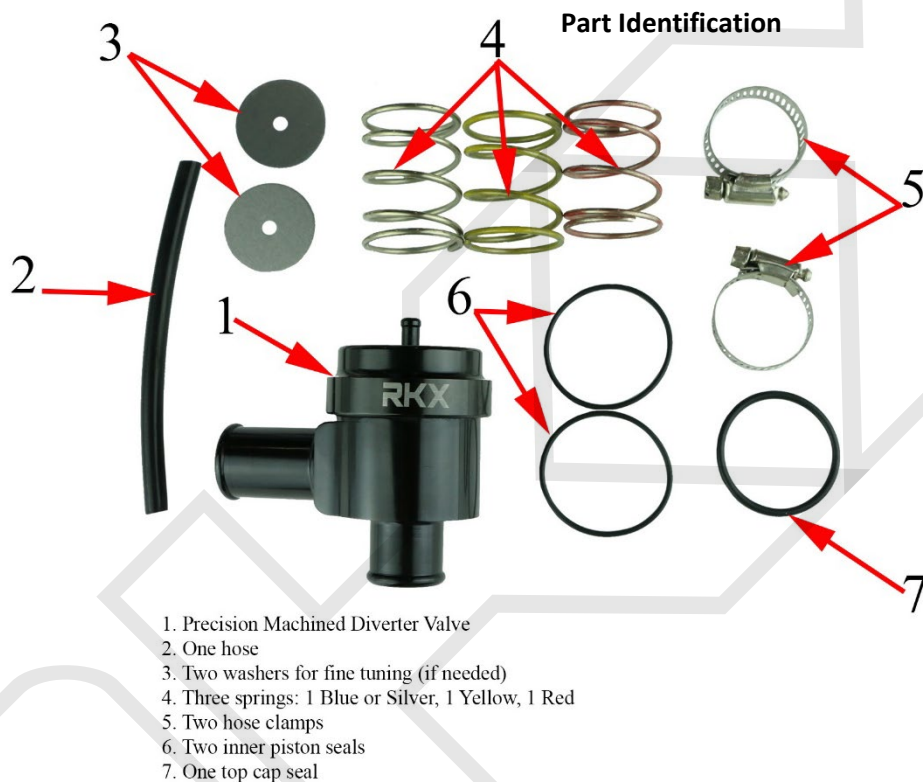




## RKX Diverter Valve V2.0 Install Guide and Maintenance Tips

Need some help? Contact us at [support@rkxtech.com](mailto:support@rkxtech.com)



### Spring Guide:

**Red spring:** 6 - 22 PSI  
**Blue (or Silver) spring:** 22 - 30 PSI  
**Yellow spring:** 30+ PSI

### Before installing:

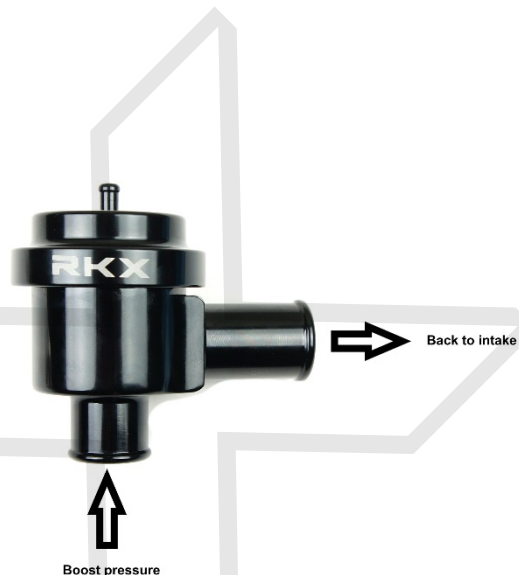
- Select the spring and washer combination that best suits your engine boost level.
  - o The washers are placed directly on top of the piston and used to fine tune the spring pressure. Use the washers when you are near the upper limits of what each spring is rated for.
    - Example 1:** Boosting 21 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.
- **The number one reason for valve leaks is due to improper O ring seat after opening the valve!**

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## Install notes:

The RKX diverter valve will work with any turbo system that can accept 24mm ports

- For best performance orient the RKX diverter valve so that the boost pressure enters the bottom port of the valve
- The side port of the valve can be installed to dump the boost pressure back into the intake or to vent to the atmosphere. If venting directly to the atmosphere it is highly recommended to run a filter on the end to stop dust and debris from entering the valve. Please note that if your application was originally designed to run with the valve recirculating you may cause running issues if you vent to the atmosphere. (Check engine light, engine stall between shifts, ect)
- Use the supplied hose clamps to attach the valve.
- Attach the vacuum control hose to the top cap. A small zip tie can be used to secure it.



## VW & Audi specific application notes:

- 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 to the intake. With the RKX Valve, turn the valve so that the bottom port is connected to the boost hose and the side port is connected to the intake hose.,
- 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, remove the single top cap O ring and the 2 piston seal O rings inside of the valve.
- Use a quality silicone or lithium 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 cap O ring is seated below the threads and apply a light grease.
- You can quickly check for leaks by blowing into each port with your mouth

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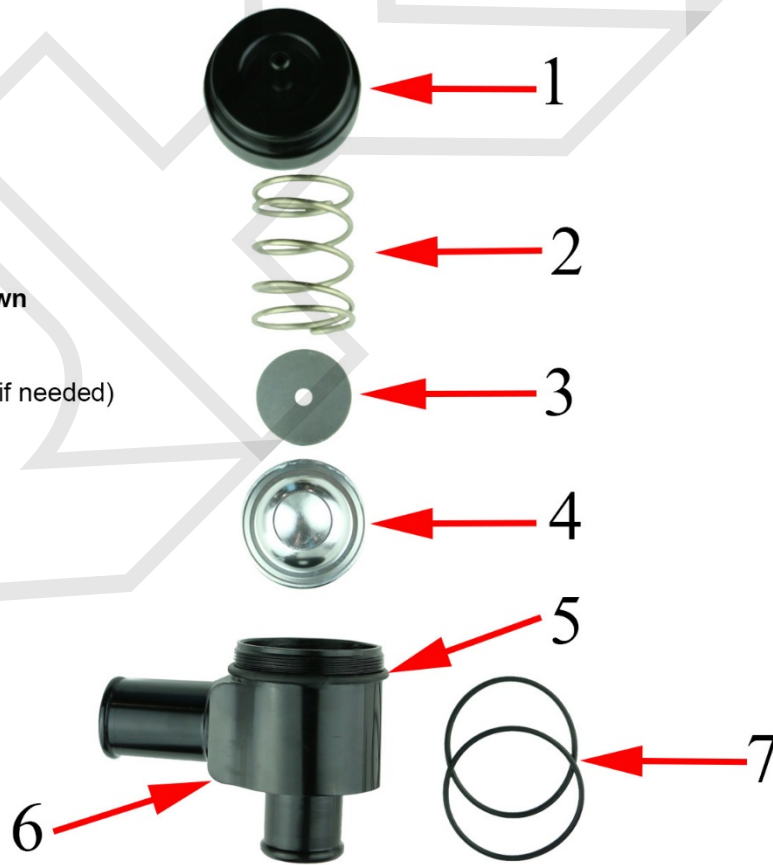
## O-ring location

- 1. Inner piston seals
- 2. Top cap seal



## Break Down

- 1. Top Cap
- 2. Spring
- 3. Washer for fine tuning (if needed)
- 4. Pistion
- 5. Top cap seal
- 6. Diverter Valve Body
- 7. Inner Piston Seals





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**Shipping:** Shipping charges are not covered.

**Restocking:** RKXtech reserves the right to charge up to a 20% restocking fee for products that are returned

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