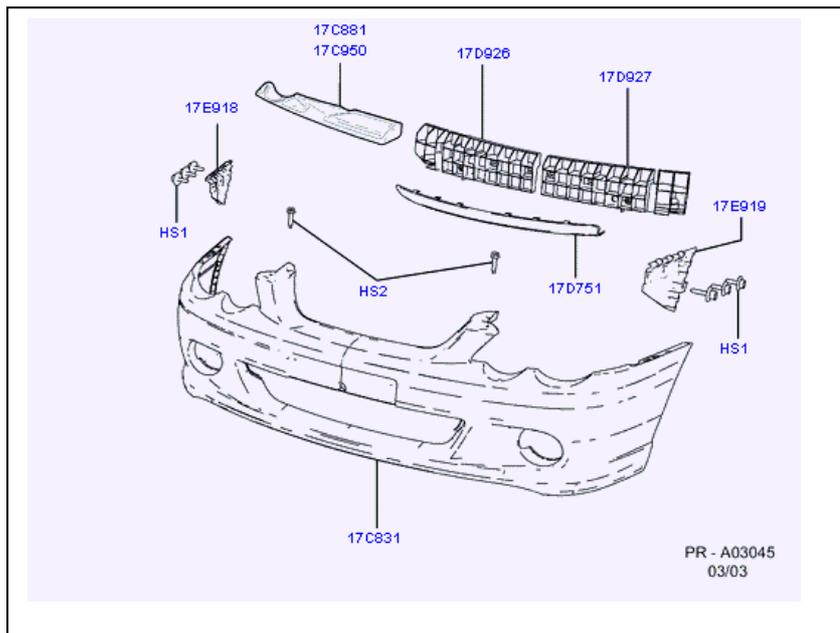


NEW REVISED FITTMENT BF XR6 INTERCOOLER FITTING INSTRUCTIONS



REMOVAL OF THE FACTORY FORD INTERCOOLER AND FITTMENT OF THE PWR BF INTERCOOLER PWI5405 CAN BE DONE EITHER ON WORK HOIST OR ON GROUND FLOOR.

1: FIRSTLY REMOVAL OF THE FACTORY FORD FRONT BAR.



**REMOVAL OF GRILLE WITH REMOVAL OF 2 PHILIPS HEAD SCRIVETS AT TOP
REMOVAL OF BONNET CATCH SPLASH SHIELD WITH REMOVAL OF 4 PHILIPS
HEAD SCRIVETS.**

**REMOVAL OF FRONT BAR COVER UNDERSIDE SPLASH TRAY BOLTS 5 IN
TOTAL**

**REMOVAL OF FRONT BAR COVER WHEEL ARCH SPLAY SHIELDS FRONT SIDE
BOLTS ONLY 3 IN TOTAL**

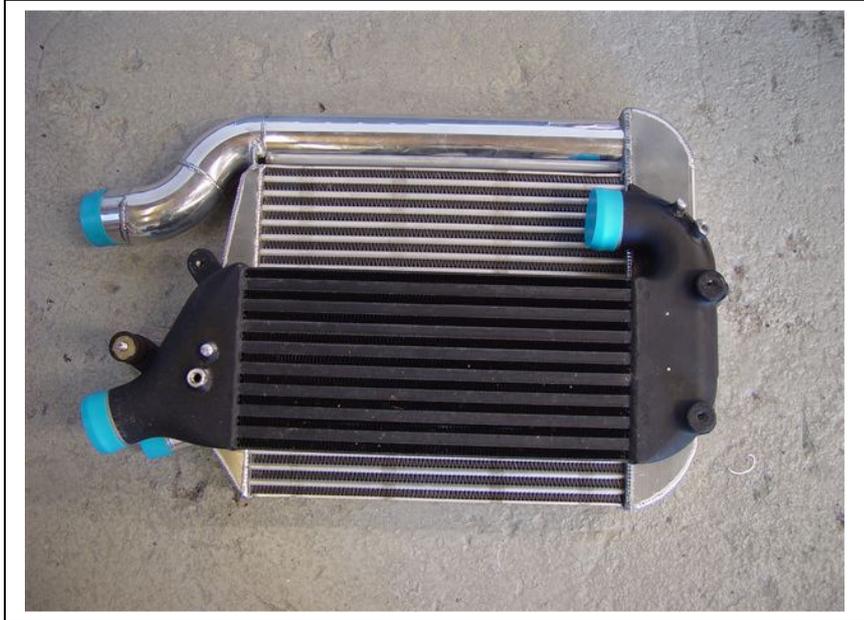
**REMOVAL OF FRONT BAR COVER BY RELEASING CORNER BAR CLIPS
NEAREST TO WHEEL.**

**SLOWLY LOWER THE BAR COVER FORWARD & UNCLIP ELECTRIC FOG LAMP
CONNECTIONS X 2.**

2. WITH BAR COVER REMOVED PROCEED TO REMOVE RIGHT HAND HEADLIGHT ASSEMBLY REMOVE FOUR ATTACHEMENT BOLTS AND UNCLIP FOUR ELECTRICAL CONNECTIONS INCLUDING BLINKER CONNECTOR

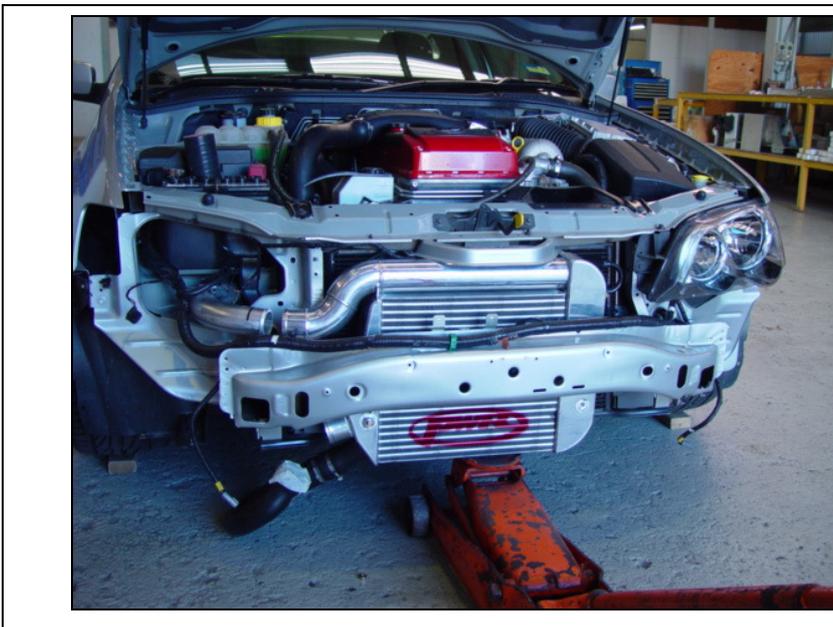
3. PROCEED TO LOOSEN ALL CLAMPS ON THE FACTORY INTERCOOLER 3 IN TOTAL AND REMOVE HOSES.

4. PROCEED TO REMOVE ALL ATTACHMENTS HOLDING THE FACTORY INTERCOOLER. THESE CONSIST OF 4 X RUBBER STAYS AND 2 X BRACKETS MOUNTED TO BAR REQ. LOWER THE FORD UNIT OUT.



5. COMPARING OF THE PWR INTERCOOLER TO THE FACTORY FORD UNIT WE CAN SEE THE AREA IS OVER DOUBLE AREA AND THE TUBE COUNT IS AT 21 PWR AGAINST 8 ON THE ORIGINAL UNIT.

6. PROCEED TO RAISE THE NEW PWR UNIT INTO THE SPOT THE FORD UNIT ONCE SAT. TILTING THE PWR INTERCOOLER CLOCKWISE AIM THE OUTLET PIPE TOWARD THE BASE OF THE RIGHT HAND HEADLIGHT AREA.



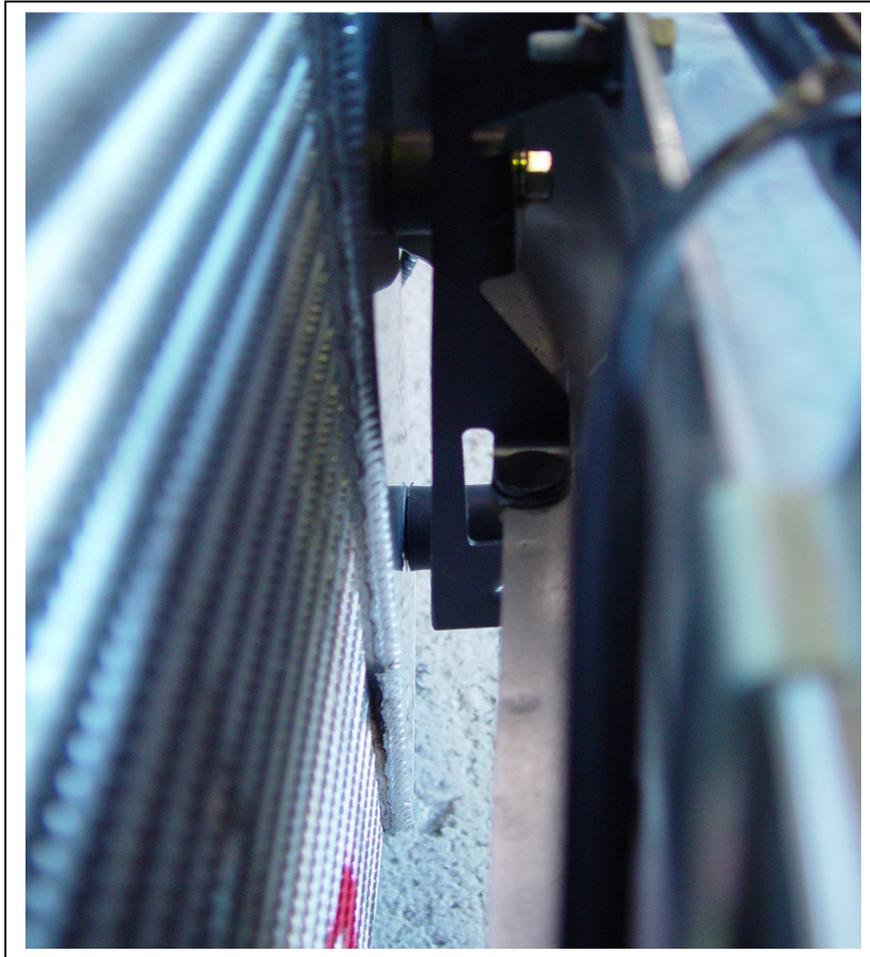
7. SUPPORTING THE UNIT WITH A JACK IS EASIEST. THE ALIGNMENT OF THE TOP HOSE SHOULD LOOK LIKE THIS



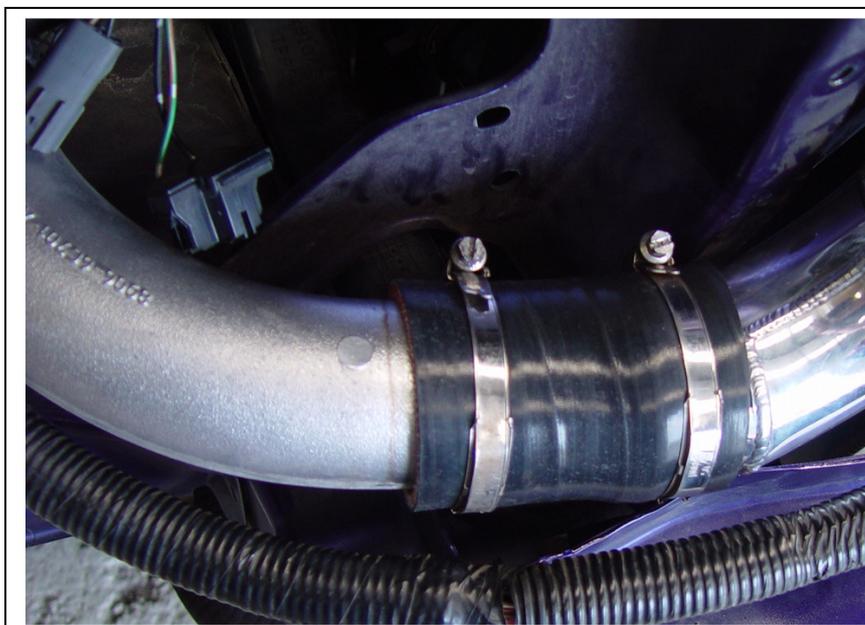
8. MODIFYING OF THE FORD BRACKET ON THE LEFT HAND SIDE IS REQUIRED TO ALLOW CLEARANCE OF THE NEW THICKER INTERCOOLER. WITH THE BRACKET SECURED IN A VICE AND CUT ALONG THE LINE AS SHOWN DIAGRAM.



9. PROCEED TO SCREW THE 2 RUBBER STAYS INTO THE LEFT HAND (PASSENGER SIDE) TANK. FASTEN THE M8 NUTS ON THE OPPOSITE ENDS OF RUBBER STAYS TO THE TRIMMED ORIGINAL BRACKET.



10. FITTING OF THE 100MM X 2.25" SILICON SUPPLIED. USING THE ORIGINAL CLAMPS ENSURE THE TENSIONING SCREW IS REARWARD OF THE SILICON JOIN TO ALLOW CLEARANCE FOR HEADLIGHT BASE AS PICTURED BELOW.

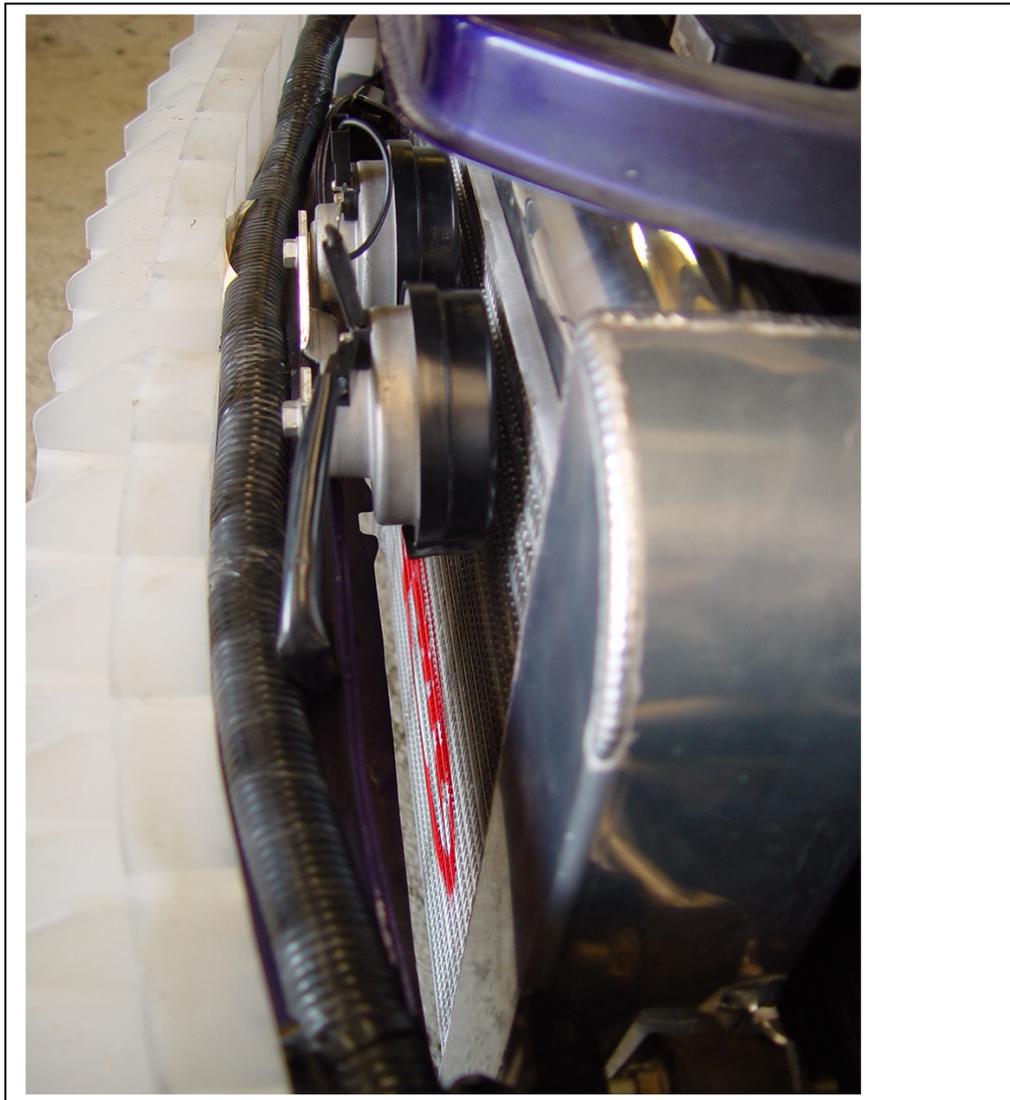


11. REFIT THE RH FACTORY RUBBER STAY AND UNMODIFIED FACTORY FORD BRACKET. SECURING THE ORIGINAL M8 NUTS TO BOTH ENDS OVER THE NEW PWR INTERCOOLER RH MOUNT.

12. NOW CHECK FOR ALIGNMENT OF NEW INTERCOOLER AND ENSURING THE COOLER IS SITTING LEVEL PROCEED TO TIGHTEN OF THE FOUR REMAINING BOLTS ATTACHING BRACKETS TO BAR REQ.

13. REFIT THE FACTORY INLET BOOST HOSE. USING THE ORIGINAL CLAMP. ITS POSITION ISN'T IMPORTANT.

14. REFIT THE HORNS TO PWR MODIFIED BRACKET SUPPLIED. BRACKETS



15. REFIT THE BAR COVER AND AT ALL ATTACHMENT FACTORY ATTACHMENT POINTS. WE SHOULD BE SEEING SOMETHING SIMILAR TO DIAGRAM BELOW.



16. PROCEED TO REFIT GRILLE AND ATTACHMENT SCRIVETS



17. END RESULT

