

Product Name:	Subaru Supersonic
Product Description:	Fits WRX 01 – 07, WRX STI 01 – 08, Forester XT 06'
Product Number:	TS-0205-1315, TS-0205-1216



**IMPORTANT NOTES:**

- 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 a AN#3 fitting if desired.

**RECOMMENDATIONS**

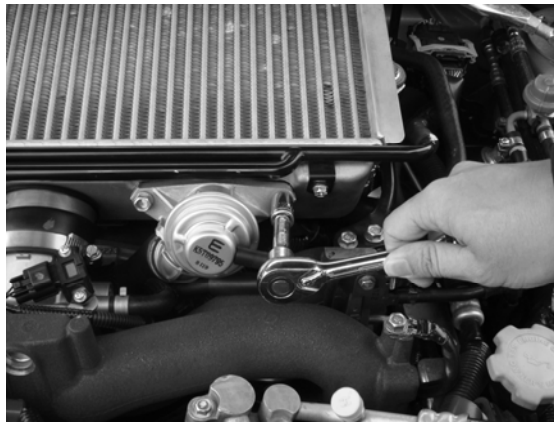
- **Turbosmart recommends that your Blow off valve (BOV) is fitted and adjusted by an appropriately qualified technician**
- **Turbosmart recommends that a boost gauge be permanently fitted to the vehicle**

## HOW TO INSTALL YOUR BOV

Please check that the following items have been provided in your Subaru Supersonic kit.

Quantity	Description	Use
1	Subaru Supersonic BOV	Model Specific blow off valve
1	34mm Blanking plug	To blank off standard plumb back hose
1	½" straight hose joiner	Re-route breather hose
1	½" rubber hose	Breather hose
1	½" tee piece joiner	Re-route breather hose
1	6mm Hose clamp	To secure vacuum hose onto vacuum nipple
1	Gasket	To seal the BOV to the intercooler pipe

1. Remove the standard BOV from the intercooler by removing the two bolts. Disconnect the vacuum line to the top of the standard BOV.



2. Using pliers, carefully clamp onto the spring clamp on the plumb back hose and pull the BOV off the hose. Then carefully remove the clamp completely.



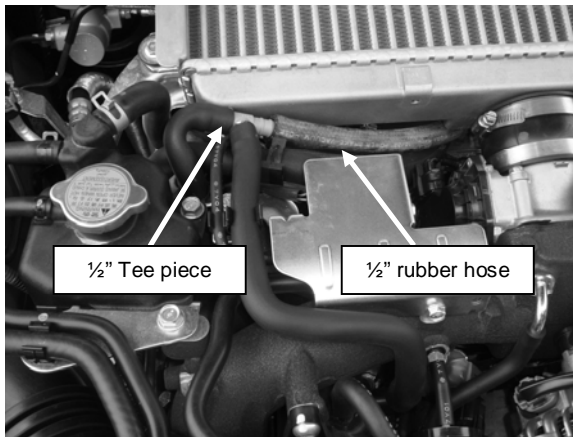
3. Fit the supplied 34mm blanking plug to the plumb back hose



4. Remove the standard hose breather



5. Using the provided 1/2" tee piece, connect the standard oil breather lines on the left hand side of the intercooler in the orientation shown in the picture below and run the provided 1/2" hose under the intercooler to the oil breather line on the other side of the intercooler, using the provided 1/2" straight joiner to join the rubber hose to the existing breather line on the right hand side.



6. Install the WRX Supersonic BOV to the intercooler using the standard screws. Re-fit the Vacuum hose, then start up the car and check for leaks.

### ADJUSTING YOUR BOV

Each BOV needs to be adjusted to suit the vehicle it is being mounted on. The aim of the adjustment on Vee Port's, Supersonic's and Dual ports is to make sure that the piston is hard closed at idle and that the piston closes fast enough to minimise backfiring and not stall the engine. Plumb back BOV's are equipped with a spring which are designed to keep the piston open at engine idle and hence the cap can be left in the middle position.

Adjustment to the BOV is made by rotating the cap. To increase the spring force on the piston, rotate the cap clockwise in the direction of hard as marked on the top of the cap. To decrease the spring force on the piston, rotate the cap anticlockwise in the direction of soft as marked on the top of the cap - **CAUTION** - Do not rotate the cap beyond the first O-Ring indicator groove.

- Start with the BOV cap at the maximum soft position (The indicator O-Ring should be completely covered by the edge of the cap)
- With the engine at idle the exhaust port should be closed off by the piston – the piston should be hard against the seat and not floating or moving
- Free rev the engine and back off quickly, the engine should return to normal idle speed – if the engine drops below idle or stalls increase the spring tension by one turn
- Repeat this process until the engine free revs and returns to normal idle speed
- Test drive the car and ensure that when decelerating or changing gears that the engine has minimal backfiring and no stalling. If backfiring is excessive or stalling is noticed then check all connections made during the installation, otherwise increase the spring tension

## MAINTENANCE

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.

# The Turbosmart Pledge

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**Service:** After the warranty period has expired, repair service is charged based on a minimum and maximum charge rate. (Contact Customer Service for current rate).

**Returns:** When returning a Turbosmart product for repair, it must be accompanied by a completed Customer Warranty Form and RMA number. To access this form please go to our website [www.turbosmartonline.com](http://www.turbosmartonline.com) and you will find it on the Downloads page.

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We sometimes make mistakes, as do our dealers, distributors and suppliers. Even customers can sometimes order the wrong parts. Do not use, modify, install, trial assemble, nick, drop, scratch or adjust any part until you first check for any damage. Damage must be reported immediately. NO EXCEPTIONS. If there are any components missing please contact your authorized reseller immediately upon receipt of your shipment. Missing components must be reported within five (5) business days of receipt. Parts returned for any reason MUST BE IN RESALABLE CONDITION. It is YOUR responsibility, "THE CUSTOMER" to carefully package any returns to avoid shipping damage. Insurance is highly recommended. Credit cannot be issued for damaged goods.

Turbosmart warrants the quality of the products it designs and manufactures to be free of defects in material and workmanship. This limited warranty is extended only to the original purchaser and may not be transferred or assigned. This limited warranty applies to any product, which after careful inspection by Turbosmart, after receipt of the product from our authorized reseller, is found to have a defect in either material or workmanship. Any modifications to the product will void any and all warranties and will not be exchanged. Before installation, check new car warranty. Turbosmart is not responsible for voiding any original manufactures warranty.

All warranty claims must be returned to the nearest Turbosmart Office, you must return the product and sales receipt, at your own expense, accompanied by the Customer Warranty Form stating the reason for the claim. Proof of purchase must be provided with any warranty claim and will be verified with the authorized reseller from which the product was purchased.

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**Happy motoring!**  
**The Turbosmart Team.**

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