

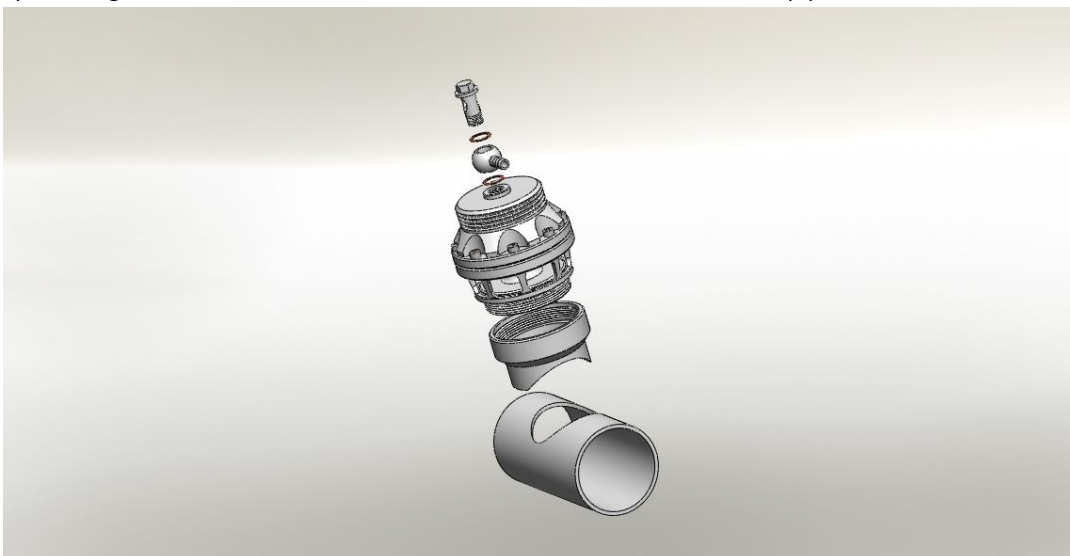


## 50mm Dump Valve Installation

- Your new Forge 50mm dump valve must be installed on the boost pipework running between the turbo/supercharger outlet and throttle body inlet. Normally after the intercooler outlet and as close to the throttle body as possible.
- If you opted to receive the valve with a 50mm v-band fitting, to replace an existing valve on your car, then simply screw the v-band fitting to the bottom of the valve and fit the Forge valve to your pipework.



- If you opted to receive the valve with the Forge weld-on fitting, screw the weld-on fitting to the bottom of the valve and position it on your boost pipework. Mark around the fitting, and remove it from the valve. Weld the fitting to your pipework and allow to thoroughly cool. Smear a little synthetic grease to the threaded section of the valve and screw it to the pipework.



- Your valve will be pre-built with the spring rate you requested at the time of purchase. Additional springs can be bought from Forge Motorsport. For your reference those rates are:

Green 0.5bar

Yellow 1.0bar

Blue 1.5 bar

Red 2.0 bar

White 2.5 bar



If you wish to change the spring simply undo and remove six of the eight cap screws around the circumference of the valve, leaving two screws on opposite sides of the valve. Now clamp the valve in a vice or with the assistance of a friend, hold the top of the valve down whilst you remove the last two screws.



Depending on which spring you are using, the valve can be very highly sprung and will want to pop apart. With the top removed, simply pull the piston down and out of the top half of the valve and remove the spring

Reassembly is simply the reverse, but place the piston in the base of the valve, and push the top of the valve down on to it. Try to get two screws started opposing one another, and then put in all the other screws and tighten in a diagonal sequence.

- Screw the barbed vacuum fitting into the top of the dump valve loosely, using the copper sealing washer supplied. Find a convenient vacuum takeoff from the inlet manifold BEHIND the throttle body. Run a vacuum line to the banjo fitting and tighten it in a suitable position. Installation is complete!



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