



Mini Countryman Atmospheric/Recirculation Dump Valve Installation



****These fitting instructions are the same for both
atmospheric and recirculation valves****



Tools Needed:

7mm Clamp Driver

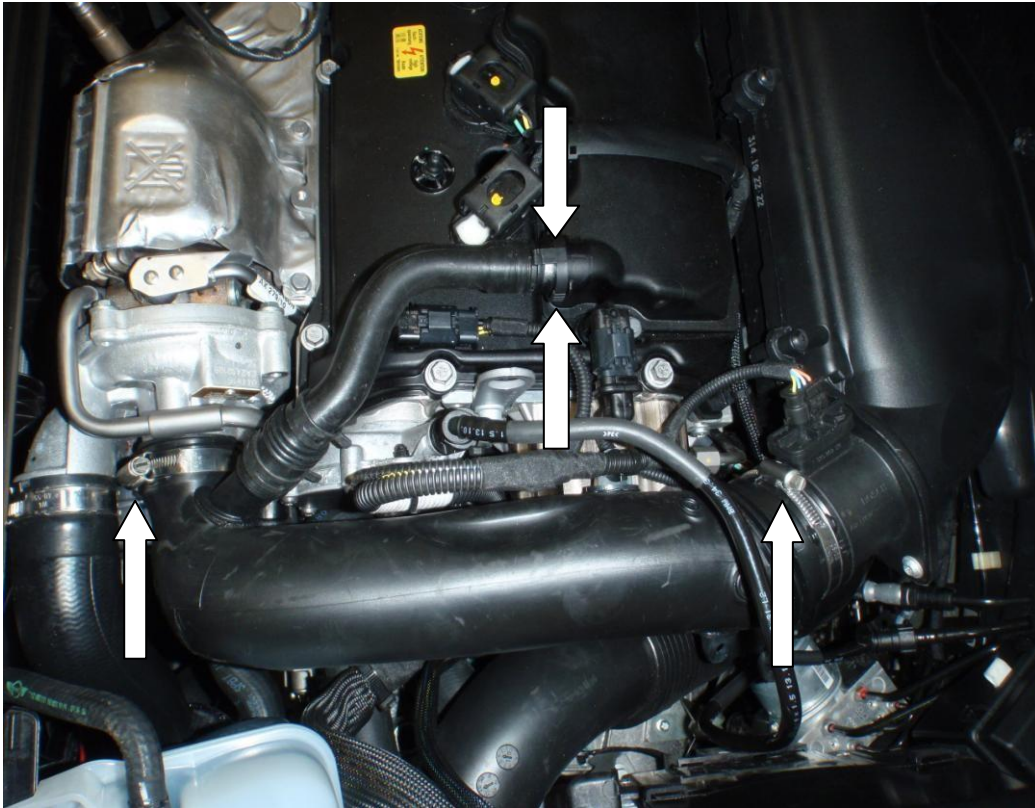
10mm Spanner/Socket

8mm Socket

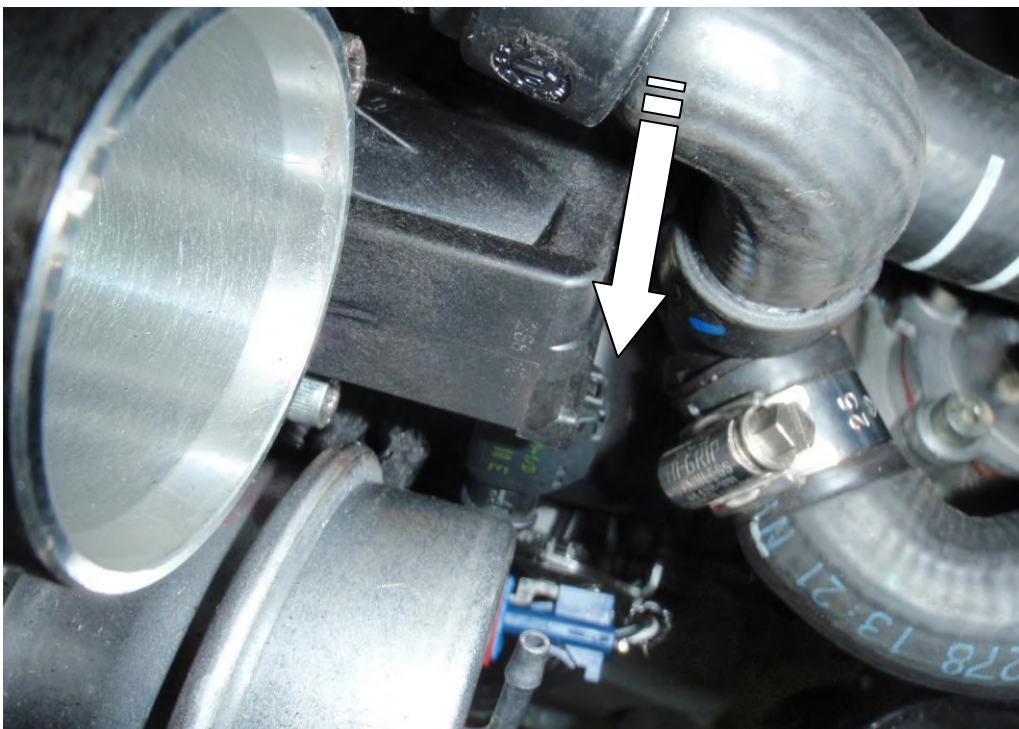
5mm Allen key

3mm Allen key

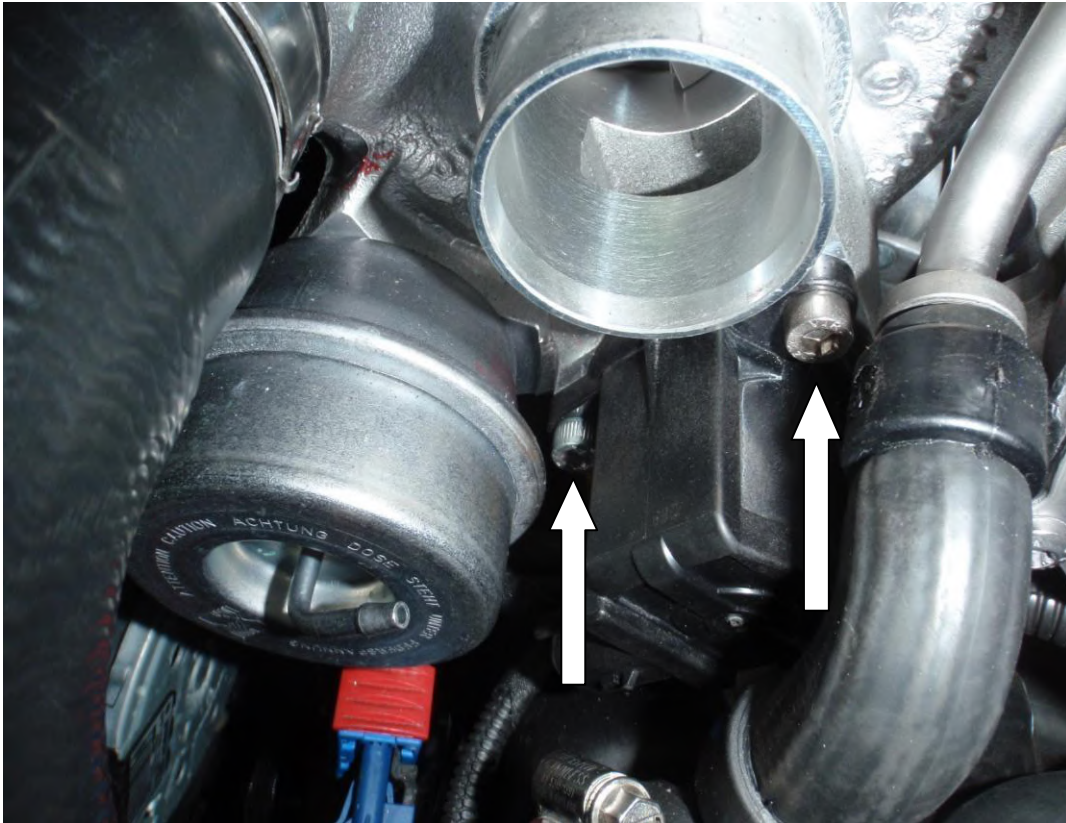
1. Open the bonnet and using a 7mm hose clamp driver, undo the 2 hose clamps on each end of the intake pipe, once these are loosened squeeze the 2 tabs together using your fingers on the oil breather pipe and remove the pipe along with the air intake pipe.



2. Now, remove the wiring harness from the standard valve pull up on the clip to remove.



- Using a 5mm allen key undo and remove the 3 bolts holding the standard valve in place.

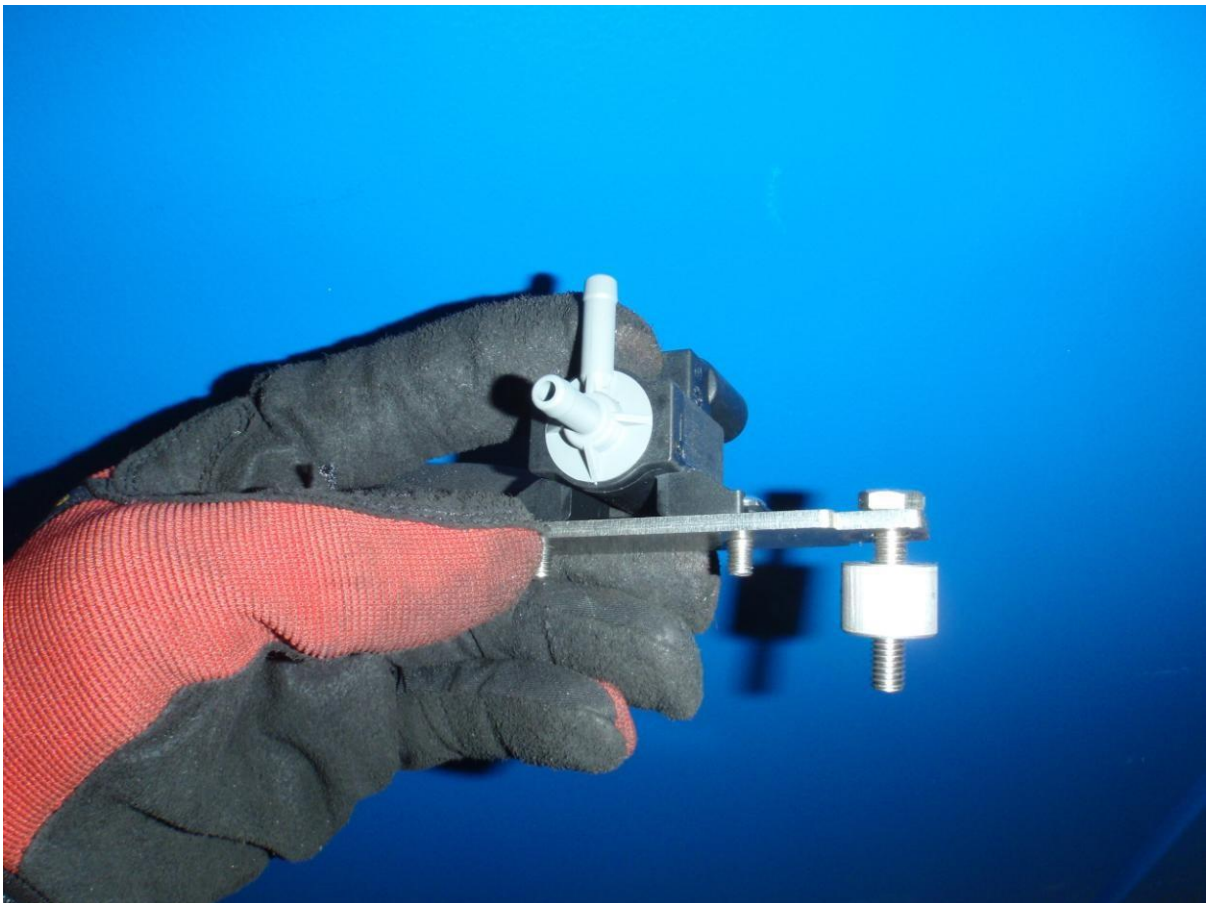


- Fit the new Forge Atmo valve with the same three 5mm allen key bolts used to hold the standard valve in place making sure you get the orientation correct. You may find it easier unscrewing the top and taking the spring out first before fitting the valve to make it easier and re-fit the lid and spring once valve body is secured.

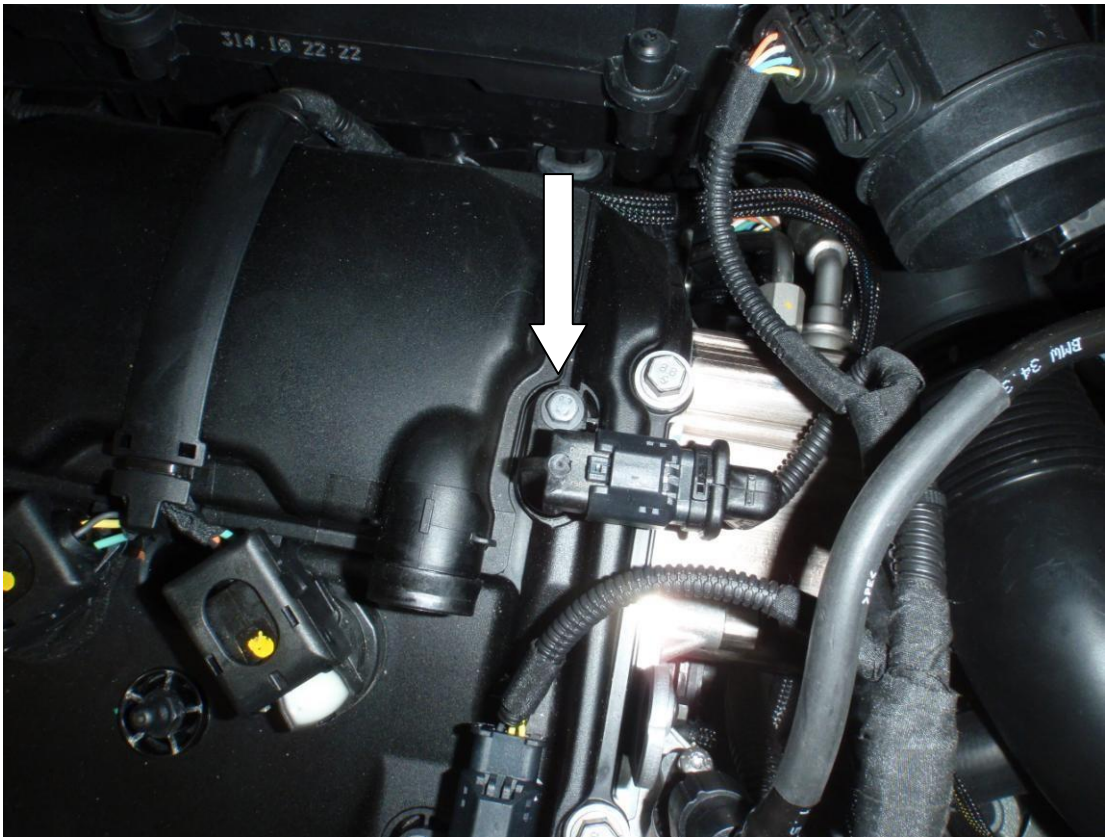




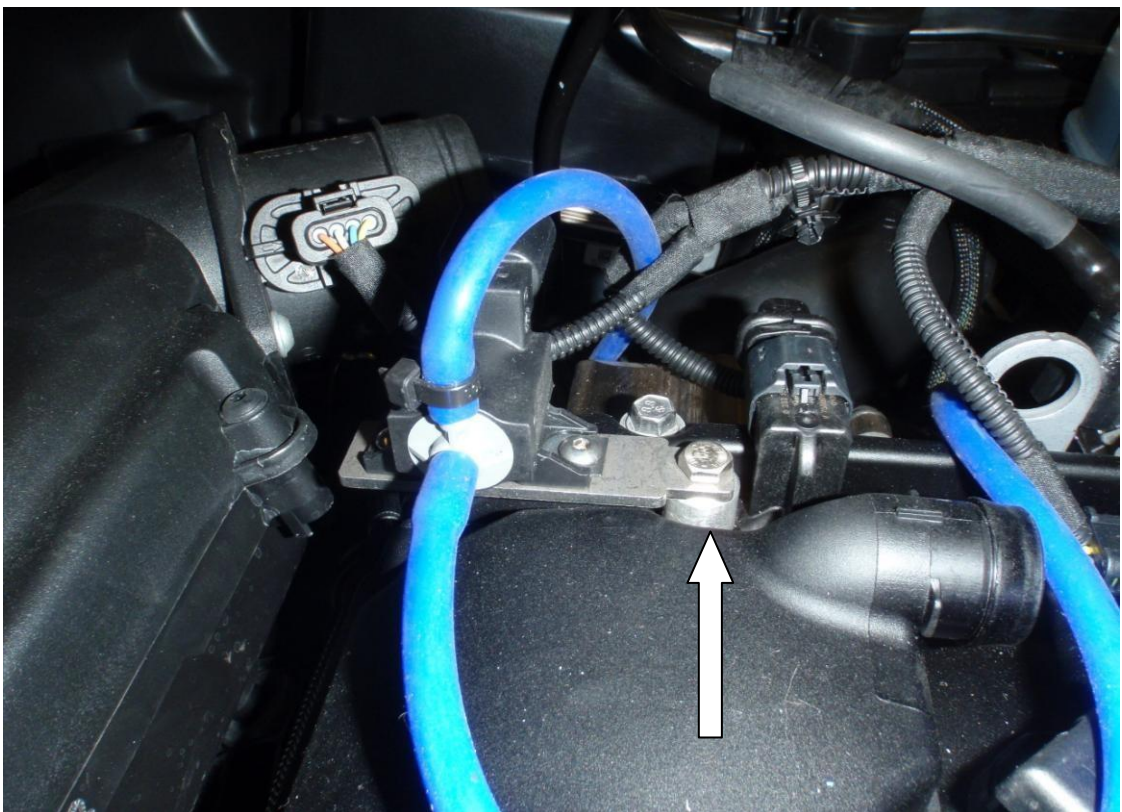
5. Using a 3mm allen key bolt the solenoid to the bracket using the 3mm allen key bolts provided, making sure the orientation is the same as the picture below.



- Using an 8mm socket undo and remove the 8mm bolt.



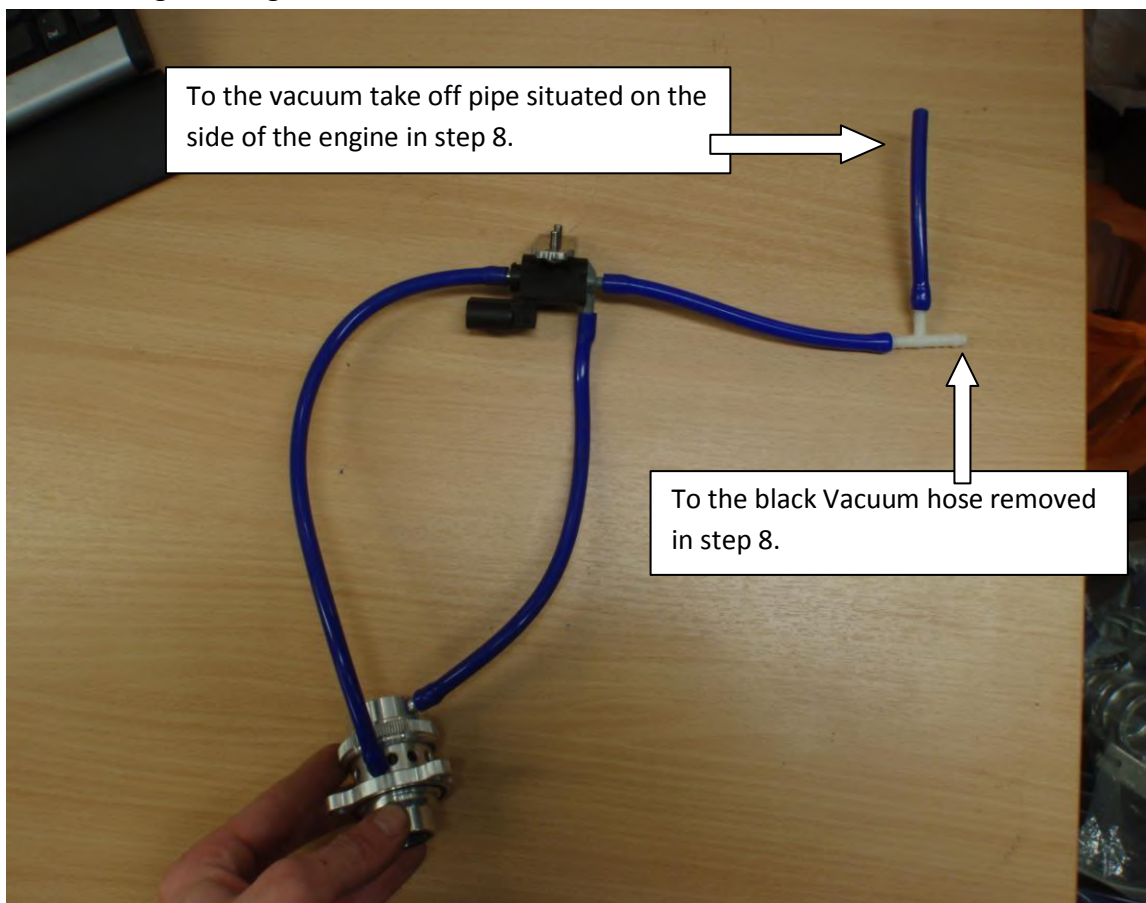
- Now install the solenoid provided along with the M6 bolt and spacer making sure orientation is correct, putting the spacer over the hole first then the bracket and then the bolt.



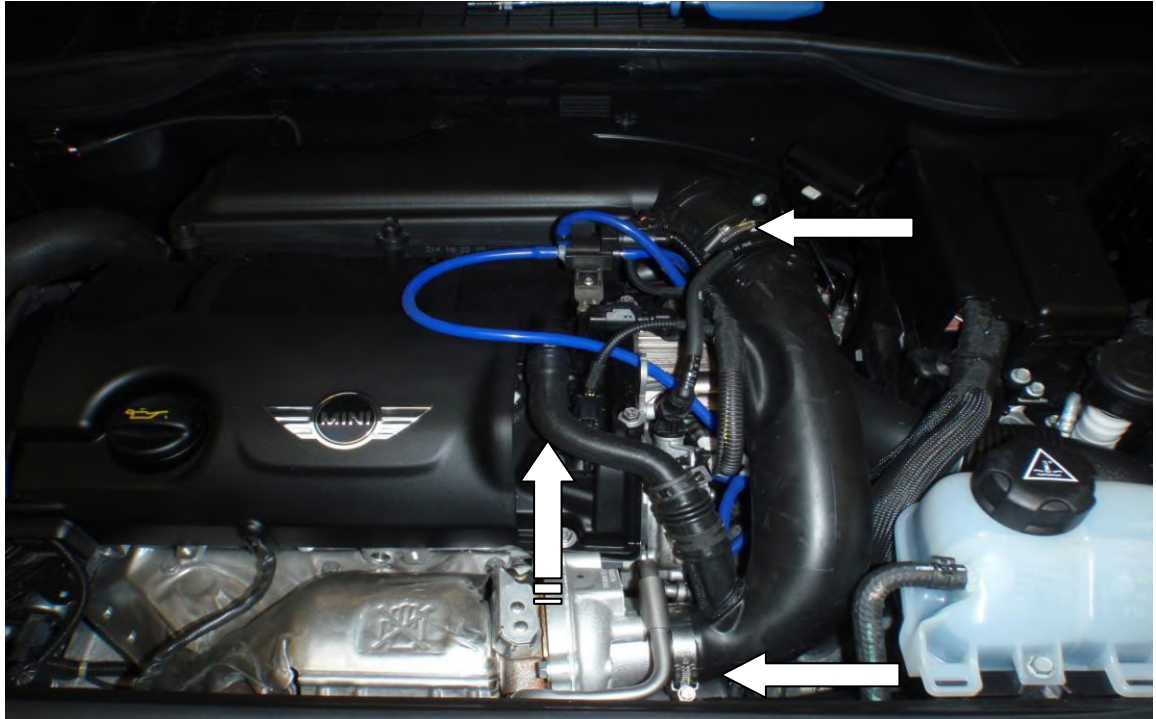
8. Remove the vacuum hose situated in the side of the head to the right of the valve.



9. Now using the silicon hose and the 5mm T piece provided fit the silicon pipe as shown using the diagrams below.



10. Replace the air intake pipe using a 7mm hose clamp driver to tighten up the 2 hose clamps and push the oil breather hose back into place (you should feel it click in).



Installation is now complete.

Thank you for using Forge Motorsports products

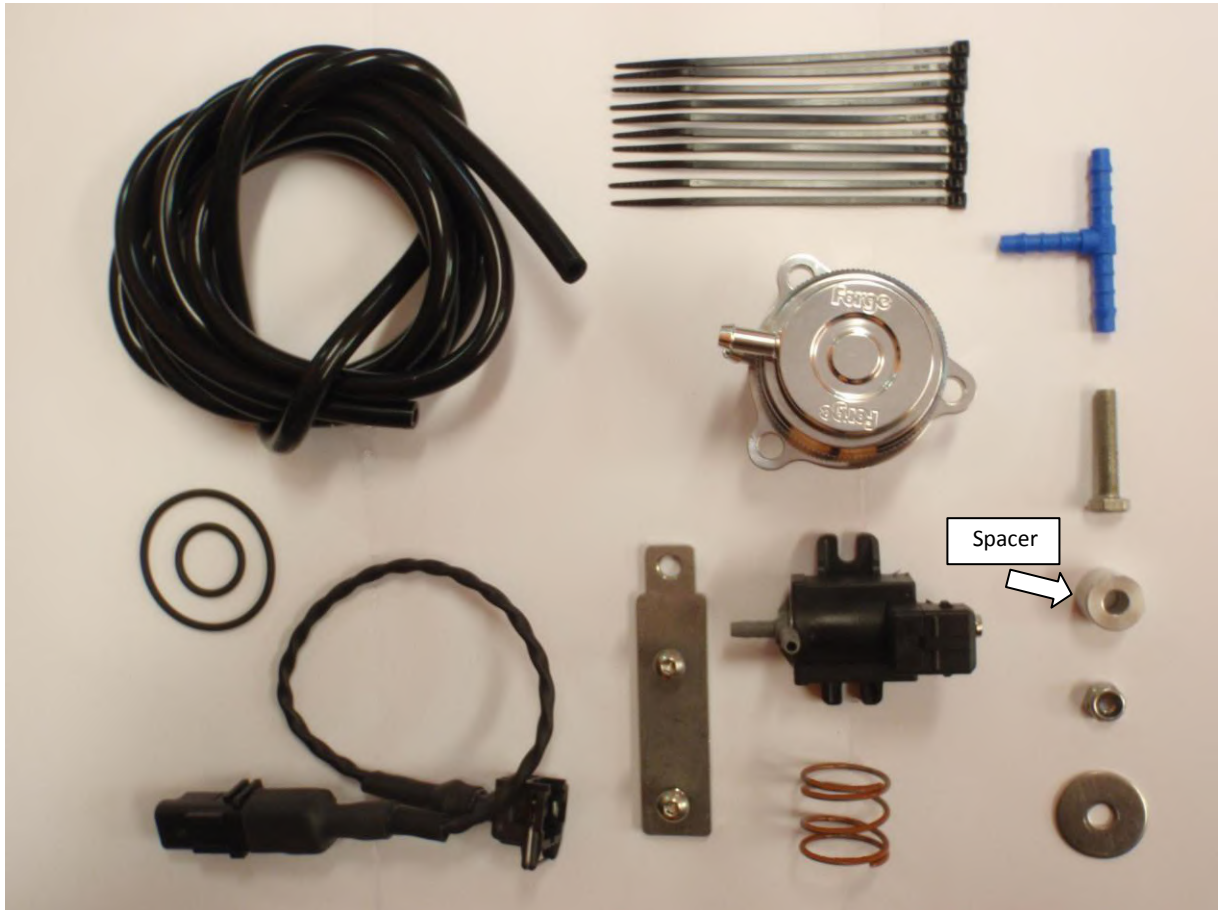




Peugeot 208 GTI Atmospheric/Recirculation Dump Valve Installation



****These fitting instructions are the same for both
atmospheric and recirculation valves****



For the Peugeot 208 GTI DO NOT USE the small spacer supplied.

Tools Needed:

7mm Clamp Driver

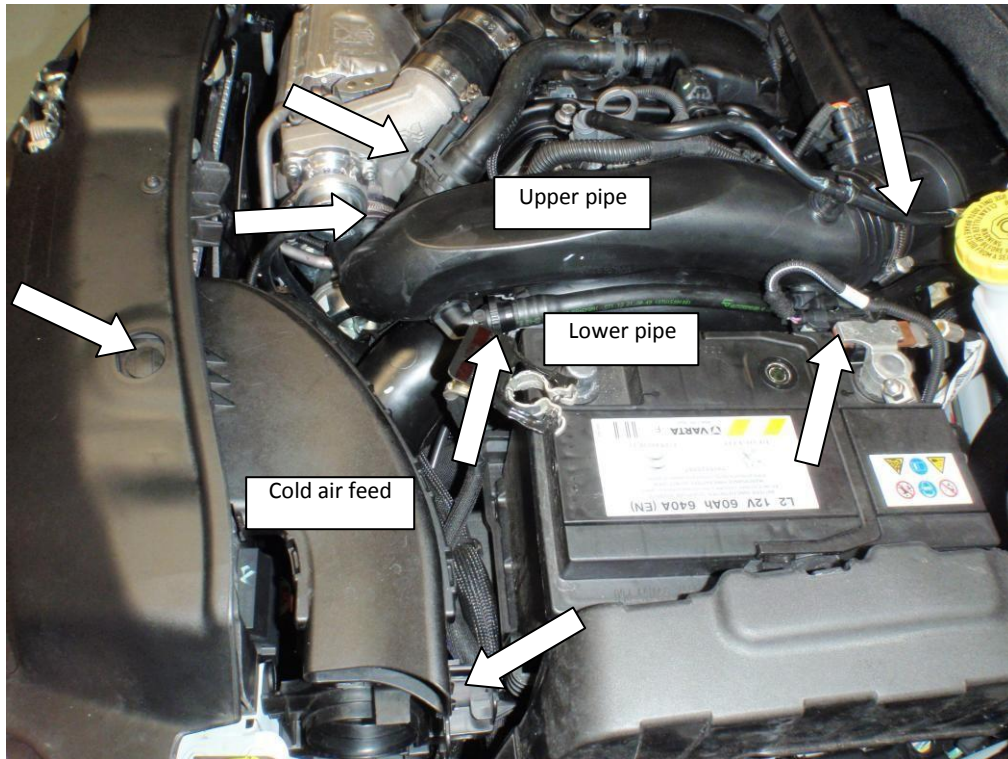
10mm Spanner/Socket

8mm Socket

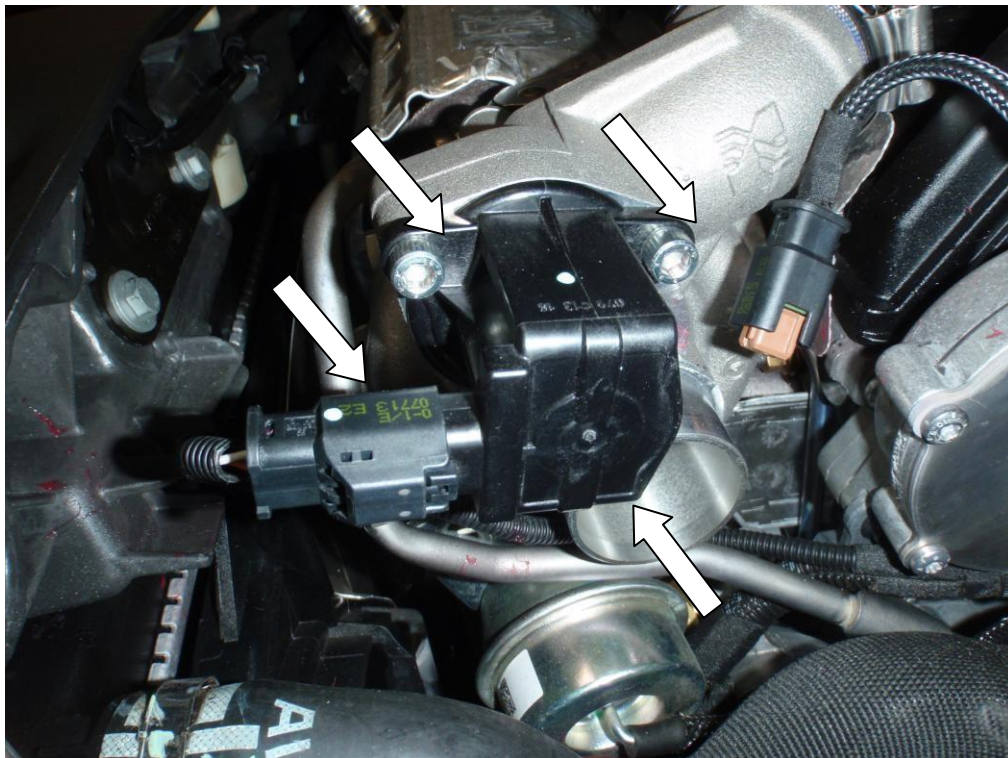
5mm Allen key

3mm Allen key

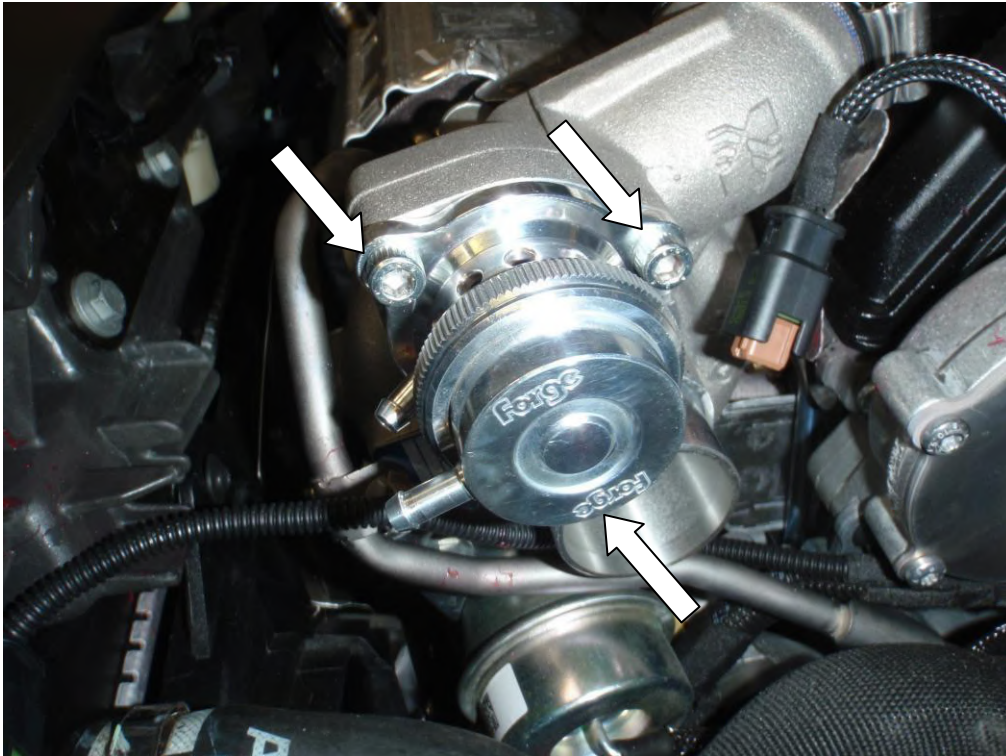
1. Remove the cold air feed and two intake pipes using a hose clamp driver or appropriate socket, undo the 2 hose clamps on each end of the intake pipe, once these are loosened unclip the breather pipe and remove the upper intake pipe. Unclip the lower intake pipe at both ends and remove.



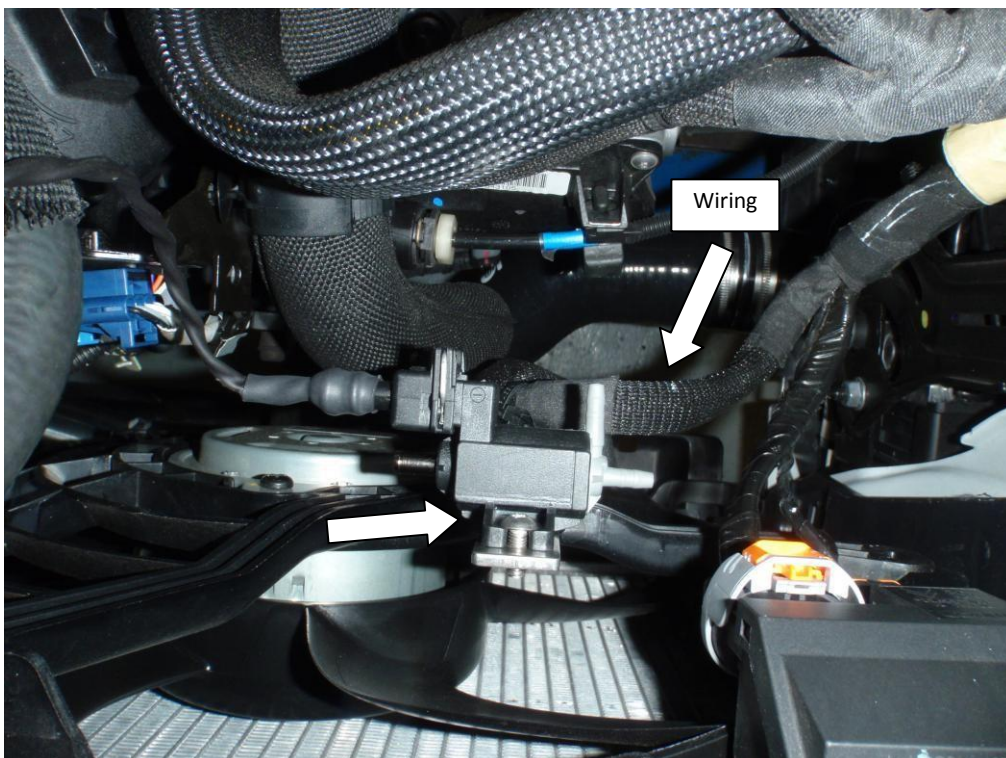
2. Now, remove the wiring harness from the standard valve. Undo the three bolts and remove the valve from the turbo.



3. Fit the new Forge valve with the same three 5mm allen key bolts used to hold the standard valve in place making sure you get the orientation correct. You may find it easier unscrewing the top and taking the spring out first before fitting the valve to make it easier and re-fit the lid and spring once valve body is secured.

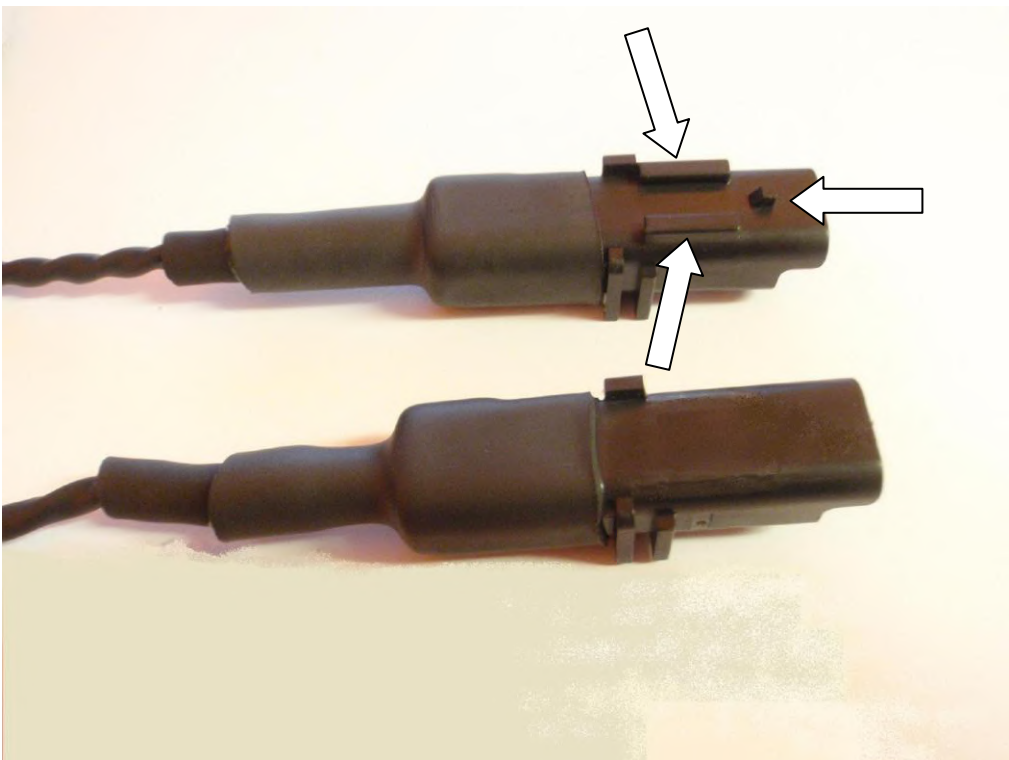


4. Unclip the wiring from the small plastic bracket on the fan, then bolt the solenoid to the bracket using the nut, bolt and washer provided; making sure the orientation is the same as the two next pictures.

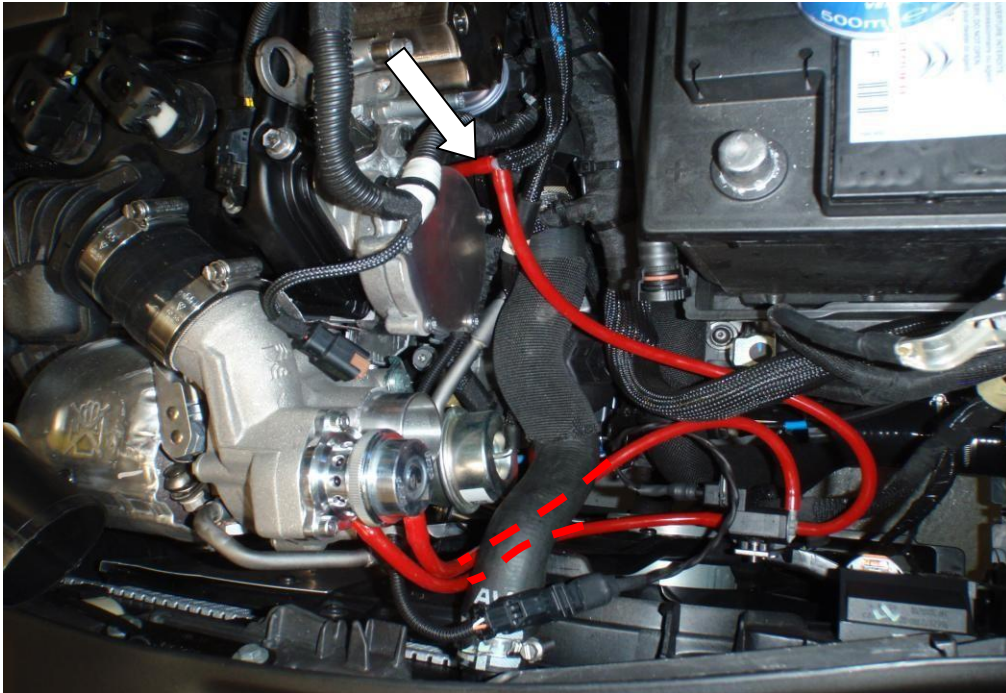




5. The wiring extension supplied in the kit will need a slight modification to fit a Peugeot 208 GTI, trim off the three small lugs with a sharp knife



6. Remove the vacuum hose situated on the vacuum pump on the side of the head to the right of the valve, connect the vacuum hose and wiring extension as shown below and in step 7.



7. Now using the vacuum hose and the 5mm T piece provided fit the vacuum pipe as shown using the diagram below. Replace the air intake pipes and cold air feed in reverse order, Installation is now complete.



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PEUGEOT RCZ THP200 RECIRC/ATMO VALVE INSTALLATION



Tools needed:

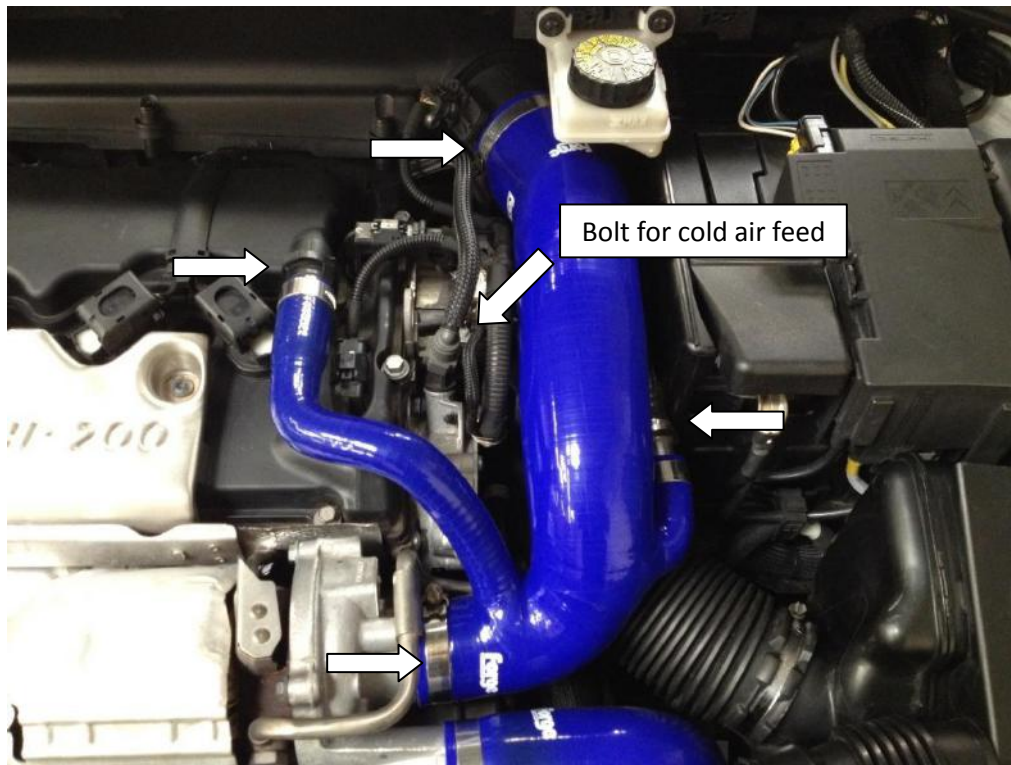
5mm allen key

Hose clamp driver

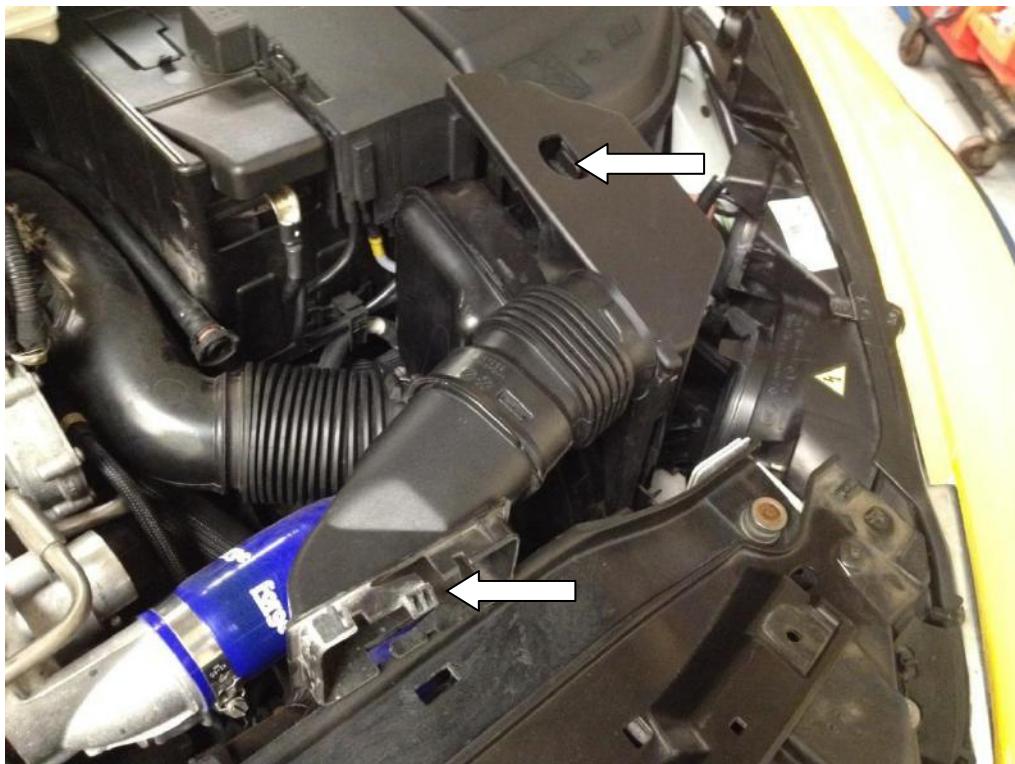
Wire cutters

10mm socket and suitable ratchet

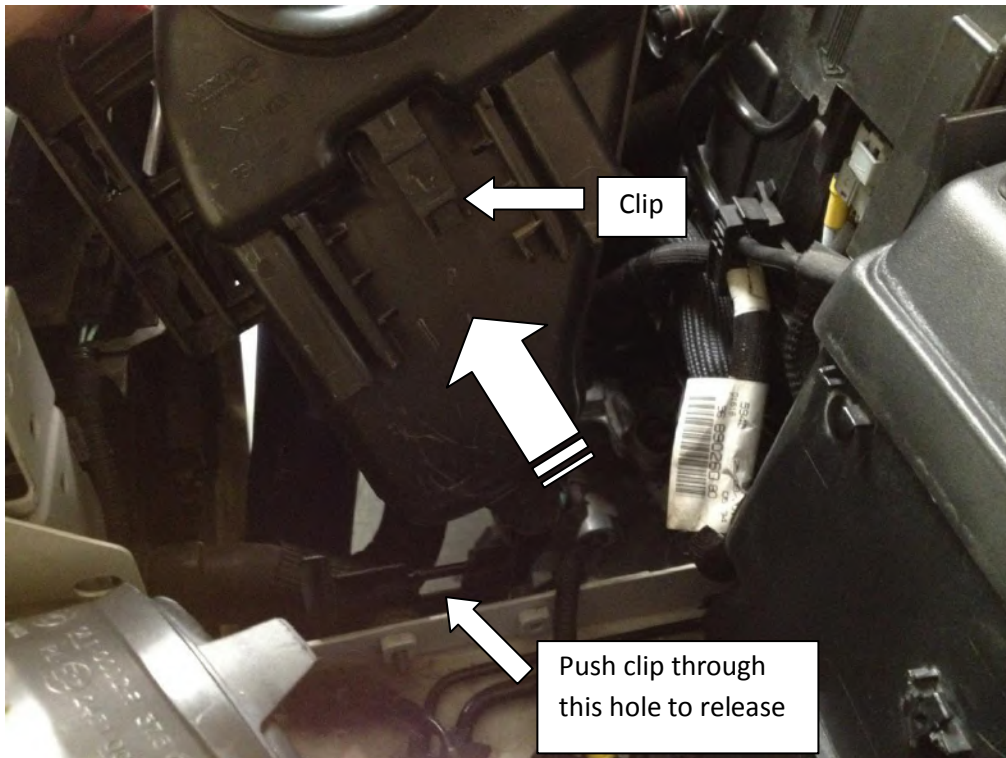
1. Open the bonnet and undo the hose clamps on the hose between the intake and turbo inlet. Squeeze the fittings to release them from the breather on the cam cover and the fitting on the underside of the inlet hose, then remove the hose from the car (Forge inlet hose shown FMINDRCZ). Undo the 10mm bolt holding the cold air feed to the airbox.



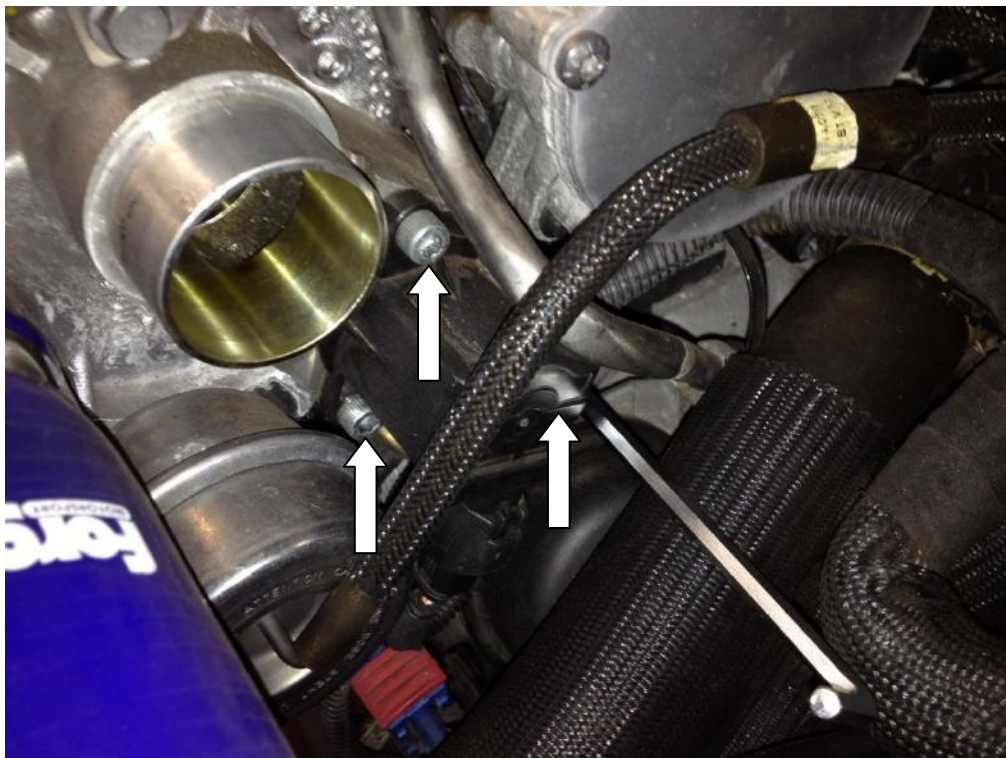
2. Push the clip down to release the cold air scoop from the slam panel, and then remove the plastic trim on top of the resonator by squeezing the clip.



3. Remove the intake resonator by pushing the clip shown so that it releases from the bracket on the chassis leg, then lifting the resonator vertically upwards out of the bracket. Once this is free, you can pull the cold air feed pipe from the bottom of the filter – its a simple push fit – and remove the resonator and connecting hoses from the car in one complete unit.



4. Now you have access to the side of the turbo. Locate the stock solenoid valve and remove the three 5mm allen head bolts. Space is limited. Disconnect the electrical connector to the solenoid and remove it from the car.



5. Remove your Forge valve from the box and insert the o-rings supplied into the bottom face of the valve, then bolt the valve to the turbo using the bolts supplied. Note the valve will only fit one way round, meaning the vacuum port on the base of the valve points DOWN (the port on the top of the valve can be pointed in any direction).



6. Locate the vacuum pump on the end of the head (just behind the valve), and pull off the vacuum pipe shown below. Then cut a short length (50mm) of the silicon vacuum hose supplied and push it on to the outlet on the pump. Use the tee-piece provided to join the new silicon hose to the old vacuum hose, and point the tee piece forwards in the engine bay.



7. Overview of the vacuum hose routing



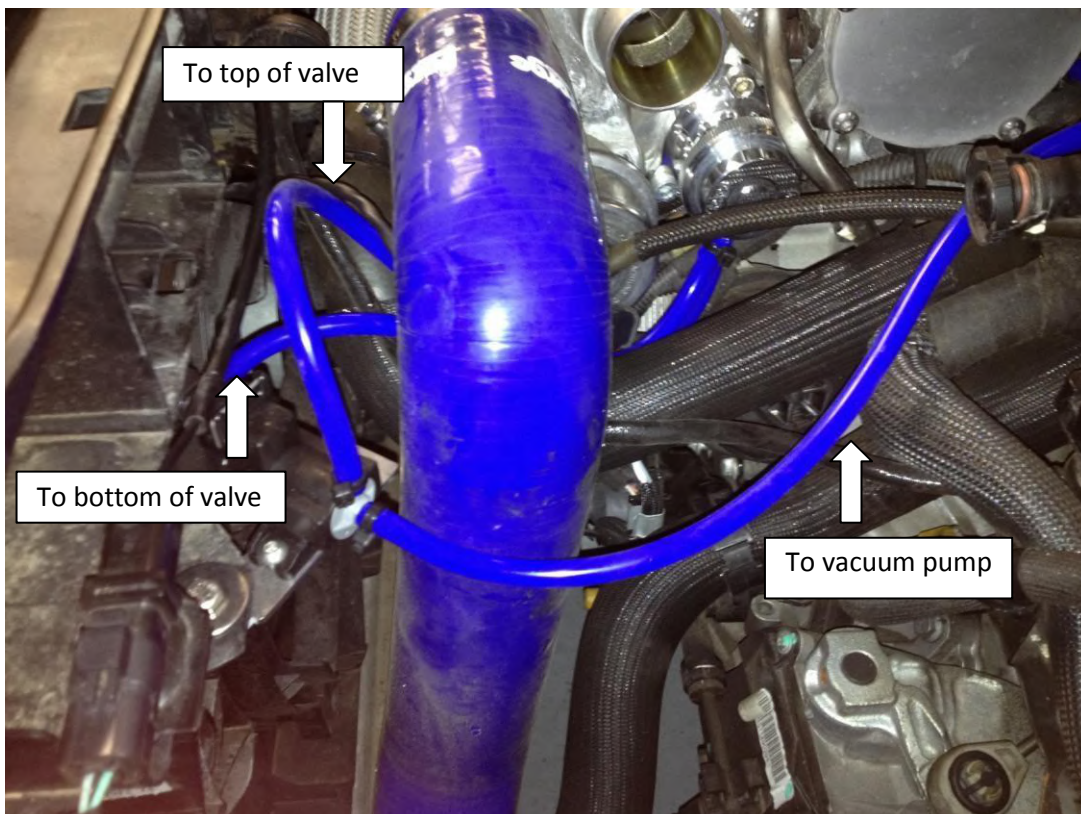
8. Mount the solenoid to the solenoid bracket using the two M5 bolts supplied. Then use the M6 bolt, washer, spacer and nut to mount the solenoid to the back of the slam panel in the hole that Peugeot have provided (underneath where the cold air scoop clips in). Cut a length of silicon vacuum hose to connect the horizontal plastic port on the solenoid to the tee piece fitted in the last step.



9. Connect a vacuum hose to the LOWER port on the dump valve. You may find it easier to unscrew and remove the top of the valve to do this. If you do, make sure you catch the spring as you unscrew the top. Route this vacuum hose to the REAR METAL port on the solenoid, cut the hose to length and fit.



10. Replace the top of the valve (if removed) and screw the top down such that the vacuum outlet on the top of the valve is pointing downwards at an angle as shown (to keep things neat). Use the silicon vacuum hose left over to connect this port on the dump valve to the last port on the solenoid which is the VERTICAL plastic port. Use the cable ties provided to secure all the ends of the vacuum lines to the solenoid, valve and tee piece on the vacuum pump.



11. There are two variations of wiring in the RCZ. Take the wiring loom provided and see if it will clip in to the plug on the loom. If not then remove the plastic shown below with a craft or stanley knife and try again. The plastic is soft and easily cut. When it clicks into place on the car loom, route it around and clip it to the connector on the back of the solenoid.



12. Installation is complete ! Refit the components from step 3 backwards in order to get everything back together, then start the car and rev the engine to check for fault codes (there should be none obviously!)

Thank you for purchasing a Forge Motorsport product



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