



FMDV38 Fitting Instructions

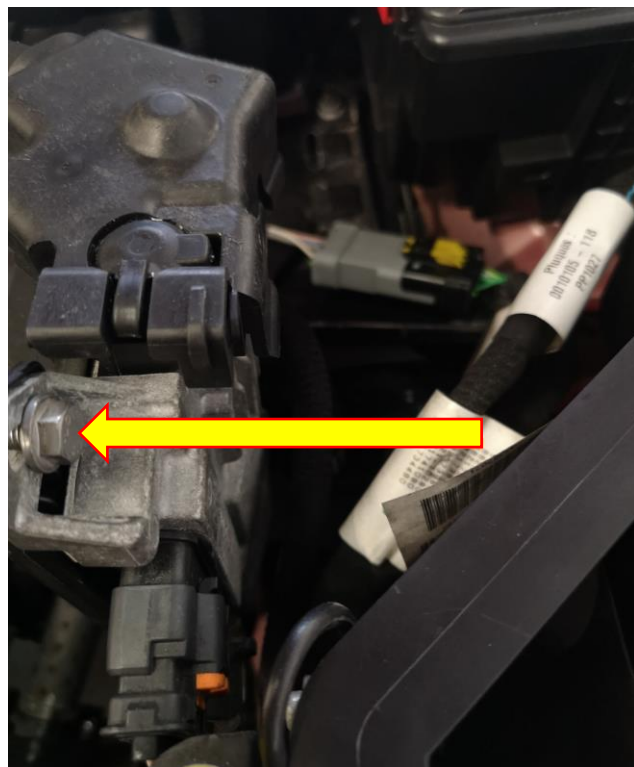


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

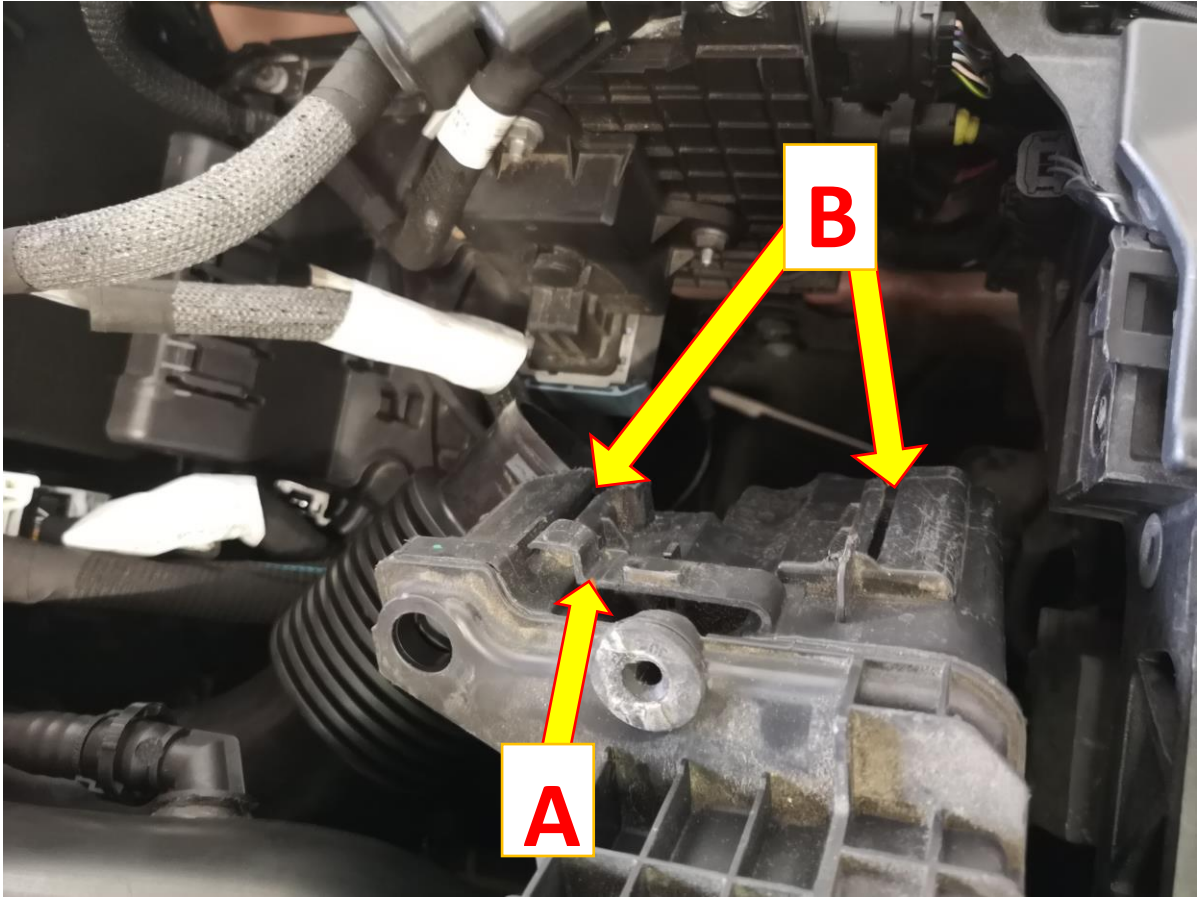
TOOLS NEEDED:

- Hose Clamp removal tool/Long nose pliers
- 3mm & 5mm allen key
- Flathead screwdriver / 7mm socket and suitable drive
- 10mm socket and suitable drive
- Allen Key
- Stanley knife

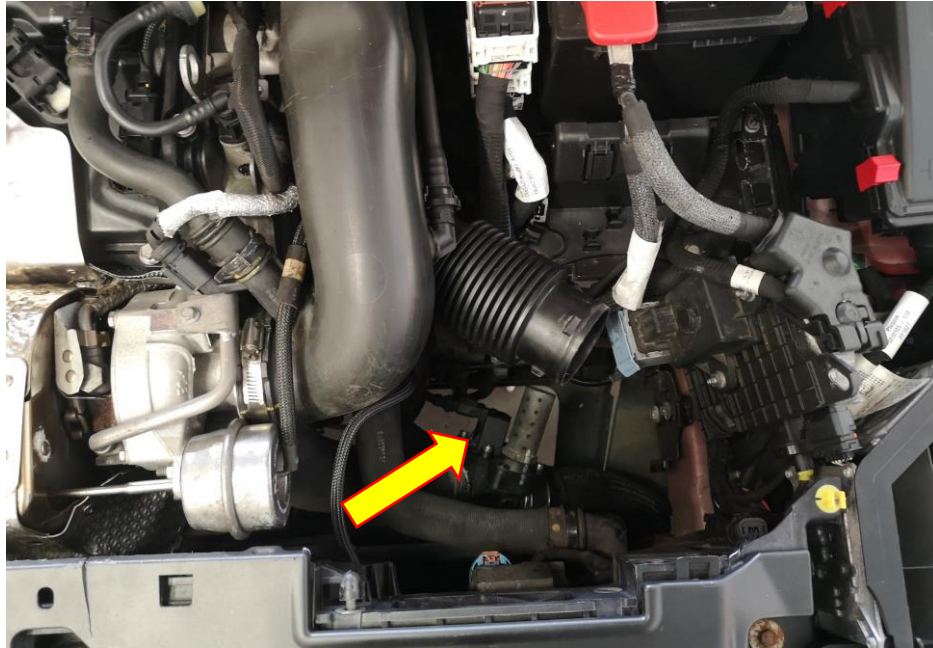
1. Open the bonnet, take a 10mm socket and suitable driver and undo the bolt as shown below.



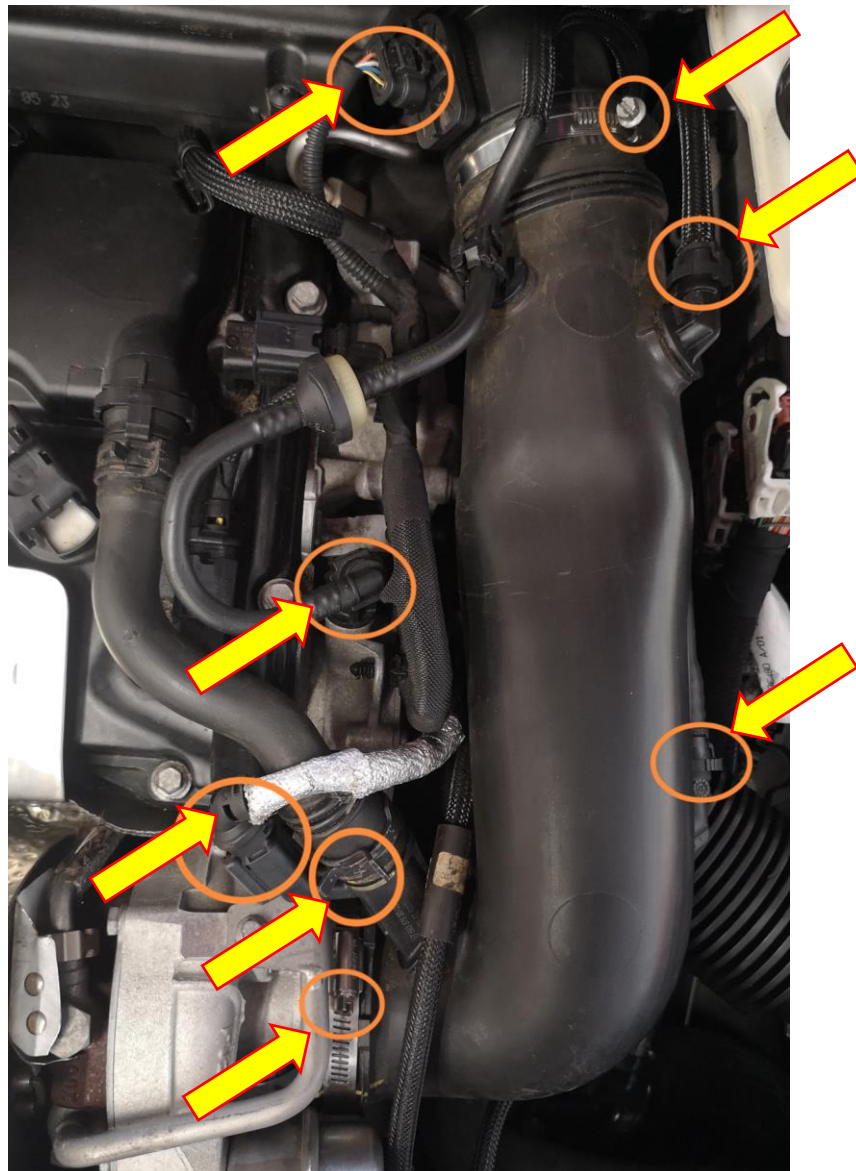
2. Gently lift the electronics unit off its mount on the OEM front airbox and move it slightly to the right. This will allow better access to the front airbox to remove it.
3. Using a flat head screwdriver pull the tab labelled A in the image below to the right of the vehicle and lift the OEM front airbox directly upwards to remove it. It is worth understanding how this component is attached for reassembly later. Labelled B in the image below are two slots on the OEM front airbox, these slot into C on the other image.



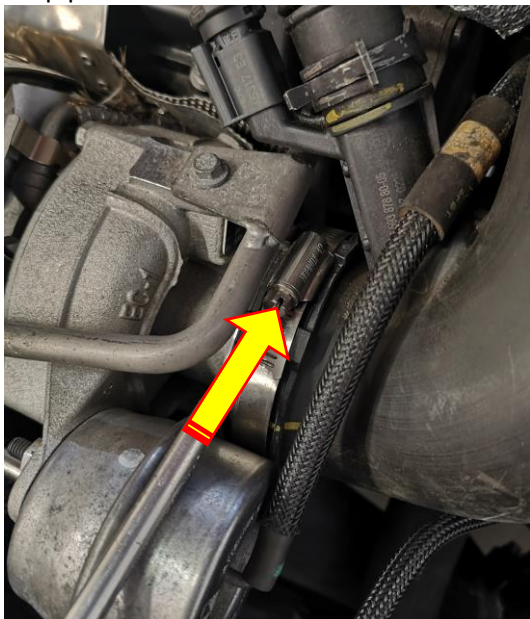
4. Now that the OEM front airbox is removed, and we have the electronics unit moved to the side we can see where the OEM valve is positioned.



5. To remove the inlet pipe to the turbo we need to undo it from the points labelled below, as shown in the following steps



6. Using a flathead screwdriver or a 7mm socket and suitable drive undo the two hose clamps attaching the inlet pipe to the turbo and airbox



7. Pinching your fingers on the flat areas of the clips will remove the two breathers from the right-hand side of the inlet pipe



8. Push the green clips into the vac pipe that is situated on top of the vac pump to disconnect it



9. Push the lock to the clip and pull from the plastic **NEVER THE WIRES** to disconnect the sensor below from where the inlet pipe meets the airbox



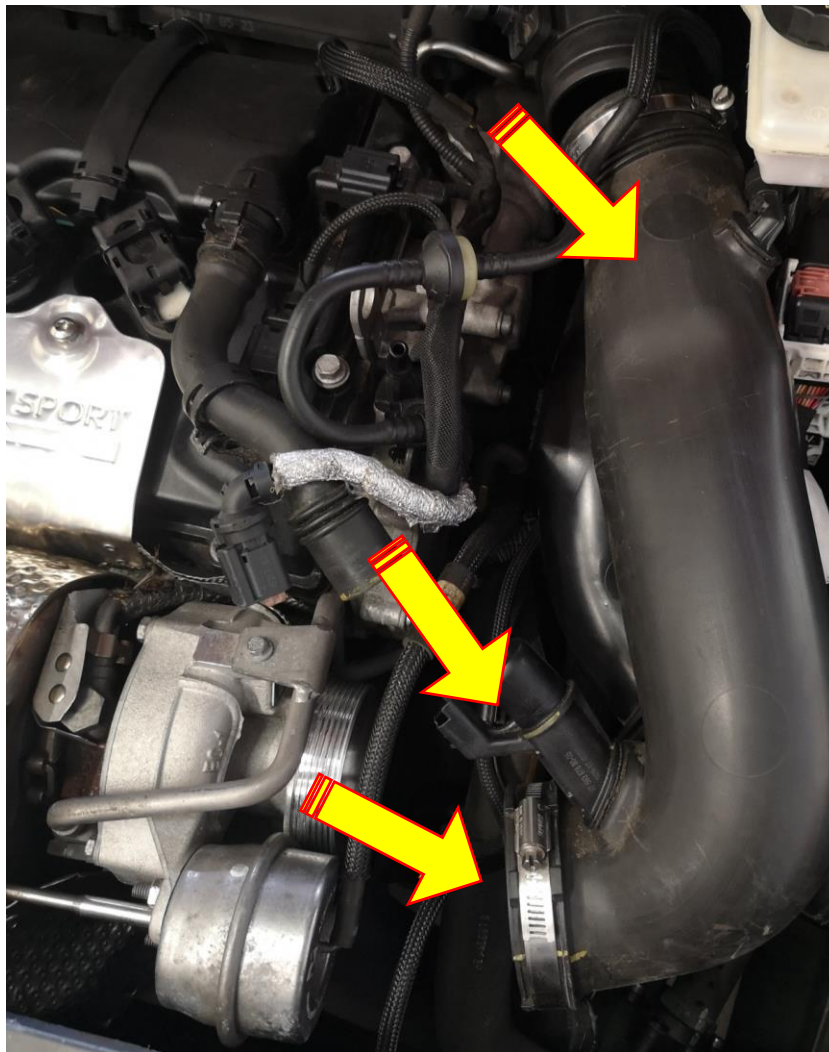
10. Take your flathead screwdriver and gently insert it into the bottom of the sensor as shown by the arrow below, that will disconnect the clip and you can gently pull it from the top to disconnect it.



11. Using a hose clamp removal tool or long nose pliers loosen the hose clamp from the base of the plastic, over the ribbed section and place it on the tube as shown in the image below



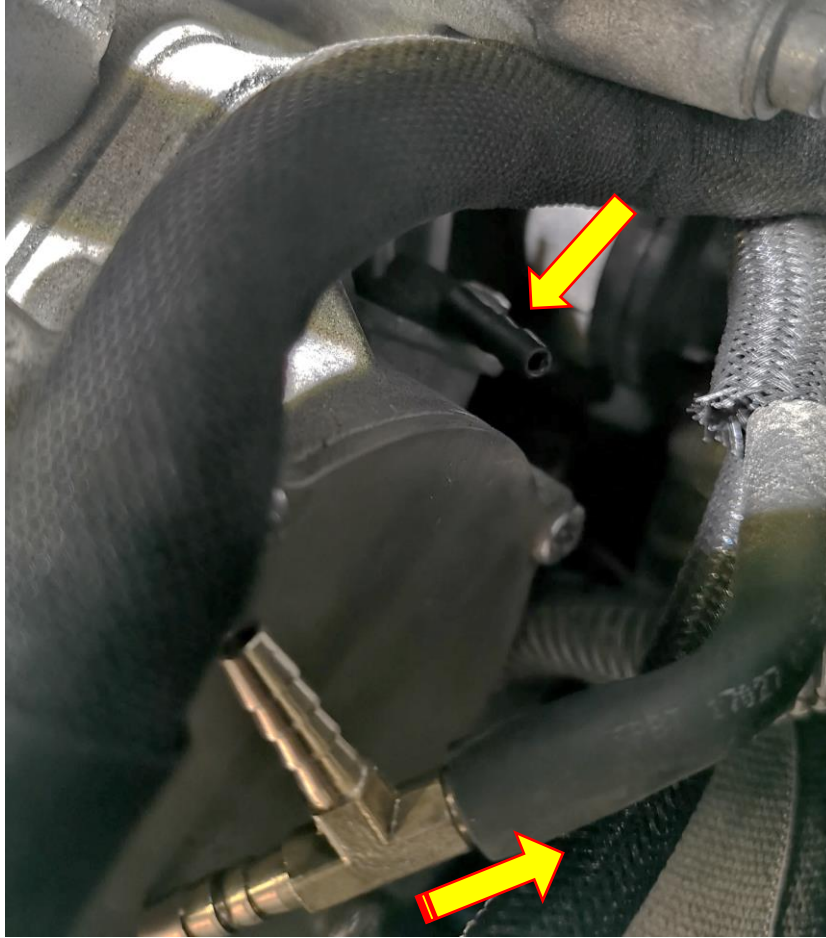
12. The inlet pipe should now be free for you to pull it to the right-hand side, leaving it in the position as shown below which will allow us access to a vac pipe.



13. The vac pipe is located in the area shown below.



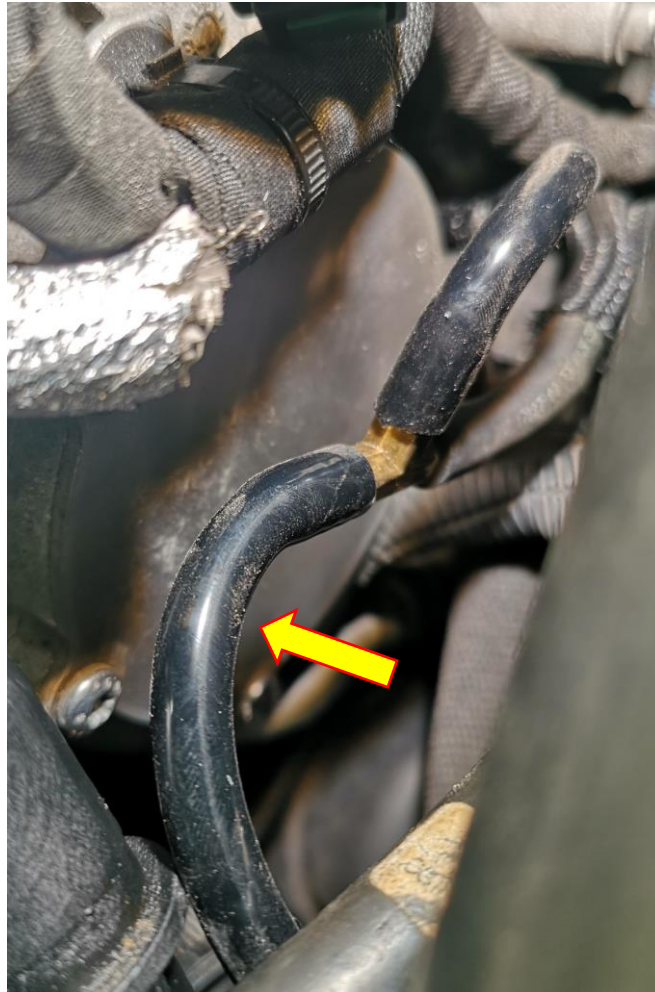
14. Pull the vac line off the vac pipe, you can see the black vac pipe arrowed below. Take the supplied brass T piece and push it into the OEM vac tube as shown in the image below.



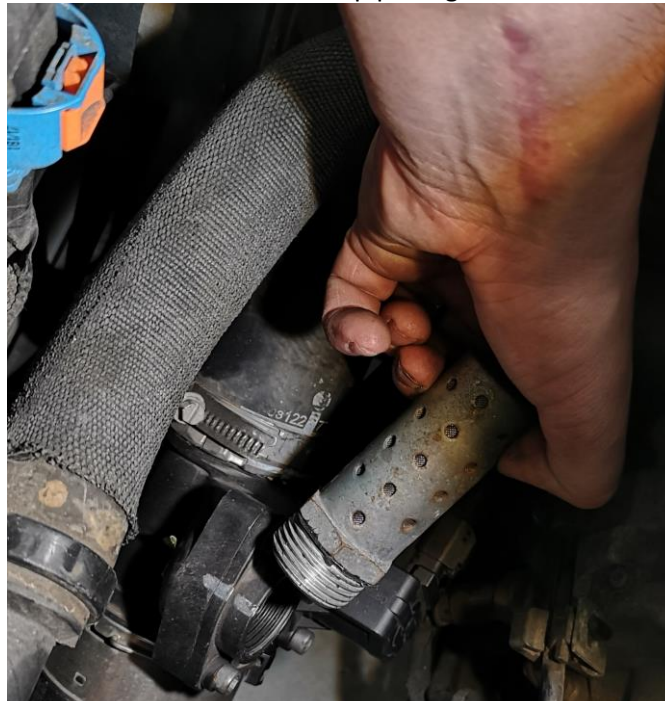
15. Cut a section of supplied vac line to join an opening of the T piece to the OEM vac pipe.



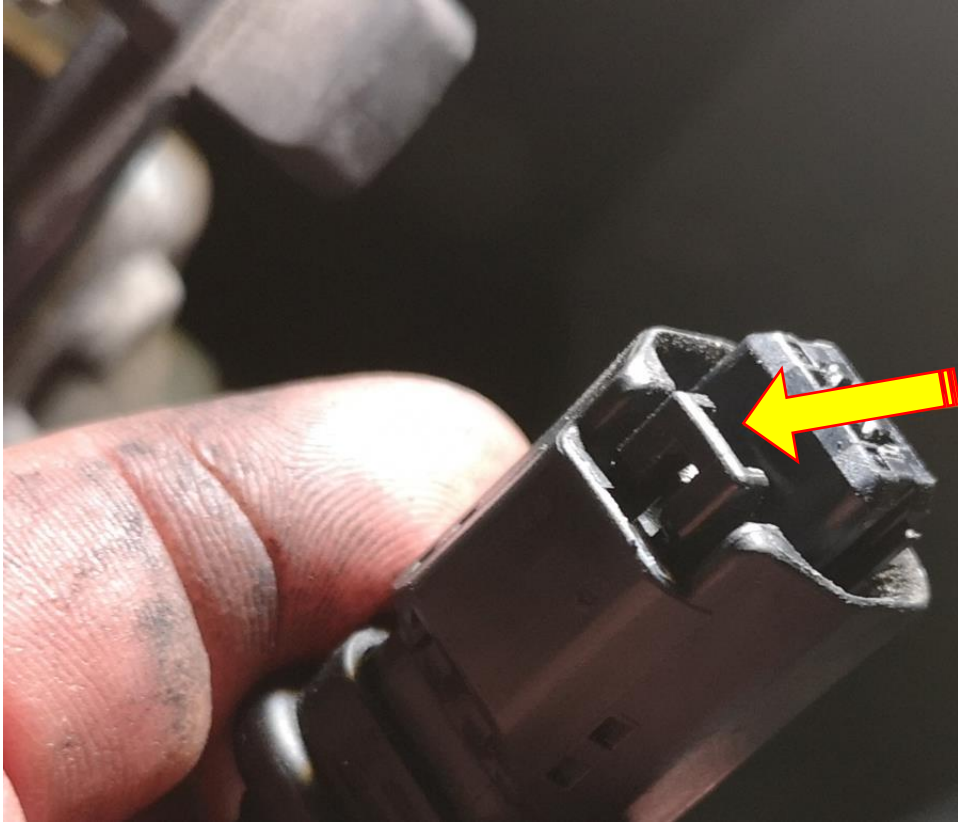
16. Cut a long section of supplied vac line and connect one side to the T piece to seal it off. This vac line will be running to the valve so leave this long for now as you can cut it back in a later step. Use the supplied cable ties to secure all 4 vac line points (one to OEM vac pipe at vac pump, and one for each vac line on the T piece)



17. By using your hand you can unscrew the resonator pipe to give more access room to the valve.



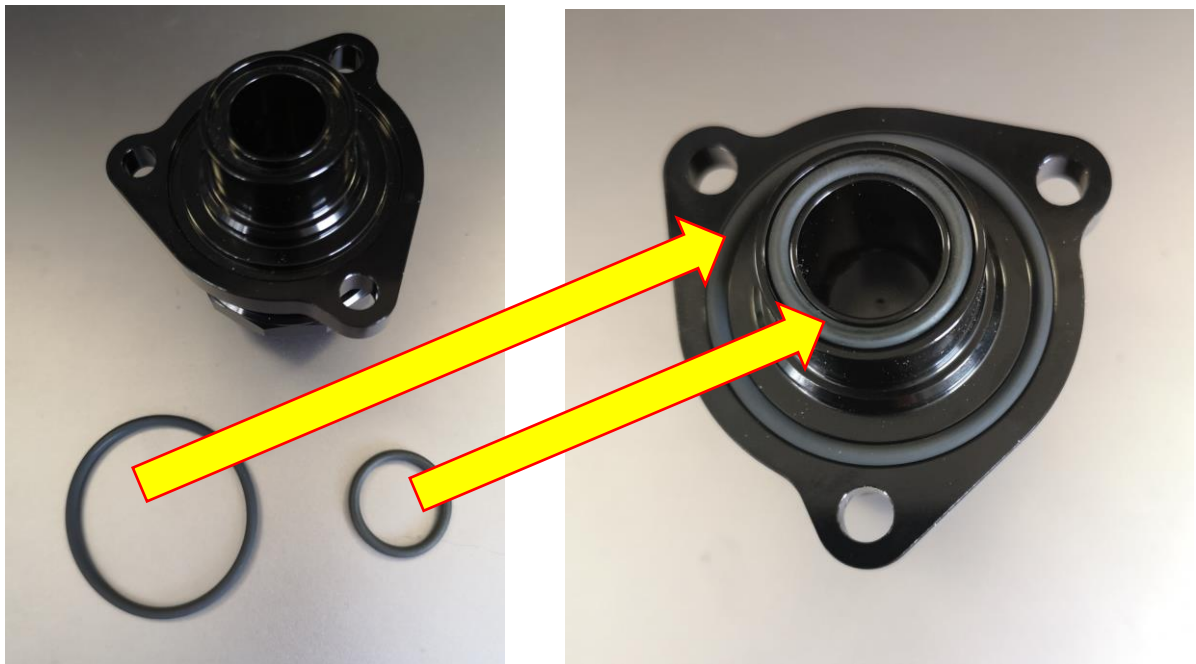
18. Push the arrowed pin up and pull the loom away to remove it from the OEM valve **DO NOT PULL FROM THE WIRE**



19. With a 5mm allen key undo 4 of the 5 bolts, leave this bolt connected as it will keep the plate on.



20. Place the 2 supplied O-rings into the grooves on the Forge Motorsport dump valve

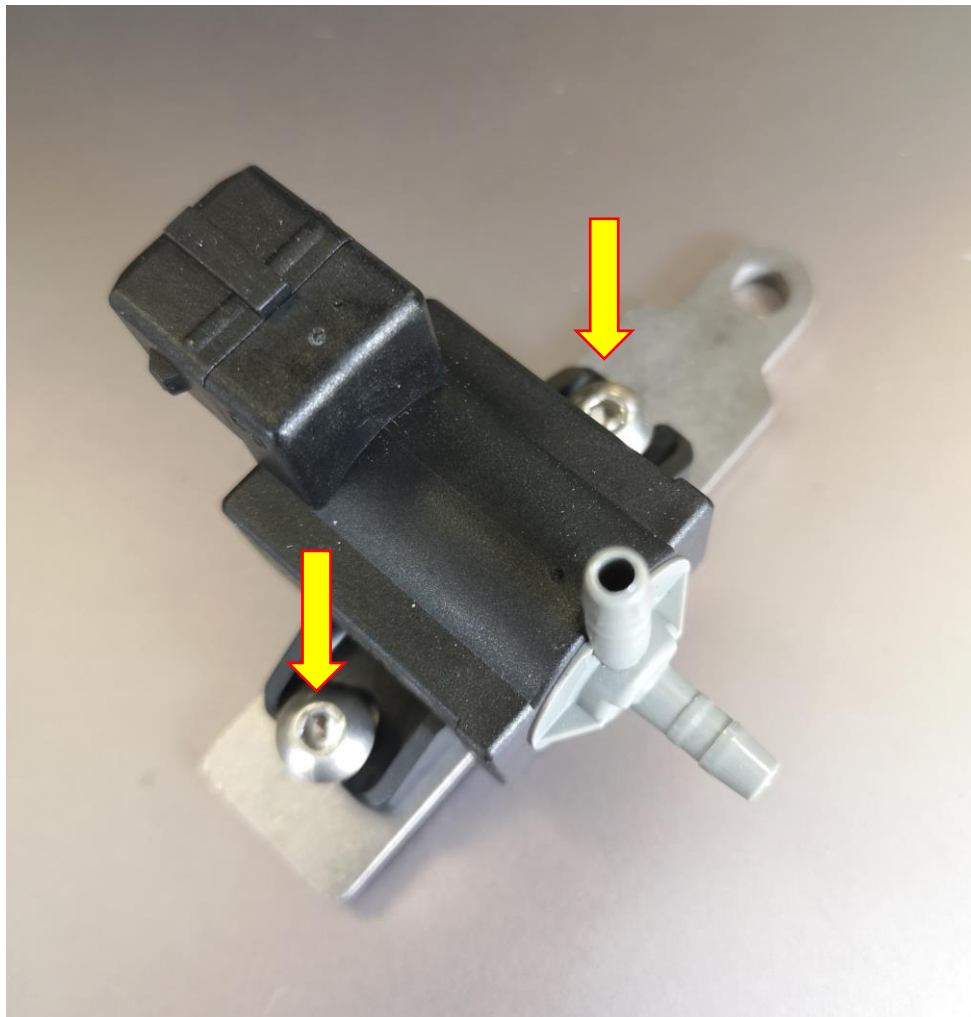


21. Place the dump valve into the hole you removed the OEM valve from. The valve has one orientation due to the bolt hole pattern.

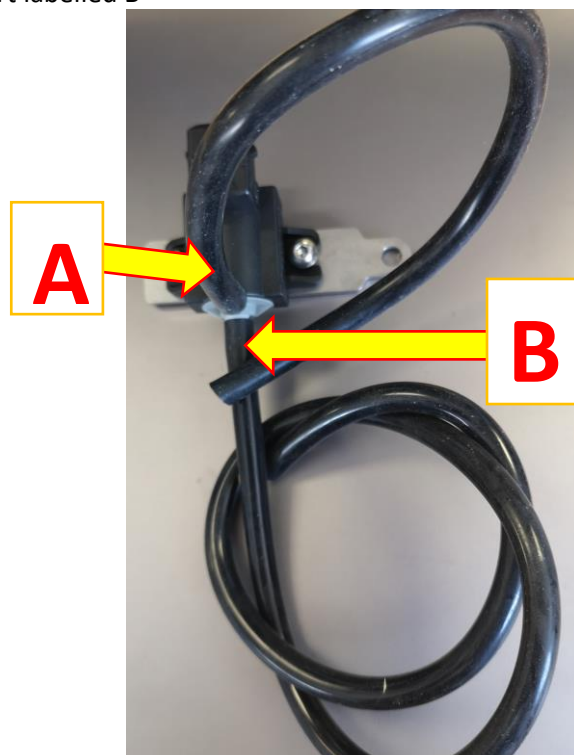
22. With a 5mm allen key tighten the 3 bolts to secure the Forge Motorsport dump valve into place



23. Using a 3mm allen key tighten the two bolts to secure the solenoid to the plate in this orientation.



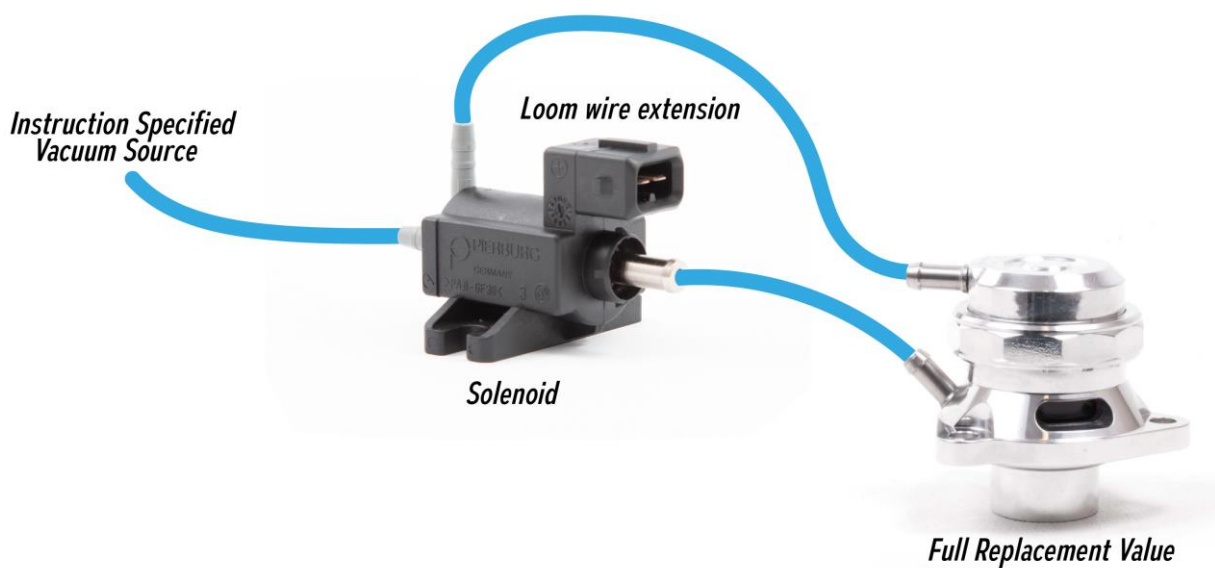
24. Use the supplied vac line and cut two approximate lengths of 150mm and connect to the top port labelled A and 200mm to side port labelled B

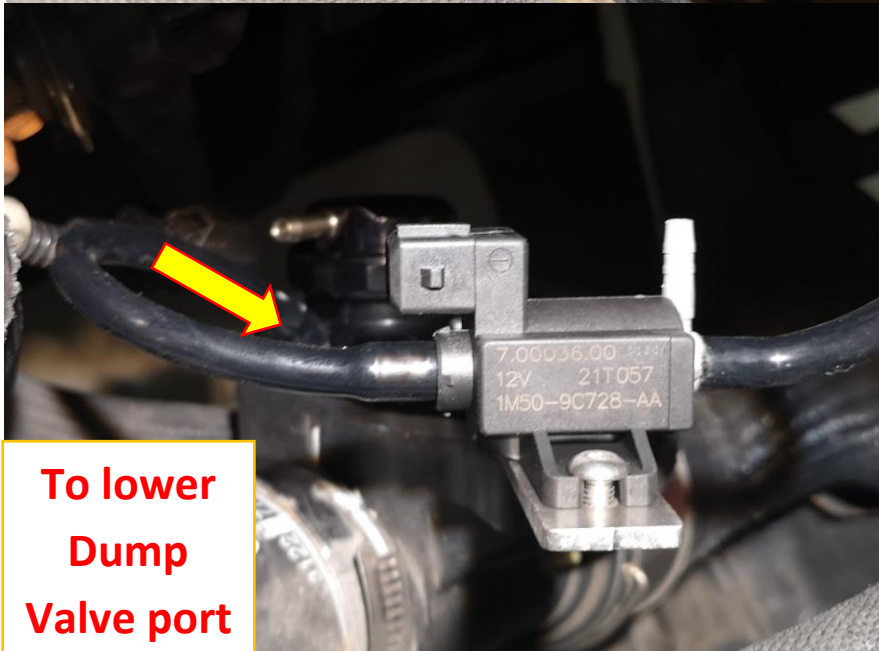


25. With a 5mm allen key undo the OEM bolt shown place the solenoid and bracket into position and tighten the bolt back up allowing it to still move with relative freedom. This is so that you can shift the solenoid around when fitting the vac lines

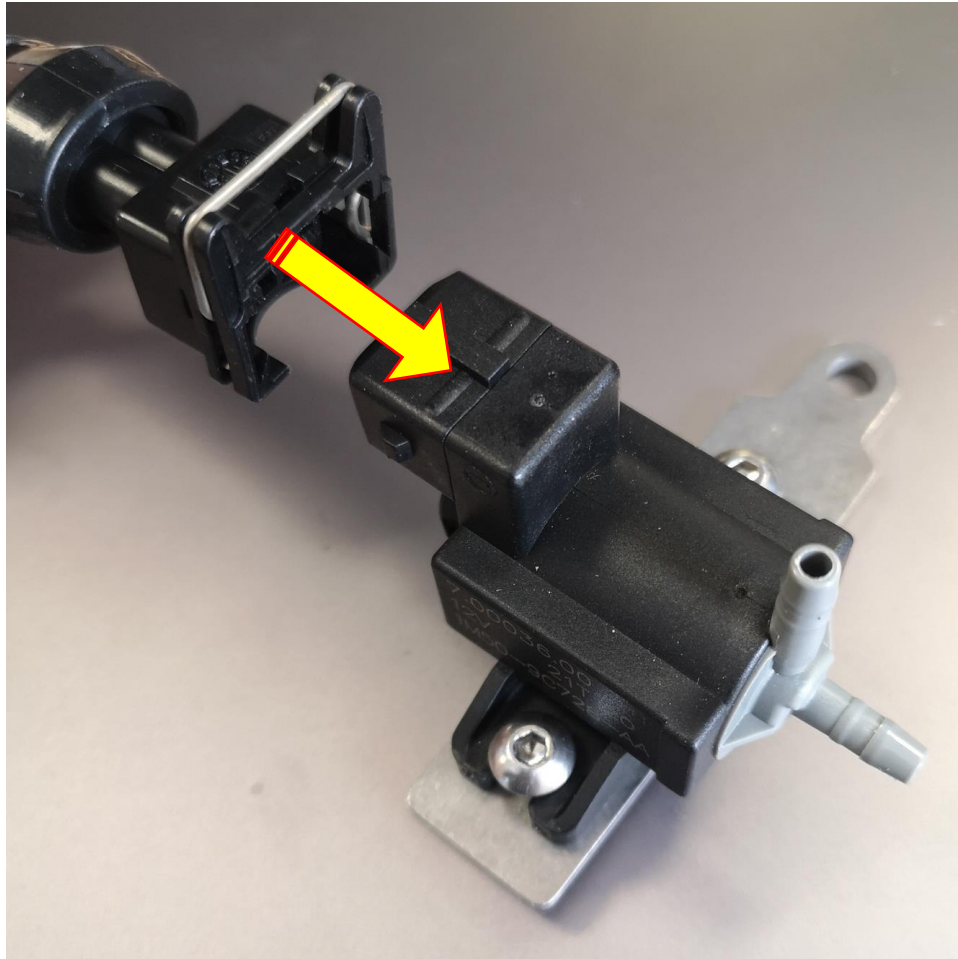


26. Using a safety blade cut the vac lines to length according to the images below. Routing the vac lines is **EXTREMELY IMPORTANT**. Please use the diagram and images below to help route the vac lines to the correct ports.

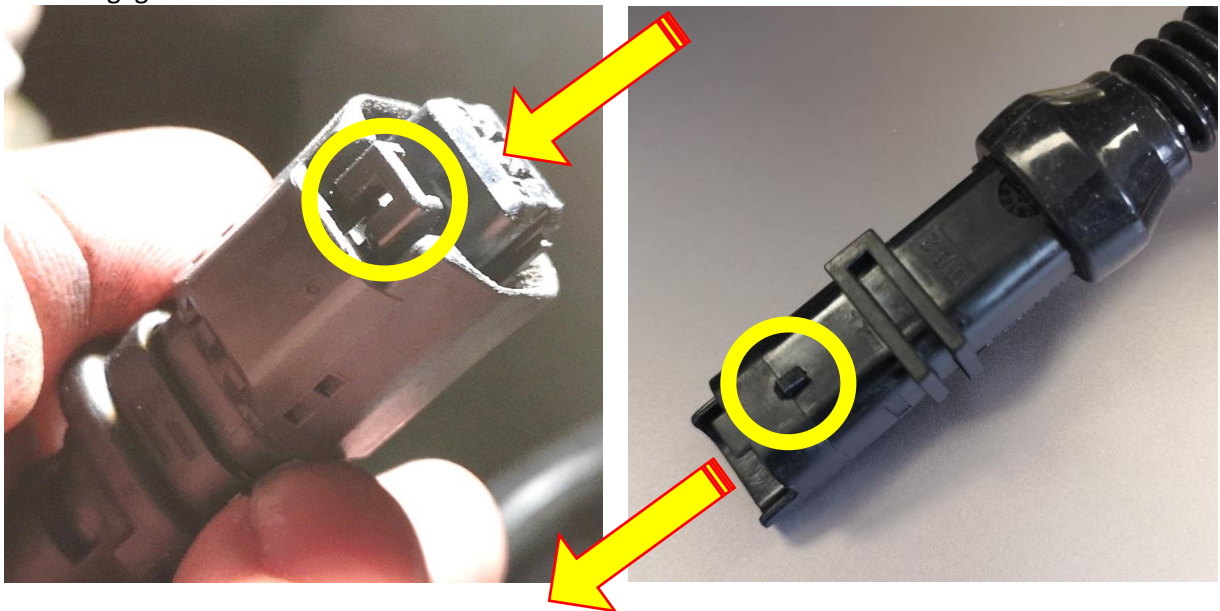




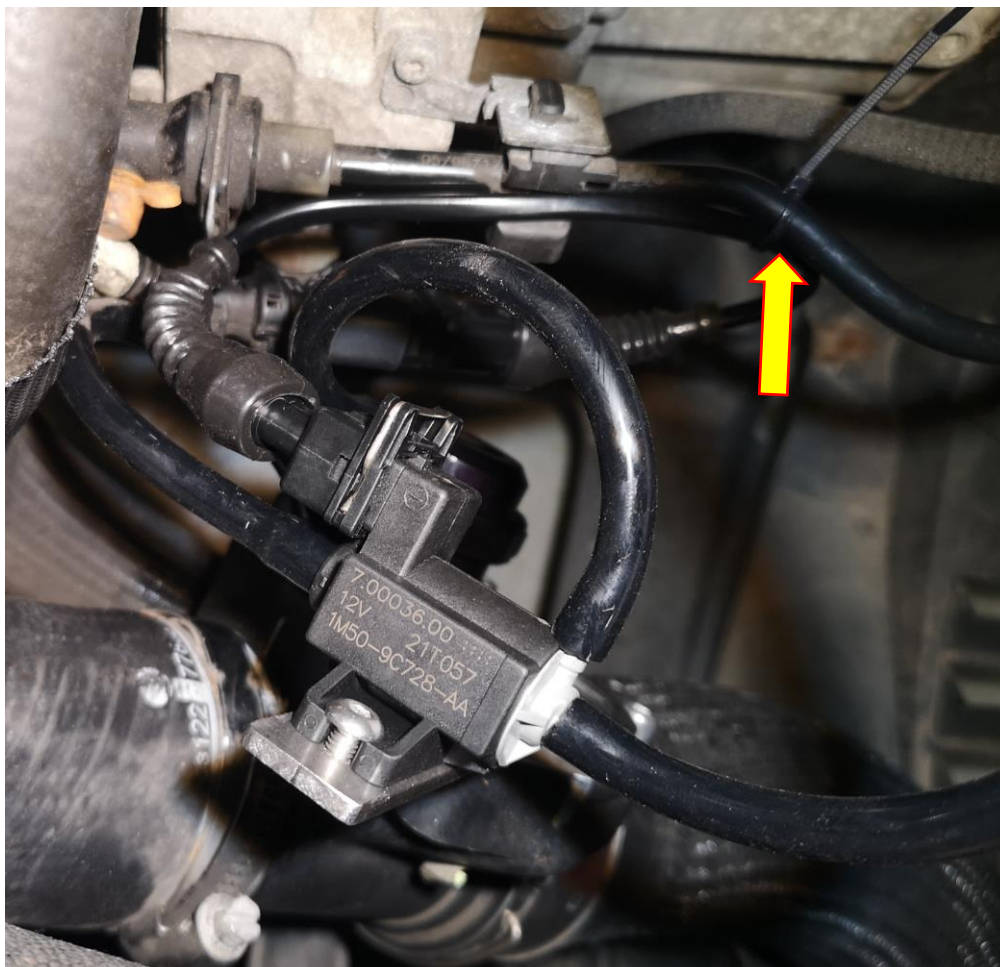
27. Connect the end shown on the supplied wiring loom to the solenoid as shown in the image below.



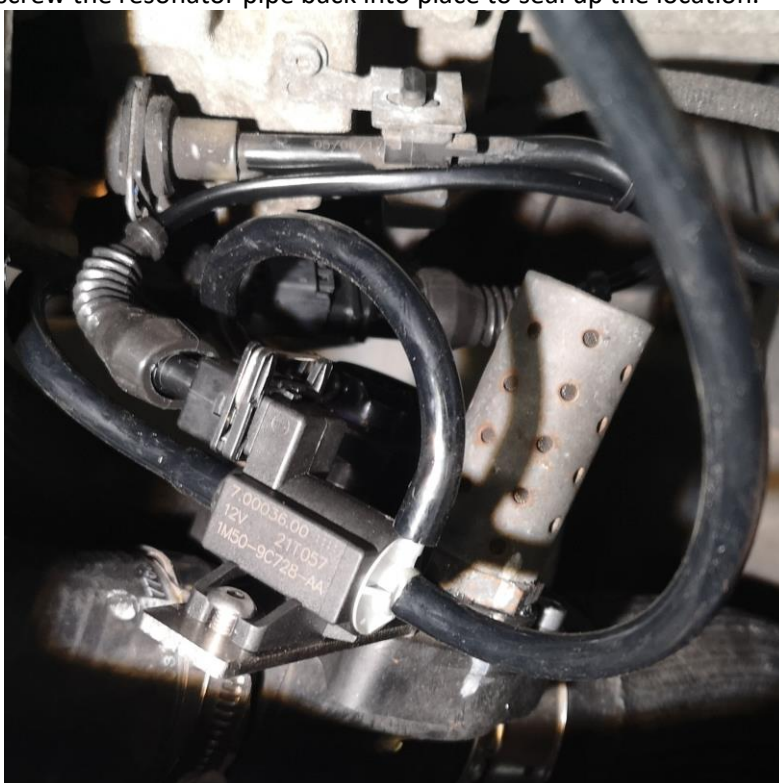
28. Connect the other end. Look for the hole on the OEM loom as this is where the small pin on the supplied loom will engage into.



29. Now that everything is plumbed up, you can move the solenoid around into the correct position and using a 5mm allen key tighten up all bolts on the OEM valve plate
30. Use the supplied cable ties to secure all vac lines on the solenoid, and to connect the supplied wiring loom to the hose as shown to keep it safely secured.



31. Using your hand screw the resonator pipe back into place to seal up the location.



32. Use the steps 12 to 1 in reverse to put the vehicle back together.
33. You have now successfully installed your Forge Motorsport dump valve, check that everything is tight and take your car for a drive.

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