



## TOYOTA LANDCRUISER 79 SERIES DPF ULTIMATE FRONT MOUNT INTERCOOLER 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



DISCONNECT MAP AND TEMP SENSOR (AT THE REAR OF THE INTERCOOLER). REMOVE FACTORY INTERCOOLER, PIPEWORK TO THE THROTTLE BODIES AND DISCONNECT CAST PIPING FROM TURBO INLET. (EASIEST ACCESS POINT IS BEHIND THE PASSENGER SIDE WHEEL, TAKE OFF IF POSSIBLE).

ONCE PIPE WORK IS REMOVED CLEAN THROTTLE BODY INLETS.



START BY REMOVING FACTORY GRILL REMOVE THE 3 SCREWS AND THE PUSH DOWN TAB CLIPS ON THE BOTTOM OF THE GRILL.



REMOVE PLASTIC  
COVERS BOTH SIDES



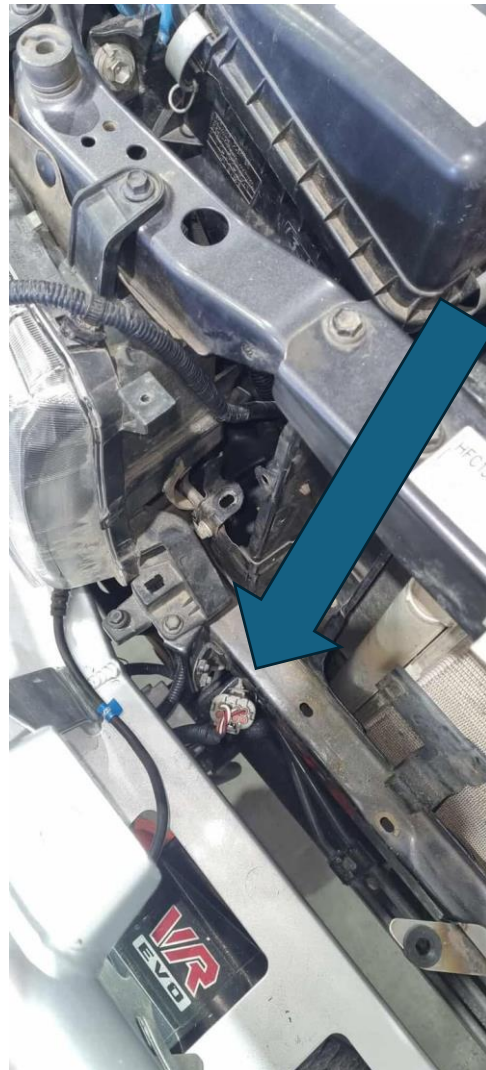
RELOCATE AC LINE TO THIS  
POSITION USING BRACKET  
SUPPLIED TO MOUNT AC LINE (2<sup>ND</sup>  
PHOTO), USE A PRY BAR OR SHIFTER  
TO LIGHTLY BEND LINE CAREFULLY.

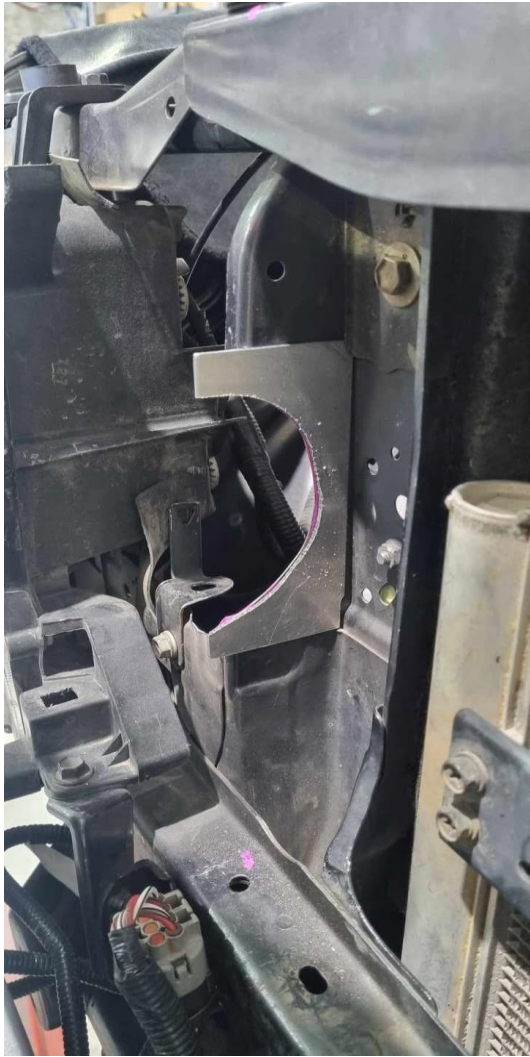
ROTATE HORNS TO AS SHOWN JUST  
BY FLIPPING THEM AROUND.





DISCONNECT LOOM FROM THE BAR, AFTER PUSH LOOM THROUGH THE HOLE IN BETWEEN THE RADIATOR SUPPORT BAR AND HEADLIGHT, PULL THROUGH TO THE BOTTOM AND RUN LOOM UP BACK THROUGH THE OTHER SIDE OF THE RADIATOR SUPPORT BAR.





CUT

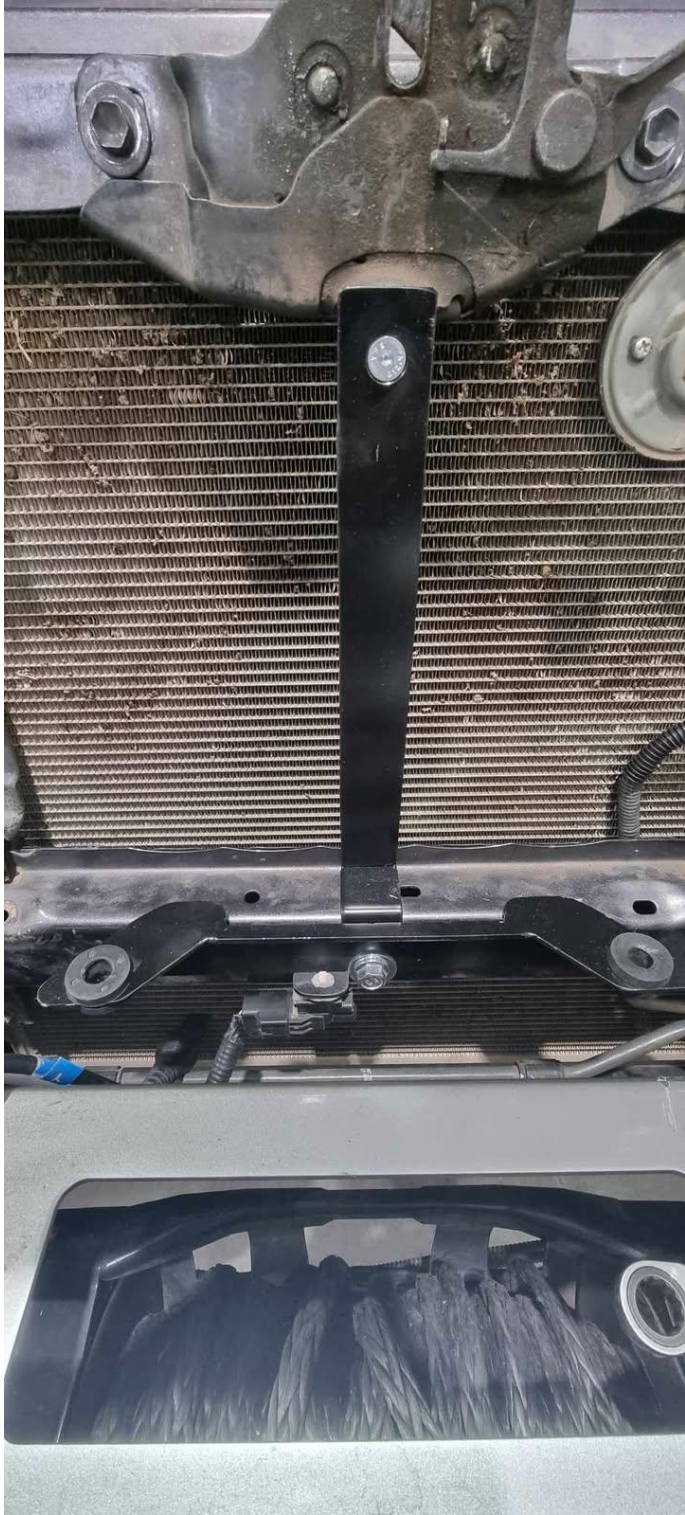
RADIDATOR SUPPORT BAR BOTH SIDES USING SUPPLIED  
TEMPLATE.



ROTATE PLUG BEHIND RADIATOR SUPPORT BAR BY LOSSING NUT AND SPINNING TOWARDS AN UPWARDS POSSITION

ROTATE BOTH TO THIS POSSITION





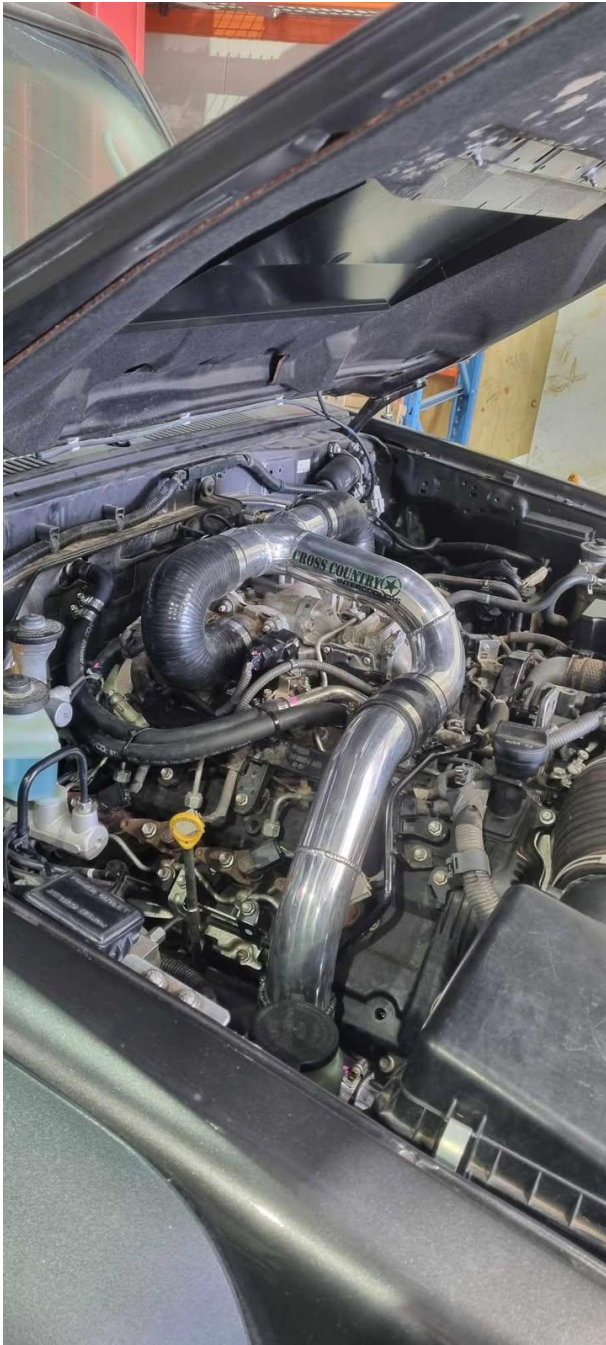
Bolt supplied rad support bracket using supplied bolts and supplied grommets (refer to 6 for wider photo)



Start carefully putting the intercooler into the car, we found putting the driver side in first and rolling the cooler to the car and pushing the pipe all the way through the hole is the easiest option if you have a bulbar then proceeding to put the other side in.

Make sure the bottom locating pins are in the two grommets at the bottom.

Then put the two top mounting brackets that are supplied. Leave loose for now.



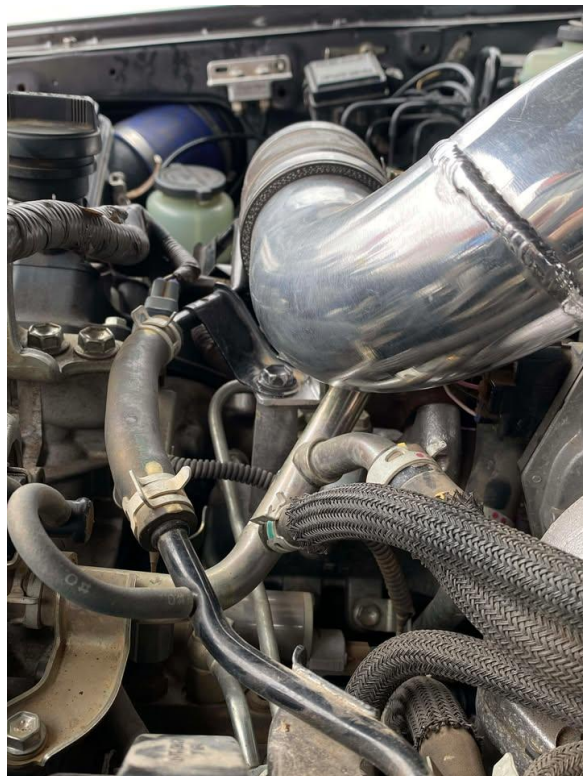
Start by putting on supplied pipe work, we worked from throttle body's down to cooler on this side

(removing airbox greatly helps with this)

Start with attaching both 2 ¼ 180 silicone hoses and J pipe and loosely fit it all with supplied hose clamps, same as the mounting bracket on the bottom of the 90 of the J pipe

Then proceed down to the next pipe connecting the straight 2 ½ to both pipes.

After all pipe work and hardware is connected, tighten all hardware before moving on.





Fit the supplied 90 2 ½ silicone then supplied aluminium pipe and then connect pipe work to cooler with supplied 2 ½ straight silicone hose.



This power steering line may need to be tweaked a little to ensure no rubbing on the pipe work.



Start by removing all the original, cast piping around the turbo and all other piping going towards the intercooler.

Then bolt pipe with flange welded onto the turbo. You can use the original gasket.

Continue to bolt everything loosely, to make it easier to fit.

Once all hardware is fitted correctly tighten all hardware before proceeding





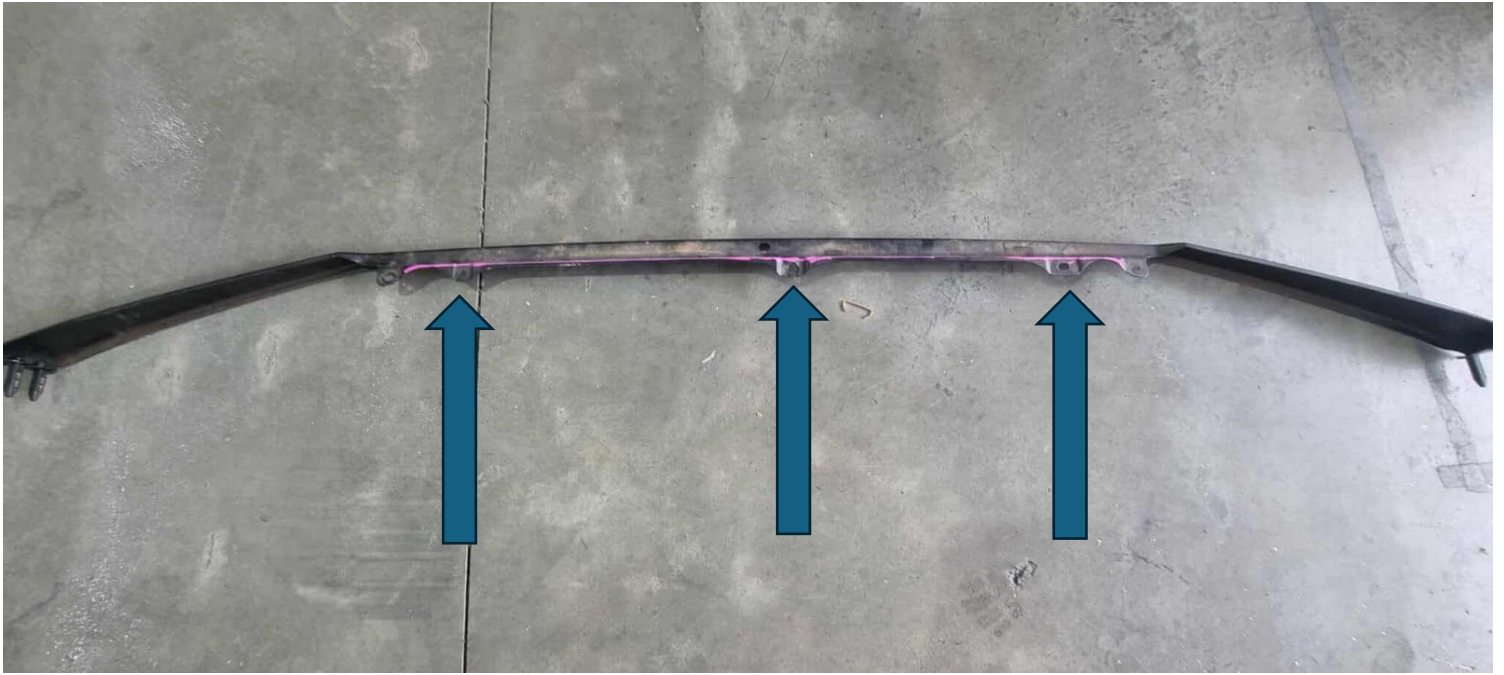
Attach 2 ¼ 45 silicone hose to hard pipe of turbo pipe using supplied hose clamps, once all hardware is fitted correctly tighten all hardware before proceeding

This A/C line may need to be tweaked to ensure no rubbing on the pipe.





Attach the supplied 2 ¼ aluminium 45 bend to the silicone and then the 2 ¼ 90 silicone hose to the pipe and cooler.



Remove the metal trim that sits under the grill, remove these 3 tags, cut them flush, then refit to vehicle.



Trim grill be aware you will have to grind lots of the original grill out (DO NOT GRIND ANY MOUNTING POINTS)

We took 40mm off to fit the grill back on, please take the time to grind a check every now and then.

Do frequent checks while griding ensuring all hole's line up and nothing is touching or rubbing on the intercooler



Once you have tightened all mounting point and hose clamps, start by putting the grill back together and any other components you may have taken off during the process. Once you believe everything has been fitted properly. Drive the car under load and check for any boost leaks.

AFTER A FEW DAYS OF DRIVING RE TENSION THE HOSE CLAMPS AND CHECK AT REGULAR SERVICE INTERVALS. IF THE INTERCOOLER IS REMOVED CLEAN THE PIPE OUTLETS AND INSIDE THE ENDS OF THE SILICONES WITH A SOLVENT SO NO OIL IS PRESENT AT TIME OF RE INSTALLATION.