

# Mopar Performance brand Blow-Off Valve Conversion Kit

The PVO engineered Dodge SRT-4 provides a lot of excuses for wearing a stupid looking grin on your face for an awful long time. The class dominating power and torque, allowing 14 point nothing quarter-mile times at 100 mph are two of the big ones. Eventually, having the fastest car on the block loses its shiny newness and you start pouring money into making it the fastest car in the county. Pretty soon, even though the grin is still there, you start to feel like you are losing the excitement, that your relationship is starting to falter, and it might be time to get a second job to pay for your newfound obsession with boost.

Fear not, mere mortal with limited cashflow, PVO is here to help you get through the doldrums and rekindle the love affair with your car. The Mopar Performance Blow-Off Valve Conversion kit is available at your friendly dodge dealership at an extremely reasonable price of about \$60, a lot less than that new Unobtanium Hybrid Turbo and Manifold will cost you.

The Conversion Kit is a simple device that reroutes the pressure release of the OEM Blow-Off Valve from an internal, nearly silent, whisper to an external to atmosphere “Pssh” that will not only draw the attention of anyone outside the car, but will put the feeling back in that grin.

Sure, you could spend a lot more money on an entire new Blow-Off Valve unit, the piping, and flanges needed to mount it, but that money is probably better channeled into that new turbocharger that calls to you while you sleep.

We’re not going to mislead you and say that the installation of the Conversion kit is as easy as changing the sparkplugs and oil filter. If you don’t have an assortment of 10mm wrenches and sockets, and a lot of patience, you might want to find a buddy who does have those tools and traits.



**Figure 1** The enclosed instructions advise you to remove the air intake tube and the battery. It’s a good idea, the Blow-Off Valve in there somewhere.



**Figure 2** After removing the airbox, intake tube, and battery, the Blow-Off Valve is easy to locate, and service where it is attached to the turbocharger.



**Figure 3** Remove the Pink Vacuum Line and three 10mm bolts that secure the BOV to the turbo housing. The bolt that is not visible in the photo is the tough one. The steel oil line that passes in front of the bolt and connects to the top of the turbocharger needs to be moved. Either disconnect it from the turbo, or carefully bend it toward the exhaust manifold to allow access.



**Figure 4** The BOV and internal diaphragm are both removed. Notice how the diaphragm sits inside the BOV. The diaphragm does not have a 'top' or 'bottom', but it does have a 'front' and 'back'.



**Figure 5** Be sure to align the Converter Plate correctly, the half-moon shape is toward the passenger side of the vehicle, the center hole is toward the front of the vehicle.



**Figure 6** Using the supplied bolts and washers, install the Blow-Off Valve Conversion kit. The Included gasket is sandwiched between the turbo housing and the Converter Plate.