

RKX Hybrid diverter valve install guide

Before installing:

The RKX valve is designed to allow for install flexibility and tuning to your specific needs. The valve is capable of being installed in 4 different “modes”. The valve includes 3 fittings that are all interchangeable. The fittings are removed by twisting them counter clockwise and installed by turning clockwise. The fittings include: horn, recirculation port, and block off plate. For most installs it is highly recommended to install using the “Safe modes” as these will work for all applications with no issues. If increased sound output is desired the other modes can be used but they may cause issues on some vehicles.

Modes safe for all installs:

- **25%/75% Hybrid:** Traditional blow off valve sound
- **100% Recirculation:** Similar sound to stock divert valve

Modes that may cause check engine light and or drivability issues on some vehicles:

- **100% Atmospheric:** Loudest possible blow off valve sound
- **75%/25% Hybrid:** Slightly louder blow off valve sound compared to 25%/75% mode

Adjusting spring pressure:

The internal spring is fully adjustable to tune the valve to each specific application. Adjusting the valve spring pressure does NOT change the sound level of the valve. The spring pressure is used to adjust how much boost pressure the valve can hold. The spring pressure is adjusted by turning the top cap of the valve. As the cap is turned “clicks” can be heard these clicks are used to keep track of the valve settings. The range of adjustment is about 55 clicks. **All of our recommendations are starting points and further adjustments may be needed.** All of the adjustments listed below are from a starting point of having the cap turned in all the way tight (clockwise) and then counting clicks as you turn the cap counter clockwise. Please note that new valves may have some spots in the rotation that are “stiff” this is completely normal.

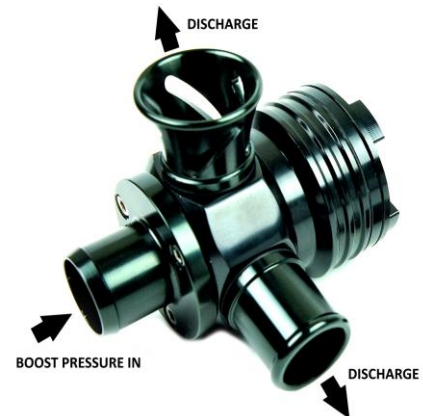
Starting points: Stock (8-12psi): 40 clicks **Stage 1 (12-16 psi):** 35 clicks **Stage 2 (16-20 psi):** 30 clicks **Stage 3 + (21-28 psi):** 25-20 clicks

Install guide:

- 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 Diver valve hose clamps or one time use crimp clamps
- Install the RKX valve with bottom of the valve facing the boost hose
- Reconnect the vacuum line to the top of the valve and reinstall hose clamps

After install tuning:

After the valve has been installed fine tuning on the spring pressure can be done. If the car is not holding peak boost pressure tighten the cap (clockwise) 2-3 clicks at a time until the car is capable of reaching peak boost pressure. For best performance use the least amount of spring pressure needed to hold peak boost pressure. This will allow for the valve to react the quickest and discharge boost pressure effectively.



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