



BMW 135/335 FRONT MOUNTING INTERCOOLER INSTALLATION INSTRUCTIONS



Tools needed:

¼" ratchet with extensions, and 7mm bit

7mm and 8mm Hose clamp driver

Flat bladed screwdriver

Needle nosed pliers

T25 Torx driver

These instructions are primarily written from the installation on a 135, installation on a 335 is very similar.



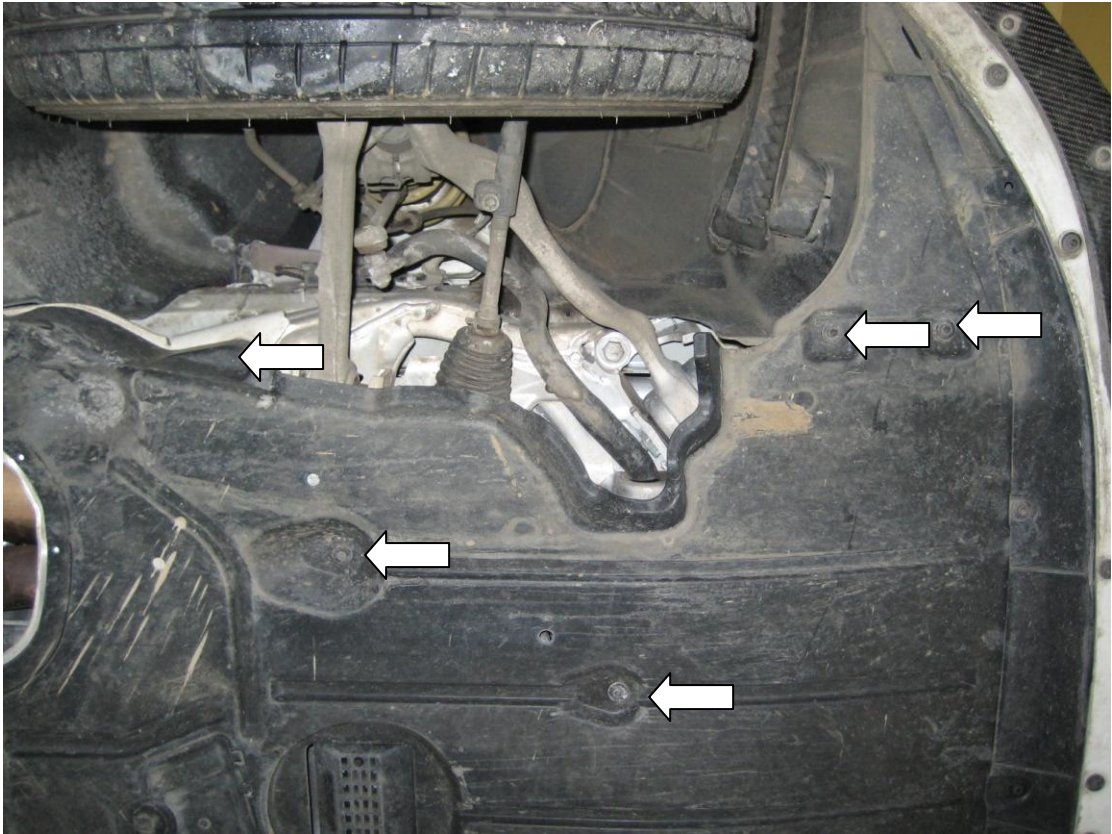
KIT CONTENTS:

1x Intercooler

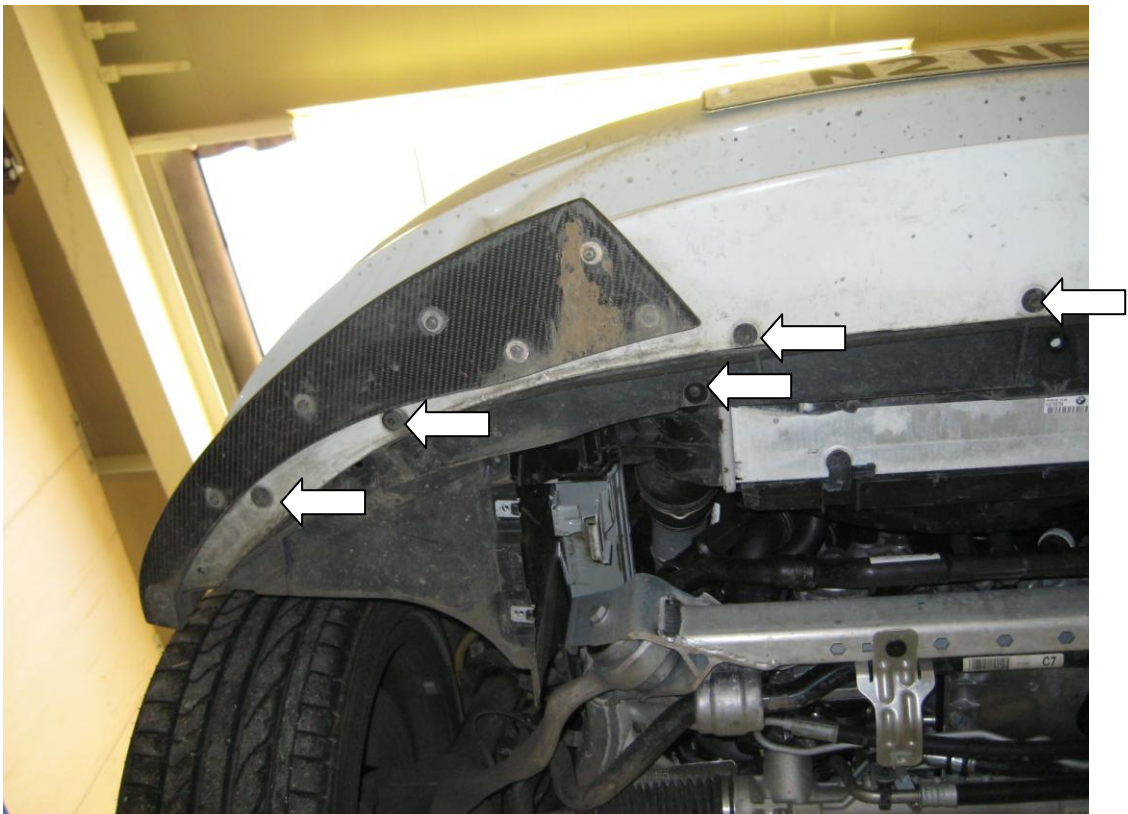
2x silicon bends (one s-shaped, one 90 degree)

4x 60-80mm hose clips

1. Jack the car up and support it on the jacking points under each sill. Remove the engine undertray by removing the 16 8mm bolts. On the 135, one of the bolts is at the inside rear edge of the wheel arch on each side. The others are quite obvious.



2. Undo the screws securing the strip of plastic under the front edge of the bumper (10 in total), and remove it from the car.



3. You will now have exposed the underside of the stock intercooler. Using your needle nosed pliers, or a flat bladed screwdriver, lever the c-clip out that holds the intercooler hose into each side of the intercooler. The c-clip will click when it's in the undone position, then pull the intercooler hoses out of the intercooler.



4. Rotate the two clips on the underside of the intercooler to the 'unlocked' position, and remove the plastic piece under the intercooler that they were securing.



5. Using a T25 screwdriver, undo the screw on each side of the intercooler. Be sure to support the intercooler as you remove the screws as these are all that's holding it in place.



6. Remove the intercooler from the car with care. On the 335 it's necessary to bend back the lower edge of the bumper to facilitate removal. Take care that the clips on the back of the intercooler release from the fan shroud.



7. Both standard intercooler pipes need to be removed from the car. BMW use a 'use once' clip with a locking joint that needs to be prised apart with a screwdriver, or cut off with a dremel or similar.

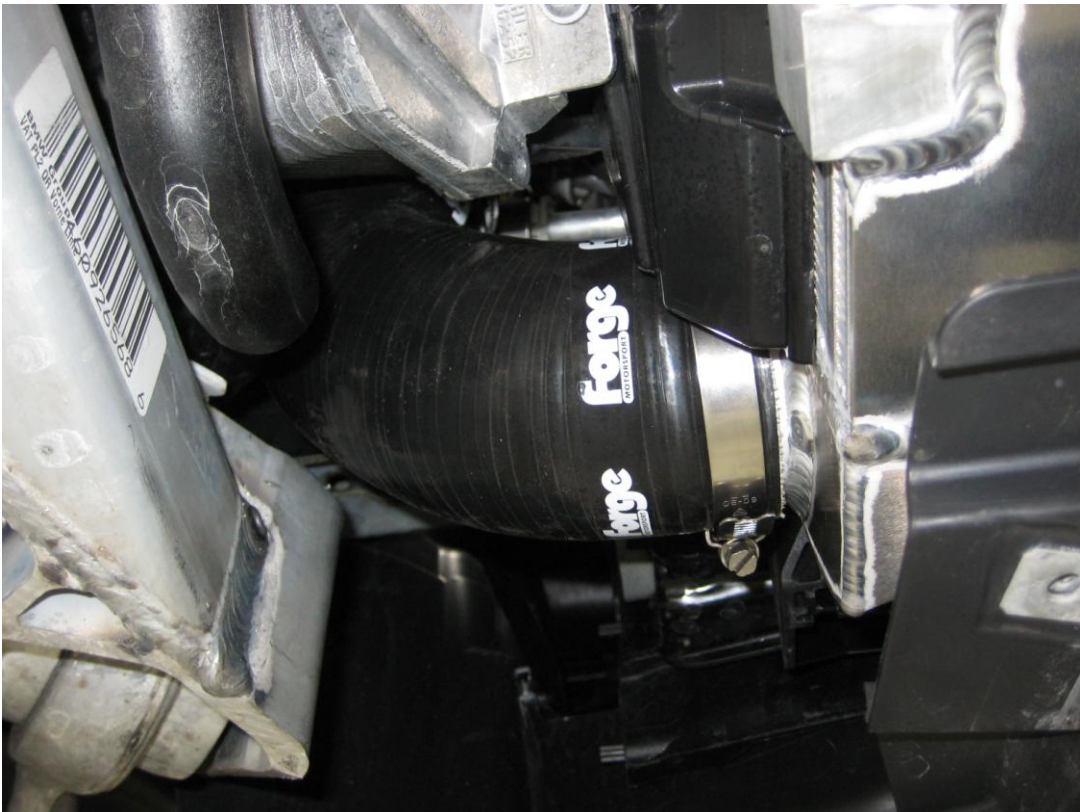




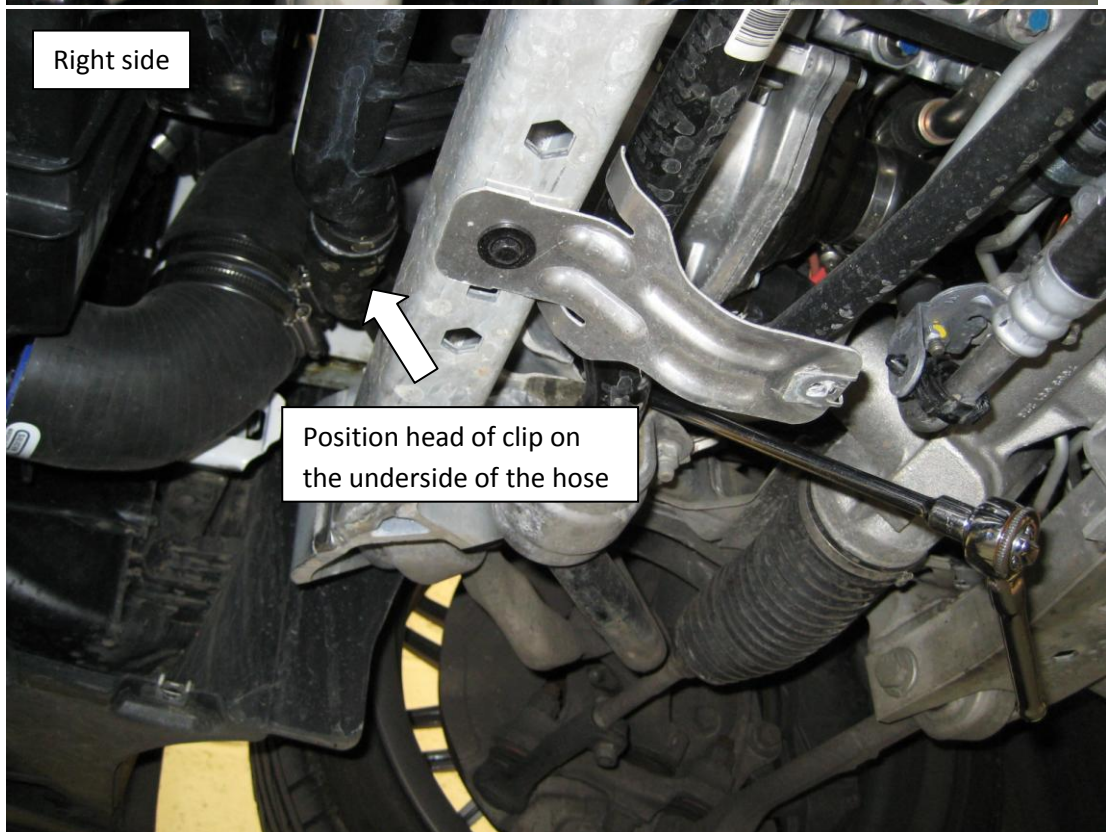
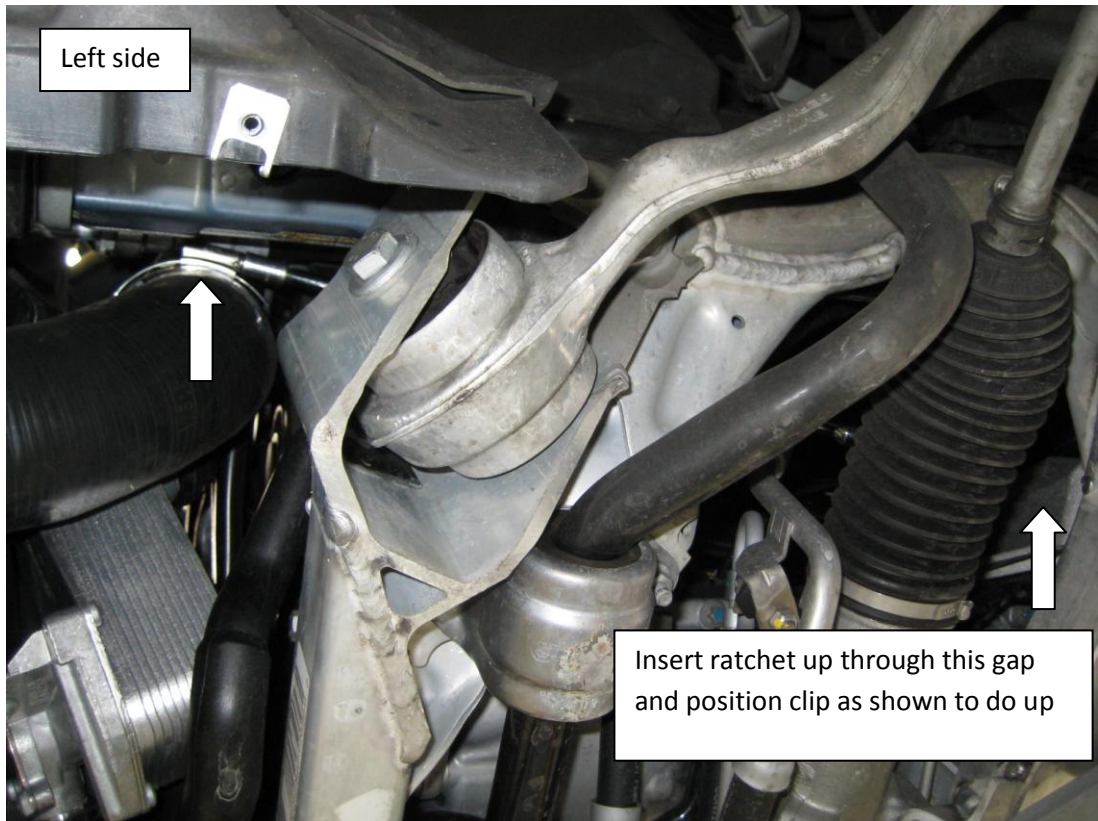
8. With the hoses removed, mount the Forge intercooler reusing the screws removed in step 5. The Forge intercooler is heavier than the stock core, so you may need the help of an assistant to hold the core in place. Again, this is harder on the 335 as the lower edge of the bumper will have to be held out of the way to facilitate fitting.



9. The S-shaped bend mounts on the right side of the car (drivers side, UK) and the kinked 90 degree bend mounts on the left side (drivers side, USA and Europe). Use silicon lubricant (dashboard cleaner works well) on the inside of the hoses to help fitting, and add the jubilee clips loosely before fitting the hoses. On the left side, take care when pushing the Forge hose on that you don't push the OEM hose off the clip on the rear edge of the radiator.



10. The bottom jubilee clips can be easily done up, however the upper clips are very hard and will require a ratchet with a long extension and 7mm socket in order to do up the clips. Use the photos below as a guide as to how to position the ratchet to tighten the clips. Ensure that the clips are square to the hose before tightening.



11. Installation is now complete, follow steps 2 and 1 in reverse order to replace the undertrays. The undertray will be a little tighter to fit but will still screw up.



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You may also be interested in this recirculating dump valve kit for the 135 and 335 models, FMDVBM35, available from your nearest Forge Dealer.

