

## ADJUSTMENT PROCEDURE

### PRECAUTIONS

- ⇒ Cannot lower boost levels lower than OEM (stock) levels.
- ⇒ Maximum boost levels obtainable is 2.0bar. (In low mode 1.0 bar is Max.) but turbocharger performance may lower maximum boost levels.
- ⇒ If vehicle is equipped with a boost pressure control solenoid, it must be removed.
- ⇒ The self learning mode procedure is very crucial for proper EVC function. Follow procedure exactly as outlined or EVC may not function properly. If any doubt exists as to if procedure was completed properly, clear EVC memory and re-perform the EVC self learning process as described below.
- ⇒ When changing vehicle or any engine components which enhance performance, you will need to clear EVC memory and update (re-perform) the EVC self learning process.
  - Turn ignition on, EVC off, press and hold SBC button while turning switch in back of EVC controller.
  - EVC Warning LED should turn on and audible beep should continue for approximately 5 seconds.
  - After audible beep stops, self learning mode should be reset.
  - Turn ignition off then reset switch behind EVC controller to original position.
  - Turn ignition on and turn EVC on then perform self learning mode again as described in the preadjustment section (Step 6).
- ⇒ If boost levels do not reach levels set on EVC, the self learning process might have not been performed properly. Possibly engine RPM or road conditions were not identical during all 3 steps. All conditions (road, transmission gear, vehicle speed, engine rpm, etc.) must be exactly the same when programming EVC.
- ⇒ If boost levels do not reach levels set on EVC, offset mode can be used to lower or raise boost levels. If offset level is adjusted too far out of range, warning LED will illuminate and EVC will not function properly. Note: Lower offset number will raise boost levels.
- ⇒ If boost levels vary inspect
  - Wastegate valve diameter and stroke is too small.
  - Wastegate actuator spring is too weak.
  - Turbocharger capacity too small for engine displacement. If this is the case, boost curve will drop off during high RPM compared to boost curve at OEM (stock) levels.