



Installation instructions for Stratmosphere HyperBoost Valve

Bob and I appreciate your purchase of your HyperBoost Valve from Stratmosphere. Please read these instructions prior to installation so that you can enjoy a simple and quick installation of your new HyperBoost valve! -Pete

What's included with your package:

- One HyperBoost diverter valve
- Two medium sized hose clamps
- One small hose clamp
- One instruction sheet (you are reading it)

Tools required for your installation:

- A medium sized flat-blade screwdriver
- Tin snips
- Regular or needle nose pliers
- A bit of motor oil or vegetable oil

Notes about this document:

- Shown is the replacement of a valve in a 2001-2002 Audi TT 225hp model. Most of what is shown here is applicable to other 1.8T or single-turbo models. See the end of this document for **Adjustable instructions**.

Step 1- Remove motor cover (Audi TT)

Two tough tasks on this step. Let's remove your cover if you have a TT (figure 1). Just twist the two screws 90 degrees counterclockwise. Then lift up the cover (figure 2). The cover slides onto two horizontal tabs in the back section of the motor.

Figure 1



Figure 2



Step 2- Remove hoses from OEM valve

The clamps for the top "nipple" and the large side nozzles are attached with single-use clamps usually (figure 3). You will have to use needle-nose or tin snips to remove the single-use clamps. Hopefully these images help you see what must be done. In figure 4 you can see where the OEM diverter valve is located.

Figure 3



Figure 4



Take note of the locations of the clamps. You can see the side hose location in *figure 5* and the bottom hose location in *figure 6*. The bottom clamp is the adjustable type (usually) so that you can just loosen with a screwdriver. Again, the side clamp you will have to use pliers/tin snips and a screwdriver to get loose. After the clamps are loose, remove the top hose from the small nipple. Second remove the side hose from the side nozzle. Take care with this. It may be a bit

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stuck but wiggle with patience. Lastly pull up and wiggle to get the OEM valve out of the bottom hose. **DO NOT DROP ANY ITEMS INTO YOUR OPEN HOSES!**

Figure 5



Figure 6



Step 3- Install your gleaming HyperBoost valve!

First take some motor oil or vegetable oil and lightly coat the nozzles of the HyperBoost valve. This will help you to install the valve more easily. The HyperBoost valve installs in the OEM orientation. Take the new clamps and place them over the OEM hoses. Open the clamps up enough to fit loosely on the hoses. First slide the bottom nozzle of the HyperBoost valve into the bottom hose, tighten the clamp snug (not too much!) (figure 7).

Figure 7



Figure 8



Then slide the side nipple into the side hose, and tighten (figure 8). Lastly install the small hose onto the top nipple (figure 9). The finished product (on the TT) is shown in figure 10.

Figure 9



Figure 10



You are now all done. Some people feel that the ECU/ECM needs to be reset after the HyperBoost installation. We have not found this to necessarily be true unless your current valve is broken or blown. If you have questions about this issue, feel free to call us at 866-533-1777. A "reset" basically takes your ECU/ECM to the initial more aggressive settings. We have done our testing with and without reset and see no real benefit to this process.

HyperBoost Adjustable Instructions: You may have to put an extension on your current vacuum line to reach the vacuum nipple on this valve. You can do this with a simple double-male adapter and a small length of 3/16" ID vacuum or fuel line.

Adjustment of the HyperBoost Adjustable valve: When your valve is "all the way out" (completely counter-clockwise) that is your starting point (mimics the regular HyperBoost valve at that setting). Each clockwise rotation equals 1mm of pre-load. Preload would equate to earlier turbo actuation (throttle on) and later turbo charge release (throttle off). You can go as much as 5-6mm of pre-load. The jamb nut should be tightened to the base of the valve cap after adjustment. You should try more mild amounts of pre-load before moving on to anything radical (over 4mm).



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