

Link do produktu: <https://bizongarage.pl/recirculating-valve-and-kit-for-audi-vw-seat-and-skoda-p-40386.html>

Recirculating 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	379174784

Opis produktu

Fits 1.4T, 1.8T & 2.0T FSI and TSI engines, including the late 2011-2013 2.0 engine fitted with the IHI turbo, (the 1.4T needs additional fitting kit [FMBGFK3](#))

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

Forge Motorsport offer this valve option for the 1.4T, 1.8T & 2.0T FSI and TSI engines, including the late 2011-2013 2.0 engine fitted with the IHI turbo, (the 1.4T needs additional fitting kit ([FMBGFK3](#)) found in a wide range of vehicles from VW, Seat, Skoda and Audi.

This valve represents the latest evolution of part number FMFSITVR, The result is a full replacement recirculating valve that integrates seamlessly with the OEM electronics and results in absolutely no fault codes, no check engine lights, and no detriment to the performance of the vehicle in any way. Like our full replacement atmospheric valve option, the FMFSITVR and [FMFSITAT](#) is fully engineered to remedy the failure issues experienced with the OEM solenoid valves when their diaphragm may rupture which would effectively result in a boost leak.

Our valve uses full billet alloy construction with a piston based internal design that provides for significantly improved reliability over the OEM valves along with lightning fast response. This valve is particularly well suited to the B7 and B8 chassis Audi A4 and A5 with the 2.0T engine. The valve mounting location on these vehicles is positioned particularly close to the frame rail of the chassis, and the overall installed height of our standard replacement valve and spacer combination is such that it conflicts with the chassis at this location.

The FMFSITVR valve has a much shorter overall installed height, which enables fitment of this recirculating valve option onto the B7 and B8 chassis whereas this was previously not an option. 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. If this to be installed to the 1.4 Turbo engine, it will be necessary to additionally purchase our boost sensor adaptor FMBGFK3 - please see below in Related Products.

Note: This will ONLY fit the 1.4 turbo engines up to early 2013, where the turbo is mounted

