



## FMBSPLTR - Big bodied Split-R installation

Mitsubishi Colt CZT, Lancer Evo VIII/IX or any vehicle  
with 34mm dump valve inlet/outlet



### **Tools needed:**

7mm or 8mm hose clamp driver/socket (depending on clamps used)

Needle nosed pliers

1. Open the bonnet and locate the stock recirculating dump valve. The pictures in this guide are from a Colt CZT, but other models will be virtually identical.



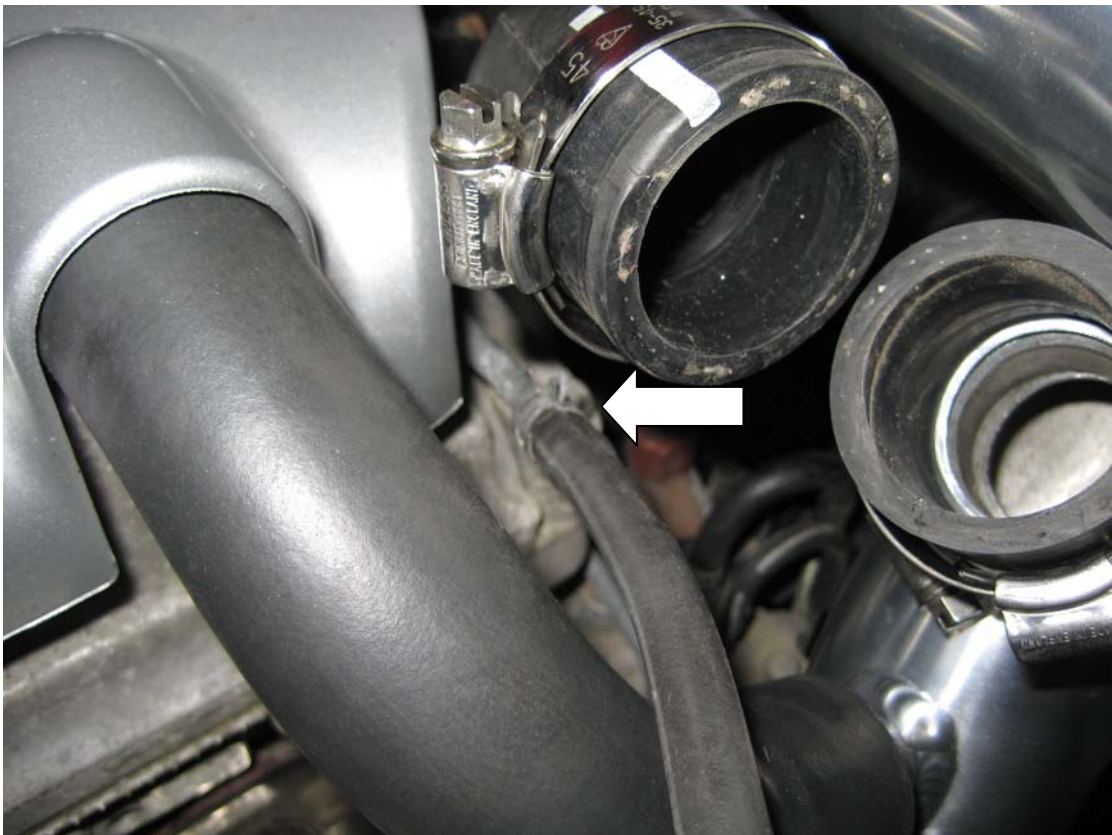
2. Loosen the two retaining hose clamps with either a 7mm or 8mm hose clamp driver, screwdriver or socket.



3. Pull the inlet and outlet hoses from the valve, and release the valve from the pipes.....



4. ....then locate where the vacuum line joins the engine, and squeeze the spring clamp with your needle nose pliers to loosen it, and pull it back down the vacuum line.



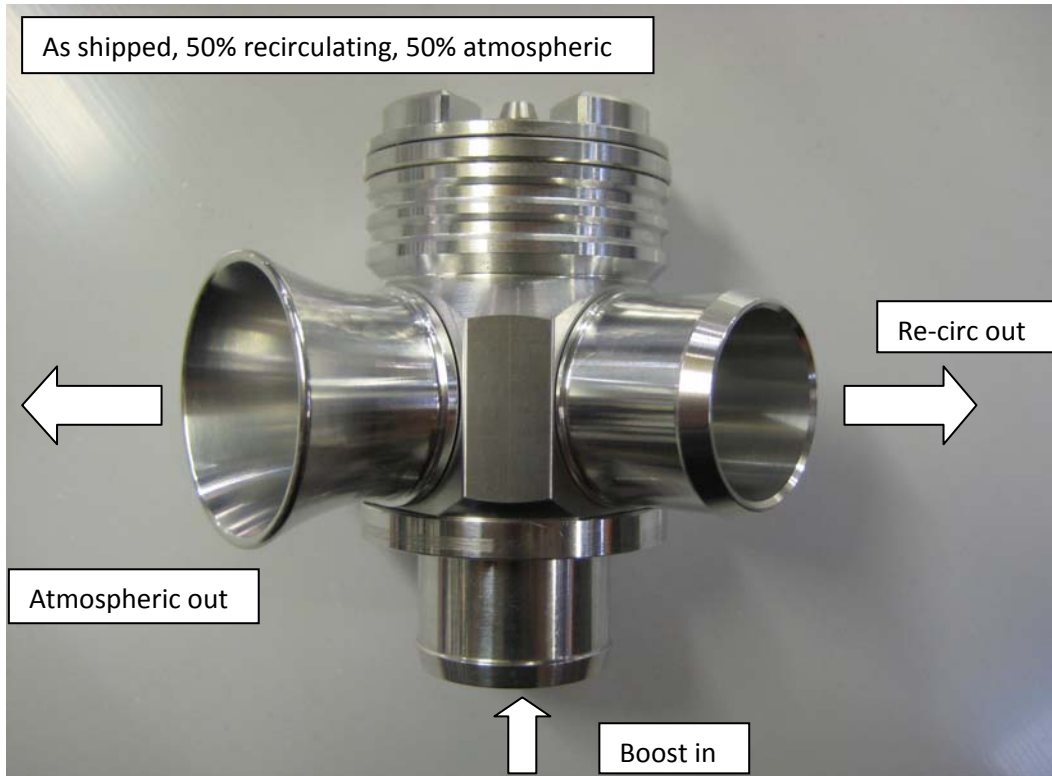
5. Remove the valve with the vacuum line attached from the car.

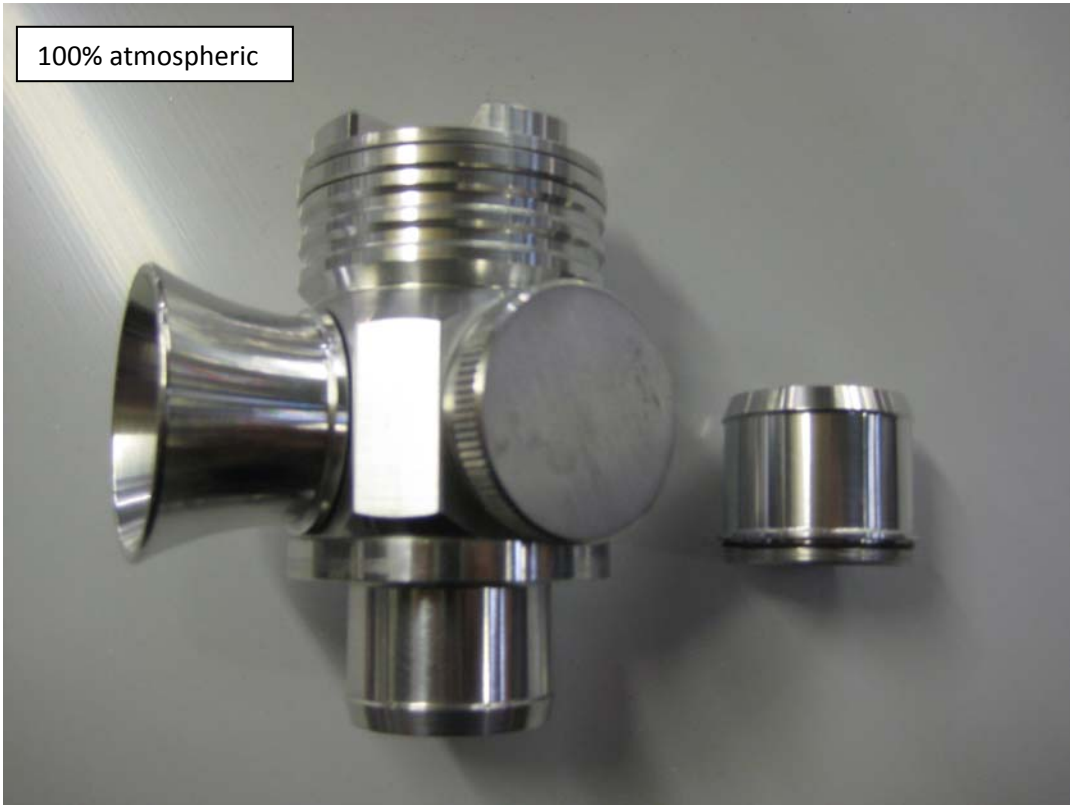


6. Remove the spring clamps from the vacuum line and place them onto the new silicon vacuum line supplied, about 50mm from the ends. Push the new vacuum line onto the port on the engine, and secure it with the spring clamp. Leave the other end disconnected at the moment.

### TUNING THE VALVE

7. The Split-R valve can be run in three ways – either fully recirculating, recirculating and atmospheric (as shipped), or fully atmospheric (at users own risk, see next page). All of these modes can be realised by use of the threaded bung (supplied) as shown below. **NOTE** the valve must always be installed with the bottom port receiving boost, fitting the valve with its side port receiving boost will hinder performance of the valve.





**NOTE :** the use of the valve fully recirculating is NOT recommended by Forge for modern cars and will likely produce an engine warning error light and/or overfuelling condition on gearchanges. The ability is provided for owners of older cars where atmospheric dump valves do not upset the ECU. If in doubt, contact your supplier or a tuning specialist.

8. Once you have decided on the mode in which you will run the valve, offer the valve to the car, inserting into the rubber connecting hoses, and tighten the clamps – leave the vacuum line disconnected.



9. You now need to adjust the tension on the spring – the Split-R is fitted with a conical spring which can be adjusted to suit the boost you are running. Adjustment is made by turning the castellated top part of the valve either clockwise to INCREASE the tension or anticlockwise to DECREASE the tension. The adjuster is ratcheted so as it's turned it will 'click'.
- To start, ensure that the adjuster is fully anticlockwise. For cars running stock levels of boost, tuned the adjuster 16-25 clicks clockwise. For tuned cars, or those running high boost, turn the adjuster 25-35 clicks.



10. Connect the vacuum line to the top of the valve and put the spring clamp back in place to hold the line on the dump valve. Start the engine.
- If the spring in the valve rattles at idle, turn the adjuster clockwise until it stops, then add one further click.
  - If valve flutter is felt/heard at full boost throttle lift off, the spring is adjusted too tightly (valve flutter under part throttle conditions is completely normal)
  - If the valve is heard to leak under full boost, then the spring is adjusted too softly

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