FMINT35 Fitting Instructions

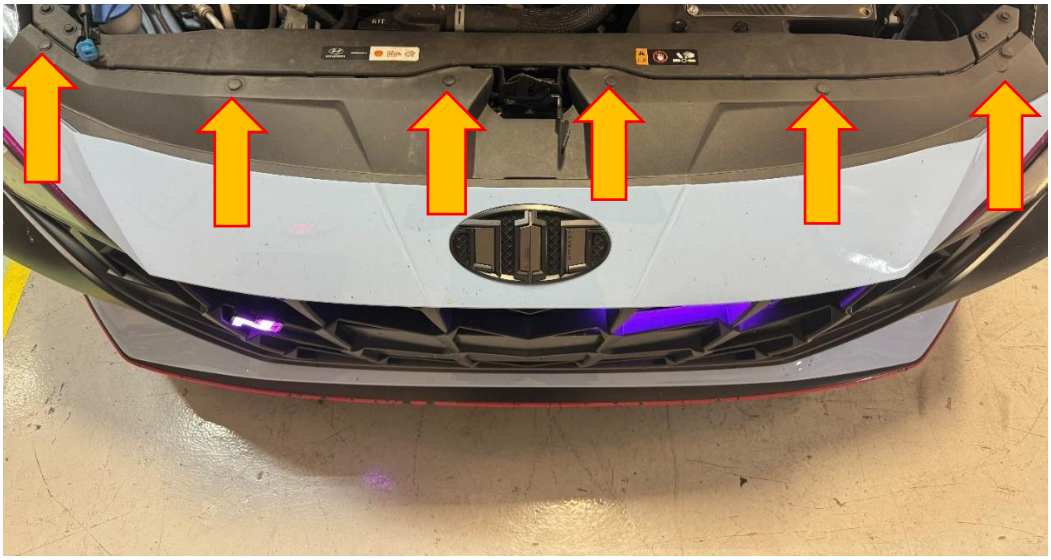


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

TOOLS NEEDED:

Flat blade screwdriver or trim removal tool
7/8/10/12/26 Ratchet Drive with extension
5mm Allen key
Adjustable spanner
Hack saw/grinder or sharp Knife
Phillips screwdriver
Side cutters
Axel Stands & car jack/car ramp

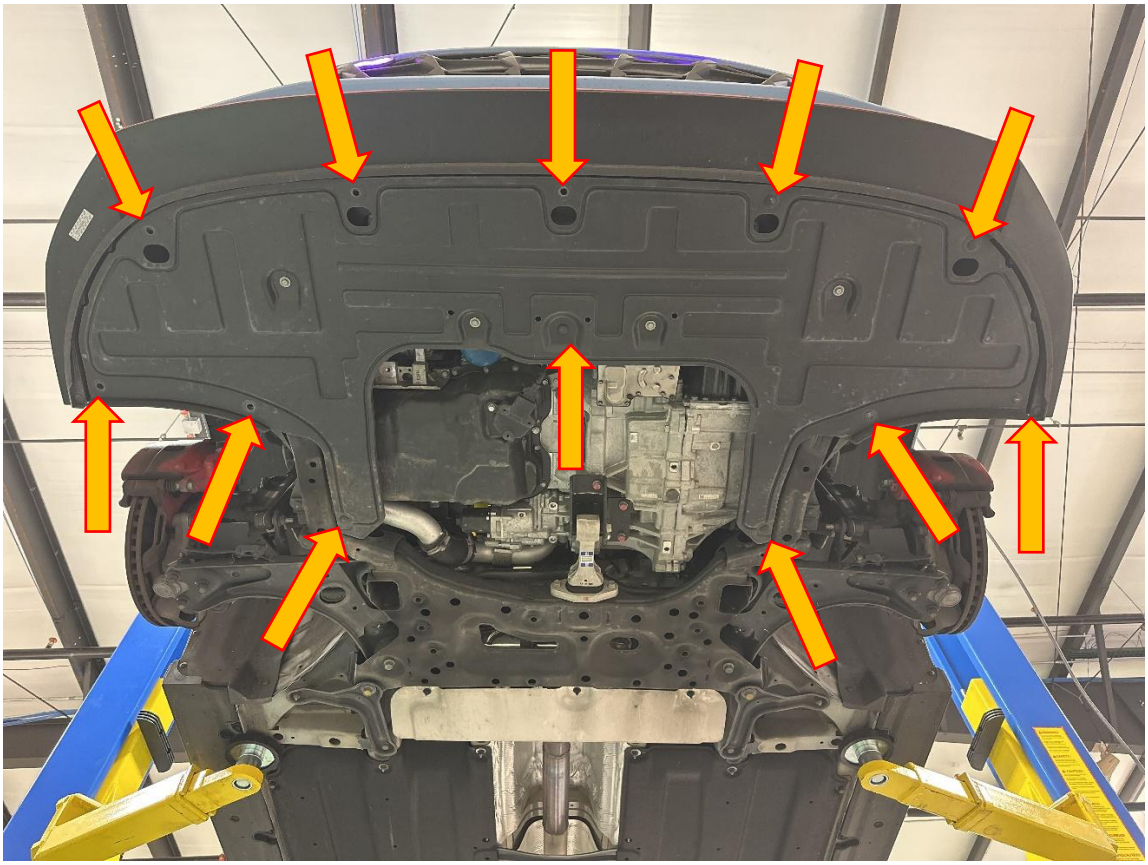
1. Park the vehicle securely, then open the bonnet and using a plastic trim tool or flat blade screwdriver remove the six plastic fasteners that run across the slam panel.



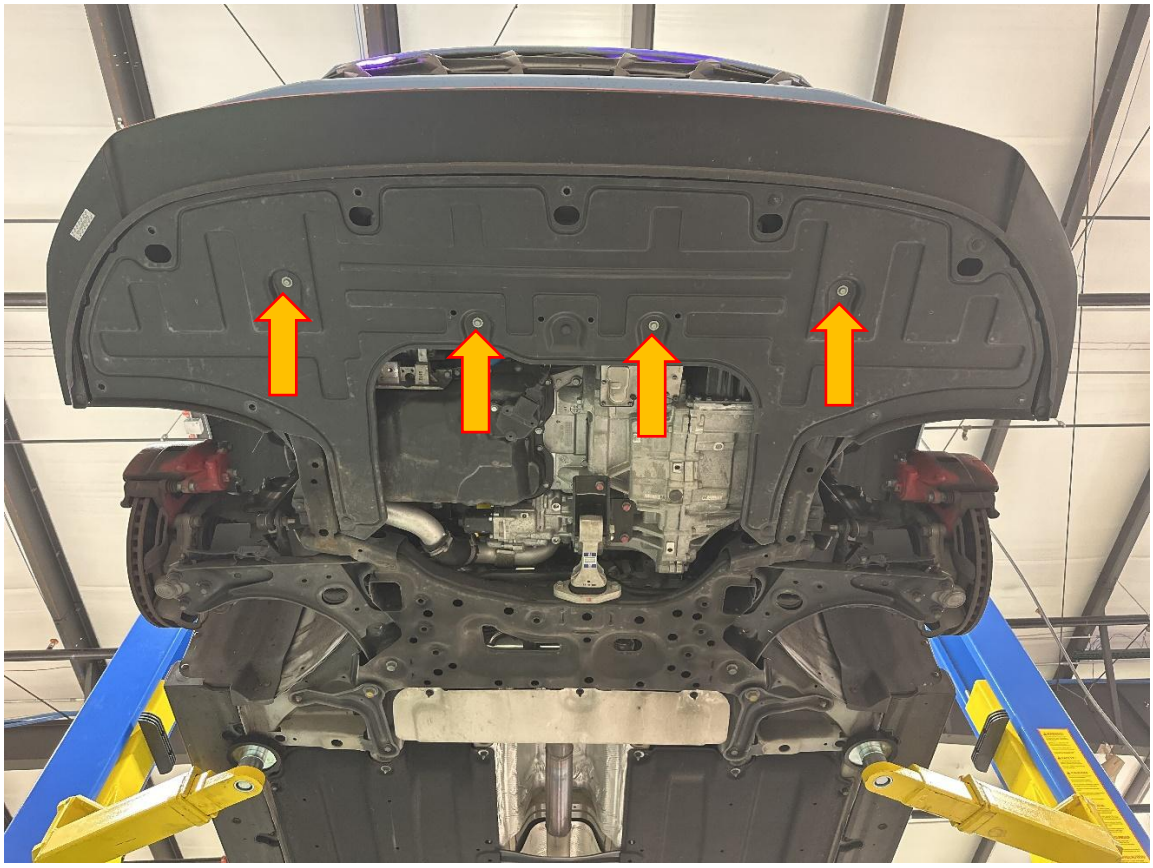
2. Using an 8mm socket and rachet or Pozi drive and remove the fastener at the top of the wheel arch. Using a plastic trim tool or flat blade screwdriver remove 4X plastic fasteners. This procedure is to be carried out both sides.



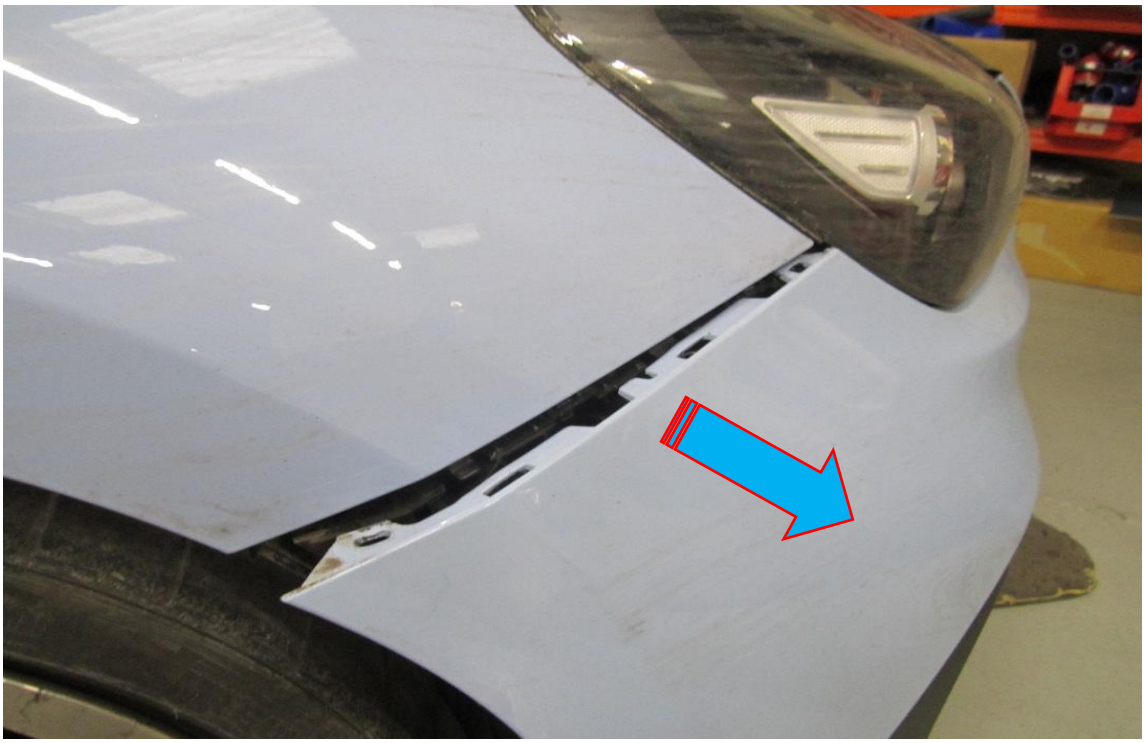
3. Using a car ramp or jack and axel stands raise the vehicle in the air. With the aid of trim tool or flat blade screwdriver remove 12 plastic fasteners attaching the under tray to the vehicle.



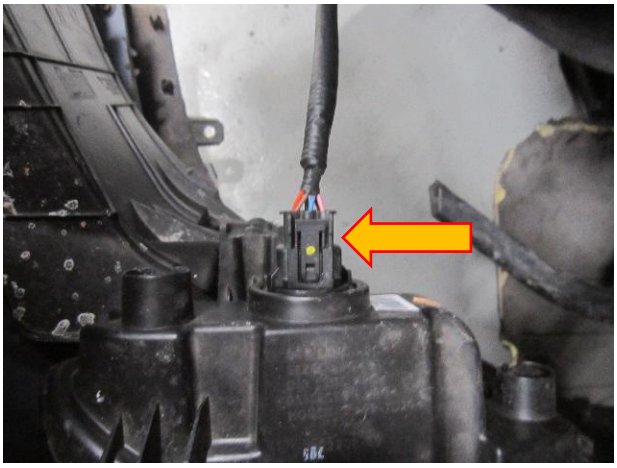
4. Using a 10mm socket and ratchet remove the remaining 4 fasteners left holding the under tray in place.

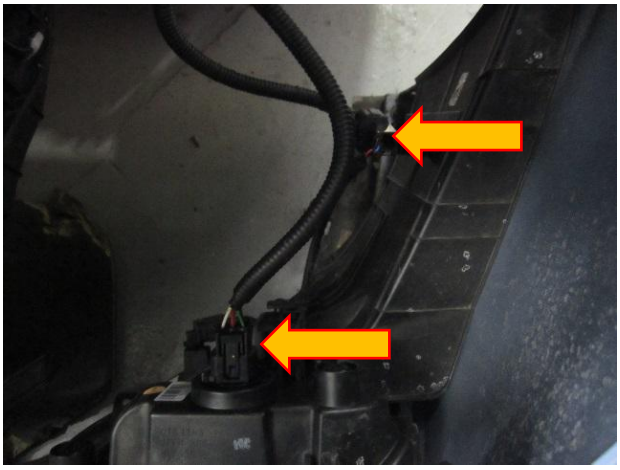


5. Pull sharply at the top corners of the bumper so that it comes away from its locating clips as shown in the picture.

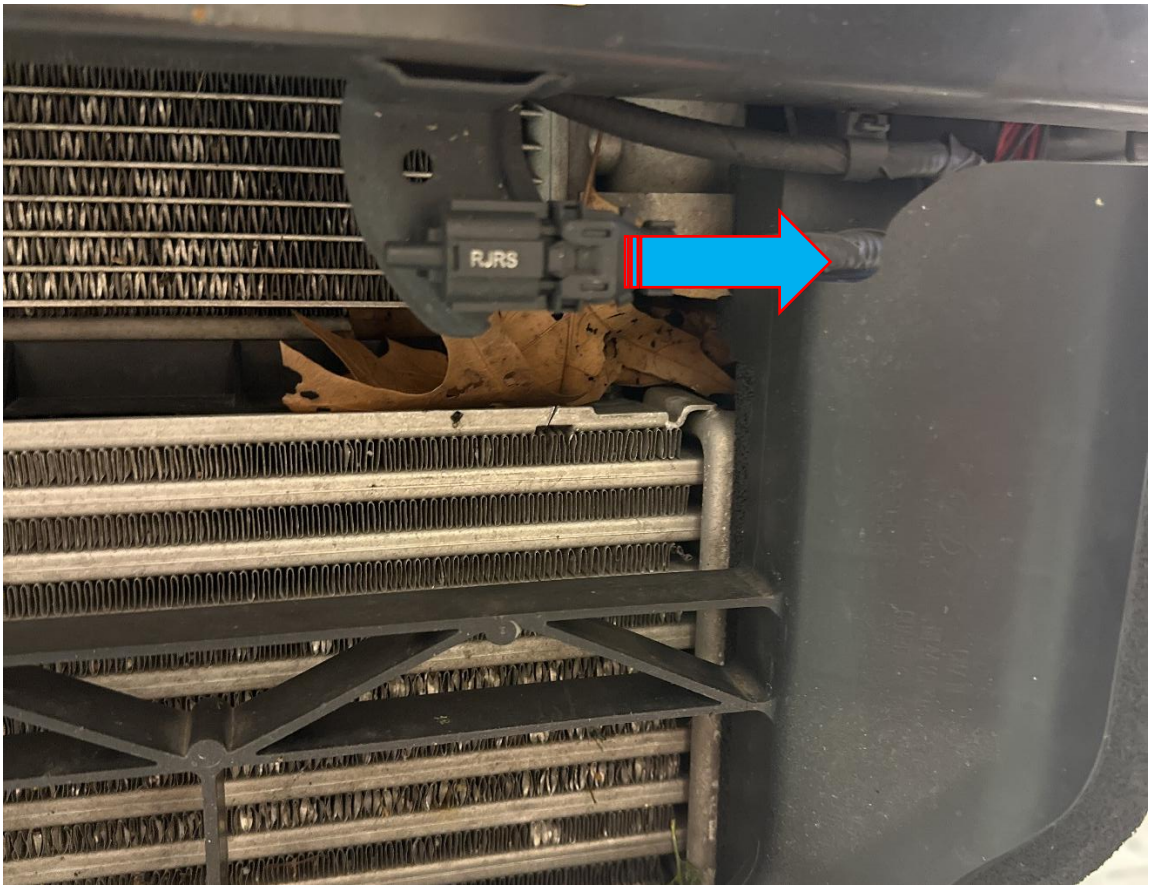


Un-plug both fog lights and parking sensor loom (if equipped). At this point the bumper can be removed completely from the vehicle.

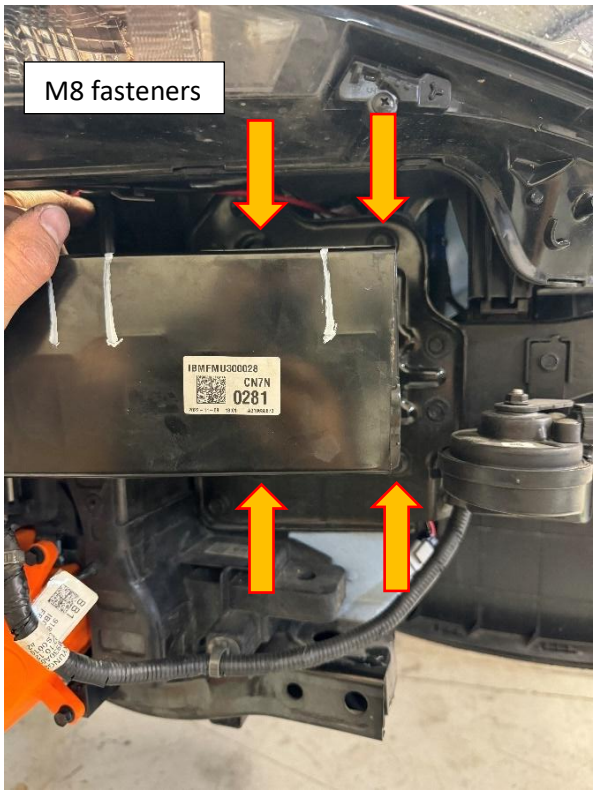


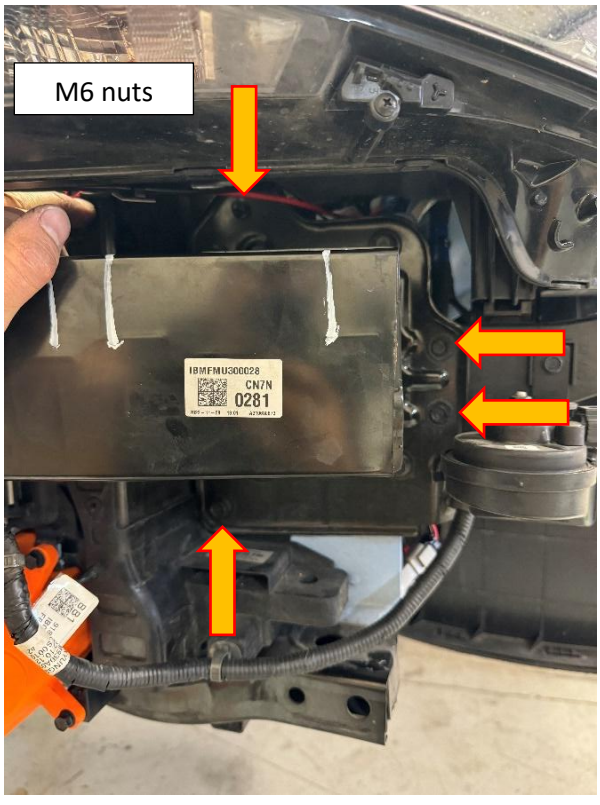


6. Un-plug the temperature sensor and using a trim removal tool or flat blade screwdriver to lever the sensor away from the crash bar.



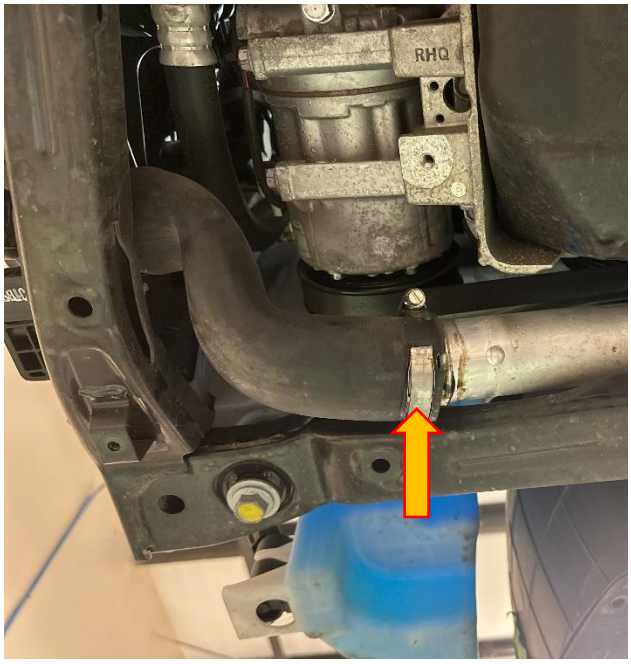
7. Using a 12mm socket and ratchet remove 8X M10 fasteners (X4 each side) and a 10mm socket and ratchet to remove 8X (x4 each side) M6 nuts attaching the crash bar to the vehicle.



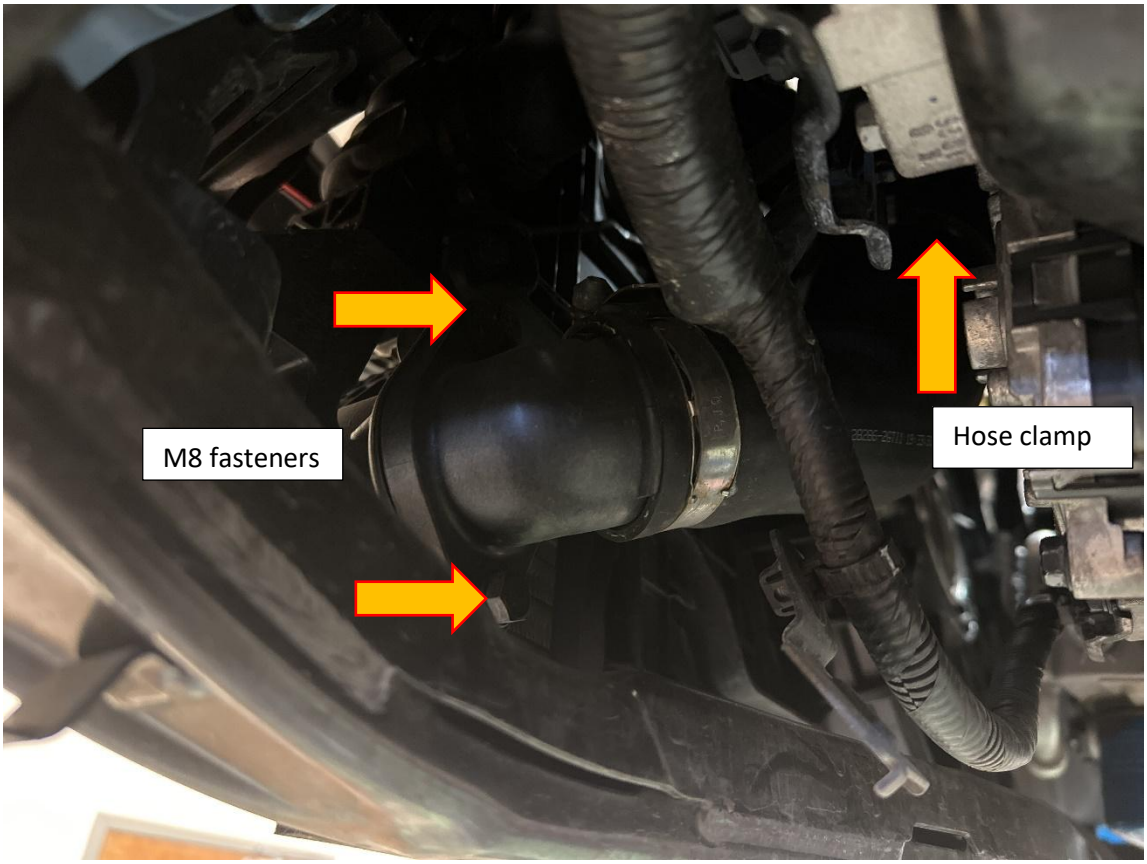


8. Using a flat blade screwdriver remove the anti-tamper cap off the hose clamp, then using an 8mm socket and ratchet loosen the hose clamps to the hoses attached to the OE intercooler and remove the hose completely.

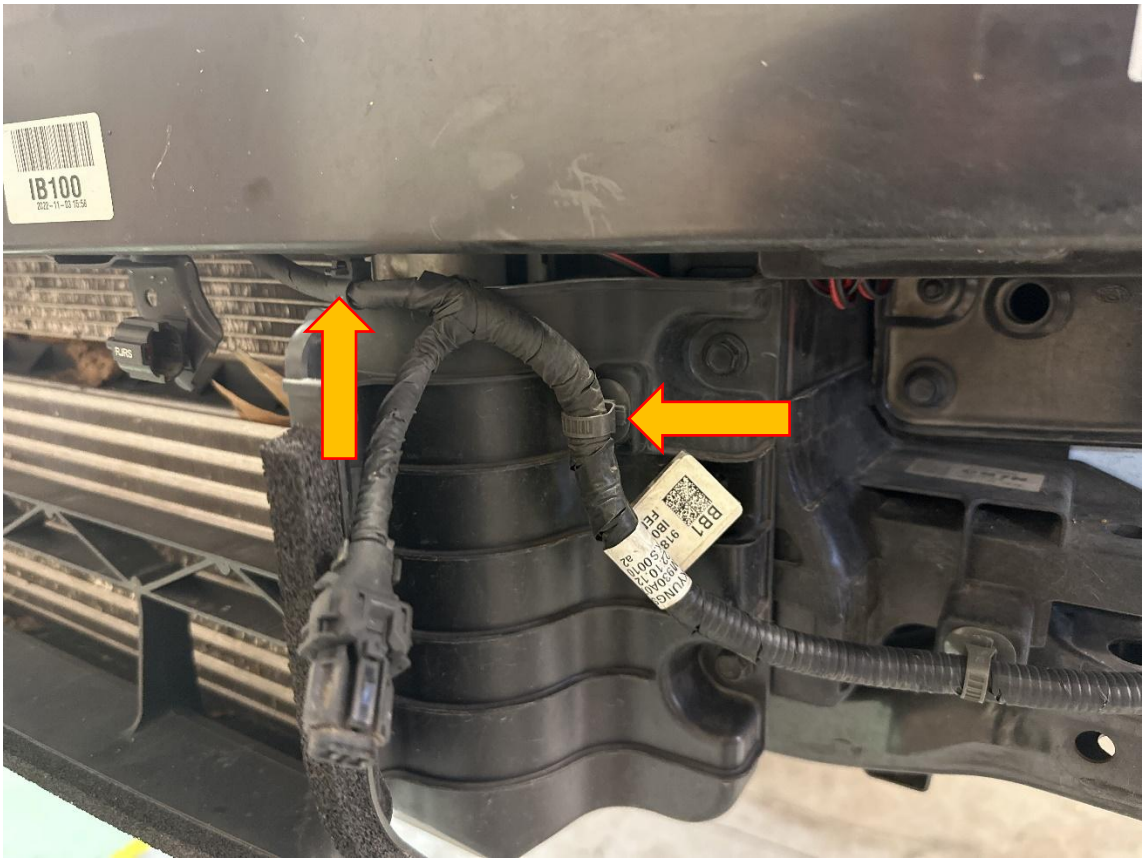




9. Using a 13mm socket and ratchet remove the X2 M8 fasteners attaching the boost pipe to the cold side of the intercooler. Using an 8mm socket and ratchet loosen the hose clamp attaching the other end of the hose



10. Using a flat blade screwdriver or trim tool disconnect the wiring loom from the intercooler ducting and crash bar. Using a 10mm socket and ratchet remove 4X M6 fasteners attaching the intercooler ducting.

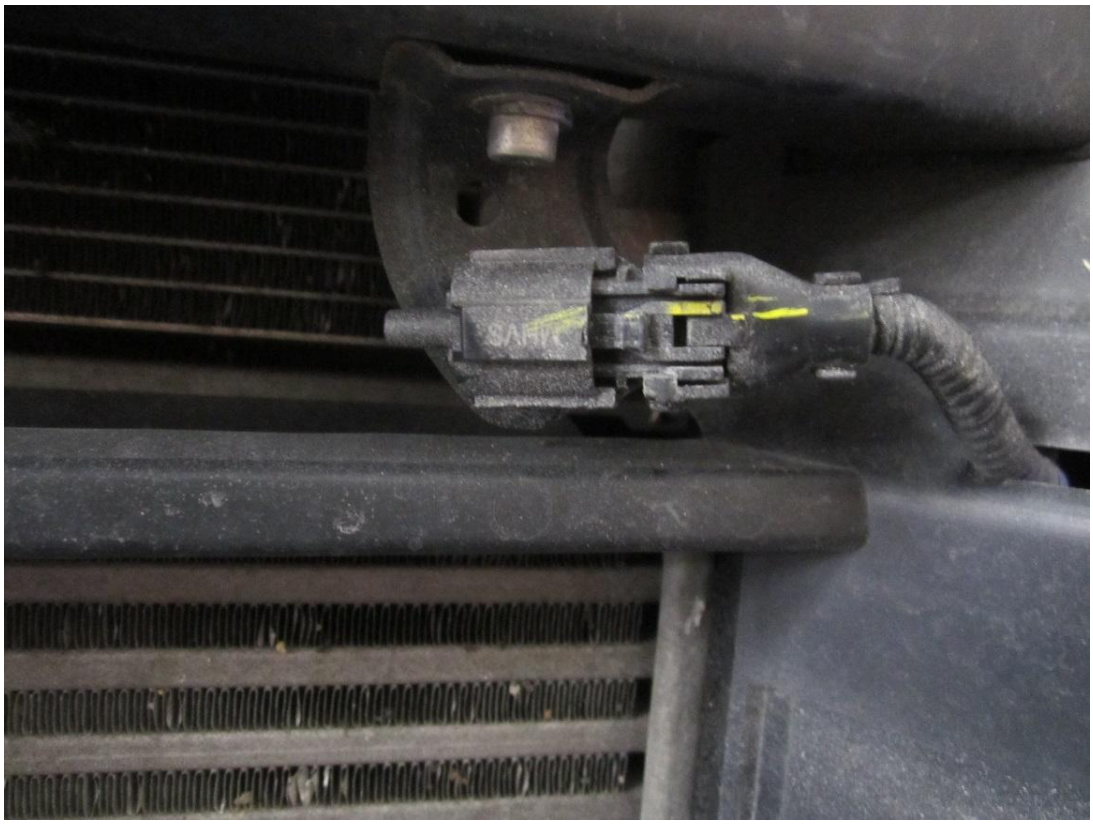




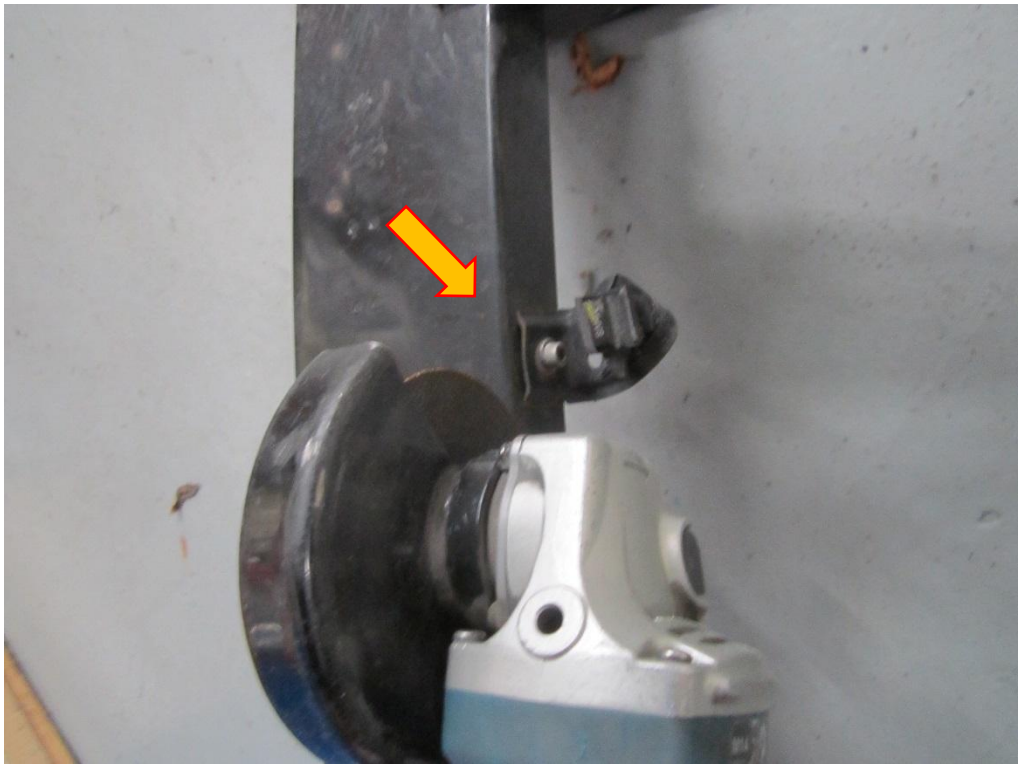
11. Using a 10mm socket and ratchet remove 4X M6 fasteners attaching the intercooler to the vehicle. You will now be able to remove the intercooler completely.



12. Unplug and remove the temperature sensor from the crash bar. To remove the sensor, use a trim removal tool or flat blade screwdriver to lever the sensor away from the crash bar.



13. Using an angle grinder or hack saw, cut off the temperature sensor bracket, we recommend painting over the cut mark to prevent rusting.



14. Fit the Forge Motorsport intercooler into position and use the OE fasteners to fix it into the position.



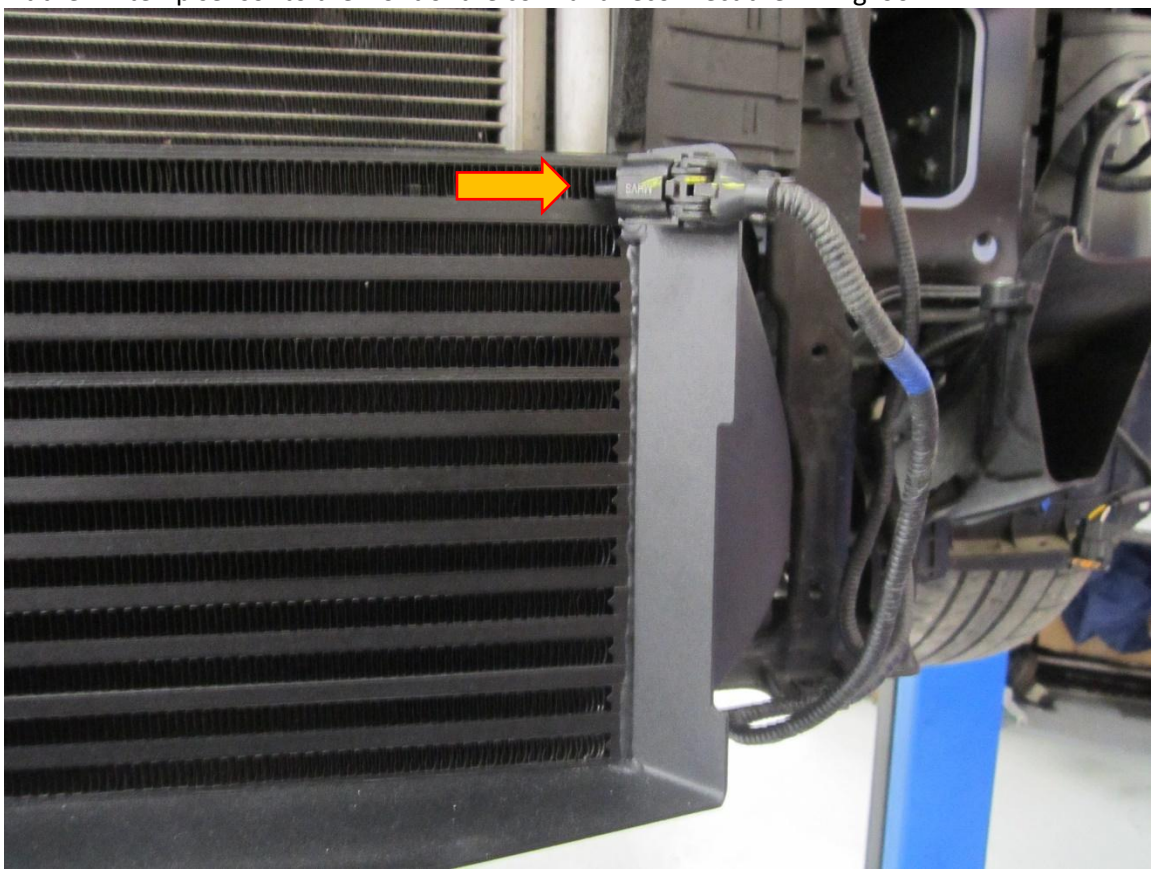
15. Fit the straighter hose to the hot side of the intercooler this can only be fitted in one orientation with the larger end mating to the intercooler junction. Fit and tighten the provided hose clamps onto either end of the hose.



16. Fit the 90-degree hose to the cold side of the intercooler, this can only be fitted in one orientation with the larger end mating to the intercooler junction and the smaller end to the OE boost pipe. Fit and tighten the provided hose clamps onto either end of the hose.



17. Fit the Air temp sensor to the front of the cowl and reconnect the wiring loom.



18. Double check all the fasterners and junctions are secure, follow steps 1-5 in reverse order to complete your instalation, Once back together take your car for a test drive and enjoy the added performance from your new Forge Motorsport intercooler.

Check out www.forgemotorsport.co.uk
and 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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Important Information Regarding Your New Forge Cooling Product

Thank you for purchasing a Forge Motorsport cooling product. You now have a product that simply leaves the competition behind – made in Great Britain, with a lifetime warranty. All you need to do now is install and maintain the product correctly to maximise its full potential.

All Forge products are tested before leaving our facility to ensure you 100% satisfaction and reliability.

General information and care for your Forge cooling product:

- On installing your intercooler/radiator, be sure that all hose clamps and fittings are tightened to prevent any leakage.
- Ensure that the intercooler/radiator and the associated plumbing components are not rubbing on any body parts. This can cause premature failure and warranty invalidation from Forge.
- Do not use any car cleaning products, particularly traffic film remover solutions or shampoos to clean your intercooler, radiator or oil cooler. The use of these products can damage the Forge cooling systems and invalidate your warranty.
- Any cleaning should be done with hot soapy water and well rinsed.
- We recommend that you should inspect your product on a regular basis for bent and/or crushed fins. Any bent fins should be carefully straightened to allow ambient air to pass through the core face.
- At the time of installing your Forge product, an approved coolant must be used and added to the coolant system. Be sure you never mix coolant and always use distilled water.
- On Forge Oil Coolers, please ensure all hose clamps and fixings are tightened and secured to prevent leakage.
- Do not exceed 9 bar (130 psi) rating on your oil cooler.

What should you do if a fault develops?

If you suspect that you have an issue, you should take your vehicle back to where the installation of your Forge product was carried out, or to a suitable and qualified tuner for investigation of the problem.

If you suspect that the problem has occurred due to faulty manufacture, please contact your Forge dealer or Forge Motorsport UK, Forge Motorsport USA or Forge Motorsport Asia, depending on your geographical location, to discuss the issue.

How to get the Best from your Forge cooling products

- Ensure the fitting is carried out by a reputable and competent garage, tuner, or mechanic.
- Carry out regular visual checks, inspections, and servicing.
- Only fit the Forge cooling product for the application that it was designed for.
- Do not fit other parts that could detrimentally affect the efficiency of your Forge cooling product.

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