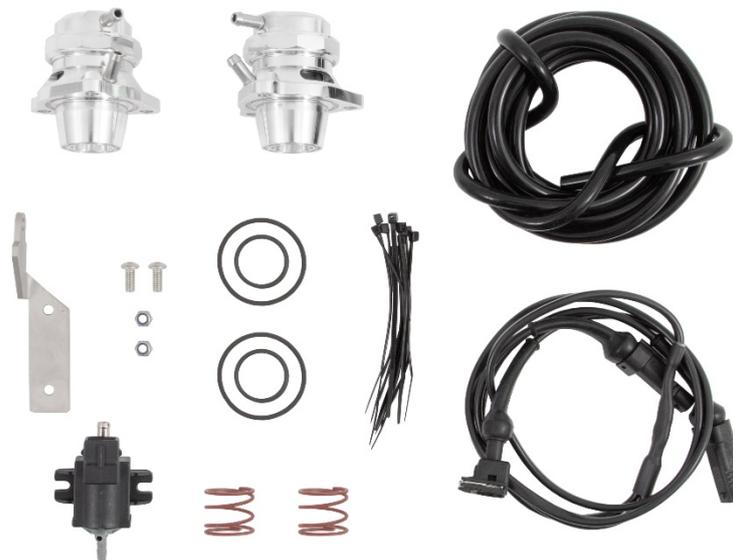




Audi RS4 (B9) FMDV27 FITTING INSTRUCTIONS



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.

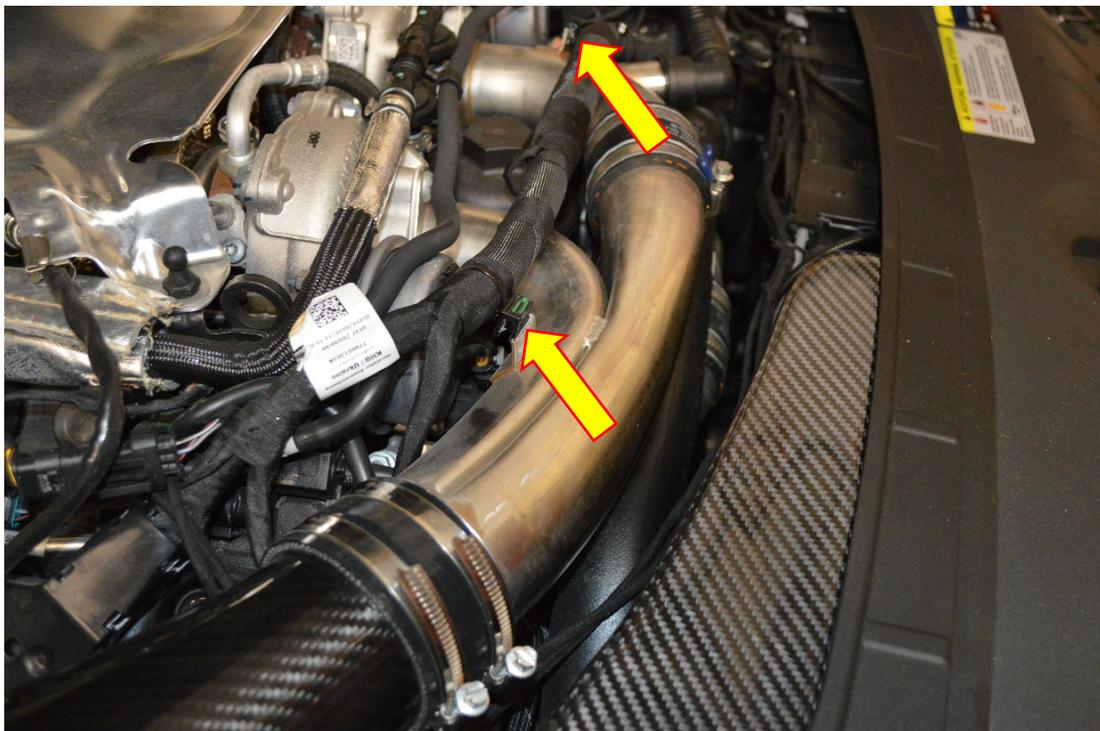
TOOLS NEEDED:

7mm/10mm socket and ratchet
1 ¼ socket
T30 Torx driver
Flat blade screwdriver
Side cutters

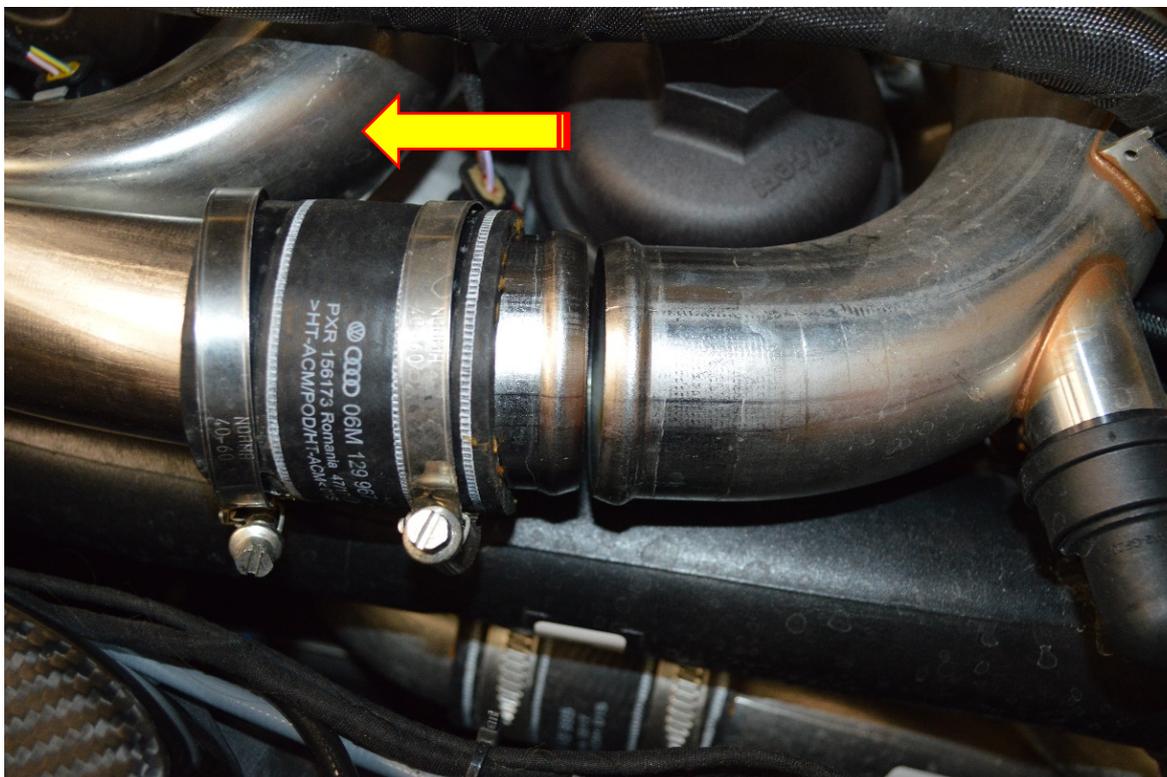
1. Open the bonnet of the vehicle, then remove the engine cover by pulling sharply in an upwards motion.



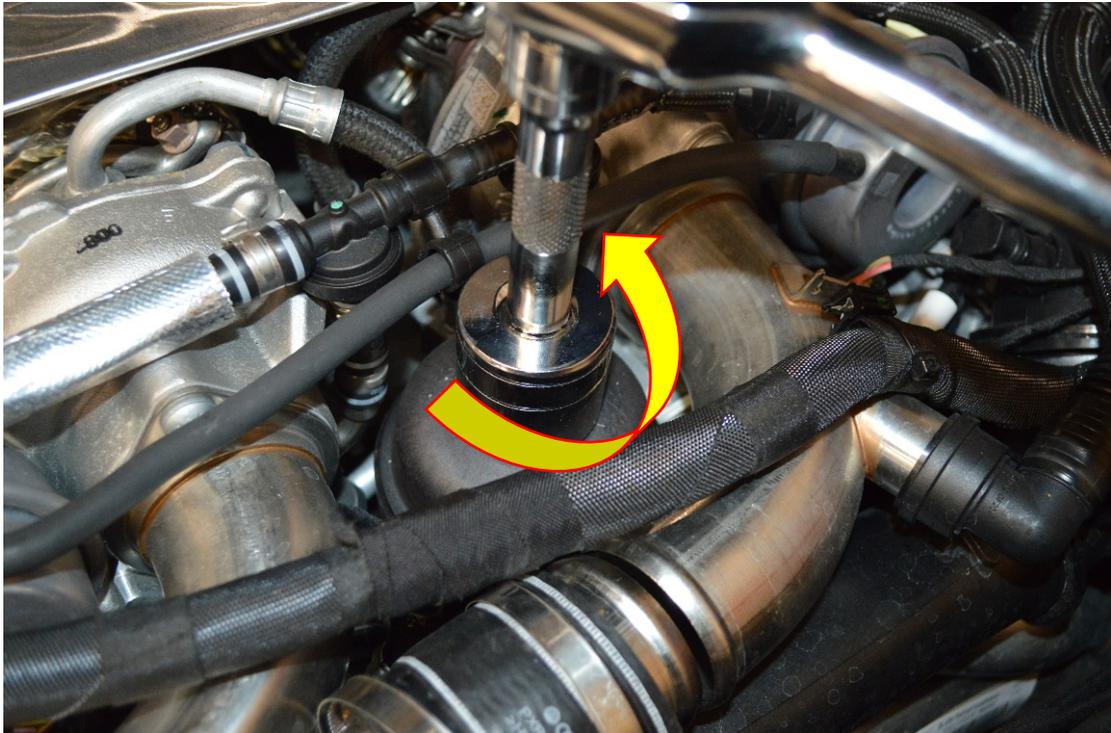
2. Using a trim tool remover or flat bladed screwdriver pry the clips that hold the wiring loom away from the inlet tracts as arrowed below.



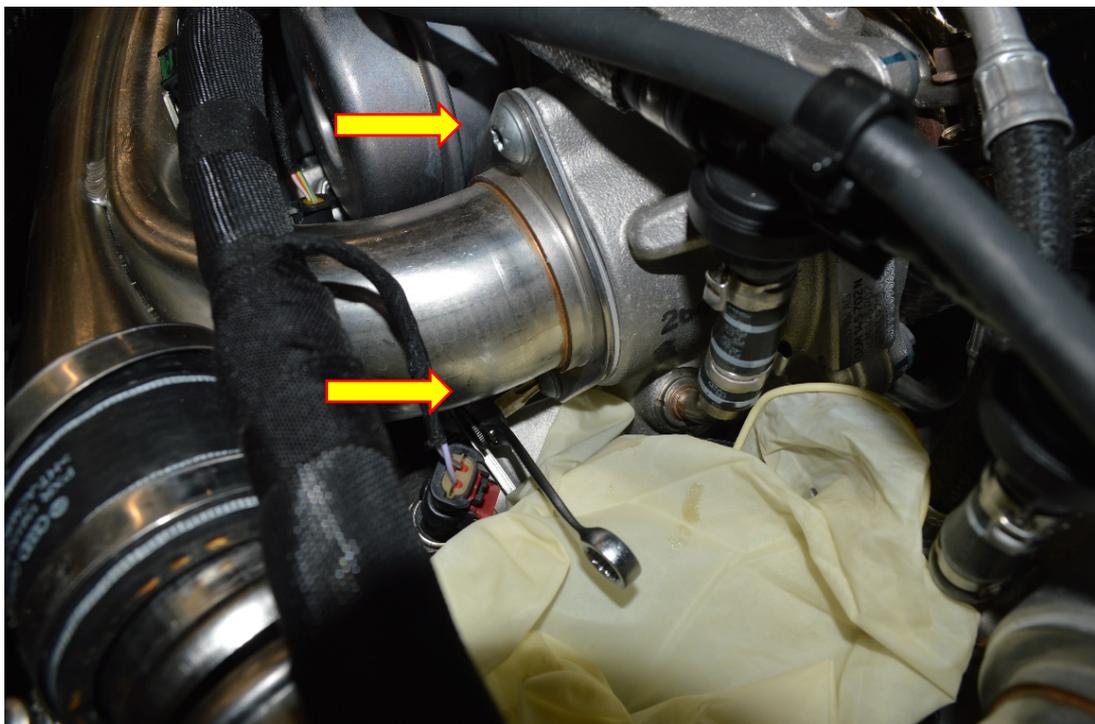
- Using a 7mm socket or flat bladed screwdriver loosen the hose clamps arrowed below and slide the silicone joiner to the left as pictured below.



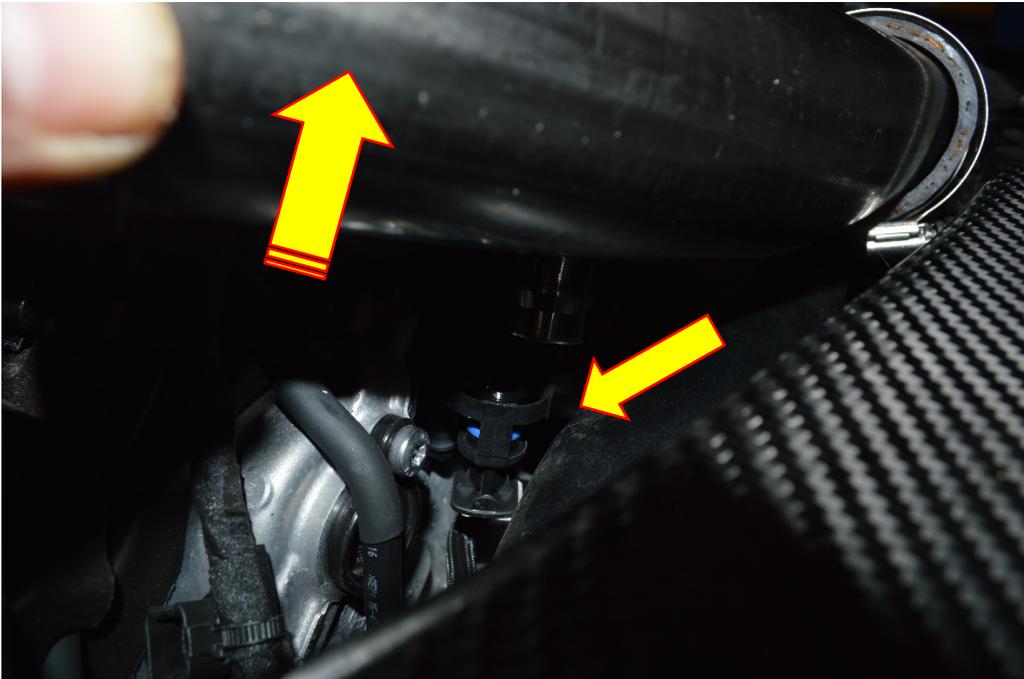
4. Using a socket and suitable extension remove the oil filter housing by turning in an anti-clockwise direction. We would recommend to cover the void with a latex glove or similar to stop debris or deposits entering the exposed aperture.



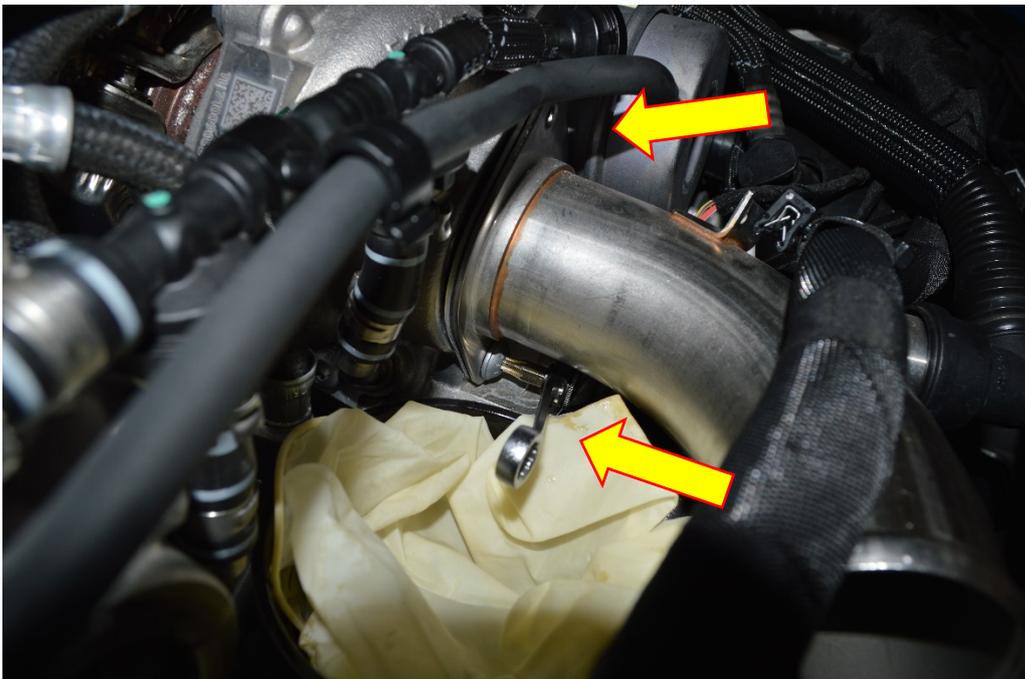
5. Using a T30 Torx drive and small ratchet remove the two fasteners that attach the inlet pipe to the turbo.

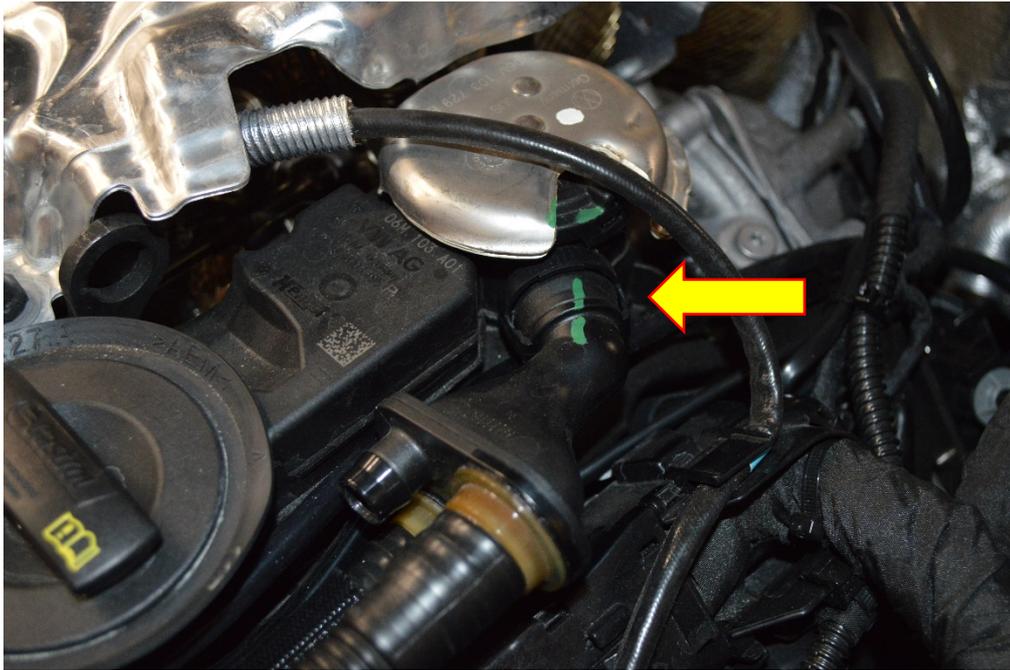


6. On the underside of the intake pipe there is a breather fitting that needs to be removed from situ, depress both the sides of the fitting while pulling the fitting away from the inlet pipe.

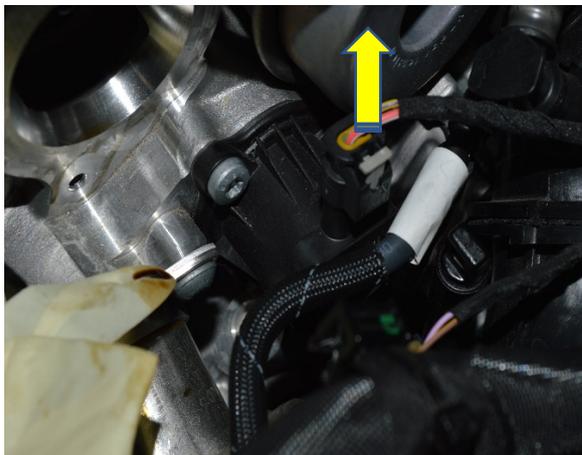


7. Using a T30 Torx drive and a small ratchet remove the two fasteners that hold the right hand side inlet pipe in situ. Follow the breather that attaches to the inlet pipe, at the end of the breather pipe the connector will need to be removed, depress the two sides as in figure 6 and the intake pipe will be released from position.





8. Locate the two OEM valves, disconnect the wiring loom and remove the fasteners that hold the valves in position.



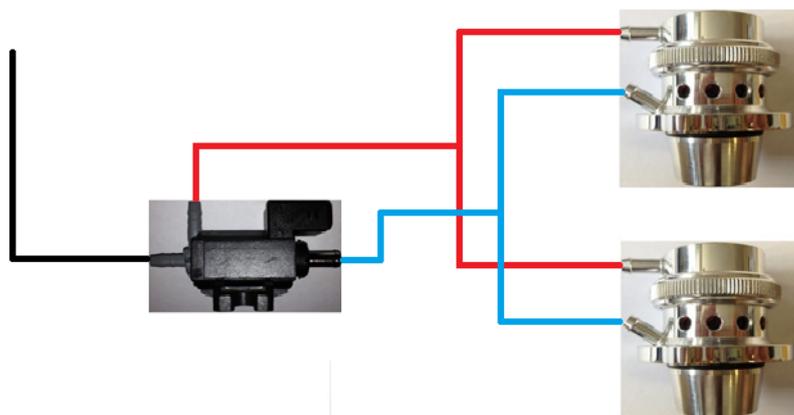
9. Ensure the supplied O-rings are in place on the base of the Forge Motorsport valves then attach the valves into the mounting position taking note that the valves are handed for the left and right hand turbo, this is to avoid interference with the turbos actuators. Use the removed torx fasteners on each valve to secure them into position.



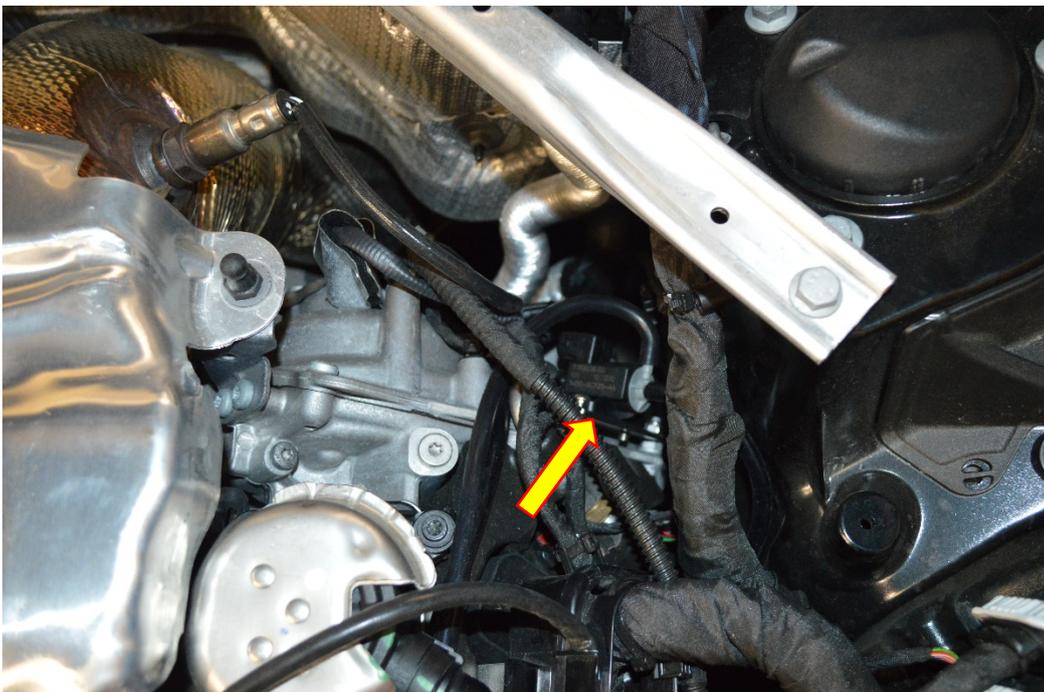
10. The next set of pictures are for illustration purposes - they may not be representative of your engine, but they are the clearest way to show you how to connect your solenoid to the atmospheric or recirculating valve you have fitted.

Overview of the vacuum hose routing

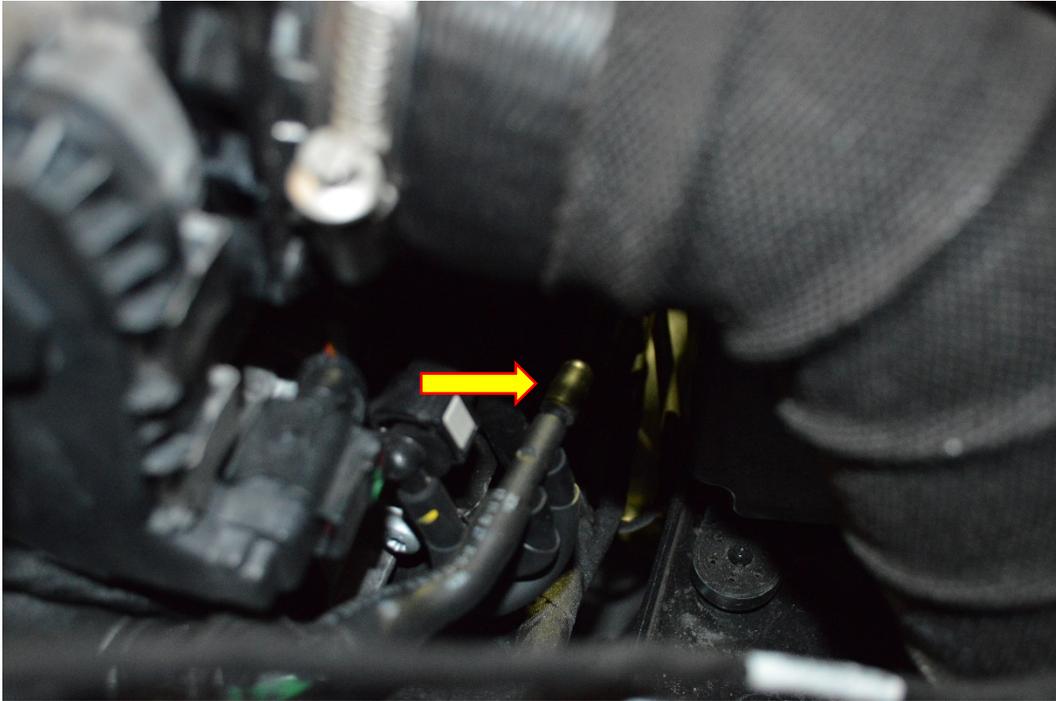
To Vacuum pump



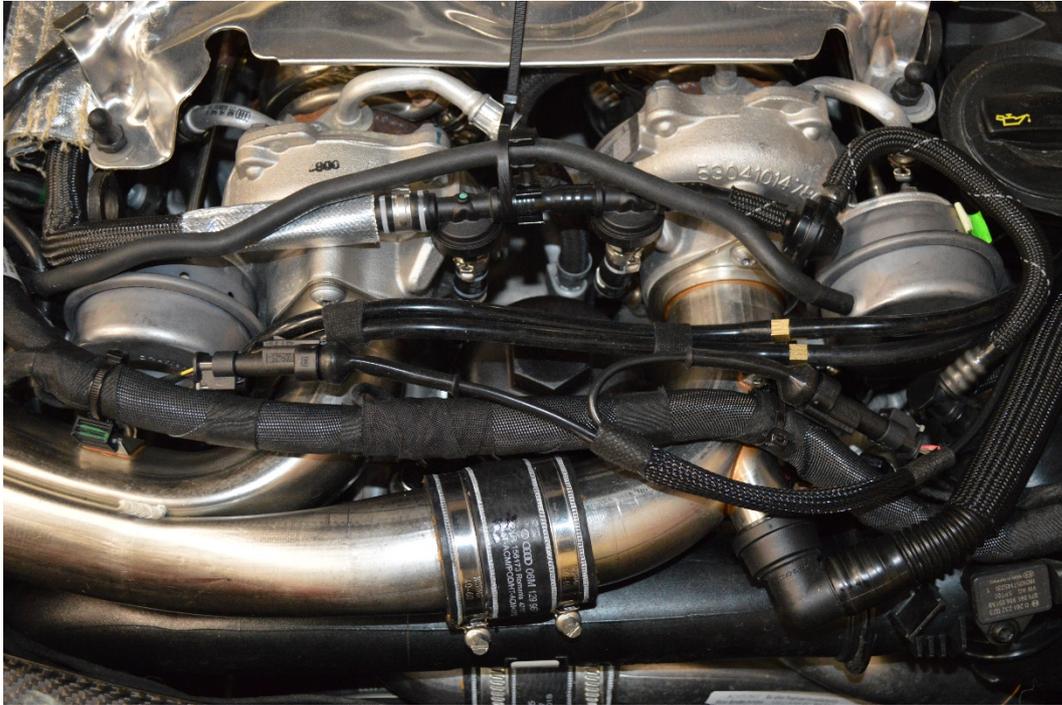
11. Following the diagram on section 10 run the vacuum line as illustrated, the two arrows in the picture below show where we have used the T piece joiners. Run the vacuum lines to the back of the right-hand side cam cover, arrowed in the second picture we have attached the solenoid. There is an extended thread on the cam cover where you can attach the solenoid and mounting bracket using the M6 washer and M6 nyloc provided. Use a 10mm socket to tighten the M6 nyloc and then cut your vacuum lines to length.



12. Next locate the vacuum source, which is situated below the throttle body on the right-hand side of the engine. There is a rubber hose cover which needs to be removed, this just pulls off. Once removed you will now be able to attach the remaining silicone hose to the vacuum hose and run it up to the solenoid. Use the small cable ties provided to secure all the silicone hose ends and prevent them from coming loose.



13. At this stage you can now re-fit the intake pipes, to do this follow steps 2-7 in reverse order.
14. Connect the wiring loom provided in the FMDV27 kit to the two plugs which went to the OEM valves. Run the other end of the loom to the solenoid along with the vacuum hose, use the larger cable ties to attach the valve loom to the silicone hose and the wiring harness that runs above the intake pipes.



15. With step 14 complete you can now re fit the engine cover, this just pushes back into place. Your install is now complete, take the 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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Forge Motorsport UK – (+44)1 452 380 999/info@forgemotorsport.co.uk

Forge Motorsport US – (407)-447-5363/sales@forgemotorsport.com



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