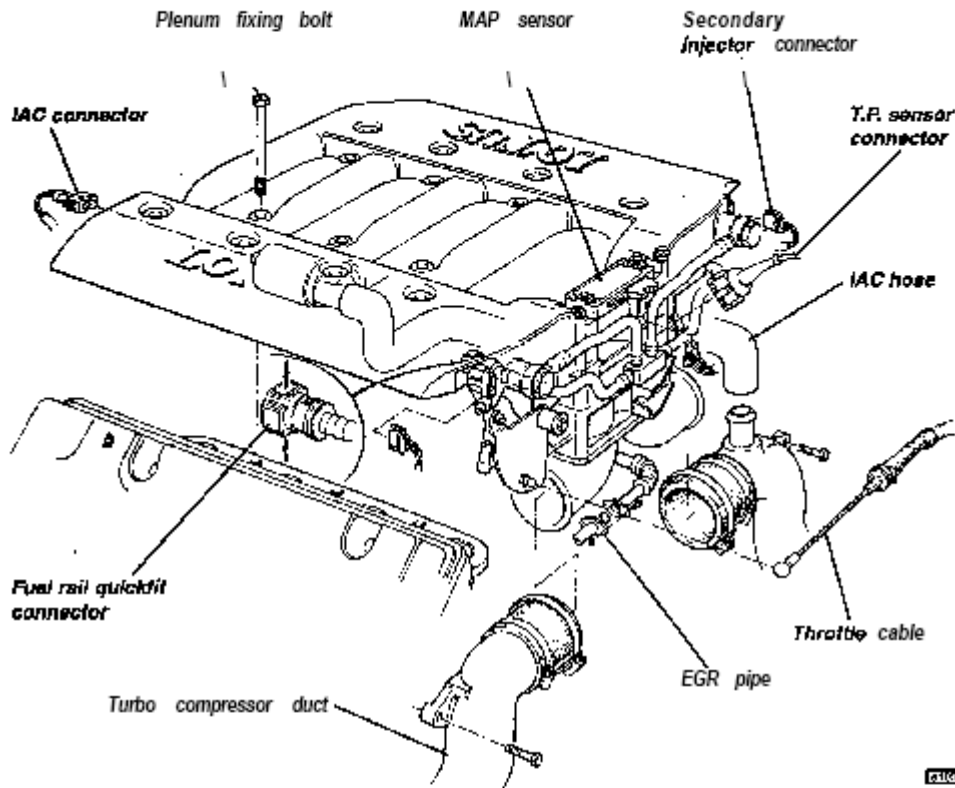


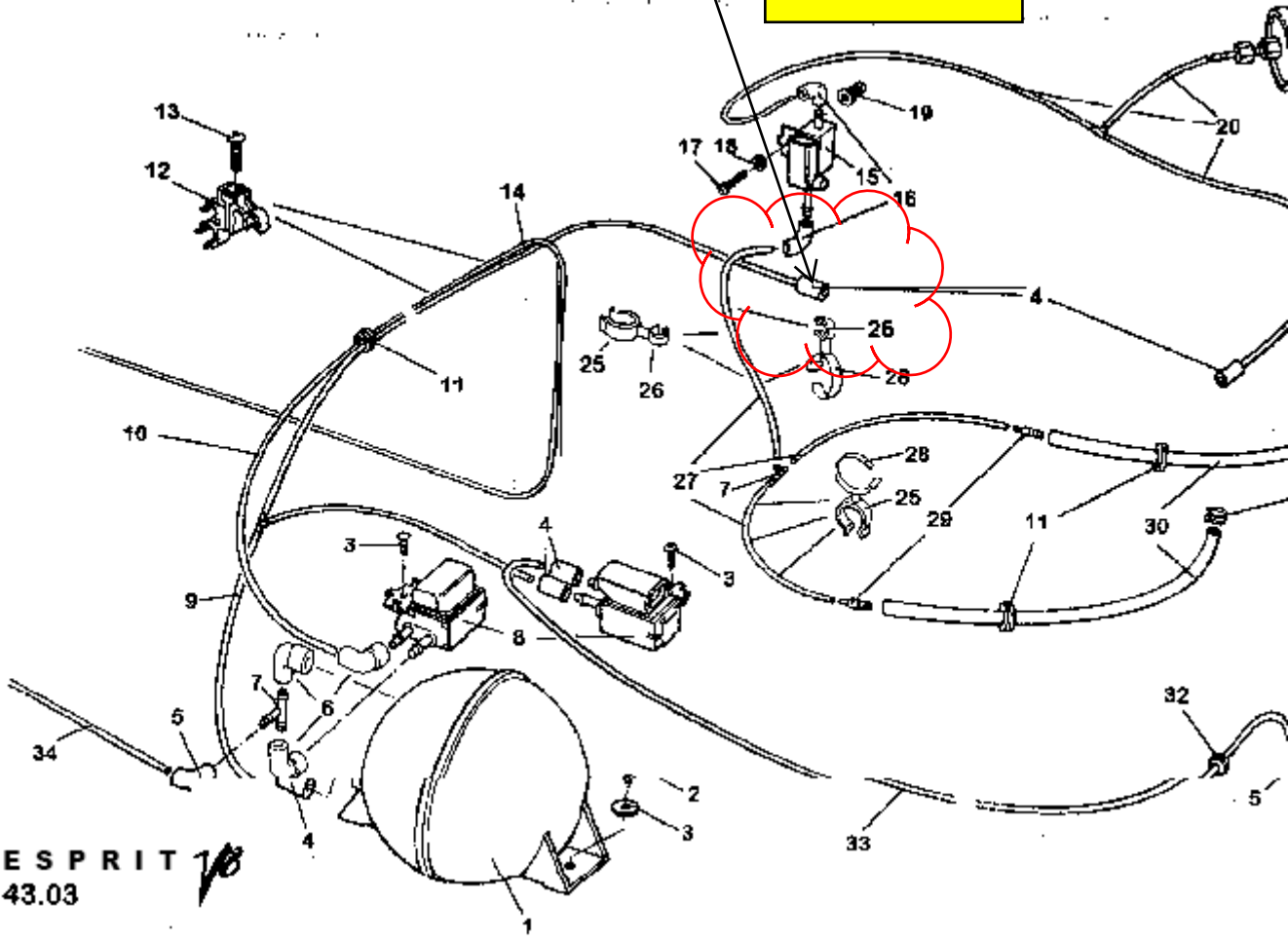
## **Esprit V8 Dump Valve Fitting**

1. Remove Boot Floor. This is a series of 6mm bolts (M10 hex head) around the sides and bottom of boot floor. You have to fold back carpet to access some bolts. Remove 2No. 4mm allen bolts near engine bay and 2No. possi screws behind carpet on vertical section facing engine bay. Unplug the electrical connection for your interior light switch. Loosen (Do not remove) 2No. nuts holding the header tank and slide off rail.
2. Remove 1No. 13mm headed bolt securing each turbo compressor ducts.
3. Loosen both jubilee clips securing the rubber link pipe (remove if in the way).
4. Now you should have enough play to remove the existing link pipe.
5. Using your new jubilee clips (or existing ones if necessary), fit these over the new tee-piece and push as close to the centre as possible. We are trying to make this tee-piece, which is 100mm long, as close to the existing link pipe. You cannot simply cut down to this size, as there won't be enough rubber left to attach a jubilee clip. Mark the desired position and cut down new tee-pieces with a sharp craft knife.
6. Now using the dump valve, measure so the valve end sits just flush with the larger section, mark the desired position and cut down the 25mm section of pipe. This is so the dump valves don't foul the boot floor but you can do this after you have fitted the tee-piece and see how close it is to the boot floor temporary in position.
7. This is the tricky bit, fit the new tee-piece to the inlet pipe first then the turbo compressor pipe. The new tee-piece is stiffer than the existing link pipe so it may take a bit a brut force.
8. Once fitted, secure with new jubilee clips, make sure you position the adjuster where your screwdriver can access with the boot floor on (for any future adjustment).
9. Fit the dump valves to the 25mm section of the tee-pieces and secure with new jubilee clips.
10. Now for the vacuum pipe, fit one end to the left hand dump valve and cut it where it meets the right hand dump valve. Push on the small plastic tee-piece and then cut a short length of vacuum pipe, say 50-60mm and push this onto the right hand dump valve. The other end should now push onto the small plastic tee-piece. Now with the remainder of the vacuum pipe, push this onto the last hole of the small plastic tee-piece and feed behind the header tank hoses and under the right hand air filter and behind the boost solenoid valve (which is mounted forward of the air filter).
11. This pipe should now be linked to the pipe going to the front of the plenum (see diagram) using the second small plastic tee-piece supplied. You need to cut a short section of vacuum pipe, say 40mm-50mm to fit over the pipe to plenum where you've just taken the existing one away. This now should be connected to one of the tee-piece ports.
12. Now you've finished. Re-fix the boot floor in reverse order, remembering to locate your electrical connection for your interior light switch!



2. Remove the air intake hose clips on the throttle body intake elbows, release the IAC valve hose from the RH compressor outlet duct, and remove the single screw fixing each duct to the cylinder head. Remove the hoses connecting the ducts to the throttle body intake elbows.
3. Release the harness connectors to the MAP (Manifold Absolute Pressure) sensor at the top rear of the plenum, the throttle position sensor at the right hand side of the throttle body, and to the two secondary injectors.
4. Disconnect the EGR (Exhaust Gas Recirculation) pipe at its joint near the throttle body intake elbows.
5. Release the throttle cable from the quadrant lever and the abutment on the throttle body.
6. From the front end of the plenum, disconnect the vacuum supply hose to the brake servo, and the small bore vacuum hose to the climate and AIR systems. Release the vacuum hose between plenum and the fuel pressure regulator valve.
7. Release the primary breather hose from the rear end of the RH cam cover.
8. Disconnect the translucent purge hose between EGR manifold and the non-return valve at the front of the engine bay, and the red boost sensing hose from the RH side of the throttle body.
9. Remove the 14 x **MB** bolts securing the plenum, and lift the plenum sufficiently to enable disconnection

Remove this pipe from plenum and connect to tee-piece. Reconnect to plenum with small piece of rubber vacuum pipe. Dump vacuum pipe connects to third hole of tee-piece.



ESPRIT 18  
43.03