

F8X M3/4 & M2 Competition Charge cooler radiator fitting instructions

Tools needed:

- Socket set including torx bits
- Trim tool
- Pick or small flat headed screwdriver
- Container for draining the coolant
- PPE is recommended such as gloves, safety shoes and glasses.

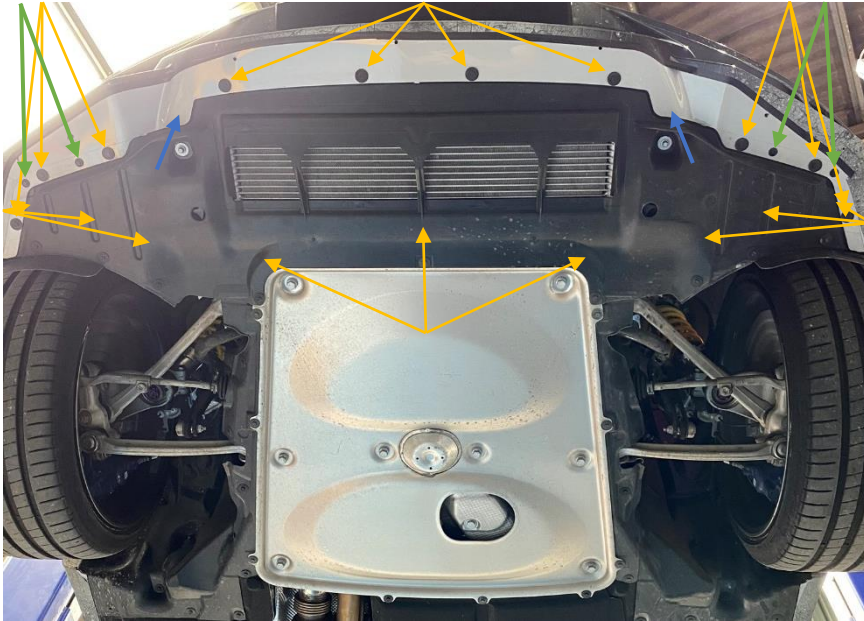
Kit Includes:

- 1 x Pre rad charge cooler
- 1 x Mesh stone guard
- 6 x M6 x 12 bolts
- 6 x M6 washers



Instructions:

1. Jack up the vehicle up either with a jack and using axle stands to secure or preferably on a vehicle lift.
2. Start by removing the front undertray from the car by removing 19 x 8mm bolts and 2 x E11 bolts along with 4 x plastic push fittings.



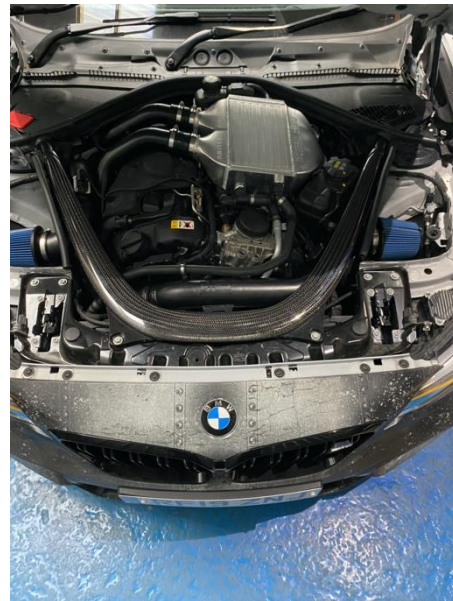
3. The next step is to remove the front half of each inner wheel arch by undoing 8 x 8mm bolts and pulling the front half of the arch liner out.



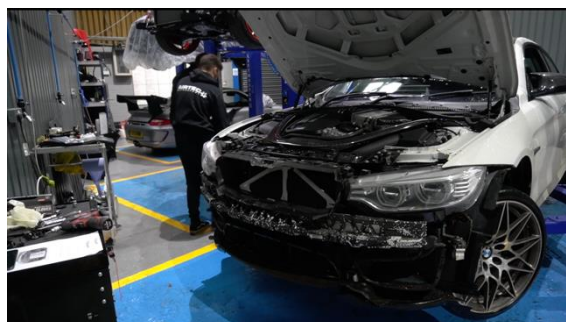
4. Undo 3 x 8mm bolts that are holding the bumper to the front wing.



5. Peel back the weather strip along the top of the bumper and remove the 6 x T30 bolts along the top edge.



6. Unclip the wiring loom going to the bumper on both sides
7. With the help of someone grab the bumper each side and gently pull forwards to release it and put somewhere safe.



- Undo 2 x 13mm bolts holding on the crash bar each side, they have a plate on the underside of the crash bar that the bolt to, grab this when both bolts are nearly undone so that it doesn't fall off.



- To get the bolts out you will need to loosen the headlights (for the M3/M4 you may not need to do this as there should be enough wiggle room to get the bolts out. To loosen the headlights remove the 2 x T30 inside the wheel arch and 1 x 10mm bolts and then loosen the T30 bolt at the top and the headlight should be free to move about.



- The 4 x crash bar bolts can now be removed and the crash bar taken off and put aside.

11. Remove the brake ducts either side by removing 2 x plastic push pin either side with a trim removal tool, they will then be able to come out from the front.



12. Remove the front support brace by unclipping the plastic side air guides from the mouth and removing 1 x plastic pin each side. This step is useful with another person so that they can help unclip the plastic tabs. Then undo 6 x T45 bolts and guide the brace out, be careful when removing to not damage the radiator as it has to tilt towards it to remove.



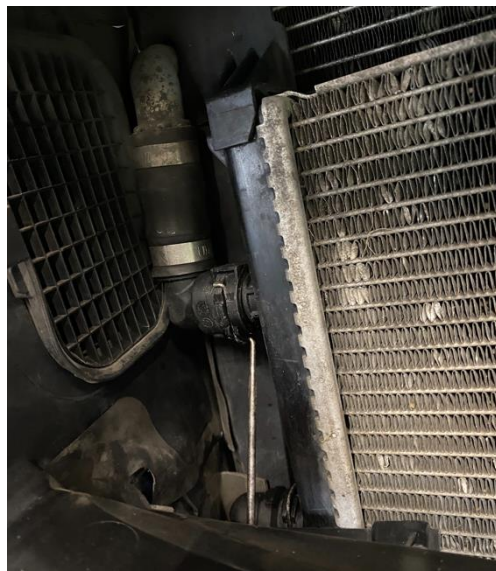
13. Undo the 4 x T27 along the top that hold in the plastic surround and release from the clips holding it in either side then remove from the car.



14. Remove the sided plastic air guides, these squeeze together and can then be removed.



15. Drain the coolant by either unclipping the pipe going to the left hand side cooler or clamp the two lines going to the radiator. This is the preferred method so that you do not lose too much coolant from the system and will make it easier to bleed.
16. Unclip the connectors to the radiator by using a pick to pull up or down the clip and then pulling the clip off. Coolant will come out here so have a container ready to catch this.



17. The radiator and can then be removed, it is clipped in on the top right so push this clip in and it will come free. It will be full of coolant so best to tip it into a container before putting it down.

18. Remove x3 10mm bolts securing the lower cooler, this will allow you enough space to install your new AIRTEC charge cooler radiator.



19. Your new cooler will reuse the stock mounting tabs so all you need to do is install in reverse of removal ensuring that the pipework connections are fitted correctly.



20. Finally add coolant and repeat the bleeding process until the coolant level is correct.

