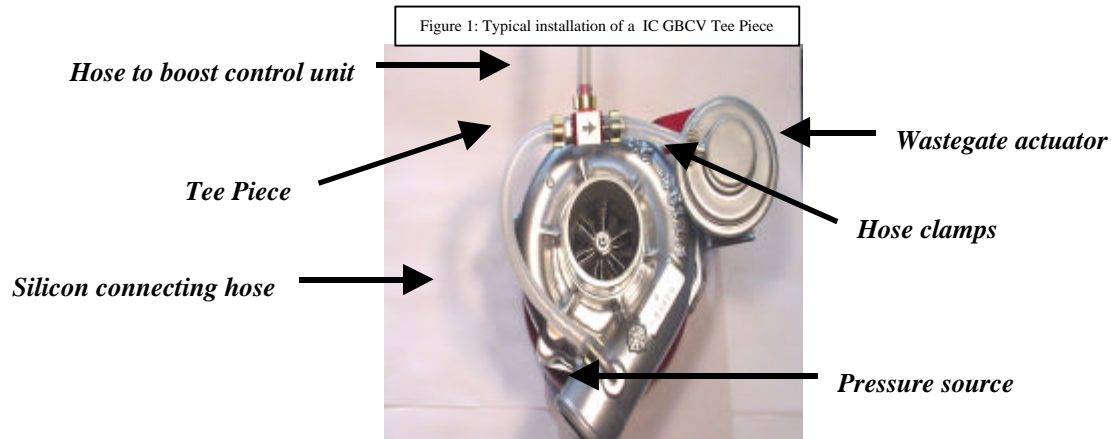


INCABIN GATED BOOST CONTROL VALVE (IC GBCV) INSTRUCTIONS

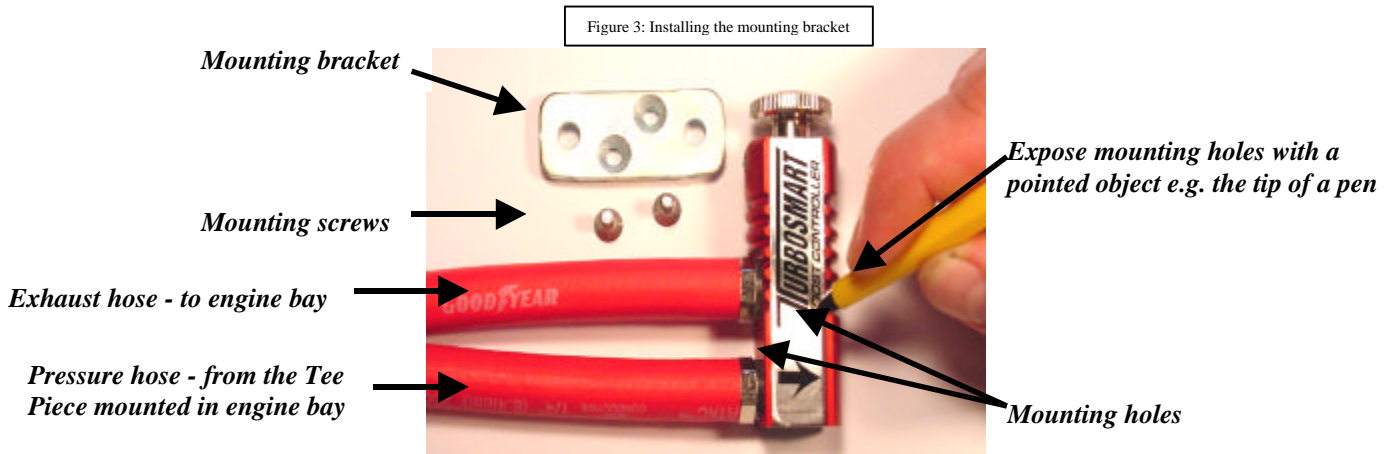
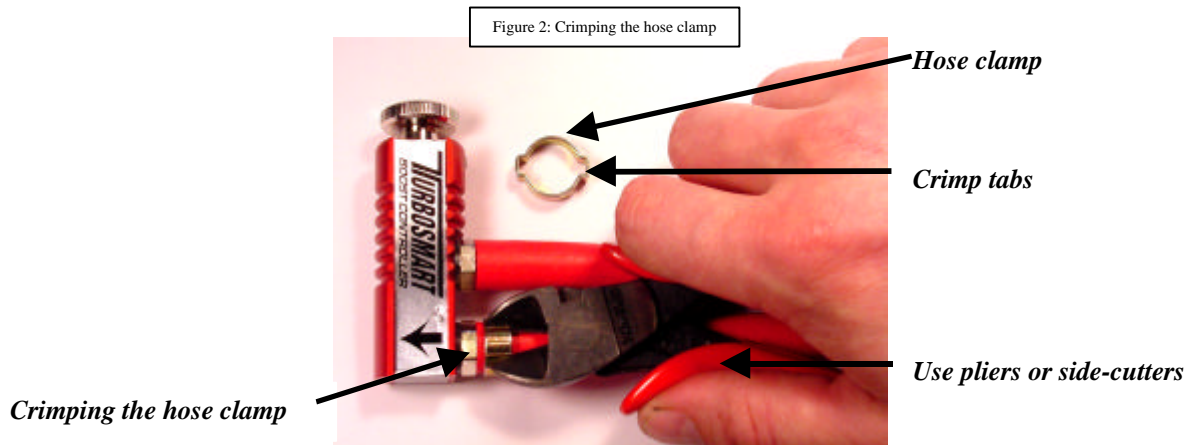
IMPORTANT NOTES ON FITTING YOUR IC GBCV

- Turbosmart recommends that your IC GBCV is fitted by an appropriately qualified technician
- Use only Silicon hose when fitting the IC GBCV – other hoses will be effected by heat and will eventually crack or split, this will cause over-boosting and may cause serious engine damage
- Ensure that the hose is clean and free of debris
- Ensure that all hose connections are secured with hose clamps
- Mount the IC GBCV tee piece between the pressure source and the wastegate actuator – keep the joining hoses to a minimum length
- The IC GBCV connecting hose should be adequately shielded from heat and positioned at least 200mm from the turbine housing or the exhaust manifold
- Ensure that the pressure line from the Tee Piece does not foul on any moving part and ensure that the hose does not kink
- A Turbosmart Fuel Cut Defender may need to be used in conjunction with your IC GBCV – refer to www.turbosmart.com.au for more detail



FITTING YOUR IC GBCV

- Route the pressure hose from the Tee Piece into the cabin and then to the position where the IC GBCV will be mounted
- Install the hose clamp supplied on the end of the pressure hose
- Fit the end of the pressure hose to the IC GBCV and crimp both of the crimp tabs on the hose clamp (see figure 2)
- Expose the mounting holes and fit the mounting bracket to the IC GBCV with screws supplied (see figure 3)
- With the bracket fitted securely, mount the IC GBCV in a easily accessible position inside the cabin
- Fit the exhaust hose to the IC GBCV and route the end of the hose back into the engine bay, it is not necessary to clamp the exhaust hose to the IC GBCV

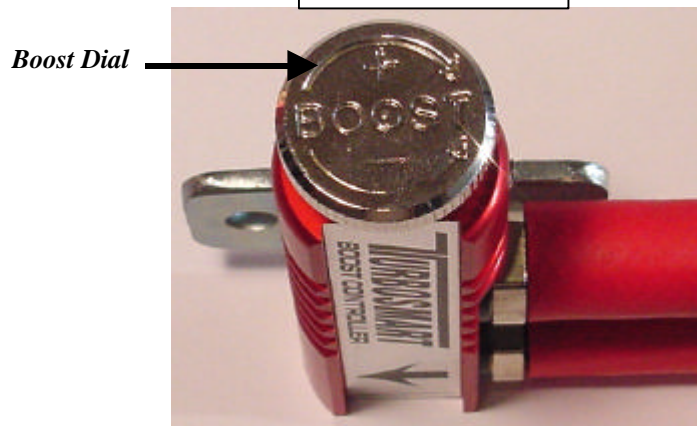


INCABIN GATED BOOST CONTROL VALVE (IC GBCV) INSTRUCTIONS

IMPORTANT NOTES ON SETTING BOOST PRESSURE

- Adjustment to the IC GBCV is made by turning the **Boost Dial** (see figure 4)
- Turn in a clockwise direction to increase boost and the reverse direction to decrease boost
- Before making any adjustment the **Boost Dial** will need to be fully closed (anti-clockwise) and then set at four turns out (four turns clockwise)
- Consult your local specialist before setting your desired boost pressure. Setting boost beyond your engines capability may result in engine damage.
- Turbosmart recommends that your IC GBCV is adjusted by an appropriately qualified technician
- Turbosmart recommends that the Air Fuel ratio is checked once boost pressure is set
- Turbosmart recommends that boost pressure is set using a Dynamometer and not on the street
- Turbosmart recommends that a boost gauge be permanently fitted to the vehicle

Figure 4: Top View of IC GBCV



SETTING BOOST PRESSURE

- Step 1: Apply full load to the engine (in a high gear at full throttle) and note the boost pressure
- Step 2: To increase boost turn the **Boost Dial** clockwise (maximum of 11 clicks or one turn at a time)
- Step 3: Apply full load to the engine and note the boost pressure
- Step 4: Compare the actual boost pressure with the desired boost pressure. If the actual pressure is below desired pressure return to step 2. If the actual is above the desired boost then decrease by turning the **Boost Dial** anti-clockwise and return to step 3.

TROUBLE SHOOTING

The following points should be checked if you find that your engine is over-boosting, under-boosting or the boost pressure is fluctuating. Please note, the following checks will cure 99% of problems experienced when fitting a Turbosmart Gated Boost Control Valve.

- Check that the IC GBCV Tee Piece is installed so that the arrow points toward the wastegate actuator
- Check the joining hoses for splits, cracks or loose connection
- Check to see if the IC GBCV is blocked or contaminated with dirt or debris
- Ensure that there is nothing but the IC GBCV Tee piece in the hose between the pressure source and the wastegate actuator, ie tee pieces for boost gauge or to factory boost solenoid.
- Check that the joining hoses are not blocked or kinked or restricted, particularly if the existing hose was reused
- Ensure the exit of the exhaust hose is not obstructed, kinked or blocked
- Check that the pressure hose and or the exhaust hose are not effected by moving parts, ie brake pedal etc
- Pressure test the wastegate actuator for leakage, the diaphragm or housing may be cracked or split

Warranty

Turbosmart warrants its products to be free from faults or defects for the life of the product. *

* Subject to Turbosmart trading terms and conditions

Warning!

Incorrect use of this product may result in damage to your vehicle. Failure to observe any notes or recommendations may result in incorrect use of this product. This product is intended for use in off-road racing only. Turbosmart will accept no responsibility for the incorrect use of this product.

Disclaimer!

Turbosmart will not be held responsible for any damage caused to property or person, directly or indirectly related to the use of a IC GBCV.