

Greddy Relife Valve (11501710)

Installation / Adjustment Instructions

[Thanks to dbruce and AZ-ZBum for their inputs and editorial assistance]

Tool(s): 1 7/8" wrench; 12M wrench; #4M allen wrench (and some anti-sieze)

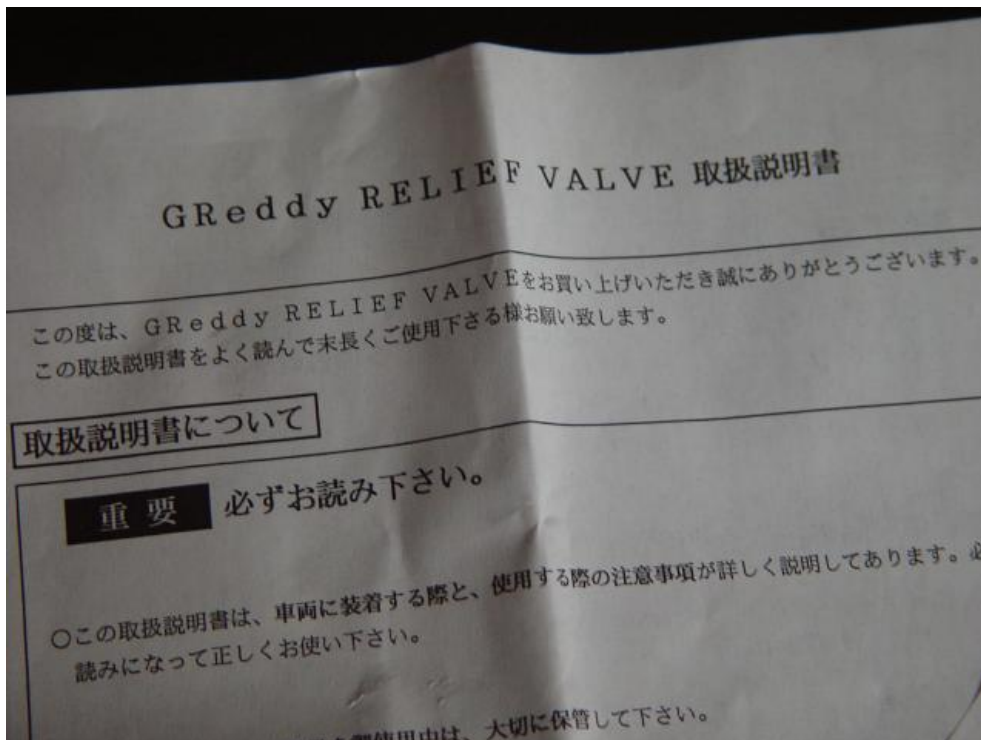


This write up is intended to help those who claim NOT to be Z31 "performance gurus", but have interests (albeit limited) in that area. Case in point, the GReddy Relief Valve. In normal/traditional circumstances, its usage would be a requirement with a "boost controller". For those (like me) who don't have a "boost controller" (YET), well its more of a nice looking "plug".

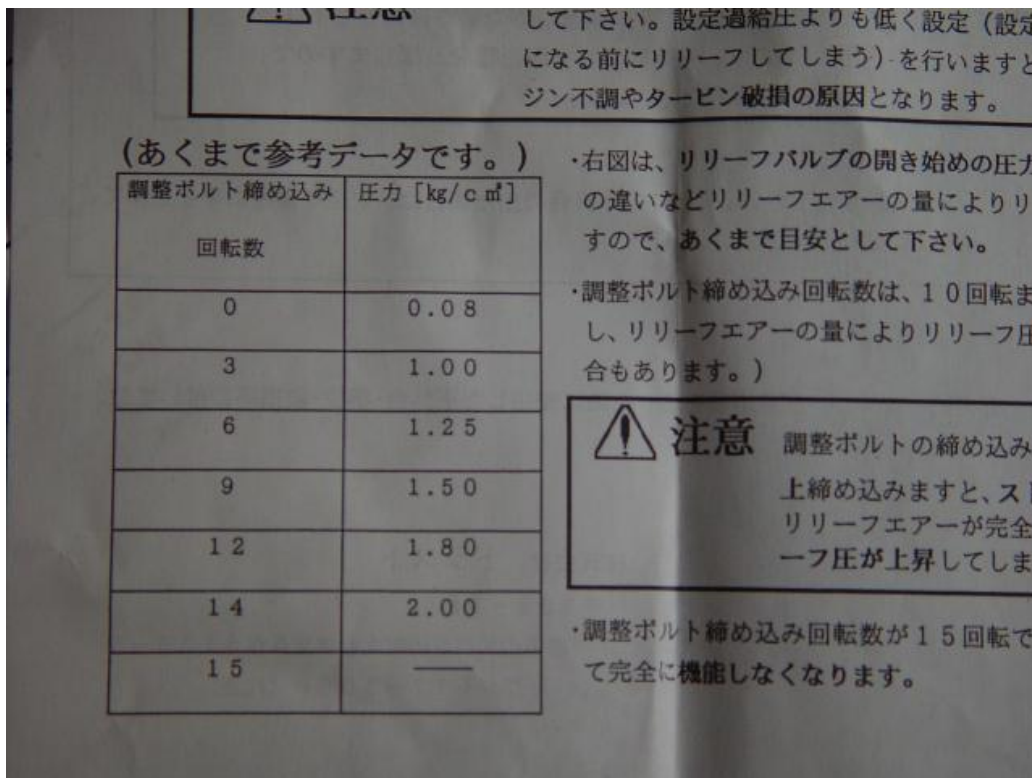
The other reason for this write-up, is because the included instructions (see below) are written in Japanese. Shown below are 2 of the 4 provided pages. And a response from GReddy wasn't too helpful. They indicated that "english" instructions were NOT available.



I should correct myself, there were (2) areas of English.



The title on the 1st page ...



And the table that provides "valve adjustment" information.

This translated is:

- 0 turns = 0.08 bar ... approx 1 PSI
- 3 turns = 1.00 bar ... 14.7 PSI
- 6 turns = 1.25 bar ... 18.13 PSI
- 9 turns = 1.50 bar ... 21.76 PSI
- 12 turns = 1.80 bar ... 26.11 PSI
- 14 turns = 2.00 bar ... 29.01 PSI

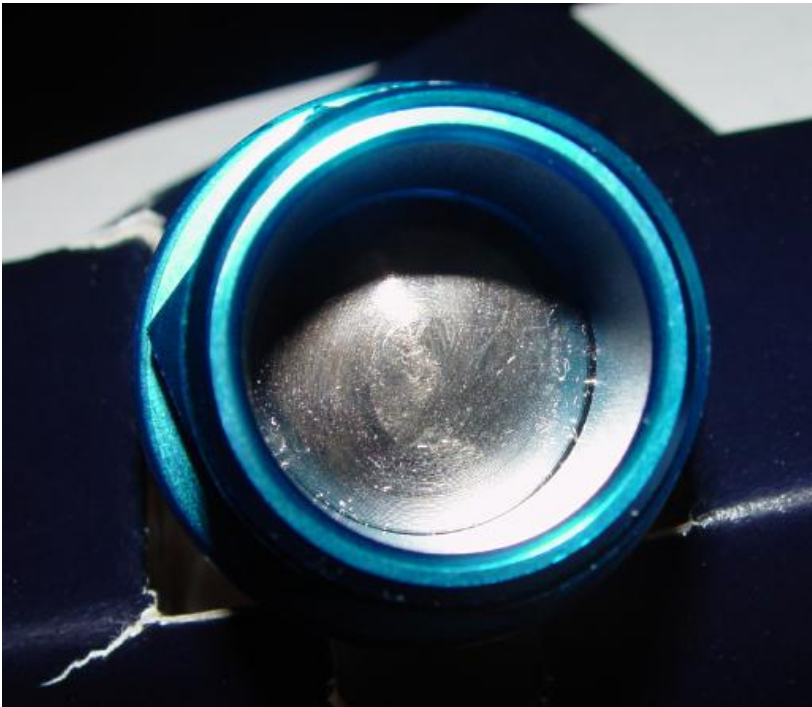
Note: "turns" relates to the number of (clockwise) turns of the adjustment screw



Pic 1: Top View



Pic 2: Top View ... see "locking nut" (Size 12M) and "adjusting screw" (Size 4M)



Pic 3: Bottom View .. "relief valve diaphragm" .. can be easily pushed (w/your thumb) "out of the box"

Adjusting the valve (Disclaimer: No guidance is provided on "what value" (bar/PSI) to set for your valve. It's value is dependent upon the engine performance

modifications you have. GReddy warns that this device is intended for “off-road use only”)

Here are the steps to adjust the valve.

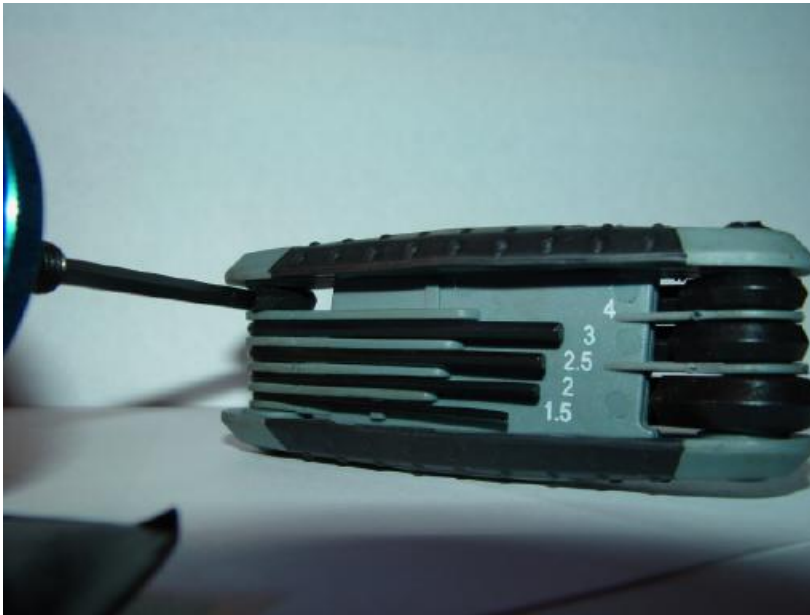
1. Using #12M wrench loosen the locking nut.



2. Back the nut off (*counter clockwise*) until approx. $\frac{1}{4}$ inch from the end. This should give you enough room to set the bar/PSI to the desired values.
3. Using #4M allen wrench, insert into “adjusting screw”.



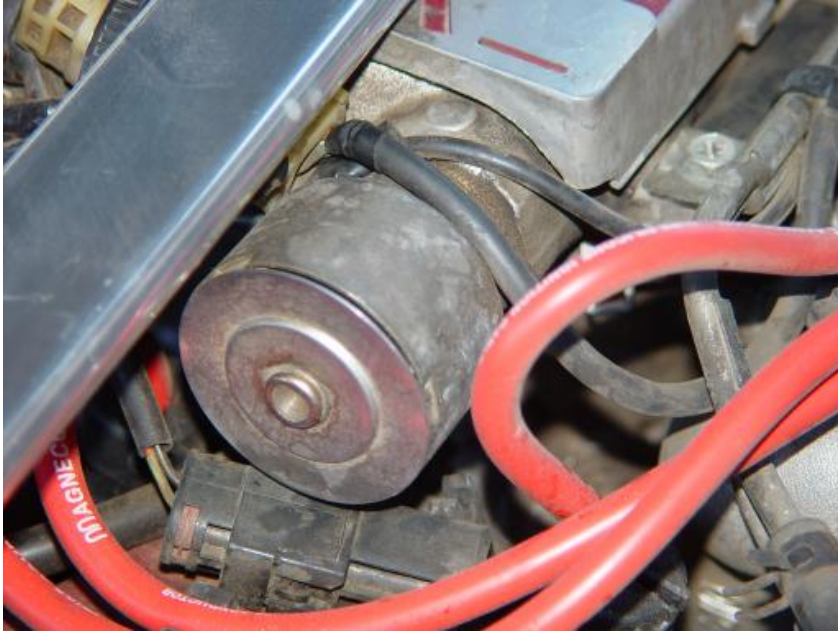
4. Turning counter clockwise, loosen until turns freely .. then tighten (*clockwise*) until you feel resistance. (You are now at “0” turns).



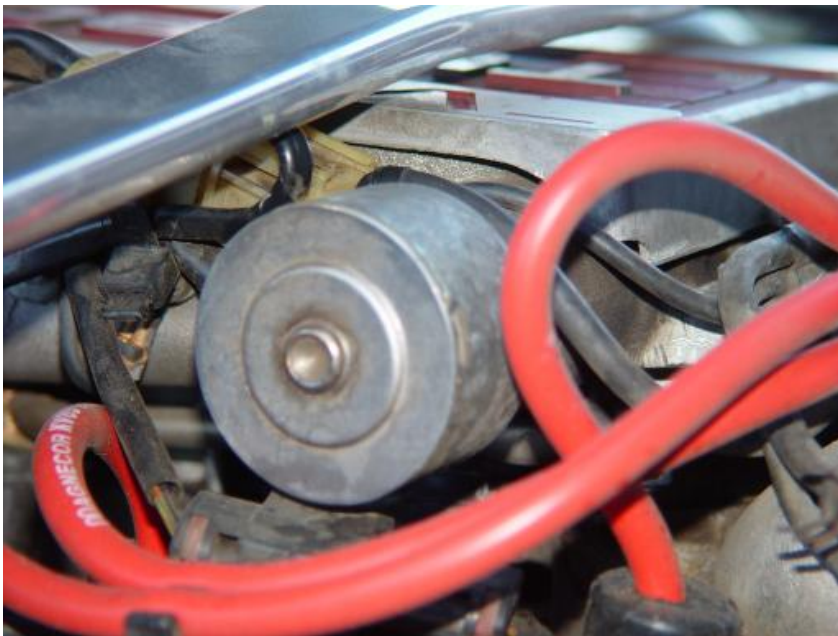
5. Now make the desired number of "turns" to your desired bar/PSI (see chart above).
6. Remove #4 allen wrench (you can put it away now)
7. Spin (you can do this by hand) the locking nut *clockwise* until it stops. Using #12M wrench "re-tighten" the locking nut.
8. Congratulations ..you're done! (Note: This is pretty much a set-n-forget modification. See disclaimer above.)

Installation (Disclaimer: These are the steps I took for the install. I make no claims regarding my mechanical abilities. Assess your own mechanical abilities and proceed accordingly. Good Luck!)

1. First off, assess what you got. Here are a few pictures of the OEM set up.



What did you expect? OEM .. 20+ years!



The bar is Cusco. Wires are Magnecore.



A definite clean up is in order before anything!

2. Using the 1 7/8" wrench .. remove the OEM relief valve. (Note: In my case, I removed the strut bar; clipped off wire ties and disconnected the plug seen in the photograph. This was done to ensure adequate clearance for the 1 7/8" wrench.)
3. Installation of the GREDDY valve is just the reverse process. (Note: Make sure you apply some anti-sieze on the threads of the GREDDY valve.) Reconnect the plug. Re- wire tie as needed. Re-install the strut bar.



4. Your' done!

