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Power Pages - Mitsubishi Lancer Evolution IX MR

Gizmo MS-IBC Multi Scramble Boost Controller

Pros

The Gizmo MS-IBC boost controller is jam-packed with multiple features including six boost memory options with individual gain settings, scramble time (1-100 seconds), scramble duty (1 to 100 percent), overboost protection and warning, and an easy-to-read blue LED display. Typical boost controllers have a scramble boost which can be used only once when hitting the trigger button. Unique to the Gizmos options are a trick scramble boost feature that can extend overboost time to add the same amount of boost time and refresh the original timer duration with a simple press of the included button. For our testing purpose, this power page is to showcase the advantage of using a boost controller to minimize the boost drop-off that's commonly associated with the Evolution and its stock boost solenoid.



Cons

We loved what the Gizmo was able to accomplish, but in truth, we hated the fact that many of the vacuum lines and barb fittings were excessively large in comparison to our factory turbo actuator. Making numerous trips to our beloved "hose man," we purchased a few brass reducers to accommodate the various sized vacuume lines. Another problem we came across was the less-than-ideal wiring harness that called for some added wire and solder to lengthen to purposely fit the controller further than what was originally intended by the manufacturers.

Parts

MS-IBC module, solenoid valve, instruction manual, remote trigger button, installation harness, vacuum hoses, connectors, washers, bolts, nuts, double sided tape

Tools

Screwdriver, pliers, connectors, electrical tape, extra vacuum connector fittings, vacuum hose, extra wire

Installation Time

180 minutes

Notes

Using a 40Mhz high-speed processor, the Gizmo boost level is adjustable up to 3.5 bar (50 lbs.) of boost and can quickly be set to either open or closed loop boost control option. The open loop selection offers no attempt by the MS-IBC unit to correct any fluctuations or boost creep/ drop off, while the closed loop option will leave the MS-IBC system to continually monitor and make minor offsets to the duty cycle to stabilize boost. This was an invaluable option when it came to testing the EVO as we witnessed boost levels to dramatically drop off when using the factory boost solenoid. In testing the exhaust system with the factory boost solenoid showed boost to climb to a peak 20.6 psi as it quickly tapered off at 6000rpm to 16psi then fell flat on its face to a mere 13psi at 7000rpm. Many might claim that the EVO MR is boosting at 19psi, but we found that the combination of the turbo-back exhaust and catless setup might have been the culprit for a slight increase in boost. After a few minutes of dialing in the Gizmo, we found our perfect boost setting which nearly mirrored our previous boost level at a peak 20.4psi, but this time, the controller was able to maintain a more steady boost level as we had hoped, as it fluxuated at 19 to 18 psi at 6000rpm and slowly dropped to 17psi; never dropping lower than 15psi throughout the entire run. As we predicted, the EVO responded well with the Gizmo boost controller and delivered a more consistent boost level throughout the entire power band while keeping maximum boost at the same limits as the factory solenoid.

Dyno 4:

Gizmo MS-IBC Multi Scramble Boost Controller
PEAKHP 298.4 / PEAKTQ 268.7

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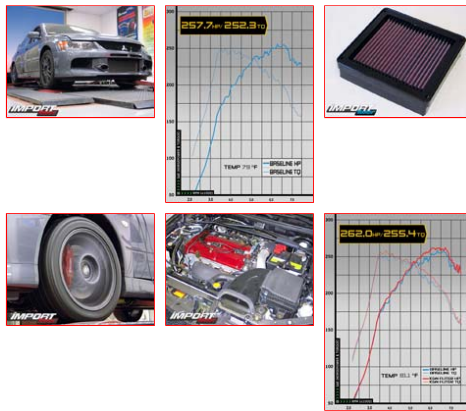
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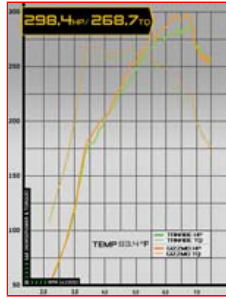
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