



RZR XP TURBO DIVERTER/BLOW OFF VALVE INSTALLATION

Thank you for purchasing your billet aluminum diverter valve from Aftermarket Assassins! Every XPT should have this blow off valve. The stock BOV (Often called a diverter valve) is made of plastic and is known to warp. Warping can cause this to leak boost pressure which means a loss in horsepower. This happens especially on higher boost machines, but also can happen with stock boost levels. We set this BOV up just for the XP turbo to make sure no boost is leaked on higher boost machines, and that the valve blows off under lower boost pressure.

- Locate your stock diverter valve on the drivers side of the machine and is sticking out of the charge tube.
- Remove the 2 large factory clamps by using a side cutter to grab on the clamp end, then twist until the clamp loosens.
- Remove your bed panel to gain access to the small top hose and remove that clamp also.
- If your top clamp (small hose) is a pain, you can simply cut the hose right above the nipple (looks just like the one on ours). It will have plenty of length as long as you don't cut too much.
- Spray brake cleaner, WD-40 or as similar lubricant on the ends of the AA diverter valve. Lube is your friend here!
- Install 1 hose clamp loosely on the charge tube protrusion. Now push the longer end (End A) into the charge tube. This end should fully seat and be bottomed out against the AA diverter valve. If you have an inch or so gap, you need to push the valve in further.
- Fit your hose clamp around the hose leading to the intake tube, then install the hose on the bottom(End B) of the diverter valve.
- Slide the small hose on the top of the diverter valve and use the supplied zip tie to keep it in place.
- Go Ride!

Optional: Are you looking for that traditional PSSHHHH blow off vane sound? Simply leave the bottom (End B) hose off the diverter valve. You will need to plug the 1" tube leading to the intake or unfiltered air will enter and cause engine/turbo damage. Positive pressure will only come out of the valve end B, so dust normally is not a problem. However, if you ride where water/mud would possibly enter the bottom of the valve, we would highly suggest hooking up the diverter valve in the factory fashion, or running the 1" filter. When riding in these conditions it's possible for high speed water/dirt to enter the valve and cause damage to it, and the engine.

If venting the valve to atmosphere you will hear air rushing out of the valve at light throttle cruising This is completely normal. The valve works off pressure on the engine side of the throttle body. With the throttle plate closed, the engine is trying to pull air creating a vacuum effect in the intake plenum. Once the throttle plate is opened enough, boost pressure will fill the intake plenum and close the valve. Vacuum is what opens the valve, and boost pressure is what closes it.

