



## FMINDK39 Fitting Instructions

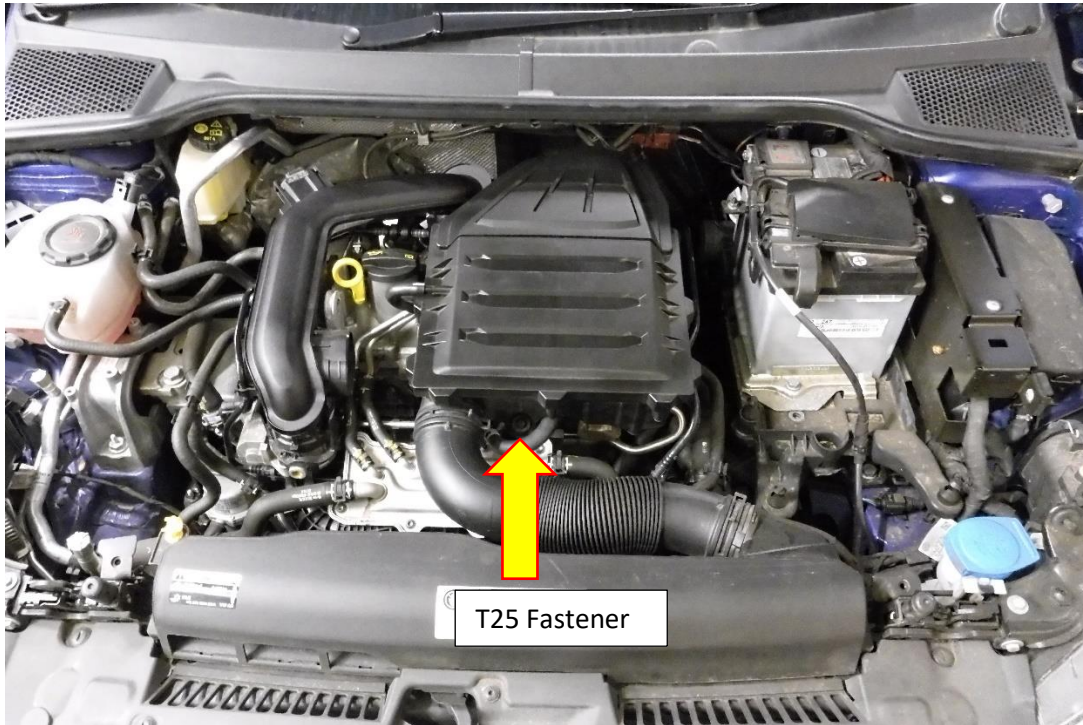


Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.

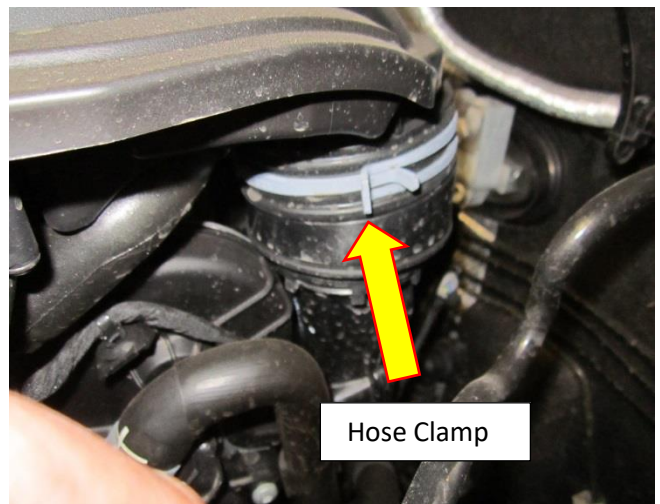
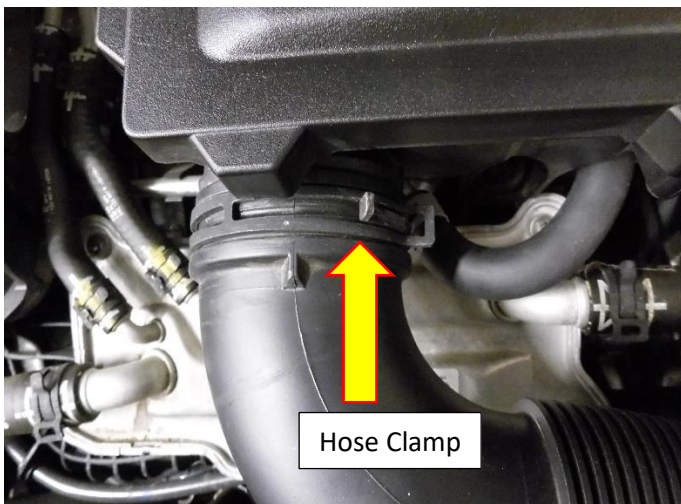
### TOOLS NEEDED:

- Hose Clamp removal tool/Long nose pliers
- 10mm spanner
- T25 Torx driver
- 4/5mm Allen key
- Flat blade screwdriver/trim tool

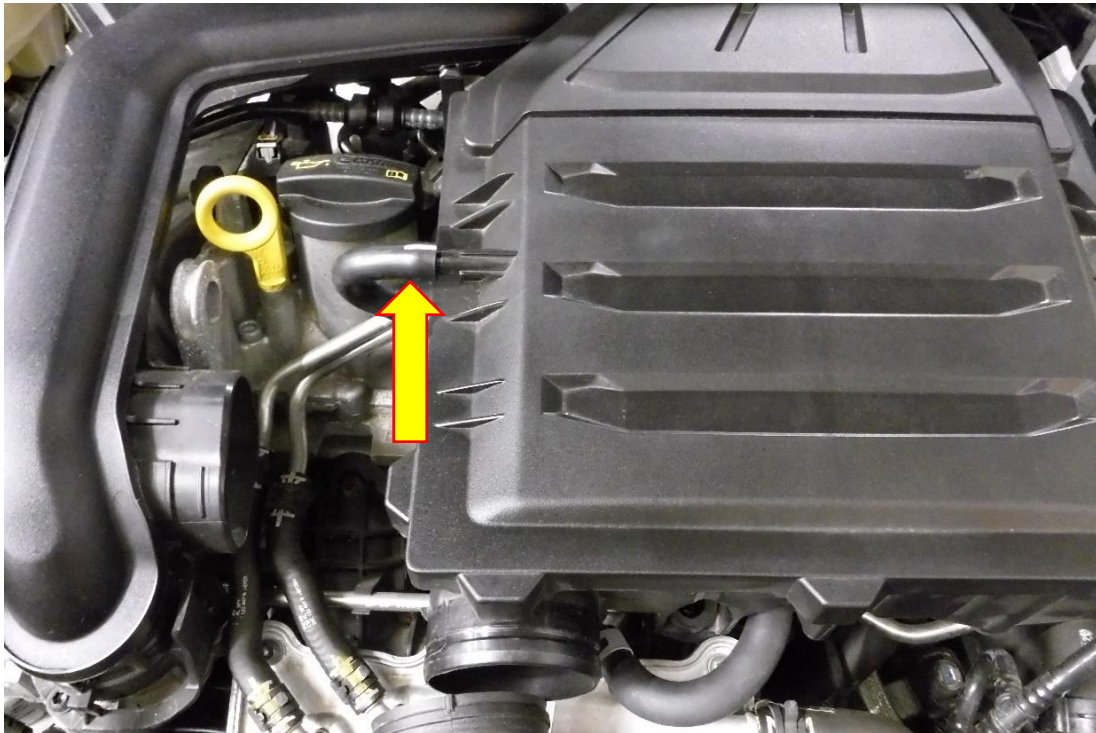
1. Open the bonnet and locate the air box. Using a T25 Torx driver remove the M5 fastener attaching the front of the airbox.



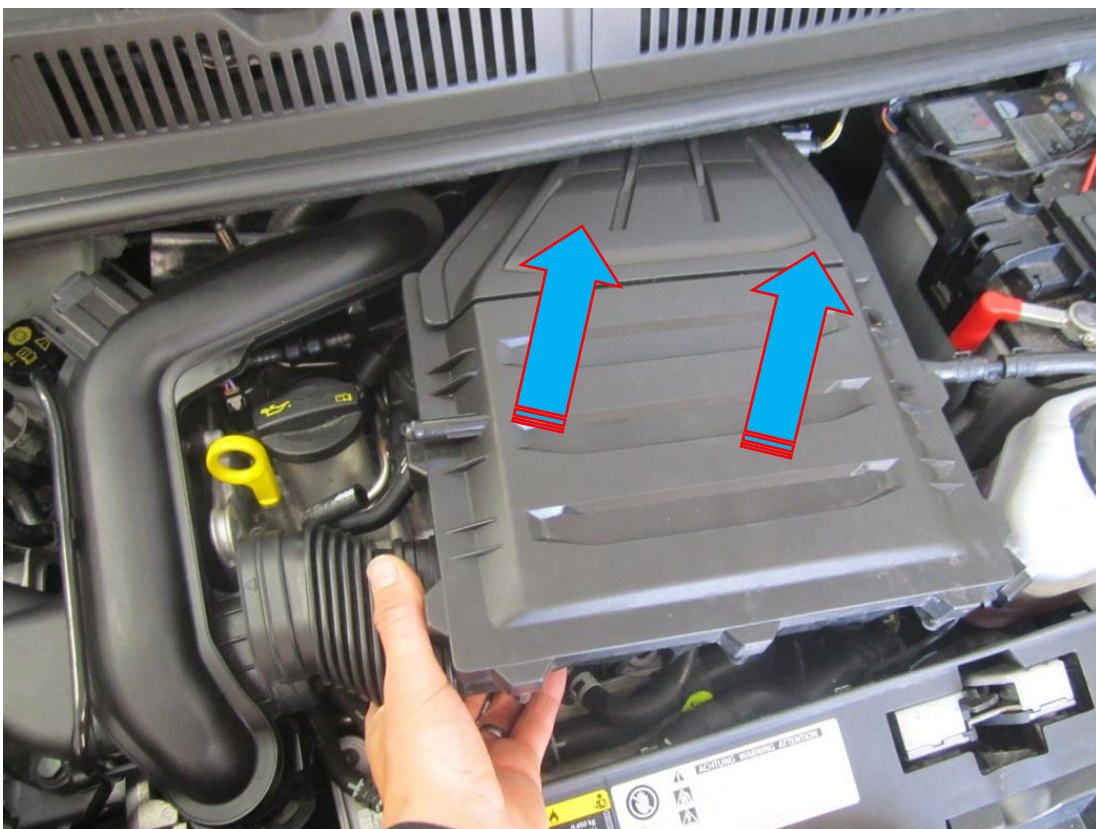
2. Using a hose clamp removal tool or long nose pliers release both hose clamps attaching the air box to the air intake scoop and turbo adaptor.



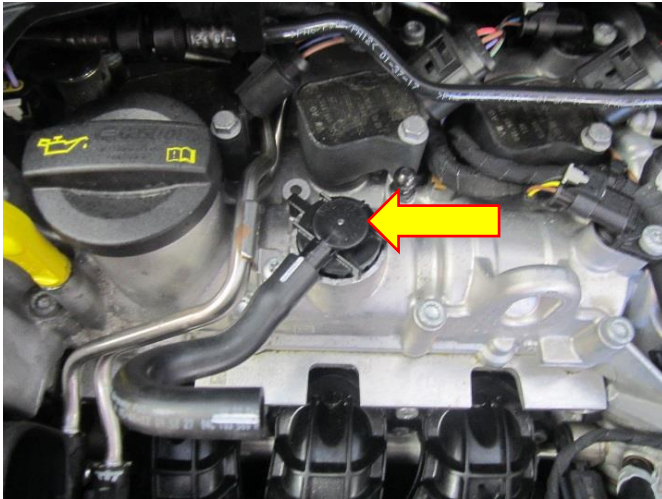
3. Remove the oil breather pipe, this simply pulls away from the airbox.



4. Now you will be able to remove the airbox from the engine bay, this should just pull out



5. With the air box removed from the vehicle, locate the oil breather outlet and remove the rubber hose. The plastic breather outlet needs to be re-positioned. Using a flat blade screwdriver or similar lift the plastic breather upwards allowing you to twist it into its new orientation as shown in the bottom picture.



6. Take the silicone Forge intake hose and the 80mm hose joiner (shorter joiner) and push the hose joiner into the hose with half of the joiner showing. Attach the provided hose clamp but do not tighten it all the way as you may need to adjust the hose later.



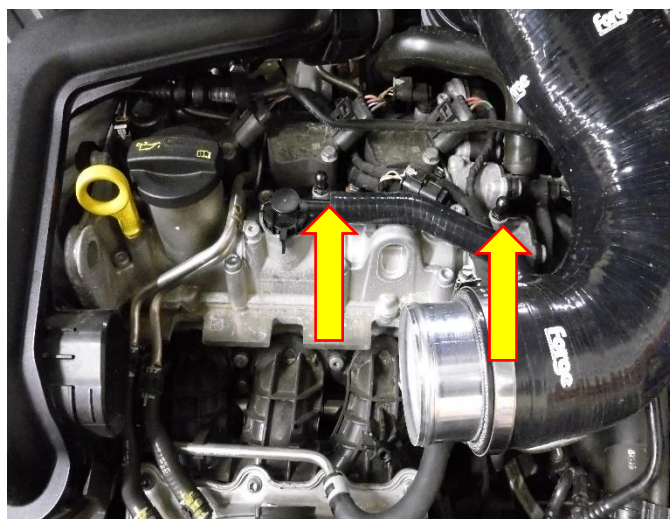
7. Fit the silicone hose at the joiner end to the OE rubber inlet hose and push it in so it's seated snugly. Again, you will need to use a spring clamp removal tool or pliers to secure the joiner to the OE rubber inlet hose. Attach the extended silicone hose to the oil breather as shown in the picture.



8. Take the **LONG** alloy mounting peg and angled bracket from the FMINDK39 kit and using a 5mm Allen key attach them with the M6x12 Allen cap and spring washer as shown in the picture below. Using a T25 Torx drive attach the mounting peg to the airbox mounting point on the inlet manifold using the OE M5 fastener from the air box.



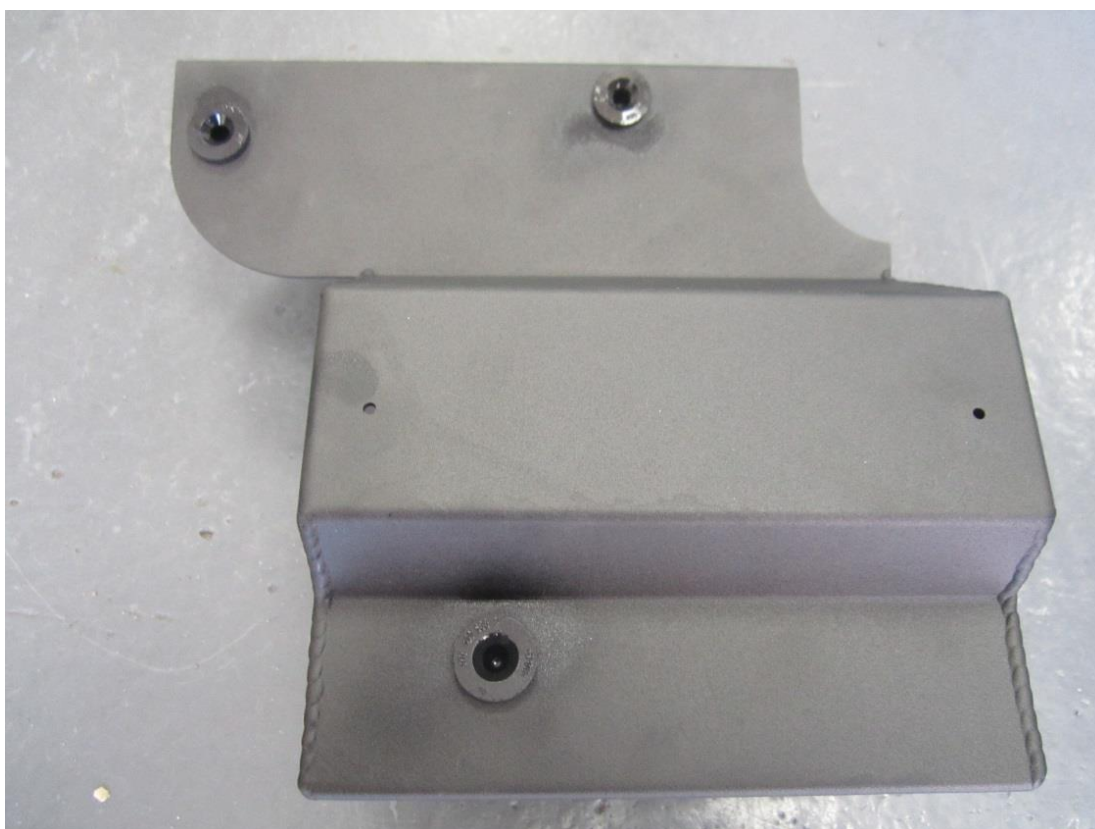
9. Using a 10mm spanner remove the original air box mounting pegs and replace them with X2 machined **SHORT** mounting pegs from the FMINDK39 kit on top of the rocker cover, these only need to be hand tight.



10. Using a trim removal tool or flat blade screwdriver remove the two rubber mounting grommets from the airbox, take your time as they are tightly fitted.



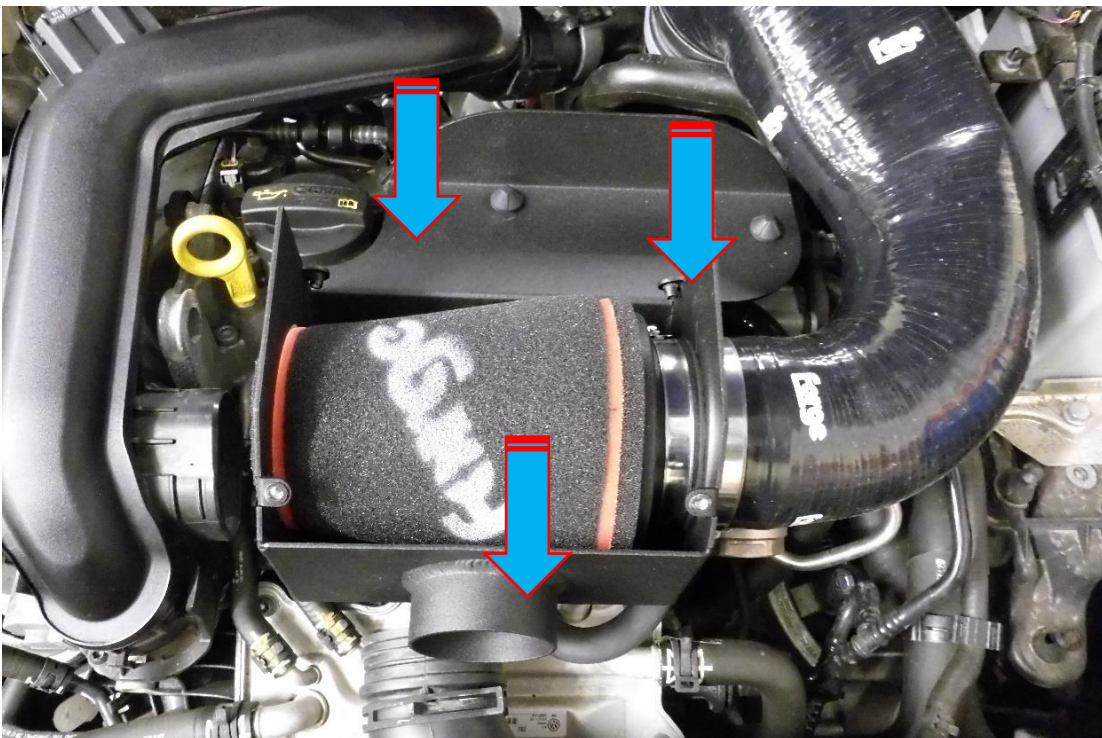
11. Insert the two rubber mounting grommets from the air box and the one supplied with the kit into the Forge heat shield as shown in the picture. You will need to lubricate them to help with fitting.



12. Place the Forge hi-flow filter into the heat shield. Fit the 76mm hose joiner to the other end of the Forge cone filter, leaving half of the joiner on show. Use the hose clamp to secure the joiner to the filter.

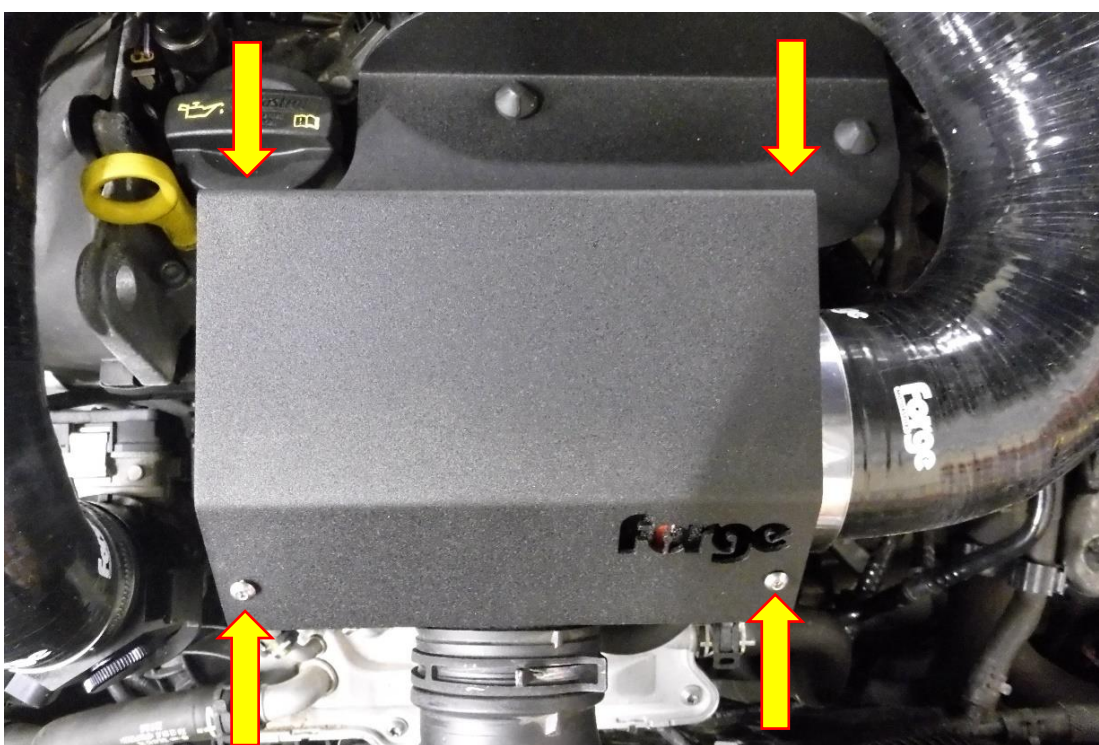


13. At this point, you will be able to install the Forge heat shield. Loosely place one of the larger hose clamps on to the end of the intake hose. Now angle the shield and filter to allow the intake hose to fit to the coupler. Line up the three rubber mounting grommets with the three mounting pegs. When lined up, press the shield down firmly into place. Twist the filter into the desired orientation and secure the alloy coupler with the hose clamp. Using a 7mm socket and ratchet tighten the hose clamps. **DO NOT OVER TIGHTEN!**





14. Re attach the air intake scoop to the front of the heat shield and using a 4mm Allen key attach the lid of the heat shield using the supplied M4 fasteners.



15. That is the installation of FMINDK39 complete, take the vehicle for test drive and enjoy your new Forge Motorsport product.



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