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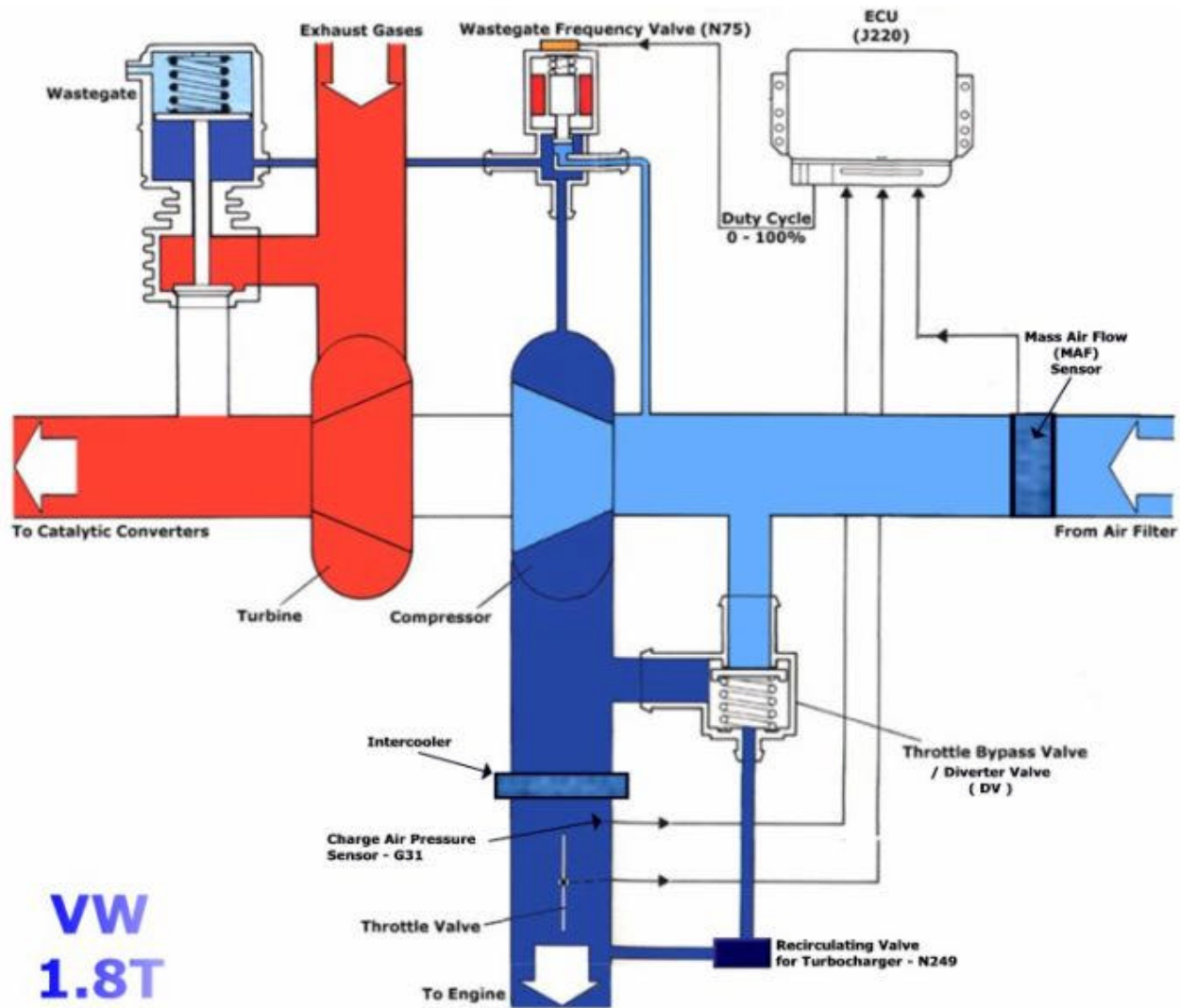
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No No..You have it wrong...>

User account number (aid): [13940](#)

Posted by [TTschwing](#) on 2004-05-21 20:07:12

In Reply to: [I clearly need a better understanding of the way a DV works. Why](#) > posted by burk_arTT on 2004-05-21 20:00:52

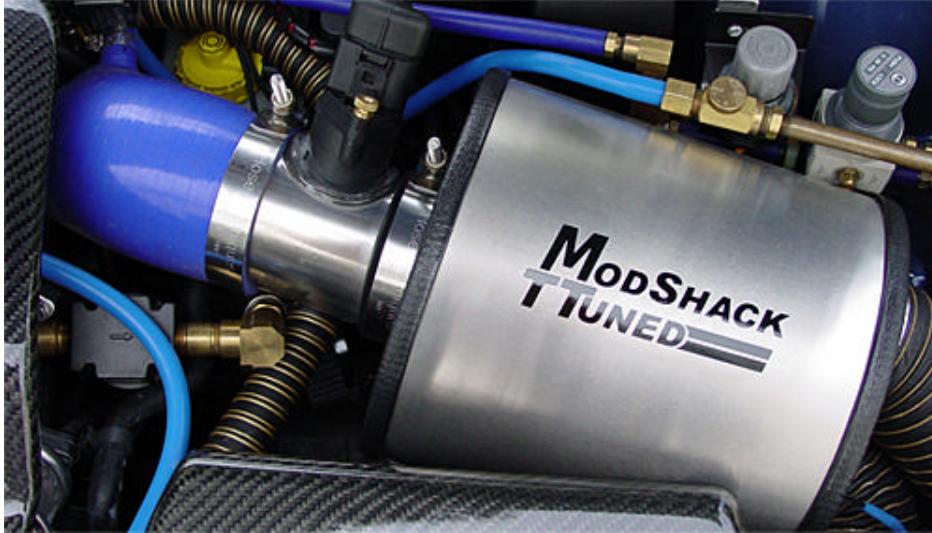


VW 1.8T

Original diag from www.S2central.com
modified for VW 1.8T by UKAUSSI




The DV is a closed system. You're just recirculating air. Think of it this way.

On Boost, you've built up a bunch of pressure. You close the throttle to shift and all that pressurized air has no where to go. Without a DV, it would stall the Compressor, potentially doing damage to the blades and losing all the rotational momentum. WITH a DV, as soon as you lift, vacuum opens the valve, depressurizing the intake tract and rerouting the air back to the compressor inlet. The compressor wheel keeps it's momentum and when you're back on the gas the DV shuts and the turbo is ready to boost immediately....



[1800 Pics, Mostly Mod and DIY stuff from the Modshack.....](#)

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 - [No No..You have it wrong...>](#)  - TTschwing 2004-05-21 20:07:12 (64 views)
 - [I looked at the diagram before, but read it wrong. AH-HAH! So is the N249](#) - burk_arTT 2004-05-21 20:19:42 (11 views)
 - [It controls the vacuum...](#)  - TTschwing 2004-05-22 04:24:59 (0 views)
 - [Thank you!](#)  - burk_arTT 2004-05-21 19:44:31 (3 views)

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