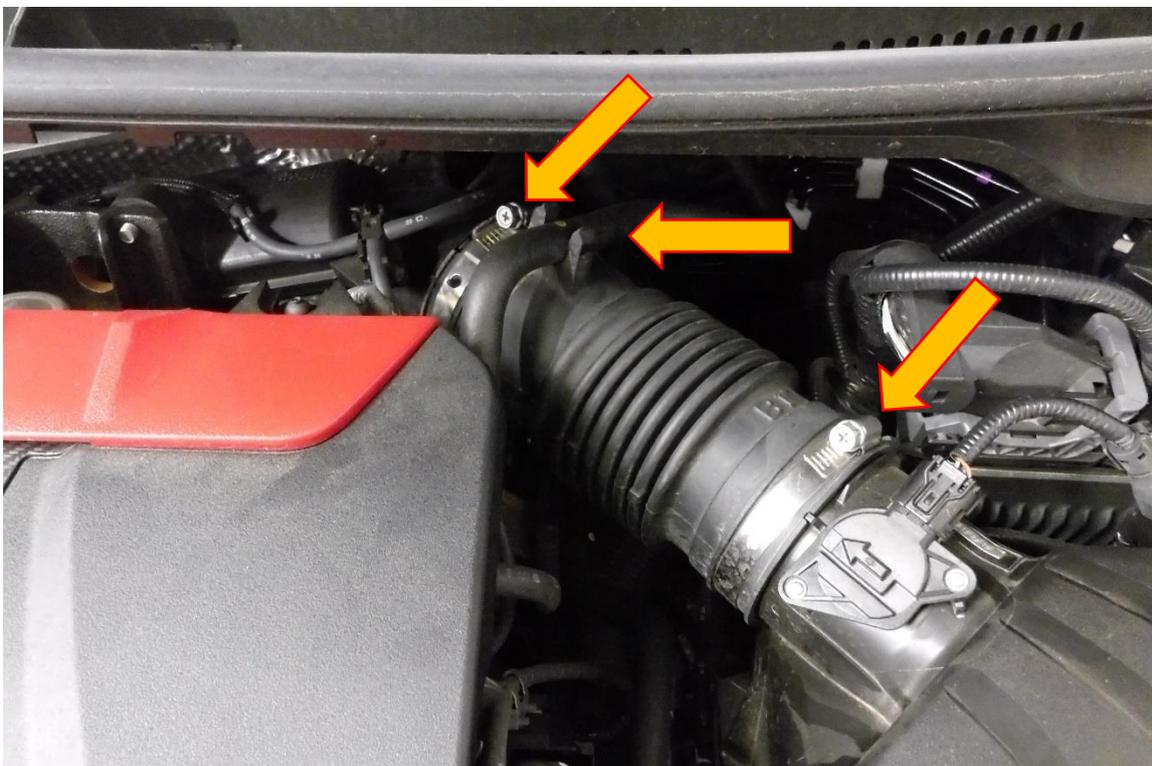


1. Open the bonnet and locate the turbo inlet hose.



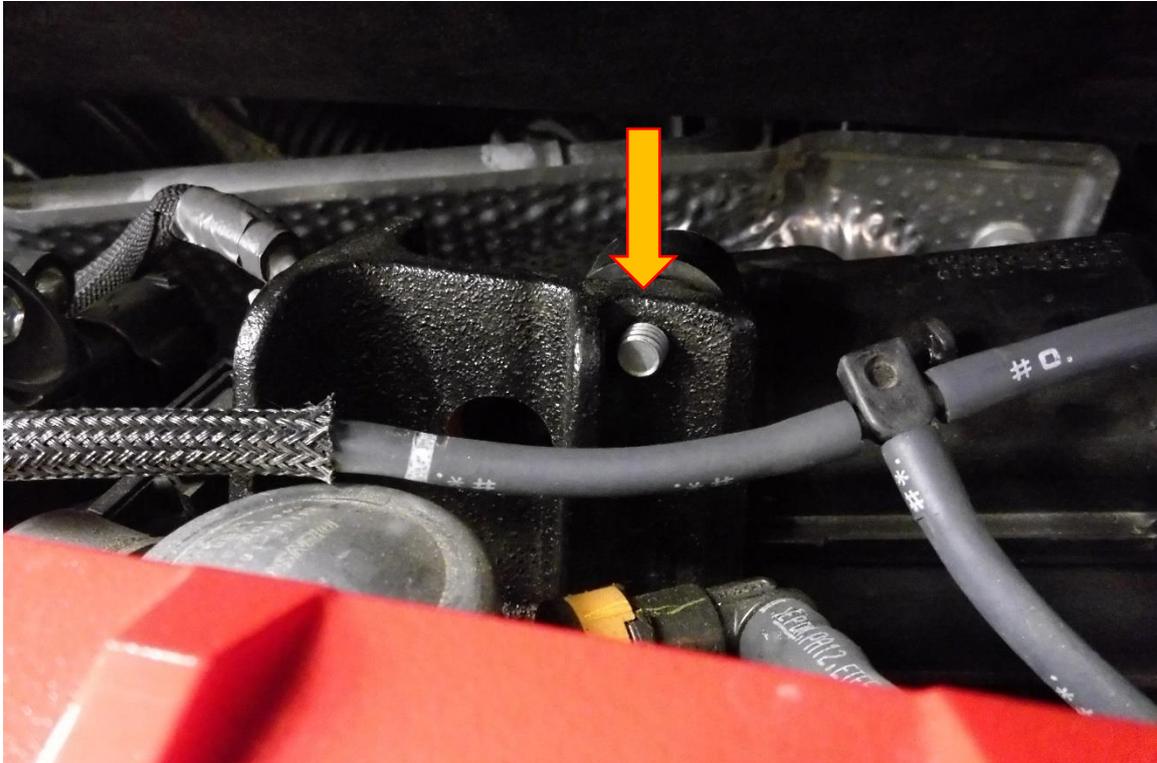
2. Using a 10mm socket and ratchet loosen both hose clamps attaching the OEM turbo inlet hose. The oil breather hose can will simply pull off to remove from situ.



3. Detach the vacuum lines from the turbo inlet hard pipe clips shown by the arrows below.



4. Using a 12mm socket and ratchet remove both M8 fasteners attaching the inlet hard pipe to the engine.

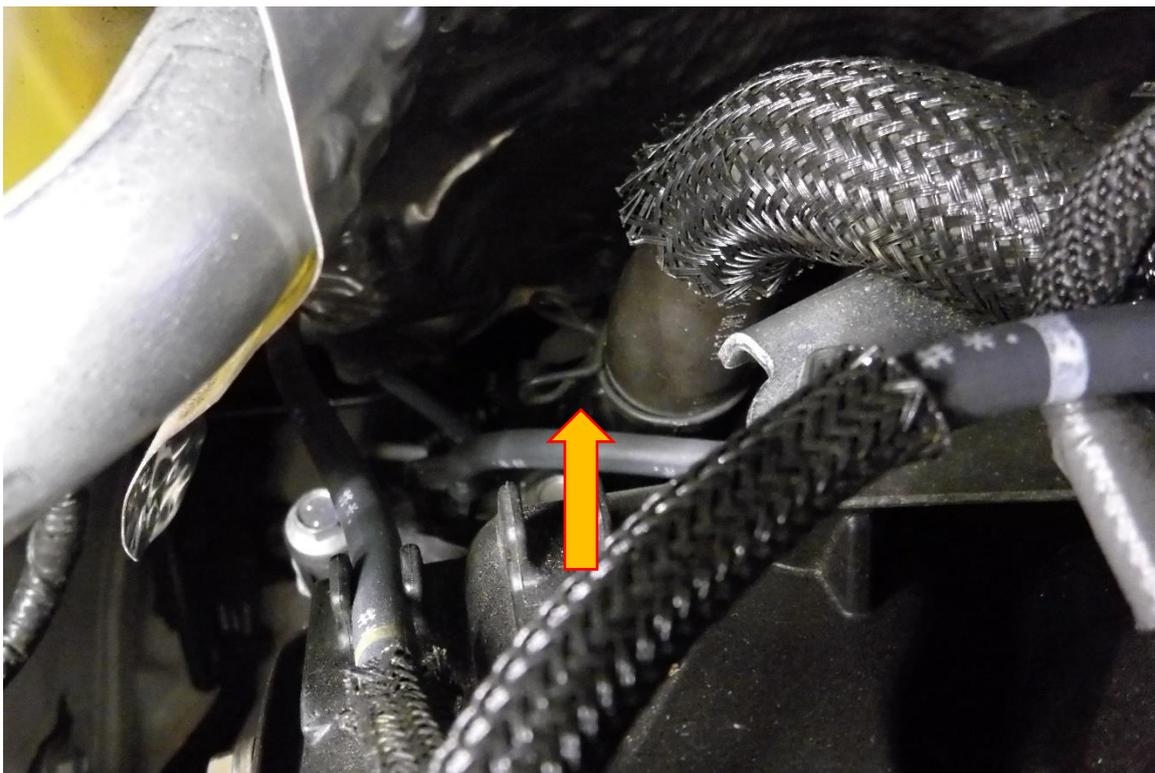




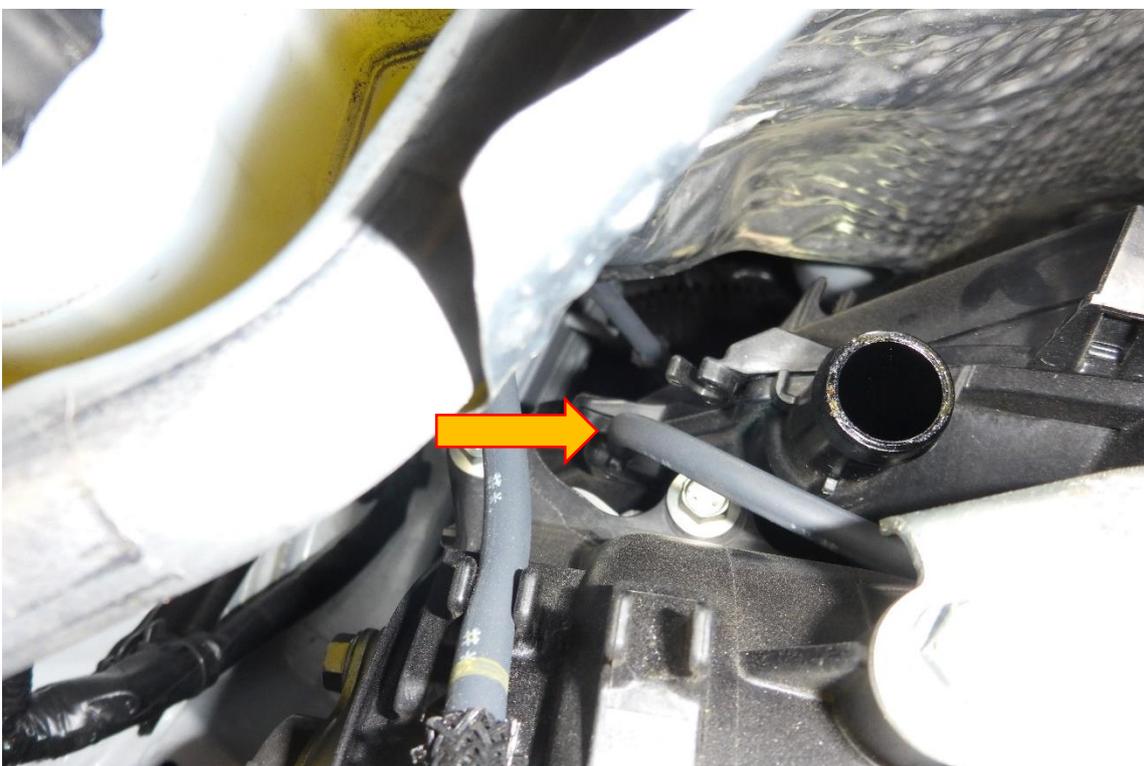
5. Using a 10mm socket and ratchet remove the M6 fastener further down on the underside of the hard pipe.



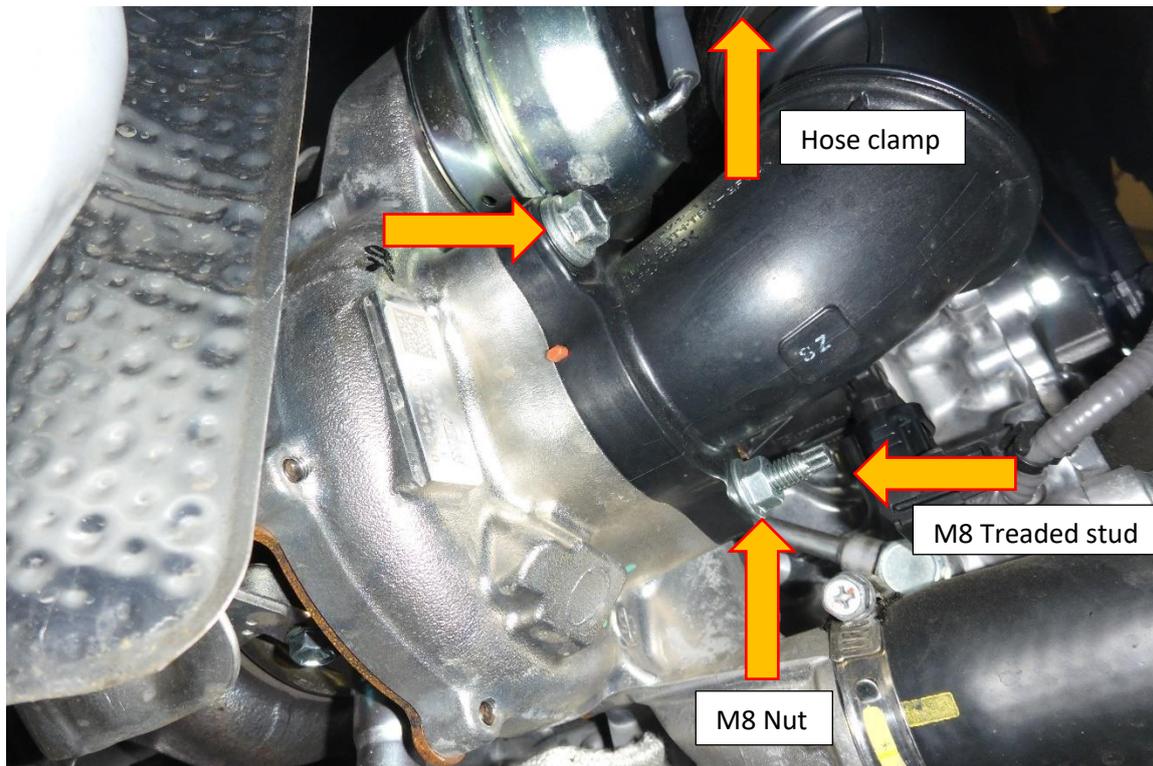
6. Using long nose plyers loosen the sprung hose clamp to allow you to remove the oil breather pipe.



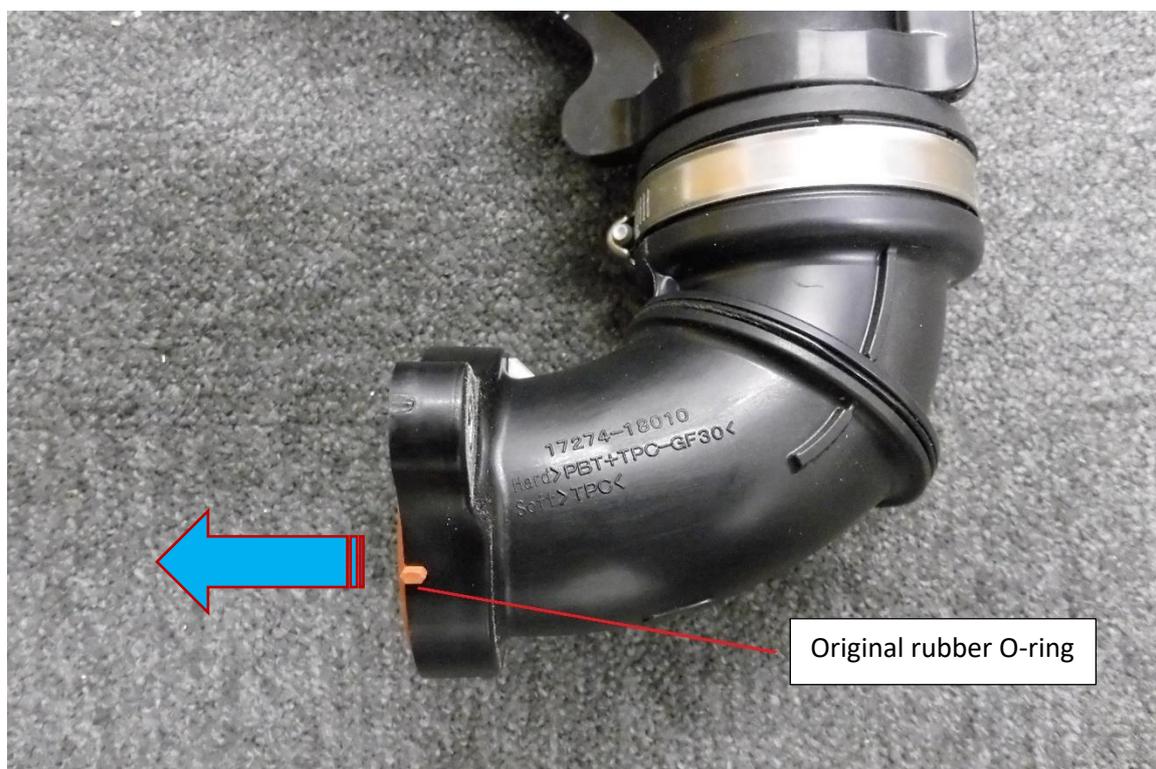
7. Remove the vacuum hose from the hard pipe, this will simply pull away to remove from situ.



8. Using a 12mm socket and ratchet or 12mm spanner remove the M8 fastener and M8 nut attaching the turbo elbow to the turbo. Using an E8 socket and ratchet remove the threaded M8 stud from the turbo. Loosen the hose clamp at the other end of the turbo elbow, the turbo elbow can now be parted from the hard pipe and can be removed from situ.



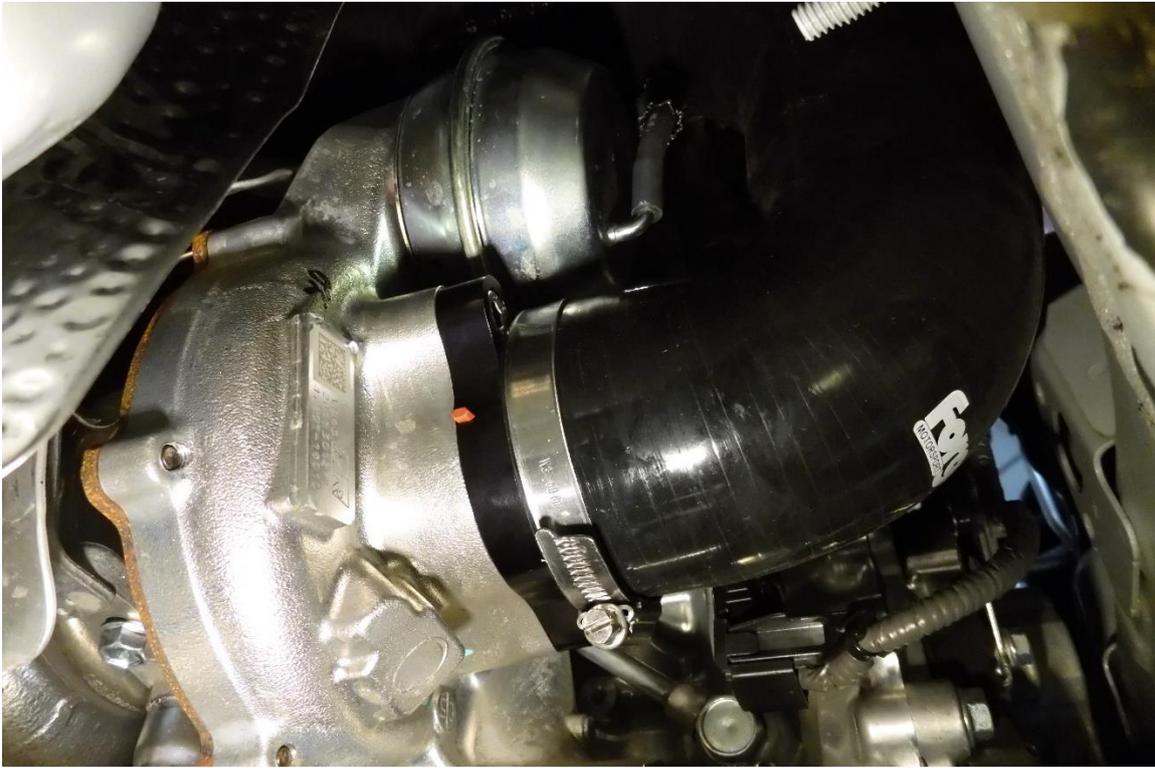
9. With the OE turbo adaptor removed pull the original red rubber O-ring out of its housing. **Fit the O ring to the Machined coupler from the Forge kit.** Using a 6mm Allen key and the supplied M8 cap head fasteners from the FMTIA8 kit, fit the Forge Motorsport machined billet adaptor to the turbo.



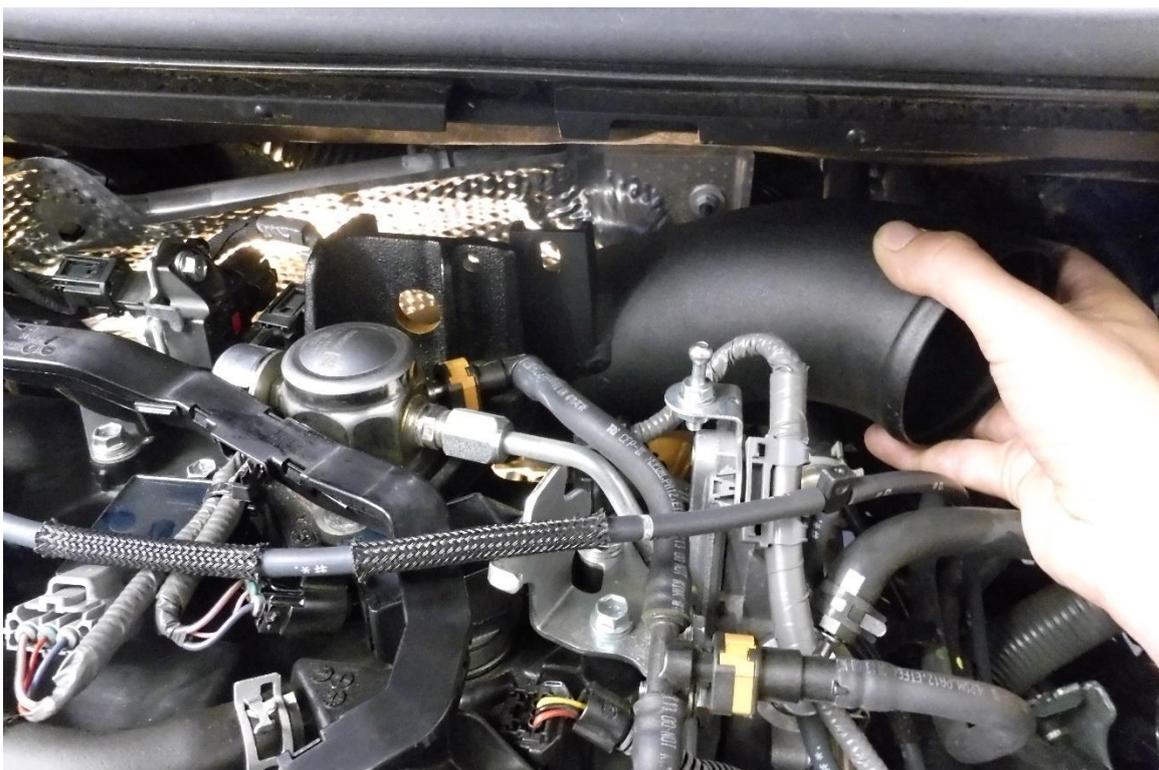


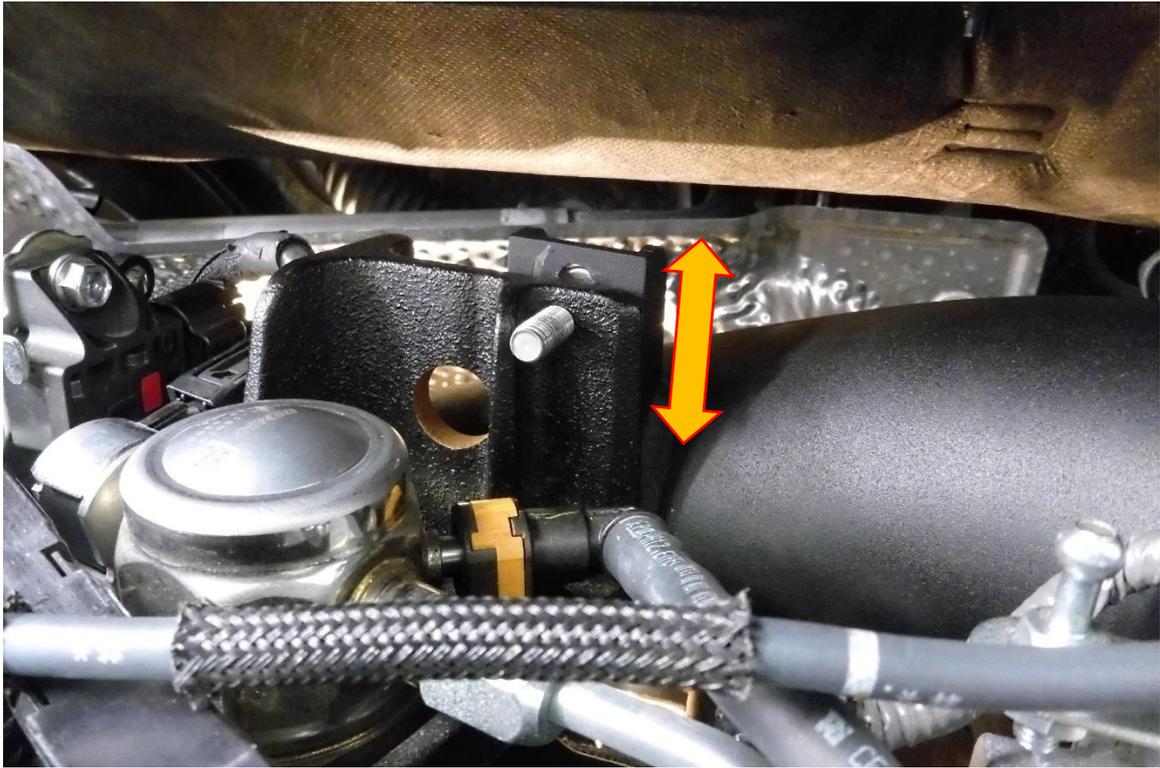
10. Take the silicone hose #2046 and fit it to the machined turbo adaptor. You will need to feed the silicone hose from the top of the engine bay down to the turbo, you may have to squeeze the silicone hose to get it past the heat shield. Secure the turbo end of the hose to the turbo adaptor using a 7mm socket and ratchet and supplied 50-70 hose clamp.



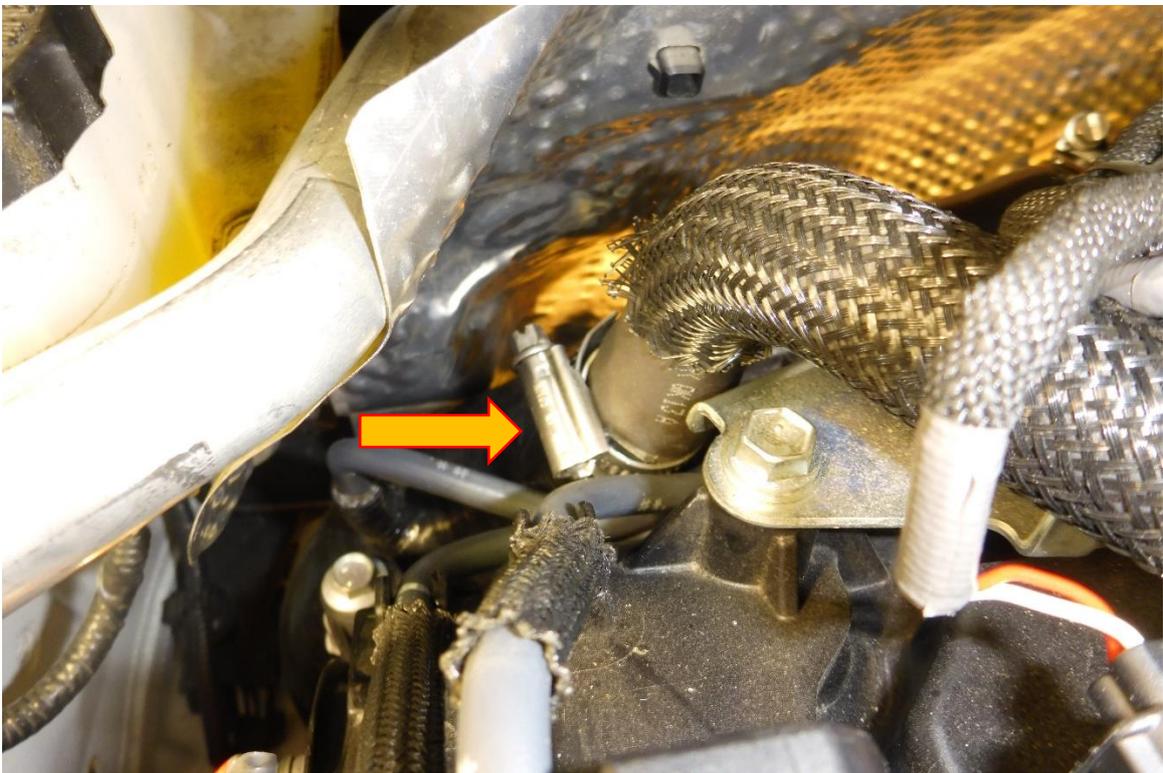
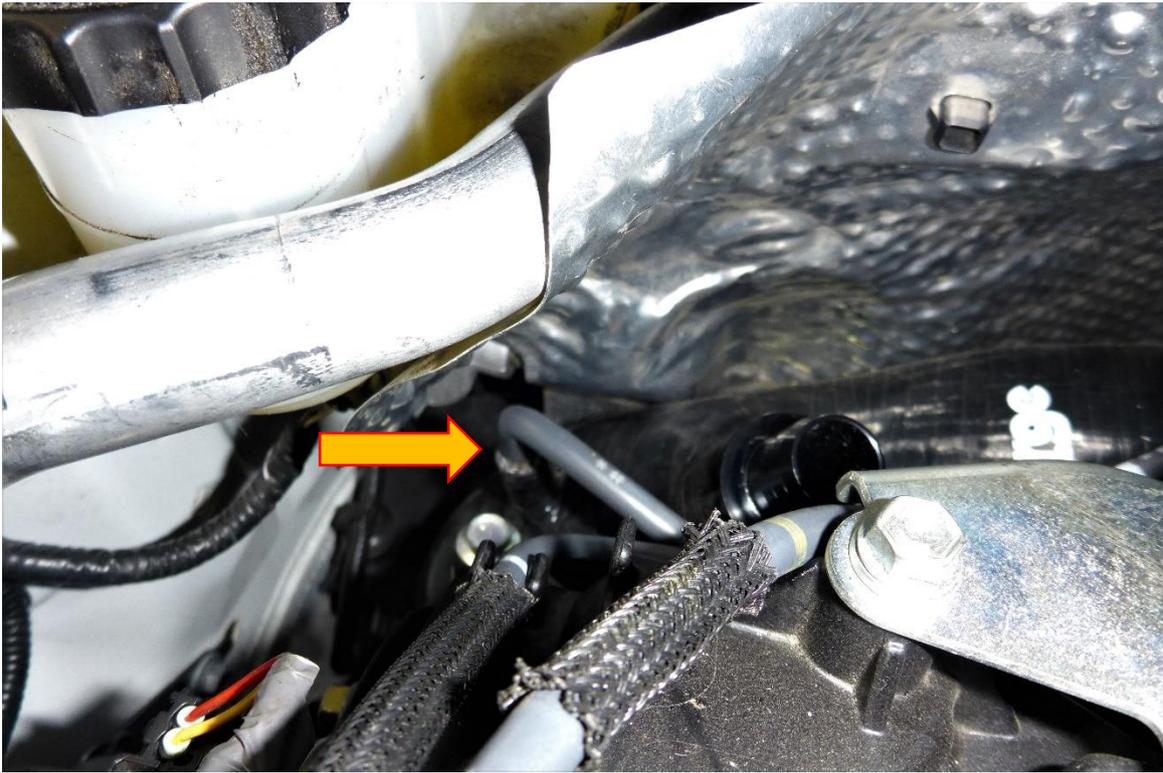


11. Using a 7mm socket and ratchet fit the supplied 80-100 hose clamp and the hard pipe from the FMTIA8 kit to silicone hose #2046 as shown in the picture below, with the hard pipe attached to the silicone hose pull the hard pipe up to the OE mounting point, you may find using some silicone trim spray or soapy water will help with sliding the hose over the hard pipe. This will pull the silicone hoses tight to the engine. Using the original M8 fastener and the supplied alloy spacer (some intakes may not need it) and attach the hard pipe to the engines mounting point. You may need to adjust the pipe up or down for the best fit.





12. Re-install the vac line to the brass 4mm hose joiner on hose #2046 use the supplied cable tie to secure it in place. Using a 7mm socket and ratchet and hose clamp 16-27 attach the oil breather pipe to the barbed spout from hose #2046.



13. Using a 7mm socket and ratchet and the remaining hose clamps fit hose #2045 to the hard pipe and air box. Hose clamp 80-100 should be fitted at the hard pipe end and hose clamp 70-90 should be fitted airbox end.



14. Re-route the vac hose which was originally attached to the OEM intake pipe. Use the supplied cable ties to secure it in place.



15. Please fully check your installation and ensure all fasteners are tight with no mis fit as a loose hose can activate the engines EML (Engine management light). Fit the engine cover to complete the installation of FMTIA8. Take your vehicle for a test and enjoy your new Forge Motorsport product.



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