



— 01 / KEEP YOUR CONTROLLER

# Boost controller integration

Model-specific setpoint, scramble and monitoring connections.



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# What this guide does

Keep the controller that already runs your boost solenoid, keep its display and its own tuning, and add FusionDrive monitoring and supported remote requests. The available control depends on the exact model: group changes, a timed scramble request, a held mode request, or monitoring only. An AUX wire is not a universal interface.

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This is a researched installation design for review. It is not manufacturer-approved and has not been tested on the named physical controllers. Complete the matching-controller and electrical checks before converting it into an installation release.



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# Choose your route

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- **eBoost2 / eBoost3:** two AUX outputs can request up/down group changes using the controller's SSB mode. The original controller still sets duty, gate pressure, overboost protection and its own targets.
- **GFB G-Force III:** one AUX can request a preset advance. The documented sequence has seven positions including SCr; use the custom configuration described below after checking the actual unit.
- **AEM Tru-BoostX:** one AUX can request scramble; CAN2 can receive the manufacturer's broadcast data.
- **Apexi AVC-R:** one AUX can request scramble after exact-harness verification. It does not provide four remotely selectable FD groups.
- **GReddy Profec OLED with Profec MAP:** a compatible interface can activate the MAP's 12 V input. Bare AUX grounding is not that interface.
- **GReddy Profec OLED alone, B-spec II, HKS EVC6-IR2.4, EVC-S and EVC-S2:** start with independent FD monitoring. Do not connect a guessed remote pin.
- **eBoost Street:** the two-setting external-switch path needs the exact 30/40 psi manual and loom checked. The candidate is a held request, not counted pulses.



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# Before you touch a wire

Record the model number, controller firmware, harness revision, present group, boost targets, overboost protection, wastegate spring/base pressure, solenoid part number and the existing tune. Photograph connectors and labels. A familiar product name is not enough when looms or firmware changed over its production life.

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Allocate FD resources before installation. AUX1 is J6 pin 2 and AUX2 is J6 pin 8; both switch a compatible node to ground. Grounds are J6 pins 4 and 7. They do not output an analog voltage or provide an isolated contact. The nominal 1 A class is not a qualified continuous-load promise. The four high-side outputs are OUT1–4 on J6 pins 12, 11, 10 and 9; these are not interchangeable with AUX.

Keep original controller power, protection, pressure hose and solenoid wiring intact for every retain-controller route. **Do not join FD to the controller's solenoid output.** Do not ground a wire just because it is labelled auxiliary: many auxiliary wires are outputs.

Use correct connector cavity numbering from the exact FD loom drawing, not a left-to-right guess from a photograph. Work with power isolated. Confirm a shared electrical reference, expected open-circuit voltage and trigger current using suitable equipment before connecting the FD sink. If the manufacturer requires an isolated switch, use an appropriately rated interface.

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# Separate monitoring from control

An FD group is a software estimate of requests sent. It is not proof of the external controller's current group, actual solenoid current or measured boost. A successfully acknowledged phone command establishes that FD accepted it, not that the competitor controller acted on it.

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For live boost, use an installed calibrated pressure sensor or a supported, decoded and sufficiently fresh CAN/OBD signal. Do not splice an undocumented internal pressure sensor. A shared sensor must have a documented voltage curve, compatible input loading and reference ground; never join two 5 V supplies.

In the app, connect to the real device and open **More → OBD Settings** for available vehicle signals and CAN configuration. Open the configured sensor's input settings for its name, units and calibration. Compare atmosphere/engine-off readings and a known reference before logging. OBD MAP may be absolute pressure; boost targets use gauge pressure, so choose the correct source type and conversion.

## 5

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# eBoost2 and eBoost3 — two-wire SSB group requests

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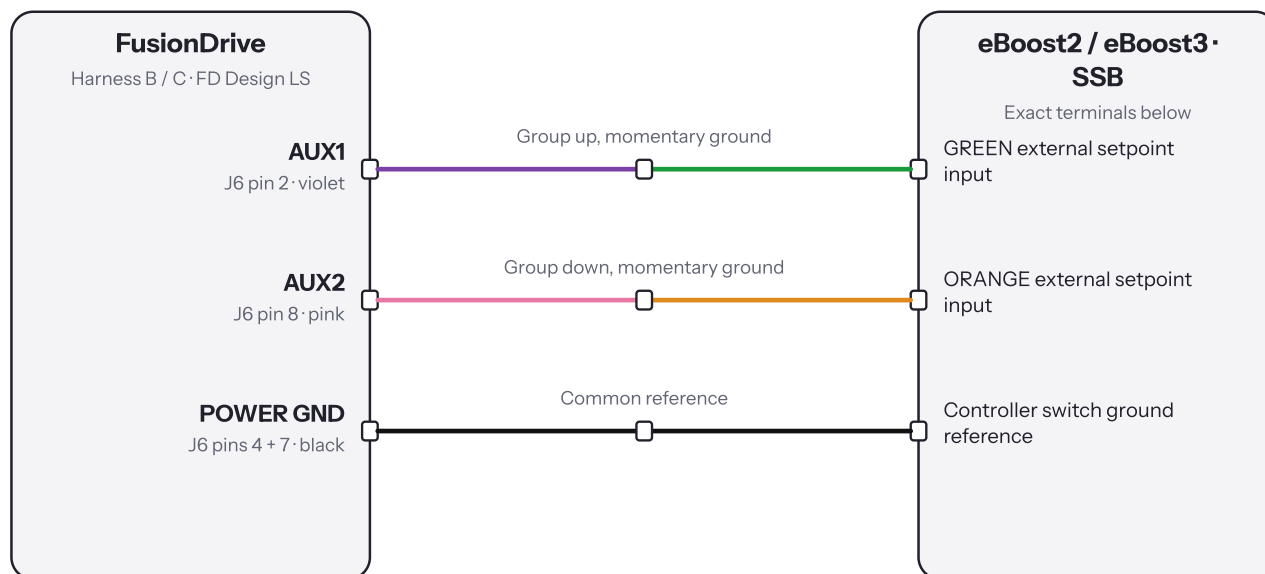
## 5.1 Manufacturer interface

Turbosmart documents green and orange ground-triggered switching. In **SSB**, green advances one group and orange decreases one, stopping at the ends. This differs from ESP held two-bit selection, SSA increment/reset and timed start/reset modes. The eBoost3 data sheet identifies main-loom A7 green and A8 orange; its accessory-loom orange is a different 5 V supply. [B1, B2]

## 5.2 Wiring

- 1 Leave the eBoost head unit and its valve wired as before.
- 2 Route FD AUX1 / J6 pin 2 to eBoost green.
- 3 Route FD AUX2 / J6 pin 8 to eBoost orange.
- 4 Establish the correct shared ground between FD and the controller ground. eBoost3 main-loom ground is A2 black.
- 5 Insulate unused ends. Do not attach FD to white auxiliary output, brown/grey solenoid wiring or accessory sensor/CAN wiring in this route.

## B-01 | Turbosmart SSB two-wire groups



Wire colours: FD loom at left; documented accessory wire at right. Small sleeve = insulated splice.

Connector positions here are logical; use the mating-face drawings to locate FD cavities.

SSB only. No wrapping; group count must match. FD group is estimated, not reported by the controller.

The two trigger lines are the exact green and orange main-loom nodes specified above. Controller power and valve wiring remain separate.

### 5.3 Controller settings

Set the eBoost's switch logic to **SSB**. Set its number of enabled set points to the same count you will use in FD, from two to six. Disable delayed switching for the initial integration. Keep the existing boost tune and independent overboost protection. Establish what each group actually produces before letting an automation request it.

Select Group 1 on the physical controller before setting up FD. Do not use ESP, SSA, BOD, SSC or another timed mode with the FD up/down recipe.

### 5.4 FD app settings

- 1 Open **More** → **Boost Control** → **Third-party EBC** → **Controller setup**.
- 2 Select the exact **Turbosmart eBoost2** or **Turbosmart eBoost3** entry.
- 3 Set the matching group count. The eBoost convenience configuration uses two trigger wires; leave looping disabled.
- 4 Under **Controller setup**, review **EBC Pulse Duration**. The software default is 100 ms with a firmware off gap of at least 100 ms. This is a commissioning value to verify, not a manufacturer timing specification.

- 5 Enable **Show on Dashboard** if wanted. Keep **Restore EBC State on Ignition On** OFF during commissioning, then tap **Save EBC setup**. Wait for the device readback.
- 6 Open **Configure Boost Group Names**, use descriptive names tied to verified settings, and tap **Save Names**. Do not name a group with an unmeasured power figure.
- 7 Read back the saved configuration before requesting any group change.

Saving a changed model/group configuration initializes FD's estimated group to 1; selecting an unsaved draft does not change it. The app acknowledgement therefore requires the physical controller to be synchronized to Group 1.

## 5.5 Commissioning

With no boost-producing load, request 1→2→3, then 3→2→1. Watch the physical eBoost display for exactly one move per requested step. Check first and last group behaviour. Record actual pulse width and acceptance, then verify a multi-step request.

Disconnect the phone: the ESP still owns the configured logic. Check FD restart, controller restart, ignition-off and power-up separately. If one device restarts without the other, group state can diverge. Leave restore disabled unless the controller is independently proven to start at Group 1 and is ready before FD's five-second restoration window.

If the eBoost buttons or a second external switch changes a group, stop automatic group requests and re-establish Group 1 on both sides. FD does not read those manual changes. Keep a separate reference gauge and the controller's protections.

## 5.6 Automations

Create a disabled draft rule in **Automations**. Select configured and fresh sensor/OBD/CAN conditions; use **Boost Group** as the action and choose a known group. Give the rule an explicit exit behaviour. An estimated group change is not a substitute for a physical overboost cut. Test the rule with simulated input changes and visible controller response before enabling it on a running installation.

## 5.7 What stays with the eBoost

All boost tuning and valve control remain in eBoost. FD does not download its tables, measure its output current or override its mechanical limits. For eBoost3 CAN, wires are documented but a complete supported protocol was not obtained; no plug-and-play CAN telemetry recipe is included.

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# GFB G-Force III — custom seven-position preset requests

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## 6.1 Manufacturer interface

The official diagram cycles **P1→P2→P3→P4→P5→P6→SCr→P1**. Blue Input 1 grounds to trigger a preset when configured as **PrE**. The yellow wideband input is not a trigger and neither input should receive 12 V. [B3]

## 6.2 Wiring and settings

- 1 Leave GFB power, valve, gauge and pressure hose intact.
- 2 Connect FD **AUX1 / J6 pin 2** to GFB **blue Input 1**, with the verified common ground.
- 3 On GFB, configure **In.1 = PrE**. Confirm the exact installed revision's full cycle at the gauge.
- 4 In FD **More → Boost Control → Third-party EBC → Controller setup**, choose **Custom EBC**. Name it GFB G-Force III; select **1 Wire, 7 groups, Loops ON**. Use the measured acceptable pulse duration.
- 5 Keep ignition restore off, tap **Save EBC setup** and wait for device readback. Then use **Configure Boost Group Names → Save Names** to name groups 1–6 to match P1–P6 and group 7 **SCr**. Do not use the supplied six-group named preset for this documented seven-position sequence.
- 6 Synchronize both devices to P1 / FD Group 1. Keep automatic restore off.

Test all seven transitions and the wrap to P1. For a single-wire cycle, reaching a lower-numbered group means advancing through intermediate groups. Those intermediate settings are real: never put an unsafe tune anywhere in the cycle. An automation that requests a group can therefore traverse others before arriving.

GFB scramble mode is a separate route: **In.1 = SCr** plus a timed generic AUX request. Do not combine it with FD counted-group control. The researched manual contradicts itself about zero-second scramble behaviour; use a nonzero qualified timing configuration until the installed unit's behaviour is established.

An existing wideband controller may expose a separate analog output for FD. Its output and reference must be checked; the GFB yellow wire is an input, not a measurement output for FD. Use an independent boost sensor if there is no documented telemetry output.

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# AEM Tru-BoostX — scramble requests plus CAN2 monitoring

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## 7.1 Manufacturer interface

AEM's 30-0352 manual specifies **A5 orange** as ground-triggered scramble, **A2 black** ground, and **A4 white/black CANH / A3 green/black CANL**. Scramble duty and duration are SCb and SCt. AEMnet broadcasts at 500 kbps, 29-bit extended IDs and 20 Hz; no internal termination is fitted. [B4]

## 7.2 Wiring

- FD AUX1 J6 pin 2 → AEM A5 orange.
- FD common ground → AEM A2 black reference.
- FD CAN2 H J6 pin 5 → AEM A4 white/black.
- FD CAN2 L J6 pin 6 → AEM A3 green/black.
- Keep AEM valve negative A9 black and alarm output A10 grey separate from FD AUX.

Use a twisted CAN pair and correct end termination for the actual accessory network. Do not add termination to every node. AEM CAN is telemetry here; FD must not transmit invented control messages.

## 7.3 FD settings

**Current app workflow:** Configure this installation from its function in Settings. Controls provides live actions and the Dashboard provides glance controls; use a card's edit menu to return to setup. A configured output remains visible even when disabled. Enabled rules operate their assigned enabled outputs automatically; there is no extra output mode to select. Live Off, On or duty takes over a generic output until you choose Resume automation. Setup keeps the electrical limits, calibration and response settings. Assigned boost, WMI and nitrous outputs use their controller-specific actions, preserving sensor protections and any paired fuel/stage logic. Nitrous Arm allows its configured activation conditions to operate; it is not an unconditional spray command.

**Setup and vehicle data:** Starting presets remain editable; Add Sensor includes calibration and fine tuning before Create. Use dedicated IGN, fresh running-engine OBD evidence, or both for vehicle activity; a dedicated IGN wire is optional when valid OBD evidence is available. If the pressure hose is unused, explicitly select OBD pressure in setup. A valid atmospheric sensor reading cannot identify a disconnected hose. These app choices do not change the product-specific electrical compatibility or limitations described below.

Leave the dedicated external EBC model **Not Configured** and tap **Save EBC setup** so its pulse engine does not reserve AUX. Open **More → Outputs → AUX1 (Config)**. Name it **AEM scramble request**, enable it, set a suitable manual/automation operating mode and start with duty 0. A request is 100% sink ON followed by 0% released; it is not boost-solenoid PWM.

In **More → OBD Settings**, configure **CAN 2 · Accessories** for 500 kbps. Under **Accessory signals & decoders**, use **Decode** on the received extended frame. Name the accessory and add signals from the following map. Set **Motorola / big endian ON**, **Signed integer OFF**, and each multiplier, offset and unit as shown. Byte positions are zero-based and both frames contain eight bytes. Start in listen-only for observation; a two-node bench network may need one active receiver to acknowledge frames, as CAN listen-only cannot do so. Do not enable cyclic transmit for AEM readout.

| Extended ID | Signal                             | Bytes / bit                                   | Multiplier | Unit    |
|-------------|------------------------------------|-----------------------------------------------|------------|---------|
| 0x000A0310  | Boost pressure                     | 0–1, unsigned 16-bit                          | 0.01       | PSIg    |
| 0x000A0310  | Alarm threshold                    | 2–3, unsigned 16-bit                          | 0.01       | PSIg    |
| 0x000A0310  | Maximum recorded boost             | 4–5, unsigned 16-bit                          | 0.01       | PSIg    |
| 0x000A0310  | Wastegate crack pressure           | 6–7, unsigned 16-bit                          | 0.01       | PSIg    |
| 0x000A0311  | Output duty                        | 0, unsigned 8-bit                             | 1          | %       |
| 0x000A0311  | Scramble duty                      | 1, unsigned 8-bit                             | 1          | %       |
| 0x000A0311  | A / B duty                         | 2 / 3, separate 8-bit signals                 | 1          | %       |
| 0x000A0311  | Scramble time                      | 4, unsigned 8-bit                             | 0.1        | s       |
| 0x000A0311  | Valve fault / overboost / shutdown | Byte 5 bits 3 / 2 / 1, separate 1-bit signals | 1          | boolean |

All offsets are zero. For the three flags, select **Packed bit layout (DBC)** and use start bits **43 / 42 / 41** respectively with length 1. Confirm these against known safe controller states. The accompanying `aem-can-map.json` records the byte definitions and unresolved field; it is a research map, not a promised one-click app import.

Review decoded pressure, output duty, settings and fault flags against the AEM gauge. The manufacturer defines pressure as unsigned PSIg; do not assume that this field represents vacuum correctly without measurement. The manual's scramble-input bitmask is inconsistent; that individual bit remains unqualified.

## 7.4 Timed request

On AEM configure a conservative known **SCb** and nonzero **SCt**. These belong to AEM; changing FD AUX duty does not change SCb. Create a disabled FD automation with the named **AUX Duty = 100%** action and a finite **Hold duration** chosen during commissioning. Baseline must be 0 so the captured previous value restores to released. Test actual timer start, release and retrigger behaviour. Do not use the three-group AEM preset: grounding the orange wire does not select A/B/Off.

Display the FD request and the decoded AEM output duty as different channels. A request can be active while the AEM controller's gates or protections prevent output.



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# Apexi AVC-R — scramble request

The official Japanese instruction manual, printed p54, shows a momentary switch between the **orange harness wire and black ground wire**. That is a scramble request, not four-position group selection. Confirm the exact A004/A005 loom before use. [B5]

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Leave all ECU and original ground wiring intact. Connect the qualified FD AUX1 sink to the orange scramble node with the proper black reference, or use a qualified isolated normally-open contact across those two nodes. Do not connect to RPM/injector, speed or throttle signal wires.

Keep the FD external EBC model **Not Configured** and tap **Save EBC setup**. Configure an unowned AUX output named **AVC-R scramble request**, initially at 0, then a finite timed automation that grounds and releases the node. Configure the controller's own Scramble duty/target/time on AVC-R; FD does not edit those values. Measure the original display response and timing. Monitor boost independently through calibrated FD input or available ECU data.



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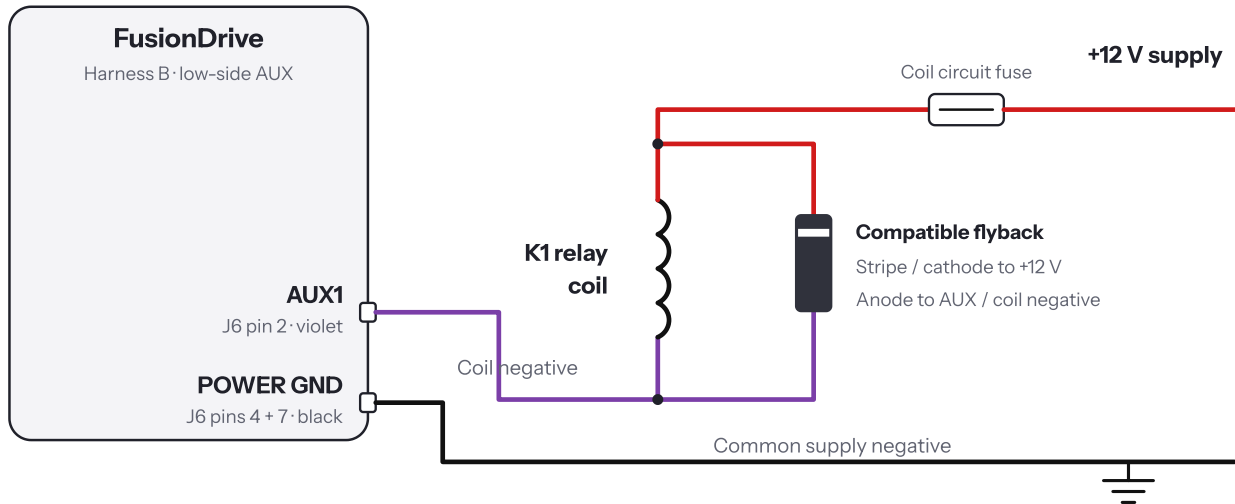
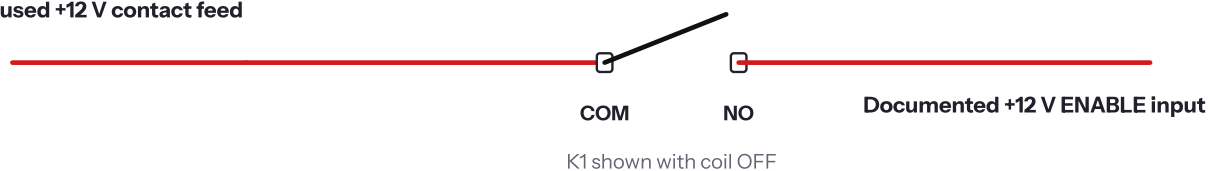
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## GReddy Profec OLED with Profec MAP — interface required

Profec MAP's **yellow optional input activates from 12 V**, and its software assigns the optional input to Lo/Hi or Scramble. This is not a ground-triggered input. The base Profec without MAP does not gain this route. [B6]

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For a relay design, use FD AUX1 only to energize a qualified relay coil. The coil's positive side has its own correctly fused 12 V feed; coil negative goes to AUX1. Suitable suppression goes across the coil with diode stripe/cathode toward positive, if the chosen coil/FD interface permits a diode. Isolated normally-open contacts then connect a separate fused 12 V source to MAP yellow. MAP black retains its ground. Never drive a mechanical relay with rapid PWM.

**E-02 | Isolated +12 V permission****K1 CONTACTS - electrically isolated from the coil****Fused +12 V contact feed**

Coil and contact circuits remain separate. A mechanical relay is binary only: 0% or 100%.

NO closes only when energized; OFF interrupts the permitted path.

Match coil current, suppression polarity and contact ratings to the selected relay before installation.

Qualified automotive interface only; these labels do not imply an internal connection between coil and contacts.

The accessory enable node in this diagram is Profec MAP yellow. Keep the relay coil circuit separate from its isolated contact circuit.

Alternatively, a qualified high-side FD channel may provide the input's 12 V request, subject to the actual input's current, off-state leakage and threshold checks. The retained installation still needs Profec MAP and its own software configuration.

In FD, use the generic named output recipe, initially OFF, with explicit sustained or finite-duration logic matching the selected MAP function. Do not choose FD's generic two-wire/four-group Profec preset. Set and test which physical boost mode corresponds to request OFF and ON; do not assume the more powerful mode is the safe default.

The MAP serial switch port uses optional hardware; this draft provides no guessed jack pinout.



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# Other retained controllers — monitoring first

**Profec OLED without MAP:** keep the controller complete. Its researched manual describes local dial/button operation. Add independent boost/vehicle/sensor logging to FD; no direct AUX command input is issued.

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**Profec B-spec II:** GReddy documents an optional remote switching system for HI/LO, but the downloaded manual does not establish its contact pinout or polarity. Keep that remote system intact. A future adaptor needs its own verified specification.

**HKS EVC6-IR2.4 / EVC-S / EVC-S2:** retain display, control unit, valve and sensors. The researched sources do not establish a general external group input. Do not use the HKS app preset as electrical evidence. Add independent FD measurements and automations for genuinely separate connected accessories.

**eBoost Street:** first identify 30 versus 40 psi hardware. The manufacturer confirms two settings and external switching. The 40 psi manufacturer-authored mirror manual describes **ESP** switch logic with green grounded for SP2 and released for SP1; the older 30 psi model shares dimming function on green. This route remains a review candidate pending a matching original manual and trigger tests. Use held generic AUX control, not FD counted pulses. Do not transfer eBoost2/3 orange wiring: orange on the 40 psi Street is dimming.



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# Logging for your tuner

Create one log configuration for:

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- Measured boost and source age/validity; available RPM, throttle, speed and temperature.
- The external group estimate or named AUX request.
- Available third-party controller telemetry, including AEM duty and fault flags where decoded.
- Automation trigger/exit events and any independent fuel-pressure, lambda or WMI measurement.
- Device voltage, relevant input readings and requested outputs.

Use names that distinguish **requested**, **controller reported** and **measured**. A requested 50 Hz recording rate does not turn a 20 Hz controller broadcast or slow ECU PID into a 50 Hz measurement. Include gaps and repeated values when interpreting a run.

Keep the phone connected and recording for the intended local log; upload to Cloud only if configured. Controller logic is saved on the ESP after acknowledgement/read-back and can operate without the phone. Phone/cloud logging is not a substitute for local real-time protection.

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# Acceptance record

For each installation, record:

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- 1 Exact hardware/firmware and manufacturer manual revision.
- 2 Trigger voltage/current, connector cavities and common-ground measurement.
- 3 Idle state, one request, repeated requests, end stops/wrap and timeout.
- 4 FD-only restart, controller-only restart, ignition cycling and phone disconnect.
- 5 Sensor fault/stale data, missing controller response and automation exit.
- 6 Physical controller display versus FD estimate or decoded state.
- 7 Actual boost and independent protections on a controlled, professionally supervised commissioning session.
- 8 Saved configuration read-back and a repeat check after restart.

No test in this document has been performed on the physical competitor hardware. Do not release the model as tested until that record is complete.

# 13 — BOOST / KEEP Sources

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- B1 — Turbosmart eBoost2 complete instructions; switch-logic section, printed pp20–21 in indexed newer manual. Old official files currently unavailable for direct download; archived manufacturer search content supplies the cited SSB facts. [https://www.turbosmart.com/wp-content/uploads/instructions/Boost\\_Controller\\_Electronic\\_6\\_Stage\\_eBoost2\\_Eboost120\\_Setup\\_Calibration\\_Fitting\\_Instructions/042113590708.html](https://www.turbosmart.com/wp-content/uploads/instructions/Boost_Controller_Electronic_6_Stage_eBoost2_Eboost120_Setup_Calibration_Fitting_Instructions/042113590708.html)
- B2 — Turbosmart eBoost3 TS-0311-100X V1.3.0 IO1.3.0, Switch Logic / SSB / Delayed Switching; data-sheet wiring. <https://turbosmart.gorgias.help/en-US/ts-0311-100x---eboost-3-v130-io-130-6061499> and <https://turbosmart.gorgias.help/en-US/eboost-3-data-sheet-5707829>
- B3 — GFB G-Force III instructions, pp3,7,11,14,17. <https://www.gfb.com.au/wp-content/uploads/2018/11/g-force3-instructions.pdf>
- B4 — AEM 10-4352, 22 January 2021, pp4, 6–7, 10, 13–15. [https://documents.aemelectronics.com/techlibrary\\_30-0352-tru-boostx-controller\\_gauge-instructions.pdf](https://documents.aemelectronics.com/techlibrary_30-0352-tru-boostx-controller_gauge-instructions.pdf)
- B5 — A'PEXi AVC-R instruction manual (Japanese), printed p54/PDF59. [https://www.apexi.co.jp/pdf/products/avc\\_r\\_torisetu.pdf](https://www.apexi.co.jp/pdf/products/avc_r_torisetu.pdf)
- B6 — GReddy Profec MAP instructions, printed pp10, 36 / PDF6, 19. [https://cdn.shopify.com/s/files/1/0773/3421/7015/files/15500215\\_ProfecMAP\\_Inst.pdf?v=1710974293](https://cdn.shopify.com/s/files/1/0773/3421/7015/files/15500215_ProfecMAP_Inst.pdf?v=1710974293)
- B7 — GReddy Profec base and B-spec II manuals, linked from manufacturer support. <https://www.greddy.com/pages/tech-support-profec-boost-control>
- B8 — HKS EVC-S2 45003-AK015 / E05121-K00240-00, 25 January 2024, Ver 3-1.01, printed p20 / PDF11. [https://www.hks-power.co.jp/product\\_search/product/download/5330/en/45003-AK015%28E05121-K00240-00%29EVC-S2\\_E.pdf](https://www.hks-power.co.jp/product_search/product/download/5330/en/45003-AK015%28E05121-K00240-00%29EVC-S2_E.pdf)
- HKS EVC-S and EVC6-IR2.4 product information: <https://www.hks-power.co.jp/en/product/electronics/boost/evcs/> and <https://www.hks-power.co.jp/product/electronics/boost/evc6-ir24/index.html>
- B9 — Turbosmart Street official comparison FAQ; 40 psi manufacturer-authored mirror, wiring printed p3 and Switch Logic section, pending exact-unit check. <https://support.turbosmart.com/portal/en/kb/articles/how-are-the-eboost-2-and-the-eboost-street-different> and [https://www.banzai-racing.com/store\\_instructions/TS\\_EBoost\\_40\\_Street\\_manual.pdf](https://www.banzai-racing.com/store_instructions/TS_EBoost_40_Street_manual.pdf)



# Questions?

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FusionDrive switches real current to real loads and can control boost, water/methanol injection and nitrous. Fuse every feed and every load, respect the ratings in the specifications, and set failsafes before you drive. Configure and tune with the vehicle stationary. The installer is responsible for compliance with local vehicle regulations. Local review draft. These accessory installations have not received physical compatibility sign-off or manufacturer approval. Follow the exact-model qualification and commissioning steps in this guide before use. Match the exact model, generation, connector and manual revision. Terminal labels identify electrical connections, not connector mating-face or cavity order. Follow cavity markings and the official harness view; do not wire by colour alone. Manufacturer names identify equipment only. These independent FD instructions do not replace the manufacturer's manual.