

Link do produktu: <https://bizongarage.pl/pierburg-boost-control-solenoid-p-40986.html>

Pierburg Boost Control Solenoid



Cena brutto	731 499 999,93 zł
Cena netto	731 499 999,93 zł
Dostępność	Na zamówienie
Numer katalogowy	379176564

Opis produktu

WARNING:

Installation of a boost solenoid is not for the tuning novice. Any boost controller manual or electronic must be fitted with caution.

The Pierburg boost Control Solenoid allows for total flexibility in controlling boost wear fine tuning is needed. Misuse or improper tuning of this product can destroy your engine! Boost controllers should be set up with either road mapping or on a car bike or engine dyno to ensure safe AFRS are met once boost levels are set.

If you are not familiar in engine tuning and the operation of boost controllers **DO NOT** attempt to fit this product for control of your turbo boost pressure. Please always ensure your engine builder or professional tuner check the fitting and use of this product.

A boost controller is a device to control the boost level produced in the intake manifold of a turbocharged engine by affecting or changing the air pressure delivered to the mechanical wastegate actuator by bleeding of pressure before the actuator enabling your turbo to produce more boost.

A boost controller can be a simple manual control which can be also purchased from us in either a under bonnet application or in car. These can be found in the related products below.

[FMBV050](#)

[FMICB051](#)

[FMUNOS](#)

This is an excellent upgrade from the 2-port device fitted to many turbo-charged vehicles. Made by Pierburg, it is a very high quality replacement 3 port N75 valve for the following OEM part numbers:

1227883
1M50-9C728-AA
2M50-9K378-AA

This boost solenoid may be used to replace the solenoids listed above, alternatively it may be included as part of the engine management computer in a factory turbocharged car, or an aftermarket electronic boost controller.

In most cases the best way to control a boost solenoid is with standalone ECU management this way the boost control along with fuelling and engine timing can be adjusted to ensure your engine performs at its best and safely.

Even with an electronic controller, actuator springs that are too soft can cause the wastegate to open before desired. Exhaust gas backpressure is still pushing against the wastegate valve itself. This backpressure can overcome the spring pressure without the aid of the actuator at all. Electronic control may still enable control of boost to over double gauge pressure of the spring's rated pressure.

If you wish to purchase the Pierburg Solenoid Wiring Connector