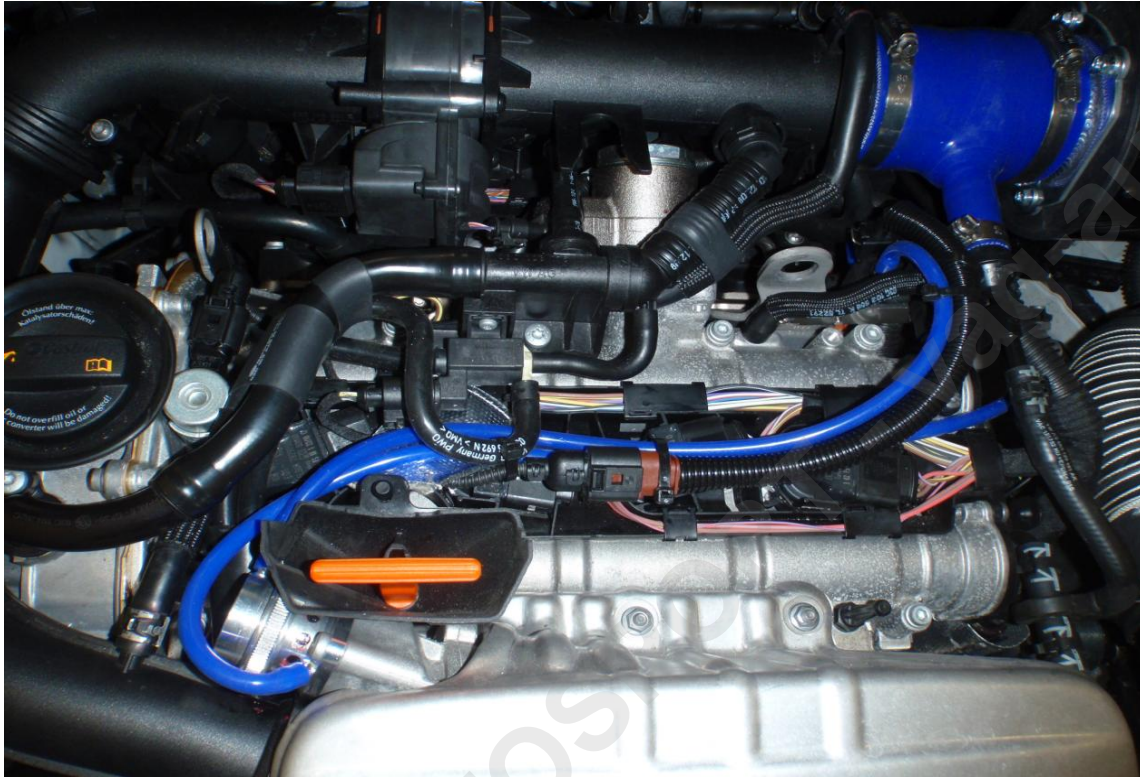




## 1.4 Twin Charged Atmospheric/Recirculating Dump Valve Installation



**\*\*These fitting instructions are the same for both atmospheric and recirculation valves\*\***



**Tools needed:**

T25 Screwdriver

T30 Screwdriver

Pliers

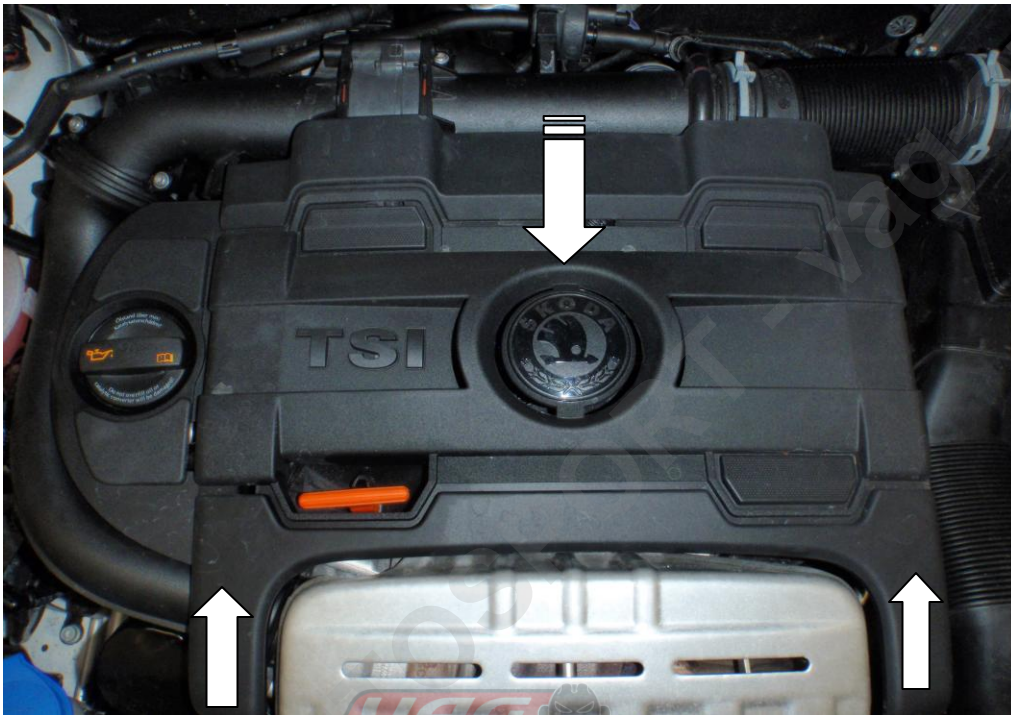
8mm Spanner

3mm Allen key

4mm Allen key



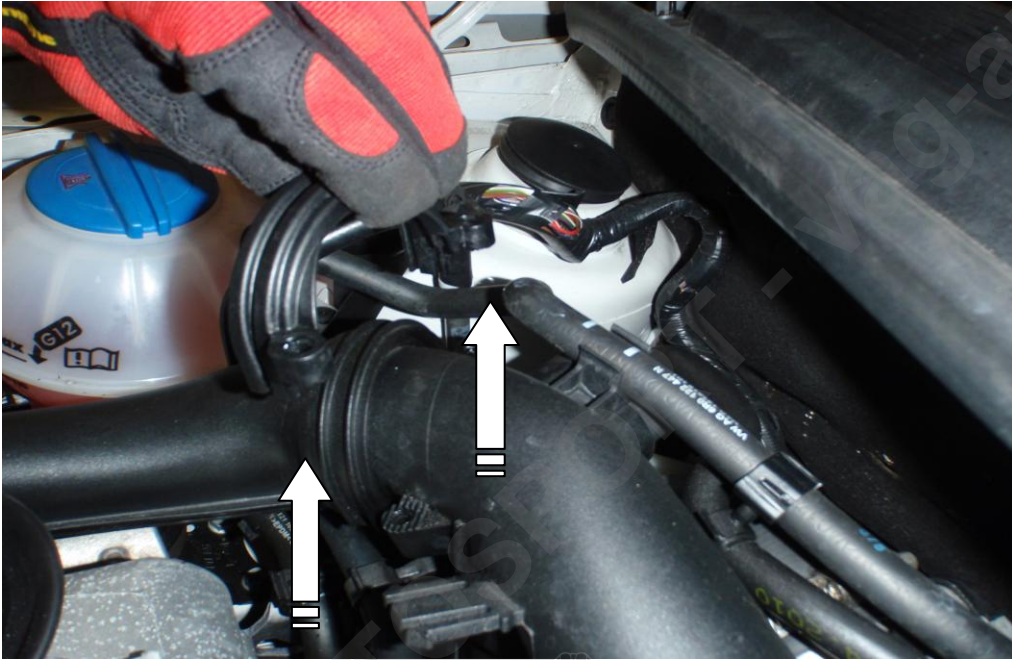
1. Open the bonnet and remove the engine cover by grasping each leading of the cover and pulling sharply upwards to release it from the rubber grommets, then pull the cover towards you to remove it from the engine.



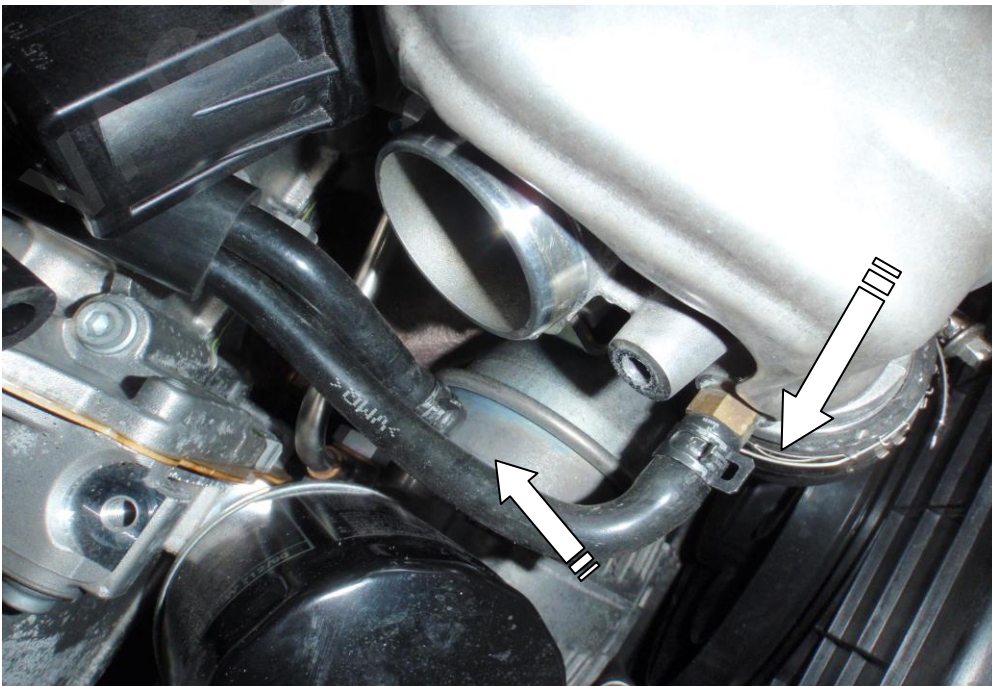
2. Undo the T30 Torx that holds the intake pipe to the turbo housing and with a pair of pliers squeeze and push the hose clamp away from you that are attached to the intake pipe then remove the rubber breather pipe from the intake pipe.



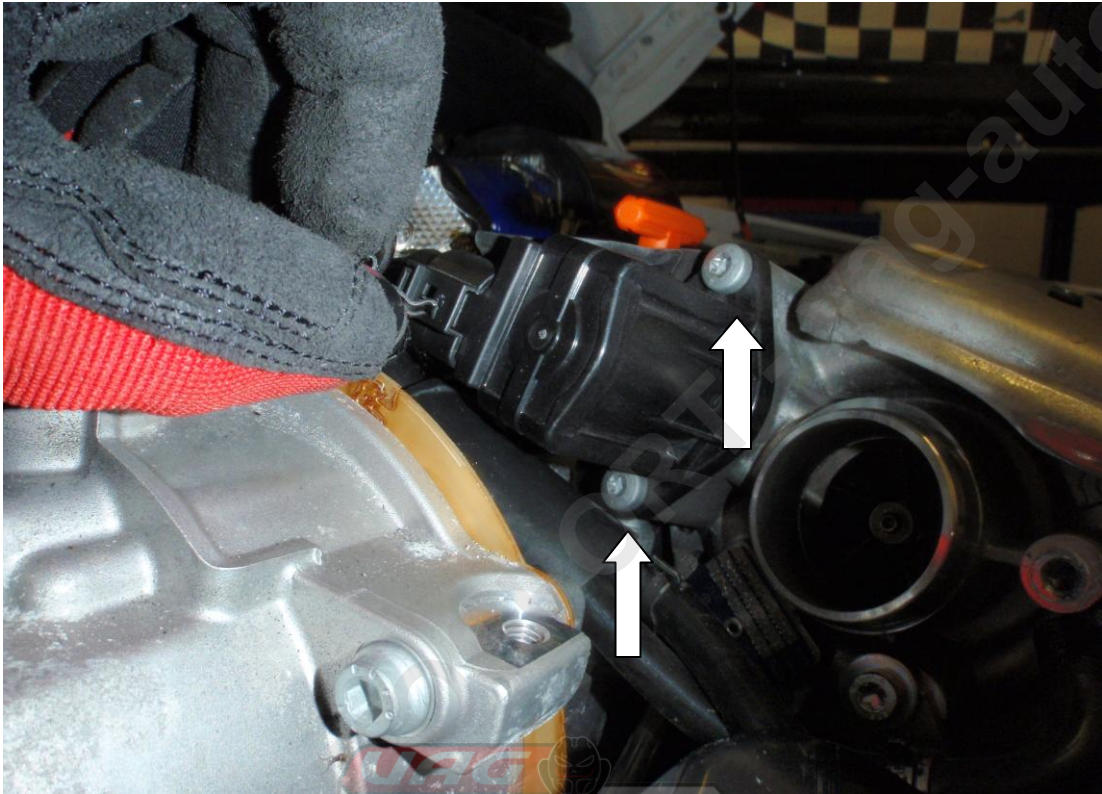
3. Remove the 2 T25 Torx holding the intake pipe bracket on, once the screws have been removed, pull the plastic bracket upwards to remove, this will allow the intake pipe to be removed.



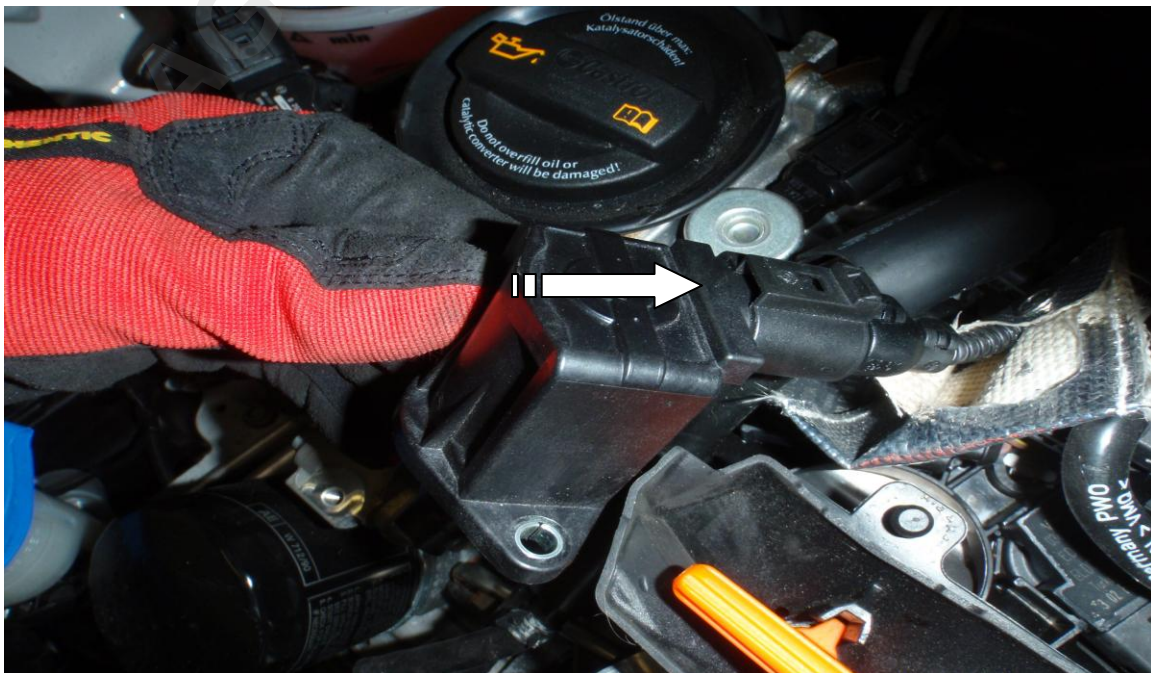
4. Using a pair of pliers squeeze the 2 hose clamps that are on the rubber hoses to move them out the way enough to remove both pipes.



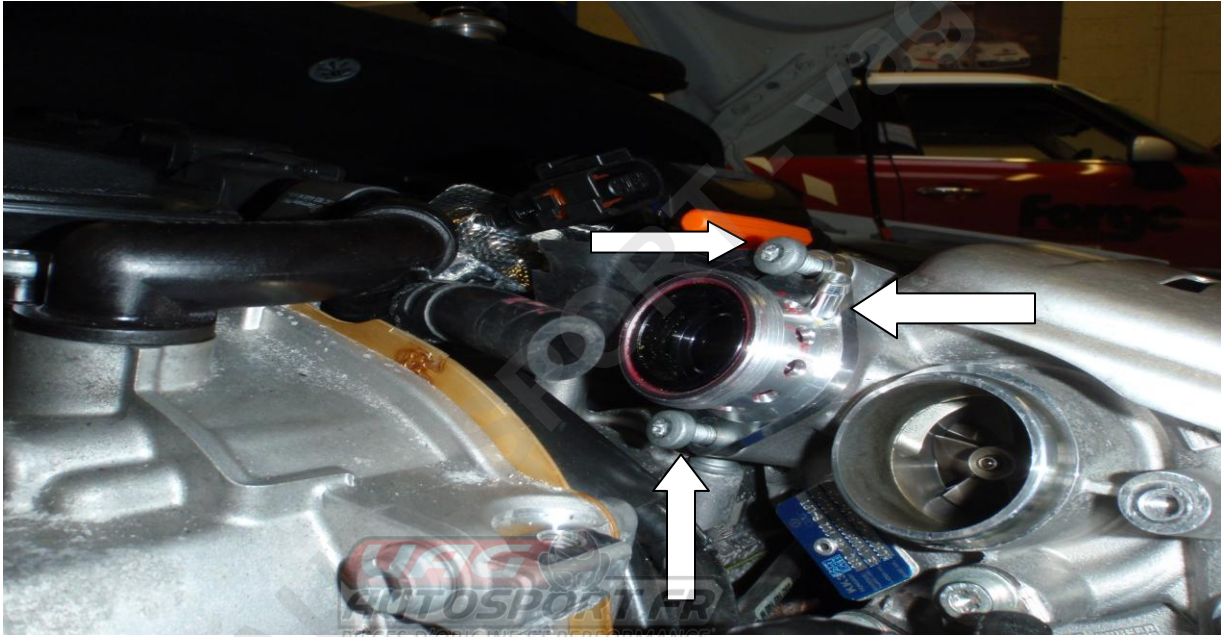
5. Using the T30 torx, undo both screws holding the standard valve in place.



6. Undo the plug attached to the standard valve by pressing the tab and pulling the connector away from the valve.



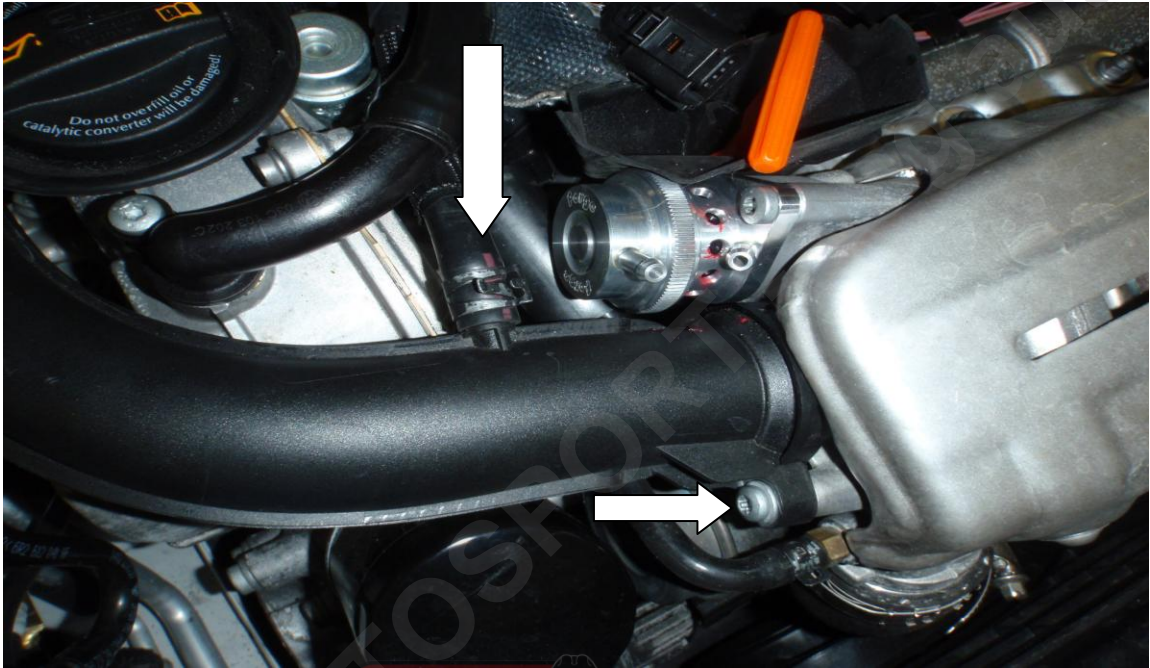
7. Fit the new forge dump valve where the existing standard valve came from using original T30 torx. (If you find this difficult to fit, unscrew the lid on the valve removing it and the spring and then refit once screws have been tightened taking care not to get any dirt in the valve or cross threading the lid when screwing back together).MAKE SURE THE TOP VACUUM PORT IS POINTING AT A 9 o clock POSITION AND THE BOTTOM VACUUM PORT IS POINTING AS SHOWN IN THE PICTURE BELOW



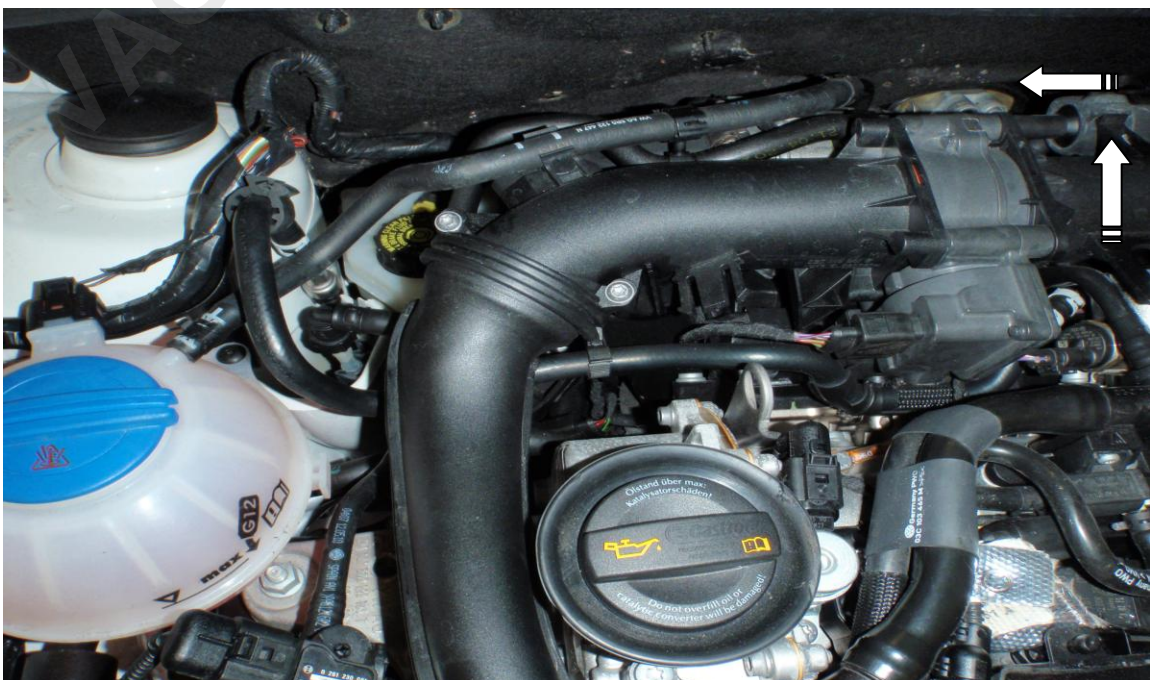
8. Re-fit the 2 rubber hoses, using a pair of pliers to squeeze the hose clips pushing them back into place.



9. Now replace the turbo intake pipe screwing the T30 Torx and pushing the rubber breather pipe back into place, once the rubber breather pipe is on, replace the hose clamp by squeezing the hose clamp together with a pair of pliers back into place.

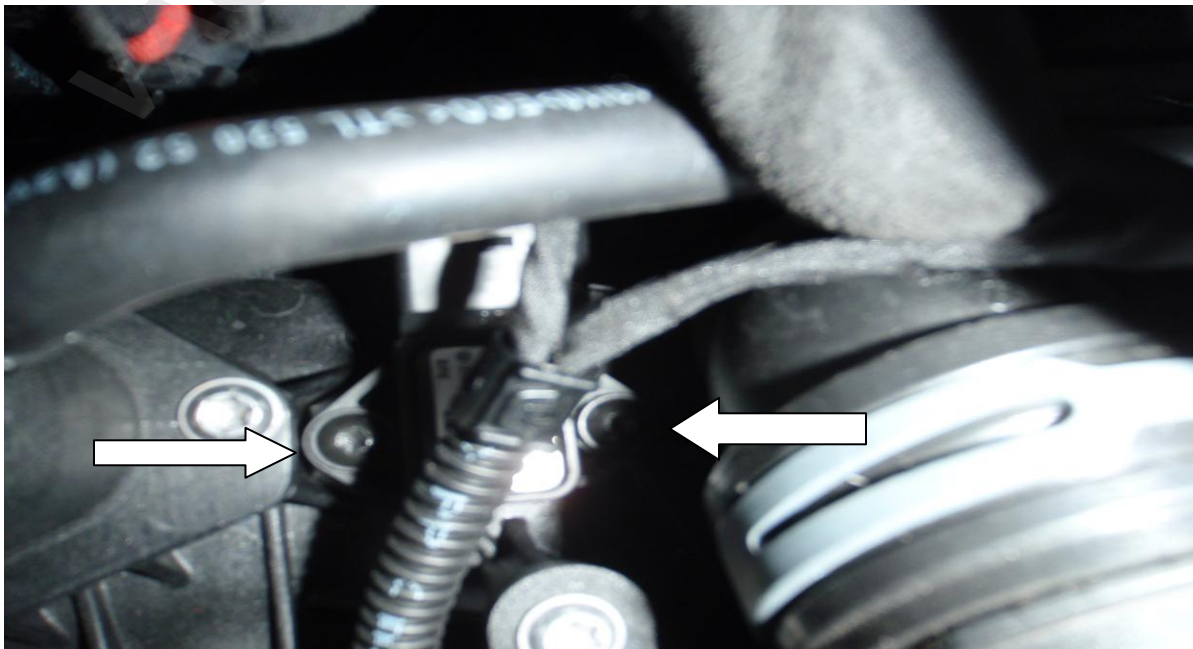


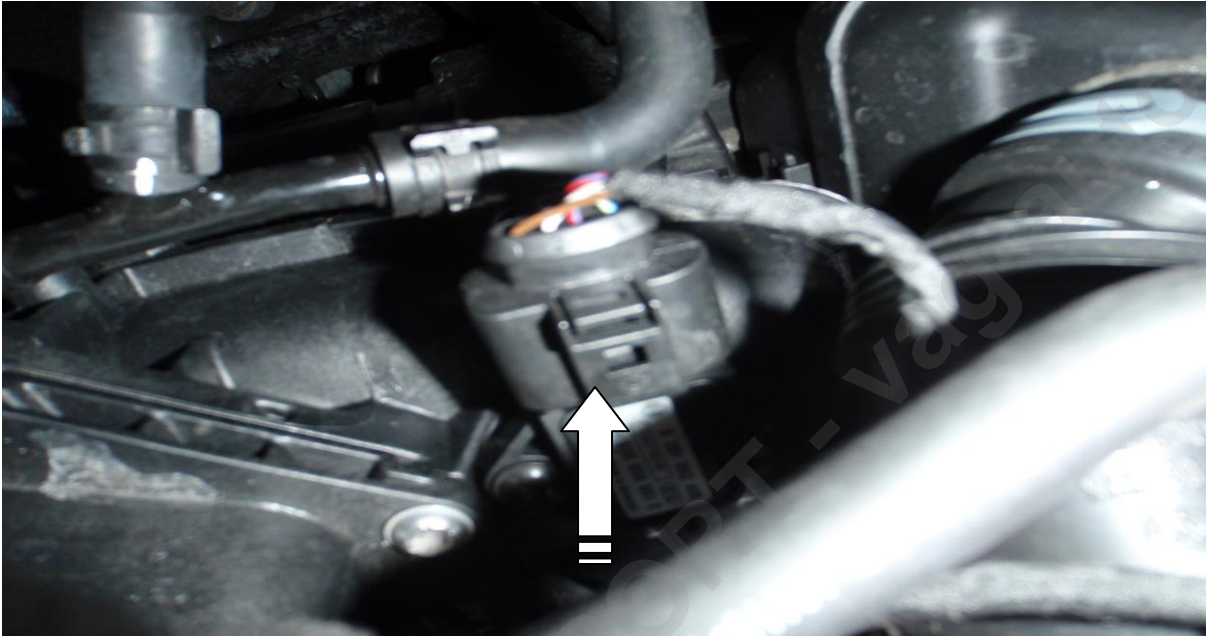
10. Now remove the pipe coming from the purge control solenoid by simply pulling apart. Once the pipe has been disconnected pull the purge valve out of its plastic bracket by pushing the valve towards the back of the car (This will make it easier to get to the vacuum take off at the back of the engine).



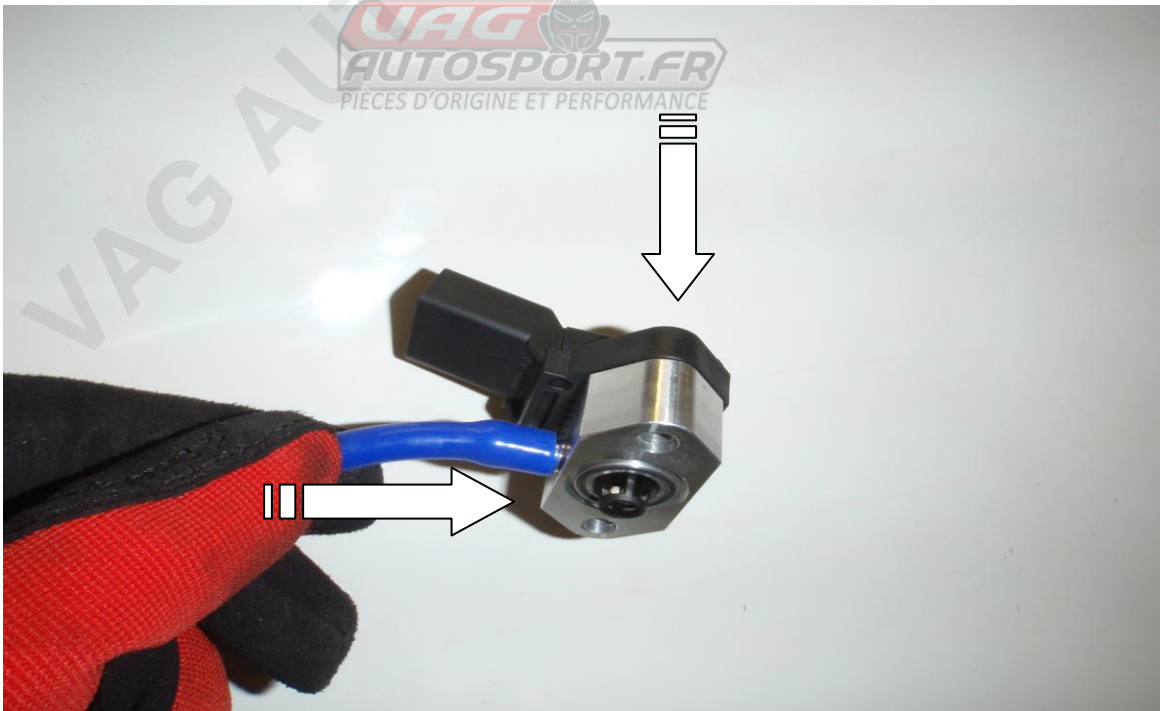


11. Looking directly down from where you have moved the purge valve is a pressure sensor as show in the 2 photos below. Undo both of the T20 Torx holding the sensor to the manifold. Once that is done it will now be easier to remove the plug from the pressure sensor by pressing the tab down and pulling away from you as you did previously on the standard valve.

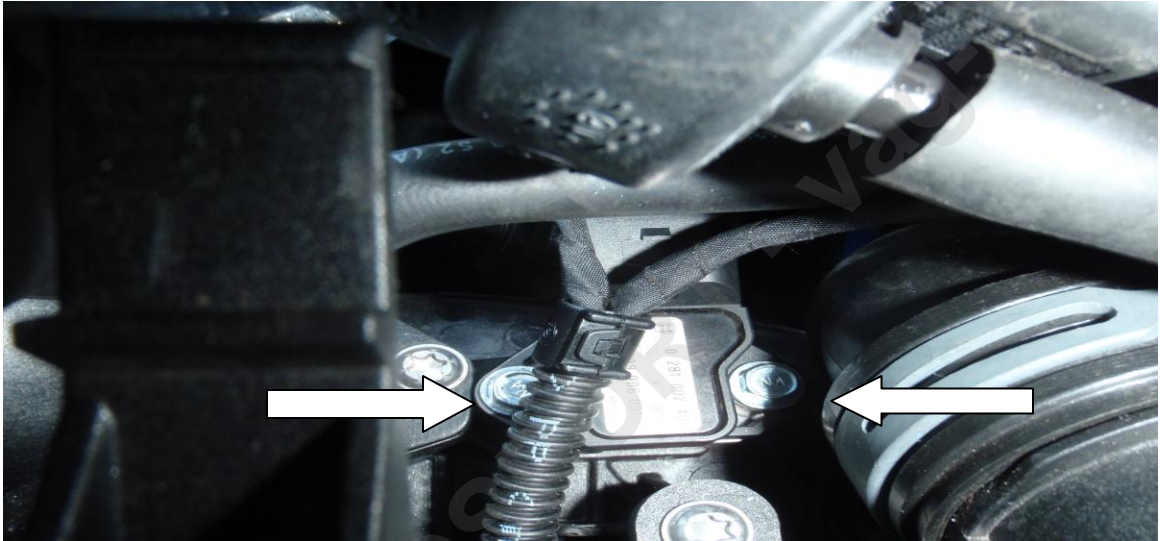




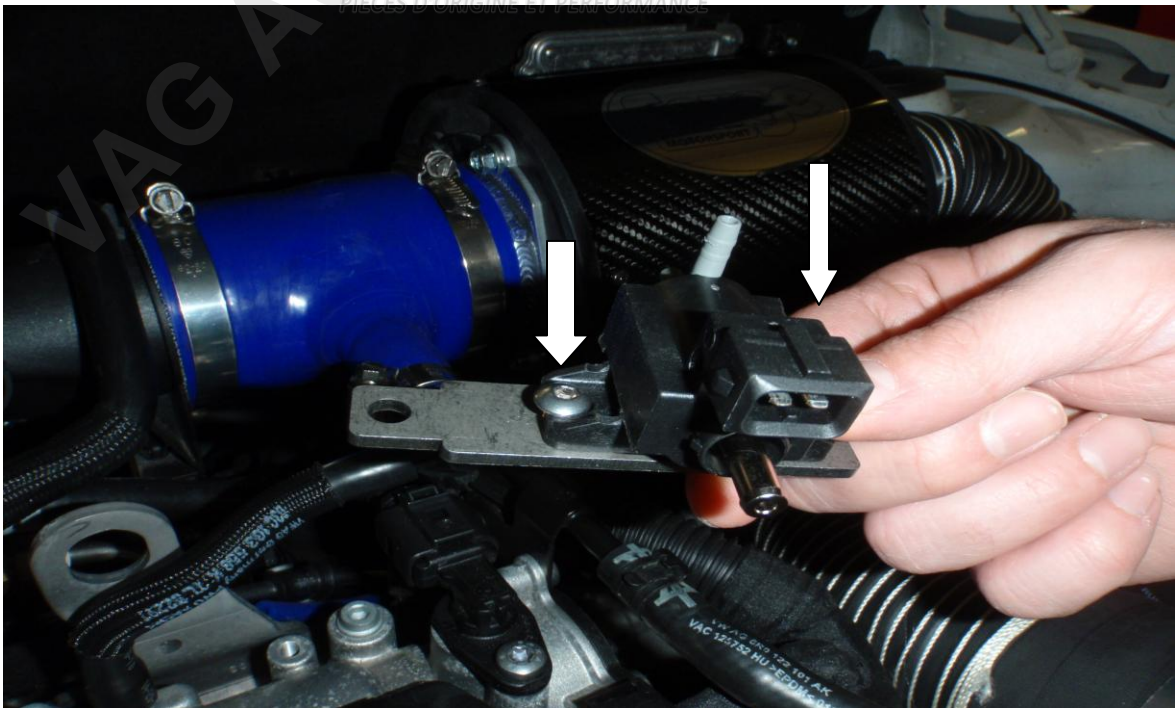
12. Now using the sensor push it into the forge vacuum takeoff block as shown in the picture below making sure to get the orientation correct. While you're at this stage it will be easier to push the silicon vacuum pipe onto the vacuum take off outlet port as seen below.



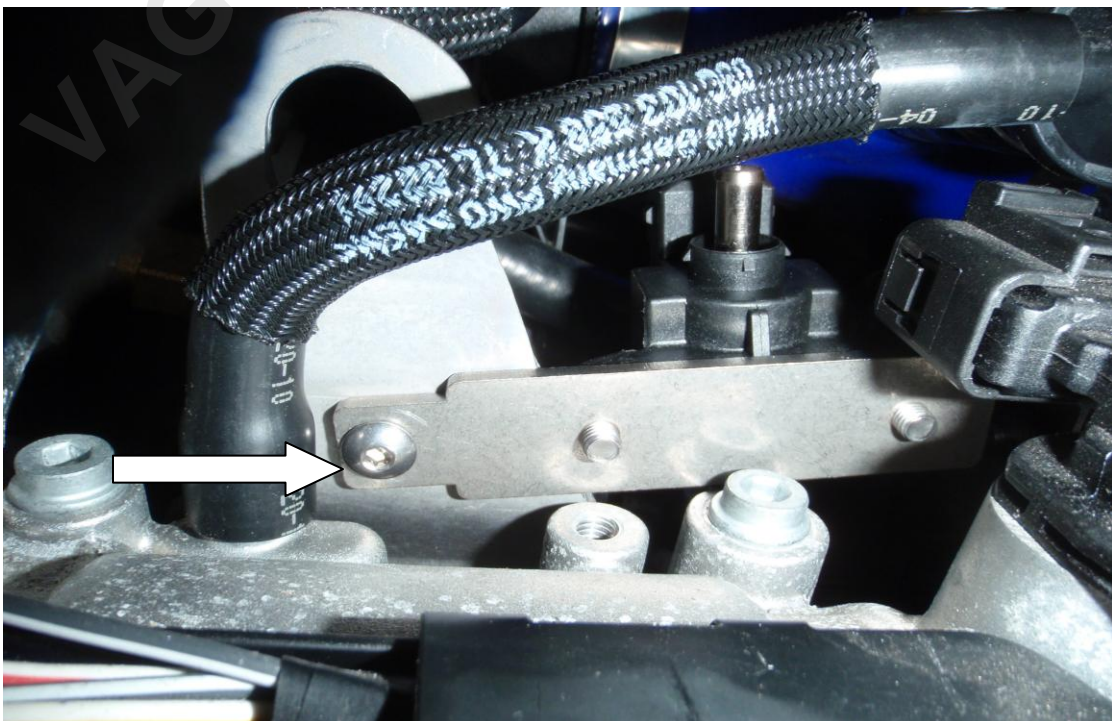
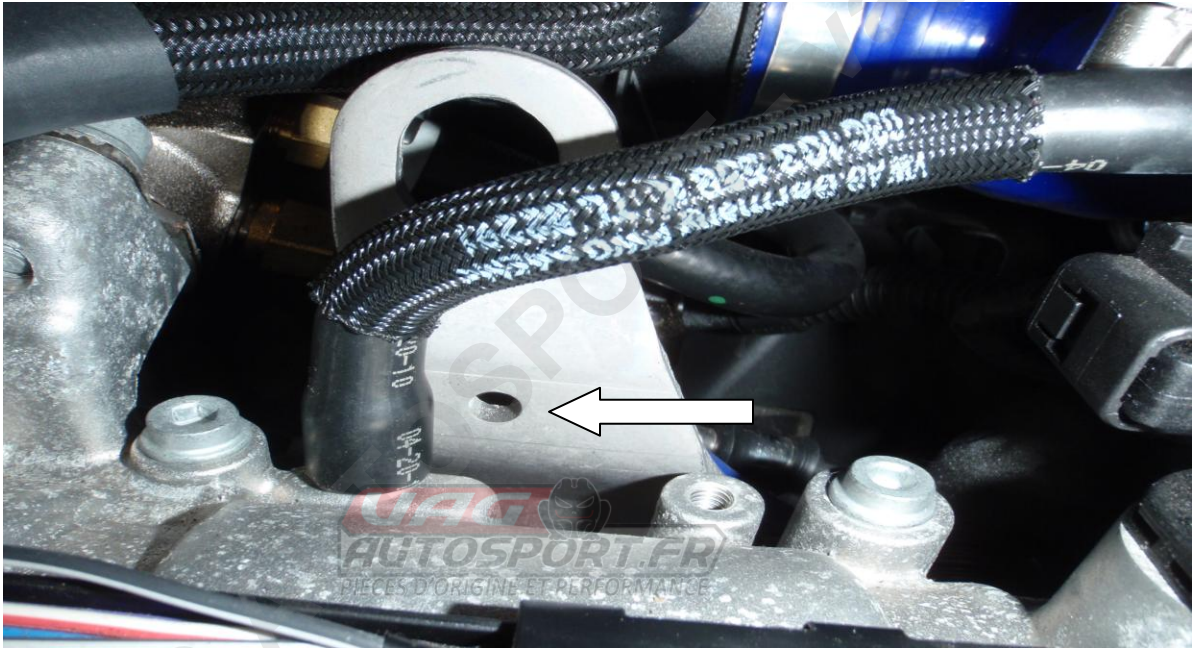
13. Now replace the sensor along with the vacuum take off block back into the inlet manifold where which the sensor came from originally using the two 8mm self tapping screws provided and push the plug back onto the sensor making sure the “o” ring on the bottom of the vacuum take off plate is seated correctly and does not fall out while installing. (As seen in the picture above).



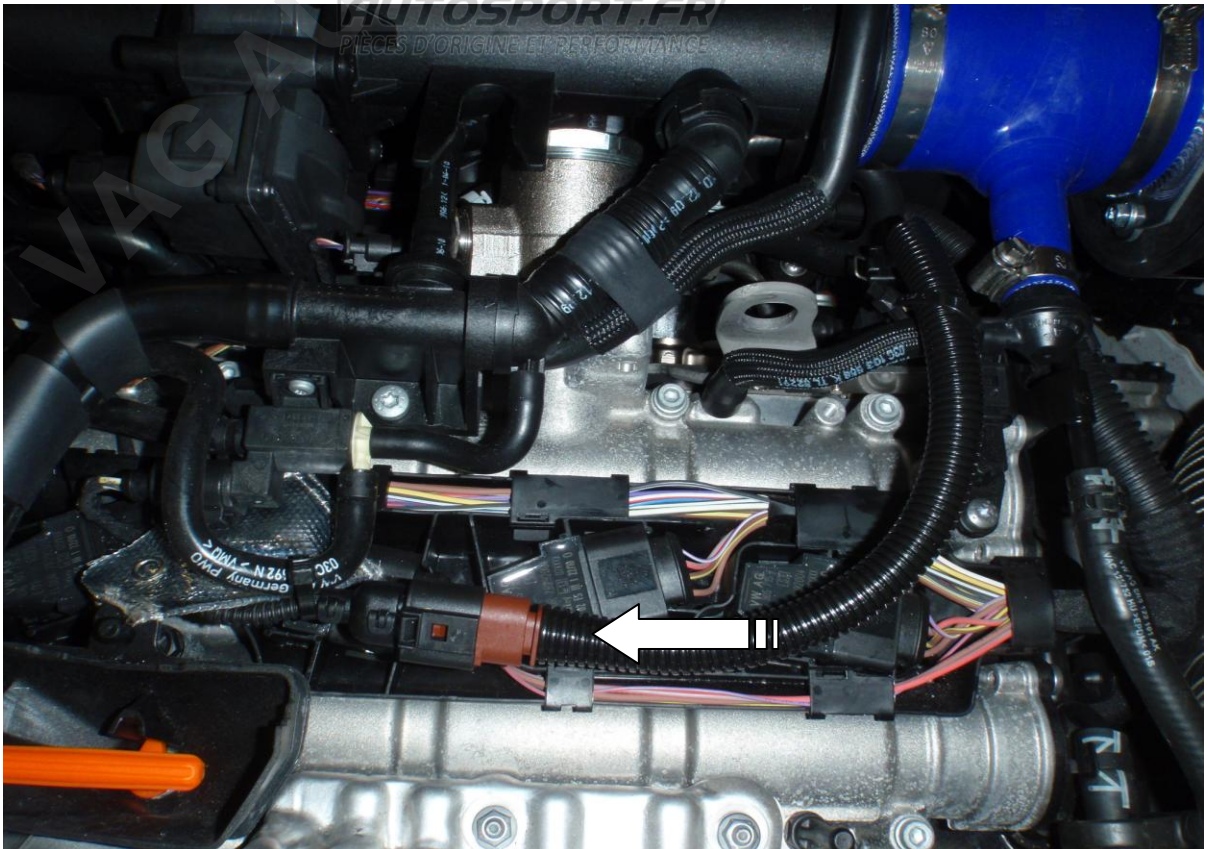
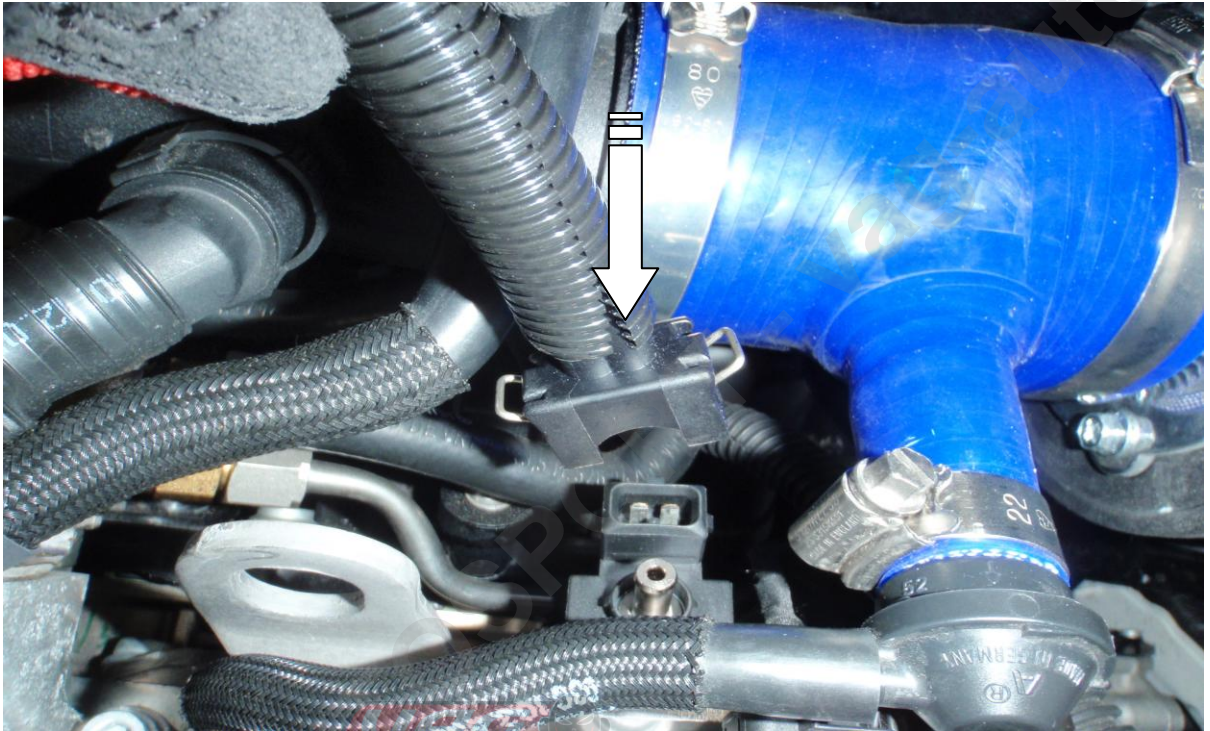
14. Using the bracket, solenoid and the two 3mm Allen key bolts provided, place the solenoid onto the bracket and screw down using the two 3mm Allen key bolts making sure the orientation is correct as seen in the picture below.



15. Locate the hole in the engine bracket. Place the 5mm Allen bolt through the bracket then through the hole, once that is done screw the m5 nyloc nut ( that is provided) onto the bolt and tighten using a 3mm Allen key and 8mm spanner, as seen in the 2 pictures below making sure the orientation is correct.



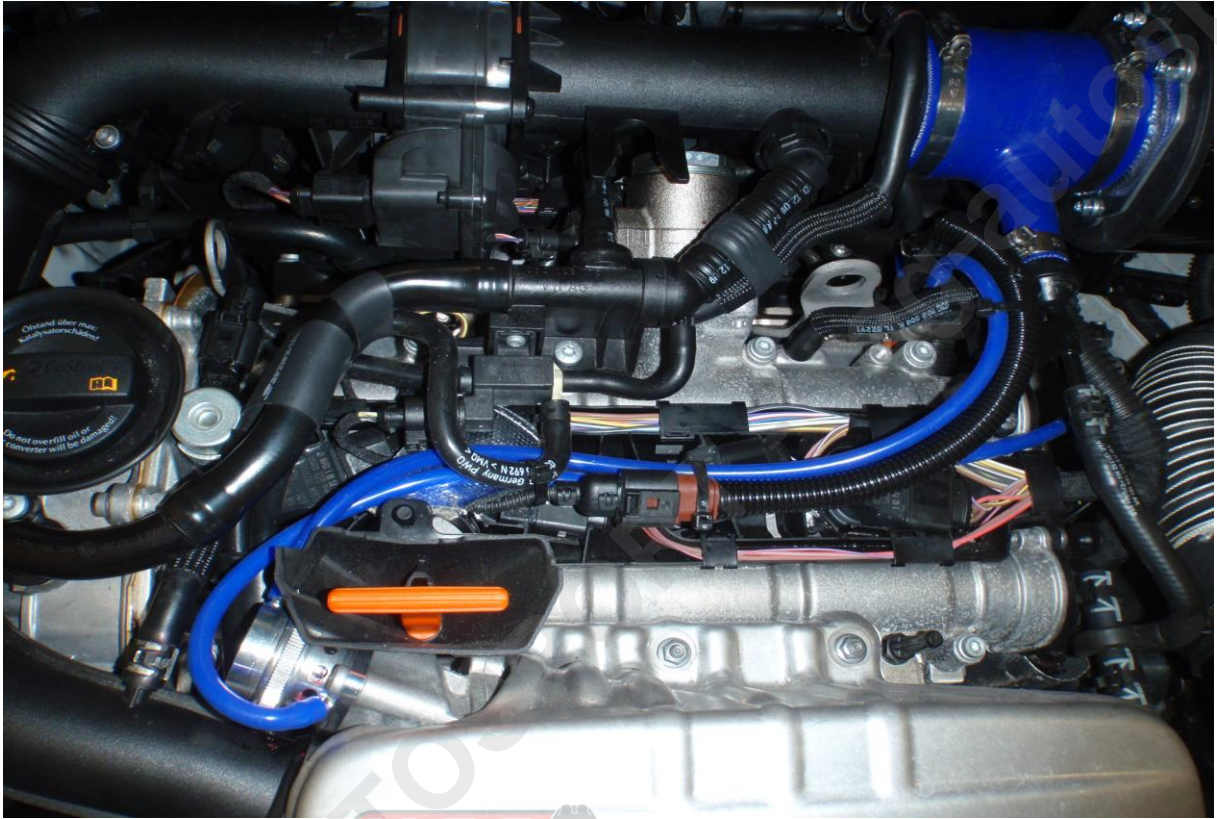
16. Now that the bracket and solenoid is in place, plug the wiring loom that is provided into the top of the solenoid, and the other end into the standard valve plug.



17. Now fit the silicon vacuum hoses supplied as per diagram below, cutting them to length as necessary.



18. Using the cable ties provided at your own discretion, tidy and support the vacuum pipe and new wiring loom.



Installation is now complete.

Thank you for using Forge Motorsport Products.



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