



Series Install of a Manual Boost Controller (SMBC) for Saab 9-3 Sport Sedan (T8)

A Manual Boost Controller (MBC) installed in series (SMBC) to the stock Boost Pressure Control (BPC) is the only option for Saab 9-3SS (T8) engines as they will not tolerate a traditional install of a MBC that bypasses the BPC. The MBC installed in series between the Turbo Compressor and the Boost Pressure Control Valve (BPC) will provide a quicker turbo spool up and a bit of off the line performance increases without raising peak boost levels which the engine management system will not tolerate. This install is applicable for all T-8 engines including 9-3 Sport Sedans from 2003 on.

	<p>1) Open the hood and locate the Boost Pressure Control (BPC). This is circled in Yellow.</p>		<p>5) Once the hose is removed, it will look like this.</p>
	<p>Up close you will notice there are 3 main hoses connected to the BPC. The BPC is actually mounted to the Turbo's Wastegate Actuator.</p>		<p>6) Attach the SMBC straight hose barb to the Hose you just removed from the BPC.</p>
<p>T8 BPC Explained</p>	<p>3) The Boost Pressure control: This explains the hoses on the BPC. The hose attaching to the back, closest to the firewall comes from the turbo. The top port attaches to the Wastegate Actuator, and the front port returns air back to the intake side of the turbo. For the series install, we will only be using the back port from the turbo.</p>		<p>7) Attached the angled end (with the supplied hose attached) back up to the BCP and ziptie each connection. Recap: the turbo compressor hose was taken off the BPC and hooked into the straight hose barb in the MBC. The elbow end of the MBC was attached to the BPC where the hose from the turbo was, basically installing the MBC in line (series) from the turbo to the BPC.</p>
	<p>4) Carefully remove the turbo hose off the BPC. If you have difficulty removing the hose, carefully use a flat headed screw driver to push it off from the front of the hose.</p>		<p>Drive and tune: LESS THREADS SHOWING=MORE BOOST Your SMBC is sent with a very low setting. To increase the setting, turn the head clockwise so that less threads are showing. Go very slowly with adjustments so not to increase boost too much as the T-8 will not tolerate it. If you get a Check Engine Light, turn the car off and re-start it. If that doesn't reset the light, pull the negative battery cable off for 10 seconds and re-install it, then turn the car back on.</p>

Disclaimer:

The use of a SMBC is very safe in many applications. You must research and evaluate the use of these devices on your own model/year/engine etc. When adding any type of performance enhancing modification, the engine must be in good mechanical condition, a true synthetic oil and good filters should be used, plugs must be in good shape premium fuel should be used, keep fuel injectors and combustion chambers clean (Techron Concentrate suggested). Study and find out what works and what does not. You are your own warranty. We are not responsible for what happens to your engine or drive train when increasing boost pressure.