



CPC RACING BLOW OFF VALVE INSTRUCTIONS

Thank you for purchasing the finest Blow Off Valve (BOV) in the snowmobile industry. Enclosed in the box of parts you should find a Viton O-ring, a CPC aluminum BOV clamp, a 10-32 stainless steel threaded hose barb in a plastic bag and 2 feet of 1/8 diameter hose.

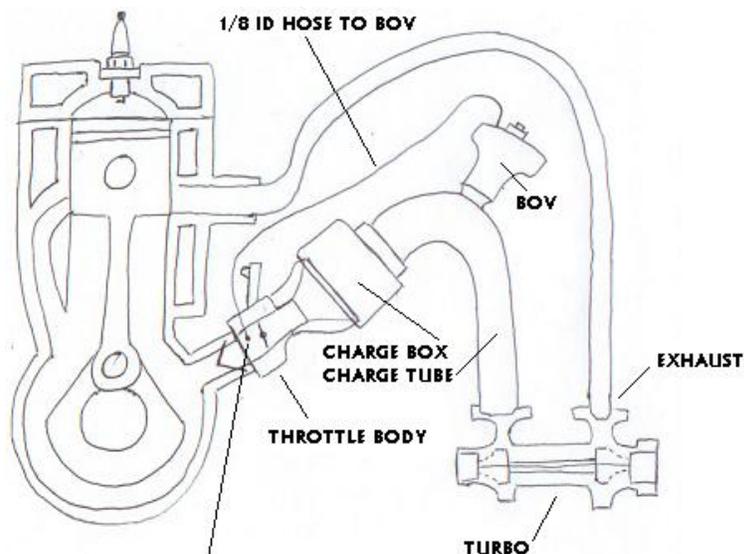
#1. Assuming that you have already welded the BOV flange on to your charge tube; remove the hardware from the clamp, then **GENTLY** spread the clamp just enough so that you can twist the clamp onto the BOV welded flange end.

#2. Next, install the large Viton O-ring onto the welded BOV flange, then push the CPC BOV assembly onto the welded BOV flange which will encapsulate the large Viton O-ring between each flange. While holding the assembly in place, **GENTLY** spread the aluminum clamp and using a twisting motion, position the clamp in place. **Do not OVERSTRETCH the clamp or you will damage it.**

#3. Using a drop of anti-seize lubricant on the 5mm treads of the SHCS screw, tighten the clamp in place. Attach the 1/8 hose to each fitting as shown in below diagram.

#4. To adjust your BOV, loosen the jam nut with a 14mm wrench and turn the center adjuster screw clockwise to increase tension on the BOV which delays the opening or turn the adjuster counter clockwise to lessen the tension on the BOV which will soften or speed up opening of the BOV. When properly adjusted, the BOV piston when free revved or at an idle should be firmly seated against the seat of the BOV. The BOV piston should never flutter at an idle. (Optional Springs are available.)

#5. To maintain your BOV, once a year you should disassemble the BOV. Using a clean rag, wipe any debris that might have accumulated. Then spray silicon dry lube in the top cap and upper piston to lubricate it. Never use oil or grease to lubricate the BOV.



**DRILL & TAP TO 10-32 FOR 1/8 STAINLESS STEEL HOSE BARB FITTING LOCATION
MUST BE ON THE ENGINE SIDE OR FORWARD OF THE THROTTLE PLATE**

Revised 10/08/10