

Thank you for purchasing the A.W.E. Tuning DV1 Diverter Valve. With the DV1 Diverter Valve, we believe you have purchased the finest diverter valve for the money. Follow these instructions, and you'll have your new A.W.E. Tuning DV1 Diverter Valve installed quickly and easily.



**Parts List**

- 1 A.W.E. Tuning DV1 Diverter Valve
- 2 20-32mm hose clamp
- 1 10-16mm hose clamp
- 1 Vacuum hose extension (for New Beetle only)

**Required Tools:**

- Medium flat blade screwdriver
- Tin snips (suggested but not required)
- Pliers (for New Beetle)

**Step 1:**

Here's an overview picture of the transverse 1.8T engine found in the Audi TT, VW Golf/Jetta/New Beetle 1.8T. The 225hp TT engine looks a little different, but the install of the A.W.E. Tuning valve is the same procedure.

For picture clarity, and ease of install, the decorative engine cover has been removed. Removing the cover is easily done by twisting the "+" shaped fasteners on the cover 90 degrees. They'll pop up when free, allowing you to grab the cover and lift it up and out of the engine bay. (New Beetle requires removing 2 10mm nuts hidden under trim caps, and then sliding forward and out)

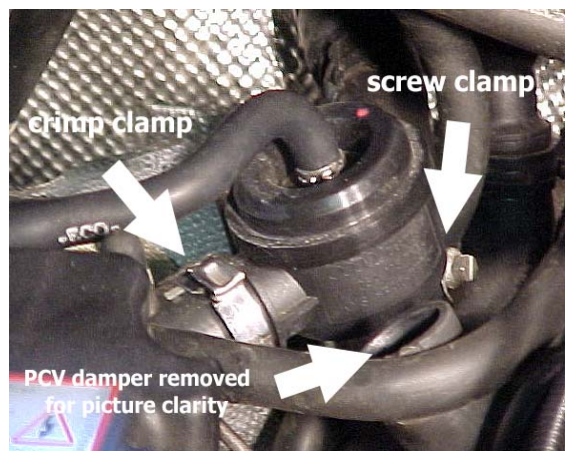
**We've also removed the PCV damper in the following pictures for clarity. You won't need to remove this item to install the valve.**



**Step 2:**

On some New Beetles, the stock diverter valve is held in the boost tubes by squeeze clamps. Squeeze the clamp tabs together with a pair of pliers to release the tension on these clamps, while at the same time sliding them down the hose, away from the valve.

On the TT, Golf, Jetta and some New Beetles, the stock diverter valve is held in the boost hoses by one "crimp" clamp and one reusable screw clamp (pictured). Some vehicles actually have crimp clamps at both locations. Removing the crimp clamp is probably the toughest part of the valve install! You can either try to pop this clamp apart where it overlaps with a thin flat head screwdriver, or you can simply cut it with a nice pair of tin snips. Have patience!



### Step 3:

Next, remove the vacuum hose that attaches to the top of the stock valve. This is easily done by grabbing the hose near the valve body and wiggling it off, with the clamp intact. Once the hose is wiggled free, slip the small crimp clamp off and discard. You'll be using the small screw clamp supplied with the A.W.E. Tuning valve during install.



### Step 4:

Once you have removed the large crimp clamp and the vacuum hose, you can loosen the screw clamp at the base of the valve with a flat head screw driver, or if equipped with a crimp type clamp repeat Step 2.



### Step 5:

Now you are ready to remove the stock DV. Just wiggle it free from the boost hoses. Slipping a flat head screwdriver between the hose ends and valve body can help free a stubborn valve. While the valve is out of the boost hoses, make sure no foreign objects fall into the hose holes.



### Step 6:

Time to install your new A.W.E. Tuning DV1 Diverter Valve

Before installing the valve, slip the 20-32mm hose clamps supplied with the valve over the boost hose ends. Slip the valve into the boost hoses and snug the hose clamps down with the flat head screwdriver. Give them a good twist to make sure they are nice and tight.

On the New Beetle, replace the original vacuum hose with the enclosed longer hose. Slip the 10-16mm hose clamp supplied with the A.W.E. Tuning valve over the end of the vacuum hose. Push the vacuum hose onto the small barbed fitting on the valve, and snug down the clamp.

Once you are sure that the valve is installed properly with no leaks, go ahead and reinstall your engine cover. With the A.W.E. Tuning DV1 Diverter Valve you can enjoy a 1.8T without boost loss and surging that the stock DVs are known for.

Any questions or comments, let us know:

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Thank you for choosing A.W.E. Tuning as your performance automotive parts supplier. Please remember that a performance car is only as strong as its weakest link. Therefore, it is vital that you maintain your vehicle to factory specifications.

**By installing or using the purchased product, the Consumer accepts this warranty and any specific Manufacturer warranties enclosed.**

### ***Limited Warranty***

The following warranty is valid only in the United States.

The Manufacturer's full warranty applies to all products sold.

Secor Ltd. (A.W.E. Tuning) warrants to the original retail purchaser (Consumer) the A.W.E. Tuning DV1 Diverter Valve against defects for 6 months.

Upon verification of warranty coverage, A.W.E. Tuning will repair or replace the defective product at their discretion, without charge. This is the only remedy the Consumer has for any loss or damage, however arising, due to nonconformity in or defect of the product. This warranty does not cover consequential damage, loss of time or revenues, inconvenience, loss of use of vehicle, damage to the vehicle or components, or other incidental or indirect damage.

All warranties are void if the product was not installed by a certified auto mechanic, improperly serviced, modified, or used in a way not intended by the Manufacturer. Use of product in Motorsports or Racing conditions is grounds for warranty denial. Motorsports and Racing is an inherently abusive operational condition, and it is impossible to warranty for this type of usage.

The Consumer is responsible for ensuring that the product is installed in a safe and proper manner, and should cease usage of the product immediately if an unsafe or improper condition is noted. If an unsafe or improper condition is noted, the Consumer should then immediately contact the facility where the product was installed or A.W.E. Tuning directly.

Please contact the original place of purchase for any warranty claims or explanations of this document.