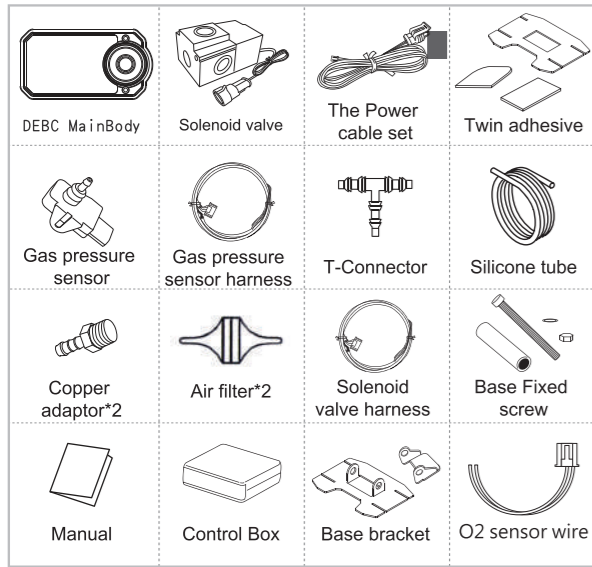


CONTENTS

The following pictures may be different from reality, they are just only for the reference.

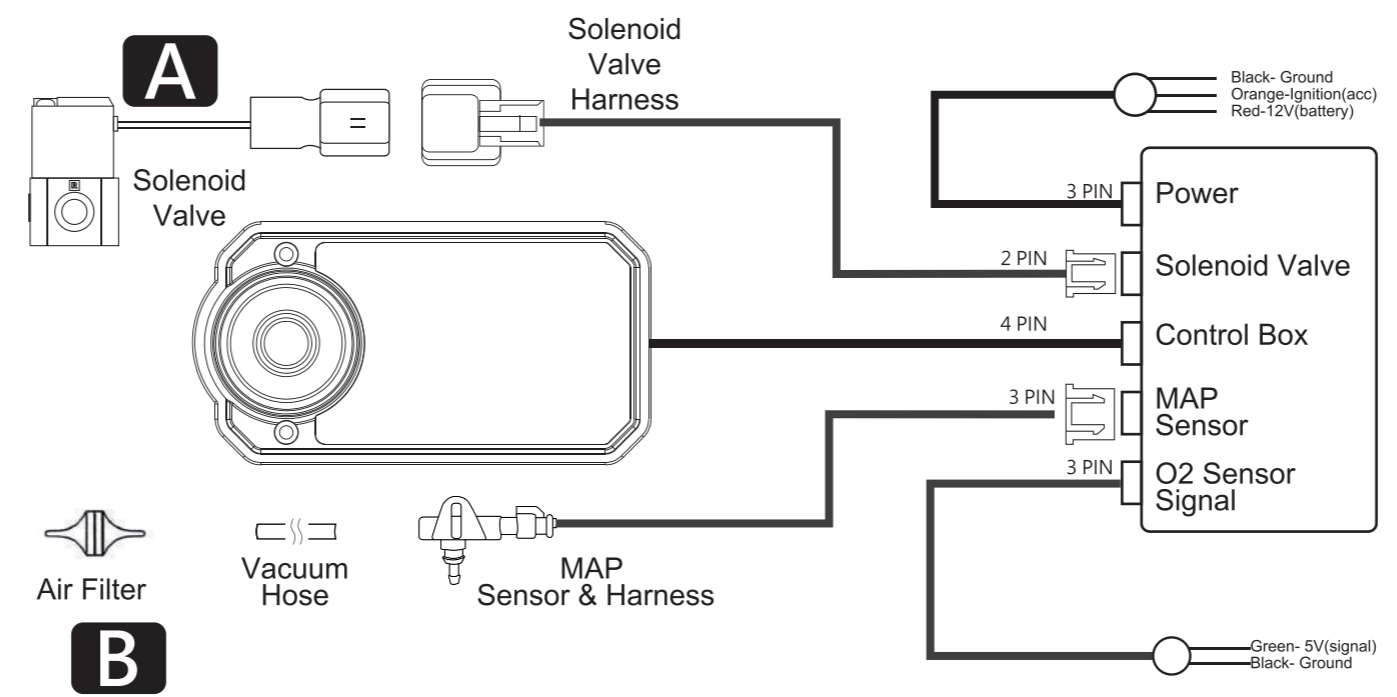
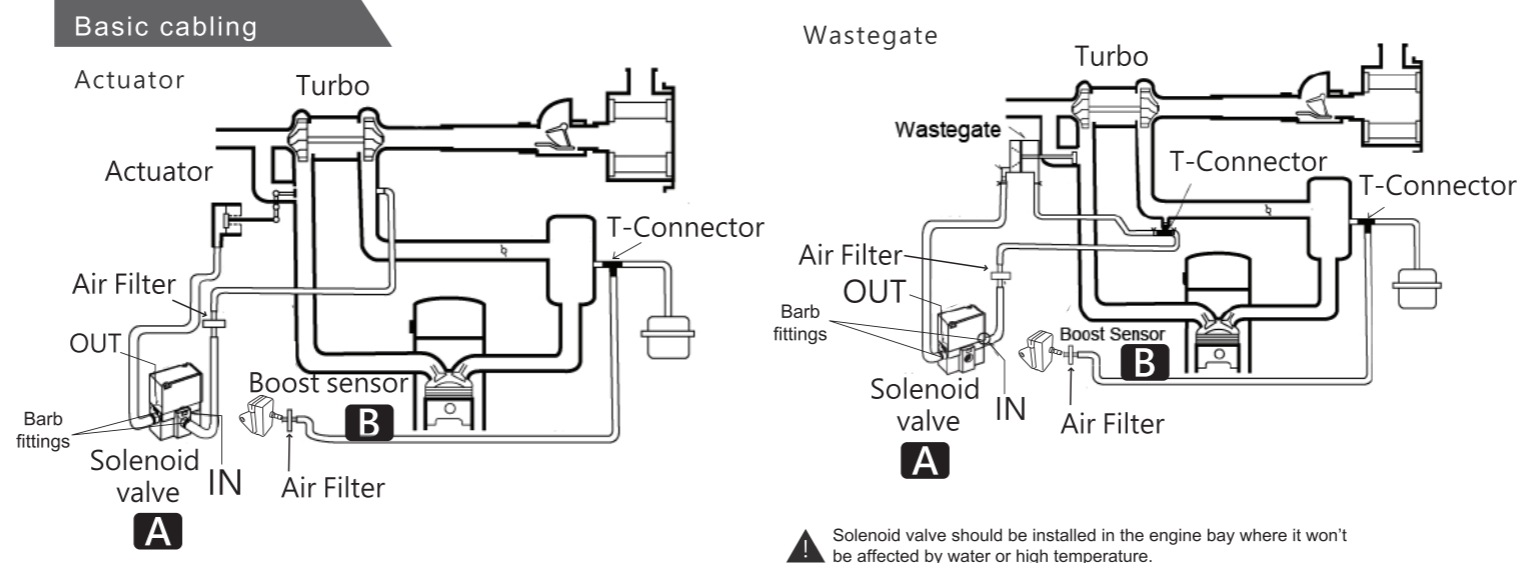


CHARACTERISTICS

- Inbuilt AFR display available with protection function. You can set up a warning value and the boost will decrease in pressure once it reaches to that value.
- Display the real time and maximum boost pressure to carefully monitor pressure levels.
- The advanced boost control technology allows your to fine tune your engine.
- Scramble: Use for off road racing, allows increase of boost pressure from 1 to 15 seconds.
- Protection function: When the boost level reaches the preset limit, there will be voice and screen warning shown. And then it will immediately lower the boost pressure to protect the turbo and engine.
- 3 adjustable settings of boost control: You can set two different boost settings and another one dedicated to wastegate spring pressure.
- Dual unit display function: PSI and Bar(x100kpa).
- Designed to be used with Actuator and Wastegate Turbo applications.
- Equipped with high quality 2.42inch OLED display, and shows the boost level with graph, bricks, and digits synchronically.

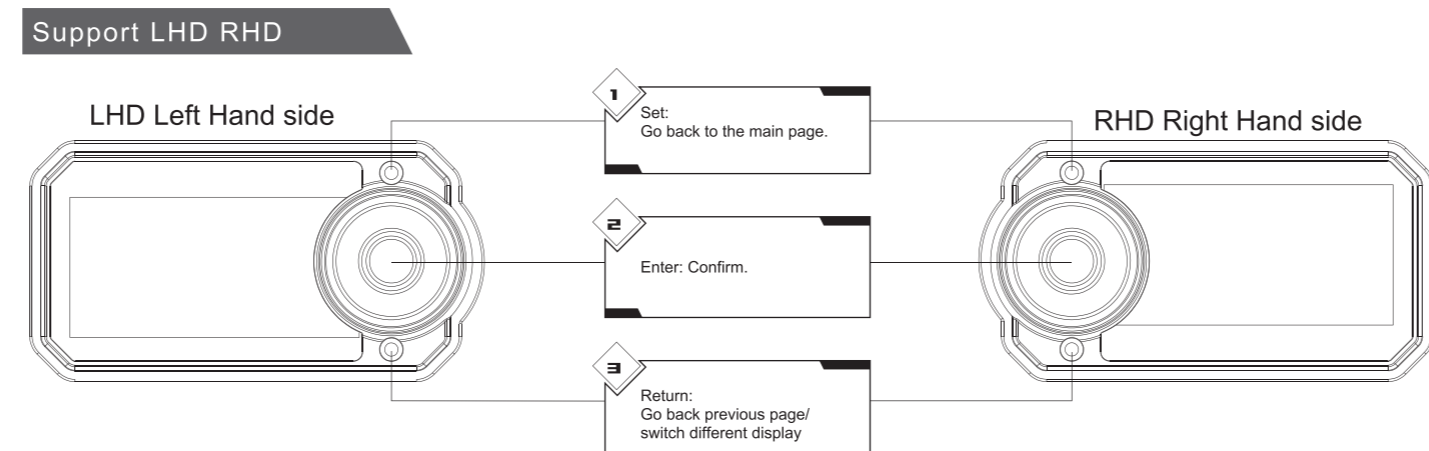
ATTENTION

- Please read the manual completely before installation.
- Please complete setting the value of the START, WARN, and DANGER during the first installation to protect the turbo and engine.
- This product is an electronic pressure controller. The adjustable value can't exceed the working range of the turbine and the engine. For example, if the maximum working pressure of the turbine is 2 bar, DEBC II can't let it exceed this value(2bar).
- Please note the ID of vacuum hose should be 4mm. The caliber size of vacuum hose (which connects with turbo, solenoid valve and wastegate) will affect the accuracy of boost pressure control.
- The product is a device which adjusts pressure, but is unable to adjust fuel supply. Some vehicles need to increase or decrease fuel feed when enhancing boost pressure, otherwise the engine or turbo may be damaged due to insufficient tune. Please be mindful when installing and adjusting pressures.
- This product is a professional tuning product. We don't take any responsibility in regards to installation and use, warranty is only for the product itself.

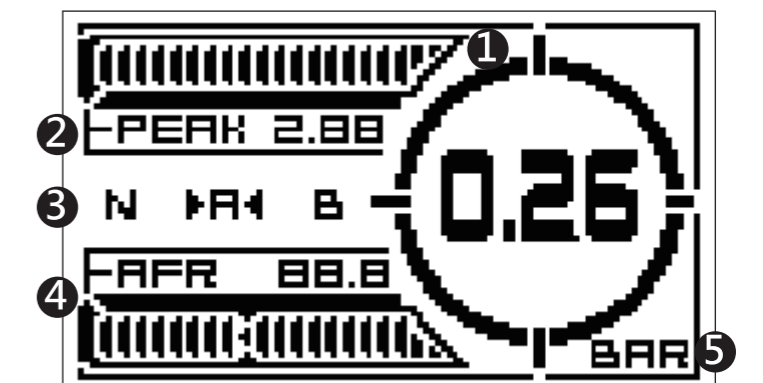


A B Please use the reference above for installation.

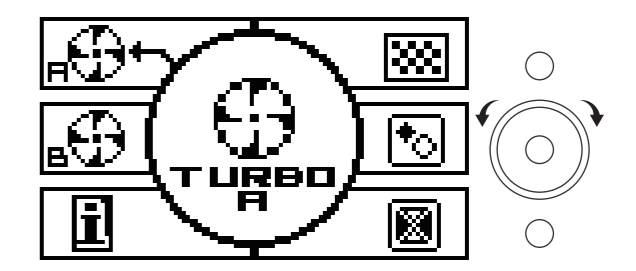
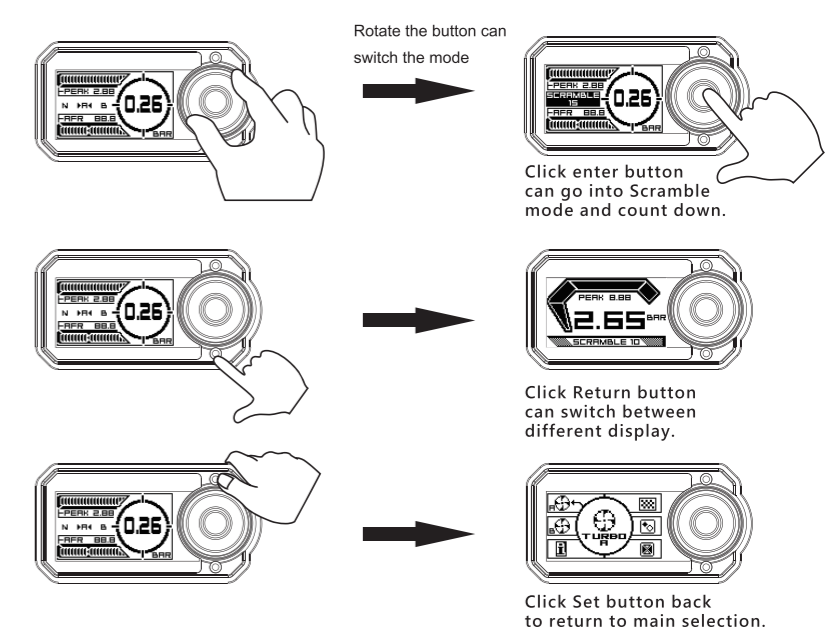
SETTING



Operation Instruction



- current value
- hold down enter to clear peak value
- current mode
- support AFR value
- unit (can switch to between different units in "Set")



Click Return button to get to display page for current value. Rotate the button to select page / Click Enter to select

Function Set Up

TURBO A TURBO B SCRAM-BLE
Set up turbo A and turbo B

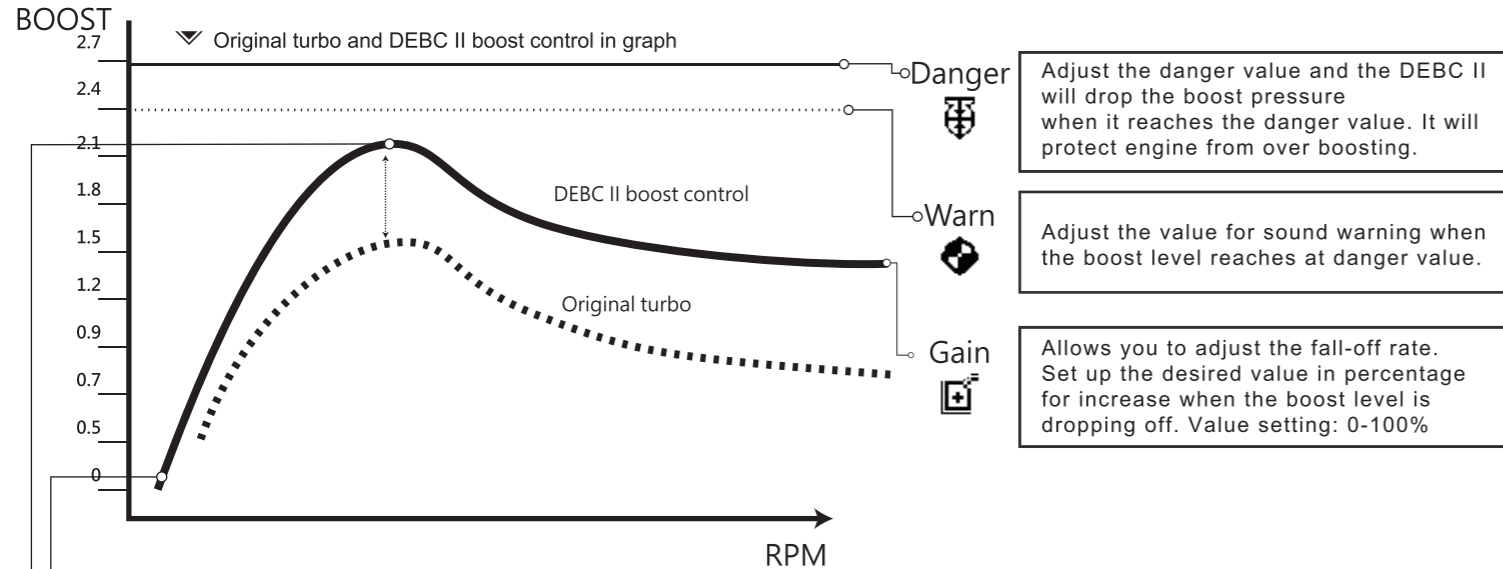
Rotate the button for selection/
Click enter for value setting

Click Return button to go
back to selection

Rotate the button to change the value.

Click back button to get back to
selection and value will be saved.

Display the current turbo value



- Start**
Solenoid stays fully closed until it reaches the start boost value.
Value setting: 0.1-3.00 (Bar)
- Duty**
Set the desired value in percentage for increasing the boost level.
Value setting: 0-100%
- Time**
Set higher value for scramble's count down time.
Value setting: 1-15 second



Check out the boost information for different channel A and B. It provides you a quick glance for the overall value.

SET General set up



We provide various setting for users to set up their personal preference.

- Unit** DEBC II supports BAR(*100kpa) or PSI.
- Alarm** Three different alarms are available, or you can switch the sound off.
- Reset** Restore factory settings.
- Volume** Adjust the volume. You can also mute the sound.
- Direction** Can be mounted in left or right hand drive vehicles.
- Brightness** Allows you to adjust the brightness.
- Calibrate** You can use calibrate to adjust the boost value when it is not correct or at different altitude.

1. Turn on ACC without turning on the engine.
2. Go to setting and choose CALIB for calibrate.
3. Click yes to confirm calibrate to 0 and then start the engine.

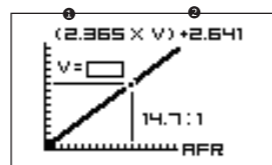
Troubleshooting

Please check up following troubleshooting table for solutions if issues occur.

Symptom	Cause	Trouble shooting	Symptom	Cause	Trouble shooting
There is no image or movement when the power is on	Power wiring or contact is poor	Please make sure the red and orange wires are +12V; and the black wires are connected to ground.	Boost value displayed incorrectly	The sensor is damaged or the vacuum tube is broken.	Please check if the vacuum pipe connected to the engine, sensor, wastegate is leaking or incorrectly connected.
Warning voice keeps beeping	Warning value was set too low.	Check if warning value is set properly		The control box operates abnormally.	Use RESET in SET to reset the system.
	Poor contact of MAP sensor wiring	Check if MAP sensor and vacuum hose is correctly.		Different altitude	Use calibrate function to adjust value.
Boost pressure value can not be reached in acceleration	The boost pressure setting exceeds the working range of the turbo.	This product can adjust the gain value from 0 to 100% through Gain and Duty. The actual gain effect depends on the hardware conditions of the turbine.	The boost pressure abruptly increased which exceeded the setting in acceleration	The solenoid valve wire has poor contact.	Please check if the valve and valve extension wires are connected, damaged or broken.
	Vehicle hardware abnormality	Please make sure that the vehicle hardware is in good condition. Poorly operated intake and exhaust blowoff valves will affect the boost value.		Poor contact with MAP sensor	Please check if the MAP sensor wiring is connected correctly
	The pressure pipe between turbine and engine is leaking.	There may be leaks in the turbine, intake manifold, vacuum tube, etc., which will prevent the pressure from being effectively increased.		Vacuum pipe broken	Please check if the vacuum hose connected to the engine, sensor, valve and wastegate is leaking or incorrectly connected.
Boost can not be increased	Poor contact of MAP sensor in connection	Check if MAP sensor and its control circuit is correctly connected.		Wastegate works irregularly	Please check if wastegate diaphragm or seal to manifold.

LAN CUT AFR reader function set up

You can connect the O2 sensor signal in and get in O2 type for signal selection and setting.
AF AFR(Aeroflow AFR), IN AFR (Innovate AFR), AEM AFR, AF λ for Aeroflow lambda, AEM λ for AEM lambda, IN λ for Innovate lambda.



Select USER when there's no available brand for your O2 sensor signal. You can input the reference in order to get the AFR.

Adjust number ① and ② value. You can use calculation formula to get the correct value.

Rotate the button to the number that needs to be adjust.
Press enter and the number will blink.
Rotate the button to change the value while it is flashing.
Press back to confirm and select /set second number value.
Press the back to return to previous selection.

Select LAN CUT on or off. Turn it on for DEBC II to release the pressure automatically when the AFR reaches the set danger value.