



Series Install of a Manual Boost Controller for T5 NG900/1999 9-3 (SMBC)

The MBC installed in series (SMBC) between the Turbo Compressor and the Boost Pressure Control Valve (BPC) will provide an increase in spool up and a bit off the line performance increases without raising peak boost levels. This install is applicable for all T-5 engines including NG900's and 1999 9-3's(non-viggen).

	<p>1) This is the Boost Pressure Control (BPC) Valve in a 9-3 with a T-5 Engine. Disregard the hoses that you can see looping back up as this is something done when installing a regular MBC. This picture is just to show you the Boost Pressure Control valve. It is located at the front of the car on the passenger side near the headlight.</p>		<p>5) Remove the Front Hose at the BPC, which comes from the turbo compressor. The unhooked hose from the BPC will be fitted onto the straight hose barb on the MBC. The small hose off the SMBC elbow barb can now be pushed onto the BPC. You need to connect the SMBC's inlet side to the hose going to the turbo compressor, and the SMBC's outlet goes to the BPC.</p>
	<p>2) This explains where each hose comes from that hooks up to the BPC.</p> <p>The only line you are removing is the one labeled turbo. Push from the top of the hose to remove. A flat head screwdriver pushing from the top of the hose will help break the seal it has. It should slip off downward easily once the seal is broken.</p>		<p>6) The SMBC is shipped to you at a low setting. With the SMBC installed, use a mild setting on the SMBC. Too high of a setting will yield similar results as a normal MBC install boost higher than stock conditions. Should this happen, back the setting off some and test drive again. REMEMBER: LESS THREADS SHOWING=MORE BOOST. Do this until you have the optimal amount of increase without any check engine lights</p>
	<p>3) This explains the hoses on the BPC. The front most port comes from the turbo compressor. The middle hose goes to the wastegate. The right most port returns air back to the air intake system, also allowing air to bleed off when getting off the throttle, helping to close the wastegate. For the series install, we will only be using the front most port from the turbo.</p>		<p>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 series from the turbo to the BPC.</p>
	<p>4) Your SMBC comes to you looking like this. The straight barb is the Inlet of the SMBC and the elbow barb with the hose attached is the SMBC outlet.</p>		<p>Drive and tune: Your SMBC is sent with a very low setting. To increase the setting, turn the head clockwise so that fewer threads are showing. Use half turn increments as a test until you are happy with the setting. You should feel the turbo spool up quicker and increase the lower gears response. Your peak boost should not be raised.</p>