

Link do produktu: <https://bizongarage.pl/replacement-recirculation-valve-and-kit-for-mini-cooper-s-and-peugeot-turbo-p-40327.html>



## Replacement Recirculation Valve and Kit for Mini Cooper S and Peugeot Turbo

Cena brutto	<b>1 521,75 zł</b>
Cena netto	<b>1 521,75 zł</b>
Dostępność	<b>Na zamówienie</b>
Numer katalogowy	<b>379174492</b>
Kod producenta	<b>FM207V</b>
Kod EAN	<b>5056721237558</b>

### Opis produktu

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

This 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 R56/57 models with the N14 engines. **This solution 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, which prevents 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 (see image above). 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; in extreme cases, bits of plastic can enter the turbo and destroy it.

The 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.

In order that you purchase the correct valve for your vehicle please refer to the fitment table below before ordering.

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

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	Cooper S 2007-2012
FMDVR60A	Blow Off Valve N18 Engines Cooper S 2011 On, JCW Cooper S 2013 onwards

**In The Box:**  
**1 x FM207V Valve**  
**1 x Wiring Harness**  
**1 x Solenoid, Bracket, and Screws**  
**1 x Vacuum Tap**  
**1 x Uprated Yellow Spring**  
**10 x**