



FMOC14 Fitting Instructions

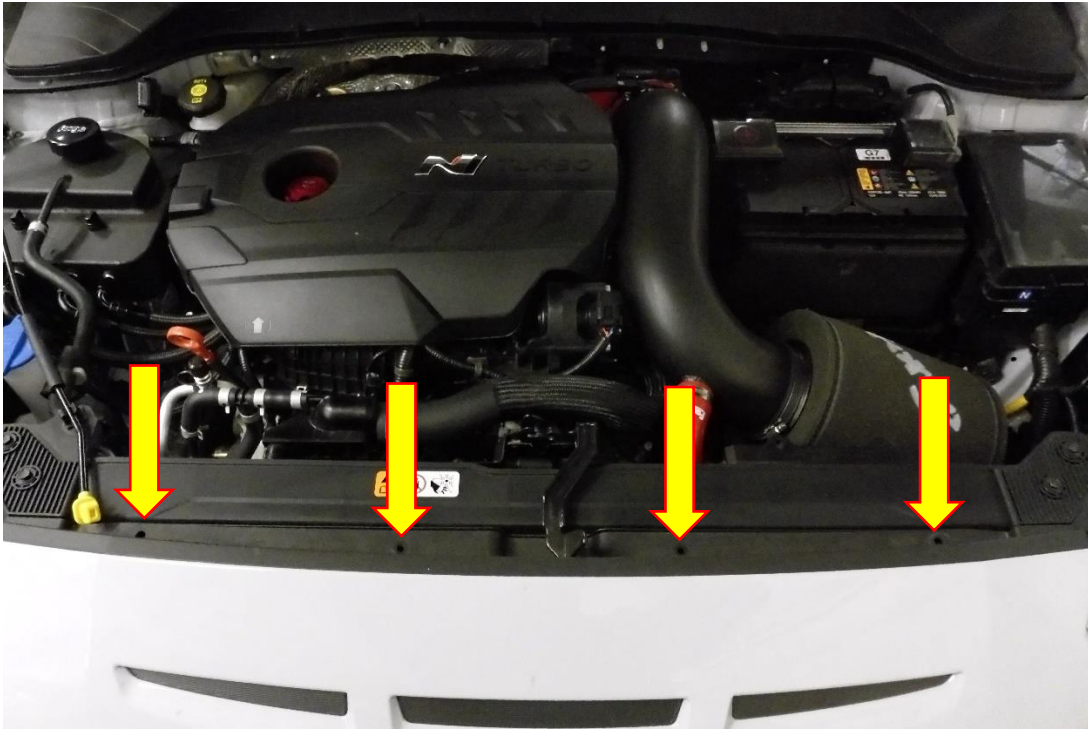


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

TOOLS NEEDED:

Flat blade screwdriver or trim removal tool
7/8/10/12 mm Ratchet Drive with extension
22mm Spanner
26mm Spanner or Extended Socket
1.5/6 mm drill bit & drill
Hack saw or angle grinder
Phillips's screwdriver
5mm Allen key
Side cutters
Axel Stands & car jack/car ramp
Sharp Knife/ junior hack saw
Marker/white Pen

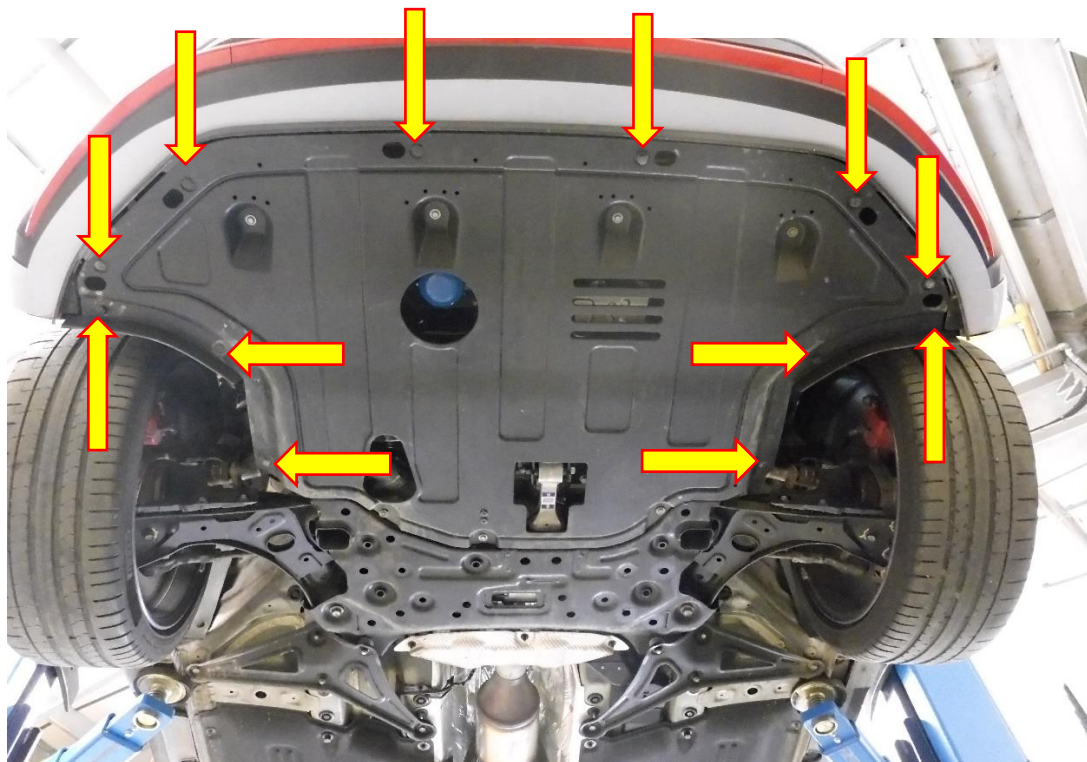
1. Park the vehicle securely, then open the bonnet and locate the X4 M6 fasteners that run across the slam panel. Use a 10mm socket and ratchet to remove them.



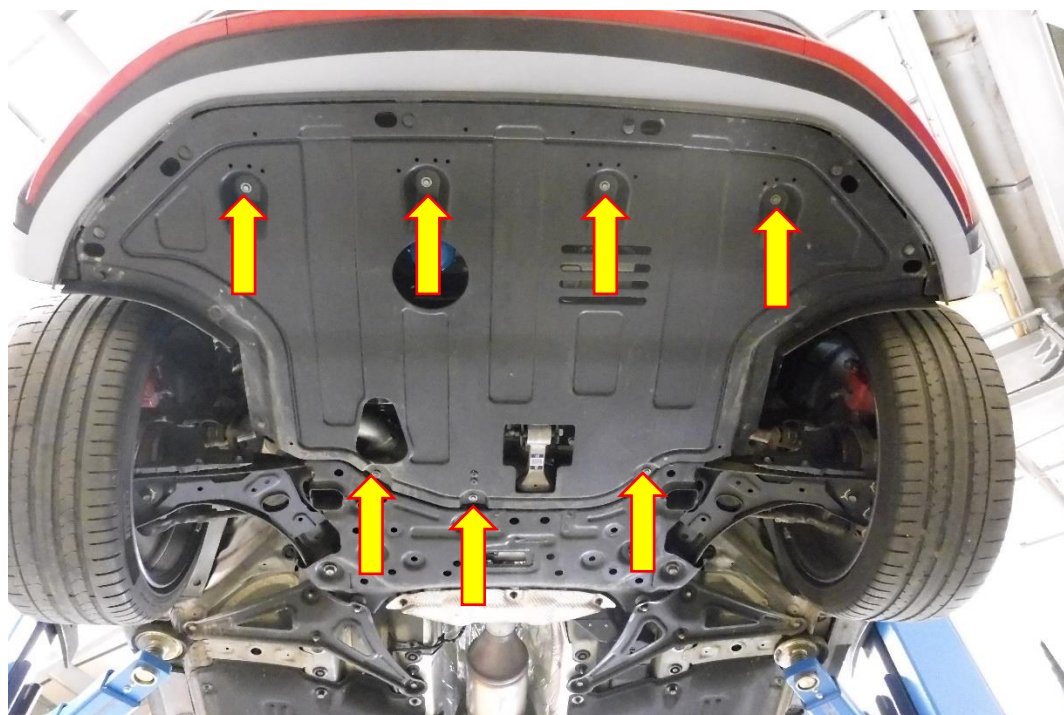
2. Inside both wheel arches there are X3 plastic fasteners that need to be removed in the same way as step one. At the top of the wheel arch there is an 10mm fastener attaching the bumper to the car, this also needs to be removed with either a Philips screwdriver or 10mm ratchet drive and extension.



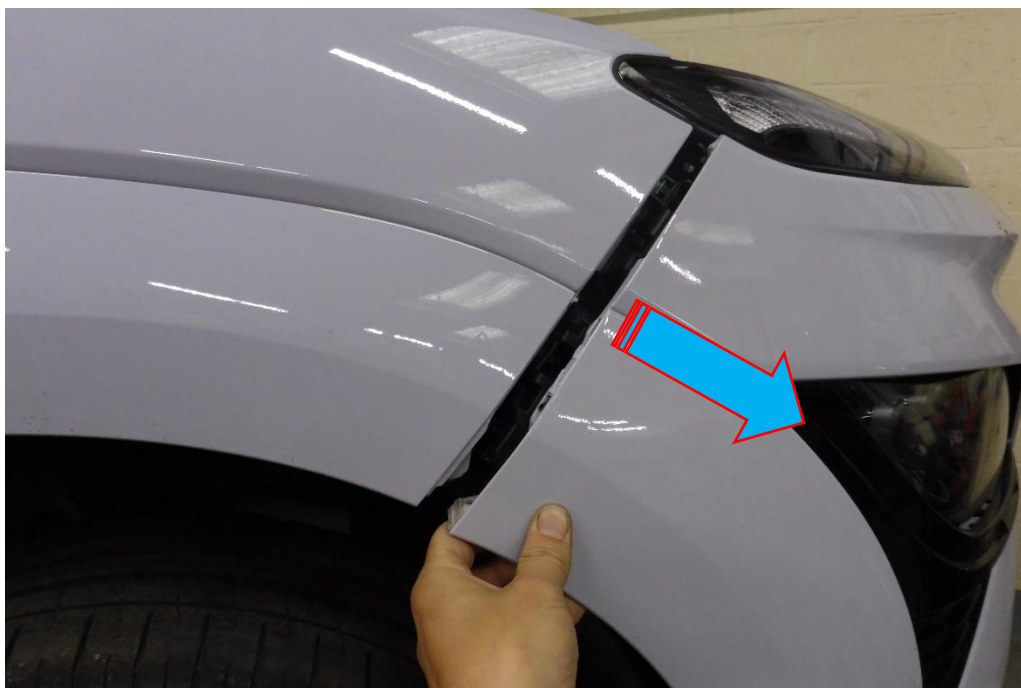
3. With the vehicle raised from the ground, looking up from underneath remove the X12 plastic fasteners attaching the undertray using either a flat blade screwdriver or trim removal tool.



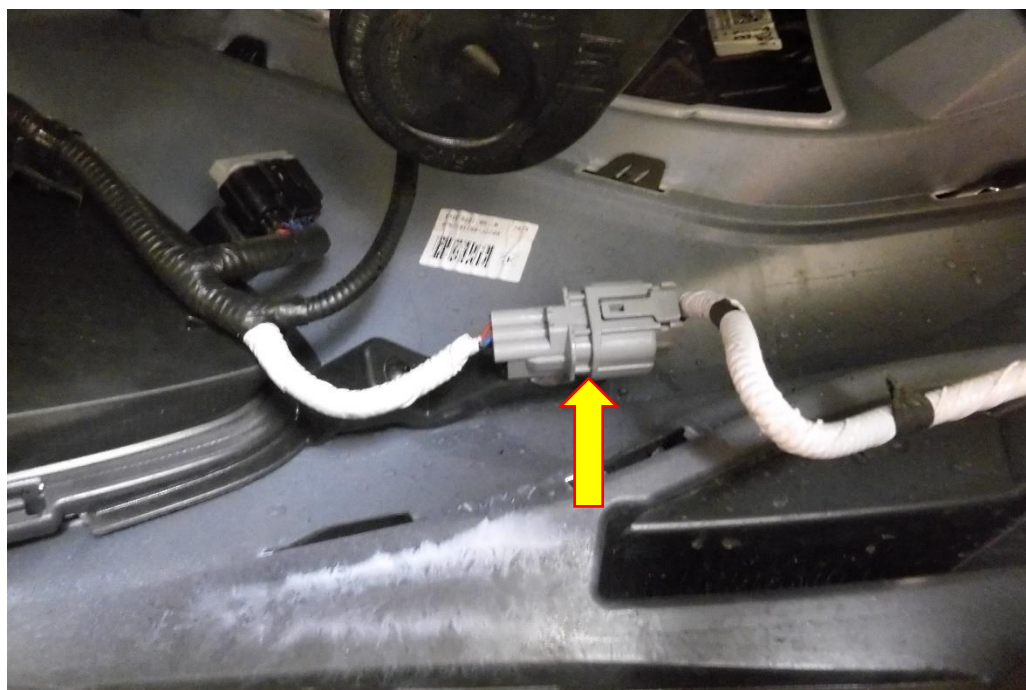
4. Using a 10mm socket and ratchet remove the remaining X7 M6 fasteners and remove the undertray from the vehicle.



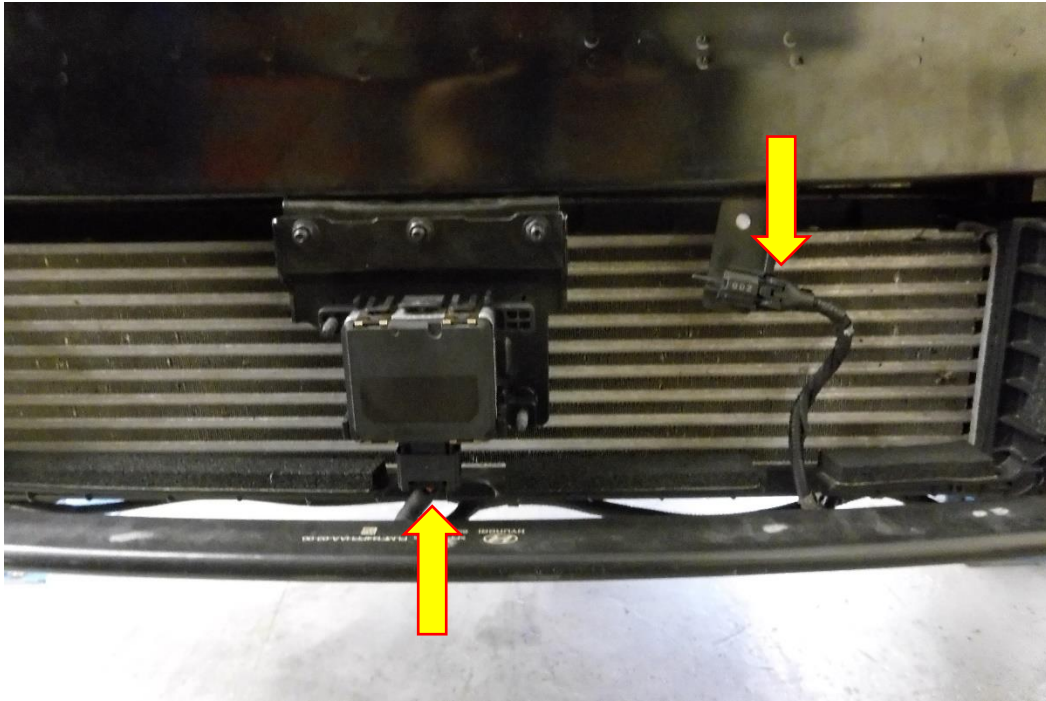
- Both sides of the bumper now need to be parted from the vehicle, pull sharply at the top corner of the bumper so that it comes away from its locating clips as shown in the picture. With both sides now away from the body of the vehicle you will be able to pull the bumper off the front of the car.



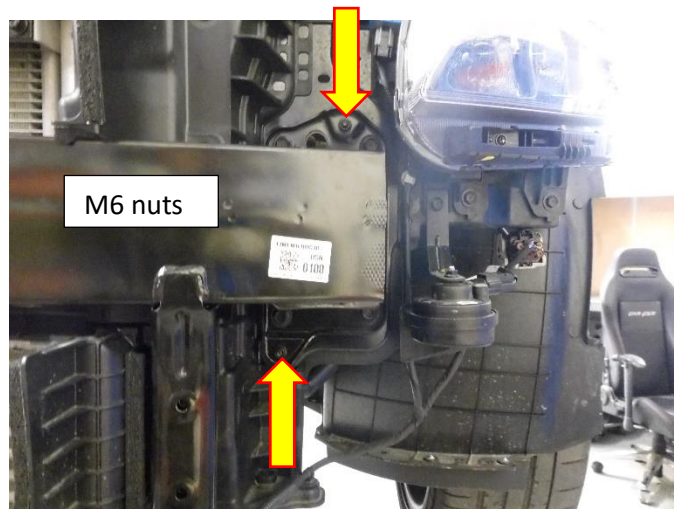
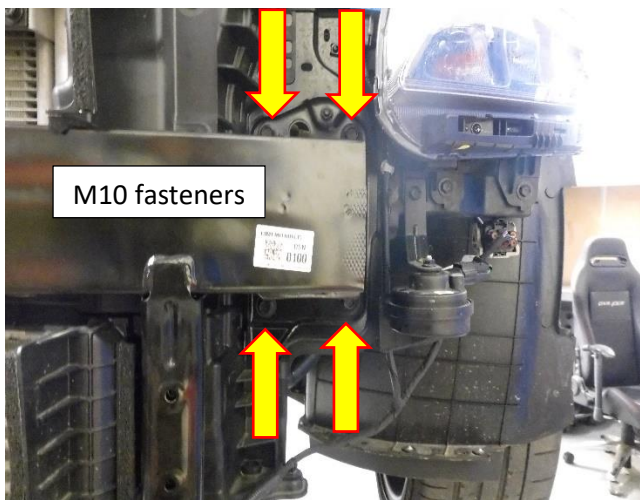
- With the bumper separated from the car, locate the grey parking sensor plug on the offside front of the bumper and disconnect it to allow complete removal of the bumper.



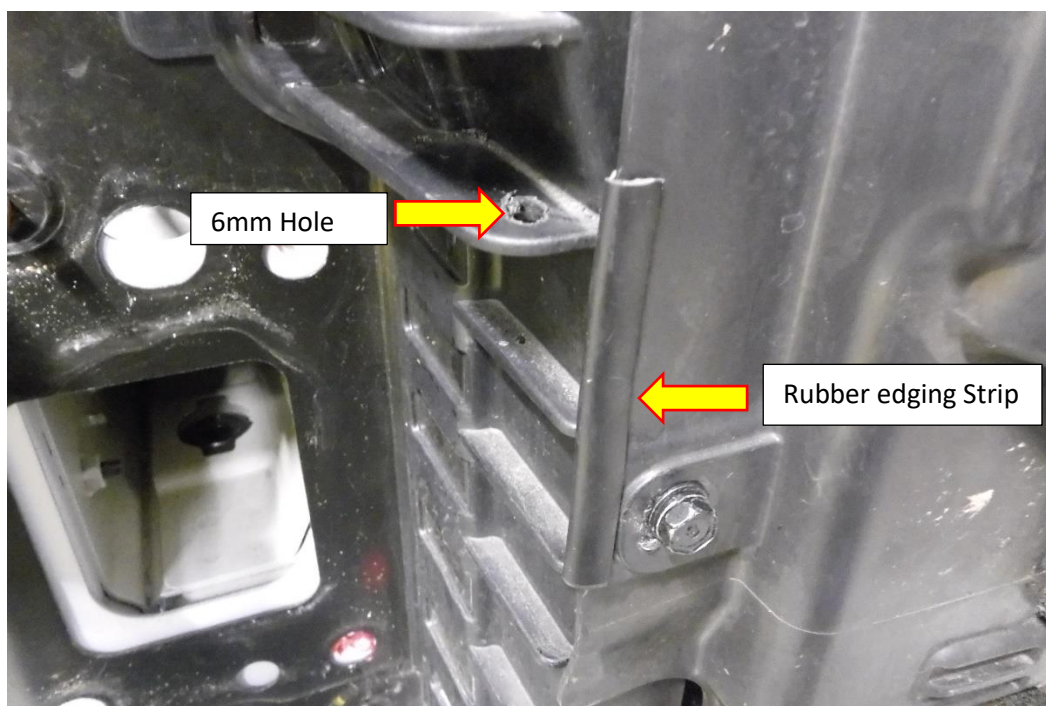
7. Unplug both the temperature sensor and the AAC sensor.



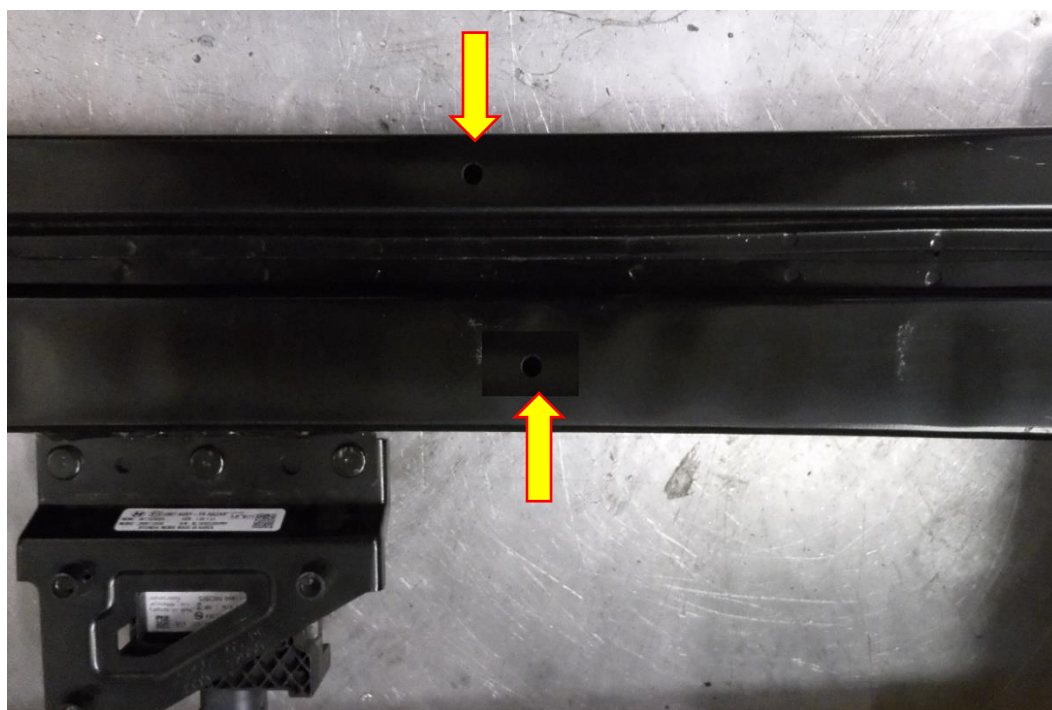
8. Removing the crash bar. Using a 12mm socket and ratchet remove the X8 M10 fasteners X4 each side. Using the 10mm socket and ratchet remove the X4 M6 nuts, X2 each side. The crash bar will now pull away from the vehicle.

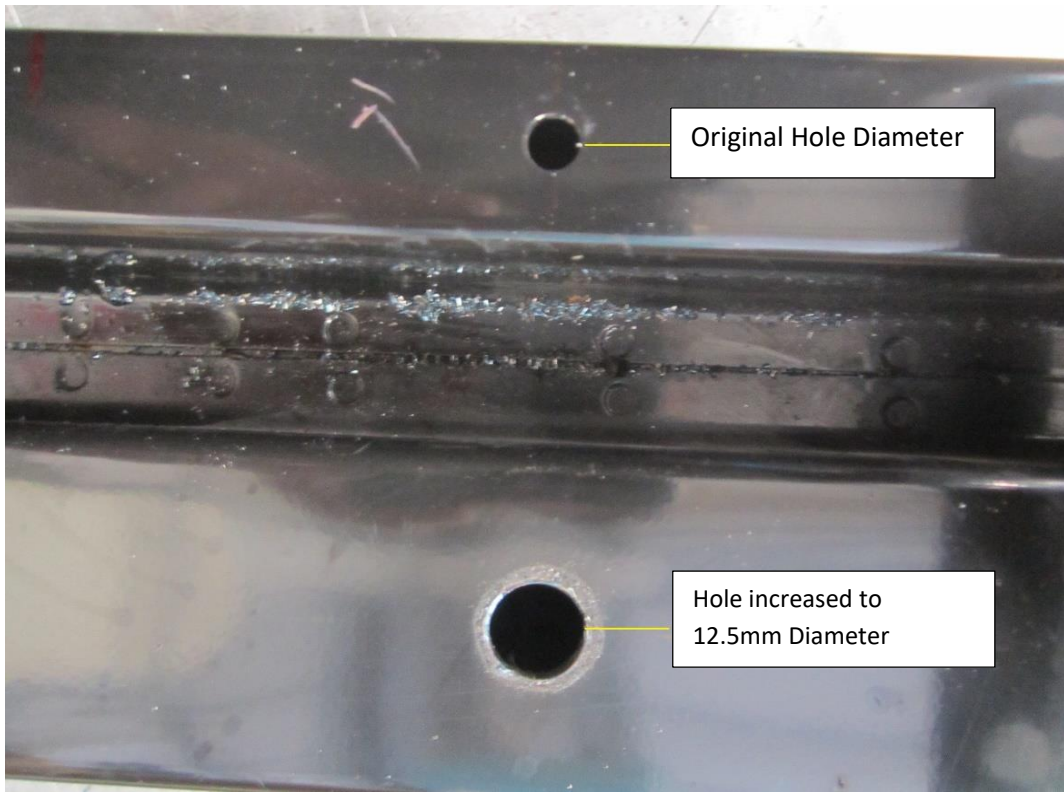


9. With the crash bar removed fit the supplied rubber edge trim to the offside of the radiator cowl. Using a drill with a 6mm drill bit make a hole on the radiator pack fin as shown in the picture below. The hole will be used for securing the oil cooler lines at a later stage.

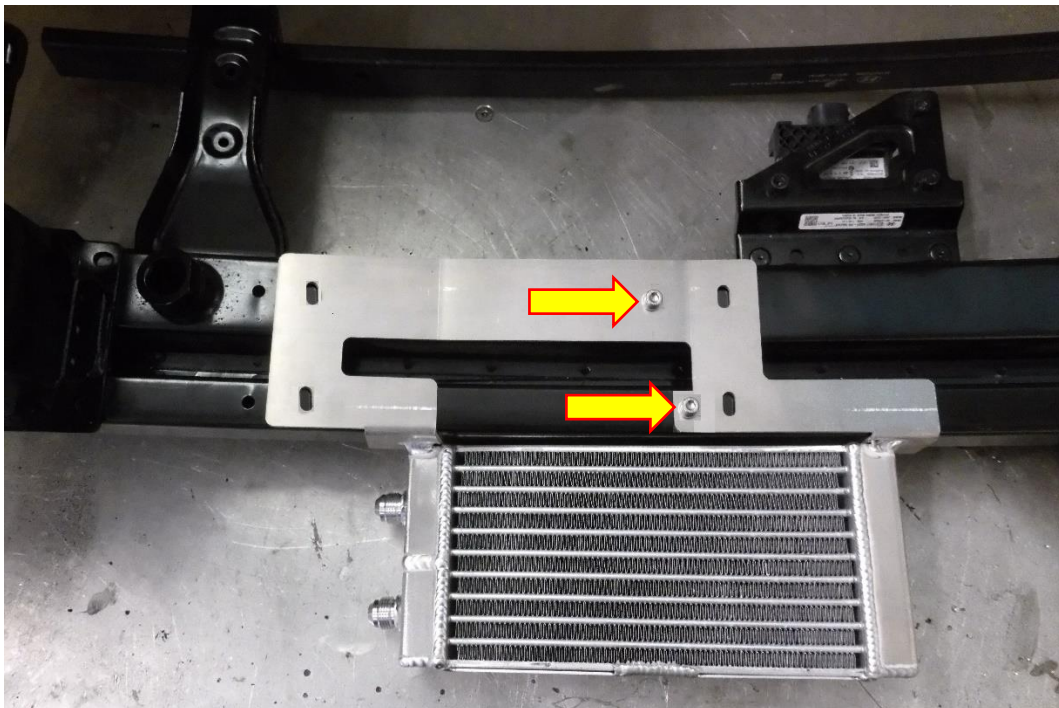


10. Place the crash bar front side down on the floor or work bench, looking at the crash bar with the lower support at the bottom you will see four predrilled holes to the right-hand side. Using a 12.5mm drill enlarge the TWO holes nearer to the centre of the crash bar.





11. Take X2 of the rubber Riv-nuts from the kit and push fit them into the two enlarged holes. Using a 5mm Allen key attach the oil cooler from the kit using X2 of the supplied M6 fasteners as it shows in the picture below.

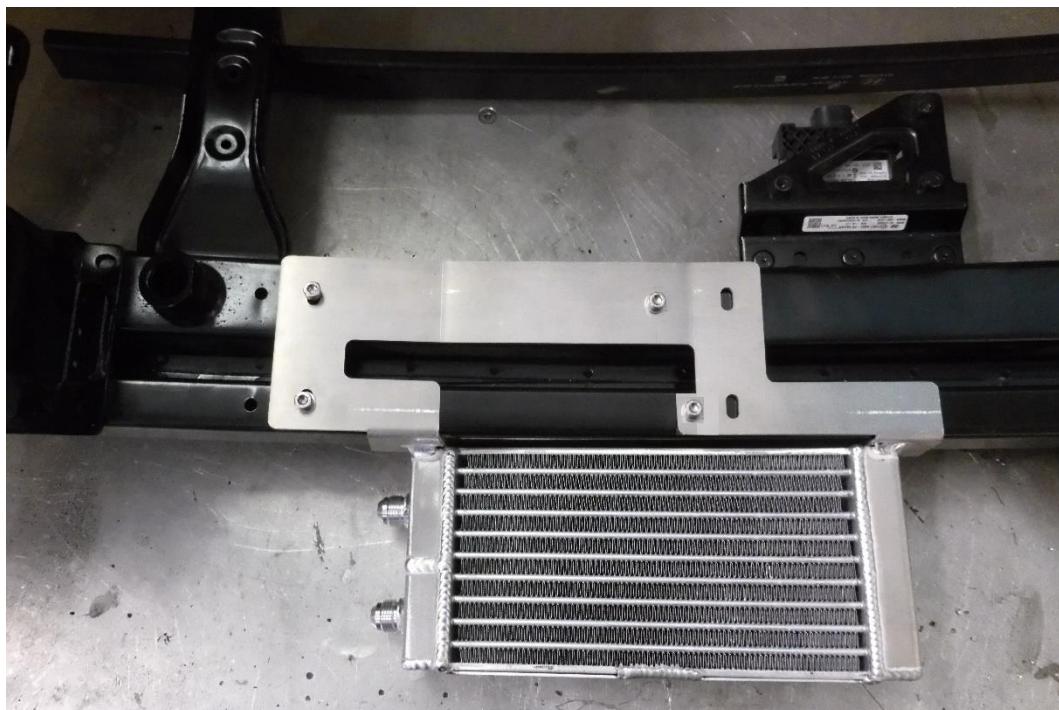


12. Using a white/marker pen mark the centre point of the two holes on the far side of the oil cooler bracket. Now remove the oil cooler from the crash bar and using the 12.5mm drill, produce a hole at both these points and fit the remaining X2 rubber Riv-nuts.

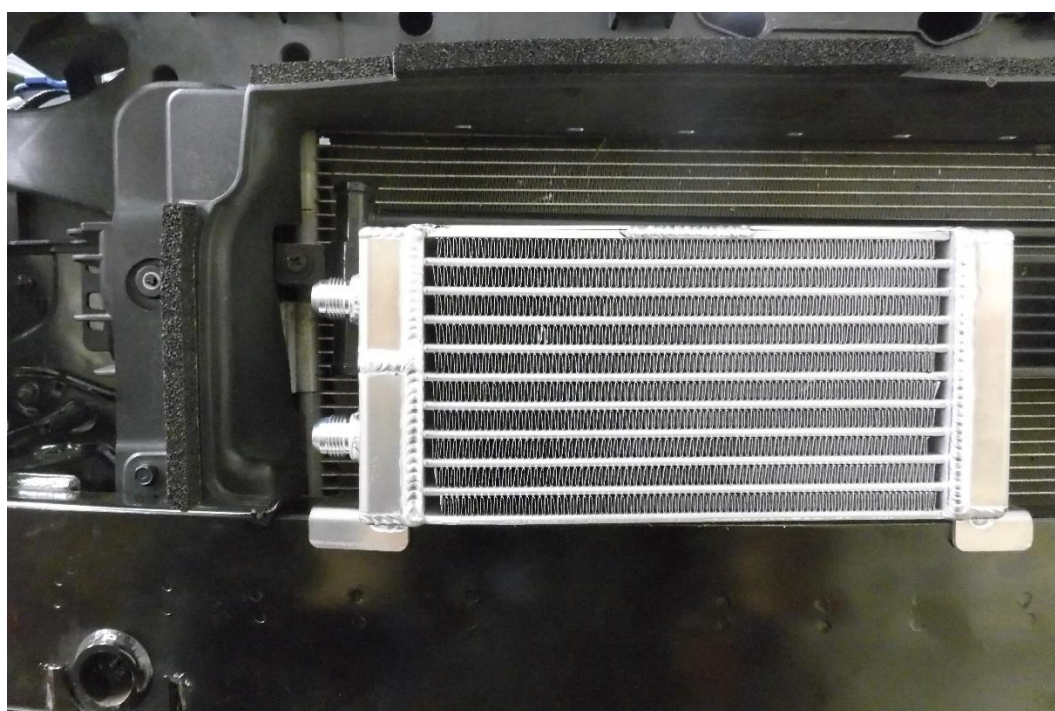


13. Using a 5mm Allen key attach the oil cooler to the crash bar using X4 M6 fasteners & washers supplied with the kit.

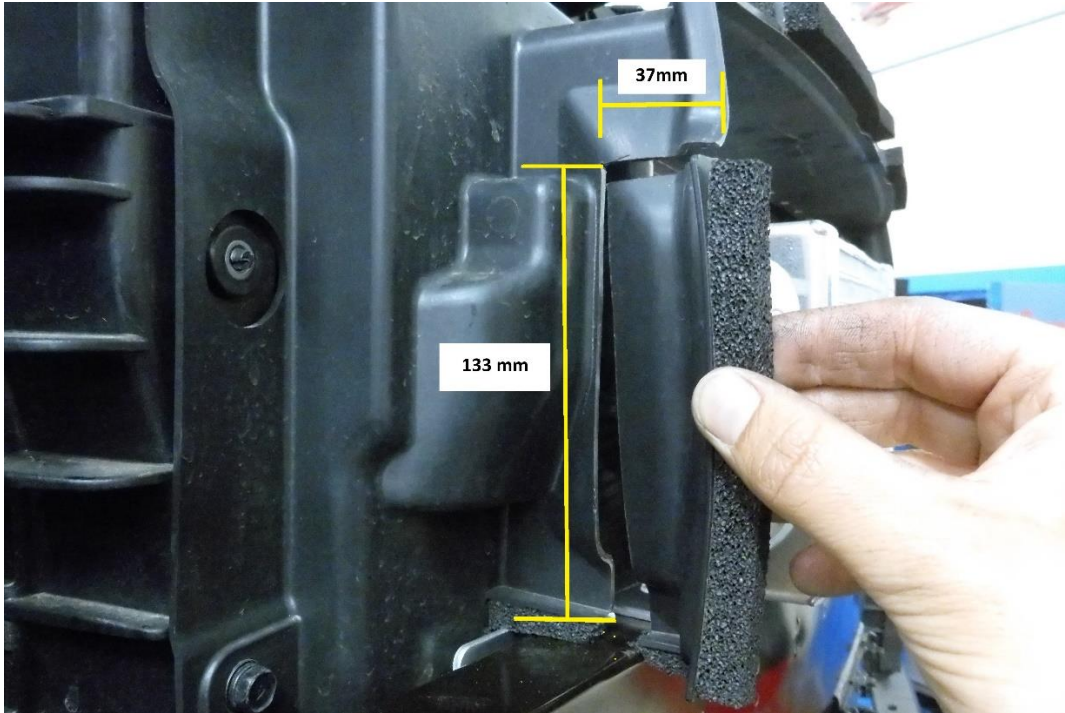
WARNING: Do not over tighten the fasteners into the rubber Riv-nuts.



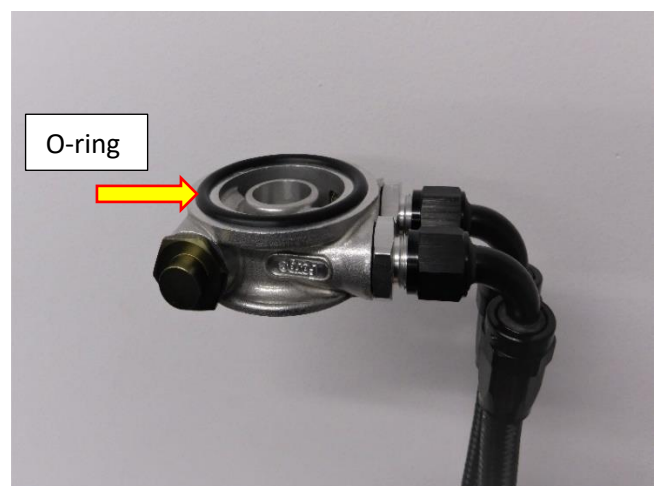
14. Re-fit the crash bar with the attached oil cooler to the vehicle.



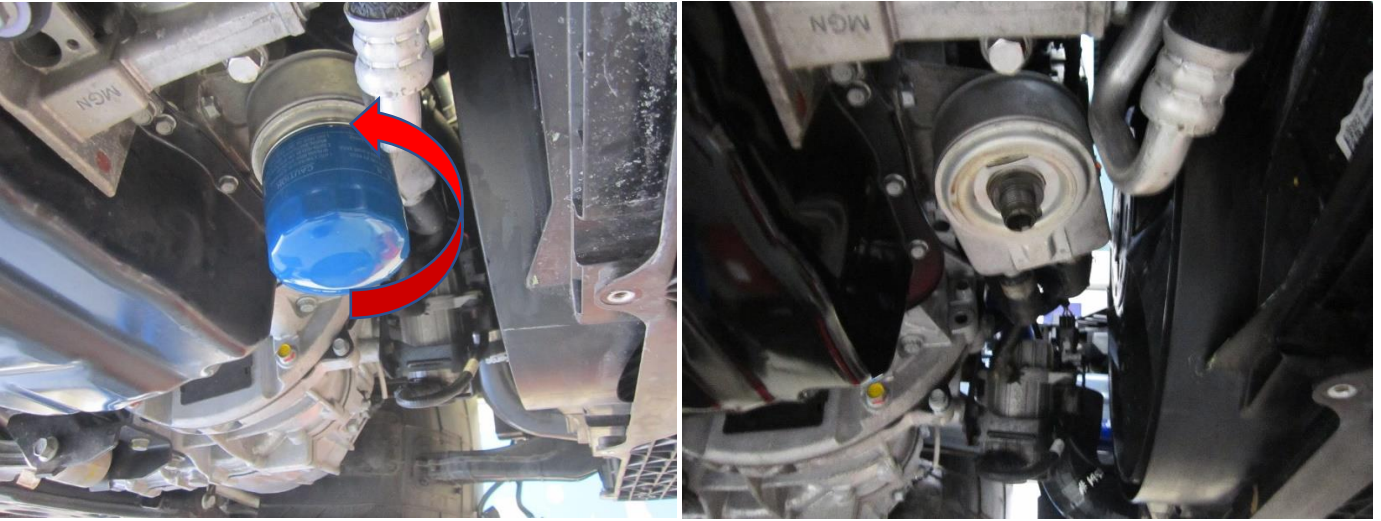
15. Using a marker pen mark out the area in the picture below on the radiator ducting to the left of the oil cooler. With the use of a sharp knife or junior hacksaw cut out the marked section.



16. Assemble the oil take off plate with the AN fittings and O rings. Attach the 90 degree ends of the oil cooler lines to the AN fitting's as shown in the picture below. Use a 22mm spanner to tighten these fittings, make sure all fittings are tightened firmly.



17. Using an oil filter removal tool remove the oil filter, turn the filter anti clockwise to release it.



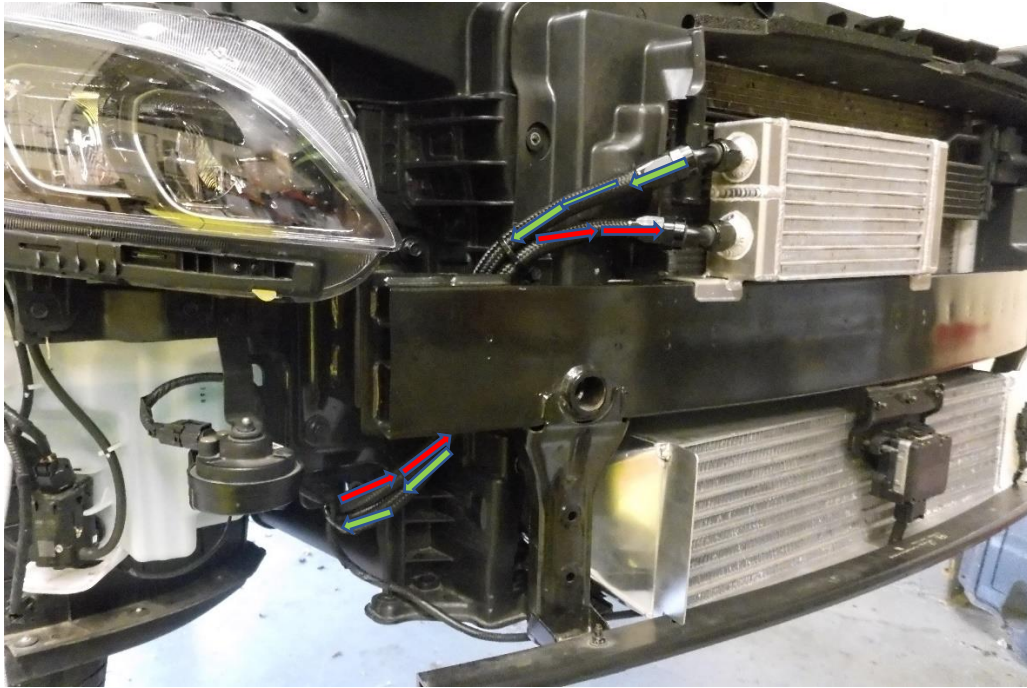
18. Offer up the oil take off plate where the oil filter used to be in the orientation illustrated below, ensuring the rubber O ring side is facing the engine. Using a 26mm extended socket or 26mm spanner secure it in place with the threaded extension supplied. Clean the sealing face for the oil filter, smear a small amount of clean oil on to the oil filter seal, now screw the oil filter onto the threaded extension.



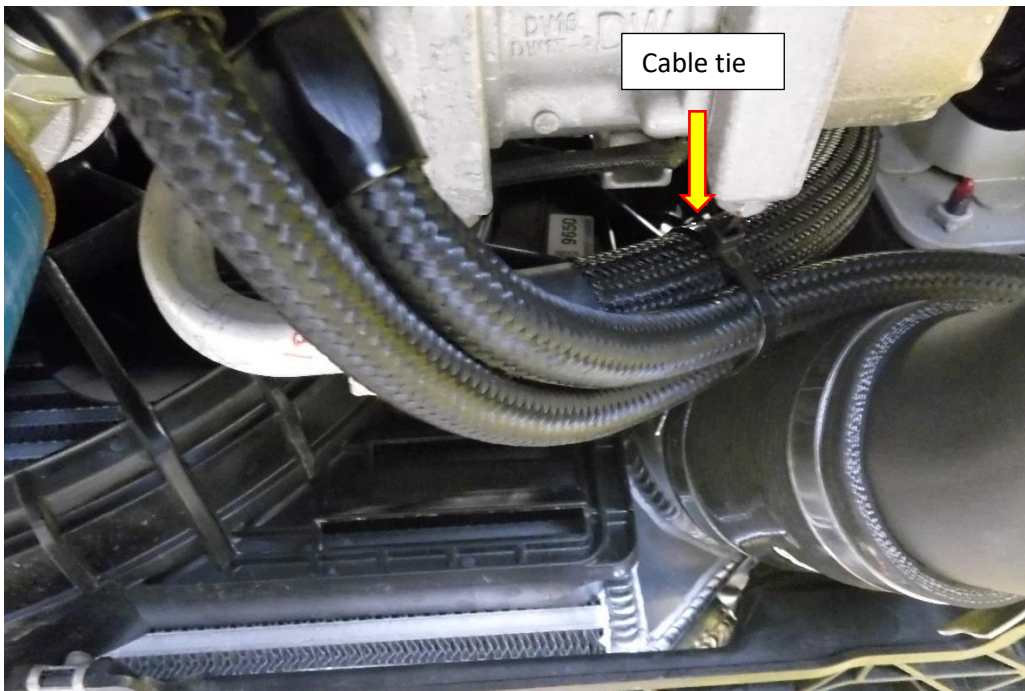


19. Run the oil lines from the oil sandwich plate up to the oil cooler in the same route as shown in the pictures below.





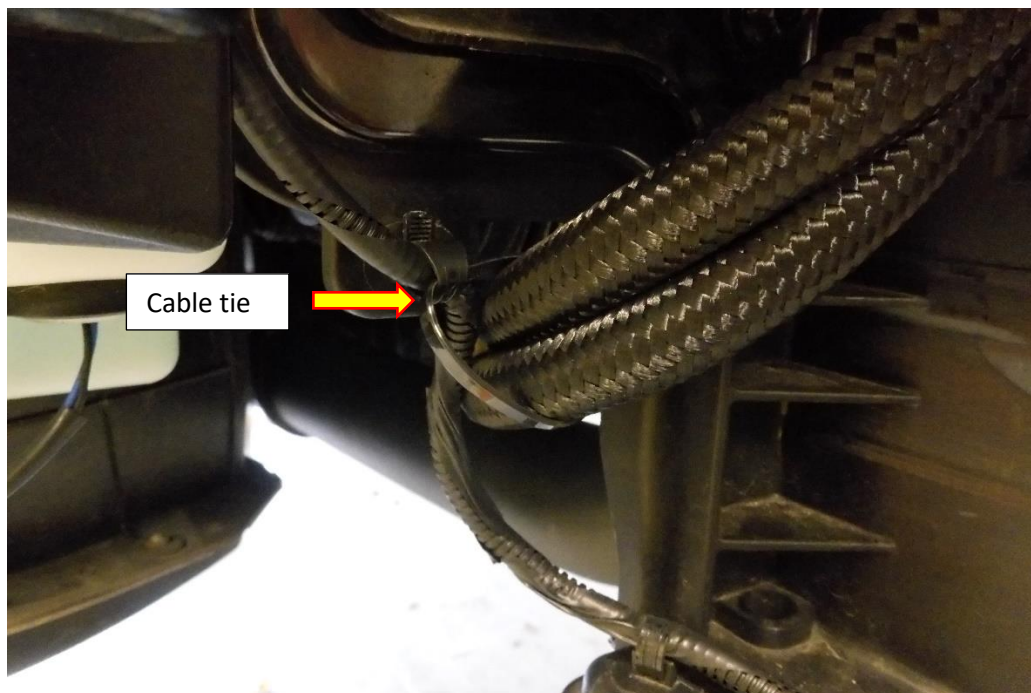
20. Use the supplied cable ties to secure the oil line to the high pressure line, however, do not over tighten it, the lines should still have slight movement, this is the same for all the cable ties used for this procedure.



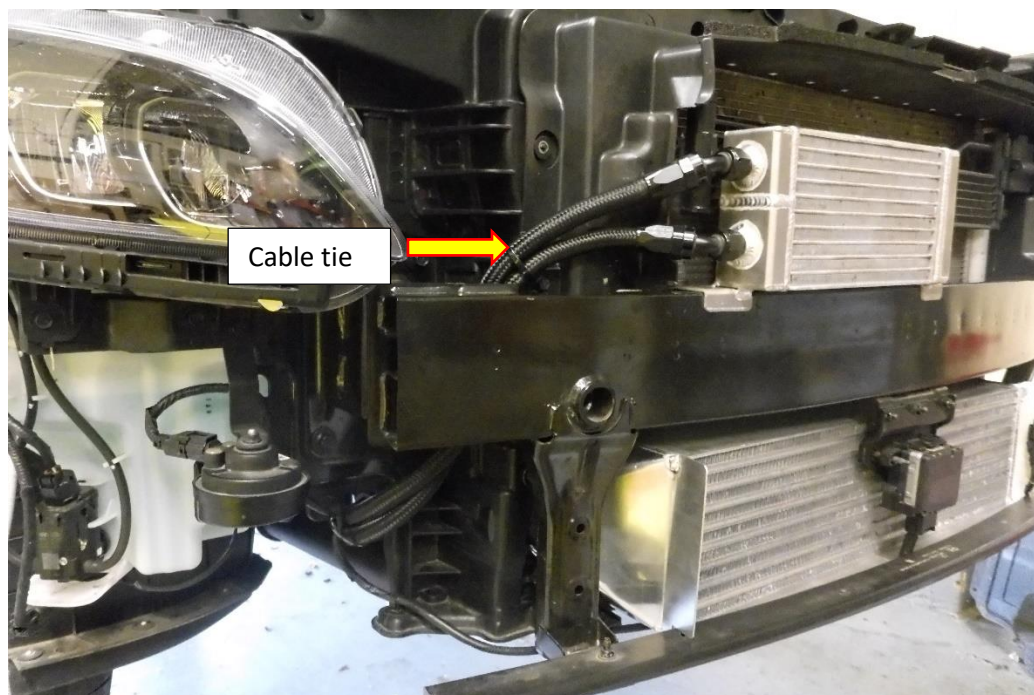
21. Using a 6mm drill make a hole in the fin on the back of the radiator frame next to the intercooler boost pipe, now secure the oil lines using a cable tie inserted through the drilled hole.



IMPORTANT : Place the cable tie through the loop of the OE loom tie and NOT THE LOOM ITSELF.



22. Secure the oil lines with a cable tie through the hole made in step 9.



23. Add 500ml of the appropriate grade engine oil to your vehicle to compensate for your new Forge oil cooler. Now start the engine, get it to full running temperature and check for oil leaks, if you do find any leaks; wait for it to cool down and tighten fittings accordingly. When you are happy with the installation put the rest of the car back together by following steps 1-8 in reverse order to complete your installation of FMOC14.

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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
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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