:POINTER BRIGHTNESS MODE: The "Down" and "Up" buttons adjust the dial pointer brightness to blend in with original manufacturer's gauges and the owner's requirements. Press the "Mode" button to return the gauge to **NORMAL/BOOST CONTROL**.

CRITICAL CONDITION ALERT/OUTPUT SIGNAL: The dial faceplate will flash "Red" and an output signal generated when the programmed "Threshold Setting" is reached. This setting can be "HIGH" or "LOW" depending upon the gauge function. That is; a temperature gauge would flash "Red" when a "HIGH" temperature setting is reached while an oil pressure gauge would flash "Red" when the "LOW" pressure setting is reached. The operator can turn off this signal through the gauge program. See the PROGRAMMING FLOW CHART. From the main menu press the center mode button 3 times. The "LOW" LED will light.You are now in the "LOW THRESHOLD SETTING."

OPTION: THRESHOLD ALERT SIGNAL: While in "Low Threshold Setting: press and hold the center and left buttons for five seconds. Dial pointer will step five times and then go to zero or the twelve o'clock position. Select alert signal status: The alert signal is deactivated if the pointer is at the twelve o'clock position. Pressing the left button selects alert signal "ON". Pressing the right button selects alert signal "OFF"

Programming Instructions for : Boost Pressure Controller 2 1/16"

GAUGE CRITICAL CONDITION ALERT/OUTPUT GUIDE

GAUGE TYPE	ALERT FLASHES "RED"
TEMPERATURE	HIGH
PRESSURE	LOW
TACHOMETER	HIGH
PYROMETER	HIGH
NITROUS OXIDE PRESSURE	LOW
BOOST PRESSURE	HIGH
AIR/FUEL	LOW
VOLTMETER	LOW

PROGRAMMING INFORMATION:

- TO RESET THE PROGRAM TO **NORMAL OPERATION** FROM ANY MODE PRESS THE "UP" AND "DOWN" BUTTONS SIMULTANEOUSLY. THIS SOFT RESET CANCELS THE INFORMATION YOU PROGRAMMED IN THAT MODE ONLY AND RETURNS YOU TO **NORMAL OPERATION**.
- THE FACEPLATE WILL "FLASH" WHEN BUTTONS ARE DEPRESSED TO ACKNOWLEDGE COMMANDS.
- PROGRAMMING ERRORS WILL BE SIGNALLED BY FLASHING THE FACEPLATE LIGHTING "**PURPLE**", "**BLUE**", "**GREEN**" THEN "**ORANGE**".
- IF PROGRAMMING IS INACTIVE FOR 120 SECONDS THE MODE WILL TIME OUT AND THE GAUGE WILL RETURN TO NORMAL OPERATION, EXCEPT IN DEMO MODE. THE DEMO MODE WILL NOT TIME OUT UNTIL THE "CENTER" BUTTON IS PRESSED. IF THE GAUGE IS TURNED OFF IN THE DEMO MODE IT WILL START UP IN THE DEMO MODE.
- TO RESTORE FACTORY DEFAULTS, PRESS THE "MODE" BUTTON ONCE TO ENTER **PEAK PLAYBACK**. THEN PRESS AND HOLD THE "MODE" AND "UP" BUTTONS FOR FIVE SECONDS. YOUR PROGRAMMING WILL BE ERASED BUT FACTORY PROGRAM WILL NOT BE AFFECTED.

Flow Chart Programming Instructions for : Boost Pressure Controller 2 1/16"

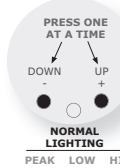
START HERE



PROGRAM MAIN MENU

(Press one button at a time)

MAIN MENU



NORMAL/BOOST CONTROL:
Press the down or up button to change programmed boost pressure setting. This is a temporary setting that will default to Submenu:Boost Controller, programmed value when power is removed. Press the center button to save and advance to **PEAK PLAYBACK**.



NORMAL/BOOST CONTROL:
ON POWER UP THE GAUGE READS THE BOOST PRESSURE. PROCEED TO: OPTION: GAUGE CALIBRATION
PRESS THE CENTER BUTTON TO ADVANCE TO **PEAK PLAYBACK**
OPTION: SET MAXIMUM ACCELERATION



PEAK PLAYBACK:
Pointer will now display peak playback. Press the center button to advance to **HIGH RED-LINE SETTING**.



PEAK PLAYBACK:
Press the center button to advance to **HIGH RED-LINE SETTING**. OR
OPTION: SET RED-LINE CUTOFF
OPTION: SET DRIVING STYLE
OPTION: RESTORE FACTORY DEFAULT



HIGH RED-LINE SETTING:
Press the down or up button to move dial pointer to the high threshold. Press the center button to save and advance to **LOW THRESHOLD SETTING**.



HIGH RED-LINE SETTING:
Press the center button to advance to **LOW THRESHOLD SETTING**. OR
OPTION:PROGRAM BOOST CONTROLLER



LOW THRESHOLD SETTING:
Press the down or up button to move pointer to low threshold. Press the center button to save and advance to **COLOR SCHEME**.



LOW THRESHOLD SETTING:
Press the center button to advance to **COLOR SCHEME**.
SET THRESHOLD ALERT SIGNAL



COLOR SCHEME:
Press the down or up button to select a color scheme. (OFF-VIOLET-BLUE-GREEN-YELLOW-ORANGE-RED-WHITE). Press the center button to save and return to **NORMAL/BOOST CONTROL**.



COLOR SCHEME:
Press the center button to advance to **NORMAL/BOOST CONTROL**. OR
RESTORE HI/LOW LED OUTPUT TO NORMAL OPERATION
OPTION A:DEMO MODE
OPTION B:POINTER BRIGHTNESS OR

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- **CAUTION:** FOLLOW WIRING INSTRUCTION CAREFULLY. INCORRECT RELAY WIRING WILL LEAD TO PREMATURE NITROUS OXIDE ACTIVATION.
- **WARNING:** INSTALLATION MUST BE PERFORMED BY AN EXPERIENCED TECHNICIAN. SYSTEM MUST BE INSTALLED ACCORDING TO MANUFACTURER RECOMMENDATIONS.
- DISCONNECT THE NEGATIVE BATTERY TERMINAL BEFORE INSTALLATION.
- USE CARE WHEN CONNECTING OR DISCONNECTING THE

- WIRING HARNESS. PULL OUT EACH CONNECTOR WHILE PRESSING THE LOCK OF THE CONNECTOR FIRMLY.**
- NEVER DISASSEMBLE, MODIFY OR TAMPER WITH THE UNIT.
 - PROPARTS,LLC IS NOT RESPONSIBLE FOR INCORRECT TURBOCHARGER SIZING, EXCESSIVE EXHAUST PRESSURE, OR INADEQUATE WASTE GATE OPERATION.
 - THIS UNIT IS DESIGNED ONLY FOR DC 12V TYPE VEHICLES WITH NEGATIVE GROUND.
 - CHECK THE AIR/FUEL RATIO ONCE THE BOOST PRESSURE IS

- SET TO PROTECT AGAINST LEAN FUEL SUPPLY THAT COULD CAUSE ENGINE DAMAGE.**
- DO NOT USE BOOST CONTROL IN CONJUNCTION WITH ANY TYPE OF "DRAW THROUGH" FUEL SYSTEM.
 - DO NOT ADJUST THE UNIT WHILE DRIVING.
 - DO NOT USE THIS UNIT UNDER EXTREMELY HOT OR COLD CONDITIONS.
 - DISCONTINUE USE OF THIS PRODUCT IF THE GAUGE DOES NOT OPERATE OR A STRANGE ODOR OR SMOKE IS PRESENT.

SUBMENU

(ENTER FROM MAIN MENU)

(Press two(2) buttons simultaneously for 5 seconds)

PROGRAM SUBMENU

CALIBRATE GAUGE TO LEARN MAP OR MASS AIR FLOW (MAF) PRESSURE AND SET HI/LOW LED FUNCTIONS: TURN ON THE IGNITION WITH THE ENGINE OFF. PRESS AND HOLD THE CENTER AND LEFT BUTTONS FOR 5 SECONDS. THE DIAL WILL FLASH GREEN RAPIDLY. PRESS THE CENTER MODE BUTTON. THE GAUGE WILL READ THE VALUE BETWEEN 7 AND 11 O'CLOCK. PRESS THE CENTER BUTTON TO SAVE THE AMBIENT PRESSURE AND PROGRAM THE LEDS TO INDICATE THAT AN OUTPUT SIGNAL WILL BE GENERATED. THAT IS: THE RED HI LED WILL LIGHT WHEN THE WASTEGATE SOLENOID IS ACTIVE. TO RESTORE NORMAL OPERATION, ADVANCE TO THE COLOR SCHEME MODE IN THE MAIN MENU AND PRESS THE CENTER BUTTON.

OPTION:SET RED-LINE CUT-OFF: WITH THE ENGINE OFF TURN THE IGNITION OFF THEN ON AGAIN AND LET IT IDLE. FROM PEAK PLAYBACK MODE PRESS THE CENTER AND LEFT BUTTONS SIMULTANEOUSLY FOR FIVE (5) SECONDS. THE DIAL POINTER WILL STEP FIVE TIMES AND THE DIAL BACKGROUND WILL FLASH "RED" SLOWLY. IF IT FLASHES "GREEN" SOMETHING IS WRONG WITH THE TACH CONNECTION. WHILE STILL PARKED, IN NEUTRAL, INCREASE THE SPEED TO HALF OF THE DESIRED RPM LIMIT. RELEASE THE ACCELERATOR AND PRESS THE CENTER AND RIGHT BUTTONS SIMULTANEOUSLY. THIS WILL ADVANCE YOU TO THE "SET DRIVING STYLE" PROGRAM.

OPTION:RESTORE FACTORY DEFAULT:

While in **PEAK PLAYBACK**, press and hold the center and right buttons for five seconds. Dial pointer will step five times and return to zero. This will erase all user-programmed calibrations and settings, and return to **NORMAL/BOOST CONTROL**.

SET CRUISING BOOST PRESSURE:

PARK THE CAR. TURN THE IGNITION OFF THEN ON AGAIN BUT DO NOT START THE ENGINE. PRESS THE "MODE" AND "UP" BUTTONS SIMULTANEOUSLY FOR 5 SECONDS. GAUGE DIAL WILL FLASH "GREEN" SLOWLY.

OPTION:SET THRESHOLD ALERT SIGNAL:

THE DIAL FACEPLATE IS PROGRAMMED TO FLASH "RED" WHEN A PROGRAMMED "THRESHOLD SETTING" IS REACHED. THIS SETTING CAN BE "HIGH" OR "LOW" DEPENDING ON THE GAUGE FUNCTION. THAT IS; A TEMPERATURE GAUGE WOULD FLASH "RED" WHEN A HIGH TEMPERATURE SETTING IS REACHED WHILE AN OIL PRESSURE GAUGE WOULD FLASH "RED" WHEN THE LOW PRESSURE SETTING IS REACHED. THIS IS THE DEFAULT OPERATION. THE OPERATOR CAN TURN OFF THIS SIGNAL. WHILE IN THE MAIN MENU, "LOW THRESHOLD SETTING" PRESS AND HOLD THE CENTER AND LEFT BUTTONS FOR 5 SECONDS. THE DIAL POINTER WILL STEP 5 TIMES AND GO TO THE "0" IF THE GAUGE IS PROGRAMMED FOR THRESHOLD ALERT SIGNAL. THIS IS THE DEFAULT CONDITION. THE DIAL POINTER WILL BE AT ABOVE "0" IF THE ALERT SIGNAL IS TURNED OFF. PRESSING THE DOWN BUTTON SELECTS THE ALERT FLASHING FUNCTION. PRESSING THE UP BUTTON DISABLES THE FLASHING FUNCTION. THE SETTING WILL BE CONFIRMED BY THE MOVEMENT OF THE POINTER.

OPTION A:DEMO MODE:

WHILE IN **COLOR SCHEME**, PRESS AND HOLD THE CENTER AND RIGHT BUTTONS FOR FIVE SECONDS. DIAL WILL SCROLL THROUGH THE SEVEN COLOR SCHEMES. THE **HI,LOW** AND **PEAK** WILL LIGHT, AND THE DIAL POINTER WILL MOVE. PRESS THE CENTER BUTTON TO RETURN TO **NORMAL/BOOST CONTROL**.

OPTION B:POINTER BRIGHTNESS:

WHILE IN **COLOR SCHEME**, PRESS AND HOLD THE CENTER AND LEFT BUTTONS FOR FIVE SECONDS TO ENTER POINTER BRIGHTNESS MODE. THE DIAL POINTER WILL START TO FLASH AND POINT TO THE UPPER RIGHT.

SET DRIVING STYLE:

THE DIAL BACKGROUND WILL FLASH WHITE RAPIDLY. USE THE DOWN OR UP BUTTON TO MOVE THE POINTER TO SELECT STYLE. 9:00 O'CLOCK - PULL HEAVY LOAD, 12:00 O'CLOCK - STREET PERFORMANCE, 3:00 O'CLOCK - HIGH PERFORMANCE. PRESS THE CENTER "MODE" BUTTON TO SAVE THE SETTING AND RETURN TO NORMAL OPERATION PERFORMANCE.

1. SET MAXIMUM CRUISING BOOST PRESSURE:

PRESS THE "DOWN" OR "UP" BUTTON TO SELECT THE MAXIMUM MANIFOLD PRESSURE THAT YOU CAN USE WHILE CRUISING. PRESS THE CENTER MODE BUTTON TO SET THE DESIRED PRESSURE AND ADVANCE TO SET SCRAMBLE BOOST PRESSURE.

2. SET MAXIMUM BOOST (SCRAMBLE):

THE DIAL BACKGROUND WILL FLASH "GREEN" RAPIDLY IN THE SET SCRAMBLE BOOST MODE. THIS IS TYPICALLY SET TO THE HIGHEST VALUE THE ENGINE CAN ENDURE. THIS PRESSURE IS USED TEMPORARILY IN EMERGENCY OR RACING SITUATIONS WHERE ADDITIONAL ENGINE WEAR IS PERMISSIBLE. THIS IS USUALLY 25% TO 50% HIGHER THAN CRUISE LEVEL. A SCRAMBLE SWITCH MUST BE INSTALLED TO ACTIVATE THIS MODE. PRESS THE CENTER BUTTON TO ADVANCE TO SET MAXIMUM BOOST SOLENOID DUTY FACTOR MODE BELOW.

3. SET MAXIMUM BOOST SOLENOID DUTY FACTORY:

THE DIAL BACKGROUND WILL FLASH "BLUE" RAPIDLY. THIS SETTING PROVIDES A SECONDARY GUARD AGAINST EXCESSIVE MANIFOLD PRESSURE. WE RECOMMEND A DUTY FACTOR SETTING OF 50%. HIGHER SETTINGS PERMIT HIGHER PERFORMANCE AT THE COST OF MORE ENGINE STRESS. PRESS THE DOWN OR UP BUTTONS TO SELECT THE DUTY CYCLE. PRESS THE CENTER BUTTON TO SAVE THE SETTING. THE METER WILL GO DARK MOMENTARILY. Press the center button to return to **NORMAL/BOOST CONTROL**.

OPTION B:POINTER BRIGHTNESS:

PRESS DOWN AND UP BUTTONS TO ADJUST THE POINTER BRIGHTNESS. PRESS THE CENTER BUTTON TO SAVE AND RETURN TO **NORMAL/BOOST CONTROL**.



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