



## FMINT28 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

7mm Ratchet Drive

8mm Ratchet Drive

10mm Ratchet Drive

4mm Allen key

12mm Ratchet and Drive with extension

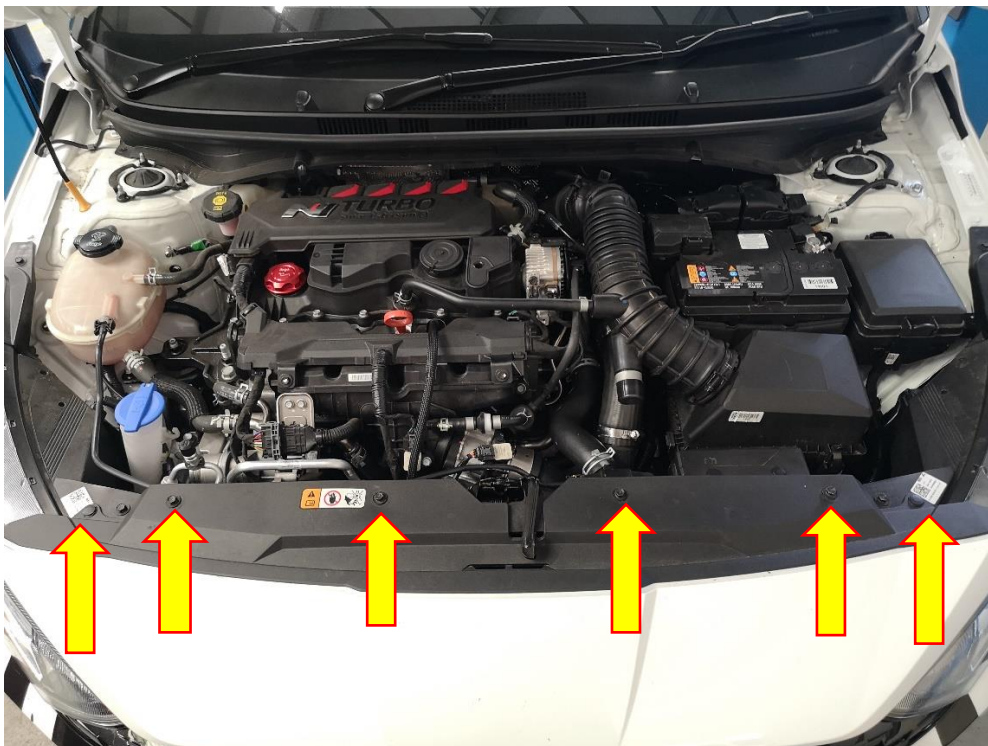
Phillips screwdriver

Axel Stands & car jack/car ramp

1. Park the vehicle securely, then open the bonnet. Raise the vehicle off the ground using axle stands or a car ramp.



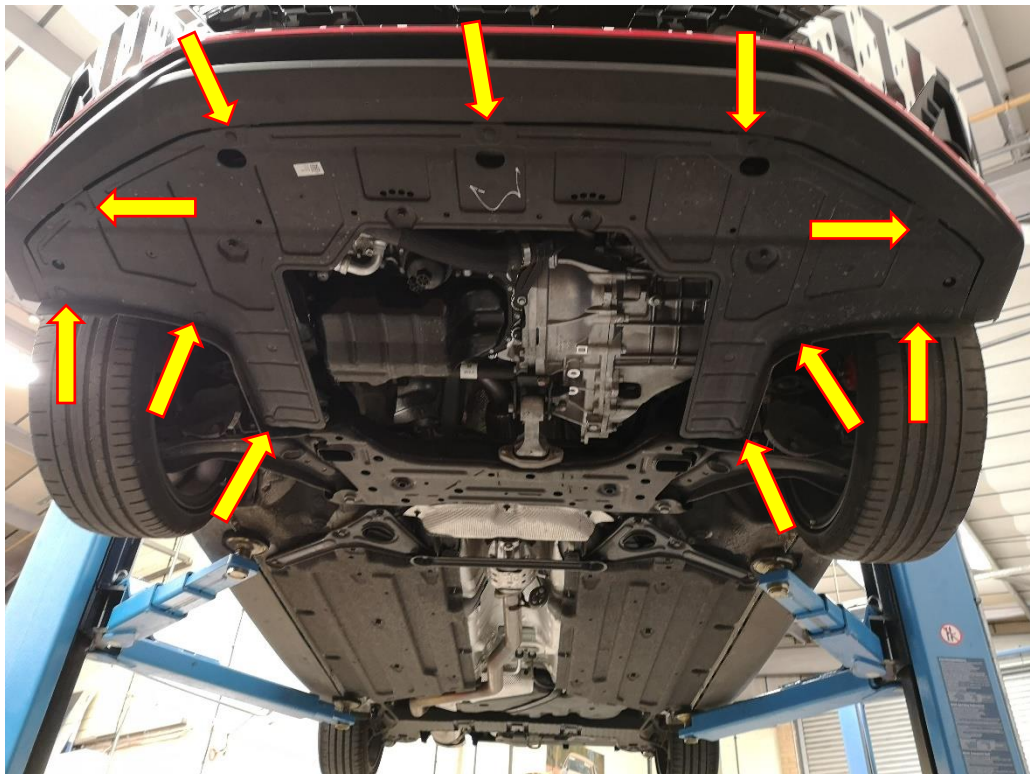
2. Using a trim removal tool or flat blade screwdriver lift the centre of the two plastic fasteners each side of the slam panel. Using a 10mm socket and appropriate drive remove the 4 bolts along the middle of the slam panel.



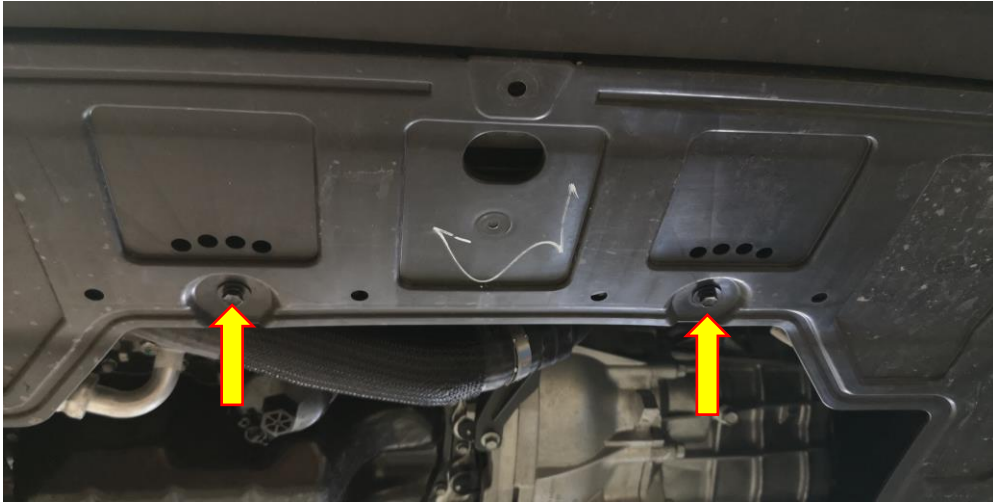
3. Using a trim tool or flat blade screwdriver remove the three clips on the inside of both wheel arches. Using an 8mm socket and suitable drive or Phillips screwdriver remove the fastener at the top.



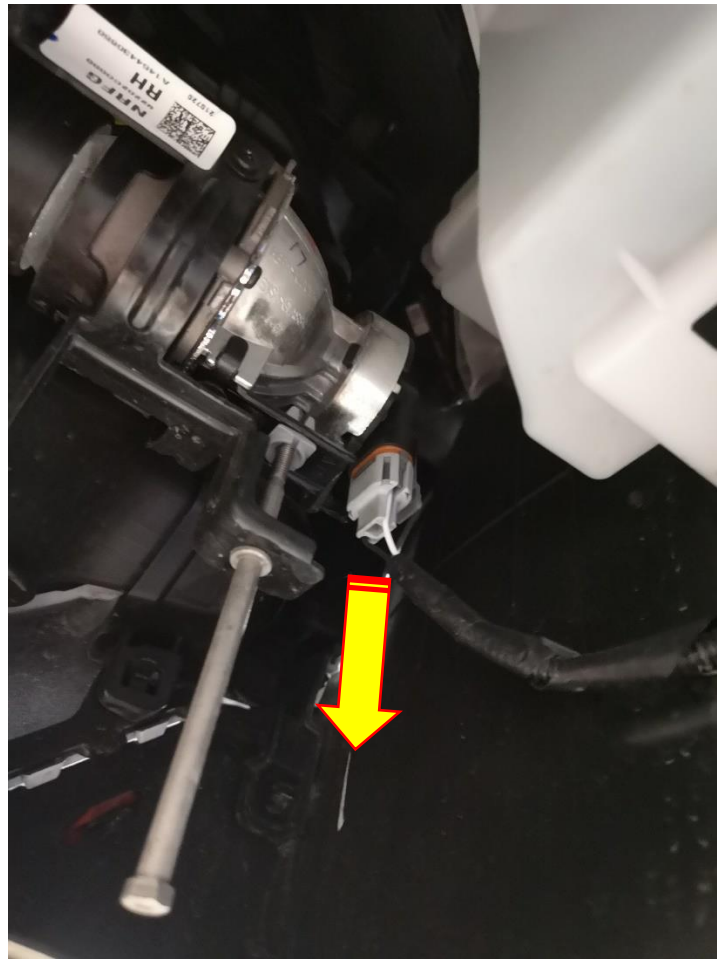
4. Using a trim removal tool or flat blade screwdriver remove the 11 plastic fasteners from the under tray.



5. Using a 10mm socket and suitable drive undo the remaining 4 bolts and slide the under tray towards the rear of the car to remove it.



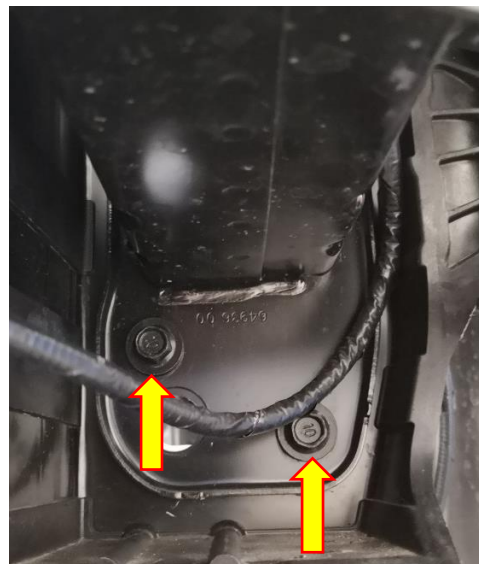
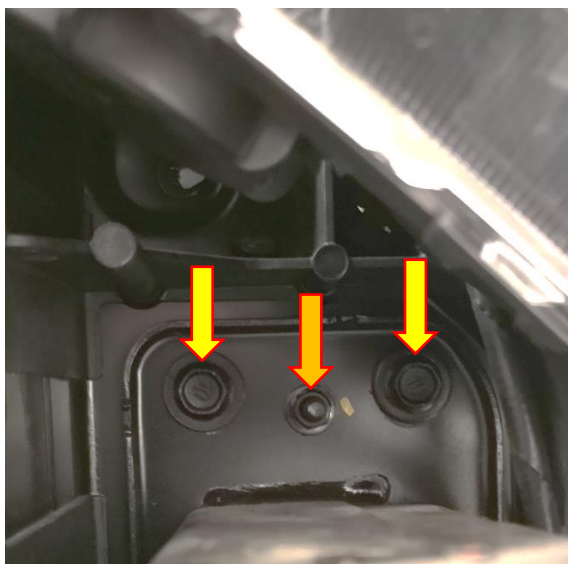
6. Unclip the wiring connector to the fog lights on both sides of the front bumper.



7. Pull sharply at the top corner of the bumper so that it comes away from its locating clips as shown in the picture below. Repeat at the other side, and then you will be able to pull the bumper off the front of the car.



8. Undo the crash bar using a 12mm socket, extension, and appropriate drive, and a 10mm socket, extension, and appropriate drive. There are 4 bolts that require the 12mm, and 1 bolt that requires the 10mm on either side of the crash bar. You can then pull the crash bar towards you to remove it from the vehicle.



9. Using either a 10mm socket and suitable drive or Pozi drive screwdriver undo the 4 bolts that hold the plastic trim around the stock intercooler. You can then pull this towards you to remove from the vehicle. Due to the increase in size of the Forge Motorsport intercooler this trim will not be re-fitted to the vehicle.



10. Using an 8mm socket and suitable drive undo the hose clamps on the shorter hose that attach the stock intercooler to the boost pipes as shown below. If you then loosen the short silicone hose from the vehicle this will help with the removal of the stock intercooler.



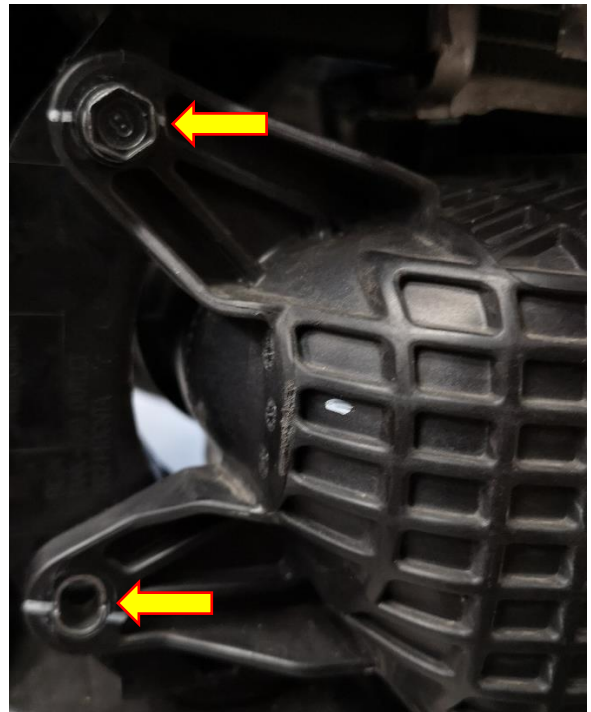
11. Using an 8mm socket and suitable drive undo the hose clamps to hose A at both ends and remove it from the vehicle as shown below.







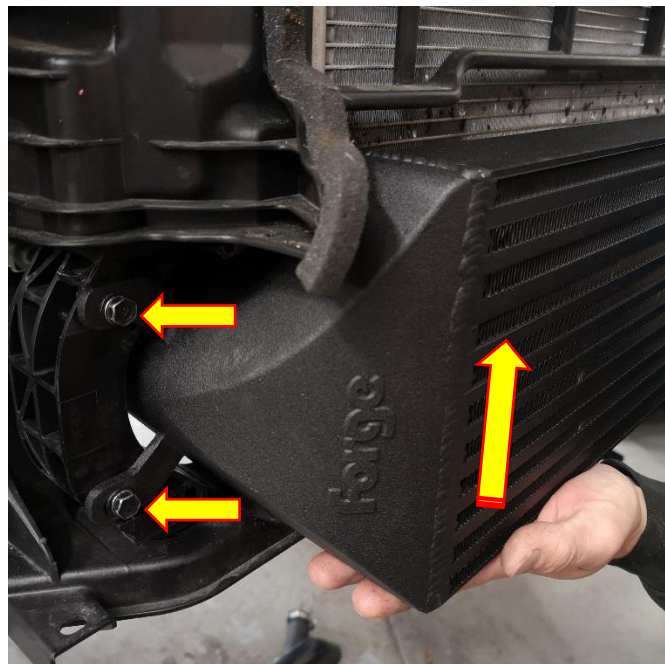
12. Using a 10mm socket and suitable drive remove the 4 bolts that hold the stock intercooler onto the vehicle. Once these are removed pull the stock intercooler towards you to remove it from the vehicle.



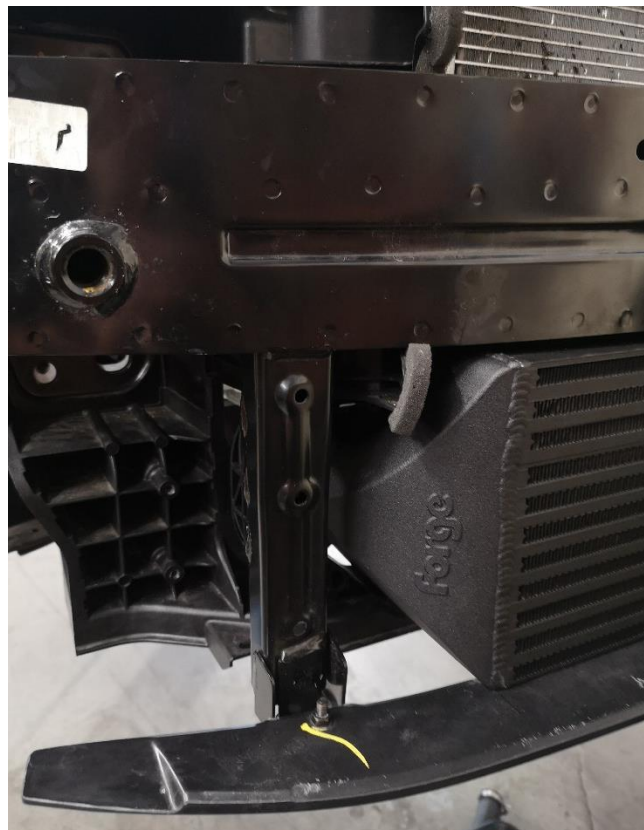
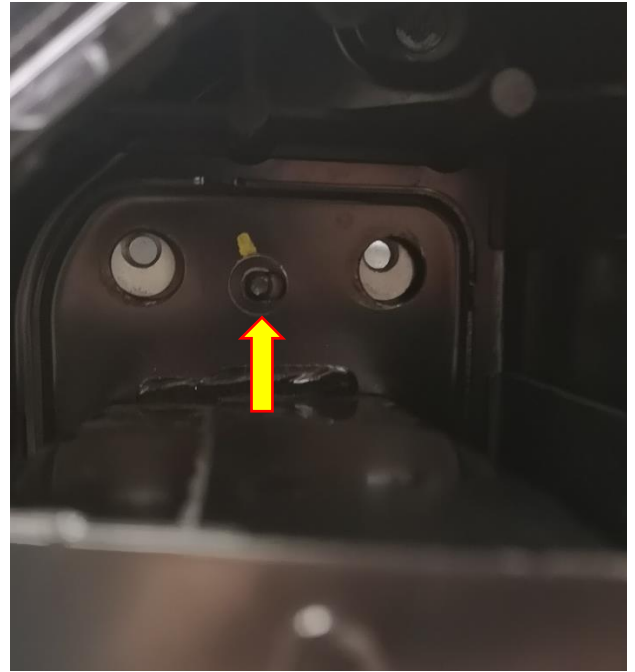
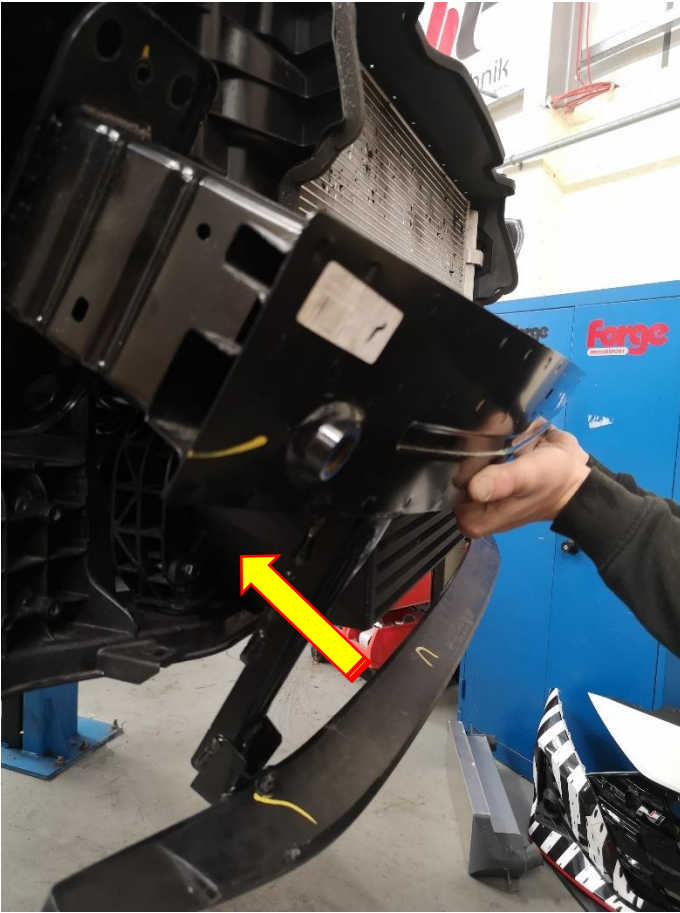
13. Unclip the temperature sensor shown below and let it dangle to the side of the vehicle for now, it will be secured in a later step.



14. Place the new Forge Motorsport intercooler into position, lining up the 4 bolt holes on the brackets with the existing holes used for the stock intercooler. Using a 10mm socket and suitable drive tighten the 4 bolts. We also recommend placing your hand under the Forge Motorsport intercooler and lifting vertically while tightening so that the intercooler sits as high as possible to assist with installing the crash bar in the next step.



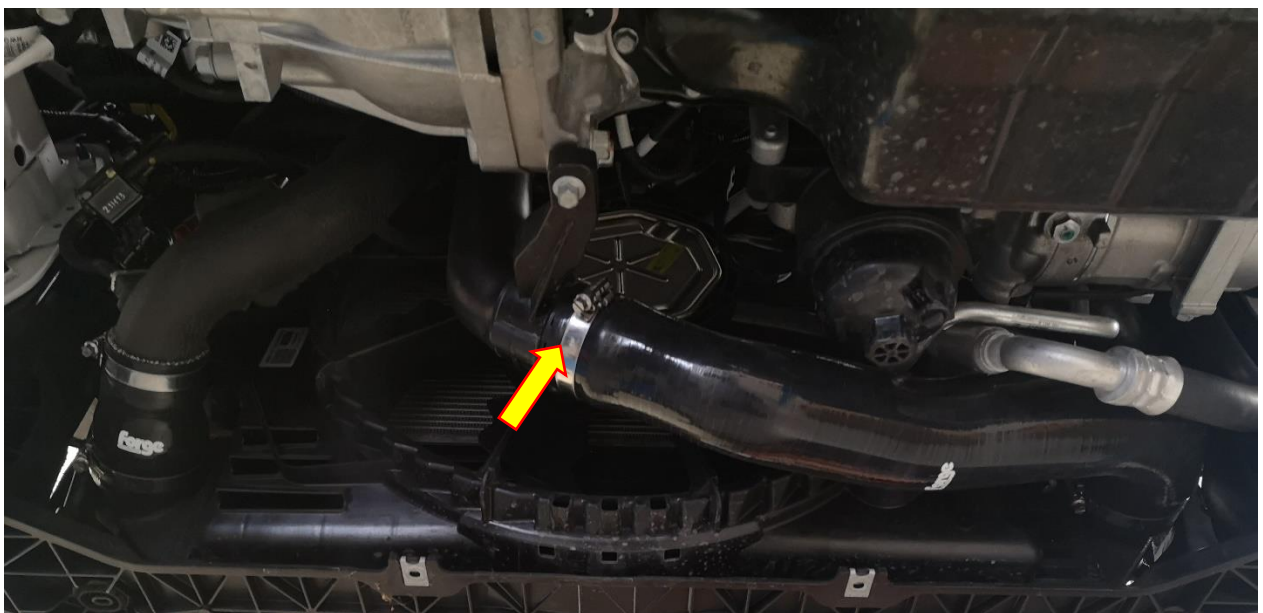
15. Angle the crash bar so that the lower plastic lip can slide underneath the Forge Motorsport intercooler, use the stud to locate the crash bar at either side to assist installation. Using a 12mm socket, extension, and appropriate drive, and a 10mm socket, extension, and appropriate drive use the original bolts to secure the crash bar. There are 4 bolts that require the 12mm, and 1 bolt that requires the 10mm on either side of the crash bar.



16. With the intercooler in place, you can now fit the supplied hoses. Using a 7mm socket and suitable drive tighten hose #2070 with a 40-60mm and 50-70mm hose clamp between the boost pipe and intercooler as shown below.

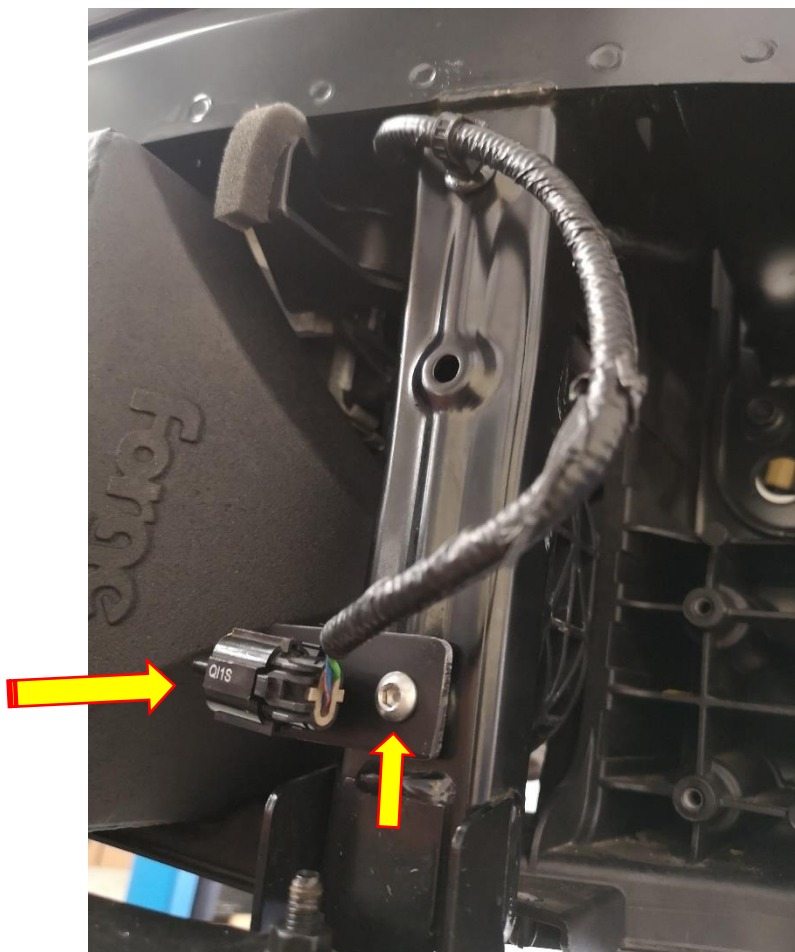


17. Using a 7mm socket and suitable drive tighten hose #2069 with a 40-60mm and 50-70mm hose clamp between the boost pipe and intercooler as shown below. You may find silicone spray is helpful when installing.





18. Using a 4mm Allen key and a 10mm socket and suitable drive, tighten the supplied bracket to the crash bar with the supplied M6 fastener and nut as shown in the image below. When attached, push the temperature sensor into the keyed hole on the supplied bracket.



19. Now follow steps 1-7 in reverse order to complete your installation of the Forge FMINT28. Once back together take your car for a test drive and enjoy the added performance from your new Forge product.

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*If you have any questions or concerns about this product  
or anything else, please feel free to contact your local or preferred  
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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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