

A Fitting Guide for the Forge Motorsport Header (Expansion) Tank BMW Mini R56 Models

(A copy of this guide is available online, in the media section of our website)



Tools required to install this tank include an 8 mm spanner or socket, a hose clamp, a hose fastener compression tool or large pliers and BMW or compatible coolant fluid.

Suitable Personal Protective Equipment, clothing, footwear and eyewear is recommended.

Ensure that the vehicle is safe and raise the bonnet / hood to allow access to the engine compartment. If the vehicle has been recently used allow an adequate period for the engine to cool before starting in order to avoid personal injury.

The header tank on all models is located at the front of the vehicle. Please ensure the engine is cold before starting this installation as the system will be pressurised if the temperature has risen. Great care is needed in the removal of the tank cap as pressure may be released.



In order to avoid draining the coolant system or unnecessary loss of fluid the hose from the base of the tank can be clamped or flow restricted. In order to obtain access to the hose the tank needs to be removed from its mounting. There is an 8 mm bolt that secures the top of the tank and a pin that locates in a rubber fixing on the front of the vehicle. With the bolt removed the tank can be prised from this locating rubber.

With the tank loose the lower hose can be clamped or hose restricted with a suitable tool. The upper hose can also be clamped with a suitable tool or even Vice Grips if the hose has firstly been protected with a cloth. With both hoses clamped from leakage the hoses can be removed from the tank.

Whilst coolant fluid loss from the tank is inevitable it can be further minimised if the top hose is removed first and the tank is tilted on its side before removing the lower hose. The hoses are secured to the tank with sprung hose fasteners. A proprietary tool is available to remove these or a large pair of pliers can be used to expand the band. The hose fasteners can be re-used or if preferred replaced with "Jubilee" clips or similar.

The fitment of the Forge tank is a reversal of the removal process. The hoses are attached and secured with fasteners or clips first, and any hose restriction previously employed, removed. The tank locating pin is fitted into the front panel rubber mounting. (the use of washing up liquid detergent may ease this) The top bracket of the tank is secured with the 8 mm bolt. The tank is refilled with coolant, until the fluid is just visible above the level plate, as viewed through the filler cap opening. The cap from the original tank is re-used and secured.



With the new tank installed and all tools removed the engine may be started. It is suggested that all connections are monitored for fluid loss as the engine warms and pressurises the cooling system.

Once you are satisfied that all is ok turn off the engine. PLEASE REMEMBER – the coolant and the engine will now be hot and the system pressurised. Do not remove the tank cap. Allow the system to cool before checking the fluid level again. All level checks are best carried out with a cold engine as if the system temperature is higher than at cold the level in the tank may have risen.

Please enjoy your Forge Product.