

ATP MFG.

Installation Document:

UPP (Upgraded Pressure Pipe) installation process for 2003+ Dodge Neon SRT-4

Release Date: March 21, 2003

Revision: .01A

Purpose:

To outline the procedure for installing the ATP UPP on the 2003+ SRT-4.

Background:

The stock compressor bypass valve is integrated into the turbo compressor housing and therefore cannot be easily removed or upgraded.

The ATP UPP kit is designed to allow the customer to easily install an aftermarket Blow-Off Valve in the SRT-4 engine compartment without being destructive to any of the stock parts. The UPP kit includes all necessary hardware to do a simple install and is completely reversible in the future. See picture of kit below:



Notice that flanges for different style BOV types are just “hats” that twist onto the threaded fitting on the UPP pipe. Customer specifies BOV type at time of order so that correct top hat is included for the particular BOV the customer is using.

Tools Checklist:

1. Flathead screwdriver – Long 12”+ type
2. Floorjack for raising driver side of vehicle
3. Jack stand to support the raised vehicle.

Component Checklist:

1. Main UPP Pipe
1. 2 Hump style silicone couplers
2. 4 Large Hose Clamps
3. 3-Way hose tee
4. 1-Way check valve
5. 4-Ft section of silicone hose 1/8" diameter
6. 6-In section of silicone hose 1/8" diameter
7. 6-In section of silicone hose 1/4" diameter
8. 10 Tie wraps to secure
9. Top "hat" flange for BOV of your choice.

Theory:

The newly mounted Blow Off Valve will offer additional flow capacity to vent boost pressure built-up between shifts. The higher flow capacity of the aftermarket valves will reduce further chances of "compressor surge" resulting from the stock valve not being able to support the air flow demands of aftermarket turbo setups.

The supplied vacuum loom not only serves to supply a vacuum/boost signal to the new BOV for proper operation, but the check valve supplied in the vacuum track reconfigures the stock valve to prevent it from opening.

As a result, most of the venting duties are directed to the new, great, and powerful BOV which does the job much more efficiently by venting more air between shifts and taking the vent/reroute function away from the inlet track near the turbo to eliminate the air turbulence that can hurt performance.

.....not to mention, the BOV screams when ALL the air is sent through it!

Procedure:

1. Remove turbo inlet pipe to access the signal hose on stock bypass valve.



- a. Unscrew hose clamp on front of pipe.
- b. Unscrew hose clamp on back of pipe leading into side of turbo.
- c. Lift up on pipe and remove.

2. Jack up front driver side of car about 6" and support on jack stand



3. Locate stock pressure pipe between throttle body and intercooler and remove by unscrewing 2 hose clamps (1 at t-body and 1 at intercooler). Caution: remove sensor connector and air fitting before remove stock pressure pipe.



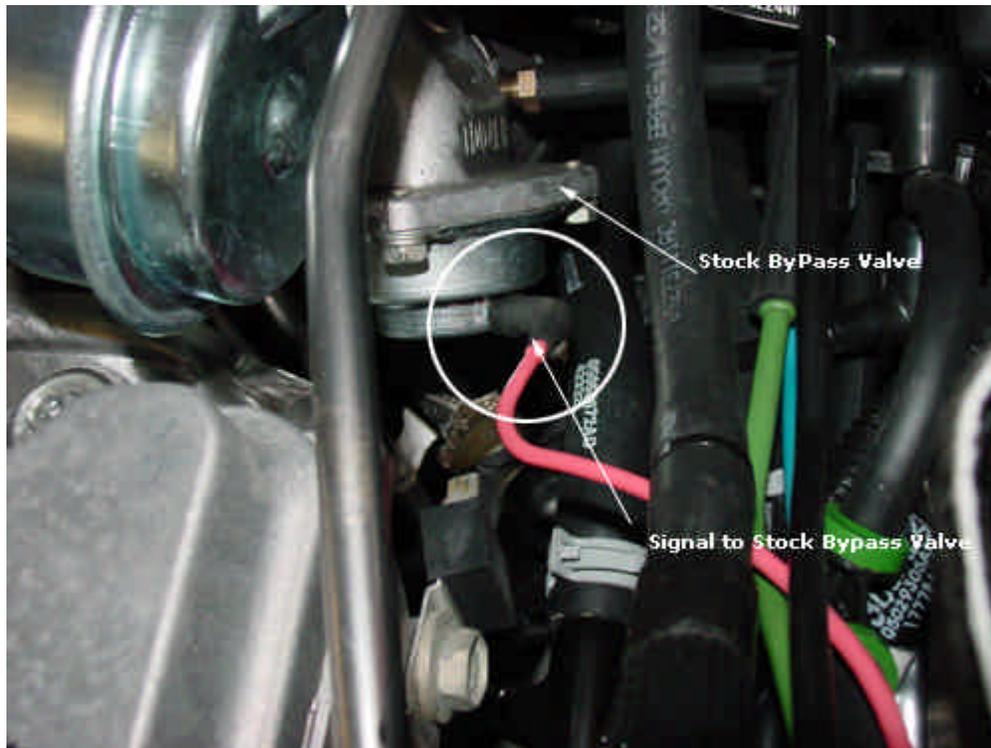
4. Pull air sensor with rubber grommet from stock pipe. Twist sensor and grommet onto new pipe as shown. Moisten grommet with water to make install easier.
5. Install BOV onto BOV mounting hat.
6. Twist BOV and hat assembly onto thread fitting on UPP pipe.



7. Install newly assembled pipe between t-body and intercooler.
 - a. Hint: Place pipe in place through the bottom.
 - b. Do not attach the end hose clamps until pipe with couplings are placed on the t-body and intercooler.
 - c. Slip clamps on and tighten down well.

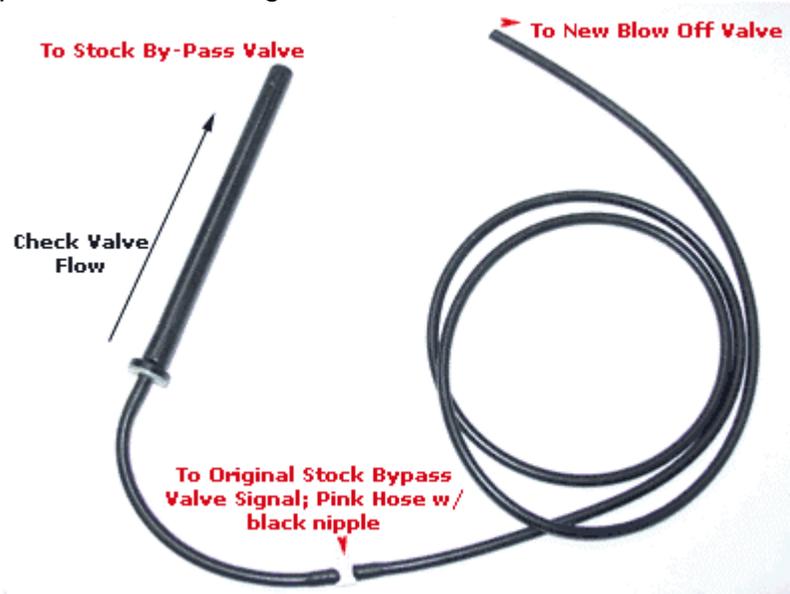
Back to top of engine bay where the inlet tube has been removed:

8. Find Pink hard vacuum line leading into the stock bypass valve and disconnect for now.



Notes: Please note that the following is designed into the vacuum routing:

- a. Vacuum tee is three way.
- b. 4 ft 1/8" silicone line goes into smaller port on tee and other end goes to the blow off valve as a signal.
- c. 6" 1/8" silicone line goes into the other smaller end of check valve (black and white device)
- d. Output of check valve goes to 1/4" silicone hose and attach



e. The supplied vacuum loom tees into the stock vacuum signal (pink line) leading to the stock bypass valve.

9. Re-Install the turbo inlet pipe and tighten all clamps and test for leaks.
10. Clamp down/zip tie all hose connections including vacuum lines