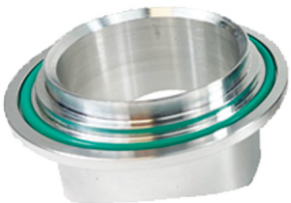
89050 Instructions

Thank you for purchasing the Performance World Super BOV-50 50mm Blow-Off Valve. Please use these guidelines for installation. If you are unsure or uncomfortable with installing this product, please contact a qualified installation technician.

Installation:
1) Find a suitable location to install the valve between the turbocharger and throttle body. If your vehicle is equipped with an intercooler, it is preferred to install between the intercooler and throttle body.
2) This valve is supplied with a weld-on aluminum flange (steel flange optional). After ensuring there will be adequate clearance around the valve when it is installed in the desired location, cut the hole and weld the flange to the pipe.
3) Attach the valve to the flange using the supplied V-band clamp. Tighten securely but do not overtighten as damage to the screw may occur.
4) Attach a 3/16" ID hose from the top port to a direct vacuum/boost source (intake manifold) and secure with clamps. Do not use hose smaller than 3/16" as it may result in delayed response time. When using two BOV's fed from a "Y" connector, a larger feed may be required.
5) The bottom port is only used for boost control when installed on a supercharged application.
5) Start the vehicle and check for leaks.

Spring changes:
The PW#89050 50mm Blow-Off Valve comes standard with a 14"-16"hg spring. This means the valve will remain closed until vacuum exceeds this point.
If your vehicle requires a spring with a different pressure, springs are available separately as follows:
#89050-12 - Green - 12"hg
#89050-17 - Silver - 17"-18"hg
#89050-21 - Red - 21"-23"hg
#89050-25 - Blue - 25"hg
Springs are changed by slowly & evenly removing the 6 screws on the top of the valve. Note: the spring installed will be pushing against the top so hold the valve together as you remove the screws. Replace with the desired spring, ensure the diaphragm is located correctly and re-assemble tightening the screws evenly.



Troubleshooting:
If vehicle is idling poorly, stalling or the valve is not operating correctly, check the vacuum hose for leaks or obstruction. The vacuum hose should not be from a shared source. It should have a direct connection.
Check to ensure there is no leak between the valve and the flange.
Check the weld between the flange to the intake pipe for cracks or flaws.
Ensure the correct spring is installed for the vacuum your vehicle produces.
Replacement diaphragms and flanges available. Visit performance-world.com.
Need Tech Help? - e-mail us at sales@performance-world.com