



## **W A R N I N G**

### **TOYOTA LANDCRUISER 200 SERIES PRE DPF INTERCOOLER FITTING INSTRUCTIONS**

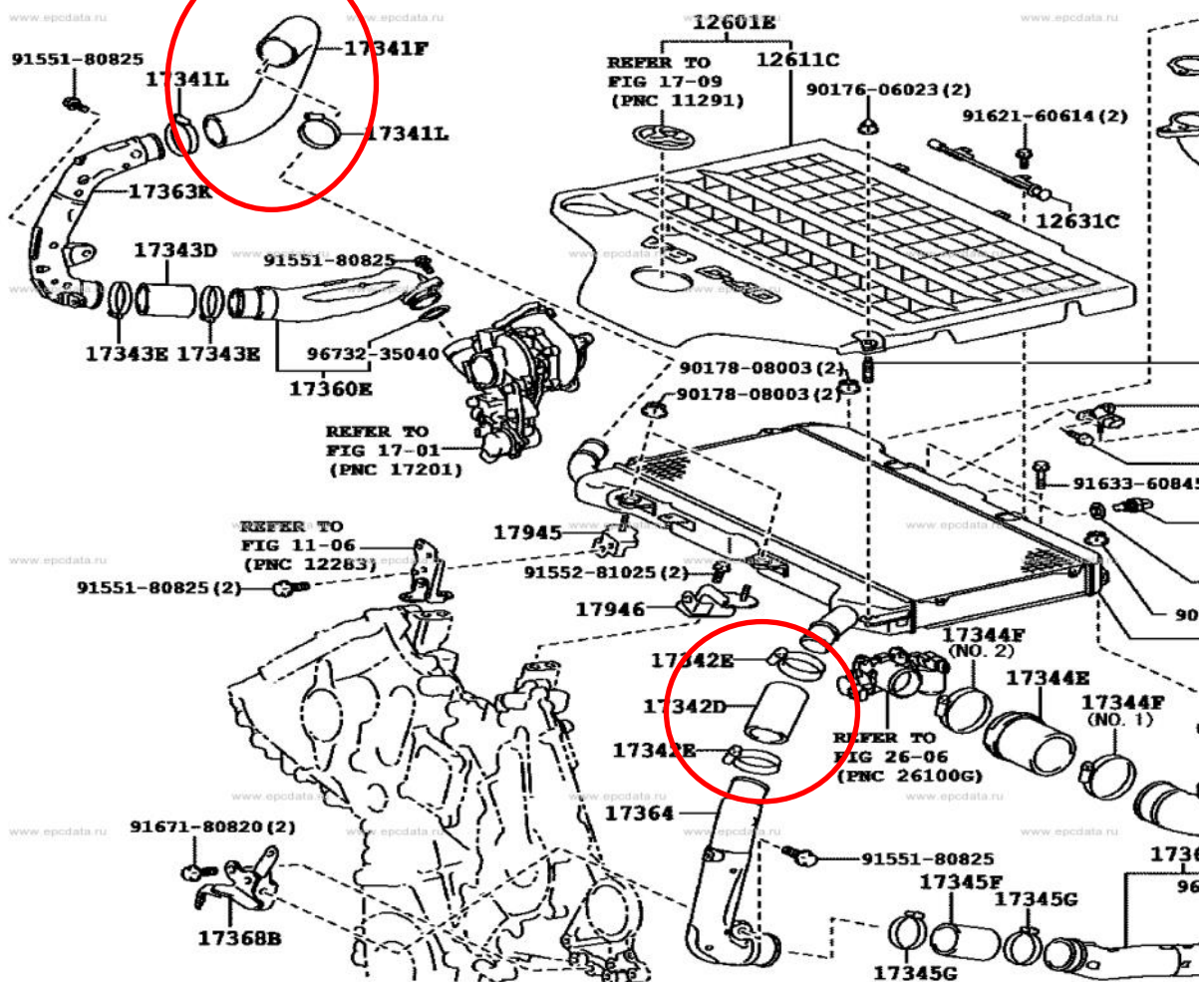
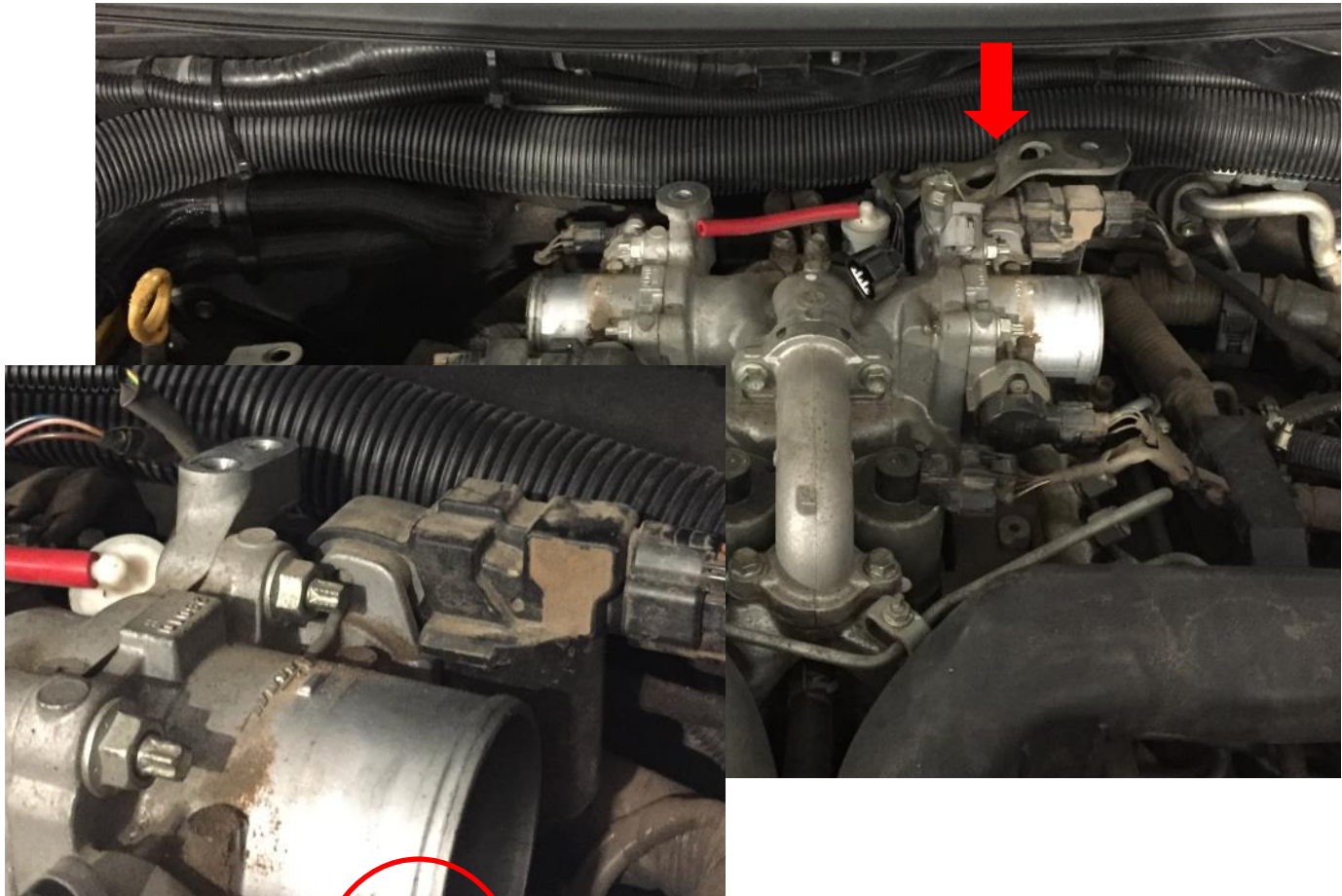
WARNING: Failure to follow this procedure will void your warranty.

- Do not use this product in any other motor vehicle for which it is not designed.
- Do not use any other mounting location / method other than described in this instruction.
- It is advisable to seek assistance of another person when installing this product.
- Do not repair or modify this product and / or its mounting bracket in any way - repair or modification may affect proper operation of the vehicle or cause destruction of property.
- Be sure to clean and remove any loose debris before removing pipe work as debris entering the engine could be detrimental to the engine and or components

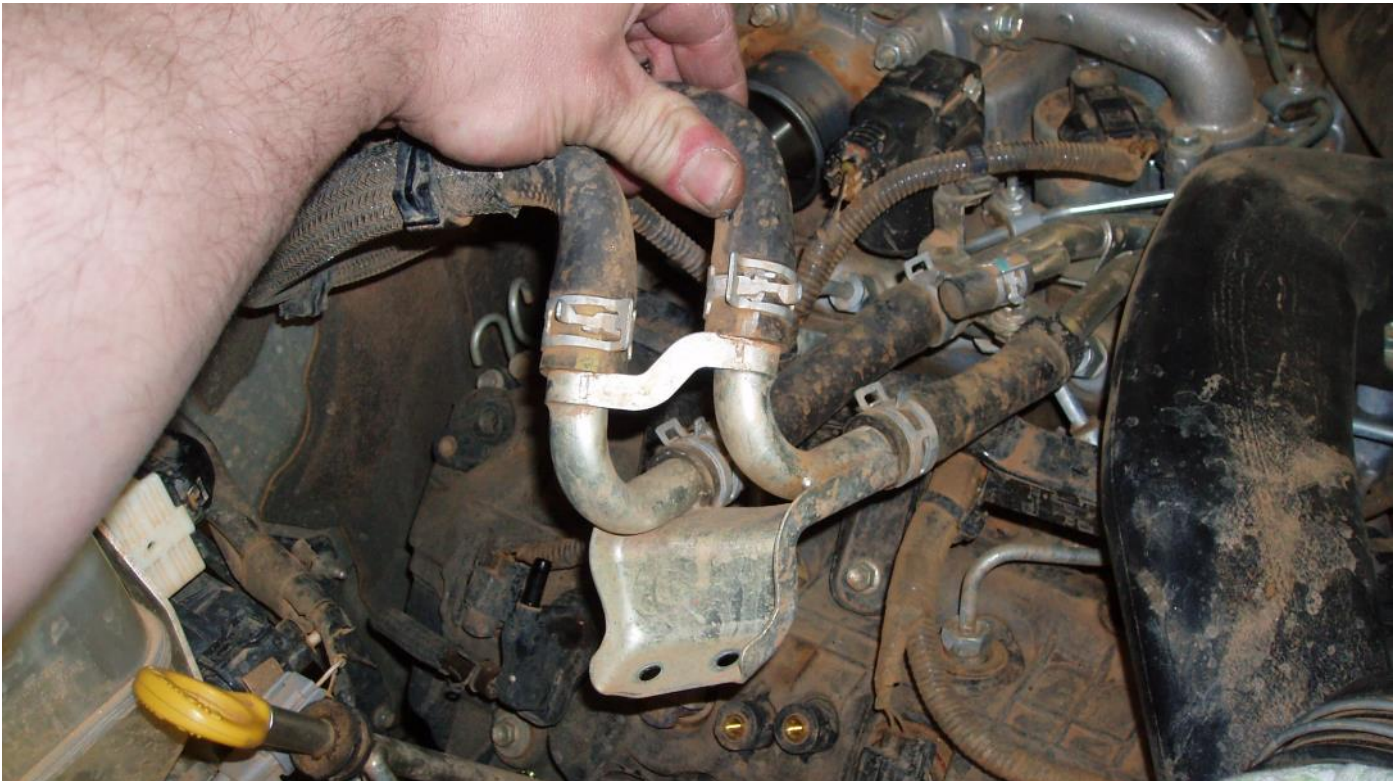
START THE INTERCOOLER INSTALL BY REMOVING THE BLACK INTERCOOLER COVER, AIR DUCTING AND UNDER BONNET INSULATION. KEEP TRIM CLIPS AS THE INSULATION WILL BE REINSTALLED AFTER INTERCOOLER IS FITTED.



DISCONNECT MAP SENSOR AND TEMP SENSOR AT THE REAR OF THE FACTORY INTERCOOLER AND REMOVE. REMOVE PIPE WORK BACK TO THE THROTTLE BODIES. REMOVE HOSES FROM TURBO PIPES. REMOVE BRACKET SHOWN BELOW



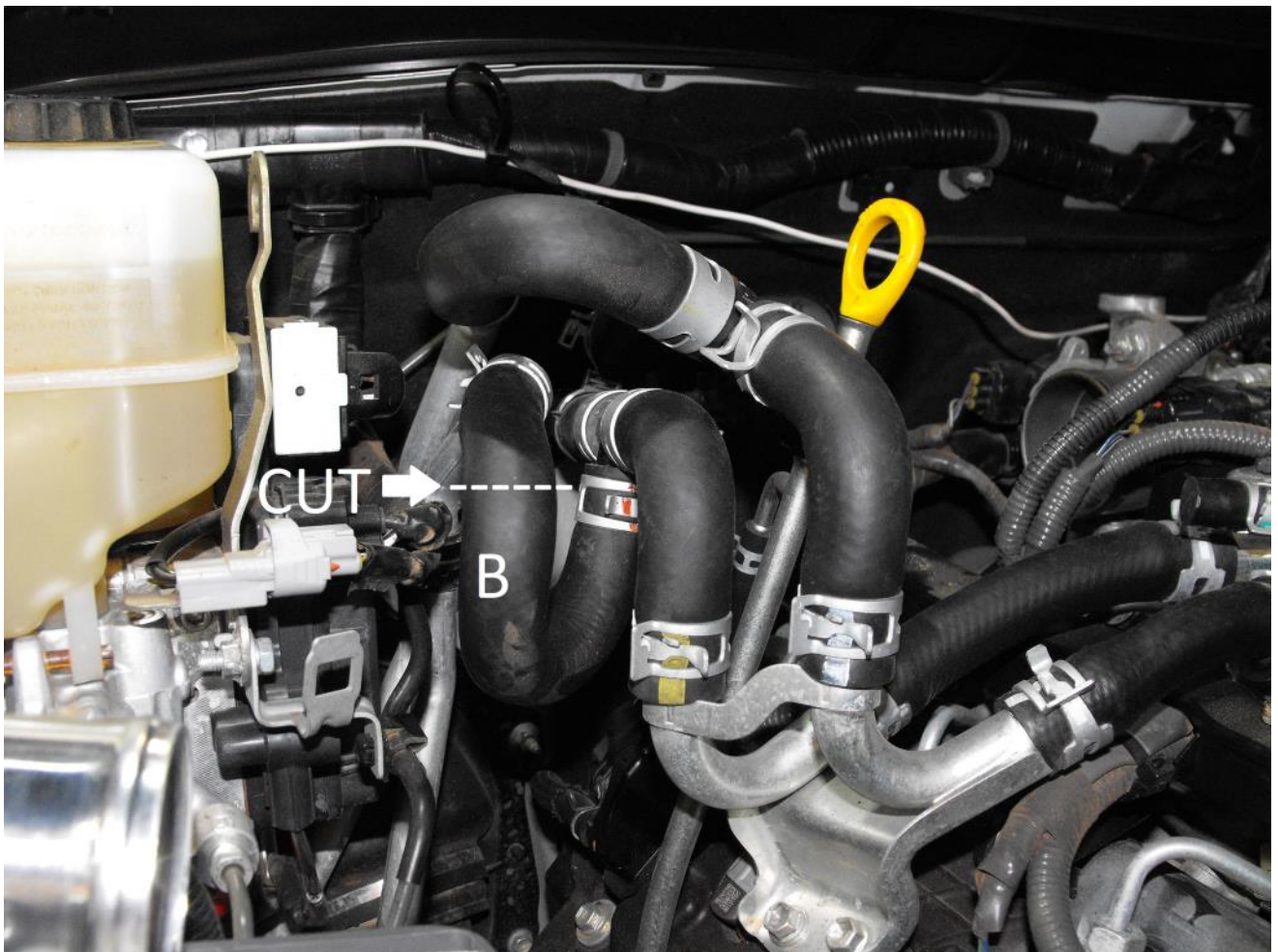
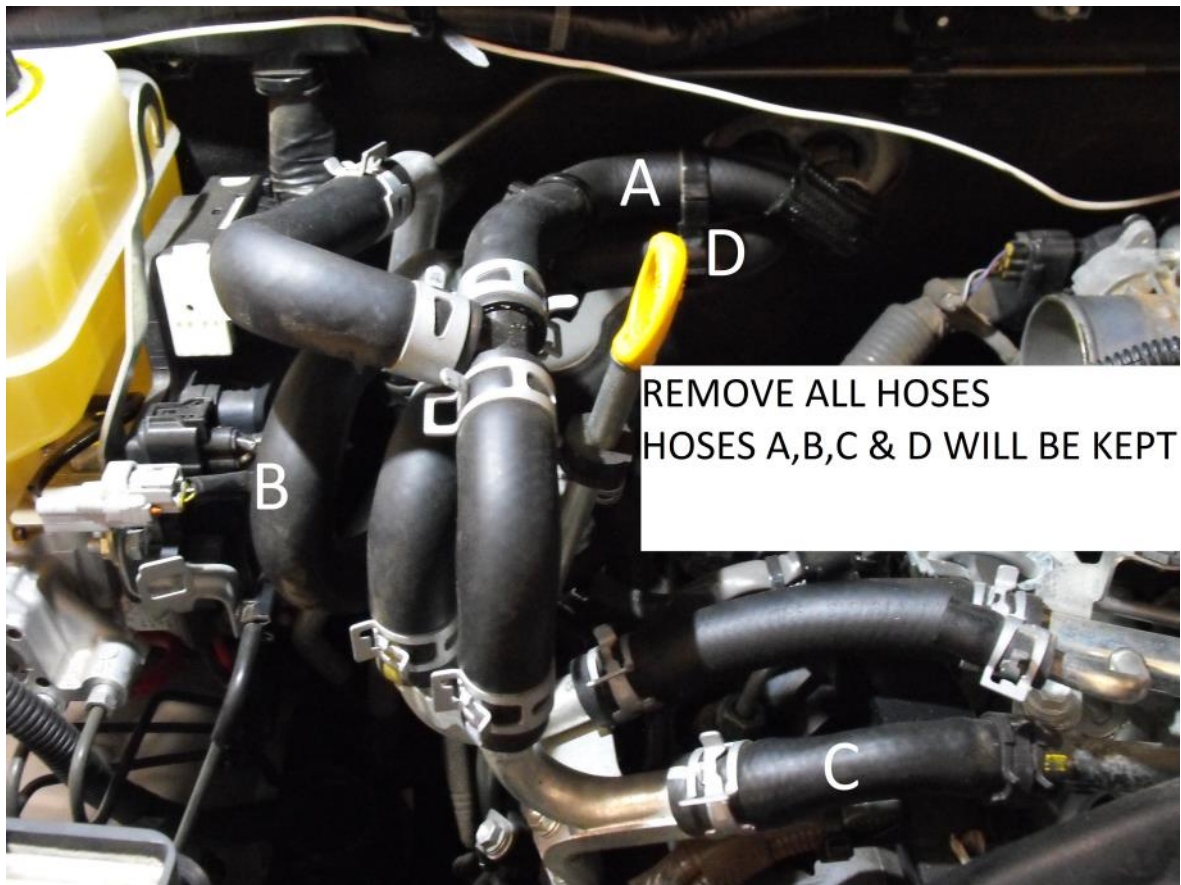
ON ALL MODELS EXCEPT SAHARA UNBOLT HEATER PIPE BRACKET. CLAMP OFF HOSES AT FIREWALL. REMOVE HARDLINE SECTION AND RECONNECT AS SHOWN. IF SAHARA MODIFY HEATER HOSES AFTER MODIFYING DIPSTICK AS SHOWN ON THE FOLLOWING PAGES.

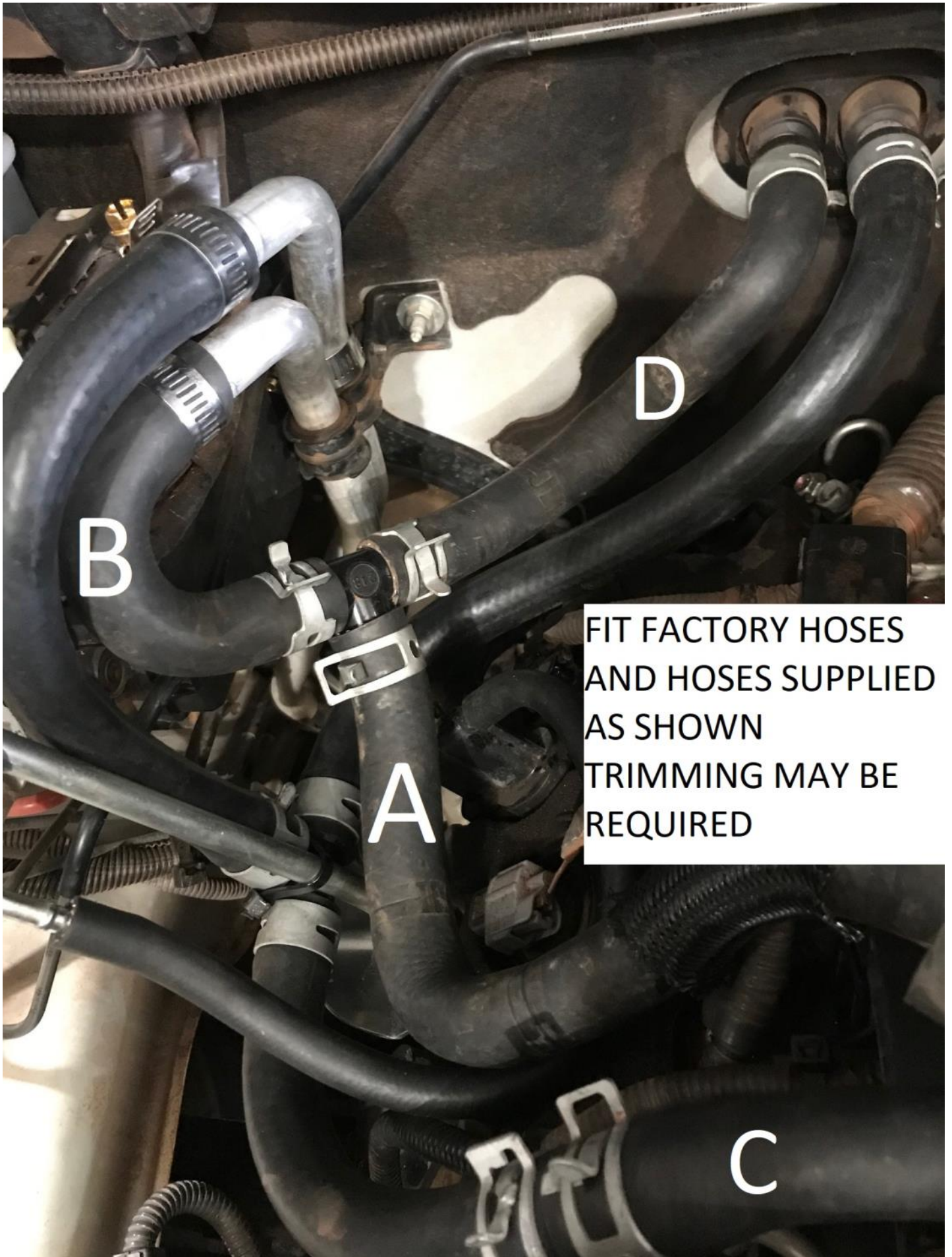


CLEAN THE BASE OF THE DIPSTICK WHERE IT ENTERS THE MOTOR. REMOVE DIPSTICK AND HOSE FROM CAR. REMOVE SHORT HOSE AND INSTALL LONG 6MM HOSE SUPPLIED. BOLT TO SUPPLIED BRACKET WITH NUT AND BOLT AND REINSTALL DIPSTICK ROTATED 180 DEGREES.



IF SAHARA MODIFY AND INSTALL HEATER HOSES AS SHOWN WITH SUPPLED CLAMPS AND T PIECES.





FIT FACTORY HOSES  
AND HOSES SUPPLIED  
AS SHOWN  
TRIMMING MAY BE  
REQUIRED

WHEN RE INSTALLING USE SUPPLIED BRASS T PIECES AND HOSE  
CLAMPS



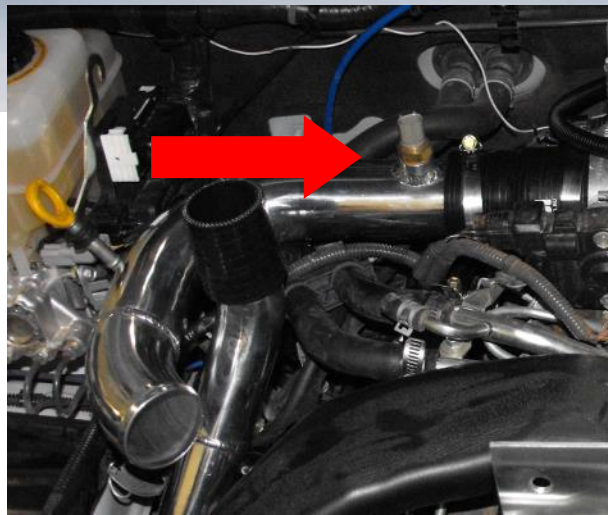




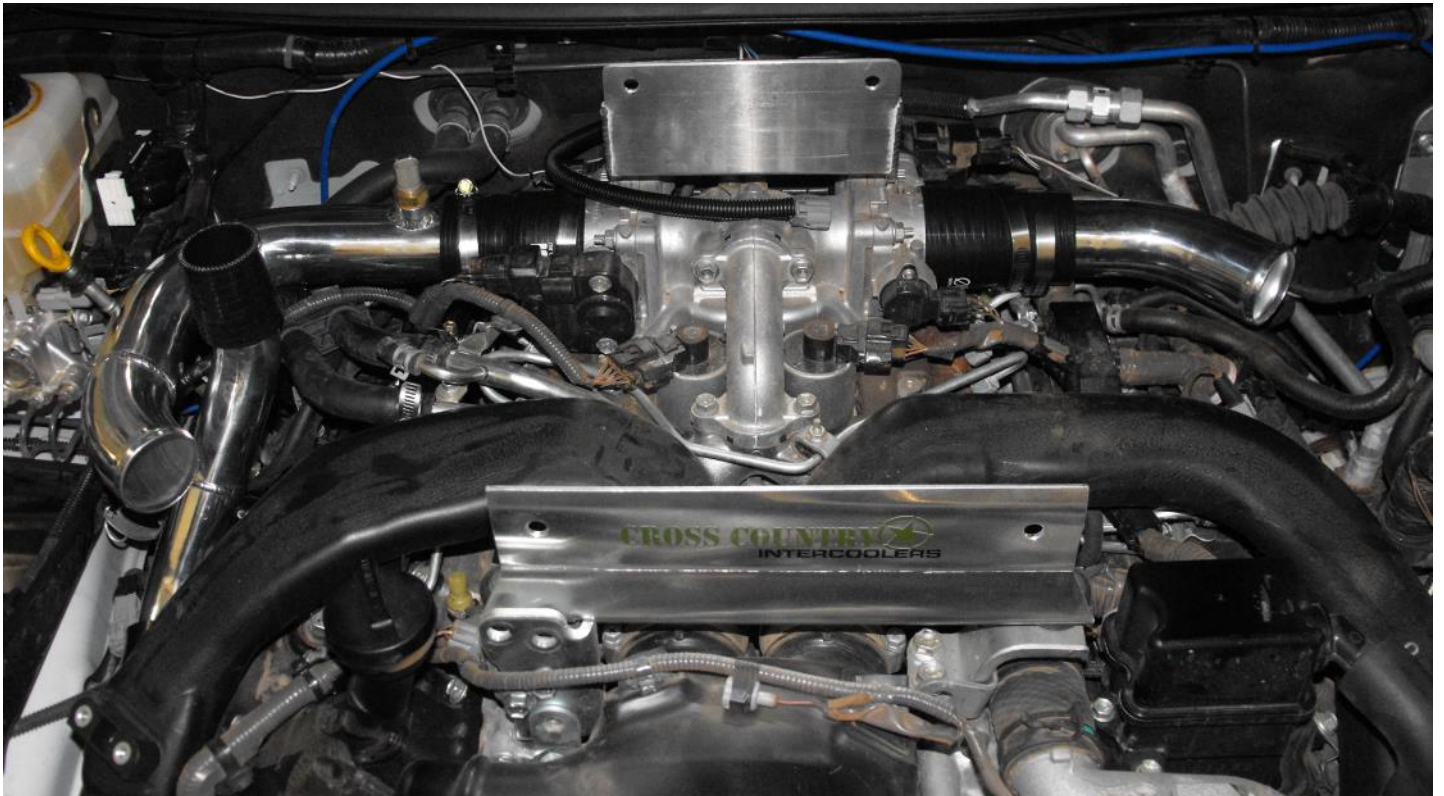
LOCATE TEMP SENSOR WIRE. CUT AND EXTEND WITH SUPPLIED WIRES BY SOLDERING.

REMOVE MOUNTING HARDWARE FROM THE FACTORY INTERCOOLER (CRUSH TUBE, WASHER AND RUBBER MOUNT)

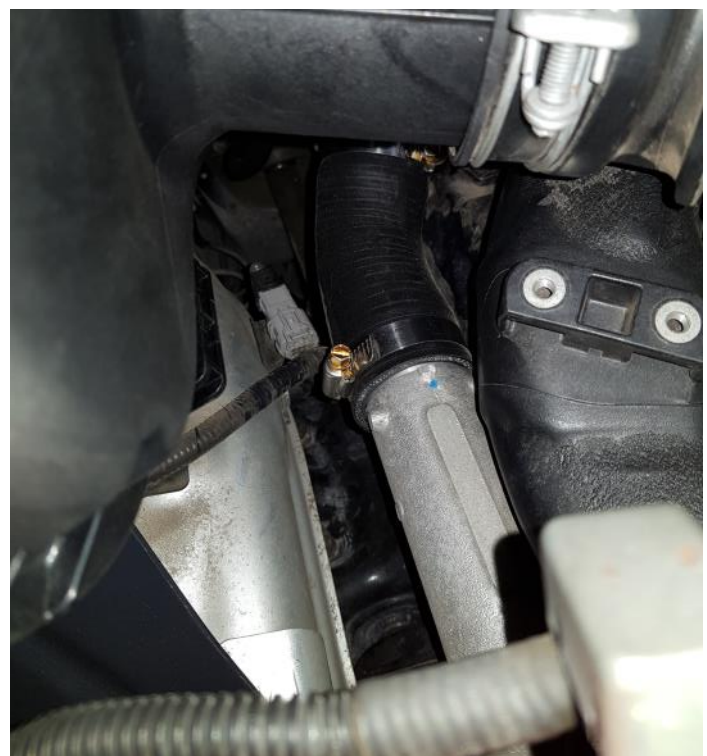
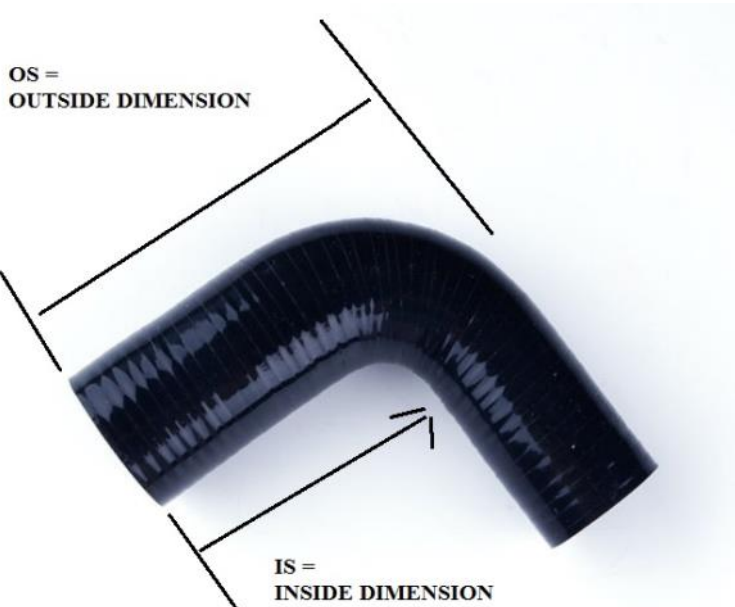
REMOVE MAP SENSOR AND TEMP SENSOR FROM REAR OF THE INTERCOOLER. FIT TEMP SENSOR TO BOSS ON PIPE. INSTALL MOUNTING RUBBERS AND CRUSH TUBES TO THE FRONT AND REAR MOUNTING BRACKETS. INSTALL MAP SENSOR TO REAR BRACKET.



INSTALL FRONT AND REAR BRACKETS USING FACTORY BOLTS AND WASHERS. CONNECT MAP SENSOR AND HOSE. CLEAN THROTTLE BODY INLETS AND TURBO OUTLETS WITH BRAKE CLEANER READY TO FIT THE SILICONE HOSES. INSTALL THE TWO SILICONE REDUCERS AS SHOWN AND TIGHTEN HOSE CLAMP ON THE THROTTLE BODY END. INSTALL 45MM 45 DEGREE SILICONE (80X60) TO THE DRIVERS SIDE TURBO PIPE WITH LONG END TO TURBO FOLLOWED BY THE 45MM 45 DEGREE ALUMINIUM BEND WITH LONG SIDE TO TURBO END. INSTALL HOSE CLAMPS. LEAVE LOOSE.

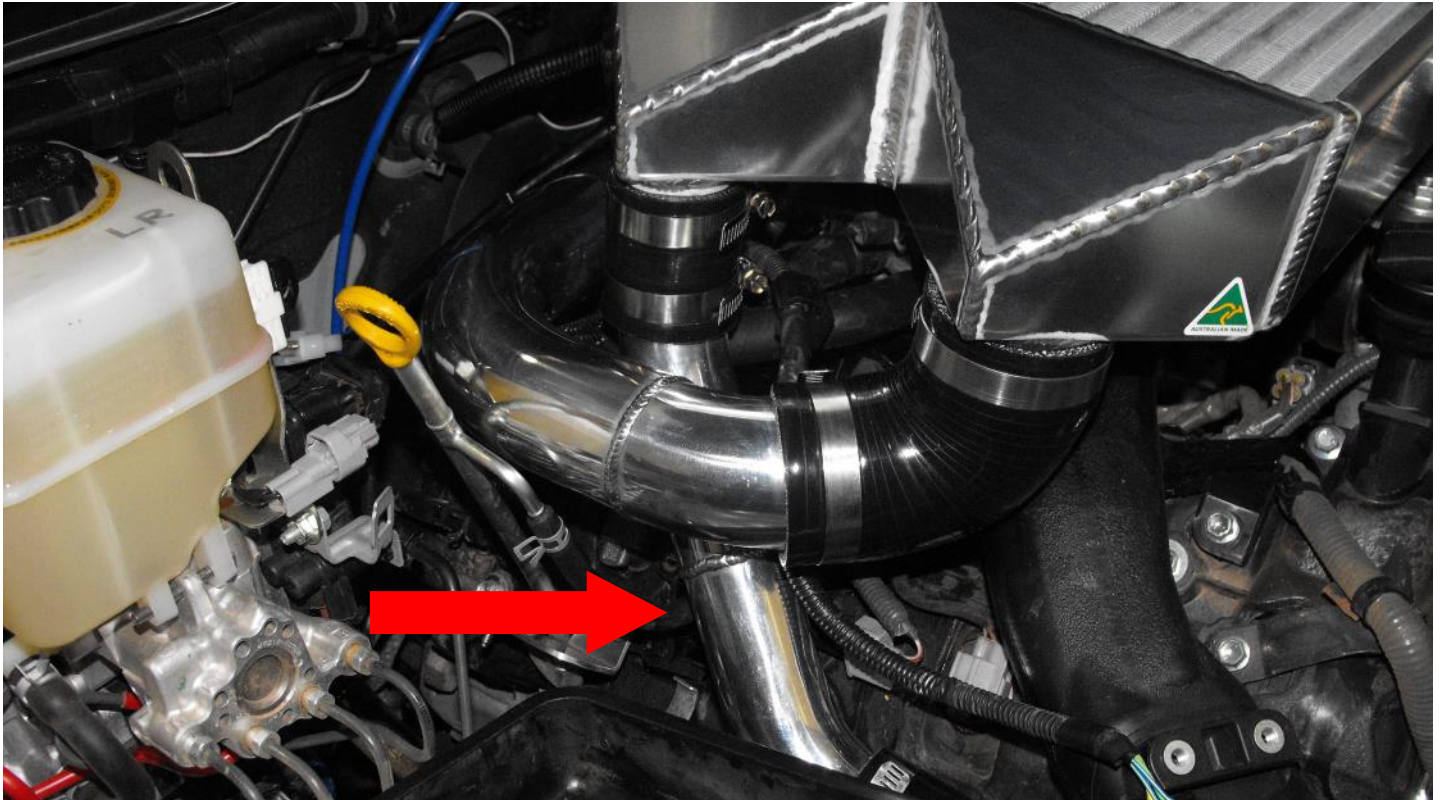


DIMENSIONS NOTED ARE ALL INSIDE DIMENSIONS. REFER BELOW

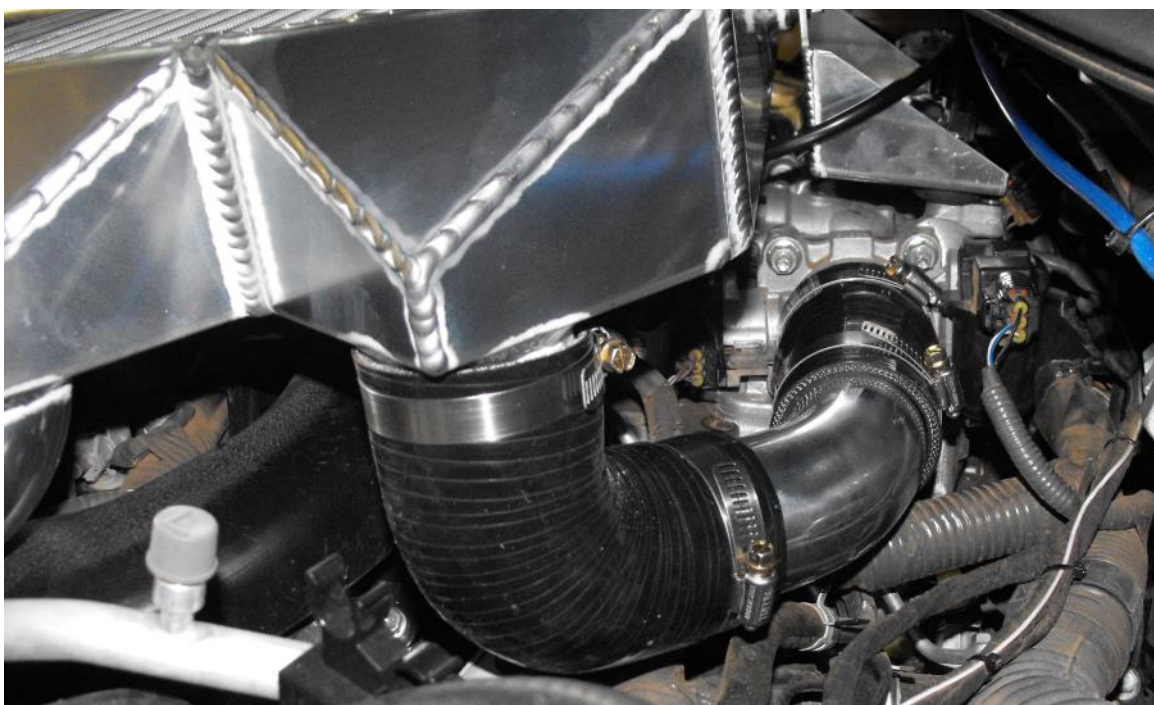


INSTALL 45MM STRAIGHT SILICONE TO END WITH HOSE CLAMPS LEAVING LOOSE. PLEASE NOTE OLD STYLE PIPE SHOWN. INSTALL INTERCOOLER WITH M8X16 BOLTS SUPPLIED PUSHING ON THE STRAIGHT SILICONE. LEAVE BOLTS FINGER TIGHT.

INSTALL THE DRIVERS SIDE FABRICATED PIPE WITH THE 57MM 90 DEGREE (70X40) WITH SHORT SIDE TO INTERCOOLER. THE DIPSTICK MAY NEED TO BE BENT SLIGHTLY OUTWARDS FOR CLEARANCE TO THE PIPE. CONNECT TEMP SENSOR.



INSTALL 57MM 45 DEGREE ALUMINIUM BEND AND 57MM 90 DEGREE SILICONE (80X80) AS SHOWN.

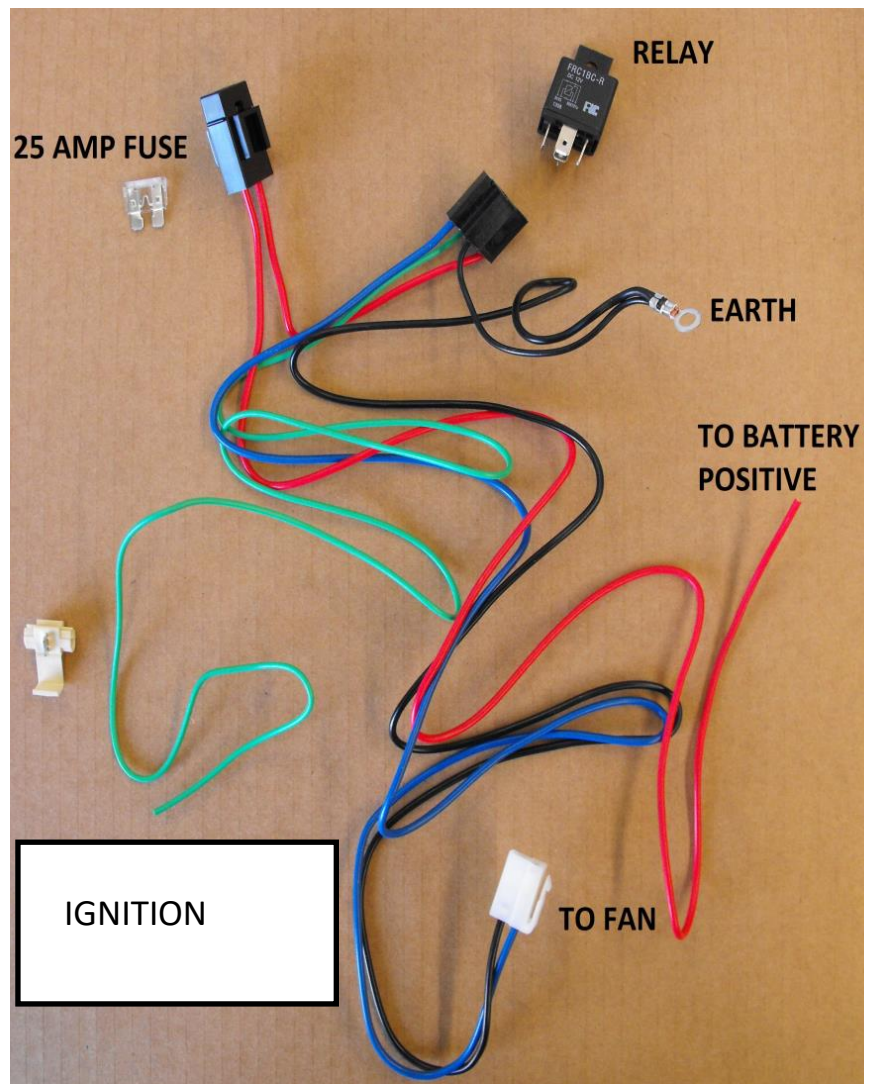


INSTALL THE 45MM 45 DEGREE SILICONE (60X85) TO THE PASSANGER SIDE TURBO PIPE.  
WITH LONG END TO TURBO.



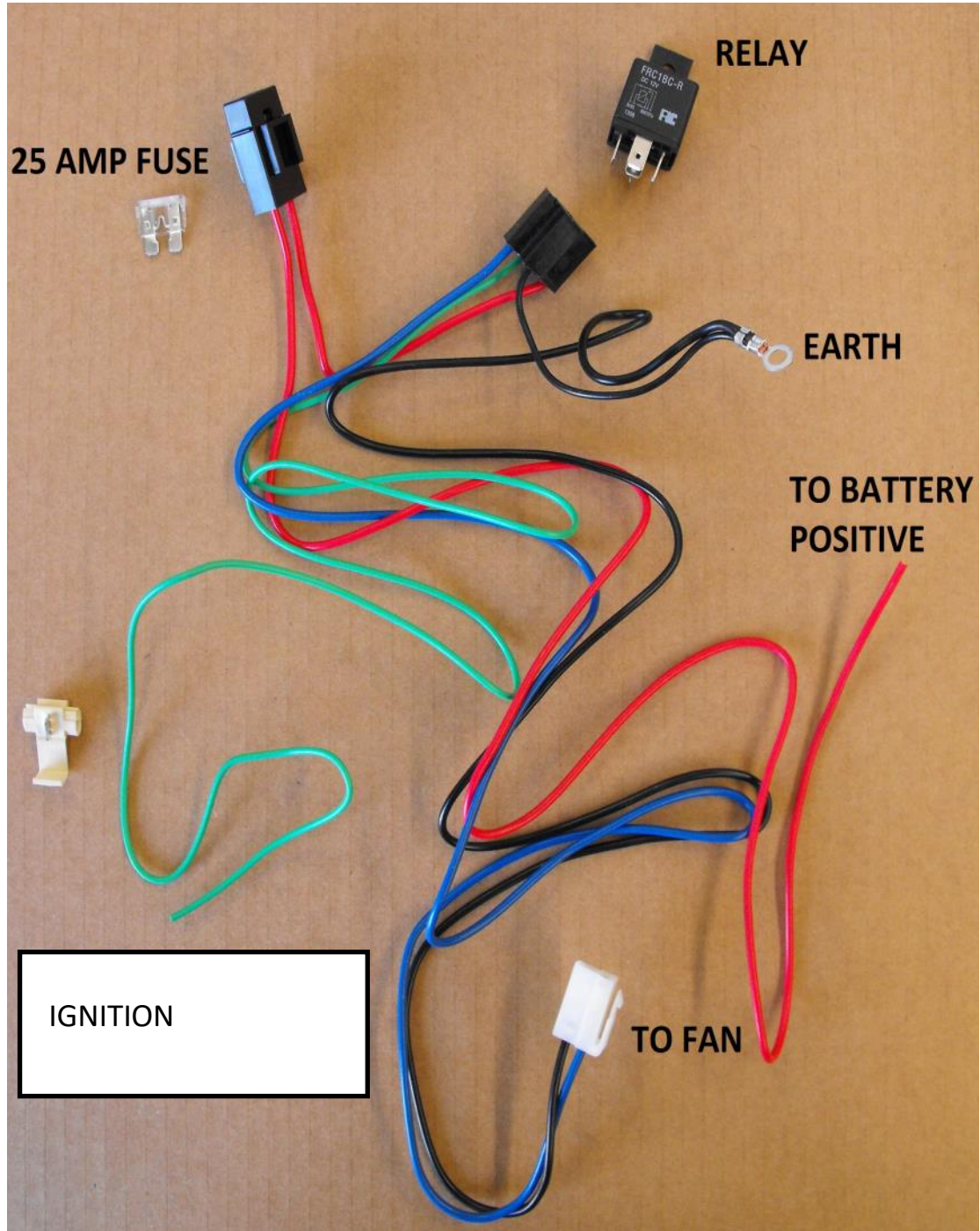
WIRE FANS AS SHOWN BELOW  
USING THE SUPPLIED WIRING  
LOOMS AND ADD A FUSE TO PICK  
UP IGNITION FROM THE FUSE  
BOX.

ONCE ALL WIRING IS COMPLETE  
CHECK OPERATION OF THE FANS.



WIRE FANS AS SHOWN BELOW USING THE SUPPLIED WIRING LOOMS AND ADD A FUSE TO PICK UP IGNITION FROM THE FUSE BOX.

ONCE ALL WIRING IS COMPLETE CHECK OPERATION OF THE FANS.



# BONNET SCOOP FITTING INSTRUCTIONS

After fitting the intercooler, use the supplied foam squares to transfer the intercooler hole location to the bonnet. Depending on what intercooler you have place the foam squares sticky side up on the outside corners of the foam or if your intercooler has small angle place them on the outside corners of the core itself. Some packers may be needed.

Remove the bonnet from the vehicle. Double check the measurements of the foam squares against where the intercooler sits. THE HOLE FOR THE INTERCOOLER IS ONLY TO BE THE SIZE OF THE CORE ITSELF. Confirm which side of the foam squares need to be marked by measuring the intercooler core size and comparing the measurement to the foam squares on the bonnet. After confirming the position drill a 3mm pilot hole in each corner. DO NOT cut the hole out for the intercooler yet.

Cut out the appropriate under bonnet webbing as shown in pictures and deburr all edges.

Once finished turn the bonnet over (top of bonnet facing up) and place paper template on the bonnet.

Take measurements from the back edge of the scoop to the rear lip of the bonnet. This location varies on what vehicle you have. Please see below list for the approximate fitting position.

GQ patrol just in front of washer jets (excluding Extreme)

GU PATROL 5-10 mm

60 LANDCRUSIER 80 mm

75/79 LANDCRUISER 140 mm

80 LANDCRUSIER 45 mm

100/105 LANDCRUSIER just in front of washer jets

200 LANDCRUSIER 50mm

Confirm the scoop will not interfere with the intercooler hole cut out by using previously drilled pilot holes and compare to scoop template. When in correct position tape down the edges of the template making sure there are no creases. Drill 3mm pilot holes through the mounting points marked on the scoop template. Going through the bonnet skin and any webbing underneath.

Turn the bonnet over and if applicable drill the holes going through the under-bonnet webbing NOT THE BONNET SKIN to 20mm to allow clearance for the washers. Once the clearance holes are drilled, drill the holes going through the bonnet skin to 8mm. Deburr all holes.

Mark out the hole for the intercooler using the 4 pilot holes as reference points and cut out with a grinder with a 1mm disc, making multiple shallow cuts reduces the likelihood of the paint blistering. Once cut clean up any burrs.

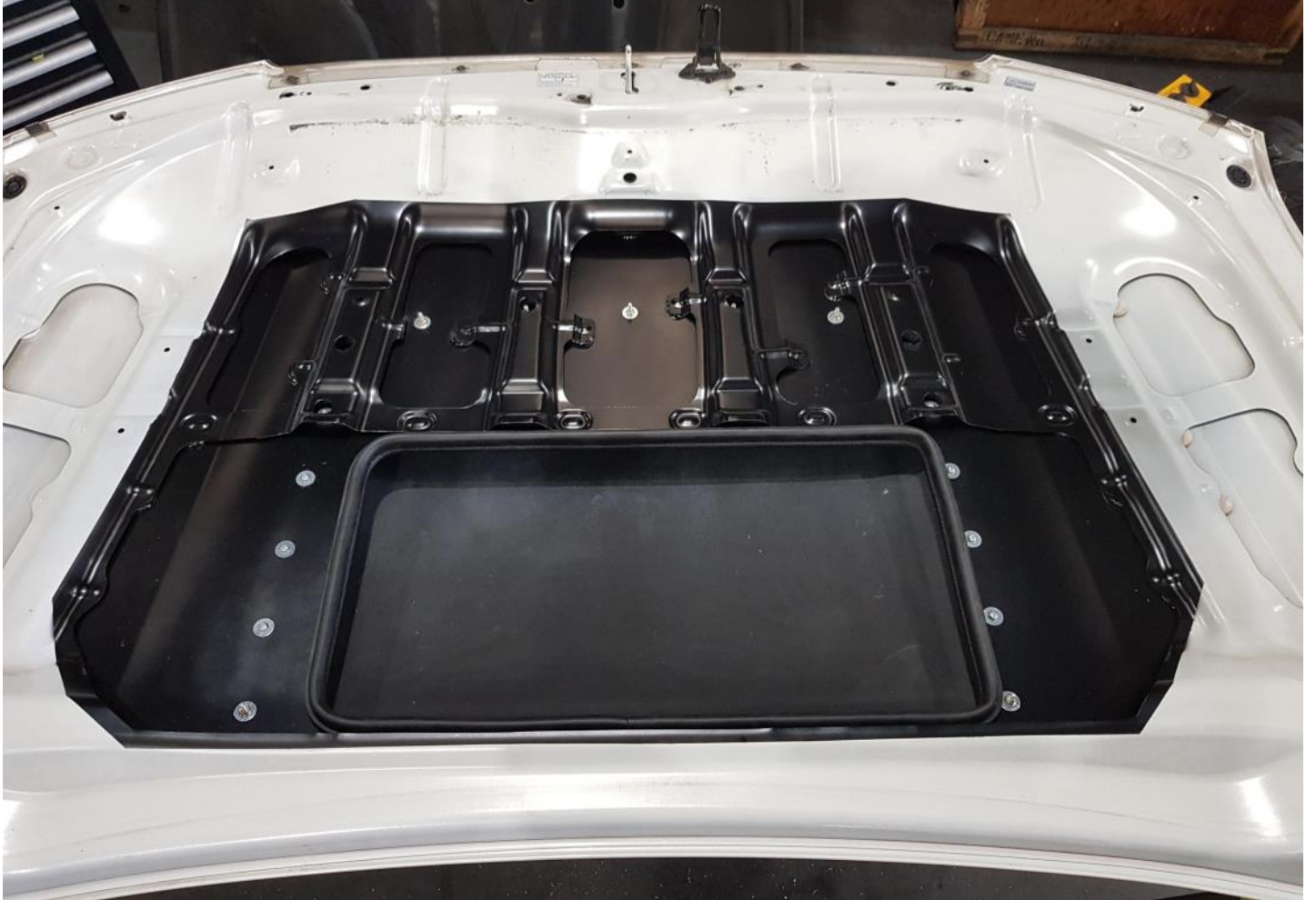


TRIM TO LINE SHOWN FOR APPROPRIATE CLEARANCE TO THE INTERCOOLER THE RIDGES CAN BE CUT BACK ON AN ANGLE FOR ADDED CLEARANCE.





WITH THE BONNET FINISHED INSTALL SUPPLIED PINCHWELD.



THE INSULATION CAN BE TRIMMED AND REINSTALLED AS SHOWN.



REINSTALL THE BONNET AND RE ATTACH WASHER HOSE. MAKE SURE ALL BOLTS AND HOSE CLAMPS ARE TIGHT. CHECK INTERCOOLER IS TOUCHING THE PINCHWELD AND ADJUST INTERCOOLER IN SLOTS IF NEEDED. CHECK FAN OPERATION AND TEST DRIVE VEHICLE AND CHECK FOR ANY LEAKS.

RE TENSION HOSE CLAMPS AFTER 100KM OF DRIVING AND CHECK AT REGULAR SERVICE INTERVALS.

IF INTERCOOLER IS REMOVED CLEAN THE PIPE OUTLETS AND INSIDE THE ENDS OF THE SILCONES WITH A SOLVENT SO NO OIL IS PRESENT AT TIME OF INSTALLATION.