

BLOW-OFF VALVE TYPE III DUAL PORT INSTRUCTIONS

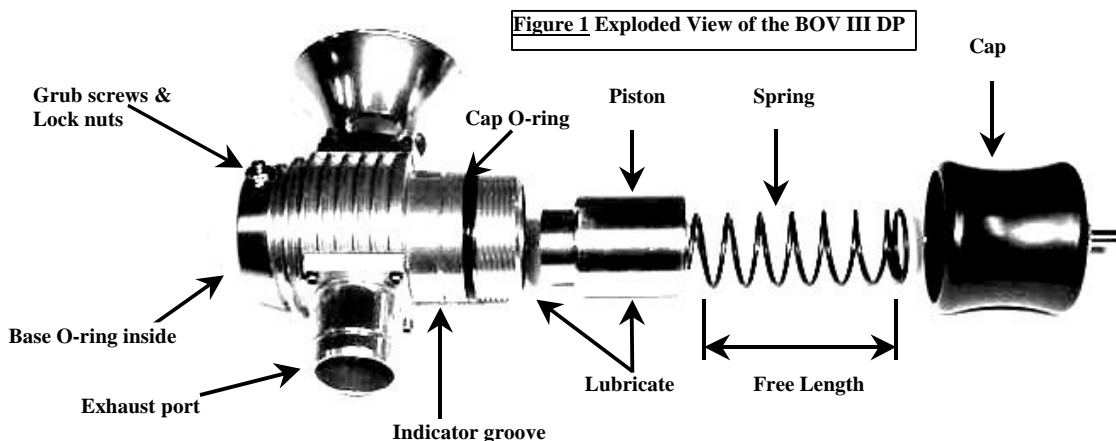
IMPORTANT NOTES ON FITTING YOUR BOV III DP

Do you need an adapter? Check with your local dealer or visit the Turbosmart web-site www.turbosmart.com.au. We have a large range of Multi-Fit Adapters which make fitting your BOV III DP very simple. Using a Turbosmart Multi-Fit Adapter could save you hours of expensive fabrication – remember to check if you can utilise a Multi-Fit Adapter. Turbosmart recommends that your BOV III DP is fitted by an appropriately qualified technician. If you are using a Multi-Fit Adapter, refer to the adapter instructions (included with your Multi-Fit Adapter) for detail on fitting your BOV III DP. To fit a BOV III DP with a weld on adapter refer to the following:

- Identify a suitable location along the cross over pipe for the BOV III DP – this will need to be between the outlet of the turbo and the throttle body
- Ensure the mounting location is a minimum of 200mm away from any source of heat i.e. turbine housing, exhaust manifold. If the BOV III DP can not be mounted clear of a heat source, then ensure that it is adequately shielded
- Ensure that the mounting position will not be effected by the engine moving when under load
- The BOV III DP must be mounted in a position so that it is sheltered from any contamination, i.e. away from where it could be splashed or the direct path of any air borne debris
- Weld the adapter into the cross over pipe – the adapter included is suitable for TIG welding into Mild Steel or Stainless Steel. For aluminium use the aluminium weld on adapter, Part # FG-ADA2-WA38
- Ensure that the surface of the adapter is not damaged or distorted in the welding process – remember the Base O-ring must seal on this surface
- Ensure that any slag, burrs or debris is removed from the welded region prior to fitting the BOV III DP – failure to observe this will damage the BOV III DP and may also cause damage to the engine
- Lubricate the base O-ring and slide the BOV III DP fully over the adapter, tighten the grub screws and the lock nuts in the base of the BOV III DP– do not over tighten, 5NM maximum tightening torque
- Identify a good vacuum / pressure source and connect with vacuum hose to the nipple in the cap of the BOV III DP – a shared or poor vacuum source will result in poor function of the BOV III DP
- Ensure the vacuum hose has a minimum 5mm inside diameter and is clean and free of debris – smaller hose will result in poor function of the BOV III DP
- Use good quality vacuum hose when fitting the BOV III DP – other hoses will be effected by heat and will eventually crack, split or collapse. This will cause the BOV III DP to leak and may cause poor fuel economy and may lead to serious engine damage
- Minimise the length of the vacuum hose where possible – the longer the hose the slower the BOV III DP will respond, this may have a dramatic effect on the performance of the BOV III DP
- Connect the exhaust port of the BOV III DP to the intake system between the inlet of the turbo and the air flow meter – the exhaust fitting is suitable for 32mm ID hose
- Ensure that all hose connections are secured with hose clamps

IMPORTANT NOTES ON SETTING THE SPRING TENSION

- Adjustment to the BOV III DP is made by rotating the cap (see figure 1), to increase spring tension rotate in the direction of hard, marked on the top of the cap
- Rotate the cap in the direction of soft to decrease the spring tension – **CAUTION** Do not rotate the cap beyond the indicator groove (see figure 1)
- With the engine at idle the exhaust port should be closed off by the piston – the piston should be hard against the seat and not floating or moving
- Free rev the engine and back off quickly, the engine should return to normal idle speed – if the engine drops below idle or stalls increase the spring tension by half a turn
- Repeat this process until the engine free revs and returns to normal idle speed
- Test drive the car and ensure that when decelerating or changing gears that the engine does not backfire or stall. If backfiring or stalling is noticed then check all connections made during the installation, otherwise increase the spring tension
- Turbosmart recommends that your BOV III DP is adjusted by an appropriately qualified technician
- Turbosmart recommends that a boost gauge be permanently fitted to the vehicle



MAINTAINING YOUR BOV III DP

Turbosmart recommends that the following maintenance procedure is carried out at six monthly intervals. Regular maintenance will ensure that your BOV III DP is operating at its peak and will extend the working life of the product

- Remove the cap of the BOV III DP by rotating in an anti-clockwise direction (see figure 1) – **CAUTION** The cap is under spring tension, wear safety glasses and remove with care!
- Remove the spring and measure the free length or the overall length of the spring (should be no less than 155mm) – replace if below
- Remove the piston, thoroughly clean the piston and the bore of the BOV III DP
- Inspect the surface of the piston and the bore of the BOV III DP for scoring or excessive wear, silver coloured marks are an indication of excessive wear
- Check the Base O-ring and the Cap O-ring for any damage – replace if necessary
- Lubricate the bore and the piston with Uni-Glide™, hydraulic oil or sewing machine oil (see figure 1) – DO NOT use grease or viscous oils
- Re-assemble the BOV III DP in the reverse order

TROUBLE SHOOTING

The following points should be checked if you find that your engine is dipping below normal idle, stalling or if the BOV III DP is functioning poorly. Please note, the following checks will cure 99% of problems experienced with a BOV III DP.

- Check the vacuum hose for splits, cracks, loose connection, kinking or any obstruction – old or fatigued hose may collapse under vacuum causing an obstruction
- With the engine running remove the vacuum / pressure hose from the nipple in the cap of the BOV III DP, there should a loud hissing sound. The engine should idle poorly, double check by covering the end of the hose with your finger – otherwise the hose is blocked
- Check to see if the BOV III DP is blocked or contaminated with dirt or debris, if the valve appears to be contaminated follow the maintenance directions above
- Ensure that the vacuum / pressure source is not shared and that the vacuum source is directly from the inlet manifold
- Check the seal between the adapter and the BOV III DP – ensure the BOV III DP is pushed fully onto the adapter
- Check the joint between the adapter and the cross over pipe for leaking

Warranty

Turbosmart warrants its products to be free from faults or defects for the life of the product. *

* Subject to Turbosmart trading terms and conditions

Warning!

Incorrect use of this product may result in damage to your vehicle. Failure to observe any notes or recommendations may result in incorrect use of this product. This product is intended for use in off-road racing only. Turbosmart will accept no responsibility for the incorrect use of this product.

Disclaimer!

Turbosmart will not be held responsible for any damage caused to property or person, directly or indirectly related to the use of a Turbosmart product.