



## FMINDK47 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:

- T25 and suitable drive
- Flat head screwdriver
- 7mm, 8mm socket and suitable drive
- Hose clamp removal tool or pliers
- Flush faced cutters

1. Park the vehicle securely, then open the bonnet. The vehicle used for these instructions was already fitted with FMINLH9 turbo inlet silicone hose and FMINLH8 hard pipe. FMINDK47 has been developed to fit OEM to other inlet hoses so the instructions will remain the same regardless of what is fitted to your vehicle.



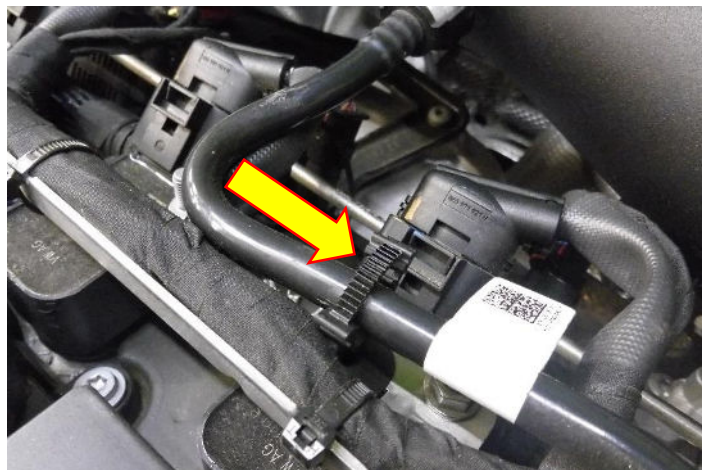
2. Using a T25 and suitable drive remove the x2 Torx screws that hold the cold air feed duct to the vehicle.



3. Push the cold air feed duct towards the airbox and then pull vertically and towards you to remove it from the vehicle.



4. Remove the engine cover by pulling sharply in an upwards motion.
5. Undo the clip holding the PCV pipe so that it is free to move.

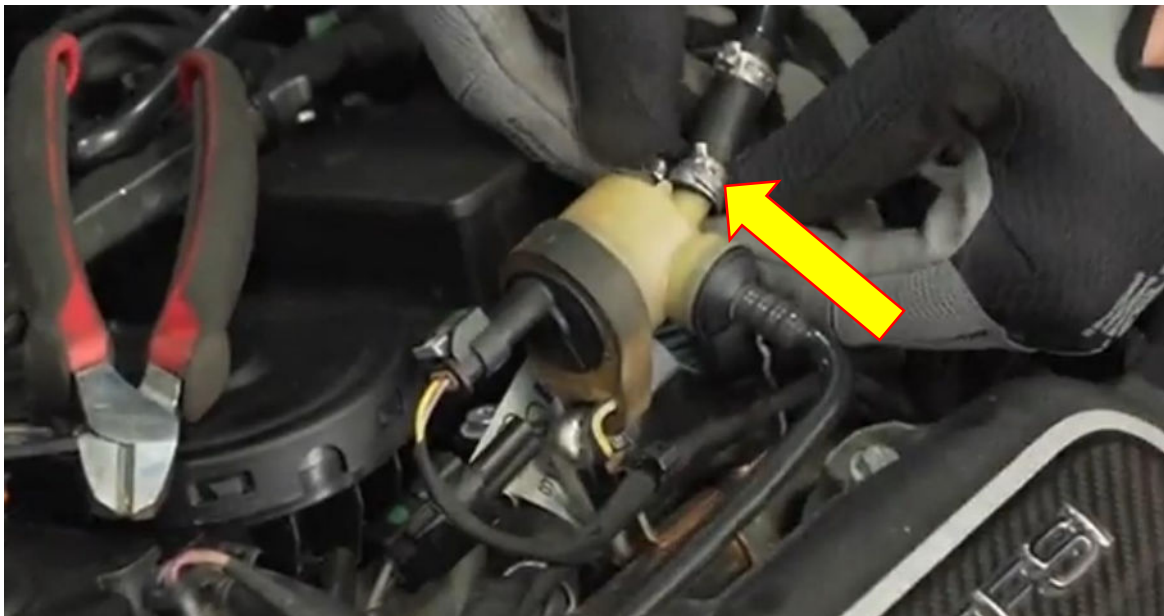




6. Squeeze the sides of the normal clip so that the PCV pipe can be disconnected from the inlet pipe.



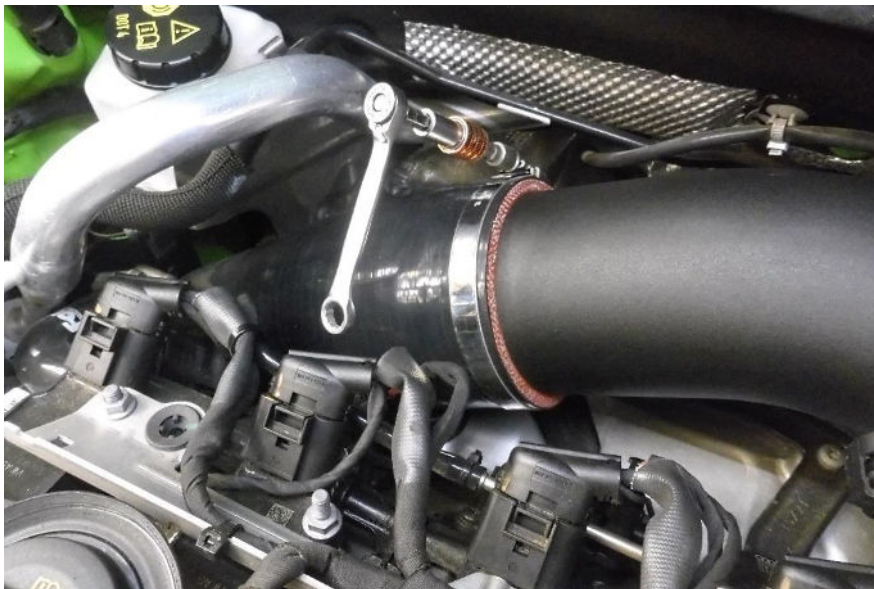
7. Using either a flat head screwdriver or flush face cutters undo the clip which holds the PCV pipe to the plastic body.



8. Using a flathead screwdriver pry behind the gearbox breather to disconnect it from the front of the airbox.



9. **A. FOR NON-OEM TURBO INLET.** Using a 7mm socket and suitable drive loosen the hose clamp which connects FMINLH9 to FMINLH8.





**B. FOR OEM TURBO INLET.** Using a hose clamp removal tool or pliers, disconnect the sprung clamp that holds the OEM inlet hose to the OEM metal turbo inlet.



**10. A. FOR NON-OEM.** Using a 7mm socket and suitable drive loosen the hose clamp connecting the silicone hose to the OEM airbox. Pull the hose off the OEM airbox.



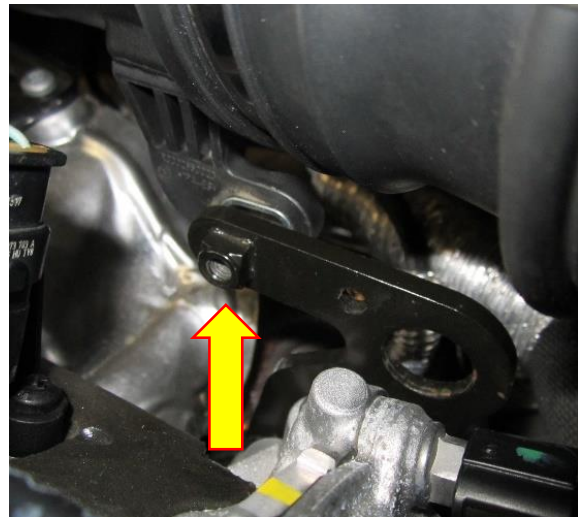
**B. FOR OEM.** Using a 7mm socket and suitable drive loosen the hose clamp connecting the OEM hose to the OEM airbox. Pull the hose off the OEM airbox.



**11.** Using either a 7mm socket and suitable drive or a hose clamp removal tool (depending on the hose), disconnect the diverter valve recirculation hose from the OEM airbox.



12. Using a T25 bit and suitable drive, reach your hand between the inlet pipe and the firewall to undo the fastener holding the inlet pipe in position. You can now remove the OEM/ Forge Motorsport inlet pipe from the engine bay.



13. Remove the OEM airbox by pulling sharply in an upwards motion.

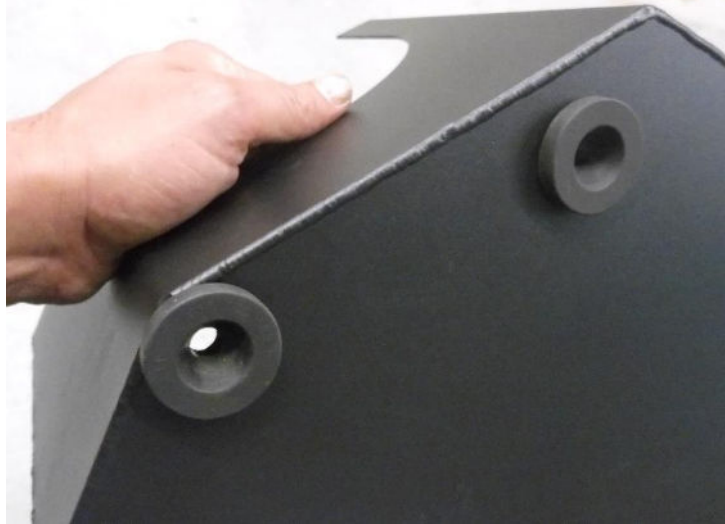
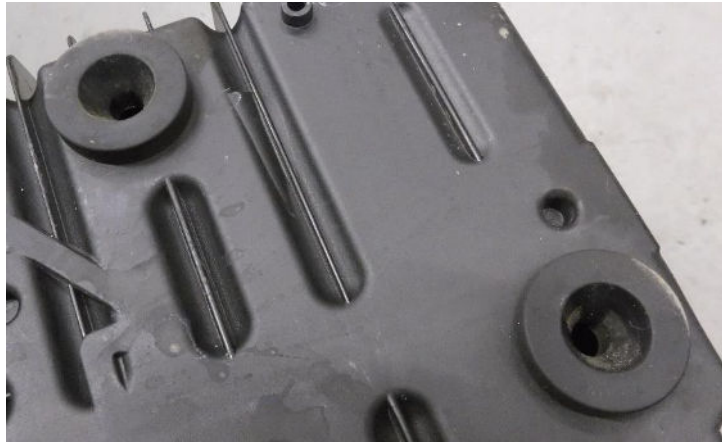
14. FMINDK47 is supplied with two different machined adapters to cater for different turbo inlets.
- If you have the OEM turbo inlet, you will require the 4" to 3.5" adapter, and the 3.5" to 3" silicone reducer.
  - If you have FMINLH9 installed then you will only need the 4" to 3.5" adapter.
  - If you have a left hand drive vehicle with a 4" turbo inlet then we have supplied a 4" adapter.

Please use a small dab of the supplied red grease on the thread of the adapter before you screw it to the male adapter on the carbon end of the intake





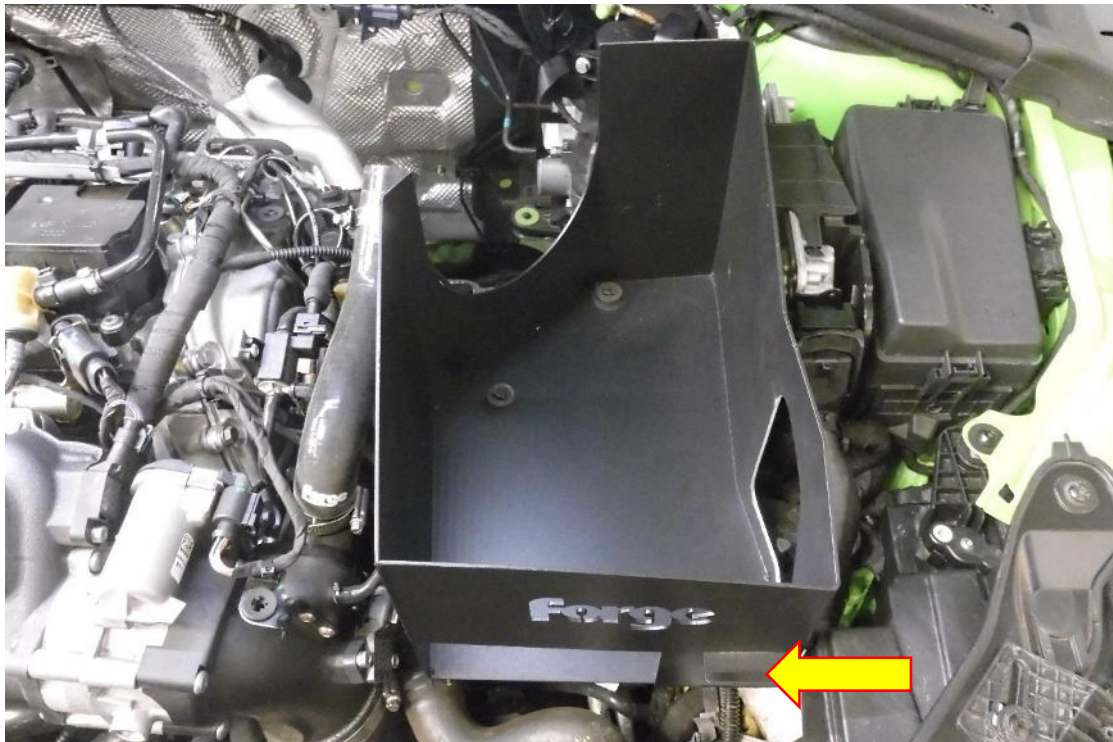
15. Remove two of the rubber grommets from the OEM airbox. Use a small dab of the supplied red grease and install them to the supplied Forge Motorsport heat shield in the orientation shown below.



16. Take the supplied weatherstrip and apply it to the opening as shown below.



17. Install the heat shield as shown below. There is a tab at the front of the heatshield which can be used to connect the gearbox breather.

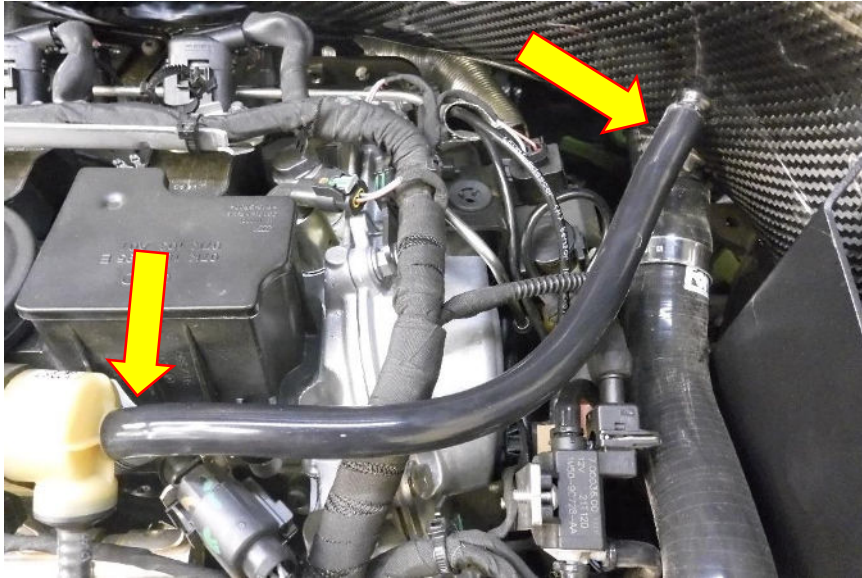


18. Install the carbon fibre section of FMINDK47, by sliding the adapter into the turbo inlet hose and then slowly lowering it down until the bracket is lined up with the bolt

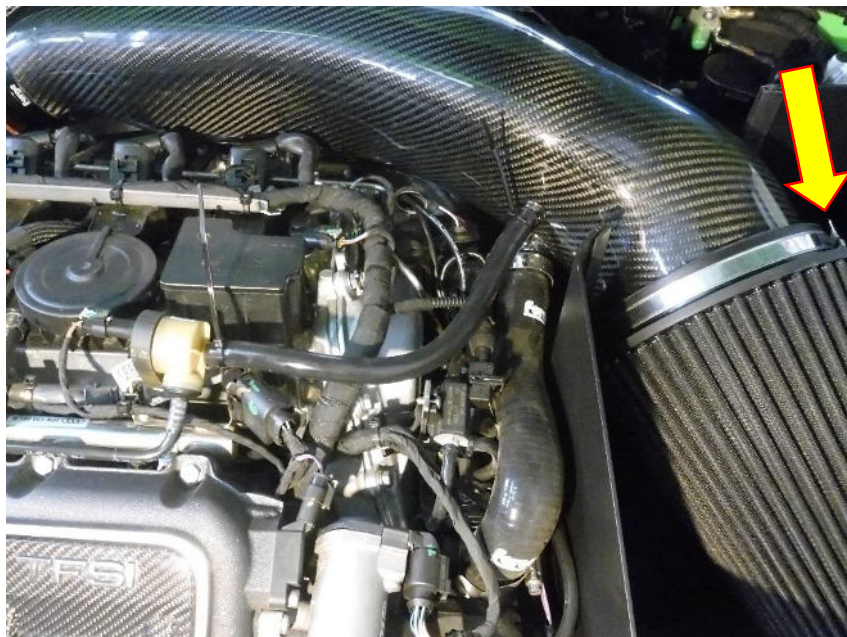




19. Push the diverter valve recirculation hose over the lower of the two protruding pipes from FMINDK47 and tighten the associated hose clamp with a 7mm socket and suitable drive or a hose clamp removal tool. Push the supplied hose over the pipes from the plastic PCV and FMINDK47 as shown in the image below (trim if necessary). Clamp to pipes using the supplied cable ties and trim with flush faced cutters.



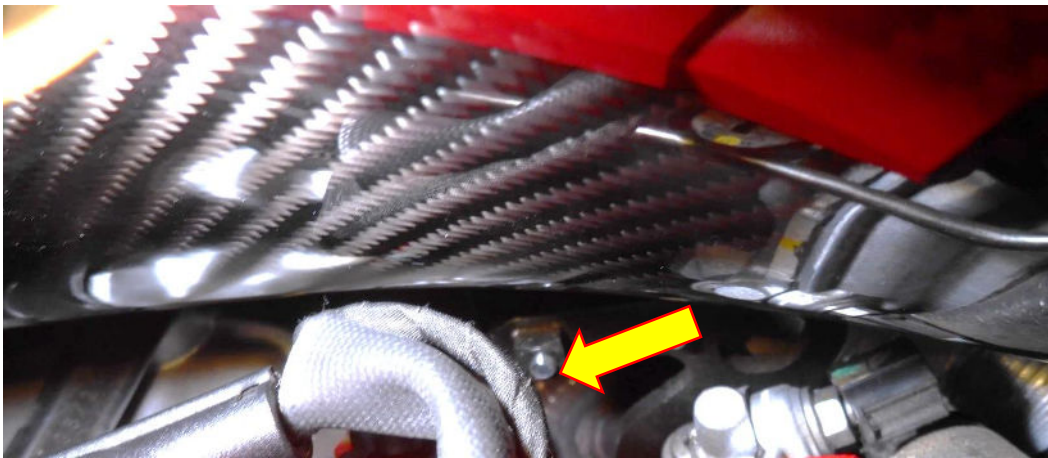
20. Slide the pleated filter into the heat shield, and push it over the carbon fibre. Using an 8mm socket and suitable drive, tighten the supplied hose clamp to no more than 2.2 NM. If the air filter is over tightened and damages the carbon this will void your warranty.



21. Using a 7mm socket and suitable ratchet tighten the hose clamp on the turbo inlet end.



22. Using a 5mm torx bit and suitable drive, tighten the M6 fastener (making sure to include the M6 spring washer and penny washer)



23. Reinstall the OEM cold air feed duct with the OEM Torx screws





24. Reinstall the engine cover.



25. Do a final spanner check, and then take the vehicle for a test drive and enjoy your new Forge Motorsport product.