FMDV004 / FMDVSUB01 / FMDVV5012 / FMSCDVK / FMGTIR016 / FMWRX301 / FMDVV4010 / FMDVEVO14/FMFK054/FMDMRMA

- After removing the valve from the hose mount, open the valve by removing the 6 cap head screws along the flanged body closure. Take out the main valve spring (do not discard the main boost spring) and remove the alloy piston.
- Inspect the idle spring (small idle spring located on the nylon idle piston positioned over the valve boost port) and if misshapen or broken replace with the idle spring supplied in the kit, locating it flush on the nylon idle piston before repositioning over the valve boost port.
- Position the new alloy piston on the idle spring ensuring the idle spring recess is located over the idle spring.
- Remove the o rings positioned in the valve top and clean the o ring recesses using brake cleaner or a similar cleaning agent.
- Lightly grease the o ring recesses using the red lithium grease supplied in the service kit before installing the new o rings, adding a light layer of grease to the face of the o rings.
- Reinstall the main boost spring.
- Fit the lid being careful not to dislodge the o rings, reusing the cap head screws (apply equal finger tight pressure across all six screws).
- Refit the valve to its boost hose mounting, connecting the vacuum hose to complete the process.

FMDVK04D/FMDVK04S

- After carefully removing the vacuum hose from the valve lid undo the 3 valve mounting bolts and remove the valve from its mounting. Please note the mount position, observing the location of the valve edge with a machined flat, and make sure the valve is fitted in the same orientation when refitting to the turbo housing to ensure the discharge port is lined up with the turbo discharge aperture.
- Unscrew the valve lid by gripping the knurled edge and twisting anti-clockwise. Take care not to put pressure on the vacuum port nozzle as this can be broken if undue shear pressure is applied to it.
- With the valve lid removed (please be careful not to dislodge the lid to boost o ring seal) take out the valve spring and remove the piston by pressing it out using a finger or plastic ball-pen base from the boost port aperture.
- Carefully remove the o rings from the piston face before cleaning out the valve internals and piston using brake cleaner or similar cleaning agent.
- Lightly grease the o ring recesses in the piston face before reinstalling the cleaned o rings and adding a further light layer of red lithium grease to the o rings.
- Reinstall piston, spring and lid before reinstalling to the engine bay and connecting the vacuum hose.

FMCL007P

- After removing the valve from the hose mount, undo the valve lid (unscrew in the anti-clockwise direction) and take out the valve spring.
- Remove the old piston by pressing it out using your finger or plastic ballpoint pen body from the boost port side.
- Remove the o rings before cleaning out the valve internals using brake cleaner or similar cleaning agent.
- Lightly grease the o ring recesses before installing the new o rings and add a light layer of grease to the face of the o rings.
- Carefully install the new piston being careful not to dislodge the o rings.

- Reinstall the spring and lid before refitting to the boost hose mounts, connecting the vacuum hose to complete the process.

FMDV008/FMDV008PA

- After removing the valve from the hose mounts undo the valve lid by removing the three M4 x 8 dome head screws, and take out the valve spring .
- Remove the old piston by pressing it out using your finger or plastic ballpoint pen body from the boost port side.
- Remove the o rings before cleaning out the valve internals using brake cleaner or similar cleaning agent.
- Lightly grease the o ring recesses before installing the new o rings and add a light layer of grease to the face of the o rings.
- Carefully install the new piston being careful not to dislodge the o rings.
- Reinstall the spring and lid before refitting to the boost hose mounts, connecting the vacuum hose to complete the process.

FMDVMAZ3S

- Disconnect the 25mm ID discharge hose at the base of the valve and also the 4mm vacuum hose at the top of the valve before removing it from the engine bay.
- Twist off the base port in the anti-clockwise direction (use high grip rubber gloves if the port is difficult to remove).
- Remove the piston, spring and o rings before cleaning out the valve internals using brake cleaner or similar cleaning agent.
- Lightly grease the o ring recesses before installing the new o rings and add a light layer of grease to the face of the o rings.
- Reinstall the spring and the new piston, being careful not to dislodge the o rings, before fitting the base port.
- Ensure the mating face o ring is in position and properly recessed before bolting back into the engine bay.
- Connect the 25mm ID discharge hose to the base port and the 4mm vacuum at the top pf the valve to complete the service and installation process.

FMFAITAT/FMFSITVR/FM207V/FMDVR56A/FMDVR60R/FMDVR60A/FMDVMK7A/FMDVMK7R/FMDVAURS

- After carefully removing the vacuum hose from the valve lid undo the 3 valve mounting bolts and remove the valve from its mounting (please be careful not to dislodge the mating face o rings at the base of the valve).
- Unscrew the valve lid by gripping the knurled edge and twisting anti-clockwise (take care not to put pressure on the vacuum port nozzle as this can be broken if any shear pressure is applied to it).
- With the valve lid removed take out the valve spring and remove the piston by pressing it out using your finger or plastic ball-pen base from the boost port side.
- Carefully remove the o rings before cleaning out the valve internals using brake cleaner or a similar cleaning agent.
- Lightly grease the o ring recesses before installing the new o rings and adding a further light layer of grease to the o rings face.
- Install new piston, spring and lid before reinstalling to the engine bay and connecting the vacuum hose to complete the installation and service process.

FMDVRTSI/FMDVATSI

- After carefully removing the vacuum hose from the valve lid undo the 2 valve mounting bolts and remove the valve from its mounting (please be careful not to dislodge the mating face o rings at the base of the valve).
- Unscrew the valve lid by gripping the knurled edge and twisting anti-clockwise (take care not to put pressure on the vacuum port nozzle as this can be broken if any shear pressure is applied to it).
- With the valve lid removed take out the valve spring and remove the piston by pressing it out using your finger or plastic ball-pen base from the boost port side.
- Carefully remove the o rings before cleaning out the valve internals using brake cleaner or a similar cleaning agent.
- Lightly grease the o ring recesses before installing the new o rings and adding a further light layer of grease to the o rings face.
- Install new piston, spring and lid before reinstalling to the engine bay and connecting the vacuum hose to complete the installation and service process.

FMFOCSTDV, FMDV5A, FMDVC200A, FMDVFRS2, FMDV18 and FMDV9

Hose mounted valves.

- Disconnect the vacuum hose fitted to the vacuum port at the top of the valve and remove the valve from the boost hose by loosening the worm drive type hose clamp fixing the valve in position.

Billet coupler (threaded/screw on) mounted valves.

- Disconnect the vacuum hose fitted to the vacuum port at the top of the valve and remove the valve by carefully twisting in the anticlockwise direction to remove from the manifold.

- With the valve dismounted, twist off the lid in the anticlockwise direction to expose the main boost spring.
- Stand the valve body upright on a flat surface before removing the main boost spring and main alloy piston, leaving the alloy idle piston and idle spring in position over the boost port. Keep the main boost spring in a safe place until you are ready to refit it at a later stage.
- Remove the o rings positioned in the face of the alloy piston and clean the o ring recesses using brake cleaner or a similar cleaning agent. Lightly grease the o ring recesses using the red lithium grease supplied in the service kit before installing the new o rings, adding a light layer of grease to the face of the o rings.
- Refit the main alloy piston over the idle piston, ensuring the idle spring is located centrally within the recess at the base of the main alloy piston.
- Reinstall the main boost spring into position before refitting the lid, ensuring the lid o ring seal is in position flush at the base of the thread of the main body.
- Refit the valve to its boost hose or manifold mounting, connecting the vacuum hose to complete the process.