

Product Name: EVO Dual port
Product Description: Fits Lancer EVO VII – X
(7 - 10)
Product Number: TS-0205-20



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**

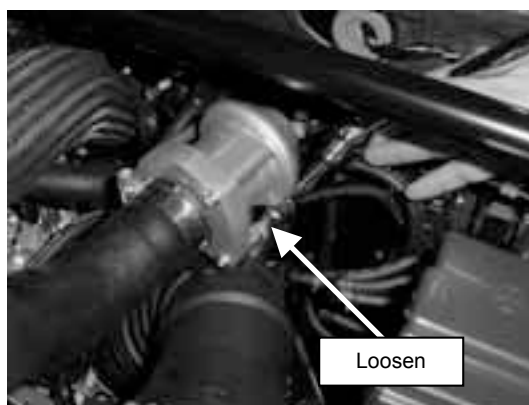
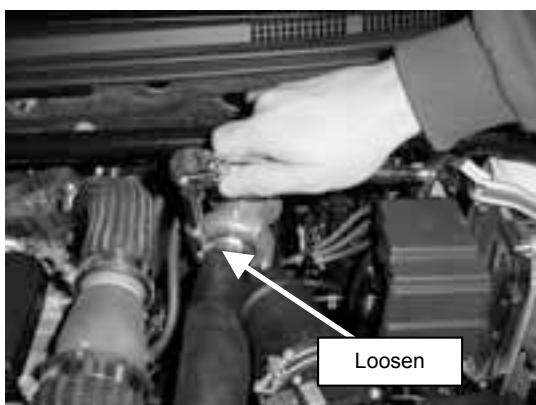
HOW TO INSTALL YOUR BOV

Please check that the following items have been provided in your EVO Dual port kit.

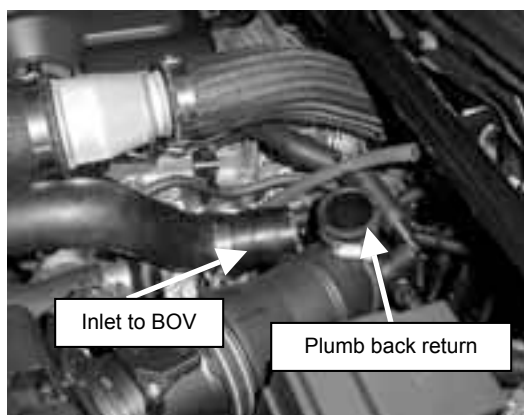
Quantity	Description	Use
1	EVO Dual port BOV	Model Specific blow off valve
1	Port Blanking plug	To blank off a port to convert the BOV to full atmospheric or plumb back
2	6mm Hose clamps	To secure the vacuum lines to the BOV and the engine
1	400mm of 5mm Silicone vacuum line	To connect vacuum source to the BOV

1) Installation on a EVO (Diagrams are from a Mitsubishi Lancer EVO X)

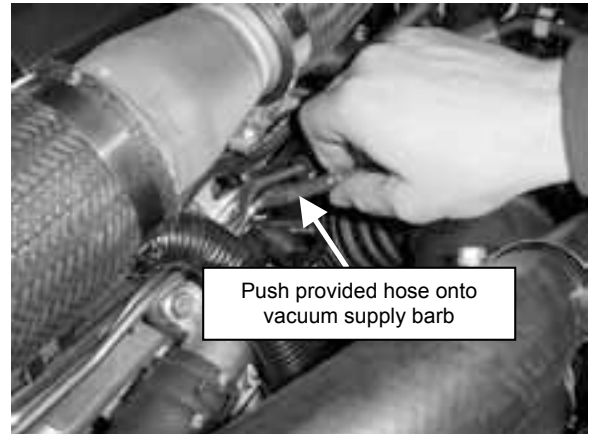
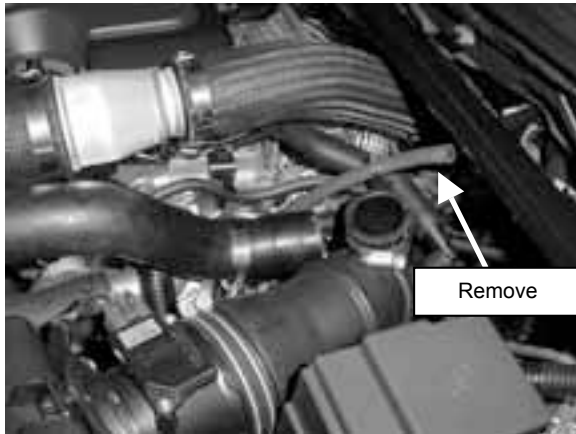
- 1) Remove the two hose clamps holding the standard BOV to the piping



- 2) Remove the piping and vacuum line off the standard BOV



- 3) Remove the standard vacuum line and replace it with the provided silicone vacuum tube. Secure the end with a hose clamp



- 4) Install the Turbosmart Dual port BOV in the same orientation as the standard BOV. Secure the hose ends with the standard hose clamps and insert the vacuum line into the vacuum port of the BOV securing it with the supplied spring clamp. Start the engine and check for leaks around the piping.



Note: The Dual port is supplied with a blanking plug for the vent to atmosphere side of the BOV to convert the BOV to full recirculation mode. Simply unscrew the trumpet and screw in the supplied blanking plug. Alternatively, the blanking plug can be used to convert the BOV into full vent to atmosphere mode by installing the blank onto the plumb back side. An additional 34mm hose blank (sold separately) is required to block off the plumb back hole in the intake pipe.

IMPORTANT NOTES ON SETTING THE SPRING TENSION

- Adjustment to the BOV is made by rotating the cap. To increase spring tension rotate in the direction of hard, marked on the top of the cap
- Rotate the cap in the direction of soft to decrease the spring tension – CAUTION Do not rotate the cap beyond the red indicator groove
- With the engine at idle the exhaust ports 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 half a 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 does not backfire or stall. If backfiring or stalling is noticed then check all connections made during the installation, otherwise increase the spring tension

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.



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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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