

Link do produktu: <https://bizongarage.pl/blow-off-valve-and-kit-for-mini-cooper-s-and-peugeot-turbo-p-40497.html>

Blow Off Valve and Kit for Mini Cooper S and Peugeot Turbo



Cena brutto	1 521,75 zł
Cena netto	1 521,75 zł
Dostępność	Na zamówienie
Numer katalogowy	379175016
Kod producenta	FMDVR56A
Kod EAN	*5056721239873*

Opis produktu

We recommend [servicing](#) your valve every 3 years, or 20,000 miles, whichever comes sooner

This Blow Off valve is for the Peugeot / BMW Mini 1.6 Turbo engines, as found in the Peugeot 207/307/308 GT Turbo and BMW Mini Cooper S Turbo fitted with the N14 engines,

Mini R56 Cooper S 1598ccm 174HP 128KW
 Mini R56 John Cooper Works 1598ccm 211HP 155KW
 Mini R57 Cooper S 1598ccm 174HP 128KW
 Mini R57 John Cooper Works 1598ccm 211HP 155KW
 Mini Clubman R55 Cooper S 1598ccm 174HP 128KW
 Mini Clubman R55 John Cooper Works 1598ccm 192HP 141KW
 Mini Clubman R55 John Cooper Works 1598ccm 211HP 155KW

This valve is recommended for any vehicle where the boost pressure has been increased by an ECU software upgrade and for unmodified vehicles operating in warmer climates, as a solution to the many failures that have occurred.

The most common complaint on the OEM solenoid valve is a split diaphragm preventing the valve from opening fully, or not at all. This doesn't always result in a check engine light as the valve can still be blown open by the boost pressure. We have seen many valves with this problem. The other problem is that diaphragm retaining ring is made from very thin plastic that goes brittle with heat cycles, and eventually fails. This prevents the diaphragm from sealing with the same problems as mentioned above. This particular failure also results in the valve falling apart upon removal from the turbo, though in extreme cases bits of plastic can enter the turbo and destroy it. (see image above).

Our alternative is a fully engineered solution offering both significantly improved reliability. Our valve is piston based, with no diaphragm to fail, and of all aluminium construction, it replaces the original unit with a pressure/vacuum operated piston valve that still also retains the desirable OEM ECU control over valve actuation. The valve has been proved on the VAG scene for many years. The spring is interchangeable for different levels of boost, and the solenoid is plug and play with the wiring harness which is included.

Product Code	Fitment
FM207V	Recirc Valve N14 Engines Cooper S 2007-10, JCW Cooper S 2007-2012
FMDVR60R	Recirc Valve N18 Engines Cooper S 2011 On, JCW Cooper S 2013 onwards
FMDVMCS	Blow Off Adaptor Plate For 2007/8 Cooper S Turbo only

FMDVR56A	Blow Off Valve N14 Engines Cooper S 2007-10, JCW Cooper S 2007-2012
FMDVR60A	Blow Off