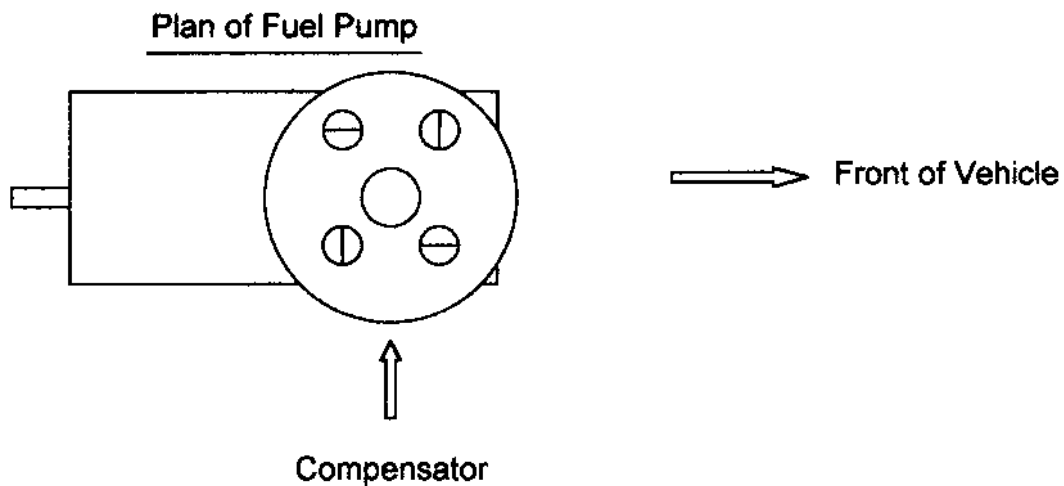
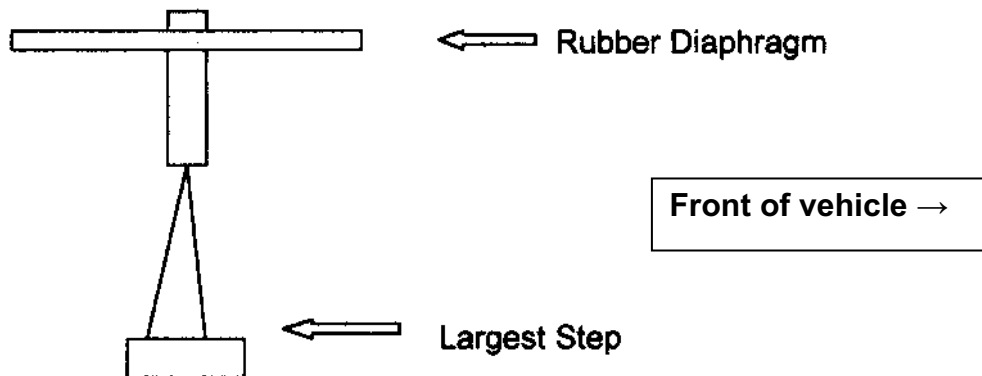




## Fuel Pump Adjustment



Remove the four screws on top of the Compensator and remove the cap. Carefully lift out the rubber diaphragm complete with shaped pin below. One side of the pin has a larger step at the base and it must be replaced with this step towards the **front** of the vehicle. This will give the correct setting to compensate for the leaner mixture provided by the larger intercooler. This setting is designed to suit the **large front mount** intercooler kit and is the maximum fuel setting recommended. For **Option 1 and Double-Core** fitment intercoolers, use a setting between the largest step and the start point. You can tailor the settings to suit your own requirements. If you are unsure or for further information please contact us! **These adjustments must not be attempted before installing the updated Intercooler.**



### Please Note:

The settings described above are assuming a well-serviced healthy engine and are likely to vary per car. We recommend checking turbo boost pressure, lift pump operation and removal of EGR and CAT (300 Tdi).

It can be advantageous to advance the timing slightly.

**These adjustments must not be attempted before installing the Intercooler.**

**We cannot be held responsible for incorrect adjustment or any damage that may occur as a result of modifications.**

## ***Defender Tdi Intercooler Fitting Instructions***

The new large replacement Intercooler is mounted in front of the radiator and is designed to fit with minimal alterations to your vehicle.

The original intercooler has to be removed which necessitates firstly: The removal of the plastic grille, top radiator brackets, the two fan cowl fixing nuts, the top radiator/intercooler securing cover and intercooler pipework. The intercooler can then be lifted out from beside the radiator.

The front panel must now be removed. This is done by unscrewing the small crosshead screws along the top of the slam panel, then using a 13mm socket, unscrew the 6 ( 3 each side ) bolts which secure the front panel to the wings. It can now be removed. You will notice a lip protruding towards the radiator at the lower edge of the opening of the panel. This must now be removed along with the clips. The lower bolt holes should be slotted to allow the panel to slide into place when refitting.

There are two diagonal bars supporting the slam panel, which must be removed. The new intercooler will replace necessary strength.

The lower brackets supplied with the kit mount to the lower brackets of the support bars. Use two of the original intercooler mounting rubbers in these brackets.

The slam panel can now be completely removed for ease of access if required.

A small section of the upper and lower corners of the fan cowl may need to be removed to allow the new intercooler pipes clearance.

The intercooler can now be positioned with the pins locating in the lower brackets. \* Brackets will need to be altered for vehicles with Air Conditioning.

The slam panel can now be refitted as this supports the top brackets.

Position the brackets with the curved end uppermost. The lower holes bolt to the threaded bosses on the intercooler and the top holes fix to two 6.5mm holes which need to be drilled in the slam panel.

Once secure the top radiator brackets can be replaced along with the securing cover.

**NOTE – The bonnet safety catch must be shortened to avoid puncturing the top of the intercooler.** It may be necessary to lengthen the main bonnet latch using large spanner and flat screwdriver to allow it to catch sooner.

The front panel and grille can be refitted before final fitment of the intercooler pipework.

**NOTE –** The alloy front panel will need the two centre grill fixings removing and the lip either removing or folding down as it will interfere with the new intercooler.

A short silicone hose is supplied for 200 Tdi models, which replaces the original 90° lower hose, bottom connection for LHD models uses the original hose connection.

All models utilise the original top hose unless the EGR replacement kit is to be fitted.

For 200 Tdi models ONLY it is beneficial to increase the boost pressure to the same as the 300 Tdi at 1 bar. This is done by shortening the wastegate rod by aprox. 4 turns. A boost gauge should be used to check final the setting.

Please see reverse for fuel pump adjustments.

