



FMINDK40 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

Flathead screwdriver / 7mm socket and suitable drive

T20 Torx

T25 Torx

Small Allen Key (anything from 1-3mm)

Stanley knife

SOME MODELS MAY NEED Rotary tool (like a Dremel) with a metal cutting disc option

IMPORTANT: THESE INSTRUCTIONS WILL HAVE VEHICLE SPECIFIC STEPS. PLEASE ENSURE THAT YOU USE THE CORRECT SECTIONS.

- 1. IMPORTANT: IF YOU HAVE A VW GOLF MK8R THE BONNET CATCH IS ON THE NEARSIDE AS SHOWN BELOW. ENSURE YOU COMPLETE THE NEXT STEP TO GIVE YOUR BONNET STAY CLEARANCE FROM THE INDUCTION KIT.** Open the bonnet. Use the small Allen key to push the pin from the underside upwards. You can then pop out the bonnet stay catch, rotate it 180 degrees and pop back in. push the pin back in fully so it's the same as before you flipped it around. Please see before and after photos as below.



BEFORE



AFTER



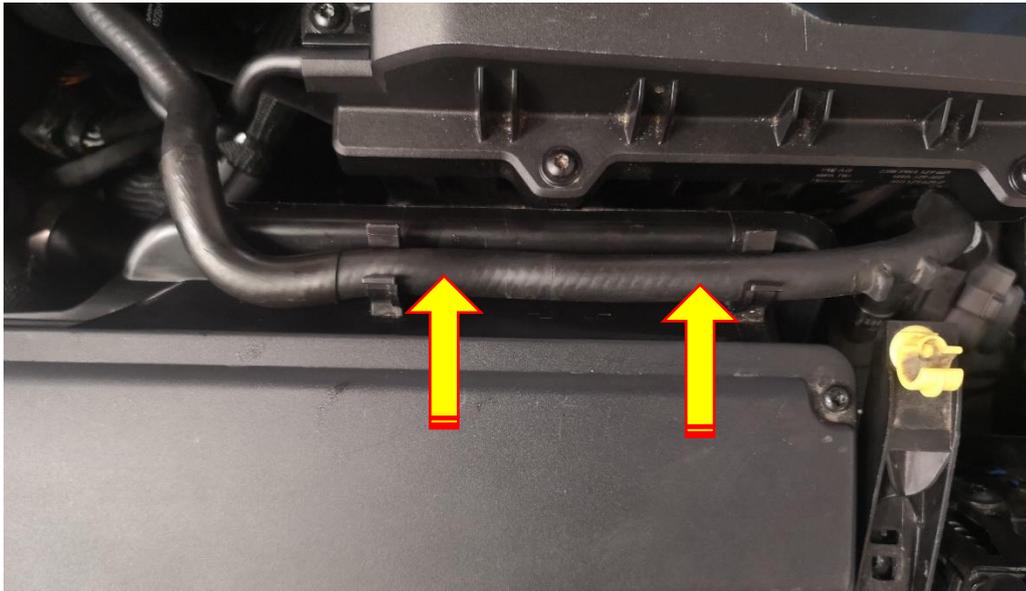
IMPORTANT: IF YOU HAVE AN AUDI S3 IT USES A GAS STRUT SO YOU CAN SKIP THIS STEP.

IMPORTANT: IF YOU HAVE A CUPRA FORMENTOR THE BONNET CATCH IS ON THE OFFSIDE SO DOESN'T NEED TO BE ROTATED.

- Using a T25 torx drive undo the two bolts that hold the front airbox panel on as labelled in the images below.



3. Unclip the coolant hose from the front airbox panel.



4. Using either a hose clamp removal tool or 7mm socket and suitable drive, undo the OEM or Forge inlet hose



5. Pull with a sharp motion to remove the Vac line from the front right side of the engine, the other end will connect to the airbox which you can leave attached.



6. The airbox is located by rubber grommets on three pins. Rock the airbox left to right while pulling in an upwards motion to remove it.

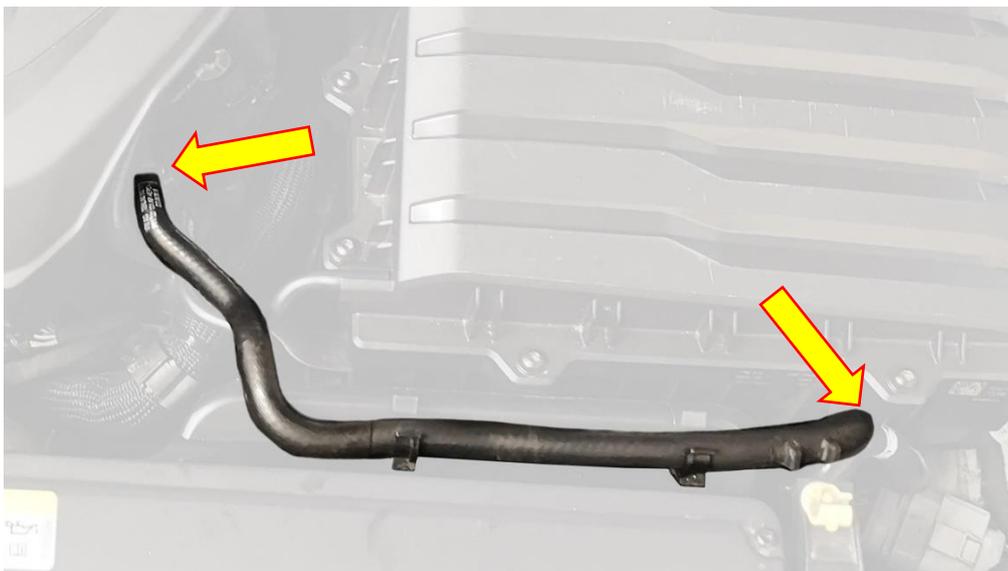


7. Press the tabs down and pull the front airbox panel towards the engine and then upwards to remove it



- 8. IMPORTANT: IF YOU HAVE JUST DRIVEN YOUR VEHICLE THEN THE COOLANT INSIDE THE HOSE WILL BE HOT AND PRESSURISED.** This means that when you take off the hose it will most likely release some of the coolant. We recommend you leave the car sitting for at least 30 minutes to reduce risk of burns/injury. Be ready to fit the supplied coolant hose quickly to minimise coolant loss.

We will now remove the coolant hose, this will be replaced with the Forge hose as it will allow room for your induction kit. The OEM coolant line is pictured below and is attached at the arrowed ends.

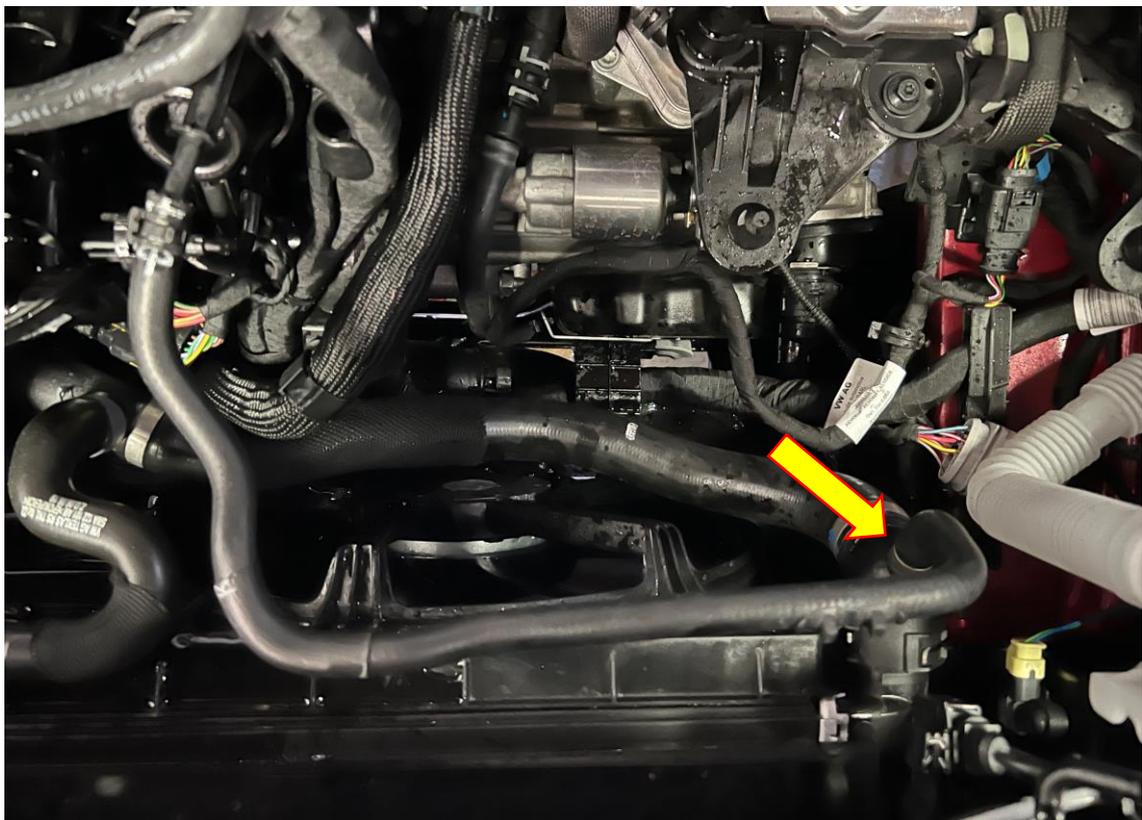


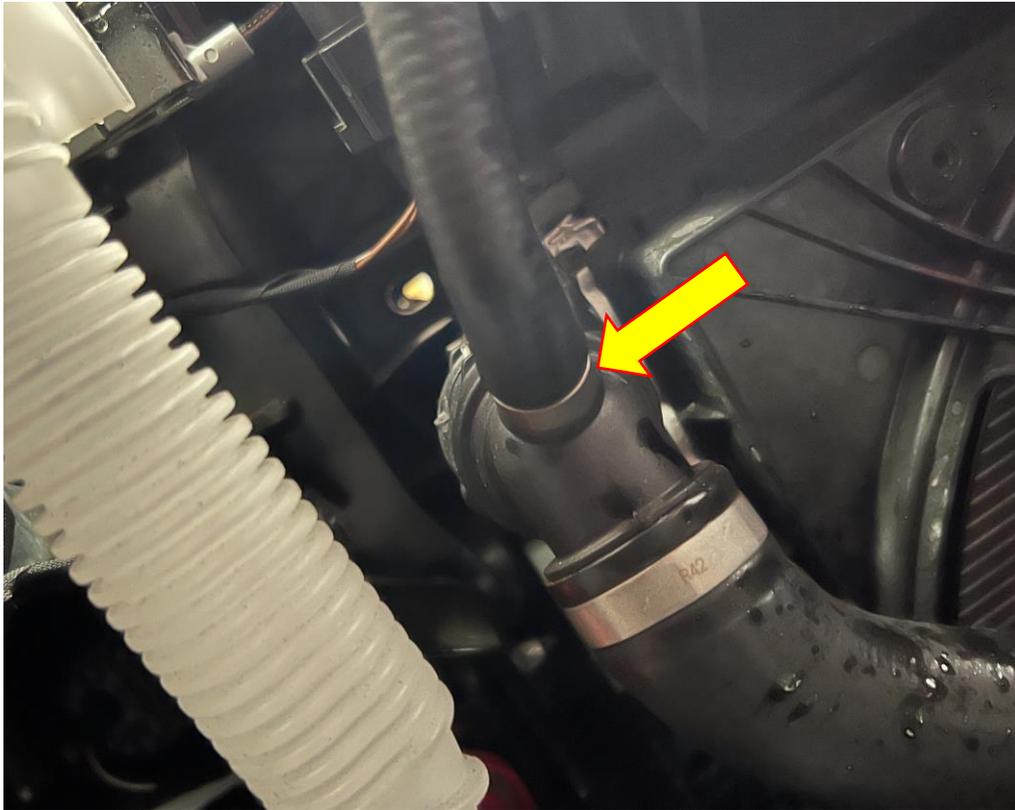
- 9. IMPORTANT: DEPENDING ON THE YEAR OF YOUR VEHICLE, IT WILL EITHER HAVE A CLAMP OR A SOLID RING ATTACHING THE COOLANT LINE TO THE RADIATOR.**

- a) The image below shows the coolant line removed and the type of clamp for reference. Using either a hose clamp removal tool or long nose pliers squeeze the hose clamp and remove it.



- b) The images below show the metal ring. It will be easiest with the metal cutting disc option on a rotary tool (such as a Dremel) to remove it. Using the rotary tool cut the fitting, and then use a flat head screwdriver to pry it off. **Ensure you do not cut too deep and damage the plastic spout on the junction to the radiator.**





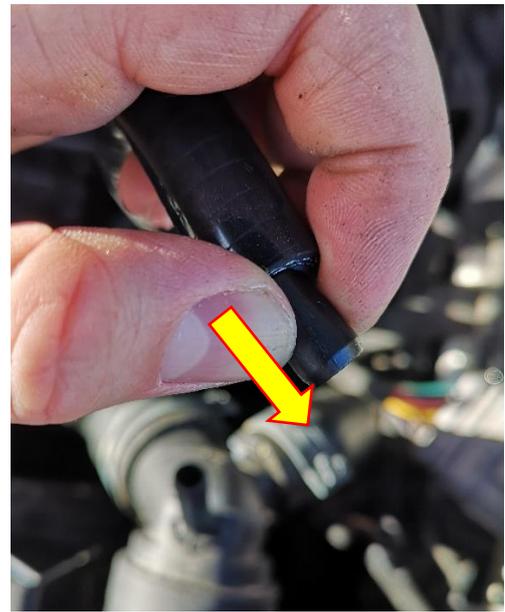
10. You will have two supplied coolant hoses with the FMINDK40 kit, as depending on the year it will have a different size diameter at the radiator end. If your OEM hose had a metal ring, then it will be hose **#1994** with a larger diameter at the radiator end, if it had the hose clamp then it will be hose **#1461**. These hose numbers are stamped onto the hoses.
11. **IMPORTANT: YOU MUST CHECK IF YOUR VEHICLE HAS A ONE-WAY VALVE. IN MOST CASES, IF YOUR OEM HOSE HAD A METAL RING THEN IT DOES NOT. YOU MUST CHECK REGARDLESS.**

The one-way valve, it will be at the furthest right end of the coolant hose. If you squeeze the hose from around 15cm up and work towards the end you will be able to feel it. Using a sharp knife cut the one-way valve out of the coolant hose being careful to avoid injury.

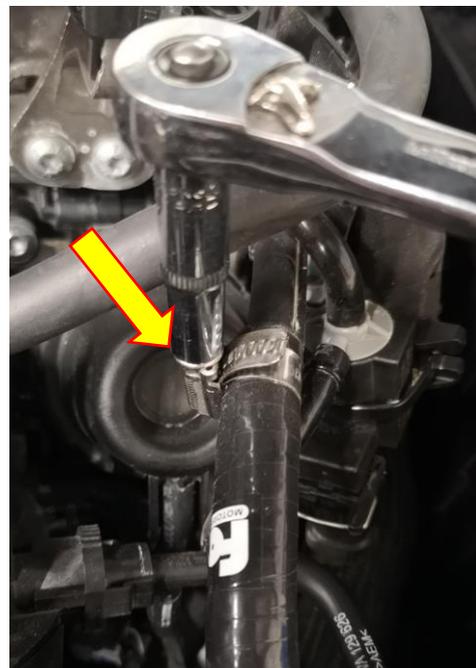
PLEASE ENSURE YOU TAKE NOTE OF THE ORIENTATION OF THE ONE-WAY VALVE AS THIS MUST BE RE INSERTED INTO THE FORGE MOTORSPORT COOLANT HOSE IN THE CORRECT DIRECTION. THE CHAMFER NEEDS TO POINT TOWARDS YOU AND NOT INTO THE HOSE.



12. Insert the one-way valve into the Forge Motorsport hose in the correct orientation and push the valve fully into the hose approximately 45 mm. Do not worry how far you push it in, as when you fit the hose it will be pushed into place.



13. Using a 7mm socket and appropriate drive tighten the supplied hose clamps to secure the Forge coolant hose. Please orientate it as shown below. By pulling upwards in a sharp motion you will be able to remove the engine cover to help tighten the clamp on the engine side. **IMPORTANT: IF YOU LOST SOME COOLANT WHEN REMOVING THE HOSE, PLEASE MAKE SURE TO TOP THE EXPANSION TANK BACK UP WITH THE CORRECT COLOUR COOLANT.**



14. Push the supplied vac line onto the vac port you freed up in the earlier step, keep this long for now, you can cut it down in a later step.



15. Install the rubber grommet in the hole on the back of the large part of the induction kit

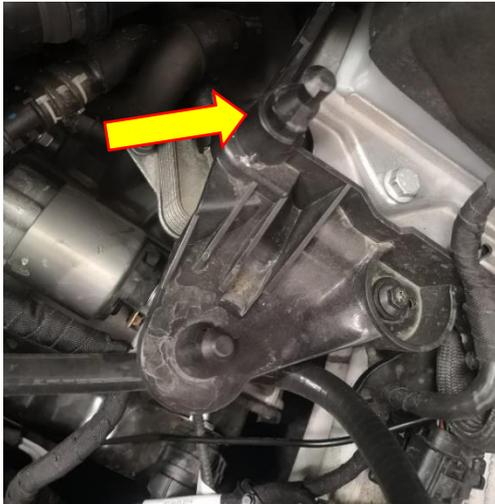


16. Pinch the flange of the rubber riv nut together and push it upwards from the underside of the slot. Repeat for the slot at either side of the induction kit.





17. When installing the large part of the induction kit, you will need to line it up with the back airbox peg, and the two holes for the front panel.

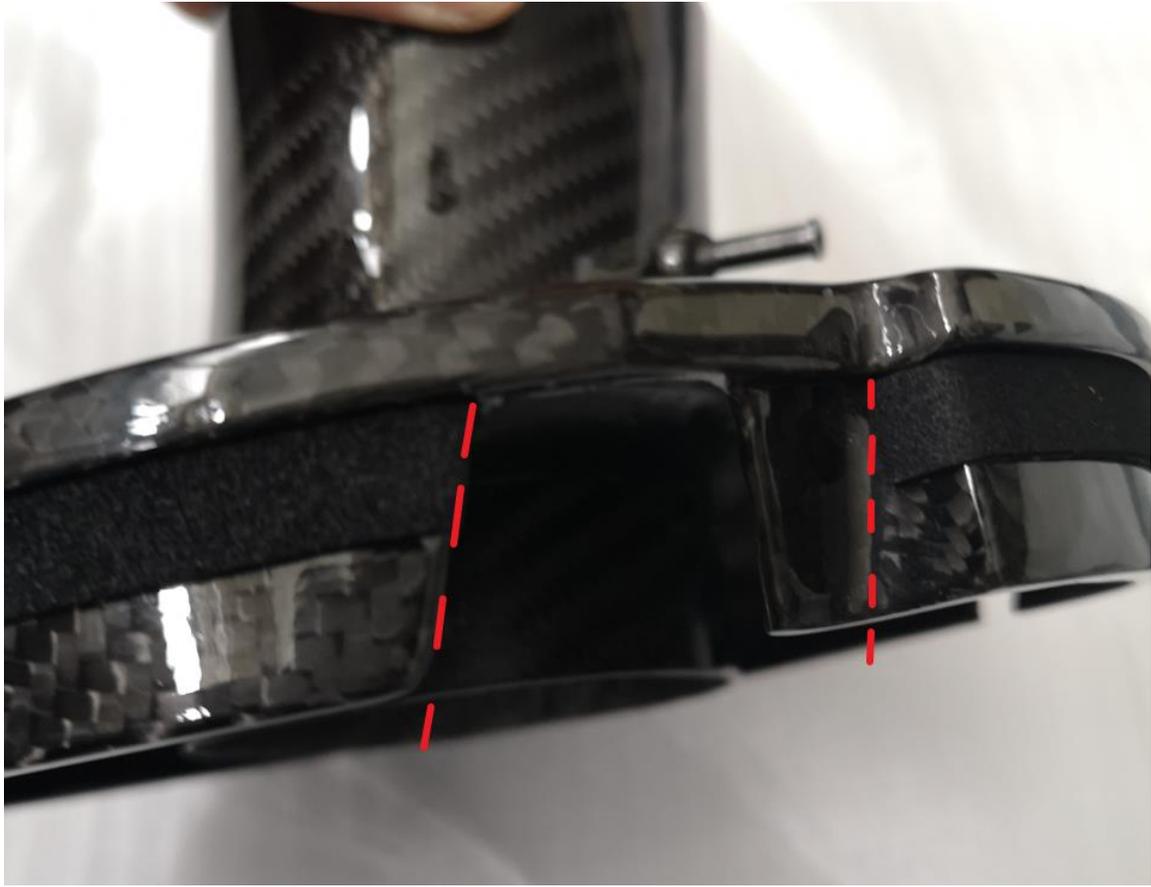


18. You will find the induction kit easier to install if you push the PAS hose shown below towards the engine to give more room to slide it into position. This hose is fine to move, push it back till it nearly touches the engine. When the induction kit is secured in place it will be positioned a good distance away from it.



19. The next step is to prepare the filter housing element. Using the supplied 2mm thick foam strip, wrap it around the area shown below. Using a sharp knife cut the excess foam off.

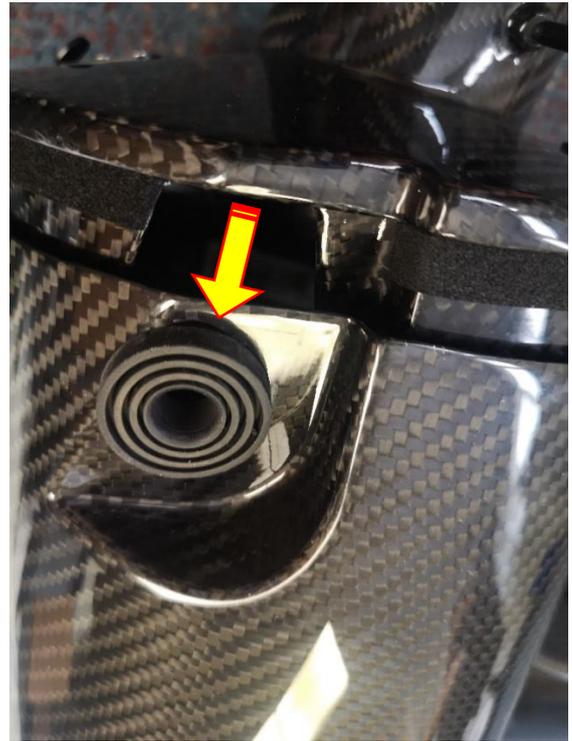




20. Insert the cone filter and align the hose clamp with the hole in the filter element as shown below. You will now be able to tighten it. Please do not over tighten the filter to the carbon.



21. Tilt the rear of the large section of the induction kit towards you and push the inlet hose out the way enough to slide the filter and housing in. You'll need to locate the hole you used to tighten the filter in the filter housing with the rubber grommet on the main section of the induction kit.



22. Attach the opposite end of the vac line you fitted earlier to the filter housing as shown below. You may need to cut this to an appropriate length.



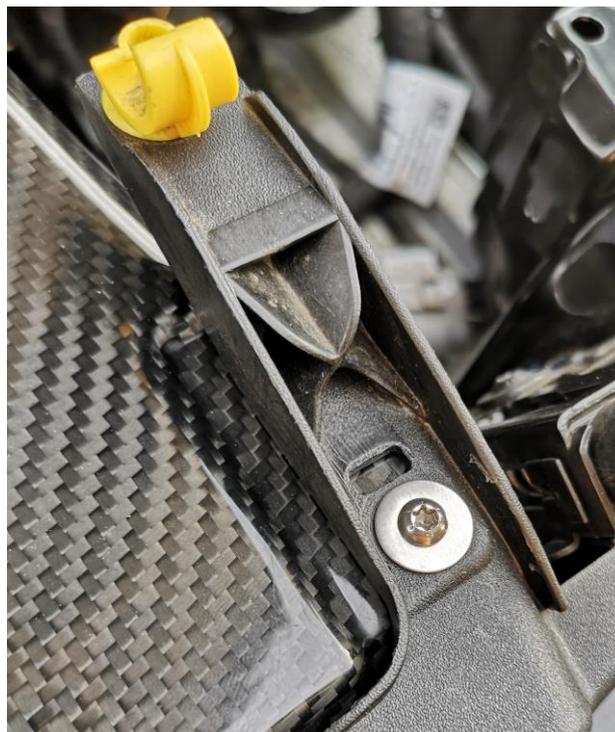
23. Using a hose clamp removal tool or a 7mm socket and suitable drive attach the OEM or Forge inlet hose to the filter housing section and tighten. Just as we mentioned for the filter, please do not overtighten the hose clamp to the carbon.



24. Attach the two O-rings one on either side of the induction kit as shown below, these connect the two sections of the induction kit together.



25. Using a T20 torx key screw the supplied m4 button bolts and washer into the holes at either end of the OE front airbox panel, attaching it to the rubber riv nut inside the induction kit. As you screw into it, the bolt will pull the nut inside the rubber towards you causing the rubber to create a flange inside the induction kit.
IMPORTANT: DO NOT OVERTIGHTEN THIS. Do it up a few turns then gently try and move the induction kit to make sure that it is secured in place.



26. You have now successfully installed your Forge Motorsport induction kit, check that everything is tight and take your car for a drive enjoying your new Forge Motorsport Induction kit.



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