



FMINT15 Fitting Instructions

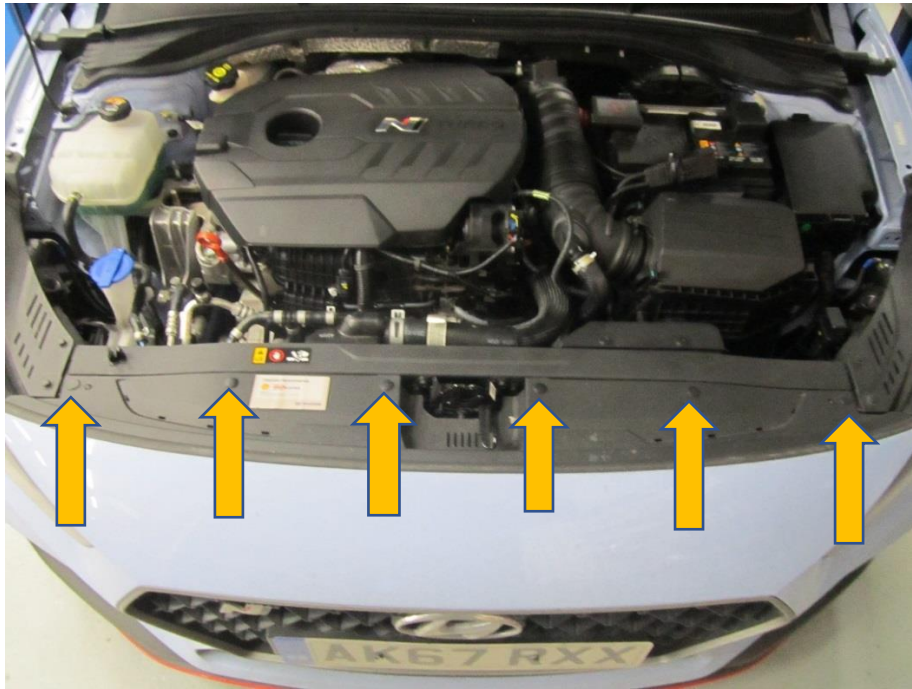


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

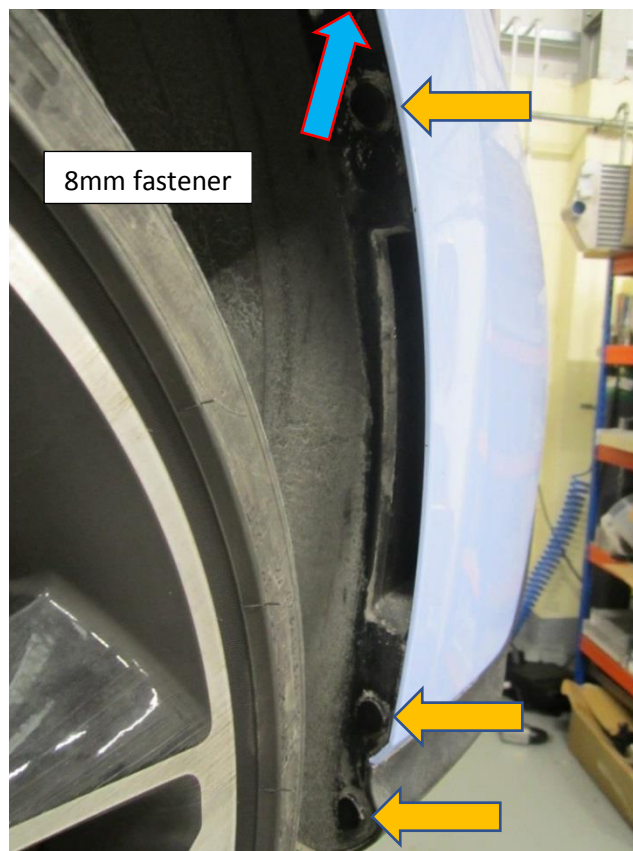
TOOLS NEEDED:

- Flat blade screw driver or trim removal tool
- 7mm Ratchet Drive
- 8mm Ratchet Drive
- 10mm Ratchet Drive
- 12mm Ratchet and Drive with extension
- Hack saw or angle grinder
- Phillips screw driver
- Side cutters

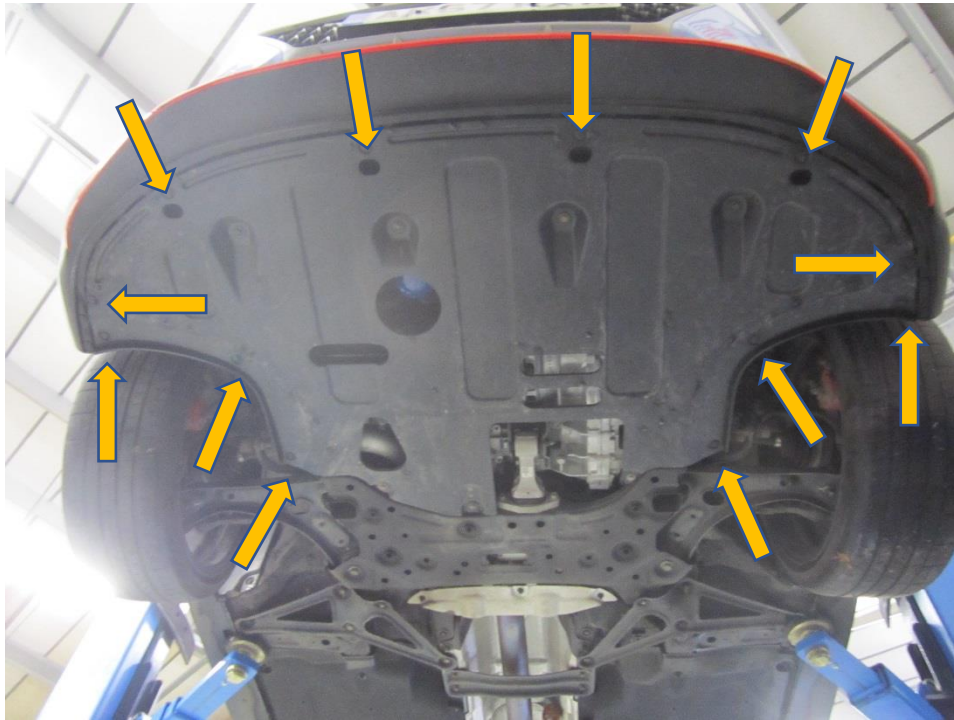
1. Park the vehicle securely, then open the bonnet and locate the six plastic fasteners that run across the slam panel. Remove these by lifting the centre up with a trim removal tool or flat blade screwdriver.



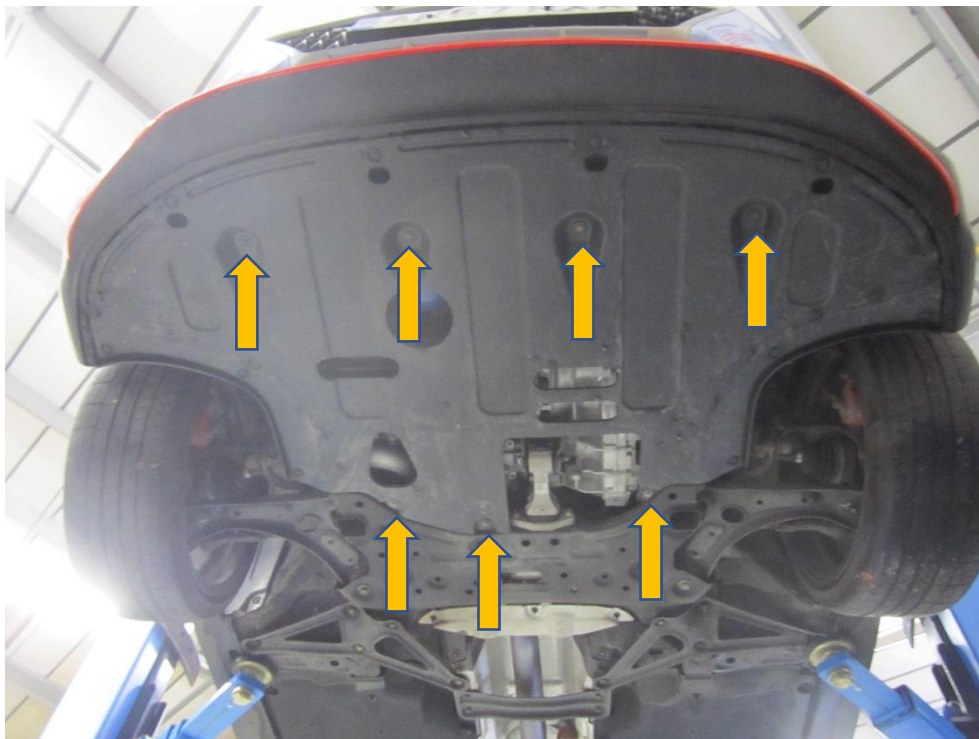
2. Inside both wheel arches there are three plastic fasteners that need to be removed in the same way as step one. At the top of the wheel arch there is an 8mm fastener attaching the bumper to the car, this also needs to be removed with either a Philips screw driver or 8mm ratchet drive and extension.



3. With the vehicle raised from the ground, looking up at the belly pan you will see 12 plastic fasteners holding it in place. As with previous steps you will need to remove these with either a flat blade screw driver or trim removal tool.



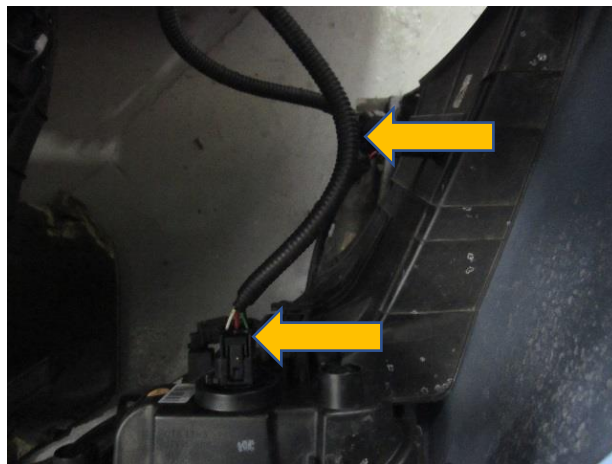
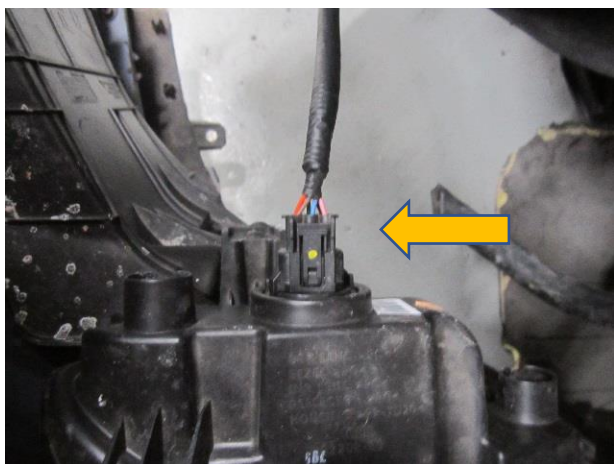
4. There are now 7 fasteners left holding the belly pan in place, remove all of these with a 10mm socket and ratchet drive and slide it towards the front of the car to remove it.



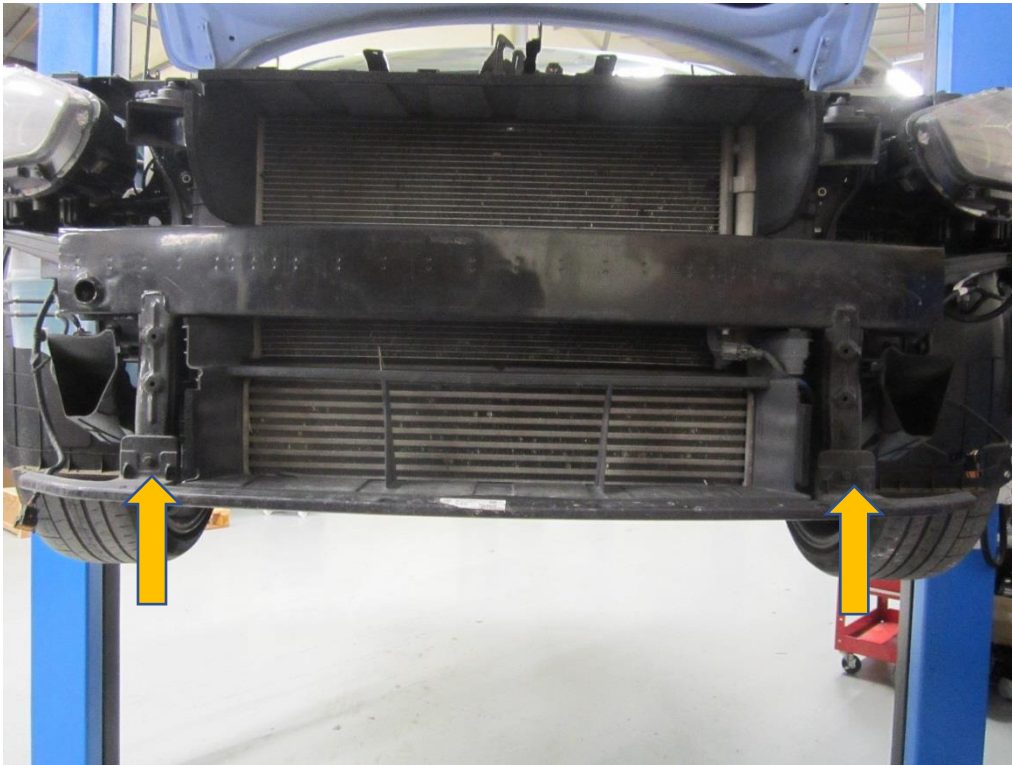
- Both sides of the bumper now need to be parted from the vehicle, pull sharply at the top corner of the bumper so that it comes away from its locating clips as shown in the picture. With both sides now away from the body of the vehicle you will be able to pull the bumper off the front of the car.



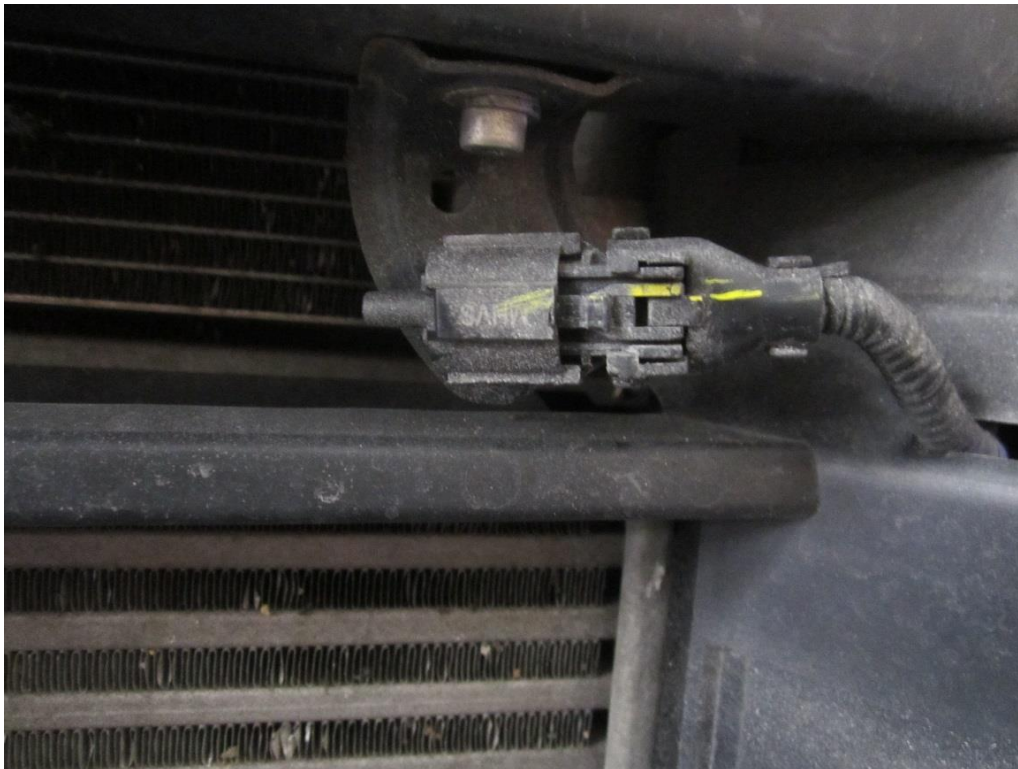
- With the bumper separated from the car, you will be able to see three plugs that need to be un-plugged, one on the off side of the car and two on the near side of the car.



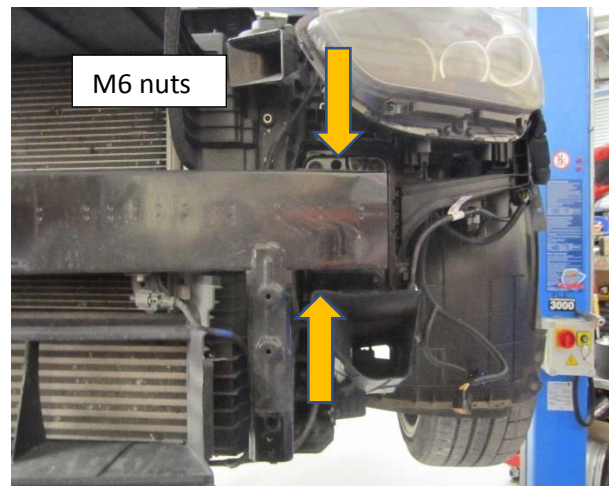
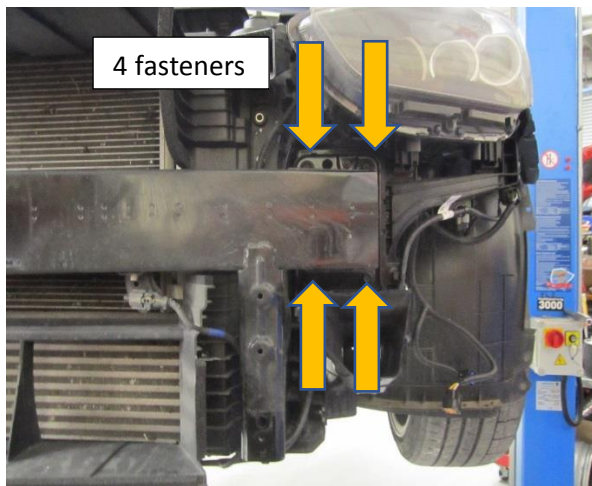
7. Now with the bumper off the car, you will see a lower support bar that needs to be removed. There are two fasteners holding it in place, simply undo these fasteners with a 10mm socket ratchet drive and pull the support bracket away from the car.



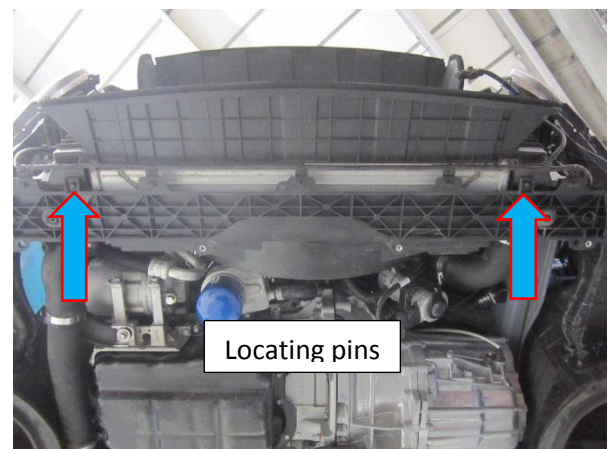
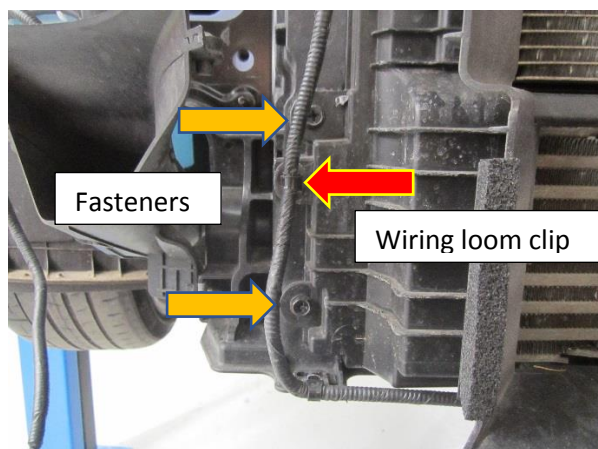
8. Unplug and remove the temperature sensor from the crash bar. To remove the sensor, use a trim removal tool or flat blade screw driver to lever the sensor away from the crash bar.



9. Removing the crash bar. There are 8 fasteners that need to be removed, 4 each side. There are also four M6 retaining nuts that need to be removed, 2 each side. To do this use the appropriate socket and ratchet drive with extension bar. The crash bar will now pull away from the vehicle.



10. Removing the ducting. First unclip the wiring loom that is attached either side of the ducting by using a trim tool or flat blade screw driver to lever the retaining clip away. Using a 10mm socket and ratchet drive remove the 4 fasteners holding the ducting to the car. Once they are removed the ducting can be pulled out, you may have to lever out the two locating pins at the bottom of the ducting when removing. **DO NOT REFIT DUCTING WITH NEW INTERCOOLER!**



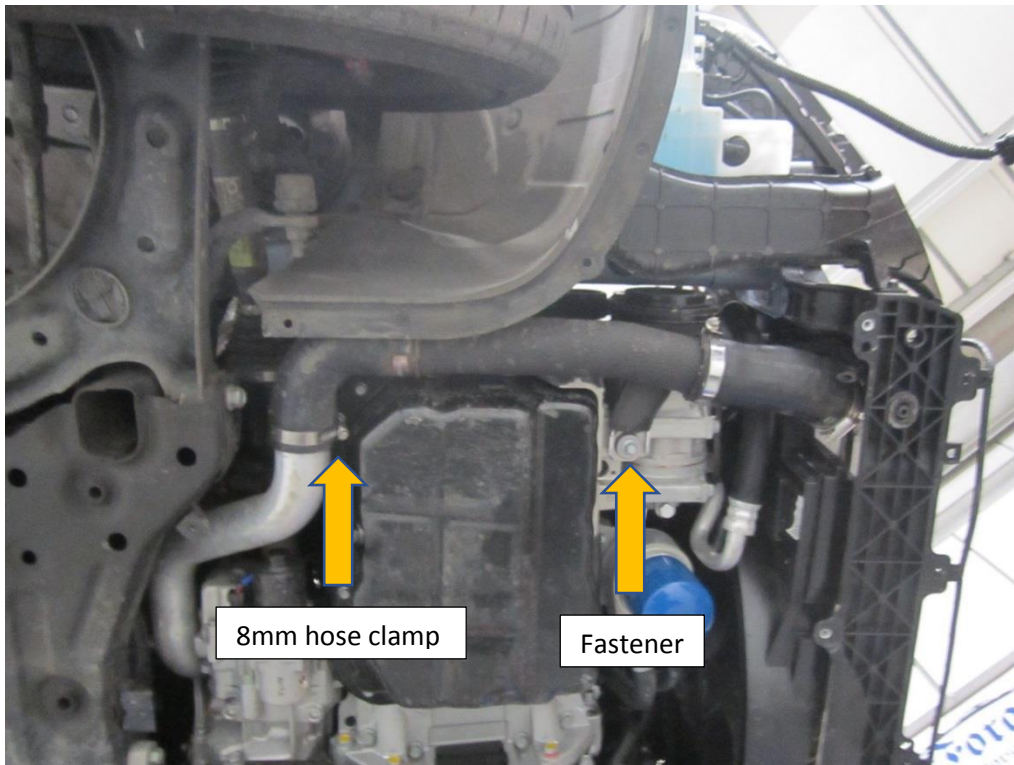
11. To remove the OE intercooler, first undo the two hose clamps securing the boost hoses to the intercooler. You will need an 8mm socket and ratchet drive or a flat blade screw driver to loosen them off



12. Finally, to remove the intercooler undo the 4 fasteners attaching it to the car, remove them using a 10mm socket and ratchet drive. The intercooler can now be removed from the vehicle.



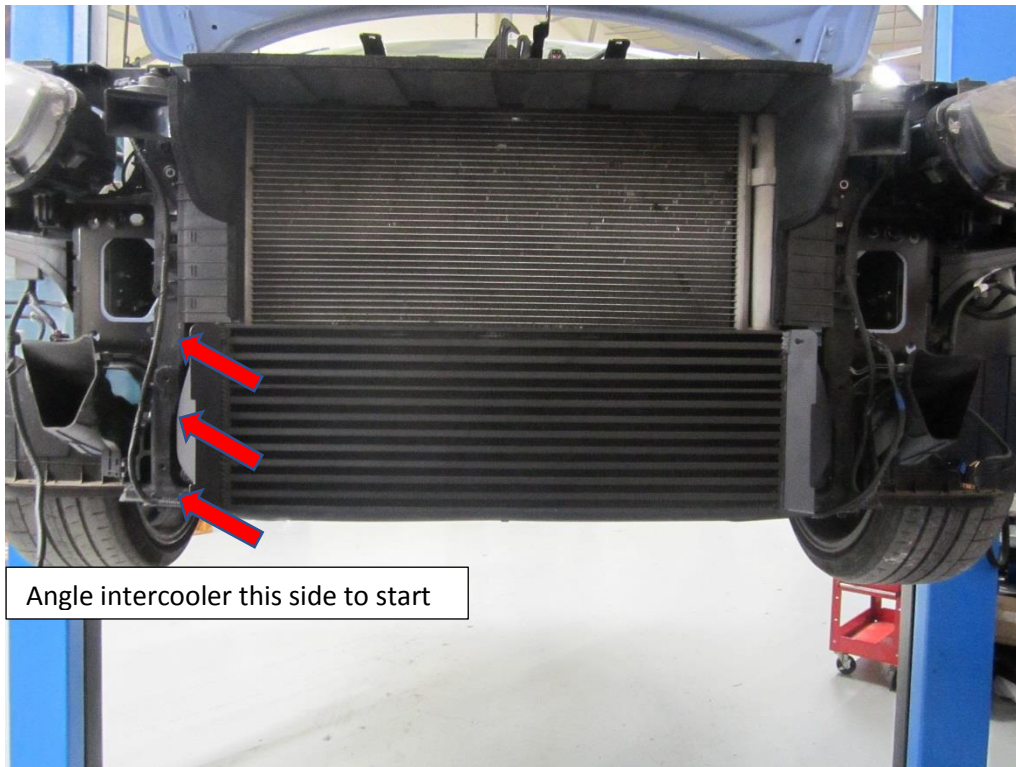
13. The rest of the off-side intercooler hose can be taken off the car, loosen the 8mm hose clamp in the same way as before, then undo the fastener holding the OE hard pipe to the car with a 10mm socket and ratchet drive. Now remove the hose and pipe as one, from the vehicle.



14. The rubber grommet and metal sleeve from the OE hard pipe needs to be removed and fitted to the new Forge hard pipe in the same way as the OE.



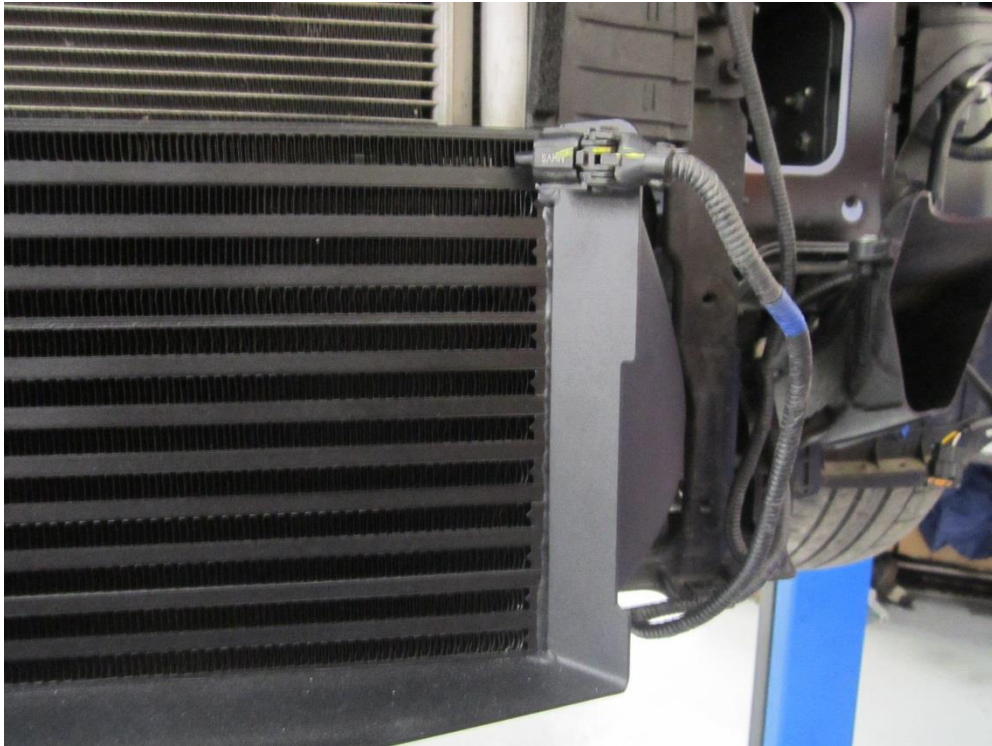
15. Now you can fit the new Forge intercooler to the car. To start, angle the left-hand side of the intercooler into position first then the right, once in place bolt the intercooler up with the original 4 fasteners as used for the OE intercooler.



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



17. With the intercooler in place, you can now refit the temperature sensor, this simply pushes into place.



18. The Forge hard pipe and silicone hoses can now be installed, first fit them together loosely as shown in the picture off the car. Slide the hose onto the intercooler then attach the 90-bend hose to the OE pipe, with both pipes attached move the hard pipe until the bracket lines up with the fastener hole and re-fit the fastener in place. Finally tighten up all the hose clamps with a 7mm ratchet or flat blade screw driver.



19. Now fit the near-side hose to the intercooler. This is also secured with 7mm hose clamps, the same as the off-side hoses.



20. Now follow steps 1-9 in reverse order to complete your installation of the Forge FMINT15. Once back together take your car for a test drive and enjoy the added performance from your new Forge product.

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