



## Clio 2 RS Forced induction module INSTALLATION GUIDE

Please be sure to read this thoroughly

Thank you for ordering the EFI-Parts Forced induction module and ECU flash for your Clio 2 RS (172 / 182). The module must be installed exactly in accordance with the following instructions. Please take your time and make sure that each wire is connected correctly, preferably crimped. Connections should be well insulated. *Installation should not be attempted unless you are confident of your electrical competence!*

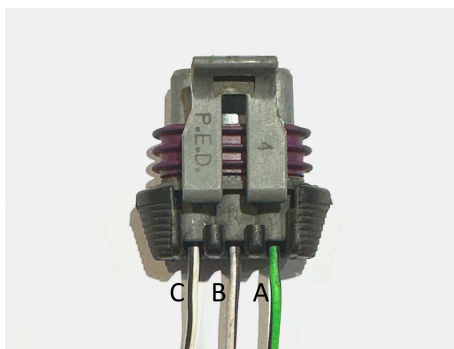
The Forced induction module (hereafter referred to as the F.I.M) has 1 wire which must connect to the improved (supplied) oil pressure sensor, a connector to suit the new MAP sensor, and 3 wires which must connect to the old / original MAP sensor plug wires.

### **Instructions to install;**

- 1) Make sure your ignition is switched off. Disconnect battery!
- 2) Remove the original MAP sensor from the side of your inlet manifold and press in the new sensor which came with the kit.
- 3) Remove the original oil pressure switch from the front of the engine block and fit the new, improved sensor. The new sensor is considerably more reliable than the original type, which by now, 50% of them have failed it seems un-beknown to the owner.
- 4) Locate / install the F.I.M on or near to the engine mount at the cam belt end of the engine. Route the thin black wire safely down toward the oil pressure switch, then cut the old, round oil pressure sensor plug off the vehicles wiring loom, attach the new black wire to this loom wire and crimp both of these wires in to the 'spade' connector which should then push on to the sensor. We want both the ORIGINAL vehicle wire AND the black F.I.M wire connected together and to the oil pressure switch. This will re-instate the original oil pressure switch warning for the car, and give our FIM module a signal to tell us the engine is running and has oil pressure.

5) The remaining 3 bare wires from the FIM must be connected to the 3 wires which went to the original MAP sensor connector on the left side of the inlet manifold. You can cut the original plug off (perhaps leaving a little bit of wire on the original plug in case you wish to re-instate it at some time). The F.I.M wire colours should be connected as follows;

- Wire 'A' of original map sensor connector should be connected to the BLACK wire
- Wire 'B' of original map sensor connector should be connected to the BROWN wire
- Wire 'C' of original map sensor connector should be connected to the RED wire



**\*\*\*\* PLEASE NOTE: ECU connector wire colours "may" have changed over the years so if in doubt please stick to using pin letters as your guide. They are embossed on the original connector near to where the wires exit the housing.**

6) After double checking your connections you should insulate the connections to prevent moisture ingress or short circuits.

***One you have your fuel injectors, turbo map sensor and the flashed ECU in place you should be ready to start the engine.***

The engine should start and run as normal - if there are any odd running problems, overly rich exhaust fumes (or AFR readings if you have a wideband gauge installed) then please go back and check your work!

You can test that all is well by watching the ECU's live data while running and up to temperature. Long term fuel trim should be around zero (or 128 in some cases including Renault CLIP and RSTuner). The short term fuel trim should be around the same, varying a little, often slightly less than zero (Or in cases where the default value is 128 you might expect a reading of around 100. Anything between 70 and 140 should be considered normal. It should vary depending on temperature, RPM and engine load. It shows correct operation of the lambda system.)

***It is recommended that you visit us or Engine Dynamics for custom tuning to ensure the best and safest result possible. However, the supplied base map should be safe for 7psi of boost assuming a T25/GT25 sized turbo, standard internals, Megane 225 injectors and suitable fuel pump.***

If you have any trouble with installation please contact us at [sales@efi-parts.co.uk](mailto:sales@efi-parts.co.uk) for technical support.