

Link do produktu: <https://bizongarage.pl/blow-off-valve-and-kit-for-audi-vw-seat-and-skoda-p-40378.html>

Blow Off Valve and Kit for Audi, VW, SEAT, and Skoda



Cena brutto	1 316,63 zł
Cena netto	1 316,63 zł
Dostępność	Na zamówienie
Numer katalogowy	379174759

Opis produktu

- **Direct OEM replacement**
- Made from the highest quality Aircraft quality T6061 billet aluminium construction
- Fully compatible with OEM electronics
- **Fully serviceable piston**
- **Capable to 600HP** (with uprated spring kit)
- Utilising world leading springs for more precise operation and consistency
- All internal and external components have been made in the UK
- Pistons use heat stabilised Viton O-rings
- Lubricated with high temperature Mobil1 grease
- Fully serviceable and rebuildable in minutes
- Unlike other valves on the market, ours produce no check engine lights (EML)
- **Improved dynamic throttle response**
- **Consistent turbo boost & reduced turbo lag**
- **Covered by the Forge Lifetime Warranty***

This valve is designed to fit the FSI and TSI engines of the VAG group (VW, Audi, Seat, Skoda) listed below, including the 2011-2013 2.0l engine using the IHI Turbo.

- 1.4T (with additional fitting kit [FMBGFK3](#))
- 1.8T
- 2.0T

Note: This will ONLY fit the 1.4 turbo engines up to early 2013, where the turbo is mounted at the front of the engine bay. It will not fit engine codes CMBA & CXSB. We designed the slots in the body to cover a large surface area, allowing for a quick release of air, resulting in a unique sounding dumpvalve.

This upgrade/replacement for your original equipment valve integrates seamlessly with the OEM electronics. Using a wiring

harness and solenoid, both tested for each specific application, you can confidently fit a Forge part knowing that there will be no fault codes, check engine lights, or performance issues with the vehicle!

Another particularly unique feature of this product is the included intake manifold tap used to source a vacuum reference for the operation of the valve. This piece also has two other available provisions from which an intake manifold reference can be taken. These extra manifold references can be used for a boost gauge signal, and even a water/meth injection trigger where applicable.

The OEM valve uses a rubber diaphragm and a plastic housing. Both of these materials, but especially the rubber is prone to failure. The rubber can stiffen and go brittle due to the heat from the engine, resulting in diaphragm splitting and boost leak.

Our valve uses full billet alloy construction with a piston based internal design, meaning the issues with the OEM can never happen with ours! To give you even more peace of mind, we made the internals of our valve serviceable.