



Goose Honk Killer Installation Instructions

Removal of the Recirc Valve

The recircs are located in the front of the car underneath the front nose panel. The air filter, air flow sensor and Tee-tube need to be removed as well as the electric cooling fan to ease the removal of the recircs. Be sure to plug all the disconnected hoses and pipes with clean rags to prevent any debris from getting into them while you have everything disassembled.

Here are a few tricks that make the job easier:

- 1) loosen all the hose clamps before unbolting the recirc from the car.
- 2) the vacuum line that attaches to the top of the valve is difficult to access; the easiest way to remove the line is to use a flat blade screwdriver to simply pry it off, again before unbolting the valve. When re-installing, attach the vacuum line to the valve before bolting into place – use petroleum jelly on the hose nipple to help install the vacuum line.
- 3) now you can remove the bolts, a ¼” ratchet, 6” extension, 12 mm socket and swivel will be needed. The swivel comes in handy on the driver side (USD models) where the air conditioning line tends to be in the way.
- 4) with the valve now unbolted, twist it to break the bond with the hoses. It is easiest to pull it away from the bottom hose first and then the shorter vent hose second. Reverse this order to re-install.

Tools needed for the conversion:

Bench grinder, hand grinder or belt sander
RTV silicone
7/16” wrench
Hammer

Prepping the valves

Plug the hose openings with some rags to prevent grinding dust from getting into the valve. Using your grinder of choice or belt sander, grind the corner on the top of the valve down (see figure 1). The idea is to grind away the corner material so the top will break off easy.

- Don't try to poke a screwdriver or anything sharp into the grind area to help break it free, the vacuum diaphragm is located in this area and puncturing it will ruin the valve.

- Also, the machined aluminum cap is a press fit on this metal cap, while working the tip loose, do your best not to bend or misshape it.

Once the metal is thin enough, a couple of taps with a hammer on the vacuum line nipple is all it takes to knock the top loose. If it doesn't break free, keep grinding.

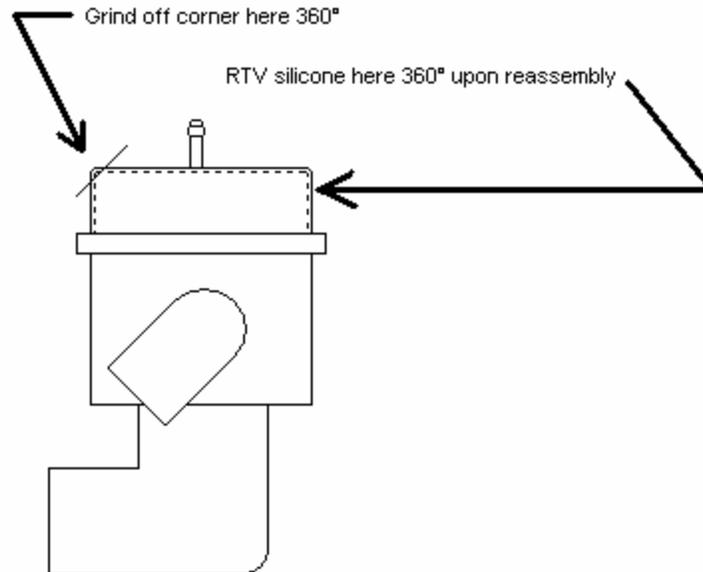


Figure 1

With the top removed, use your grinder to deburr the top of the cut. This will allow the aluminum cap to press on easily without binding.

Now you are ready to reassemble the valve.

- Apply a 1/8" bead of silicone to the outside circumference of the valve (see figure 1), put the spring in place on top the diaphragm (**DO NOT FORGET TO INSTALL THE SPRING!!!**) and place the aluminum cap over the spring.
- There is a slight press fit between the sheet metal and the aluminum cap so you will probably have to tap it onto the valve, making sure it goes on evenly. Tap the cap down until it seats on the outer step of the valve. The press fit will hold everything together and the silicone will provide a leak free seal.
- Wipe off any excess silicone and install the pipe threaded hose nipple and you are done.

Reinstall the valves in the car and enjoy the goose honk free drive.

Questions???

Contact me at:

brett@bde-performance.com

phone # (253) 230-8205