COOL BOOST SYSTEMS

ADVANCED DETONATION SUPPRESSION & FORCED INDUCTION COOLING

COOL BOOST WATER METHANOL SYSTEMS
AUXILIARY INPUT WIRING

OPTION 1

MOST LINEAR IN DELIVERY

FROM CONTROLLER HARNESS ⟹ **WHITE**

OPTION 2

USE THIS IF THE PRESSURE RANGE AND RESOLUTION IS INCORRECT TO SUIT THE VEHICLES REQUIREMENT

OPTION 3

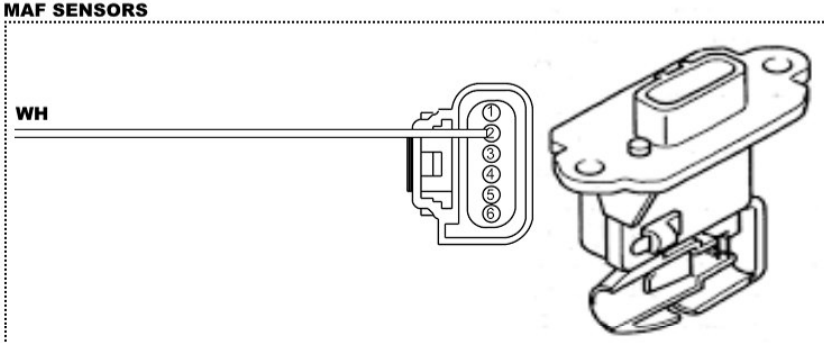
MOST SUITED FOR NATURALLY ASPIRATED VEHICLES

PLEASE NOTE

THE CONTROLLER NEEDS TO SWITCH INPUT MODES IN ORDER TO UTILIZE VOLTAGE INPUT, THIS IS DOCUMENTED IN THE CONTROLLER MANUAL

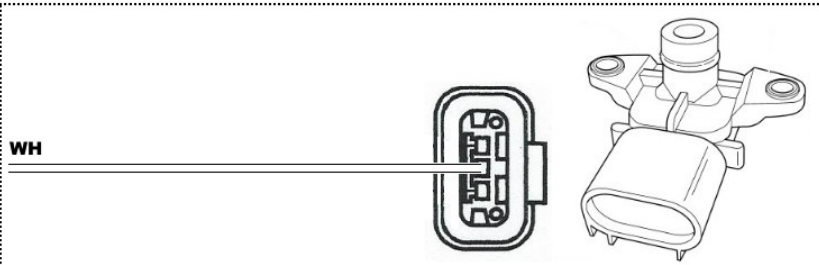
FOR CONTROLLERS RELEASED FROM 2020 ONWARDS ONLY!!!!

MAF SENSORS



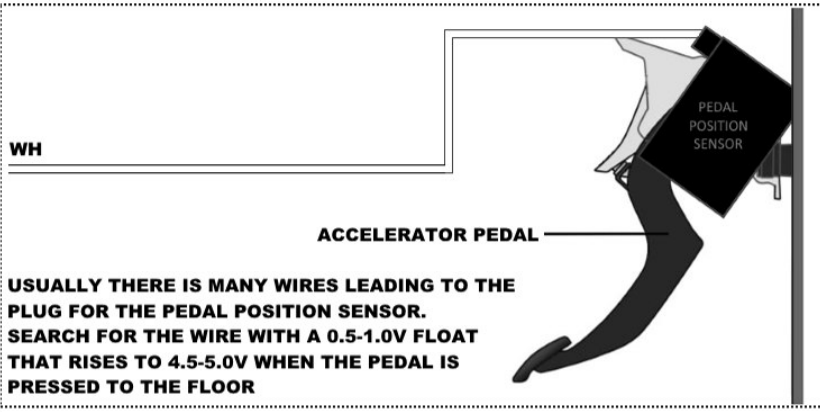
TYPICALLY PIN 2 BUT CHECK WITH A MULTIMETER FOR THE WIRE THAT HAS AROUND 1.0-1.5V ON IDLE AND RAMPS UP TO AROUND 3.0-3.5V OR HIGHER WHEN REVVED

MAP SENSORS



TYPICALLY THE CENTER PIN ON THREE WIRE SENSORS BUT CHECK WITH A MULTIMETER FOR THE WIRE THAT HAS AROUND 1.0-1.5V ON IDLE AND MOVES TO 2.5V OR HIGHER WHEN REVVED

PEDAL POSITION SENSORS



USUALLY THERE IS MANY WIRES LEADING TO THE PLUG FOR THE PEDAL POSITION SENSOR. SEARCH FOR THE WIRE WITH A 0.5-1.0V FLOAT THAT RISES TO 4.5-5.0V WHEN THE PEDAL IS PRESSED TO THE FLOOR