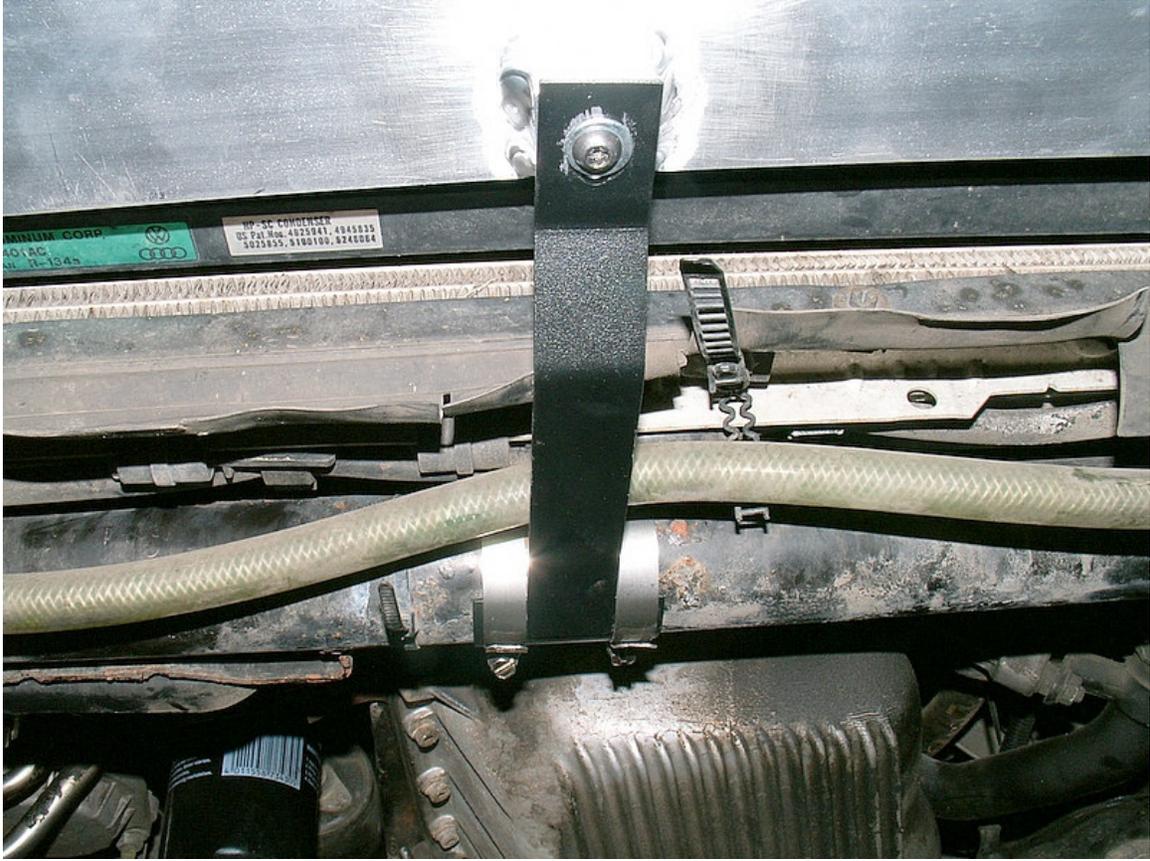


Eric Phillips' Apikol FMIC Installation Hints.

As posted to AudiWorld Original S-cars forum on Oct.11, 2006
<http://forums.audiworld.com/s4s6/messages/138459.phtml>



This is a view of the bumper bolt. Getting a hex socket in there is tough, but I used a dremel to widen the hole in the bumper cover slightly to get the 3/8ths drive 6mm (IIRC) allen socket in there. Worked fine on both sides, and the widened holes are covered by the lower grille anyway.



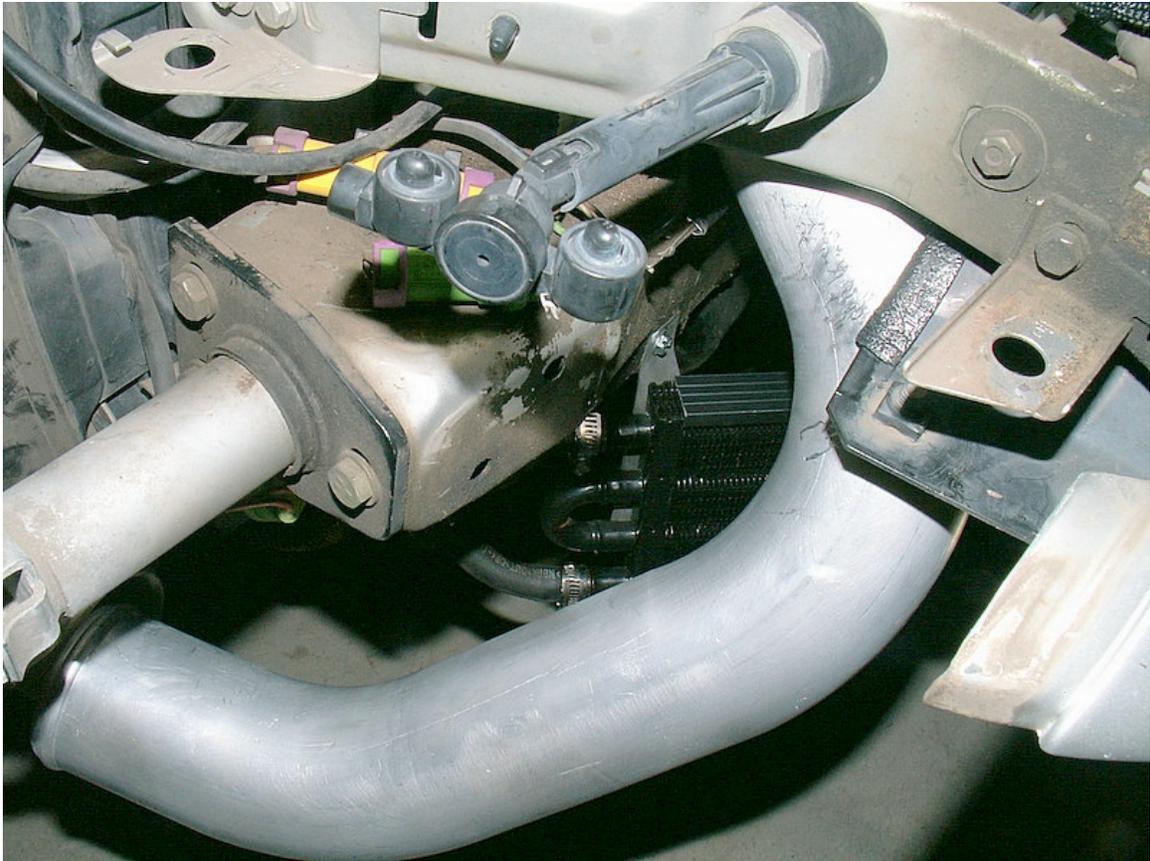
This is how the FMIC attaches at the bottom. Hose clamps are sorta weird in this application, but it works. Can't argue with that.



Here's my Derale hydraulic fluid cooler. It came with mounting straps, and I had some stout fasteners to use, so I did. I got the cooler from Summit Racing. I could have re-used the stock cooler, but I decided that lower temps might be a good thing for the pump and lines, etc. Brendan at Apikol agrees that the stock cooler could be mounted to the FMIC hangers (see pic below) with the stock hardware, if you got some longer fluid hoses. Routing those hoses might be a trial-and-error sort of thing.



Here is the back of the FMIC with the top supports installed. The bevelled screws really can be cranked down, but you want to leave them a little loose, and then crank the nuts down once you have hung the FMIC to the radiator support.



Here is the FMIC outlet pipe, headed toward the TB. Apikol sends along a couple of plastic dohickies that go on the frame to protect the pipe and prevent rattling. You can see by the picture that I horsed it around a bit before I put the plastic thingies on. Getting those pipes into Samcos is a brass-plated bitch. But they do go, and especially if you use some dishwashing soap like Joy or Palmolive. If you need extra working time, you can apply water to the joint, and it'll get slippery again. If I had to do it again, I would have roughed the outlet pipe -> TB Samco onto the outlet pipe first, then test fitted and re-adjusted as necessary. The pipe was more to the front of the car than was necessary.

I got Breeze clamps to fasten everything together - the clamps sent by Apikol were not to my liking. The whole Breeze clamp set-up cost less than \$50 for the whole engine. STFA for a list of the numbers and sizes - I just followed that template.

I took a Dremel with a drum sander bit and worked on the lower grilles until they sat back in a stock position. This took about 2-3 hours - I had to remove a lot of material, and had to test-fit at each pass. Apikol supplies the machine screws to attach the lower grilles to the bumper cover - I used the Dremel to relieve the outside sections of the lower grille, so I could get a straight shot with the screwdriver (and drill, to drill up into the bumper itself so that the screws actually screwed into something).

Where the outside grille mates with the center section, if you look carefully at the first horizontal bar down from the top, you can see this semicircular relief, about 5mm from

where the outer grille mates up with the center grille. I also screwed the three grille sections to each other. Those lower grilles are much more secure now than when I got the car.

If you look at the pic below, you can see that the job really isn't all that visible from an angle that even most folks wouldn't get to - from above, you really can't tell. In fact, you have to be looking to see how the lower grilles aren't *quite* flush. But I felt it was acceptable.



Eric Phillips
gcmschemist@gmail.com