



## FMSS7 Fitting Instructions



**Please thoroughly read through and familiarise yourself with these instructions in their entirety prior to beginning any part of the installation process of any component. Please also ensure the vehicle and engine has cooled down sufficiently to avoid risking possible skin burns or other injury.**

### **TOOLS NEEDED:**

Hose Clamp removal tool/Long nose pliers

7/10mm Socket and Ratchet and suitable extension

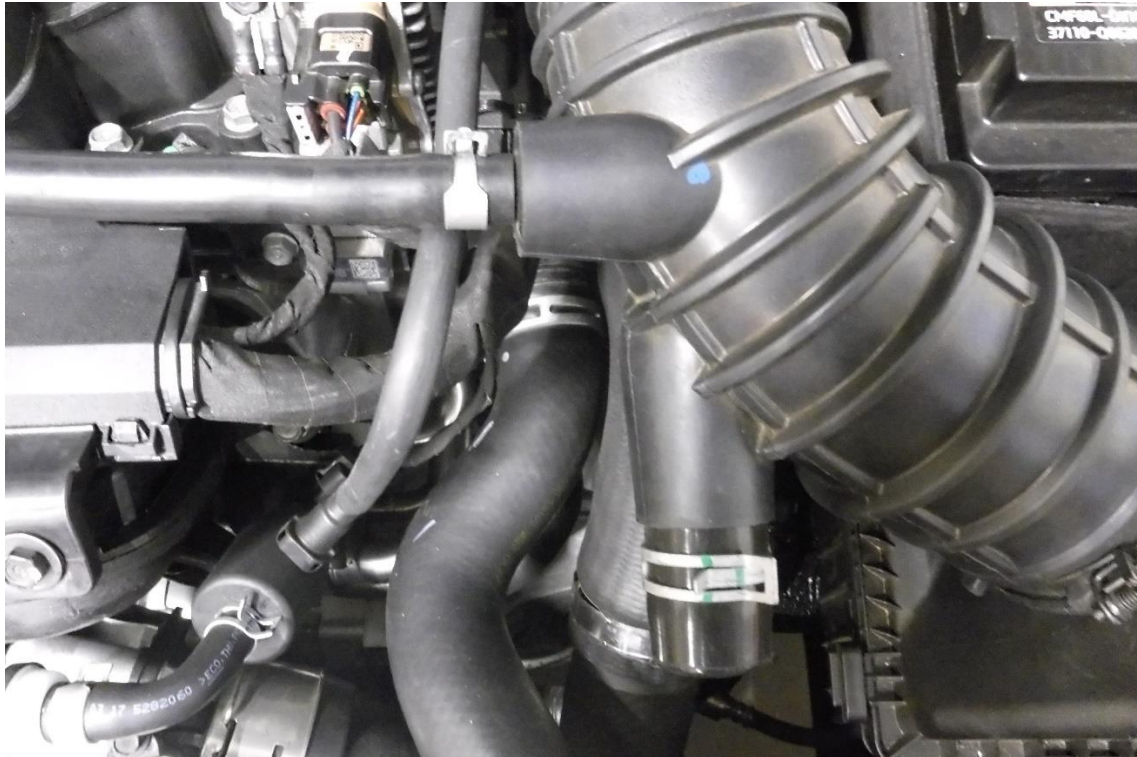
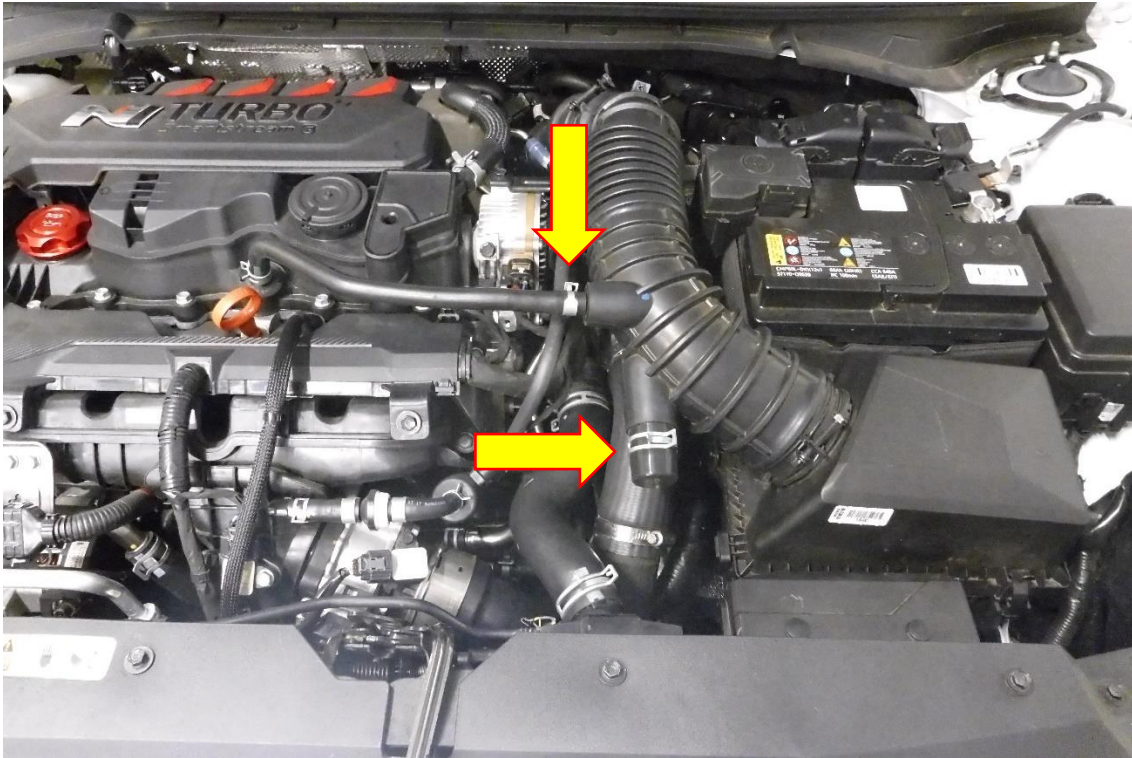
Flat bladed screwdriver (x2)

4mm punch/suitable diameter tool

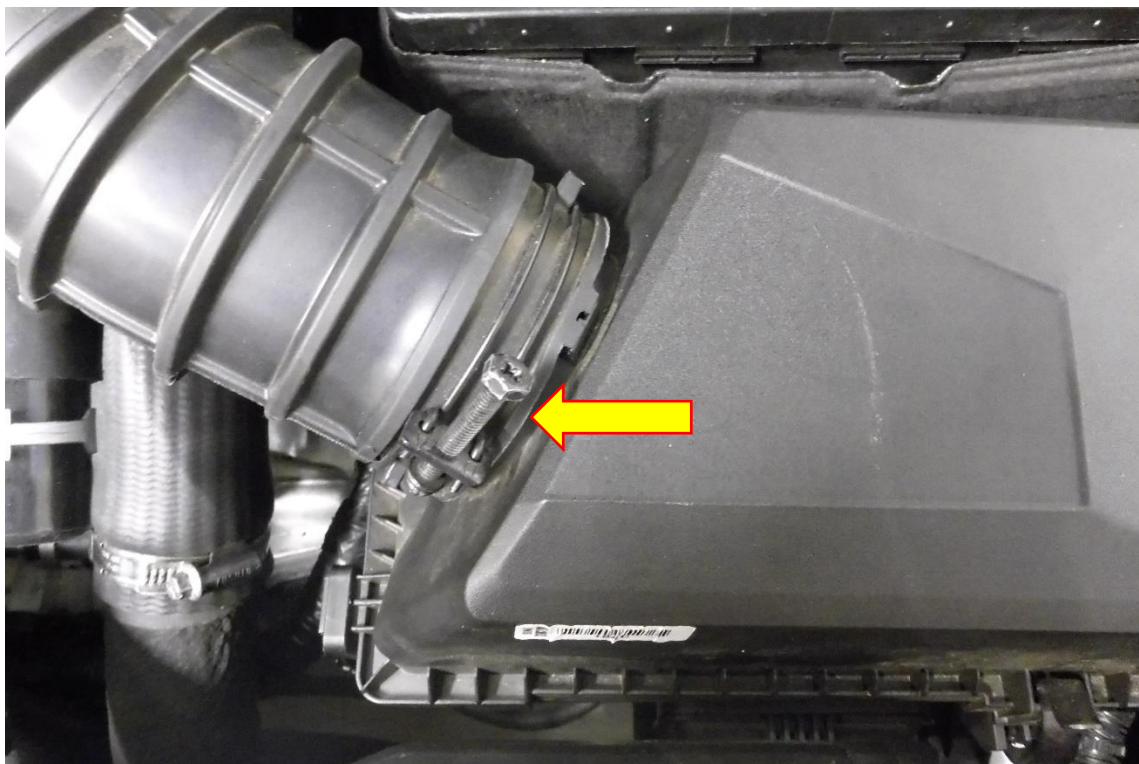
Hammer/mallet

Magnet (*will make removal of OEM components easier, but not vital*)

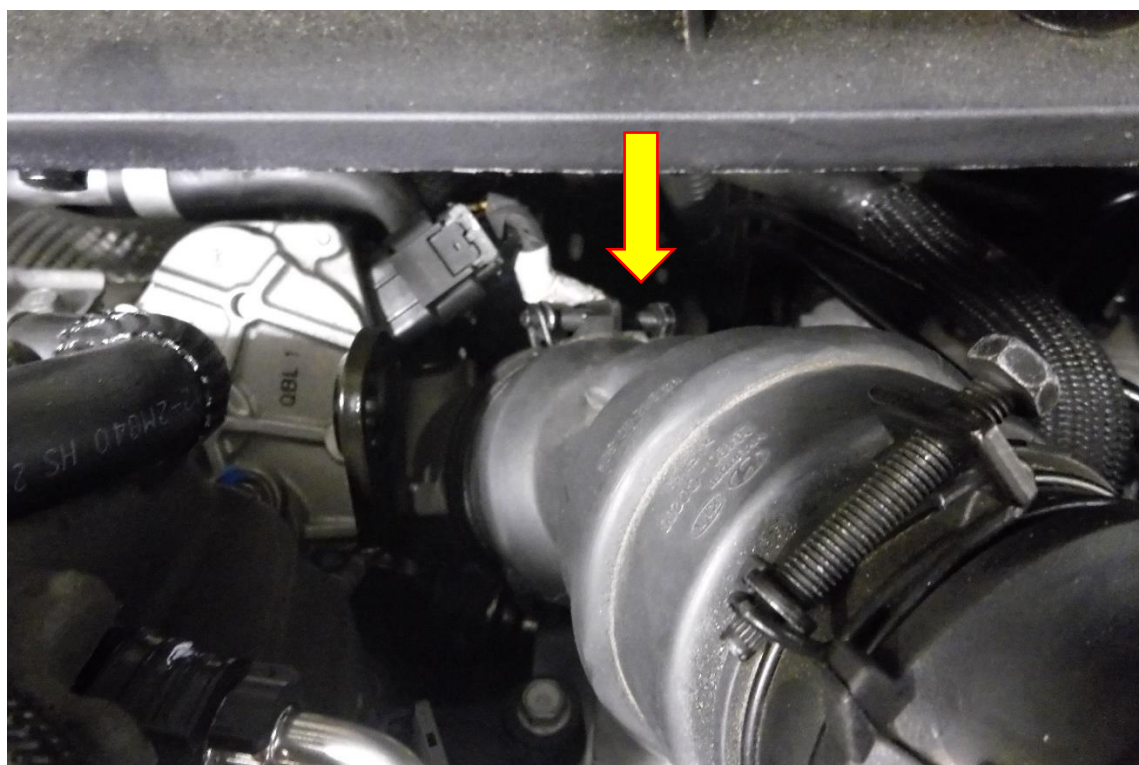
1. Open the bonnet and locate the oil breather hose and DV hose. With the use of a hose clamp removal tool or long nose pliers release the hose clamp attaching both hoses and remove them from the inlet hose. In the images below you can see that the dump valve hose is blanked off as we have our atmospheric dump valve **FMDV37** installed.



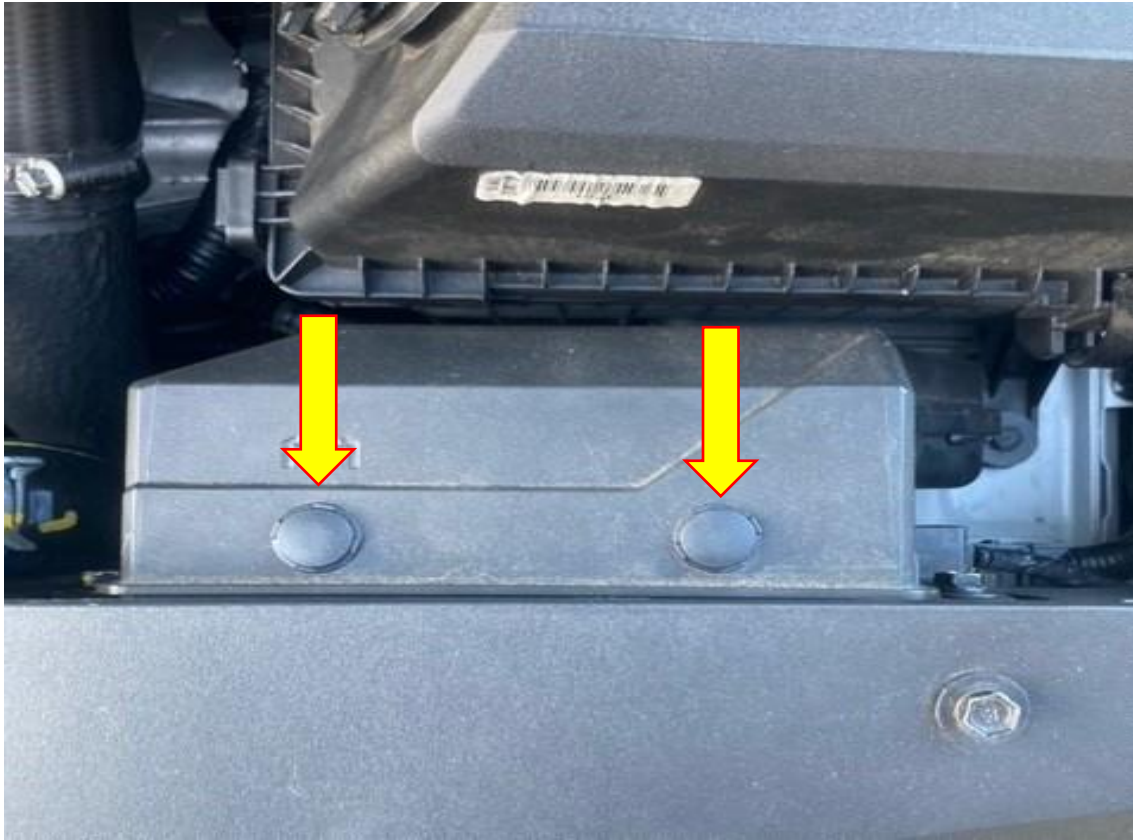
- Using a 10mm socket and ratchet loosen the hose clamp attaching the inlet hose to the airbox, once loose detach it from the airbox-



- Again, using a 10mm socket and ratchet loosen the hose clamp and remove the opposite end of the inlet hose attached to the turbo adaptor. You can now remove the hose completely.



4. Using a flat bladed screwdriver prise the X2 plastic retaining clips open and remove them from the air duct.



5. Using a 10mm socket and ratchet with extension remove the X3 M6 fasteners attaching the airbox to the vehicle. You will now be able to remove both the airbox and air duct from the engine bay.



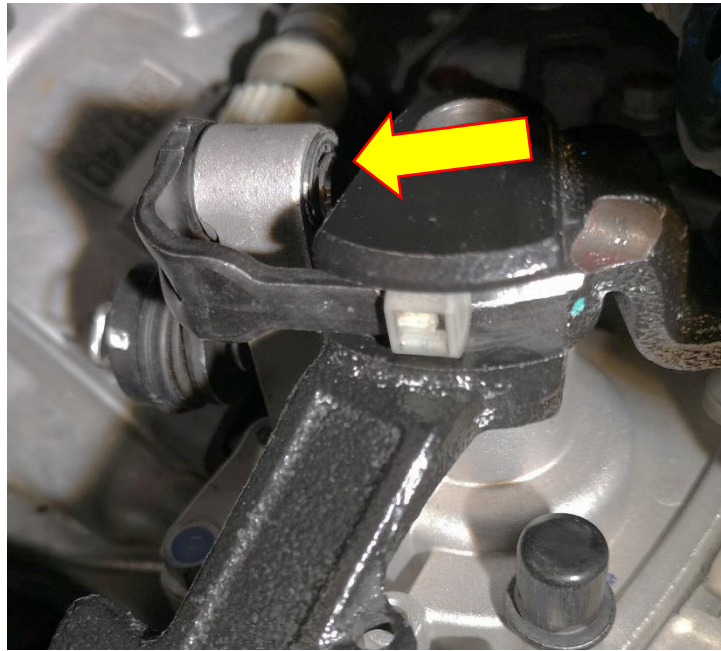
6. Now that the airbox is removed, you can see the OEM shifter



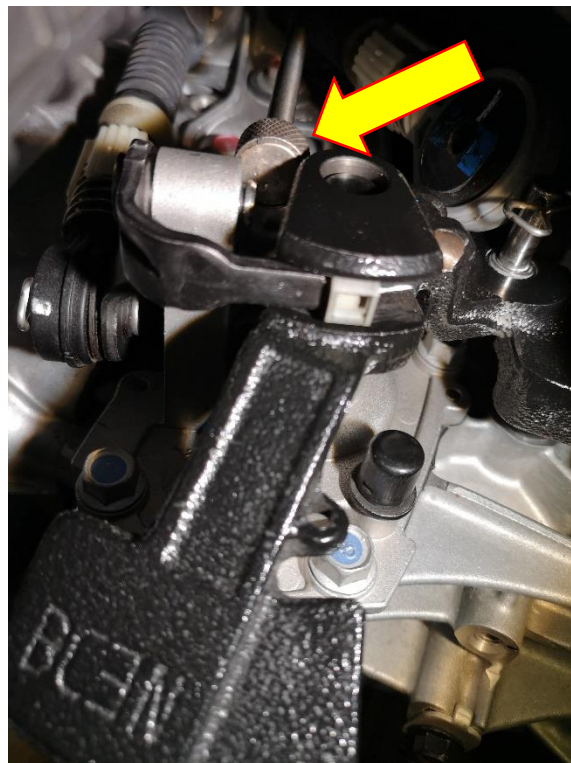
7. Pull the R clip out of the shifter cable labelled below, this will allow you to unclip the shift cable from the OEM shifter. The supplied circular clip will be used for reassembly of the Forge Motorsport short shifter.



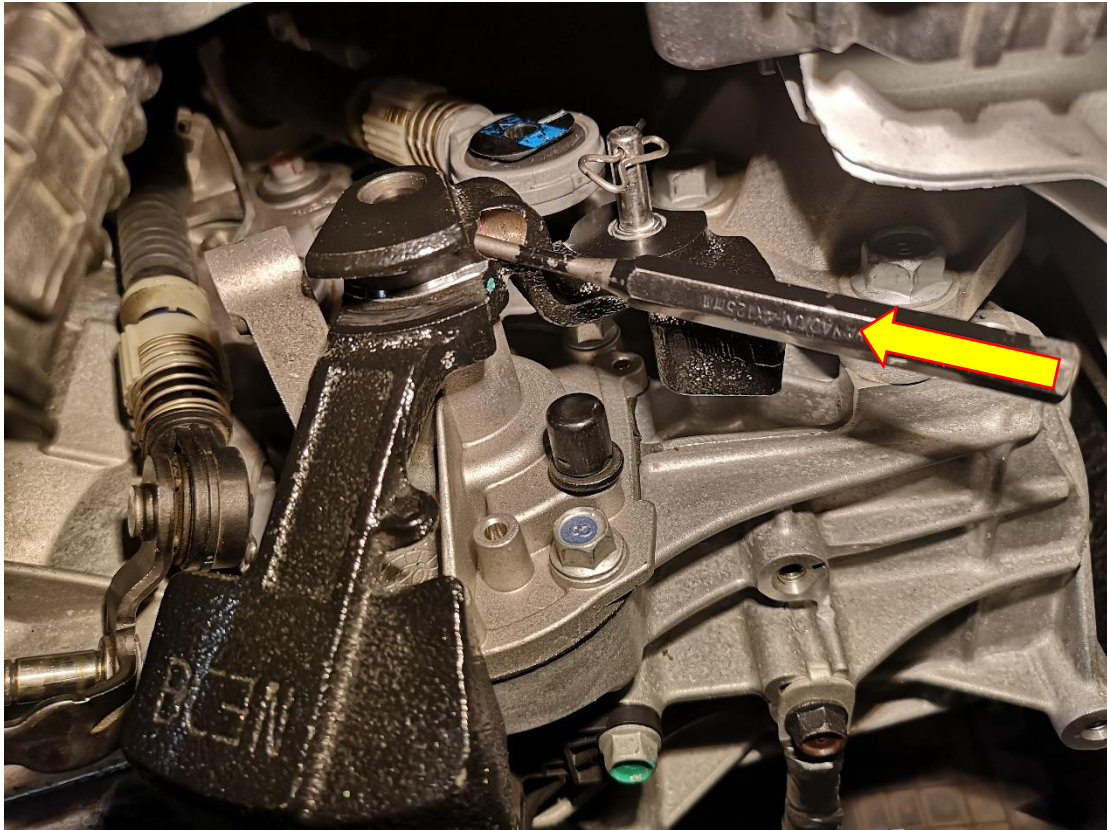
8. There is a C-clip that holds the up/down shifter mechanism in place.



9. Take two flat head screwdrivers, place them on either end of the C-clip to pry it off the shaft. If you have a magnet, we recommend placing this behind the C-clip as it is very easy to drop this into the depths of the engine bay. When the C-clip is removed you can slide the mechanism out of the bore.



10. To remove the pin, you will need a punch/suitable tool that is around 4mm diameter. Place this into the hole in the OEM shifter and hit the punch/suitable tool with a hammer/mallet until the pin is no longer impairing the centre bore so the OEM shifter can be lifted off vertically. We recommend not to hit the pin the full way through the shifter. Again, placing a magnet behind the shifter can be beneficial in case you hit the pin out of the OEM shifter.



11. Vertically pull the OEM shifter to remove it from the shaft.
12. Take the Forge Motorsport short shifter, ensure that the 30mm hex head bolt and nyloc nut have been removed.



13. Fit the Forge Motorsport short shifter over the shaft, and fit the 30mm hex head bolt and nyloc nut in the orientation as shown below (nut fits into the groove inside the short shifter)



14. Using either a 10mm spanner or socket and suitable drive tighten the hex head bolt.







15. Move the pin into the desired position and tighten with a 16mm spanner, the longest shift length is the same as the OEM shift length.



16. Complete steps 2 - 9 in reverse order to re-assemble your vehicle.



17. You have now successfully installed your Forge Motorsport short shifter, perform a final spanner and connections check. Now take your vehicle for a test drive and enjoy your new Forge Motorsport product.

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