



## FMDV22 AND FMDV22BA FITTING INSTRUCTIONS

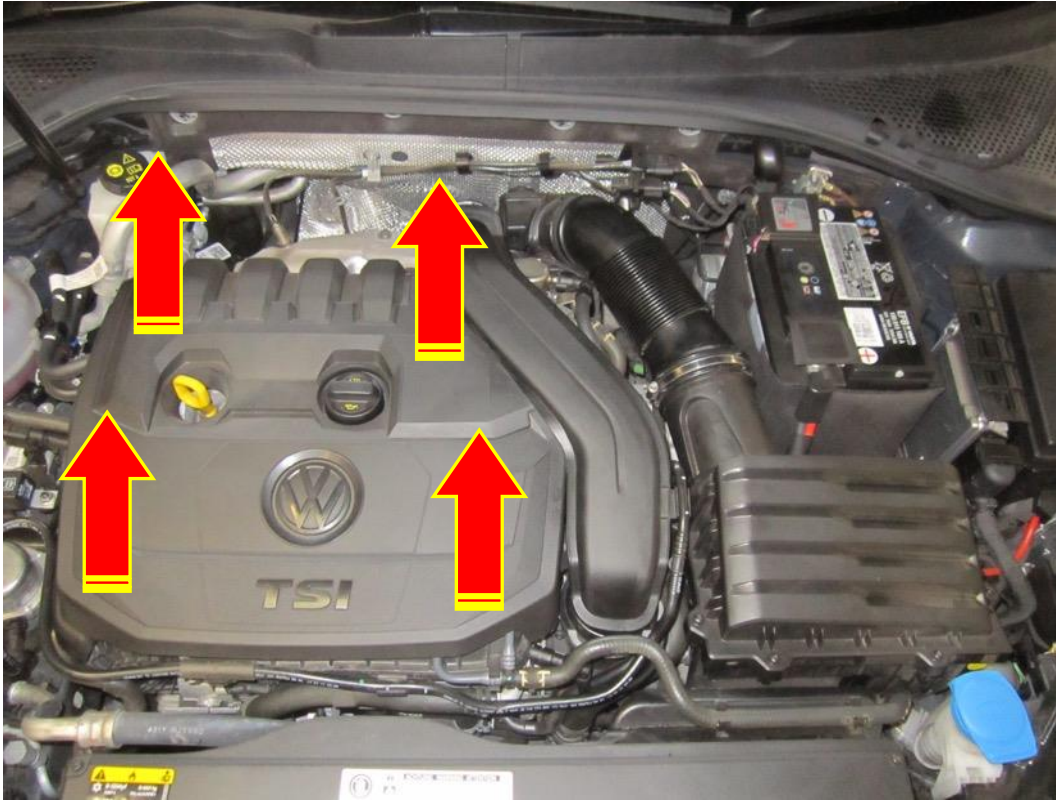


Please thoroughly read through and familiarise yourself with these instructions in their entirety, prior to beginning any part of the installation process of any component. Failure to install these products correctly may void your warranty. To avoid risking possible skin burns or other injuries please ensure the vehicle and engine has cooled down sufficiently.

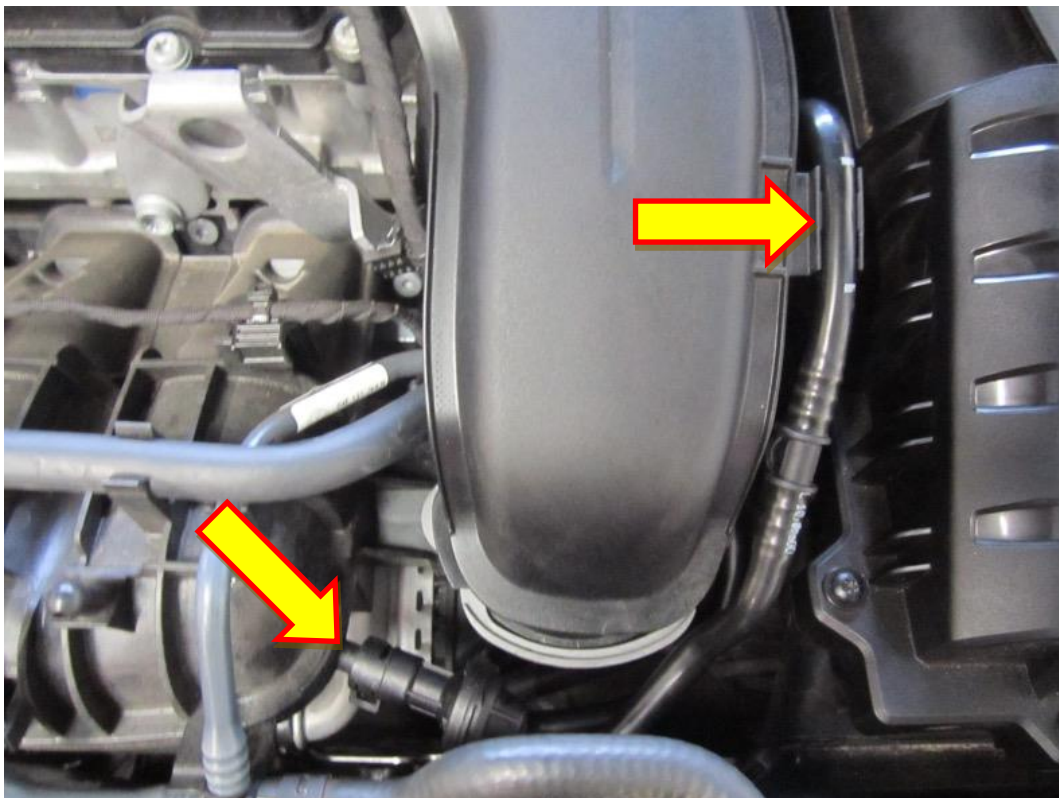
### TOOLS NEEDED:

- 7mm Hose clamp driver/Flat blade screwdriver
- Pozi Drive Screwdriver
- Scissors or a sharp knife
- 4mm Allen key
- Side cutters/junior hacksaw

1. Raise your car bonnet and locate the standard boost pipe next to the engine cover. Remove the engine cover, by pulling it upwards in the four areas shown below.



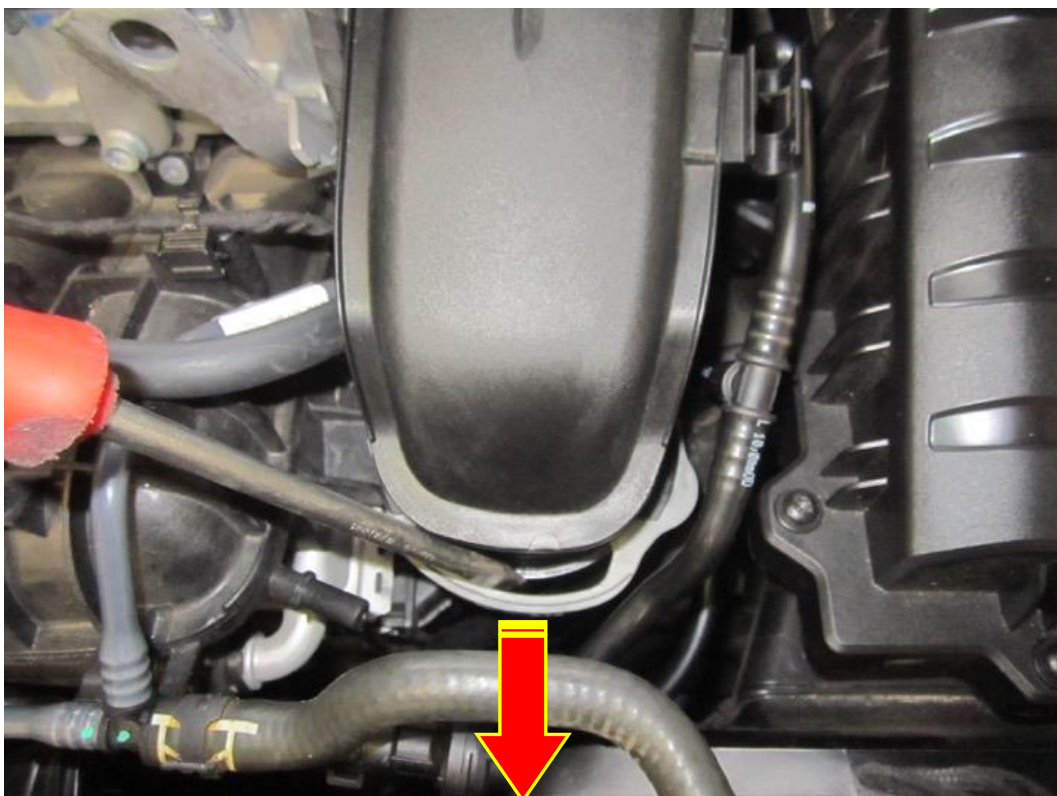
2. Remove the vacuum hose going into the inlet manifold by releasing the clip and pulling the hose away from the inlet, unclip the vac line attached to the boost hose.



3. At the end of the boost inlet pipe nearest the back of the engine, turn the twist fit coupler anti clockwise to unlock it.



4. With the use of a flat blade screwdriver or trim tool, release the plastic retaining clip which holds the other end of the boost inlet pipe. The boost pipe will now be free at both ends and will pull away from the engine bay.





5. Remove the factory O-ring from the coupler on the OE boost inlet pipe and place it on the charge cooler inlet pipe.



6. Fit the larger single piece Forge Motorsport billet coupler over the charge cooler in-let pipe and secure in place with the OE plastic retaining clip.



7. Fit the supplied O ring into the machined slot of the smaller two-piece Forge coupler as shown in the picture below.



8. Attach the two pieces of the smaller Forge motorsport billet coupler together using the two M4 fasteners supplied, use a 4mm Allen key to tighten, however only loosely fit them at this stage.

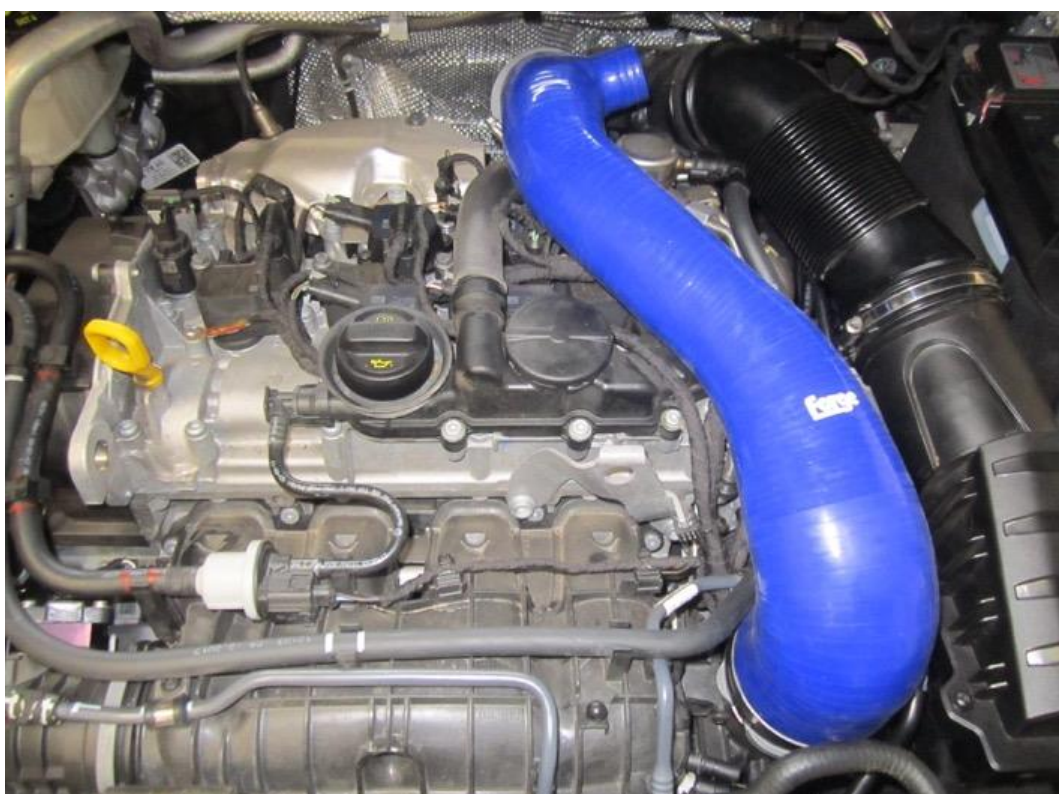




- Place the two-piece Forge Motorsport billet coupler onto the turbo outlet by locating the two key way cut outs on the back of the coupler over the tabs on the turbo out-let. Once in place twist either clockwise or anti clockwise as far as possible then tighten the two M4 fasteners with an Allen key.



- Fit the Forge Motorsport silicone hose into place and secure it with the two hose clamps supplied, 70-90mm clamp on the larger end of the hose and 40-60mm on the smaller end. Use a 7mm socket and ratchet to tighten the clamps.



11. Fit the Forge dump valve to hose and secure into place with the 20-32mm hose clamp.



12. Push the Forge vacuum T over the vacuum port on the inlet manifold, secure it with the E-clip provided and reconnect the OEM vacuum hose (removed in Step 2.) to the other side of the Forge vacuum T.





13. Push one end of the supplied silicone vacuum hose onto the Forge vacuum T and secure it with a cable tie. Run the vacuum hose up to the dump valve and cut to length with scissors or a sharp knife. Use cable ties provided to route it away from any moving parts.

14. If you have specified our hose with the extra breather spout you will need to fit the alloy Norma fitting, use the supplied 17-25 hose clamp to secure it in place.





15. Refit the engine cover.



Your installation is now complete, take the vehicle for a test drive and enjoy your new Forge Motorsport product.

Check out [WWW.FORGEMOTORSPORT.CO.UK](http://WWW.FORGEMOTORSPORT.CO.UK) and [WWW.FORGEMOTORSPORT.COM](http://WWW.FORGEMOTORSPORT.COM)  
For a full range of performance products for your vehicle.

If you have any questions or concerns about this product or anything else, please feel free to contact your local or preferred Forge Motorsport Dealer/Installer or you may contact us directly.

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