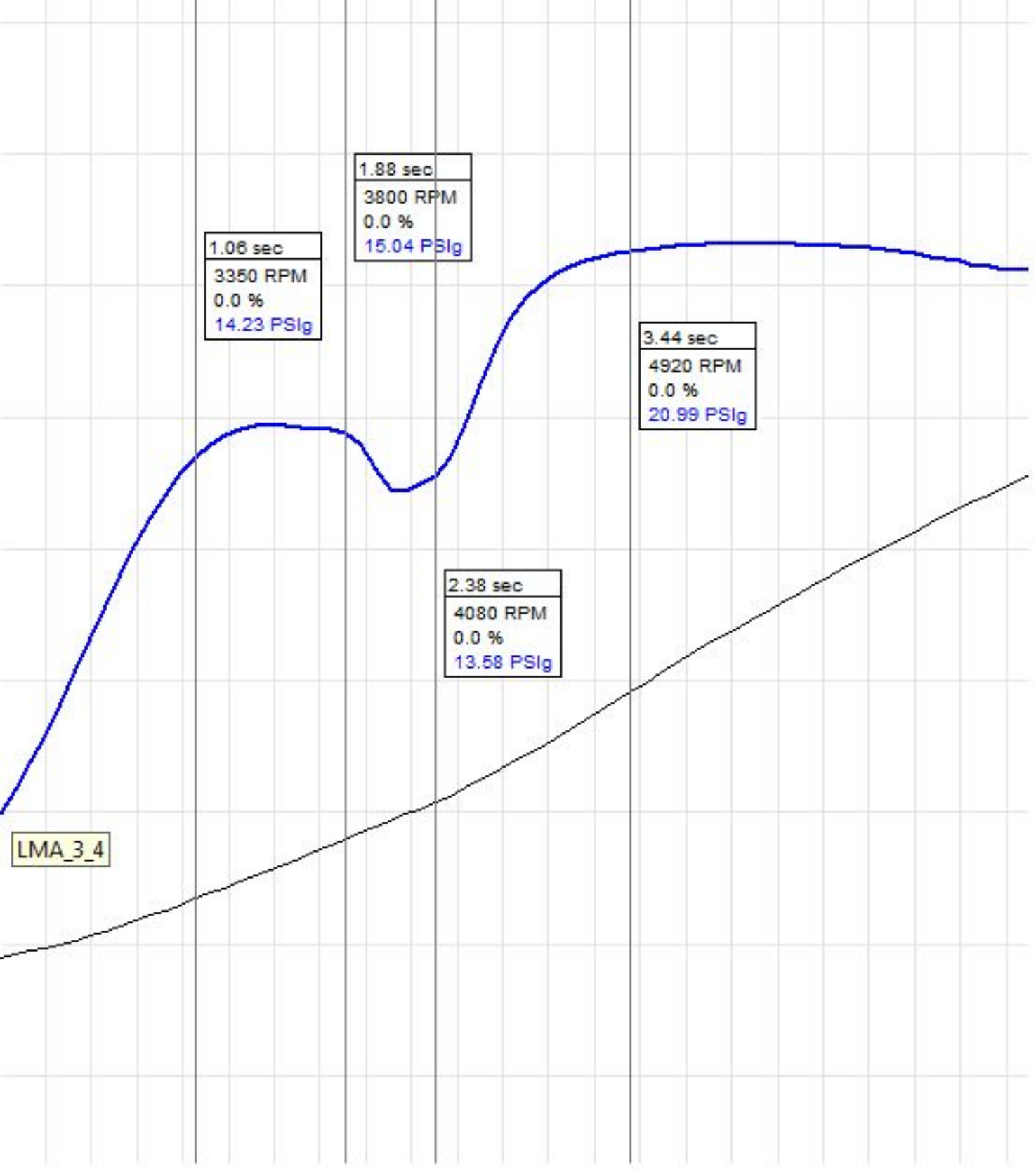
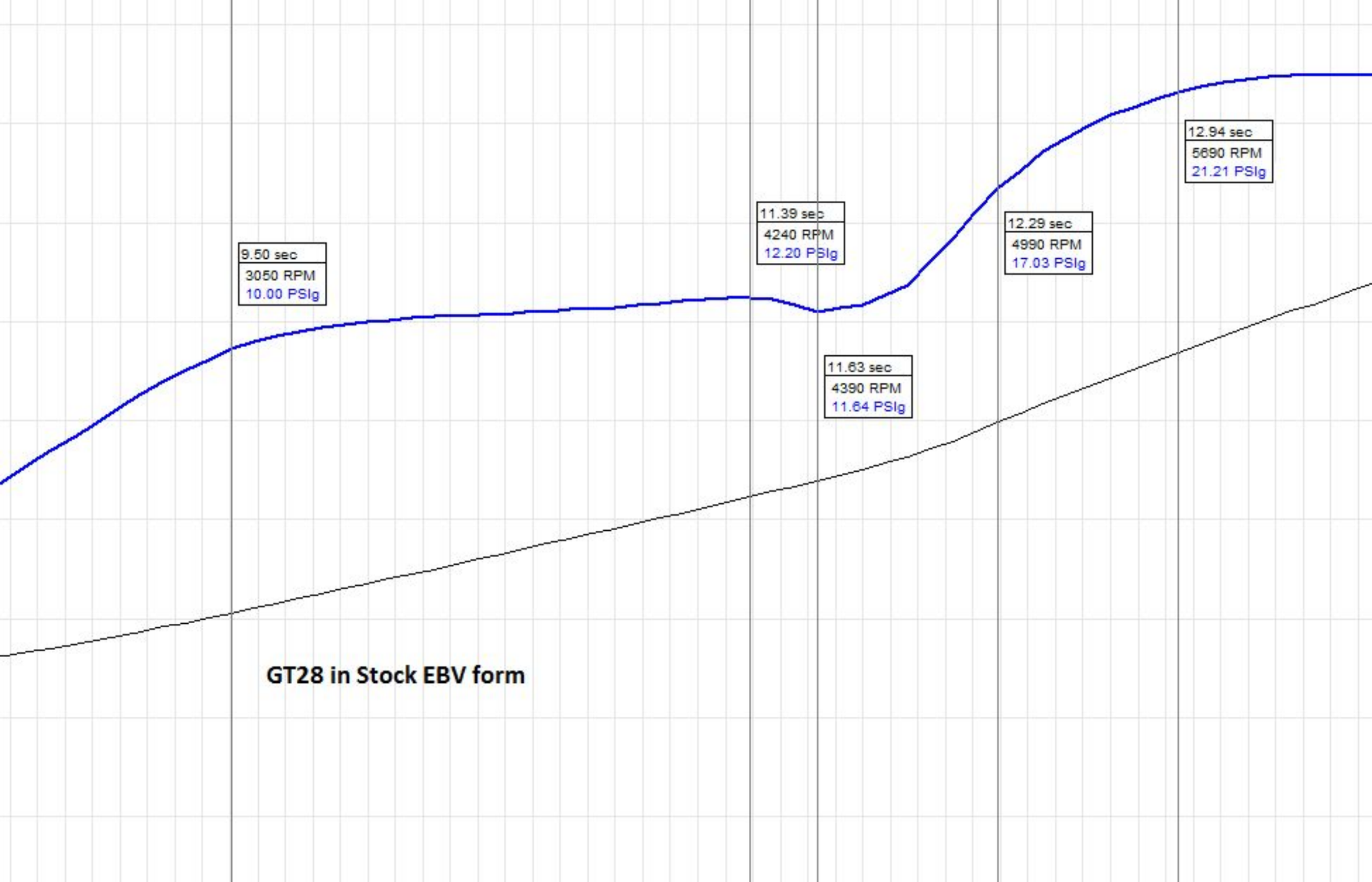
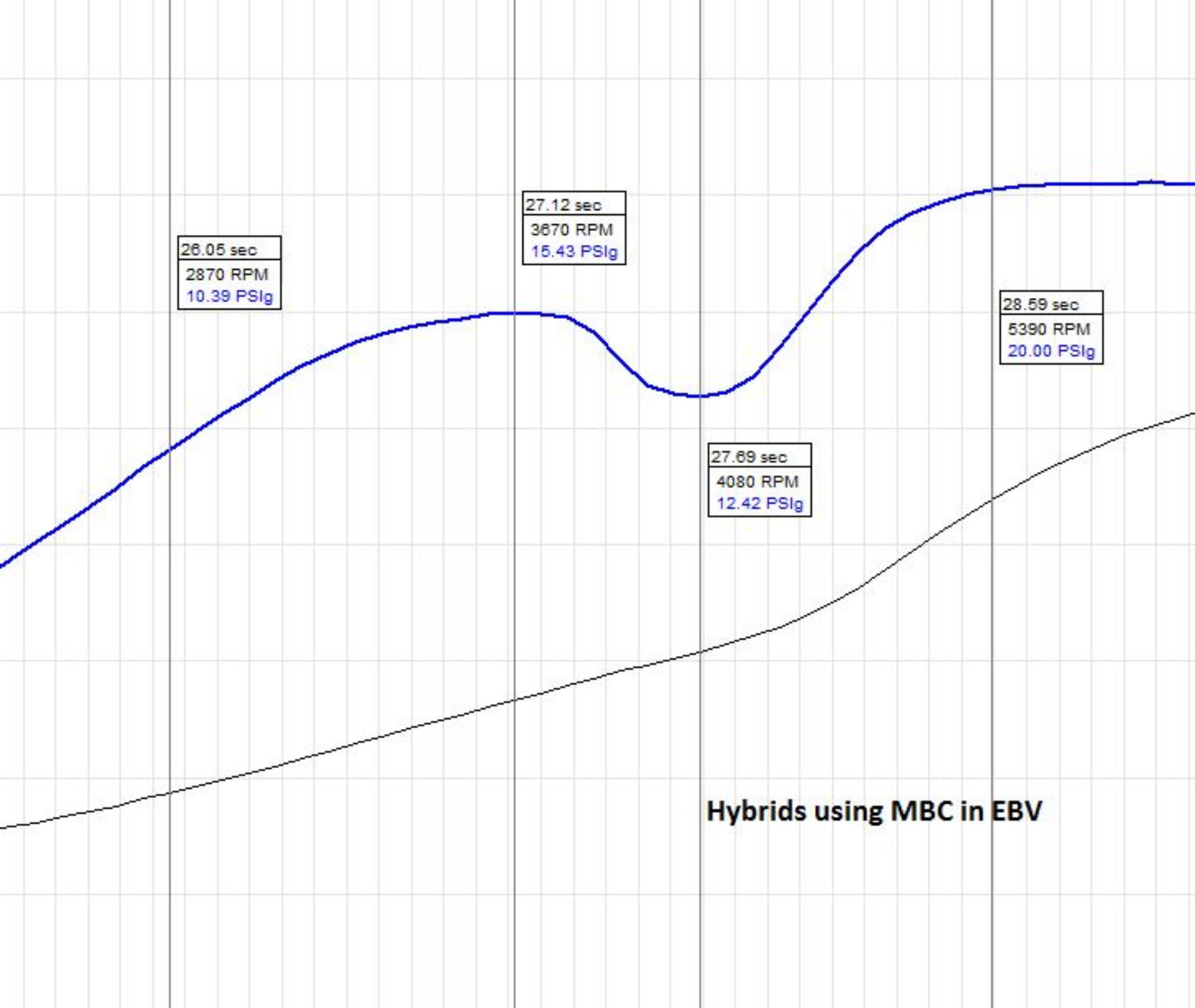
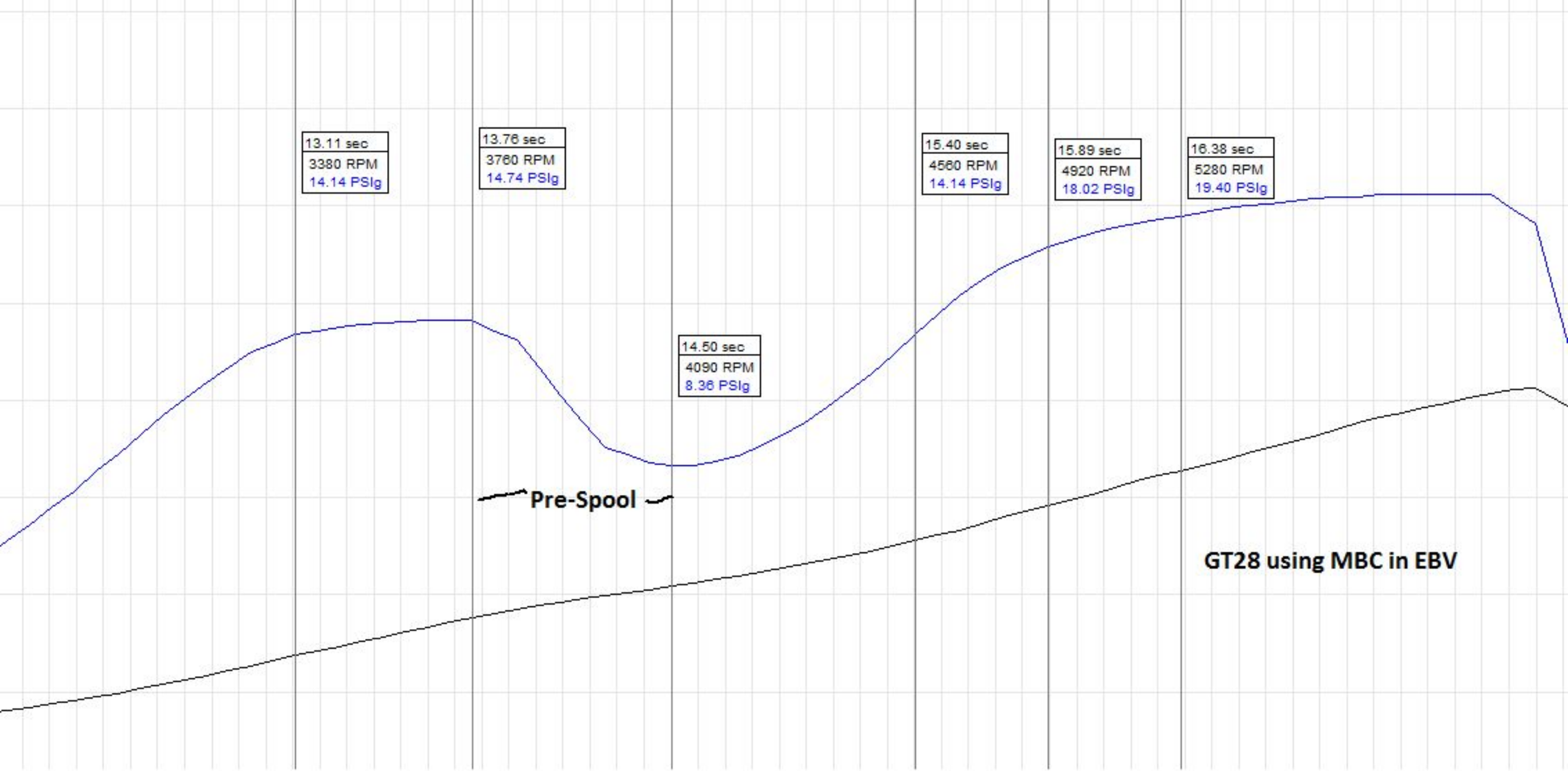
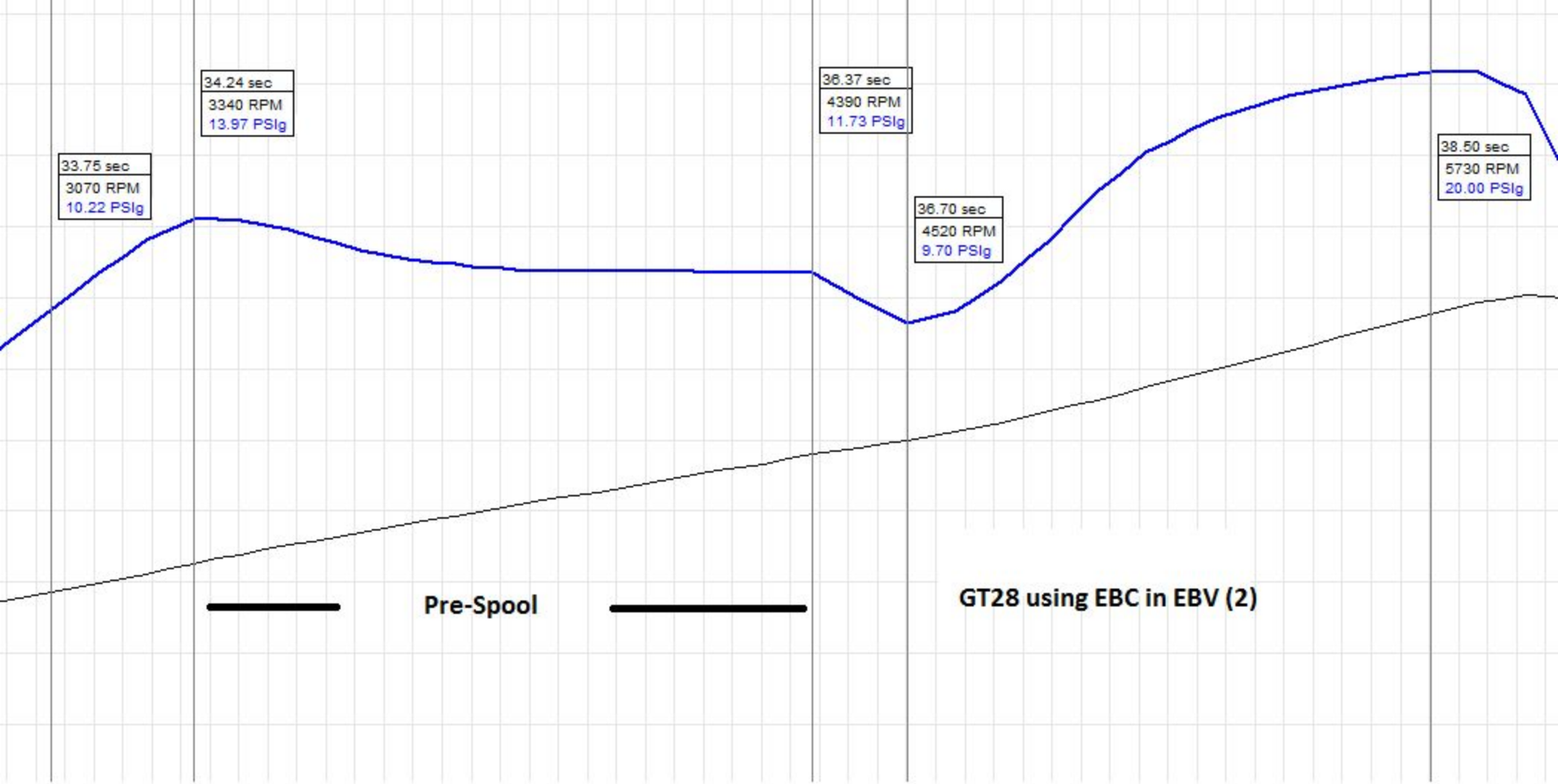


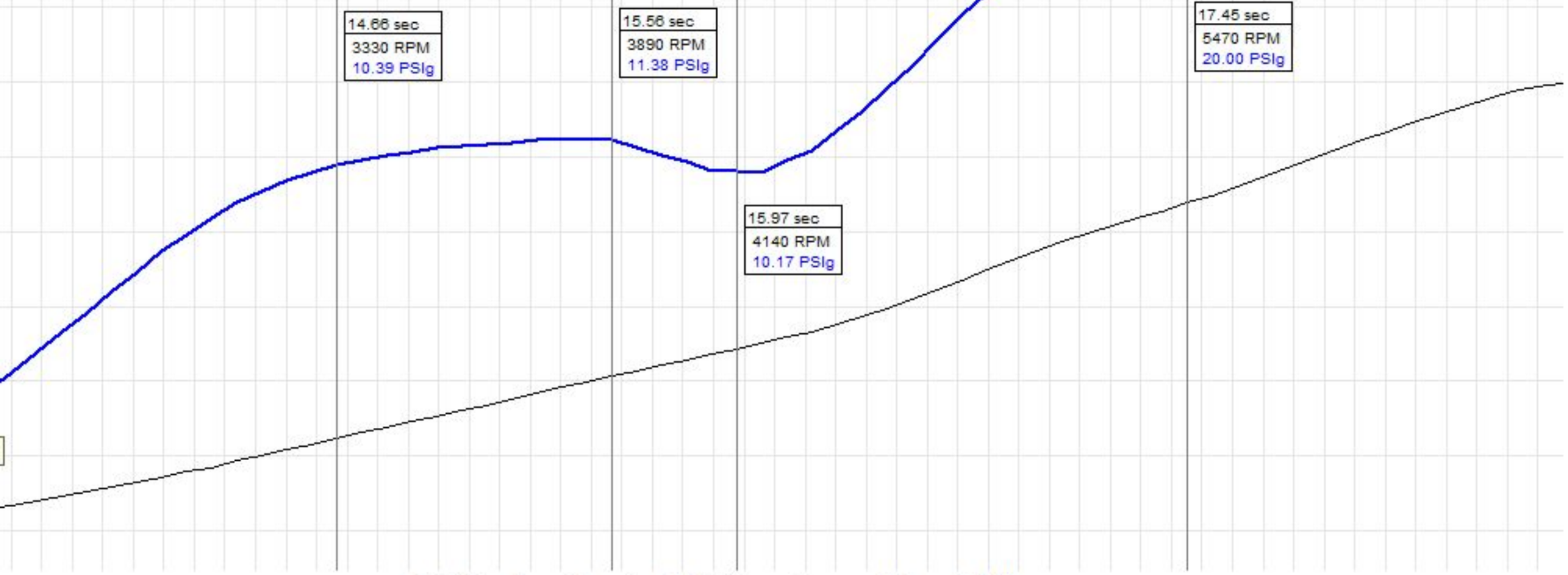
Stock Turbo's using MBC in EBV sysem


9.50 sec
3050 RPM
10.00 PSIg
11.39 sec
4240 RPM
12.20 PSIg
11.63 sec
4390 RPM
11.64 PSIg
12.29 sec
4990 RPM
17.03 PSIg
12.94 sec
5690 RPM
21.21 PSIg
GT28 in Stock EBV form

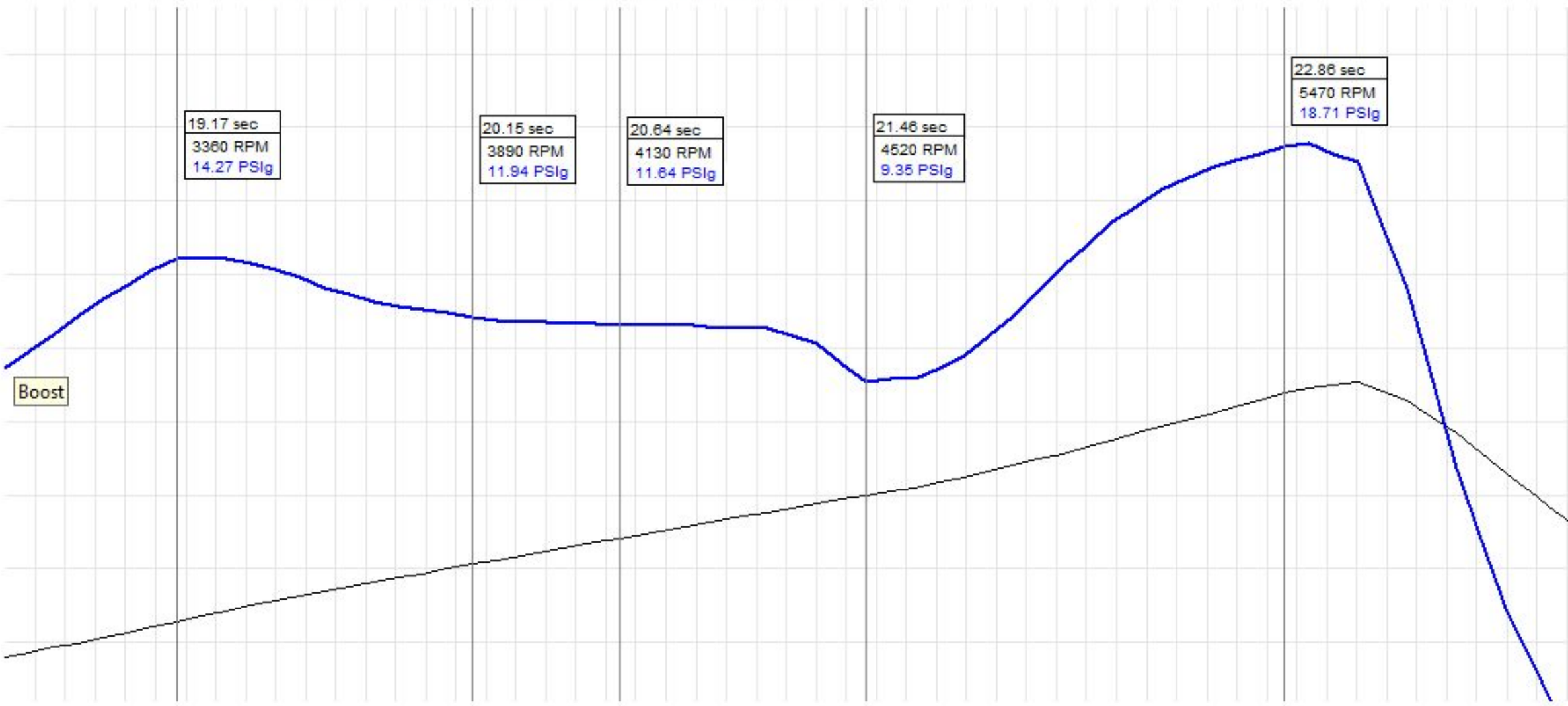

26.05 sec
2870 RPM
10.39 PSIg
27.12 sec
3670 RPM
15.43 PSIg
27.69 sec
4080 RPM
12.42 PSIg
28.59 sec
5390 RPM
20.00 PSIg
Hybrids using MBC in EBV


13.11 sec
3380 RPM
14.14 PSIg
13.76 sec
3760 RPM
14.74 PSIg
14.50 sec
4090 RPM
8.36 PSIg
15.40 sec
4560 RPM
14.14 PSIg
15.89 sec
4920 RPM
18.02 PSIg
16.38 sec
5280 RPM
19.40 PSIg
Pre-Spool
GT28 using MBC in EBV


33.75 sec
3070 RPM
10.22 PSIg
34.24 sec
3340 RPM
13.97 PSIg
36.37 sec
4390 RPM
11.73 PSIg
36.70 sec
4520 RPM
9.70 PSIg
38.50 sec
5730 RPM
20.00 PSIg
Pre-Spool
GT28 using EBC in EBV (2)

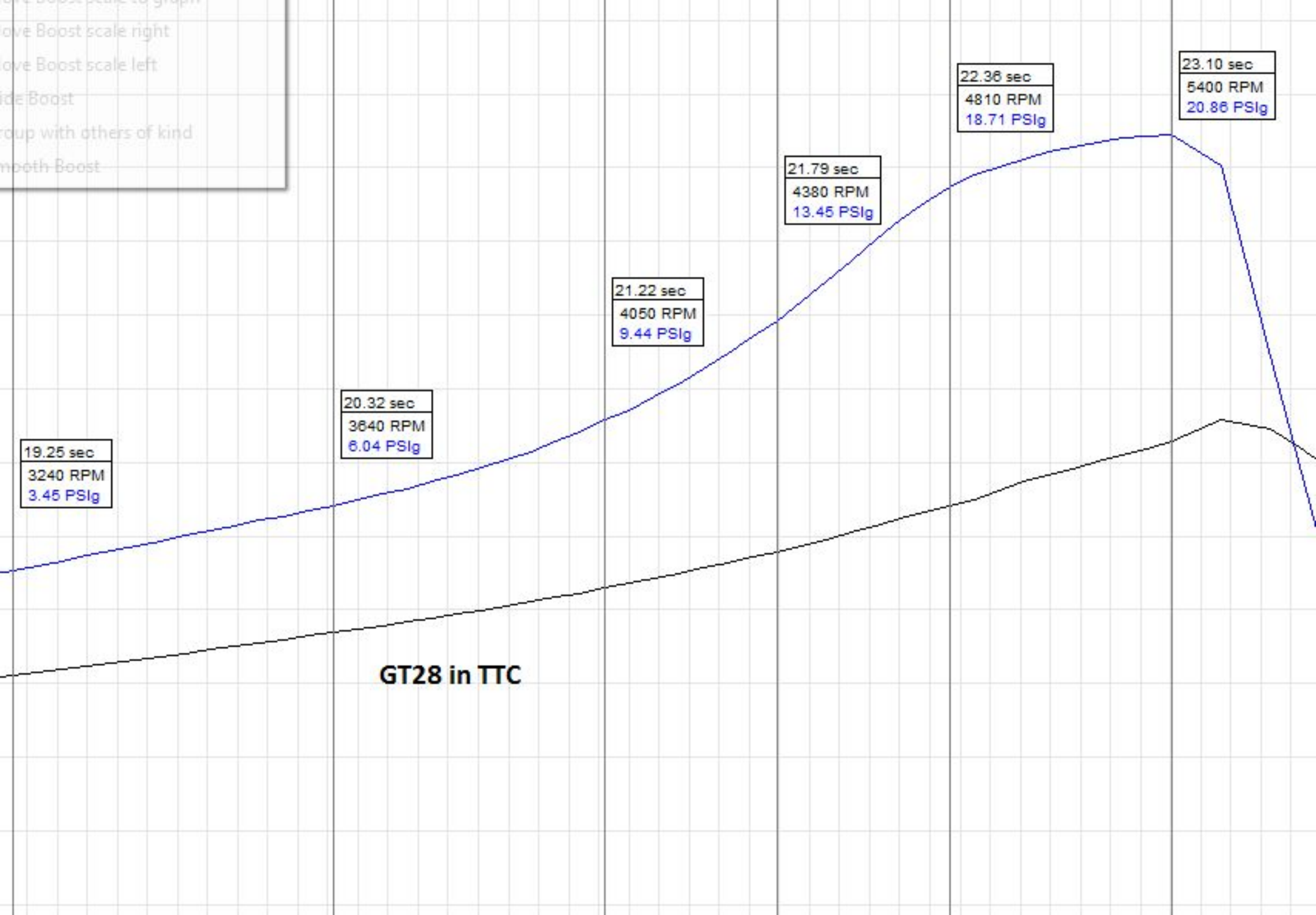


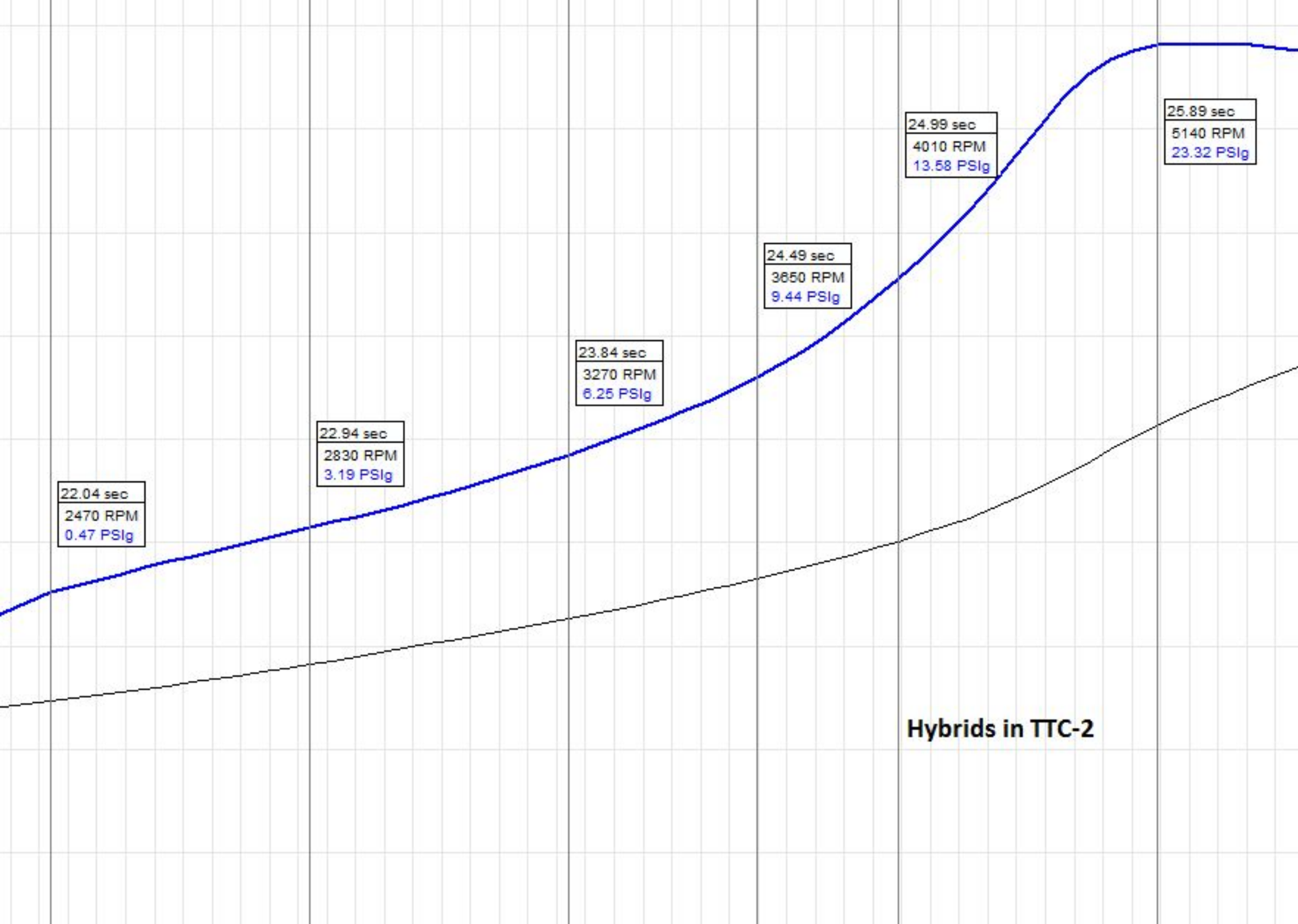
GT28 using the stock EBV system with a 1/4" spacer washer to incease tension to elevate boost



GT28 using custom Boost Circuit in EBV VSV control

This was set for a 14psi level before transition. Because this controls the opening and closing of the stock EBV VSV, the boost characteristics are more dramatic. Reason being a more abrupt demand for boost to pre-spool the #2 turbo. Since it rises to 14 psi, then the prespool VSV immediately opens. Not the best in boost characteristics, but definitely a lot more safe on the #2 knowing it gets plenty of prespool.
Keep in mind that even though this more dramatic than it really is.
Not sure about the late transition on this one. I was also playing around with the transition thing so I may have caused this.


ove Boost scale right
ove Boost scale left
ide Boost
roup with others of kind
mooth Boost
19.25 sec
3240 RPM
3.45 PSIg
20.32 sec
3640 RPM
6.04 PSIg
21.22 sec
4050 RPM
9.44 PSIg
21.79 sec
4380 RPM
13.45 PSIg
22.36 sec
4810 RPM
18.71 PSIg
23.10 sec
5400 RPM
20.86 PSIg
GT28 in TTC


22.04 sec
2470 RPM
0.47 PSIg
22.94 sec
2830 RPM
3.19 PSIg
23.84 sec
3270 RPM
6.25 PSIg
24.49 sec
3650 RPM
9.44 PSIg
24.99 sec
4010 RPM
13.58 PSIg
25.89 sec
5140 RPM
23.32 PSIg
Hybrids in TTC-2