



Installing Your XJR / XKR Upgraded Intercooler

*Please read through these instructions before starting the job.
It is relatively straightforward, but best to apply care!*

1. **Tools required.** No specialist tools are required but it will help if you have the type of radiator clip pliers used for constant tension pipe clamps used by Jaguar. Normal pliers will do it,,but can be awkward.
2. **Removing the original Intercooler.** There is less clearance to work on XKR than XJR models, but the job is not too taxing. Once the various pipes to the intercooler radiator have been disconnected (releasing some of the spring clamps can be awkward if they are not aligned conveniently) the main job is removing the bar which runs under the intercooler radiator, also mounting the oil cooler. There is a bolt at each end which is a little awkward to access, and may be corroded, but usually come out without too much difficulty. When this bar is out of the way, the old rad can be removed downwards.
3. **Fitting the new intercooler rad.** The reverse of removal. Two points to note:
 - a. **Front left top breather connection.** Unlike other aftermarket uprated rads, we have these items made with the correct fitting to take your original Jaguar snap-on connector. If there is any leakage you may have to replace the rubber O rings originally fitted to this connector – they can become 'hard' after a few years and sometimes need replacing if they weep when put into a new fitment. Universal O rings are fine. Apply some Vaseline to the bore of this outlet stub and the connector will snap on firmly with a bit of a push. In some cases (not all cars), the extra width of the radiator makes it difficult for this pipe to reach its connector. If this is the case, follow the pipe back and slacken the two pipe clips which connect either end of the flexi section of the pipe (easily seen above the strut mount), which should allow you to ease out a few mm of the hard pipe from each end of the flexi, giving the length you need. In very rare cases it may be necessary to extend the pipe – any universal automotive water hose from your local factor will be fine.
 - b. **Oil cooler mounts.** Usually, the oil cooler fits straight in without any tinkering. In a few cases (it does vary from car to car), the extra intercooler thickness may not allow the oil cooler to re-mount in its original position. In these cases, the oil cooler will receive adequate support from just the front of the two mounting bolts.
 - c. **Note – XJR models only** – the underside of the bonnet hinge mounts of the XJR may obstruct to thicker intercooler core as it is swung into place (not once in situ), you might need to slacken the mount bolts left and right, allowing you to raise the hinges and rotate the intercooler in.
4. **Intercooler pump.** To access the intercooler pump, first remove the airbox and you will find the pump nestling beneath. The factory loom connection will not fit to the uprated pump, so you will have to chop the Jaguar connector off and fit the new connector. You will also have to adjust the pump mounting bracket to allow for the greater diameter of the new pump – for adjust read 'bend'. Also, replace the constant torsion clips with normal jubilee types as the new pump has slightly smaller diameter male connections.
5. **Priming the system.** There is a bleed plug on the top of the supercharger cover with a large hex drive, these are usually very tight and difficult to remove, but it is not a problem to leave them on as the system will fill through the car's main coolant header tank. Just remember to re-check the level when the engine has been run up for a few seconds, and once or twice over the next day or two as the level settles.

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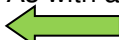
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