# RZR LD'Hi fVc Blow Off Valve Install Guide and Maintenance Tips

Kit Contents:

- (1) Blow Off Valve
- (1) Vacuum hose
- (1) 25mm aluminum billet plug
- (1) Purge Filter
- (1) Heavy Spring



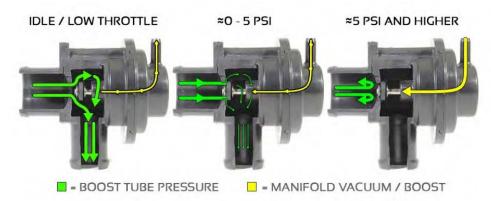
- The BOV filter and pre filter are NOT required unless running in constant deep water and mud.
  The filter and pre filter act as a muffler and will make the BOV quieter.
- The orientation of the BOV should always be pointed downward.
- Q&A BOV Videos and How to test

https://www.youtube.com/watch?v=lxhLipiMUUQ https://www.youtube.com/watch?v=5syyKt7r8yE

- This Blow off valve is setup with the Medium spring. This is our recommended setting RZR turbo.
- The extra springs will simply change the tone the BOV makes.
- To change out springs simply unscrew the top of the valve.
- The heavier the spring the slower the valve can open to dump boost.
- When reinstalling the cap make sure the o-ring is seated, lubricated, and is sealed correctly.
- Tighten the exhausting tip of the valve before installation



## **Tips & Frequent Questions:**



The RZR Turbo should have some blow off during idle and cruising speeds. Trying to keep the valve closed with a extremely heavy spring builds heat in the charge tube from pushing air on the backside of the essentially closed throttle blade.

The purpose of the spring in a BOV is not to hold your BOV closed under boost pressure! All BOVs have a reference line coming into the top of the BOV from your post-throttle body intake manifold. Under high boost, the force holding the BOV closed is BOOST! The pressure coming through the reference line is equal to the pressure under the BOV piston. Therefore a VERY mild spring will hold it shut just fine under these conditions.

Your goal when selecting a BOV spring and adjusting the BOV should NOT be to select a spring based on your boost level. Using the very smallest amount of spring energy possible equates to allowing the BOV to snap open as rapidly as possible when pressure release is necessary.

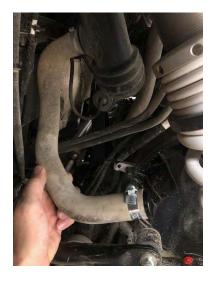
# Install guide for FNF LD Hi fVc applications:



1. Locate the original diverter valve. It is located on the drivers side of the machine and can be accessed through the engine access cover and drives side rear shock.

Remove original diverter valves hose clamps and vacuum line and remove the factory valve.

2. With the return hose disconnected use the included plug and hose clamp to plug the end of the hose. Now tuck away.





3. Q•cæ|Áarc¦Á;}ÁtÁ åãç^lơl: Then Q•cæ|Á c@Á,^ Ásãç^lơlÁ;ækç^Á [}Ác@Á&æd\*^Á,ā¸Ás c@Á¦ãāaæl/(8æat)}É

**4.** Remove the connected end of the vacuum line from the T.



**5.** Install tnew vacuum line hose provided in the kit between the T and diverter valve. (CA models will need to modify/extend the stock vacuum line)



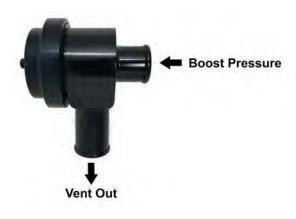
**6.** Completed install of the valve, vacuum hose, and plug.



### Stock setup (overview of modifications to bypass hose)

#### **New BOV Installation Orientation**





#### Maintenance:

- To test and inspect you BOV we recommend watching our YouTube video.
  See link https://www.youtube.com/watch?v=lxhLipiMUUQ
  https://www.youtube.com/watch?v=5syyKt7r8yE
- Lay down a towel. to provide a soft, clean, & damage free surface.
- Unscrew he BOV cap.
- Using a 1/2" extension push the BOV piston upward and out.
- Using a pick, remove the inner o-rings and clean them. Clean the grooves the o-rings sit in.
- Remove the top o-ring and clean it and its sealing surfaces.
- Apply a grease, or anti-corrosion protectant to the piston, o-rings, and seating surfaces.
- Reinstall o-rings and carefully insert the piston. Be careful not to unseat the o-rings by "snagging " them as the piston goes down.
- With the top o-ring lubricated install the cap. Make sure this is done carefully and the top o-ring is not dry otherwise the o-ring will " wad " up and cause air leaks. This is the most common issue with rebuilding, or changing springs.
- To test we recommend the method covered in our video. Push up on the piston, clog the top port, and release. The piston should slam down, this ensures its holding vacuum.

Please contact us directly if you have any questions or issues: customersupport@rpmpowersportsomaha.com