

ELEVATE

Turbo Compressor Bypass Valve (CBV) P2

Tools needed:

- 5mm Allen Hex Driver
- Pliers

Please completely read through these instructions to familiarize yourself with the installation. There are no cutting, drilling or other modifications required to install the ELEVATE Turbo Compressor Bypass Valve (CBV). Work in a clean environment and make sure the CBV is clean and free of any debris before installing. Do not allow any debris to enter the turbo compressor housing when the CBV is removed.

The ELEVATE CBV is a direct replacement for the factory unit. The CBV is located on the turbo compressor housing, which is most easily accessed from underneath the vehicle. When working under the vehicle, ensure that it is supported with proper jack stands or a vehicle lift. These instructions show the turbo and CBV assembly off of the vehicle for clearer imagery. The CBV can be replaced with the turbo on the car, but patience is required.

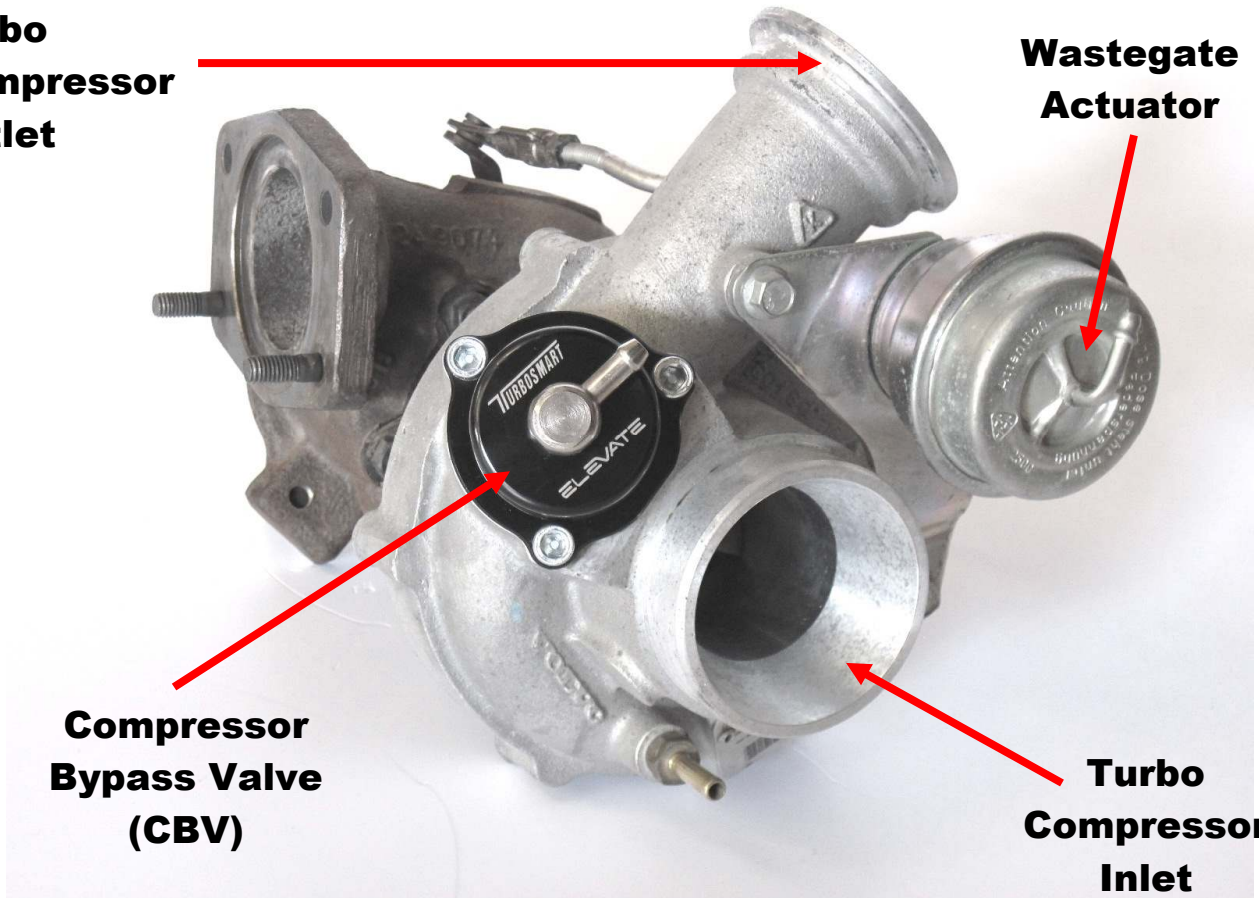
1. Familiarize yourself with the turbocharger and CBV location:

**Turbo
Compressor
Outlet**

**Wastegate
Actuator**

**Compressor
Bypass Valve
(CBV)**

**Turbo
Compressor
Inlet**



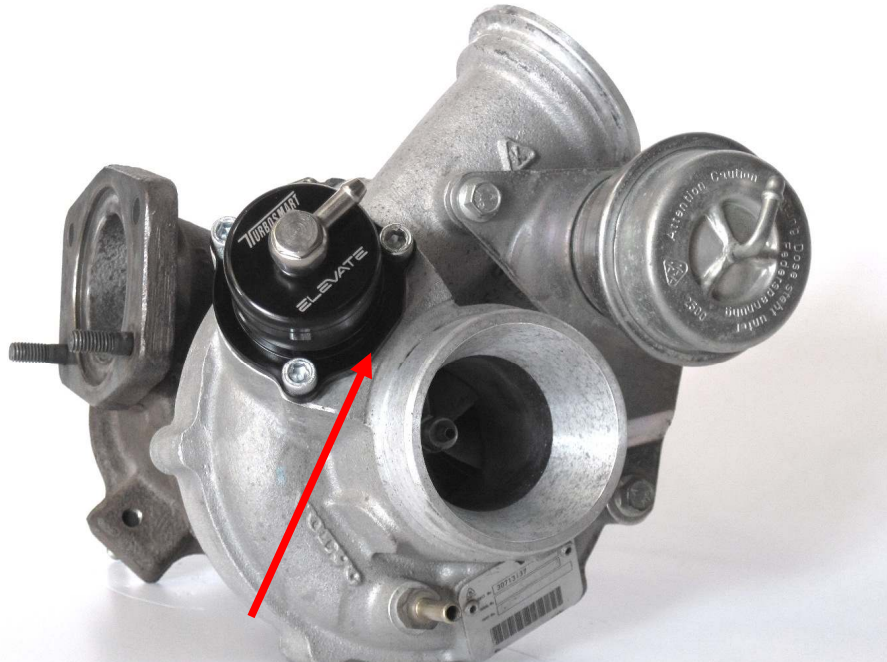
2. Remove the black vacuum hose connected to the CBV by compressing the spring clamp (if so equipped) with pliers.
3. Using a 5mm Allen Hex driver or wrench, remove the three screws that attach the CBV and metal bracket to the turbo compressor housing.
4. Remove the CBV. The CBV has spring pressure pushing on the black plastic housing. Remove the black plastic housing, spring, and diaphragm assembly. These components will not be reused.



5. Ensure that all the mounting surface and inside of the compressor housing is clean and free of any dirt or debris. Here you can see the passages that the CBV covers and uncovers in operation.



6. Install ELEVATE Turbo Compressor Bypass Valve using included screws and thread locking compound. Make sure both o-rings are in place. **IMPORTANT:** There is a flat section on the CBV flange. This flat section is to face the turbo compressor inlet. The reason for this is that this is where the opening is for the CBV to redirect boosted air into the turbo inlet.



Flat section on CBV flange to face turbo inlet

7. Orient vacuum nipple on CBV to desired position (do not tighten) and connect the included vacuum hose to metal nipple, securing the hose with included clamp.
8. Route the vacuum hose from the CBV to the inlet manifold and secure using included clamp or ziptie.
9. Start the engine and check for any vacuum leaks.