



## FMINT17 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

7/10/13/17mm Sockets & Ratchet Drive with extension

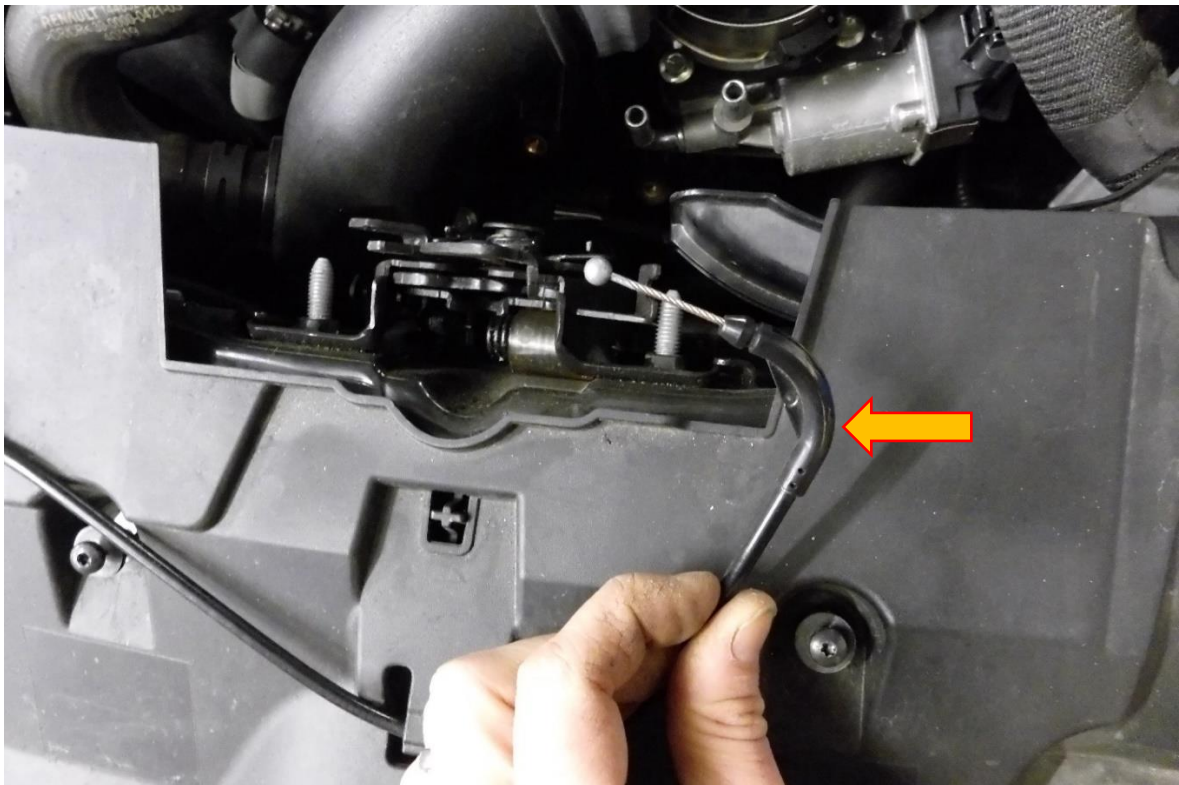
T20 Torx drive

Axle Stands & car jack/car ramp

1. Park the vehicle securely, then open the bonnet and locate and remove the X4 T20 Torx fasteners that run across the slam panel.



2. Disconnect the bonnet pull cable from the mechanism, this simply un clips.



3. With the use of a trim removal tool or flat blade screwdriver remove the X4 plastic fasteners which attach the inner wheel arch liner. This is the same on both sides of the vehicle.



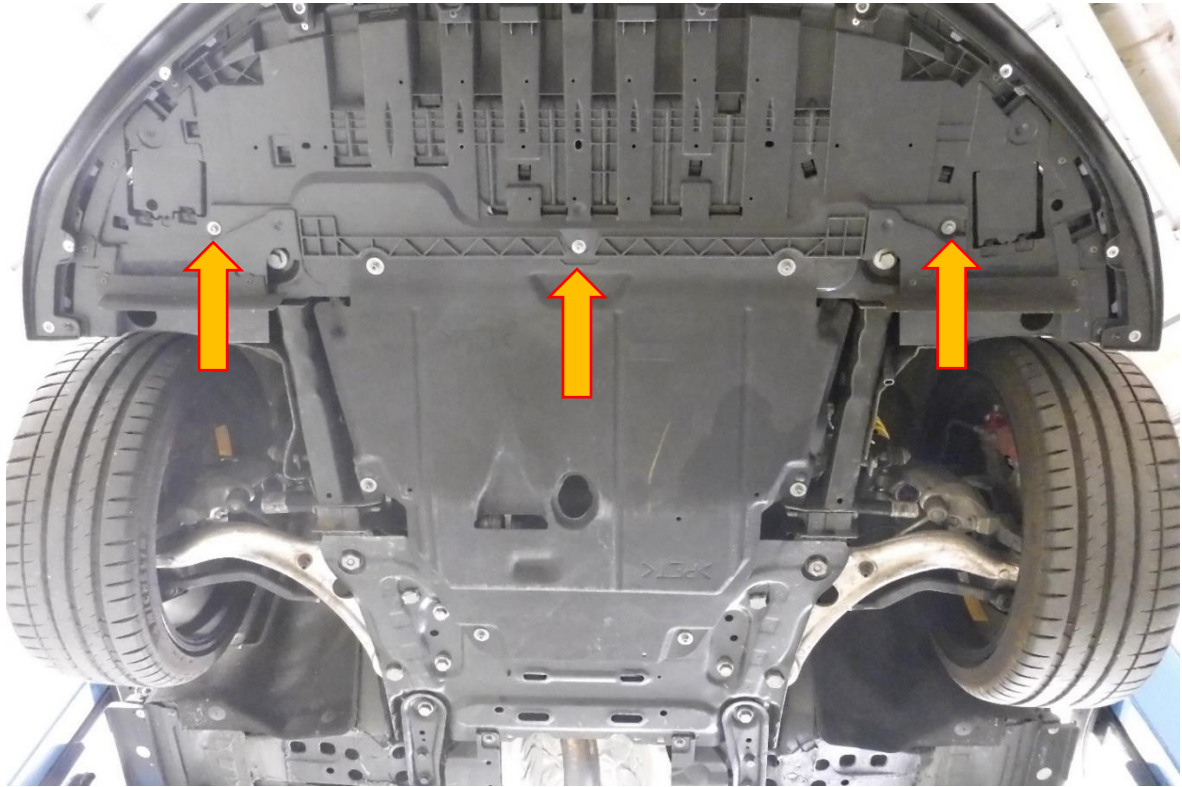
4. Peel back the arch liner so you can gain access to the 10mm fastener attaching the corner of the bumper to the wing. Using a 10mm socket and ratchet remove both fasteners X1 each side. With a sharp pull of the bumper this will release it from the wing.



5. On the near side wheel arch follow the wiring loom from the bumper to where it plugs into the vehicle, unplug both connectors.



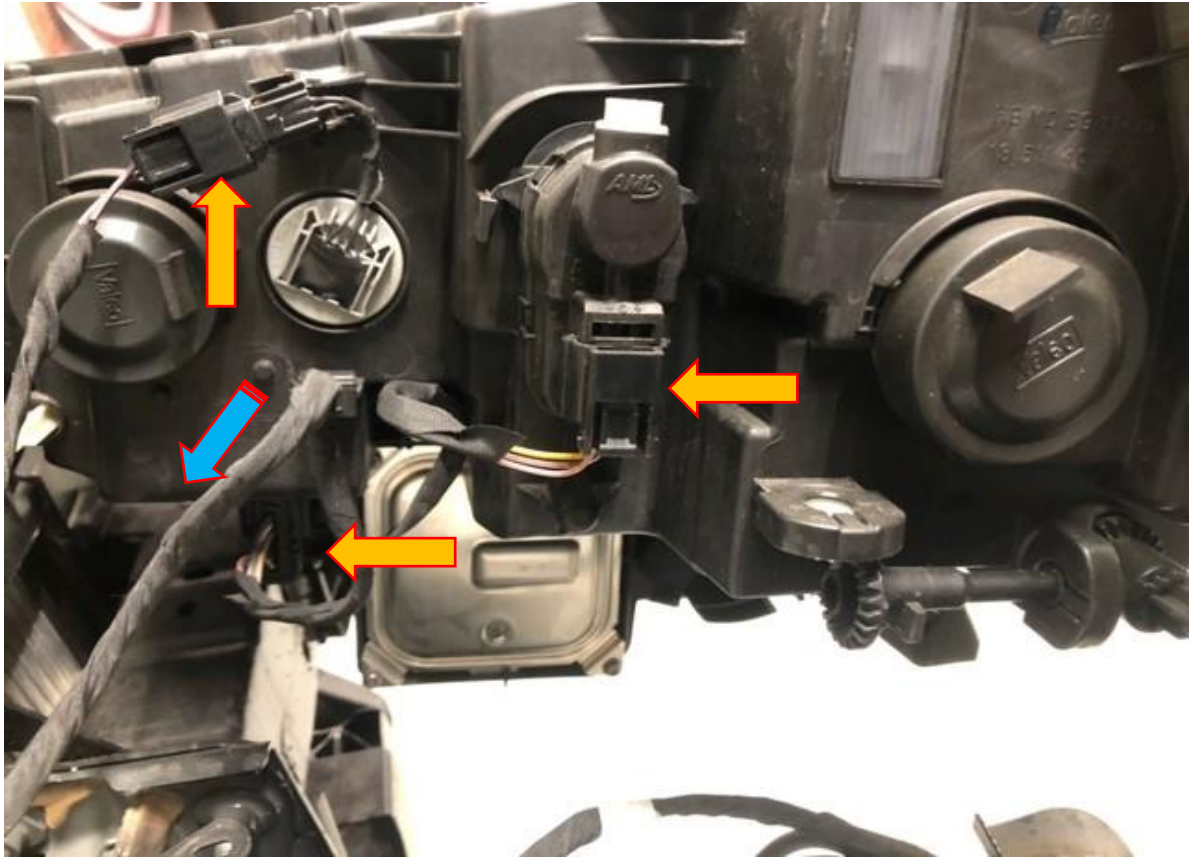
6. Raise the vehicle in the air to gain access to remove the X3 T30/10mm fasteners attaching the bottom of the bumper to the vehicle.



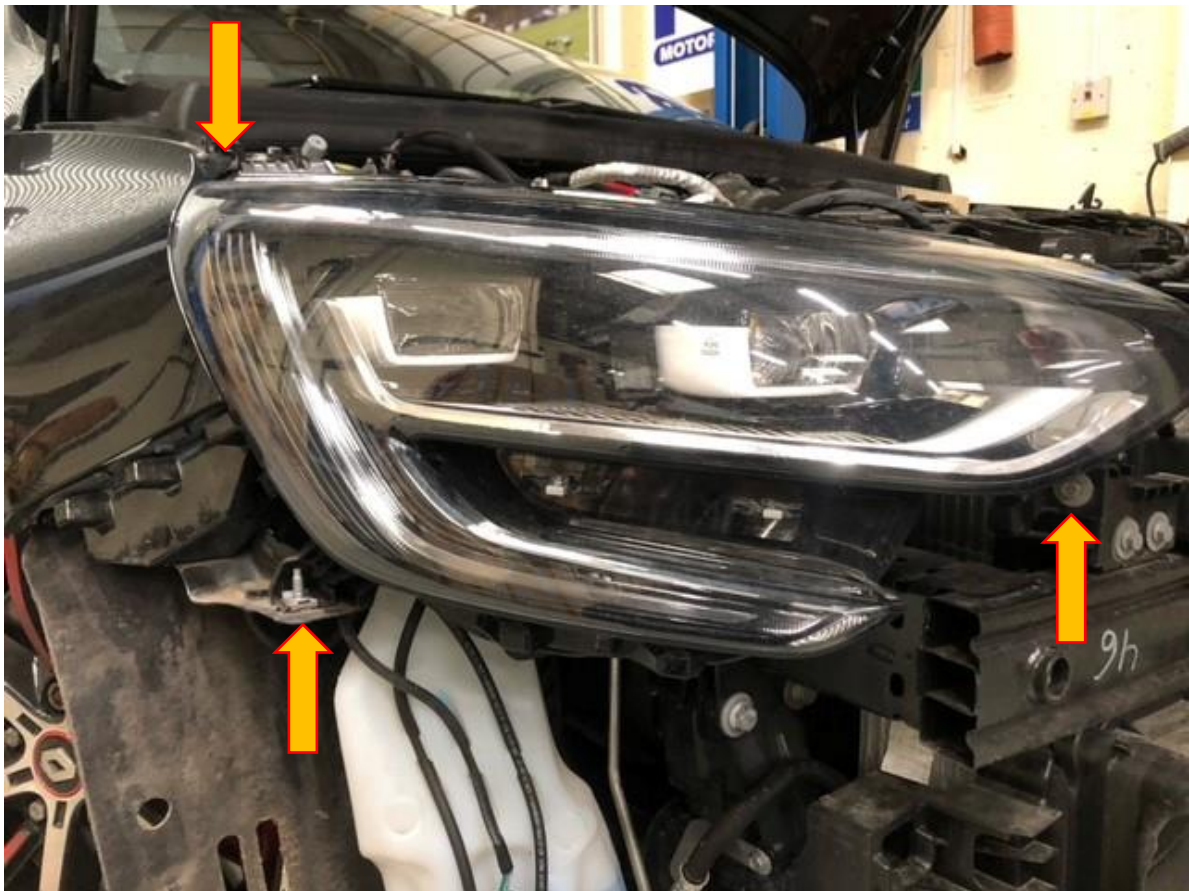
7. We would advise placing masking tape over the front of each lighting unit to save them from getting marked. The section of the bumper covering part of the light unit is attached via poppers, use a trim tool/flat blade screwdriver to release it from the lighting unit. The bumper will now pull away from the front of the vehicle.



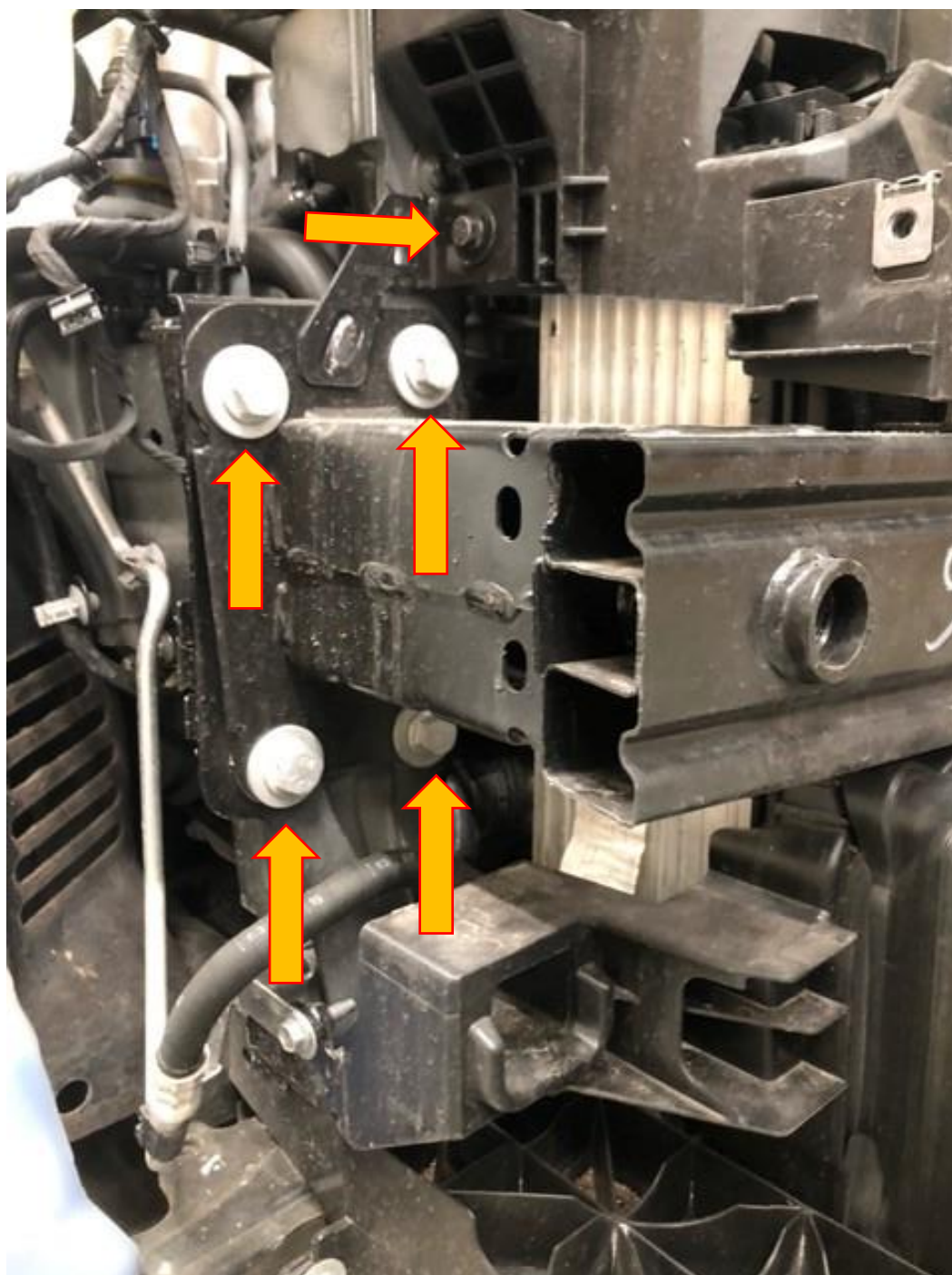
8. Un-plug all three connectors and unclip the loom at the rear of each lighting unit.



9. Remove the X3 10mm fasteners attaching the lighting units to the vehicle

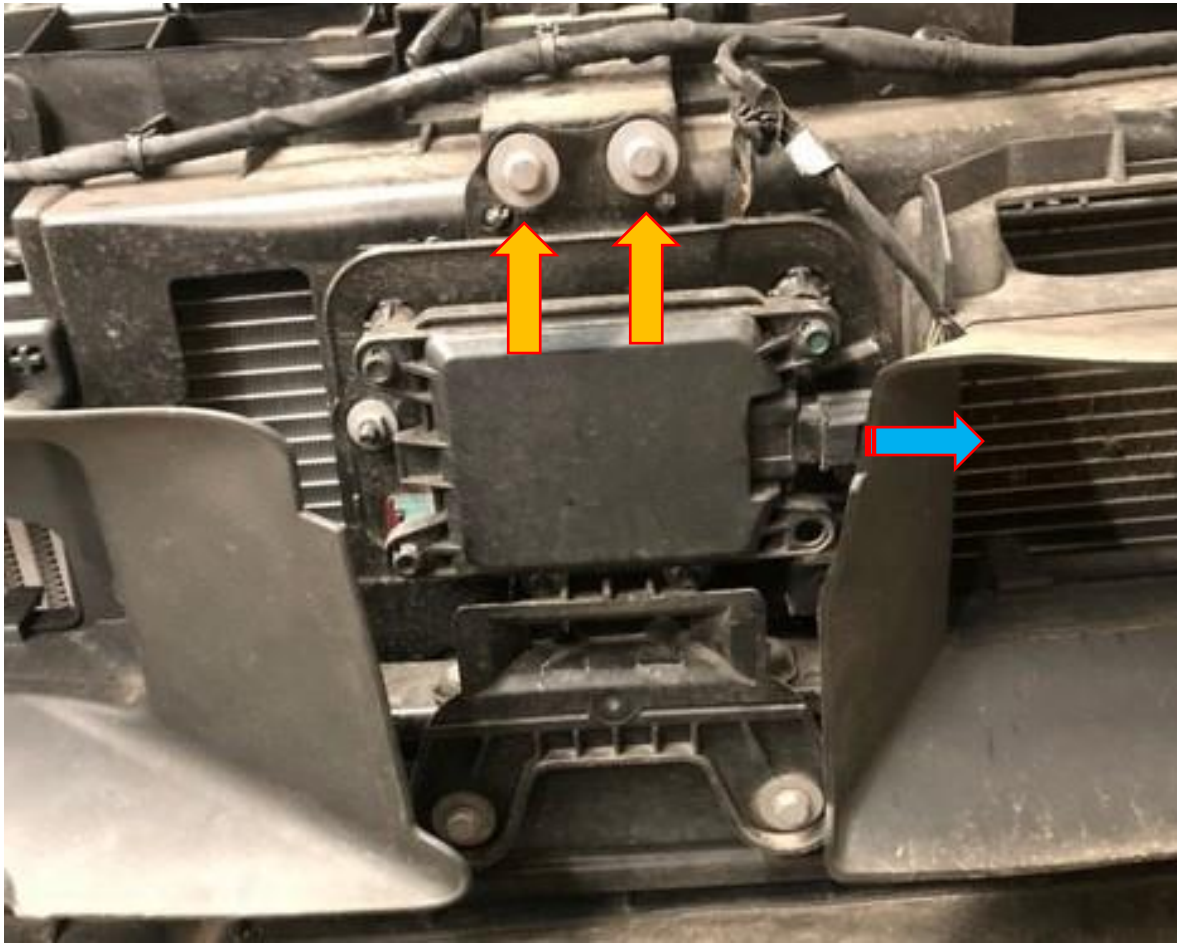


- Using the appropriate socket and ratchet remove X4 17mm and X1 10mm fasteners attaching the crash bar to the chassis leg and radiator pack. This is the same for both sides of the crash bar.

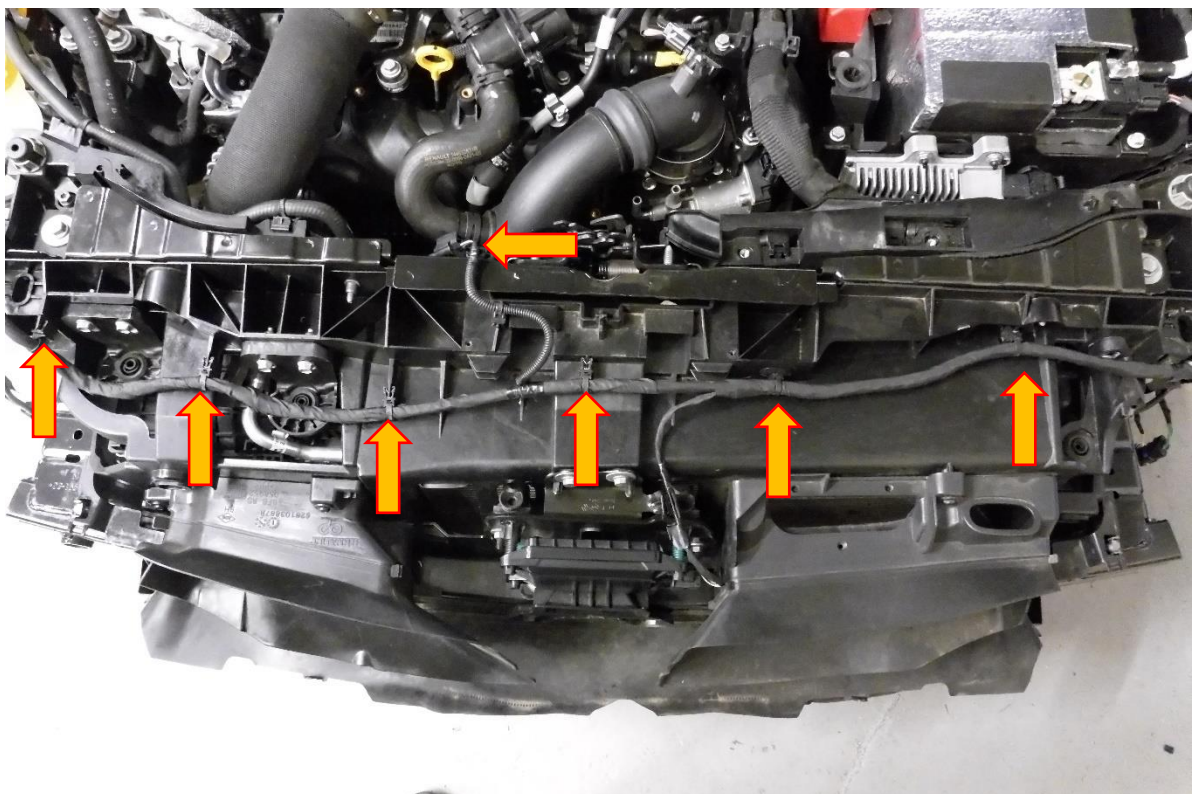




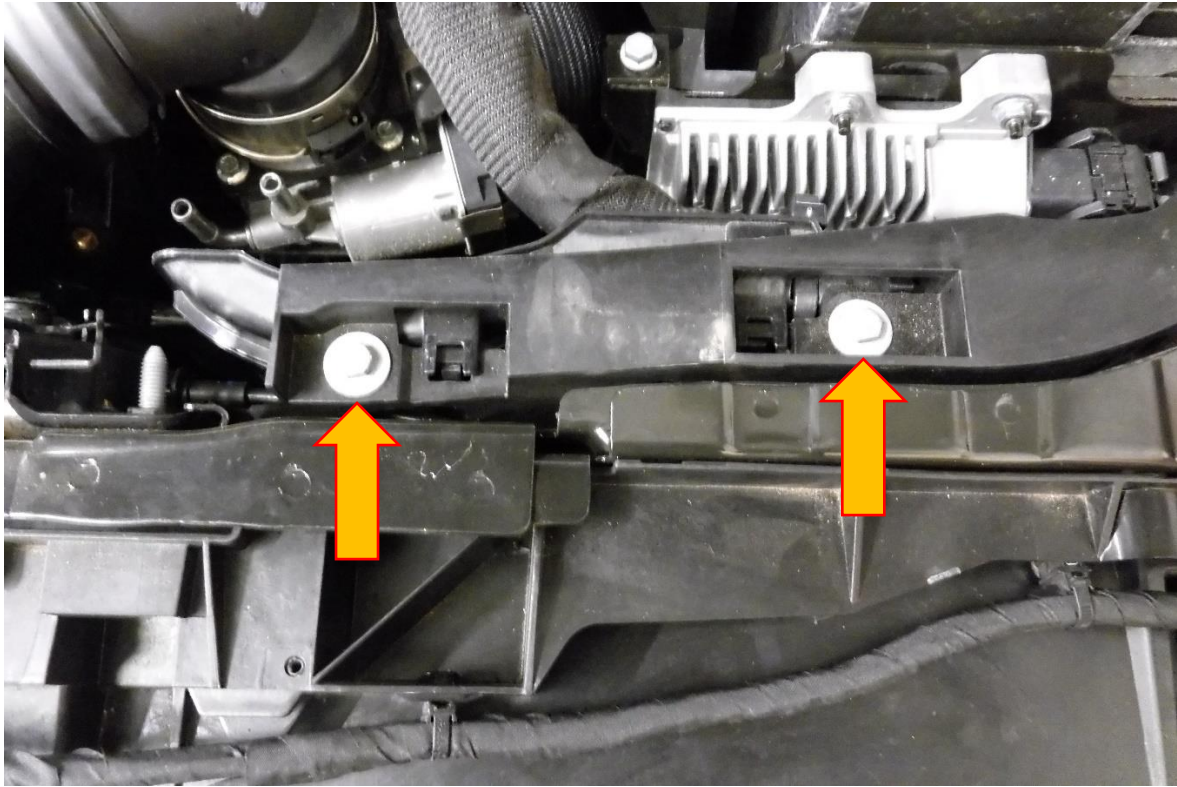
11. If your vehicle is equipped with ACC, disconnect the loom running to it and remove the X2 10mm fasteners attaching it to the radiator pack. The crash bar can now be removed.



12. Un clip the wiring loom which runs along the top of the slam panel, also disconnect the loom which is connected to the bonnet latch



13. Remove the X2 10mm fasteners which attach the engine loom to the radiator pack.



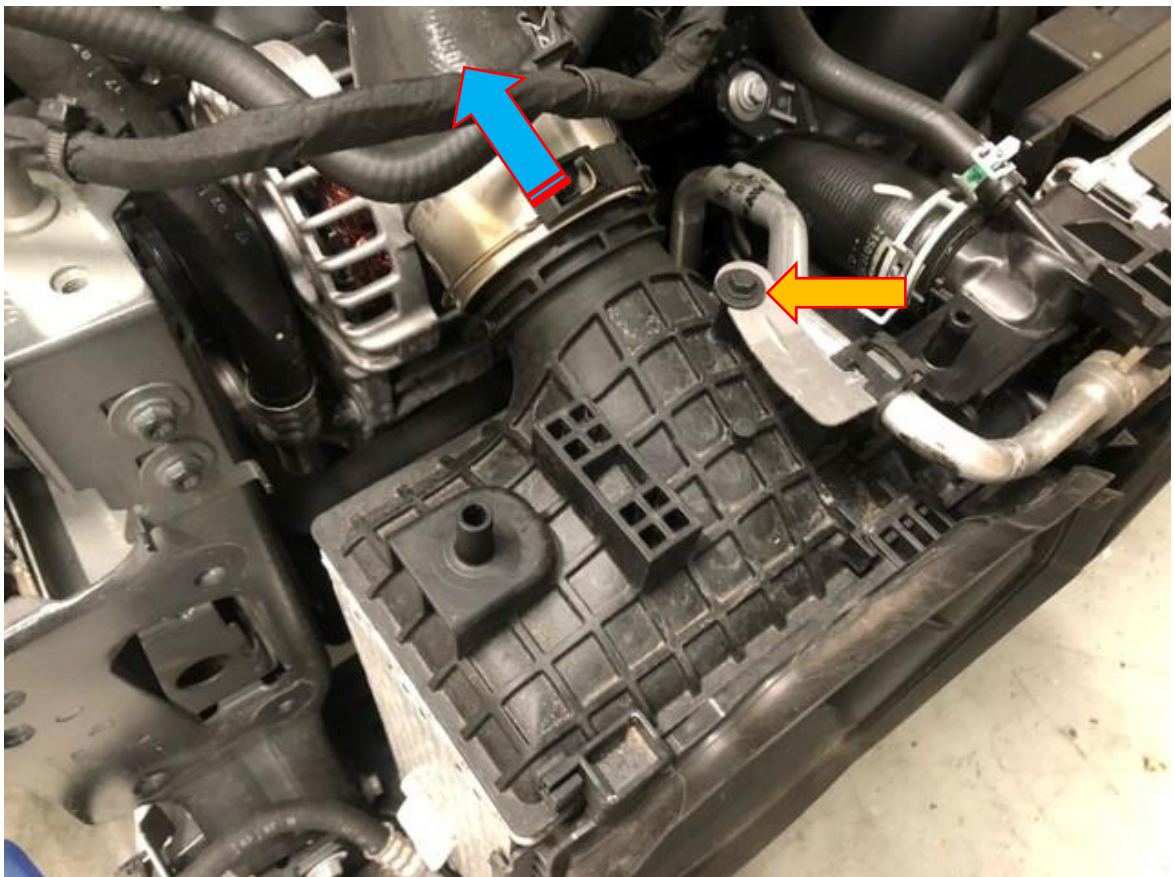
14. Using a 13mm socket and ratchet remove the X2 13mm fasteners at the top of the radiator support frame.



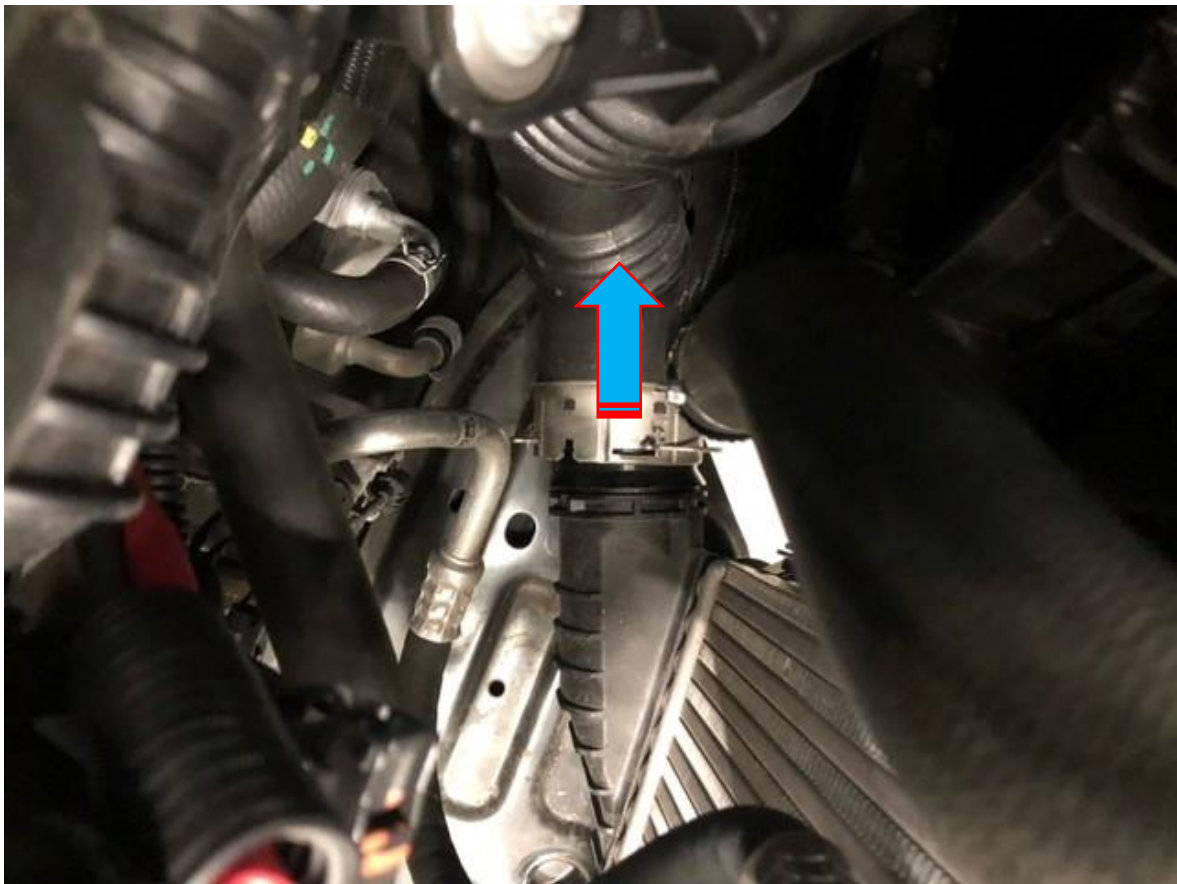
15. Remove the X2 fasteners at the bottom of the radiator support frame. There is one on each side. The radiator frame will now lift upwards and then away, it will still be attached via the bonnet release cable however there is enough slack to allow it to be positioned out the way.



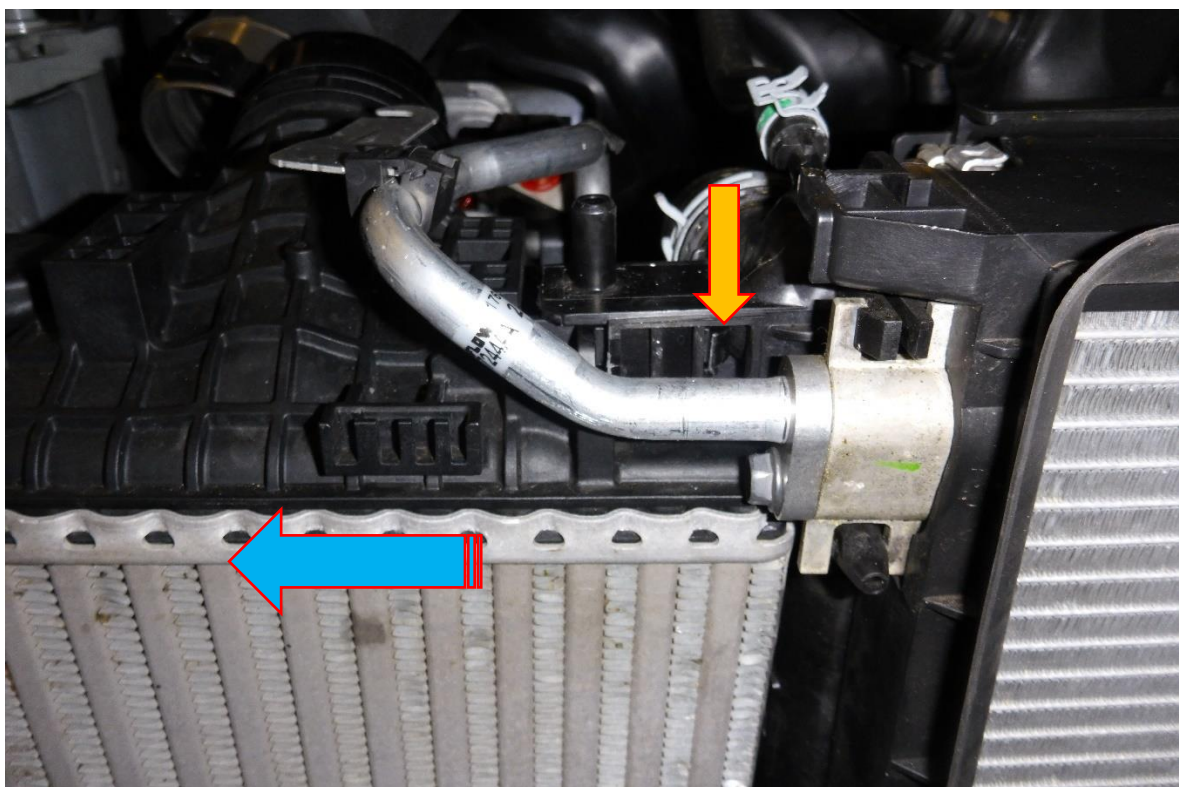
16. You will now be able to see the OE intercooler, remove the 7mm fastener attaching the air conditioning pipe to the intercooler. Unclip and remove the top boost hose.



17. Un-clip and remove the bottom boost pipe from the intercooler.



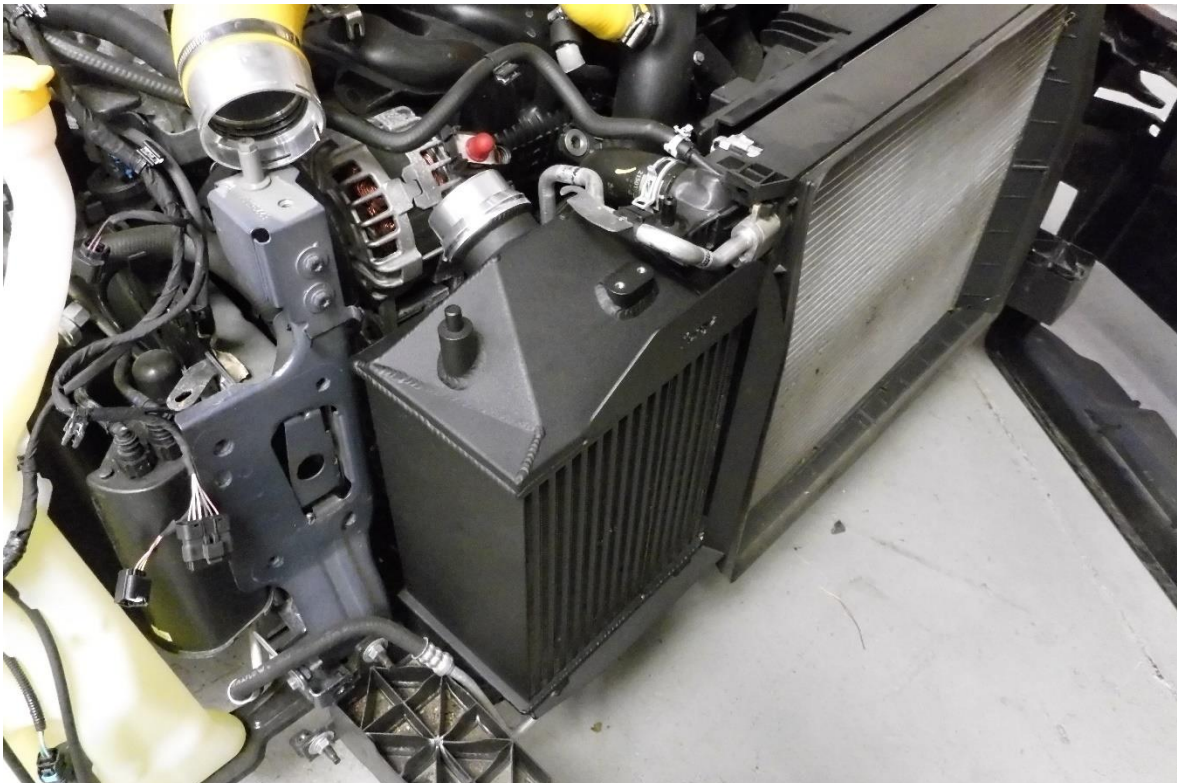
18. Using a flat blade screwdriver to depress the tab, which is holding the intercooler in place, while at the same time push the intercooler away from the radiator which will release it from its upper mounting point.



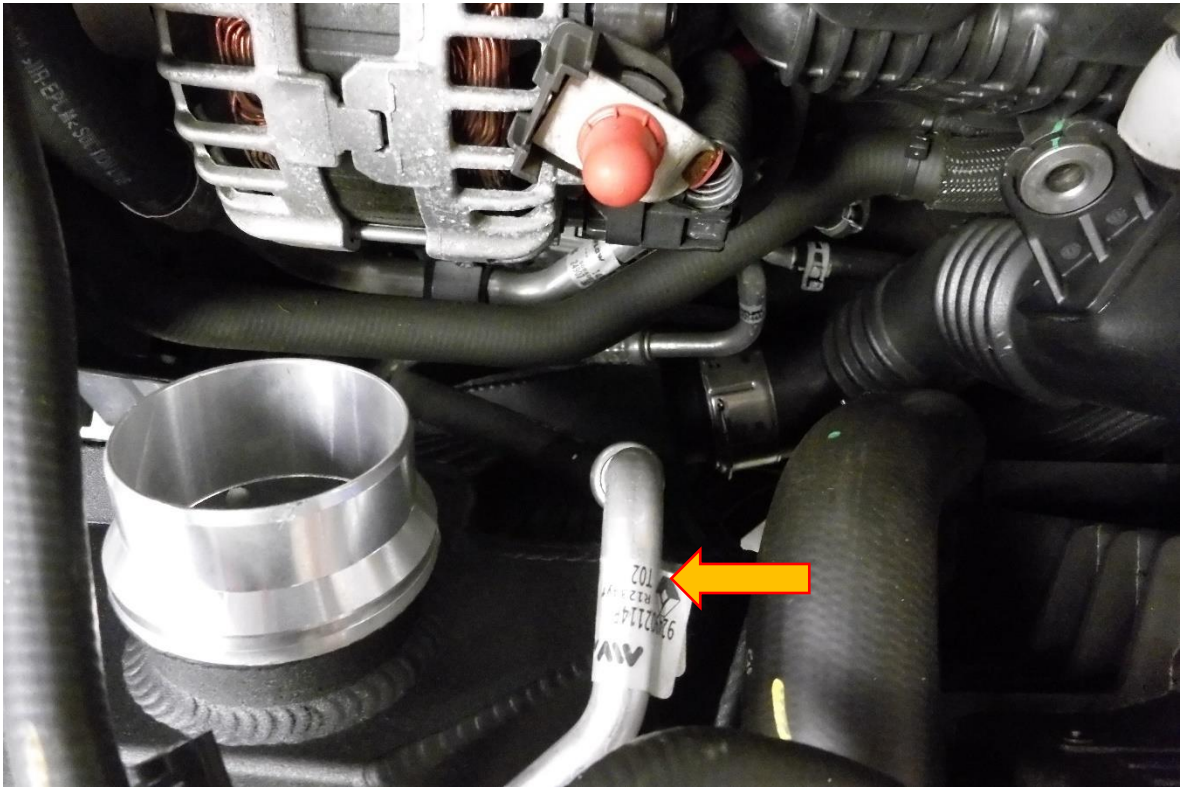
19. This step needs some patience as it is a bit tricky, the lower mounting point is stepped and you need to angle the intercooler while trying to pull it free at the same time, this can be done without removing the air conditioning pipes. Once this has been achieved the intercooler can be removed from the vehicle.



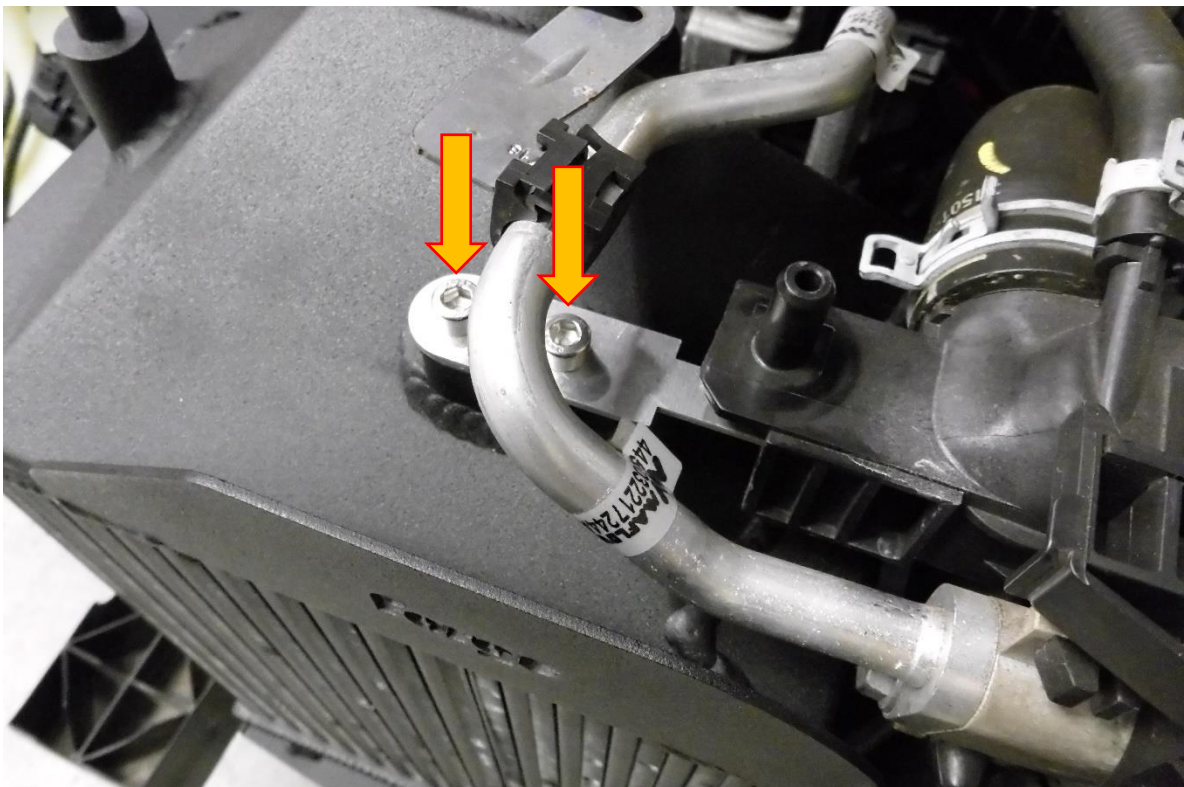
20. Place the Forge Motorsport intercooler in place, make sure the bottom mounting peg is located into the rubber grommet. Attach the lower boost pipe, push it all the way on until you hear a positive click.



21. On some vehicles we have found the air conditioning pipe work can vary. If you find the air condition pipe is touching the back of the Forge intercooler very slowly and carefully bend the alloy pipe away from the intercooler.



22. Fit the supplied bracket to the Forge intercooler, use the X2 M6 fasteners from the kit to attach it to the intercooler. Make sure the end of the bracket is seated in the same position as the OE mounting bracket. Attach the top boost pipe to the intercooler, as with the bottom boost hose make sure you hear a positive click from the coupler when re installing.



23. Before re fitting the radiator framework, remove the T20 Torxs fastener attaching the air shroud. Cut 15mm length off this fastener and re fit it back in place.



24. Now follow steps 1-15 in reverse order. This is the install of FMINT17 complete, take your vehicle for a test drive and enjoy the benefits from your new Forge Motorsport product.

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and [www.forgemotorsport.com](http://www.forgemotorsport.com)

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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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