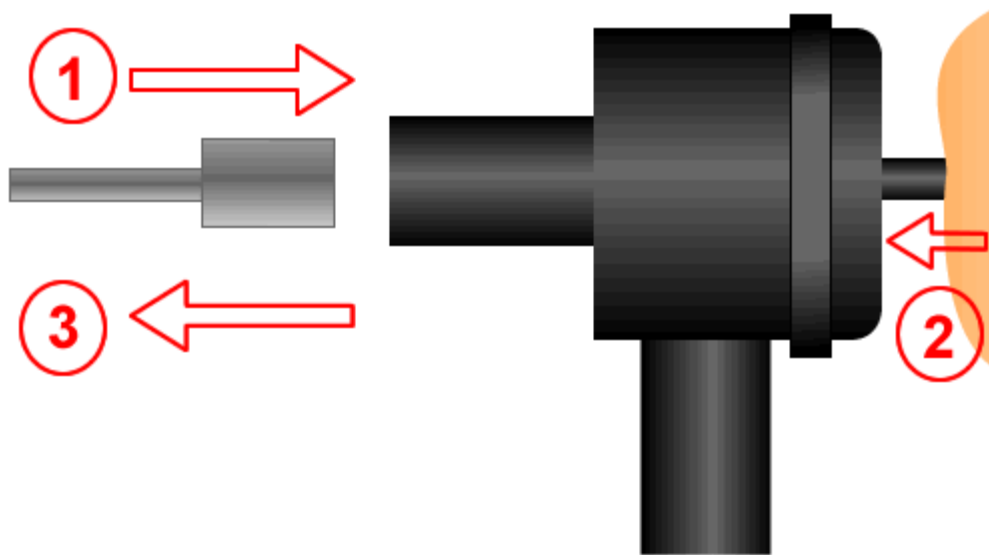


Easy Method to test a Bosch Diverter Valve



- 1 - Insert small socket into valve and compress valve spring. Be careful not to damage the valve diaphragm. 8mm socket 1/4" drive works well.
- 2 - Close vacuum connection with thumb.
- 3 - Remove socket.

Good valve should not lose vacuum under your thumb (or very little)

Bad valve (torn diaphragm) will loose vacuum quickly.

Bosch Diverter Valve Part Numbers

VW / Audi	Bosch	Porsche	SAAB
034-145-710A	0-280-142-108	993.110.337.50	
034-145-710N	0-280-142-110 (Sport)		4441895
06A-145-710N	0-280-142-114		

Great reading:

- <http://www.s4biturbo.com/art-dvtests.php>
- <http://www.s4biturbo.com/art-dvtests2.php>

Dump valve

From Wikipedia, the free encyclopedia

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Dump valves are fitted to the engines of (usually older) [turbo charged](#) cars and sit between the turbo outlet and the throttle body. When transitioning from a boosted state to a closed throttle state (as in between shifts), due to [inertia](#), the turbo continues to pressurize air, but the closed throttle prevents the compressed air from entering the engine. In this case the pressure exceeds the preset spring pressure in the dump valve and the excess pressure is bled off to atmosphere.

Even with a dump valve the compressed air acts as a brake on the turbo (slowing it down), because the pressure on the backside of the turbo is at a higher pressure than on the front side (and the air actually wants to flow through the turbo backwards).

A [blowoff valve](#) is a more elegant solution to this problem by allowing the turbo to "[freewheel](#)" when the throttle is closed (equalizing the pressure on both sides of the turbo). Unlike a dump valve a blowoff valve can be used at multiple boost settings without reconfiguration.

Blowoff valves are sometimes incorrectly called dump valves because they serve a similar function, but they are very different solutions to the same problem.