



NISSAN R35 GTR INTAKE INSTALLATION



Tools needed:

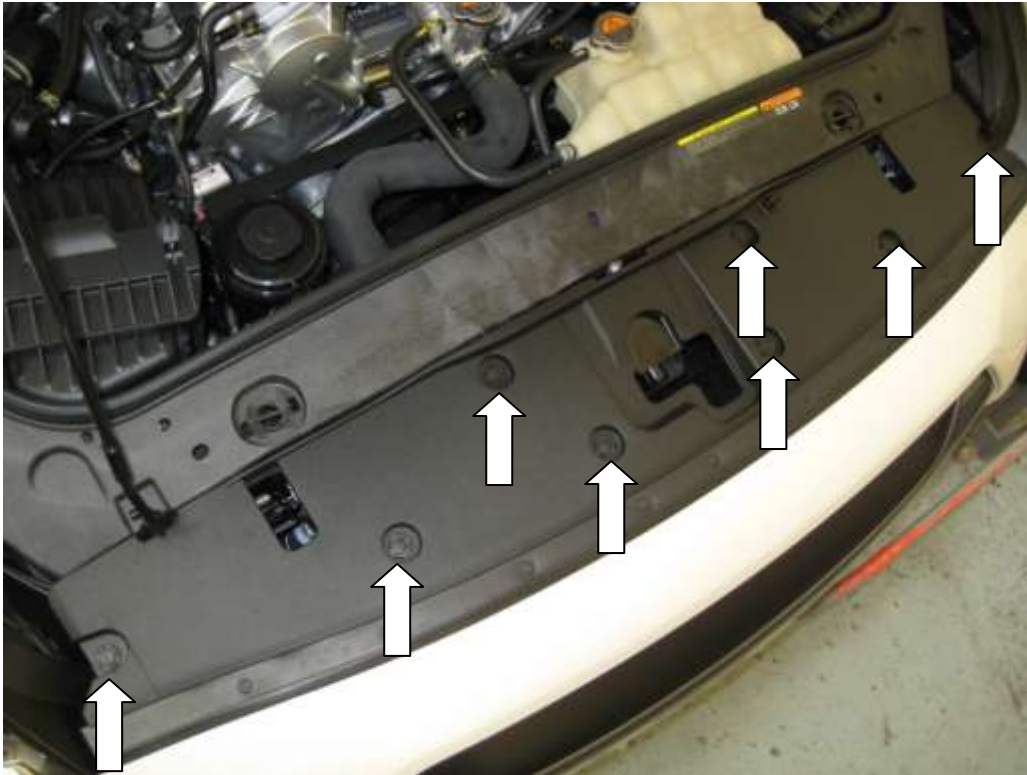
- 10mm socket and suitable ratchet
- Small flat bladed screwdriver
- 5mm allen key
- 7mm hose clamp driver

NOTE:

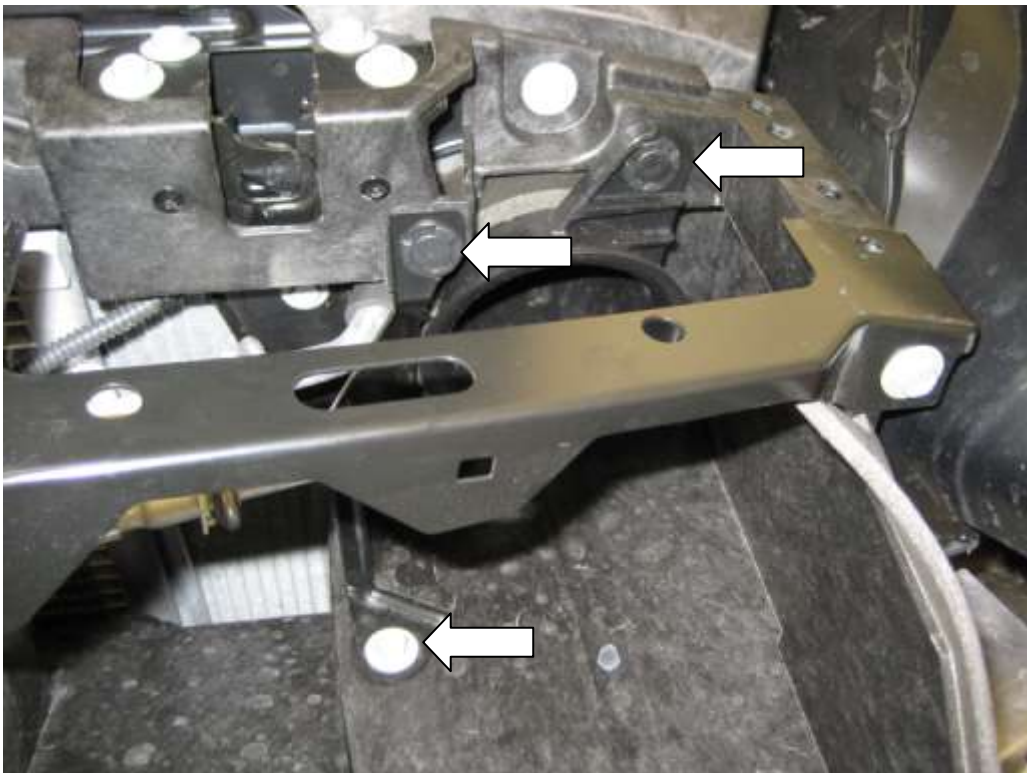
This intake is 80mm in size and therefore much larger than stock to support higher horsepower. This intake **MUST NOT** be fitted to a car **WITHOUT** programming the ECU to take full advantage of the extra airflow available. Fitting to a car without making this adjustment will likely result in poor running and ultimately a lean condition which could lead to engine failure.

We recommend using either the Cobb Accessport or EcuTek software, both of which can be calibrated to take full advantage of this filter setup.

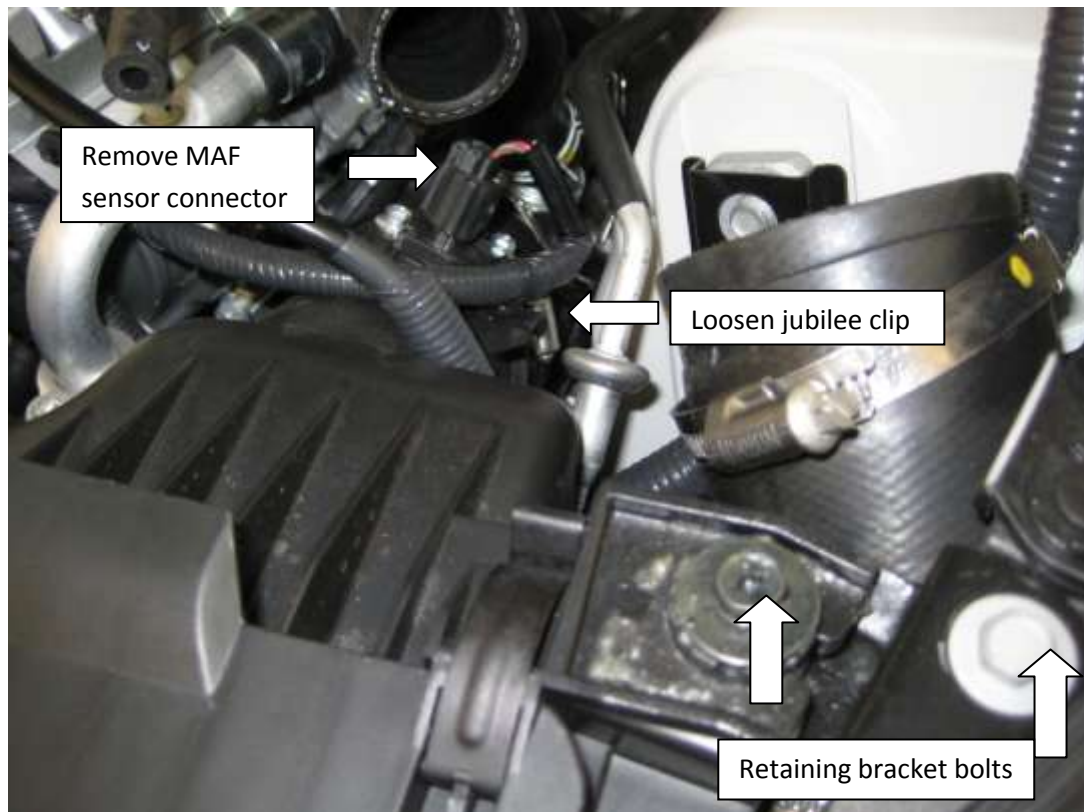
1. Remove the 8 push in clips between the slam panel and the bumper and remove the trim from the car.



2. First remove the inlet inside the front cowl – undo the single clip and pull the plastic inlet from the filter (shown with bumper removed, not necessary). Also remove the clip and 10mm bolt holding the air guides in and remove them from the car.

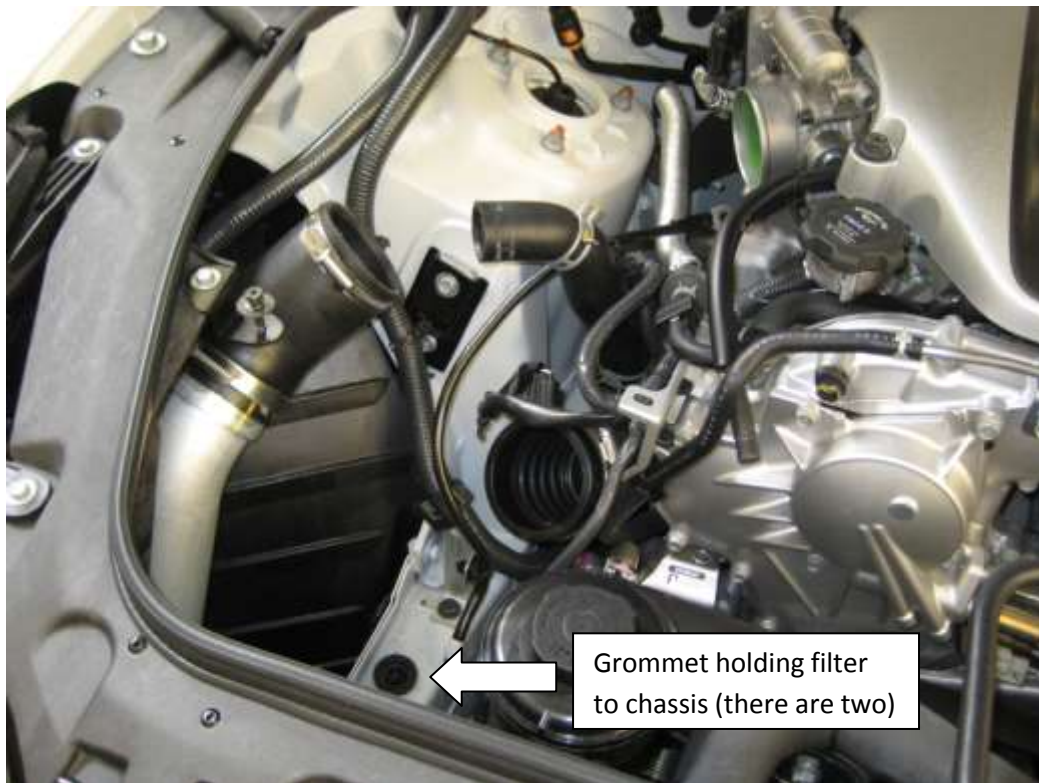


3. In the engine bay, undo the two 10mm bolts shown and withdraw the retaining bracket holding the stock filter to the wing. Disconnect the MAF wiring plug and unclip the wiring harness from the filter housing. Remove the two screws holding the MAF sensor to the filter assembly and withdraw the sensor upwards. Take care with the sensor and do not drop it. Make a note of which side of the car it came from. Loosen the top accessible jubilee clip connecting the filter to the turbo inlet. If you have an aftermarket dump valve, you may need to remove it.



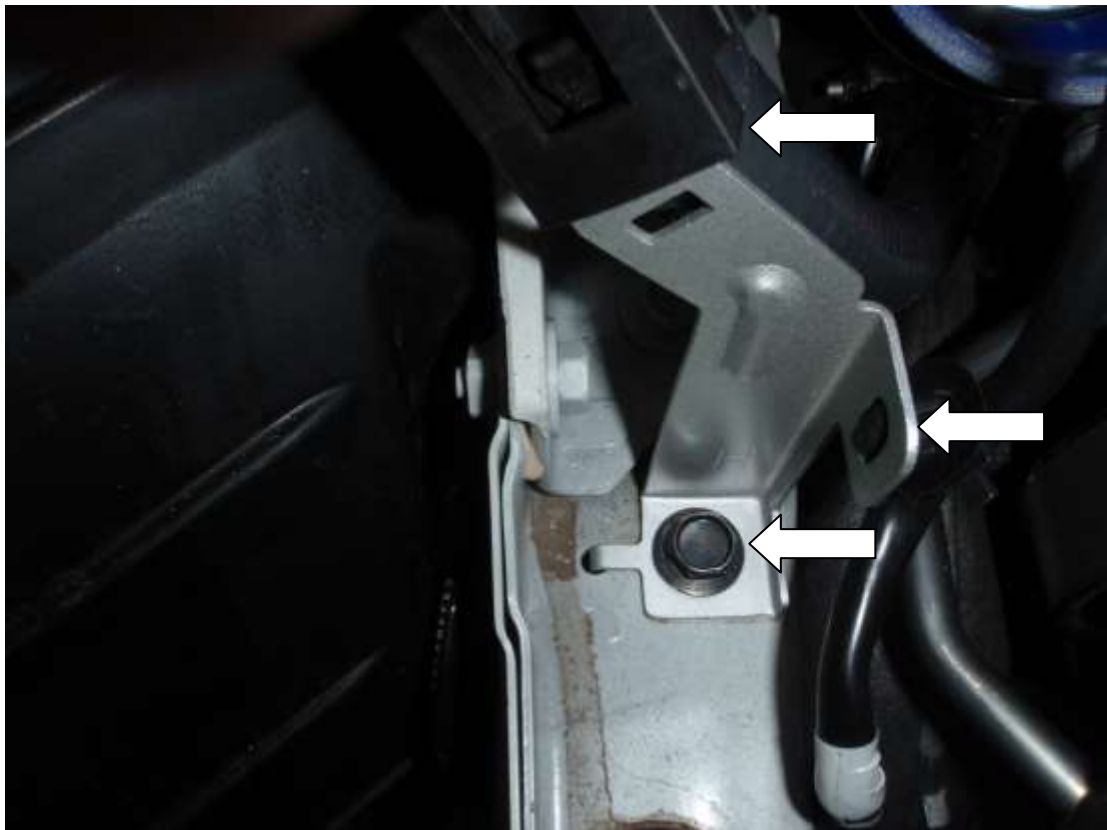
4. Remove the bolt that secures the earthing cable to the engine block, and the clip holding the wiring to the block which will allow you to pull up the filter housing sharply to release it from the rubber grommets securing it to the chassis. Repeat for both filters.





NOTE: the intercooler to throttle body pipework does NOT need to be removed as shown here

5. Remove the brackets on the left and right sides of the car that hold the wiring harness and earthing cables to the chassis rails. The wiring harness can be pushed off the top of the bracket. The brackets will not be refitted.



6. Remove the stock convoluted rubber hose from the turbo inlet. Take care not to drop anything into the turbo, as the turbo inlet is now open. Push the small jubilee clip loosely on to the smaller end of the silicon joiner supplied , and push the joiner on to the turbo inlet pipe. Tighten the jubilee clip.



7. Take the pipe shown below and push it through the hole in the cowl first, then rotate it and push down into the silicon coupler. Repeat for the other side.



8. Remove the bolt immediately above the pipes on each side (as shown in previous image - on one side it bolts through the bonnet stay) , and use the M6x50 bolt supplied, with a penny washer to go through and protrude 30mm the other side, above the pipe.



9. Remove the metal bushes from the centre of the rubber grommets supplied, then push the rubber grommets through the holes in the right angled brackets as shown. Once through, push the metal bushes back into position.



10. Mount the ring spacer supplied over the bolt fitted in step 8, then the right angled bracket, then a penny washer and finally a nyloc nut as shown. Mount the bracket to the tube with the supplied M6 hex head bolts and plain washers. Tighten all bolts and jubilee clips.



11. Push the foam filter through the hole in the bumper until the filter can be connected to the end of the pipe. Secure all jubilee connections.



12. Mount the MAF sensors removed in step 3 to the relevant pipes. Tighten with the screws provided and connect the electrical connectors. Replace the dump valves if you removed them, and replace the cover removed in step 1 and the installation is complete. Please now get your car remapped to take advantage of your new found power.



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