

Defender Tdi Intercooler Fitting Instructions

The new large replacement intercooler is mounted in front of the radiator and is designed to fit with minimal alterations to your vehicle.

The original intercooler has to be removed which necessitates firstly: The removal of the plastic grille, top radiator brackets, the two fan cowl fixing nuts, the top radiator/intercooler securing cover and intercooler pipework. The intercooler can then be lifted out from beside the radiator.

The front panel must now be removed. This is done by unscrewing the small crosshead screws along the top of the slam panel, then using a 13mm socket, unscrew the 6 (3 each side) bolts which secure the front panel to the wings. It can now be removed. You will notice a lip protruding towards the radiator at the lower edge of the opening of the panel. This must now be removed along with the clips. The lower bolt holes should be slotted to allow the panel to slide into place when refitting.

There are two diagonal bars supporting the slam panel, which must be removed. The new intercooler will replace necessary strength.

The lower brackets supplied with the kit mount to the lower brackets of the support bars. Use two of the original intercooler mounting rubbers in these brackets.

The slam panel can now be completely removed for ease of access if required. It may be necessary to shorten the bonnet catch arm to avoid it hitting the top of the intercooler when closing the bonnet. Also, a small section of the upper and lower corners of the fan cowl may need to be removed to allow the new intercooler pipes clearance.

The intercooler can now be positioned with the pins locating in the lower brackets. * Brackets may need to be altered for vehicles with Air Conditioning.

The slam panel can now be refitted as this supports the top brackets.

Position the brackets with the curved end uppermost. The lower holes bolt to the threaded bosses on the intercooler and the top holes fix to two 6.5mm holes which need to be drilled in the slam panel.

Once secure the top radiator brackets can be replaced along with the securing cover.

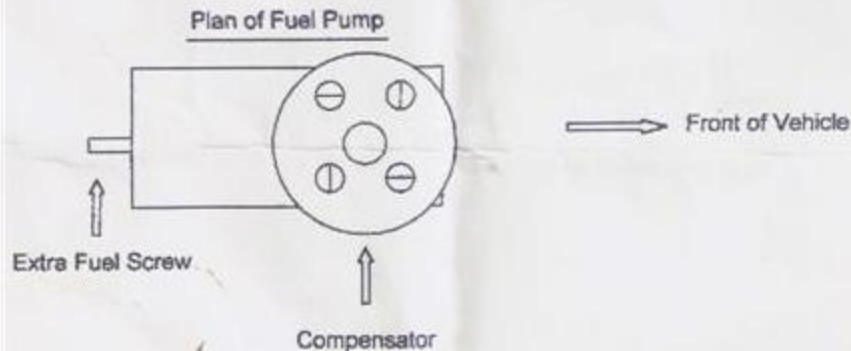
The front panel and grille can be refitted before final fitment of the intercooler pipework.

For earlier 300 models, the lower pipe must be reversed so that the bent end is fitted to the turbo whilst a pipe is supplied for later models which are bolted to the wing. A short silicone hose is supplied for 200 Tdi models, which replaces the original 90° lower pipe. All models utilise the original top hose unless the EGR replacement kit is to be fitted.

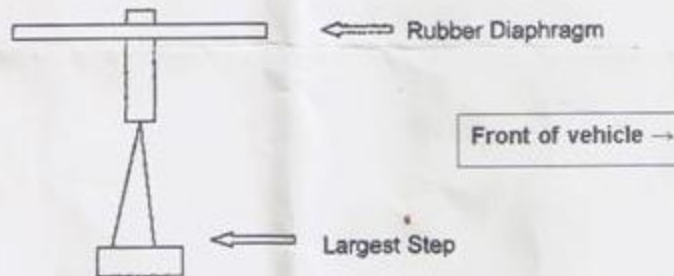
For 200 Tdi models it is beneficial to increase the boost pressure to the same as the 300 Tdi at 1 bar. This is done by shortening the wastegate rod by approx. 4 turns. A boost gauge should be used to check final the setting.

Please see separate sheet for fuel pump adjustments.

Fuel Pump Adjustment



Remove the four screws on top of the Compensator and remove the cap. Carefully lift out the rubber diaphragm, complete with shaped pin below. One side of the pin has a larger step at the base and it must be replaced with this step towards the **front** of the vehicle. This will give the correct setting to compensate for the leaner mixture provided by the larger intercooler. Some conversions using extra large intercoolers or a Hybrid turbo may need even more fuel. This is achieved by adjusting the screw on the back of the pump. (Clockwise to richen.)



Please Note:

The settings described above are assuming a well-serviced healthy engine and may vary. These settings are designed to suit the larger intercooler kit. For the original fitment intercooler conversion, use a setting between the largest step and start point. **These adjustments must not be attempted before installing the intercooler.**