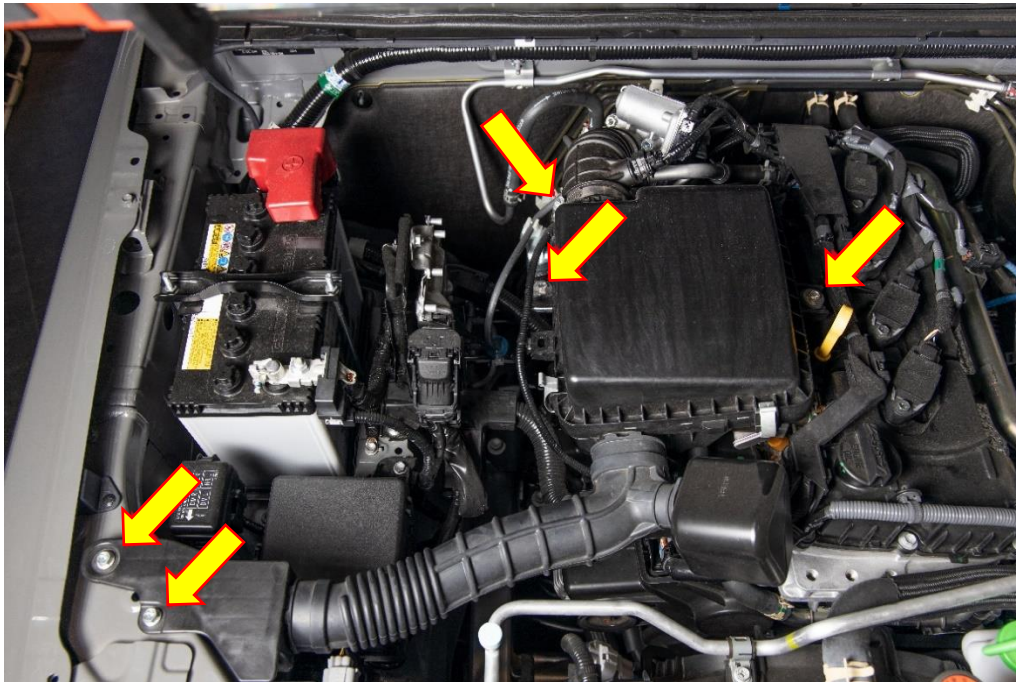
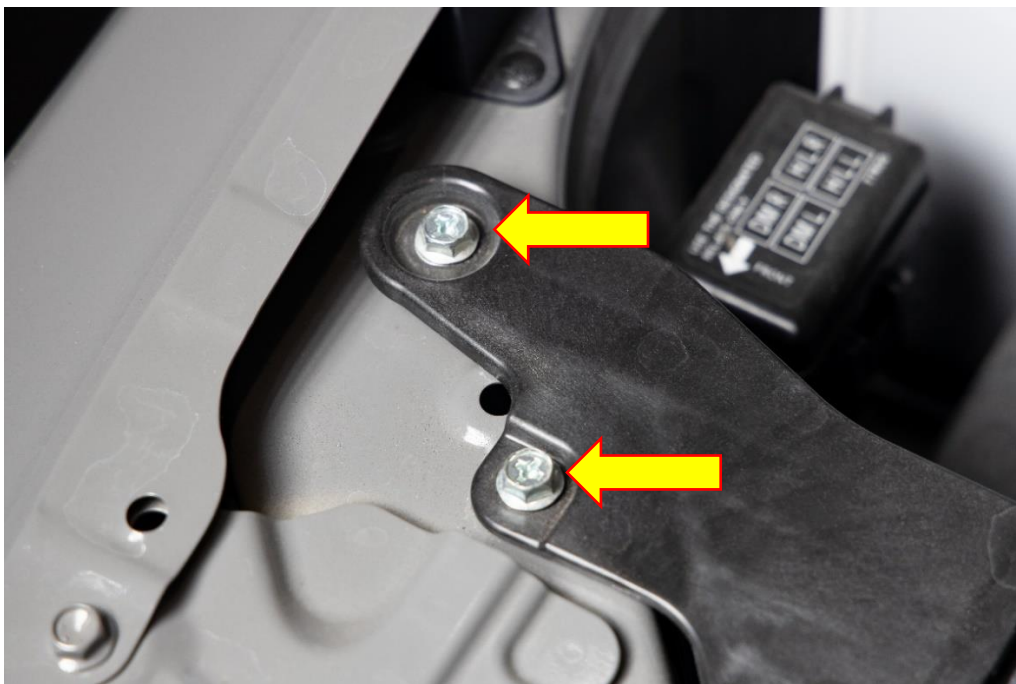


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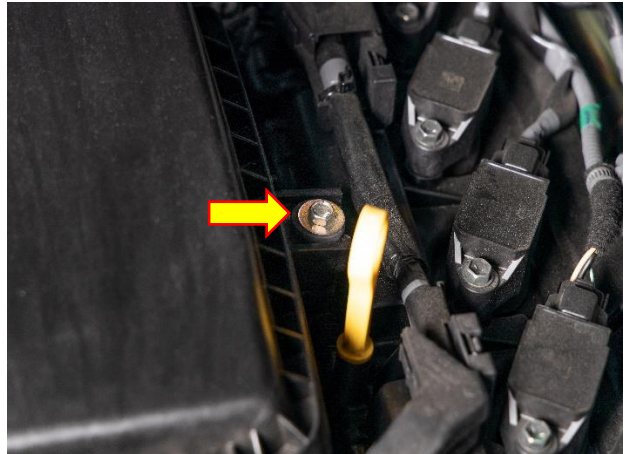
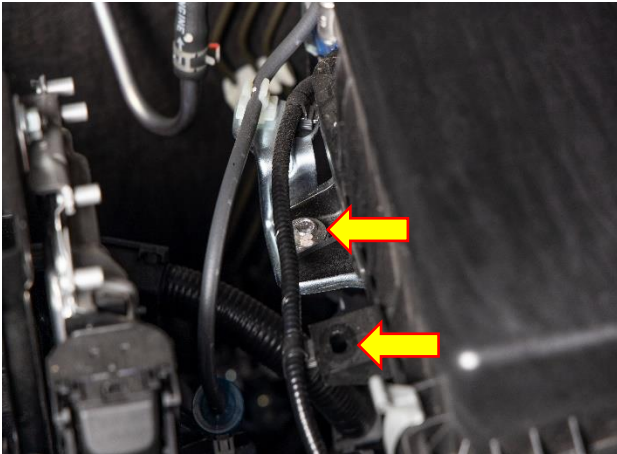
1. Open the bonnet and locate the OE air box. You will see the arrows locate the fasteners that need to be removed to release the air box.



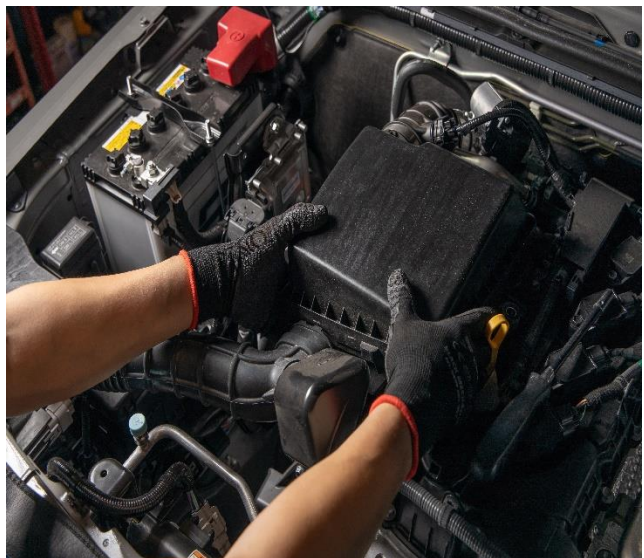
2. Remove the two M6 fasteners attaching the air scoop to the slam panel, use a 10mm socket and drive to do this.



3. Locate the two M6 fasteners attaching the air box to the engine, remove these with a 10mm spanner. There is a wiring loom which is attached to the air box use a trim tool or flat blade screwdriver to release this loom.



4. Undo the hose clamp securing the rubber hose to the air box. Use an 8mm socket and ratchet or a flat blade screwdriver to do this. The air box can now be removed from the engine bay.





5. The hose clamp holding the turbo intake pipe also needs to be slacked off with an 8mm socket or flat blade screwdriver. Remove the sensor and oil breather hose from the turbo intake pipe, these will just pull out. Remove the rubber hose from the throttle body.



6. Fit the smaller silicon hose from the FMINDK34 kit to the throttle body. Use the 40-60 hose clamp for the throttle body side and the 70-90 for the air filter side of the hose. The sensor and oil breather which was removed in the previous step can now be re installed in the same positions as the OE hose, these just push into place. Use a 7mm socket and ratchet or flat blade screwdriver to tighten both hose clamps.



7. Before fitting the air filter, you must first attach the mounting bracket. Use a Philips screwdriver to release the three fasteners which hold the alloy spinning in place.





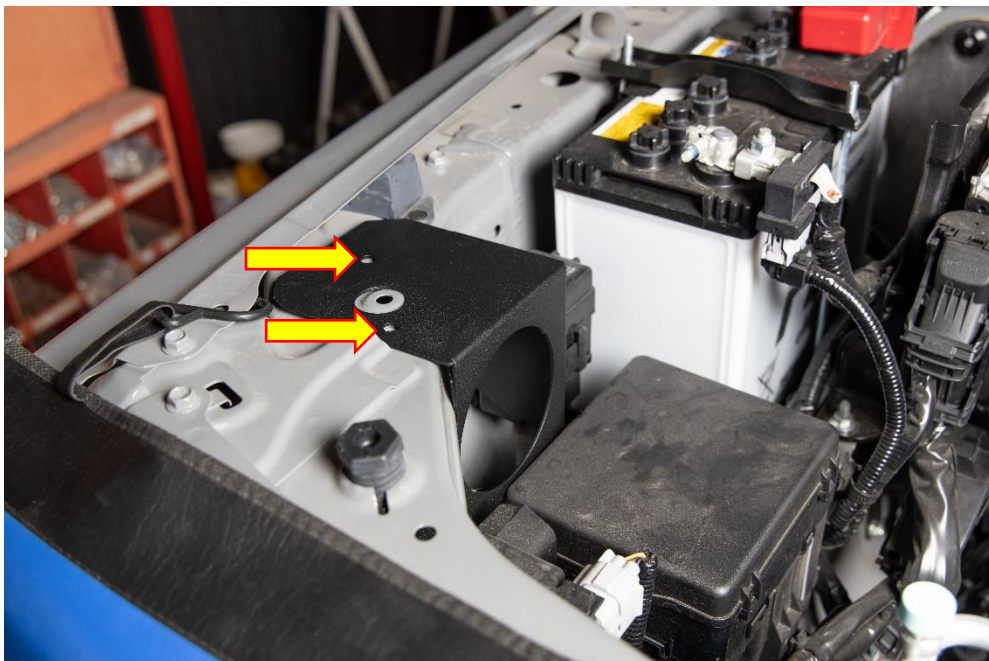
8. With the filter removed from the canister, fit the L bracket, two M6 washers, two M6 nuts and the rubber anti-vibration bush from the kit. Insert the larger thread of the anti-vibration bush into the 6mm hole in the carbon canister, use one of the washers and nuts to secure it into place. You will need a 10mm spanner to tighten them. Mount the bracket to the anti-vibration bush and use the remaining M6 washer and M6 nut to attach it. Re fit the alloy spinning and filter back into the carbon canister.



9. Fit the carbon filter to the silicon hose installed earlier, Use the M8 fastener, two M8 washers and M8 nut to fasten the bracket attached to the filter to the old mounting point of the OE filter box. Use a 13mm socket and spanner to tighten them up, you will now be able to tighten the hose clamp for the silicon hose with a 8mm socket or flat blade screwdriver.



10. Place the Forge air scoop from the kit into place by lining up the two 6mm holes in the air scoop with the two threaded holes in the slam panel of the vehicle. Use the two M6x10 fasteners and the two M6 washers to fix it into place. Use a 10mm spanner to do this.



11. Finally fit the remaining silicon hose to the carbon air filter by inserting the long end of the hose into the air scoop and the shorter end to the alloy spinning. Use the 70-90 hose clamp to attach the hose to the filter, use a 7mm socket and ratchet or flat blade screwdriver to tighten the hose clamp.



12. That's your install complete, make a final check that everything is attached properly and nicely tightened, then take your vehicle for a test drive and enjoy your new forge motorsport product.



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