



FMINTR58

Front mount intercooler for the

Mini Cooper S R58

Tools Required:

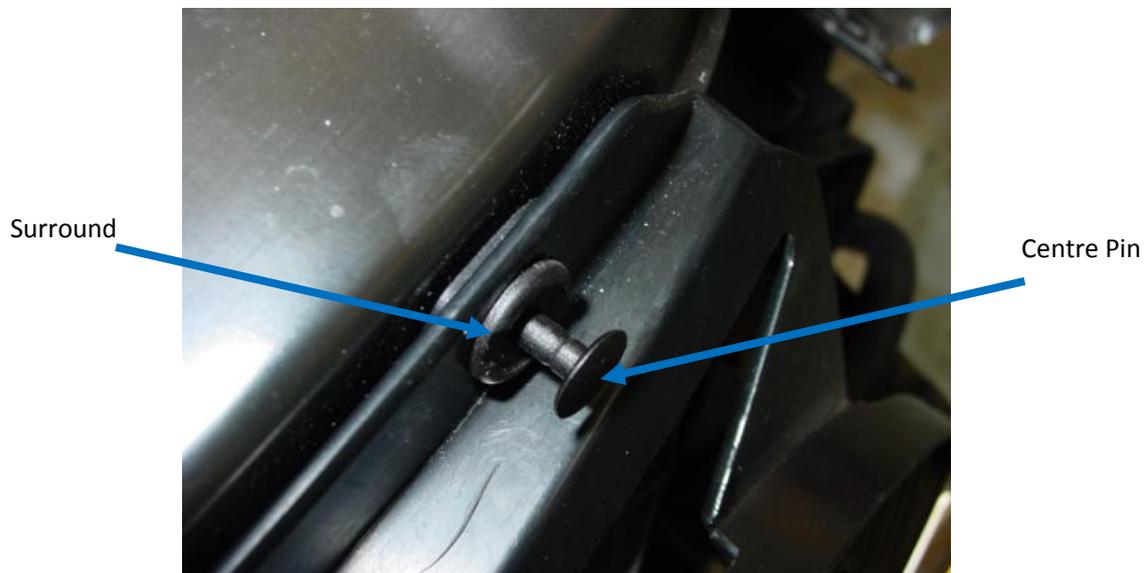
- Pozidrive Screwdriver
- T25 Torx Driver
- Flat head Screwdriver
- Right Angled Circlip Pliers
- Power Drill
- 6.5mm or ¼" Drill Bit



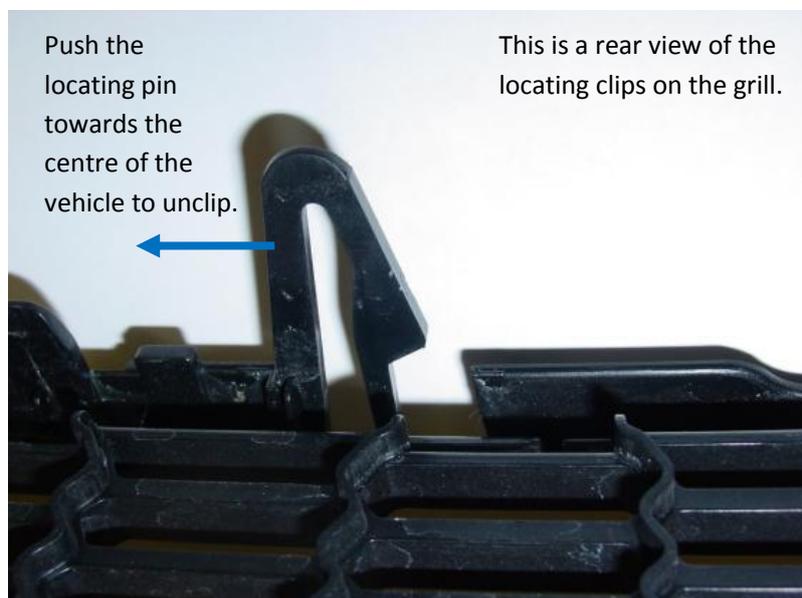
Please thoroughly read these instructions and familiarise yourself with them before proceeding. Failure to do so may result in damage to yourself and/or your motor vehicle.

We recommend wearing appropriate personal protective equipment when carrying out the fitment (e.g. safety shoes, gloves, overalls and eye protection.)

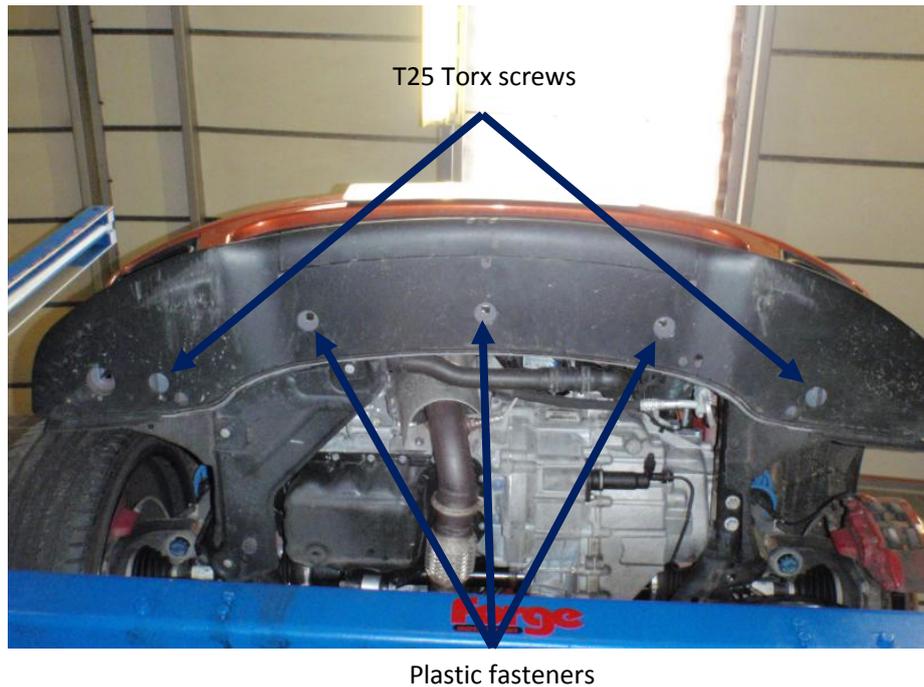
1. Raise and secure your vehicle so that you can remove the front wheels. Position them out of the way to prevent damage to yourself, the vehicle and the wheels. If this is not possible you will need to position your wheels on either lock to gain access to the arch lining. However, remove the wheels makes access much easier.
2. Open the bonnet/hood of the vehicle.
3. There are x4 plastic fasteners (push pins) along the top of the upper grill. These can be removed by using a flat head screwdriver to prize up and out of the centre of the pin. Once prized up you can pull out the centre of the pin and its surround. Repeat this on all four fasteners.



4. The upper grill can now be removed from the bumper by pushing in the four locating levers on the back of the grill. If you push them towards the middle of the vehicle they allow the grill to be released.



5. On the underside of the bumper there are x3 plastic fasteners and x2 T25 Torx screws (once on each side) that need to be removed. They are inside a recess therefore instead of the flat head screwdriver use the right angled circlip pliers or similar tool so that you can pull out the centre pin of the fastener and then the surround.

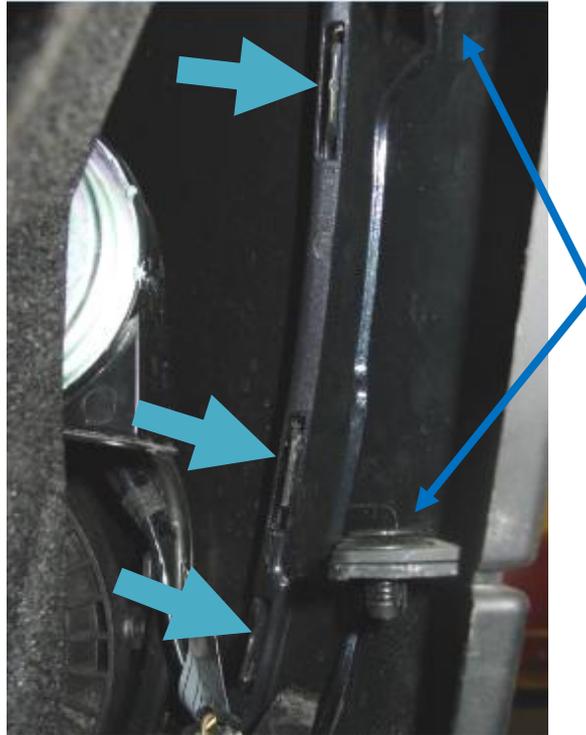


6. Now on the wheel arch liner there are x3 plastic pozidrive screws that need to be removed. Similar to the push pin fasteners, the screw is in the middle of a surround. The surround needs to be marginally prized forward using a flat head screwdriver when unscrewing the plastic screws in the centre. Be careful not to round off the plastic screws. Also remove the x2 large surrounding access covers.

Prize the surround using flat head screwdriver and unscrew plastic screw whilst prizing surround.



7. Inside of the arch lining there are x2 plastic fasteners that can be prised out using the flat head screw driver. There are also x3 plastic locating pins that can be released by being pushed with a flat head screwdriver.



8. Now the wheel arch liner is loose it is possible to access and remove the T25 torx screw that secures the front panel.



It is important that the stages 6, 7 and 8 should be carried out on both sides of the vehicle.



9. The two T25 torx screws on either side at the top of the bumper now need to be removed in order to release the bumper from the car. We recommend doing this step with another person. The bumper is not heavy; however the fog light wires need to be unplugged from the bumper so that it can be pulled away. On the right hand side the temperature sensor also needs to be unplugged.

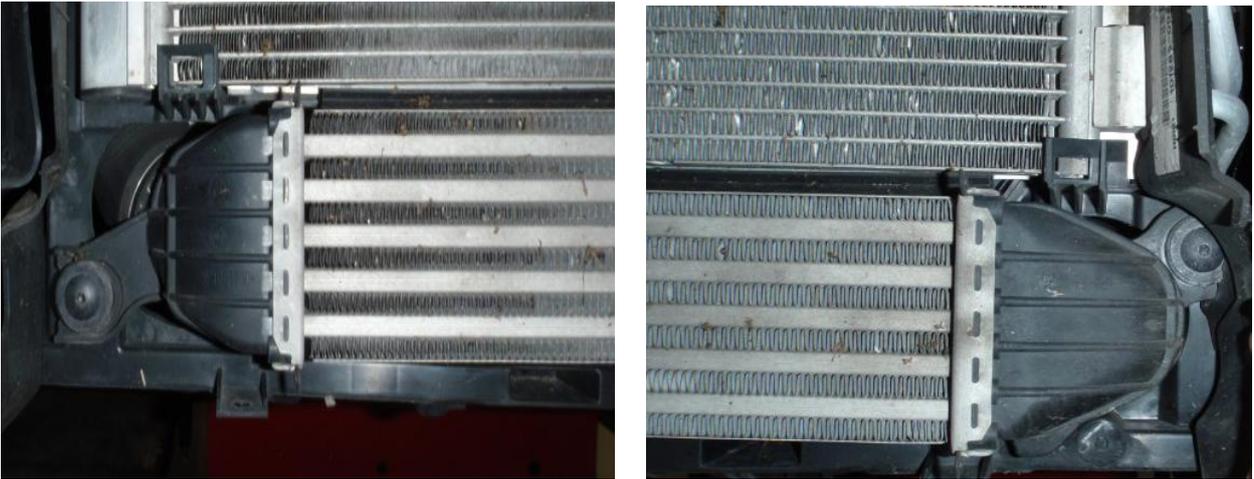


Now the bumper can be removed. Position it away from your work area to prevent damage.

10. Slacken off the hose clamps that secure the silicon hoses to the intercooler pipes enough so that the intercooler pipes can be slid out.

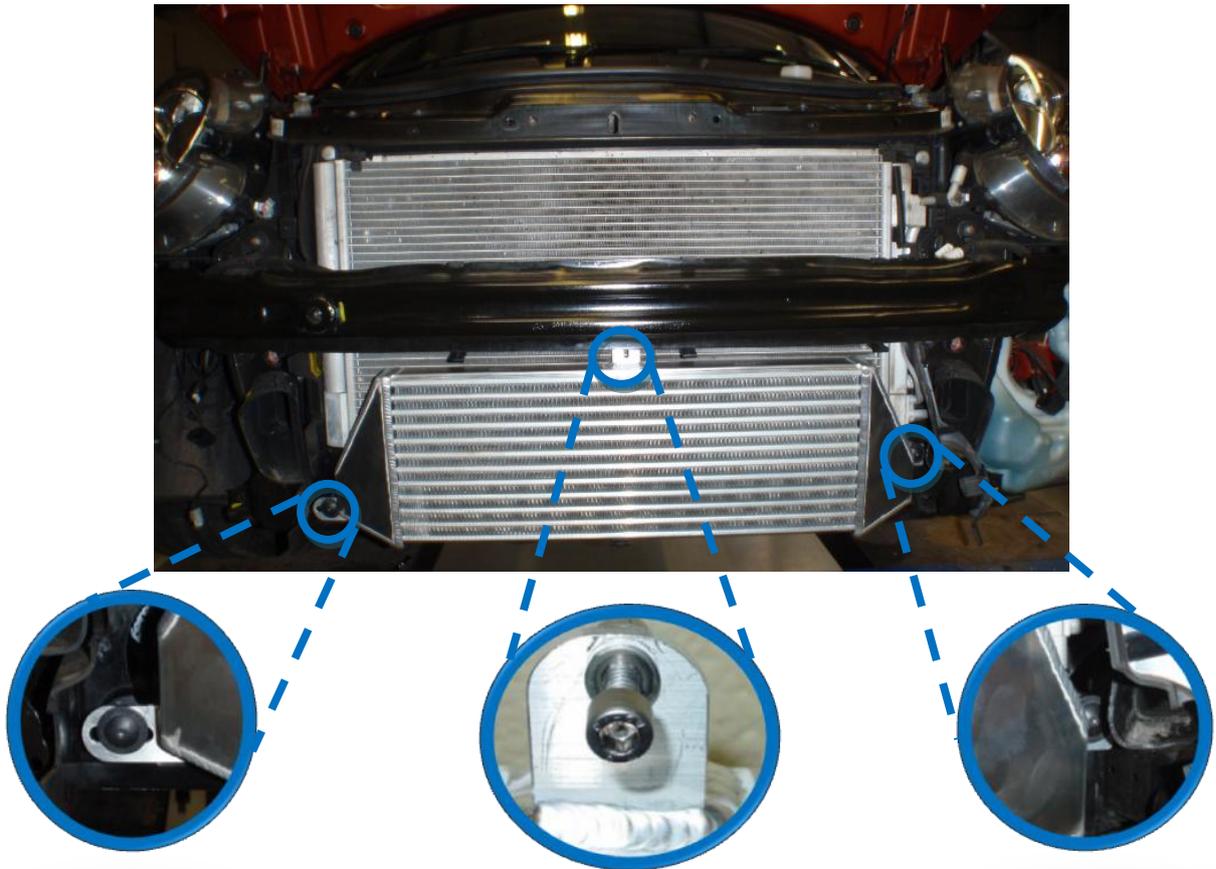


11. At the front of the intercooler, remove the x2 T25 torx screws securing the intercooler to the vehicle.



12. The original intercooler can now be removed. Put it to the side out of your work area to avoid damage.

13. You can now attach your new Forge Motorsport intercooler using the original T25 screws that held the original intercooler in place. The bracket at the top of the intercooler needs to go behind the crash bar. However, once it is in position mark the position of the hole on the bracket. Using a 6.5mm or ¼" drill bit drill a hole through the crash bar so that the supplied bolt can go through and secure the intercooler. **Ensure to be careful when drilling the hole because the radiator is located behind the crash bar. We recommend using a smaller diameter drill bit to start as a pilot hole before proceeding to use the 6mm or ¼" drill bit.**



It is not necessary to remove the crash bar to drill the hole for the intercooler, however if you believe you would find it easier you may do so. To remove the crash bar there are x3 13mm nuts at either side that are visible looking from the front of the vehicle. There are x2 lower 13mm bolts visible from the rear of the front panel. The front panel is also attached on the lower edge each side with a T25 torx screw.

14. Tighten the bolts securing the intercooler in place and reconnect the hoses to the intercooler pipe work. Make sure the hose clamps are tight and secure.
15. You can now follow stages 9 – 1 in reverse order to reassemble the front of your vehicle.

If you experience any problems thoroughly re-read these instructions, if you are still experiencing a problem or have any queries / questions feel free to contact your local or preferred Forge Motorsport dealer. Or you may contact us directly.

Forge Motorsport US – (407) 447 -5363 / sales@forgemotorsport.com

Forge Motorsport UK – (+ 44) 1 452 380 999 / info@forgemotorsport.co.uk



Thank you for purchasing the Forge Motorsport Mini Cooper S R58 Intercooler (FMINTR58). We hope you are pleased with your purchase.

Forge
MOTORSPORT

ENGINEERED FOR PERFORMANCE
Race proven – Daily driven

