



MBC Install



This is a APC Solenoid from a 9-3(NG900 is the same)If you are installing the MBC on another car it may look different or be in a different location but locate the APC Solenoid or otherwise called the Boost Pressure Control (BPC)

Follow the hose to where they connect to on the other end.

Unhook the hose coming from the turbo and connect it to the MBC Inlet (Straight Barb)

Unhook the hose going to the wastegate and connect that to the MBC Outlet.



Turbo hose to MBC Inlet

MBC Outlet to Wastegate Hose

Leave the Intake air hose attached.



Using a short piece of vac hose, plug off the two hoses you disconnected from the BPC similar to as shown so you can keep it clean should you ever want to use it in the future or return the car to stock.

Drive and tune time.

The MBC is sent set at a low boost setting. Start with a drive and see where the current boost level is.

For MORE Boost, Turn the head of the MBC clockwise or INWARD

For less boost, turn the head counter clockwise or outward. Lock the Jamb nut each time to maintain the setting

Quick reference: Less threads showing = more boost, and more threads showing = less boost

If boost gets too high, the ecu will cut the fuel and you will experience a sudden jerking of the car which will indicate that the MBC needs to be backed off until you don't experience a fuel cut.