Discovery Tdi Intercooler Fitting Instructions

The new large replacement intercooler is mounted in front of the water radiator and is designed to fit with minimal alterations to your vehicle.
It will be necessary to remove the radiator and also the original intercooler.
First, drain the coolant by removing the bottom radiator hose. The radiator retaining bolts must then be removed. These consist of four 13mm bolts securing the top radiator/intercooler cover, plus the bracket at each side of the radiator frame, held by two 13mm bolts.
Remove all hoses from the radiator and intercooler. Note; there is no need to remove the oil pipes. Remove the two small clips or nuts retaining the fan cowling. The original intercooler may now be lifted out. Next, place some cardboard or similar on top of the engine, then carefully lift out the radiator, placing it on the cardboard.
The two pins on the underside of the new intercooler slot into two holes in the front crossmember. On some 200 models these may need to be drilled 16mm. Use two of the original intercooler mounting rubbers in these holes.
The intercooler is secured at the top by two 90° brackets. With the intercooler in position, bolt the two brackets on to the welded bosses on the front of the intercooler. Drill two 6.5mm holes in the slam panel and secure the top of the brackets.
A small section of the fan cowl must be removed to allow clearance for the new intercooler pipes.
RHD 200 Tdi models - Use the aluminium pipe supplied to connect between the turbo and lower intercooler. LHD 200 Tdi use the 90-degree silicone hose to connect to the original metal pipe. For 300 Tdi models, turn the metal connecting pipe round so that the bend is at the turbo end.
The radiator and associated pipework can now be refitted and filled including the manufacturers recommended amount of antifreeze. The system must be bled of air from the large plastic plug on top of the water pump (300 Tdi) or on the radiator (200 Tdi).
NOTE – 200 Tdi **ONLY** - It is recommended that the boost pressure is increased. This is achieved by shortening the wastegate actuator threaded rod by approximately 4 turns. This should be checked with a gauge and should read 1 bar/15 psi maximum.
Please see reverse for fuel pump adjustments.