



FMINT38 Fitting Instructions

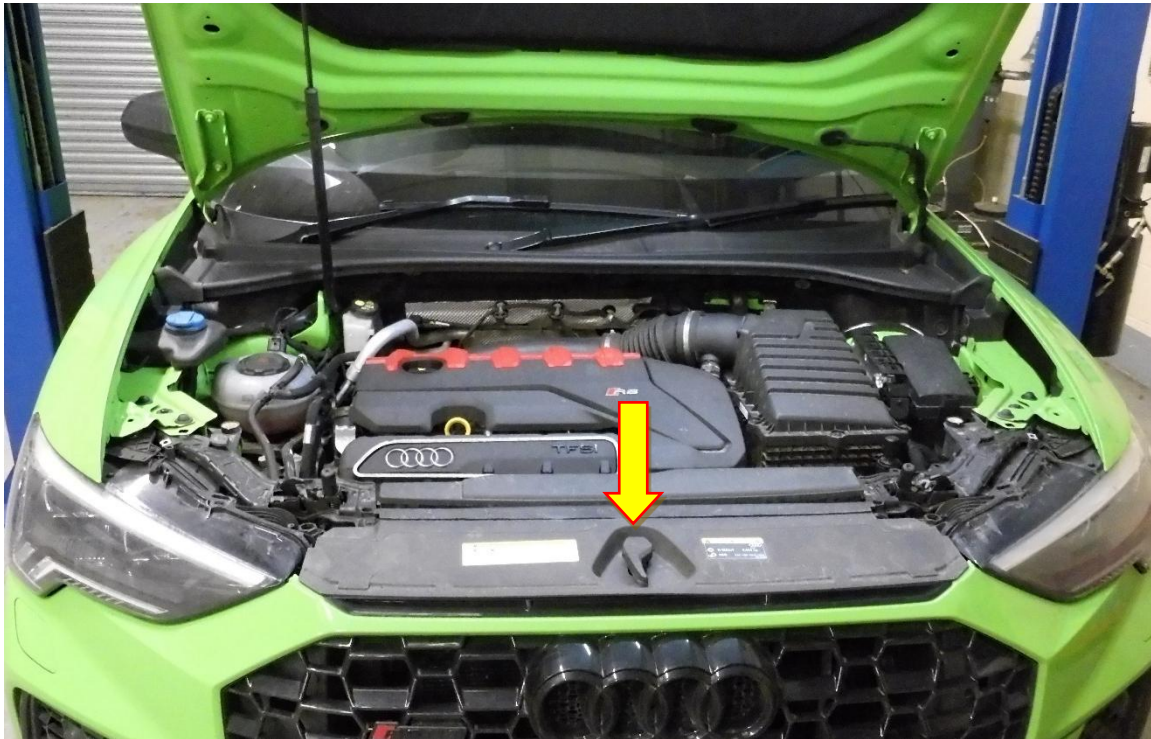


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

TOOLS NEEDED:

Flat blade screwdriver or trim removal tool
7 & 16mm sockets & Ratchet and Drive with extension
T20, T27, T30, T40 Torx drive
6mm Allen key
Pliers/Hose clamp removal tool
Axle Stands & car jack or car ramp
Angle grinder with cutting disk or a Hacksaw

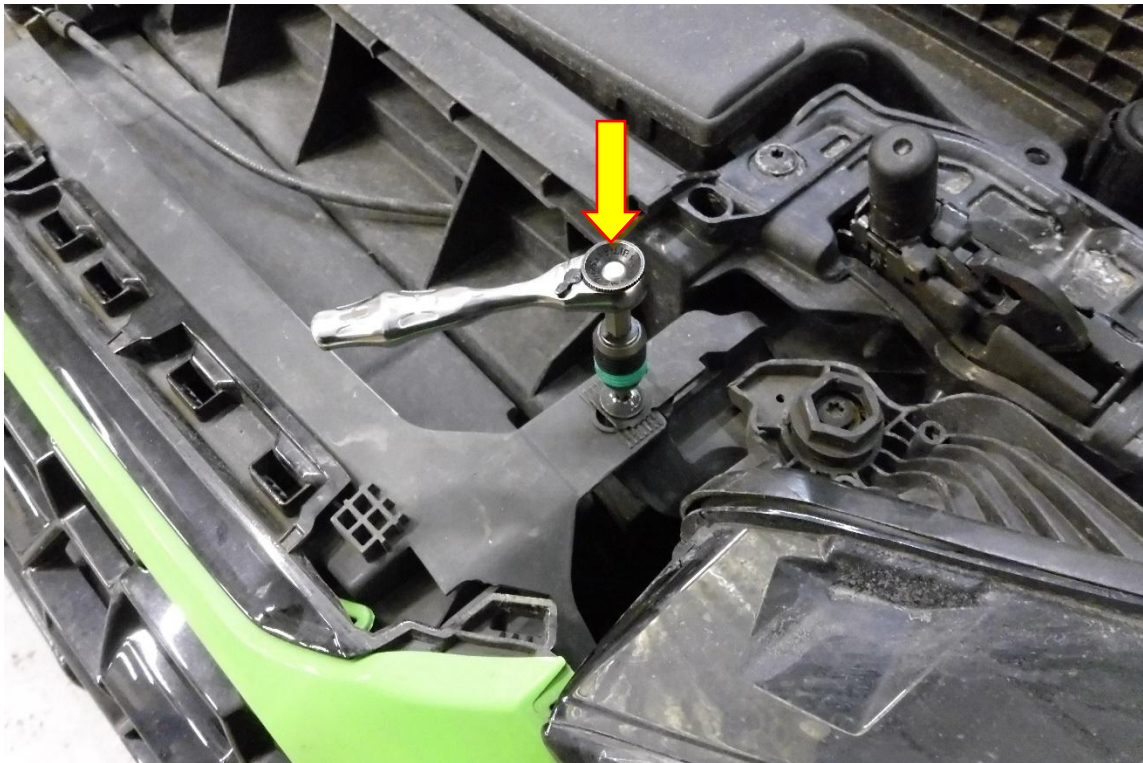
1. Raise the vehicle on a ramp or axle stands to allow access to the underside of the front of the car.
2. Open the bonnet and remove the catch handle highlighted by pressing in on the back of the lever and lifting it upwards.



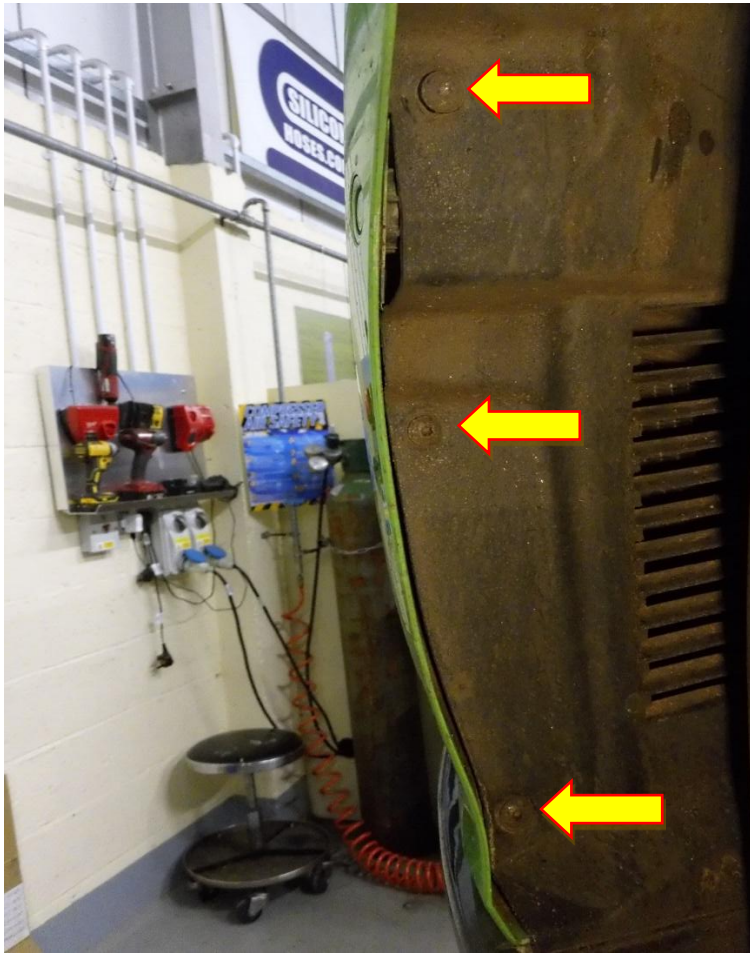
3. Remove the plastic slam panel by pulling it upwards from the edge.



4. Using a T25 Torx drive remove the 2X fasteners (one each side) attaching the top of the bumper to the vehicle.



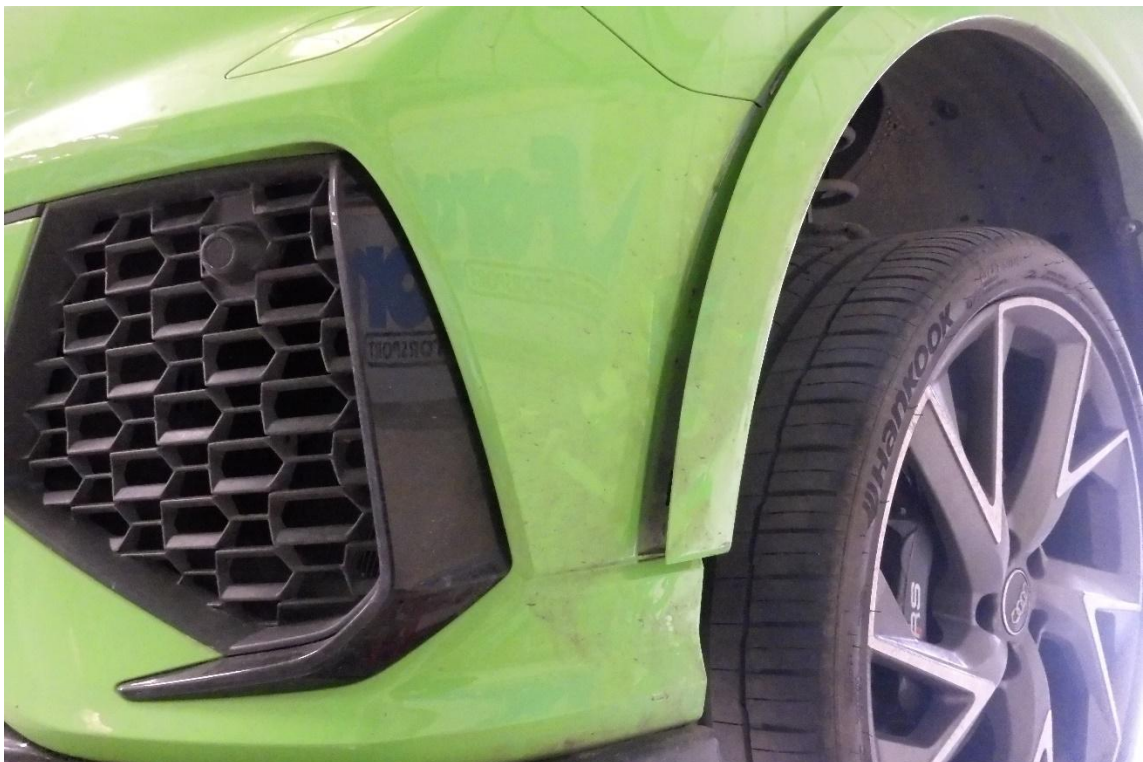
5. Using a T25 Torx driver remove the 3 X fasteners attaching the inner wheel arch liner to the vehicle on both sides.



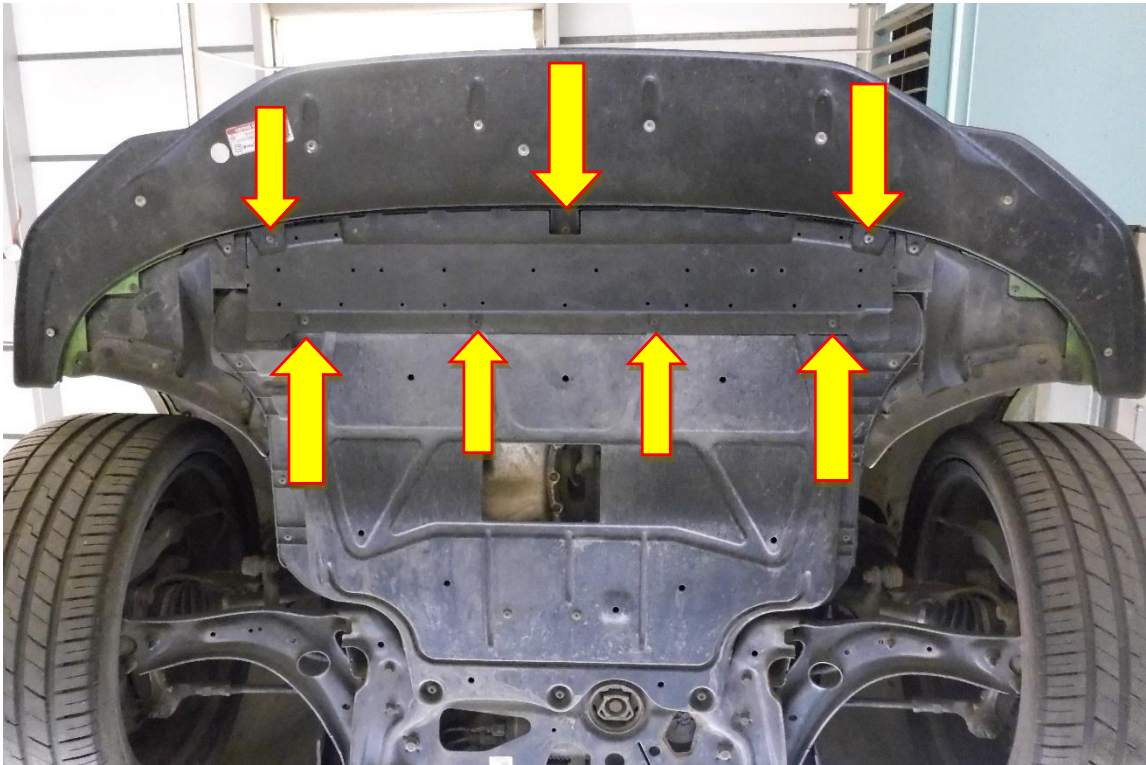
6. Pull the arch liner back to reveal 2 x fasteners attaching the bumper to the vehicle, use a T25 Torx driver to remove them on both sides.



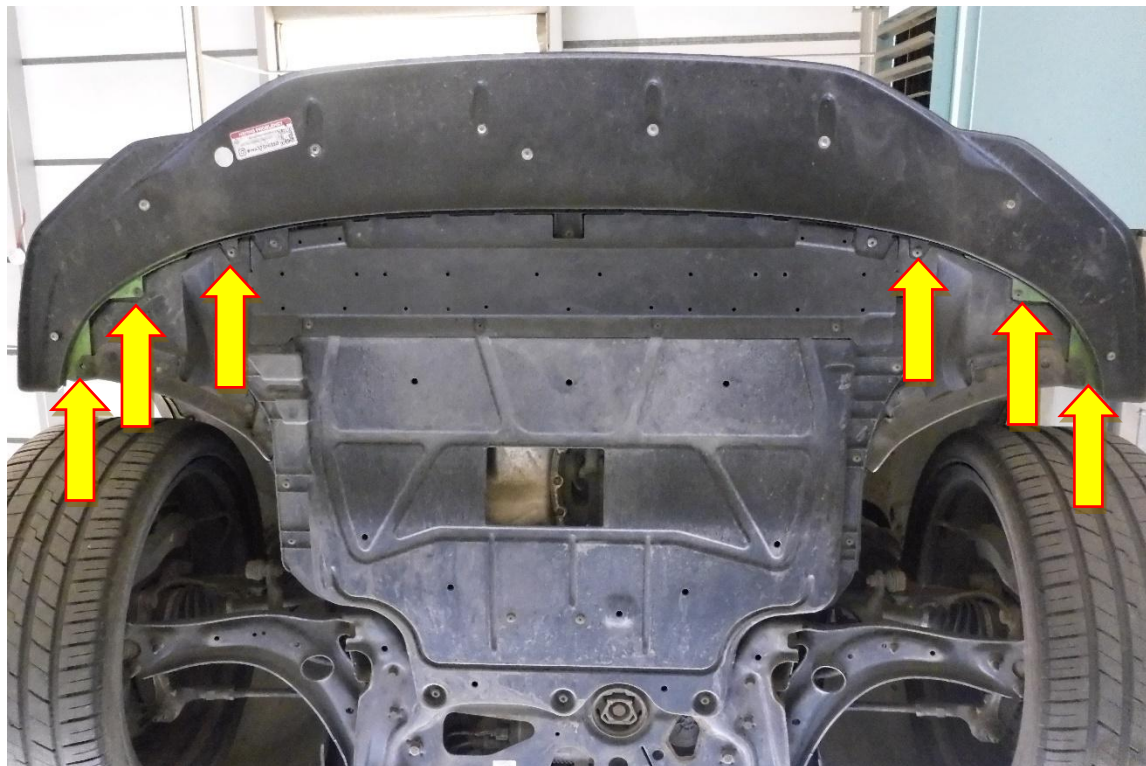
7. Feeling inside the wheel arch, underneath the liner you will be able to feel the clip for the bottom of the outer wheel arch trim. Squeeze this together as you gently pull on the bottom of the trim to release it and then work your way around until you have enough removed that the corners of the bumper will be free to come out.



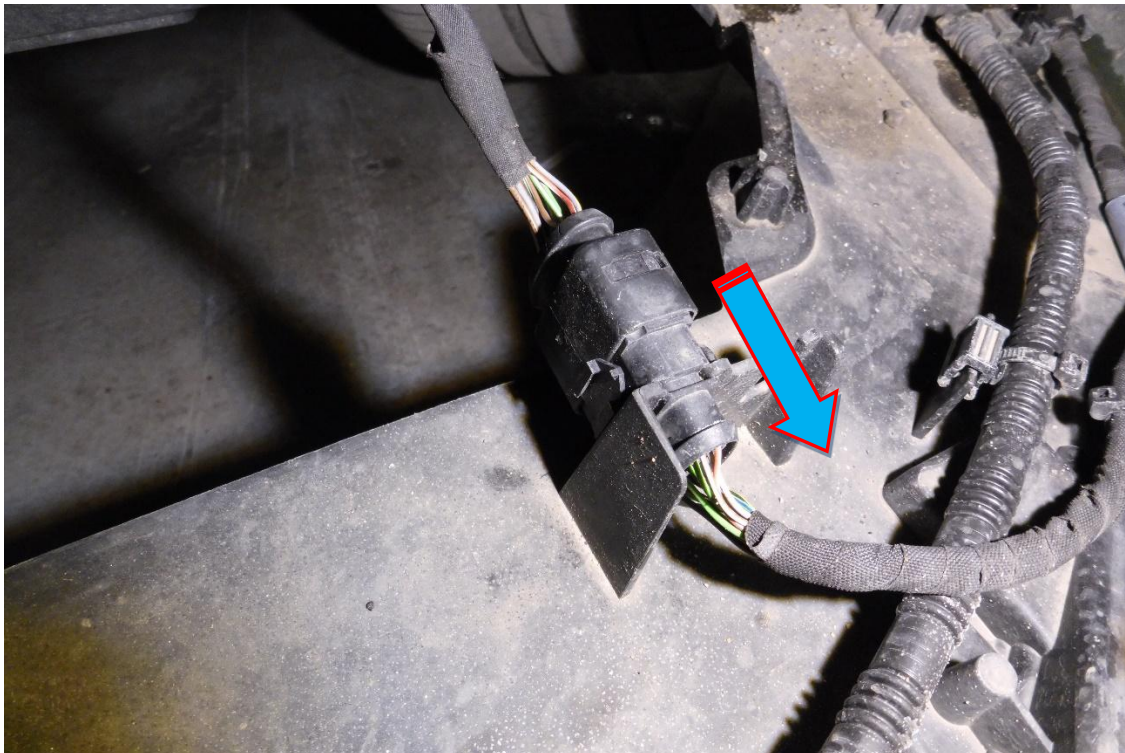
8. Use a T27 Torx driver to remove the X7 fasteners attaching the front part of the undertray to the vehicle.



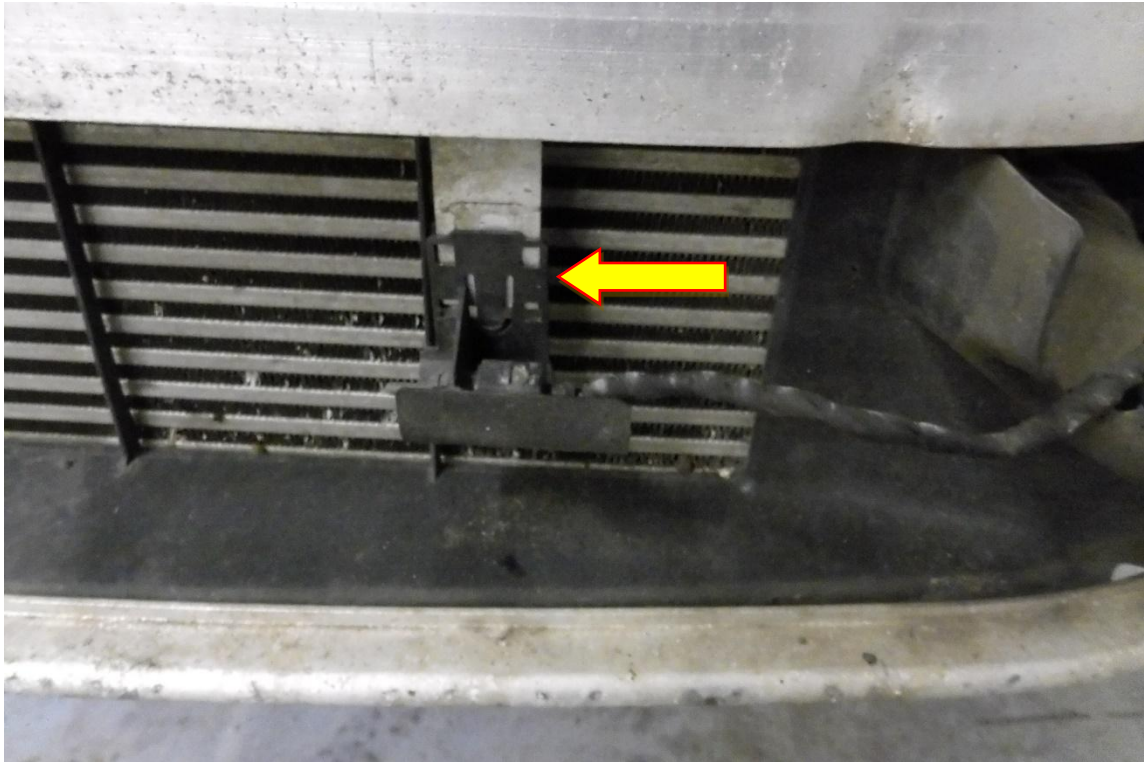
9. Using a T25 Torx driver remove the X6 fasteners attaching the bottom part of the bumper the vehicle.



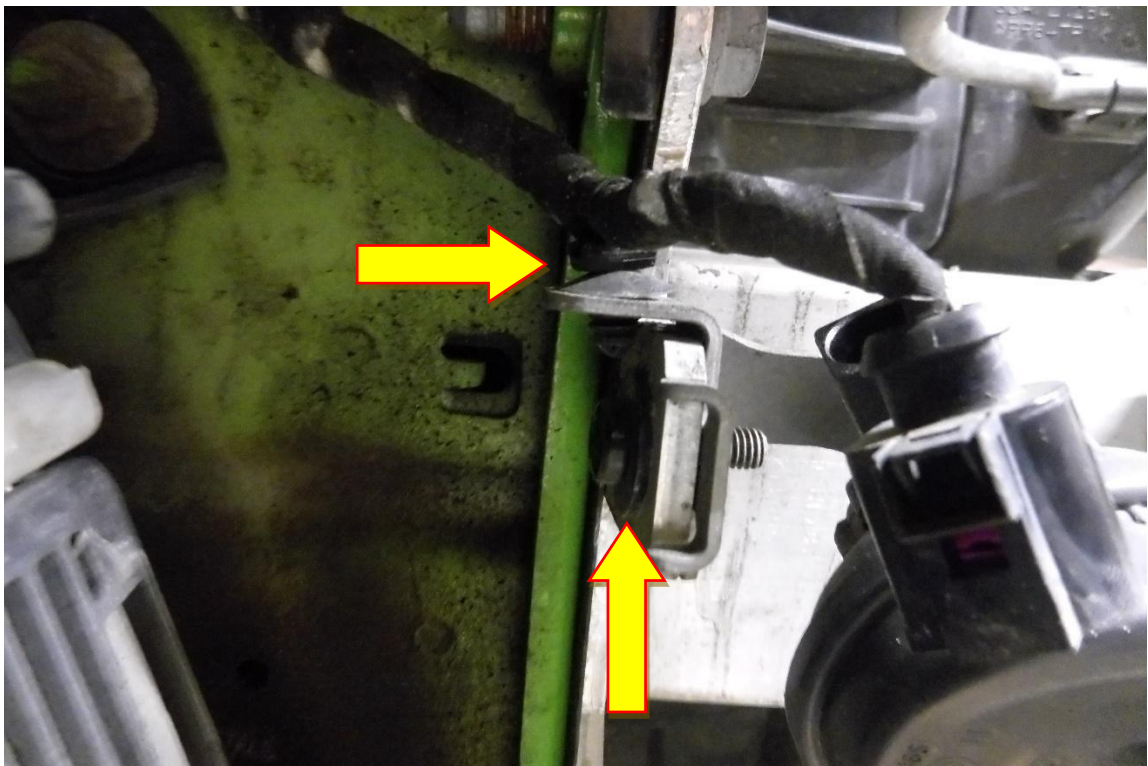
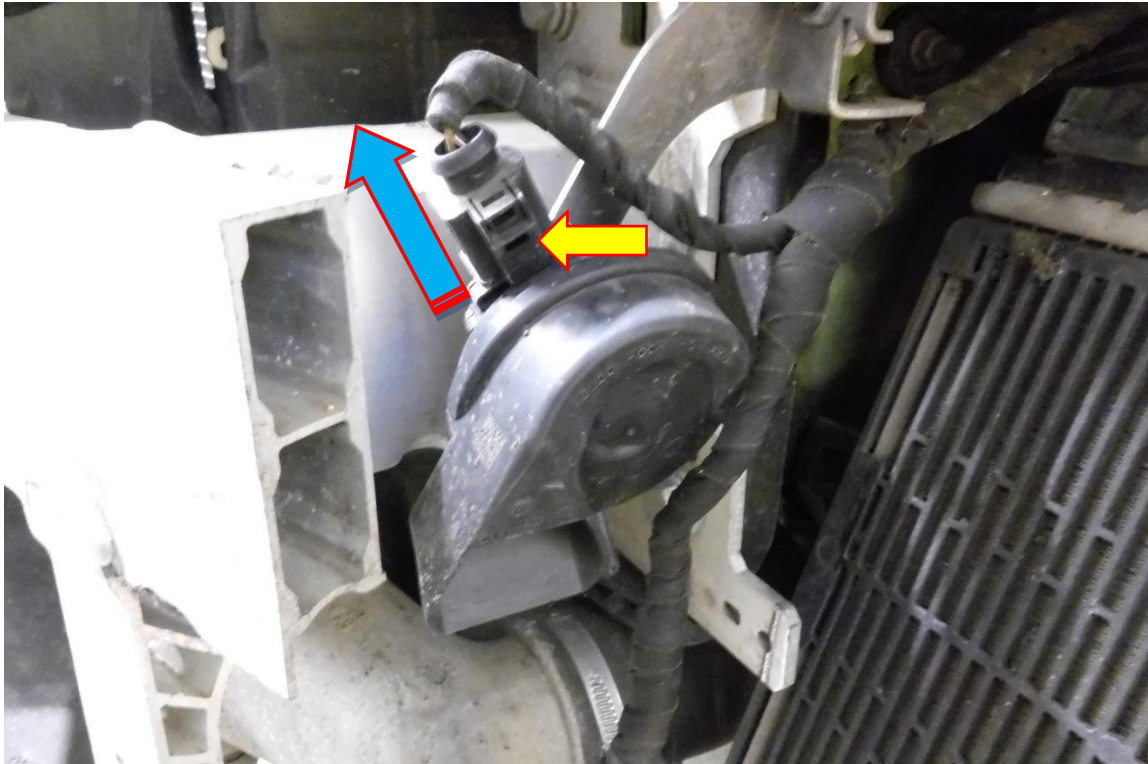
10. Pull both sides of the bumper away and release it from the vehicle, but not fully. Unplug the parking sensor loom and disconnect the headlight washers by depressing the retaining clip and pulling the pipe upwards and empty the washer fluid into a suitable container.



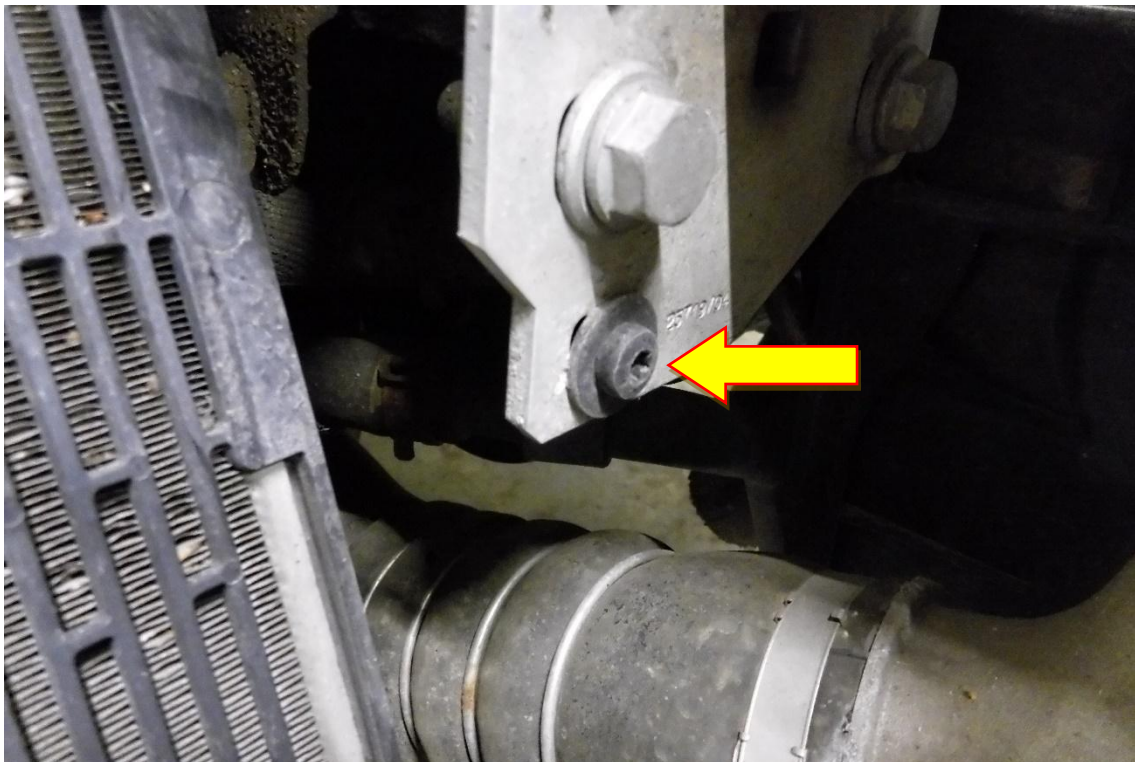
11. Remove the temperature sensor from the crash bar by squeezing the front as you pull the back of the sensor, then using a trim tool or flat blade screwdriver unclip the loom from the lower crash bar leg.



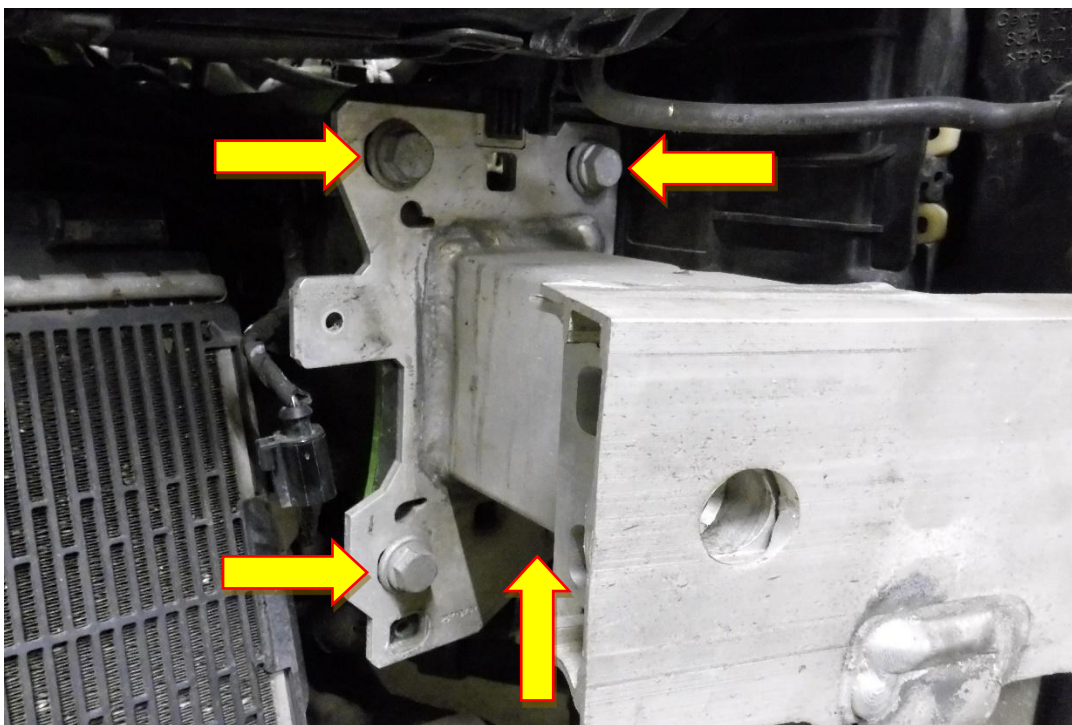
12. Unplug the horns by depressing the tab arrowed in yellow, then unclip the wiring loom connected to the crash bar. Using a T27 Torx driver remove the fasteners attaching the horns to the crash bar.



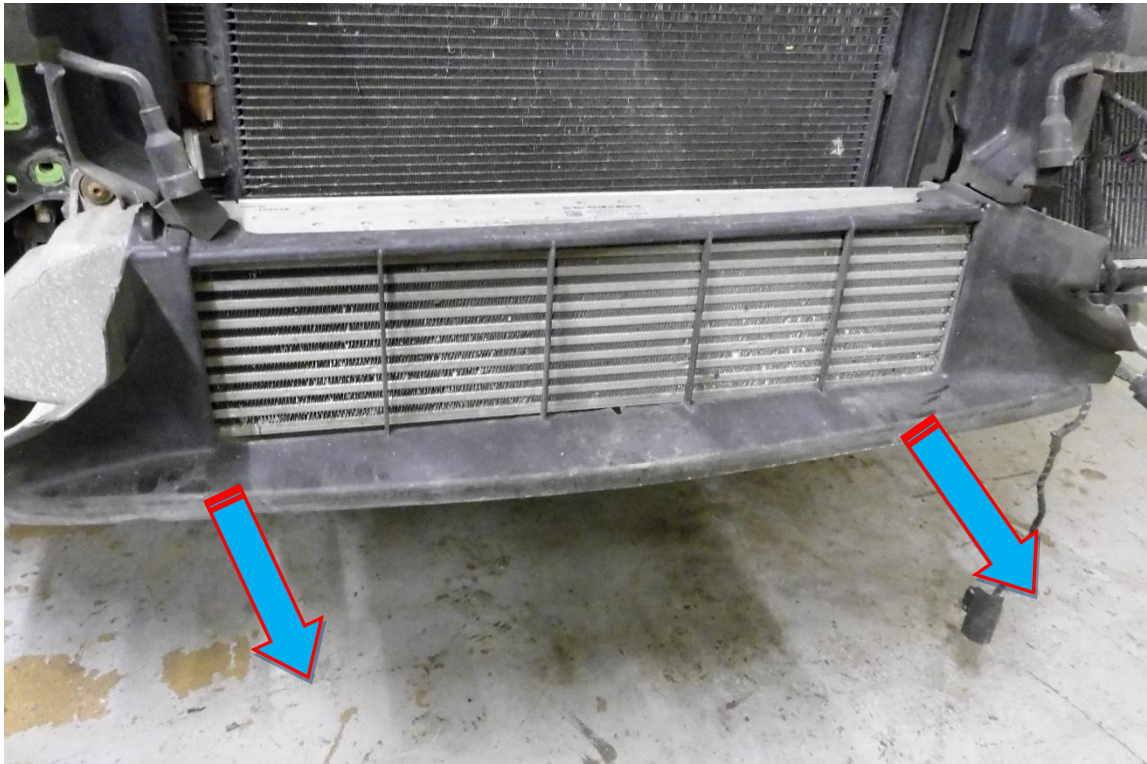
13. Using a T27 Torx driver remove both fasteners on each side of the crash bar.



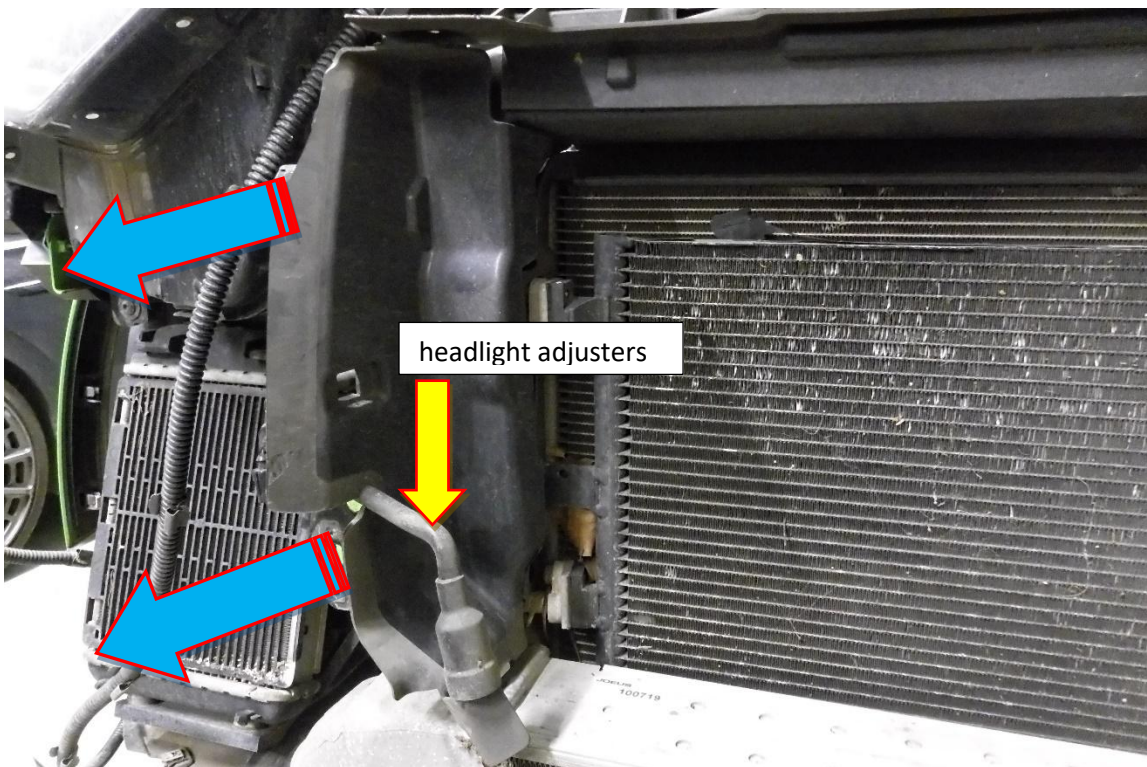
14. Using a 16mm socket and ratchet remove the X8 fasteners attaching the crash bar to the vehicle. The crash bar can now be removed from the vehicle.



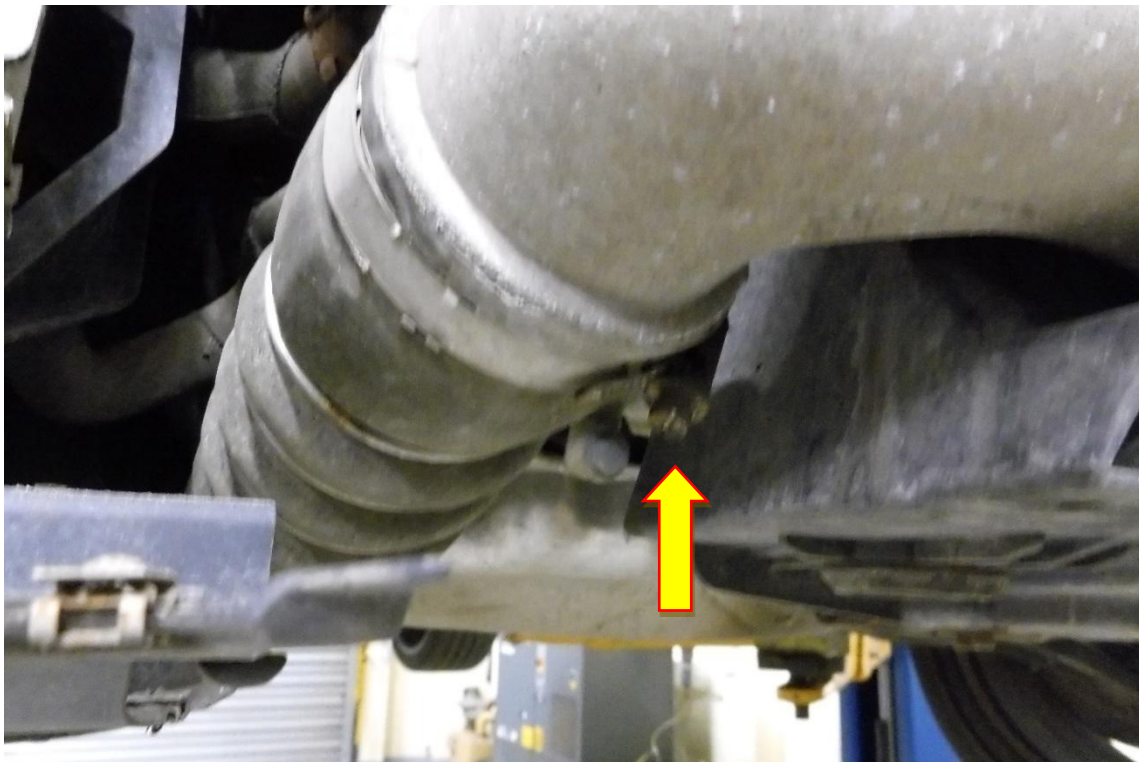
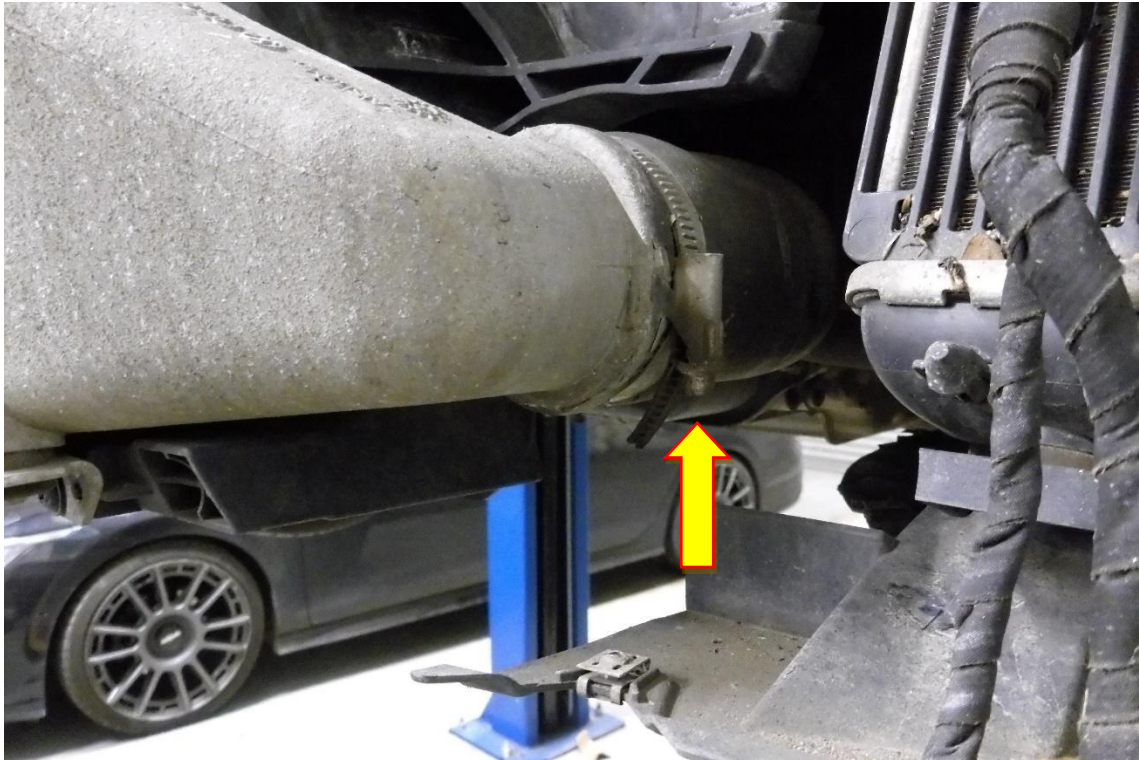
15. Remove the air ducting to the intercooler.



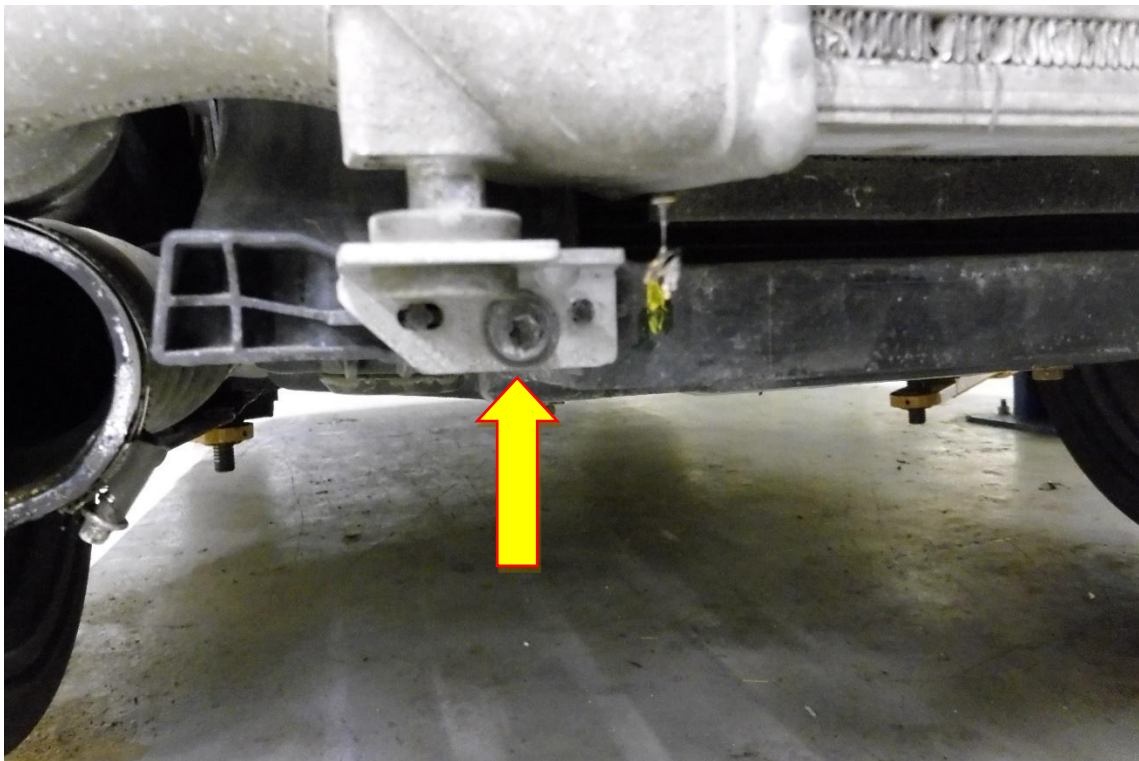
16. Pull the radiator airduct away from the vehicle, unclip the tubing for the headlight adjusters.



17. Using a 7mm socket or flat blade screwdriver loosen the hose clamps securing the boost hoses to the intercooler.



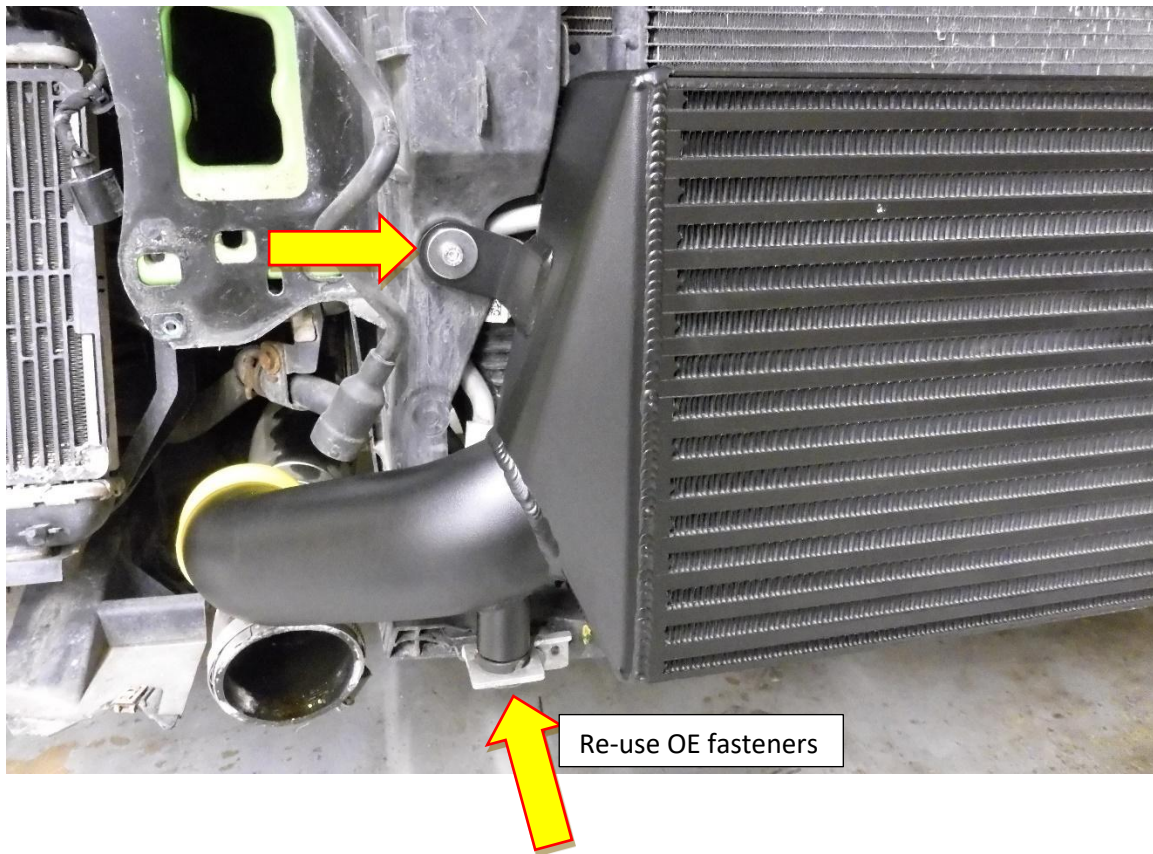
18. Using a T27 Torx driver remove the X4 fasteners (x2 each side) attaching the intercooler to the vehicle.



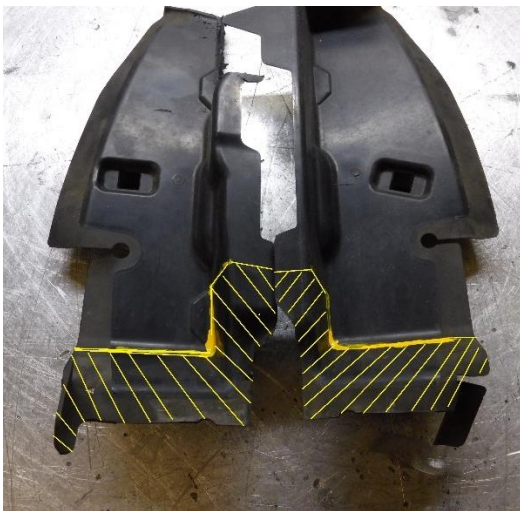
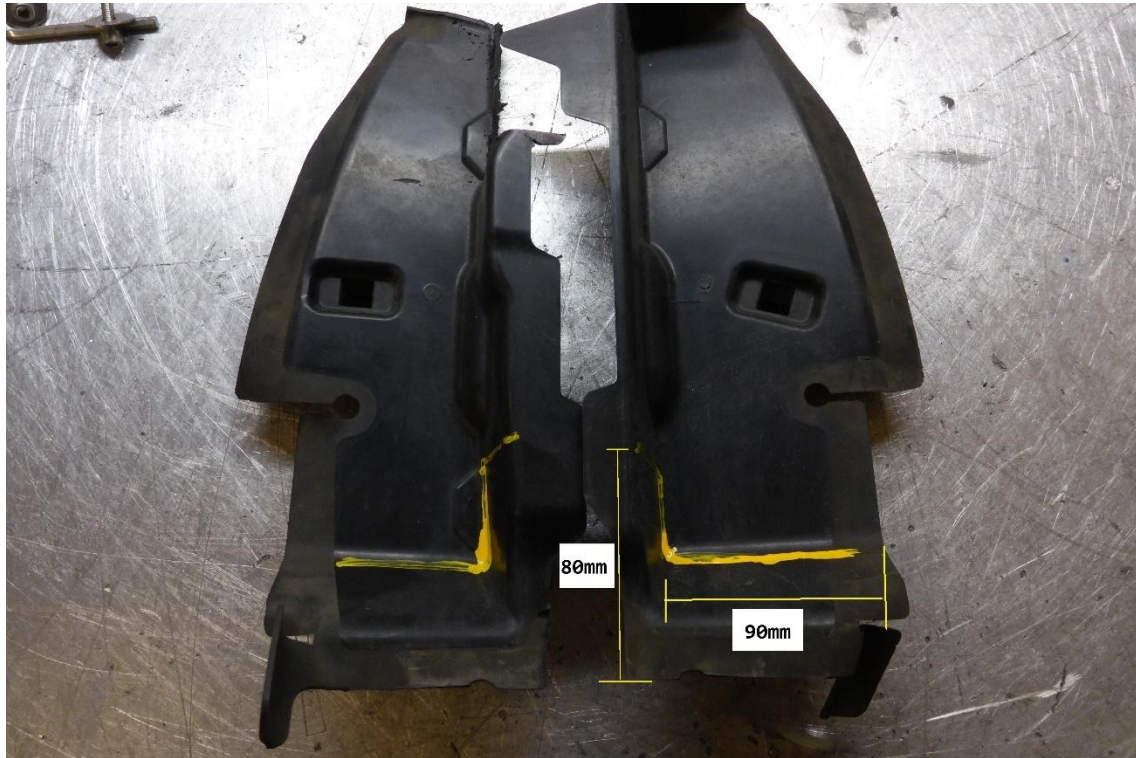
19. Install the rubber mounting grommets and alloy inserts into the intercooler as shown in the pictures.



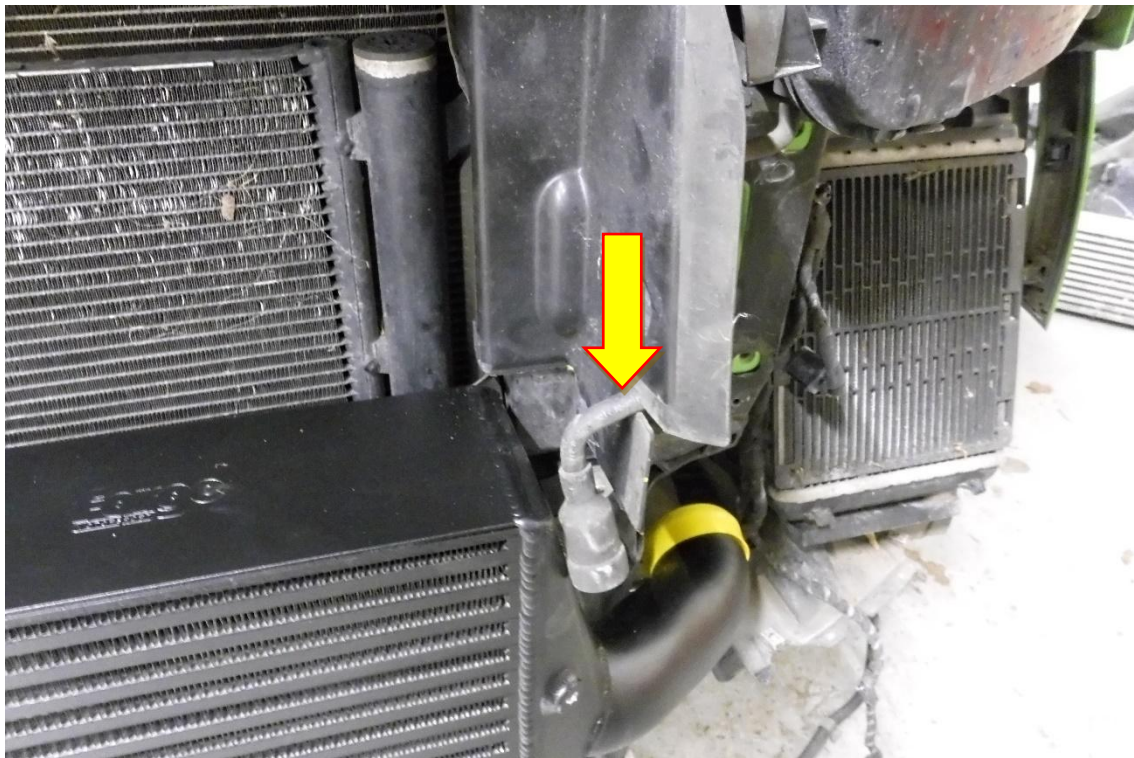
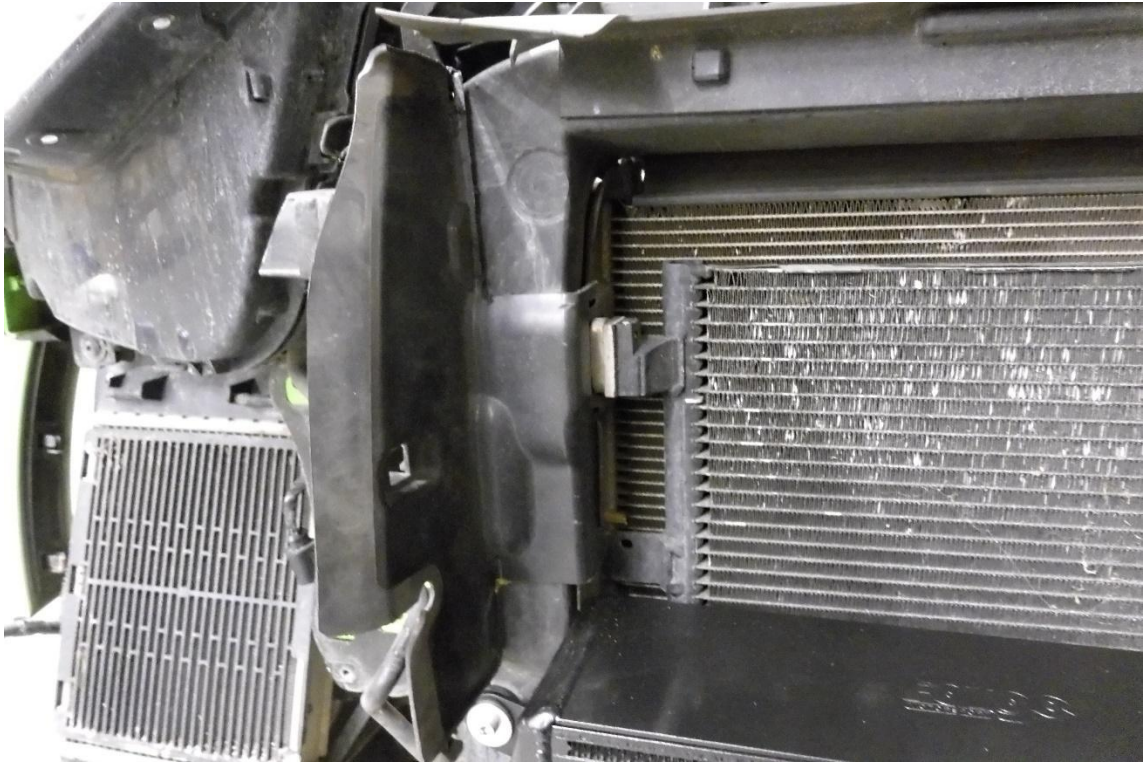
20. Using a 6mm Allen key secure the intercooler in place using the supplied 2 x M6 fasteners and M6 washers from the FMINT38 kit. Reuse the original T27 Torx fasteners to attach the bottom of the intercooler.



21. Using a marker pen and measuring rule mark out the shaded area on the upper air ducting to the radiator removed in step 16. Now carefully using a hacksaw or angle grinder cut the shaded area from the air ducting.



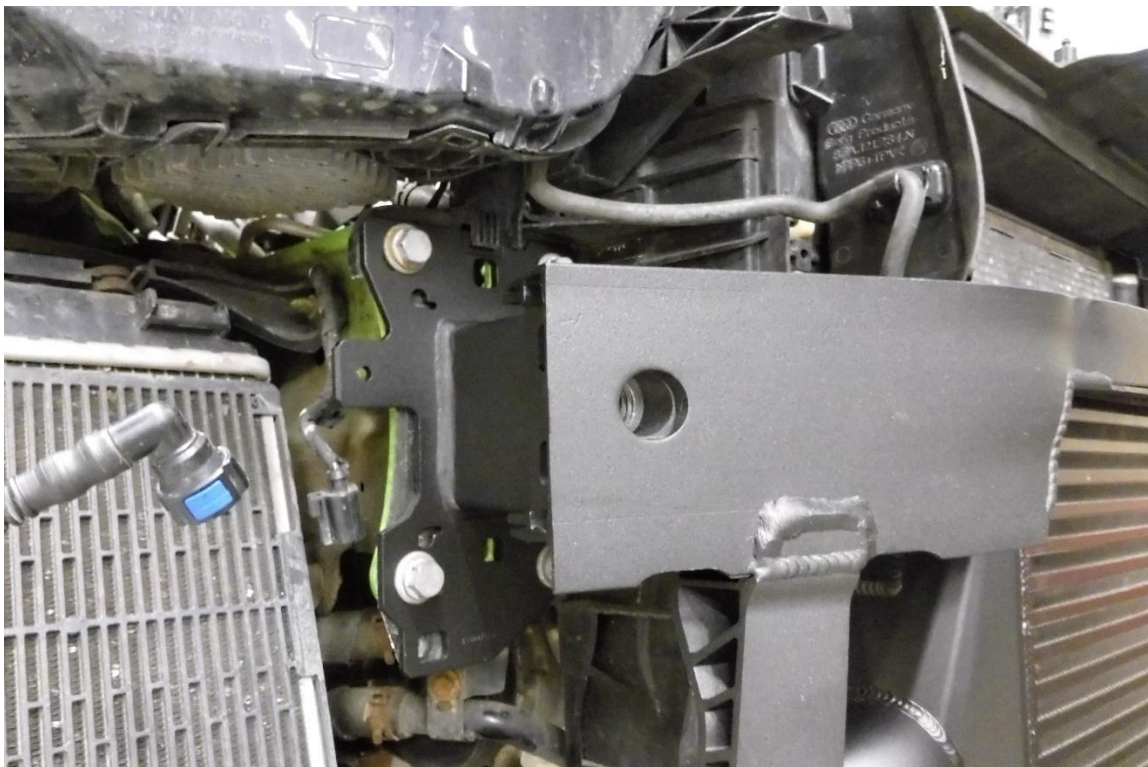
22. Reinstall the modified air ducting to the vehicle on both sides and refit the head light adjusters also.



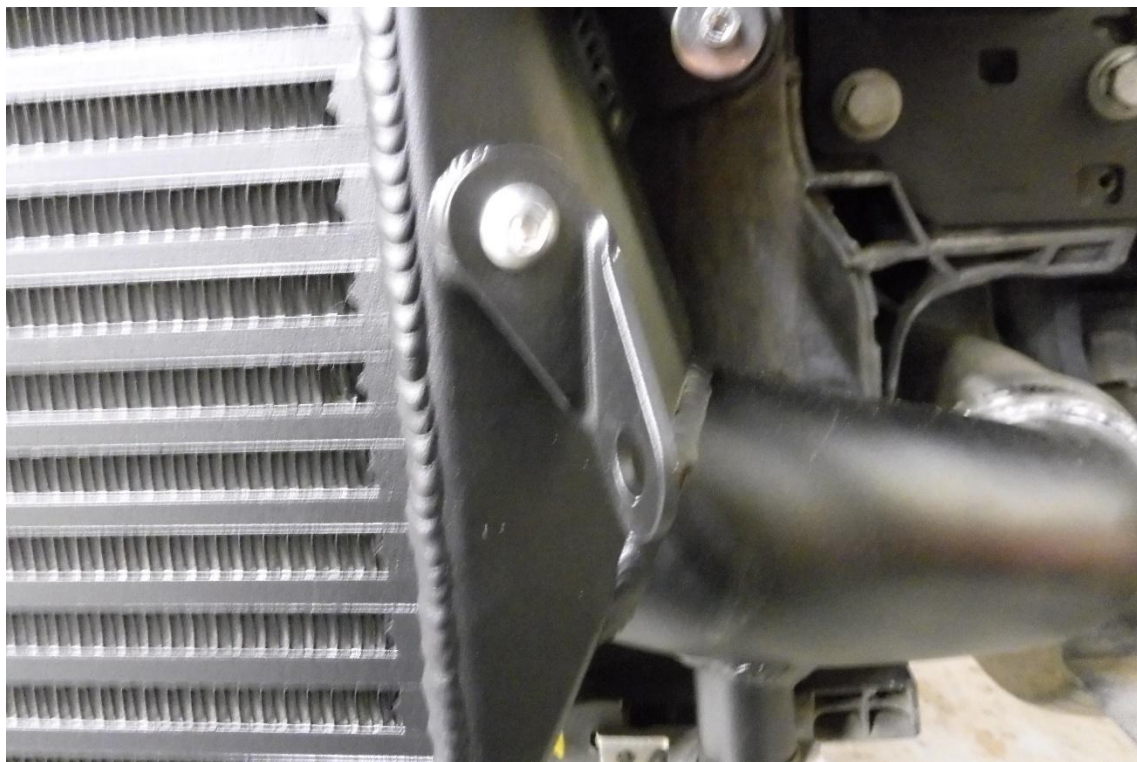
23. Using a 7mm socket secure both boost hoses to the intercooler.



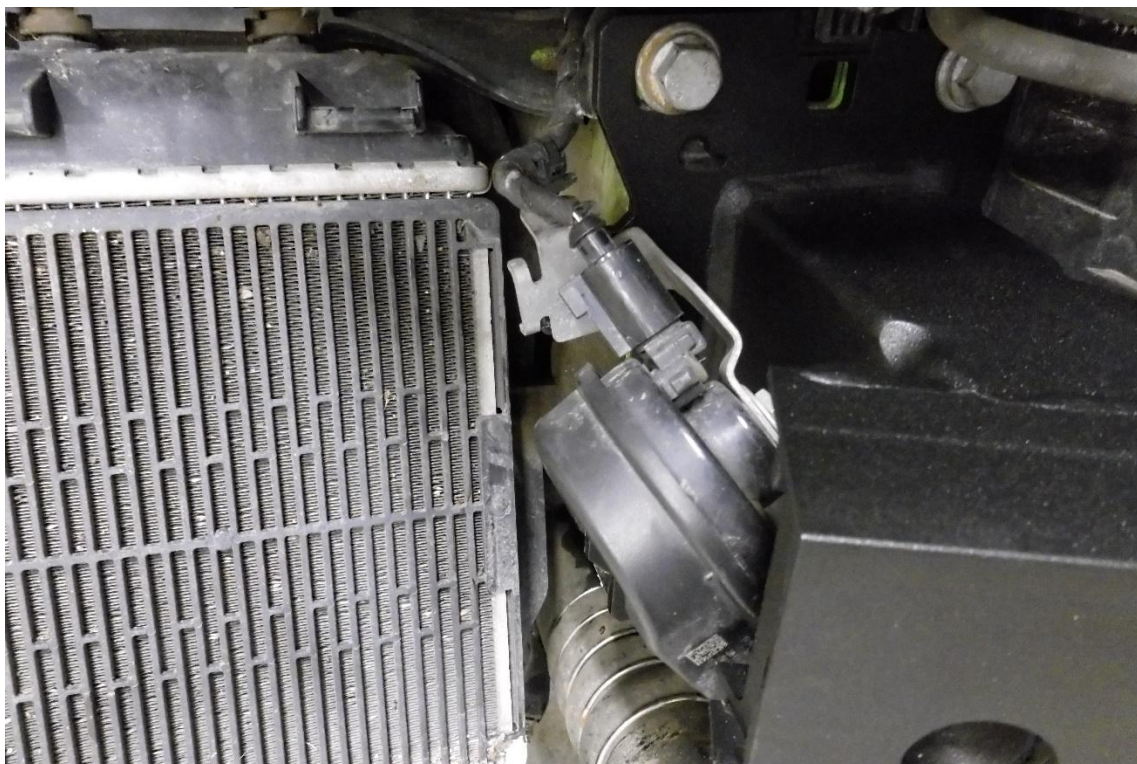
24. Using a 16mm socket and T27 Torx install the Forge crash bar using the original X8 M10 fasteners and X2 T27 Torx fasteners.



25. Using a 6mm Allen key secure the supplied temp sensor bracket using the supplied M6 fastener and washer, then install the temperature sensor to the bracket removed in step 11.



26. Using a T27 Torx driver reinstall the horns to the crash bar.



27. Follow steps 1-10 in reverse order to complete your installation of FMINT38, make sure to give your vehicle a thorough spanner check.

Take the vehicle for a test drive and enjoy your new Forge Motorsport intercooler

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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