



Universal DBW Diesel Dump valve kit for VAG vehicles (to be used in conjunction with an engine specific hose fitting kit)

Tools required:-

- 13mm and 10mm spanners
- Electrical flat blade screwdriver
- Pozidrive screwdriver
- Sidecutter pliers

Forge Motorsport can accept no responsibility for the installation of this product, if in doubt, please seek assistance from a competent technician.

Photographs show a 150bhp SEAT Leon with ARL engine code. Other VAG vehicles may have slight differences from the instructions and pictures below.

Steps 1-5 are only to gain access to the ECU wiring. If the ECU is located openly on the bulkhead of your vehicle (SEAT Ibiza/Skoda Fabia) then these steps are not required.



1/ Remove rubber seal from scuttle panel trim and bulkhead



2/ Remove the 2 plastic screws from the pollen filter cover and remove cover.



3/ Remove the plastic covers from the 2 wiper arm mounts. Then remove the 13mm nuts, the wiper arms can then be removed from the tapered splines that position them. They may need persuasion to dislodge from the splines. Penetrating oil may be required.



4/ Pull the plastic scuttle panel trim from its locating strip at the base of the windscreen (Do not use screwdrivers in this area as it may crack the windscreen) Pull trim up from one corner and then work along the entire base of the windscreen to the other side of the car.



5/ Disconnect the washer pipe and fully remove plastic scuttle panel from the car.



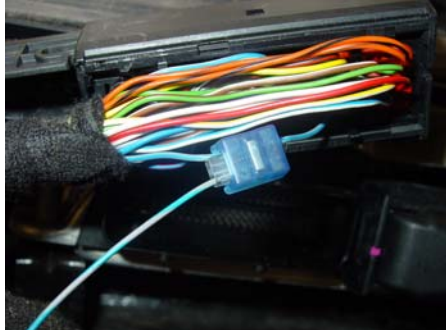
6/ Disconnect the larger ECU wiring plug and cut the cable tie.



7/ Prize off the plastic cover in order to expose the wires of the plug.



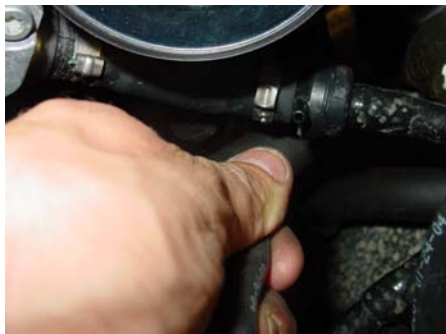
8/ Locate the control unit around the battery area as shown. Use the Velcro pad or cable ties as supplied. Do not use screws to mount the control unit on to the battery cover) Route the wiring loom to the battery connections (Do not connect at this time). Route the loom 2 pin connector plug towards the bulkhead.



9/ Locate pin69 of the ECU wiring plug. This wire too will be blue/grey (Most VAG drive by wire diesels will use this pin but please check your vehicle specific wiring diagram). Join the wires with the scotchlok type connector as shown in the picture. Be sure to press the connector block in fully with pliers if required to make sure the wires truly connect inside the scotchlok.



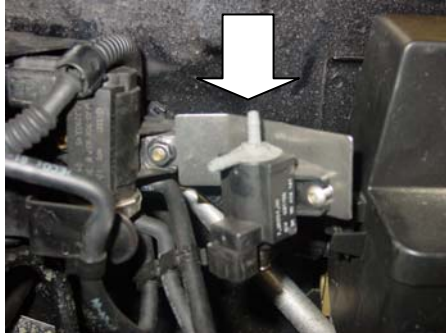
10/ Fit the bracket and solenoid as pictured to a suitable location next to the existing vehicle solenoids.
Connect the Bosch 2 pin wiring connector in the loom supplied.



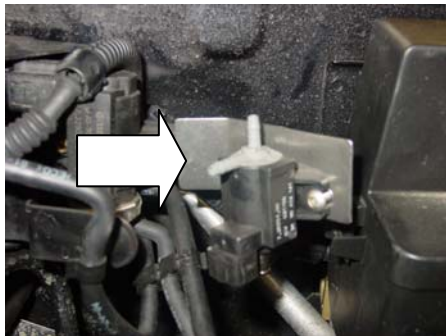
11/ Remove the air intake pipe between the air mass meter and the plastic pipe at the rear of the engine. Locate the vacuum pipe at the rear of the brake vacuum pump. Remove pipe as pictured.



12/ Fit short section (6 inch) of vacuum pipe and T-piece as supplied. Then fit the longer section of vacuum pipe (12 inch) to the T-piece and route toward the solenoid valve.



13/ Connect this vacuum pipe to the connector on the solenoid switch as indicated in this picture.



14/ Connect the longest vacuum pipe supplied to the connector on the solenoid as indicated in this picture. Route this towards the chosen location of the Dump valve.



15/ Fit the dump valve in to its correct location (determined by the specific Forge Motorsport Hose fitting kit) and connect the vacuum pipe. Cable tie the vacuum pipe along its length to prevent chaffing and make sure the routing keeps the pipe away from any rotating parts. The valve is fitted with a blue spring, if when fully fitted the unit does not operate under full boost then fit the yellow spring in place of the original blue one.

Setting up the circuit board trigger for throttle sensitivity.



Firstly connect the 2 ring terminal connections to the battery terminal contacts. Red wire to positive and black wire to negative terminals.

Switch ignition on only, the engine does not need to be running. Then operate throttle, quickly lift off and note the LED status on the circuit board. Adjust the trimpot as required. Fully anti clockwise is least sensitive to off throttle movements and fully clockwise is most sensitive to throttle off movements.

Once the required setting is reached then the control unit can be re-assembled and located in to the engine bay. Be sure to fix the control unit in to position well and in a manner that it can not become dislodged, also locate so that the cable grommet is facing downwards in order to prevent water ingress. Tidy the wiring loom from the control unit and fix in to position using cable ties supplied. Refit all parts in reverse order.

Note: - the circuit board will draw a current of 4 milliamps. This is similar to a good quality car alarm. However if your car is left standing idle for more than 1 week then we recommend that you remove the fuse from the in line fuse holder in order to preserve your battery voltage.

