

BAILEY MOTORSPORT



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MOTORSPORT

PRODUCT RANGE

Welcome to the Bailey Motorsport 2004 catalogue



Bailey Motorsport began 15 years ago preparing race engines and cars for various levels of Motorsport and fast road use. We were heavily involved in the tuning of the Cosworth YB engine as fitted to the Escort and Sierra Cosworths and produced many race and championship winning cars. Competing at top levels gave us invaluable information on what parts worked and what didn't.

These early days of rolling road tuning, engine building and exhaustive testing both on track and road led us to develop a range of alloy oil and water tanks and later dump valves that could out-perform and outlast the competition. The word spread and our 'tanks' & 'valves' soon become essential kit for people serious about their cars looks and performance.

When we introduced our revolutionary 'Piston' dump valves in 1997, this marked a move in direction from engine tuning to full time alloy CNC machining and fabrication to keep up with demand.

Although we no longer prepare or tune cars, we still develop products at our Hertfordshire base and work with many engine builders, rolling roads and tuning companies to make sure that our products perform to their optimum.

The Bailey range is available from over 300 dealers around the world. Please contact us or check our website (www.baileymotorsport.co.uk or www.dumpvalve.com) for details of your local stockist.

We are also a major distributor for Samco Silicone Hoses, which perfectly compliments our alloy tanks and valves – Please see pages 10-11 for further details of this superb range.



3/4 DUMP VALVES



5 DUMP VALVE FITTING HITS



6/7 HEADER TANKS



8 OIL SEPARATORS AND FITTING
HITS / SWIRL POTS



9 POWER STEERING / WINDSCREEN
WASHER AND CHARGE COOLER TANKS



10/11 SAMCO SILICONE HOSES



Many thanks to Turbo Dynamics for supplying the Garrett T4 Turbocharger, Fast Car and Performance Ford magazines for Engine Bay shots.

Designed by Concept Multimedia, Bishops Stortford, Tel: 01279 873440 Catalogue compiled by Bruce Hatton

DUMP VALVES

ATMOSPHERIC 'WHOOOSH VALVES'

After many years of exhaustive testing on a wide variety of both road cars and high powered race cars, Bailey Motorsport introduced the Piston design in 1997. Piston dump valves have many advantages over their diaphragm style counterparts, including faster reaction times, increased boost capability and in the case of our 'EVO' valve the ability to work on cars with airflow meters, (not possible with diaphragm type dump valves).

All 7 types of Bailey Motorsport piston dump valves are precision CNC machined from aircraft quality aluminium alloy, use stainless steel bolts and rods, lightweight polymer pistons with special state of the art seal technology and are designed to be re-buildable for even greater longevity. All valves are tested prior to despatch and come with a 1 year guarantee.

DV24 SINGLE PISTON DUMP VALVE



The DV24 single piston dump valve is designed for turbocharged cars that use a carburettor, throttle bodies or fuel injection with no airflow meter. It has a 25mm push on base and comes supplied as standard with a 90° 4mm polymer push on vacuum/boost connection. The DV24 has a 60psi boost capability.

All Valves are available in 4 finishes:- Highly polished silver, red, blue or black anodised.
Please see Page 5 for details of vehicle applications and the associated fitting kit part number.

DV26 'EVO' TWIN PISTON DUMP VALVE



The DV26 or 'EVO' twin piston dump valve is designed for turbocharged cars that have fuel injection with an airflow meter or metering unit. The ingenious second piston allows cars to idle perfectly and for the fuel mixture to be unchanged which resolves all the running problems traditionally associated with diaphragm valves. It has a 25mm push on base and comes supplied as standard with a straight 4mm polymer push on vacuum/boost connection. The DV26 has a 60psi boost capability. Certain applications require a valve with a stronger spring, referred to us a DV26 'D' Type.

DV34/36 VENTURI DUMP VALVE

The DV34 and DV36 valves are an exciting new range of atmospheric valves designed with a single 'Venturi' style trumpet outlet. The DV34 is the single piston model, suitable for cars with no airflow meters and the DV36 is the twin piston model for cars with airflow meters.

These valves are a derivative of our DV30 re-circulating type, re-designed to offer a distinctive lower-tone pitch 'Dump'. After successful testing on our own race vehicles the DV34/DV36 has been made due to customer requests for an aggressive valve with increased airflow capability for higher power applications.

Please see page 5 for details of vehicle applications and associated fitting kit part number.



What Is A Dump Valve?

Dump valves (also known as blow-off valves) are not a new idea and have been around since the early 1980's. Their function is to release un-used boost pressure when lifting off the throttle of a turbo charged car. When accelerating the turbocharger produces boost (positive pressure) which is used to 'Force feed' the engine with large amounts of compressed air. When you lift off the accelerator, the throttle butterfly is closed and the boost has no escape route, so it backs up through the intercooler and causes back-pressure that tries to stop the turbo from spinning, this is known as 'compressor stall'. By fitting a dump valve, every time you release the throttle the excess boost pressure will be released, which means a significant reduction in turbo 'lag', contributing towards faster pick-up between gear changes. In extreme cases on cars with high revving engines or large turbochargers, the shaft within the turbo has been known to snap when no form of dump valve has been used. A counter product of the reduced back pressure is that the turbocharger itself will last longer as less thrust load is placed on delicate internals. These two reasons are why re-circulating dump valves are now fitted as standard equipment on most turbo charged production cars, albeit of sometimes compromised quality.

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Fax: 01763 242777

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DUMP VALVES



Subaru Impreza Version 5/6 Turbo
(incl. WRX/STI) 1999-'2001 Only

SUBARU DUMP VALVES

The new DV10 and DV12 valves are atmospheric (whoosh type) valves designed specifically for the 1999 onwards Subaru Impreza models that have an intercooler mounted factory re-circulating valve. Now late model Subaru owners can enjoy all the benefits of our 'EVO' twin piston dump valves legendary internals in a new CNC machined body designed to directly bolt to the intercooler. They take only 10 minutes to fit and come complete with the necessary hardware and instructions for easy installation. Capable of withstanding boost pressures of up to 60psi, these valves are suitable for all UK & Import specification cars and give a very distinctive 'Tsschh' noise.



Please see pages 5&7 for details of our valves and fitting kits for 1993-1998 Impreza models.

Subaru Impreza Version 7/8 Turbo (incl. WRX/STI) 2001 on Only

PISTON 'RE-CIRCULATING' VALVES

All the benefits of our piston design, but with less audible 'whoosh'. The DV30 was originally designed as a direct replacement for the factory fitted Bosch dump valve found on a wide variety of cars. The Bosch valve is made of plastic, contains a rubber diaphragm and is known to fail when subjected to too much boost pressure or excessive temperatures. The DV30 is the perfect choice for a standard car or fire-breathing 550+ BHP tuned vehicle, capable of withstanding huge amounts of boost with its high temperature piston internals and CNC machined body. As the DV30 is designed to direct the dumped boost back into the air filter or airstream, it is generally speaking 'silent' in operation and can alleviate any annoying 'fluttering' noises in many 'Bosch' equipped applications. It is also possible to retro-fit the DV30 onto a wide variety of cars, please call for details. Considered an essential upgrade for any vehicle with the VW/Audi 20v 1.8 turbo engine and fits all models listed below.



DV30
Piston Recirculating Valve

Our DV30 valve is a direct replacement for the following vehicles and generally require no fitting kit (some vehicles may require new hose clips)

AUDI
S2 Quattro
TT 1.8 20v Turbo (185/225 BHP models)
A3/S3 1.8 20v Turbo
A4 1.8 20v Turbo
S4 2.7 30v Twin Turbo (2 valves)

FIAT
Uno Turbo Mk1/Mk2
Punto GT
Coupe 16v/20v

FORD
Sierra/Escort Cosworth 2wd/4wd
Focus RS

LANGIA
Delta incl. HF & Integrale 8v/16v

MASERATI
Most Bi-Turbo models

PEUGEOT
406 Sri Turbo 8v

PORSCHE
911/944 Turbo

RENAULT
21 Turbo
GTA V6

SAAB
Most 900/9000 models

SEAT
Leon 1.8 20v incl. Cupra

VOLVO
440/480/740 Turbo

VOLKSWAGEN
Golf Mk4 1.8 20v Turbo
Passat Mk4 1.8 20v Turbo

Dump Valve FAQ's

Can I fit a dump valve to my non-turbo car?

No. A dump valve is designed as a pressure release valve ONLY for cars with turbochargers.

Can I fit a dump valve to my turbo diesel?

Diesels engines do not produce vacuum, so a conventional dump valve set up with a simple fitting kit is not possible. Some companies have developed ways into 'tricking' the valve to open with electronics or vacuum canisters, but we do not produce any fitting kits for diesel vehicles. We cannot give any technical advice on Diesel installations.

Will my car require 'Setting-up' after installing a dump valve?

No. All our valves are designed as 'Fit and Forget' items and can cope with most tuning modifications or increased boost levels.

How Loud are Bailey Dump Valves?

This depends on many variables, such as : Tuning modifications, timing alterations, general engine condition, boost levels and much more may affect the sound (loudness and pitch) of a dump valve. A race car running high boost on a large turbo will produce a massive rush of air (dump), but a standard production vehicle running light boost may produce a less powerful, but still audible 'Tsschh!'.

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DUMP VALVE FITTING KITS

We manufacture the largest range of dump valve fitting kits in Europe and now have most popular turbo'd vehicles covered. These kits are designed with DIY fitting in mind, come packaged with car specific fitting instructions and all components required to complete installation. If your vehicle was equipped from the factory with a re-circulating valve, our kits will either remove or blank off the O.E. valve so that our valve can function correctly. As most kits contain silicone hose, we offer a choice of blue, red or black hose to co-ordinate with your engine bay and choice of piston dump valve. Please specify at time of order by simply adding the suffix BU for Blue, RD for Red or BK for Black. Unless otherwise instructed blue hose will be included.

This list is constantly being updated, so please call if your turbo car is not listed.



FITTING KITS FOR DV24/DV26 SERIES VALVES

	FITTING KIT	DUMP VALVE		FITTING KIT	DUMP VALVE
AUDI					
A4 1.8 20v Turbo/VW Passat	FK96	DV26			
A3 1.8 20v Turbo	FK97	DV26			
TT 185/225	FK99	DV26			
DAIHATSU					
Charade GTti	FK45	DV24			
FIAT					
Uno Turbo Mk1 (1.3)/Punto GT	FK25	DV26			
Uno Turbo Mk2 (1.4)	FK26	DV26			
Coupe 16v/20v Turbo	FK28	DV26			
FORD					
Escort RS turbo S1/S2	FK5	DV26			
Focus RS '02 on	FK8	DV26			
Sierra/Escort Cosworth (std position)	FK10	DV24			
Sierra/Escort Cosworth 'Cold-side'*	FK11	DV24			
Escort Cosw. T25 (YBP)					
1995 on (small turbo)	FK12	DV26			
Fiesta RS Turbo	FK30	DV24			
LANCIA					
Delta incl. HF & Integrale 8v/16v	FK10	DV24			
LOTUS					
Elan SE Turbo 1.6	FK90	DV24			
Esprit Turbo 4cyl chargecooled (S4S/S300)	FK92	DV24			
MAZDA					
323 4x4 1.6 Turbo	FK50	DV26			
RX7 Twin Turbo (1 valve reqd)	FK51	DV24			
MCC					
Smart Car 3 cylinder	FK100	DV24			
MITSUBISHI					
GTO Twin Turbo - (1 valve reqd)	FK53	DV26			
Lancer EVO 5/6/7	FK52	DV26			
NISSAN					
200SX S14 2.0 Turbo '94-'99	FK54	DV26			
200SX S13 1.8 Turbo '89-'93	FK55	DV26			
300ZX Twin Turbo - (2 valve Rqd)	FK57	DV26			
Sunny/Pulsar GTI-R	FK56	DV26			
PEUGEOT					
406 8v Turbo	FK10	DV24			
RENAULT					
5GT Turbo	FK20	DV24			
21 Turbo	FK10	DV24			
ROVER/MG					
220/420/620 Turbo	FK35	DV24			
820 Turbo	FK38	DV24			
Metro Turbo**	FK40	DV24			
Maestro/Montego Turbo	FK42	DV24			
SAAB					
9000 2.3 Turbo	FK10	DV26			
SEAT					
Only DV30 recommended - Please call					
SKODA					
Octavia RS 1.8 Turbo 20v	FK98	DV26			
SUBARU					
Impreza VER 1/2 '93-'97	FK65	DV26			
Impreza VER 3/4 '97-'98	FK66	DV26			
Impreza VER 5/6 '99-01		DV10			
Impreza VER 7/8 '01 on		DV12			
TOYOTA					
MR2 turbo	FK70	DV26			
Celica GT4 '94-'99 ST205	FK71	DV24			
Supra Single Turbo	FK72	DV26			
Celica GT4 '87-'93 ST165/185	FK73	DV26-D			
Starlet GT Turbo 1.3	FK75	DV24			
VAUXHALL					
Calibra/Cavalier Turbo	FK60	DV26			
Astra MK4 Turbo '01/VX220 on	FK62	DV26-D			
VOLVO					
440/480/740 Turbo	FK10	DV26			
850 T5/T5-R	FK80	DV26			
VW					
Golf MK4 1.8 Turbo 20v	FK95	DV26			
UNIVERSAL					
'Weld-on' kit (Alloy)	FK-W0A	N/A			
'Weld-on' kit (Steel)	FK-W0S	N/A			

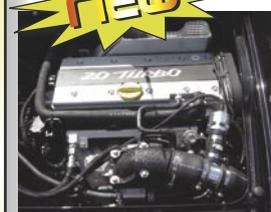
MCC Smart Car

FH100



Escort RS Turbo

FH5



Vauxhall VX220 Turbo with DV26 valve fitted

* (to move dump valve to other side of the intercooler) ** (specialist welding required, sold on an exchange basis, please call)

FITTING KIT SPARE PARTS

We manufacture a wide range of alloy adaptors, blanking plugs and alloy T-pieces to facilitate the fitting of our dump valves in 'One-off' installations. Our T-pieces all have swaged ends to stop the boost hoses from blowing off, have a 1" (25.4mm) dump valve take-off and are highly polished to match our range of valves and other alloy components. A full range of stainless steel hose clips, top grade Samco high temperature silicone vacuum/boost hose and a variety of plastic T-pieces, unions and adaptors are always held in stock. Please call for fitting advice on custom installations.

ABP8	8mm Polished alloy blanking plug	PE02	Straight Plastic 1/8" BSP D.V. top fitting
ABP20	20mm Polished alloy blanking plug	PE03	5mmx5mmx5mm Plastic T-piece (Vacuum)
ABP25	25mm Polished alloy blanking plug	PE04	5mm 4 way plastic cross piece (Vacuum)
ABP32	32mm Polished alloy blanking plug	PE05	6-4mm plastic vacuum reducer
ABP35	35mm Polished alloy blanking plug	PE06	1/8" BSP plastic blanking plug
BPS1	Bypass Valve Spacer - Escort Cosworth	PE07	6-4mm 90° Plastic Vacuum reducer
BPS2	Bypass Valve Spacer - Calibra Turbo	SMH01	2.5" Long silicone hose-1"/25mm diameter
BPS3	Bypass Valve Spacer - Astra Turbo	SVH03	3mm Bore silicone vacuum hose (per Metre)
CBU1	Cosworth Block union (oil separator return)	W0S25A	1"/25mm - Weld-on aluminium spout
PE01	90° Plastic 1/8" BSP D.V. top fitting	W0S25S	1"/25mm - Weld-on stainless steel spout



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HEADER TANKS

All Bailey header tanks are designed as direct replacements for the original, requiring no special hoses or tools to enable fitment. Where required, they come supplied with threaded CNC machined bosses to allow re-fitment of O.E. water level sensors and come supplied with a quality high-pressure cap.

They are fabricated from the highest available quality aluminium sheet, feature very strong press-formed lids, machined push-on connectors and sturdy mounting brackets. These component parts are placed on a 'jig' for dimensional accuracy and precision T.I.G. welded with ultra-high quality welding rods. Our tanks are a guaranteed 100% fit and will sit at the correct angle on the car.

Every 'tank' is pressure tested to over twice its normal operating range, so you are assured of reliability, even with increased coolant temperatures from high BHP cars. Standard plastic tanks can crack or split with the increased heat produced by a turbocharged or tuned vehicle, our tanks remain indestructible even on our own 550+ BHP race cars.

All 'tanks' are lightweight but very strong and are highly polished to a mirror-like finish. Our special 1.3 Bar (19psi) cap design raises the pressure within your cooling system which effectively raises the boiling point of the water, keeping your car cooler for longer.

These 'tanks' are equally at home on the race track or the street and if cared for will probably outlast your car! As seen on many show winning and magazine feature cars - a statement of quality and purpose.



Why Choose a Bailey Header Tank?

- Press formed lids are much stronger than butt welded types.
- No nasty square edges on our tanks, only smooth forms and curves are used.
- Superior quality, high pressure screw cap with built in release valve.
- Properly swaged push-on connectors.
- Made from lightweight alloy, which dissipates heat faster than heavy stainless steel tanks.
- Race quality design & testing procedure.

Notes:

- 1 Not for late models with original square black plastic type header tank.
- 2 Not for models with square electrical connection for water level sensor.
- 3 Use Ford power steering cap, part no. 7253631 (Late Cosworth original cap) -Not Supplied.
- 4 HT10/1, HT10/2 & HT11/1 - Available with or without swirl pot connections - please specify at the time of ordering.



4

HT8

Ford Focus
1.8/2.0/RS



3

HTP9/1

Ford Focus 1.8/2.0/RS
header/power-steering
combined



4

HT10/2

As HT10/1 but with
threaded boss to
accept O.E. water
level sensor

HT10/1

Ford Sierra/Sapphire
2wd Cosworth



4

HT11/1

Ford Escort/Sapphire
4wd Cosworth



HT12/1
Ford Escort RS
Turbo Series 1/2



HT12/2
As HT12/1 but with
threaded boss to accept O.E.
water level sensor.

HT13/1

Ford Fiesta RS Turbo/XR2i



HTP14/1

Ford Escort RS 2000/XR3i/Mk5 & 6 header/
power-steering combined



HT15

Renault 5 GT Turbo/21 Turbo



HT16

Fiat Punto GT



HT17

Ford Fiesta XR2 Mk2



HT19

Vauxhall Nova/Corsa A



HT20

VW Golf Mk2 (early)

HT20/1

As HT20 but with
threaded boss to
accept O.E. water
level sensor.



HT21

Vauxhall Astra Mk1/Mk2 non-ABS



HT22

Peugeot 205 Gti 1.6/1.9



HT25

Renault Clio 16v Mk1/19 16v



HT28

Vauxhall Corsa B

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OIL SEPARATORS

Car manufacturers spend thousands of pounds developing efficient breather systems for their cars, which usually work perfectly okay for a standard model, but once the engine RPM or power output is raised (cams, increased boost pressure etc..) the standard system is no longer 'good enough'. Our breather systems actually separate the oil into vapour and liquid, which gives three major benefits:

- Reduced Crankcase Pressure - Freeing up crankcase pressure by increasing the capacity of the breather and adding more or larger breather pipes, has the result of reducing oil blow-by. This means quite simply that your engine will perform better for longer as the tough job of controlling the oil breathing system is taken care of by the Bailey Oil Separator.
- Oil Re-Circulation - Because our oil separators are designed to return the oil back to the engine sump, your oil will last longer and the risk of running out of oil is reduced. The oil particles that are suspended in the air that is released from the engine enter the separator and the separated oil is returned through a drain connection to the engine sump. There is also a large bore vent hose, that is routed safely underneath the car to expel any engine fumes.
- Mix Air and Fuel, NOT Oil - The standard Cosworth breather system vents oil mist back into the airbox, which means that older engines will have a small puddle of oil in their air filters! Engines mix air and fuel to produce power, but introducing oil as well leads to increased chances of detonation, which nobody wants.



OST13/1

Sierra Cosworth 2wd/4wd



OST14/1

Escort Cosworth



OST15/1

Escort RS Turbo S1 & S2



OST16/1

Escort/Sierra Cosworth 'Mirror Image'



OST17/1

Fiesta RS Turbo



OST20

Vauxhall Nova 16v

OIL SEPARATOR FITTING KITS

Oil Separator fitting kits for our oil separator tanks, these include all the necessary rubber hoses, stainless steel hose clips, adaptors/unions and instructions.

- OSF1
- OSF2
- OSF3
- OSF4
- OSF5

Sierra Cosworth
Escort Cosworth
Escort RS Turbo
Cosworth 'Mirror Image'
Fiesta RS Turbo



OSF1

Sierra Cosworth

SWIRL POTS

Water swirl pots are fitted as common practice on many race cars, where the demands on the cooling system are high due to increased power and engine revs. Swirl pots fit into the radiator top hose and their function is to swirl the incoming water, which due to centrifugal force removes the air bubbles through the top spout, which is then fed back to the top of the header tank. Removing the air caused by localised boiling within the cooling system will allow the water to have a more stable operating temperature. Once the air is removed your radiator will work more efficiently as air takes up valuable space without conducting any heat away.

We manufacture swirl pots for the Ford RS range and all have been developed from our 10 years of racing experience and unlike some poor copies, swirl the water properly.

An ideal partner to our range of header tanks, all swirl pots are manufactured from the best quality aluminium and are highly polished.



All swirl pots are supplied with a fitting kit (shown) including hose clips and Samco silicone hose in either blue, red or black.



SP17/1

Sierra Cosworth 2wd/4wd



SP18

Escort RS Turbo S1/S2



SP19

Fiesta RS Turbo



SP20

Escort Cosworth



SP21

Focus 1.8/2.0 (NOT RS)

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POWER STEERING TANKS

To match our other alloy products we also produce the following power steering tanks. These are precision made to the highest standard and polished to a mirror-like finish. Designed to accept the original manufacturers caps and to fit in the same position. The perfect finishing touch.



PST16/1
Ford Sierra & Escort Cosworth



PST20
Ford Focus (incl. RS)



PST30
Peugeot 106/Citroen Saxo



PST40
Vauxhall Astra Mk2/Corsa

WINDSCREEN WASHER & CHARGE COOLER TANKS

To match our other alloy products we also produce the following windscreen washer and chargercooler tanks. These are precision made to the highest standard and polished to a mirror-like finish.



CCR5
Focus RS Charge Cooler Tank
(incl. cap)



WWT33
Sierra Cosworth 3DR
Windscreen Washer Tank

TURBO DAMPER KIT

Made from highly polished stainless steel and fitted with high temperature spherically jointed bearings, this damper is designed for all YB series Cosworth engines using the 2wd exhaust manifold. The standard Ford damper is known to wear at a rapid rate and if left for long enough will eventually break the exhaust studs, meaning a costly repair job. Our damper has the following benefits:-

- Keeps the turbo properly supported
- Direct replacement for all 2wd Cosworths
- As the Cosworth 4wd head has no damper mounting lugs, the TDK38 is the ideal way of fitting a 2wd exhaust manifold (superior to the 4wd version for power) to a 4wd cylinder head.



TDK38
Cosworth
YB Engine

Can be used with T3, T35, and T4 turbos.

TURBO OIL FILTERS

Turbochargers have very delicate internal bearings that are subjected to incredible heat and can be damaged within a matter of seconds by small particles in the oil. Talking to specialist turbo suppliers, most turbo failures are due to oil contamination and this is not helped by the fact that your engine oil filter can only filter down to 100 microns.

Our turbo oil filters are precision CNC machined from aircraft quality aluminium alloy and contain a 25 micron stainless steel mesh, greatly increasing the life of your turbo's bearings. The filters do not require any form of cleaning in normal use, as their large internal surface area will not block even with swarf or particles that have passed through the engine's main oil filter.

The T0F31 filter is designed for direct fitting to the popular Garrett T3, T35 or T4 turbos and for even greater fitment flexibility the T0F41 filter has -4JIC fittings so that it can be used 'in-line' with a replacement Bailey Motorsport stainless PTFE lined turbo oil feed pipe. Oil feed pipe applications are constantly expanding, so please contact us if your vehicle is not listed below.



T0F41
TURBO OIL FILTER
-4 JIC Male to Male
(use with TFP
feed pipes)



T0F31
TURBO OIL FILTER
1/8" BSP Male to
Female (direct to
turbo only)



Garrett T4
Turbo fitted
with T0F31



TFP1
TURBO FEED PIPE
- Escort RST/
Cosworth 2WD
(shown with filter)



TFP2
TURBO FEED PIPE
- Escort/Sierra Cosworth 4wd
(shown with filter)

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SAMCO HOSE KITS



Samco Sport are the number one name in Silicone hoses for use in a wide variety of applications. These glossy, wipe clean hoses will withstand much greater pressures and temperatures than rubber hoses and will not harden or crack with age. Exacting production and testing techniques ensure that these are the finest hoses made and are used in all top levels of Motorsport.

The car specific hose kits listed below are designed to replace turbo, coolant and ancillary hoses and perfectly compliment the Bailey Motorsport range of alloy tanks and dump valves. We are a major distributor for the entire Samco range and have a wide understanding of their products and have worked with them on developing kits. Why not add a splash of performance and colour to your engine bay?



AUDI	DUMP VALVE	FITTING KIT	DUMP VALVE
A4 1.8 Turbo 20v '97on	(4)	Turbo	TCS60
S4 2.7 Bi-Turbo	(12)	Turbo	TCS151
TT/S3 Quattro 225BHP	(2)	Turbo	TCS155
TT Quattro 225BHP	(1)	Induction	TB1007
BMW			
Mini Cooper	(5)	Coolant	TCS181/C
CITROEN			
Saxo VTR MK1	(2)	Coolant	TCS145/C
Saxo VTS MK1	(1)	Induction	TCS152
FIAT			
Uno Turbo MK1 1301cc	(4)	Turbo	TCS13/A
Uno Turbo MK1 1301cc	(3)	Coolant	TCS13/C-A
Uno Turbo MK2 1372cc	(4)	Turbo	TCS13/B
*Uno Turbo MK2 1372cc	(4)	Turbo	TCS13/BD
Uno Turbo MK2 1372cc	(4)	Coolant	TCS13/C-B
*Punto GT Turbo	(4)	Turbo	TCS20/D
Coupe 20v 5cyl Turbo RHD(6)		Turbo	TCS58
FORD			
Escort Cosworth T25	(3)	Turbo	TCS01/B
*Escort Cosworth T25	(3)	Turbo	TCS01/BD
Escort Cosworth T25	(2)	Coolant	TCS01/C-B
Escort Cosworth T35	(3)	Turbo	TCS01/A
Escort Cosworth T35	(3)	Turbo	TCS01/A
*Escort Cosworth T35	(3)	Turbo	TCS01/AD
Escort Cosworth T35	(4)	Coolant	TCS01/C-A
Escort RS Turbo Series 1	(2)	Header Tank	TCS01/HT
Escort RS Turbo Series 1	(3)	Turbo	TCS02
*Escort RS Turbo Series 1	(3)	Turbo	TCS02/D
Escort RS Turbo Series 1	(2)	Coolant	TCS02/C
Escort RS Turbo Series 1/2	(3)	Ancillary	TCS03/C-A
Escort RS Turbo Series 2	(3)	Turbo	TCS03
*Escort RS Turbo Series 2	(3)	Turbo	TCS03/D
Escort RS Turbo Series 2	(4)	Coolant	TCS03/C
Escort XR3i Mk4 MFI	(3)	Coolant	TCS134/C
Escort RS2000 Mk5	(5)	Coolant	TCS239/C
Escort RS2000 Mk6	(5)	Coolant	TCS211/C
Escort/Orion MK5 1.8 Zetec	(8)	Coolant	TCS225/C
*Sierra Cosworth 2wd	(3)	Turbo	TCS04/D
Sierra Cosworth 2wd	(2)	Coolant	TCS04/C
Sierra Cosworth 2wd	(5)	Ancillary	TCS04/C-A
*Sierra Cosworth 4wd	(3)	Turbo	TCS05/D
Sierra Cosworth 4wd	(2)	Coolant	TCS05/C
Sierra Cosworth 4wd	(5)	Ancillary	TCS05/C-A
Sierra RS 500	(3)	Turbo	TCS14
Sierra RS 500	(4)	Coolant	TCS14/C
*Fiesta RS Turbo	(5)	Turbo	TCS11/D
Fiesta RS Turbo	(5)	Coolant	TCS11/C
Fiesta XR2i CVH8v	(5)	Coolant	TCS186/C
Fiesta Zetec-S	(7)	Coolant	TCS215/C
Puma 1700cc	(7)	Coolant	TCS97/C
Focus 1.8 16v	(5)	Coolant	TCS184/C
Focus 2.0 16v	(8)	Coolant	TCS198/C
*Focus RS	(2)	Turbo	TCS238/D
Focus RS	(10)	Coolant	TCS238/C

HONDA	DUMP VALVE	FITTING KIT	DUMP VALVE
CRX V-Tec '89-91	(2)	Coolant	TCS91/C
Civic Type R 2.0	(2)	Coolant	TCS203/C
MITSUBISHI			
Lancer EVO 4/5/6	(5)	Turbo	TCS57
Lancer EVO 4/5/6	(5)	Turbo	TCS57
Lancer EVO 4/5	(5)	Coolant	TCS57/C
Lancer EVO 6	(2)	Coolant	TCS100/C
Lancer EVO 7	(6)	Turbo	TCS167
Lancer EVO 7	(2)	Coolant	TCS167/C
NISSAN			
300ZX Twin Turbo	(4)	Turbo	TCS08
300ZX Twin Turbo	(2)	Coolant	TCS08/C
Sunny GTI-R	(2)	Turbo	TCS111
Sunny GTI-R	(2)	Coolant	TCS111/C
RENAULT			
*5 GT Turbo	(2)	Turbo	TCS06/D
5 GT Turbo	(2)	Coolant	TCS06/C
5 GT Turbo	(2)	Heater	TCS06/H
5 GT Turbo	(2)	Induction	TCS06/I
5 GT Turbo	(14)	Ancillary	TCS06/C-A
Clio 172 2.0 16v	(3)	Coolant	TCS221/C
Clio 172 2.0 16v	(3)	Ancillary	TCS221/C-A
ROVER			
220 Turbo Coupe/Gsi	(3)	Turbo	TCS127/D
220 Turbo Coupe/Gsi	(3)	Coolant	TCS127/C
SUBARU			
MASSIVE SUBARU RANGE AVAILABLE PLEASE CALL FOR DETAILS			
TOYOTA			
*MR2 Turbo (All)	(5)	Turbo	TCS69/D
MR2 Turbo REV1/2 '89-'93	(8)	Coolant	TCS208/C
MR2 Turbo REV 3 '93-'99	(7)	Coolant	TCS69/C
MR2 Turbo (All)	(9)	Ancillary	TCS69/C-A
Celica GT4 ST185	(3)	Coolant	TCS169/C
VAUXHALL			
Nova SR 1.3/1.4	(5)	Coolant	TCS32/C
Nova SR 1.3/1.4	(6)	Ancillary	TCS32/C-A
Nova GTE/Gsi 1.6	(4)	Mixed	TCS101/C
Corsa 1.4 SRI	(6)	Coolant	TCS105/C
Corsa 1.6 GSI	(4)	Coolant	TCS106/C
Calibra/Cavalier Turbo	(4)	Turbo	TCS40
Calibra/Cavalier Turbo -93/K	(2)	Coolant	TCS40/C
Calibra/Cavalier Turbo 93/K-(2)		Coolant	TCS40/D
VW			
Golf Mk2 GTI 8v	(6)	Coolant	TCS51/8v/C
Golf Mk2 GTI 16v	(7)	Coolant	TCS51/16v/C
Golf Mk3 VR6 (manual)	(7)	Coolant	TCS109/C
Golf Mk4 20v Turbo '99-'01	(5)	Turbo	TCS195/1
Golf Mk4 20v Turbo '01 on	(5)	Turbo	TCS195/2

* DENOTES KIT WITH DUMP VALVE PIPE INCLUDED, ALSO AVAILABLE WITHOUT

Kits are available in the following colours:- blue ●, red ●, black ●, purple ●, yellow ●, green ● and now available in orange ●. The number in brackets indicates the number of hoses in the kit. This is a small selection from a massive range, please call if your turbo car is not listed.

DUMP VALVE PIPES

Bailey Motorsport and Samco Sport worked together in developing these replacement hoses which feature a moulded 25mm diameter spout to accept one of our piston dump valves. Never has it been so easy to fit a dump valve, the job can often be finished in 10 minutes start to finish! Available as a single hose or as part of a complete kit of turbo hoses. These hoses not only look superb and ease fitment of our dump valves, but should you want to move your dump valve onto another car, simply remove the Samco hose and replace with the original standard hose. A perfect fitting solution for the perfect dump valve.

DESCRIPTION	PART NO.	VALVE	FITTING KIT
Fiat Uno Turbo Mk2 1400cc	DVP-UN02	DV26	PFK01
Fiat Punto GT Turbo (with cone filter)	DVP-PUNTO	DV26	PFK01
Ford Escort RST Series 1 ('85-'86)	DVP-RST1	DV26	PFK02
Ford Escort RST Series 2 ('87-'90)	DVP-RST2	DV26	PFK02
Ford Fiesta RST	DVP-FIET	DV24	PFK03
Ford Focus RS	DVP-FOCRS	DV26	PFK04
Ford Sierra Cosworth 2wd	DVP-COSS2	DV24	PFK05
Ford Sierra Cosworth 4wd	DVP-COSS4	DV24	PFK05
Ford Escort Cosworth	DVP-COSE	DV24	PFK05
Renault 5 GT Turbo	DVP-R5GT	DV24	PFK02
Toyota MR2 Turbo	DVP-MR2T	DV26	PFK06

Each 'PFK' fitting kit contains the clips, vacuum hose and other parts required to complete installation.



Focus RS with dump valve pipe and DV26 valve



Straight Reducers

Very popular in dump valve and turbo applications, used to make one hose size fit to another (using an alloy joiner in between).

170° C temperature range.

Sizes: Wide range available please call for details



Straight Hose Lengths

Suitable for air or water applications, available in 1 metre lengths. Ideal for intercooler, air filter, and radiator re-location when used in conjunction with the large range of elbows or bends. Can be specially ordered in a 'Fluorolined' version when required to carry fuel or oil. 170° C temperature range.



Sizes: 6.5, 8, 9.5, 11, 13, 16, 19, 22, 25, 28, 30, 32, 35, 38, 41, 45, 48, 51, 54, 57, 60, 63, 65, 68, 70, 76, 80, 83, 89, 102mm.

Elbows (Bends)

Suitable for air or water applications. Available in constant bore or reducing 45°, 90° or 135° versions.

170° C temperature range.

Sizes: as for straight hose lengths.



Silicone T-Pieces

Developed by Bailey Motorsport and produced by Samco, these silicone T-pieces allow even greater flexibility of installation for our range of piston dump valves.

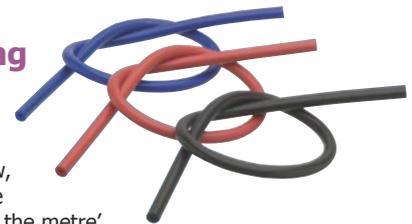
Available diameters: 38mm, 45mm, 50mm, 57mm, 60mm, 63.5mm and 70mm, all with 25mm dump valve take off.



Vacuum Tubing

Suitable for dump valves, vacuum lines, boost gauges, washer tubing, coolant overflow, emission control or wire insulation. Available 'by the metre' in 3mm diameter hose for dump valve/vacuum applications, 5mm for turbo wastegate/vacuum applications and in other sizes in 3 metre packs. Not suitable for oil or fuel applications. 200° C temperature range.

Sizes: 3mm, 4mm, 5mm, 6.3mm, 8mm & 9mm



All products on this page are available in the following colours:- blue ●, red ●, black ●, purple ●, yellow ●, green ● and now available in orange ●.

Tel: 01763 246660
Fax: 01763 242777



BAILEY MOTORSPORT

Royston, Herts, SG8 5JR, UK.

Tel: + 44 (0)1763 246660 Fax: + 44 (0)1763 242777

Email: sales@baileymotorsport.co.uk

Web: www.baileymotorsport.co.uk www.dumpvalve.com

Dealer Stamp

BAILEY AVIATION



Following on from our successful Motorsport range, for the past four and a half years we have been producing a range of Powered Paragliders (PPG's) known as Paramotors. These foot-launched machines are growing in popularity and are one of the most exhilarating and safest forms of flying available. Exciting recent developments include the release of the worlds first 4 stroke powered unit, set to revolutionise the Paramotoring world, with their quiet reliable power and superior fuel consumption. Like many of the items from our Motorsport range, these units are regularly winning championships around the globe and are regarded by many as the ultimate paramotors.

For a copy of the Bailey Aviation catalogue, please call 01763 246660 or visit www.baileyaviation.com.