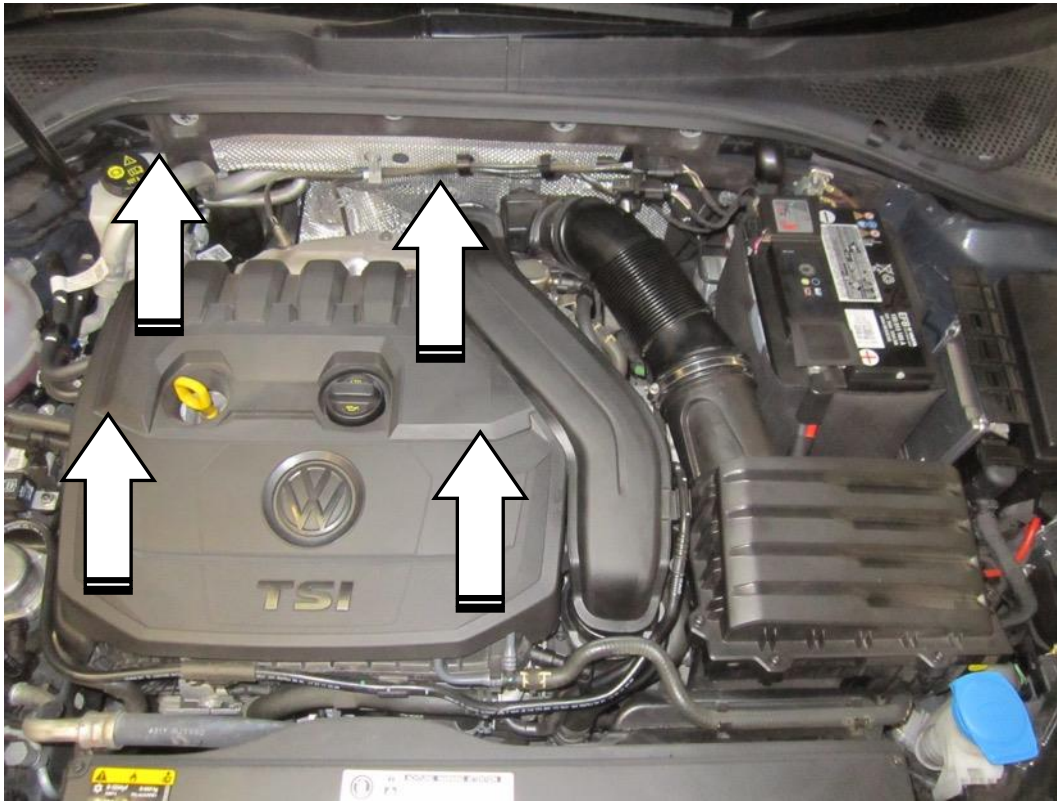
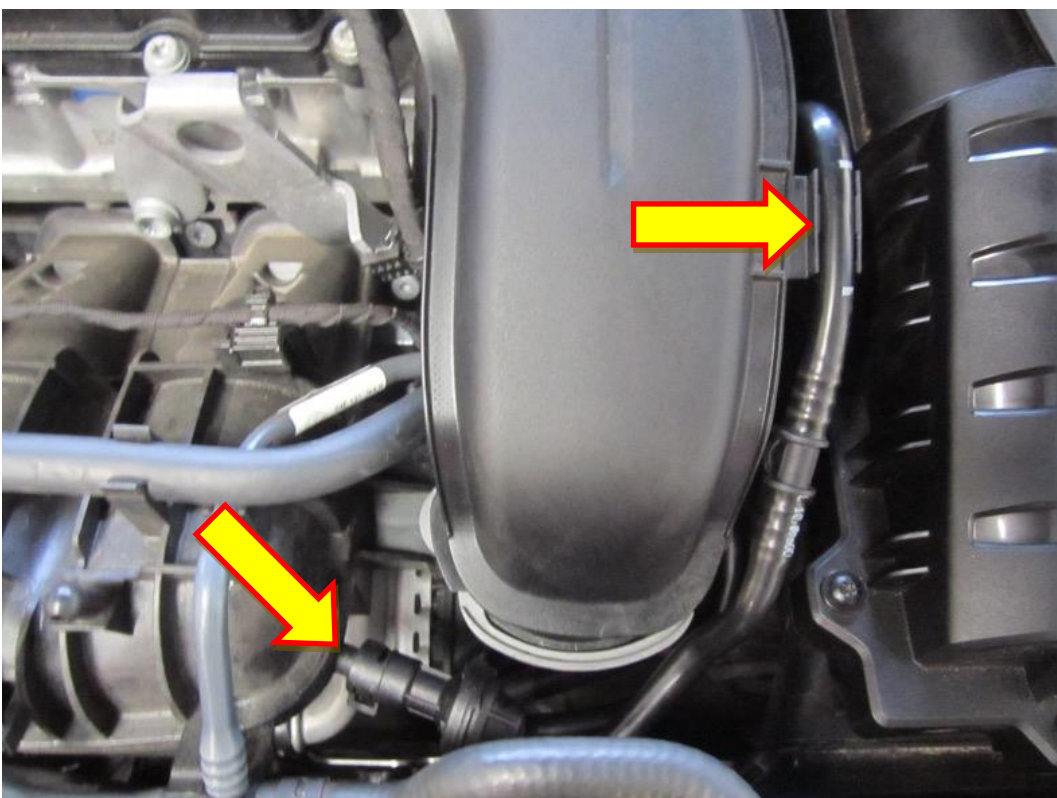


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1. Raise your car bonnet and locate the standard boost pipe next to the engine cover. Remove the engine cover, by pulling it upwards in the four areas shown below.



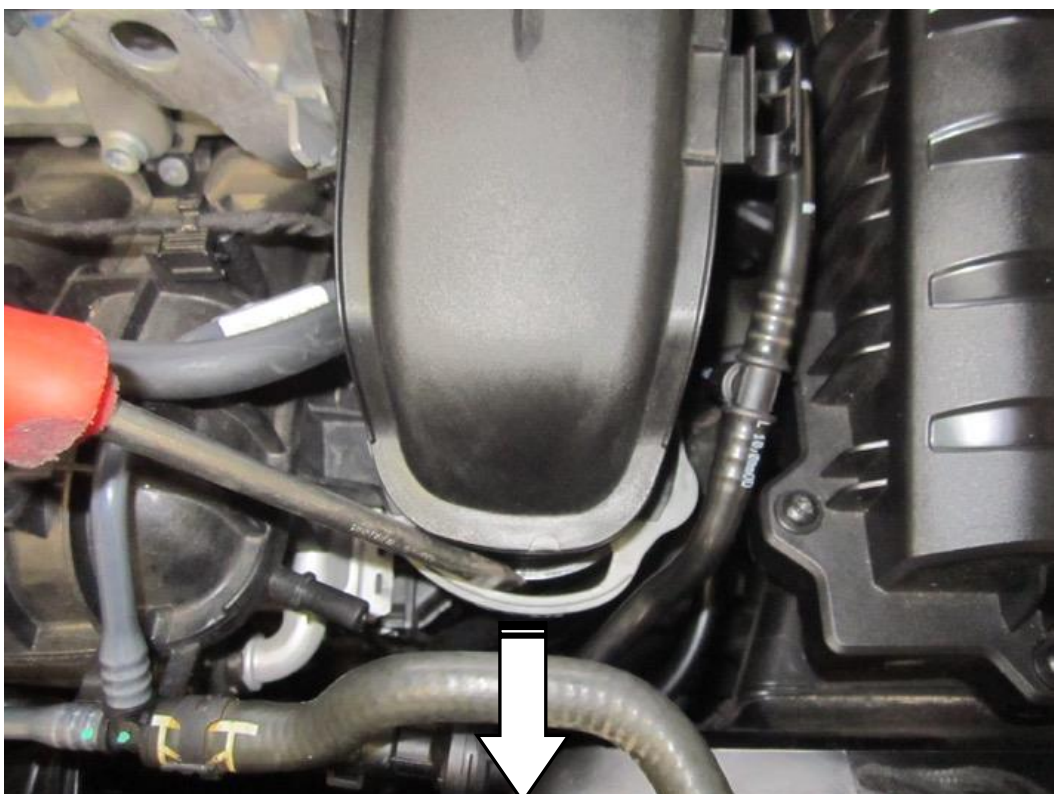
2. Remove the vacuum hose going into the inlet manifold by releasing the clip and pulling the hose away from the inlet, unclip the vac line attached to the boost hose.



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.



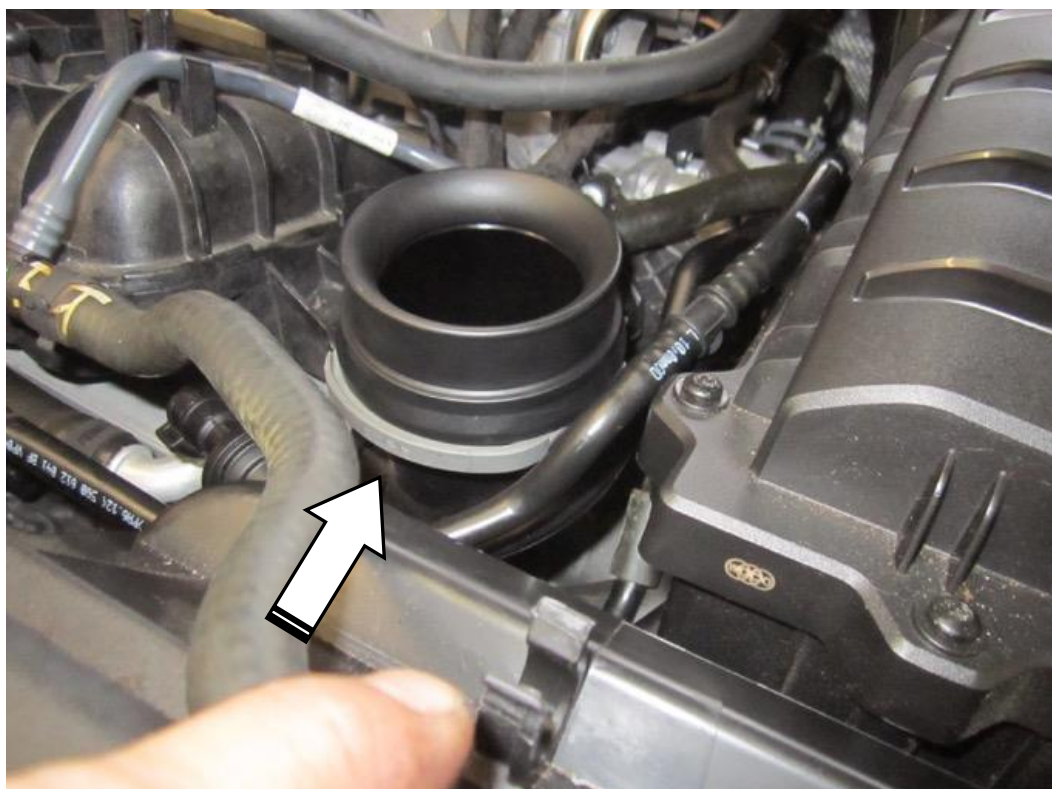
4. With the use of a flat blade screwdriver or trim tool, release the plastic retaining clip which holds the other end of the boost inlet pipe. The boost pipe will now be free at both ends and will pull away from the engine bay.



5. Remove the factory O-ring 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 in-let 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.



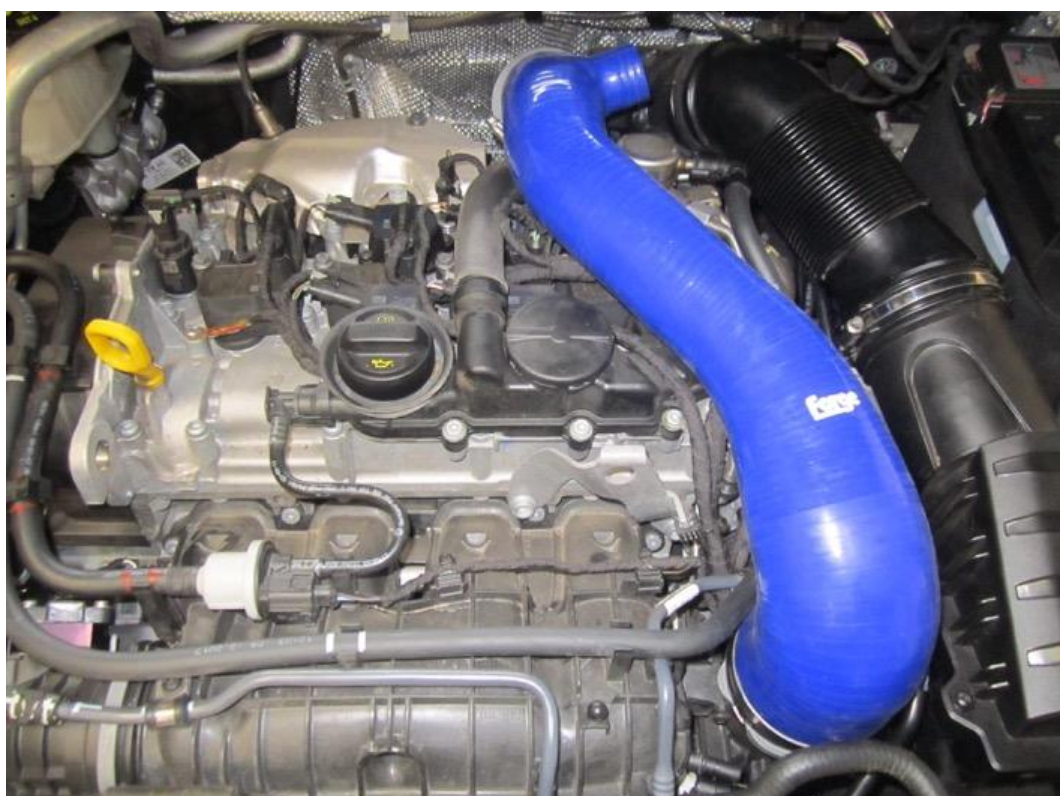
8. Attach the two pieces of the smaller Forge motorsport billet coupler together using the two M4 fasteners supplied, use a 4mm Allen key to tighten, however only loosely fit them at this stage.



9. Place the two-piece Forge Motorsport billet coupler onto the turbo outlet by locating the two key way 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.



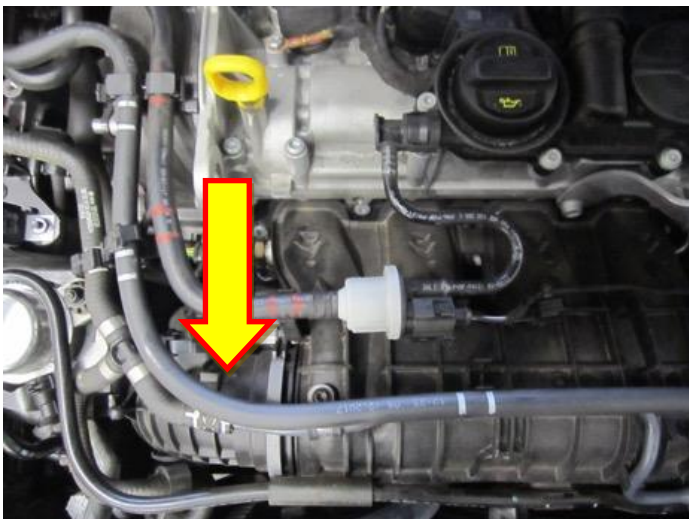
10. Fit the Forge Motorsport silicone hose into place and secure it with the two hose clamps supplied, 70-90mm clamp on the larger end of the hose and 40-60mm on the smaller end. Use a 7mm socket and ratchet to tighten the clamps.



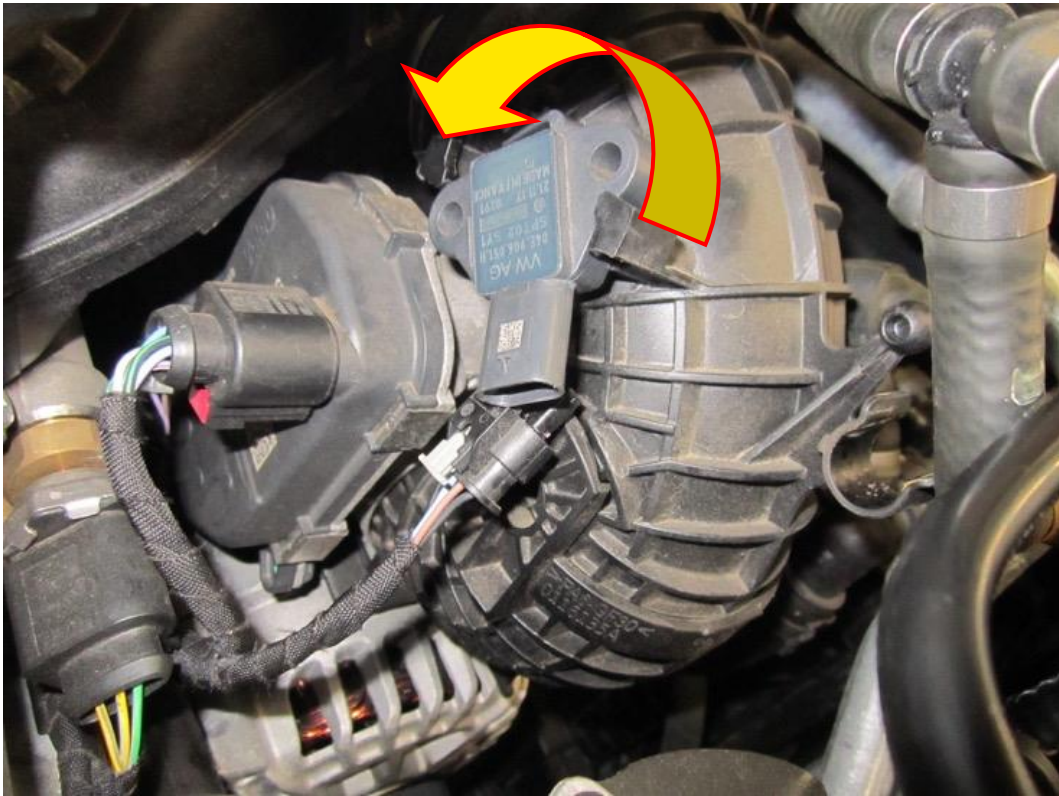
11. Fit the Forge dump valve to hose and secure into place with the 20-32mm hose clamp.



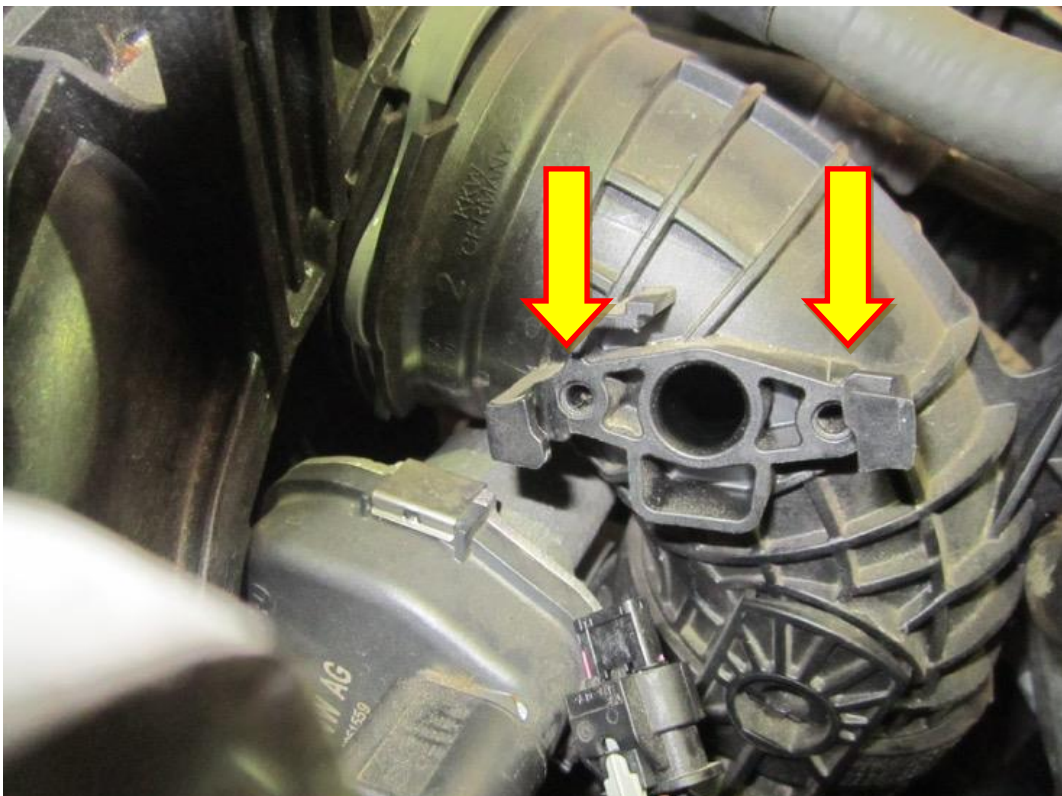
12. Locate the map sensor which you will find on the off-side of the inlet manifold.

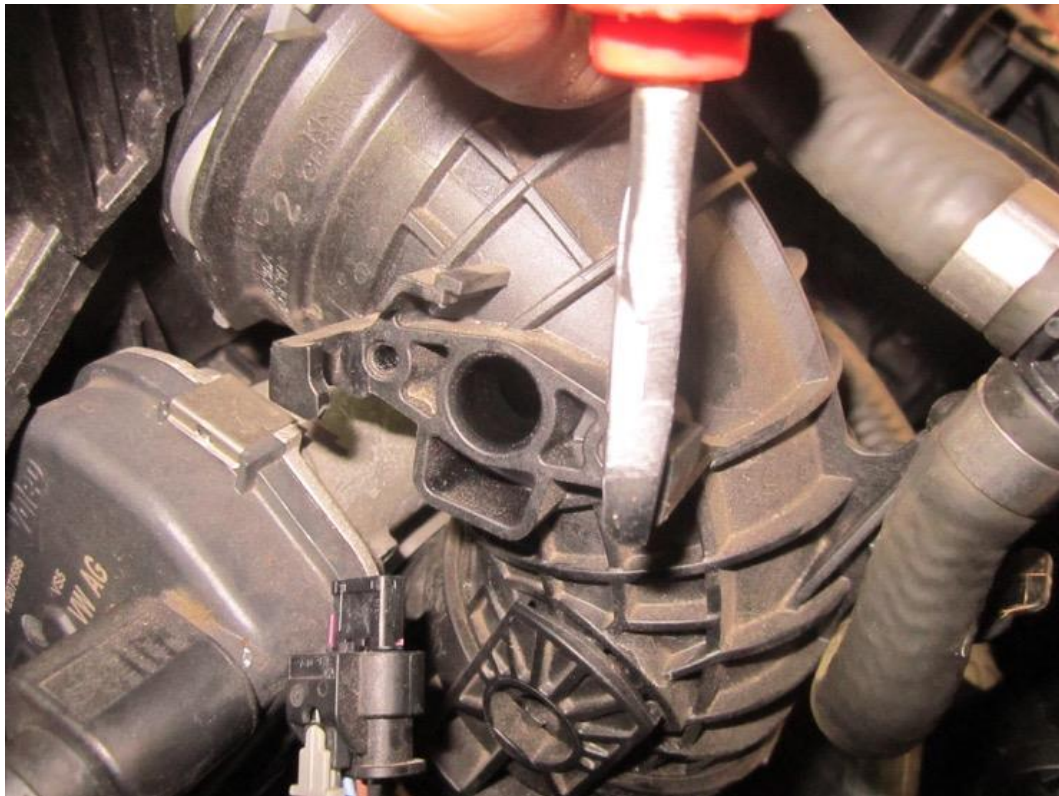


13. Unplug the wiring loom from the map sensor. Push down the clip at the top of the map sensor, then twist it anti clockwise and pull it away from the inlet manifold.

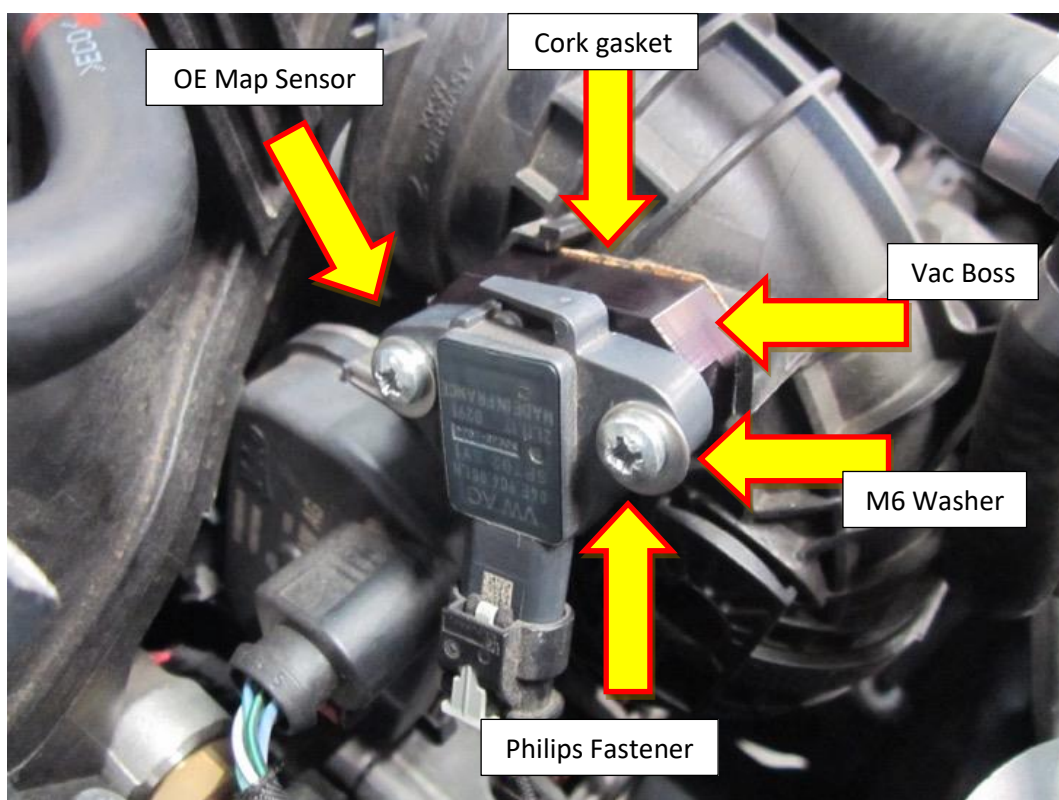


14. With the map sensor removed from the inlet manifold, the two retaining tabs shown in the below picture need to be removed. Use some side cutters or a junior hack saw to cut them off.

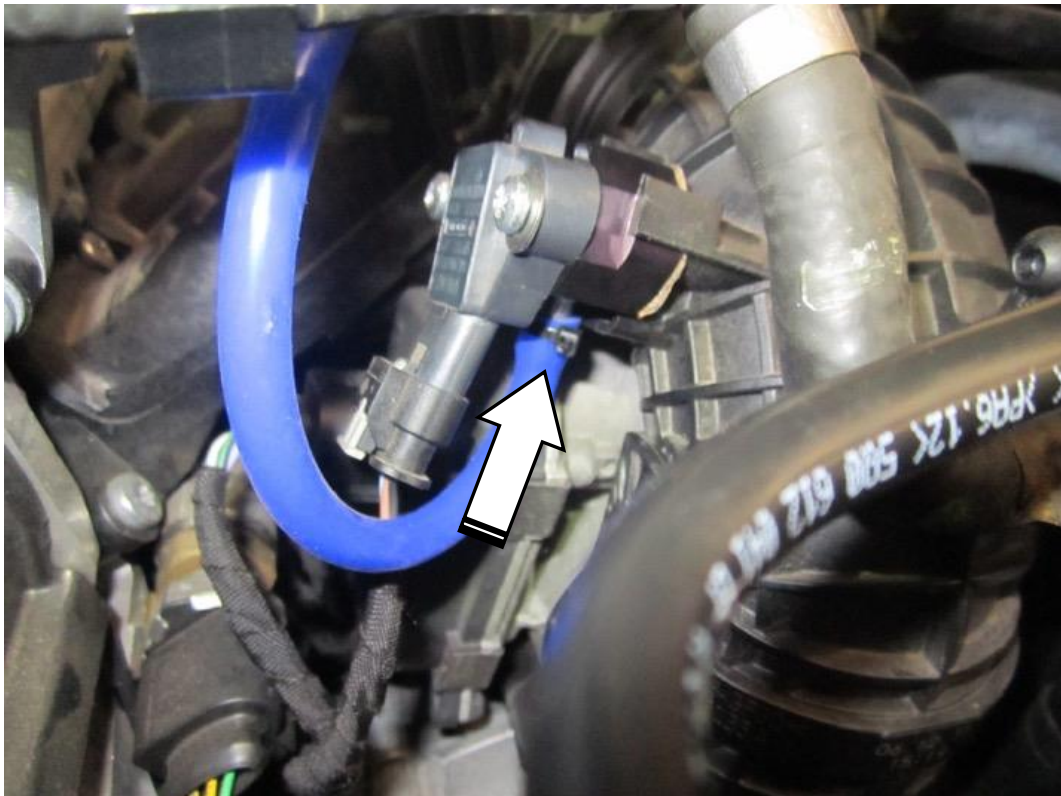




15. Re fit the Map sensor as shown in the picture below. First mount the cork gasket, next fit the vac boss (there is an arrow on the boss to show you which way should face up). The map sensor now fits on top of the boss and all three components are held in place with the two Philips head fasteners and M5 washers supplied.



16. Push one end of the silicone vac hose onto the vac boss and secure it with a cable tie. Run the vac hose up to the dump valve and cut to length with scissors or a sharp knife. Use cable ties where there are arrows in the bottom picture.



17. Re fit the engine cover, this pushes back into place.



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 and WWW.FORGEMOTORSPORT.COM
For a full range of performance products for your vehicle.

If you have any questions or concerns about this product or anything else, please feel free to contact your local or preferred Forge Motorsport Dealer/Installer or you may contact us directly.

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