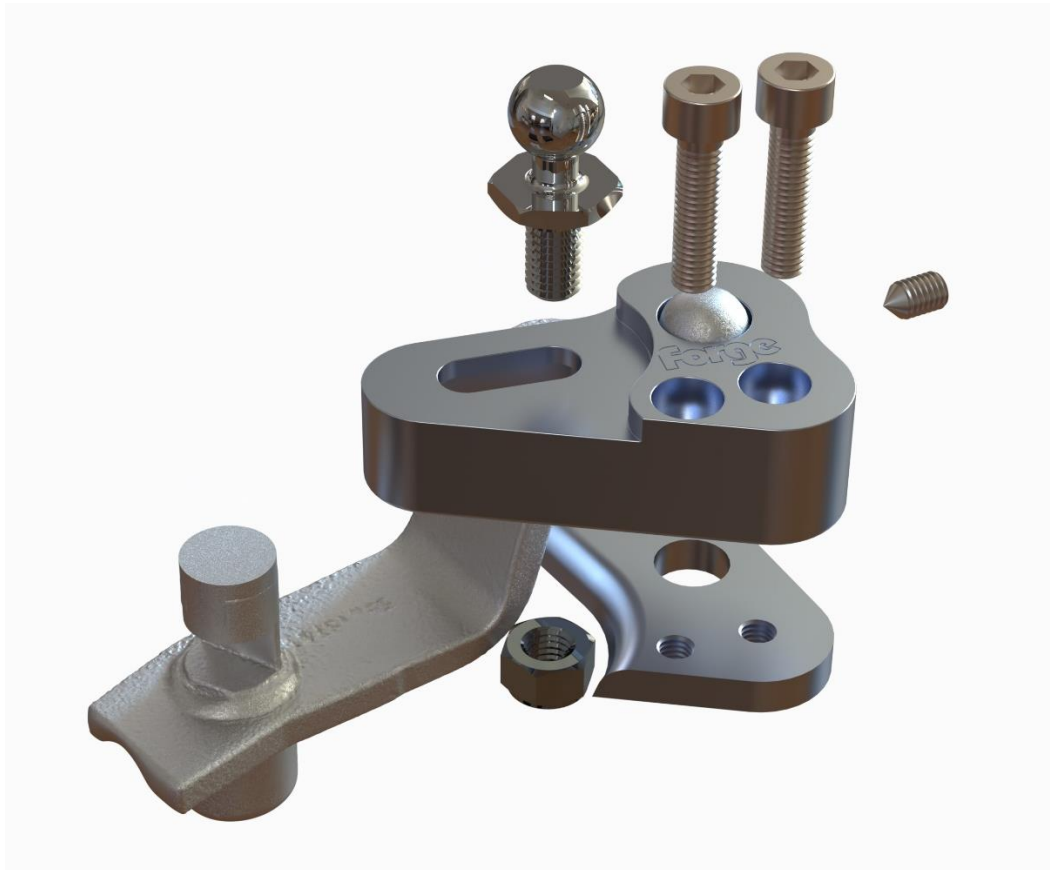




## FMSS8 Fitting Instructions



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:

- T25 Torx and suitable driver, or a Phillips screwdriver
- 10mm socket, 13mm socket, 3mm Allen bit and suitable drive
- Extension bar
- 10 & 16mm spanner
- Needle nose pliers

1. Open the bonnet. To access the shifter mechanism, we will need to remove the battery, located in the right-hand side of the engine bay.



2. Disconnect the battery connectors from the terminals, ALWAYS remove the negative connector first.

- Using a 10mm socket and suitable drive, undo the battery restraining clamp.



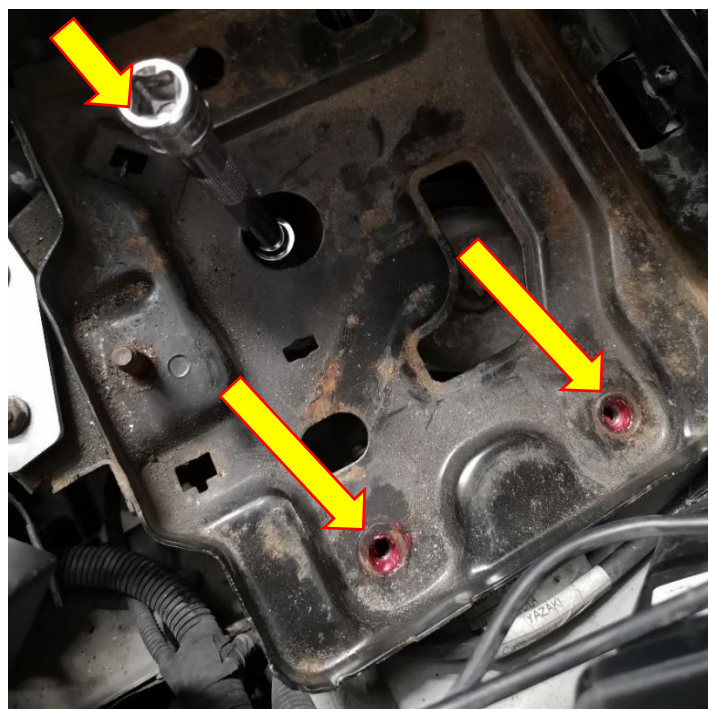
- Using the handle on top of the battery remove it from the vehicle.



5. Pull the plastic cover off the battery tray



6. Using a 13mm socket remove the three bolts that hold the battery tray down. You will require an extension bar for the socket on the bolt as shown below.

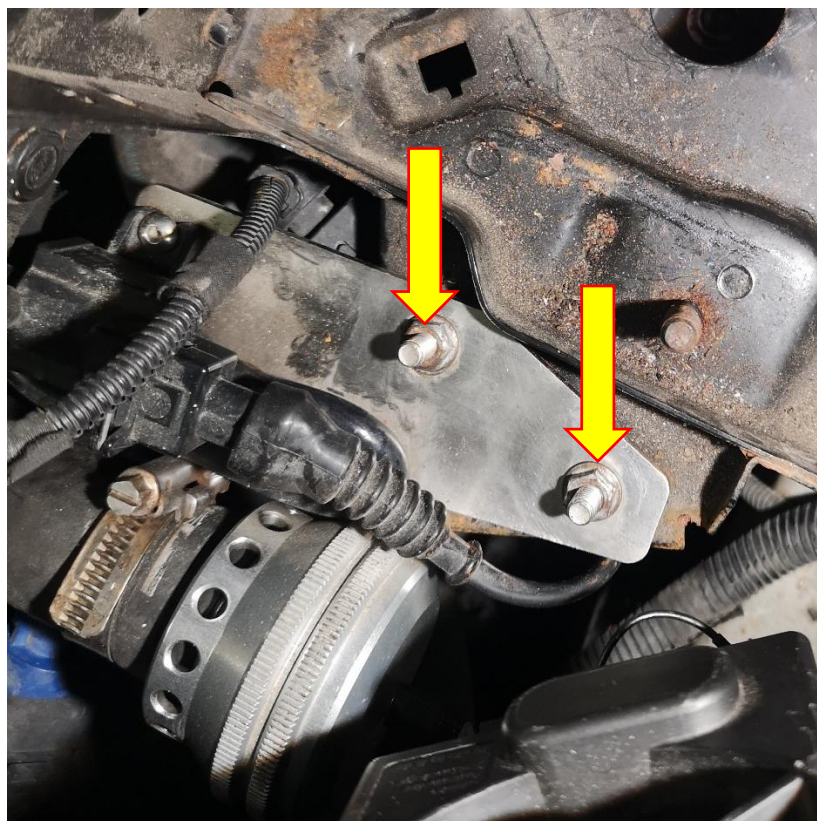


7. Disconnect the ECU wiring harness by pulling the yellow tabs towards the centre to unlock. Now you can pull the black lever through 90 degrees towards the centre. The last 20 degrees will pull the connector out of the ECU. You should not feel any resistance when removing the connector.

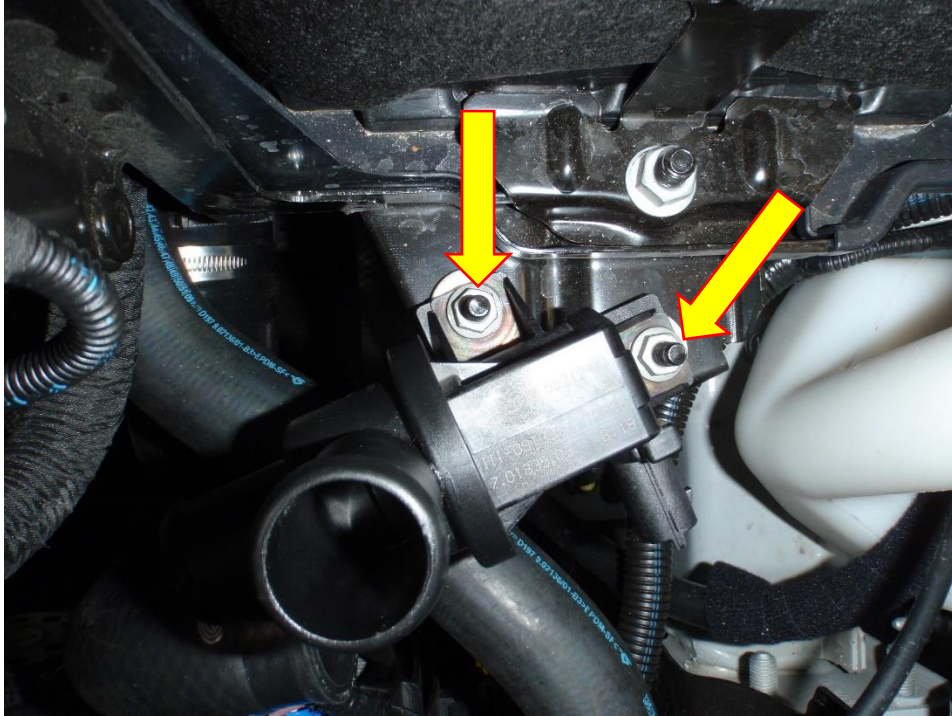


8. If you have either the OEM or Forge Motorsport Dump Valve installed (**FMDVF500A**), please use a 10mm spanner and 10mm socket and suitable drive to remove the two bolts holding the bracket to the battery tray. If you have the OEM valve installed, MAKE SURE you have a hand under the valve to catch the bracket as it will fall.

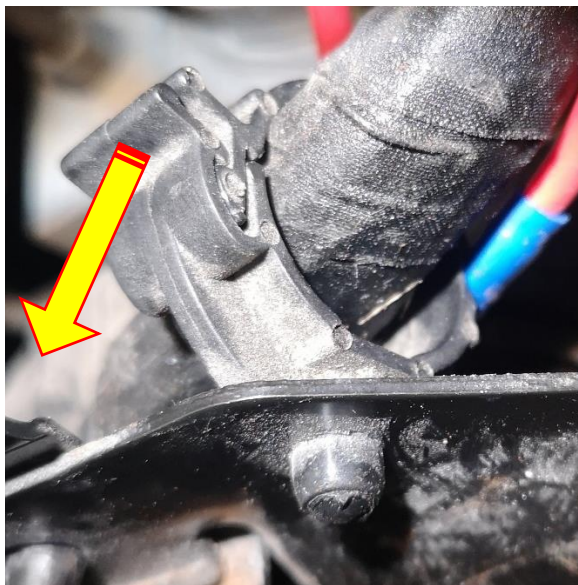
**FORGE MOTORSPORT DUMP VALVE - FMDVF500A**



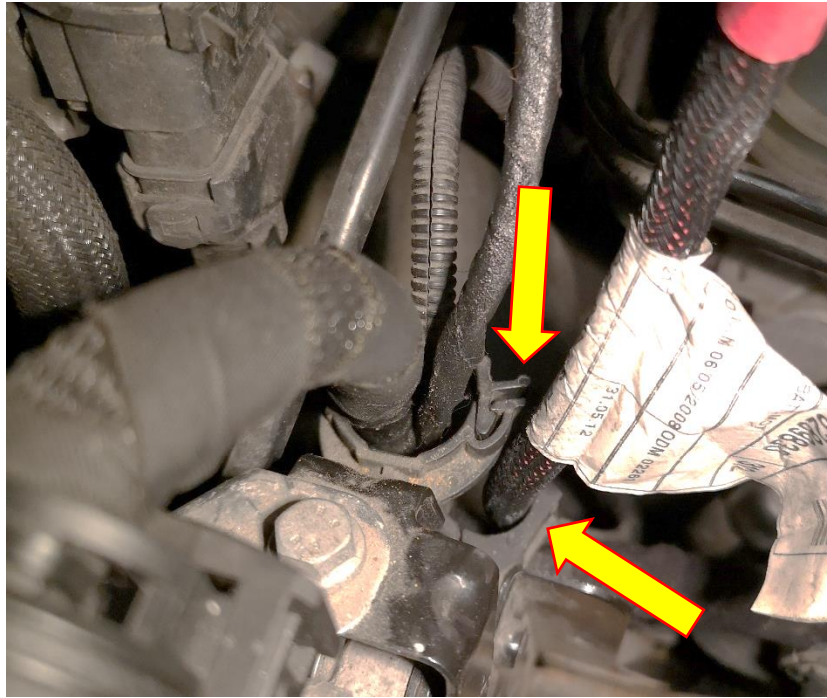
## OEM VALVE



9. There are several plastic clips on the battery tray holding cables etc. These need to be un-clipped to remove the tray completely. Do this by pulling back on the tab to release the 'tooth' as pictured.



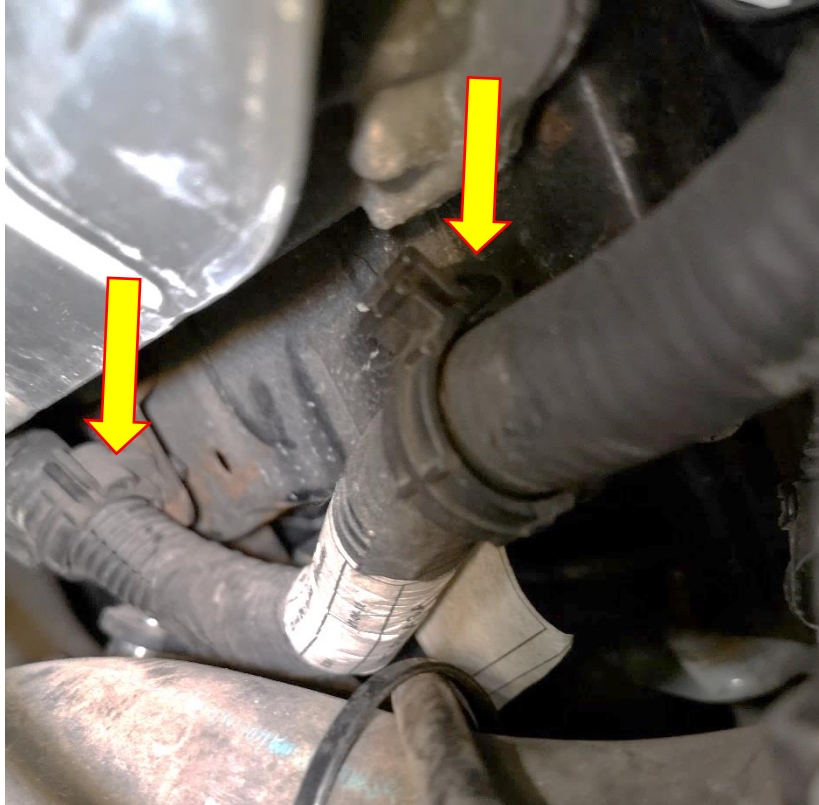
**TOP LEFT OF BATTERY TRAY, JUST ABOVE ECU (X2)**



**WIRING HARNESS CLIP THAT IS CONNECTED TO BATTERY STRAP BRACKET (X1)**



**UNDERNEATH LEFT SIDE OF BATTERY TRAY (X2)**

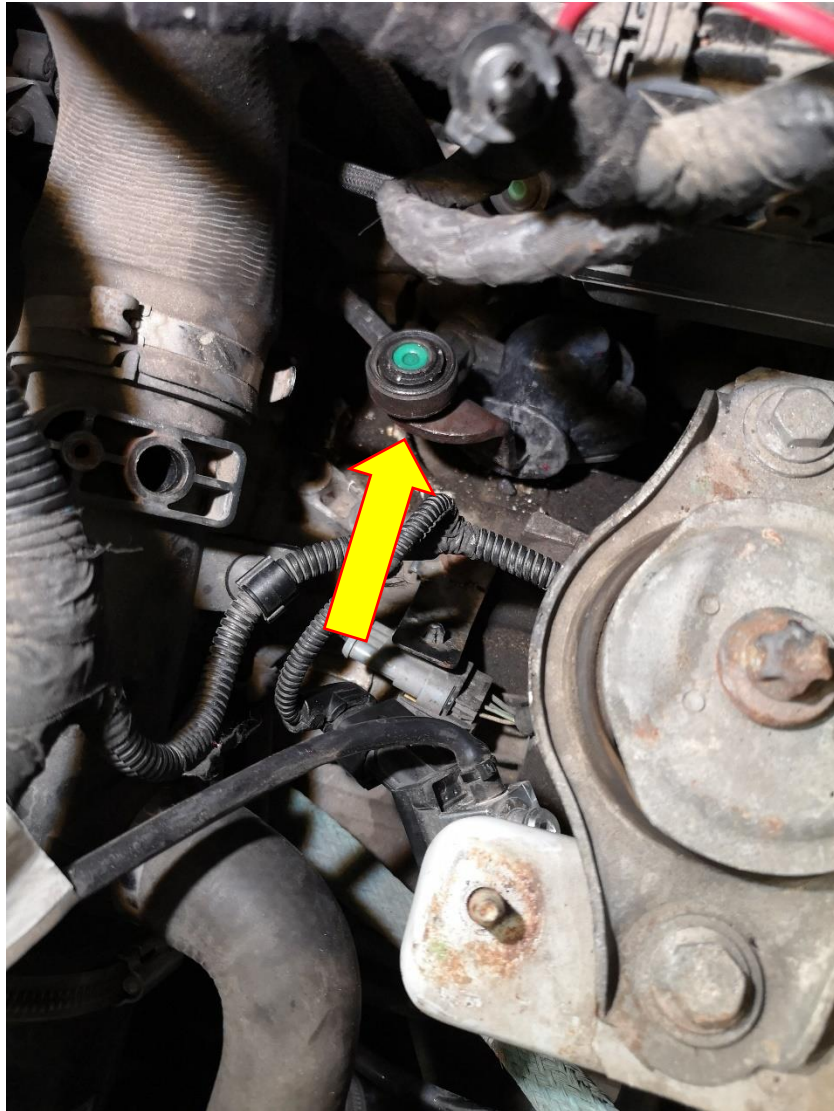


10. Depending on the fastener, use either a T25 Torx and suitable driver, or a Phillips screwdriver to disconnect the sensor that is mounted to the boost pipe.

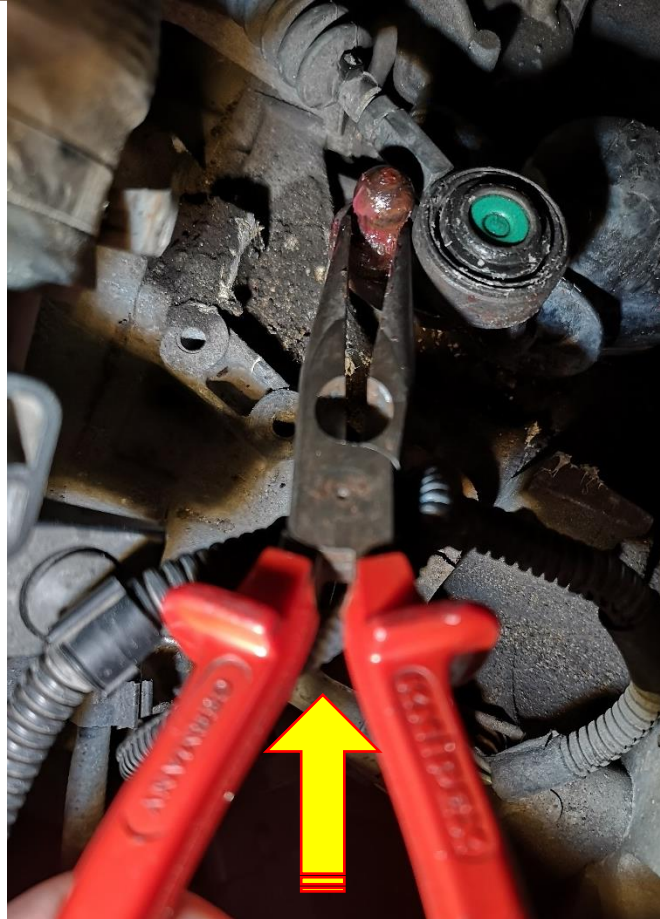




11. You will now have clear access to the OEM shifter as labelled below



12. Using needle nose pliers slide them underneath the connector around the ball pin and angle the handle up to pop the connector off the ball pin.



13. Using a 16mm spanner tighten the ball pin and M8 nyloc nut to your chosen position on the supplied large bracket. Drop the supplied x2 M6 cap head bolts into the top two holes and use a 3mm allen key to tighten the M6 grub screw into the short shifter, do this up only a few turns for now and make sure it's not protruding into the main bore.



14. Line up the large hole on the Forge Motorsport short shifter with the ball pin on the OEM bracket and orientate the short shifter as shown below.



15. Push the OEM connector onto the ball pin of the Forge Motorsport short shifter. You can now take the secondary supplied bracket, place this under the short shifter and tighten the two M6 cap head bolts to hold it in place.



16. Now that the short shifter is located correctly you can tighten the M6 grub screw with a 3mm allen key to fully secure it.

17. Complete steps 2 – 10 in reverse to re-assemble your vehicle.

**18.** 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.