



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.

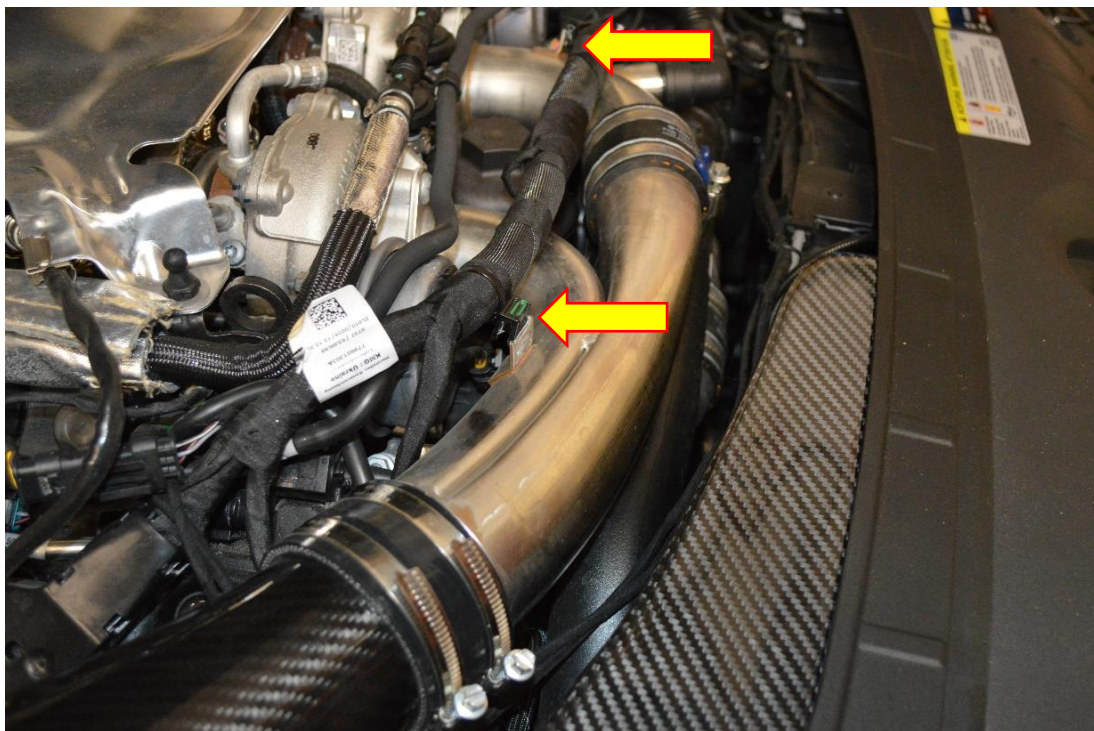
TOOLS NEEDED:

7mm/10mm socket and ratchet
32mm socket
T30 Torx driver
Flat blade screwdriver
Side cutters

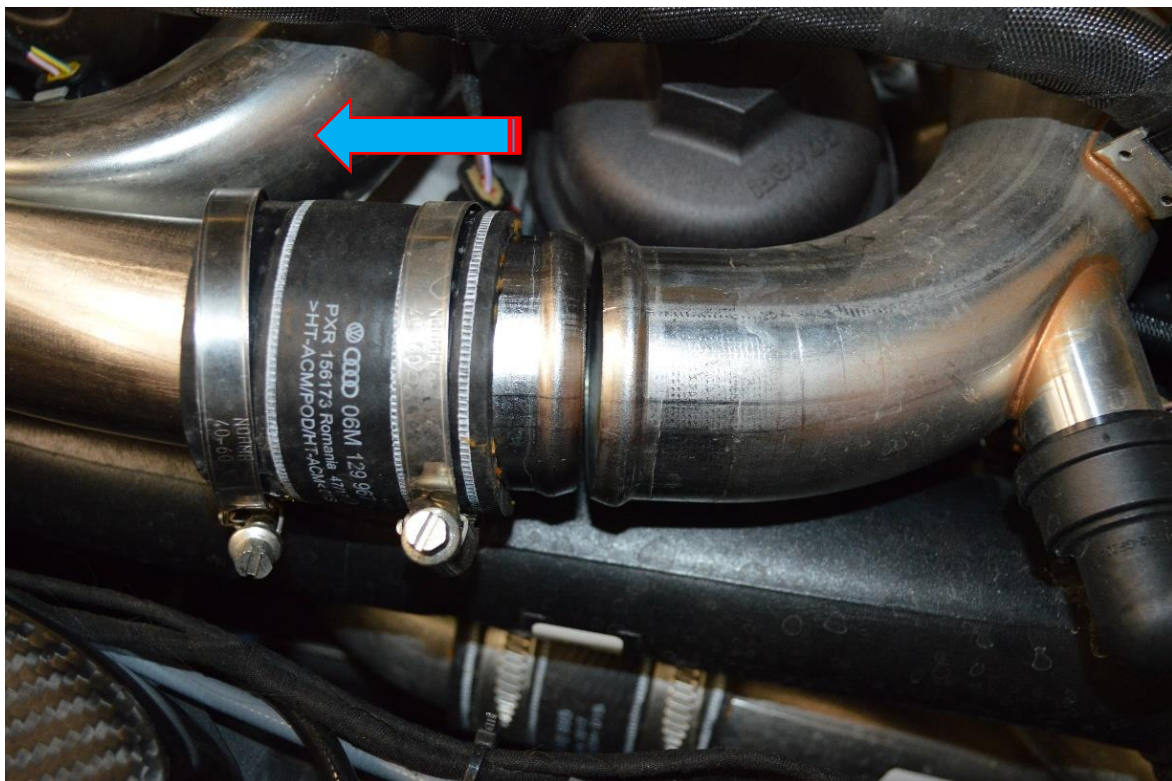
1. Open the bonnet of the vehicle, then remove the engine cover by pulling sharply in an upwards motion.



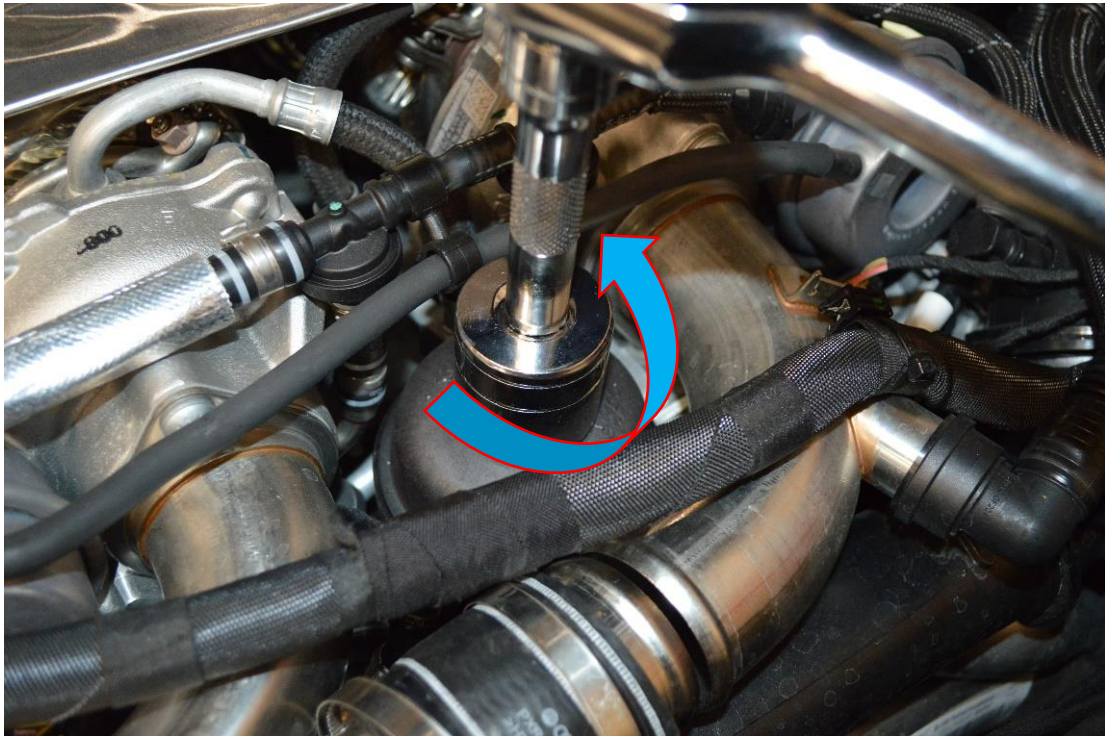
2. Using a trim tool remover or flat bladed screwdriver pry the clips that hold the wiring loom away from the inlet tracts as arrowed below.



3. 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.



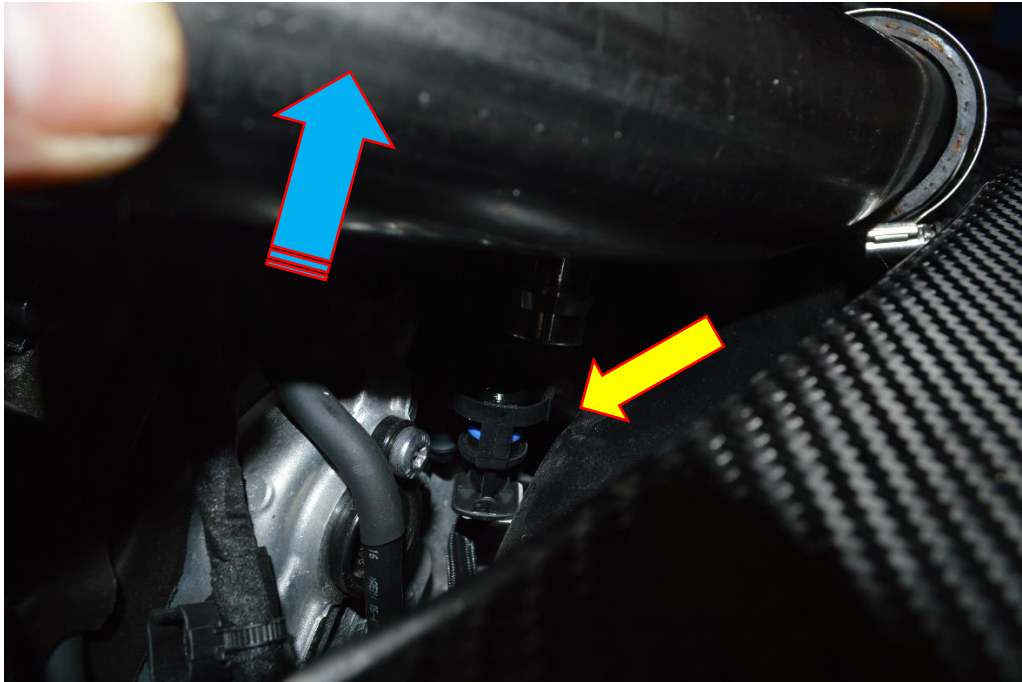
4. Using a 32mm socket and suitable extension remove the oil filter housing by turning in an anti-clockwise direction. We would recommend covering the void with a latex glove or similar to stop debris or deposits entering the exposed aperture.



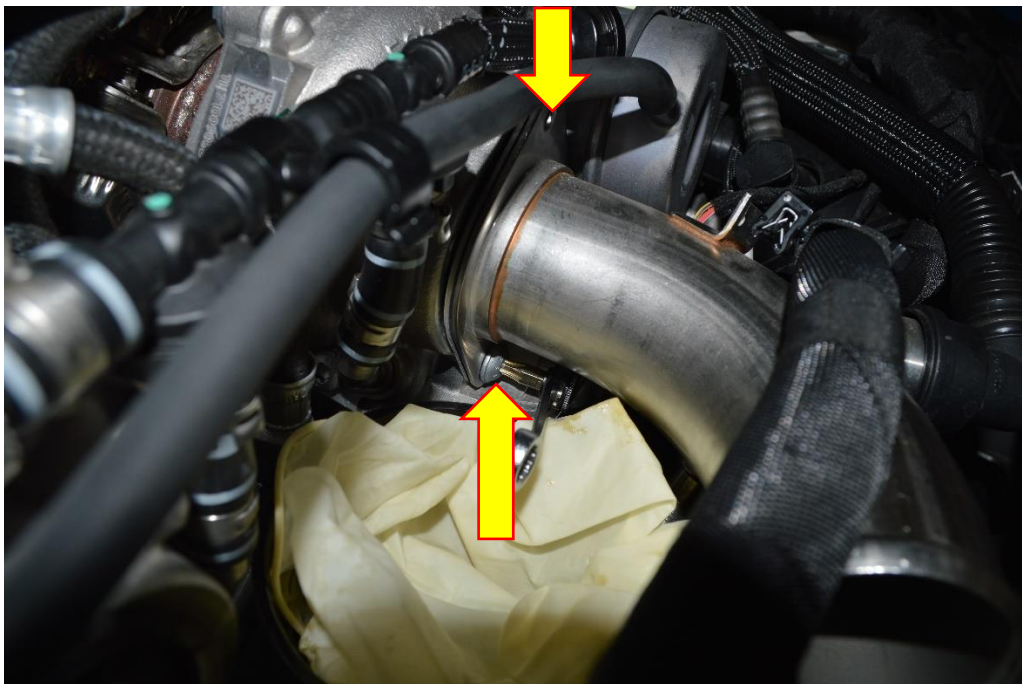
5. Using a T30 Torx drive and small ratchet remove the two fasteners that attach the inlet pipe to the turbo.

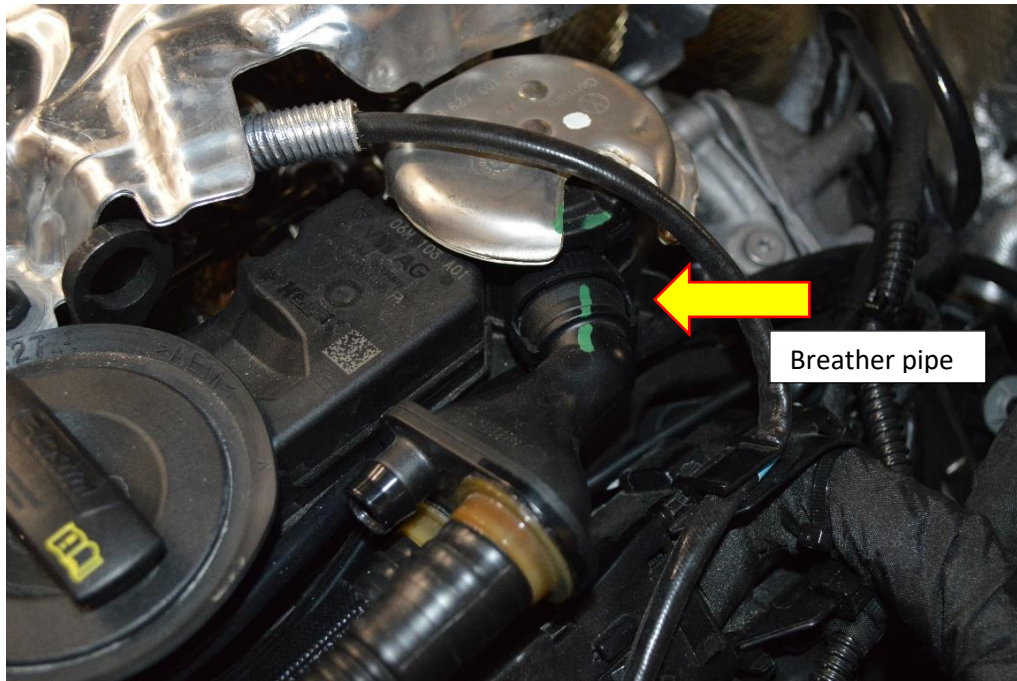


6. On the underside of the intake pipe there is a breather fitting that needs to be removed from situ, depress both the sides of the fitting while pulling the fitting away from the inlet pipe.

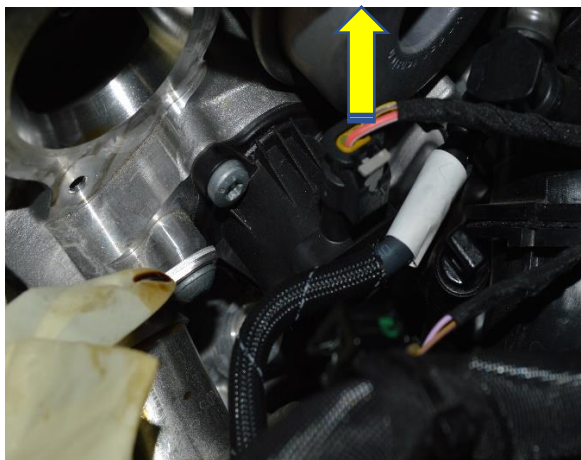


7. Using a T30 Torx drive and a small ratchet remove the two fasteners that hold the right-hand side inlet pipe in situ. Follow the breather that attaches to the inlet pipe, at the end of the breather pipe the connector will need to be removed, depress the two sides as in figure 6 and the intake pipe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

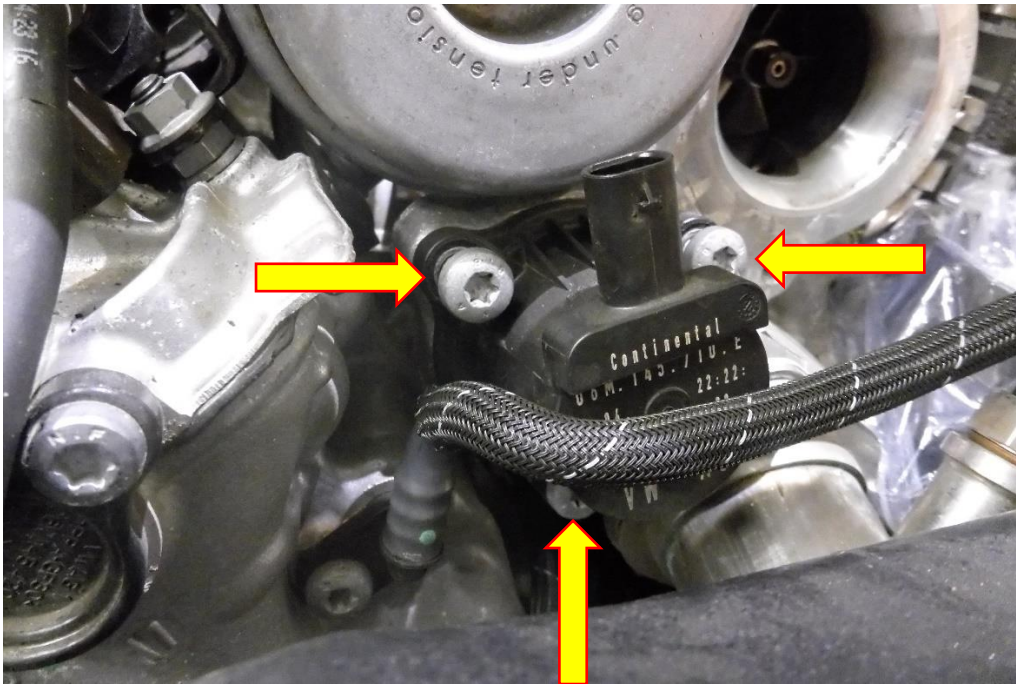




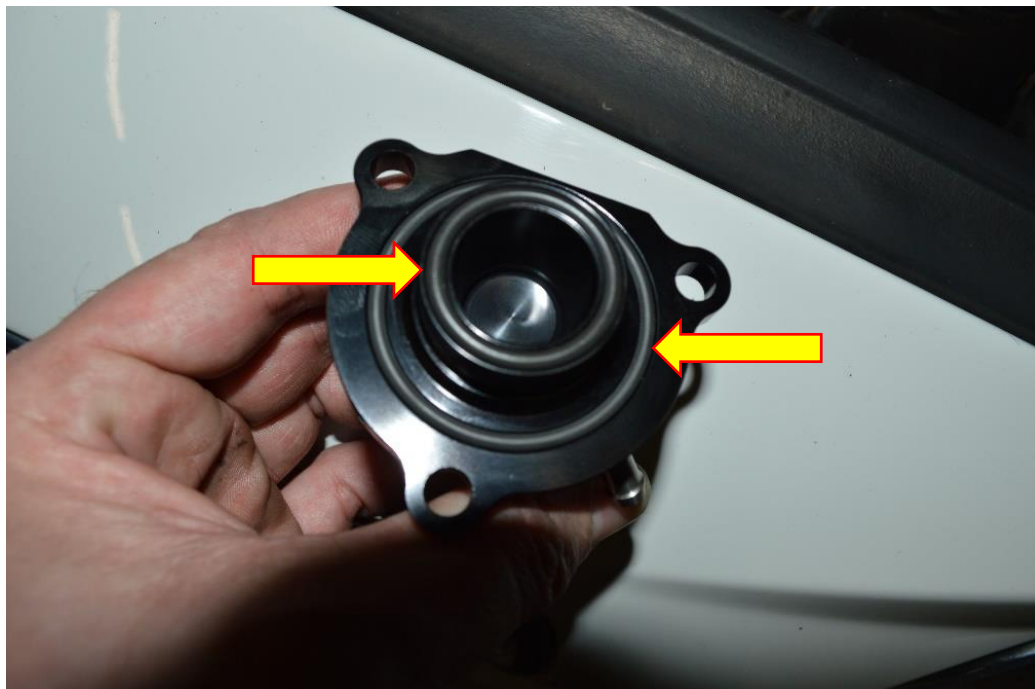
8. Locate the two OEM valves, disconnect the wiring loom and remove the fasteners that hold the valves in position.



9. Using a T30 Torx remove the X3 M6 fasteners attaching each valve.



10. 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 turbo's actuators. Re-use the removed torx fasteners on each valve to secure them into position.

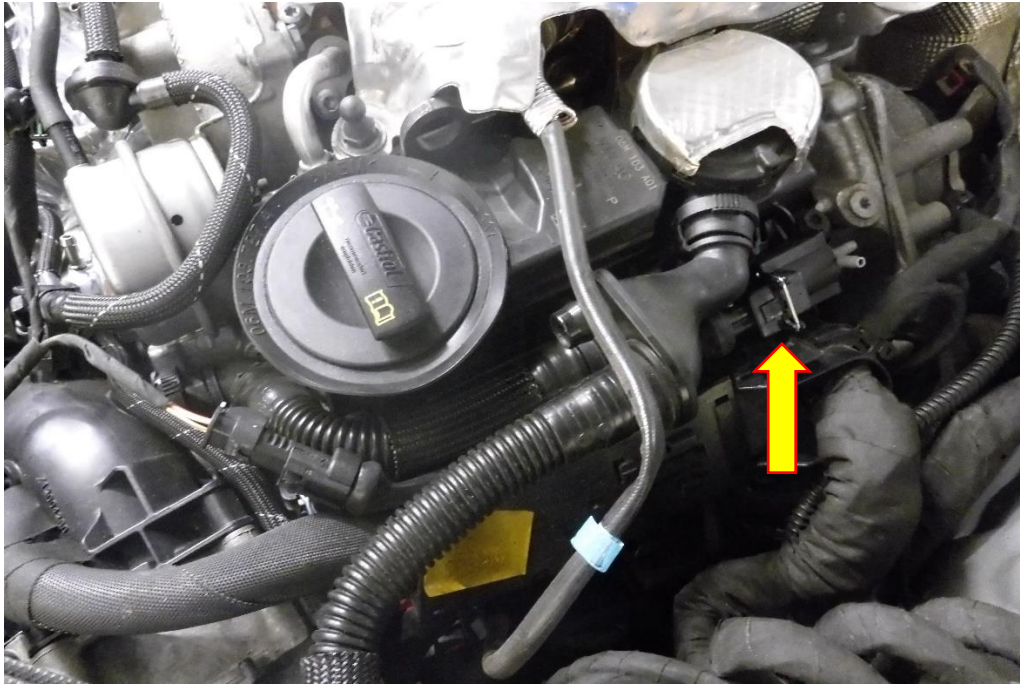


WARNING: The valves are handed so offer them up first to make sure the ports are angled inwards rather than outwards.



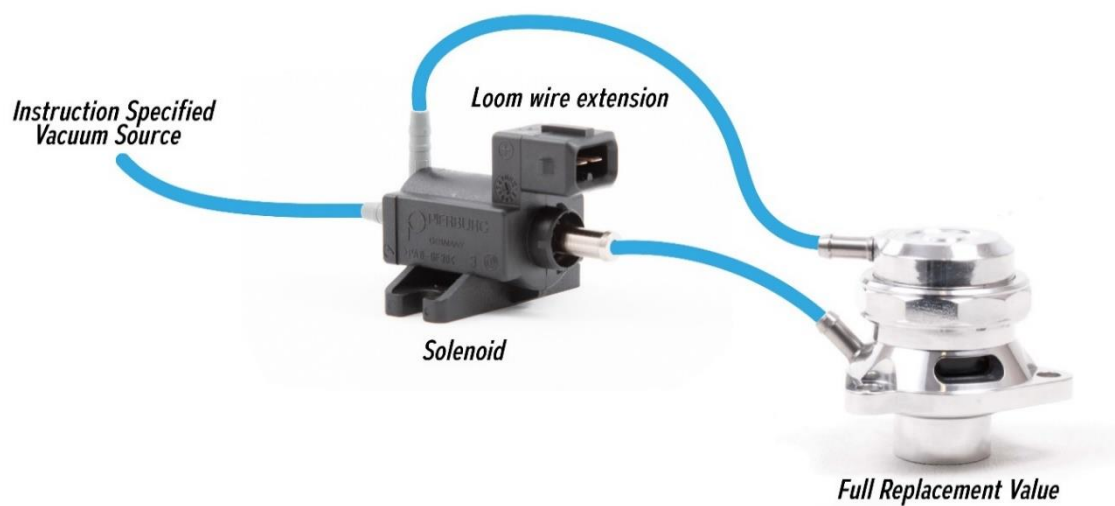
11. Starting with the left-hand side valve, connect one of the wiring looms supplied with the FMDV27 kit to the OE valve wiring loom. Run the loom under the oil breather and connect one of the solenoids from the FMDV27 kit.



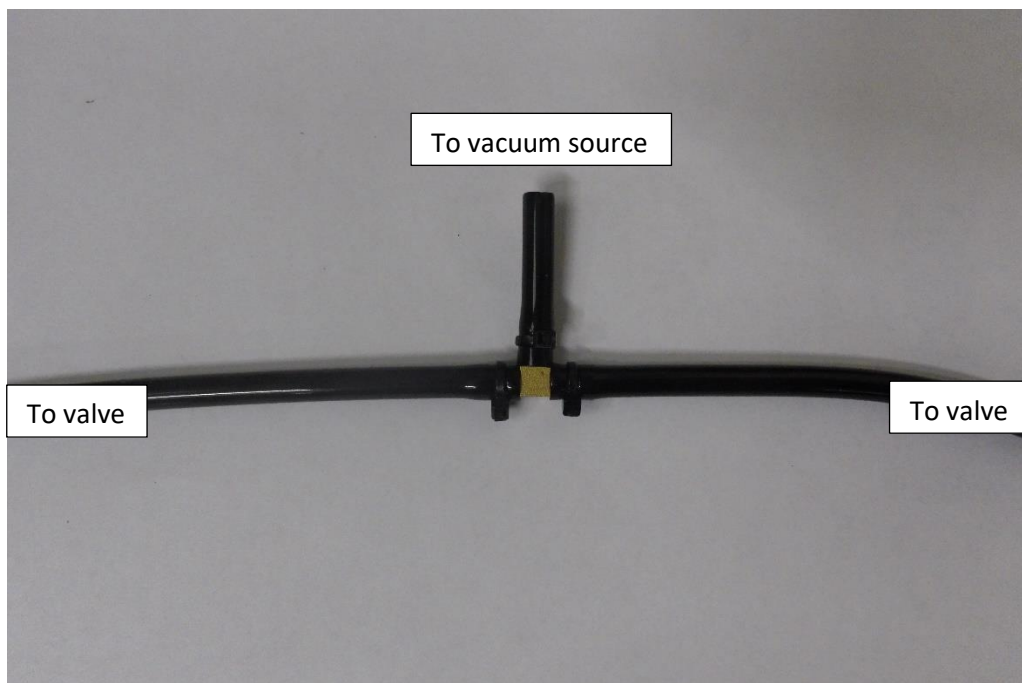
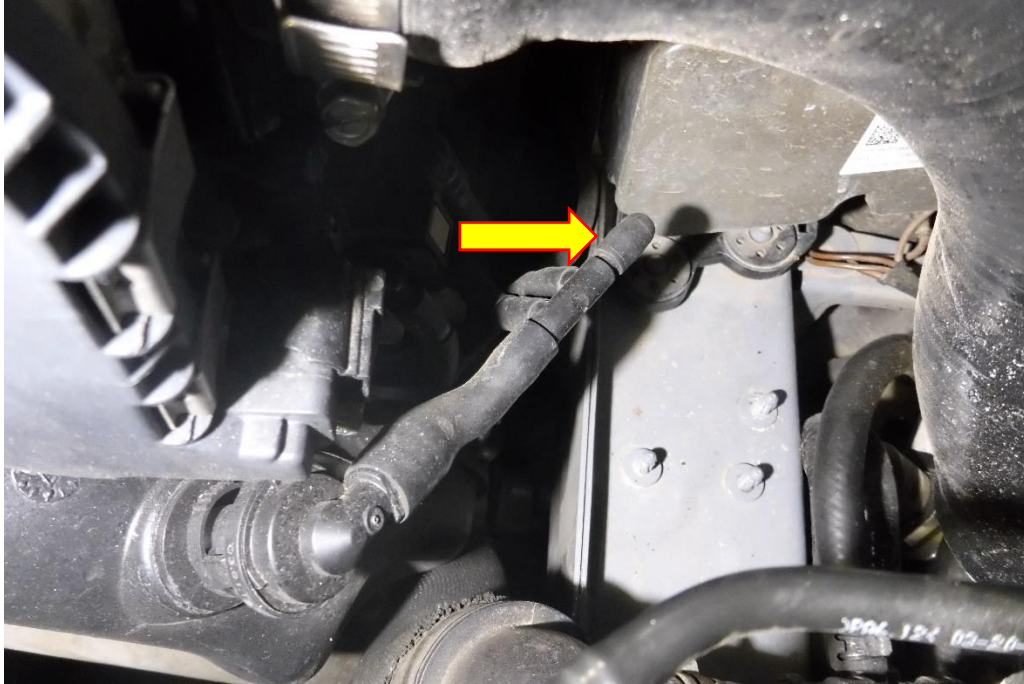


12. The next set of pictures are for illustration purposes - they may not be representative of your engine, but they are the clearest way to show you how to connect your solenoid to the atmospheric or recirculating valve you have fitted.

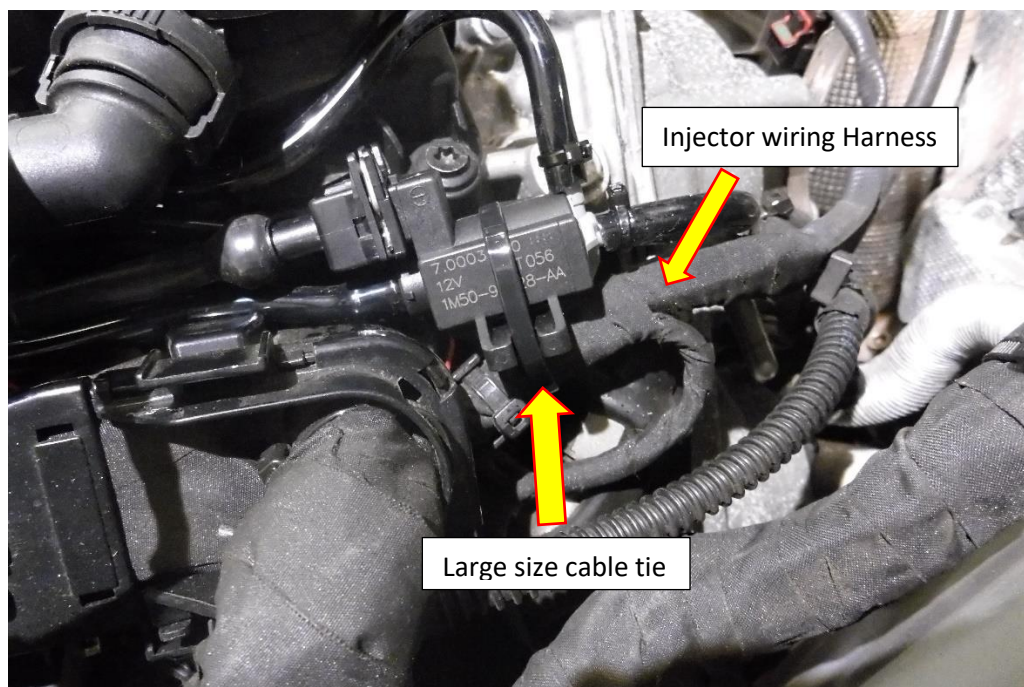
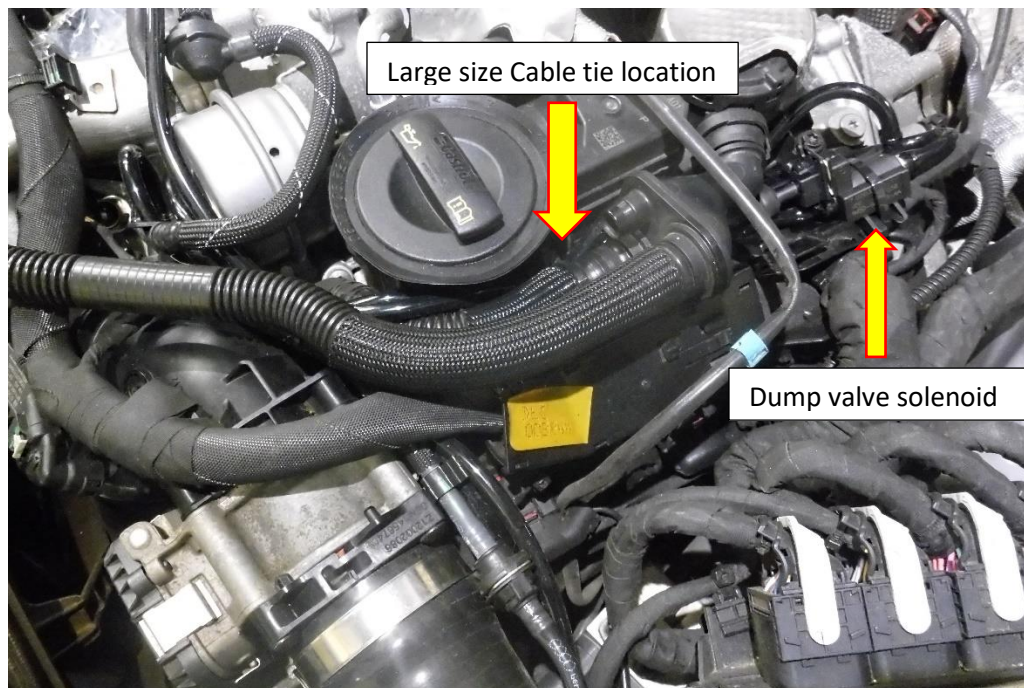
Overview of the vacuum hose routing



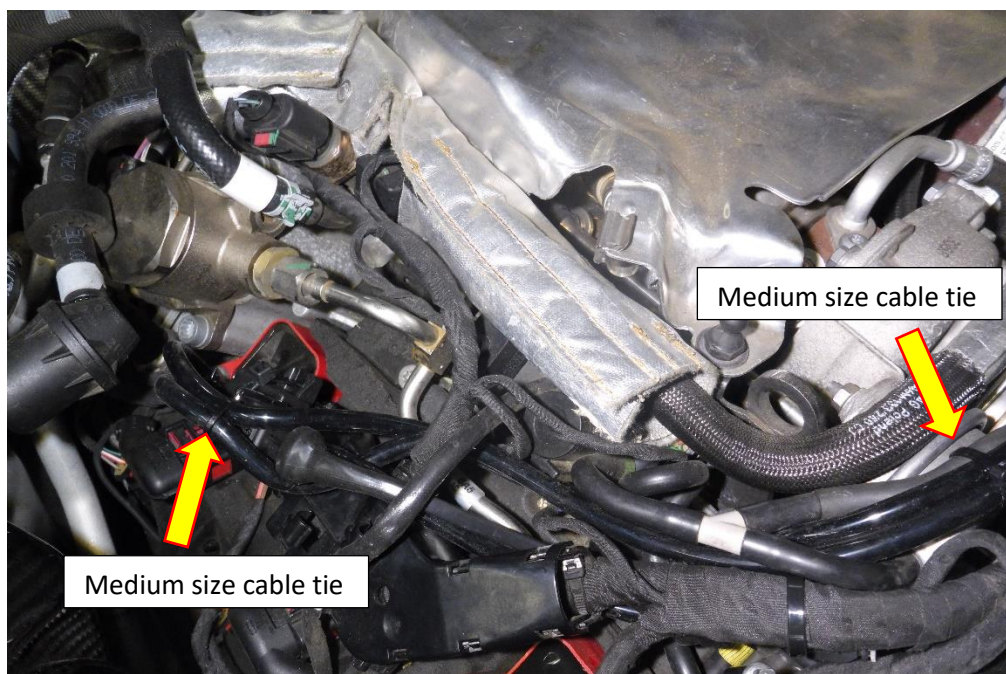
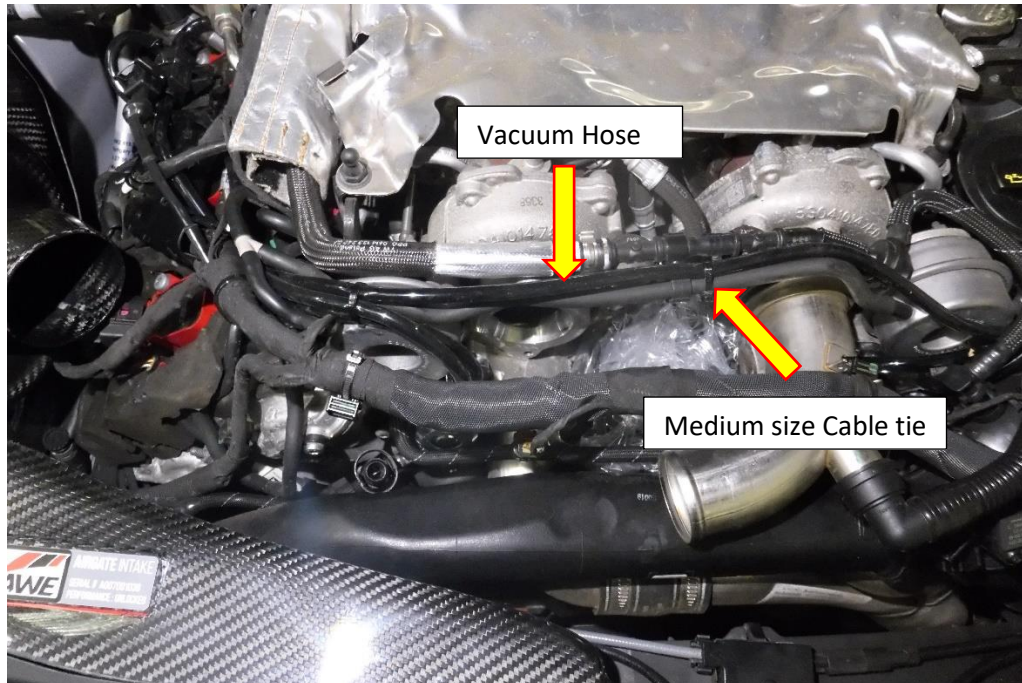
13. Following the diagram on section 10 run the vacuum line as illustrated, next locate the vacuum source, which is situated below the throttle body on the right-hand side of the engine. There is a rubber hose cover which needs to be removed, this just pulls off. Once removed you will now be able to attach the silicone hose to the vacuum hose and run it up to both solenoids. Use the supplied brass T piece hose joiner to make two vacuum hoses, one to go to each valve. Secure each end of the vacuum hoses with small cable ties provided.

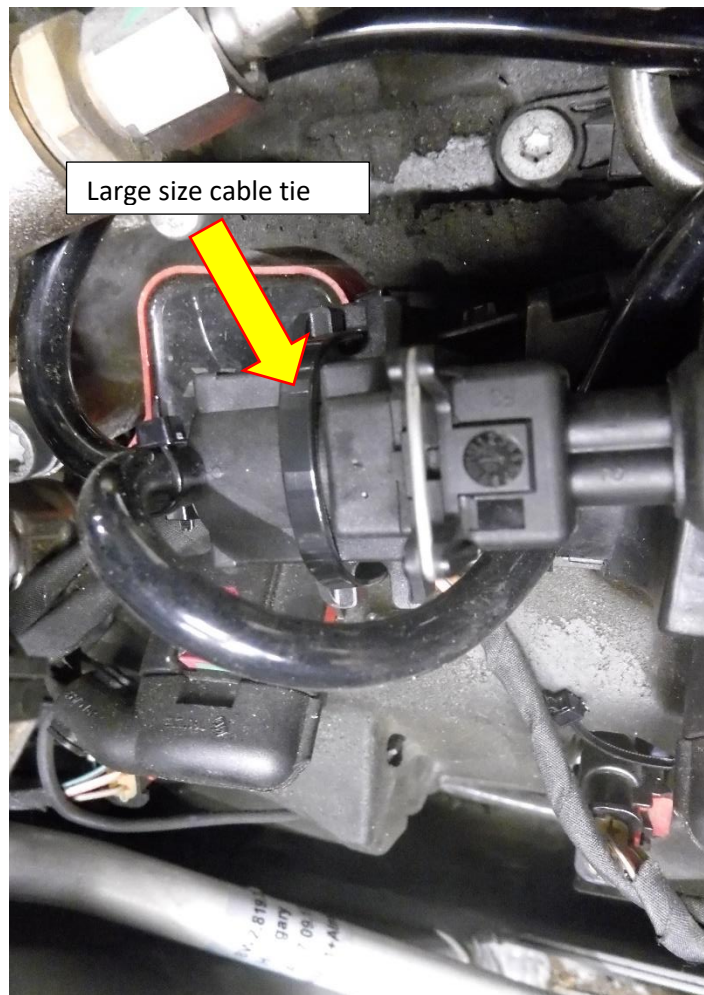


14. Run the silicone vacuum hoses to solenoid under the oil breather pipe and use the large cable tie to secure them. Using another large cable tie secure the solenoid to the injector wiring harness, make sure the cable tie is situated in between both locating tangs.

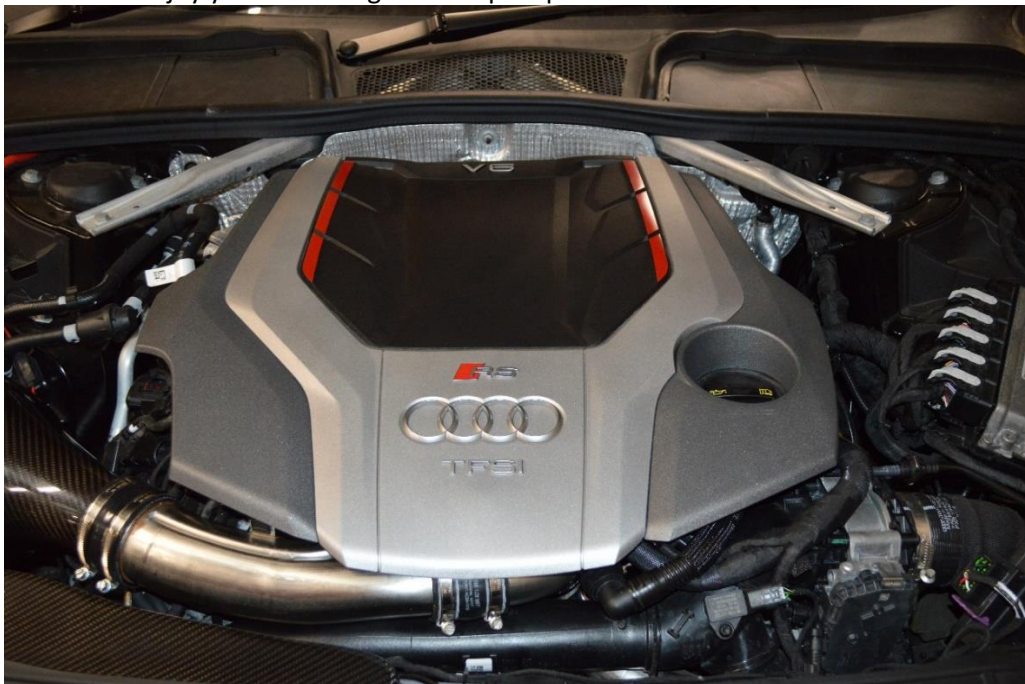


15. Run the second vacuum hose along with the actuator pipe, use the medium size cable ties provided to secure it. Mount the remaining solenoid from the kit to the injector/coil pack wiring harness and secure it with a large cable tie. Run the silicone hoses to from the valve to the solenoid as described in step 12. Attach the wiring harness from the kit to the solenoid and the vehicles DV wiring loom.





16. Follow steps 1-7 in reverse order to complete you installation of FMDV27, take the vehicle for a test drive and enjoy your new Forge motorsport product.



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