



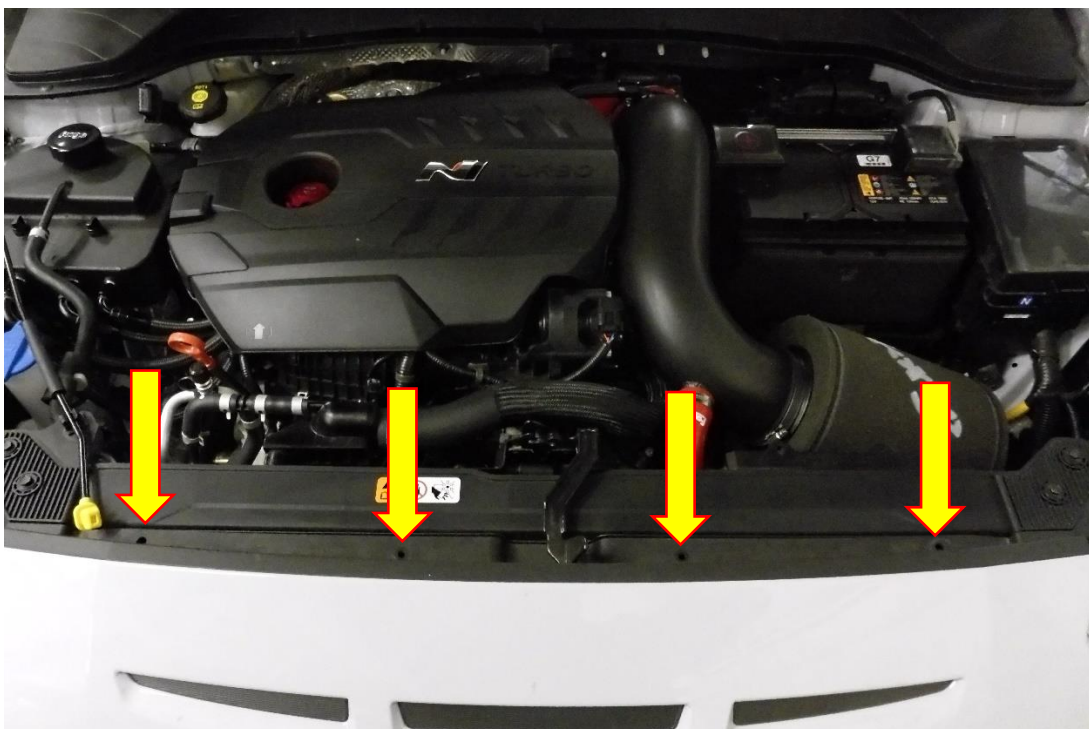
FMINT29 Fitting Instructions

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
7/8/10/12mm Ratchet Drive with extension
Hack saw or angle grinder
Phillips's screwdriver
Side cutters
Axel Stands & car jack/car ramp

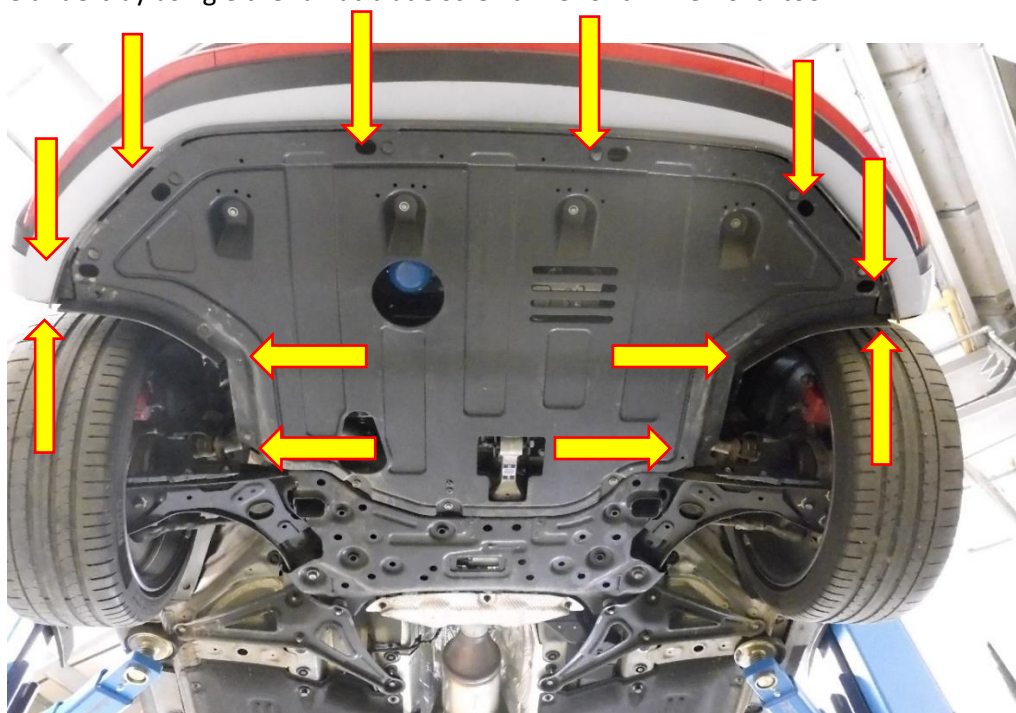
1. Park the vehicle securely, then open the bonnet and locate the X4 M6 fasteners that run across the slam panel. Use a 10mm socket and ratchet to remove them.



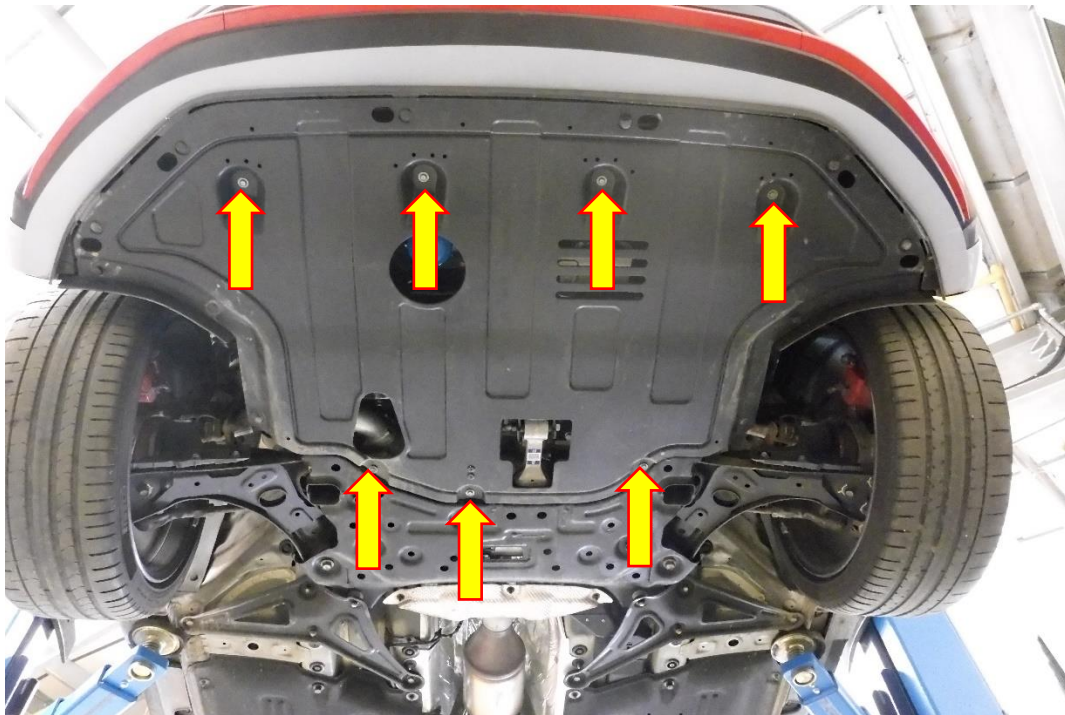
2. Inside both wheel arches there are X3 plastic fasteners that need to be removed in the same way as step one. At the top of the wheel arch there is an 10mm fastener attaching the bumper to the car, this also needs to be removed with either a Philips screwdriver or 10mm ratchet drive and extension.



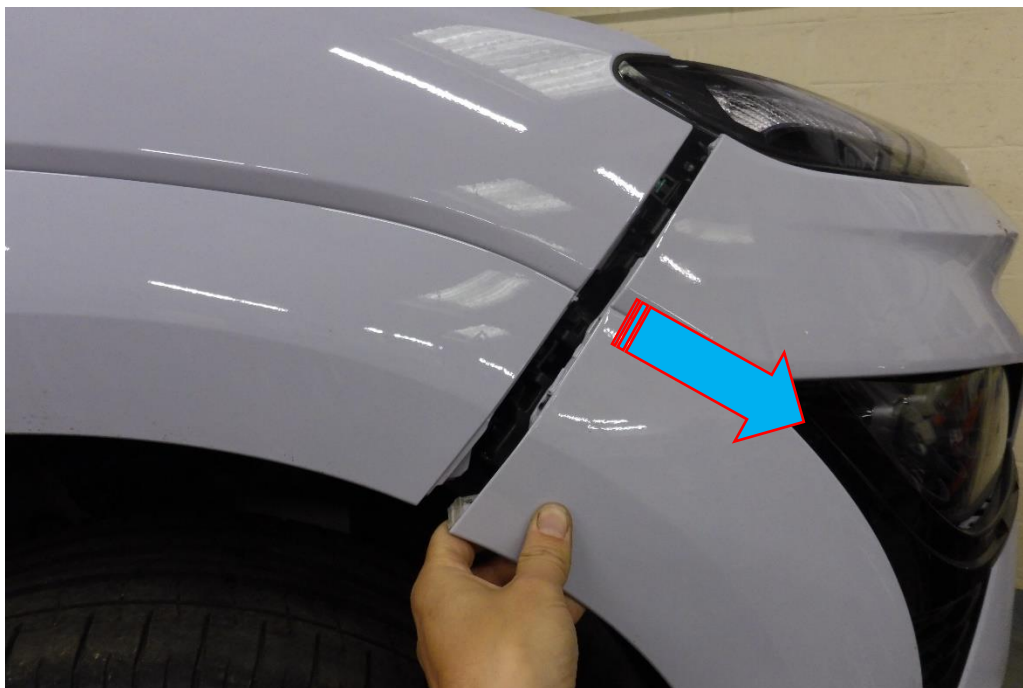
3. With the vehicle raised from the ground, looking up at the belly pan remove the X12 plastic fasteners attaching the undertray using either a flat blade screwdriver or trim removal tool.



4. Using a 10mm socket and ratchet remove the remaining X7 M6 fasteners attaching the under tray to the vehicle.



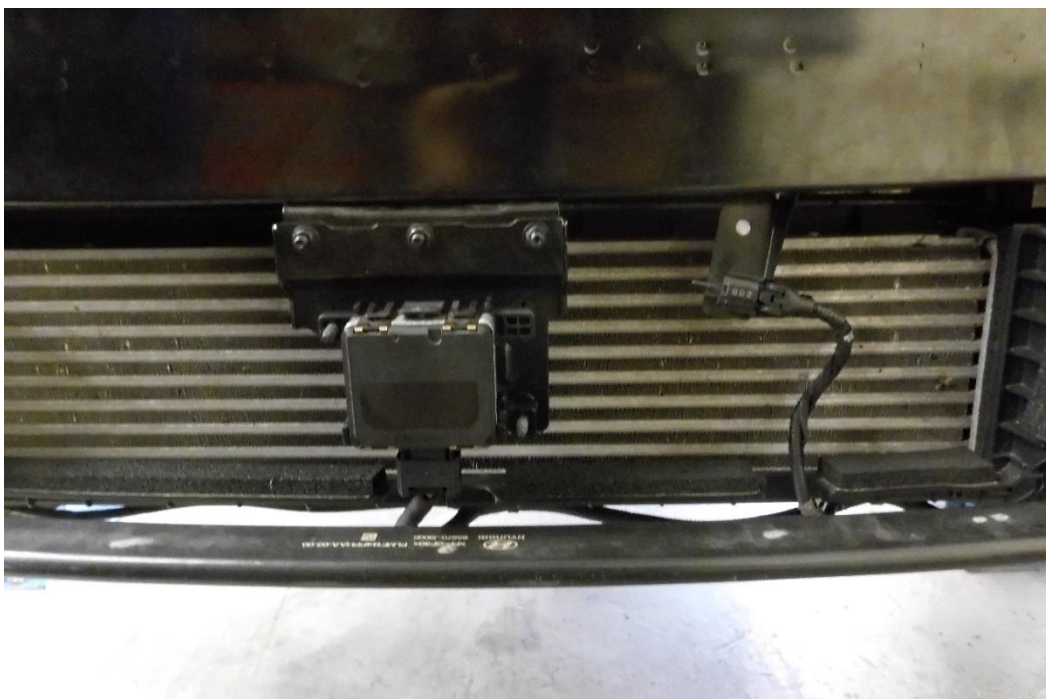
5. Both sides of the bumper now need to be parted from the vehicle, pull sharply at the top corner of the bumper so that it comes away from its locating clips as shown in the picture. With both sides now away from the body of the vehicle you will be able to pull the bumper off the front of the car.



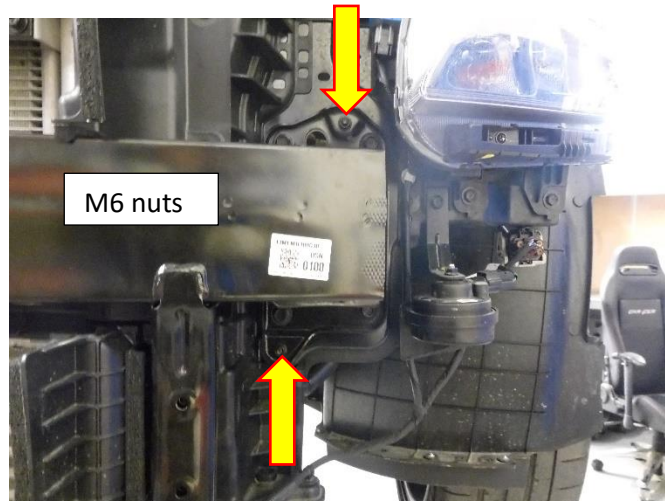
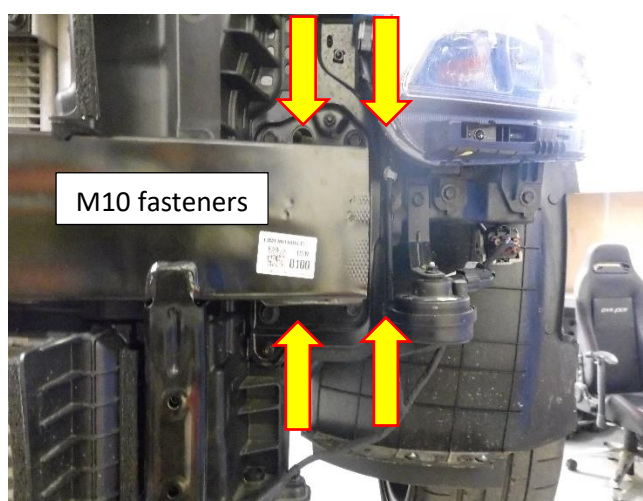
6. With the bumper separated from the car, locate the grey parking sensor plug and disconnect it to allow complete removal of the bumper.



7. Unplug both the temperature sensor and the AAC sensor.

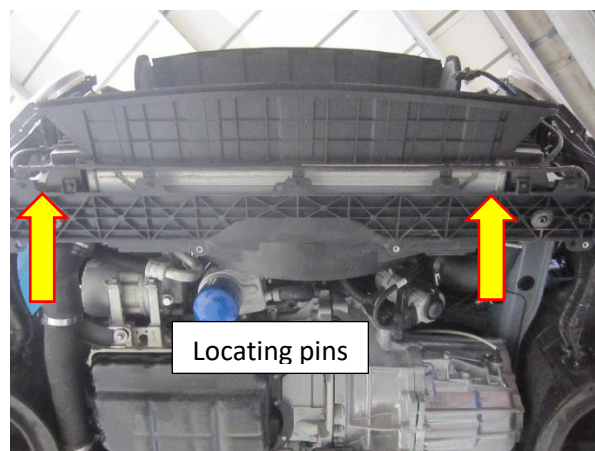
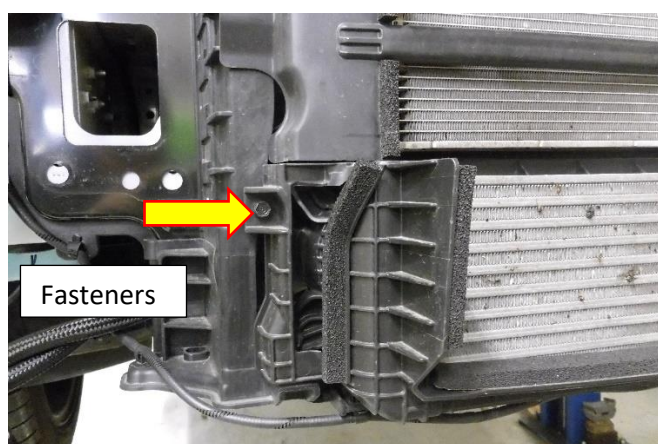


8. Removing the crash bar. Using a 12mm socket and ratchet remove the X8 M10 fasteners X4 each side. Using the 10mm socket and ratchet remove the X4 M6 nuts, X2 each side. The crash bar will now pull away from the vehicle.

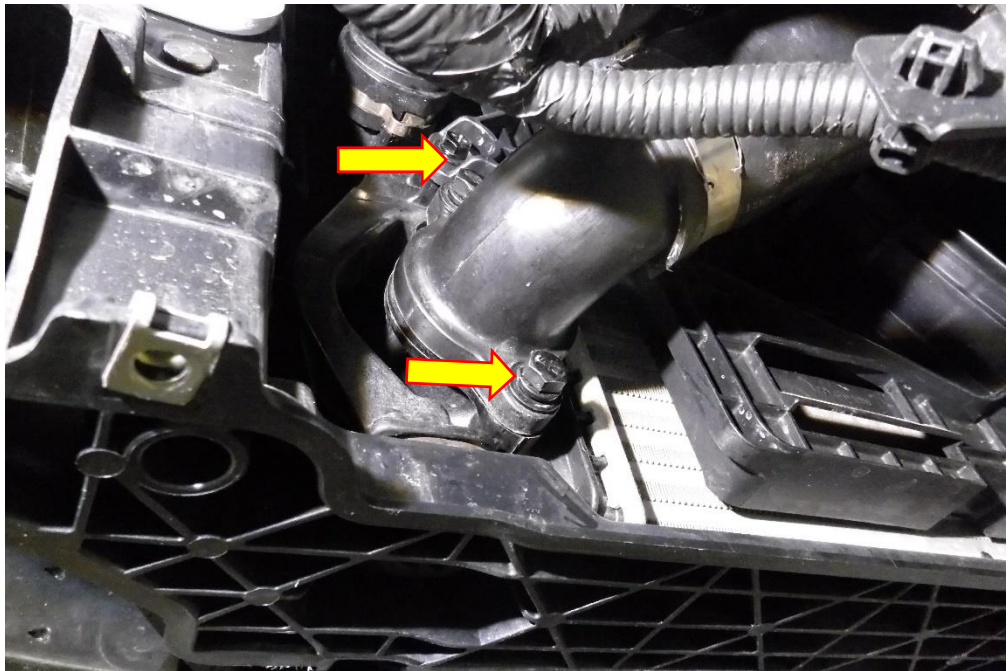
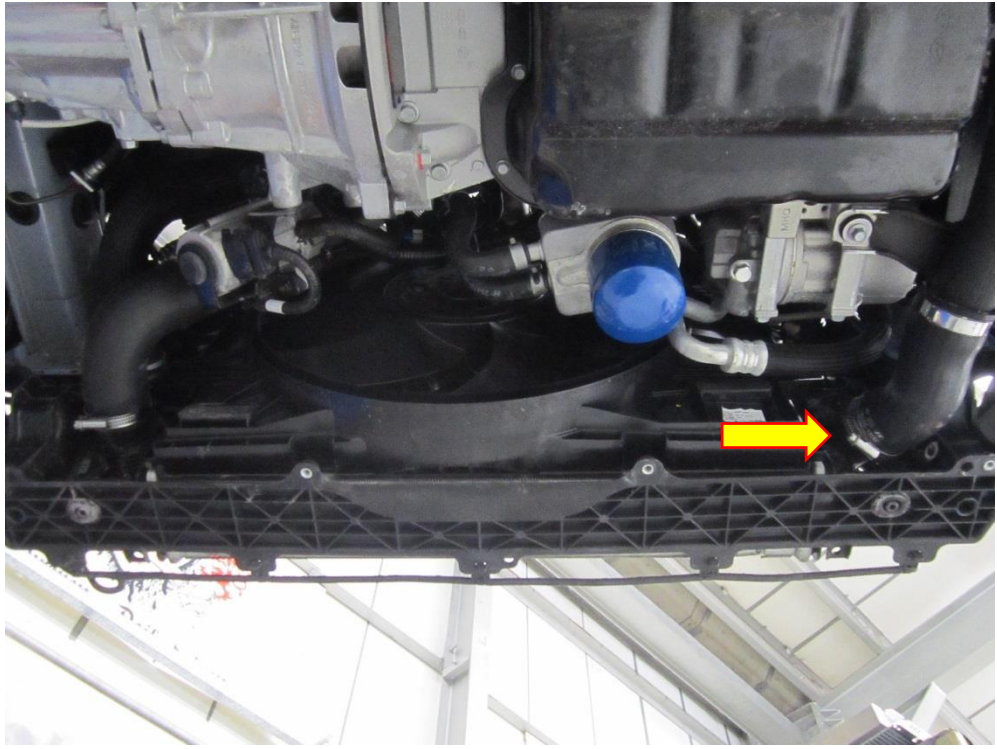


9. Removing the ducting. First unclip the wiring loom that is attached either side of the ducting by using a trim tool or flat blade screwdriver to lever the retaining clip away. Using a 10mm socket and ratchet drive remove the 4 fasteners holding the ducting to the car. Once they are removed the ducting can be pulled out, you may have to lever out the two locating pins at the bottom of the ducting when removing.

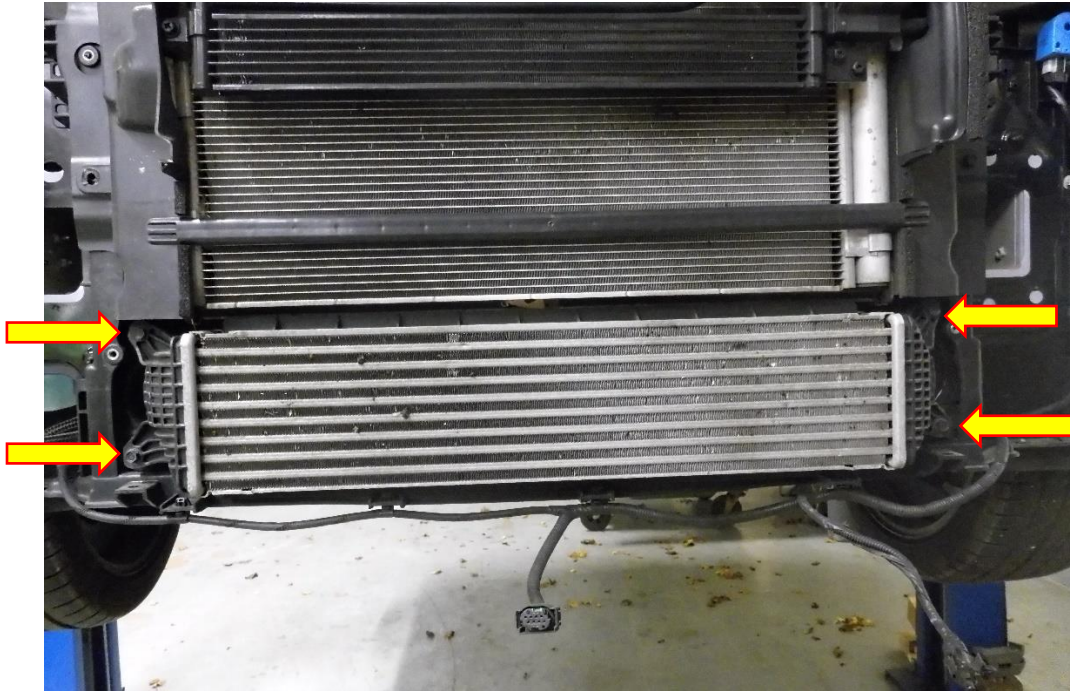
IMPORTANT: DO NOT REFIT DUCTING WITH NEW INTERCOOLER!



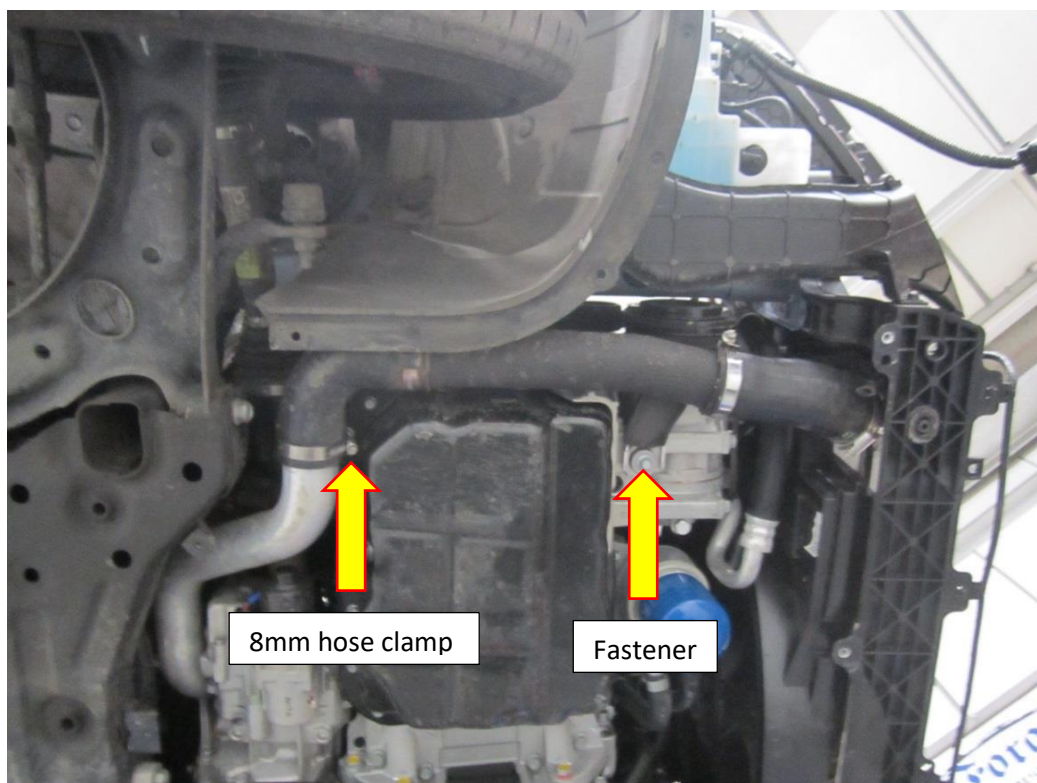
10. To remove the OE intercooler, first undo the hose clamp securing the boost hoses to the intercooler. You will need an 8mm socket and ratchet drive or a flat blade screwdriver to loosen them off. Using a 12mm socket and ratchet remove the x2 M8 fasteners attaching the cold side elbow to the intercooler.



11. Using a 10mm socket and ratchet remove the x4 M6 fasteners attaching the OEM intercooler to the vehicle, the intercooler can now be completely removed.



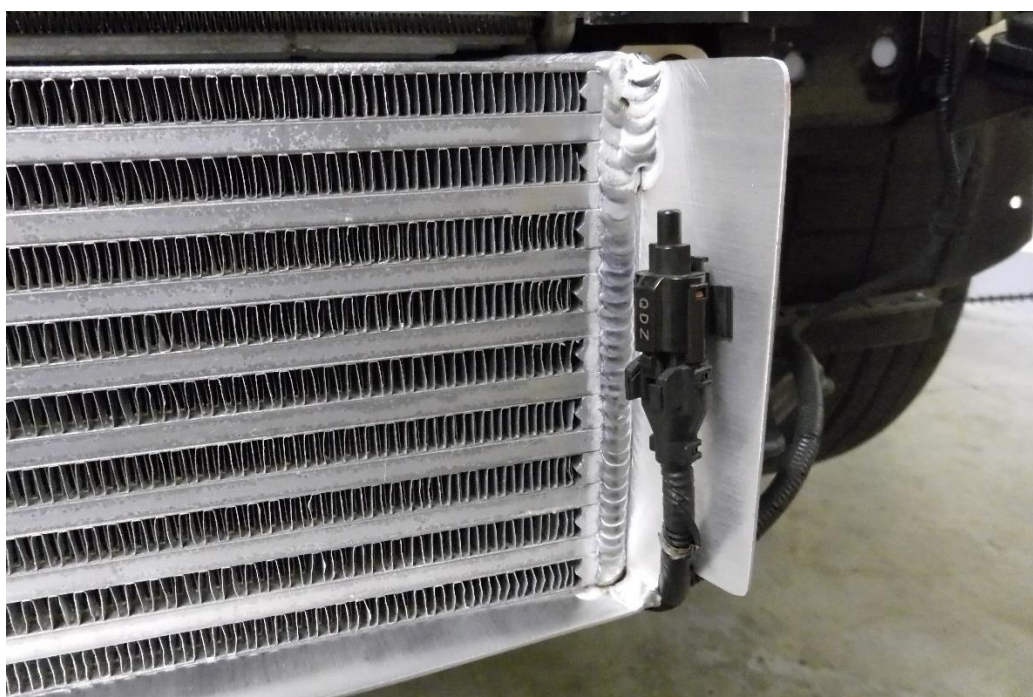
12. The rest of the off-side intercooler hose can be taken off the car, loosen the 8mm hose clamp in the same way as before, then undo the fastener holding the OE hard pipe to the car with a 10mm socket and ratchet drive. Now remove the hose and pipe as one, from the vehicle.



13. Mount the Forge motorsport intercooler in place by angling the left-hand side of the intercooler into position first then the right, once in place use the original M6 fasteners to secure the intercooler to the vehicle.



14. With the intercooler in place, you can now refit the temperature sensor, this simply pushes into place, there is a cut out for the loom in the intercooler ducting.



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



16. The Forge hard pipe and silicone hoses can now be installed, 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 screwdriver.



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



18. Now follow steps 1-9 in reverse order to complete your installation of the Forge FMINT27. Once back together take your car for a test drive and enjoy the added performance from your new Forge product.

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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