

Spring Guide:

Red spring : 6 - 22 PSI (stock – stage 2) **Blue spring :** 22 - 30 PSI (stage 2+ - K04) **Yellow spring :** 30+ PSI (Big turbo)

Before installing:

- Select the spring and washer combination that best suits your engine boost level.
 - o The washers are placed directly on top of the piston and used to fine tune the spring pressure. Use the washers when you are near the upper limits of what each spring is rated for. **Example 1:** Boosting 21 PSI use red spring with 2 washers. **Example 2:** Boosting 17 PSI use red spring with 1 washer. **Example 3:** Boosting 12 PSI use red spring with no washers.
- To change out springs and washers simply unscrew the top of the valve.
- Use the lightest spring and washer combination that still allows you to hold maximum boost. The heavier the spring the slower the valve can open to dump boost.
- When reinstalling the top make sure that all O rings are correctly seated, especially the top O ring.
- **The number one reason for valve leaks is due to improper O ring seat after opening the valve!**

Install guide for VW & Audi applications (valve will work with any turbo system that can accept 24mm ports)

- Locate the original diverter valve.
 - o Jetta, Golf, Beetle 1.8t - Top right of the engine compartment near the air filter box
 - o Passat, A4 1.8t – Front left of the engine compartment, access from underneath
 - o S4, A6 2.7t – Front center of engine located underneath engine cover
- Remove original diverter valve hose clamps or one time use crimp clamps.
- Install the RKX Valve with bottom of the valve facing the boost hose. This is typically “reversed” compared to the stock diverter valve orientation. On the stock valves, the boost enters in the side port and dumps out the bottom. With the RKX Valve, turn the valve so that the bottom port is connecting to the boost hose and dumps the boost out the side port, which is now facing downward (see picture below.)
- Use the supplied hose clamps to attach the valve.
- The stock vacuum hose can be reused for most installs. A piece of oversized vacuum tube is provided if necessary.

Maintenance:

- For best performance it is highly recommended to clean the valve’s internals every 10,000 Miles
- Unscrew the top of the valve
- Push the piston out
- Clean all surfaces and O rings
- Use a quality grease and lubricate the piston and all O rings
- Make sure the 2 lower piston O rings are fully seated in the body of the diverter valve
- Gently slide the piston back into the diverter valve making sure the O rings stay seated
- Make sure the top O ring is seated and reinstall the cap.
- You can quickly check for leaks by blowing into each port with your mouth

Please contact us directly if you have any questions or issues: support@rkxtech.com

