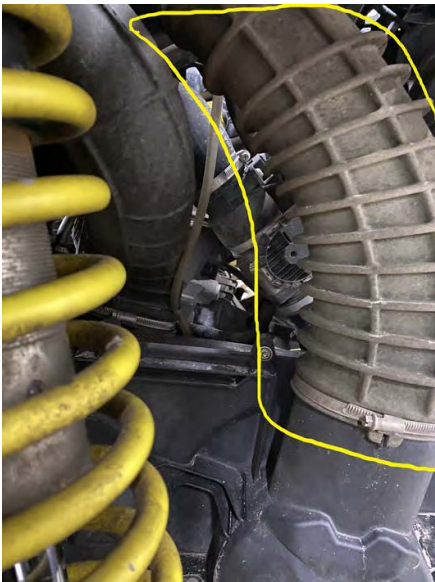


## 120HP & 135HP Can-Am X3 BOV Kit Install Instructions



1. For easiest access remove the large belt case tube.



And remove the air intake, and what would normally be the intercooler cover.



2. Remove the clamp of the charge tube at the throttle body.



3. Remove the clamp of the charge tube at the cold side of the turbo.



4. With the factory charge tube and clamps removed you can slide the clamps onto your RPM charge tube and begin to install the tube between the turbo and throttle body.



5. Adjust the tube so that the fitment is correct, tighten the turbo side first, followed by the throttle body side.

Always angle the BOV port downward 4-8 o'clock position. A filter is included however not required. If noise becomes too much angle the BOV at the 8 o'clock position and install the filter to help muffle the BOV's noise.

At this time all clamps should be tightened and you can go to the plenum and install your boost reference port.

6. To install the boost reference port. Remove the screw holding the small cover to the manifold, then pick out the small blocker piece in the hole. Mount and secure billet reference port using existing screw.

7. With the boost reference port installed, cut your vacuum reference line to length between the newly port installed and your BOV port. Install line and secure with zip ties.



## Common Q&A

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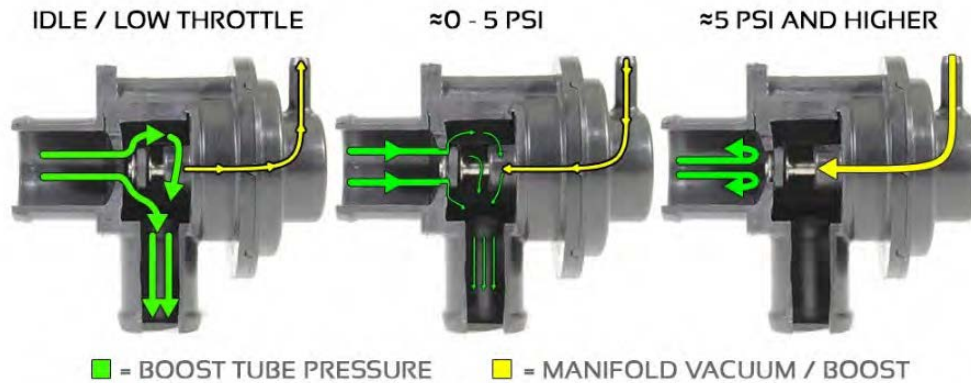
- The BOV filter and pre filter are NOT required unless running in constant deep water and mud.
- The filter and pre filter act as a muffler and will make the BOV quieter.
- The orientation of the BOV should always be pointed downward.
- Q&A BOV videos and How to test  
<https://www.youtube.com/watch?v=lxhLipiMUUQ>  
<https://www.youtube.com/watch?v=5syyKt7r8yE>
- This Blow off valve is setup with the Medium spring. This is our recommended setting. The extra springs will simply change the tone the BOV makes.
- The billet plug can be used to plug the tube if ever to need to remove the BOV from the silicone hose
- The extra spring 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



## Maintenance:

- Lay down a towel. to provide a soft, clean, & damage free surface.
- Unscrew the 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.
- 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.

Tips & Frequent Questions::



The X3's 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.

For a loud sound in the cab point the BOV's exit towards the seats and downward. To quite it down point it towards the back and downward.

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