



Forge Motorsport Peugeot 207 turbo FMIC fitting guide



Tools required: - Vehicle ramp or axle stands and jack, T20 torx driver, 10mm spanner or socket, pin pinch and small hammer, 13mm spanner or socket, flat blade screwdriver, 8mm hose clip driver, 7mm hose clip driver, 5mm allen type hex key, electrical insulation tape, protective clothing, gloves and eyewear.

1. Place vehicle on ramp or axle stands. Open Bonnet/Hood. Following the pictures below, remove the 4xT20 torx screws from the top edge of the bumper.



2. Remove the T20 torx screw within each wheelarch. Remove the 2x10mm bolts and the 4 plastic clips that retain the lower edge of the bumper.. Once these are removed, disconnect the fog light connections either side and lift the whole front bumper section clear. See pictures below.



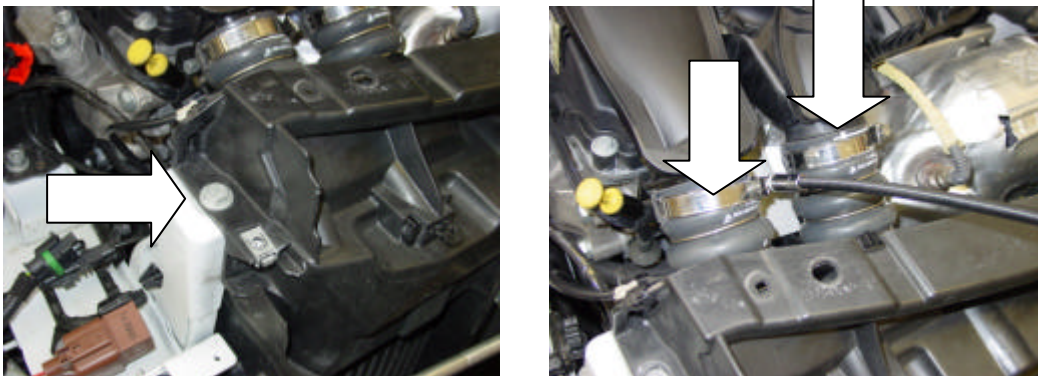
Remove the front sections of both front wheelarch liners by removing the plastic retaining clips. Once the arch liners are loose you can gain access to the 2x10mm bolts each side that retain the bumper to the front wing/fender



3. Remove the plastic grille on the upper right of the engine bay by turning the 2 slots through 90 degrees to the right. Remove both complete headlamps, these are retained by 3x10mm bolts (two on top, one underneath) and the single electrical connection to each headlight.



4. Remove the 2x13mm bolts at the top of the radiator panel as shown below. Loosen the two hose clips at the top of the convoluted hoses from the intercooler.



Completely remove the 2 plastic air pipes located on top of the engine (the 2 leading to the intercooler hoses) by removing the 2x10mm bolts that retain each pipe. Remove the single air conditioning pipe bracket on the lower left as you look at the front of the car (see picture below).



Push the top intercooler retaining clip through the radiator panel so the top edge of the intercooler is free. Disconnect the single electrical connection to the intercooler fan system.



Remove the crash bar by removing the 6x13mm bolts, then lift the radiator panel slightly upwards and forwards so it is free from the locators.

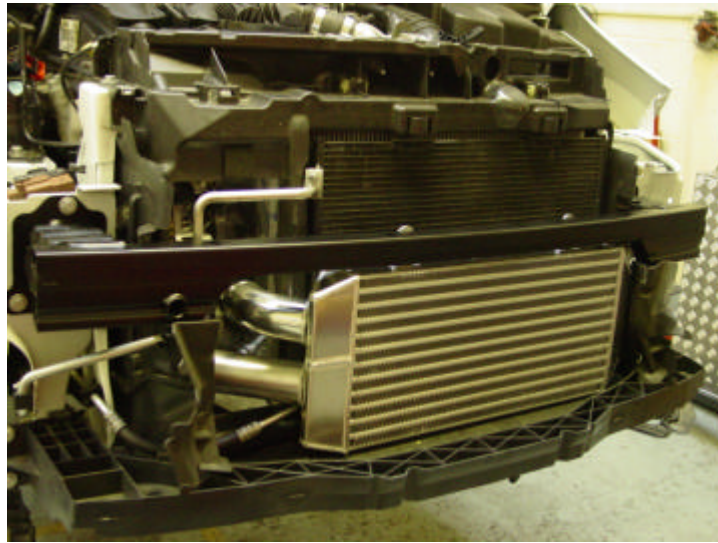


Now lift the intercooler upwards and out from the engine bay (you may need help here to lift both the radiator panel and the intercooler from its location at the same time) Be careful not to damage the small bore water overflow pipes that run just behind the intercooler.



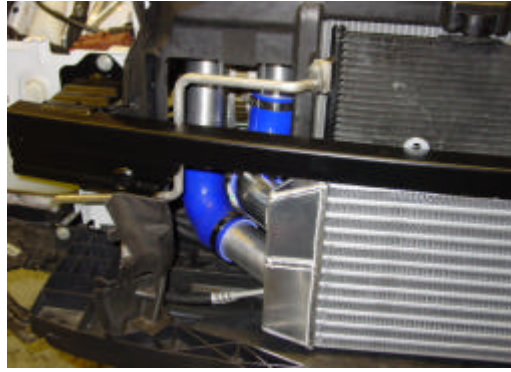
Re-assembly

5. Relocate and refit the radiator front panel using the original 2x13mm bolts. Refit the air conditioning bracket to its mounting stud and tighten again using the original 10mm nut and spacer. Refit both the engine bay plastic air pipes using the original bolts and nuts.
6. Fit the new intercooler to the crash bar using the 2x M8X16 cap screws and washers as supplied. Fit the new modified crash bar as supplied with kit, with the intercooler attached using the original 6x 13mm bolts.



7. Fit the 2x 45 degree silicon hoses to the upper plastic pipes in the engine bay using the hose clips supplied, do not tighten the hose clips just yet. Fit the 2 aluminium straight tubes to the 90 degree silicon hoses as shown below, again leave the hose clips loose for now. Fit the 90 degree hose and shorter tube to the right hand intercooler connection as shown below. Fit the longer tube to the left hand intercooler pipe as shown below. Once all the hoses are routed well and not fouling any other engine bay parts then tighten all hose clip connections.





8. Insulate the electrical connection that is now redundant for the original intercooler assistance fan.



9. Refit the headlights and complete front bumper assembly. Lower the vehicle to the ground and close the bonnet/hood. Road test vehicle.

You are now ready to enjoy the new found performance of your vehicle !