



FMINT32 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
- Pozi drive screwdriver
- 7, 10, 17mm & M10 spline Ratchet and Drive with extension
- T25 & T30 Torx drive
- 3 & 5mm Allen key
- Pliers/Hose clamp removal tool
- Axle Stands & car jack/car ramp

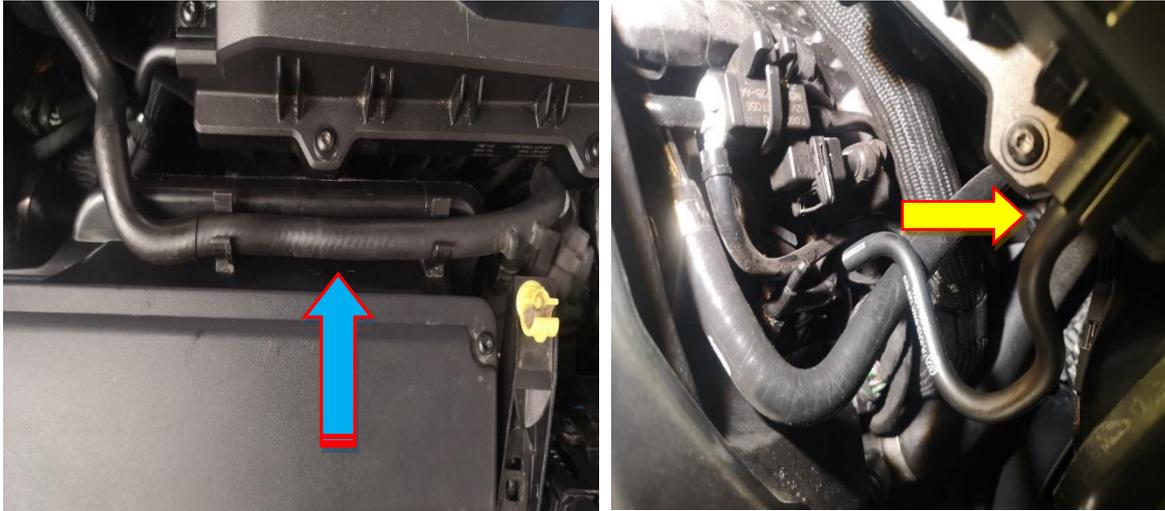
1. Raise the vehicle on a ramp or axle stands to allow access to the underside of the front of the car.
2. Using a T25 Torx and drive remove the x2 M5 fasteners from the top of the front grill. Give the grill a sharp tug towards you to release it from the bumper.



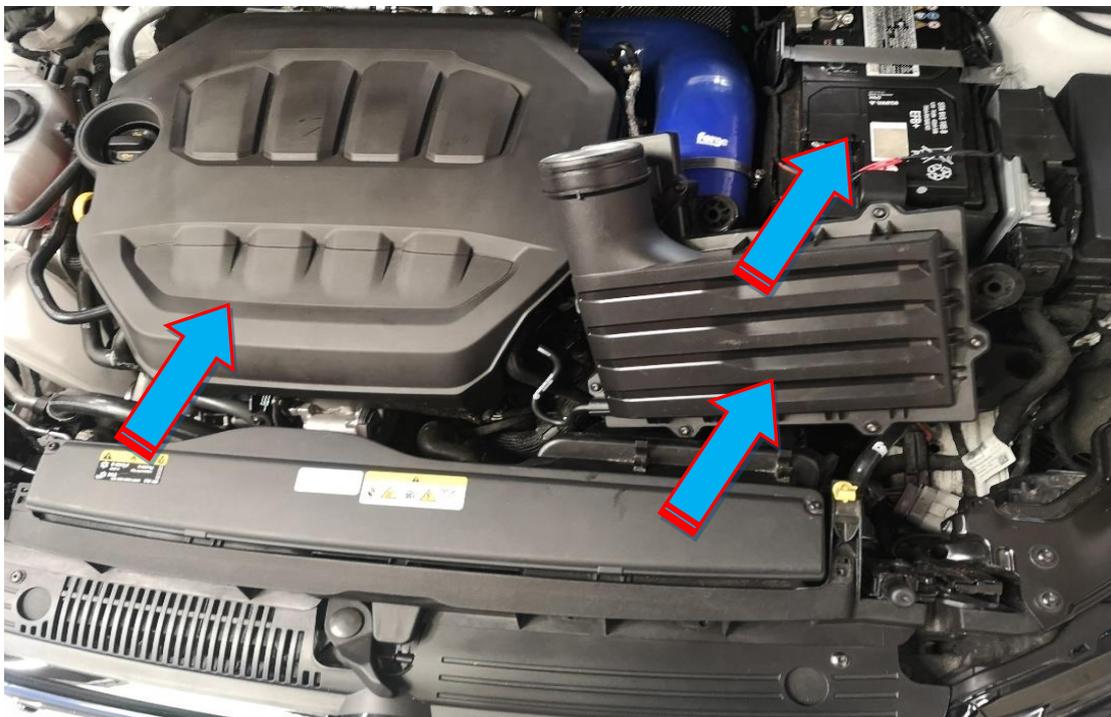
3. Using a T25 Torx and drive remove the x2 M5 fasteners that hold on the airbox duct and use a hose clamp removal tool to loosen the inlet hose from the air box.



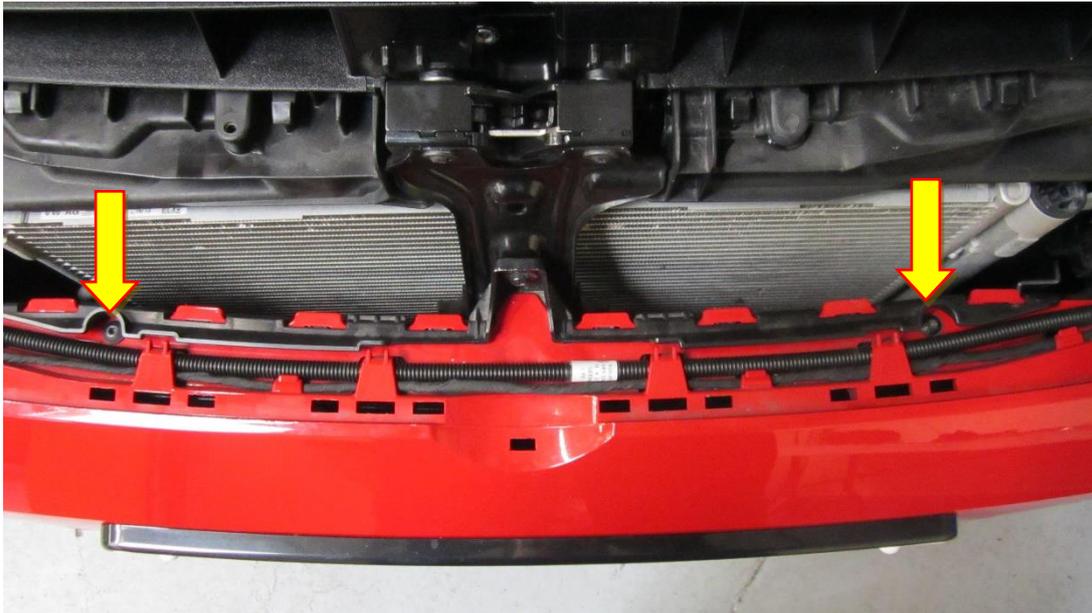
4. Unclip the coolant hose from the front of the airbox lid. Disconnect the vacuum hose attached to the front left of the airbox.



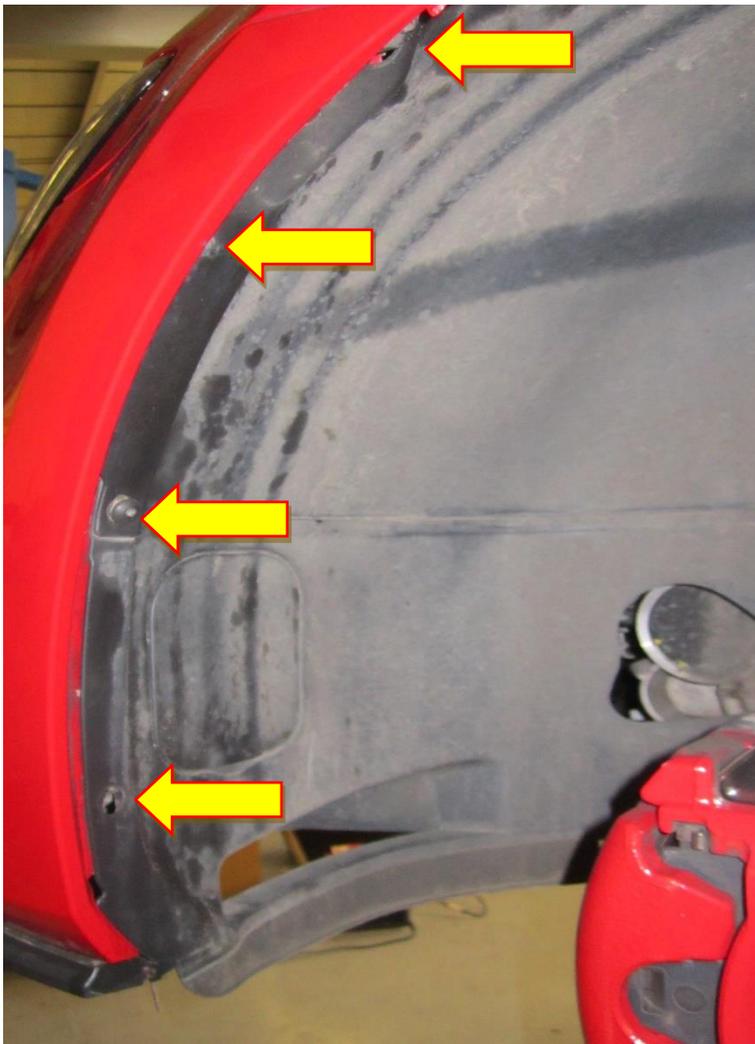
5. The airbox is located by rubber grommets on three pins. Rock the airbox left to right while pulling in an upwards motion to remove it. You can now remove the front air ducting highlighted with the yellow arrow.



6. Using a T25 Torx and drive remove the x2 M5 fasteners on the top edge of the bumper cover.



7. Using a T25 Torx and drive remove the x4 M5 fastener on both sides of the wheel arch liners.



8. Peel back the top of the arch liner to reveal the M5 fastener on each side and use a T25 Torx and drive to remove them. Now using a 10mm socket and ratchet remove the plastic nuts attaching the plastic

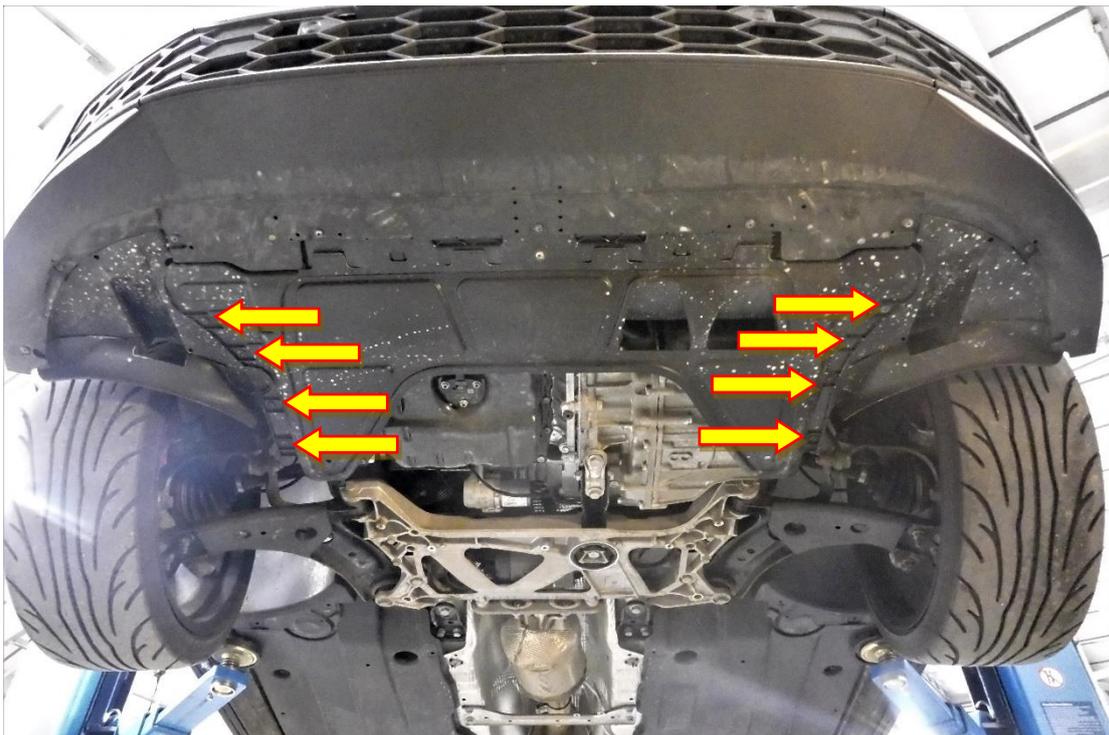


9. Using a T25 Torx and drive remove the x7 M5 fasteners attaching the bottom of the bumper.

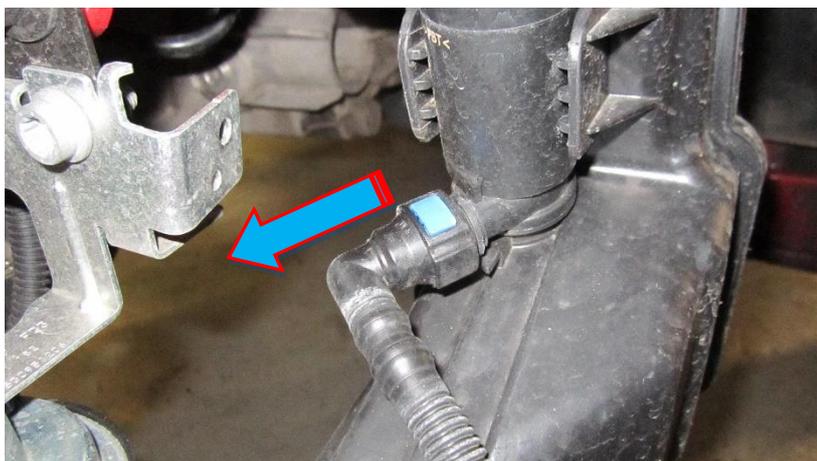




10. Using a T25 torx and drive remove the x8 M5 fasteners attaching the undertray to the vehicle.



11. Pull sharply on the sides of the bumper to release them from the vehicle. You will now be able to release the bumper from the vehicle but not fully, but enough to allow access to unplug the fog lights and parking sensor connector. Also find a suitable container to catch the washer fluid as the light washers also need to be disconnected.

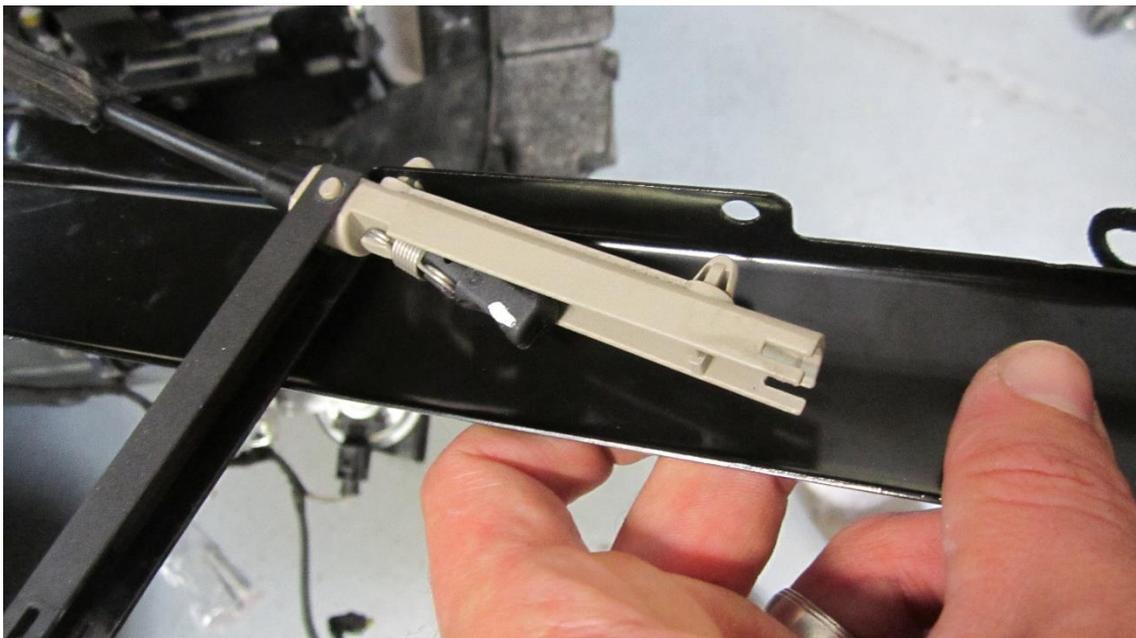


Once all plugs are disconnected you can now remove the bumper completely.

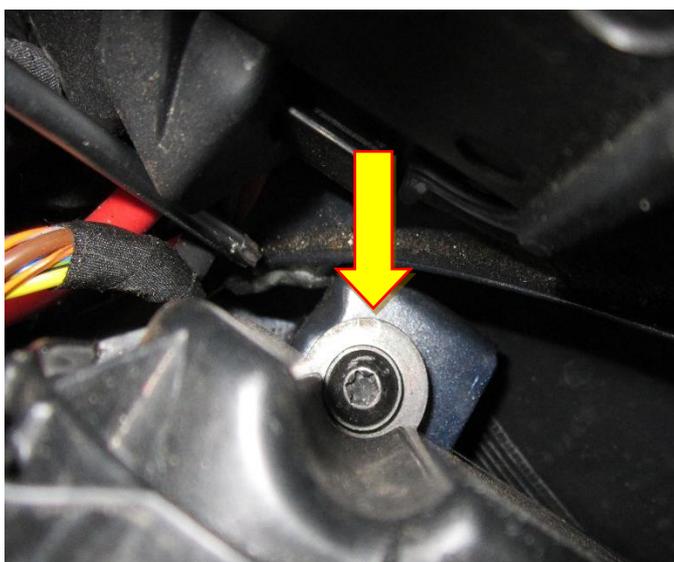
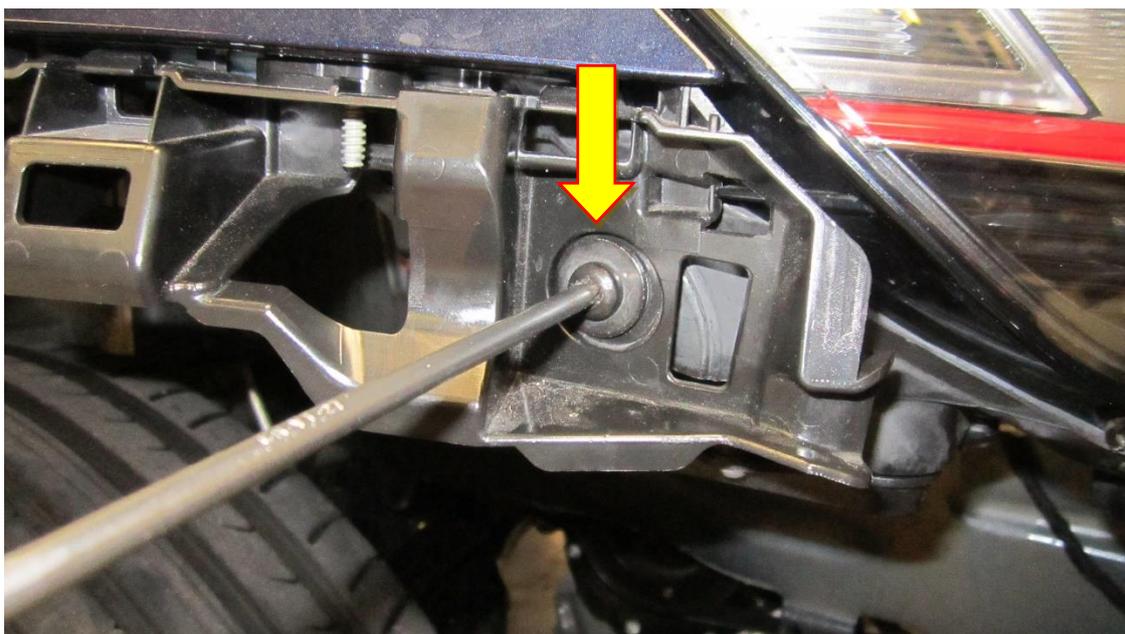
12. Using a T30 Torx and drive remove the X3 M6 fasteners attaching the headlight bracket and head lights on both sides of the vehicle. And disconnect the screen wash filler.



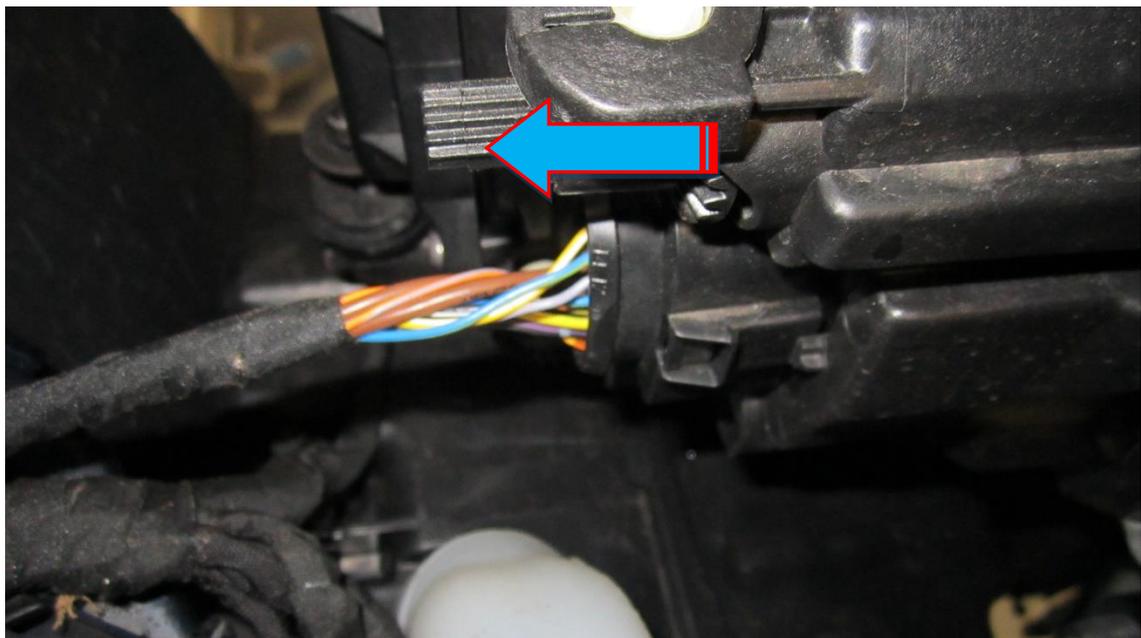
13. On the driver's side panel the bonnet catch housing is held on the underside. This must be disconnected, open the case and disconnect the cable .THIS MUST BE RECONNECTED ON REASSEMBLY OR YOUR BONNET RELEASE WONT WORK.



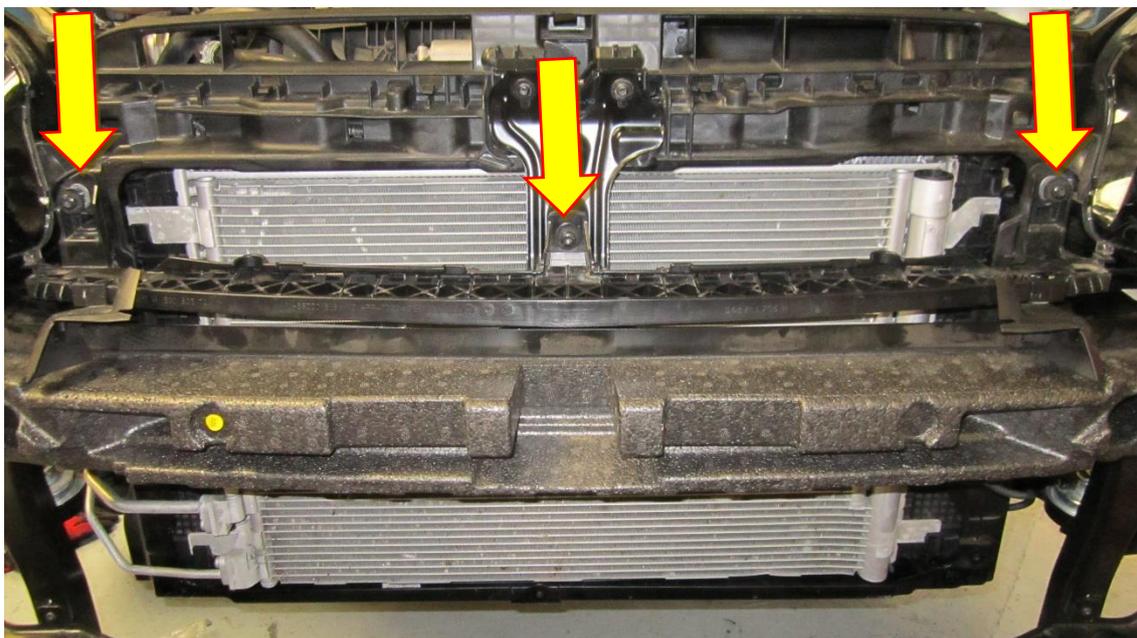
14. Using a T30 Torx drive remove all of the M6 fasteners attaching each headlight.



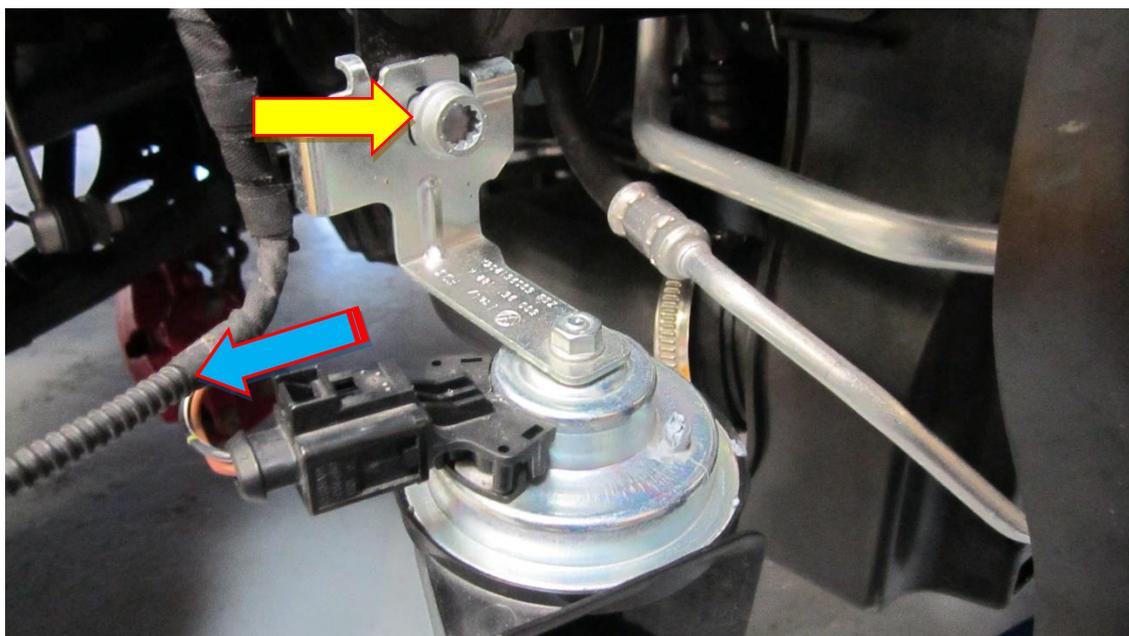
15. Disconnect the headlight wiring loom and on both headlights from the vehicle.



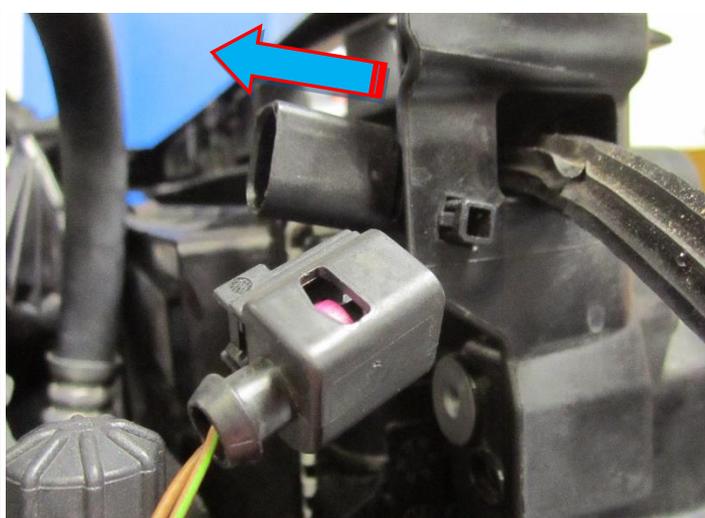
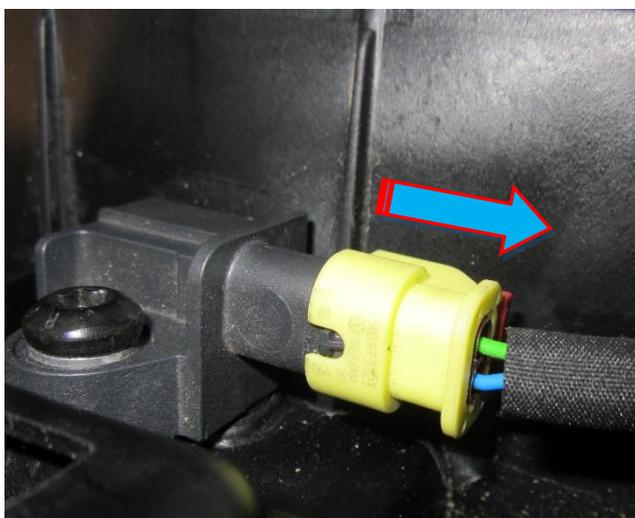
16. Using your T30 Torx drive remove these three fasteners and take off the plastic cowl. You will now be able to remove the headlights at this point too.



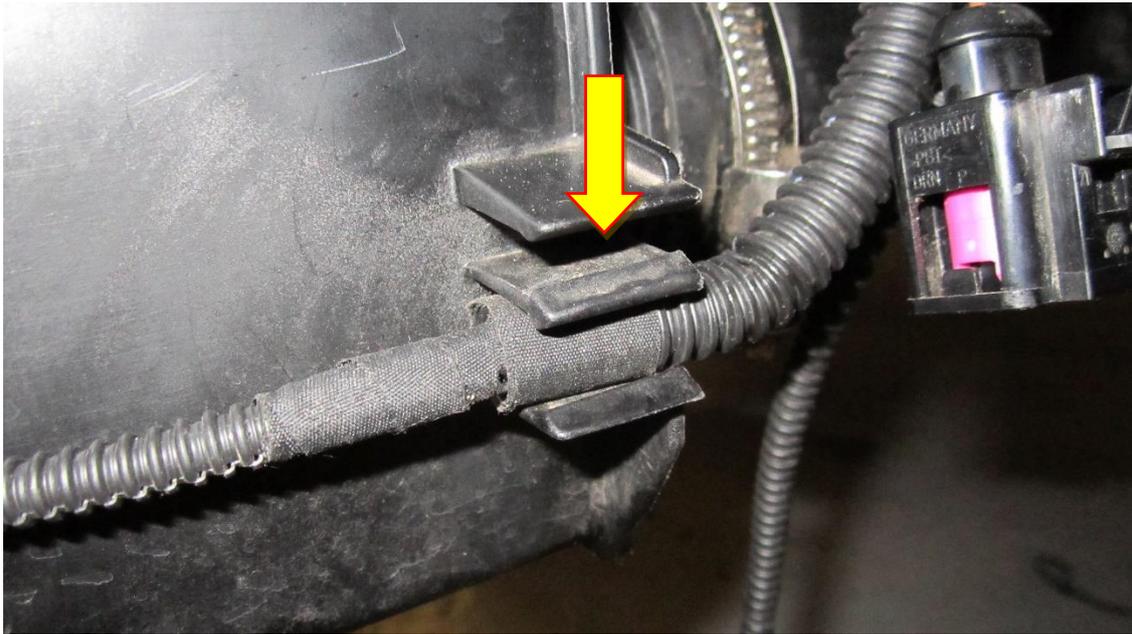
17. Using a multispine 12 socket remove the horn brackets and disconnect the loom on either side of the vehicle



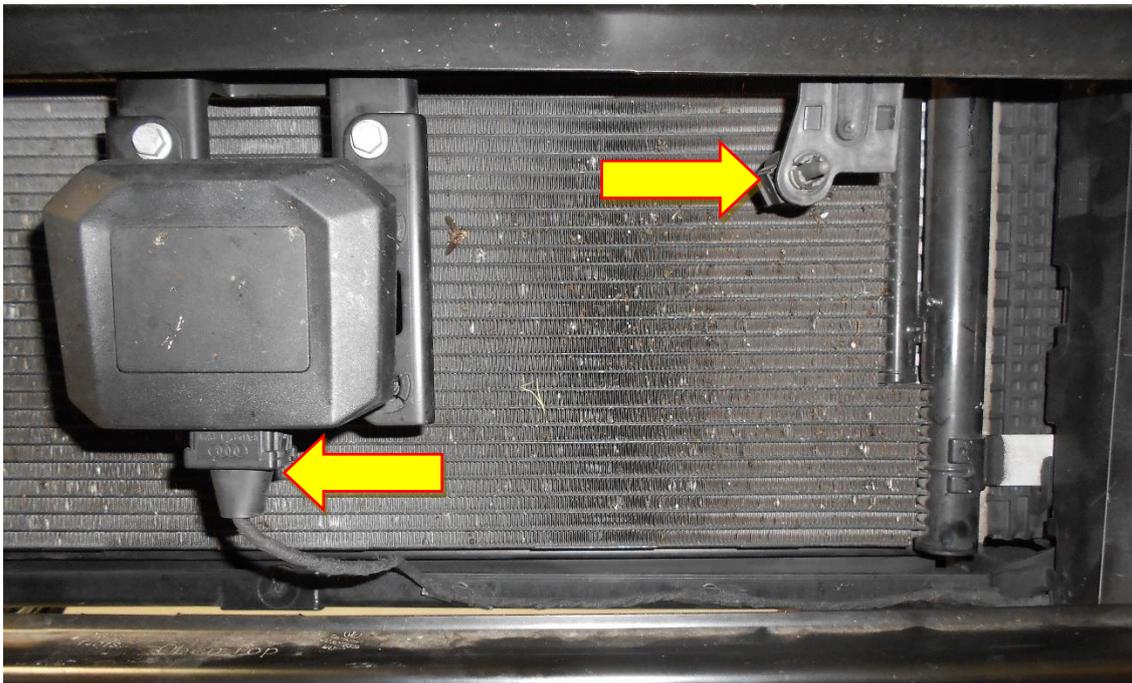
18. Disconnect the loom for the bonnet switch and for the crash sensor.



19. Disconnect the loom that's held in place on the lower passenger side of the radiator cowl.

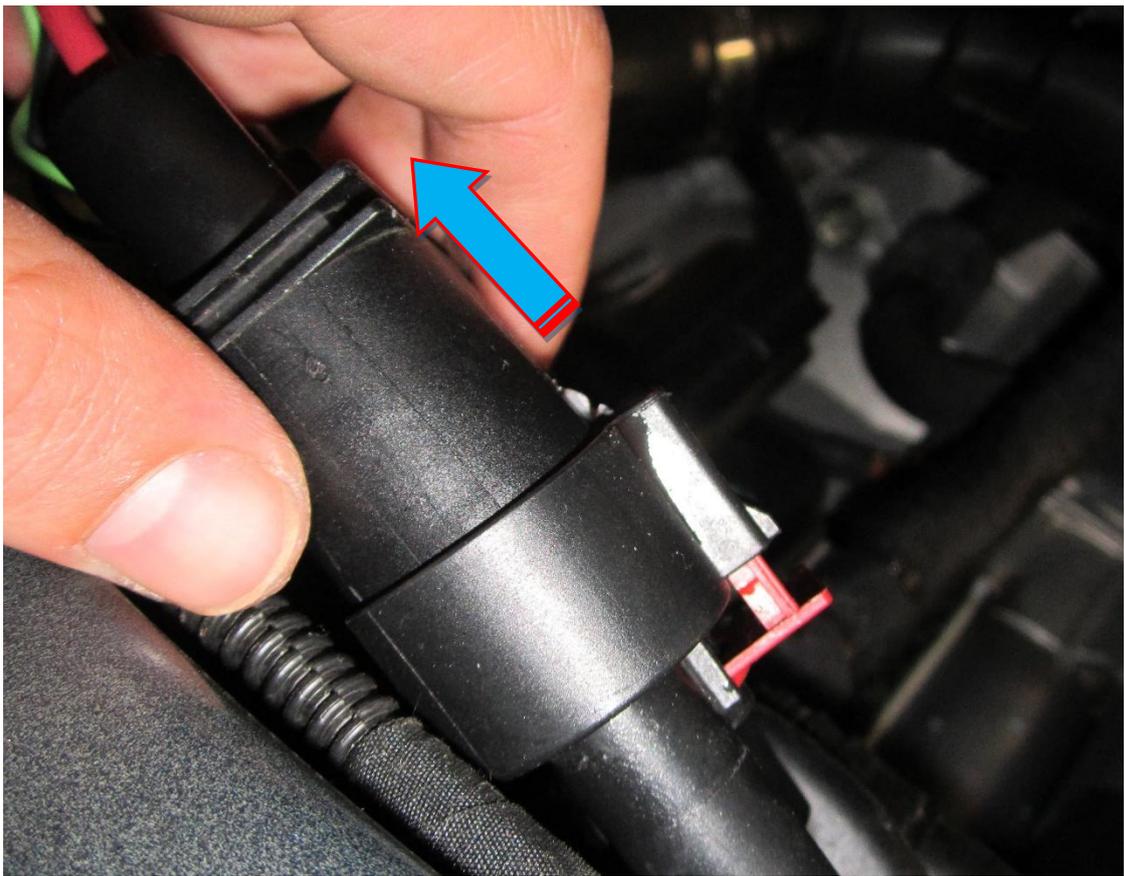


20. Disconnect the loom from the temperature sensor clipped to the lower of the crash bar. If your vehicle is equipped with ACC disconnect this also, but be careful not to bend the bracket attaching it to the crash bar.

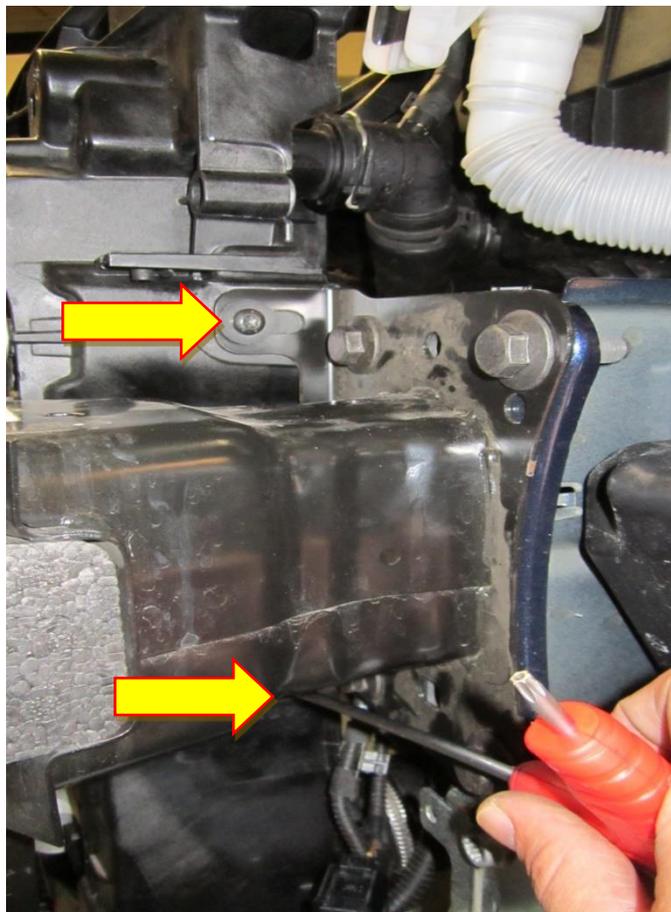


21. Now support the radiator cowl from under the vehicle. We used a jack – the crash bar and radiator are fairly heavy so to avoid injury or damage to your vehicle we would strongly recommend a helping hand from here onwards .

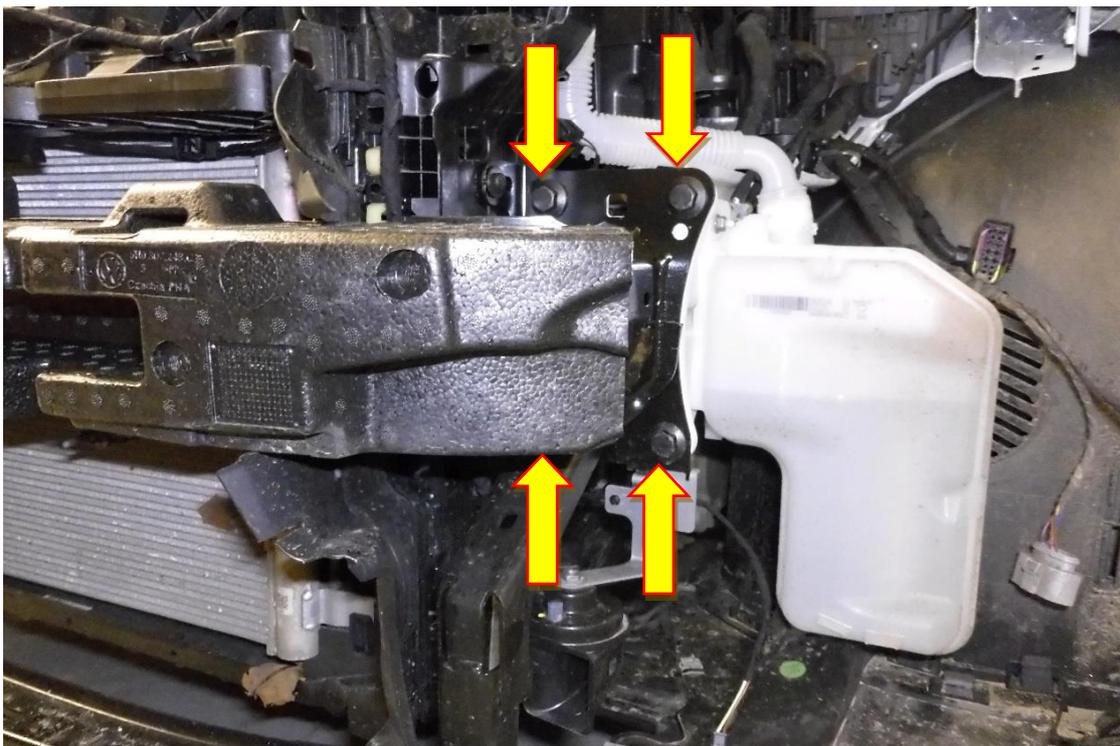
22. Pull the red locking tab back and disconnect the plug found on the radiator cowling.



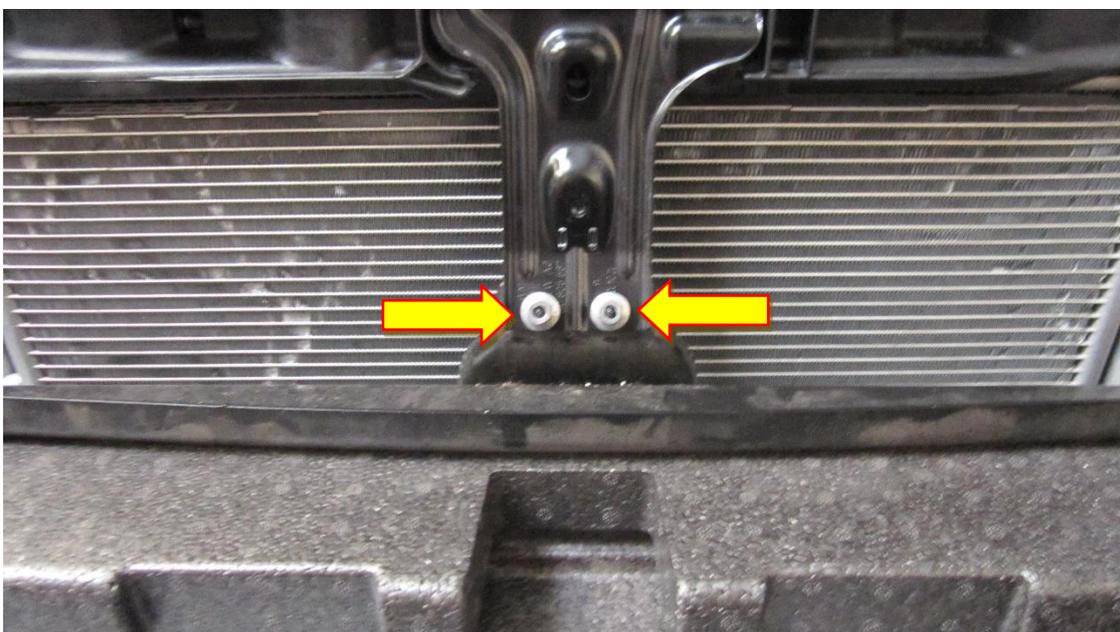
23. Using a T30 Torx and drive remove X4 M6 fasteners (X2 per side) that attach the crash bar to the radiator pack.



24. Using a 17mm socket and ratchet remove X8 M10 fasteners (X4 per side) that attach the crash bar to the vehicle.



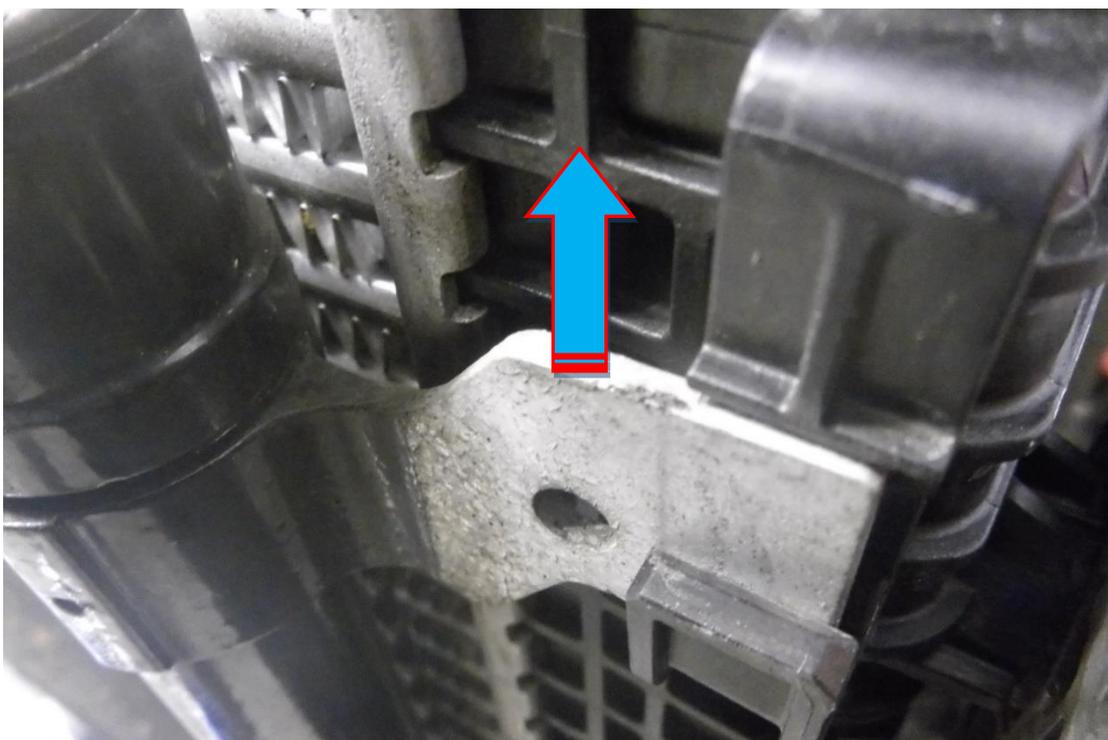
25. Using a 10mm socket and ratchet remove the X2 M6 nuts that hold the slam panel to the crash bar .



26. Using a flat blade screwdriver unclip the rubber ducting to the radiator pack on both sides.



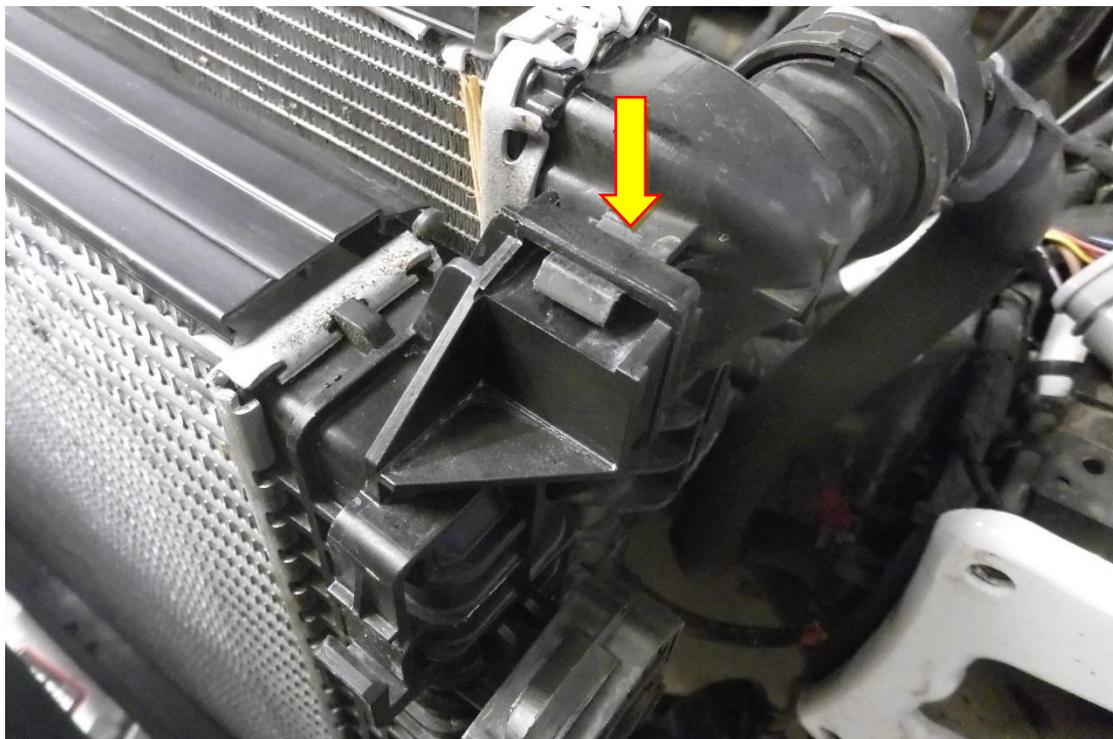
27. Push in the locking tabs securing the air conditioning condenser, lift the unit upwards to release it from the radiator pack.

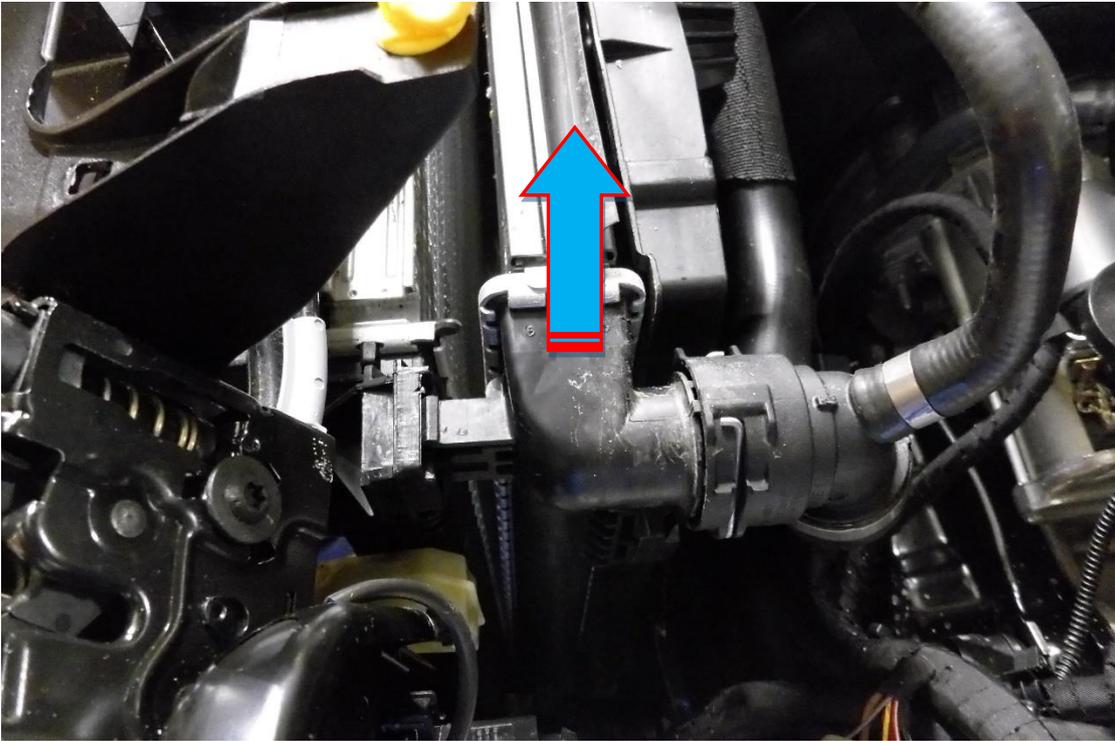


28. The radiator and intercooler are attached to the radiator pack frame with two plastic sprung clips (one per side), using pliers break the anchoring points off to free the radiator and intercooler.



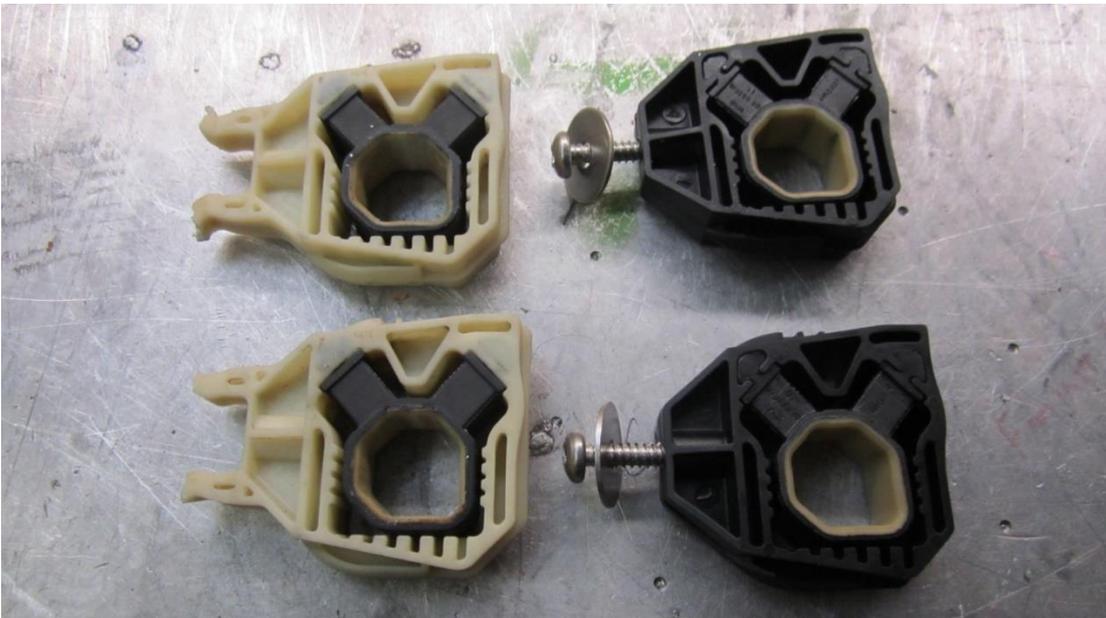
29. Using a flat blade screwdriver or trim tool, push both retaining clips down to separate the radiator from the intercooler. Once parted lift the radiator upwards from the intercooler to completely remove the radiator from the intercooler.



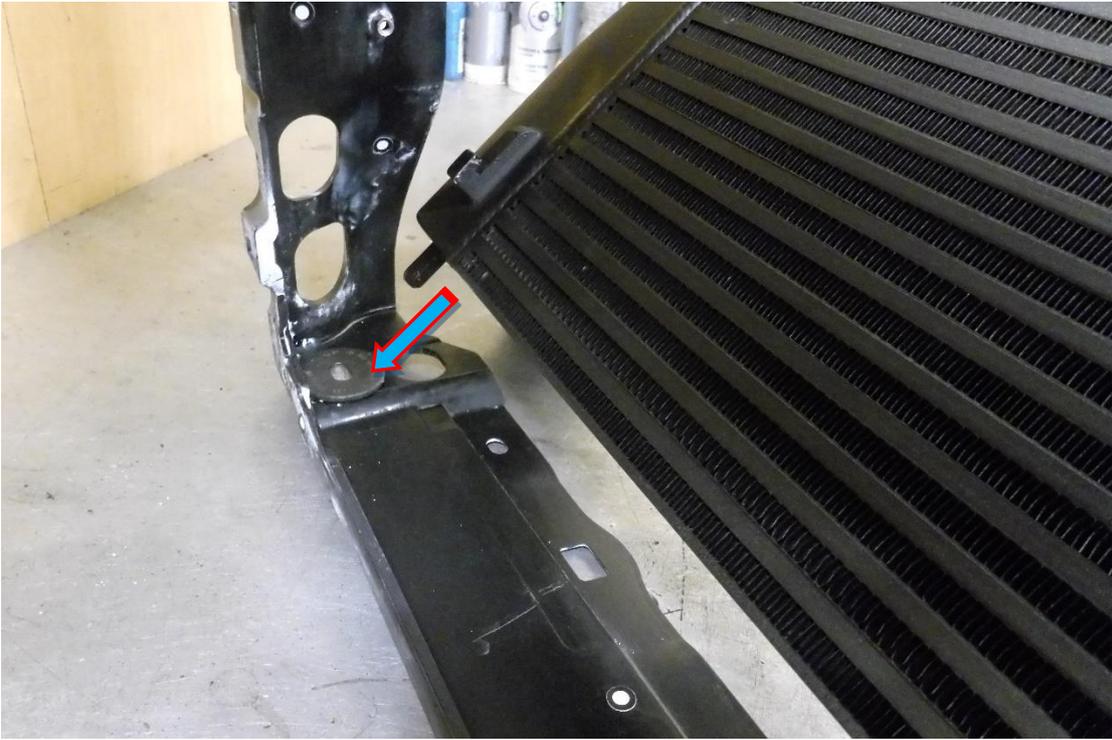


30. The OE intercooler will now lift out of the vehicle.

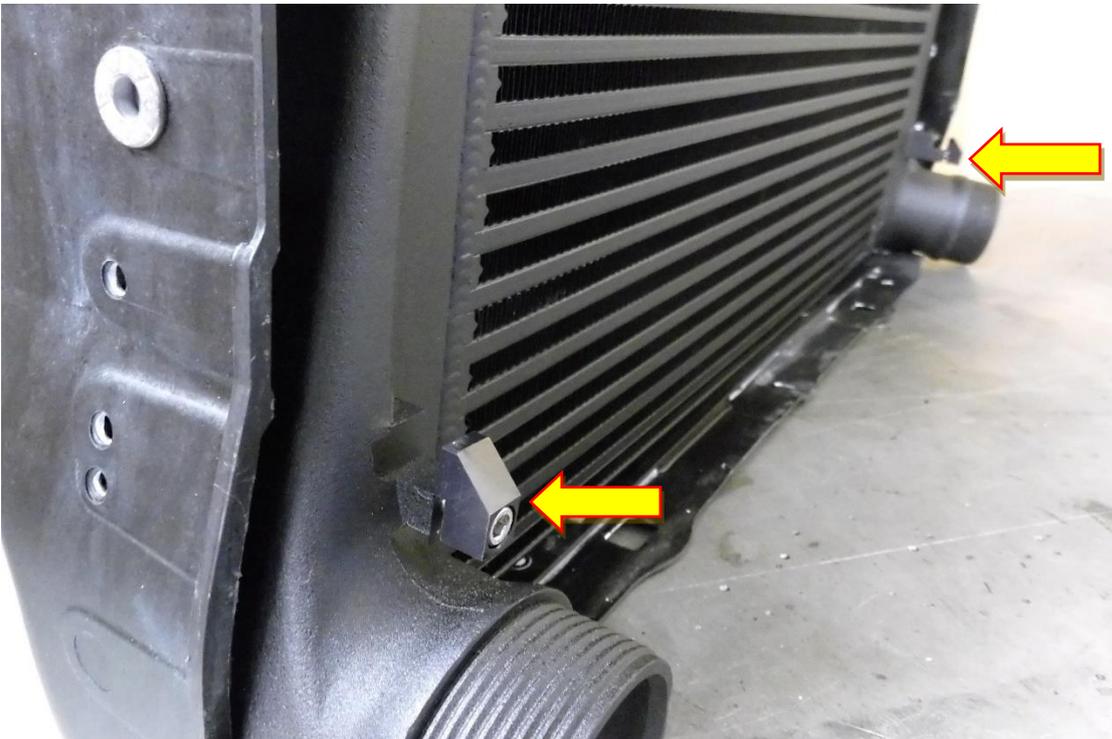
31. Place the new black plastic brackets on your intercooler to replace the old brackets. Two screws with washers are provided to hold these in position. (The rubber insert can be removed to change the orientation if needed)



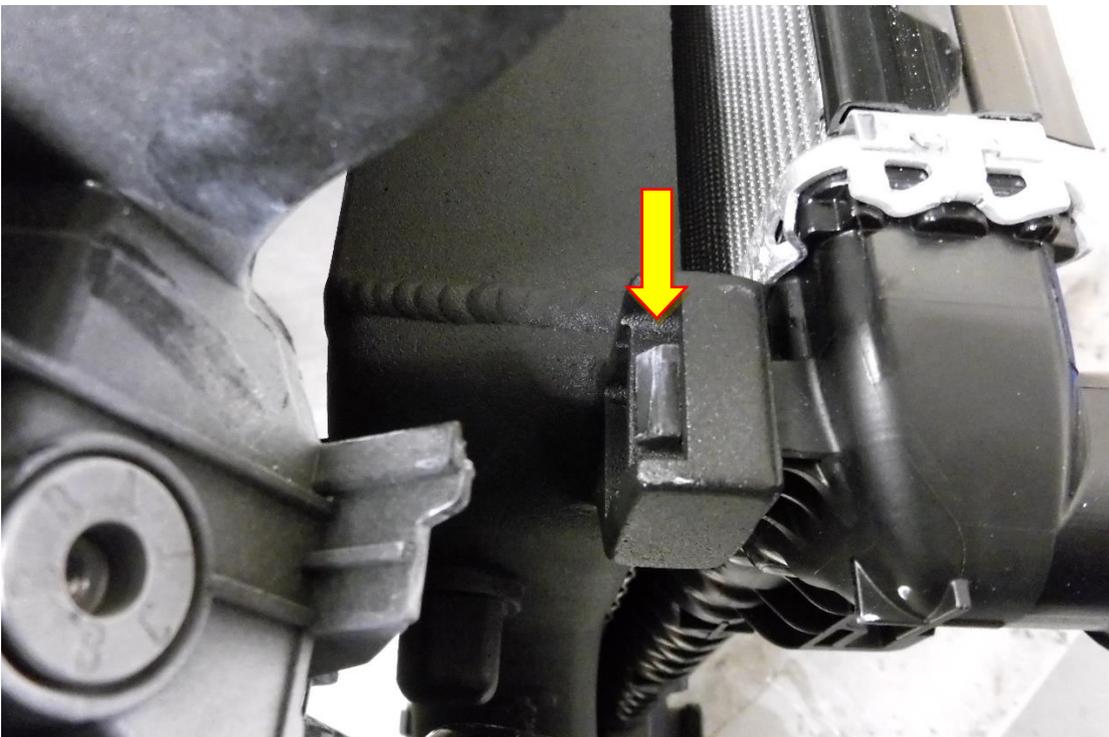
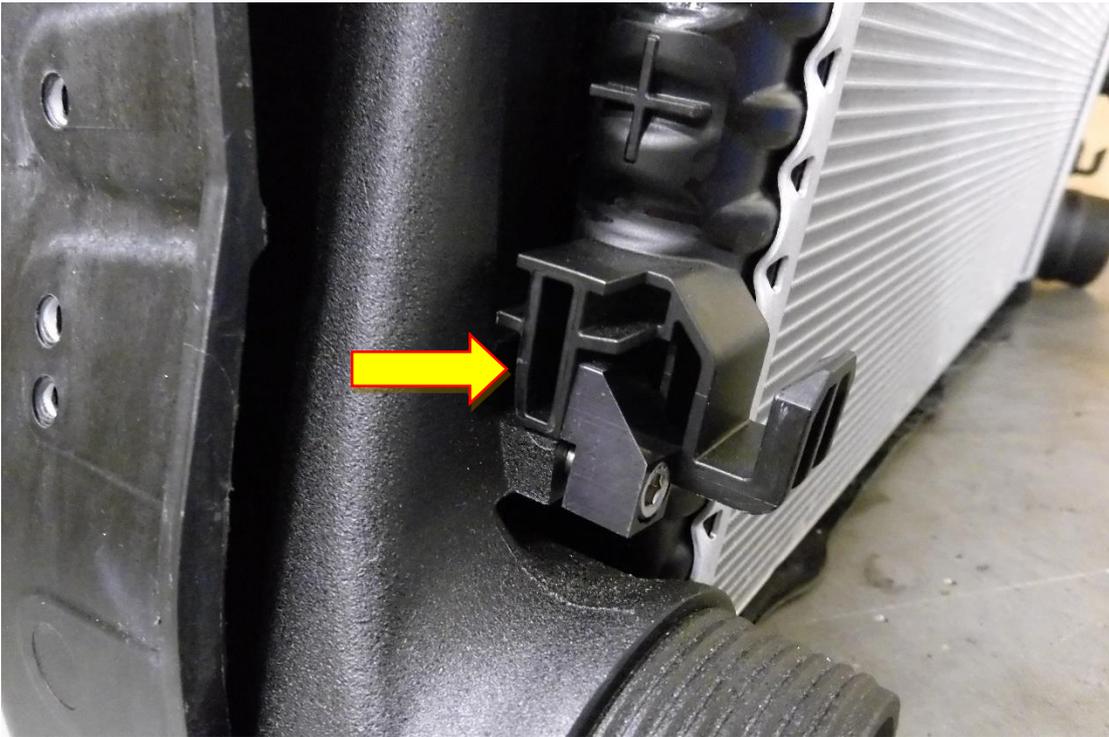
32. Line up the locating pegs of the Forge Motorsport intercooler with the rubber mounting points of the radiator pack frame and push it into place.



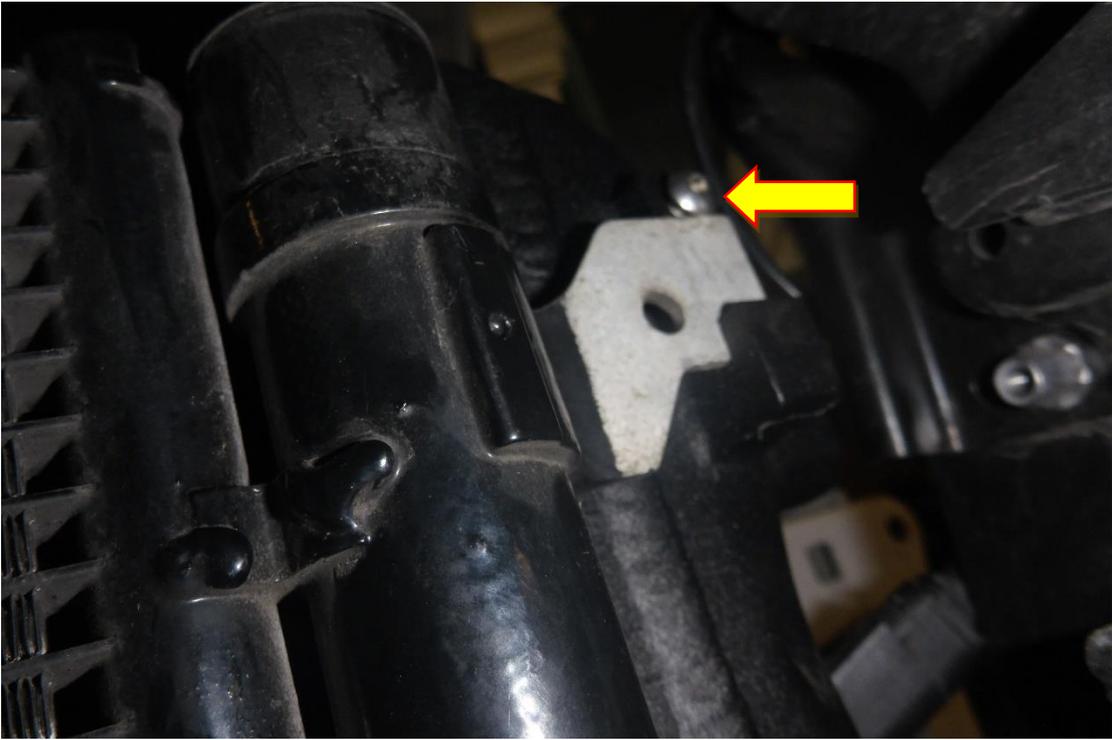
33. Take the X2 machined clamps and using a 5mm Allen key loosely attach X2 M6 fasteners to the intercooler.



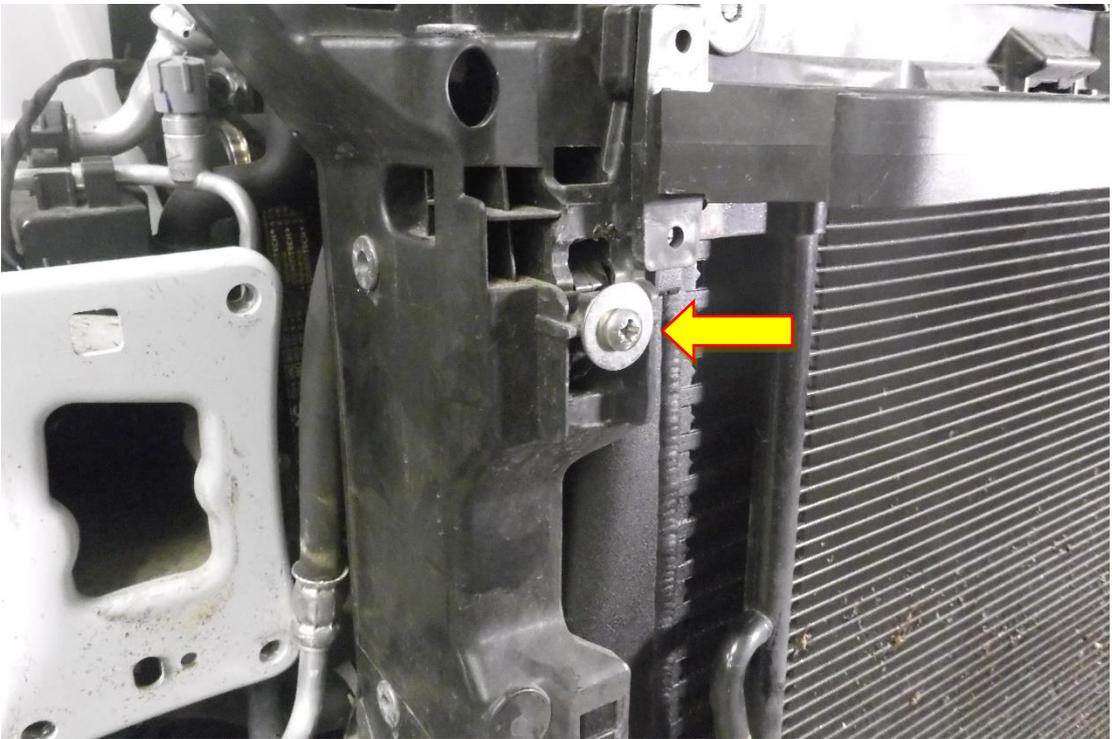
34. Fit the radiator to the intercooler, make sure the lower locating pegs of the radiator are seated inside the clamps, push the upper retaining clips into position to secure the radiator. Using a 6mm Allen tighten the clamp.



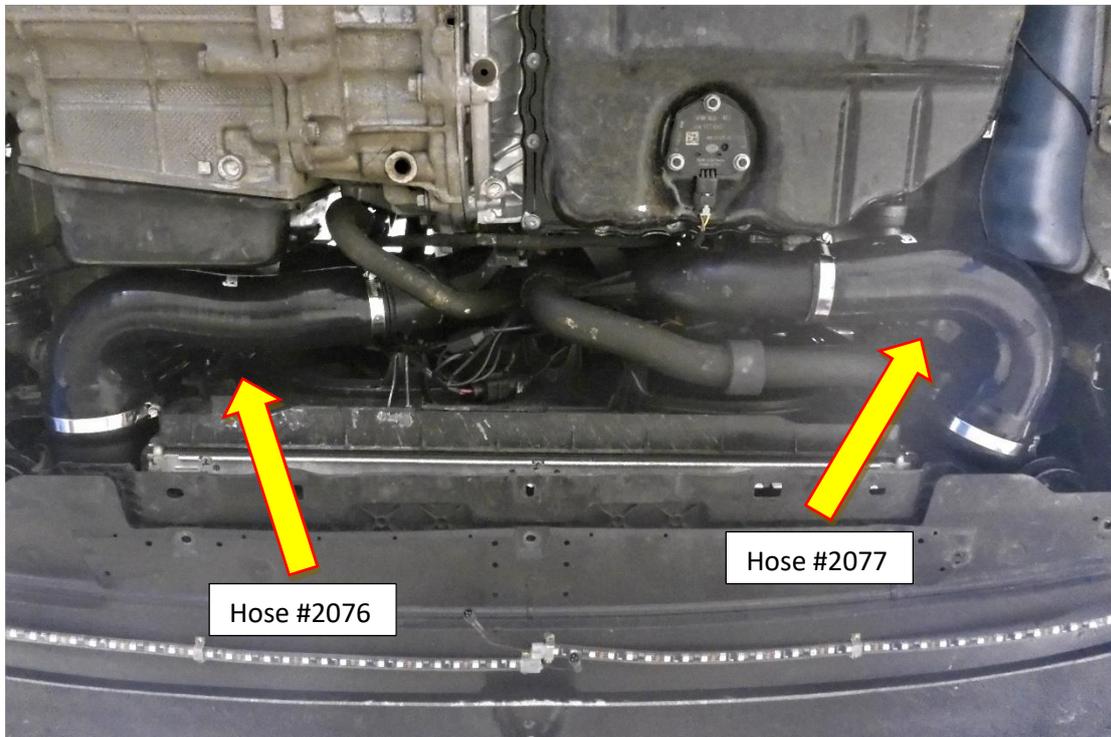
35. Tilt the complete radiator pack slightly away for you and fit the air conditioning condenser to the intercooler mounting hooks. Using a 3mm Allen key secure the condenser with the supplied M5 fastener to the threaded hole located above the top right bracket.



36. Using a Pozi drive screwdriver secure the intercooler into the radiator pack frame. There is a hole in the centre where the old bracket located. Using the two screws provided, screw these into the new brackets on your intercooler and tighten both sides.



37. Using a 7mm socket and ratchet secure the X2 Forge silicone boost hoses with the hose clamps supplied in the kit.



38. Follow steps 1-26 in reverse order to complete your installation of FMINT32. Once back together take your vehicle for a test drive and enjoy your new Forge Motorsport 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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