

Thank you for purchasing a BSH DV Kit. The base kit should include the following components. Please make sure they are all in the box before continuing. If you bought any additional upgrades their specific parts list will be included separately. Tools needed are also listed here.

Parts	Tools
(1x) Diverter Valve	5mm Allen Head Socket
(1x) Intake Pipe	8mm Socket
(1x) Silicone 90* Bend	T25 Torx
(1x) Silicone Straight Coupler	Flat Head Screw Driver
(1x) DV Block Off Cap	Vise Grips or Hose Clamp Pliers
(1x) BSH Boost Tap	T10 Torx
(5x) 32-50 Hose Clamps	3/16 allen wrench
(2x) MAF Screws	
(1x) Intake Coupler Kit with matching clamps 2 couplers per kit, 4 clamps per kit	

This kit is based around the use of an aftermarket intake; if you are installing a new intake at the same time as this kit please refer to your new kits instruction manual. These instructions are based around an intake already being installed.

You will want to do this install on a cold motor to avoid heat related injury. Begin by jacking up the vehicle and positioning it on jack stands. Do not work on a vehicle that is not secured by jack stands. Ramps will also work as the wheels do not need to come off.

Step 1: Remove the factory Diverter Valve (DV). The factory DV is located on the turbocharger itself. The turbo is on the back of the motor and the DV is located on the passenger side of the turbo. First undo the electric plug clip on the factory DV. This can be done by pulling the tab towards you and pulling down. You will need a ratchet with a 5mm Allen head socket in order to remove the three bolts holding the DV to the turbo. Once the DV is unbolted from the turbo you will then install the DV plug as seen below. Make sure the supplied O Ring is placed in the recess for it on the plug. Once the plug is on the DV, reinstall it in the original position and plug in the electronic connector. After this step you can take the car off ramps or jack stands as it can be on the ground for the remainder of the install.



Step 2: Remove the Mass Air Flow (MAF) sensor from your aftermarket intake tube. Then remove the aftermarket intake from the car. Once removed lay the included intake pipe on top of the aftermarket intake you removed. The purpose is to match how long the BSH intake is to the mass air flow section of your currently installed intake. Draw a line on your aftermarket intake as a reference so you know where to cut.

See tips below for some help. Once drawn, secure the aftermarket intake with a vice or other means and proceed to cut directly down the line. Slight variation in length is not a major concern as the included silicone coupler will aid in correcting any length issues. Once you have cut the aftermarket intake, remove any excess flakes with a screwdriver and sand paper. Rinse out the aftermarket intake with water, dry, and re-install the MAF sensor and the BSH intake pipe and supplied coupler. *Tip* placing a hair tie around the intake pipe will help you make a straighter cut. *Tip 2* One piece intakes require 12" from where the pipe enters the silicone coupler to be cut off. The Evoms V Flow requires 3 5/8" to be cut off.



Step 3: Remove the noise pipe. The noise pipe is the black plastic tube running alongside the passenger side of the engine bay. Start at the firewall side of the engine bay. The noise pipe is clipped into a plastic port on the firewall. CAREFULLY remove this clip by popping up the metal retainer with a screwdriver. After the retainer is lifted, the noise pipe will be able to be removed from the plastic port. Remove the short section of rubber with the clip on from the noise pipe by removing the snap ring clip and set it aside, this will be used later in the installation. Towards the front of the engine bay there is a T25 torx bolt attaching the noise pipe to a bracket in the engine bay, remove it. There is also a 8mm bolt attaching the noise pipe to the radiator shroud, remove this as well. There is another clip attaching the noise pipe to the rubber hose, remove that and the noise pipe is ready to be removed from the engine bay. Next remove the rubber hose that the noise pipe was once attached to from the intercooler pipe. The rubber hose is attached with a spring clamp, you will need either a spring clamp tool or vice grips to get it off.





Step 4: Push the straight section of silicone hose on the valve as far as it can go. Tighten the clamp that secures the valve to the silicone hose. Push the straight section of silicone hose down as far as possible onto the exposed port on the intercooler pipe. *THIS IS THE MOST IMPORTANT STEP Position the valve so it is parallel to the radiator shroud*. Tighten the hose clamp on the silicone couple to intercooler connection. The short section of factory hose you were told to retain earlier (step 3) now goes on the bottom port of the DV. Reinstall the noise pipe and clip it onto the hose attached to the DV. It will end up looking like the picture below. If you purchased a Boost Tap, now is the time to attach the vacuum line to the top port of the DV, otherwise, run a line from your chosen vacuum source to the top nipple on the DV.



Step 5: You will need to gain access to the noise box speaker which is located under the plastic rain tray. Begin by removing the windshield wipers. Pop off the caps and remove the 13mm nuts. The wipers are removed by pumping the raised bend and pulling up on the section that is bolted to the car. Once removed, remove the rubber weather stripping and set it aside. To remove the cowl, apply light upward pressure to where it connects to the car. Do not put too much pressure on or you will break it. Once the cowl is out of the way you will have access to the noise box. There are two bolts holding it to the car, remove these bolts but do not try to remove the noise box. There are two bolts holding down the rain tray to the firewall once removed you will be able to lift the speaker box out of the car.



Step 6: Install the silicone 90* coupler from the exposed end of the noise pipe to the bung on the intake pipe. When fully installed, the DV will be pulled very slightly by the noise pipe connection. This is absolutely ok.



Step 7: Start up the car and listen for any leaks, take the car for a test drive, and then retighten all clamps just to be safe. *Tip* to test for leaks spray some soapy water on all the silicone connections, if it bubbles, you have a leak.
Enjoy!

