



FIAT GRANDE PUNTO 1.4 TJET FRONT MOUNTING INTERCOOLER INSTALLATION INSTRUCTIONS



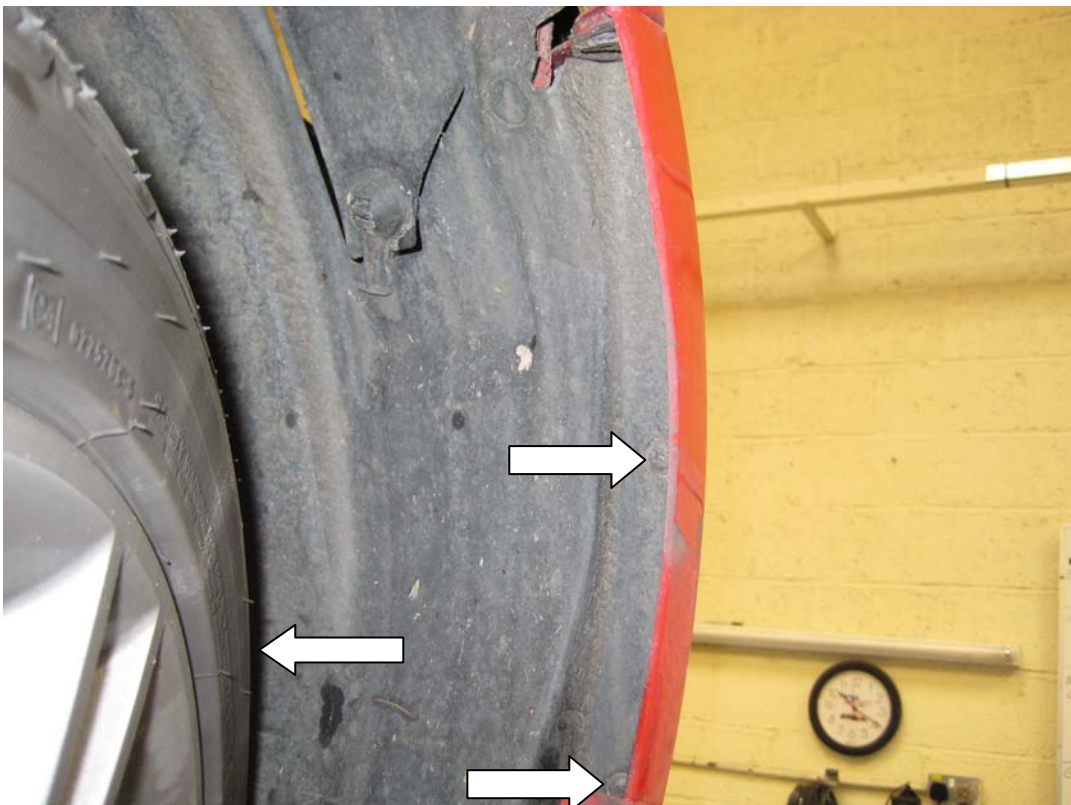
Tools needed:

- Jack and axle stands
- T25 Torx bit/screwdriver
- Pliers
- Flat and phillips head screwdriver
- 10mm socket & suitable ratchet
- Dremel or Stanley knife
- 10mm spanner (ideally a ratchet spanner)

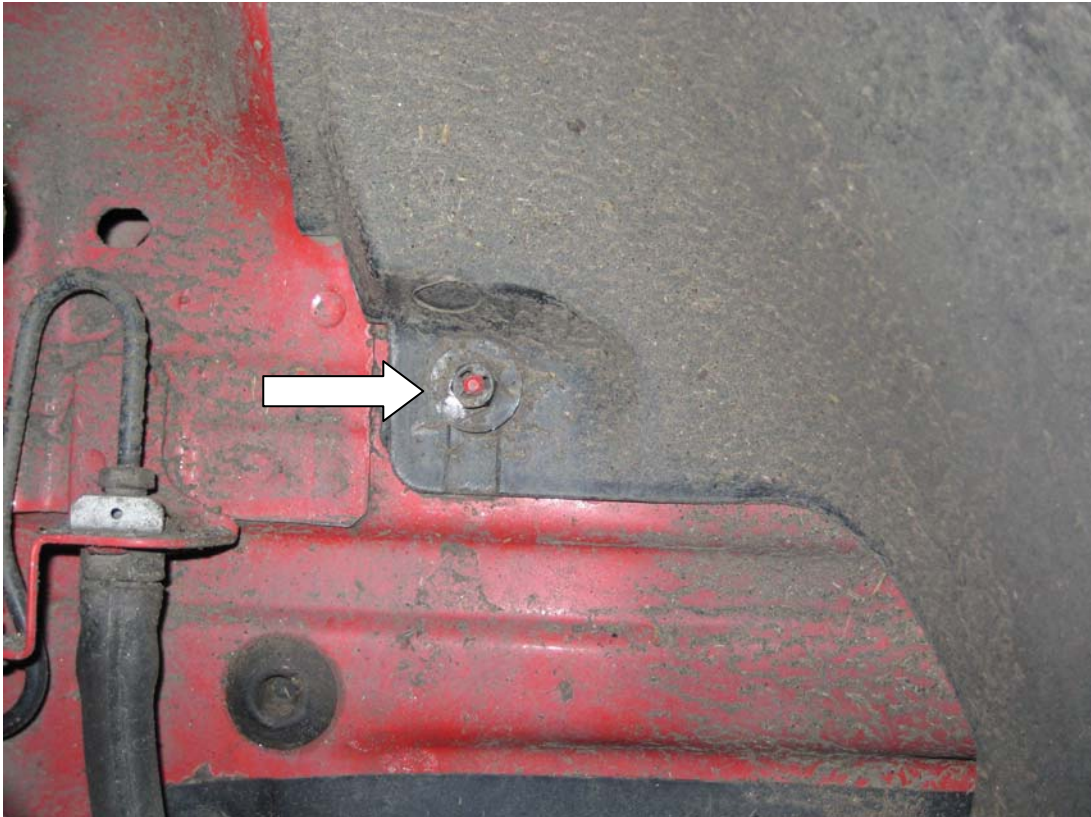
1. Jack the front of the car up and support it on axle stands so that the front wheels are clear of the ground and you can safely work underneath if necessary. Working on the drivers side, turn the wheels to the left and undo the T25 screw that holds the wing to the bumper.



2. Undo the two phillips head screws that hold the edge of the arch liner to the bumper, and the one screw that holds the back of the arch liner behind the wheel



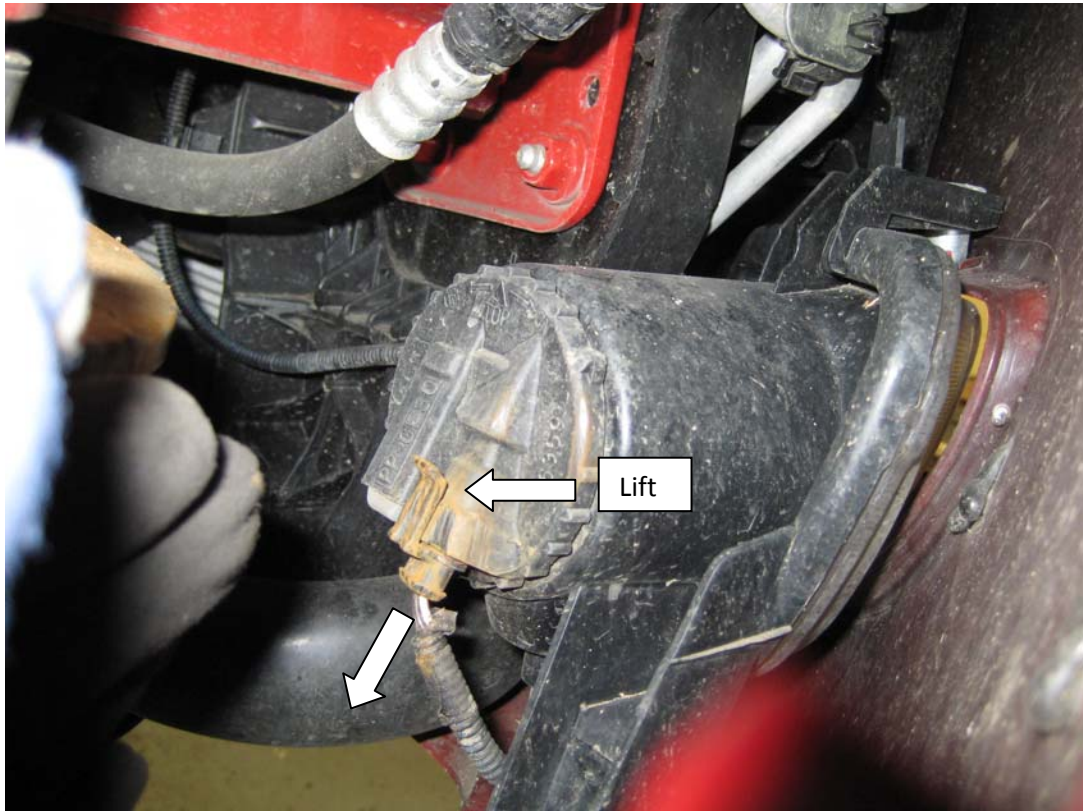
3. Remove the 10mm headed plastic nut that is on the back side of the arch, above the screw you removed earlier, and when removed, pull the arch liner clear of the threaded stud which will give you access to the back of the arch



4. Pull the arch out from the bumper and look up where the wing joins the bumper, behind the headlight there is a further T25 screw holding the bumper to the wing.



5. Whilst you are behind the arch liner remove the wiring for the foglight (if fitted) by pulling back the locking tab on the electrical connection and pulling the plug out.



6. Remove the single phillips head screw under the front edge of the bumper at the corner



7. Repeat steps 1-6 for the passenger side of the car.
8. Remove the four T25 screws under the front edge of the bumper



9. ...and the four T25 screws that hold the top of the bumper, and withdraw the bumper from the car.



10. The car should now resemble this:



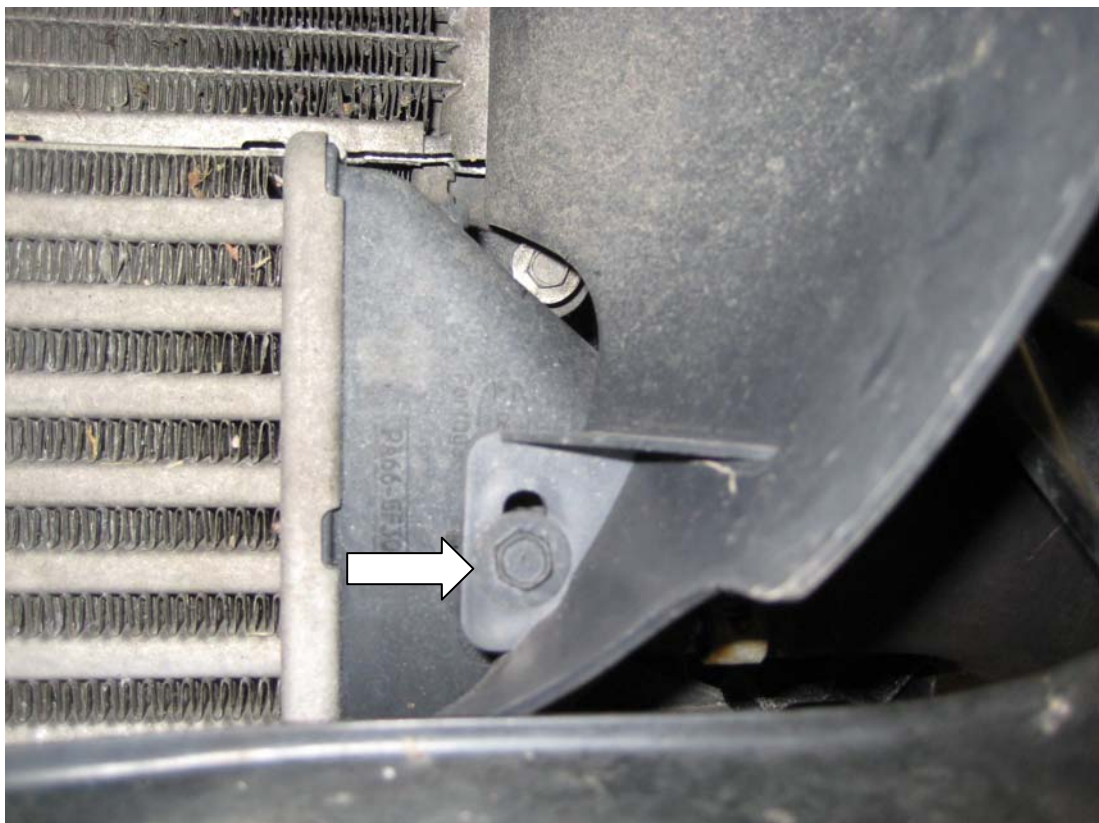
11. In order to remove the stock rubber hoses, the 'use once' clips must be broken where the rubber pipes join the hard pipes around the radiator. Insert a screwdriver into the mechanism and repeatedly twist back and forth until either the locking tab breaks and allows the clip to be slackened by hand, or the locking tab falls off completely and the clip and be removed.



Locking tab broken off:



12. Undo the 10mm bolts holding the vertical rubber strip to the front of the intercooler (one each side) and put them to one side for use later.



13. On the passenger side, undo the 10mm bolt holding the pipework to the chassis, and the 10mm bolt holding the intercooler to the chassis.



14. On the drivers side, undo the 10mm bolt holding the pipework to the chassis. There is no bolt for the intercooler (though there is an unthreaded hole). Instead, it uses a spring clip which must be pushed together with the aid of pliers.



15. The intercooler can now be pulled up out of its lower rubber mounts and removed .
16. Cut the rubber strips with a dremel or similar at the point shown below.



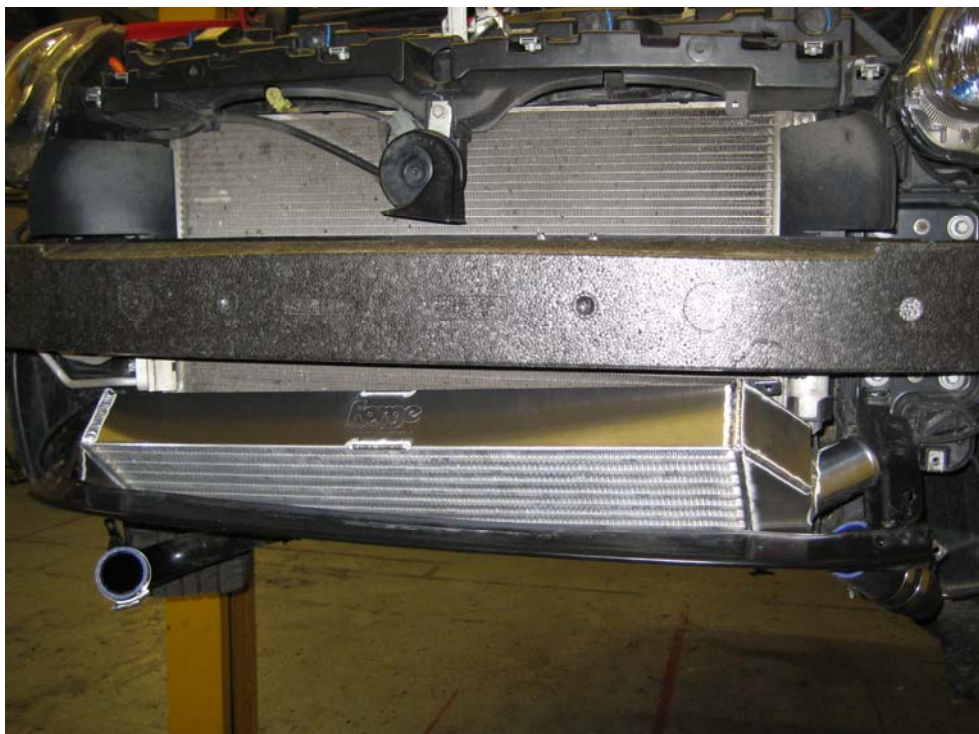
17. Using one of the 10mm bolts, carefully thread it in to the unused hole by the intercooler on the drivers side of the car, to make a spiral thread through the plastic, then remove it again.



18. On the passenger side of the car, install the small extension plate supplied onto the pipework bolt as shown below, using the M6x16 allen head bolt, M6 washer and nut. Leave these loosely fitted for the moment.

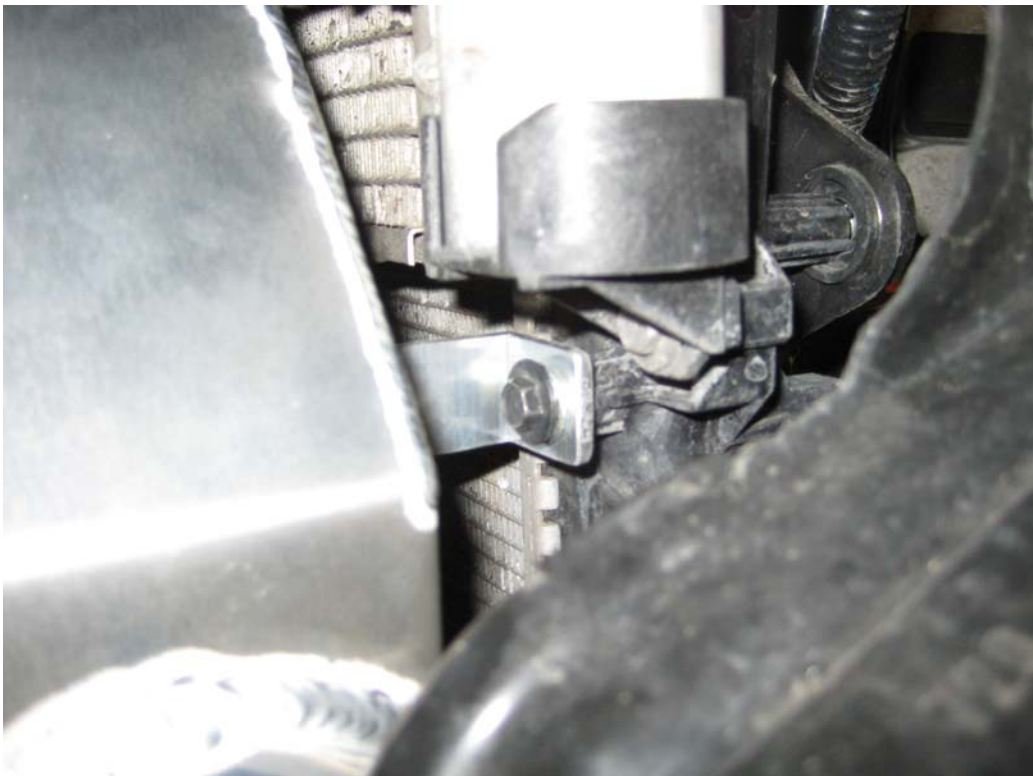


19. Connect the supplied 50mm diameter 75mm long silicon coupler (the short one) to the drivers side pipework, and the 110mm long coupler to the passenger side pipework. Place the jubilee clips supplied in position over the pipes.
20. Insert the intercooler through the opening between the crash bar and the bumper support. It's a tight fit, but needs to be put in at the angle shown below, so that the intercooler mounts slip in to the stock rubbers.





21. With some wiggling, the intercooler should push down into the rubber mounts, and then using the bolts you removed earlier (you'll need one from when you removed the rubber strips from the front of the intercooler), mount the Forge intercooler to the stock locations. A 10mm ratchet spanner will be handy !



22. Push the silicon joiners on to the intercooler and do up the jubilee clips in such a way that the bulky part of the clips aren't on the bottom of the pipes – the intercooler sits slightly lower than stock and they could touch the inside of the bumper when its refitted otherwise.



23. Do up the bolts that secure both sides of the pipework to the chassis, and the installation should be complete !



24. Follow points 9-1 in reverse order to refit the bumper. Installation is complete !

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You may also be interested in these other Forge products for the Fiat Grande Punto, available from your nearest Forge dealer :



FMFGPSB – underbody braces (improves chassis stiffness)



FMHTFGP – aluminium header tank