



PEUGEOT 207 GTI/ R56 MINI COOPER DUMP VALVE INSTALLATION



*** These Instructions are for both Atmo and Recirc valve***

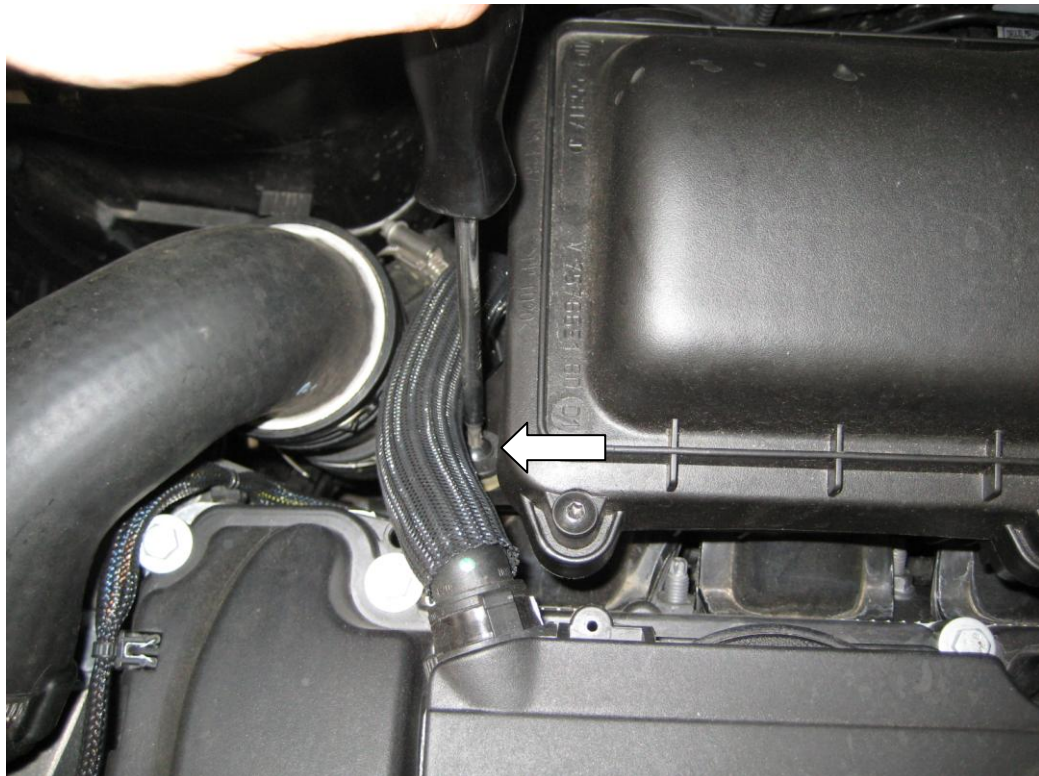
Tools needed:

- 7mm hose clamp driver
- T30 screwdriver
- Phillips head screwdriver
- 4mm and 5mm allen key/allen socket
- 10mm socket

1. Lift the bonnet and begin by undoing the two jubilee clips holding the hose between the airbox and turbo inlet. Pull off the breather to the cam cover and remove the whole hose assembly from the car.



2. Remove the airbox by undoing the single bolt on the left hand side, then pulling it upwards to remove it from the rubber grommets that hold it to the top of the inlet manifold, giving you access to the cold air feed that simply pulls off the right hand side.

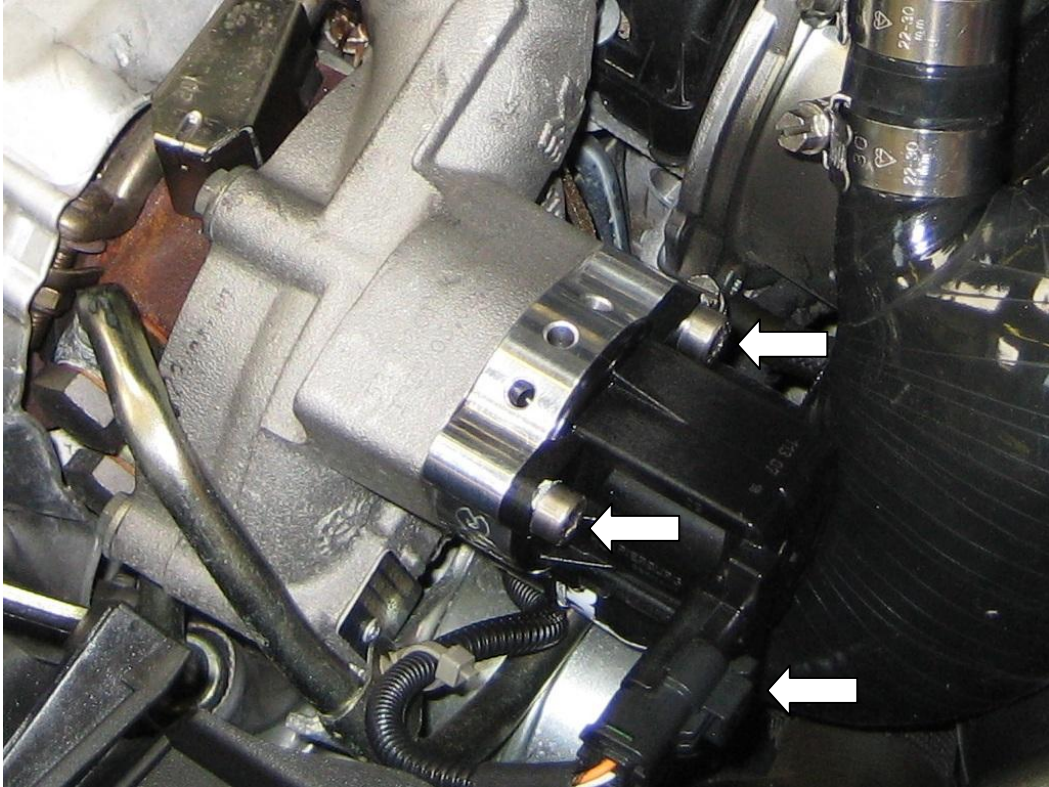


3. Remove the MAP sensor from the top of the inlet manifold as shown, then push it firmly into the supplied Forge MAP sensor boss. A little silicon spray will make it easier. Attach the length of silicon vacuum hose supplied to the vacuum nipple on the side of the boss, then reattach the whole assembly back to the inlet manifold with the brass screw provided.

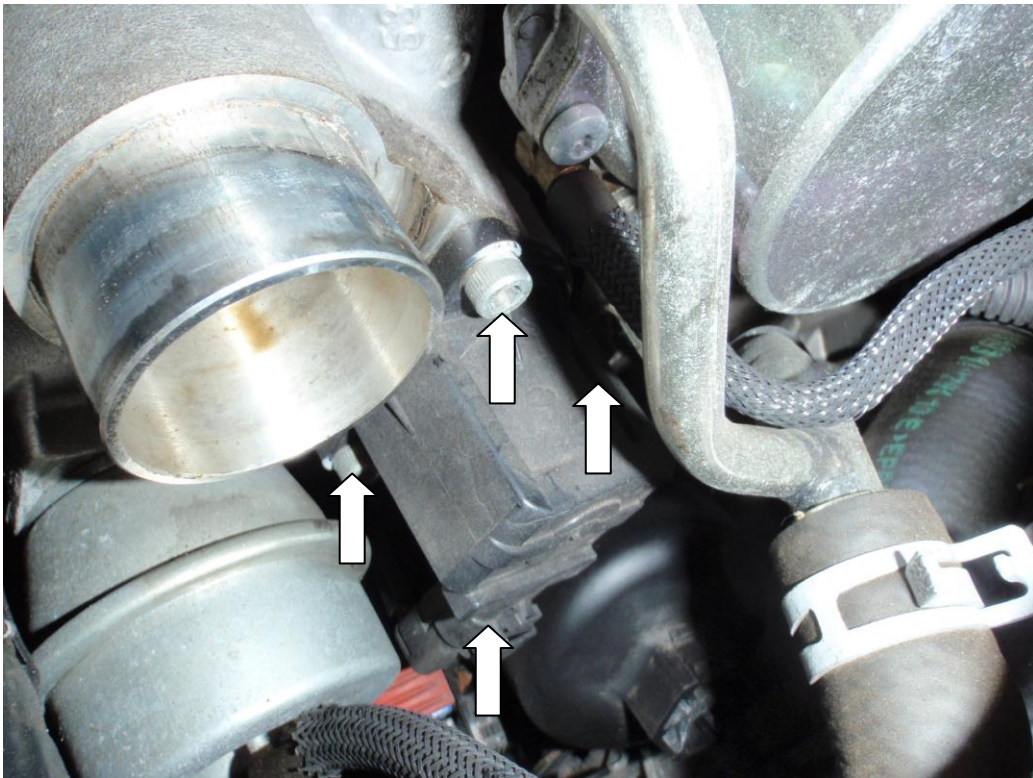


4. Remove the stock valve from the side of the turbo by first removing the electrical plug, then the three 5mm allen head bolts. They can be awkward as they will have been thread locked in place. On the Mini this is harder as the valve is on the bottom of the turbo. You may find it easier to move the expansion tank from the slam panel to give you room to work.

Peugeot 207:



R56 Mini Cooper:



5. Offer up the Forge atmo or recirc valve to the turbo - IT WILL ONLY FIT IN ONE ORIENTATION. For reference you can check the OEM valve to match the holes up. NOTE – if you are using the recirc valve, and want a 'loud' valve at a later date, you can also use the FMDVMCS/FMDVP207 sandwich plate adaptor to give you the same noise as the atmospheric valve.

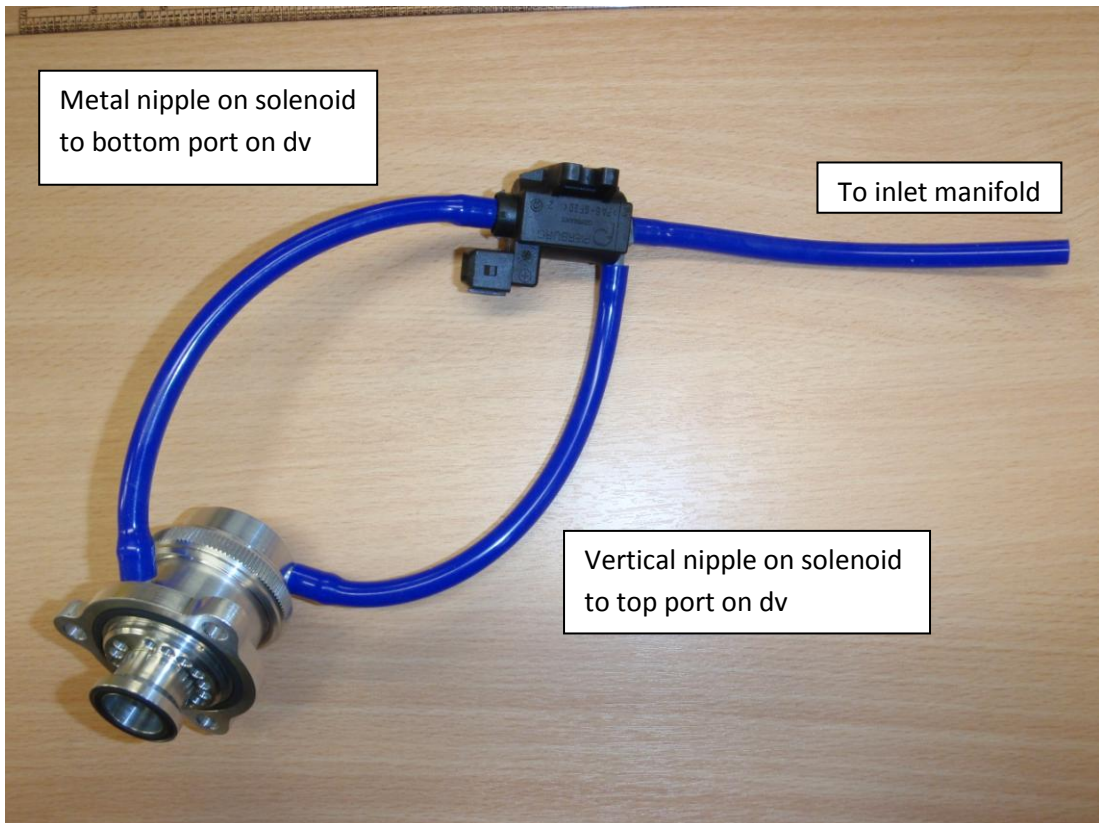


6. Mount the solenoid to the supplied bracket with the M5 bolts, and bolt it to the spare bolt hole off the engine lifting bracket car as shown below, using an M6 bolt and washer.

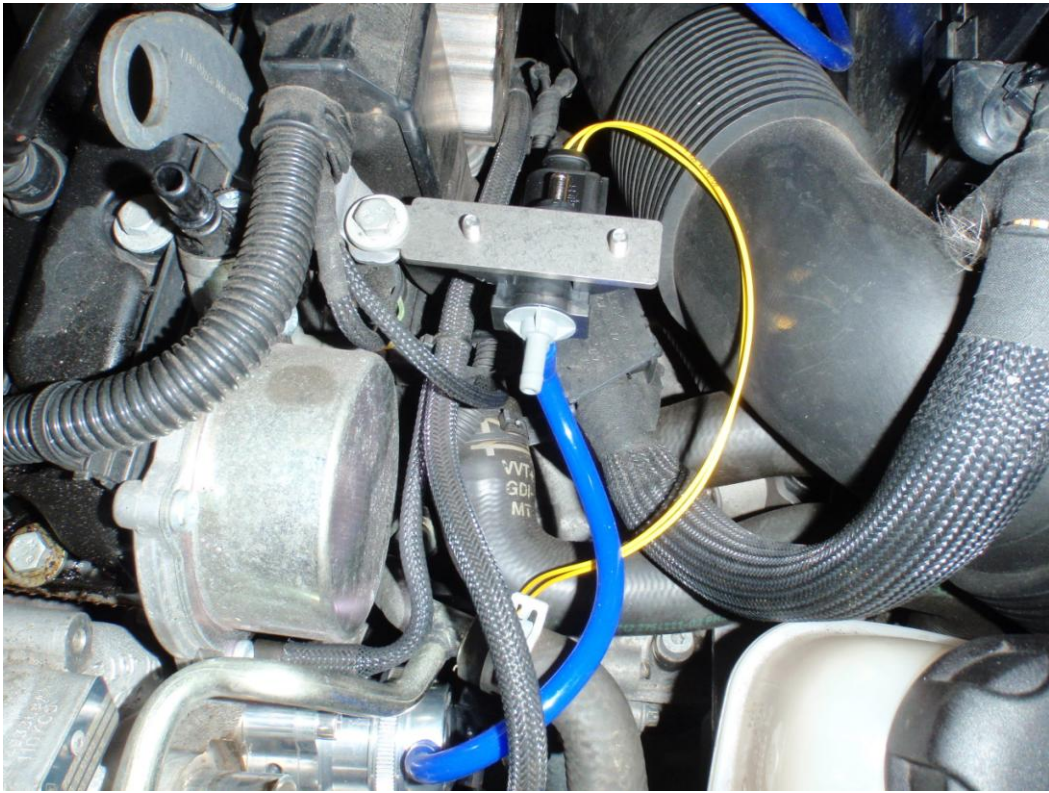




Cut a short length of vacuum hose and connect it between the dump valve TOP vacuum nipple and the vertical nipple on the solenoid. The dump valve nipple can be rotated around the body by loosening the top and rotating it. Connect the BOTTOM vacuum nipple on the dump valve to the METAL nipple on the solenoid.



7. Use the supplied wiring harness (shown here with no covering over the wires) to plug into the standard wiring loom and into the Forge solenoid. Both wiring connectors will only fit one way round so cannot be installed incorrectly.



8. Route the vacuum hose from step 3 around the engine bay and into the horizontal nipple on the solenoid as shown. Use the supplied small cable ties to secure the vacuum hose to all of the nipples (DV, MAP boss, solenoid) and around the engine bay.



9. Refit the airbox removed in step 2 making sure that you don't pinch the silicon vacuum hose underneath it, and the hoses removed in step 1. You could take this opportunity to upgrade the Forge inlet pipes at the same time (FMR56IND for Mini, FMINL207 for Peugeot).



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