



Please thoroughly read through and familiarize yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

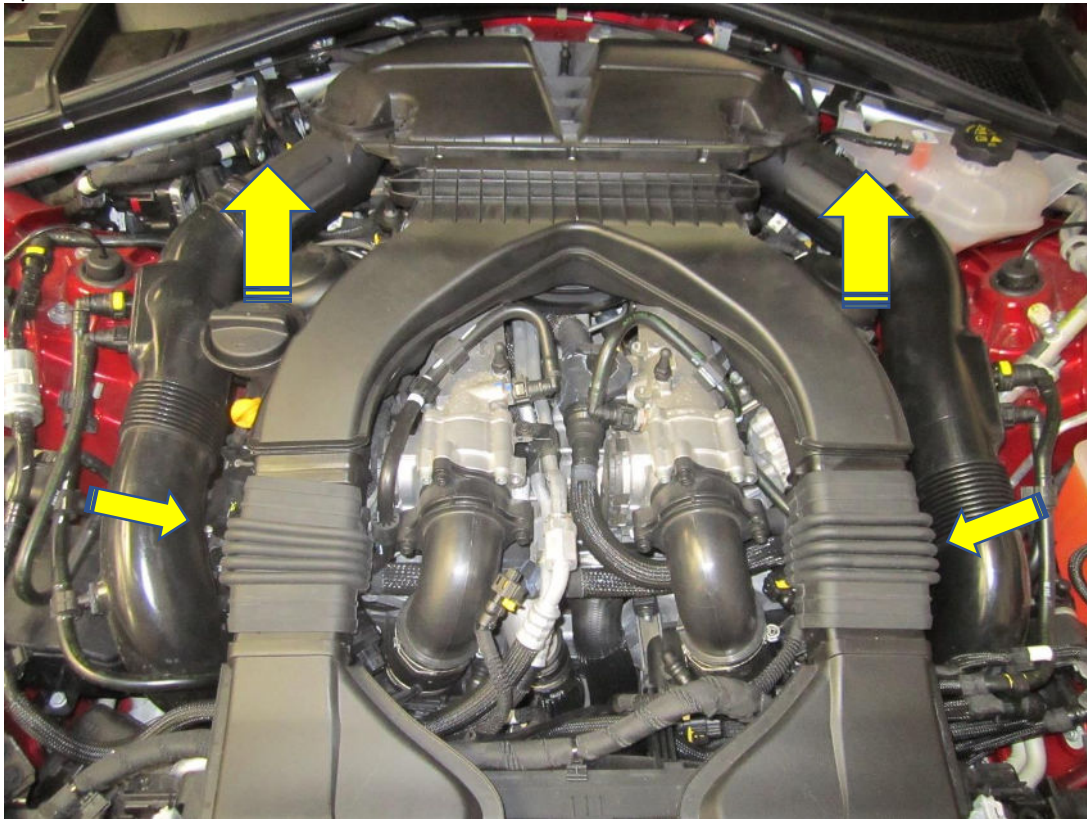
TOOLS NEEDED:

E8 socket and suitable socket drive
Sharp knife or scissors
M6 Allen key

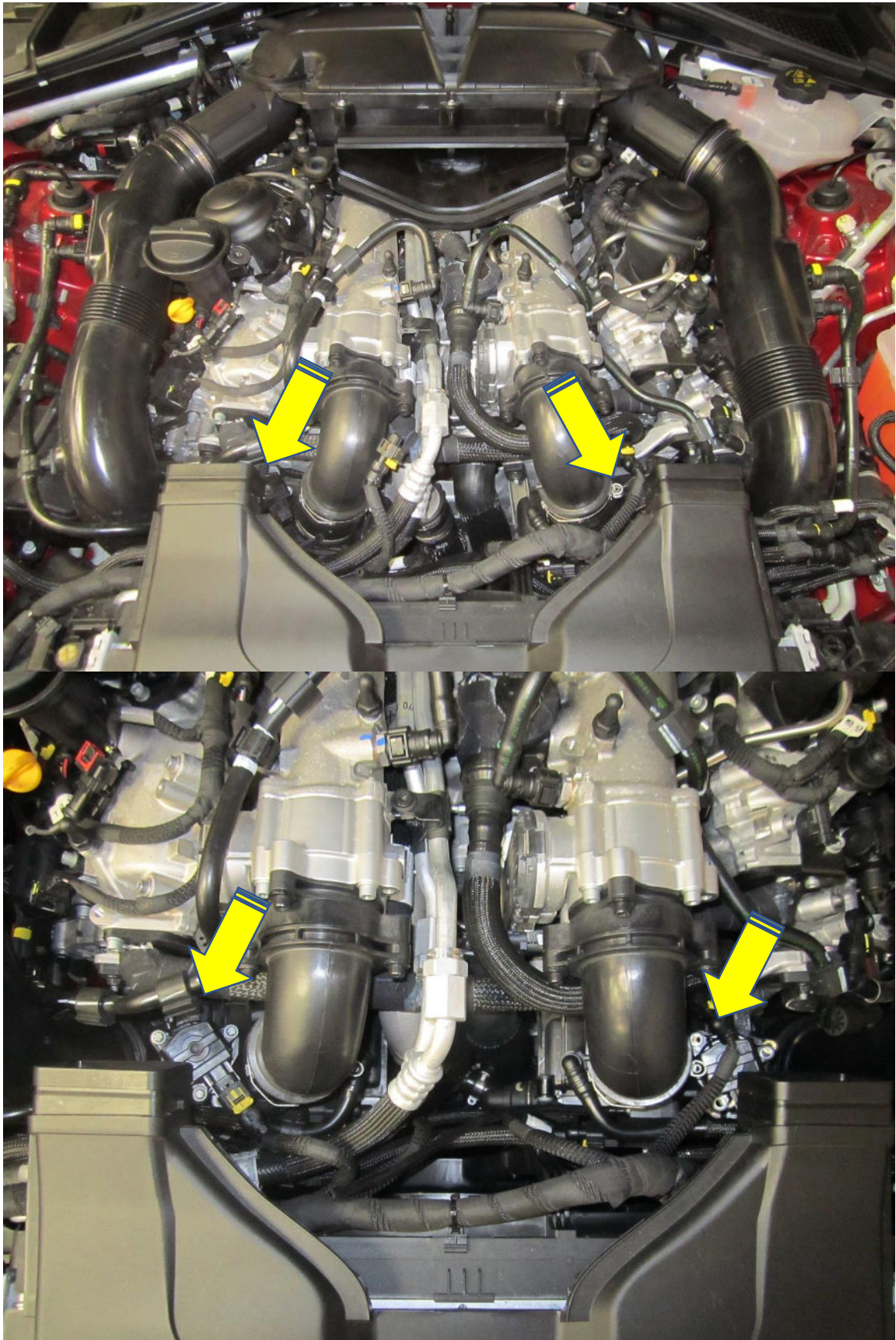
1. Remove the Alfa Romeo's Engine cover by pulling sharply in an upwards motion.



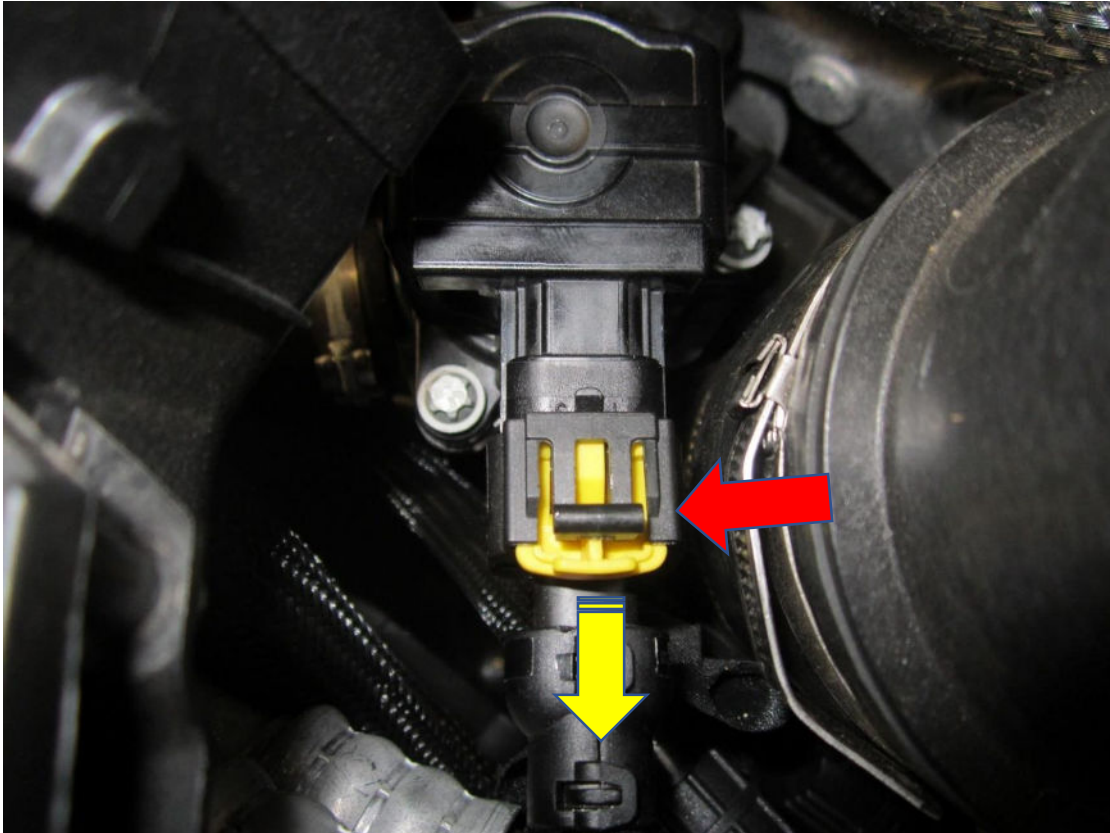
2. Remove the two rubber inlet hoses along with the intake scoop again by pulling sharply in an upwards motion.



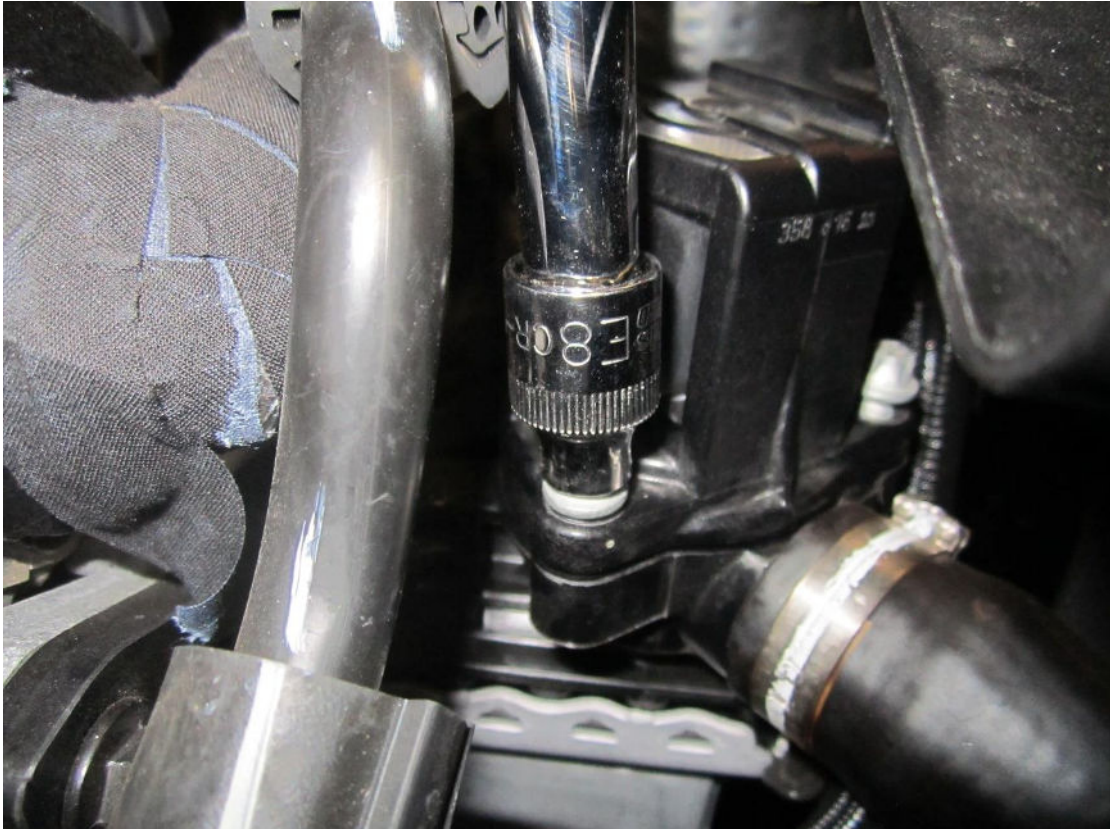
3. Locate the OEM valves.



4. Disconnect the wiring loom to both the Oem valves by pulling out the yellow tabs and pressing the black tab while pulling the connector away from the valve.



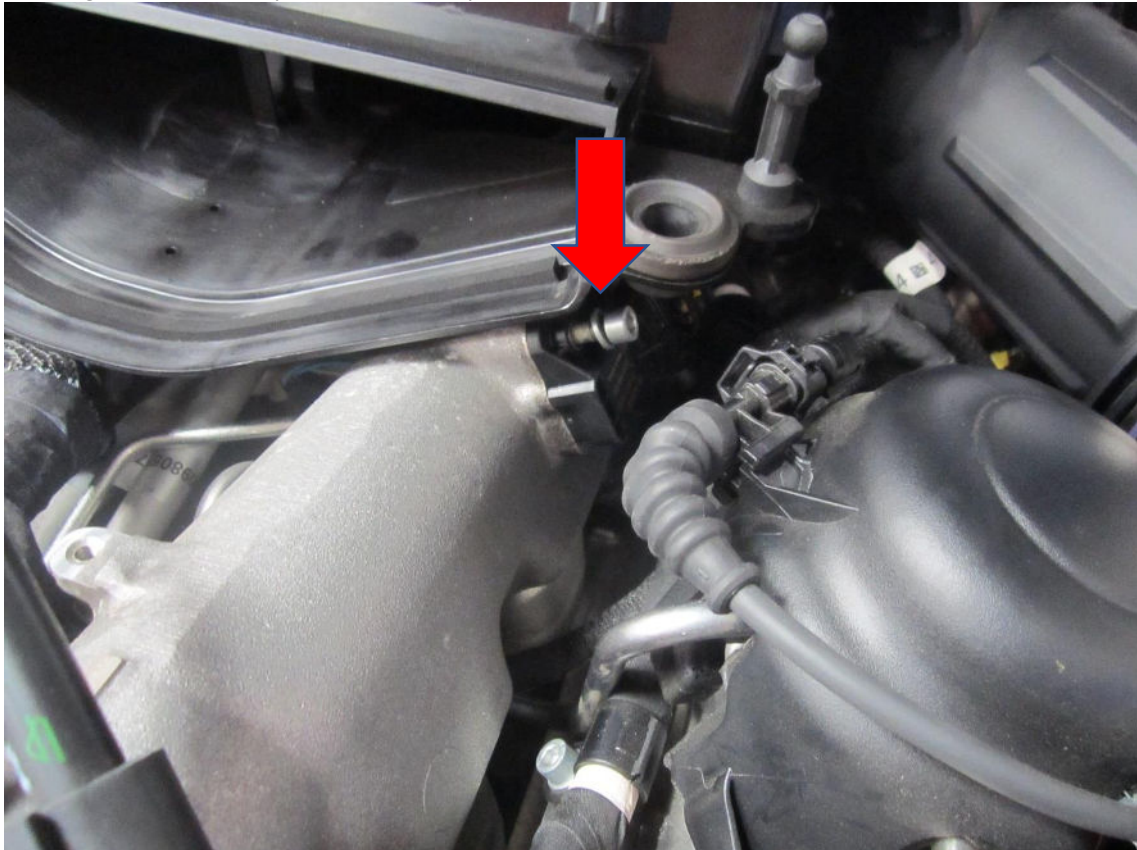
5. Using a E8 socket drive, remove both the OEM valves from situ.



6. Locate the map sensor on the inlet manifold.



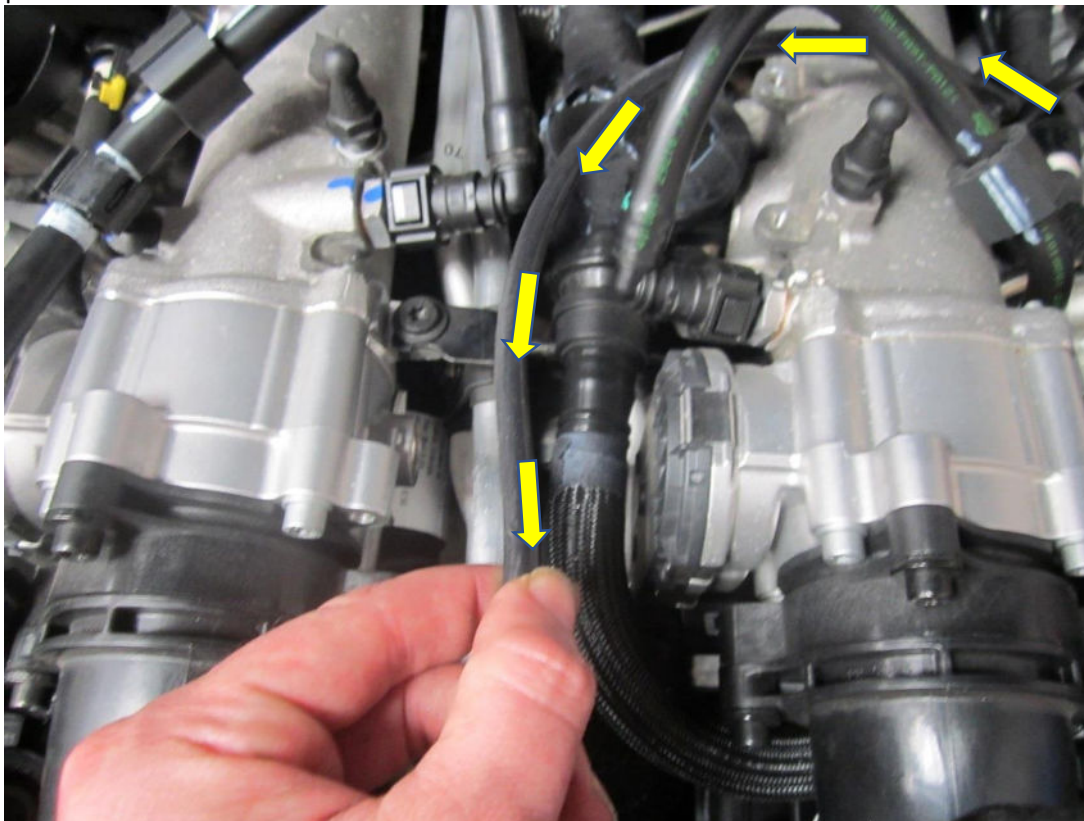
7. Using an m6 Allen key remove the map sensor from situ.



8. Fit the vacuum block into position with the length of vacuum hose provided attached to the nipple.



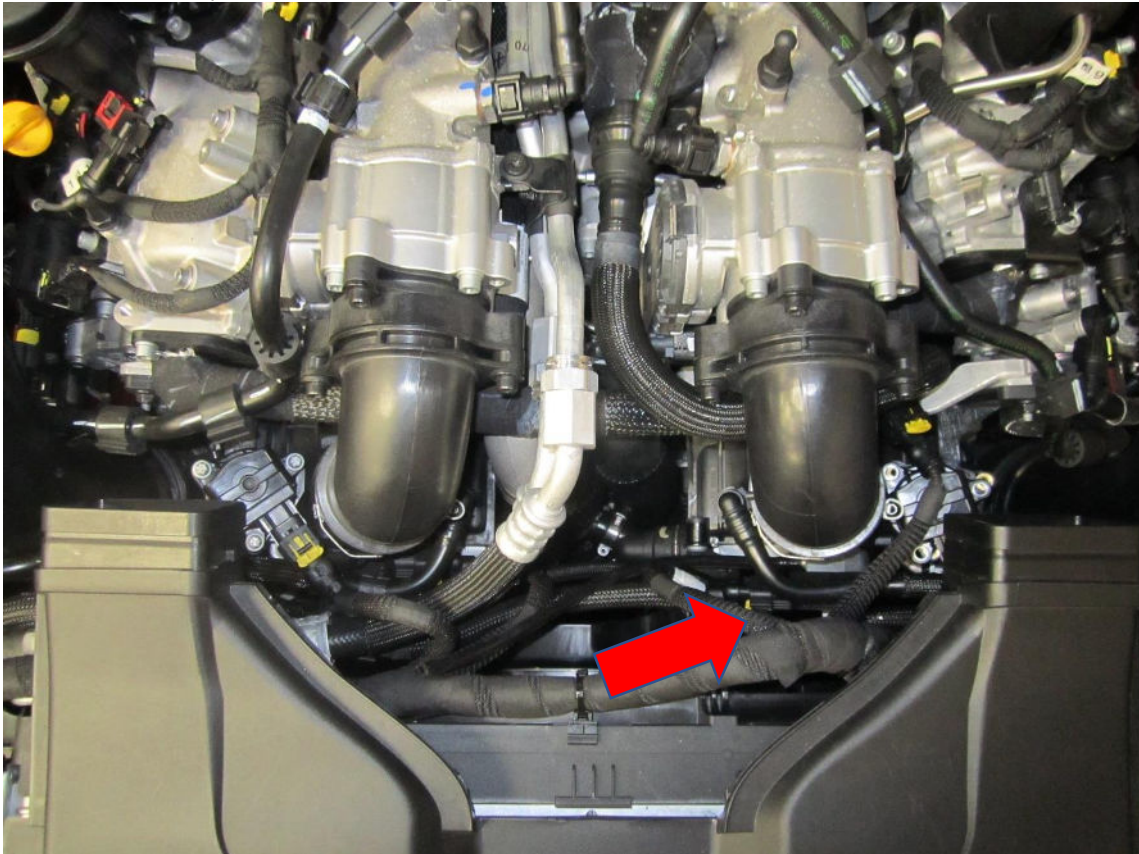
9. Refit the map sensor and vacuum block to the inlet manifold using the M6x35mm Allen cap provided then route the Vacuum line between the throttle bodies.



10. Cut the vacuum pipe and fit the brass T-Piece provided into the end of the vacuum line.



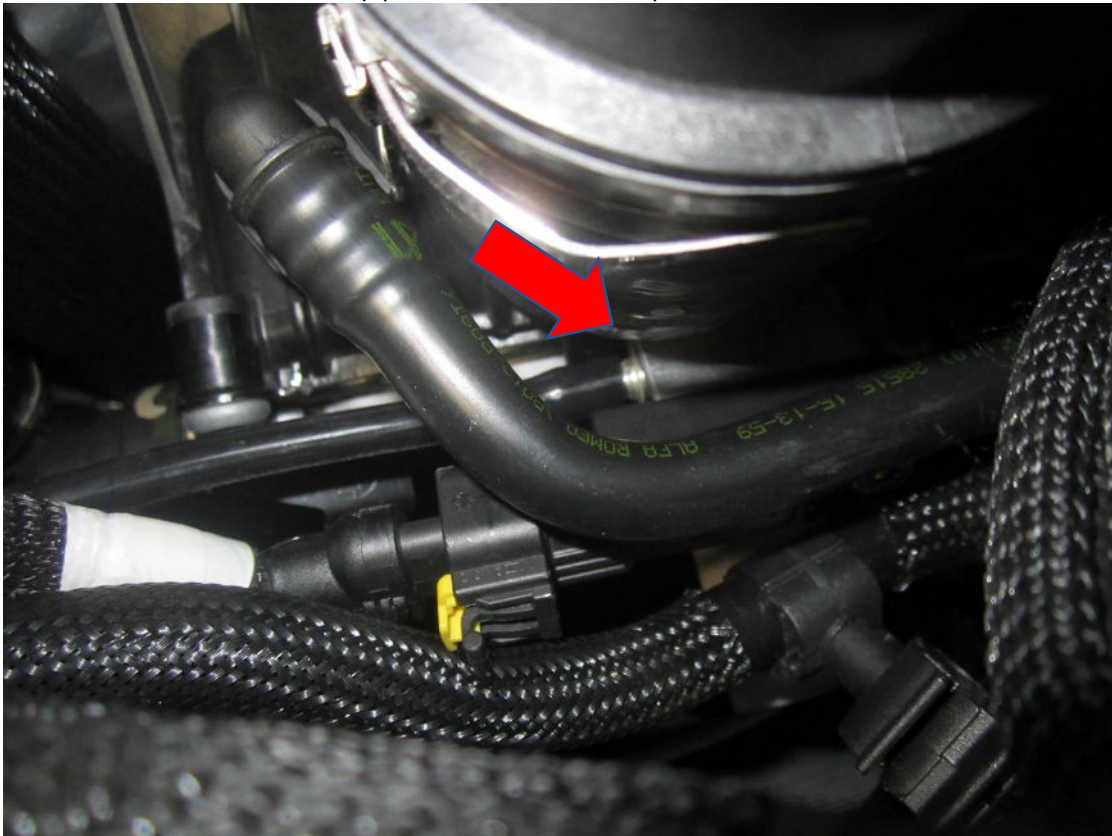
11. Locate the map sensor on the charge cooler.



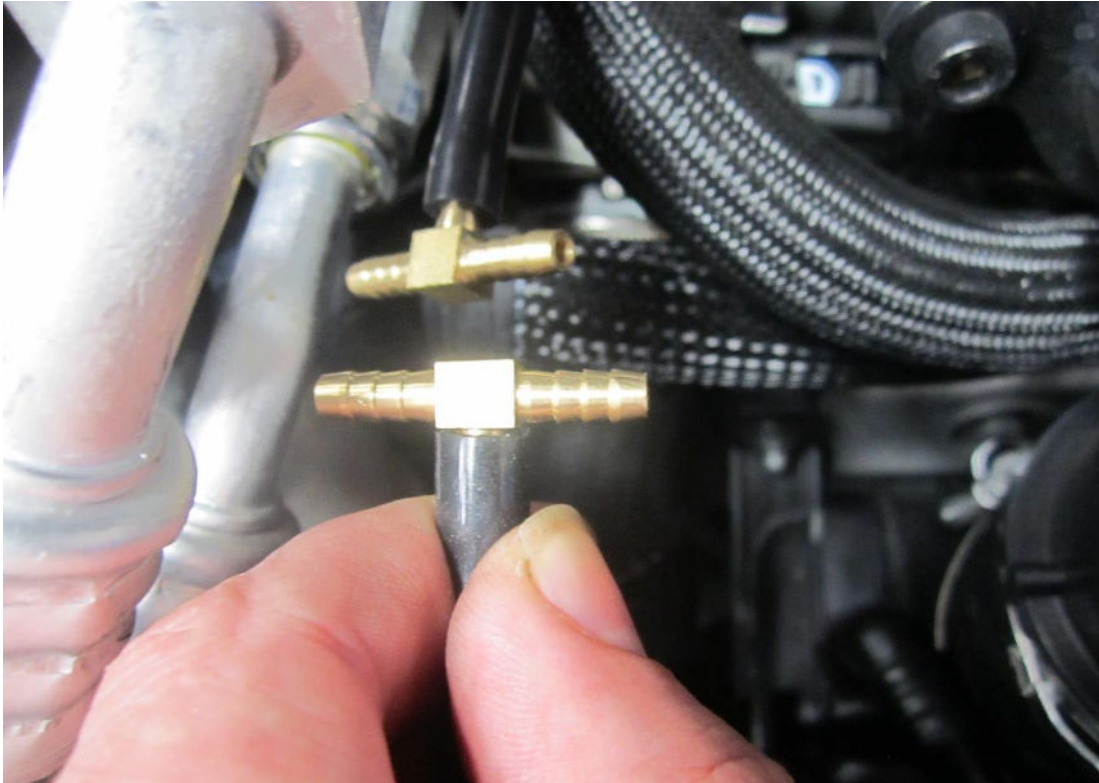
12. Using a E8 torx socket and ratchet remove the Map sensor, now fit the boost take off with the remaining length of vacuum hose attached to the nipple.



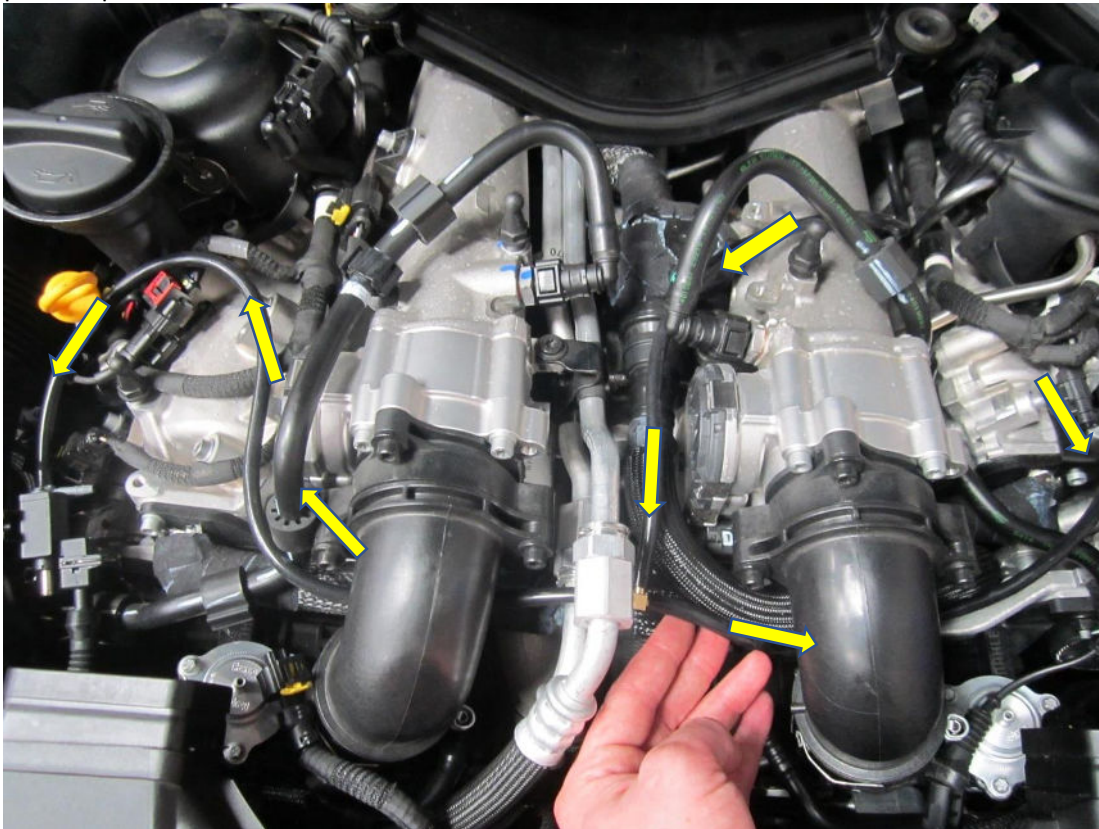
13. Use the M6x35mm Allen cap provided to fasten into position.

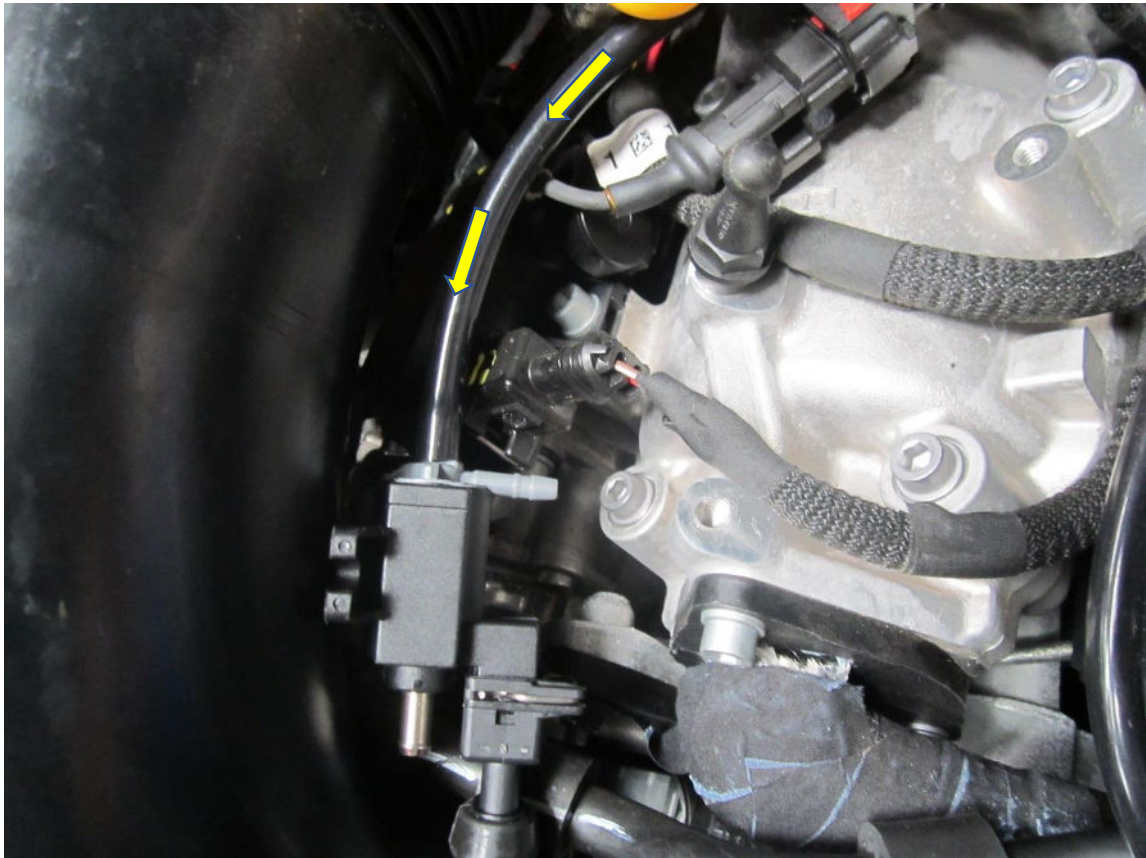


14. Route the vacuum pipe to where the other brass T is, then cut to length and fit the 2nd brass T-piece provided.

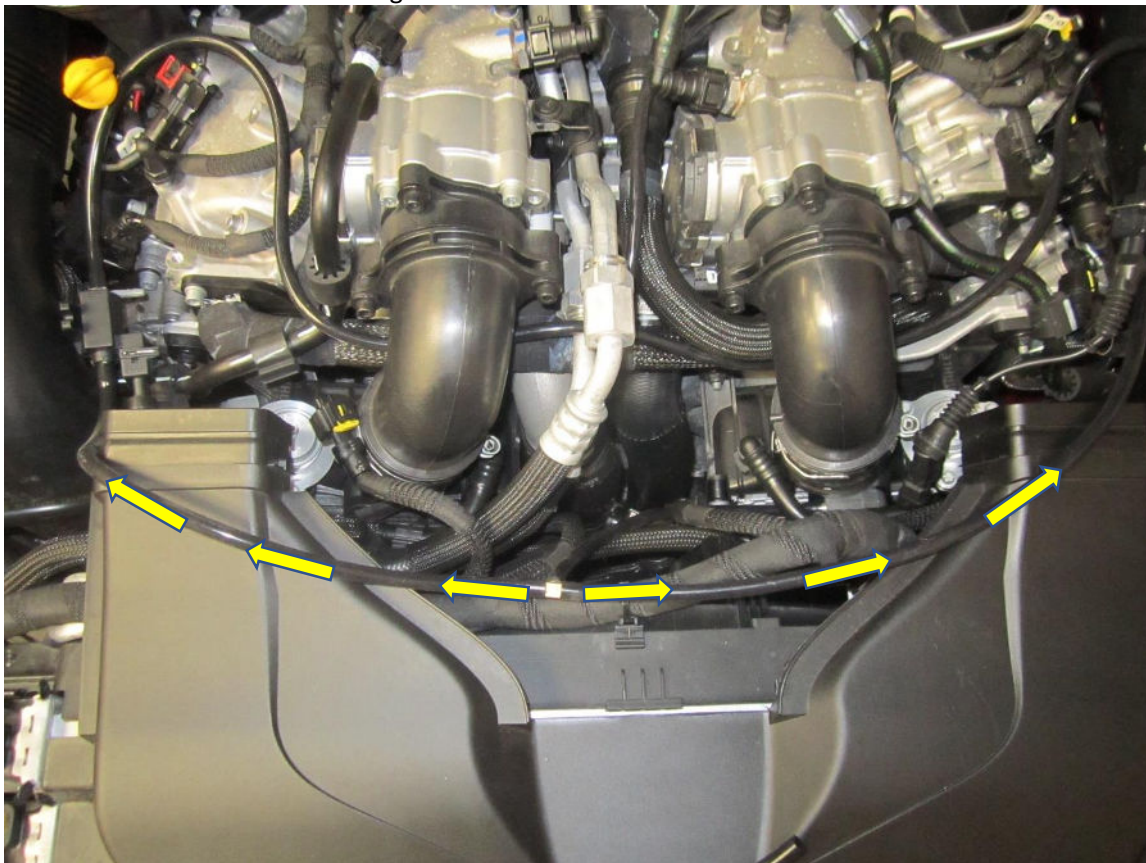


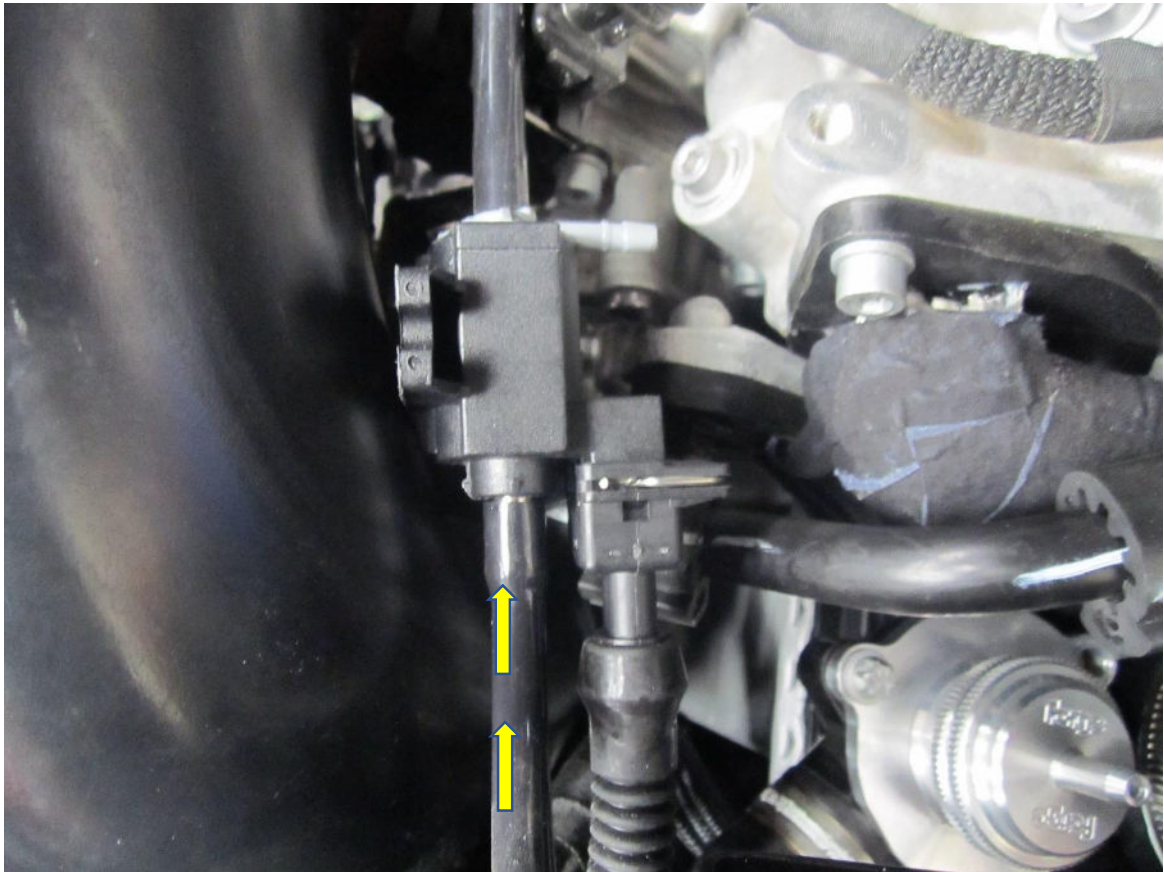
15. Using the vacuum tube remaining, attach it to the T-piece installed in figure 10 and run an appropriate length to the solenoids as pictured below, ensuring they are connected to the same ports as pictured.





16. Again using some of the remaining Vacuum hose, connect to the other T-pieces from the boost take off block located on the charge cooler.

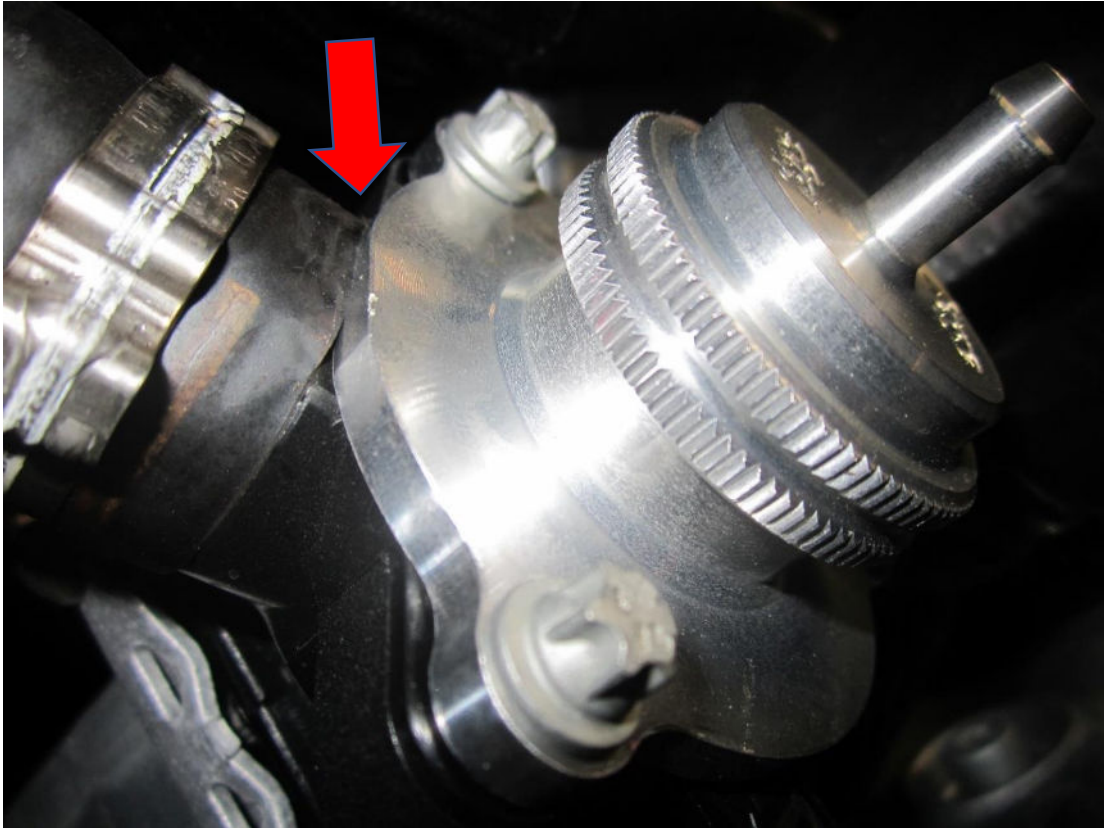




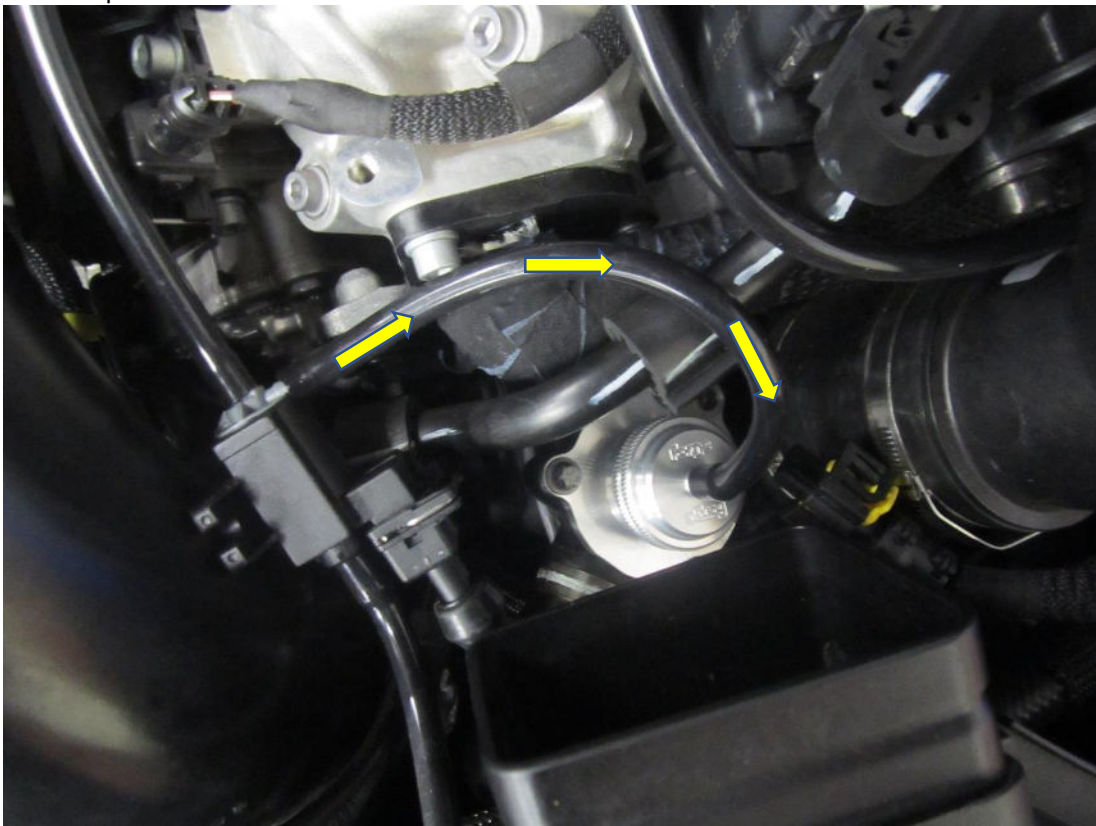
17. Fit the o-rings to the Forge Motorsport valves.



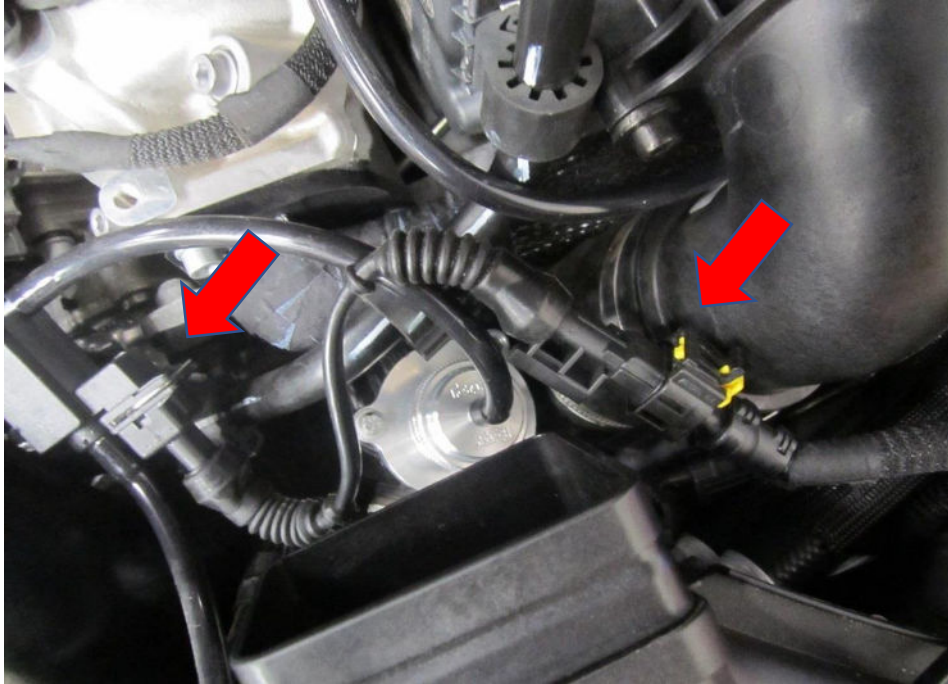
18. Fit the Forge Motorsport valves where the OEM valves were located. Please ensure they are seated correctly and not obstructed by the OEM recirculation hoses.



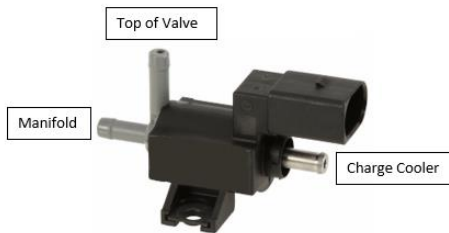
19. Attach the final length of vacuum hose between the top of the Forge Motorsport valve and the final port on the solenoid.



20. Connect the wiring loom supplied from the solenoid to the OEM loom.



21. Using the cable ties provided secure the vacuum lines and solenoids to ensure they do not catch on any moving engine parts.



22. Repeat steps 1 and 2 in reverse order to complete your installation.