



2013-ON 2.0 TSI LONGITUDINAL ENGINE ATMOSPHERIC/RECIRCULATING VALVE INSTALLATION

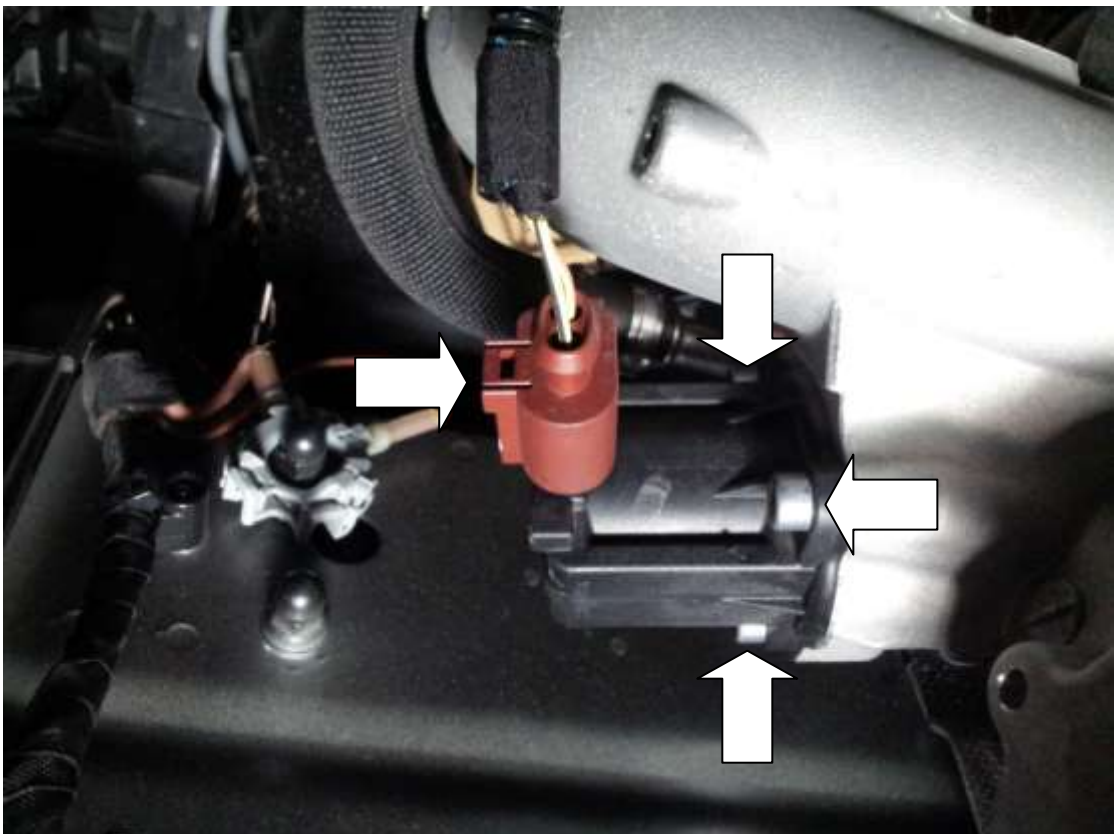


Tools required:

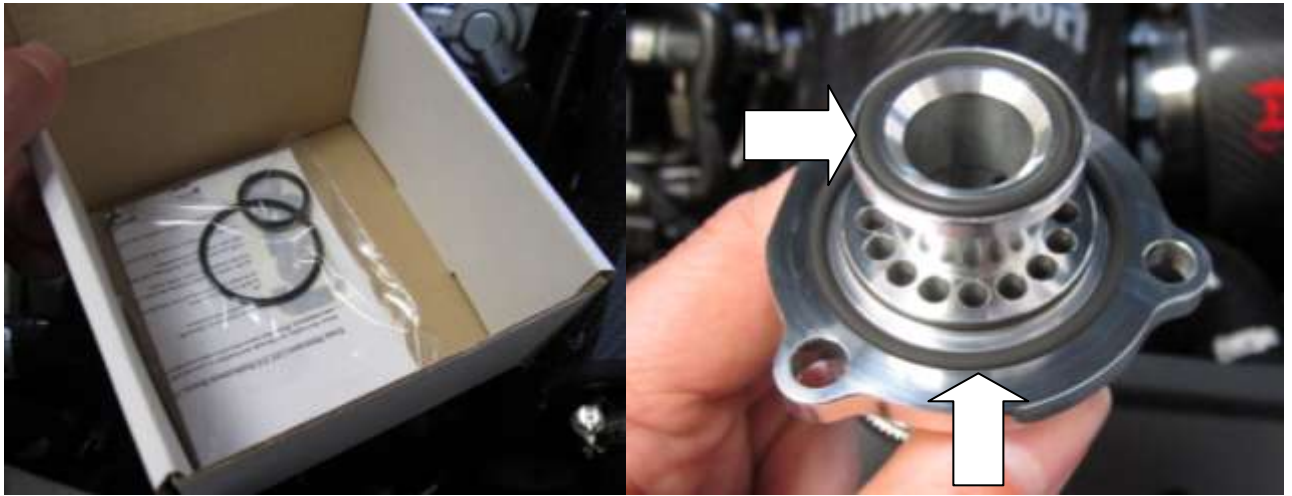
- 5mm Allen key/socket
- 13mm Socket and suitable ratchet
- Flat blade screwdriver
- T25, T30 Torx driver
- Sharp knife or similar

Engineered for performance

1. To avoid injury allow the vehicle to cool down fully before starting this installation. Open and secure the bonnet, and to allow access to the underside of the vehicle support on a ramp or suitable axle stands.
2. To remove the under tray from the vehicle work around the perimeter undoing the following fixings:
 - 4x T30 Screws
 - 8x T25 ¼ Turn screws
 - 1x Flat blade screw
 - 2x 13mm Bolts
 - 2x Plastic clips (located inside each wheel arch).Slide the under tray towards the back of the vehicle to remove it.
3. From underneath the vehicle locate the turbo mounted valve. Disconnect the wiring connector on the top of OEM dump valve and using a 5mm Allen key undo and remove 3x bolts.



4. Locate the two o-rings supplied separately in the box and push them into position on the bottom of the valve. Failure to do this will stop the valve from working!



5. Bolt the Forge valve in place on the turbo – follow the orientation shown, secure in position with the 3X OEM Dump valve bolts.



6. Screw the supplied solenoid to the bracket and bolt it in a location of your choice, making sure that it is within reach of the solenoid wiring. We fitted it to one of the turbo muffler bolt holes (using the extended M6x20mm bolts supplied).



7. Now locate your vacuum supply which can be found here, next to the bulkhead on the exhaust manifold side of the engine.



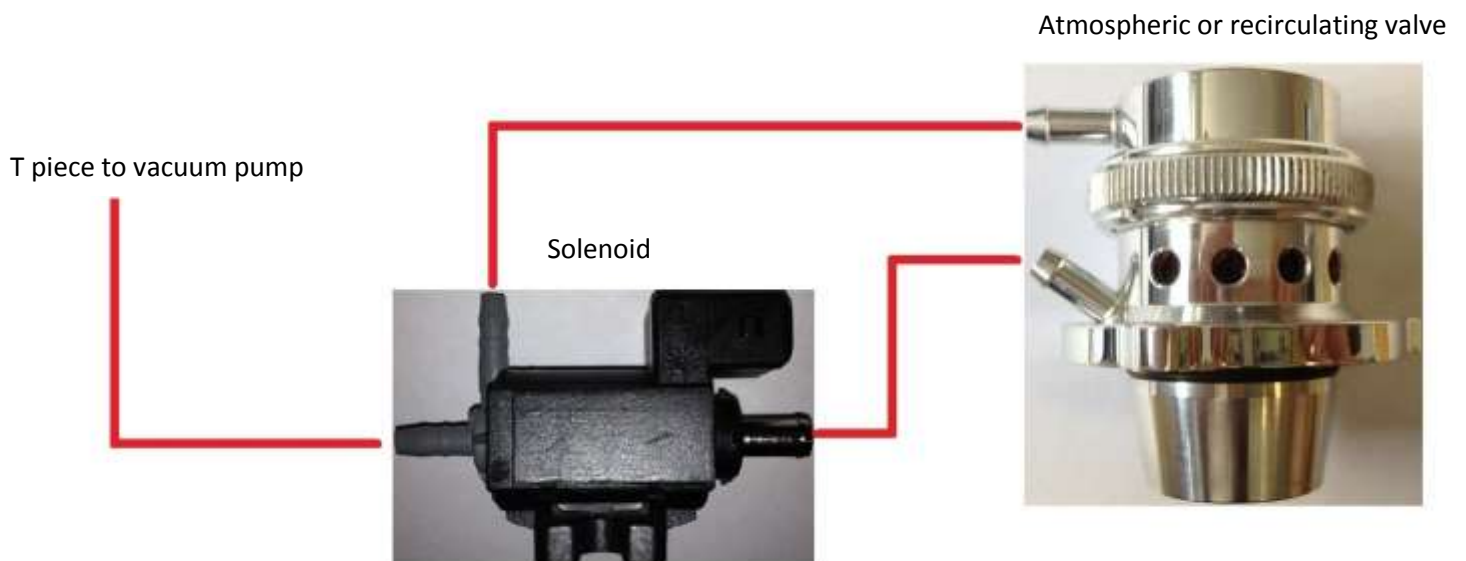
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8. Using a sharp knife cut a small piece of vacuum tube supplied and insert the T-piece provided as shown in the picture below.



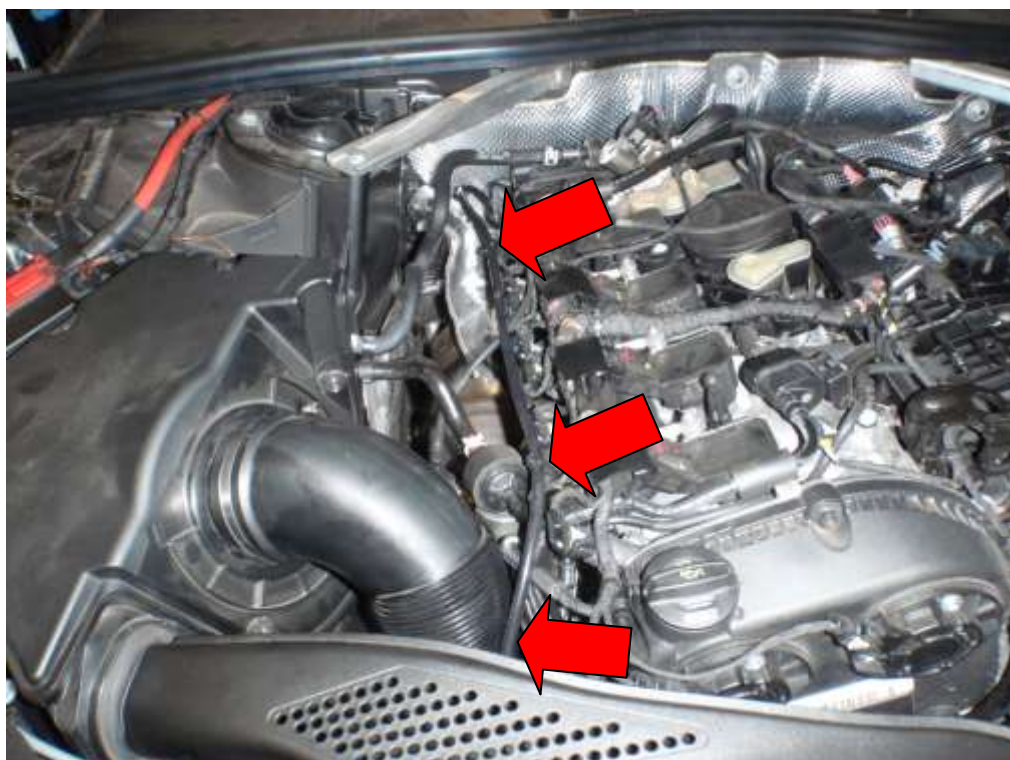
9. The next set of pictures are for illustration purposes - they may not be representative of your engine but they are the clearest way to show you how to connect your solenoid to the atmospheric or recirculating valve you have fitted.

Overview of the vacuum hose routing

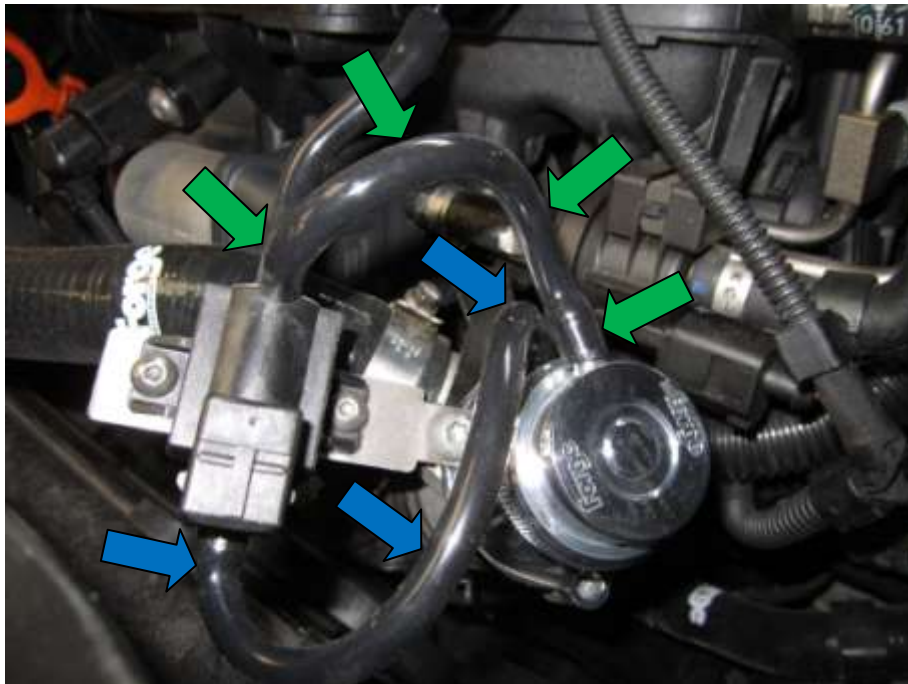


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- Using a sharp blade, cut the first vacuum line to length to go from the t-piece you just fitted, to the HORIZONTAL plastic port on the solenoid (the opposite end from the electrical connector). Secure the vacuum tube in place with cable-ties to prevent it from coming into contact with the exhaust manifold.



11. The valve shown in the image below is for illustration purposes only. The second vacuum line should go from the rear METAL port on the solenoid to the LOWER port on the valve (Blue arrows). The third line should go from the VERTICAL plastic outlet on the solenoid to the top port of the valve (Green arrows).



12. Now using the supplied wiring harness, connect the solenoid to the wiring you removed in step one, making sure that the connectors 'click' into place.



13. Using the cable ties supplied secure the ends of the vacuum lines to the solenoid, valve and vacuum takeoff, and then clip off the excess (Image for illustration purposes only).



14. Refit and secure the under tray.

15. Installation is complete!

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2013-ON 2.0 TSI ATMOSPHERIC/RECIRCULATING VALVE INSTALLATION

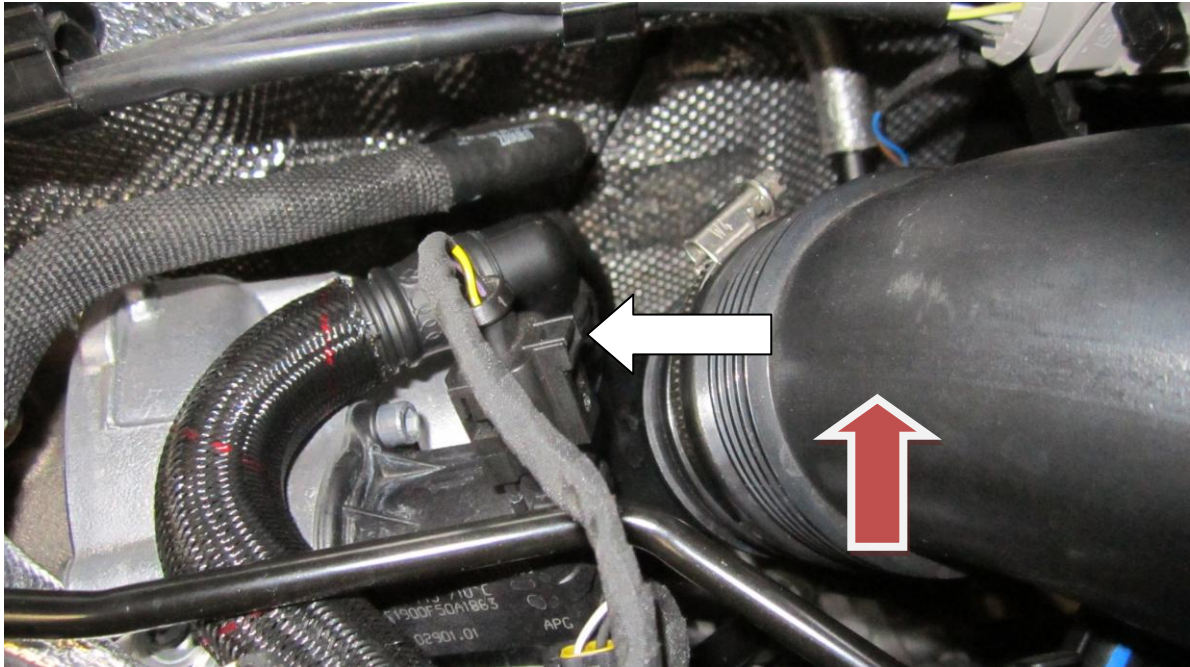


Tools required:

- 5mm allen key/socket
- T30 torx driver
- Stanley knife

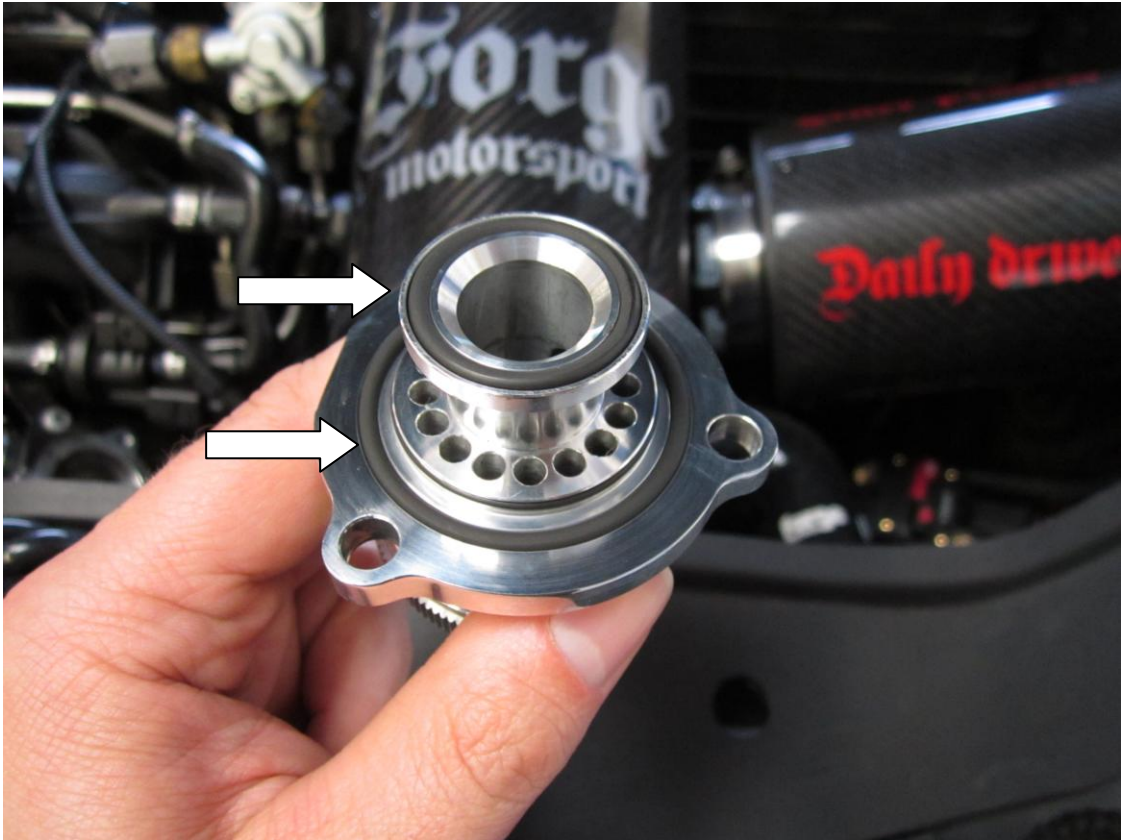
***In the 2013-on Mk7 Golf chassis (including Seat Leon, Audi A3, Jetta GLI, Skoda Octavia, Scirocco TSI) the valve will be bolted to the turbo which is located at the rear of the engine bay on the right hand side, where the pipe from the airfilter attaches to the turbo.**

1. Locate the valve on your vehicle according to the notes on the first page and release the electrical plug by pushing down on the tab on the rear of the plug. Remove the stock valve from the car by undoing the three bolts, which depending on the car you have, will either be 5mm allen head or T30 torx. You will find the installation easier if the pipe that's been arrowed red (airbox to turbo) is removed – simply undo the jubilee clips at both ends to remove .

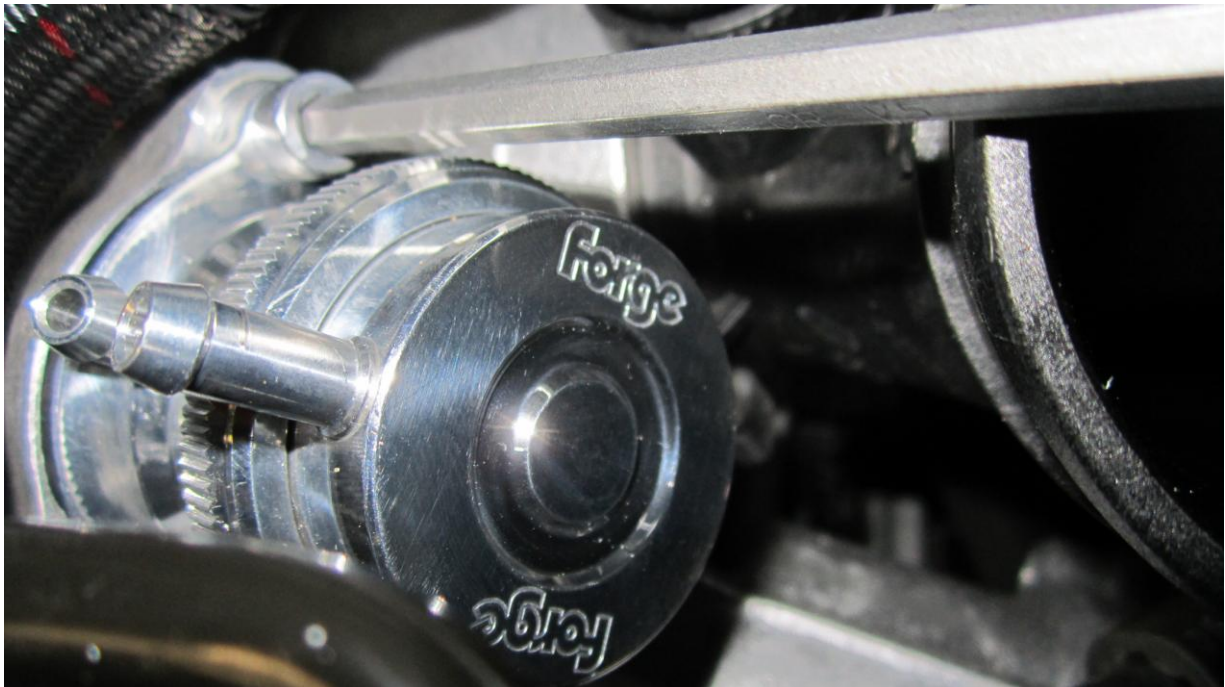


2. Locate the two o-rings supplied separately in the box and push them into position on the bottom of the valve. Failure to do this will stop the valve from working!

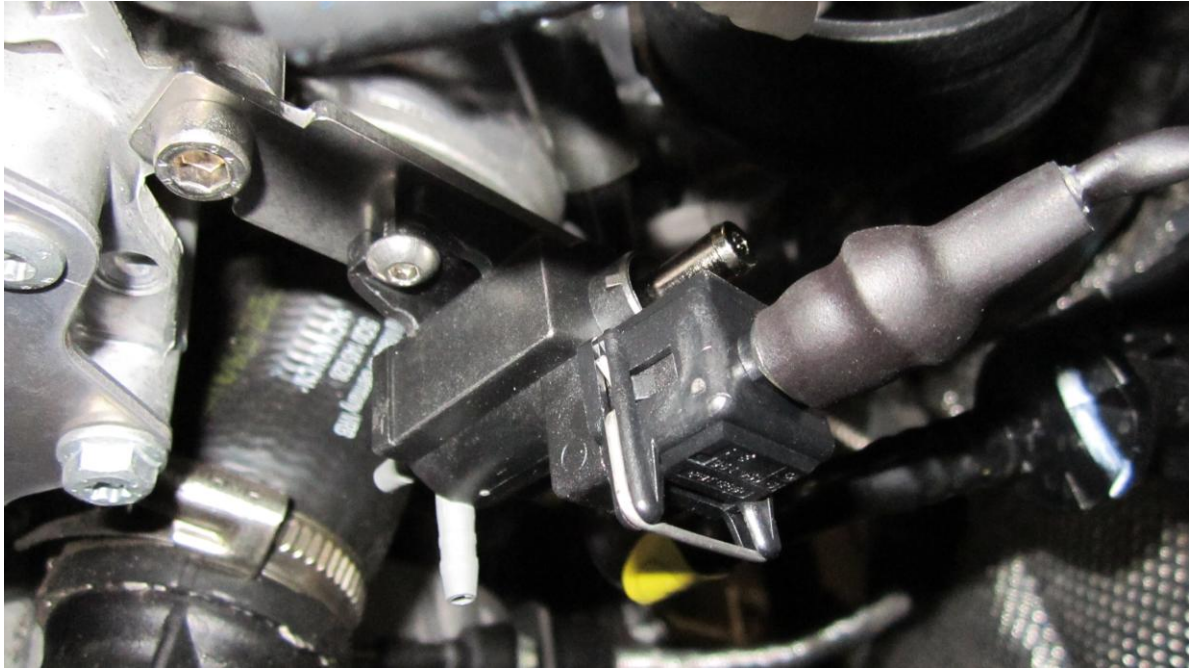




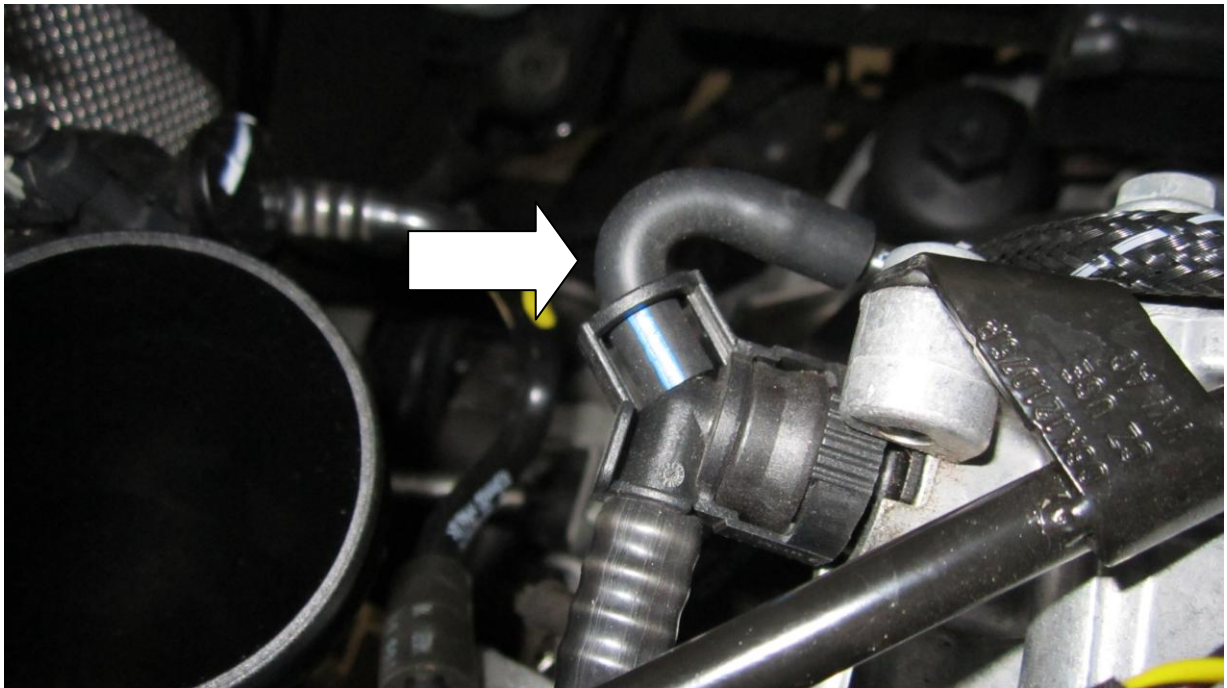
3. Bolt the Forge valve in place on the turbo – the orientation doesn't matter, it will fit any way round, but be mindful of the direction that the lower vacuum port is facing as you will need access to it later on (the top port can be pointed in any direction by loosening the top cap).



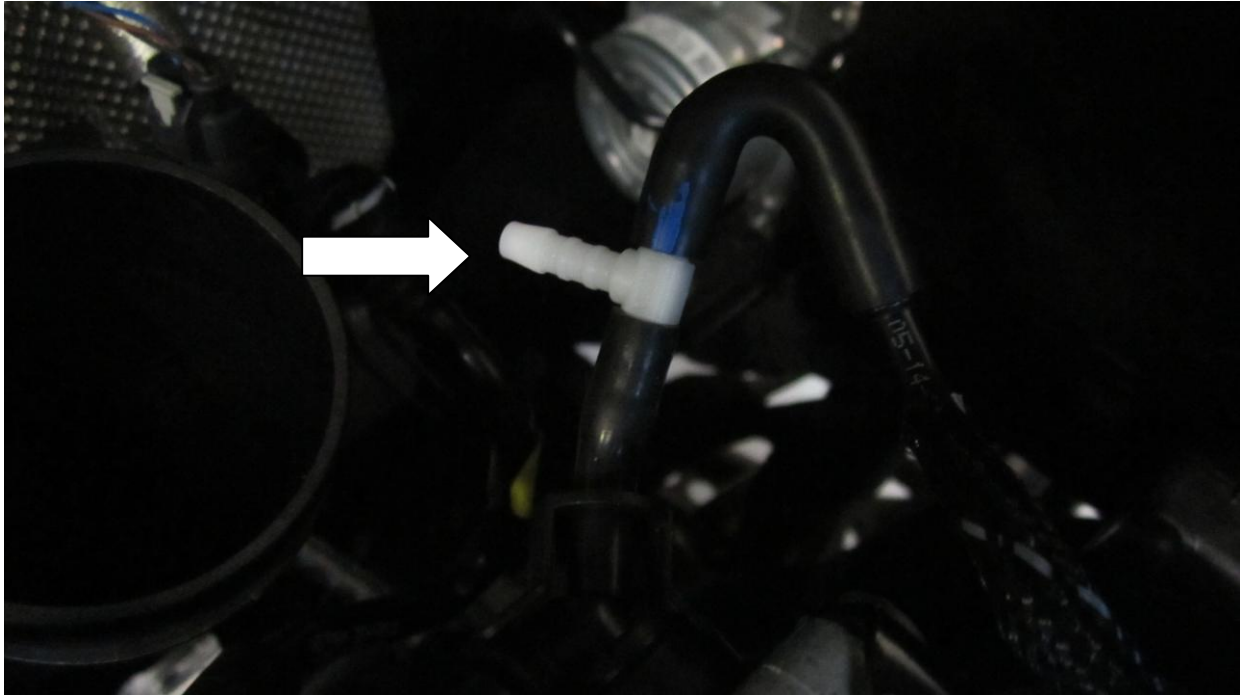
4. Screw the supplied solenoid to the bracket and bolt it in a location of your choice, making sure that it is within reach of the solenoid wiring. We fitted it to an unused tapped M6 hole on the head, under the induction hose leading from the airbox.



5. Now locate your vacuum supply which can be found here, just above where your solenoid is located. This is the back right hand corner of the head.

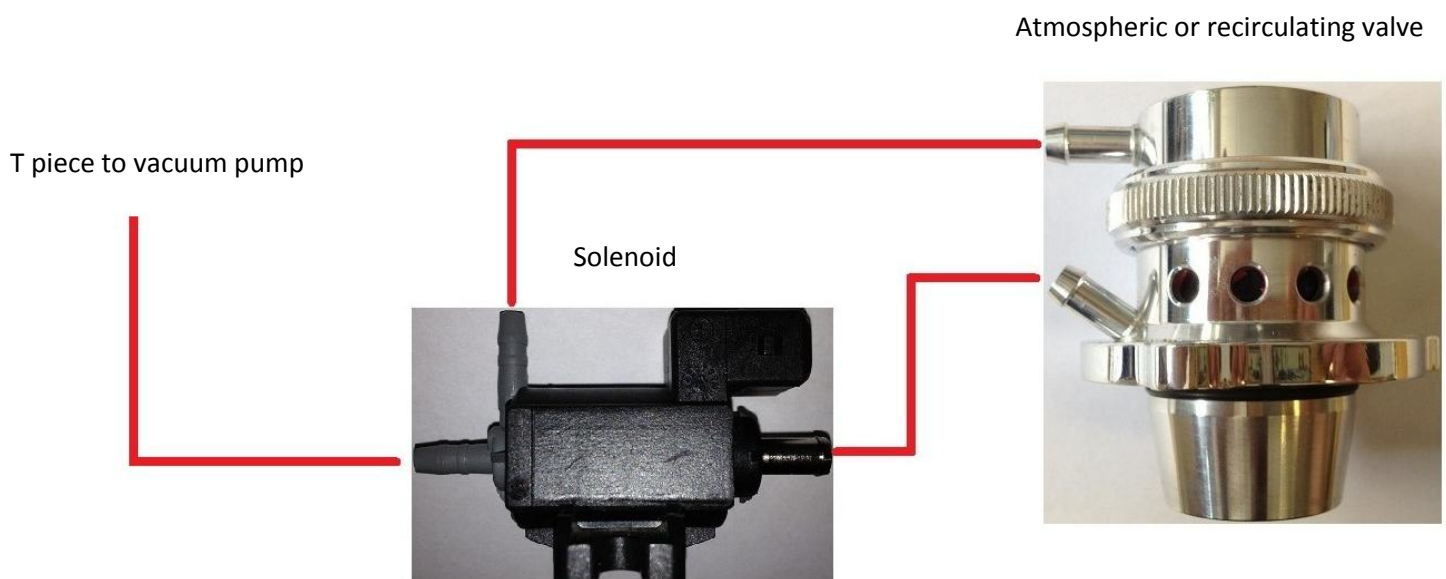


- Using a sharp knife cut a small piece of vacuum tube supplied and install the T piece provided as shown in the picture below.

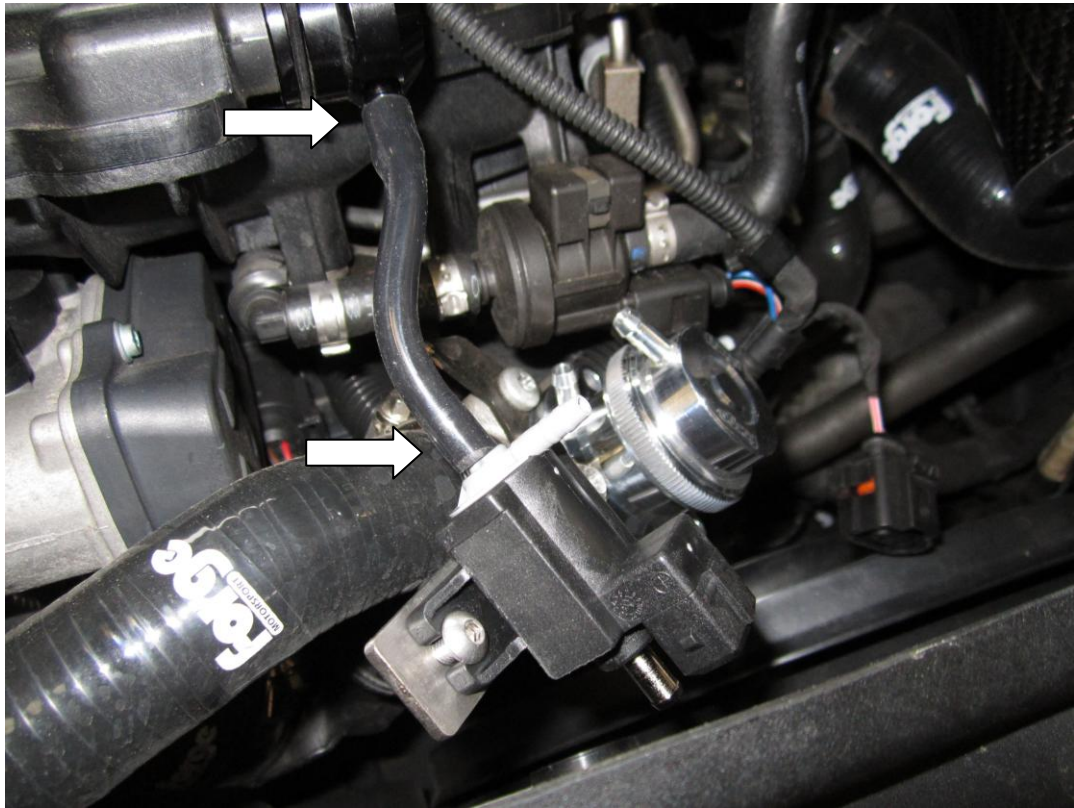


- The next set of pictures are for illustration purposes - they may not be representative of your engine but they are the clearest way to show you how to connect your solenoid to the atmospheric or recirculating valve you have fitted.

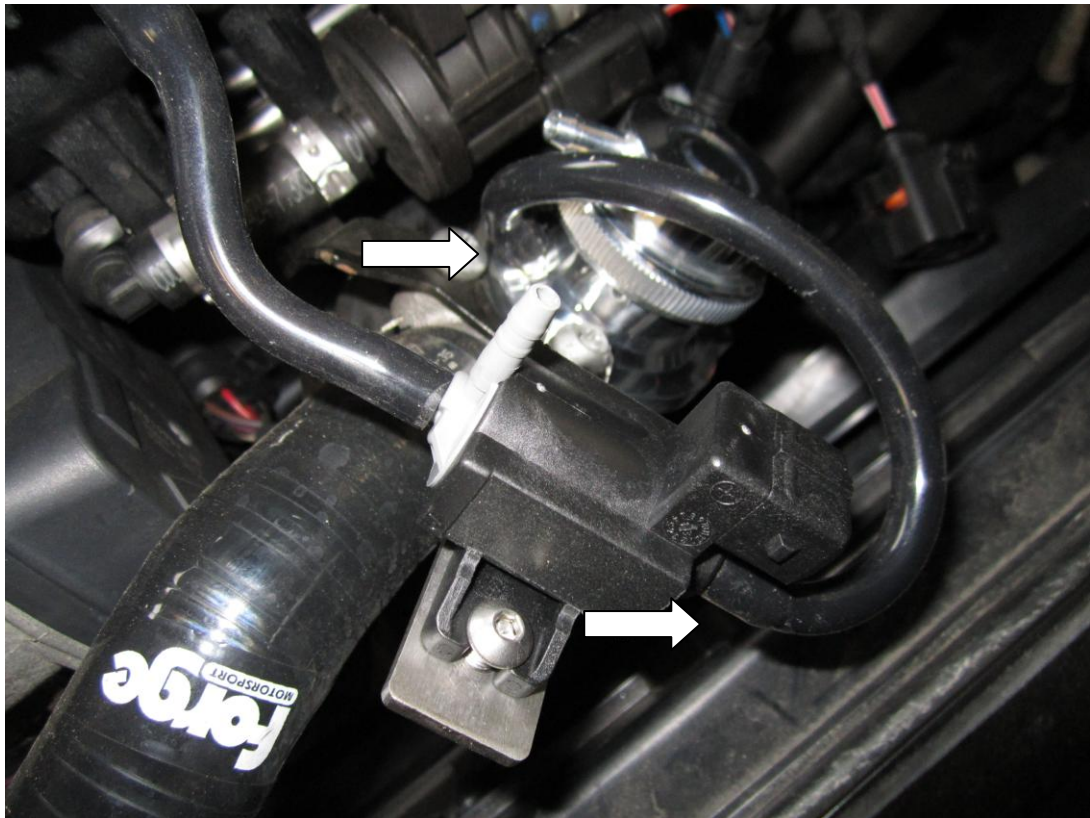
Overview of the vacuum hose routing



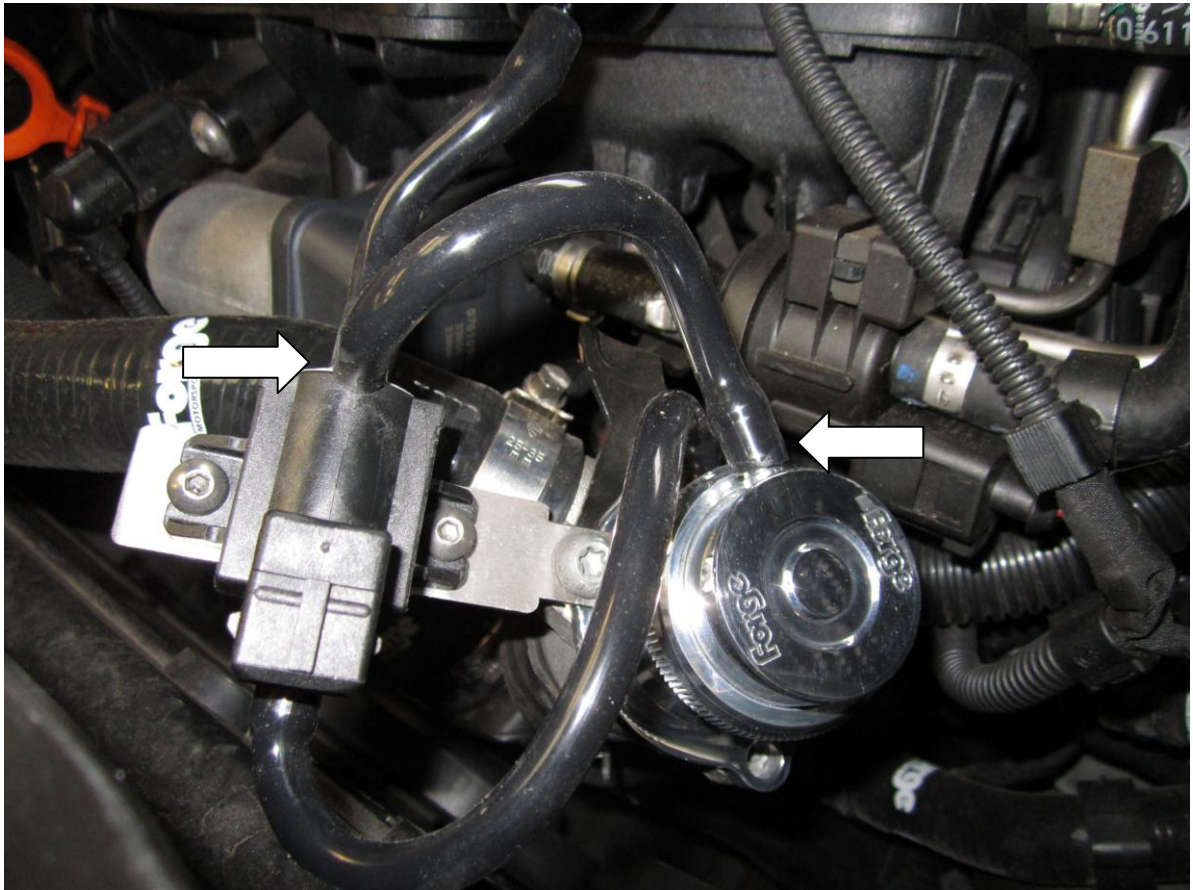
- Using a sharp blade, cut the first vacuum line to length to go from the t-piece you just fitted, to the HORIZONTAL plastic port on the solenoid (the opposite end from the electrical connector).



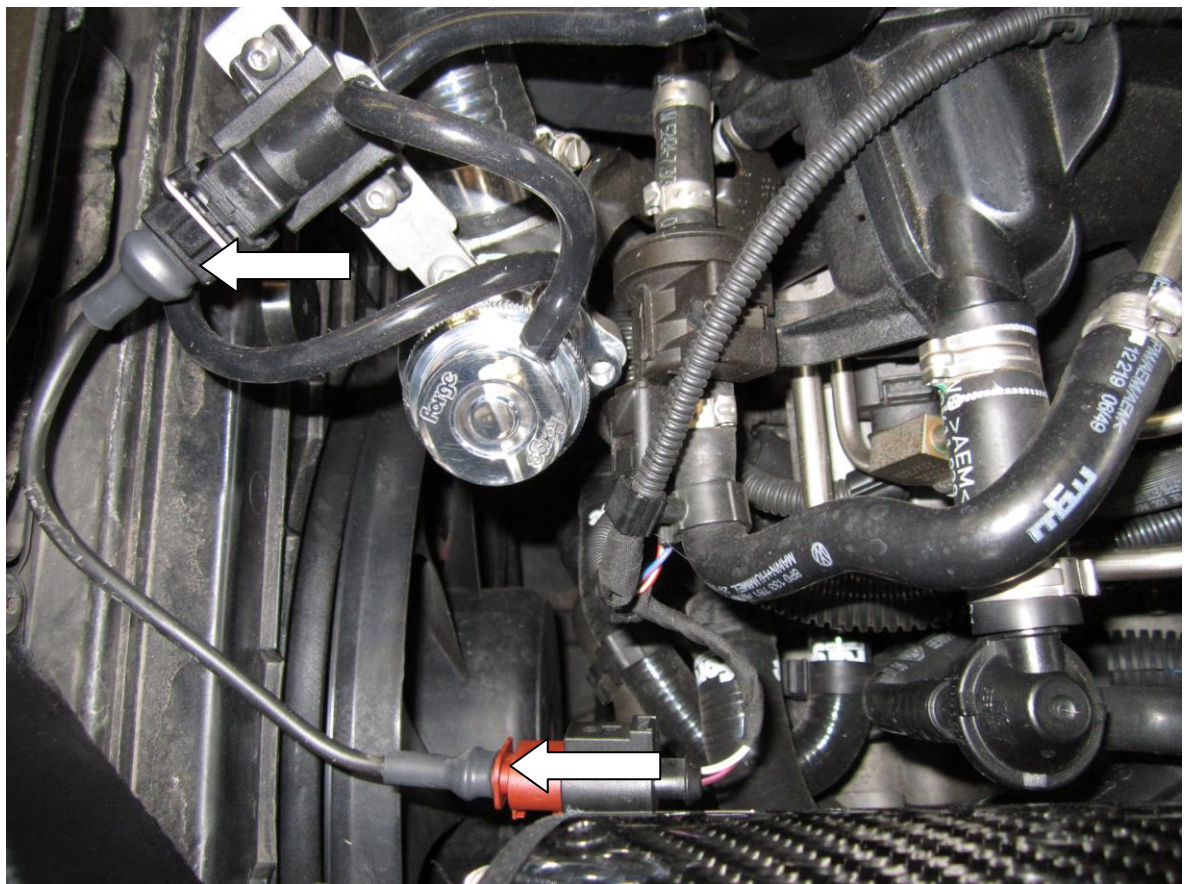
- The second vacuum line should go from the rear METAL port on the solenoid to the LOWER port on the valve.



10. The third line should go from the VERTICAL plastic outlet on the solenoid to the top port of the valve.



11. Now using the supplied wiring harness, connect the solenoid to the wiring you removed in step one, making sure that the connectors 'click' into place.



12. Finally, use the supplied cable ties to secure the ends of the vacuum lines to the solenoid, valve and vacuum takeoff, then clip off the excess.



13. Installation is complete ! Please test drive your car to confirm all is well.

