

Link do produktu: <https://bizongarage.pl/hyundai-i30-n-veloster-n-kona-n-dual-catch-can-and-expansion-tank-p-41040.html>



## Hyundai i30 N, Veloster N, Kona N Dual Catch Can and Expansion Tank

Cena brutto	<b>3 047,87 zł</b>
Cena netto	<b>3 047,87 zł</b>
Dostępność	<b>Na zamówienie</b>
Numer katalogowy	<b>379176708</b>

### Opis produktu

#### Highlights

- A drain plug for ease of emptying
- Coolant level indicator
- Integrated dipstick's for simple level inspection
- CNC machined anodised coolant cap cover
- Premium quality stainless steel reinforced oil resistant hoses with black external braiding
- Inner tube is constructed from anti-static smooth fuel resistant nitrile rubber
- Temperature Range: -54°C to +150°C (-65°F to 300°F)
- The engine cover can still be fitted after installation
- Installation is straight forward with all necessary fittings and Forge detailed instructions included.

Here we present FMCT5, a twin catch can and coolant expansion tank system for the Hyundai i30N, Veloster N, and Kona N. This design has been subject to a **vast amount of development** and is a one of a kind product in the marketplace. **This part has been developed in conjunction with our work on the BTCC championship winning Hyundai i30N's - read more [here](#)**

The FMCT5 is a direct replacement for the OE coolant expansion tank. The CAD laser cut alloy construction is **skilfully welded at Forge UK HQ**. The expansion tank has a level indicator inside the filler neck, to make topping up easier, we have also machined a cap cover that slots over the top of the OEM cap to add to the **premium look**.

The twin catch can system is the definitive solution to effectively reduce sludge and carbon build up, in turn allowing the engine to both **breathe and perform more efficiently**. It can therefore be viewed as a **genuine performance enhancing product**.

Our system filters both PCV and intake breather systems to help keep your engine clean from harmful contaminants, including oil deposits, unused fuel vapours and moisture, which would ordinarily make their way back through to the inlet of the engine.

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There is a dip stick for each tank to measure the amount of deposit caught. This opening can also be used to pump out the captured contaminants or alternately you can use the drain plugs at the bottom of the tanks - the choice is yours!

As with all Forge Motorsport products we have used superior braided hoses which are internally constructed from anti-static smooth fuel resistant nitrile rubber. This is combined with an outer cover made from reinforced stainless-steel wire braid (a Forge specialty), specifically a partial inner braid and a full cover outer braid. We developed this complex arrangement in order for the tank to be **resistant to both pressure expansion and vacuum collapse**,