

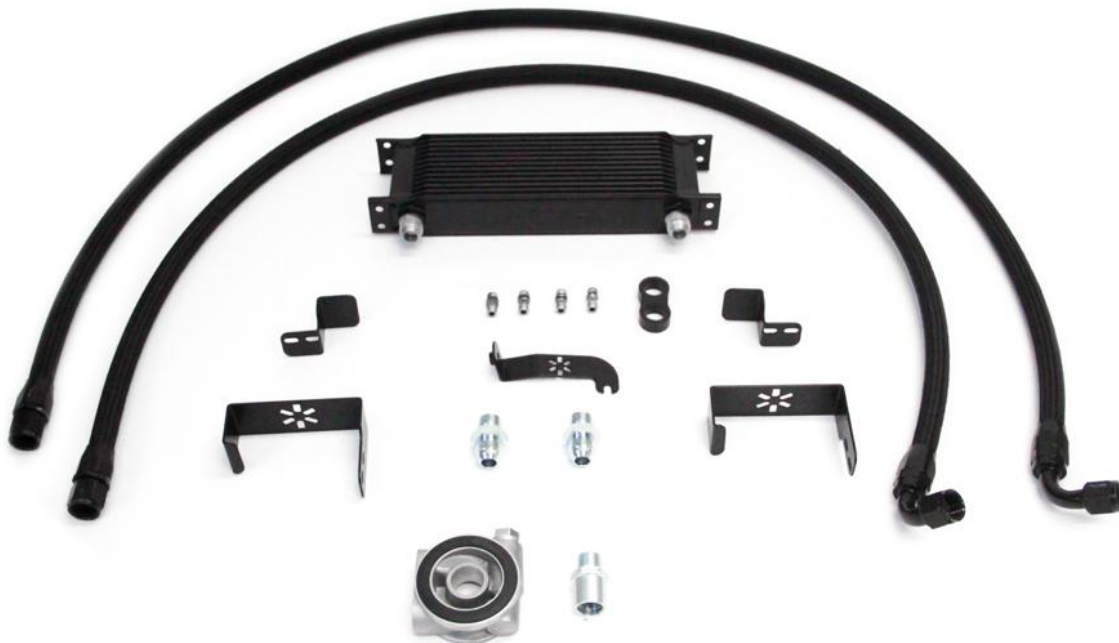
Hyundai i30N Oil Cooler Fitting Instructions

Tools Required:

- Socket Set
- 10mm Spanner
- Oil Filter Wrench
- 5mm Allen Key
- Trim Removal Tool
- Container to catch used oil
- Fresh oil of the correct grade, as per owner's manual (minimum required: 1-litre)
- New oil filter (recommended)

Kit Contents:

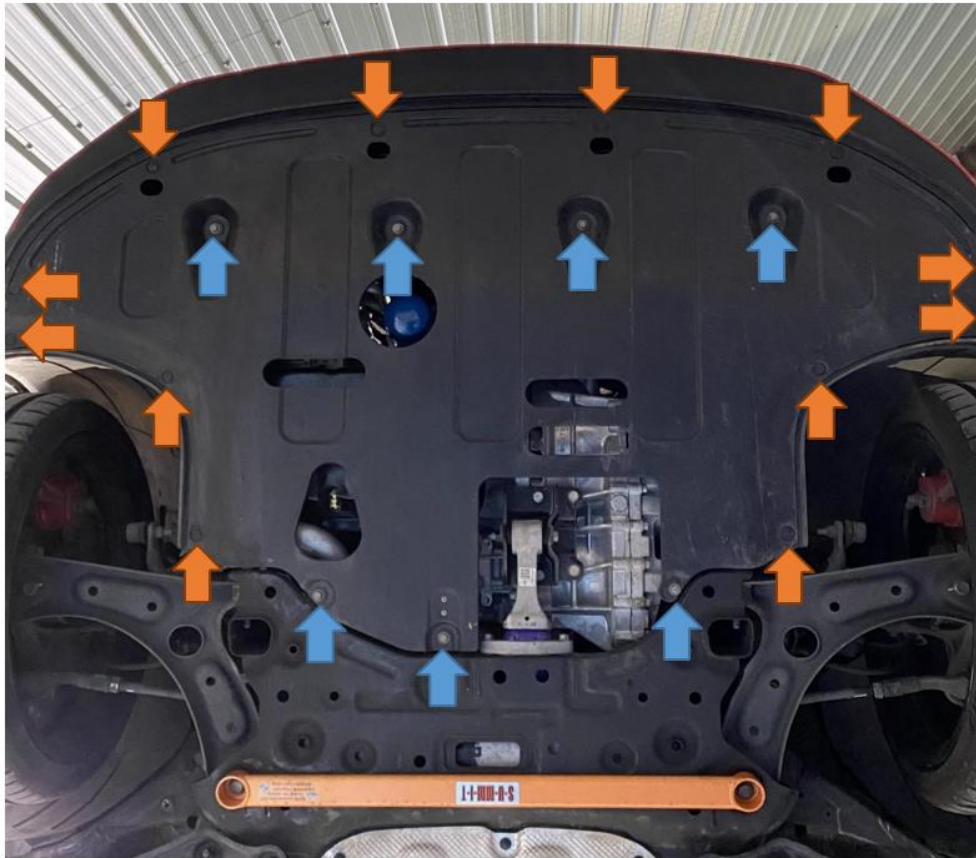
- 1x AIRTEC Motorsport Oil Cooler
- 2x Oil Lines with Fittings
- 1x Thermostatic Sandwich Plate
- 2x Dowty washers and 2x -10 Oil Line fittings
- 2x Oil Cooler Brackets
- 1x Oil Line Bracket
- 1x Oil Line Separator
- 8x M6 Pan Washers
- 4x M6x16mm Bolts
- 4x M6 Nyloc Nuts



PLEASE THOROUGHLY READ THESE INSTRUCTIONS AND MAKE SURE YOU ARE FAMILIAR WITH THE STEPS BEFORE CARRYING THEM OUT

Instructions:

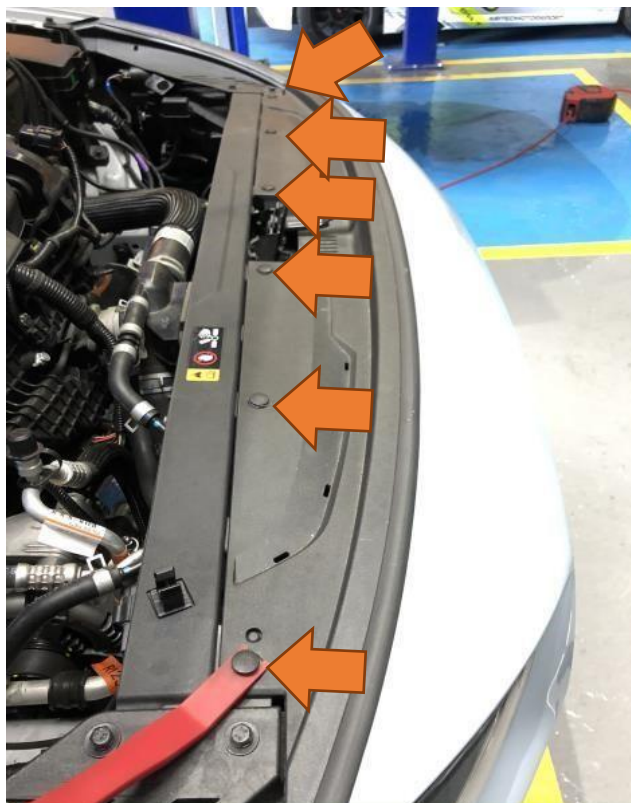
1. Start by removing the undertray from the car by removing the twelve plastic clips (highlighted with orange arrows) using a trim removal tool or flat bladed screwdriver, followed by seven 10mm bolts (highlighted with blue arrows). The undertray is then removed by sliding it towards the front of the car.



2. In both wheel arches there are three plastic clips that need to be removed using a trim tool and then an 8mm bolt.



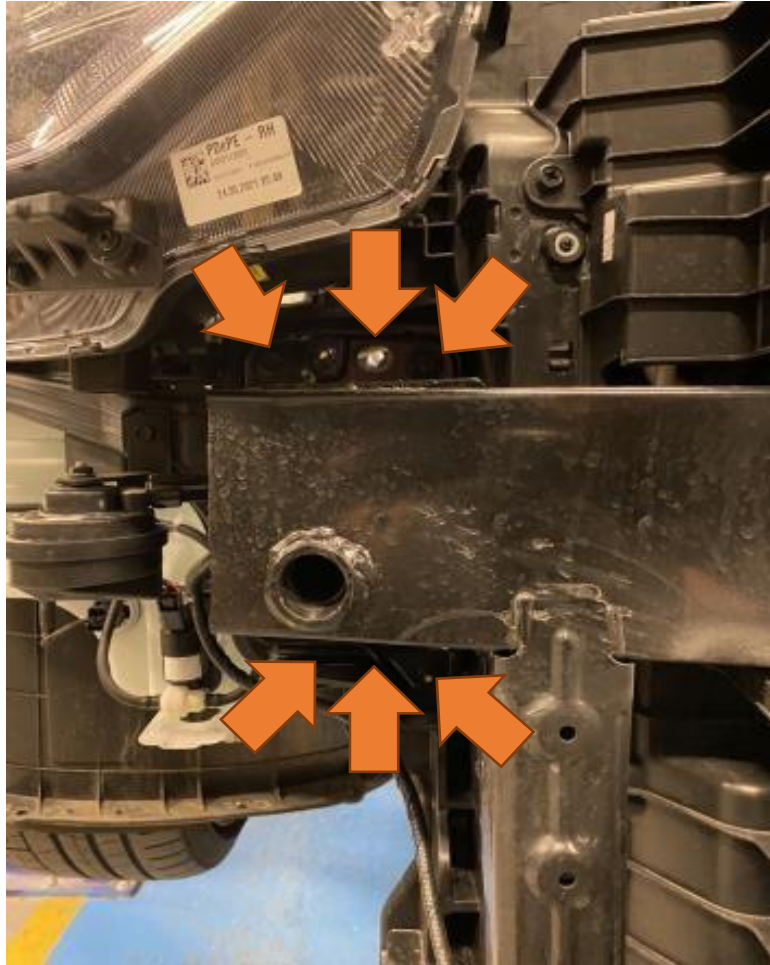
3. . There are six plastic clips to be removed with a trim tool along the slam panel.



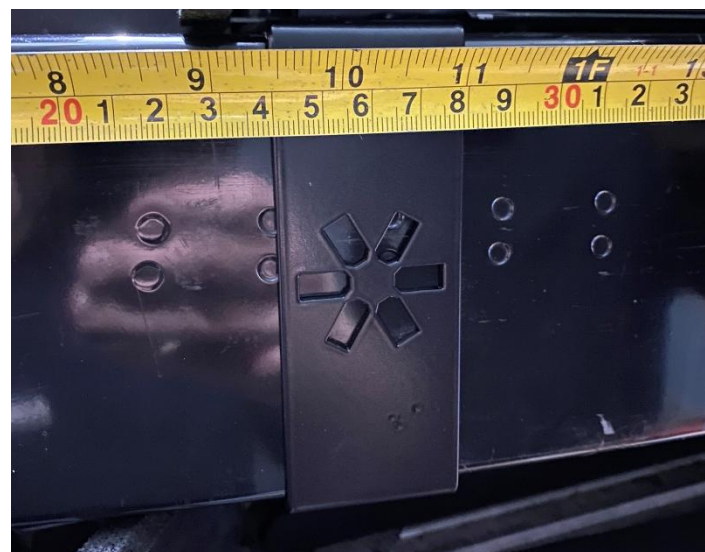
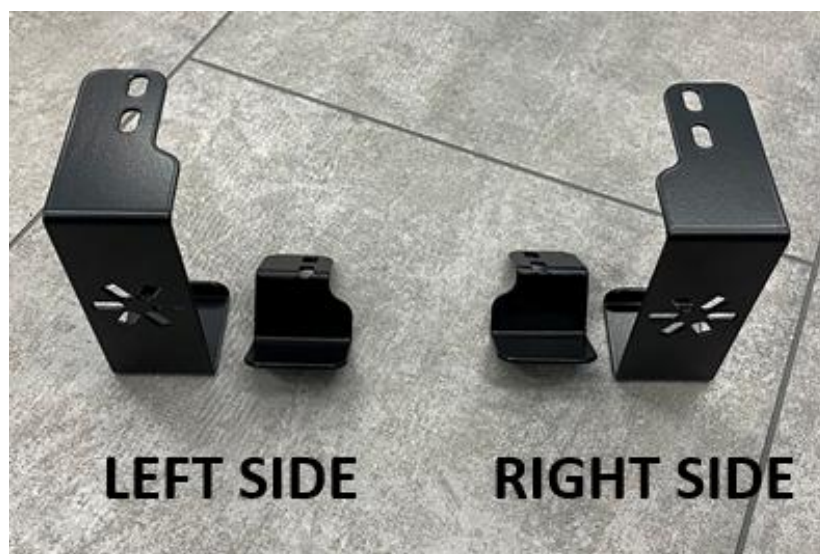
4. The edges of the bumper can now be carefully but firmly pulled out, which is best done by pulling from the top corner where the bumper meets the front wing and working your way forward. This is best done with another person doing the same on the other side so that once both sides are pulled forward one person can support the bumper whilst the other disconnects the wiring connector on the near side, which will be revealed when the bumper is ready to come off.



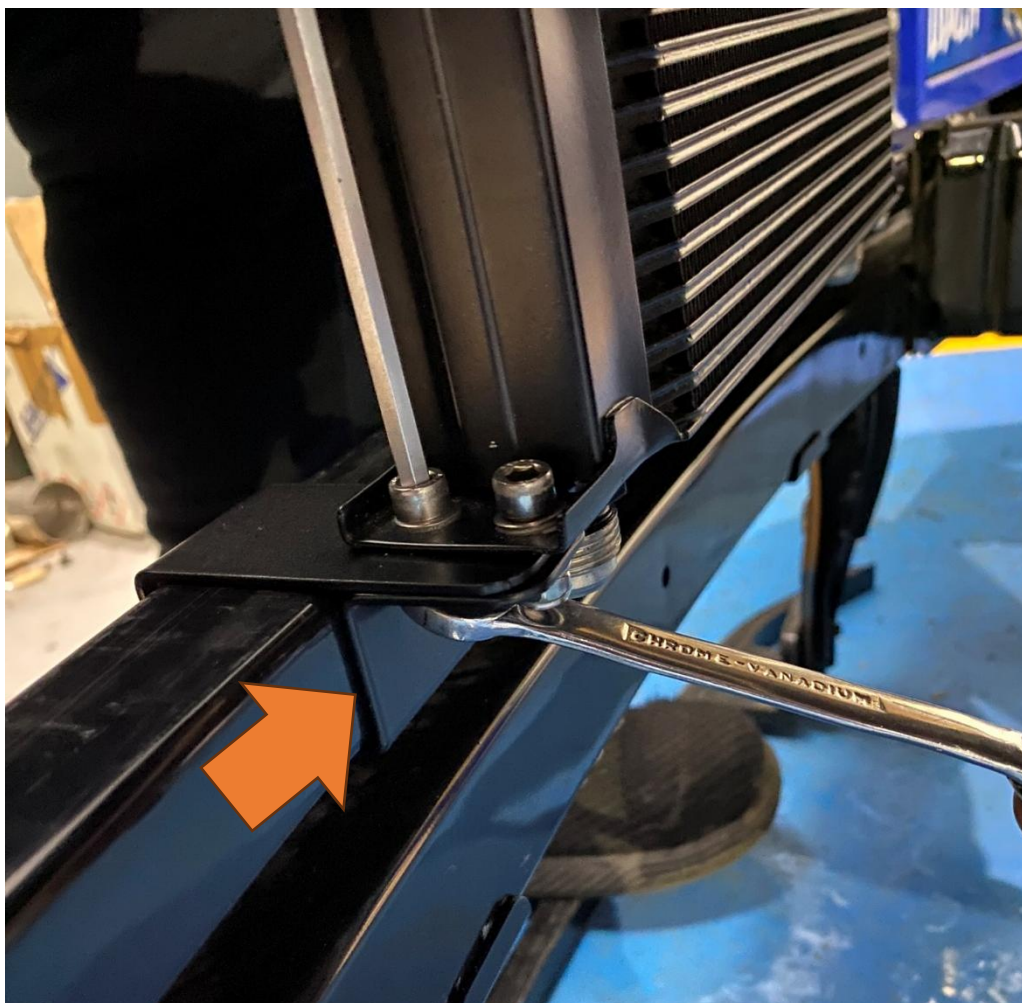
5. Remove crash bar by releasing the two 10mm nuts each side followed by the four 12mm bolts, then tilt the bar forward and pull out. This is best done using a second person to support the crash bar during the process.



6. Divide the brackets into left and right-hand sides. Then, measure out exactly 240mm from the left-hand side of the crash bar and attach the left-hand bracket by hooking the larger part under the crash bar and pushing it up so that it clips onto the front of the bar.



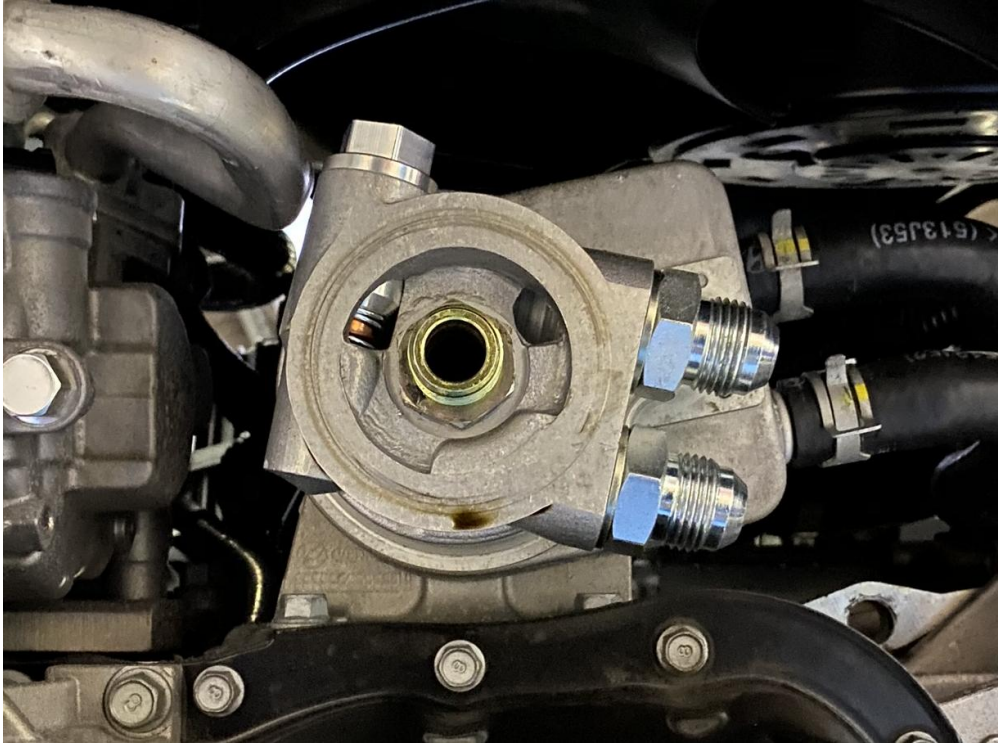
7. With the first part of the bracket located in place, slide the second smaller part of the bracket underneath the back of it (orange arrow) to clamp around the recess in the back of the crash bar. You can then attach the oil cooler on the top of the bracket using the supplied M6x16mm bolts with Nyloc nuts and washers through the holes, as shown.



8. You can now fit the right-hand side bracket in the same way and once fully tightened, refit the crash bar to the car.



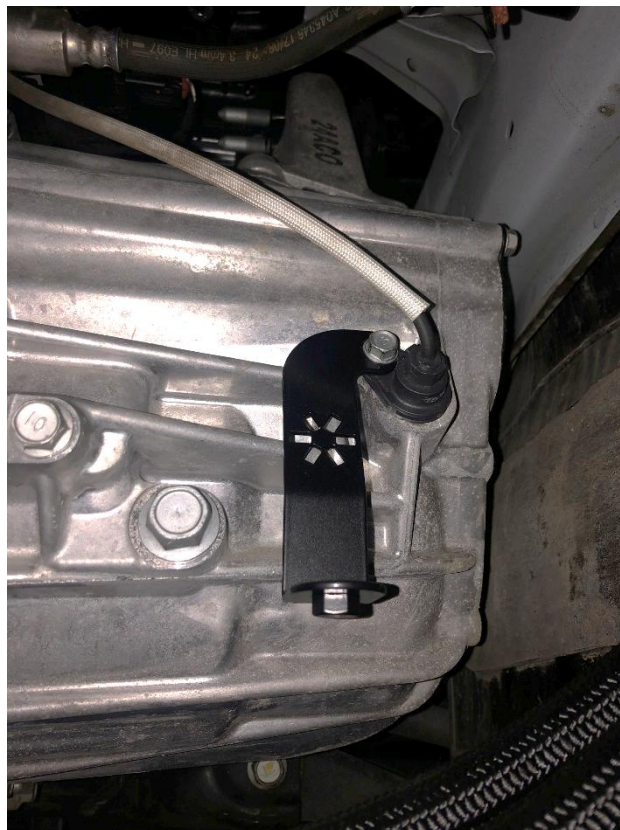
9. Now working under the car, remove the oil filter and be ready to catch any waste oil. Once removed, fit the supplied sandwich plate in the rotation as shown using a dab of fresh oil on the rubber seal and then tighten the centre bolt using a 26mm socket. Ensure you fit with the supplied washers with the connectors.



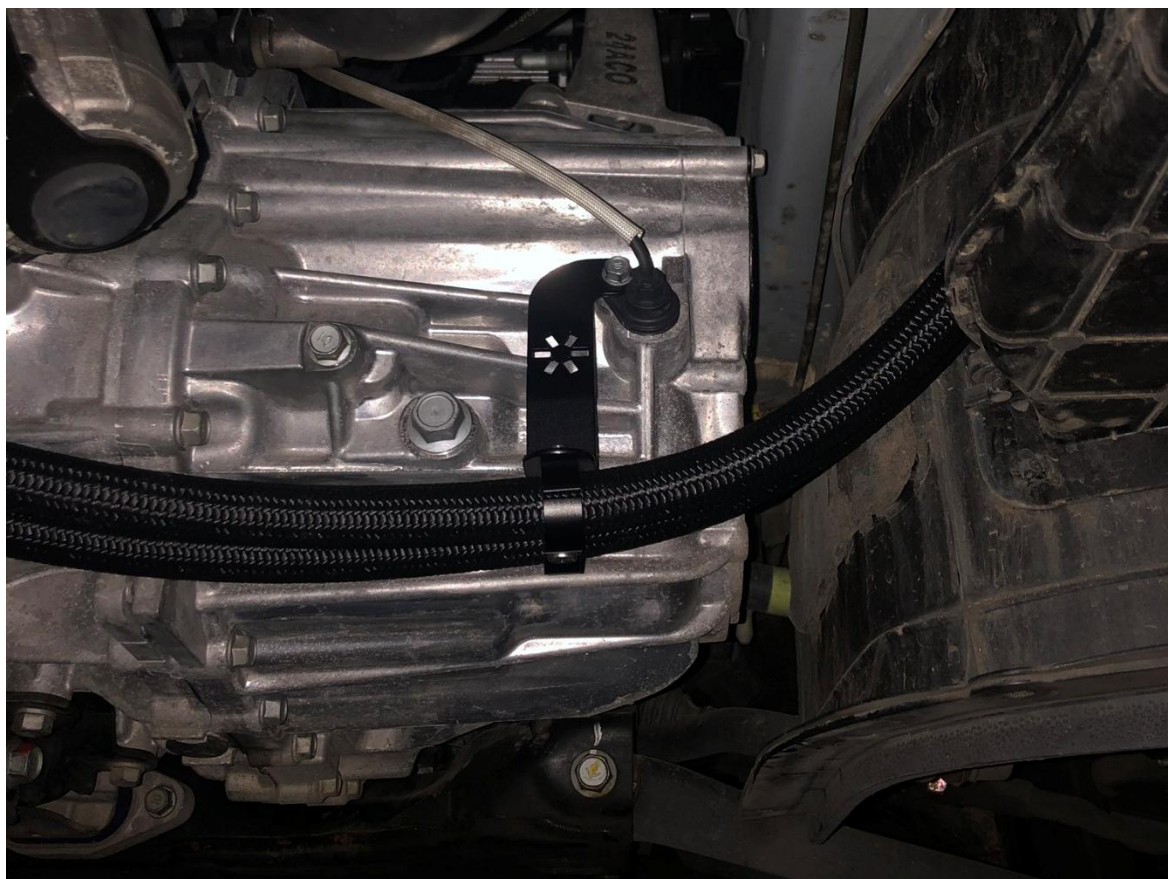
10. Attach the oil lines to the oil cooler ideally using an AN-10 aluminium spanner, which is recommended in order to avoid damage to the finish on the hose connectors. However, an adjustable spanner can be used but it is recommended to put some electrical tape around the connectors to minimise the risk of scratching. You can then fit the oil filter.



11. On the gearbox, locate the bolt hole below and fit the supplied support bracket as shown.



12. Attach the supplied line separator to the lines and secure it to the bracket. You can then feed the lines out in front of the arch liner and above the brake cooling duct.



13. Route the oil lines over the brake duct and out to the front of the car and over to the oil cooler.



14. Attach the lines to the cooler in the same way they were connected to the sandwich plate and then refit the crash bar.



15. Finally, start the car and let it run up to full working temperature while stationary so that the oil flows through oil cooler. Carefully check each of the fittings for any kind of leak and tighten if necessary. Then check the oil level again and top up as required.

Once happy that all is tight and secure with no weeping, then replace the undertray and front bumper in the reverse of Steps 1-4.

