



## *ES Installation Instructions*

THE **HBC** (**HALLMAN BOOST CONTROLLER**) THAT YOU HAVE JUST PURCHASED IS MADE OF THE HIGHEST QUALITY ALUMINUM AND STAINLESS STEEL PIECES TO ENSURE LONG LIFE. THE **HBC** WILL PROVIDE RELIABLE CONTROL OF BOOST WITH RACE PROVEN RESULTS.

BEFORE YOU INSTALL YOUR **HBC** YOU **MUST** ALREADY HAVE A PERFORMANCE EXHAUST SYSTEM, A LOW RESTRICTION AIR FILTER AND AN AFTER MARKET BOOST GAUGE. AN AFTER MARKET BOOST GAUGE IS A MUST BECAUSE MOST STOCK GAUGES WILL NOT READ CORRECTLY AT HIGHER THAN STOCK BOOST LEVELS. **RAISING YOUR BOOST LEVEL WILL VOID YOUR WARRANTY AND IT CAN ALSO DESTROY YOUR ENGINE IF NOT DONE CORRECTLY.**

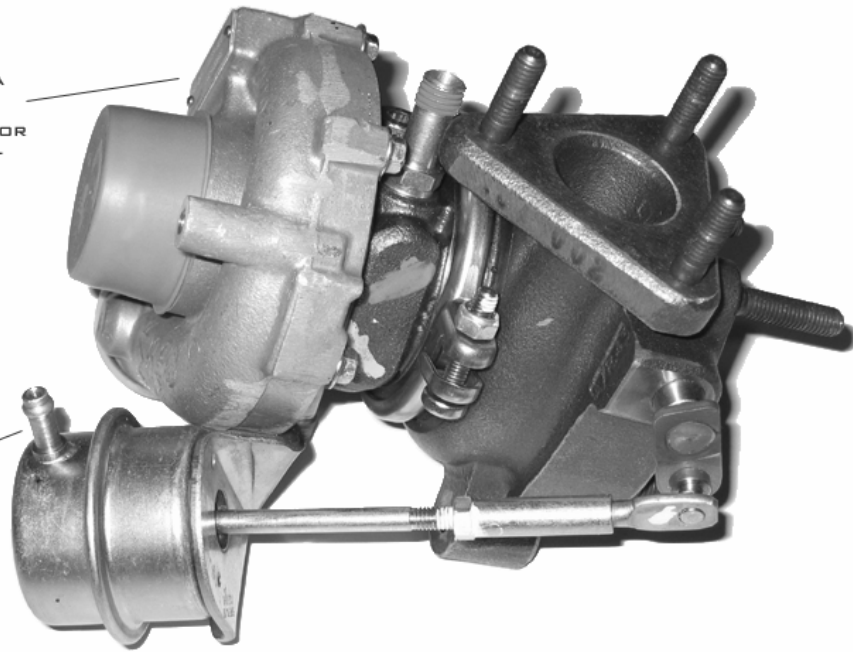
TO INSTALL THE **HBC** ON A SINGLE TURBO APPLICATION IS SIMPLE AND EASY. IT MAY BE HARD TO INSTALL THE LINES ON THE CONTROLLER. A TINY DROP OF MOTOR OIL ON YOUR FINGER AND THEN APPLIED TO THE FITTING WILL ALLOW FOR EASIER INSTALLATION OF THE LINES. THE LINE OPPOSITE OF ADJUSTMENT BOLT IS THE LINE THAT NEEDS TO SEE THE BOOST SOURCE, THIS LINE IS THE INPUT TO THE CONTROLLER (REFER TO DIAGRAM FOR CLARIFICATION). THIS LINE SHOULD BE HOOKED UP TO THE COMPRESSOR HOUSING BARB DIRECTLY. THE OTHER LINE IS THE LINE THAT YOU NEED TO CONNECT TO THE WASTEGATE ACTUATOR. THE LINES CAN BE CUT TO A CONVENIENT LENGTH. MOST TURBO SYSTEMS WILL HAVE A VACUUM (WHICH IS REALLY PRESSURE) LINE THAT RUNS FROM A BARB OFF OF THE COMPRESSOR HOUSING OR OFF OF THE INTERCOOLER PLUMBING CLOSE TO THE COMPRESSOR HOUSING. IF YOU FIRST LOCATE YOUR TURBO AND THEN FIND THE ACTUATOR FOR THE WASTEGATE YOU CAN TRACE TO LINE FROM THE ACTUATOR BACK TO WHEREVER IT GOES. MOST OF THE LATE MODEL TURBO CAR HAVE A BOOST CONTROL SOLENOID THAT THE ECU CAN CONTROL TO RAISE OR LOWER BOOST DEPENDING ON IF IT SEE KNOCK OR NOT. IF YOU ENCOUNTER THIS I WOULD RECOMMEND REMOVING THE LINES THAT GO TO AND FROM IT AS WELL. THE ECU IS ALSO CAPABLE OF RETARDING TIMING TO REDUCE DETONATION SO REMOVAL OF THE BOOST CONTROL SOLENOID DOES NOT MEAN THAT YOU WILL BLOW UP YOUR MOTOR, IT WILL ENSURE THAT YOU HAVE ROCK STEADY BOOST WITH THIS PARTICULAR CONTROLLER. ANY TIME YOU INCREASE BOOST I WOULD RECOMMEND RUNNING THE BEST OCTANE GRADE OF GAS YOU CAN GET IN YOUR AREA, THIS WILL ALSO HELP AVOID DETONATION.

AFTER YOU HAVE REMOVED THE OLD SYSTEM LINES AND HAVE INSTALLED THE NEW LINES FROM THE **HBC** BE SURE TO SECURE ALL THE CONNECTIONS WITH THE SUPPLIED WIRE TIES. IF YOU TAP INTO THE BLOW OFF LINE FOR YOUR BOOST SOURCE AND YOU HAD A BOOST SOURCE OFF OF THE COMPRESSOR HOUSING BE SURE TO BLOCK THIS OFF WITH A VACUUM CAP AND SECURE IT WITH A WIRE TIE.

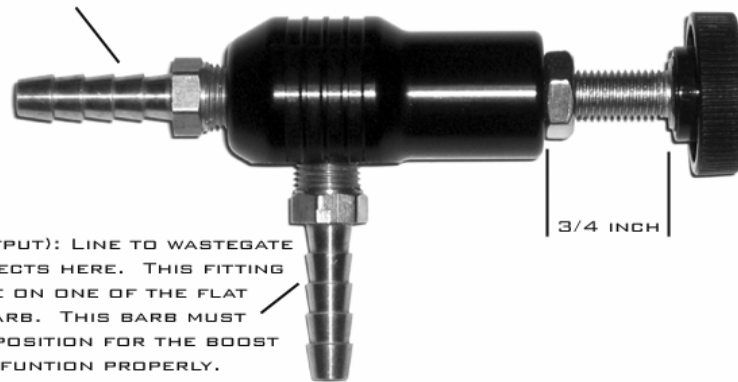
NOW YOU ARE READY TO TEST THE CAR. MAKE SURE THAT THERE IS ABOUT 3/4 OF AN INCH OF ADJUSTMENT BETWEEN THE BOTTOM OF THE ADJUSTMENT SCREW AND SURFACE WHERE THE LOCK NUT SEATS. **BE SURE TO TIGHTEN LOCK NUT AFTER ADJUSTMENTS ARE MADE.** DRIVE THE CAR AND CHECK BOOST LEVEL. BY TURNING THE ADJUSTMENT SCREW IN WILL INCREASE BOOST. BE CAREFUL, BY TURNING THE SCREW BY ONLY A FRACTION OF AN INCH WILL INCREASE BOOST. WITH ONLY AN EXHAUST AND AN AIR FILTER NO MORE THAN A COUPLE OF POUNDS OF BOOST PAST THE STOCK LEVEL IS RECOMMENDED. IF THE CAR SPUTTERS, KNOCKS OR KICKS UNDER HEAVY ACCELERATION THE BOOST IS TOO HIGH AND NEEDS TO BE TURNED DOWN. THIS IS CALLED FUEL CUT AND IT IS THE COMPUTERS WAY OF PROTECTING THE ENGINE. IF YOU HIT FUEL CUT YOU WILL NEED TO DISCONNECT THE NEGATIVE BATTERY CABLE FOR ABOUT 30 SECONDS TO RESET THE COMPUTER. EVEN IF YOU TURN DOWN THE BOOST AND YOU DO NOT RESET THE COMPUTER YOU WILL HIT FUEL CUT AGAIN. THIS IS BECAUSE THE COMPUTER REMEMBERS FUEL CUT AND WHY IT HAPPENED. IF YOUR CAR PINGS YOU WILL NEED TO TURN DOWN THE BOOST. GOOD LUCK, HAVE FUN AND MAKE ADJUSTMENTS SLOWLY.

COMPRESSOR HOUSING: SOME COMPRESSOR HOUSINGS HAVE A PORT OFF OF THE SIDE OF THE HOUSING. THIS CAN BE USED FOR THE INPUT TO THE HBC (BOOST SOURCE)

WASTEGATE ACTUATOR: LINE FROM OUTPUT OF HBC (WASTEGATE PORT) CONNECTS TO THIS PORT ON THE WASTEGATE ACTUATOR.



BOOST SOURCE (INPUT): LINE FROM COMPRESSOR HOUSING , INTAKE MANIFOLD, OR INTERCOOLER PLUMBING CONNECTS HERE



WASTEGATE (OUTPUT): LINE TO WASTEGATE ACTUATOR CONNECTS HERE. THIS FITTING HAS A TINY HOLE ON ONE OF THE FLAT SIDES OF THE BARB. THIS BARB MUST REMAIN IN THIS POSITION FOR THE BOOST CONTROLLER TO FUNCTION PROPERLY.

FOR SPECIFIC INSTALLATION INSTRUCTIONS PLEASE VISIT THE FILES SECTION OF OUR WEBSITE.  
[HTTP://WWW.HALLMANBOOSTCONTROLLER.COM](http://www.hallmanboostcontroller.com)

YOU MAY E-MAIL US FOR TECH SUPPORT AT [INFO@HALLMANBOOSTCONTROLLER.COM](mailto:info@hallmanboostcontroller.com).

THANK YOU FOR YOUR SUPPORT! GOOD LUCK, AND KEEP THE BOOST UP!