



VAG 1.4 TSI atmospheric dump valve



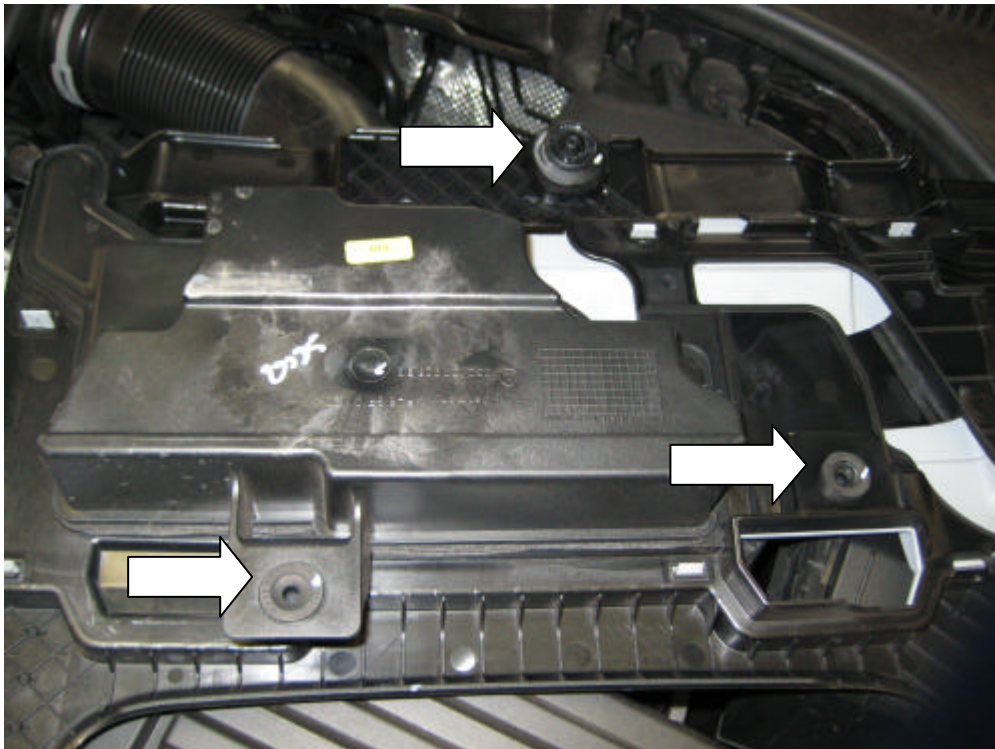
Tools required for fitment

- T25 and T30 torx screwdriver/driver bit
- T25 torx key
- 5mm allen key
- 13mm deep reach socket and suitable ratchet
- Pliers

1. Open the bonnet and grasp the left hand front side of the engine cover. Pull it upwards to release from the rubber locating pin. Do the same on the front right hand side, then pull the whole engine cover towards the front of the car to remove it from the rear locating lug. The cover will still be attached to the engine via a pipe at the rear right hand side, so place the cover on top of the battery upside down.



Mounting pins and locating lug from underside of engine cover :



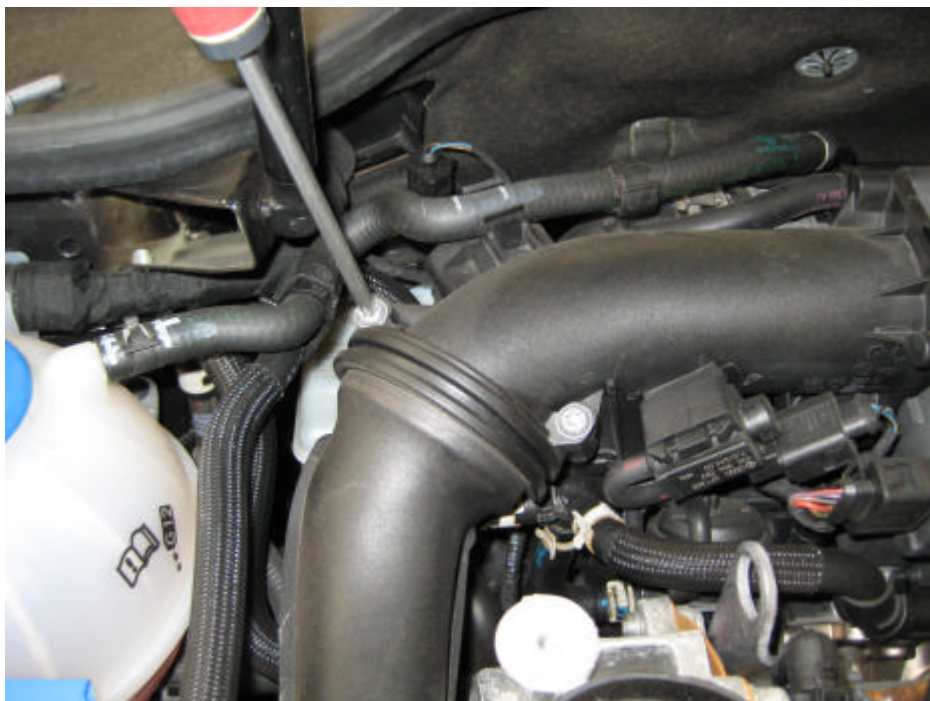
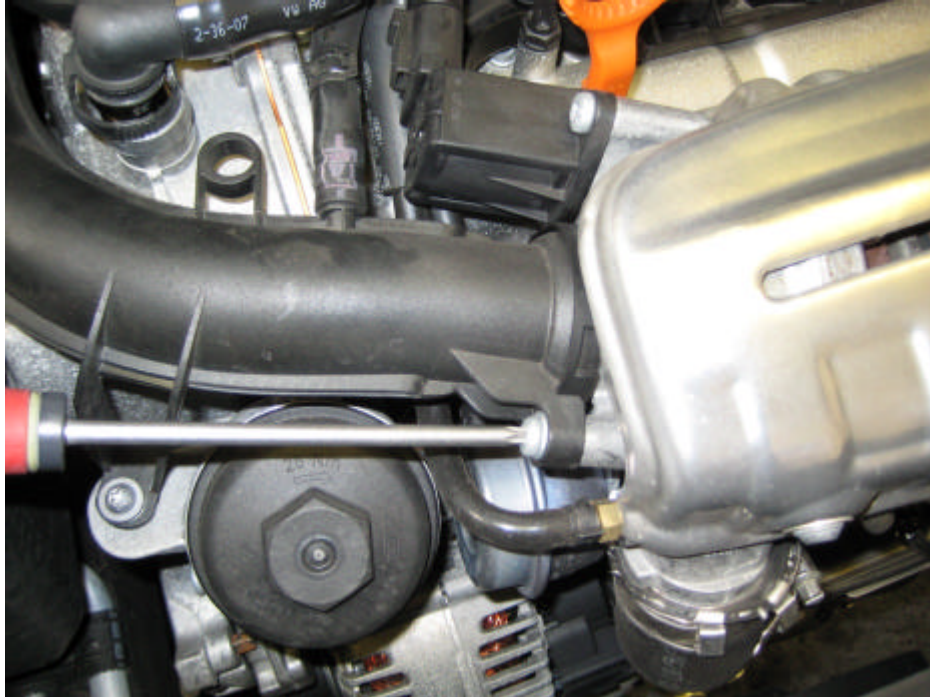
2. Remove the cover from around the dipstick by pulling it up and over the locating pin, then pulling the dipstick up through it.
3. Remove the breather pipe clip from the intake hose using pliers.



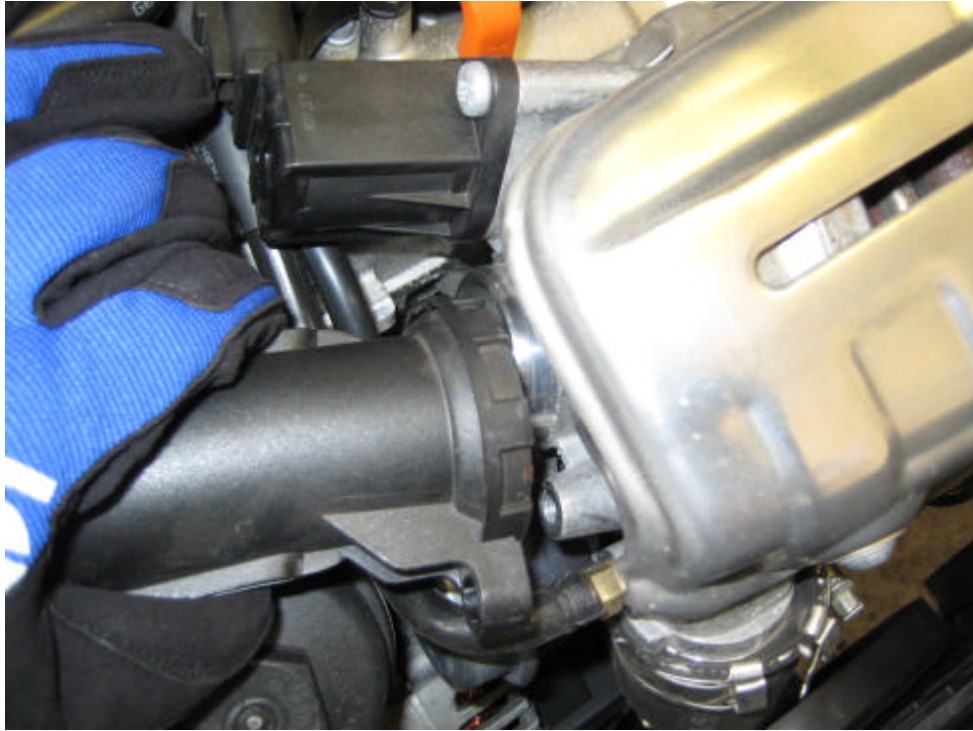
4. You may wish to remove the breather fitting from the top of the cam cover to give you extra room later on. Squeeze the clip at the top and bottom to release it and pull upwards.



5. Remove the T30 screw holding the intake hose to the turbocharger, then the T30 screw supporting the pipe to the block, and the two T30 screws at the join between the intake pipes. Once these last two screws have been removed, you can pull off the clamp that secures the two hoses together.

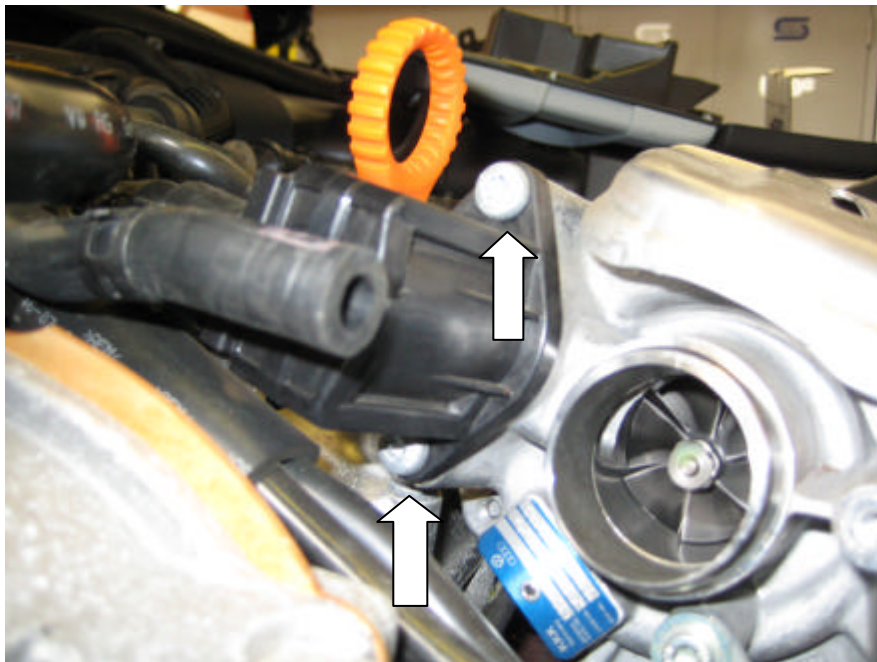


6. Pull the intake hose away from the turbo. This will require a fair amount of force as the hose is held in place with a rubber o-ring.



Now the turbo end of the hose is loose, it should be easy to separate the intake hose at the other end. Remove the breather hose which you loosened the clamp for in part 3, and lift the intake hose off the vehicle. You should now have enough room to work on the dump valve.

7. Locate the black box on the side of the turbo – this is the stock blow off valve. Using a T25 screw driver, remove the top and bottom screws. The bottom screw is very hard to access and you may need a T25 torx key, but be warned you only have access to turn it about $\frac{1}{4}$ of turn at a time !



8. Remove the valve from the side the of the turbo, and make sure the o ring is in good condition. If not, replace it with a new one from your nearest Volkswagen dealer. Insert the valve into the Forge dump valve adapter, and place it back in the side of the turbo. Access is pretty tight so you may need to move the hoses underneath the valve around.



Use the two longer allen head bolts supplied to fit the valve back to the turbo. Tighten them with a 5mm allen key, and again access is limited to the bottom bolt.



9. Once the valve is tightened down, replace the intake pipe work in the reverse sequence to above. Try the engine cover on the locating pins to make sure it clips down. If it doesn't, remove the rubber shield from around the dipstick and using a long reach 13mm socket, undo the locating pin from the block.



10. Using the M6 washers supplied, place them underneath the pin to raise its height until the engine cover can be clipped in. Once you are happy, replace the rubber cover for the dip stick over the pin and fit the cover for a final time.

Installation is complete, you are now ready to road test the car.

NOTE : due to the ECU controller nature of the standard electronic diverter valve you may experience longer than expected operations of the atmospheric valve under certain operating conditions. This is not a fault in any way, the ECU controls the turbo pressure via the solenoid valve in order to improve drivability of soften the take up of power. In the same way, you may also experience non operation of the valve under enthusiastic gear changes, this is also not a fault. The ECU would have determined that recirculation is not required at this point due to the rapid re-application of the throttle.

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