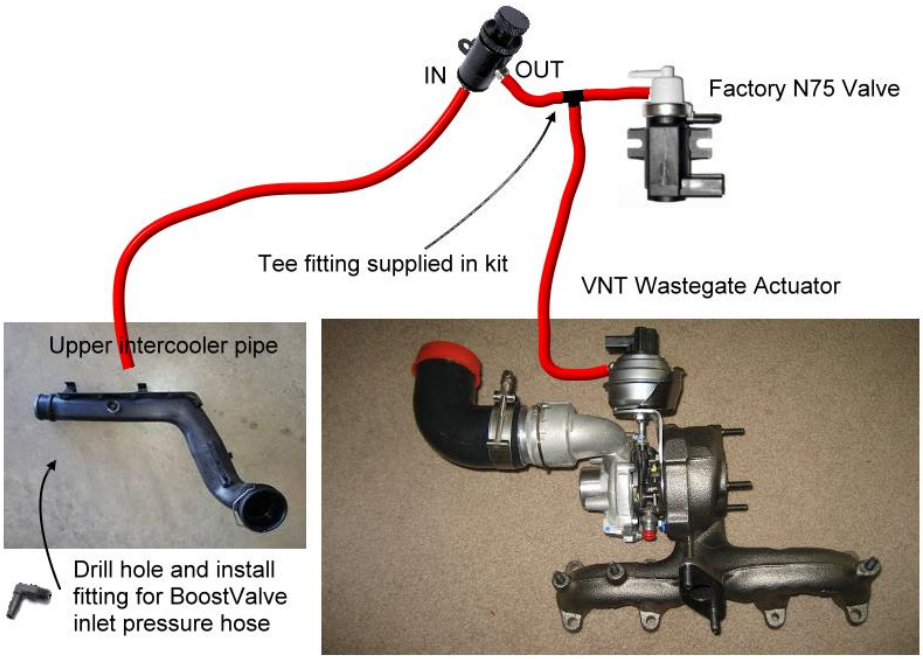
VW 1.9L VNT Turbo Diesel

(99-03 Rotary Pump and 04-up PD)

Attention: Altering the boost beyond factory presets may cause damage and affect the coverage of manufacturer's warranty. **The buyer assumes all responsibility in the use of this device.**

Installation Overview

The Boostvalve boost controller receives pressure from a hose attached to the upper tube on the cold side of the intercooler. From the Boostvalve a Tee fitting is spliced into the hose that connects the factory N75 boost solenoid to the wastegate actuator.



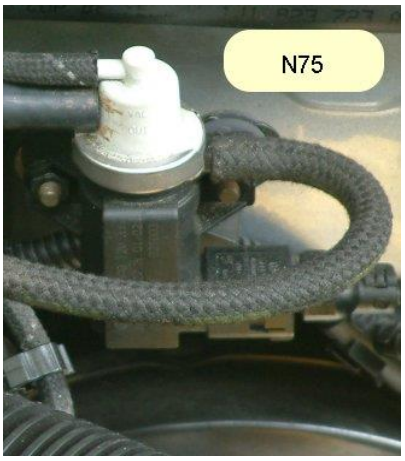
Installation Details 1.9L

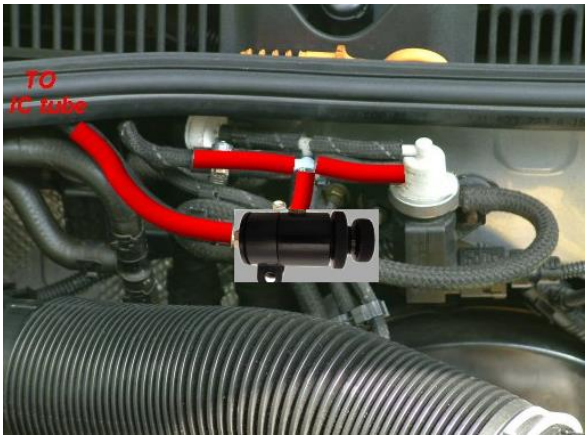
To prevent debris from entering your intake while drilling the hole for the Boostvalve's inlet hose you will need to remove the upper plastic intercooler tube The IC tube is held on with two large hose clamps. The clamps come off fairly easy with a pair of pliers but you have to be careful as there's quite a bit of spring tension and they can be difficult to get back onto the tubing.

To install the threaded 90 degree fitting, you will need to drill a hole in the upper IC tube. You may wish to use a 1/8"x27 NPT tap to form the threads in the hole once you have drilled it. If you have access to the correctly sized tap, drill the hole using a 5/16" drill bit. Otherwise you may drill a slightly larger hole (3/8" max) and thread the 90* fitting into this hole by hand. The plastic IC tube is soft enough that the fitting will create the threads as you turn it. Once tight, aim the 90* towards the rear of the car.

Attach the supplied hose to the 90* and route back towards the firewall and across to the N75 solenoid valve.

The hose from the IC tube will attach to the inlet port of the Boostvalve. This hose will be supplying a high boost signal. The outlet of the Boostvalve will connect to a short piece of hose and then enter a T-fitting. Carefully disconnect the factory hose on the N75 that is attached to the lower left "outlet" port of the N75. One side of the supplied T-fitting attaches to the N75 and the other attaches to the factory hose which was removed from the N75.





Maximum boost pressure should not exceed 18psi on early (non-PD or stock ECU engines). If you don't have a boost gauge it is highly recommended that you do install one even if temporary to tune your car. Boost range if you are running a RocketChip, Kerma(Gator),Upsolute or similar stage 1, 2 or 3 chip is 18/22psi. Stage 4 and 5, 24/30 psi.

Loosen the adjuster cap on the Boostvalve to lower boost. Always remember to tighten the lock-ring after changing the boost to prevent the cap from vibrating loose.

Lower boost pressure by turning the adjuster cap counter clockwise

A VAG-COM can be used to read manifold pressure. Keep in mind the output will be (Boost+ atmospheric pressure) in mBar. You should set the valve so that boost maxes out in the range of the VAG-COM spec at 3500 RPM. For example 2001 Jetta TDI Spec is 1948-2280mBar. Aim for around 2220.