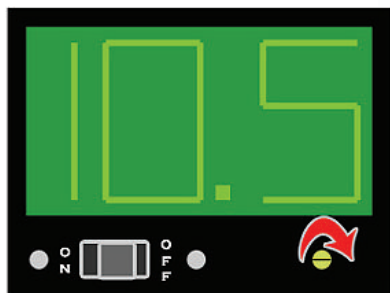


B3 WIRING DIAGRAM

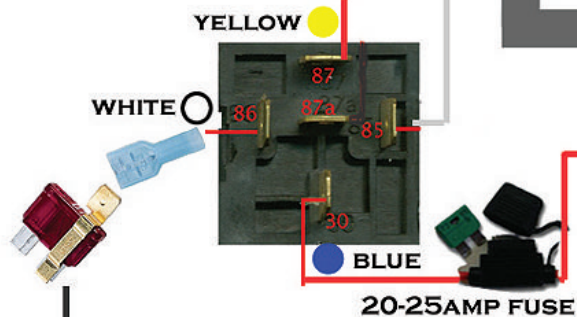


CURRENT LIMIT POT CLOCKWISE DECREASES AMPS

USE THE HEATSHRINK PROVIDED TO INSULATE AMP READOUT CONNECTION. USE THE BIGGER SHORTER HEATSHRINK TO COVER ALL LITTLE CONNECTIONS AND THE LONGER TO COVER EVERYTHING.

WHITE WIRE FROM AMMETER GOES TO 85 OF THE RELAY. THIS WILL ALLOW YOU TO SHUT OFF THE BOOSTER FROM INSIDE THE CAB.

COLOR DOTS REPRESENT THE COLOR WIRE ON THE HARNESS.



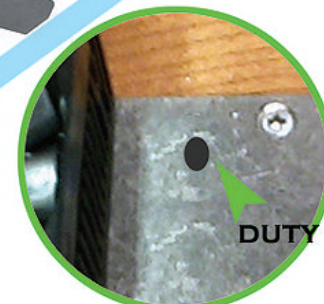
PUT FUSE TAP IN A FUSE IN YOUR FUSE BOX THAT HAS POWER ONLY WHEN THE ENGINE IS RUNNING THEN CONNECT TO 86 OF RELAY.

BUBBLER WATER LEVEL NEEDS TO HAVE ENOUGH ROOM FOR THE EXTRA ROOM AT THE TOP TO ALLOW FOR THE EXTRA WATER THAT WILL BE EJECTED FROM THE CELL DURING START UP. FILL THE B3 WITH WATER & APPLY POWER. THE EXTRA WATER AT THE TOP OF THE B3 WILL BE PUSHED INTO THE BUBBLER. WITH THE B3 RUNNING AND ALL EXTRA WATER EJECTED WILL FILL THE BUBBLER WITH WATER TO THE TOP OF THE WINDOW. ALWAYS CHECK THE BUBBLER LEVEL WHEN THE B3 IS IN USE.

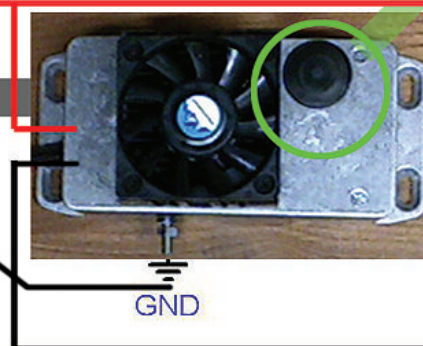


CONNECT POSITIVE POWER TO POSITIVE ON THE CELL. YOU NEED TO GET POWER TO THE PWM USING THIS WIRE TOO.

AIR BOX FITTING CAN BE INSTALLED IN THE AIR BOX OR AIR DUCT THAT GOES TO THE THROTTLE BODY. SOME VEHICLES RESPOND BETTER BEFORE THE MAP/MAP SENSOR AND SOME AFTER.



DUTY IS SET FROM US AT 18 AMPS COLD. IF YOU WANT MORE AMPS, WHICH WE DON'T RECOMMEND, YOU WILL NEED TO READJUST THE DUTY POT WITH A SMALL SCREW-DRIVER.



CONNECT THE GROUND POST TO A GOOD GROUND IF THE BOX ISN'T GROUNDED ALREADY

