



PLEASE NOTE THIS PRODUCT HAS BEEN DESIGNED TO BE USED WITH FMINLH8 3.5"INTAKE PIPE. WE CAN NOT GUARANTEE FITMENT WITH ANY OTHER MANUFACTURERS INTAKE SYSTEM.

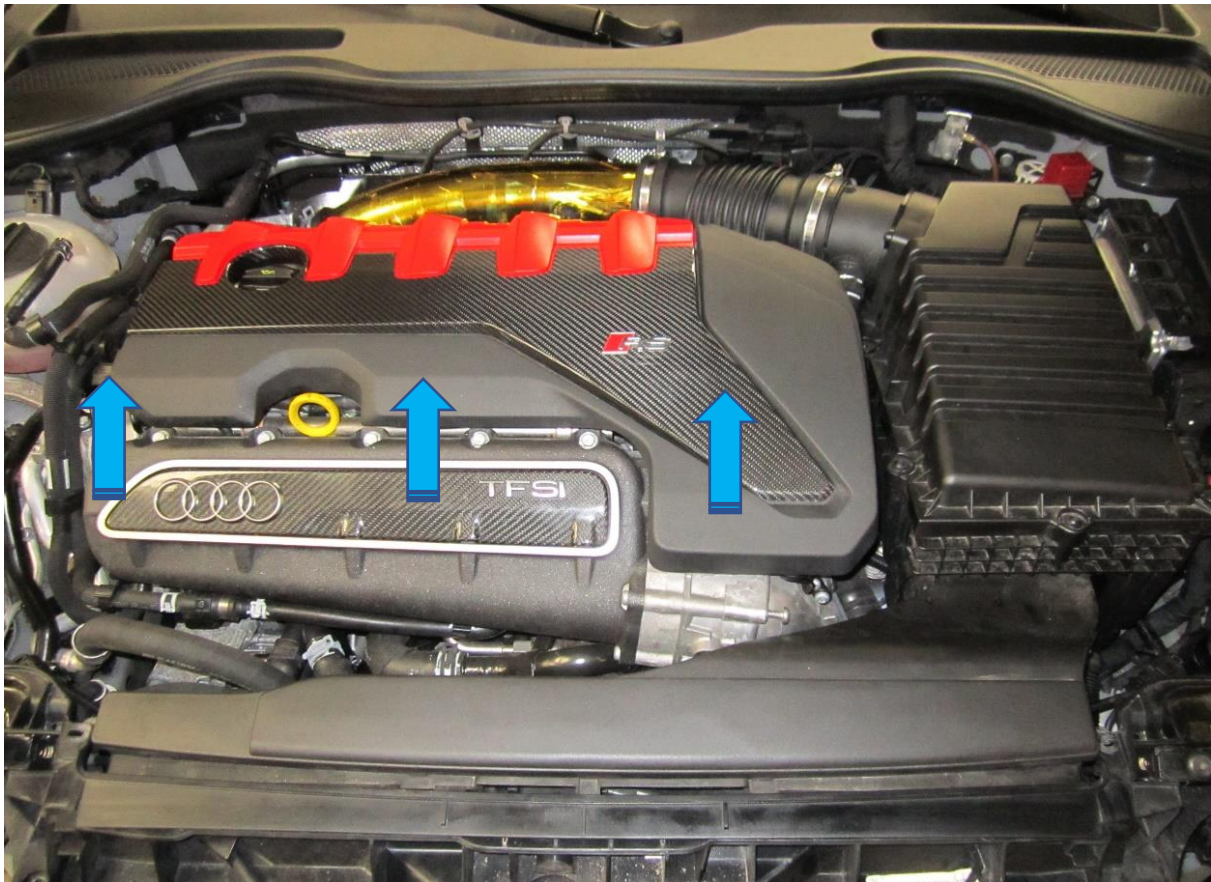


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

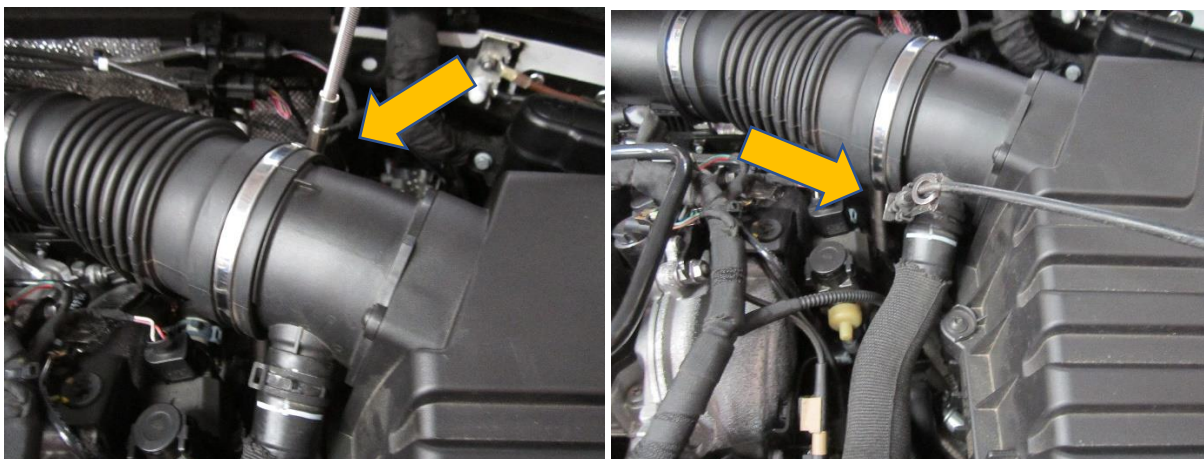
TOOLS NEEDED:

- T20,T25,T30 Torx drive and suitable ratchet
- 6MM Allen key and suitable drive
- Hose clamp drive and hose clamp remover
- 9mm multi spline and suitable drive
- M10 Socket and suitable drive

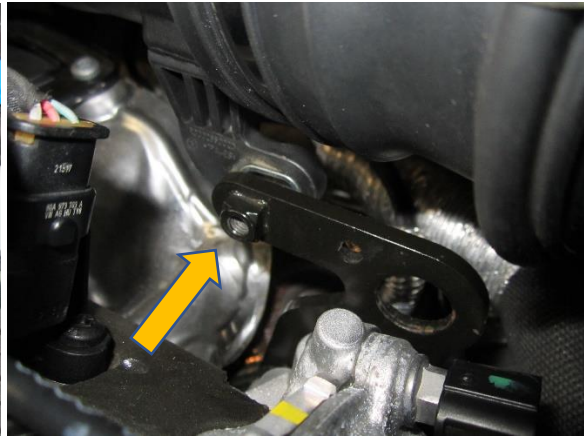
1. Remove the vehicles engine cover by pulling Sharply in an upwards motion.



2. Using a 7mm hose clamp drive remove the hose clamp pictured below, then using a hose clamp remover, remove the diverter valve hose.



3. Remove the T25 fastener that holds the inlet pipe in position.



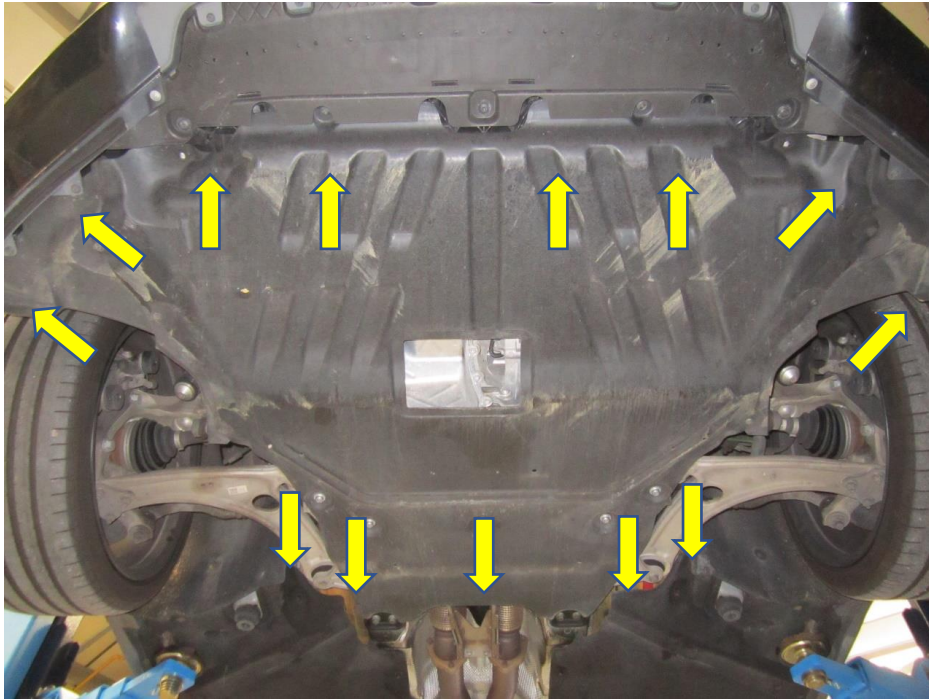
4. Disconnect the breather hose from the inlet pipe by depressing the tabs as shown below.



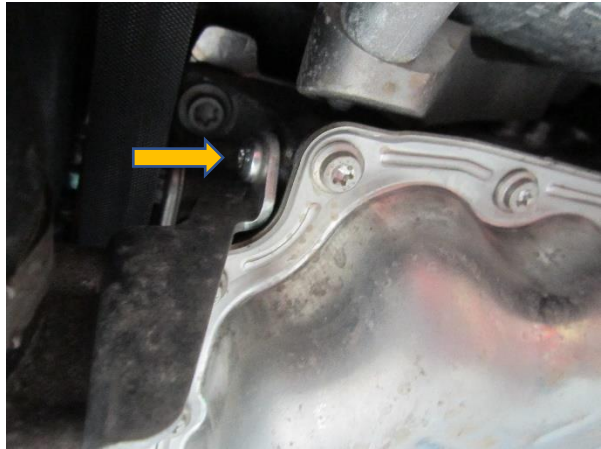
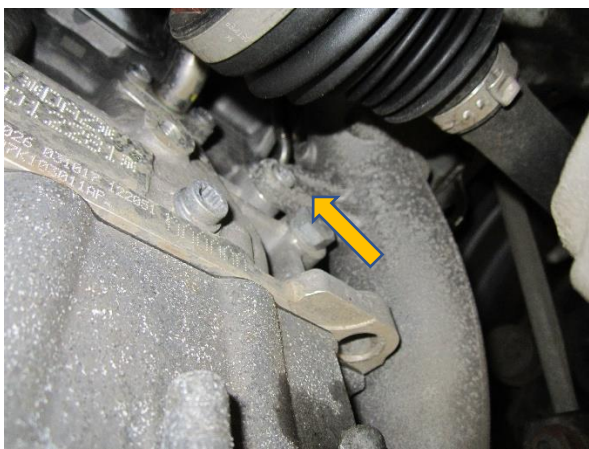
5. Using a hose clamp remover disconnect the sprung clamp that holds the inlet hose to the metal turbo inlet, then fully remove the inlet hose from situ.



6. Raise the vehicle on a suitable ramp and remove the undertray .



7. Remove the fasteners that hold the aluminium boost pipe that runs along the side of the engine from the turbo.



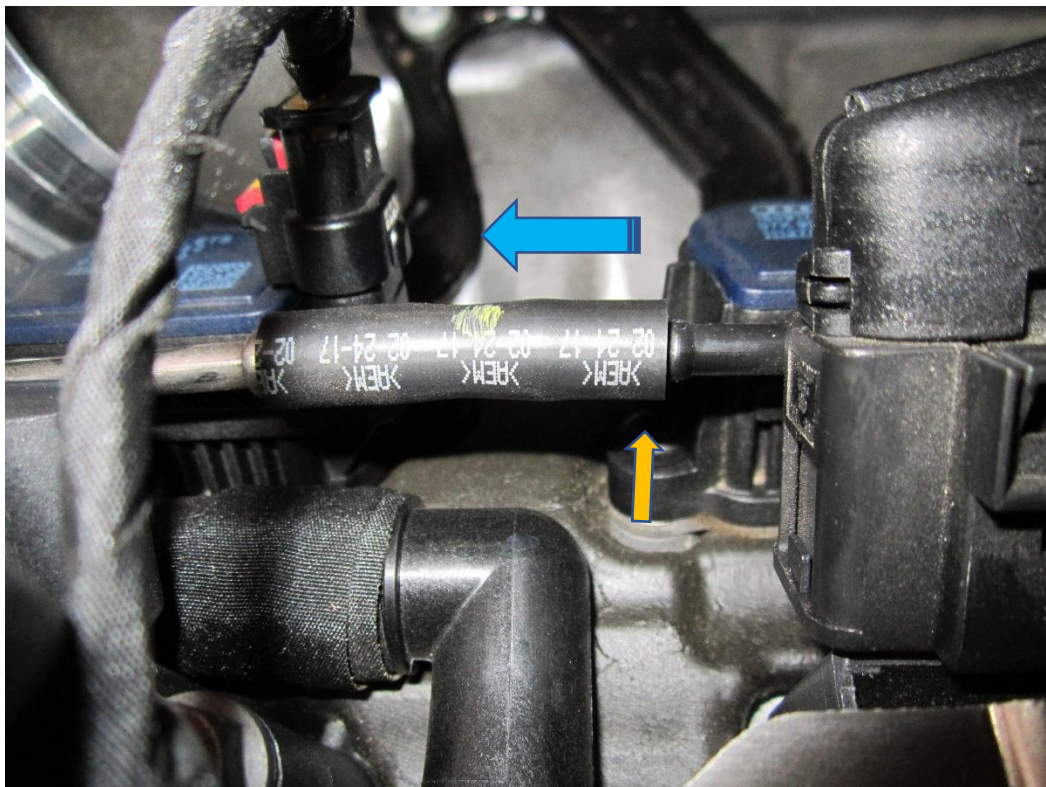
8. Undo the hose clamps that are still holding the boost pipe in situ.



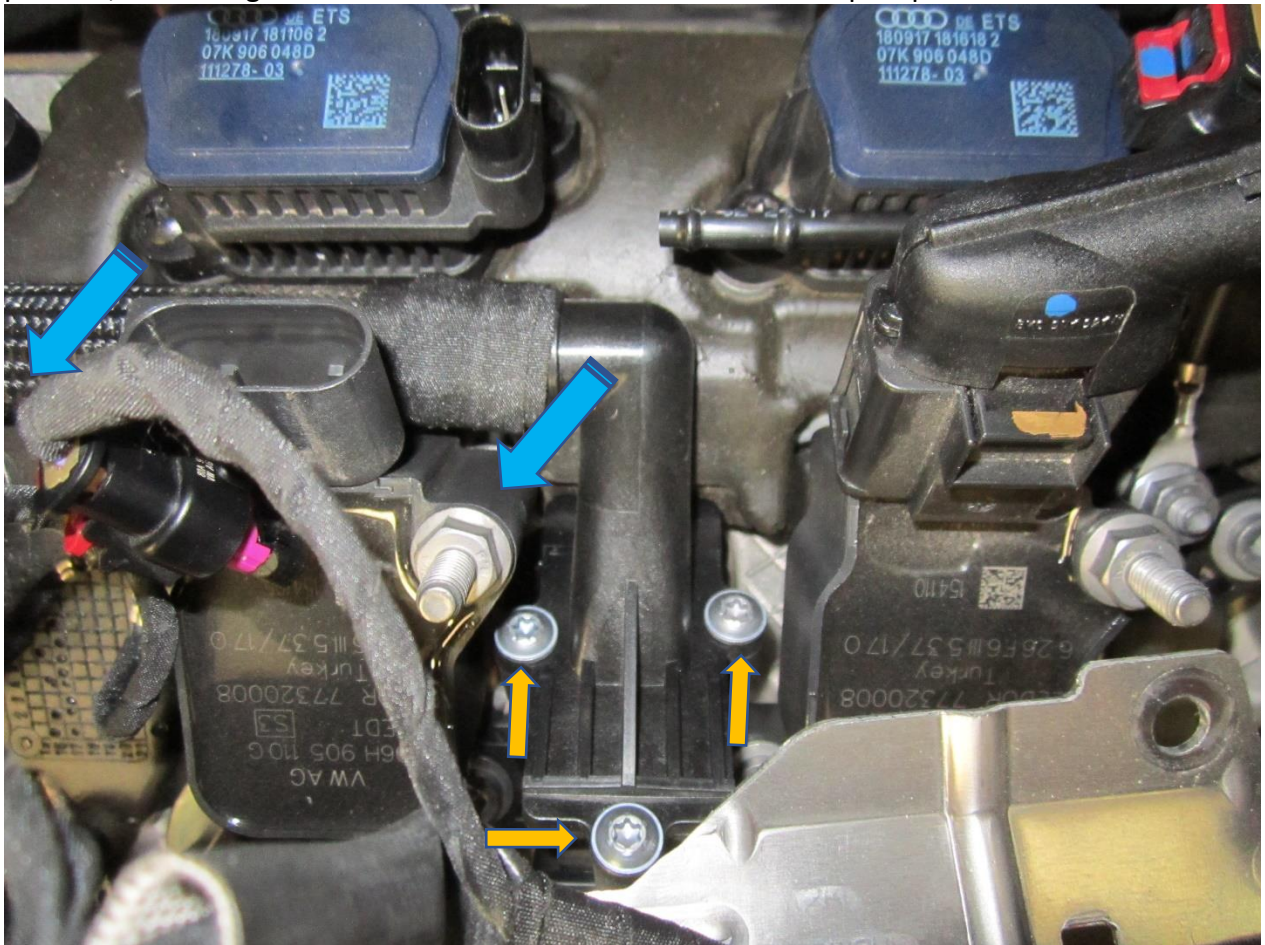
10. Disconnect the vacuum hose from the actuator.



11. Disconnect the vacuum tube from the plastic vacuum line located in between the coil packs.



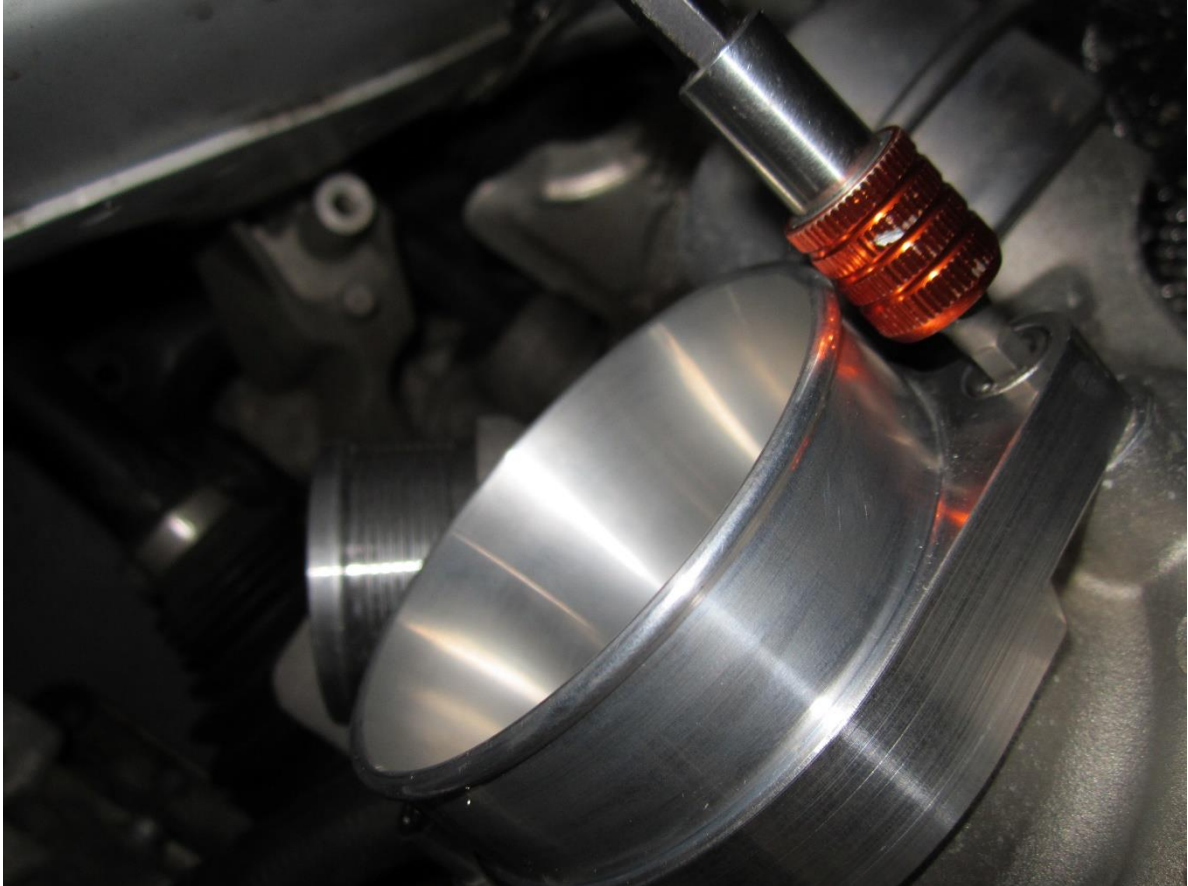
12. Using a 10mm socket and suitable drive undo the nuts that hold the coil packs in position, then using a T20 Torx drive remove the oil breather adaptor pictured below.



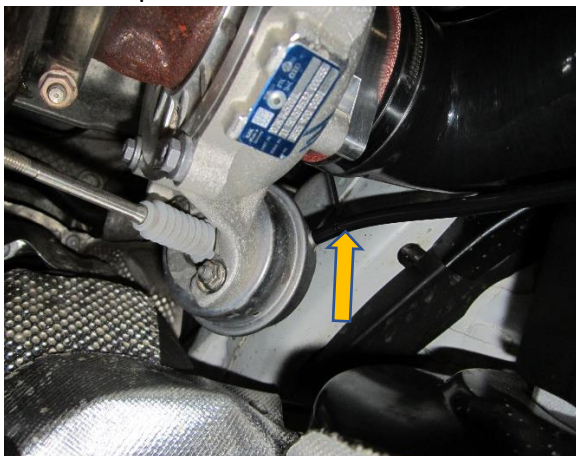
13. Using a T30 Torx Drive undo the two fasteners that hold the turbo elbow in situ. Access can be obtained from beneath the vehicle for one of the fasteners and from above for the other.



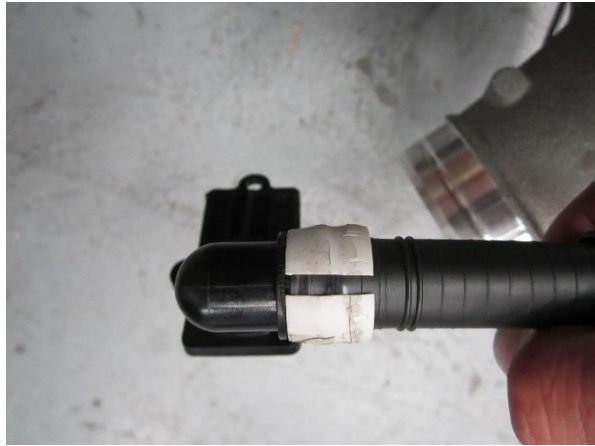
14. Fit the new turbo adaptor into position ensuring the supplied O-ring is fitted in the ring groove of the adaptor. **Please note if you are fitting the FMINLH9 TTE625/700 the O-ring is not supplied as this is situated on the mounting face of the turbo.**



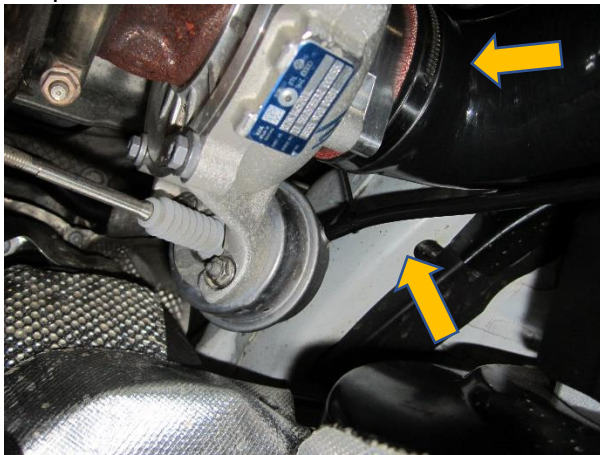
15. fit the new vacuum line provided to the actuator and vacuum hard plastic pipe as removed in section 10 and 11. Please ensure this is kept out of the way from hot areas and secure with the cable ties provided the vacuum tubing can be cut to the correct length with some sharp scissors or a knife.



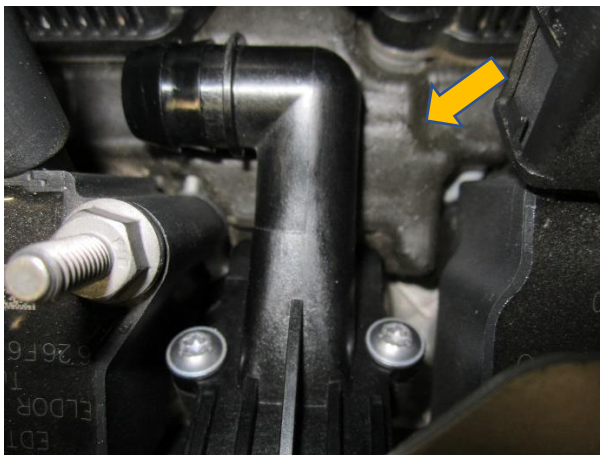
16. Remove the plastic pipe from the oil breather adaptor by either heating with a heat gun or by using a sharp knife to cut.



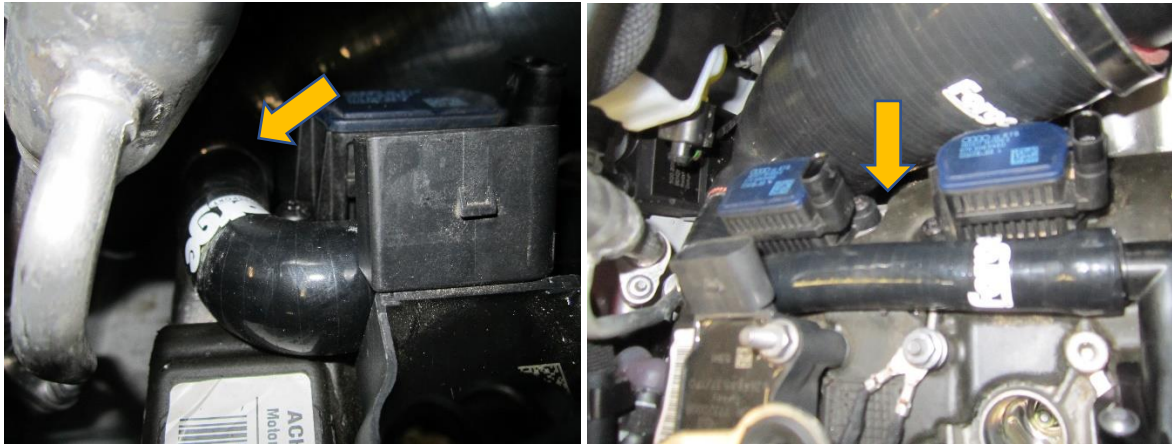
17. Fit the silicone hose to the turbo adaptor and fit the hose clamp into position ensuring it is pushed fully onto the adaptor and the hose clamp is tightened between the swage of the adaptor and the base.



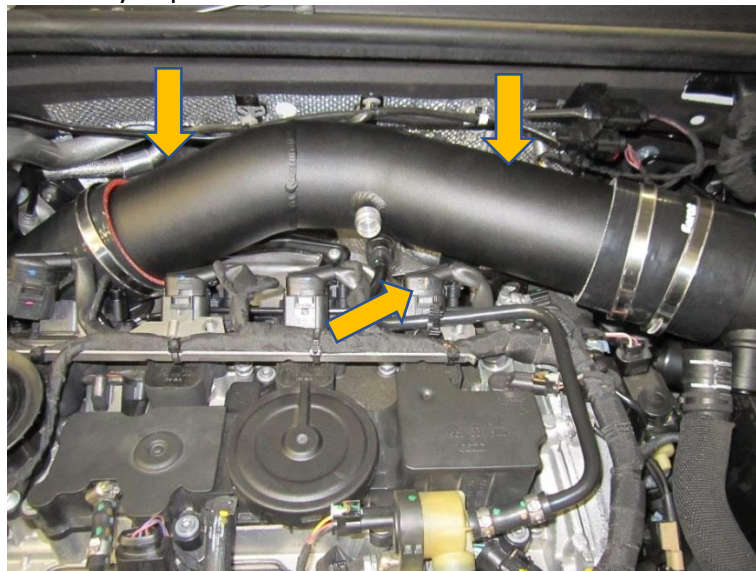
18. Refit the oil breather adaptor to the head and fit the barbed fitting supplied into the silicone elbow.



19. Fit the silicone hose from the oil breather adaptor on the head to the barbed fitting on the silicone elbow.



20. Fit the Forge Motorsport FMINLH8 turbo intake pipe making sure the M6 X 25 bolt and penny washer are securely in place.



21. Pull the silicone hose up onto the hard pipe and tighten the hose clamp.



22. Follow steps 1-10 in reverse order to complete your installation.



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