Product Name:	BOV SP Dual Port Subaru WRX 2015+
Product Description:	Fits WRX MY15+
Product Number:	TS-0215-1018

IMPORTANT NOTES:

- Please thoroughly read and understand these instructions before commencing this installation.

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

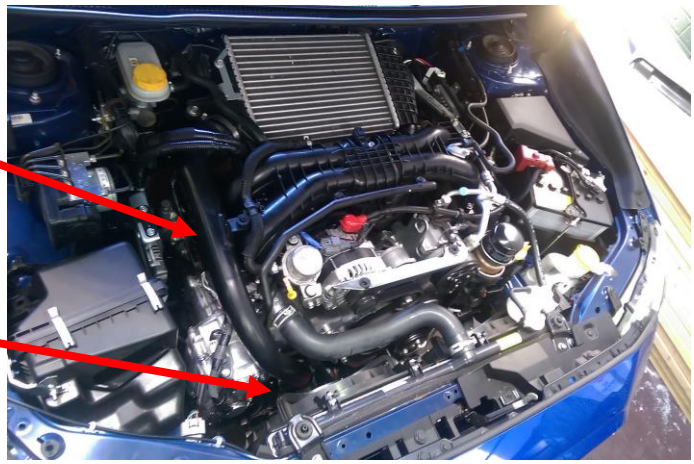
Please check that the following items have been provided in your Subaru SP dual port kit.

Quantity	Description	Use
1	Subaru Smart port BOV	Model Specific blow off valve
1	Blanking plug	To blank off a port to convert the BOV to full atmospheric or plumb back
1	Plastic reducer 3/16”-1/4”	To extend OEM vacuum hose
2	5mm Hose clamp	To secure vacuum hose on plastic reducer and BOV nipple
1	6mm Hose clamp	To secure OEM hose on plastic reducer
1	5mm Vacuum hose black	To extend OEM vacuum hose

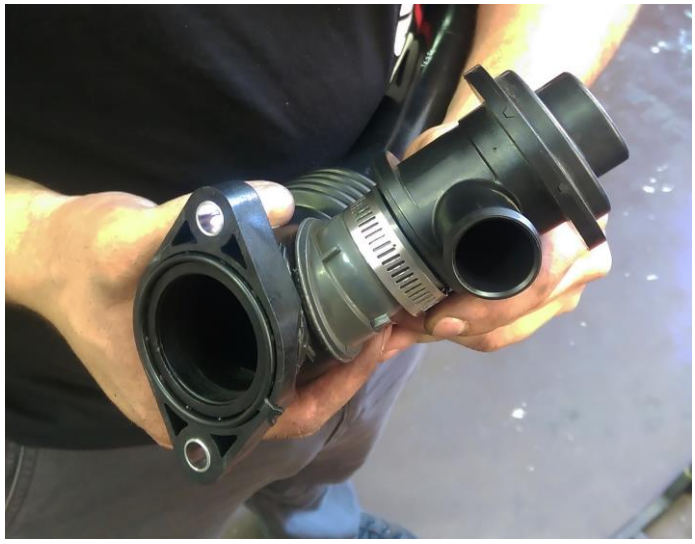
1. Remove the under-tray. The BOV is located underneath the vehicle at the left hand side corner (when viewed facing the front of the vehicle). Undo the two bolts holding the hot-pipe onto the compressor cover of the turbocharger. Remove the hot-pipe from the vehicle.

Induction pipe (hot-pipe) from outlet of turbocharger to inlet of intercooler.

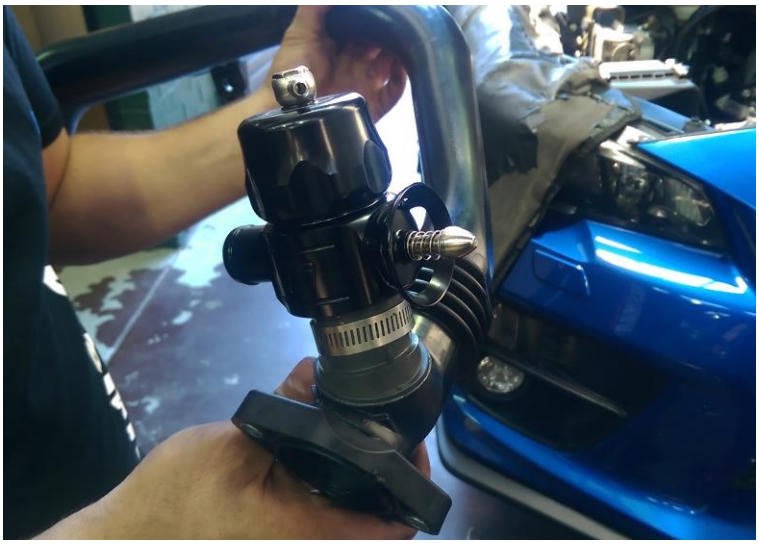
Blow off valve location



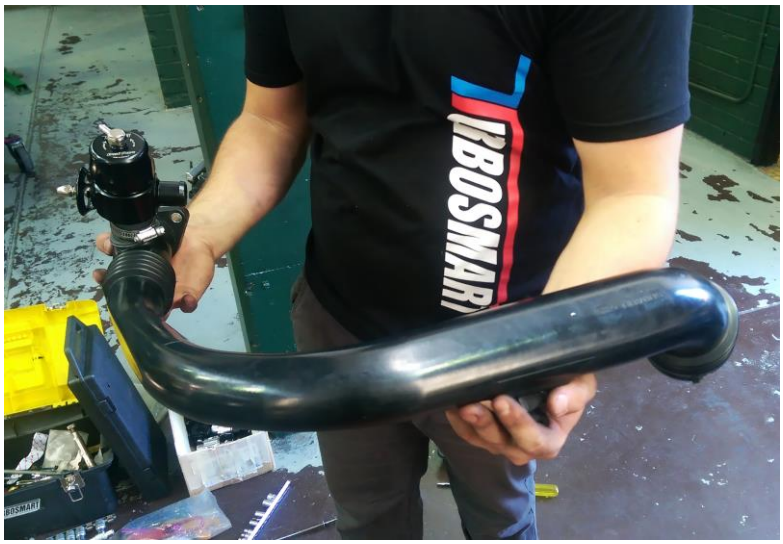
2. Loosen the clamp that is securing the BOV onto the hot-pipe. Gently pull the OEM BOV away from the hot-pipe to remove it.



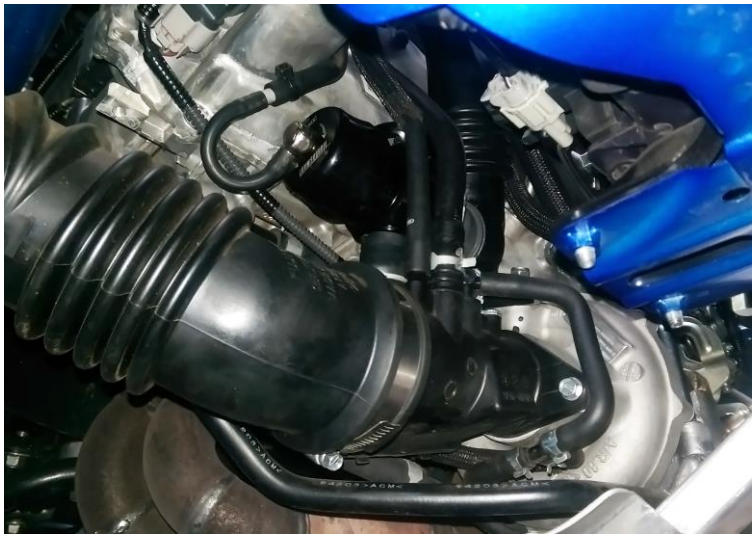
3. Install your new Turbosmart BOV by gently pushing it into the hot-pipe.



4. Before reinstalling the hot-pipe, ensure that the clamp is tightened and that the BOV orientation is same as OEM.



5. Reinstall the hot-pipe onto the compressor cover. Use the supplied hose reducer and hose to connect the OEM hose to the Turbosmart BOV. Ensure that all hose clamps and spring clamps are installed. The 6mm hose clamp is used for securing the OEM vacuum hose onto the reducer fitting. One 5mm hose clamp is used to secure the supplied 5mm vacuum hose onto the reducer fitting, the other is to secure the vacuum hose to the BOV nipple.



ADJUSTING YOUR BOV

Traditionally every BOV needs to be adjusted to suit the vehicle it is being mounted on. The new SP Dual Port BOV technology eliminates the need to adjust the BOV after installation.

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.
- Ensure the spring clamps are secured on silicon hoses and fittings.