Product Name: **BOV Kompact Shortie (Clio IV RS)**
Product Description: Model Specific BOV
Product Number: TS-0203-1X57
Document Version: V1.00 Rev A

IMPORTANT NOTES ON YOUR BOV

- Please thoroughly read and understand these instructions before commencing this installation.
- The thread on the cap for the vacuum source is AN#3. The standard swivel nipple can be changed to an AN#3 fitting if desired. Torque to 4nm and use blue Loctite.
- Make sure that the engine is cold before installing this product.

RECOMMENDATIONS

- **Turbosmart recommends that your Blow off valve (BOV) is fitted by an appropriately qualified technician.**

GENERAL NOTES

- Ensure the engine is cool before you begin work
- Ensure the mounting of the BOV will not be affected by the engine moving while under load
- Ensure all vacuum tube being used is free of damage
- Ensure all connections are secure – using cable ties, hose clamps, screws and thread sealant where required
- Minimise the length of the vacuum hose where possible – the longer the hose the longer the response time which can have a dramatic effect on the performance of the BOV.
- The BRA comes with 2 nipples and a blank – if you would like to use one of these outlets for a boost gauge or other auxiliary item requiring a MAP source you can do so (usually the nipple with the smaller outlet for additional devices).

KIT CONTENTS

Please check that the following items have been provided in your Kompact Series BOV packaging

Key	Quantity	Description	Use
1	1	Model Specific BOV	Replace OEM BOV
2	1 meter	5mm ID Vacuum line	Signal from Map adapter to BOV
3	2	100mm cable ties	Secure pressure lines
4	2	250mm cable ties	Secure pressure lines
5	5	JOW clip connector	Clamp OEM signal
6	2	Spring Clamps	Secure pressure lines
7	1	Nipple – larger outlet	BRA > BOV via 5mm hose
8	1	Nipple – smaller outlet	Spare nipple – useful for boost gauge
9	1	Screw	Secure Map adapter
10	1	Blank	To install in the BRA to blank off port
11	1	BRA (Boost Reference Adaptor)	To be installed under the map sensor

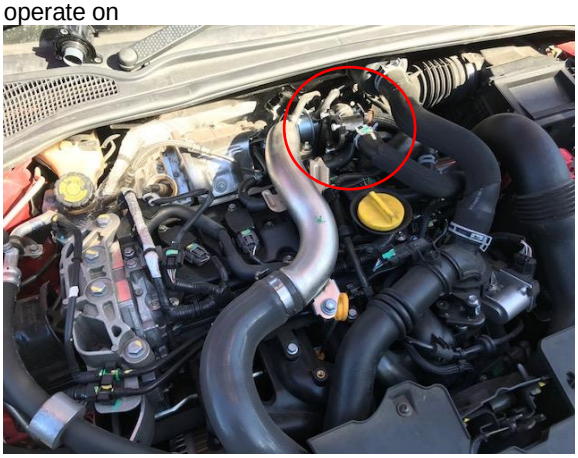
Figure 1 - Kit Contents

TOOLS REQUIRED

Hose clamp pliers (for supplied spring hose clamps)
Screw driver (stock hose clamps under the BOV)
8mm (may be a different size) spanner or socket (Undo the MAP)
Torx drive
Sharp knife or scissors (to strip back the plastic cover on the wiring from the BOV plug)

FITTING YOUR KOMPACT SERIES BOV

1. Ensure vehicle is switched off and cool enough to operate on



2. Remove the wiring connected to stock BOV by the brown plug – there may be a clip or method of securing this, ensure it is free to remove to avoid damaging stock components.

3. Strip back 15mm of conduit covering the wires of the OEM solenoid plug. Install a JOW clip-on connector onto each wire, **POLARITY is not important.**

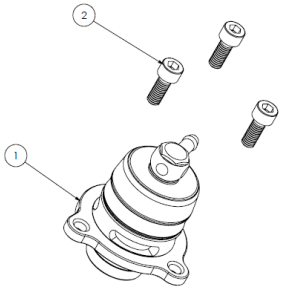
4. Secure the clip-on connectors with a pair of pliers. Ensure that both halves are pressed together.

Note: Clip on connectors are removable if the factory BOV is to be reinstalled. Secure the blanking plug with the suppled cable ties.

5. Using the supplied cable ties, safely secure the stock plug with the clips installed away from heat sources

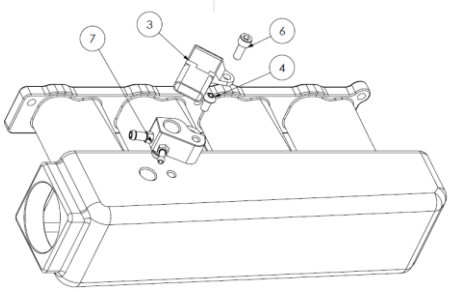
6. Remove the factory BOV – there may be screws, bolts or clamps, undo all fasteners to ensure safe removal of the stock BOV

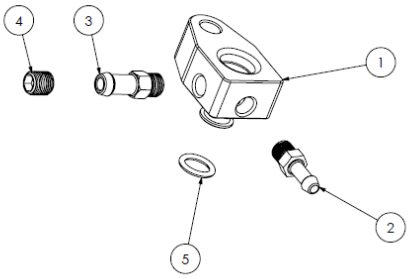
7. Install the Turbosmart BOV in place of the stock BOV Using the 3 M6 screws included in your kit use those to secure the BOV as the lengths may vary with the OEM screws.



8. Connect the supplied vacuum tube to the nipple on the BOV and route safely through the engine bay toward the MAP sensor – secure with cable ties where required.

9. Undo the fastener for the MAP sensor and install the BRA that has been fitted with nipples and blanks – use a medium strength thread sealant (such as Loctite) to install the fittings into the BRA.





10. Reinstall the OEM MAP sensor on top of the BRA and secure with supplied screw, fit the vacuum tube to the nipple on the BRA – use the supplied hose clamp.

MAINTANCE

Turbosmart recommends that the following maintenance procedure is carried out at six monthly intervals or at higher intervals if the environment is very dusty or wet. Regular maintenance will ensure that your BOV is operating at its peak performance and will extend the working life of the product.

- Remove the cap of the BOV by rotating in an anti-clockwise direction – CAUTION, the cap is under spring force, remove with care!
- Carefully remove the piston and thoroughly clean the piston and the bore of the BOV
- Inspect the surface of the piston and the bore of the BOV for scoring or excessive wear, silver coloured marks on the bore are an indication of excessive wear
- Check the Base O-ring and the Cap O-ring for any damage – replace if necessary
- Lubricate the bore and the piston with Uni-Glide™, hydraulic oil or sewing machine oil – DO NOT use grease or viscous oils
- Re-assemble the BOV in the reverse order

TROUBLE SHOOTING

The following points should be checked if you find that your engine is dipping below normal idle, stalling or if the BOV is functioning poorly.

Please note: the following checks will cure 99% of problems experienced with a BOV.

- Check the vacuum hose for splits, cracks, loose connection, kinking or any obstruction – old or fatigued hose may collapse under vacuum causing an obstruction.
- With the engine running remove the vacuum / boost hose from the nipple in the cap of the BOV, there should a loud hissing sound. The engine should idle poorly, double check by covering the end of the hose with your finger – otherwise the hose is blocked.
- Check to see if the BOV is blocked or contaminated with dirt or debris.
- Ensure that the vacuum / boost source is not shared and that the vacuum source is directly from the inlet manifold.
- Check the seal between the intercooler flange and the BOV. Make sure the supplied gasket is installed and the BOV Flange is secured on the intercooler flange with the two factory bolts.
- Ensure the spring clamps are secured on silicon hoses and fittings.
- Failing the above, submit a technical request to tech@turbosmart.com.au with information of your engine configuration and photos of installation.
