

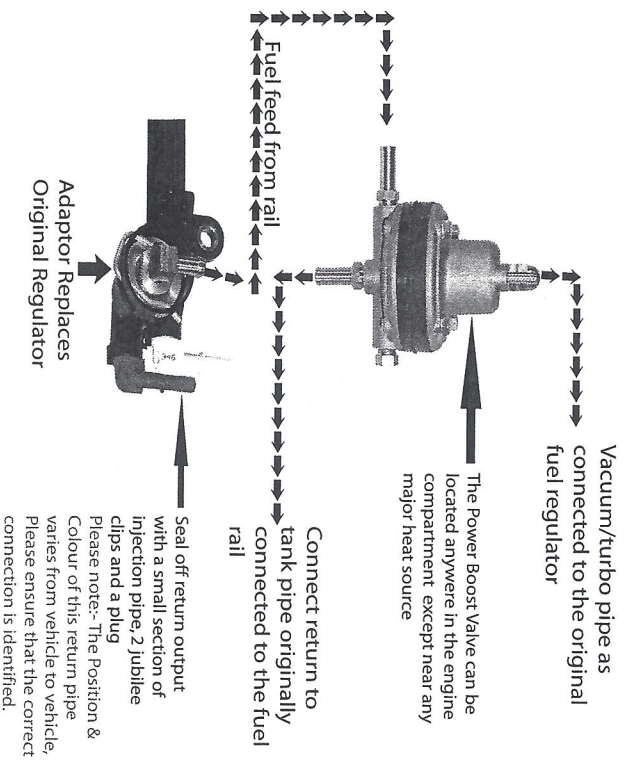
MALPASSI (UK)
FITTING INSTRUCTIONS FOR POWER BOOST VALVE
VK-384-MGF1-H & VK-384-MGF1-AQ

Please note : BEFORE INSTALLING THIS EQUIPMENT READ THE INSTRUCTIONS CAREFULLY AND TAKE ALL NECESSARY PRECAUTIONS REGARDING YOUR OWN SAFETY. **(IF YOU DO NOT FEEL CONFIDENT ENOUGH TO FIT THE UNIT SEEK PROFESSIONAL HELP)**

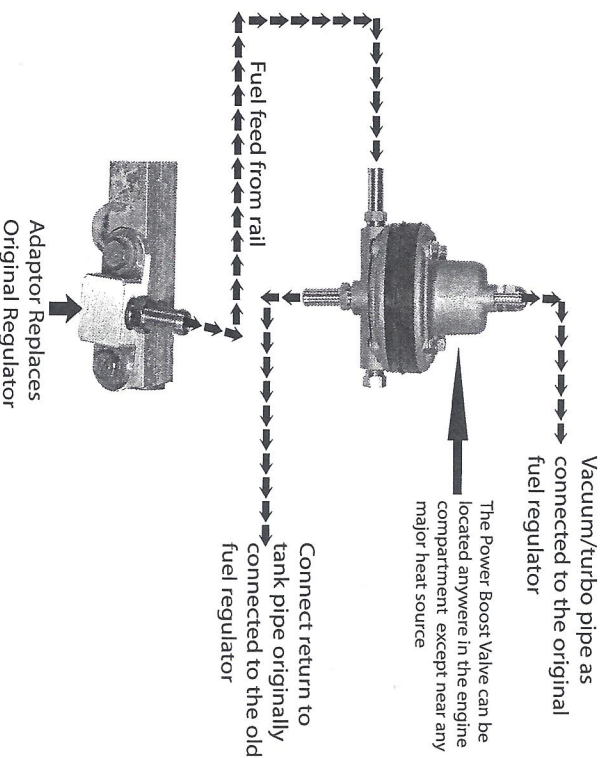
1. Ensure that the engine has been turned off and has been standing to cool for at least an hour.
2. Original Regulator is sited on the fuel rail, and retained with a clip around the outside of it.
3. Remove the vacuum pressure pipe.
4. Valve securing clip, remove round clip.
5. Remove Valve (recessed in Manifold Housing). (valve has 2 rubber 'O' ring seals that make it a tight fit).
6. Fit new Aluminium Adaptor with seals (lubricate the seals first) where the original valve was situated.
7. Refit valve securing clip in its original position.
8. Connect New Fuel Hose to Adaptor Union, fit clip and tighten. Guide fuel pipe around the side of the engine to a suitable position on the Bulkhead, where the remote valve can be mounted.
9. Remote Regulator – select a suitable position to site and fix the unit, mark the position, and fit the mounting bracket and regulator.
10. The fuel line should be offered up to the regulator in line with fuel union A (horizontal), cut to length, fitted and secured with the clip provided. The fuel hose employed has threaded connections (and not clips). These fuel unions must be tightened with precision.
11. Return to Tank pipe. The pipe was originally connected to the Fuel Rail. Disconnect, and re-route to connect up with the new PBV Regulator, fitting the pipe to the fuel union immediately opposite to the adjusting nut, This is the Fuel Return Hose connection. NOTE: THE OLD MANIFOLD UNION WILL REMAIN OPEN, AS THE NEW ADAPTOR BLANKS OFF THIS FUEL CHANNEL.
12. Vacuum Hose should be measured to length and fitted to the manifold to PBV Valve.
13. The basic installation is now complete. DO NOT START THE ENGINE.
14. Re-check the installation of all the parts which you have just fitted, and ensure that the bolts, hose clips and other connections are secure and tight.
15. With the installation complete and checked, ensure that no tools or equipment have been left within the engine bay/Working Area.
16. Start the engine, and immediately inspect all the connections for possible leaks, allowing the engine to run for at least 10 minutes, bringing it up to normal running temperature. Turn engine off and check all points again. If satisfied with your installation, the vehicle is now ready for testing.

THE PROCEDURE SUGGESTED ABOVE IS FOR GUIDANCE ONLY. IF YOU HAVE ANY DOUBTS PLEASE CONTACT YOUR DEALER, OR VISIT OUR WEBSITE FOR EXTRA FITTING DIAGRAMS.

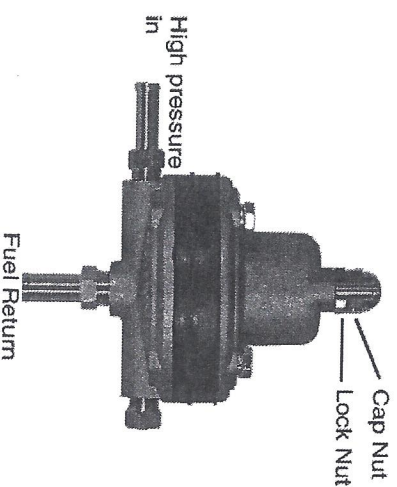
Internal fuel Rail regulator



External fuel rail regulator



Power Boost Valve Tuning Sheet



Tuning to suit engine

A small adjustment of the valve regulating screw may be necessary to provide an improvement

Adjustment procedure

- 1/ With the engine turned off
 - 2/ Remove chrome domed lock nut (Keep it safe).
 - 3/ Slacken locknut around the adjustment screw.
 - 4/ Turn adjustment screw clockwise 1/4 turn (to enrich mixture).
 - 5/ In some cases a second 1/4 turn adjustment clockwise will be necessary
 - 6/ (On 5% of valves fitted an anti-clockwise adjustment of the screw will be necessary)
- Tighten adjuster locknut:
Ensuring that all tools etc have been removed from the working area, start engine.
Road test vehicle and check your improvement.
(Your final adjustment may not need a full 1/4 turn movement).
It is unusual that you will need to adjust the valve more than this amount.

Caution:- Over adjustment (clockwise) will result in the fuel pump & fuel lines operating under extreme pressure.