

PLAZMAMAN FG TURBO 800 & 1000HP INTERCOOLER KIT

WARNING - This product is a premium item and the fitting should be done by skilled or knowledgeable persons only .

Approx time of install – 4 hours (5-6 hours for a first timer)

1. Jack vehicle off ground and using stands secure safely .
2. Disconnect battery terminals .
3. Remove front bar and headlights .
4. Remove OEM intercooler and piping .
5. Carefully remove the 2 upper and lower radiator mount brackets . Carefully lower the radiator down . The hoses will support the weight , but a jack with a piece of rubber or wood under it will help support this unit for those who are worried .



6. Remove the lower radiator rubbers and insert them into the top of the supplied Plazmaman bar support .



7. Carefully hold the supplied bar support under the radiator and slide radiator into the soft mount rubber
8. Using a jack with a piece of hard cardboard or wood , carefully jack up the Plazmaman bar support till it hits the bottom of the chassis . The ends have to sit on the outside of the lip .





9. LOCATION OF BAR SUPPORT – 103mm from the back edge of the bar support to the front of the engine cross member . The actual radiator is moved back approx from original position .This Plazmaman bar allows for easier fitment of the intercooler and less trimming as compared to others on the market.
10. Once bar support location is found , using a drill , drill x 2 8.5mm holes each side through the lower chassis tab and using supplied bolts/nuts secure the bar support .



11. Make sure bar support is as high as possible to the chassis rail.



12. Bar support is now secure in place, make sure radiator is sitting in correct position and re-install top radiator brackets.
13. Due to the high performance nature of this kit we have supplied it with a large surface area core to maximize power and efficiency. This results in a few small plastic trimming exercises. In the front end , in front of the radiator , across the top section there is a plastic piece that has to be removed/cut out . Using a air saw or grinder , remove this piece . Make sure it is wide enough so that the end tanks will fit .





14. There are 2 small trims required at the bottom as well for the 800 kit.



13. Using an angle grinder , there are x2 protruding bolts on the front face of the air con condenser that have to be trimmed . They are on either side and can easily be seen , as they will rub into the intercooler if they are not removed .



14. INTERCOOLER FITTING. For the larger 1000hp intercooler there will be a small trim of metal required. This is only minimal non strength material and allows for the fitting of our efficient intercoolers. The red texta in pic below is approx. line to follow.



15. We recommend covering the end tanks with masking tape prior to test fitting of the cooler . This will prevent any scratching of the finished surface .
16. Test fit the intercooler , and once perfect trimming has been done , bolt in the intercooler using supplied brackets . The top brackets screw into the bottom latch area , and the bottom brackets are straight and attach to the new radiator cross member that you fitted prior .



17. Re-trim the plastic air dam trim to suit the intercooler shape and bolt back into place.



16 . PIPING INSTALLATION . The piping on the drivers side is straight forward , it will go through the OEM hole in the front end with no trimming required .



18. The Passengers COLD SIDE piping . For the 700HP kit the piping will fit direct through the original hole in the front end . See pic below.



19. For the 800 and 1000HP COLD SIDE piping kits, the hole through the front end has to be enlarged to allow for the fitting of the larger diameter piping. This is only a small trim of the plastic which can be done using an air saw or similar. The larger you make this hole the easier the piping will fit. See pic below.



20. The piping should be kept as near as possible to the chassis rail to allow for the spot lights to clear. Another small trick is to tap the front corner of the metal forward with a small mallet or hammer.

THE BELOW PIPING SHOWN IS THE 700 and 800 HP FG PIPING KITS. SEE FOLLOWING 2 PICTURES (Green Vehicle) FOR THE 1000HP KIT BOTTOM PIPE ROUTE.



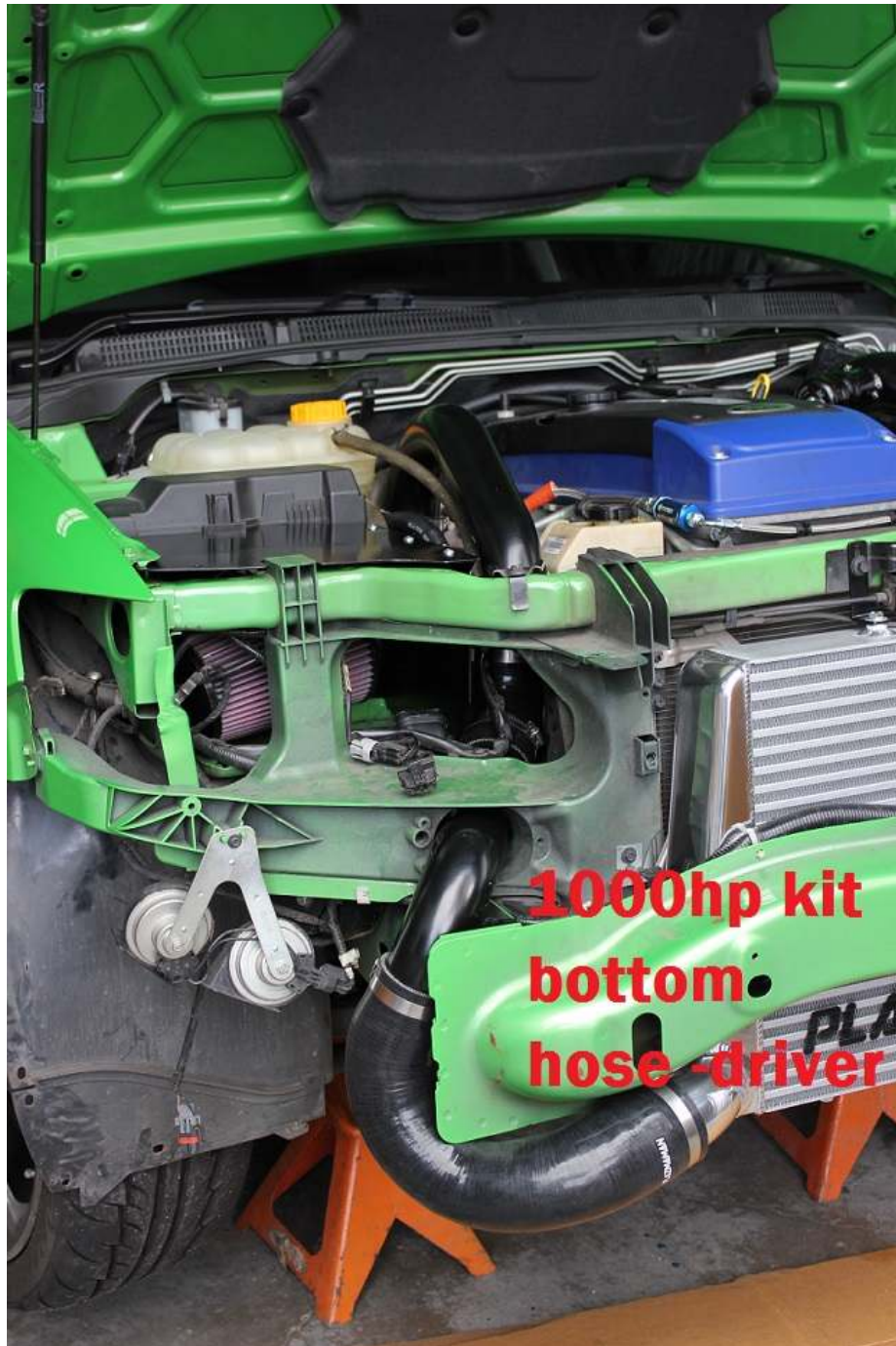


******* NOTE – FOR ALL 1000HP KITS ONLY
WITH THE MOULDED RUBBER HOSES – HOT
AND COLD SIDE.**

**ON ALL SERIES 2 FG FALCONS WITH THE NEW
STYLE OF RAISED LOWER BUMPER BAR AND
LARGER SPOTLIGHTS, THE MARKED OUT
SECTION OF THE FRONT FACTORY BAR WE
RECOMMEND TO BE TRIMMED/REMOVED SO
THAT THE FRONT BAR CAN FIT PROPERLY.
THIS IS REQUIRED TO ALLOW US TO RUN
LARGE DIAMETER PIPING FOR MAX HP *****
PUSH THE HOSE AS FAR INTO THE
INTERCOOLER OUTLET PIPE AS POSSIBLE TO
ALLOW FOR SPOTLIGHT CLEARANCE.**



1000hp
nose pipe
passenger



21. There are also 2 variations for the top throttle body pipes. The one pictured below is for a 4 INCH STYLE PLAZMAMAN or SIMILAR AIR BOX . It has a 45 deg hose off the throttle body.



The one pictured below is for a STANDARD OEM STYLE AIR BOX . It has a 90 deg hose off the throttle body. This OEM pipe can also be used in conjunction with a 4 inch air box/ battery relocation kit if added at a later time.





22. The front bar requires 2 small plastic trims to clear the pipes. see picture below . You can now do a test fit of front bar to make sure that the bottom pipes on each side do not hit the spot lights in any way and affect the bar installment .



23. The bottom stone tray section requires the removal of the top plastic section.



24. A small Trim of the bottom section of the stone tray has to be made to clear the bar support.



25. BOV INSTALLATION . Using the supplied 25mm hose , we recommend the bov be plumbed back into the air intake system . We highly recommend one of our 38mm XR6 developed BOVs for faster throttle response and turbo reliability . We recommend the BOV hose to be run across the back neatly around past the turbo if possible . The turbo is shielded and will not affect the hose due to heat . BOV hose location on pipe is dependent on top pipe that is supplied.





25. Install the breather hose . The alloy tip on one end of this supplied hose is inserted into the 90 deg rubber breather on the rocker cover .



26. Make sure you check all clamps for tightness and the pipe clearances so nothing rubs .

27. Reinstall the boost sensor into the top pipe and plug in the sensor extension loom that is supplied .



28. After front bar is installed, make sure you plug in all light connections and test them .

29. Reconnect the battery terminal leads and crank/start car. If everything has been done properly the car should start first go and run properly.

30. WE HIGHLY RECOMMEND THE CAR BE TUNED BEFORE IT IS DRIVEN HARD. IT IS OK TO PUTT AROUND TOWN TO DROP OFF AT TUNE SHOP. DO NOT EVER GIVE IT FULL THROTTLE UNTIL IT IS CHECKED.

ALL THE BEST FROM THE TEAM AT
PLAZMAMAN. IF YOU COME ACROSS ANY
PROBLEMS PLEASE DON'T HESITATE TO CALL US
ON 61 2 9725 1728 .

