



Renault Megane 280/300 FMDV23 FITTING INSTRUCTIONS

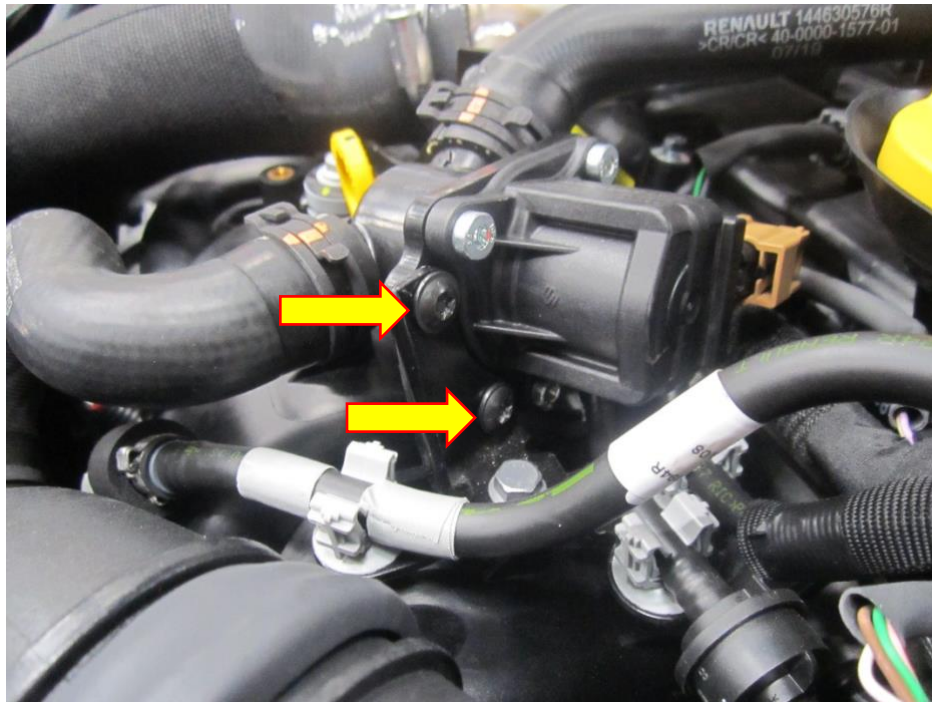


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

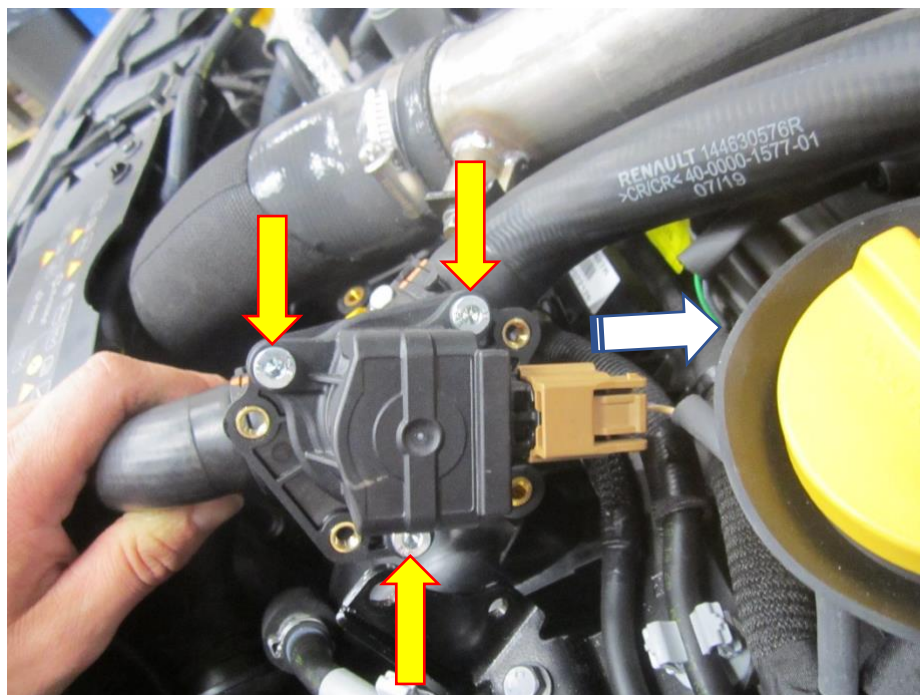
TOOLS NEEDED:

10mm socket with extension
4 & 5mm Allen key/Allen socket
T30 Torx screw driver/socket
Flat blade screw driver
Side cutters & Pliers

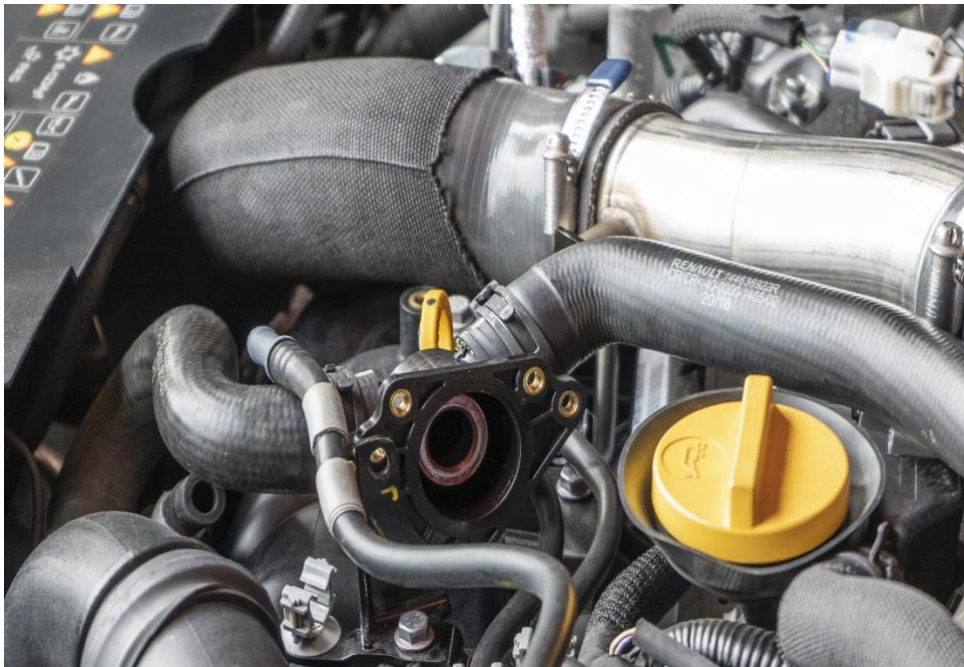
1. With the engine and the ignition switched off, open the bonnet and locate the OE valve, it is located just in front of the oil cap. Remove the two Torx fasteners which attach the valve to its locating bracket, use a T30 driver or socket attachment and undo the fasteners anti clockwise.



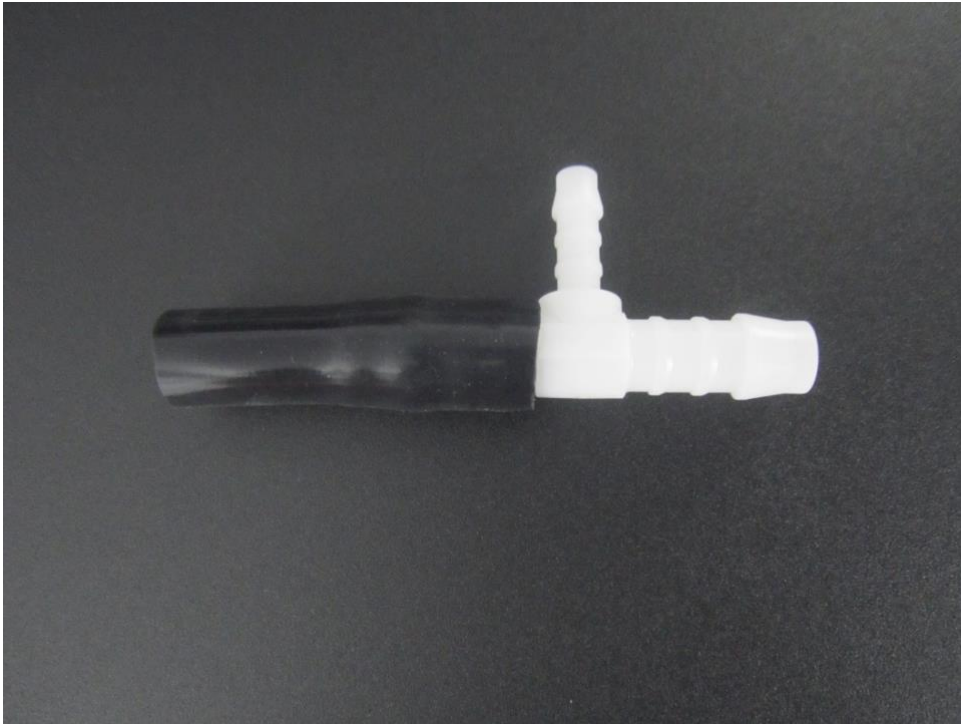
2. With the OE valve freed from its bracket you will now be able to access all three 4mm Allen fasteners which need to be removed with a 4mm Allen key/socket attachment. Unclip the brown plug on the valve by pushing down on the tab at the back, with that removed the OE valve will come away from the vehicle.



3. Locate the vacuum hose for the brake servo, this is just in front of the OE valve near the front of the engine bay. There is a metal hose clamp that needs to be removed, use a flat blade screw driver to open the clamp. With the clamp opened, separate the rubber hose from the plastic joiner.



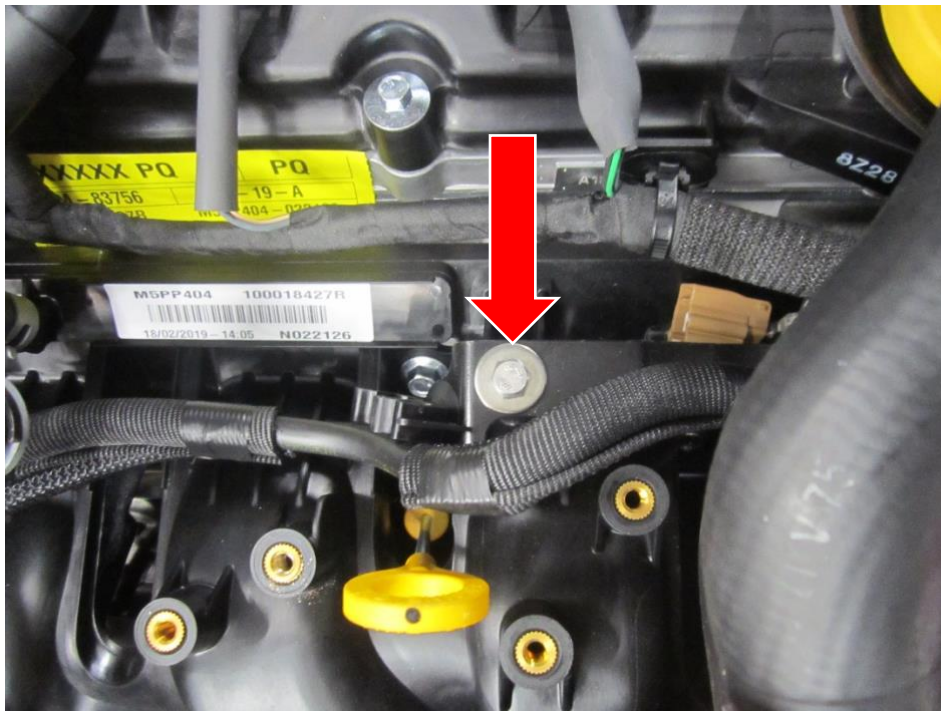
4. Take the supplied T piece hose joiner and 50mm length of vacuum hose and fit together like the picture below.



5. Push the one end of the T piece joiner into the rubber side of the brake servo hose, then fit the silicone extension on the remaining brake servo. With that all in place secure with the three larger cable ties provided.



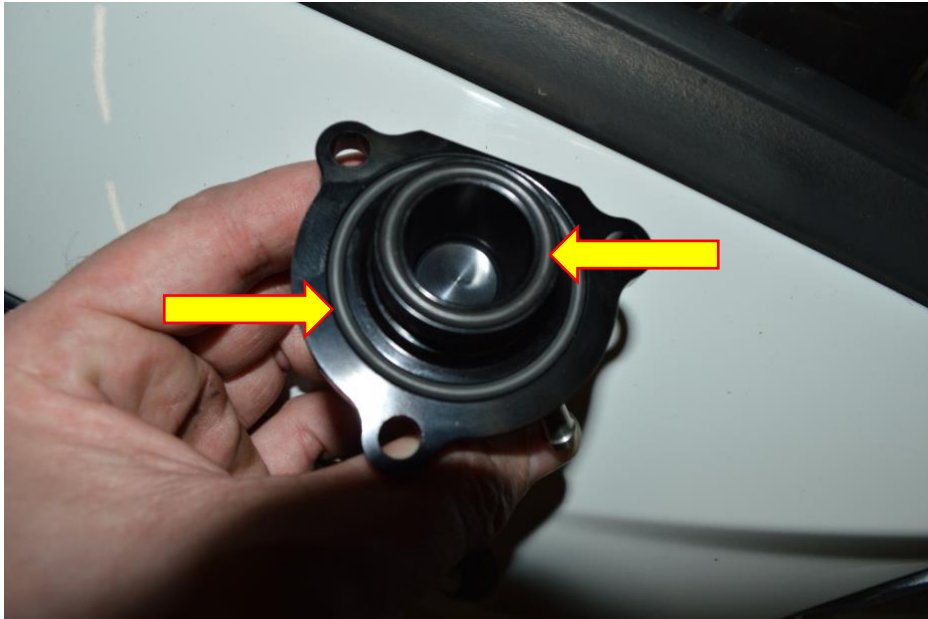
6. There is a 10mm fastener located above the dip stick, move the plastic hose above it to gain access to the fastener. Use a 10mm socket and ratchet with an extension and remove the fastener.



7. Mount the solenoid from the kit as shown in the picture, replace the 10mm fastener you have removed with the M6x20 fastener and M6 washer provided with the kit.



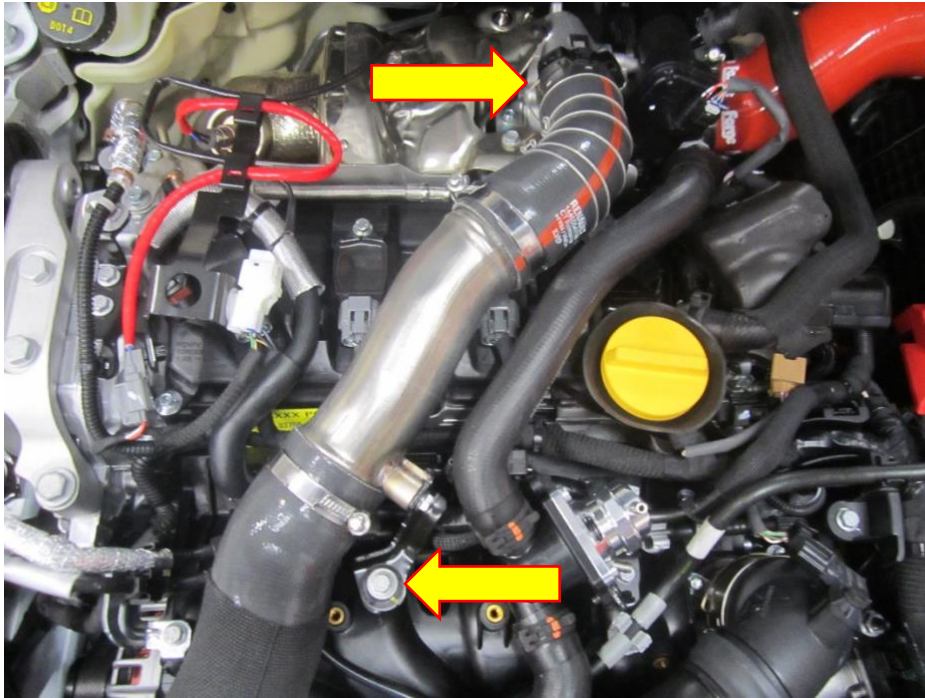
8. Before fitting the valve place the O-rings provided into the Forge Motorsport valve as shown in the picture below.



9. Fit the new Forge Motorsport valve in place where the OE valve was fitted. Use the original fasteners to hold it in place. Do not fit the two T30 Torx fasteners just yet.



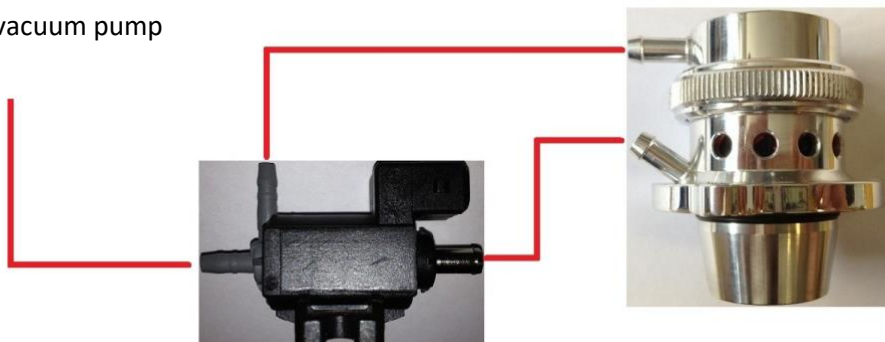
10. The boost pipe on top of the engine needs to be moved over to allow you to run the new silicone vacuum hose for the Forge valve. Undo the 10mm fastener that holds the boost pipe to the engine, then unclip the hose clamp with the use of a flat blade screw driver. You will then be able to pull the boost pipe off the turbo and move it over to the left side of the engine bay.



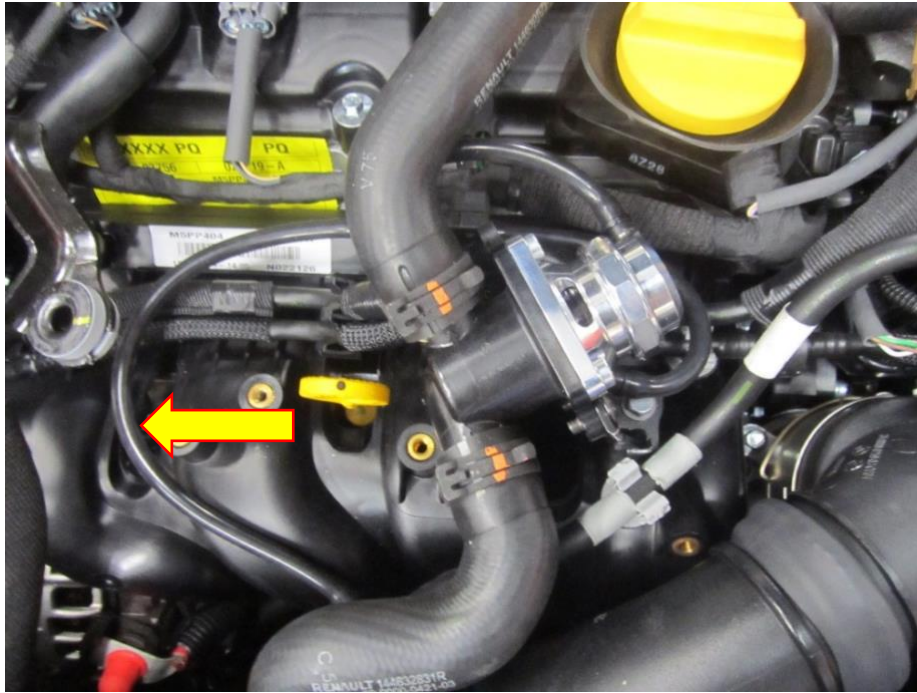
11. The next set of pictures are for illustration purposes - they may not be representative of your engine, but they are the clearest way to show you how to connect your solenoid to the atmospheric or recirculating valve you have fitted.

Overview of the vacuum hose routing

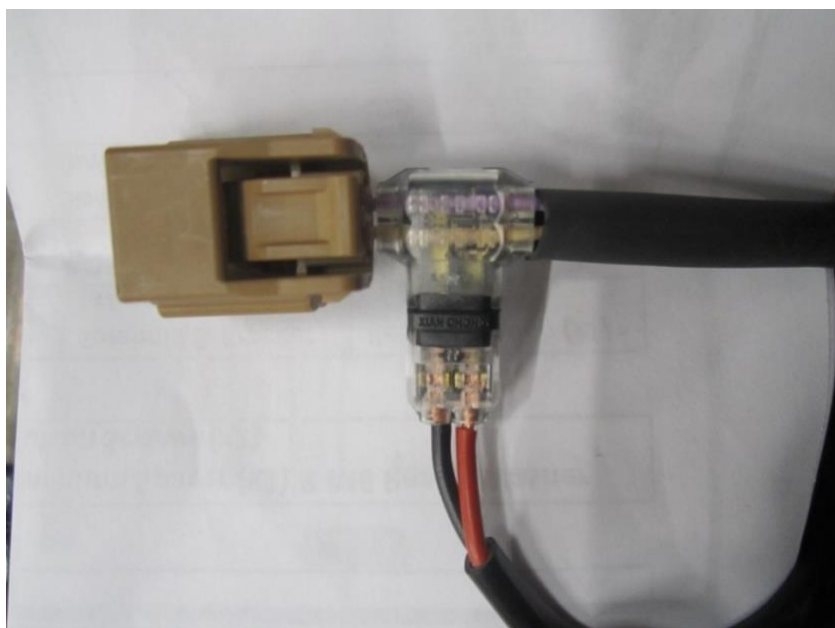
T piece to vacuum pump



12. Run the new vacuum lines as per the previous step and cut to length with some side cutters or a sharp blade. The hose which runs to the T piece runs under where the boost pipe is located. Use the supplied cable ties to secure the ends of the vacuum lines to the solenoid, valve and vacuum T piece, then snip off the excess with side cutters.



13. Now re fit the two T30 Torx fasteners that secure the valve to its bracket
14. The next step is to attach the other end of the vampire connector to the original diverter valve wiring harness. Locate the loom, pull back the protective covering, open the other end of the vampire connector and place it over the two wires. Once lined up with both wires clamp it shut with the use of pliers. If you prefer you can solder the solenoid cables to the OE valve loom, just remember to insulate the wires. It's doesn't matter which way round you have the wires to the Forge loom.



15. Once you are happy that the connector is fastened correctly use the remaining cable ties to run the wiring adjacent to the OEM wiring loom.



16. Refit the boost pipe, push the end of the hose back into the turbo, make sure you hear a positive click when pushing it in, then replace and tighten the 10mm fastener that holds the boost pipe to the engine.



17. The installation of your new Forge FMDV23 is now complete.

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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