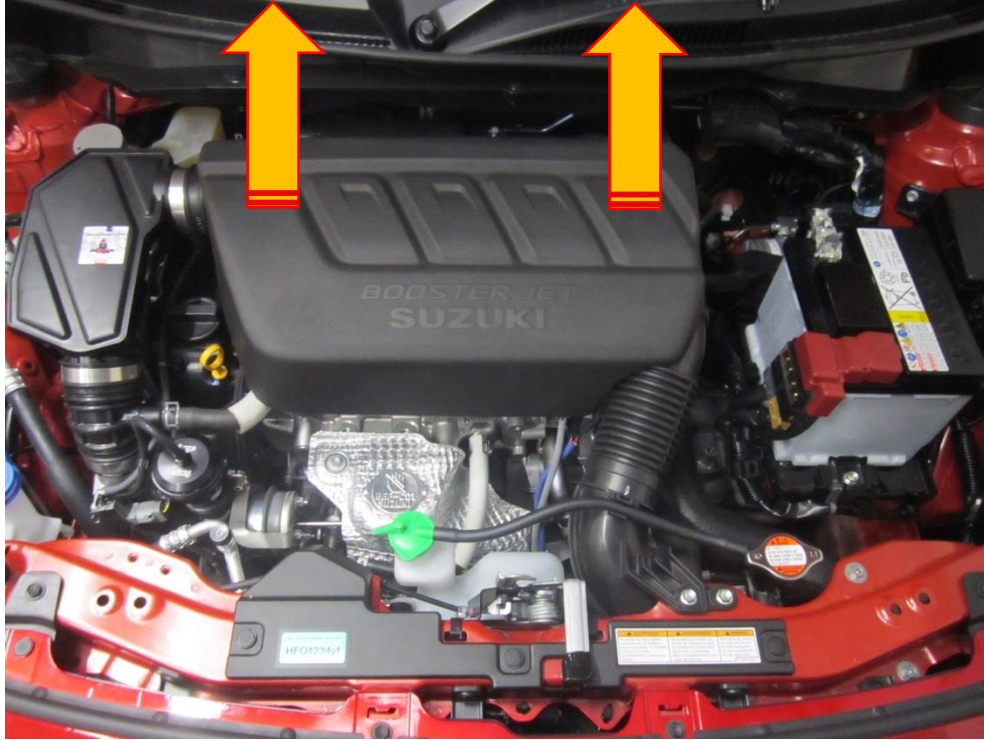
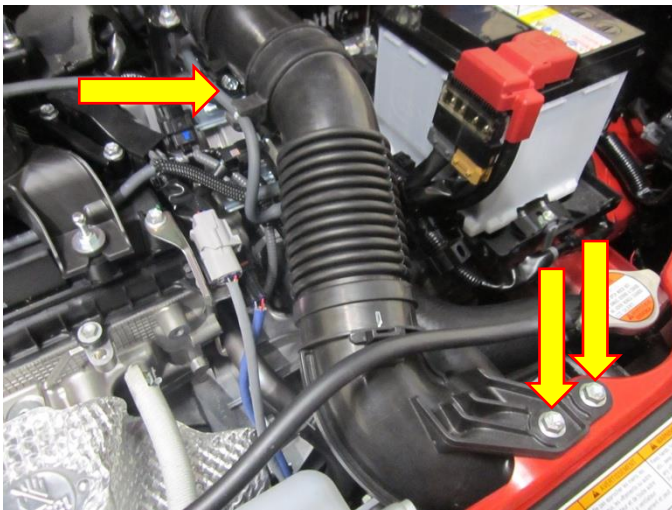


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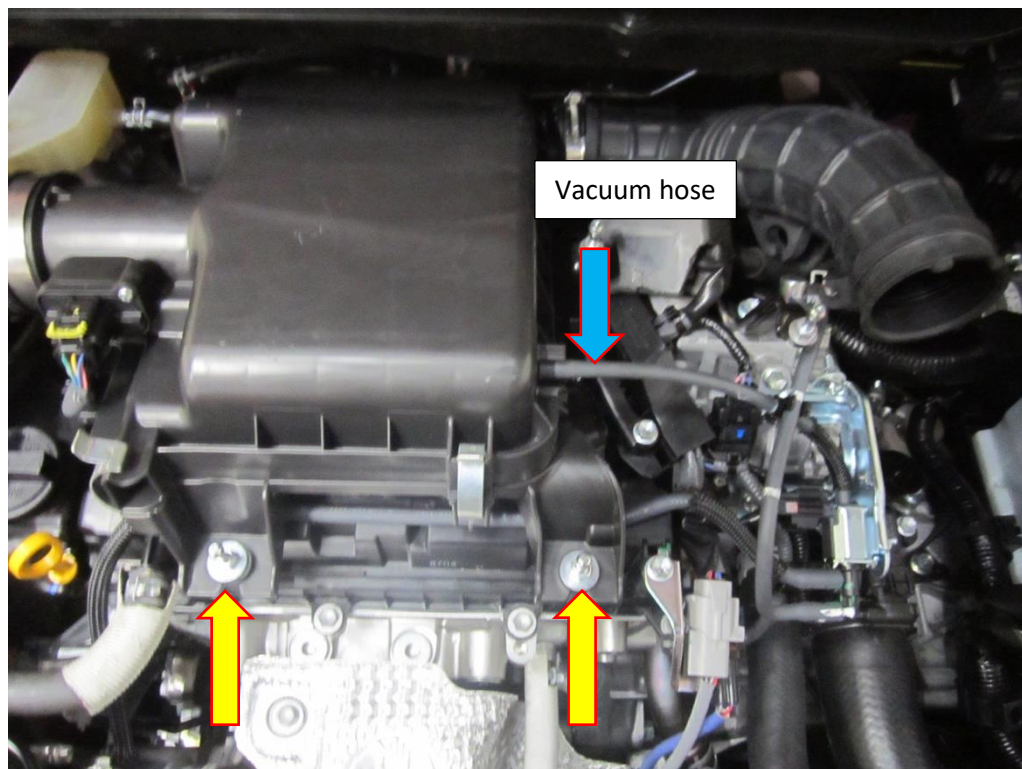
1. Open the bonnet and locate the engine cover as this needs to be removed. Simply tug sharply in the middle of the cover and it will pull off.



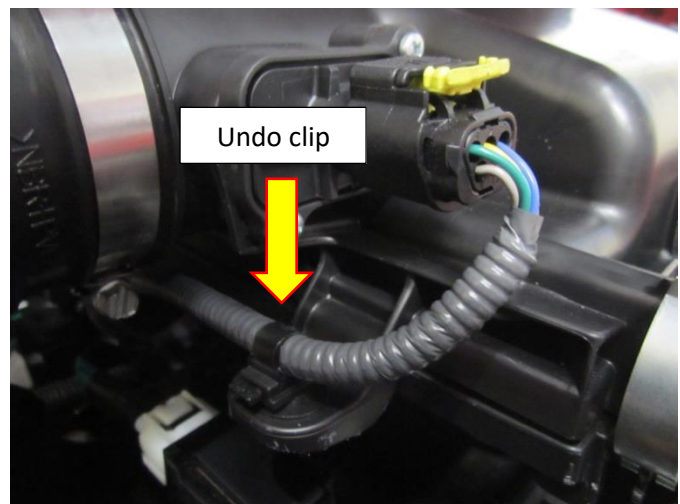
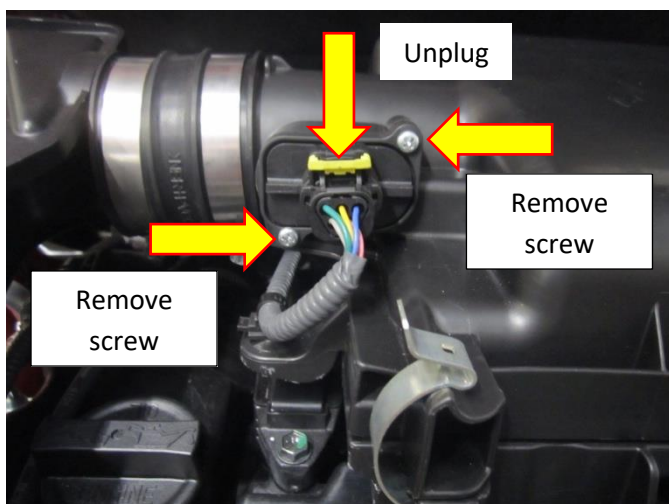
2. The air scoop/intake at the front of the engine bay is held down with four 10mm fasteners. These need to be removed with a 10mm socket and drive. You can remove the air scoop and hose (all three parts) from the engine bay.



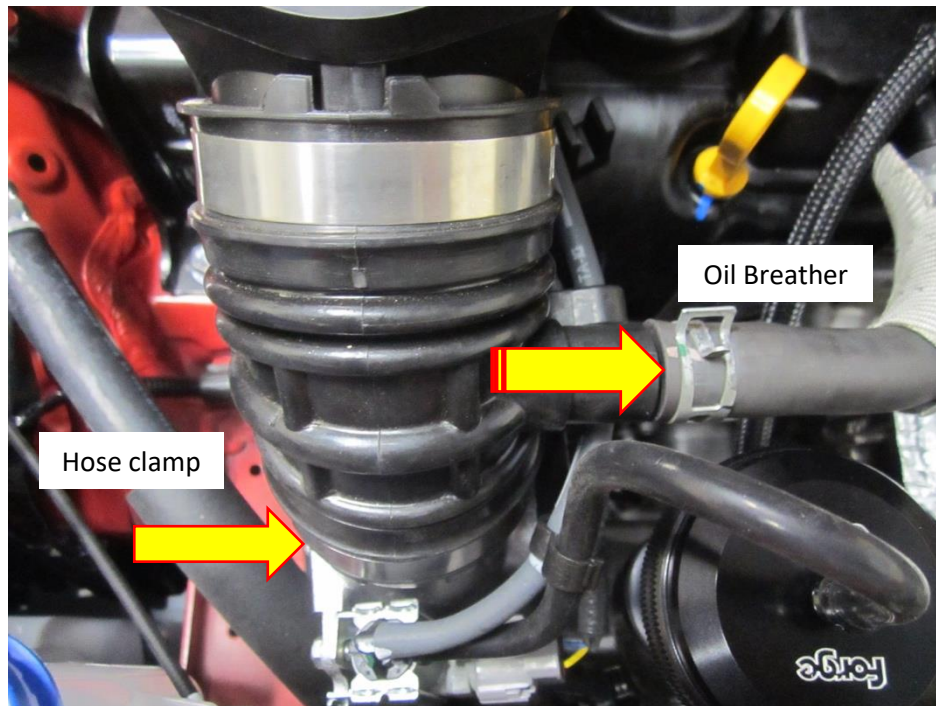
3. Locate the two 10mm fasteners attaching the air box to the engine, remove these with a 10mm spanner. Now remove the vacuum hose from the air box, this just pulls off.



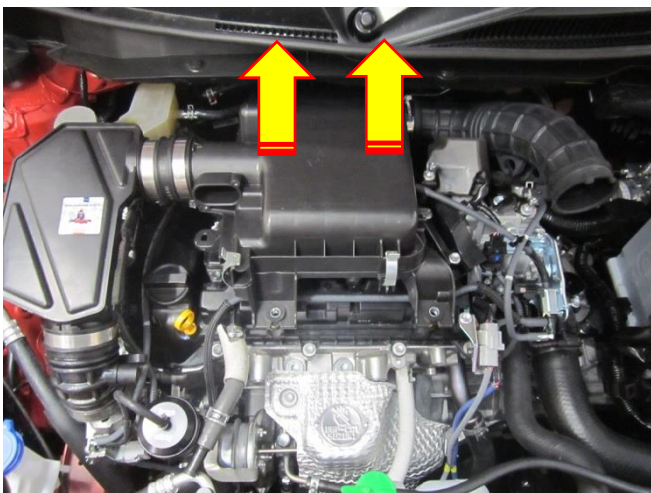
4. The MAF sensor will now need to be removed. First unplug the sensor, then using a Pozi-drive screwdriver, remove the two screws holding it in place. Now carefully remove the sensor from the air box. Unclip the MAF wiring harness.



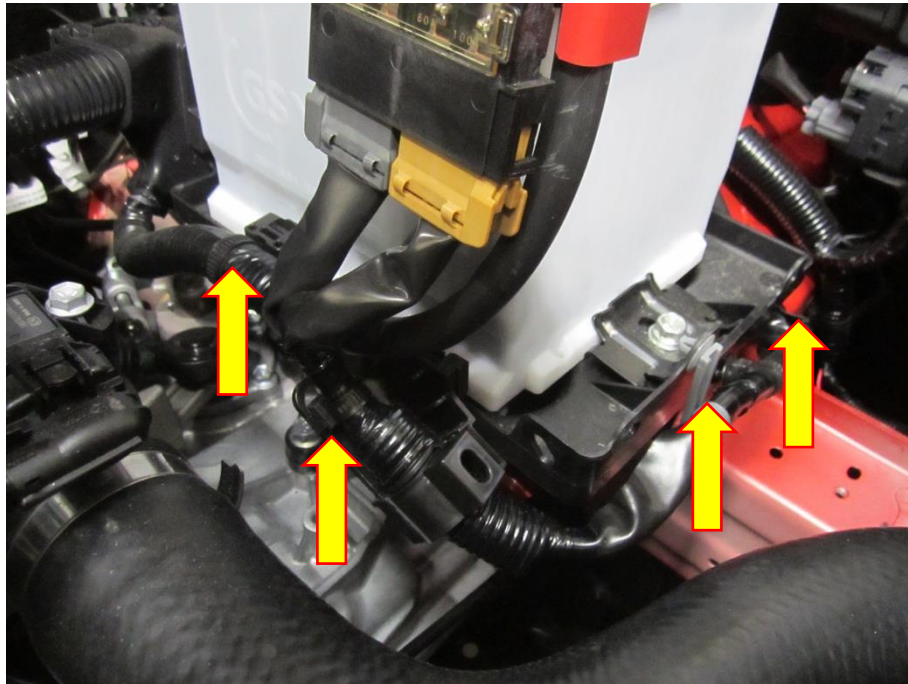
5. Remove the oil breather hose from the turbo intake pipe, this will just pull out. The hose clamp holding the turbo intake pipe also needs to be slackened off with an 8mm socket or flat blade screwdriver.



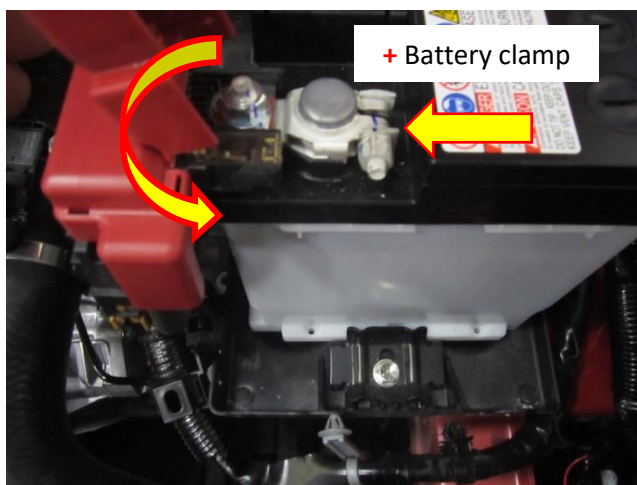
6. At this stage you can now remove the whole air box and pipe work as one. Lift the back of the air box to release it from its rubber mounting points. Make sure all the vacuum hoses are unattached from the intake pipe and you will be able to remove the air box. To do this, pull out the air box while twisting it 90 degrees to the left as shown in the picture.



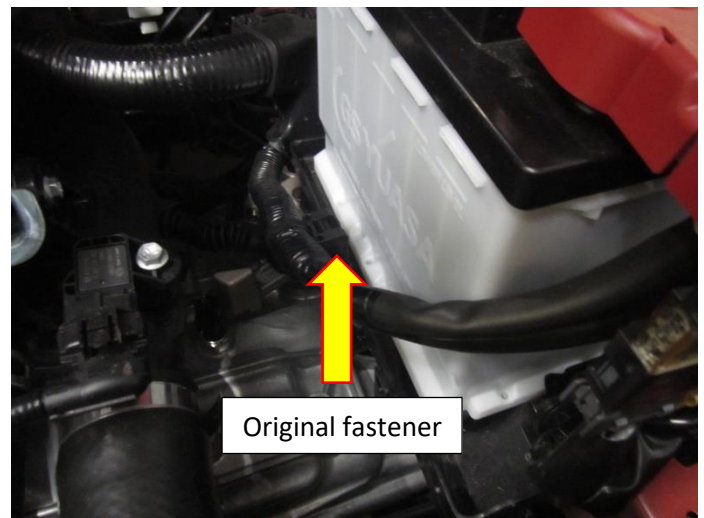
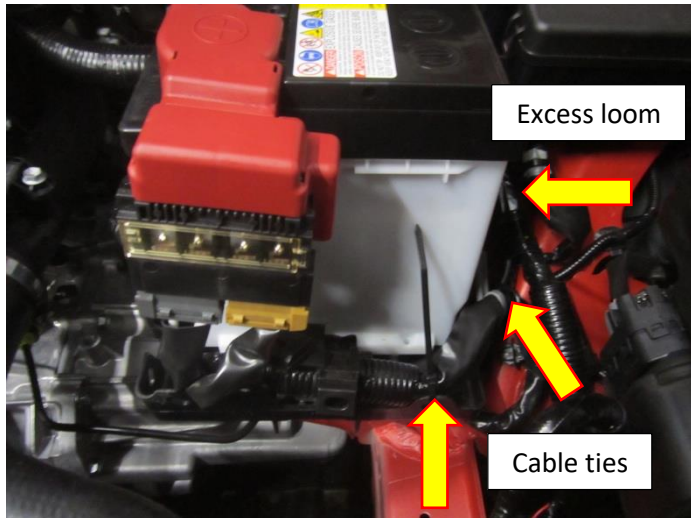
7. Before you can install the FMINDK29, you will have to relocate the positive side wiring loom to the vehicle battery. There are four plastic clips that need to be undone. Use a flat blade screwdriver to prise the clip off. **At this stage, disconnect the NEGATIVE Battery terminal with a 10mm spanner/socket & ratchet.**



8. Slacken off the 10mm nut on the **POSITIVE** battery clamp so that you can twist it 90 degrees anti-clockwise. Pull the wiring loom around so that you can move the battery terminal into position. When you have got the terminal into the desired position, tighten the 10mm nut on the battery clamp.



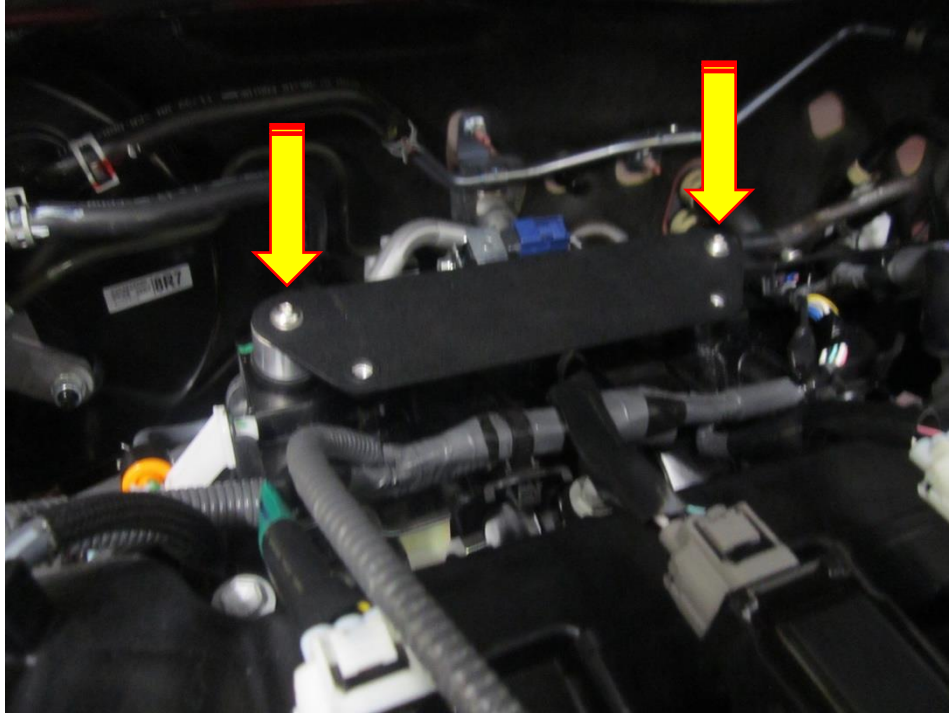
9. With the terminal tightened into its new position, you can now tidy the wiring loom, first tuck the excess loom around the back of the battery and cable tie it to the loom coming from the fuse box. Working backwards, cable tie the next part of the loom using the existing fastener hole.



10. Start to install the FMINDK29. Start by making up the hard pipe mounting bracket. Use the M6x6 bolts and washers to attach both mounting pins to the bracket. Do this using a 5mm Allen key, as shown in the pictures below.



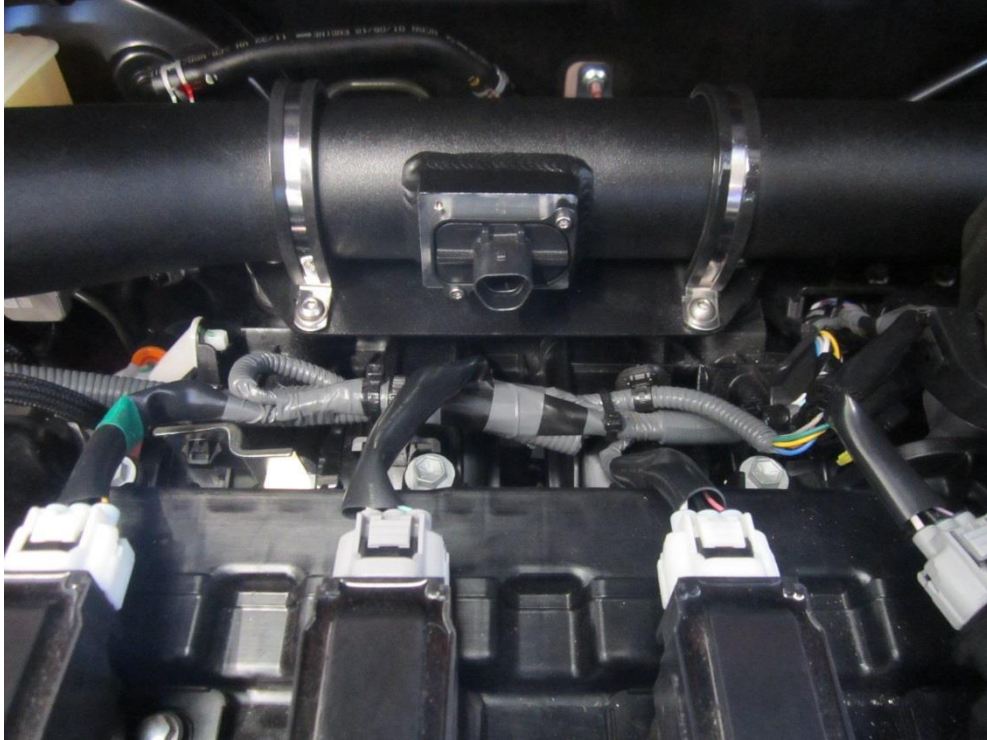
- 11.** Once you have made up the mounting bracket, install it into the rubber lugs that held the back end of the airbox in place. The mounting bracket simply pushes into place.



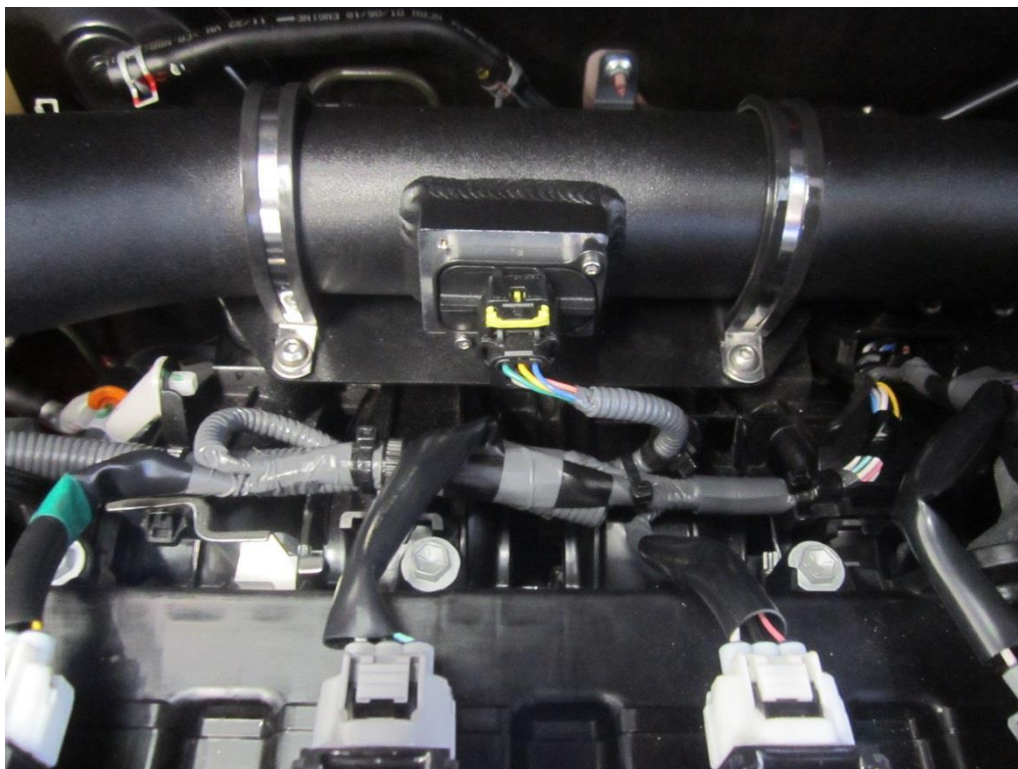
- 12.** Take the hard pipe from the kit and mount the original MAF sensor into the MAF boss on the hard pipe, there are two m4 fasteners with the kit, using a 4mm Allen key tighten the sensor to the MAF boss.



- 13.** Attach the hard pipe to the mounting bracket using the two P clips with the M6x16 fasteners and M6 washers. Open the P clip and wrap it round the hard pipe, then use the M6x16 fastener and M6 washer to attach the P clip and hard pipe to the mounting bracket. Do not tighten them all the way up just yet as you may need to adjust the hard pipe.



- 14.** Plug the MAF sensor loom back into place and cable tie down the excess loom with the injector loom as shown in the picture below.



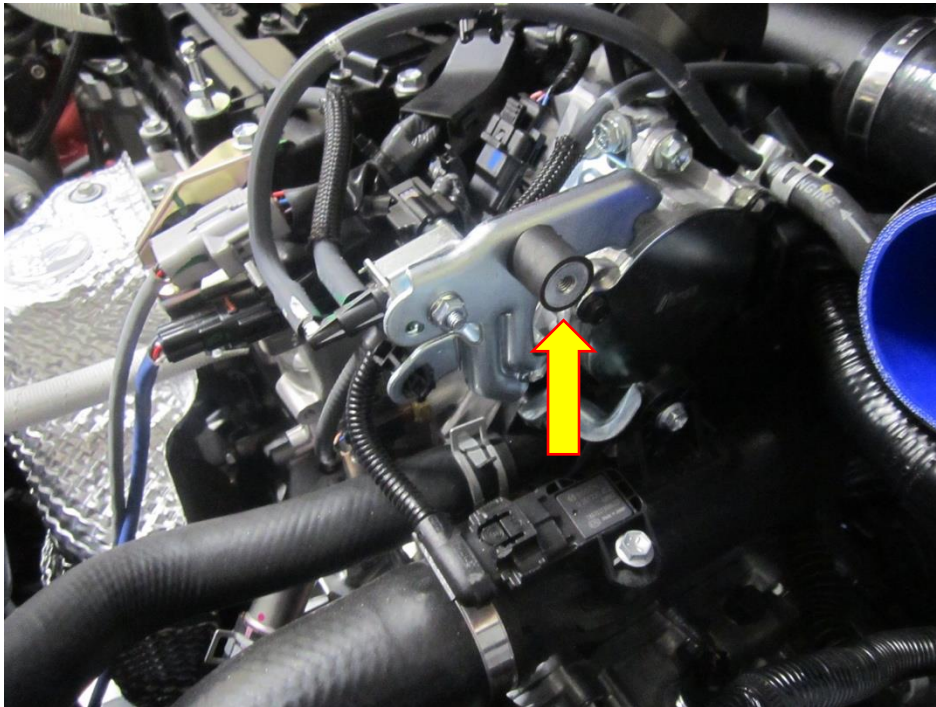
- 15.** Fit the 90 degrees silicone hose with the oil breather spout. Loosely place the hose clamps around each end of the hose then attach the hose the hard pipe and the turbo elbow, then tighten the hose clamps with a 7mm socket and ratchet or a flat blade screwdriver. The oil breather will just push fit to the spout coming out of the silicone hose.



- 16.** Undo the three fasteners holding the alloy spinning at the front of the air box with the use of a Pozi drive screwdriver. Now you will need to remove the alloy spinning from the air filter, this needs to be done for a later step in the fitting procedure.



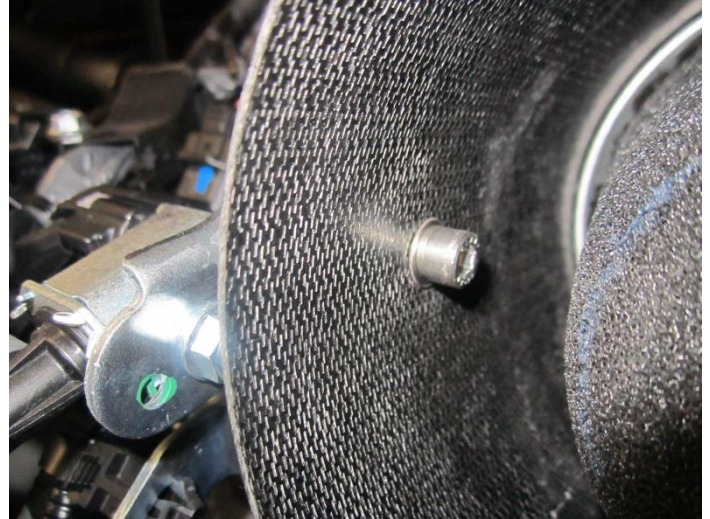
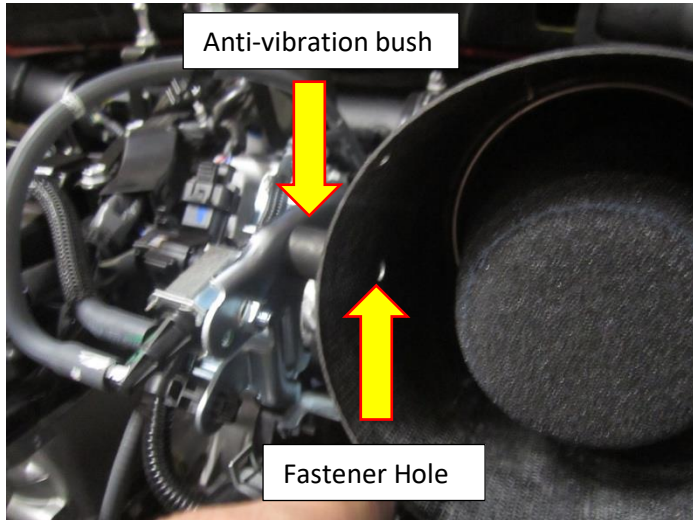
- 17.** Attach the anti-vibration bush to the bracket that held the OE air intake pipe. It just screws on in a clockwise direction.



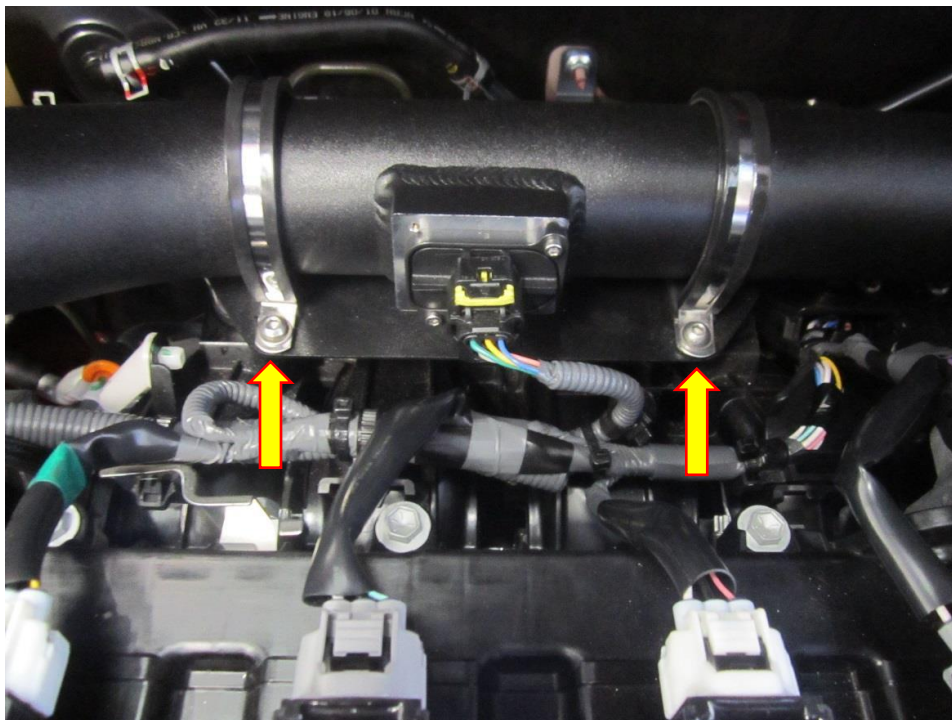
- 18.** Attach the 90 degrees silicone hose with vac spout to the other end of the hard pipe. Make sure you have the hose clamp on the hose but loosely fitted. At the other end of the hose you can now fit the air filter. Do not tighten the hose clamp yet as you will need to adjust the filter position. The vac hose that went to the original air box fits to the vac spout on the new hose. Use the hose joiner supplied in the kit to attach them together.



- 19.** With the air filter now attached to the silicone hose and the Forge badge facing upwards, look inside the air filter and you will see a hole to the left side. Use a 5mm Allen key to attach the M6x8 bolt, M6 sprung washer and the M6 plain washer to the anti-vibration bush fitted earlier. This will keep the air filter firmly in place. You can now refit the alloy spinning back onto the air filter with the three Philips fasteners.



- 20.** Now with the filter in place, go back to the mounting bracket and tighten the M6 fasteners and all the hose clamps for the silicone hoses.



- 21.** The final stage of the installation is to install the large silicone air intake pipe, the shorter end fits to the air filter and the longer leg of the hose locates under the near side head light through a gap in the wing. Once in position, tighten the hose clamp to secure the hose to the air filter. Now refit the engine cover by pushing it down into position. (The recommended torque setting is between 2 and 2.4NM please do NOT exceed this or the alloy spinning on the filter will deform).



- 22.** Your install is now complete. You can now take your car for a test drive and enjoy the new performance and added sound to your Suzuki's engine.





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