



## FMDP1/FMDP3 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:

Hose Clamp removal tool/Long nose pliers

Flathead screwdriver

7mm Socket and ratchet

T25/T30 Torx

4mm Allen key

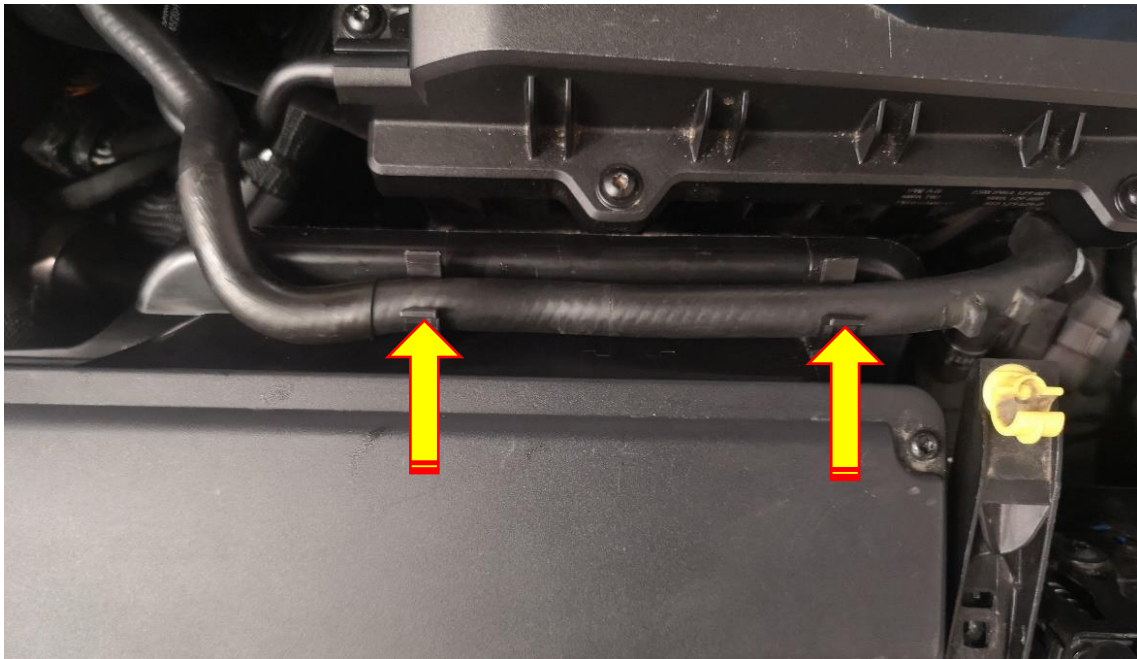
Sharpe knife

1. Using a T25 Torx drive undo the two fasteners that hold the front airbox duct in place as labelled in the images below.





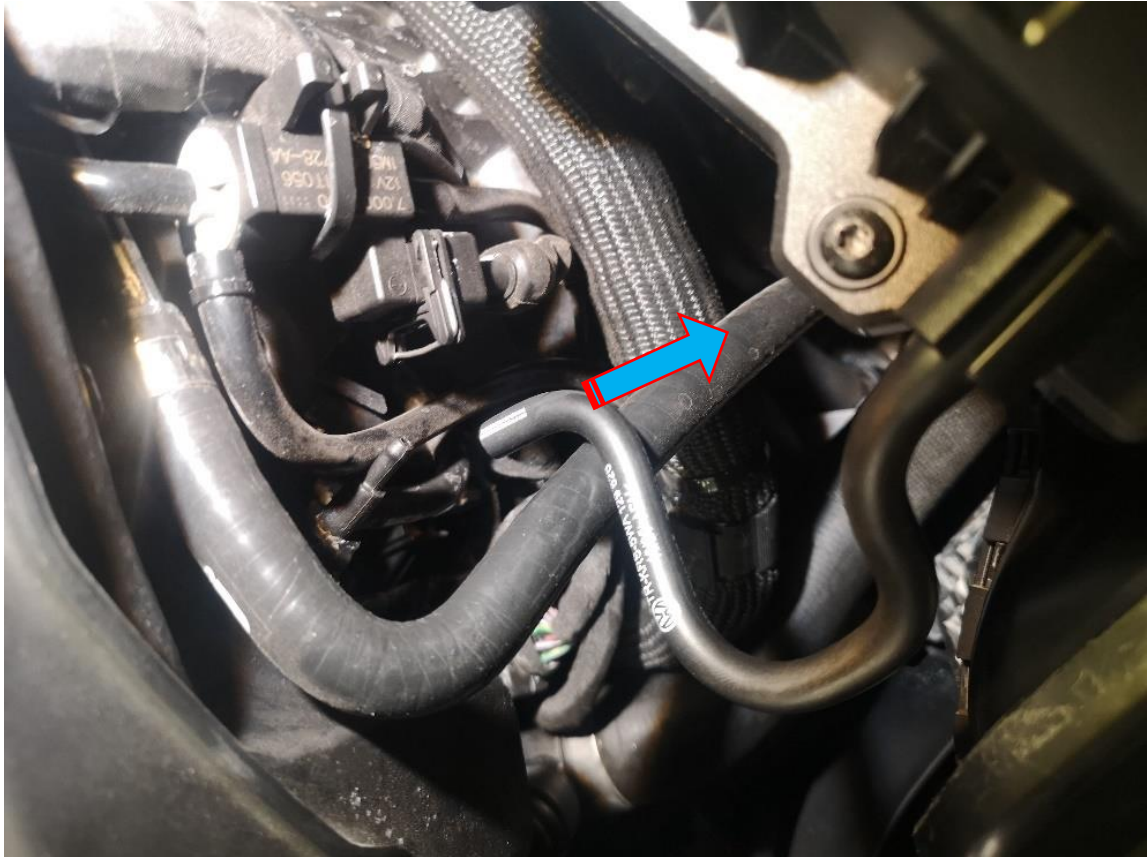
2. Unclip the coolant hose from the front airbox panel.



3. Using either a hose clamp removal tool or 7mm socket and suitable drive, disconnect the OEM or Forge inlet hose.



4. Pull with a sharp motion to remove the Vac line from the front right side of the engine, the other end will connect to the airbox which you can leave attached.



5. The airbox is located by rubber grommets on three pins. Rock the airbox left to right while pulling sharply in an upwards motion to remove it from situ.

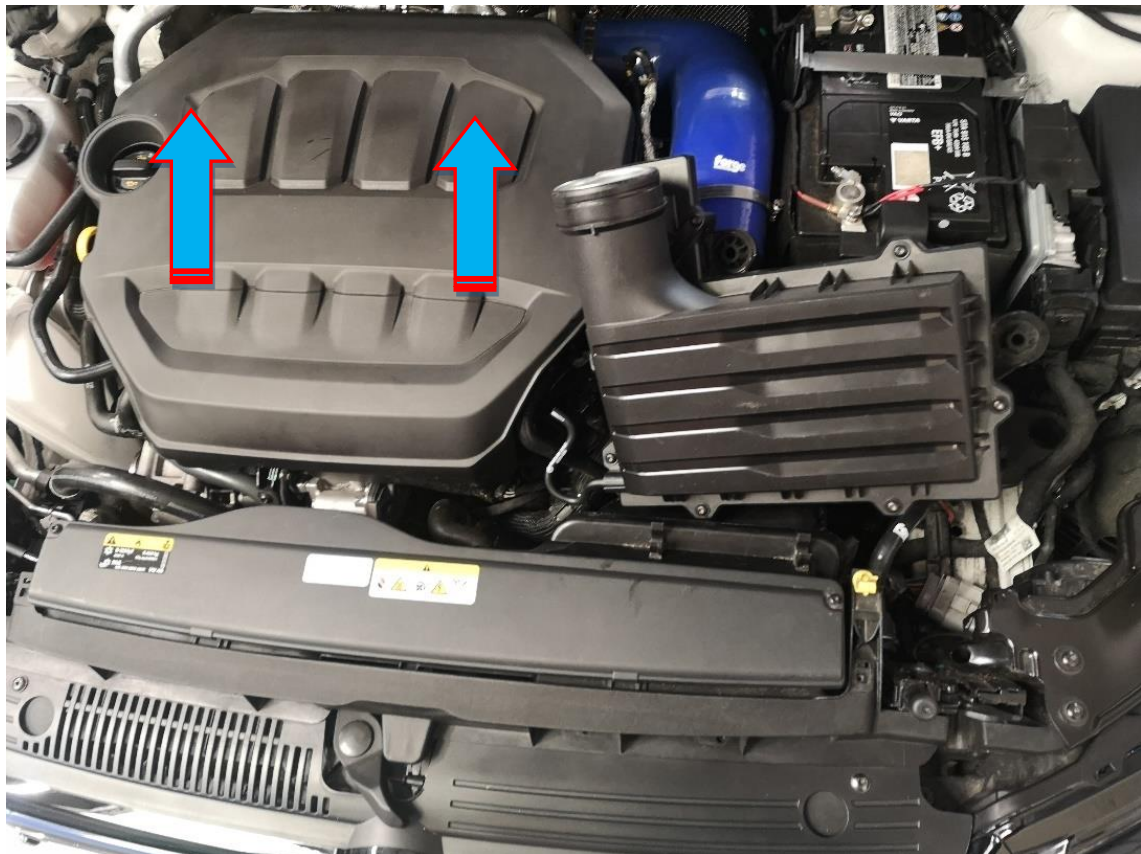




6. Press the tabs down and pull the front airbox panel towards the engine and then upwards to remove it.

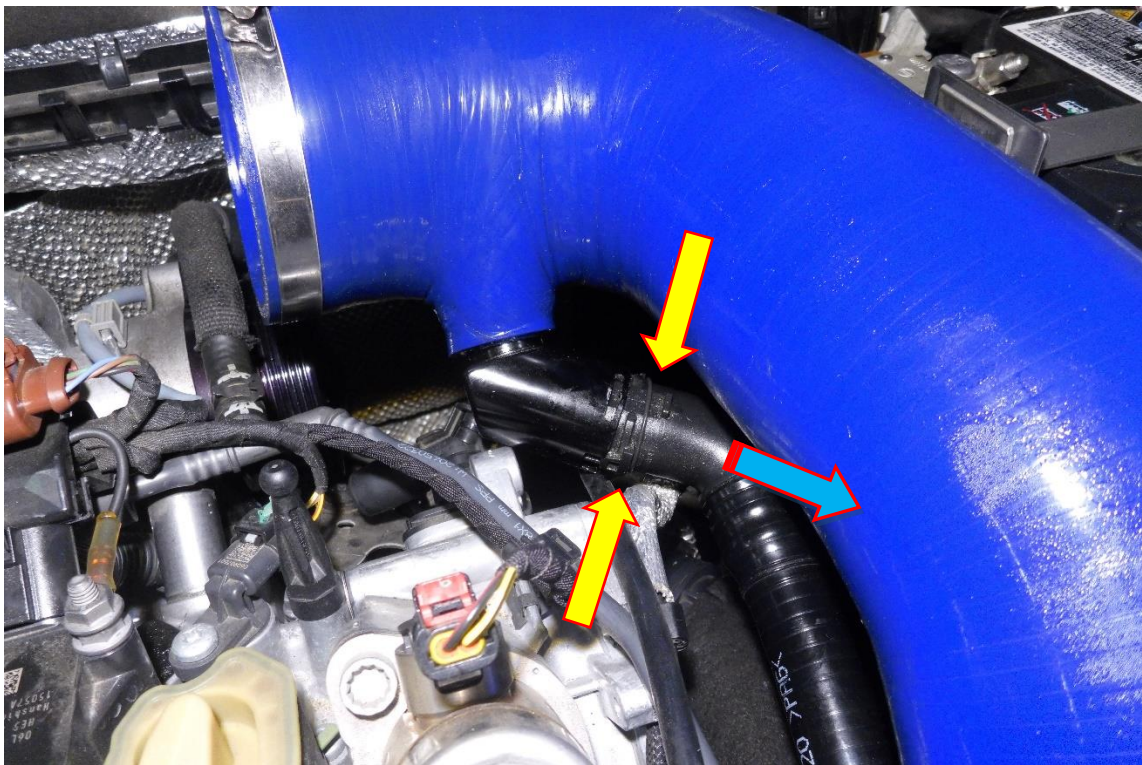


7. Pull sharply on the engine cover upwards to remove from situ.



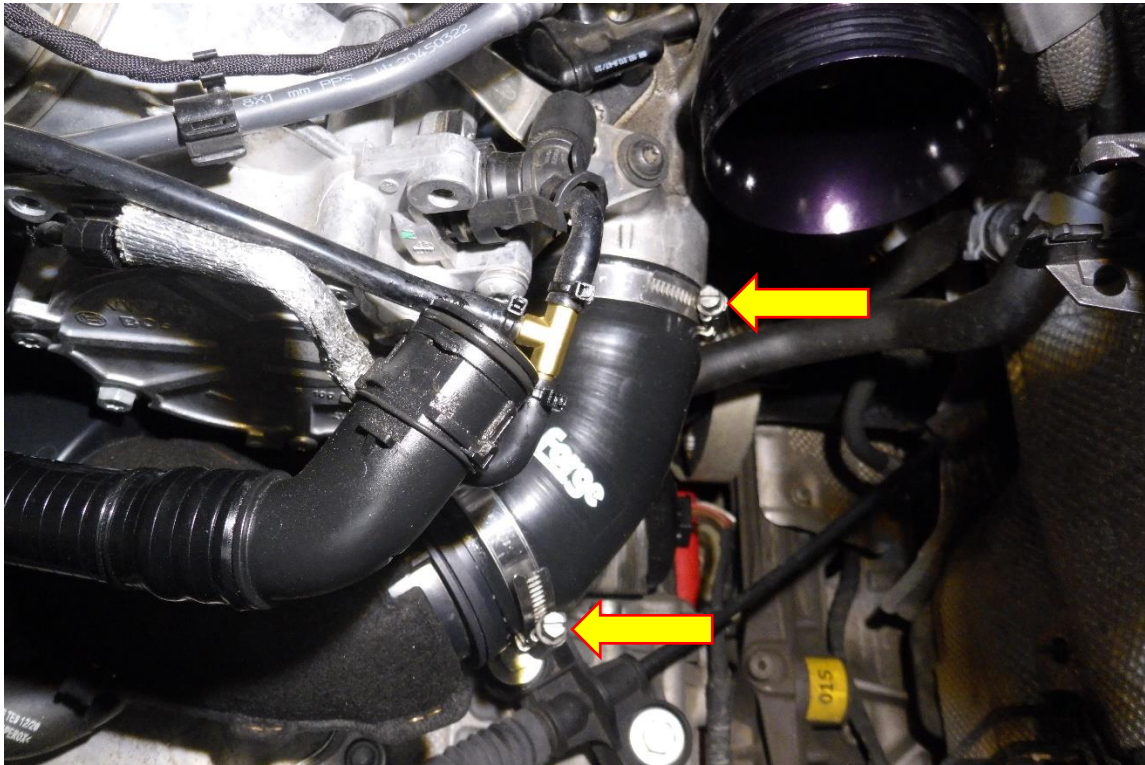


8. Using a 7mm socket and ratchet or suitable flat bladed screwdriver loosen the hose clamp and remove the inlet hose from the turbo. Unclip the DV hose from the inlet by squeezing both locking tabs and pulling at the same time.

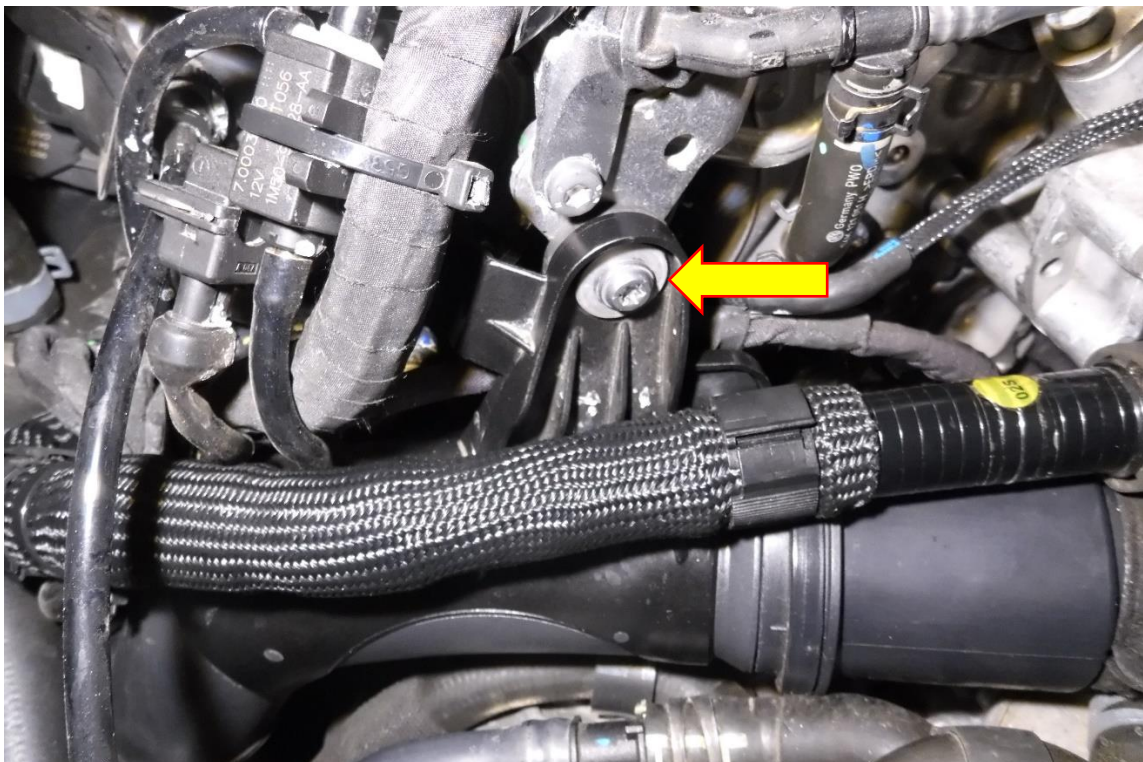




9. Using a 7mm socket and ratchet or suitable flat blade screwdriver loosen both hose clamps attaching the OE discharge hose as arrowed below, now remove the hose completely.

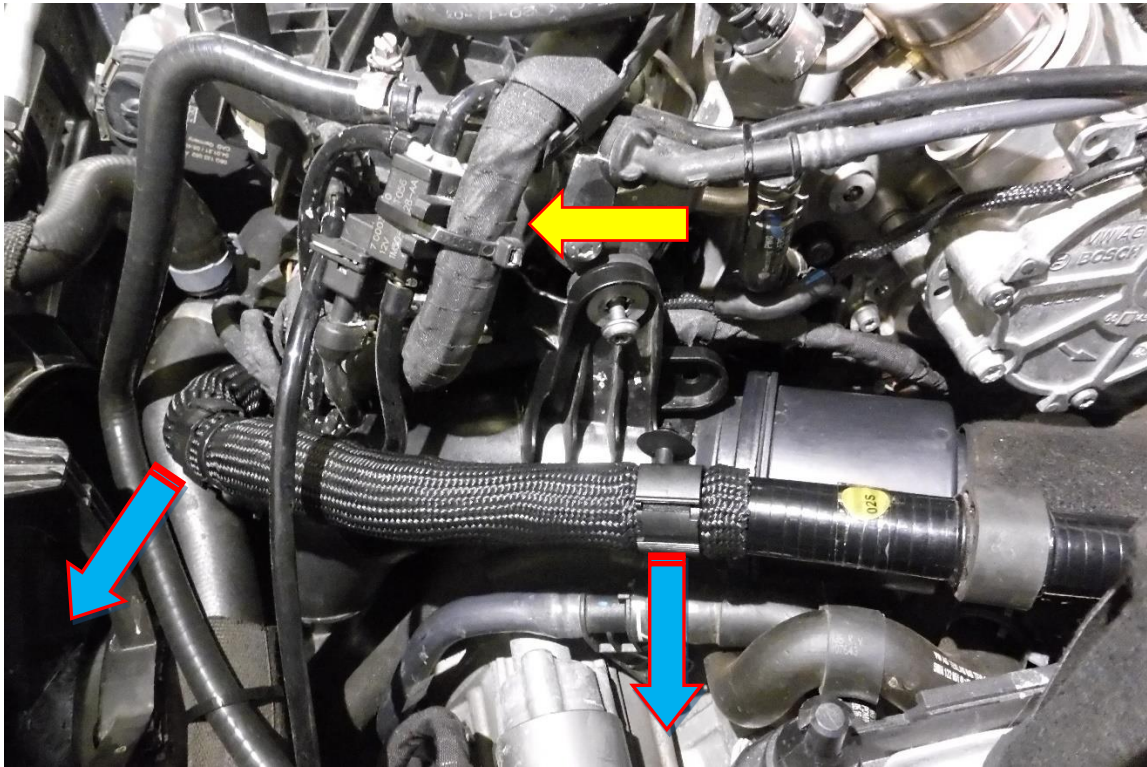


10. Using a T30 Torx driver remove the fastener attaching the OE discharge pipe to the engine.

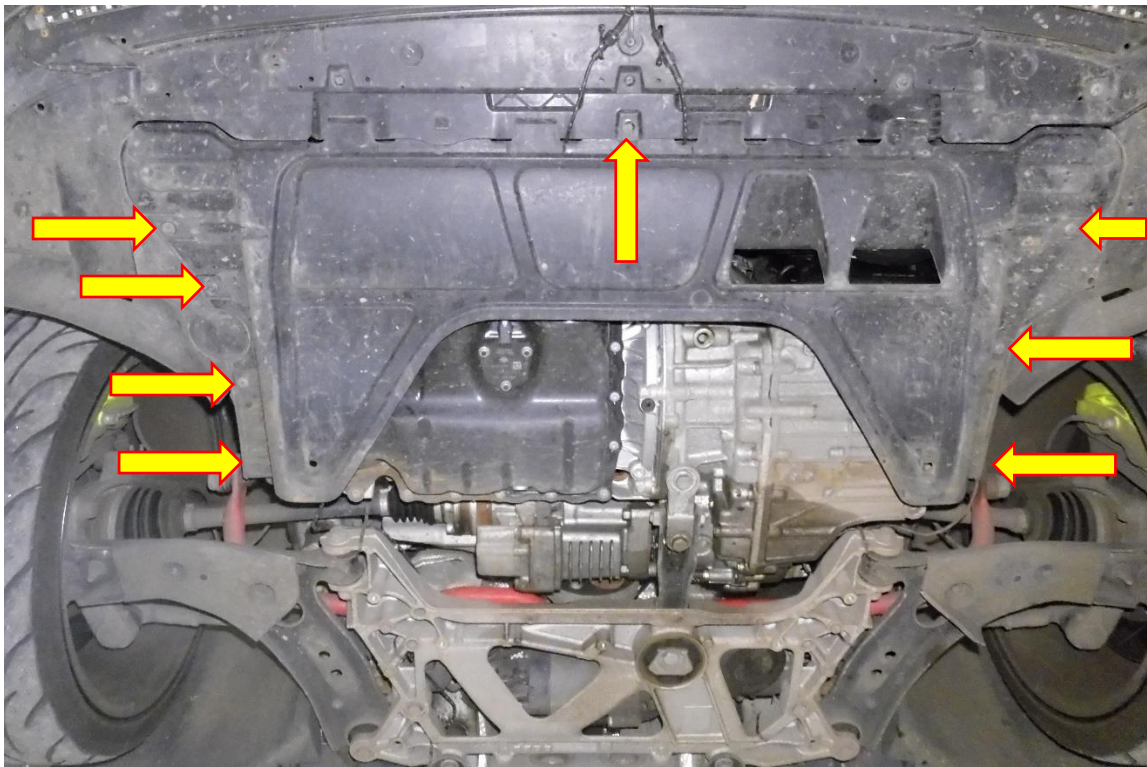




11. Pull the DV hose from its mounting points, which are highlighted by the blue arrows in the picture below. Move the wiring loom to the left-hand side of the plastic mounting bracket.

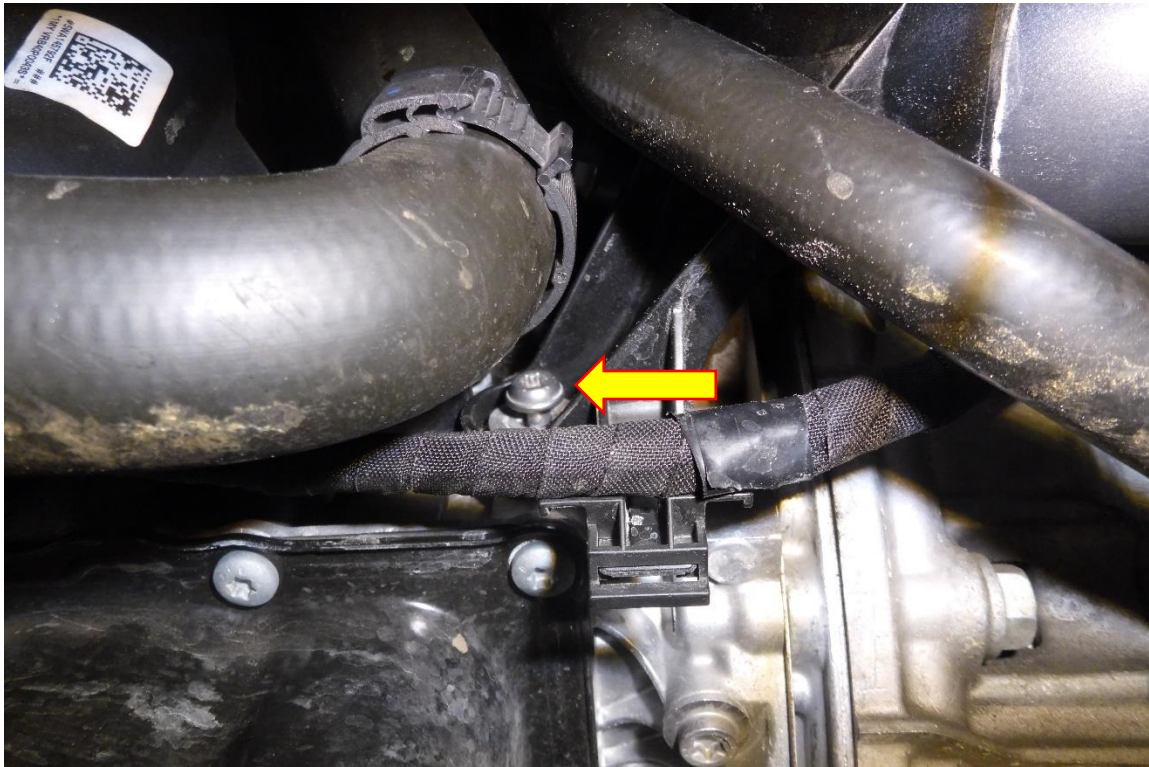


12. Raise the vehicle in the air with a jack and axel stands or a car ramp, now using a T25 Torx driver remove the 8X fasteners attaching the undertray. Once removed the undertray will pull out.

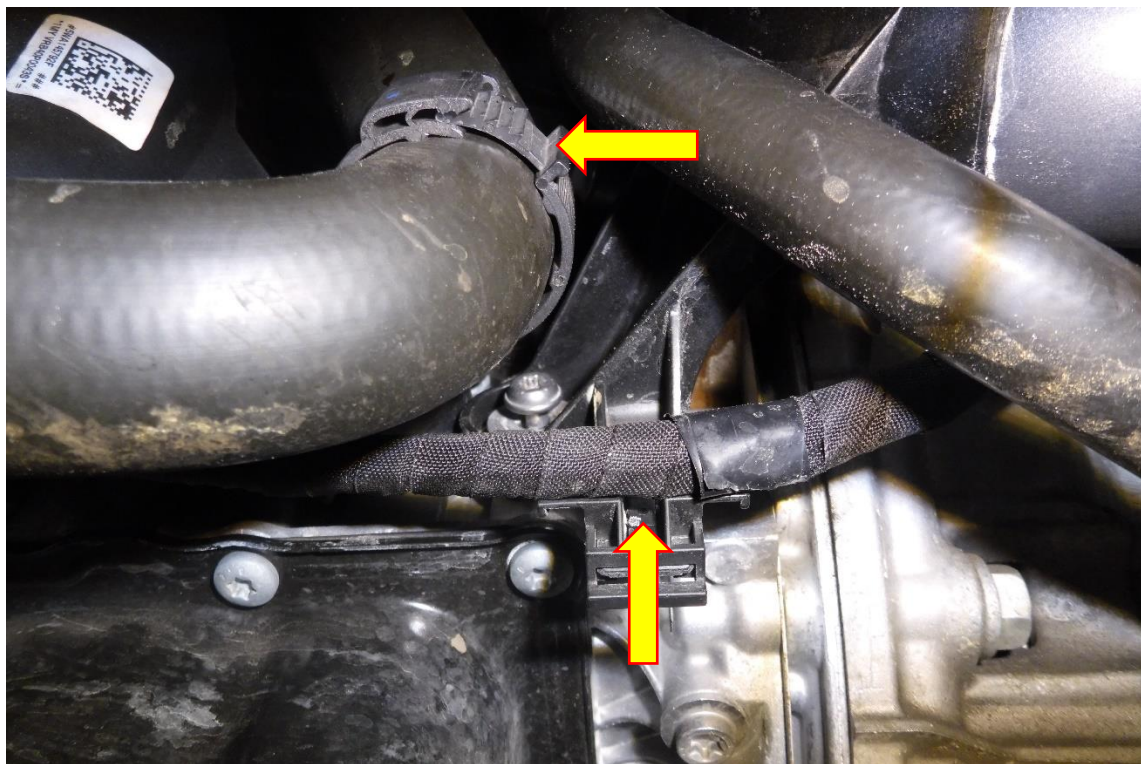




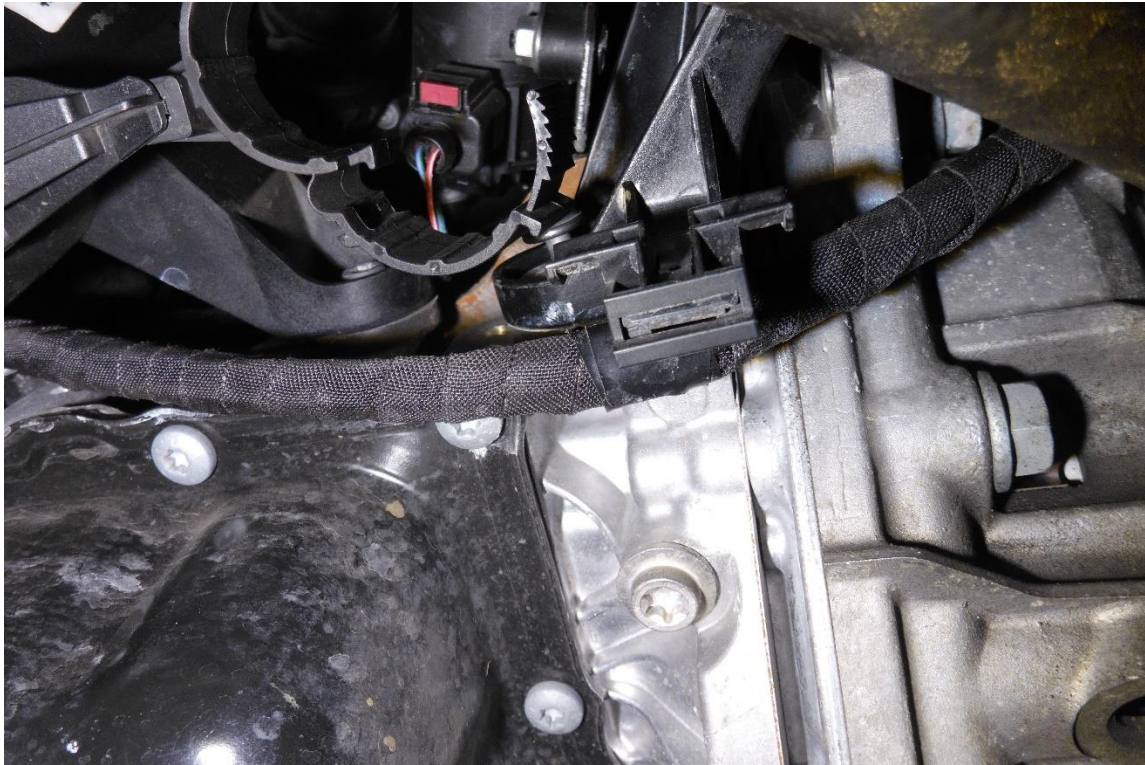
13. Looking from underneath the vehicle and using a T30 Torx driver remove the remaining fastener attaching the OE discharge pipe to the bottom of the engine.



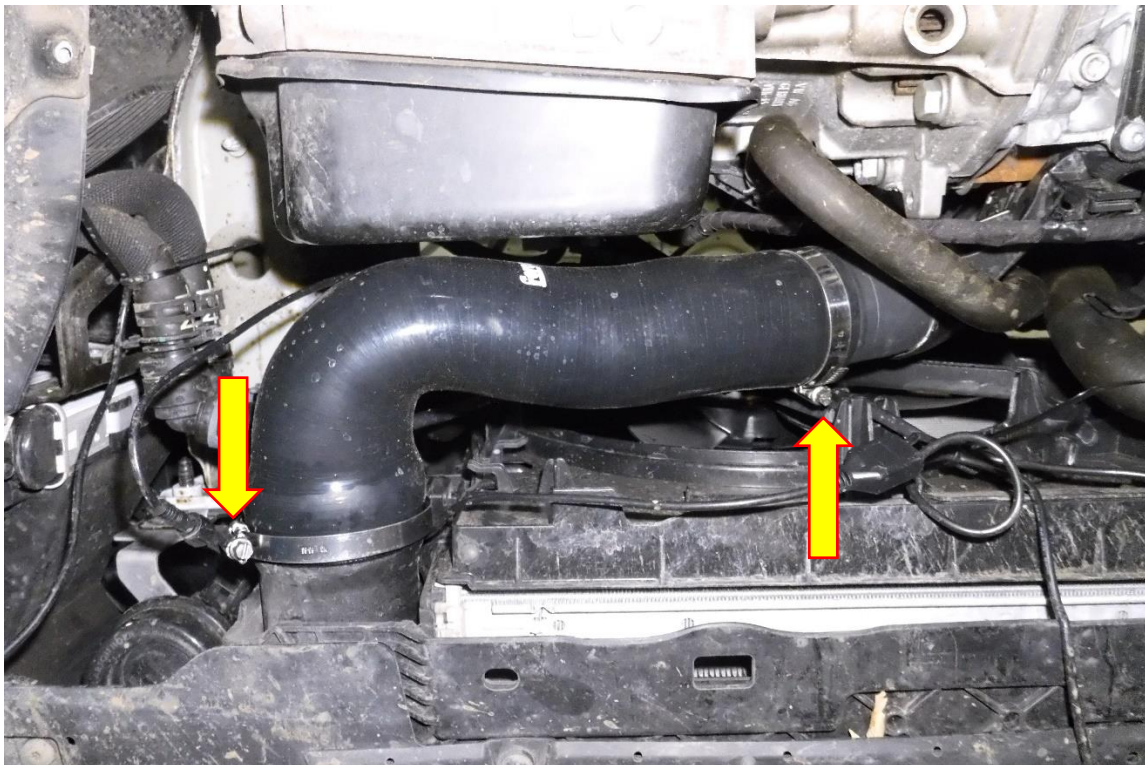
14. Unclip the water hose from its locating clamp and position the wiring loom the other side of the mounting bracket. Easiest way is to cut the tape with a sharp knife. (TAKE CARE NOT TO DAMAGE THE WIRING LOOM)





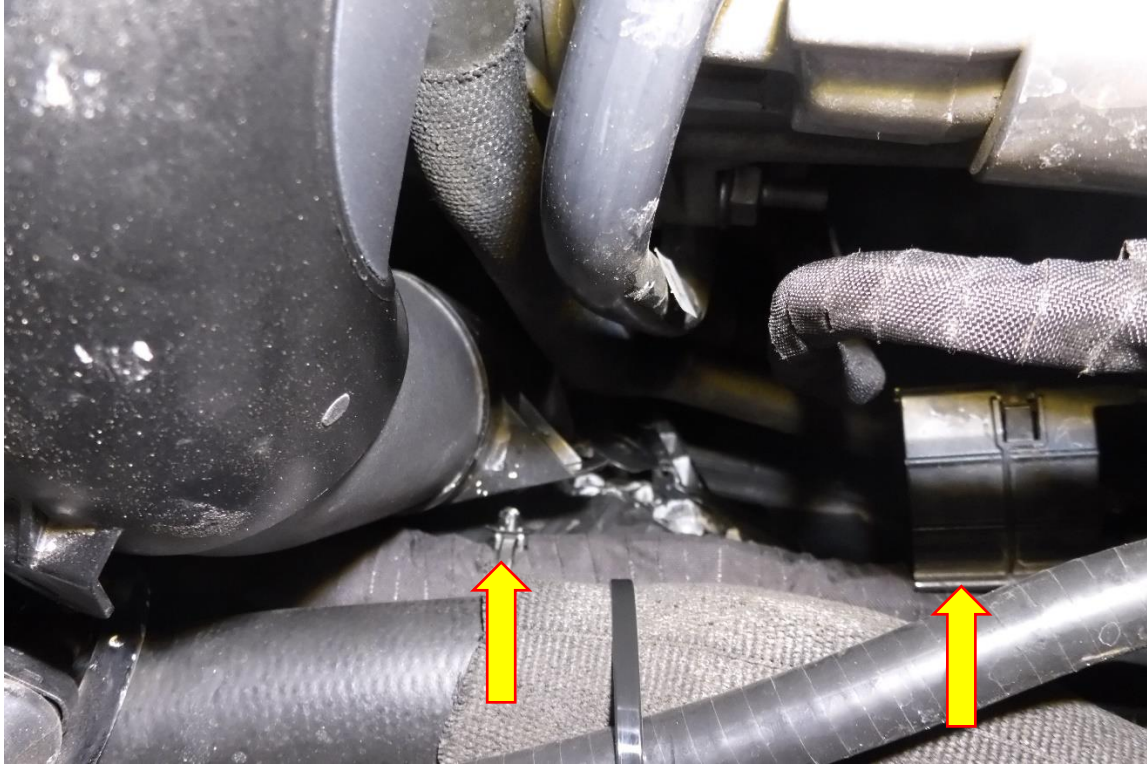


15. Using a 7mm socket and ratchet or flat blade screwdriver loosen the hose clamps attaching the boost hose to the intercooler and discharge pipe, now remove the hose completely.

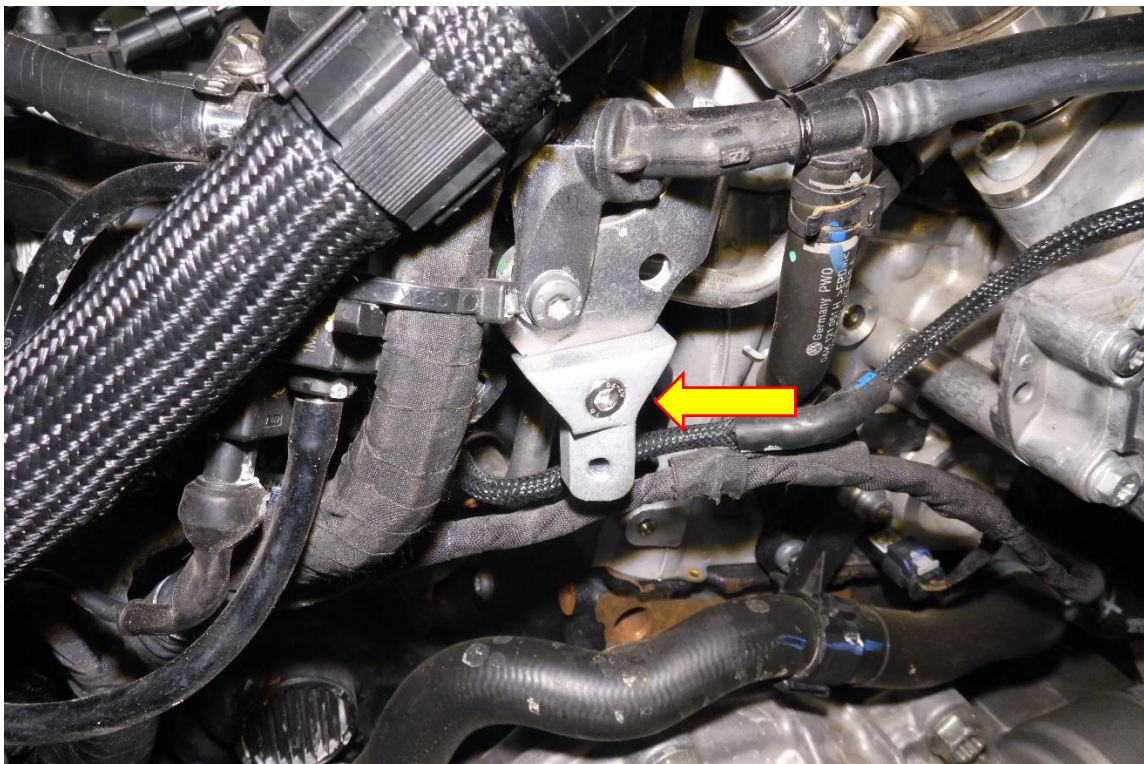




16. Looking from above disconnect the wiring harness attached to the OE discharge pipe and from the plastic loom clamp, you will now be able to wriggle the OE discharge free from the engine bay.



17. Using a 5mm Allen key attach the machined bracket and M6 fastener from the FMDP1 kit to the same mounting point from step 10.





18. Using long nose pliers or hose clamp removal tool adjust the hose clamp on the heat exchange on top of the gear box, move the release side of the hose clamp clockwise to the side to avoid it making contact with the Forge discharge pipe.



19. Place the Forge discharge pipe in situ where the OE pipe was removed as shown in the picture below.

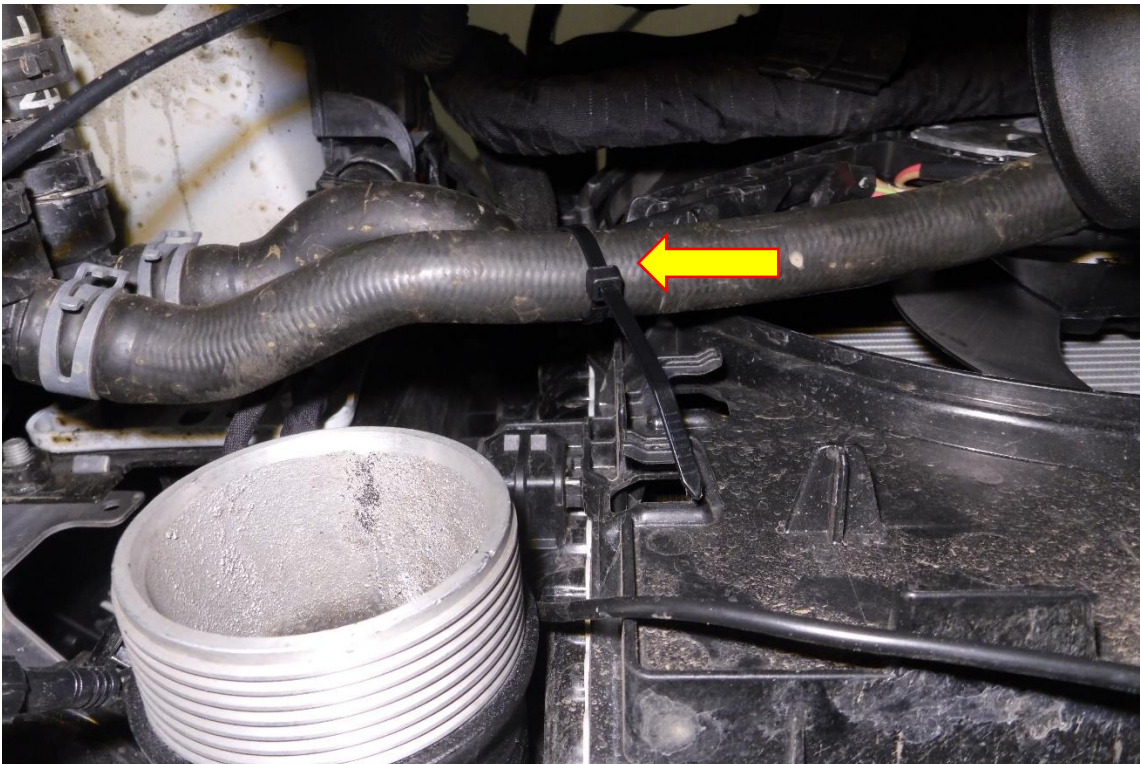




20. Take Hose #2055 from the FMDP1 kit and fit the large end to the Forge discharge pipe and the smaller end to the turbo. Do not tighten the hose clamps at this stage, the hose clamp 50-70mm is to be used at the smaller end and 60-80mm hose clamp to the larger end of the hose.



21. Using the supplied cable tie secure the coolant hose to the wiring loom behind it.

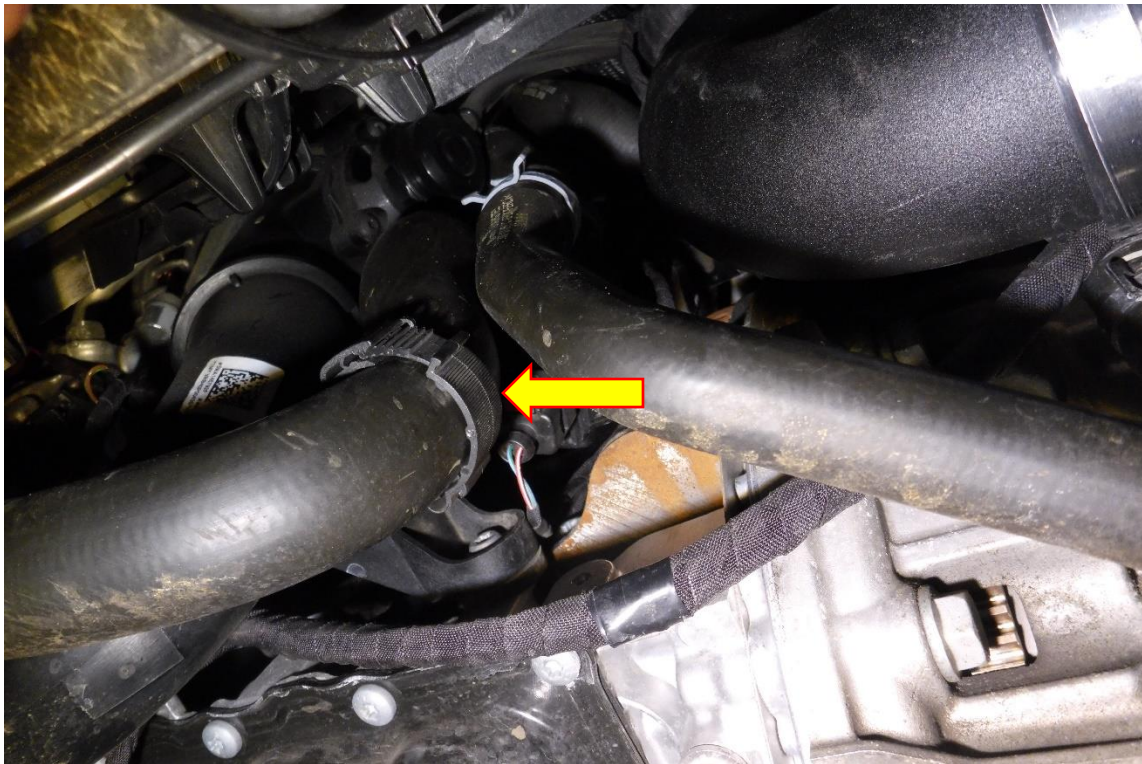




22. Depending on which option you have purchased, fit hose FMDP1 or FMDP3 to the intercooler and Forge discharge pipe and using a 7mm socket and ratchet secure the hose with the remaining hose clamps.

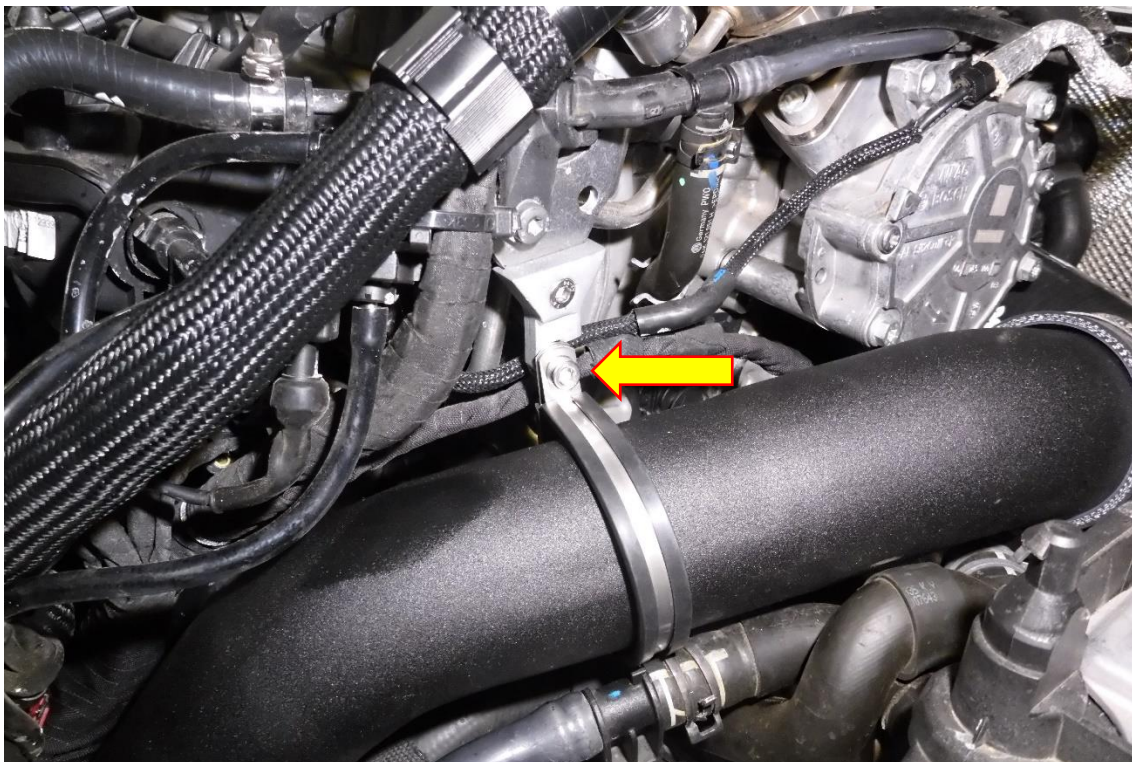


23. Re- attach the coolant hose to the hose clamp.





24. Take the P clip from the FMDP1 kit and place it round the Forge discharge pipe. Using a 5mm Allen key secure the P-clip to the machined adaptor fitted in step 17 using the remaining M6 fastener from the kit. Using a 7mm socket and ratchet or flat blade screw driver tighten the hose clamps the silicone joiners to the enlarged discharge pipe and all junctions.



25. Now follow steps 1-12 in reverse order to complete your installation of FMDP1, you can now take the vehicle for a test drive and enjoy your new Forge Motorsport product.

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