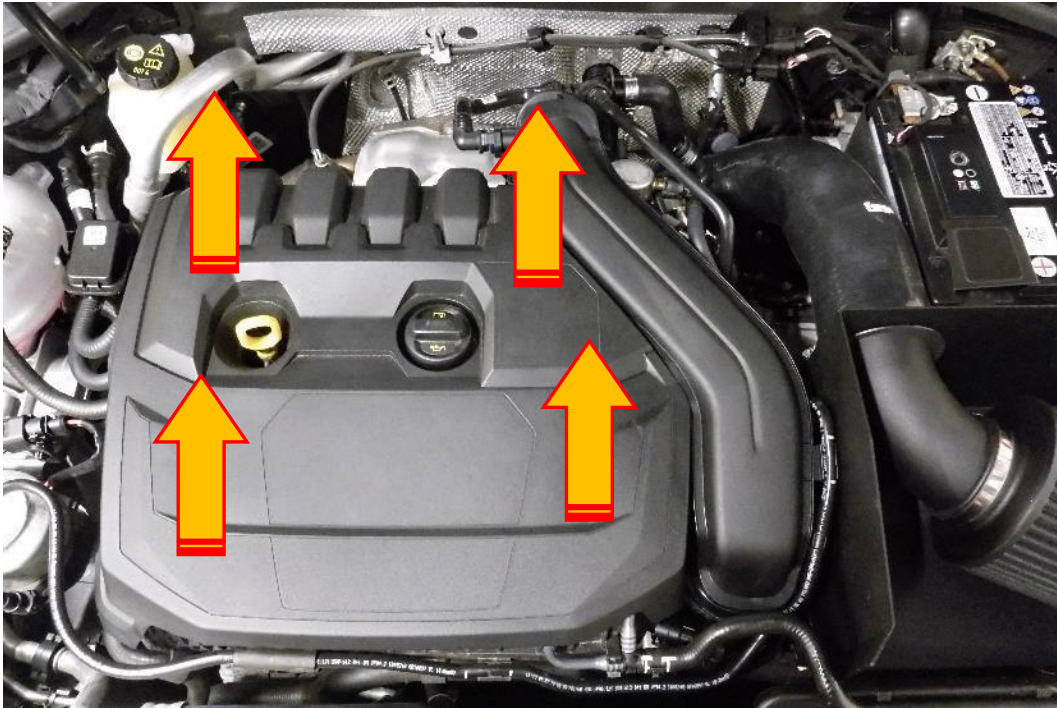
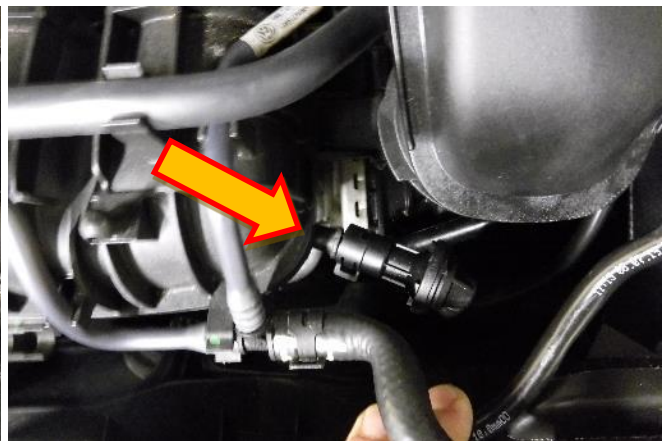
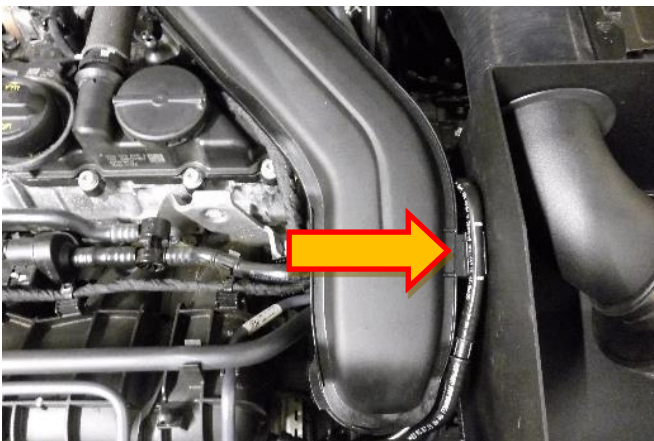




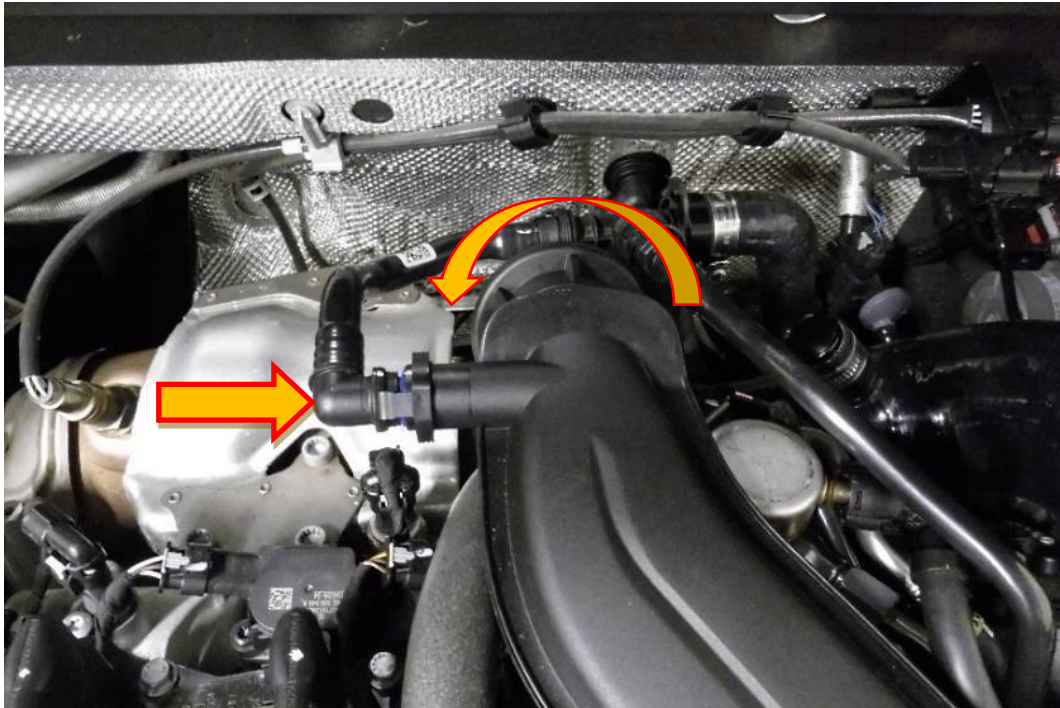
1. Raise your car bonnet and locate the standard boost pipe next to the engine cover. Remove the engine cover, by pulling it upwards in the four areas shown below.



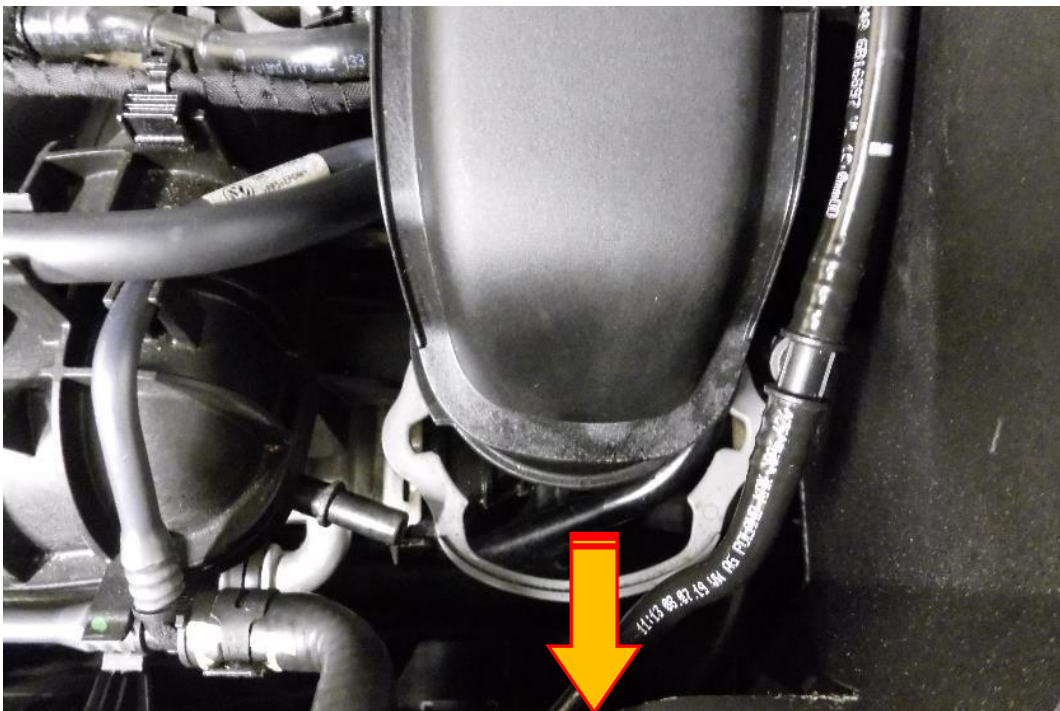
2. Remove the vacuum hose going into the inlet manifold by releasing the clip and pulling the hose away from the inlet, unclip the vacuum hose attached to the boost hose.



3. At the end of the boost inlet pipe nearest the back of the engine, turn the twist fit coupler anti clockwise to unlock it and un-clip the Norma fitting on the breather pipe.

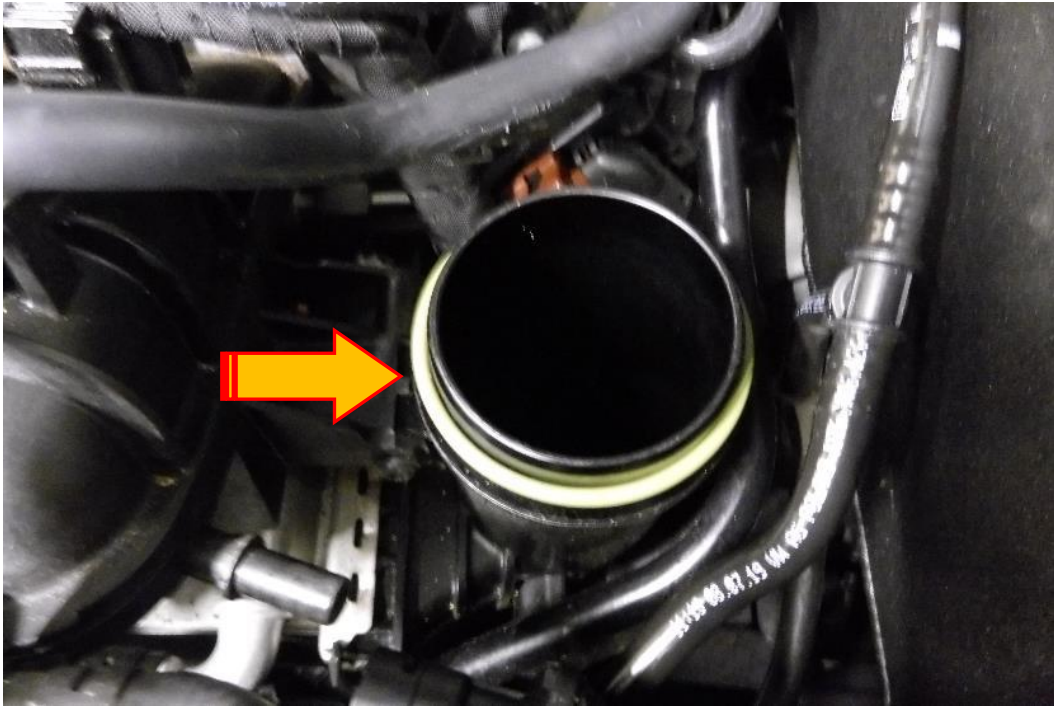


4. With the use of a flat blade screwdriver or trim tool, release the plastic retaining clip which holds the other end of the boost inlet pipe. The boost pipe will now be free at both ends and will pull away from the engine bay.

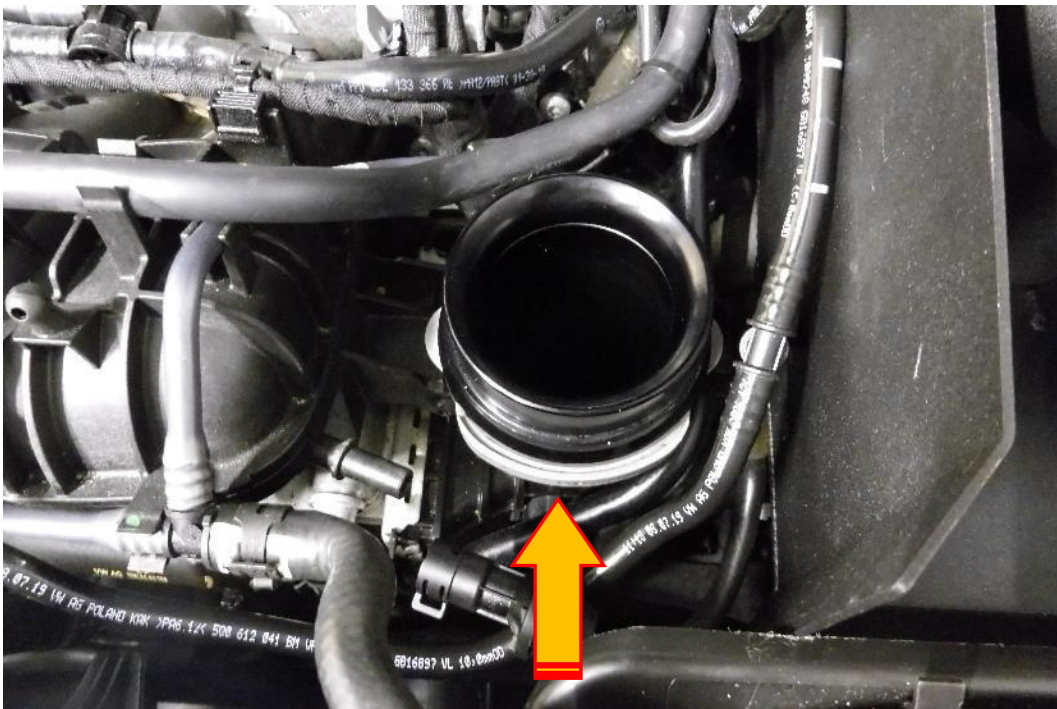




5. Remove the factory O-ring seal from the coupler on the OE boost inlet pipe and place it on the charge cooler inlet pipe.



6. Fit the larger single piece Forge Motorsport billet coupler over the charge cooler inlet pipe and secure in place with the OE plastic retaining clip.



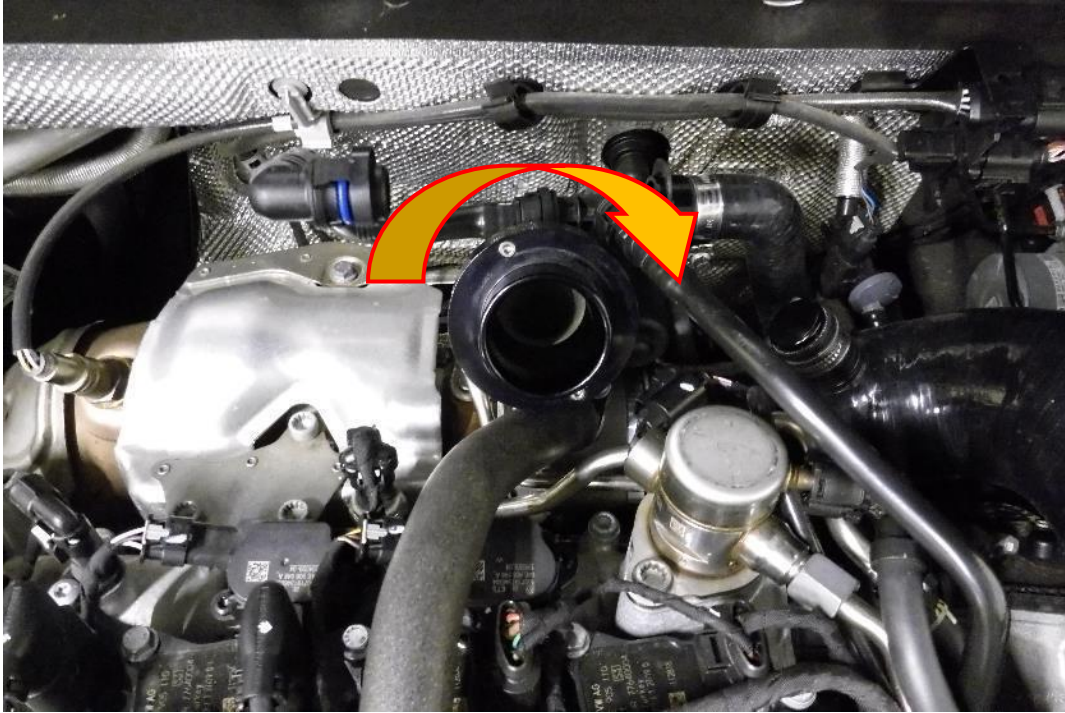
7. Fit the supplied O ring into the machined slot of the smaller two-piece Forge coupler as shown in the picture below.



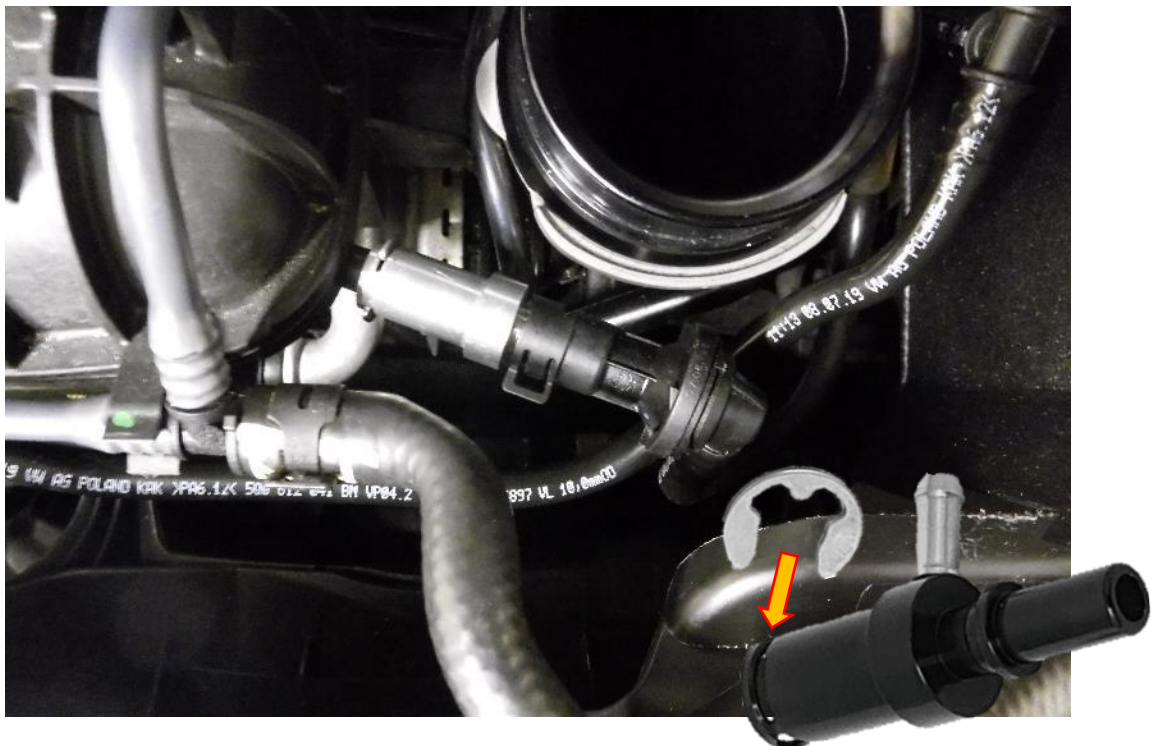
8. Attach the two pieces of the smaller Forge Motorsport billet coupler together using the two M4 fasteners supplied, use a 4mm Allen key to tighten, however only loosely fit them at this stage.



9. Place the two-piece Forge Motorsport billet coupler onto the turbo outlet by locating the two keyway cut outs on the back of the coupler over the tabs on the turbo out-let. Once in place twist either clockwise or anti clockwise as far as possible then tighten the two M4 fasteners with an Allen key.



10. Push the Forge vacuum T over the vacuum port on the inlet manifold, secure it with the E-clip provided and reconnect the OEM vacuum hose (removed in Step 2.) to the other side of the Forge vacuum T.





11. Fit the Forge Motorsport silicone hose into place and secure it with the two hose clamps supplied, 70-90mm clamp on the larger end of the hose and 40-60mm on the smaller end. Use a 7mm socket and ratchet to tighten the clamps.



12. If your vehicle is fitted with the extra breather hose you will need to attach the alloy supplied Norma fitting to the 15mm spout, if it does not have this breather then fit the supplied alloy plug. Secure in place with the supplied 12-22mm hose clamp.





13. On the intake hose of FMINDK35 you will see the extra spout, use the supplied 20mm hose joiner and secure it in place with the 16-27 hose clamp.

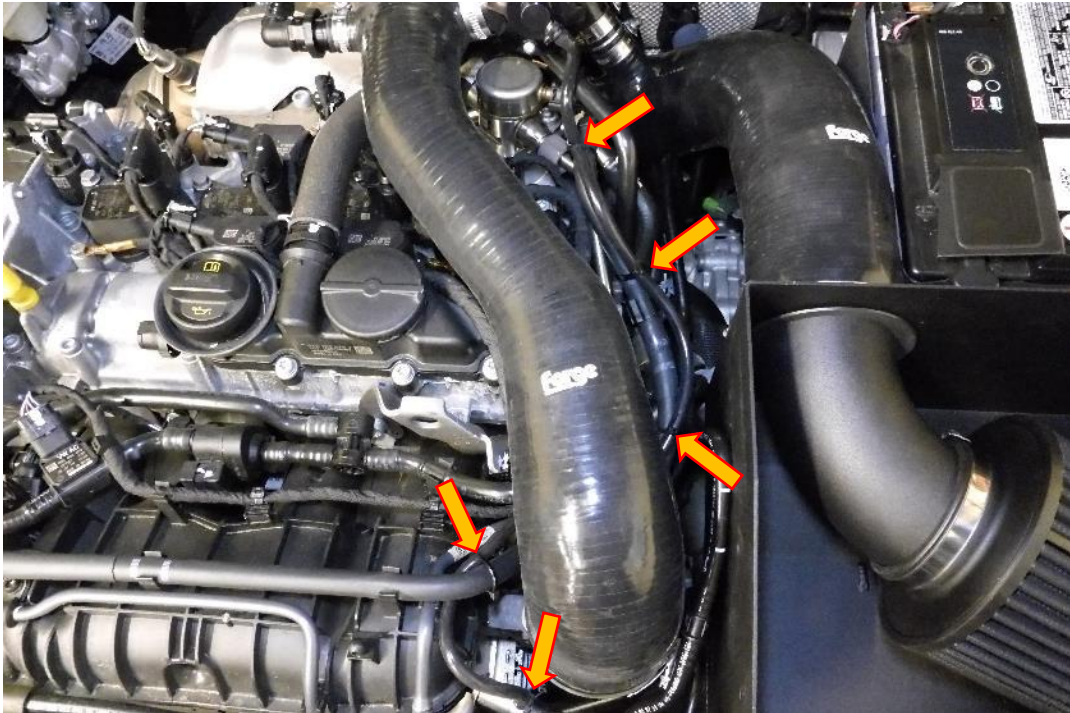


14. Take the silicone hose marked #2006 and fit the smaller end to the hose joiner fitted in the previous step and secure with the supplied 16-27 hose clamp. Fit the Forge valve in the same orientation as shown in the picture below, secure in place with the supplied 20-32 hose clamps.





15. Push one end of the supplied silicone vacuum hose onto the Forge vacuum T (from step 10.) and secure it with a cable tie. Run the vacuum hose up to the dump valve and cut to length with scissors or a sharp knife. Use cable ties provided to route it away from any moving parts. The arrows show where to locate the cable ties.



16. Have one final spanner check and finally refit the engine cover.



Your installation is now complete, take the vehicle for a test drive and enjoy your new Forge Motorsport product.

Check out [WWW.FORGEMOTORSPORT.CO.UK](http://WWW.FORGEMOTORSPORT.CO.UK) and [WWW.FORGEMOTORSPORT.COM](http://WWW.FORGEMOTORSPORT.COM)  
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