

RECIRCULATING DUMP VALVE

Fit with care. Check every connection.

TTRP RACING



PRODUCT PHOTO

A clear four-step installation sequence, with spring replacement, setup guidance and final checks.

02 PREPARE

03 INSTALL

04 CHECK

MOCK-UP FOR REVIEW | Confirm TTRP application, routing and spring selection before publication.

01 / PREPARE

Know the parts.

Confirm the valve suits the vehicle and identify each connection before removing the original unit.

VALVE CONNECTIONS



A TOP VACUUM CONNECTION

Reconnect the small control hose here.

B SIDE HOSE CONNECTION

One of the two main hose connections.

C LOWER HOSE CONNECTION

The second main hose connection.



SPRING SETUP / SUPPLIED TTRP GUIDANCE

YELLOW: STANDARD / STAGE 1

RED: STAGE 2 SILVER: STAGE 3

Match the spring to the vehicle and its setup. Stage labels are a guide; no boost-pressure ratings are specified.

Shims increase spring preload. Use only where the individual setup requires further adjustment.

HOW TO CHANGE THE SPRING

- 01** Unscrew the top. With the engine off and cool, hold the body and unscrew the top section. Control the cap as the spring may be under preload.
- 02** Remove the spring. Lift out the existing spring and note the arrangement of any shims.
- 03** Fit the replacement. Insert the selected yellow, red or silver spring for the confirmed setup.
- 04** Refit the top. Screw the top section securely back into place without cross-threading.
- 05** Check the assembly. Confirm the cap is secure and check valve operation before driving.

Four steps. One final check.

Switch off and let the engine cool. Photograph the original hose routing. Confirm the TTRP application and spring setup before fitting.

01

Release the top clip

Carefully release the retaining clip at the original valve's top vacuum connection, where fitted.

CHECK Protect the hose and nearby fittings while releasing the clip.

02

Disconnect the vacuum hose

Release or slacken the clamps on the two main hoses. Pull the small vacuum hose off the top of the original valve.

CHECK Keep each hose identified so it can return to the correct connection.

03

Remove the original valve

Ease the original valve out of both main hoses. Inspect the exposed hose ends before fitting the replacement.

CHECK Replace damaged hoses or unsuitable clamps before continuing.

04

Fit the TTRP valve

Seat the TTRP valve in the two main hoses and secure them with suitable hose clamps. Reconnect the vacuum hose to the top nipple.

CHECK Confirm application-specific port routing, hose seating and clamp security.

NEXT Complete every check on page 04 before driving.

Check. Test. Recheck.

Work through the checks before driving, then inspect the connections again after a short, gentle test drive.

☐ **Connections secure**

Both main hoses are fully seated and the clamps hold them securely.

☐ **Vacuum hose connected**

The top control hose is secure, with no kinks or splits.

☐ **Routing and clearance confirmed**

Hoses follow the verified routing and clear hot or moving components.

☐ **Idle and gentle test drive complete**

Listen for leaks and check for rough running or warning lights. Stop and investigate any abnormal behaviour before applying load.

☐ **Final inspection complete**

After any spring or shim change, confirm correct valve operation. Let the engine cool, then recheck the cap, hoses and clamps.

QR

PLACEHOLDER

NOT SCANNABLE

TTRP RACING ONLINE

ttrpracing.com

Reserved for a verified QR link to the website. Replace this placeholder before publication.

TTRP RACING / INSTALLATION & SETUP

Match spring and shim selection to the individual vehicle setup. Confirm correct valve operation after installation and after every adjustment.