

RACING BYPASS VALVE

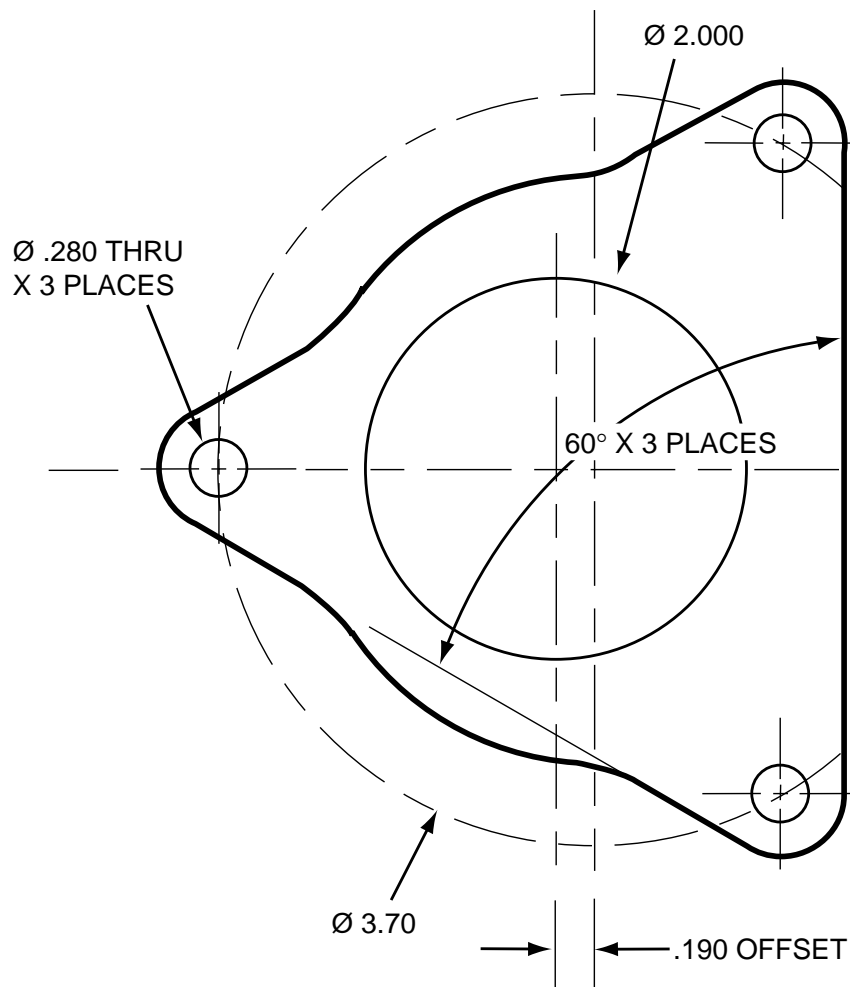


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NOTE: When installing this unit on Mass Air Flow (MAF) equipped applications, the bypass discharge **MUST** be routed into the supercharger inlet. If the unit is pointed toward or near the MAF, air turbulence will cause the MAF meter to send false signals to the ECM resulting in idle and driveability problems.

MOUNTING:

Due to the variety of custom applications, the racing bypass valve is not a "bolt-on" unit. However, a full scale template with mounting flange dimensions is shown below:



A laser-cut steel valve flange is available from Vortech (Part# 8D003-051)

SETUP:

Attach a minimum 1/4" manifold reference line from a vacuum port on the intake manifold to the 1/4" nipple on racing bypass lid. (The port must see both vacuum and boost.)

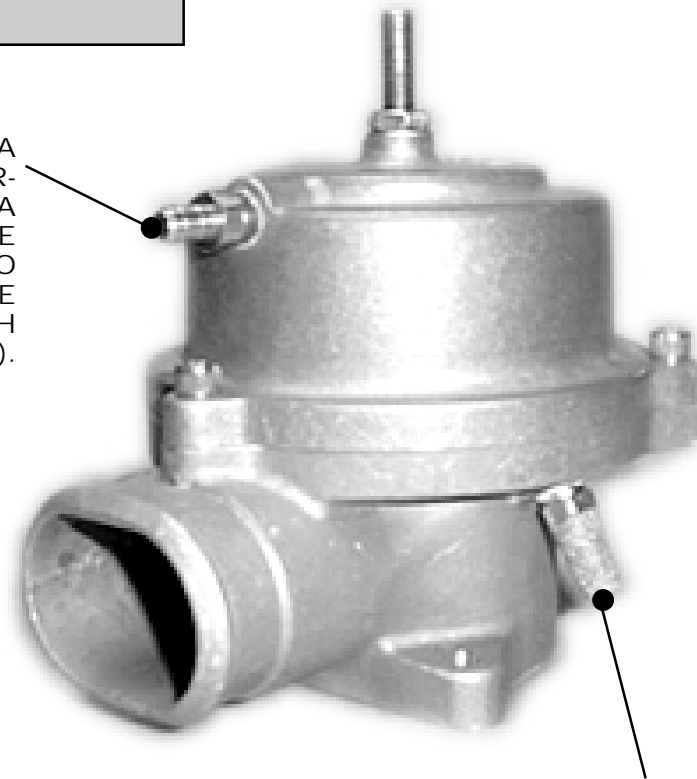
RACING BYPASS VALVE, cont'd.

TUNING:

The preload adjustment screw affects the point at which the bypass valve opens and closes. Most applications should need no adjustment and are recommended to use the unit as received (adjustment screw fully extended); this allows the lightest spring tension, permitting the valve to open earlier (approximately 4"-5" Hg) and supplies sufficient force so that the valve will seal at any amount of boost. Applying more spring pressure will allow it to open later (approximately eight turns will allow the valve to open at 9"-10" Hg).

NOTE: It is recommended that the preload screw not be turned in more than 4 turns. At NO time should the screw be bottomed out. Internal damage may occur.

REQUIRED: ATTACH A 1/4" MANIFOLD REFERENCE LINE FROM A VACUUM PORT ON THE INTAKE MANIFOLD TO THE 1/4" BARB (THE PORT MUST SEE BOTH VACUUM AND BOOST).



IMPORTANT: THE DIAPHRAGM VENTS SHOULD NEVER BE CAPPED OR PLUGGED. AIR MUST BE ALLOWED TO MOVE IN AND OUT OF THE UNIT FOR PROPER OPERATION.