

PLAZMAMAN

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BA/BF/TYPHOON 800 and 1000hp IC kit Instructions.

1. **Jack the car off the ground and be sure to use safety stands.**
2. **Remove the OEM stone guard, front bumper, intercooler and pipe work.**
3. **Test fitting of the intercooler.**

There is a 10mm section on the back leading edge of the front support bar that will need to be cut away to ensure the end tanks fit correctly.(PIC 1) This needs to be done on both sides.

The 800 HP intercooler only requires minimal cutting (sometimes not required) as compared to the wider 1000 and 1100HP pro series units.

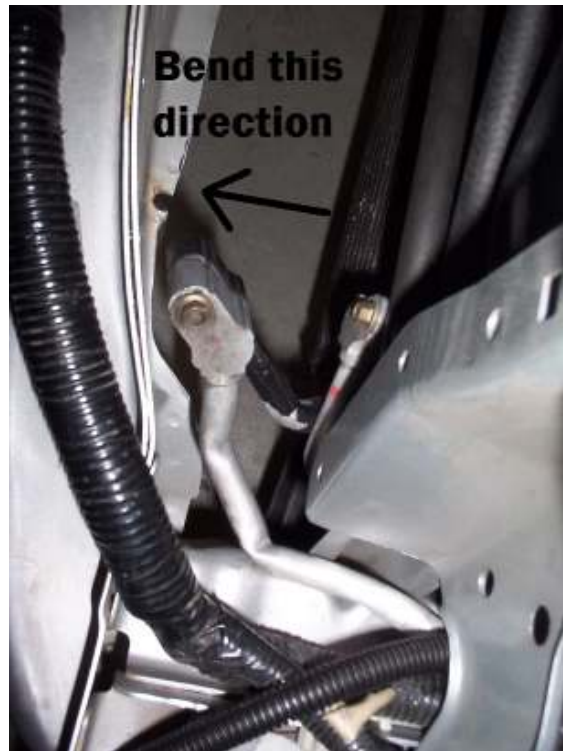
The more you trim the easier the fit. There is no structural weakening as long as the lip still remains in some form .Cut away only as much as needed until the intercooler will fit without fouling. (We recommend that the front of the end tanks be covered in 2 layers of masking tape so they do not get scratched during test fitting and installation.



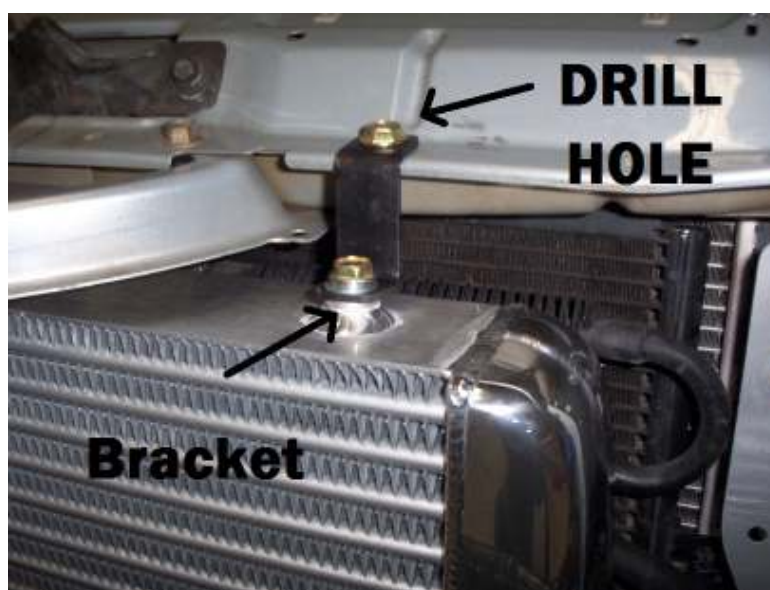
- Moving the air con line** - Wearing safety gloves, locate the air-conditioning lines to the right of where the OEM intercooler was situated. (PIC 2 & 3) (For the 800hp cooler the moving of this part does not have to go as far as the wider 1000hp cooler) Very carefully pull the lines upwards and forwards towards the passenger side guard until the intercooler will fit.

As a general guide for the larger 1000HP Intercooler, the line should be pulled as far right as the similar looking block on the condenser. (PIC 3)

(Only move the lines as much is needed until the intercooler will fit without fouling. These lines are alloy and quite fragile so Plazmaman recommends that a professional technician do this step and that any gas be removed from the system before attempting to move the lines).



5. Mounting the cooler - The bottom radiator support bracket has x2 M6 bolts either side of it (PIC 4). Loosen these bolts and the whole rad support can be moved back / forward and side to side to allow for better fitting of intercooler and centralisation of the unit. Be careful not to over tighten these when doing them back up. If thread stripping occurs, add a M6 nut and this will fix the problem.



6. Lift intercooler up from the bottom, and loosely screw in the bottom bolts. This is only a test fit.

7. Once the intercooler is bolted from the bottom, stand back and check it is square/level. Use tape measure from the top of intercooler the top part of radiator support to confirm squareness.

If the intercooler is not 100% square/level, you can grab the intercooler and twist it square, and also push it up or down to suit. The bottom brackets are designed to twist to allow for perfect fitting due to the fact that not all cars are the same.

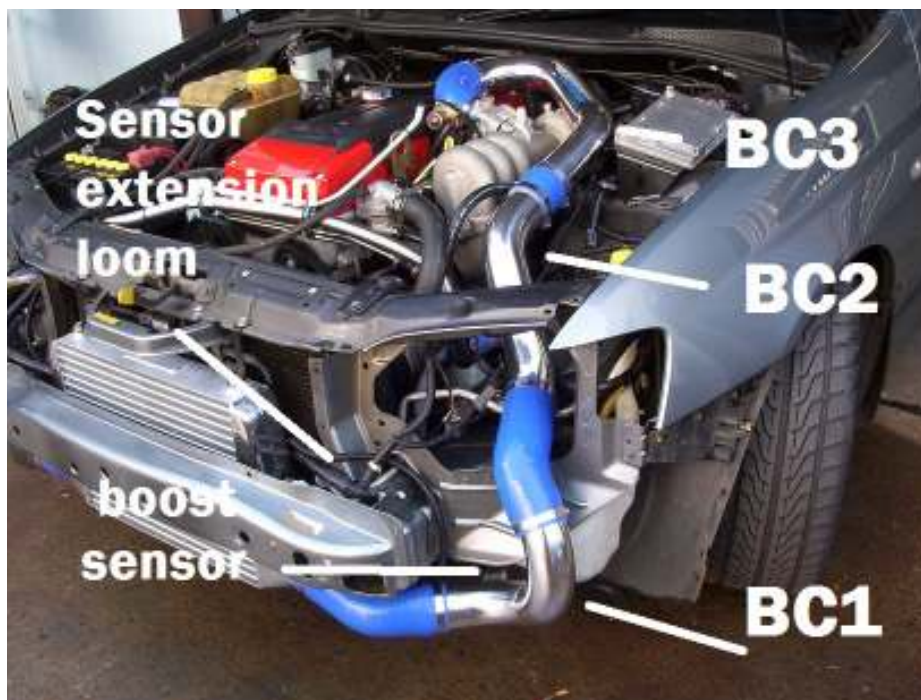
Once the intercooler is squared and aligned, the top intercooler brackets have to be bolted onto the intercooler. (PIC 4)

The brackets to fit require holes to be drilled into the top of the radiator support panel. These bolts will be covered by the plastic shroud so they will not be seen. It is best to mark and drill those holes, then finish tightening all the bolts into place.

8. Plazmaman advises that if you have a polished IC, the end tanks be hand polished occasionally to maintain finish. We recommend and use MOTHERS mag and alloy cleaner on these surfaces with a damp rag, once dry use a soft dry rag to bring up shine.

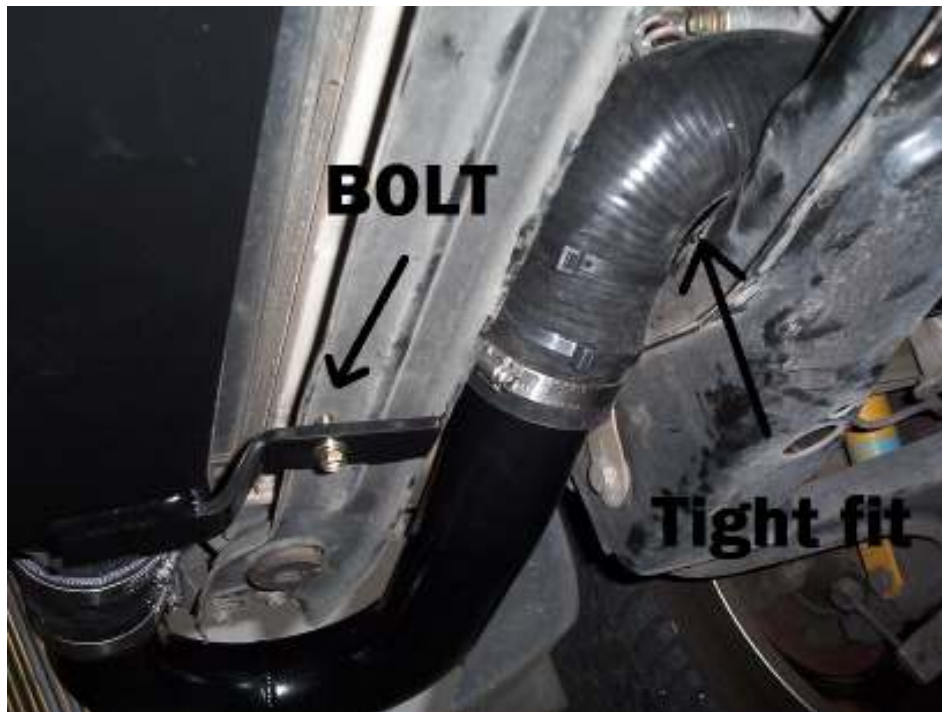
9. Fitting of the COLD SIDE pipes

The Plazmaman kit consists of x3 cold side pipes and x2 hot side pipes. (Hot side is optional for the 800 kit). The pictures below show the way the pipes are routed for the engine bay.

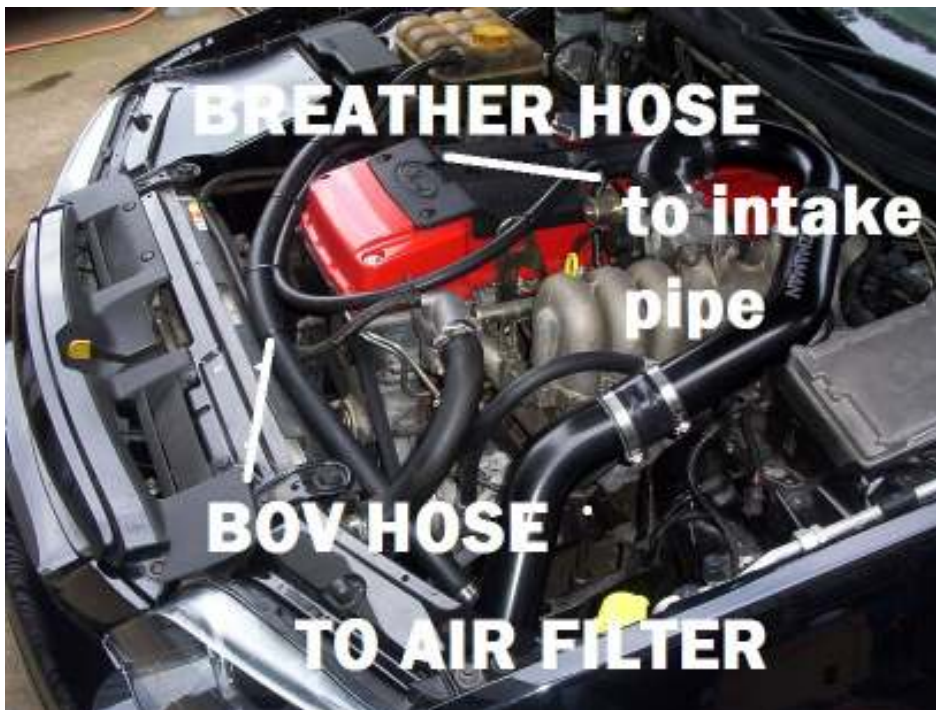
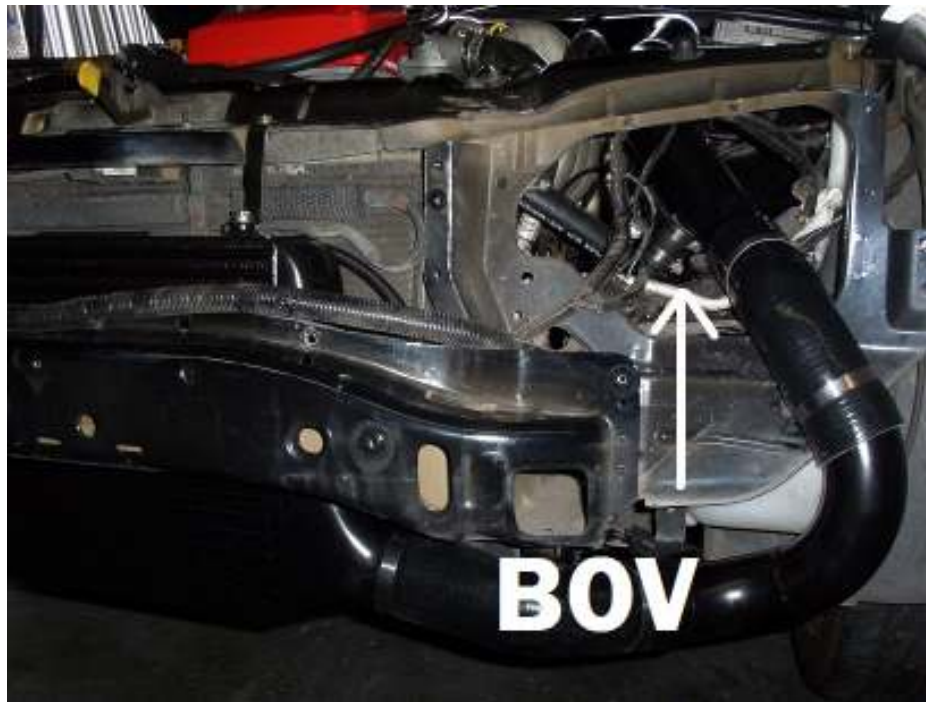




10. Fitting of the HOT SIDE pipes



11. BOV Fitting location



COLD AIR INTAKE FITTING



1. Remove Front bar, driver's headlight, Under battery piping and OEM Air intake system.
2. Undo the Earth cable bolt which is located in front of battery box (behind headlight).
3. Tighten aluminium screw in fitting onto pipe. Be careful not to over tighten and use grease/anti seize compound.
4. Slide in supplied air intake pipe under the battery tray. The pipe has to point towards 4 OCLOCK and be twisted into position. Be careful to take care not to scratch finish of pipe when doing this.
5. Refit the OEM earth strap, but make sure that paint is removed and good earth is achieved
6. Fit Special reinforced silicone hose onto turbo and air pipe – . This is tricky and a sometimes hard to do. So have patience and be careful not to cut or slice your hands open. Tighten clamps.



7. Pick up air filter and try to fit onto end of pipe. You will realise that there is metal in the way. You have 2 options here. You can either push this metal back with your hands or soft mallet, or cut the metal away (PIC 2). By cutting the metal out of the way , more air flow to the filter is achieved .IF CUTTING METAL , YOU MUST INSERT A RAG UP THE AIR FILTER PIPE , SO AS TO STOP ANY FOREIGN MATERIAL GOING UP PIPE DURING CUTTING . WE RECOMMEND AN AIR SAW BE USED. Once modified, install filter and secure.

8. Install BOV return hose and rocker cover breather hose that is supplied. The breather hose slides into the 90 deg Rubber right angle that comes off the rocker cover. (PIC 3)
9. CAUTION – DUE TO THE LOW NATURE OF THE AIR INTAKE, DO NOT DRIVE THROUGH ANY DEEP WATER. (IE. 200+ MM IN HEIGHT AT SPEED). IT IS CRITICAL THAT THE PLASTIC COVERS AROUND THE WHEELS BE UTILISED SO AS TO STOP WATER SPRAYING ONTO THE AIR FILTER. THROUGH OUR THOROUGH TESTING PROGRAMS OF THESE INTAKES, THERE HAS BEEN ABSOLUTLEY NO PROBLEM, UNLESS THE OWNERS FAILS TO FOLLOW THE ABOVE GUIDELINES



Warning: It is recommended the XR6 100hp intercooler kit be fitted by a qualified and highly trained mechanic. Plazmaman will not be held responsible for any damage or undue mistakes made during the XR6 1000hp intercooler kit fit-out process. It is recommended that the XR6 1000hp kit be only placed on a Ford XR6 BA/BF Turbo vehicle.