



VW UP 1.0 TSI DUMP VALVE FITTING INSTRUCTIONS.



Please thoroughly read through and familiarize yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury. Please also read the information below before starting any part of the following installation as failure of incorrect care may void your warranty.

TOOLS NEEDED:

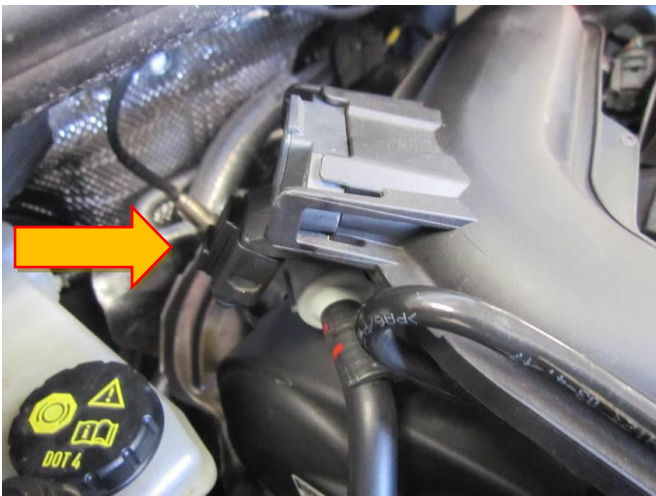
7mm Hose clamp driver/Flat blade screwdriver
Pozi Drive PZ2 Screwdriver
Scissors or a sharp knife
6mm Allen key

Please note this valve is fitted with a standard spring, if your vehicle has been mapped you may need to replace this with the stronger spring supplied in this kit. To change the spring simply twist off the lid in the anti-clockwise direction and lift out the fitted spring, replacing it with the spring supplied loose in the kit before refitting the valve lid.

1. Raise your car bonnet and locate your standard boost pipe.



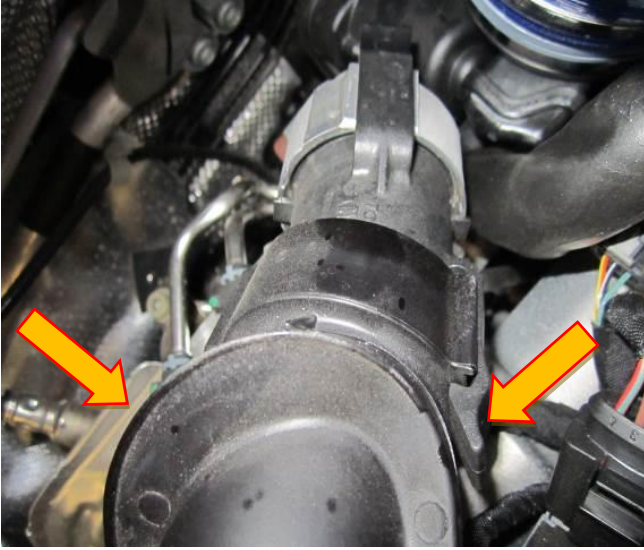
2. Unplug the wiring loom from the map sensor housed in the boost pipe. If your vehicle has an extra breather hose remove this from the boost pipe by pressing in both tabs.



3. Unclip the vacuum hoses and wiring harness from the side of the boost pipe.



4. Unclip the couplers from the turbo inlet and throttle body while pulling them away from situ.



5. Remove the boost pipe fully from situ.



6. Remove the factory O-ring from the coupler on the OEM boost pipe and place into the Forge Motorsport billet throttle body coupler.



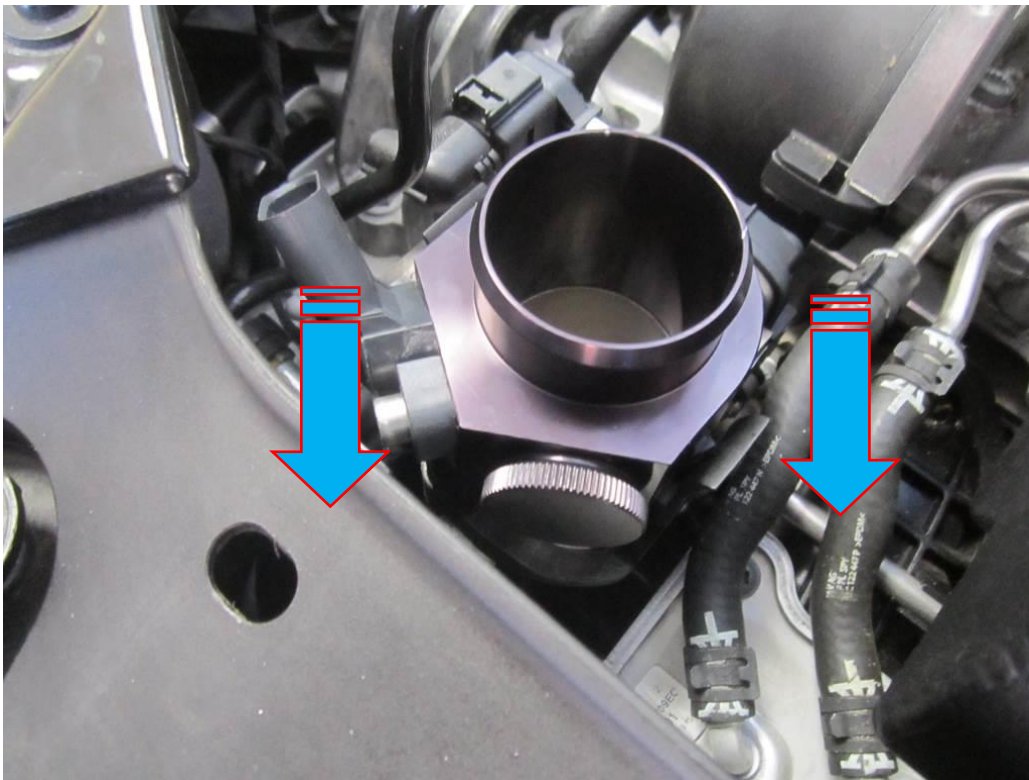
7. Remove the map sensor from the OEM boost pipe by prying the clips outwards and pulling the map sensor away from the housing.

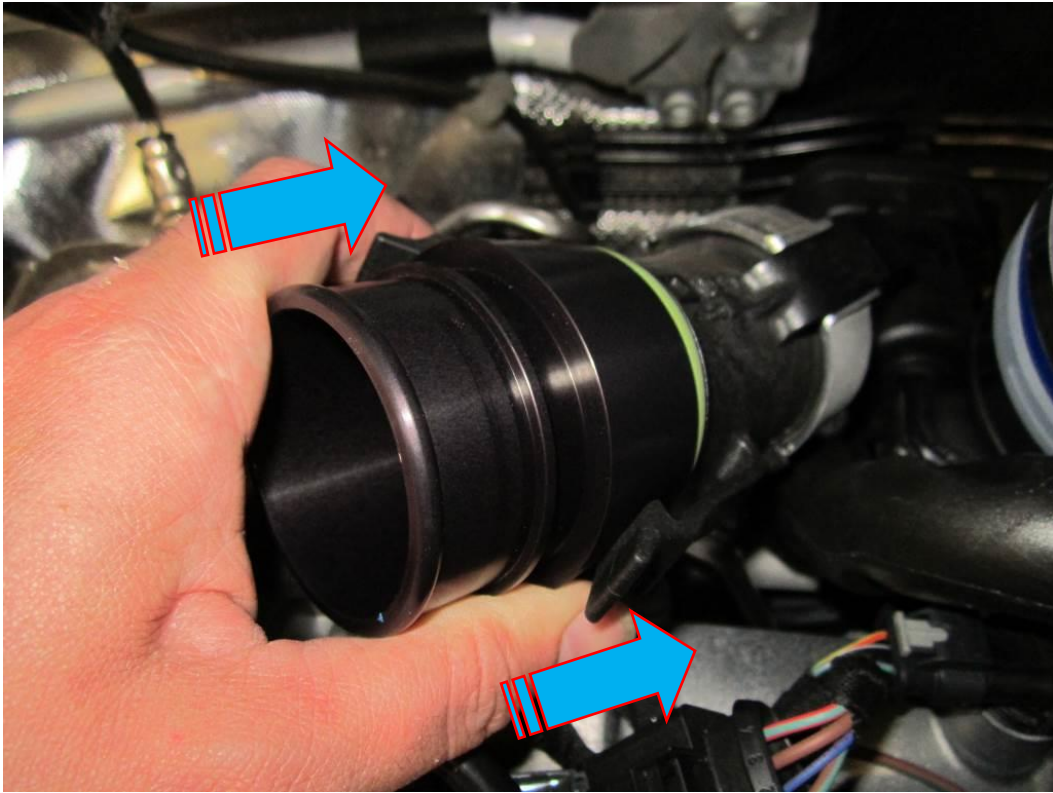


8. Fit the map sensor to the Forge Motorsport billet coupler as shown in the picture below. Use the two M6x12 Allen cap head fasteners provided to secure the map sensor, the blanking plug simply screws into the coupler in a clockwise direction.

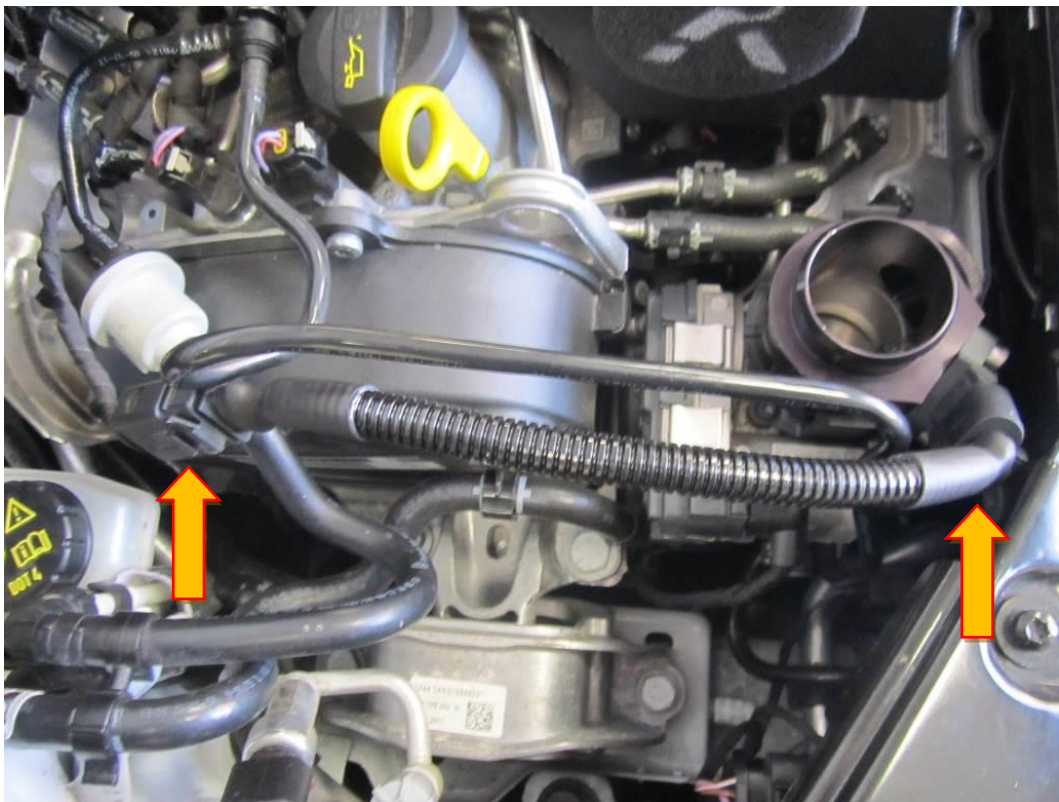


9. Place the Forge Motorsport billet couplers into position and then push down until you hear a positive click.

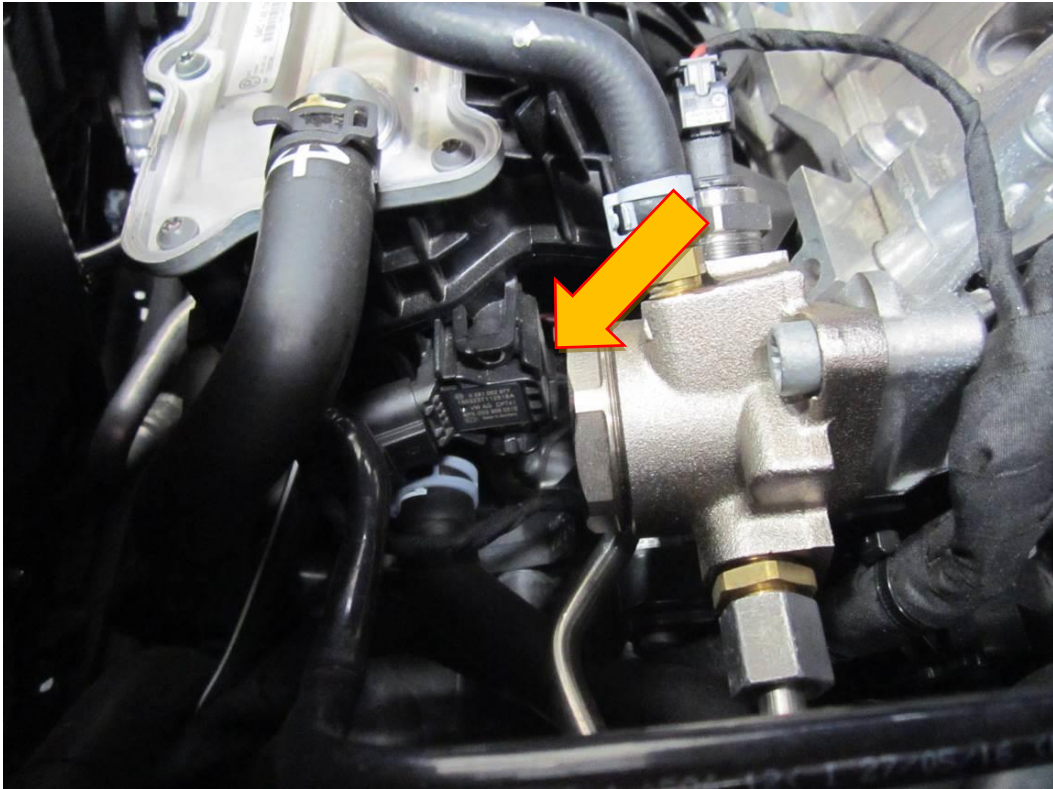




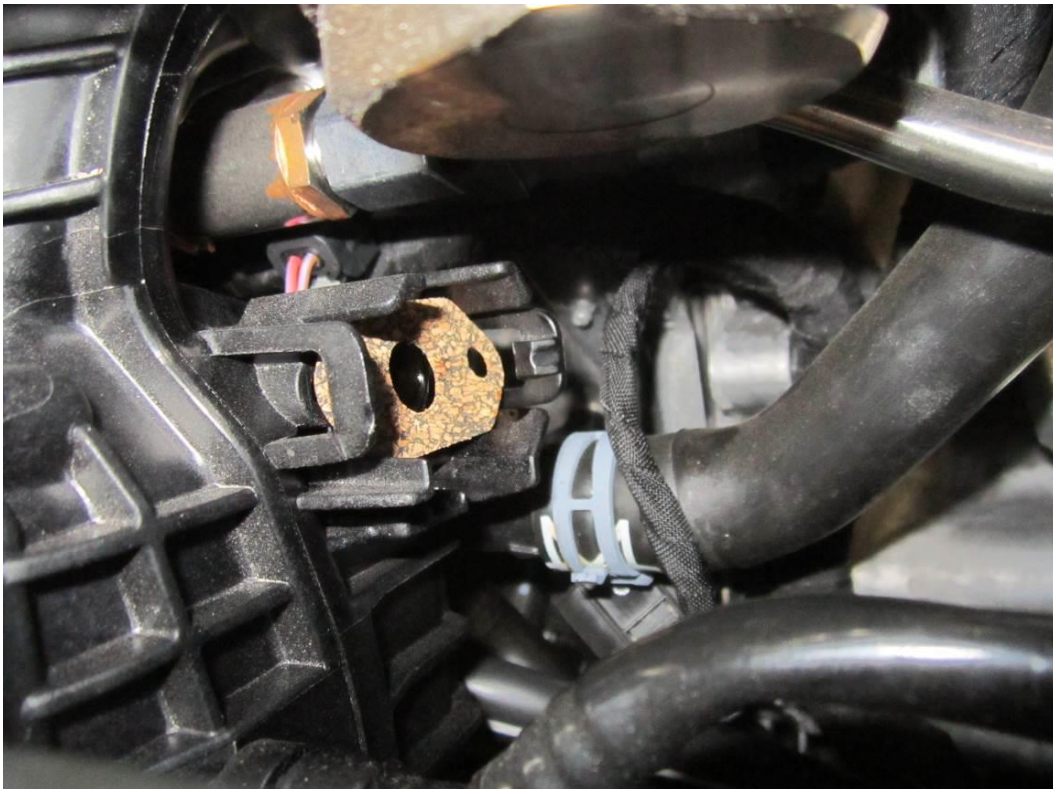
10. Plug in the wiring loom extension between the map sensor and the OEM wiring loom. With the cable ties provided in the kit secure the loom to the OE vacuum pipe, however, leave this until step 13 and secure the loom and the Forge vacuum hose together.



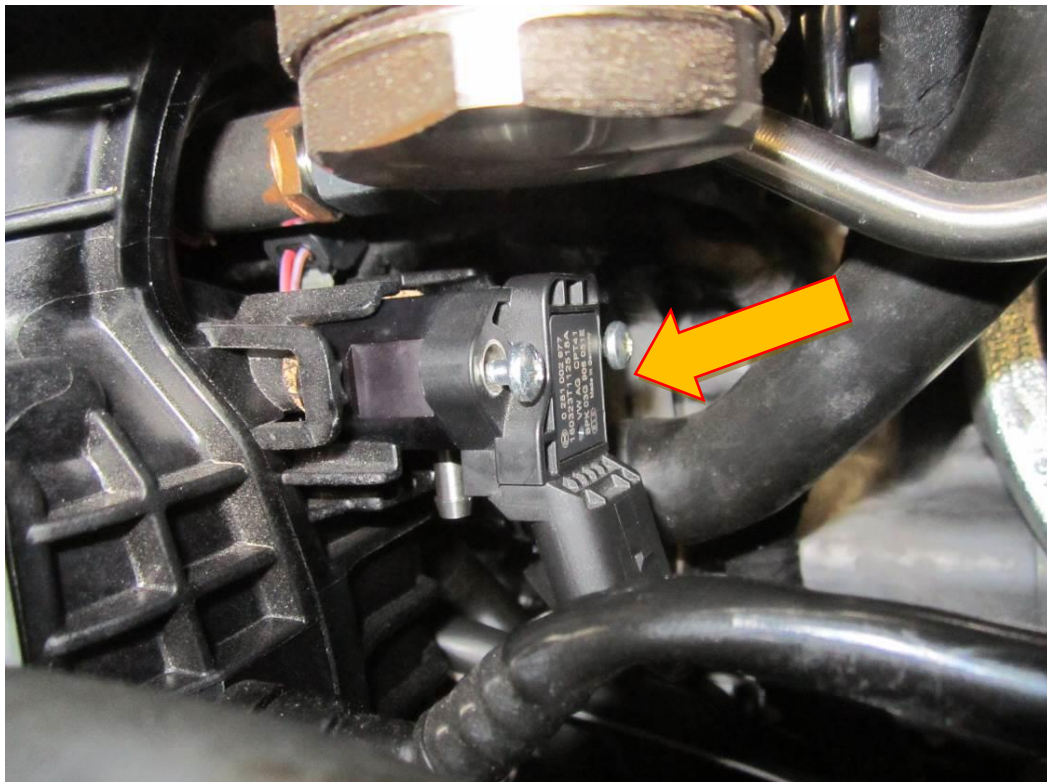
11. As pictured below remove the 2nd map sensor from the inlet manifold.



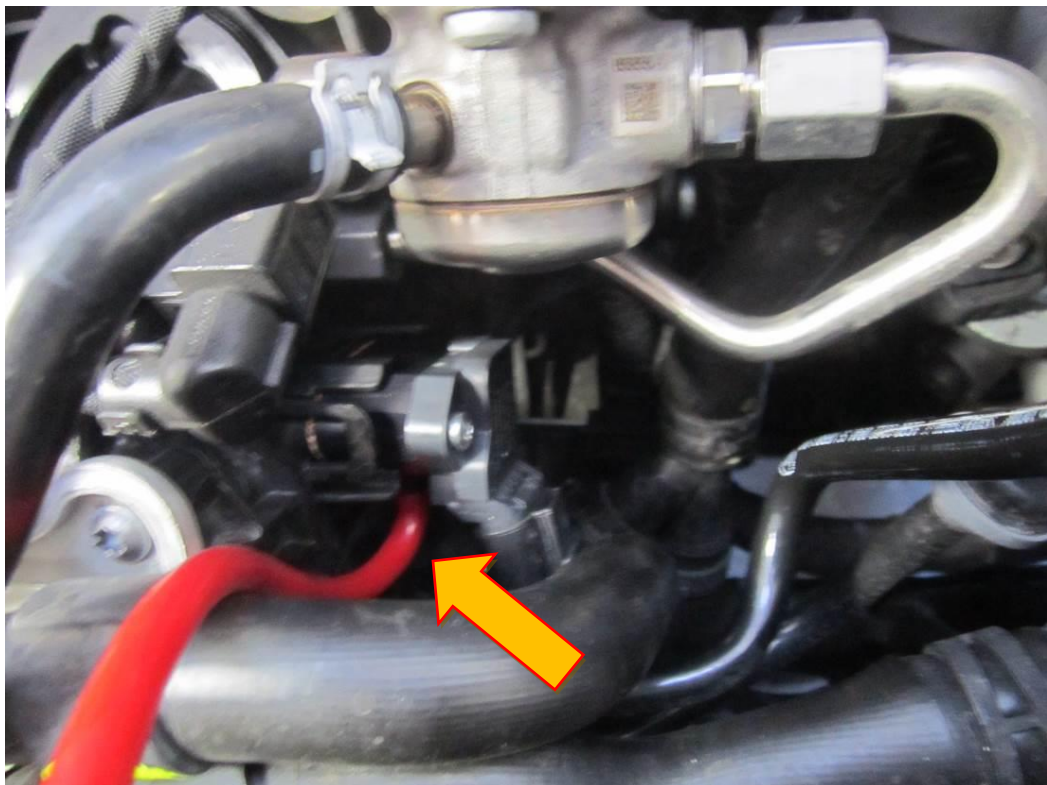
12. Place the cork gasket provided into position.

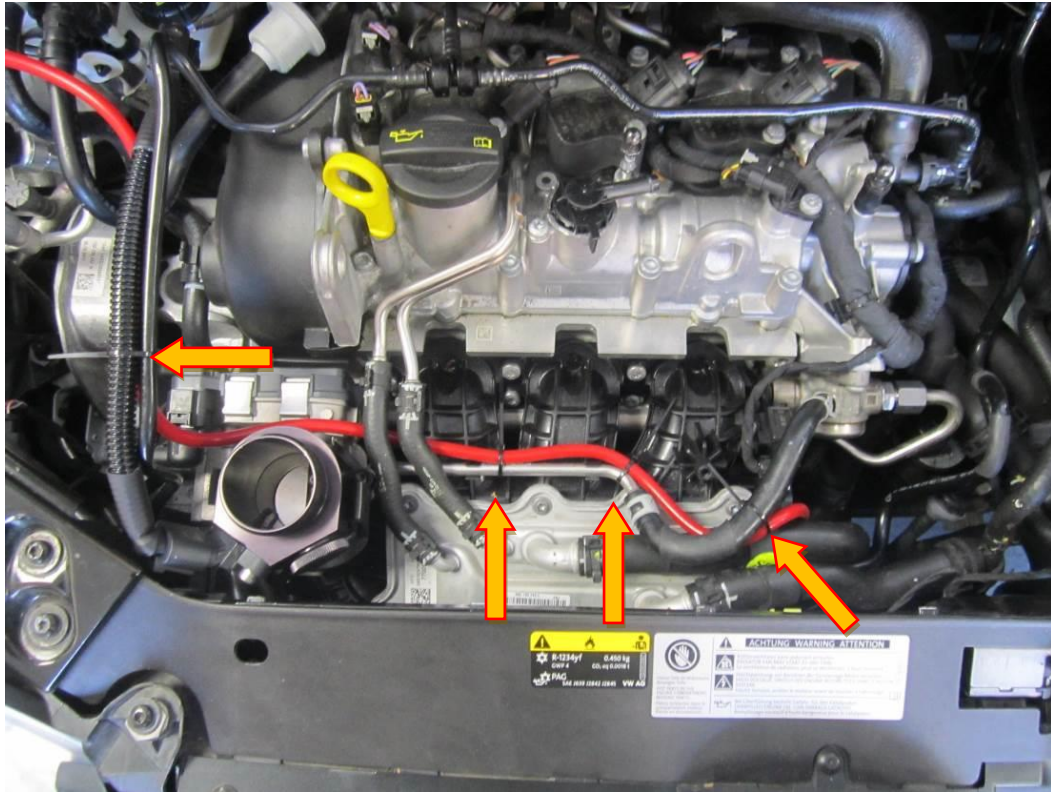


13. Fit the boost take off and map sensor into position and fasten with the M5x35 or M6X40 screws provided.



14. Fit the vacuum line from the dump valve to the boost/vacuum take off. Then cable tie the vac hose as shown in the second picture.





15. Prepare the silicone hose as shown in the picture below. Fit the valve to the hose and secure it with the provided hose clamp using a 7mm socket and ratchet or a flat blade screwdriver. Next, loosely place the two larger hose clamps at each end of the hose ready to secure the intake hose to the Forge Motorsport billet couplers.



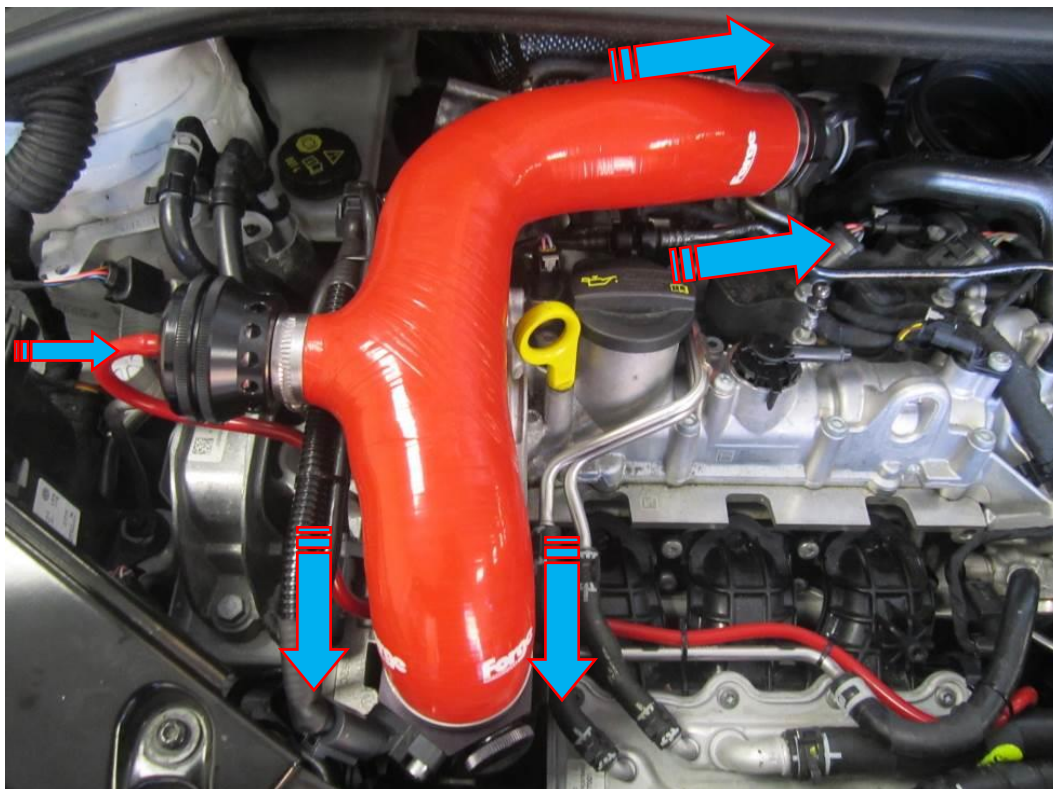
If your vehicle has the extra breather pipe fit the machined breather attachment as shown in the picture below.



If your vehicle does not have the extra breather fit the machined blanking plug as shown in the picture below.



16. You will now be able to install the hose to the vehicle, simply push the hose onto the Forge Motorsport coupler and secure with the hose clamp. Follow the same procedure at other end of the hose. Finally route the vacuum hose to the vac port on the end of the valve, cut off any excess length with a sharp knife then secure it in place with a cable tie provided.



Fit the breather hose to the machined adaptor if your vehicle is so equipped.



Your installation is now complete, take the vehicle for a test drive and enjoy your new Forge motorsport product.