



**INSTALLATION INSTRUCTIONS**

**PLEASE** study these instructions carefully before installing your new Edelbrock Blow Off Valve. If you have any questions or problems, do not hesitate to contact our **Technical Hotline at: 1-800-416-8628**, from 7am-5pm, Monday-Friday, Pacific Standard Time or via e-mail at: **Edelbrock@Edelbrock.com**. Please fill out and mail your warranty card.

- **Description:** This blow off valve is designed to allow boost pressure to be bled from the intake piping on throttle off, while in boost. Bleeding off boost pressure keeps turbocharger speed up during shifts which reduces turbo boost lag. This also protects the turbo from surging when the throttle is closed suddenly.
- **NOTE:** *This kit requires cutting and welding. If you are not experienced with fabrication and welding, you should have this installation performed by a professional.*

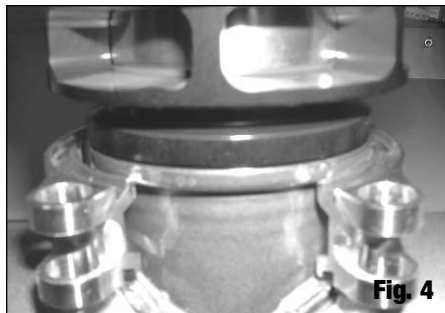
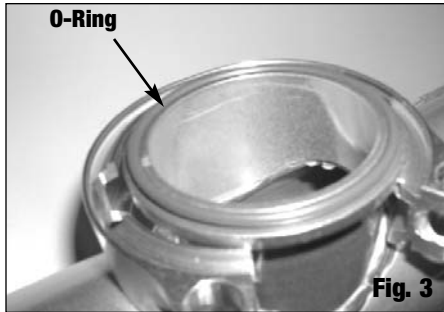
<b>KIT CONTENTS</b>	
<u>Qty.</u>	<u>Description</u>
□ 1	Blow-Off Valve
□ 1	O-Ring
□ 1	V-Band Mounting Clamp
□ 1	Steel Mounting Flange
□ 1	Aluminum Mounting Flange
□ 1	10mm Hose Banjo Fitting
□ 1	Hose Fitting Banjo Bolt
□ 2	Hose Fitting Sealing Washers

**Installation Procedure**

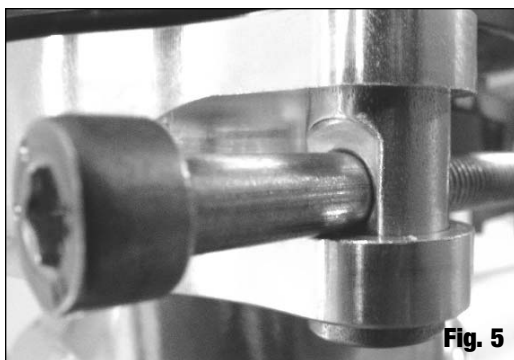
1. The blow-off valve should be located between the turbo compressor outlet, and the throttle body.
2. Select either the steel or aluminum mounting flange, depending on whether your intake plumbing is steel or aluminum. Mark the area where the flange will be attached, cut the piping to accept the flange, and weld the flange to the piping. After welding the mounting flange to your compressor plumbing, and allowing the materials to cool sufficiently, you may attach the blow-off valve to the mounting flange using the supplied v-band clamp and o-ring.
3. The easiest way to attach the blow off valve is to remove the allen bolt and threaded sleeves from the v-band clamp (**See Fig. 1**). You will then be able to stretch the v-band clamp over the flange. Allow the clamp to slip completely over the flange (**See Fig. 2**).



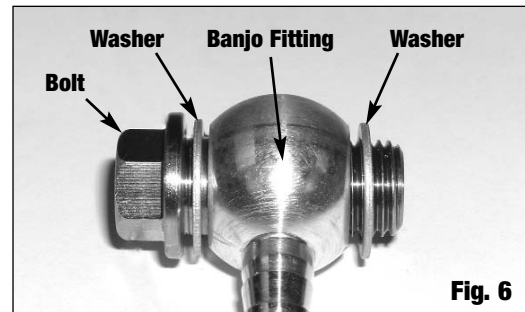
4. Now place the o-ring into position around the receiver groove of the mounting flange (**See Fig. 3**). Place the blow off valve over the o-ring and press until flush with the flange (**See Fig. 4**). Position the clamp over the blow off valve and flange. If your blow off valve is not mounted vertically, you may need assistance to hold it in place while positioning the clamp.



5. Now you may install the allen bolt and threaded sleeves into the clamp. You may need to squeeze the clamp together by hand to get the bolt to reach all the way across. When installing the threaded sleeves, make sure the sleeve with the machined area faces towards the head of the allen bolt (**See Fig. 5**). Tighten the clamp using an allen wrench.



6. Attach the supplied banjo fitting using the supplied banjo bolt, and using one sealing washer on each side of the fitting (**See Fig. 6**). Adjust the banjo to the desired direction and tighten the banjo bolt. Use a 1/4" hose (not supplied) and connect the banjo fitting to a vacuum source. A 1/4" x 1/8" NPT (minimum) fitting on the intake manifold is the preferred source. If this is not available, tee into a vacuum hose that is larger than 1/4", such as the power brake booster line.



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