



VW GOLF GTI MK8 FMDV32 FITTING INSTRUCTIONS



Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

TOOLS NEEDED:

7mm/10mm socket and ratchet

T30 Torx driver

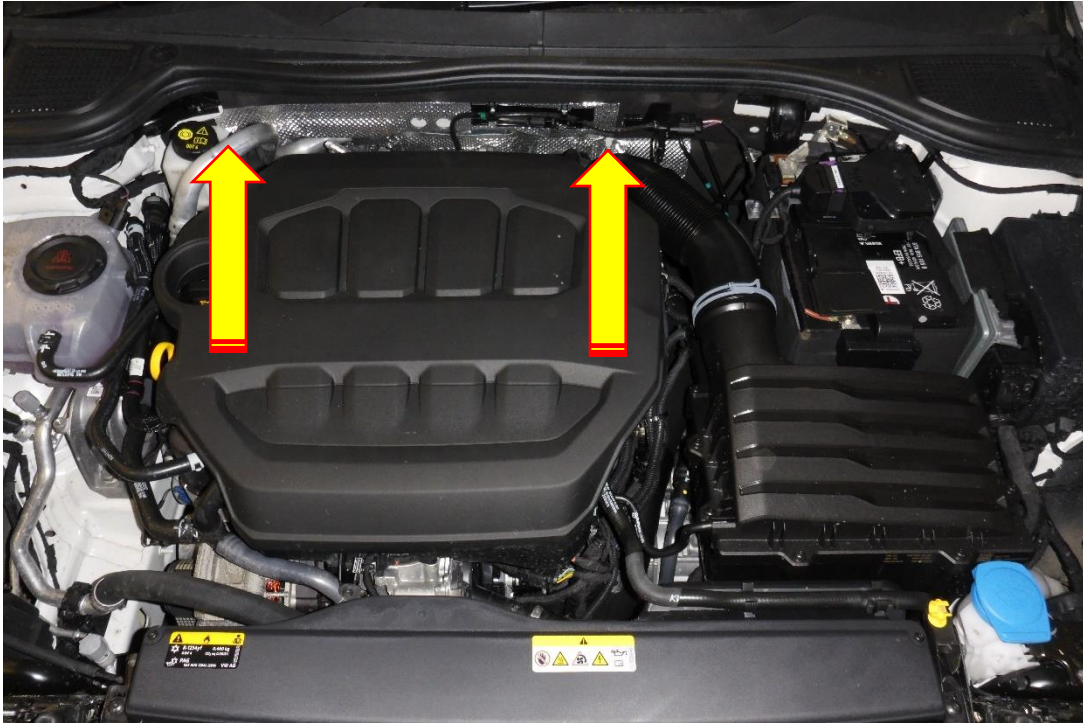
5mm Allen key

Flat blade screwdriver

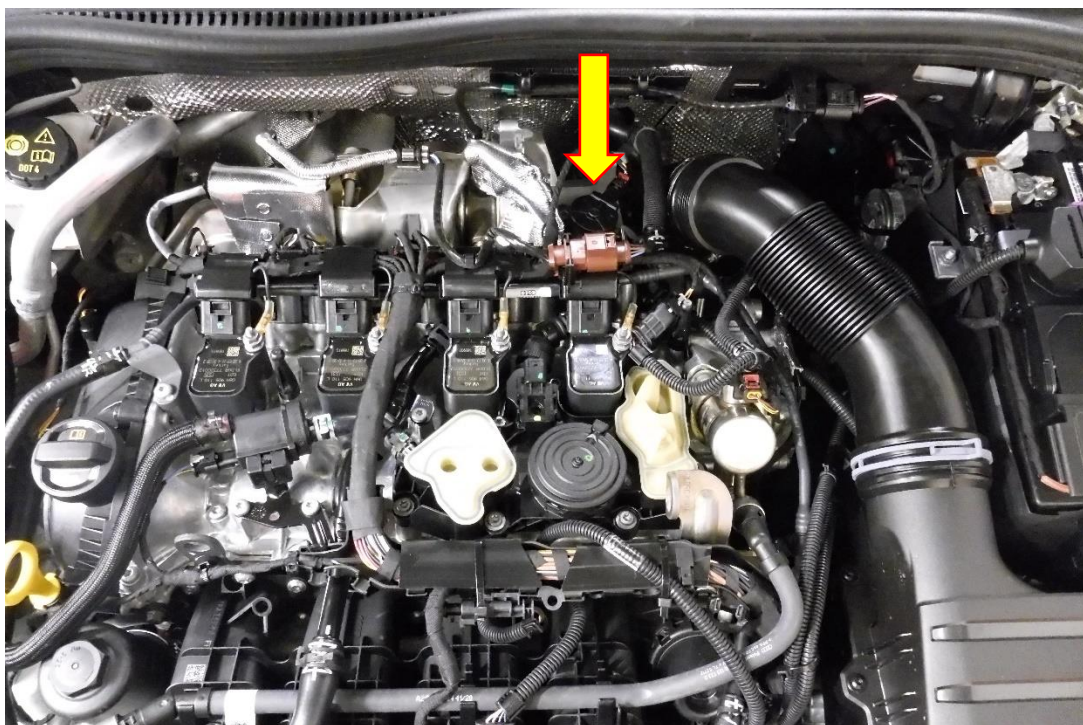
Side cutters

Long nose pliers/hose clamp removal tool

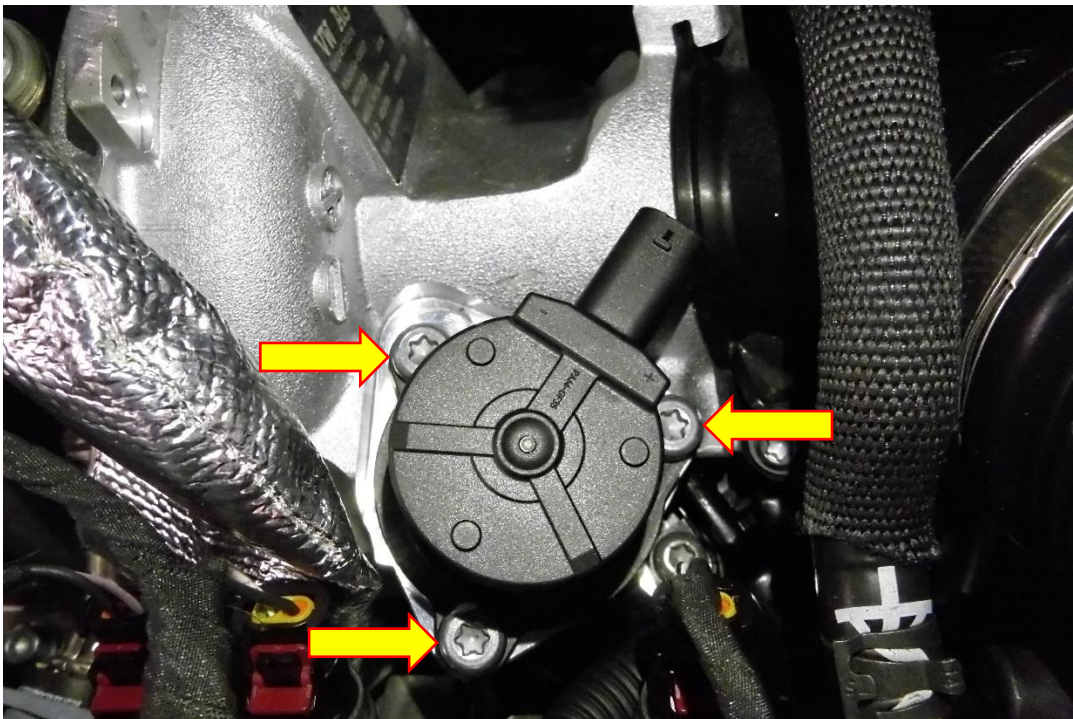
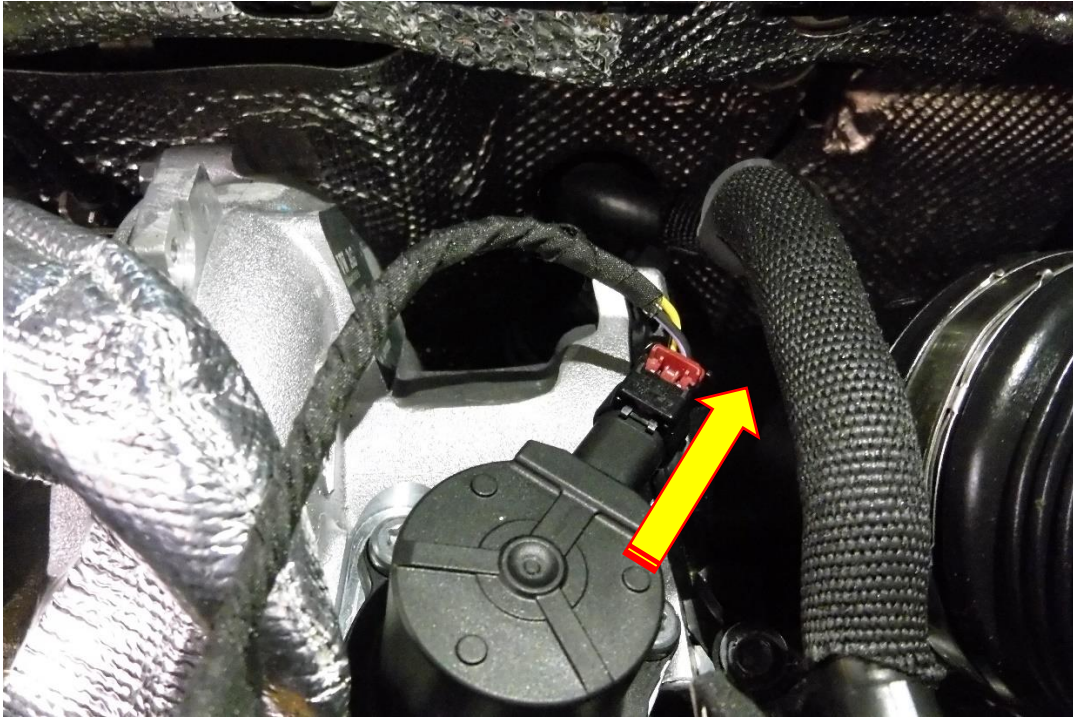
1. Open the bonnet of the vehicle, then remove the engine cover by pulling sharply in an upwards motion.



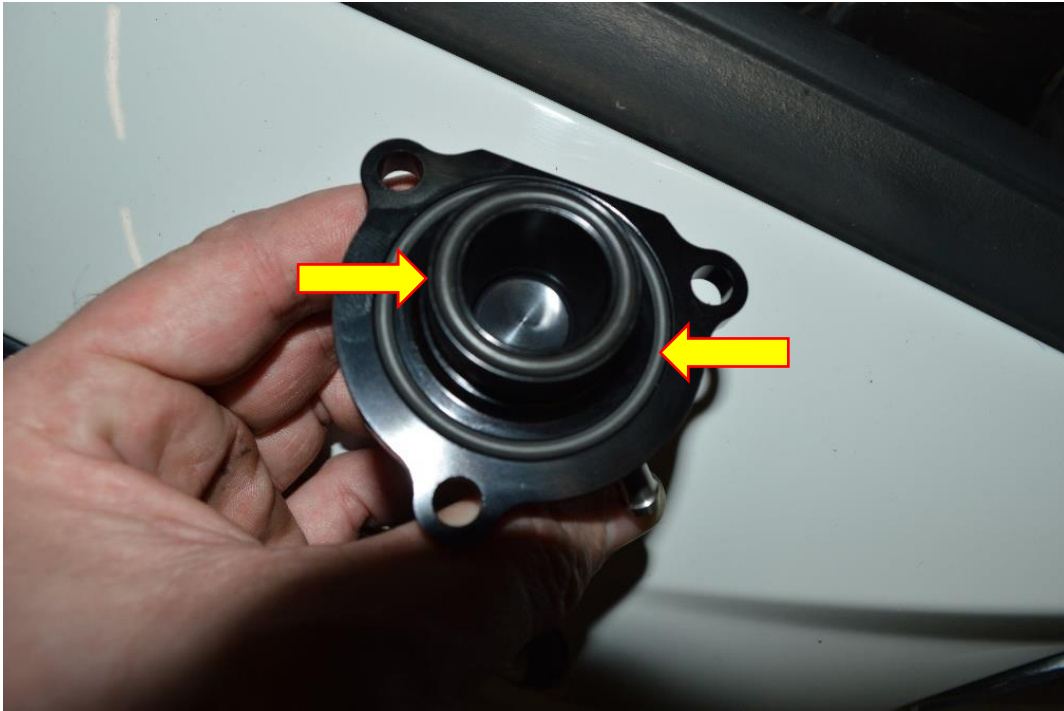
2. With the engine cover removed locate the original diverter valve.



3. On the OE valve push back the red retaining clip to allow you to remove the wiring loom. Remove the three T30 Torx fasteners attaching the OE valve to the turbo, the OE valve will now come away from the turbo.



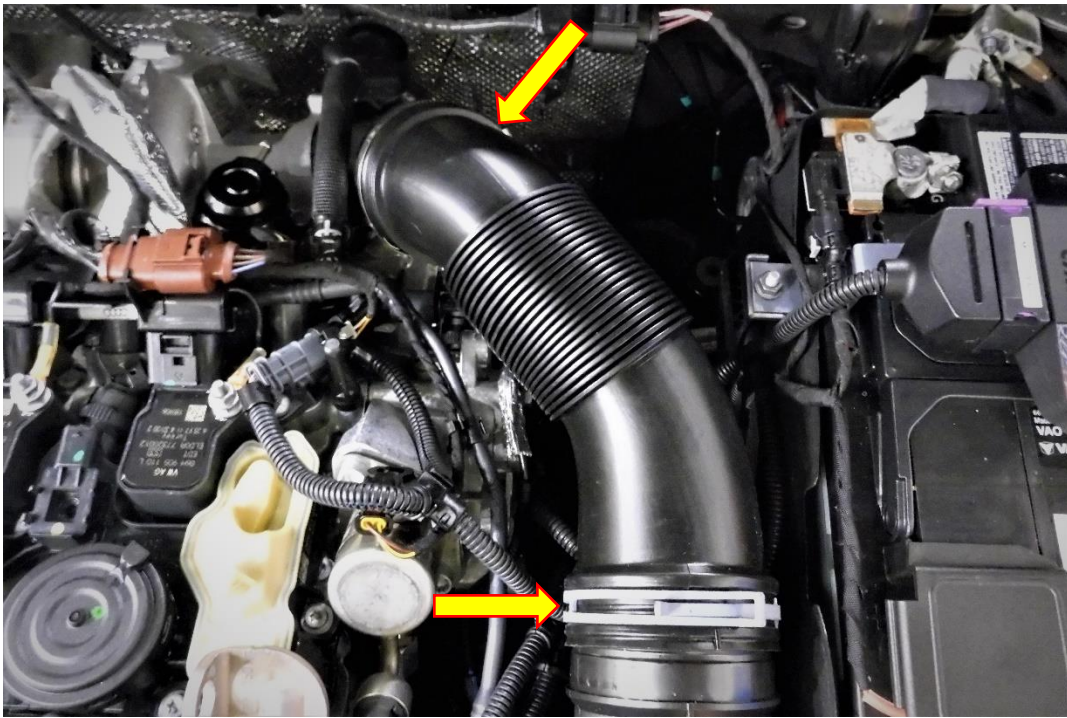
4. Place the O-rings provided into the Forge Motorsport valve before installing into position on the turbo.



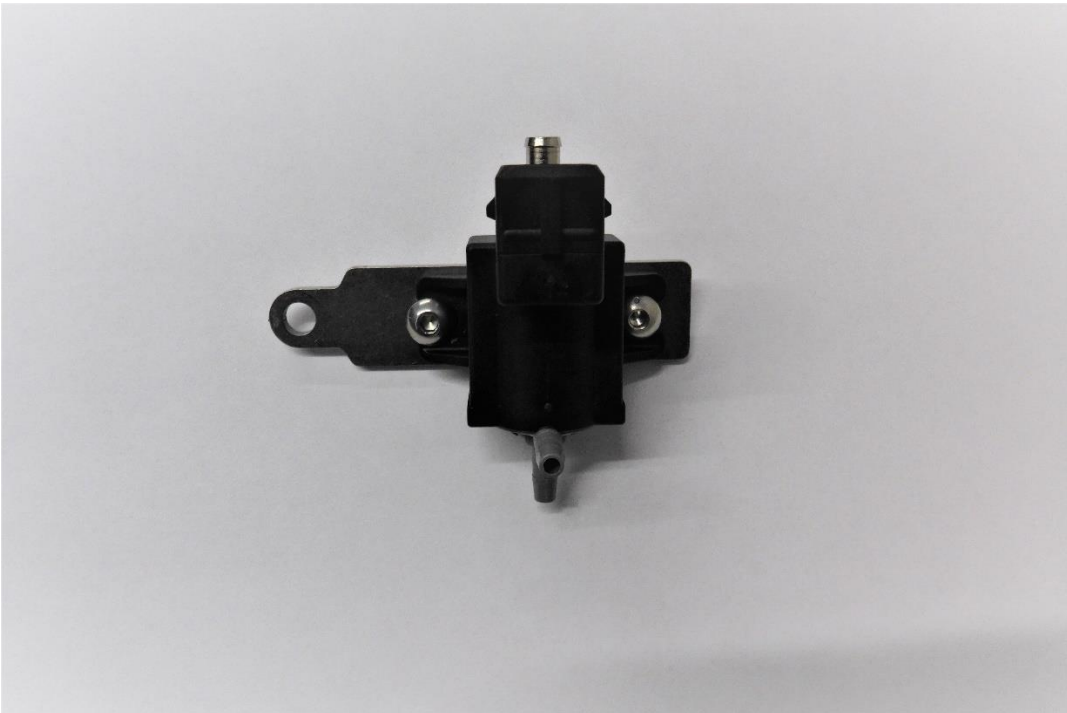
5. Take the Forge Motorsport valve and mount it into position where the OE valve used to be. Use the original T30 Torx fasteners to secure it in place.



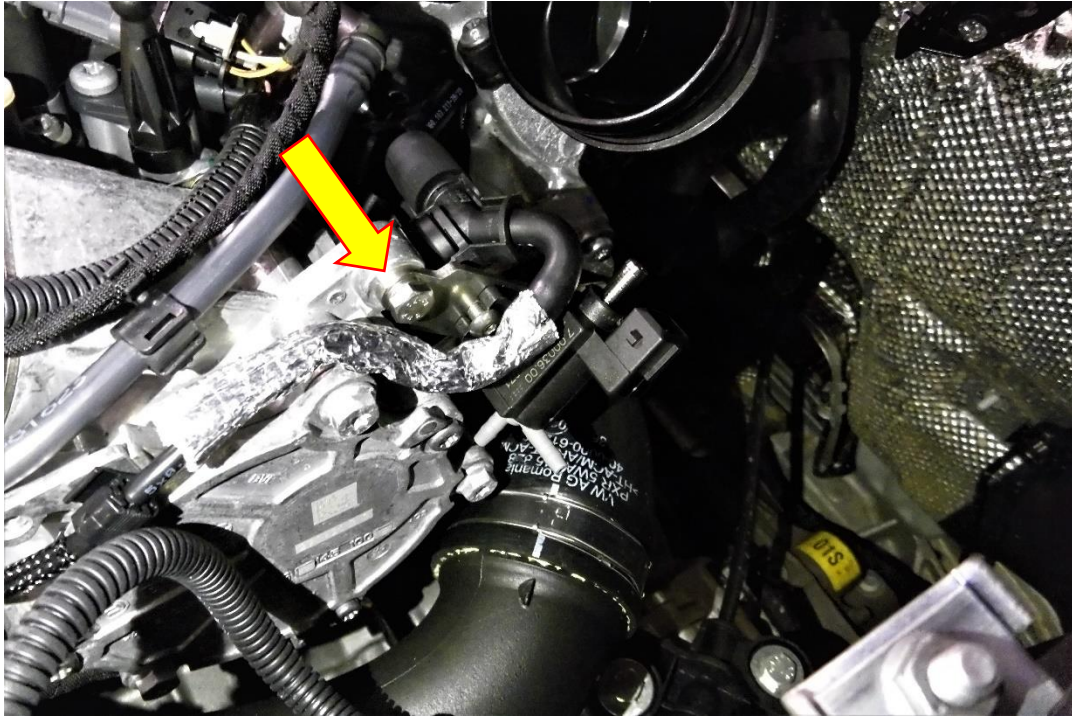
6. Remove both hose clamps which attach the intake pipe, use a 7mm socket and ratchet to release the clamp nearest the turbo. For the clamp at the airbox end use some long nose pliers or hose clamp tool to release it, the intake pipe will now come away from the engine bay.



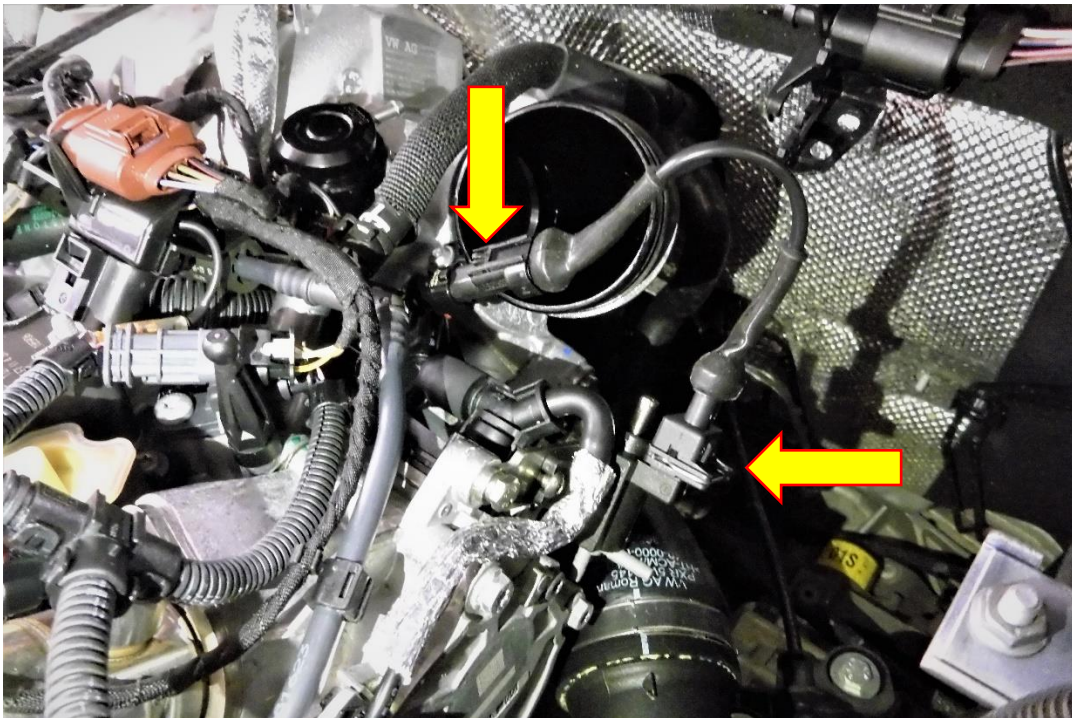
7. Take the solenoid and using a 5mm Allen key M4 attach solenoid to the bracket with the two M4 fasteners as shown in the picture below.



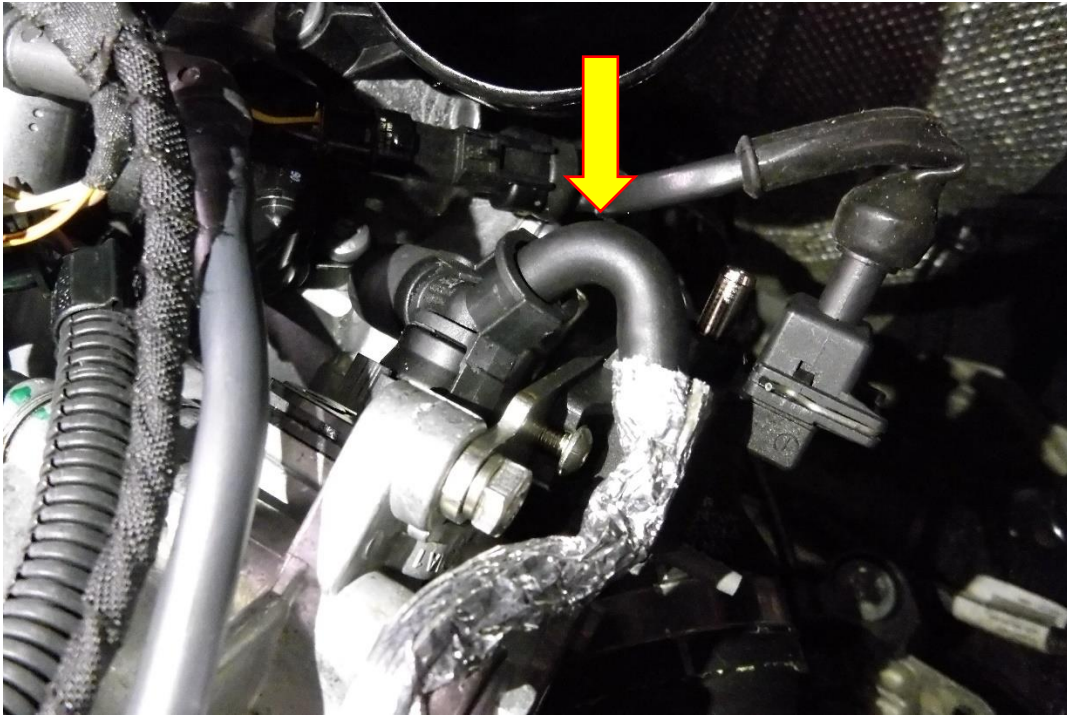
Use a 10mm socket and ratchet to attach the supplied M6 fastener, spring washer and solenoid bracket to the empty thread at the top of the engine.



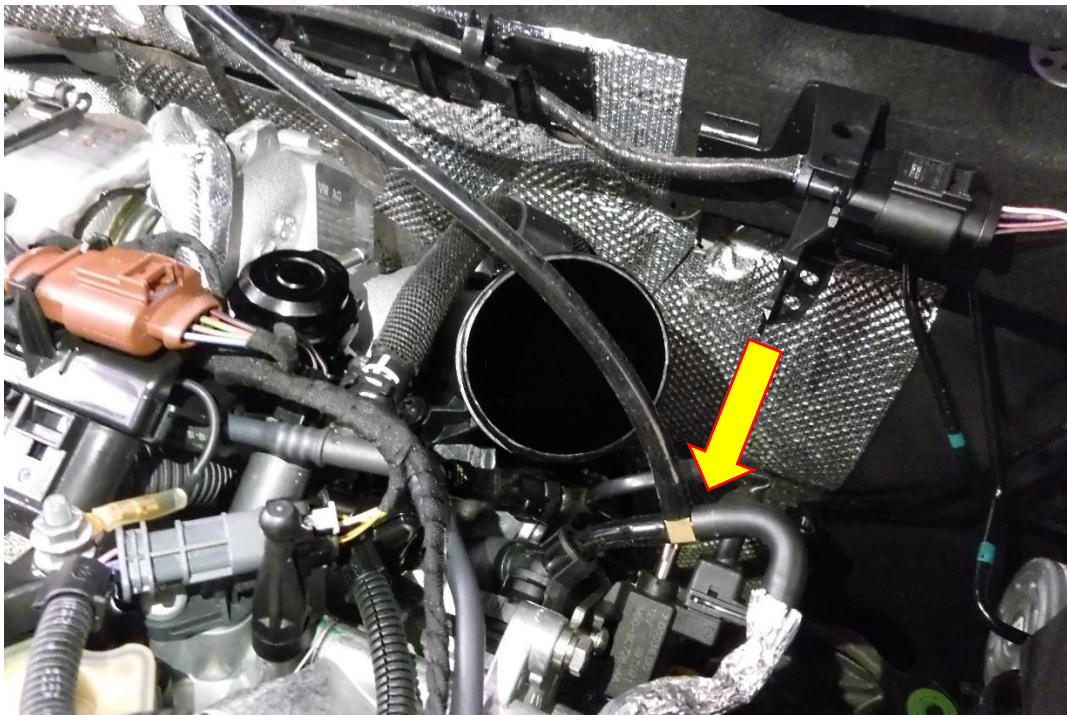
8. Take the wiring loom supplied in the kit and connect it to the solenoid and the other end to the loom which was attached to the OE valve.



9. The vacuum source in the engine bay is next to where the solenoid has been fitted. Pull the vacuum pipe away from the plastic joiner.



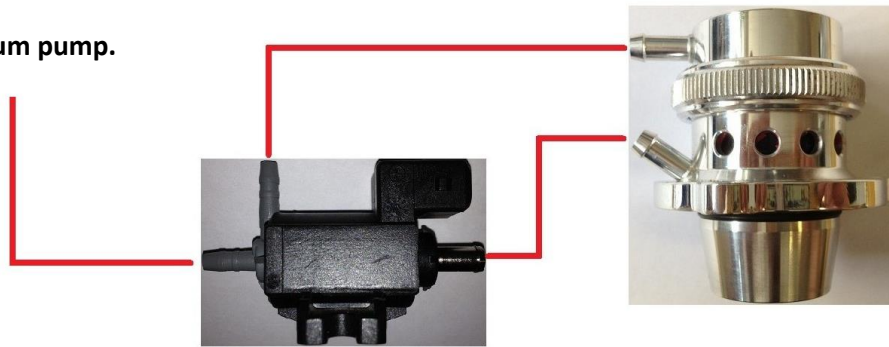
10. Using the supplied brass T piece and silicone pipe attach it to the vacuum pipe removed in the previous step just like it is in the picture below.



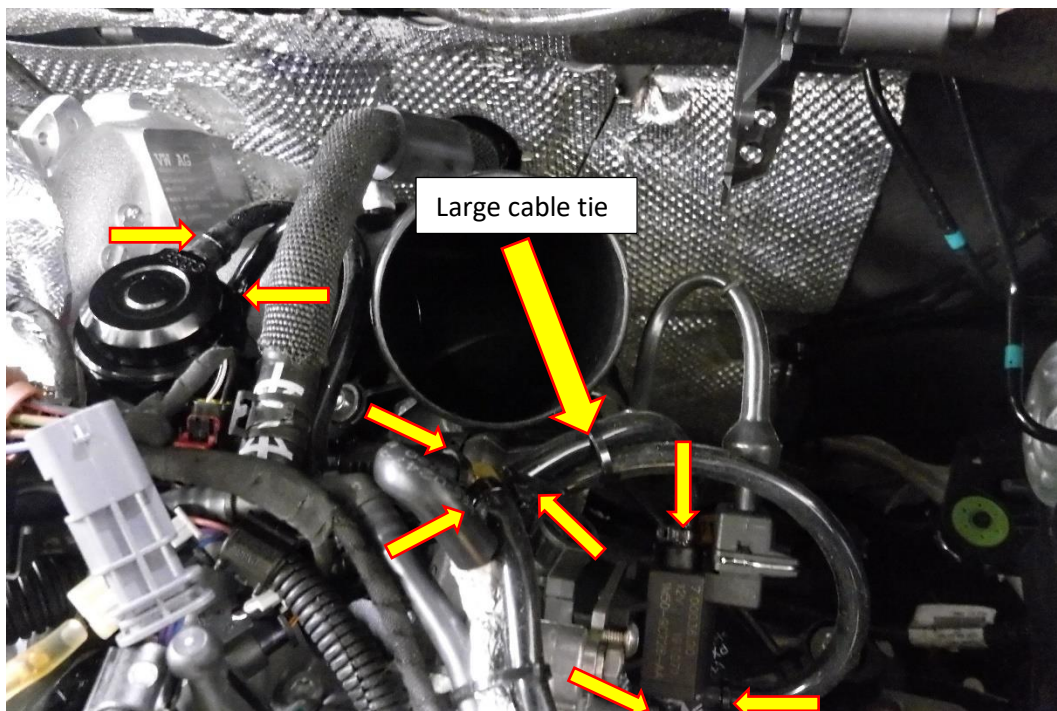
11. The next set of pictures are for illustration purposes - they may not be representative of your engine, but they are the clearest way to show you how to connect your solenoid to the atmospheric or recirculating valve you have fitted. Use the supplied silicone hose to do this, use a sharp knife or side cutters to cut the hose to length.

Overview of the vacuum hose routing

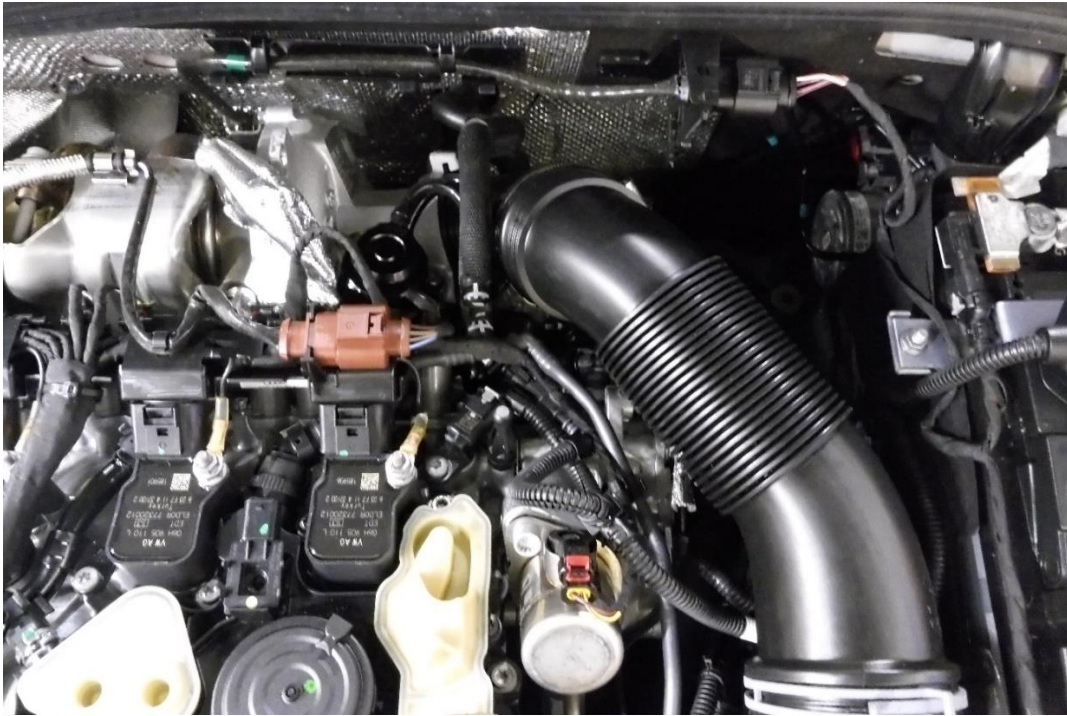
T piece to vacuum pump.



12. Once you have cut and run the silicon hose, secure each end with the supplied cable ties. Use the large cable tie to tidy and secure the hose and wiring loom. Make sure the wiring loom to the solenoid is not stretched or bent over too sharply, it should look like the picture below.



13. Finally, re-fit the intake pipe and engine cover to complete the installation. Take your vehicle for a test drive and enjoy your new Forge Motorsport product.



Forge Motorsport accept no liability for invalidation of your manufacturer's warranty or failure of any component or part due to incorrect installation of Forge Motorsport products.

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