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Prodrive Boost Control Solenoid Installation Instructions Rev 2 9/2008

Congratulations on your purchase of a Prodrive Boost Control Solenoid. Since they don't think instructions are necessary, we've decided to write them up ourselves.

NOTES:

INSTALLATION OF THIS SOLENOID REQUIRES CUSTOM TUNING!

You cannot run this solenoid without proper custom tuning. Running the Prodrive solenoid on a map designed for the stock boost control will result in erratic boost and potential damage!

INCLUDED BRACKET FITS 2002-2003 WRX ONLY

For later vehicles (including STI), we recommend drilling some mounting holes into the black shield around the stock solenoid. You can also use double sided tape or zip ties to attach the unit.

SOLENOID MUST BE INSULATED FROM VIBRATION

Make sure solenoid is isolated from vibration with rubber. Mounting straight to body may cause premature failure and will transmit a "knocking" sound into your chassis.

INSTALLATION:

Installation is very easy. Just unplug the stock solenoid and plug the included harness into your stock plug.

Hooking up the vacuum lines to the solenoid is easy too. Follow the diagram below (don't trust what you read on the internet!!). Our diagram puts the solenoid in "interrupt mode" for the fastest possible boost response.

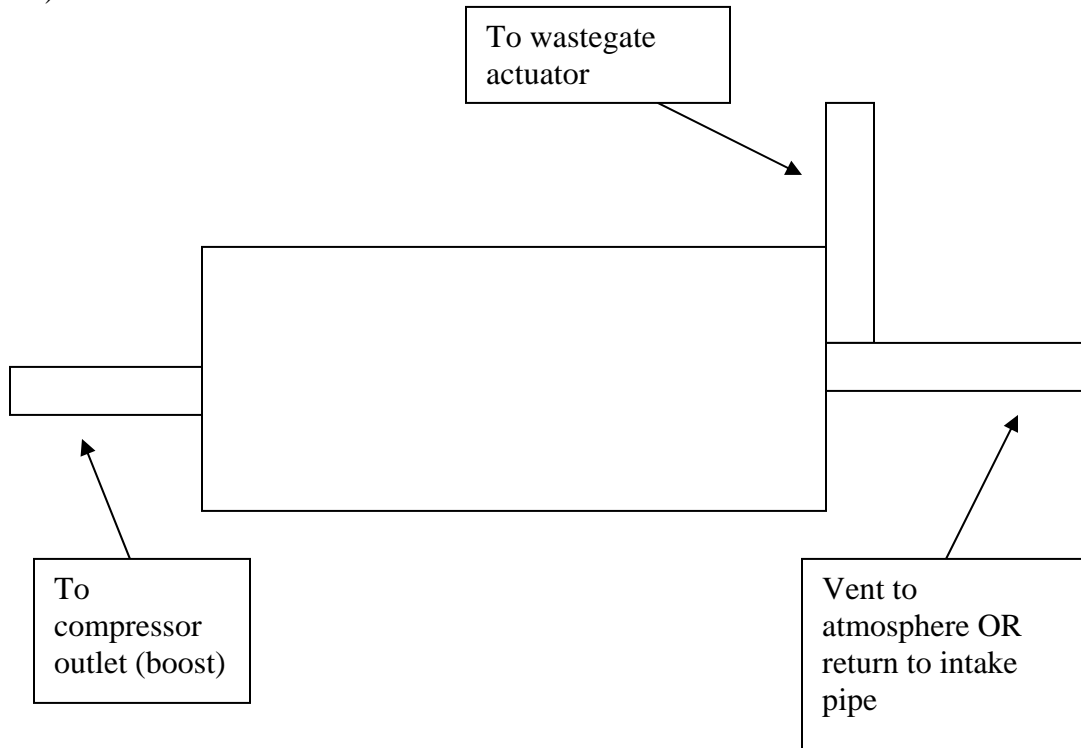
We recommend using high quality silicone hose for the vacuum lines (hosetechniques.com has great stuff). Avoid cheap rubber lines if possible. Please take time to use the correct size hose and as few Ts and connectors as possible. Keep hoses as short as possible.

If you choose to vent to atmosphere, make sure to plug the hose/hole on your inlet pipe.

If you have any questions, let us know!

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NOTE FOR EXTERNAL WASTEGATE

If you are running an external wastegate, run the “to wastegate actuator” to the bottom port of your external wastegate. Leave the top port of your wastegate open to atmosphere. DO NOT plug the top port of your external wastegate.

NOTE FOR CARS WITHOUT A COMPRESSOR OUTLET

If your turbo or intercooler pipe does not have a compressor outlet, you can get a boost source from the intake manifold. This will work ok, but it’s best to have a port right off the turbo for the smoothest response.