



PTUNING

engineered_for: **competition**

INSTALLATION MANUAL

PTUNING WRX

ELECTRONIC BOOST CONTROL SOLENOID

2015+ Subaru WRX

Part #: PTP-ENG-10103-EBCS



ELECTRONIC BOOST CONTROLLER PARTS LIST:

| <u>PART #:</u> | <u>Qty/Pkg</u> | <u>DESCRIPTION</u> |
|--------------------|----------------|---|
| PTP-ENG-10103-EBCS | 1 | PTUNING Electronic Boost Control Solenoid (WRX) (3-Port, 12V) (PnP Harness Plug) |
| PTP-FAS-90170 | 2 | Phillips Head Screws (18-8 SS, Phillips No 2) |
| PTP-FAS-90033-4 | 4 | 4" Nylon Cable Tie (Black) |
| PTP-HSE-10002-02BK | 1 | PTUNING High Temperature Silicone Vacuum Hose, 6mm ID x 11mm OD (Black, 24" Long) |
| PTP-CLP-90014-11 | 4 | PTUNING 11mm Spring Hose Clamp |
| PTP-PRO-DECAL-01 | 2 | PTUNING White 9" x 1" Vinyl Window Decal |

Installation

1. Raise the front of your vehicle with a floor jack and support the vehicle with jack stands. If you have access to a car lift, raise the vehicle on the lift to your desire working height to access the bottom-mounted turbocharger underneath. Prop the front hood to provide additional lighting underneath the vehicle. See figures 1.1 & 1.2

Figure 1.1



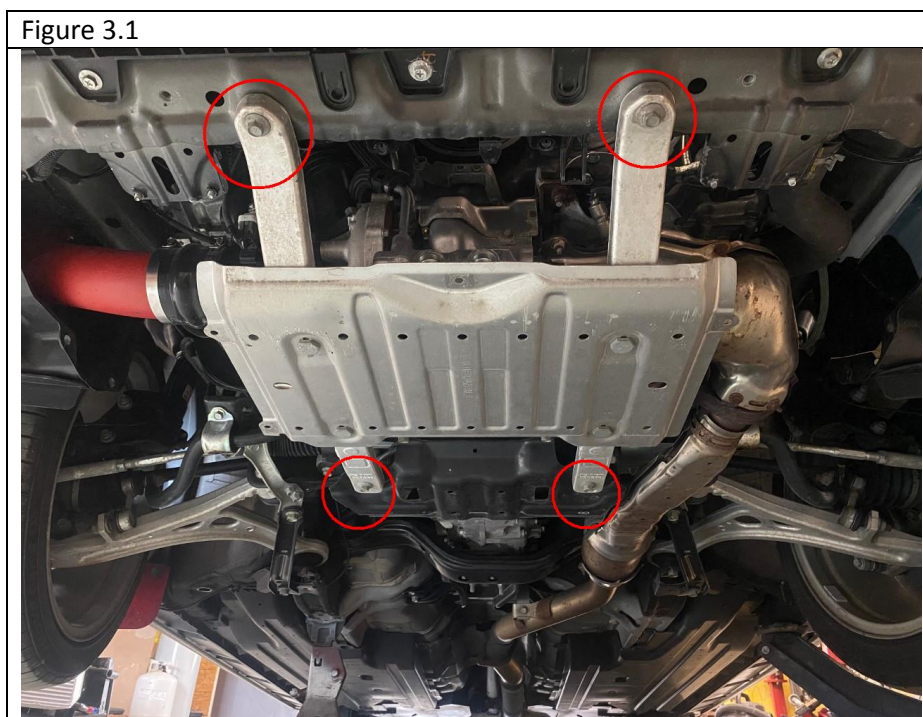
Figure 1.2



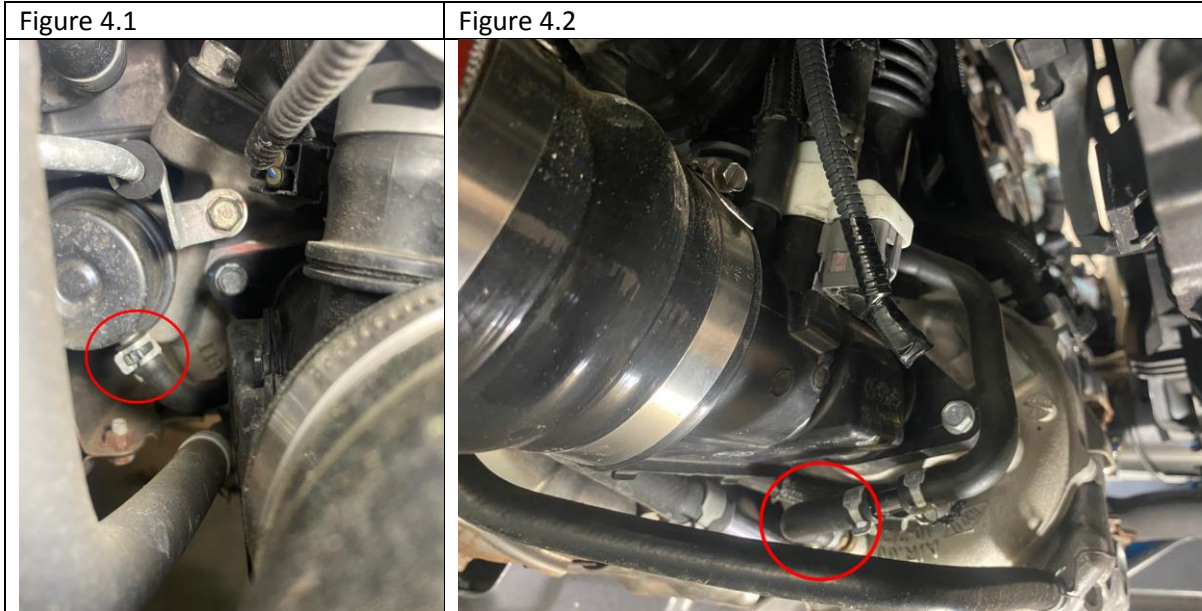
2. Remove the four (4) plastic pop clips securing the splash guard to the metal skid plate. Remove the three (3) plastic pop clips securing the splash guard to the front lower subframe. See Figure 2.1



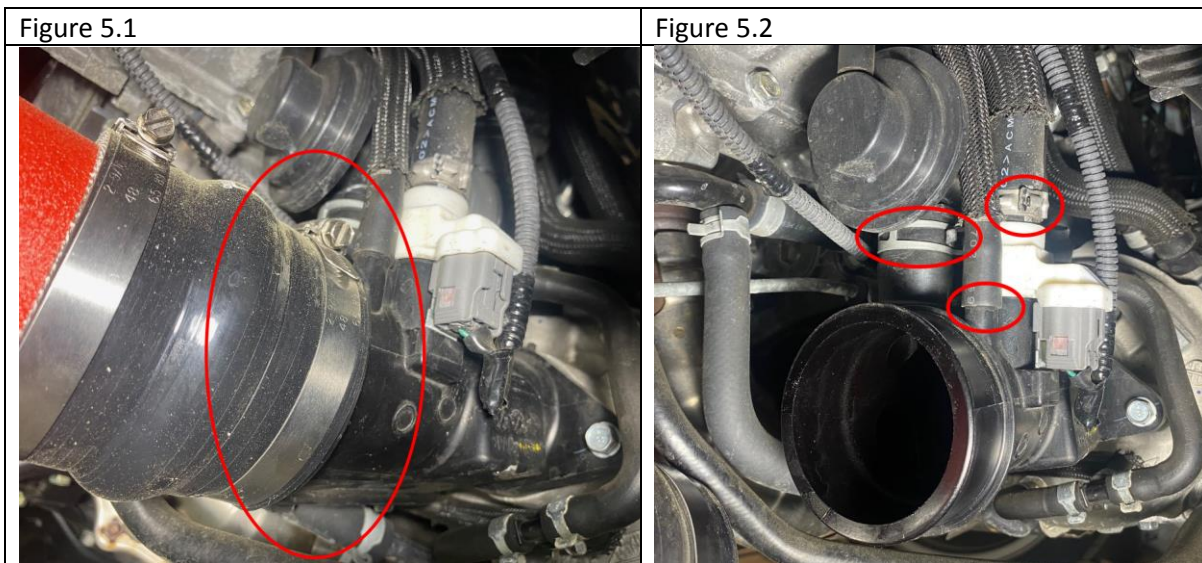
3. Using a 12mm socket or wrench, remove the four (4) bolts securing the front skid plate to the lower subframe. See Figure 3.1



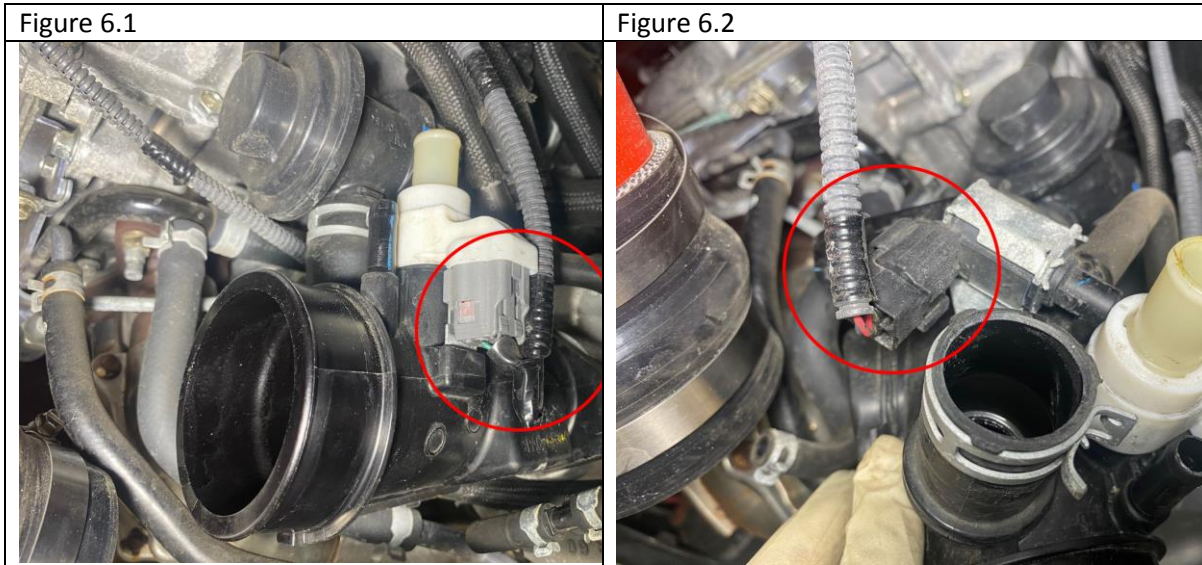
4. Using a plier, remove the two hose clamps securing the vacuum hose from the factory boost solenoid to the wastegate and turbo compressor. See Figure 4.1 & 4.2



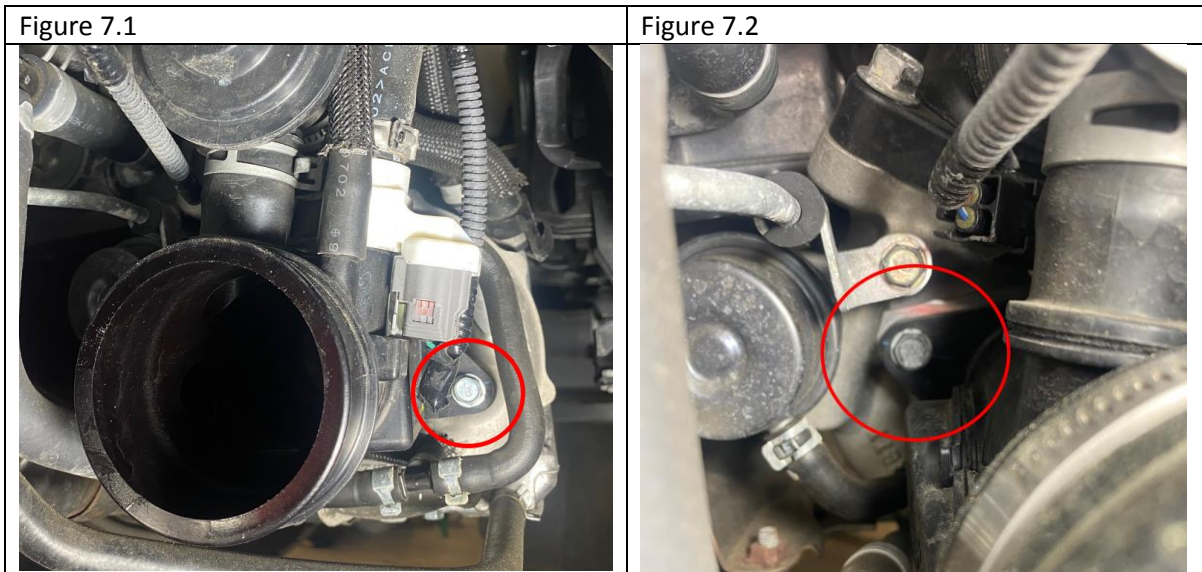
5. Loosen the hose clamp securing the intake coupler to the turbo inlet housing and pull the coupler and intake tube away from the turbo inlet housing. Remove the three hoses from the turbo inlet house as shown. See Figure 5.1 & 5.2



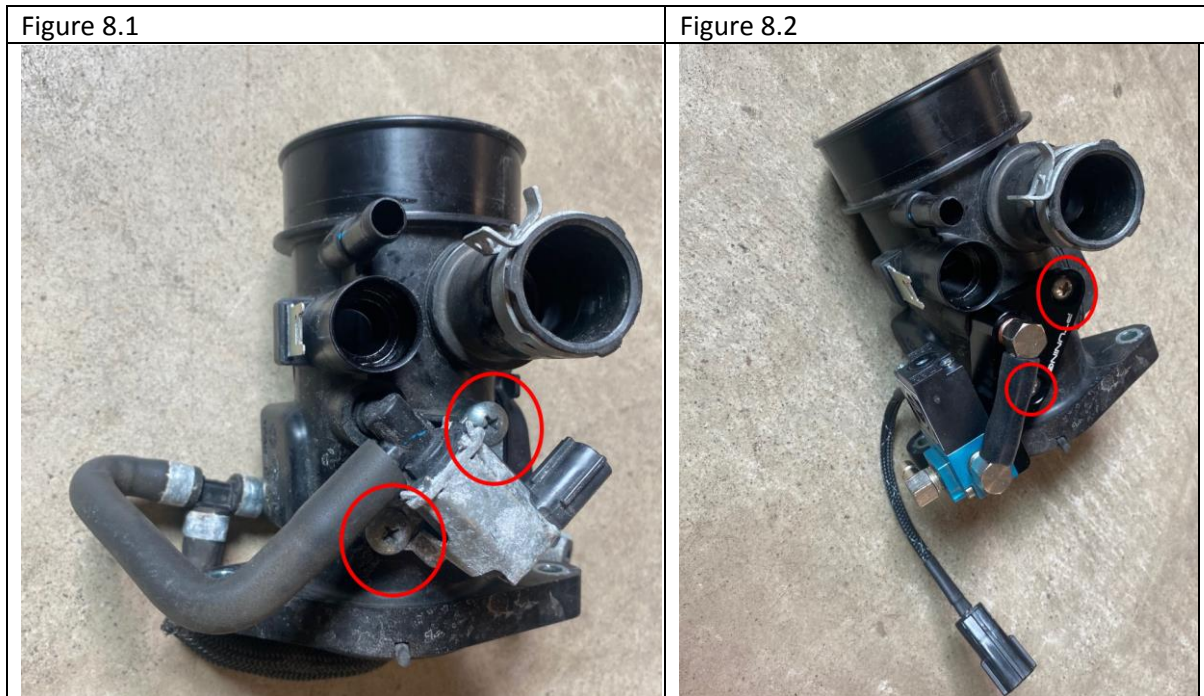
6. Disconnect the black plug from the factory boost solenoid and disconnect the grey plug from the turbo inlet housing (may not be present on certain model year WRX). See Figure 6.1 & 6.2



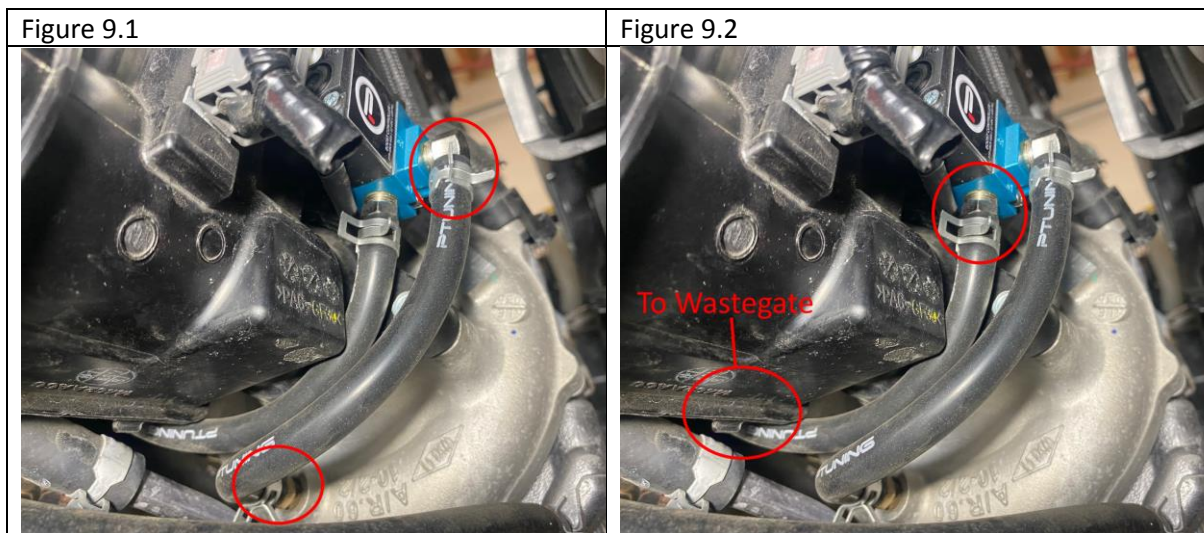
7. Using a 10mm socket wrench, remove the two bolts securing the turbo inlet housing to the turbo compressor inlet. See Figure 7.1 & 7.2



8. Remove the two Phillips head screws securing the factory boost solenoid to the turbo inlet housing. Install the PTUNING boost control solenoid in the orientation as shown. You will feel a bit of resistance from the pre-installed O-ring as you push the solenoid adapter plate onto the turbo inlet housing. Secure the PTUNING boost solenoid adapter plate with the two supplied Phillips head screws. Tighten the two screws until the adapter plate is fully seated—do not overtighten otherwise the screws can strip out the threads in the plastic housing. See Figure 8.1 & 8.2



9. Re-install the turbo inlet housing onto the turbocharger using the two previously removed bolts and a 10mm socket wrench (see step 7 above for reference). Using the supplied PTUNING high temp silicone vacuum hose, cut two section of hose to desire length as shown below. One section of hose will connect the #3 port on the boost solenoid to the barb fitting on the turbo compressor housing. The other section of hose will connect the #2 port on the boost solenoid to the barb port on the turbo wastegate (see figure 4.1 above for reference). Before connecting the two section of vacuum hoses, slide two of the supplied spring hose clamps on each end of the two hoses before inserting them onto the barb ends. Check the hose connection to make sure the hose ends are fully engaged with the barb fittings before securing the spring hose clamps. See Figure 9.1 & 9.2



10. Re-connect the black female plug from the factory harness to the black male plug on the PTUNING boost control solenoid. See step 6 above for reference.
11. Re-connect the grey plug onto the turbo inlet housing (if previously removed, certain model year WRX do not have this plug).
12. Re-connect the bypass valve hose onto the turbo inlet housing. See step 5 above for reference.
13. Re-connect the other two remaining hoses onto the turbo inlet housing. See step 5 above for reference.
14. Re-connect the intake tube and coupler onto the turbo inlet housing. See step 5 above for reference.
15. Follow step 1 to 3 above in reverse order to re-install the skid plate and undertray splash guard.
16. With the installation completed, we highly recommend that you schedule a tuning session with your local tuner to properly re-calibrate and optimize your upgraded boost controller.

Thank you for choosing PTUNING for your go fast parts. If you have any questions, please contact us at Sales@PTUNING.COM or (703) 257-1728