



## FIAT 500 DUMP VALVE INSTALLATION



### **Tools needed:**

- 10mm socket and 3/8 ratchet
- 3mm allen key
- Flat bladed screwdriver
- Wire cutters
- Pliers
- Hose clamp driver (7mm)

1. Open the bonnet, and remove the clip holding the intake to the engine cover, the clip holding the recirculation pipe and undo the two 10mm bolts. Pull the engine cover upwards and forwards to release it from the rubber grommets. This will be tough if you haven't done it before.



2. Remove the dipstick and using a T20 screwdriver, remove the MAP sensor from the inlet manifold. You may find it easier to remove the screw holding the fuel pipe in place to give you a bit more access.





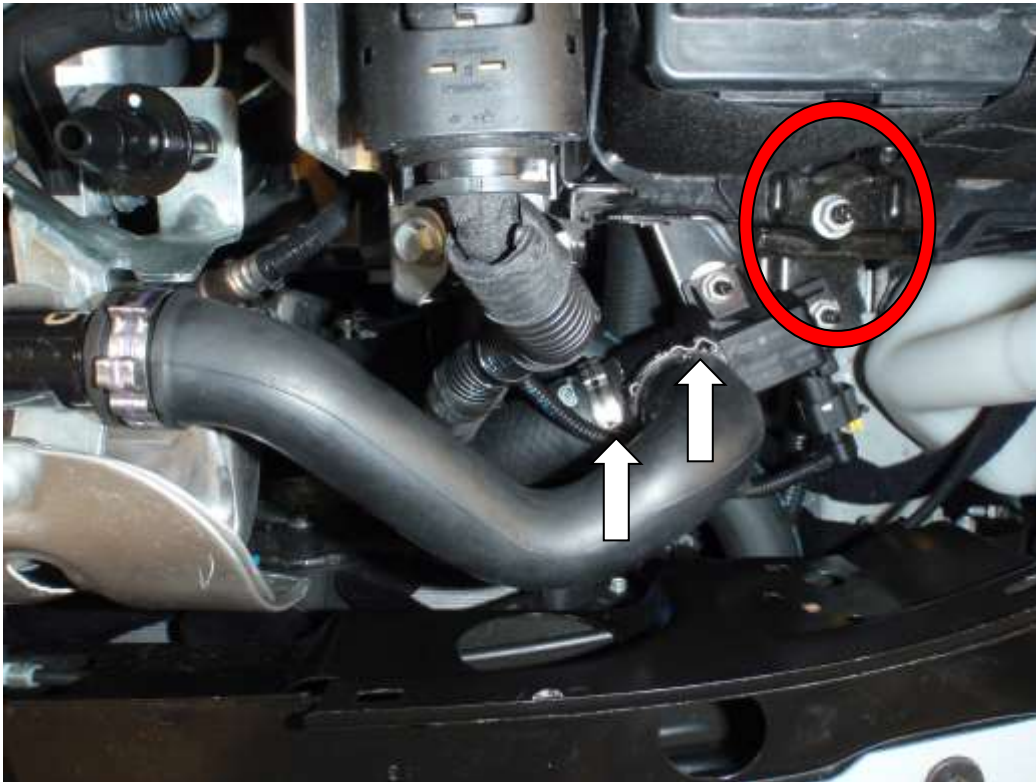
3. Place the Forge vacuum take off under the MAP sensor and push it securely in place, ensuring the o-ring is fitted to the take off. Screw the takeoff and MAP sensor as one unit back to the inlet manifold with the provided brass screw.



4. Connect the supplied length of silicon vacuum hose to the takeoff just fitted, and route it around the engine bay, using the clips already on the bulkhead to hold it in place, and route it between the ECU and the engine block to the front of the car by the stock valve. Use the supplied cable ties to secure it in the engine bay.



5. Remove the two clips arrowed below that connect the stock valve to the engine. Remove the electrical connector by pulling out the yellow 'safety' catch and then squeezing the connector to pull it off. Remove the two 10mm nuts holding the valve to the bracket on the chassis – MAKE SURE you have a hand under the valve to catch the bracket as it falls off !

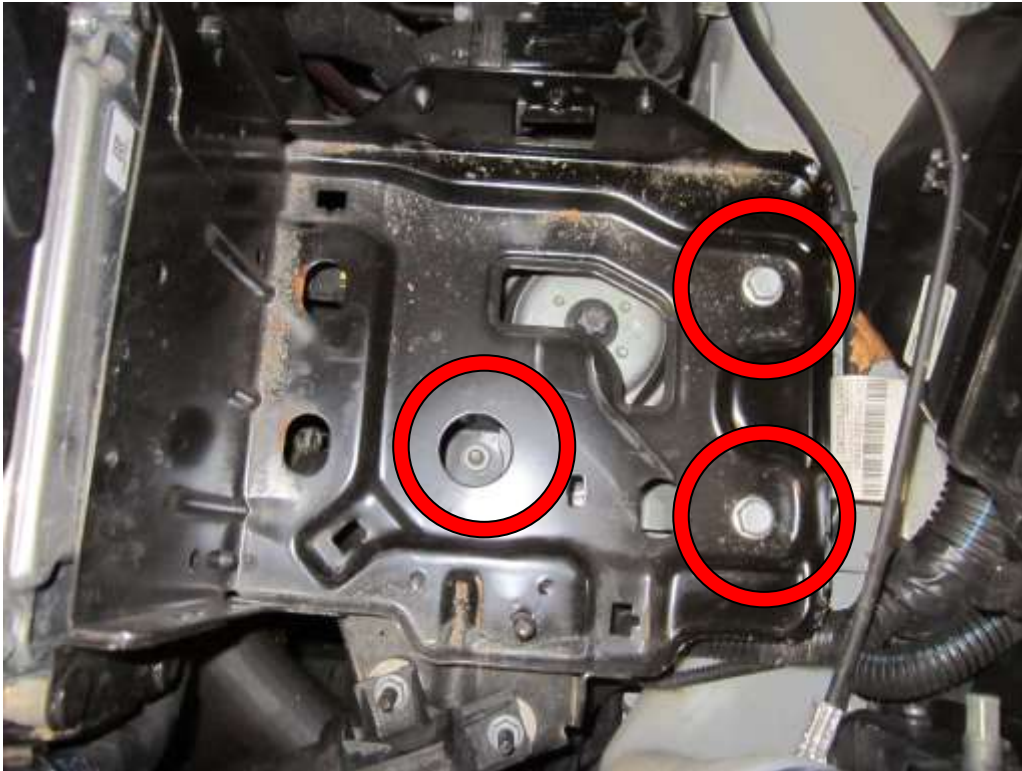


6. You must now remove your battery and battery tray to gain access to your boost source. Using a 13mm Ratchet and extension remove the 13mm nut circled in red.
7. Pull out the plastic tray beneath the battery .

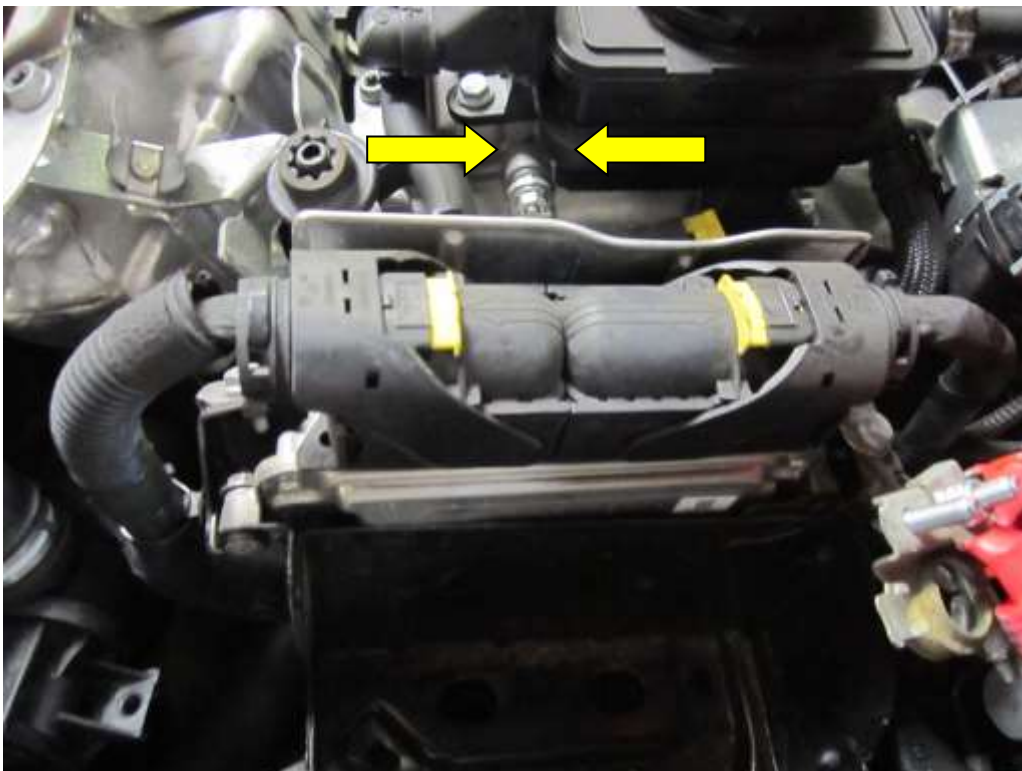




8. Now your battery and plastic tray have been removed undo the remaining three bolts using your 13mm ratchet.



9. Now undo the wiring harness that connects to your engines ecu .Do this by pulling the yellow tabs and releasing the clamps.



10. There are several plastic clips on the battery tray these need to be un clipped to remove the tray completely ,Do this by pulling back on the tab as pictured .



11. Now the battery tray has been completely removed locate the sensor that mounts on the boost pipe beneath, Using a T25 torx drive remove the sensor.



12. Place the boost take off block under the sensor and refit using the longer screw provided .



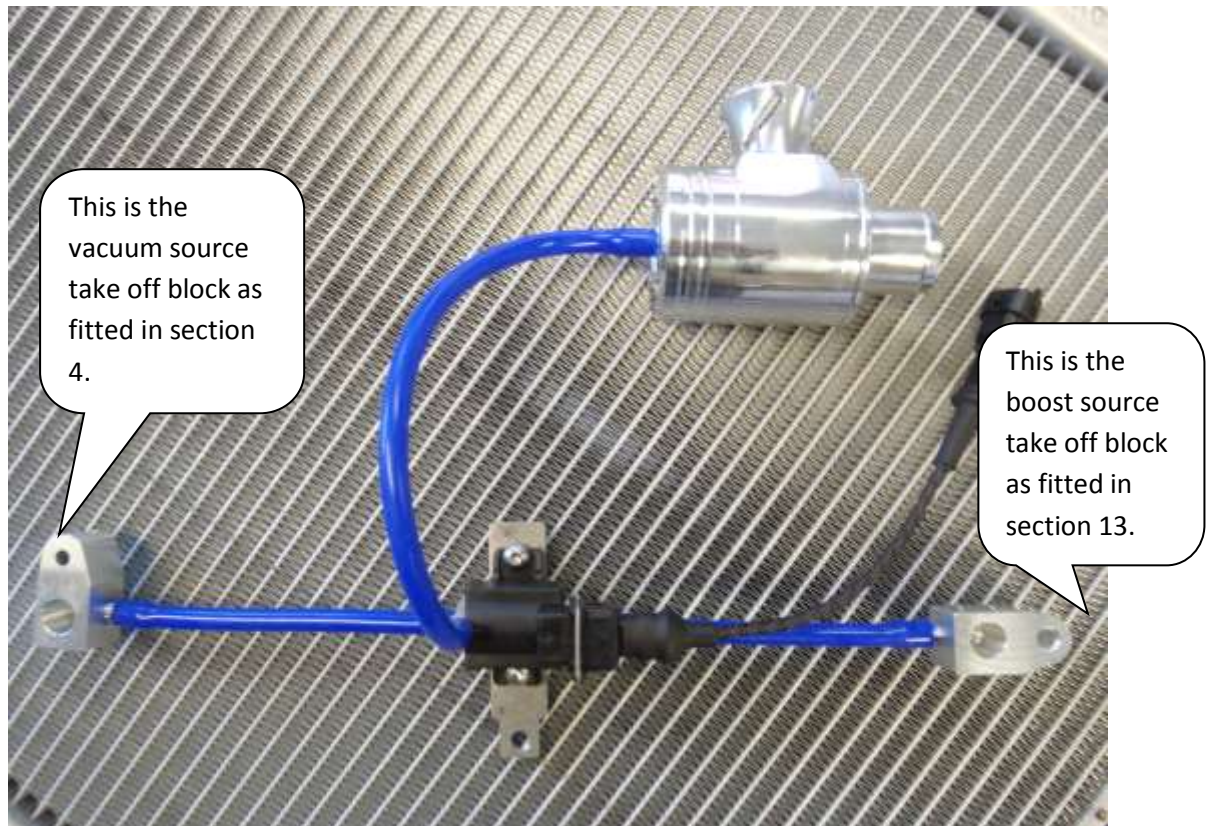
13. Attach the off cut of vacuum pipe to the sensor block and route towards the other piece of vacuum pipe you have fitted in section 4 .
14. Now refit your battery tray and your battery including all the clips you have undone.
15. Locate the supplied Forge mounting bracket, and mount the solenoid as shown below, using the two supplied M5 screws. Bolt the Forge bracket back to the chassis with the Fiat bracket you removed in step 5. Cut the silicon vacuum hose from step 4 to a length that allows it to connect to the end (horizontal) nipple on the solenoid.



Connect vacuum hose to this nipple which is the hose you routed along the bulkhead in section 4 .



16. Then connect the other vacuum pipe to the solenoid that comes from your boost source, This is the piece of vacuum pipe you fitted to the take off block beneath your battery tray the image below shows you the correct way to install all your vacuum pipes .



17. You now need to decide if you want a noisy or quiet valve. The side pipe of the valve can be changed for noisy (trumpet) or quiet (tube). Simply unscrew and screw on which ever you want.





18. If you want a NOISY valve connect the trumpet to the valve, and the supplied short length of silicon hose, Forge banking plug and jubilee clips to the small pipe on the front of the engine cover to blank it off (shown with the Forge induction kit). For a QUIET valve, just reuse the stock rubber hose between the engine cover and the dump valve, with the tube on the side of the valve.



19. Offer the valve up to the bracket already fitted, and pull the lower rubber hose through the jubilee clip welded to the bracket, and push it over the base pipe of the valve. Tighten the clip to secure the valve and pipe to the bracket.



20. Finally, plug the supplied wiring plug into the solenoid, and into the factory plug you removed from the stock valve in step 5. Installation is complete (note wiring may vary from illustration below)



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