

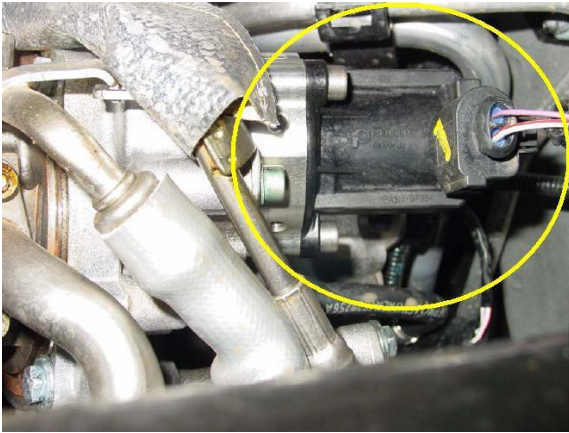
### Install Instructions

**Green or Blue spring = Stock to stage 2 boost levels (8 – 18 psi)**

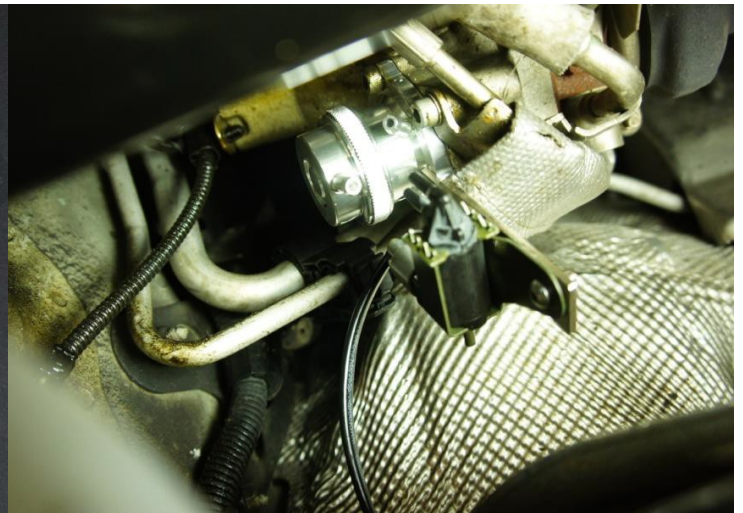
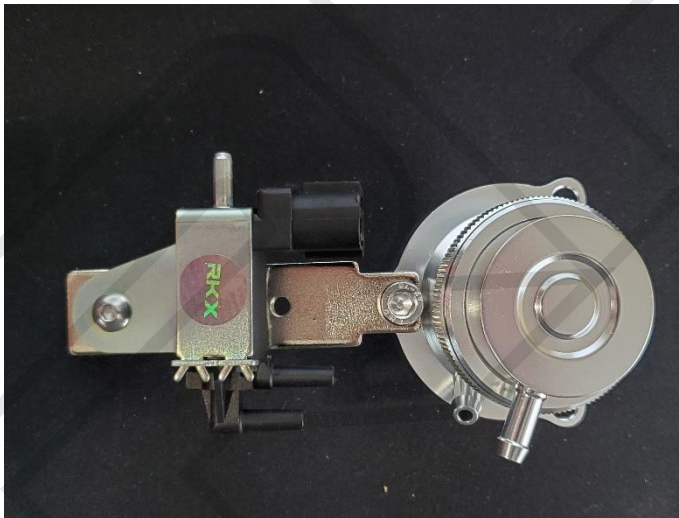
**Yellow or Silver spring = Stage 2 and up boost levels (18 psi +)**

**Before Installing the valve select the appropriate spring based upon boost psi. Unscrew the top cap on the diverter valve to change springs. Make sure all O rings are fully seated before replacing the cap.**

- 1. Remove the 3 Allen head bolts securing the stock diverter valve and unclip wiring harness.**

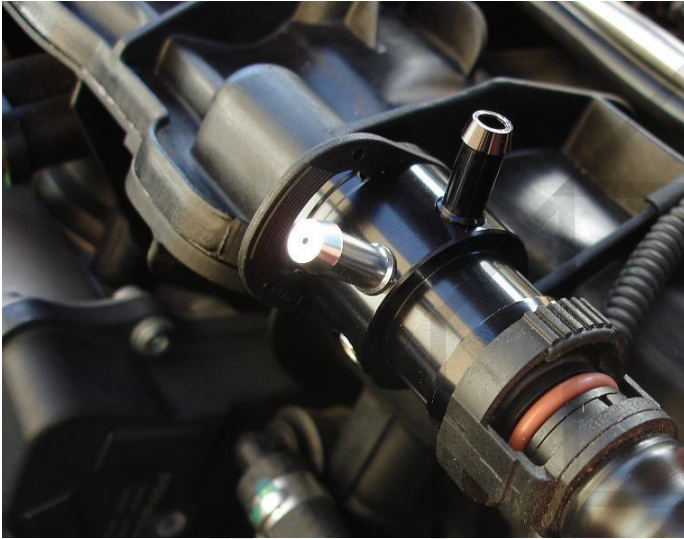


- 2. Secure the new diverter valve in place with the top two bolts. Attach the solenoid to the mounting bracket using the supplied Allen head bolt. Secure the bracket to the diverter valve using the third bottom bolt.**



- 3. Install the new wire harness by connecting one end into the solenoid and the other into the original diverter valve connector.**

4. Remove the engine cover and install boost tap into the intake manifold. Lubricate the internal O rings before installing and use the plastic horseshoe clip to secure it in place. Plug off any unused ports with the supplied grub screws. **The grub screws must only be tightened flush to the body of the adapter! High strength thread locker MUST be used on grub screws and nipples or they will come loose over time! Failure to do so can cause serious engine damage!** Use the nipple with the largest opening to supply the new solenoid. The smaller nipples can be used to supply a boost gauge. An extra set of oversized O-rings are included if you find the plastic hose to boost tap connection is leaking



5. Route vacuum hoses as shown. Use a silicone lubricant to ease the installation of the hoses as fitment is tight! Use zip ties on all vacuum hose connections. Route the vacuum lines away from the exhaust and moving parts.

Please contact us with any questions at: [support@rkxtech.com](mailto:support@rkxtech.com)

### Vacuum hose routing

