



NISSAN GT R35 RADIATOR INSTALLATION



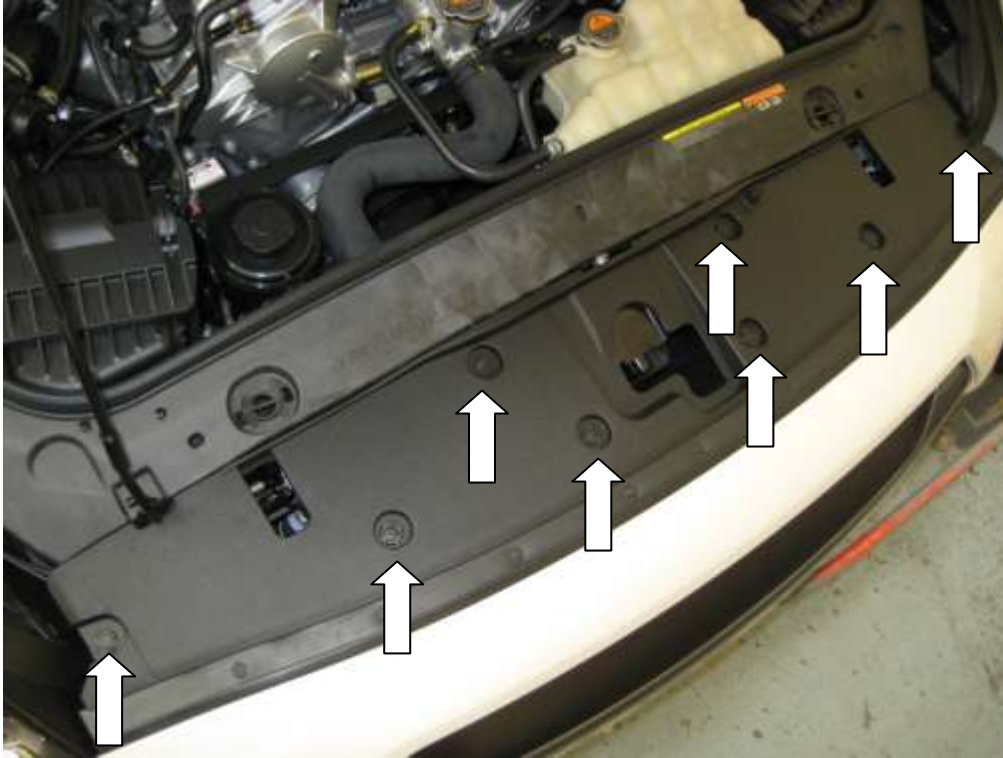
TOOLS NEEDED

7mm hose clamp driver

10mm/12mm/13mm socket and 3/8" or 1/4" ratchet with extensions

Small and large flat blade screwdriver

1. Position the car ideally on a 2 post lift, or jack it up using the middle jacking point under the engine and support on axle stands at the jacking points on the sills. The removal of both front road wheels and arch liners may make installation easier but it's not necessary.
2. Remove the 8 push in clips between the slam panel and the bumper and remove the trim from the car.



3. Pop the side repeaters out of the ends of the bumper by inserting a screwdriver behind them and levering out until the metal tab is released, then twist the bulb holder to remove the repeater.



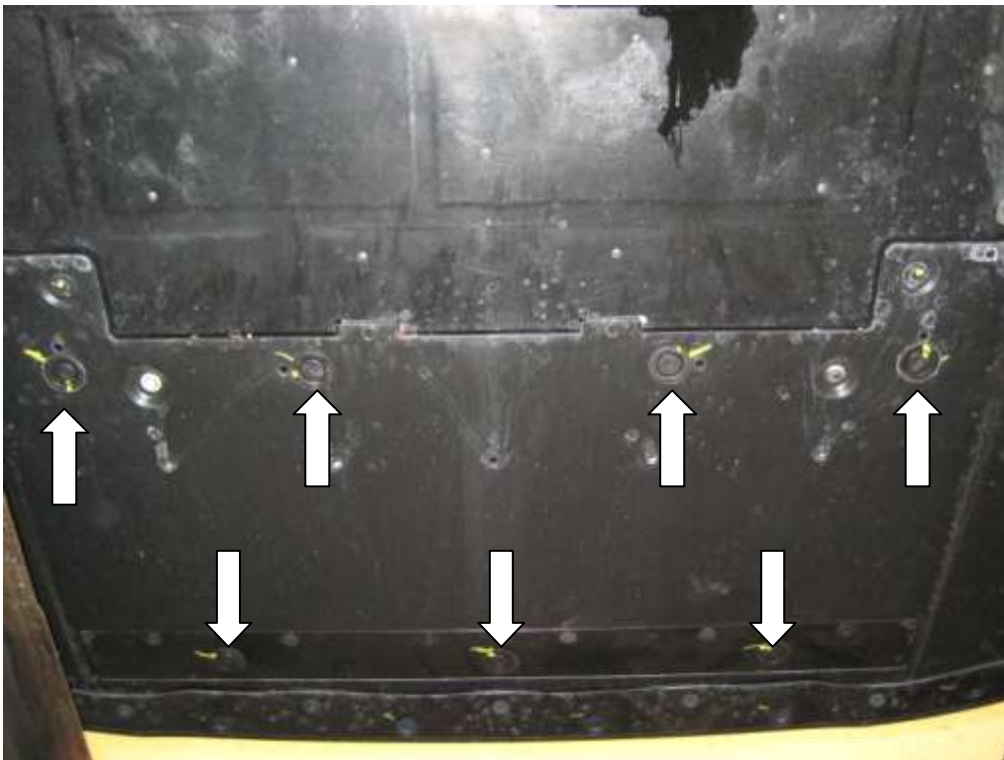
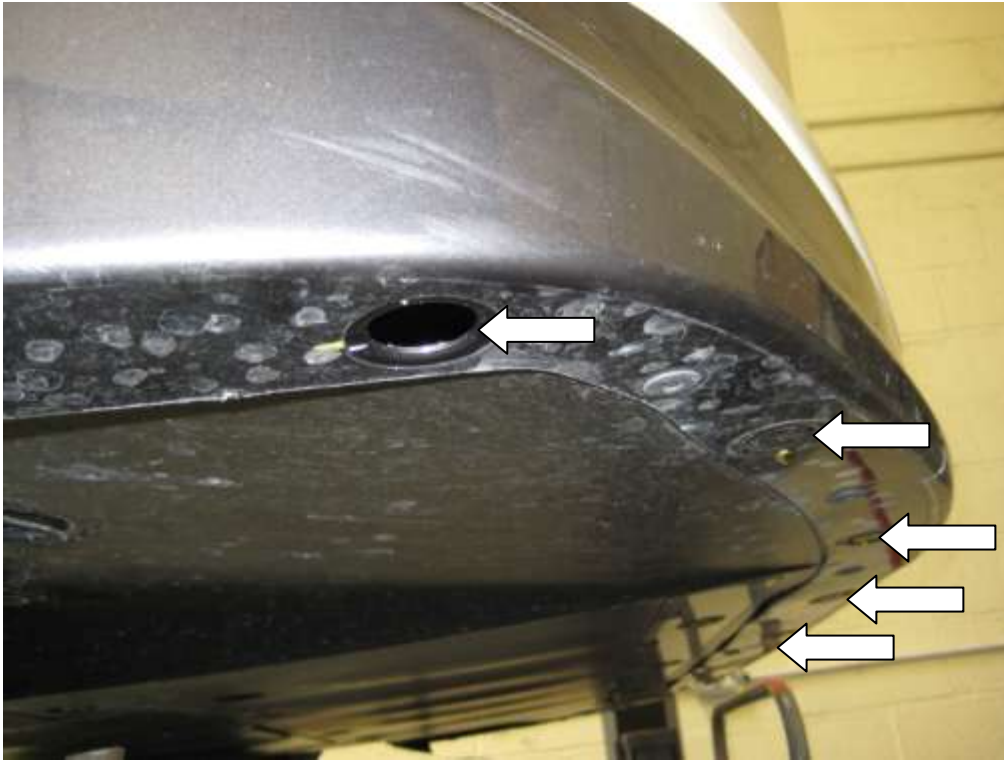
4. Remove the 4 push in clips holding the bottom edge of the arch liner to the bumper, then pull back the edge of the liner from the bumper and undo the single 10mm bolt



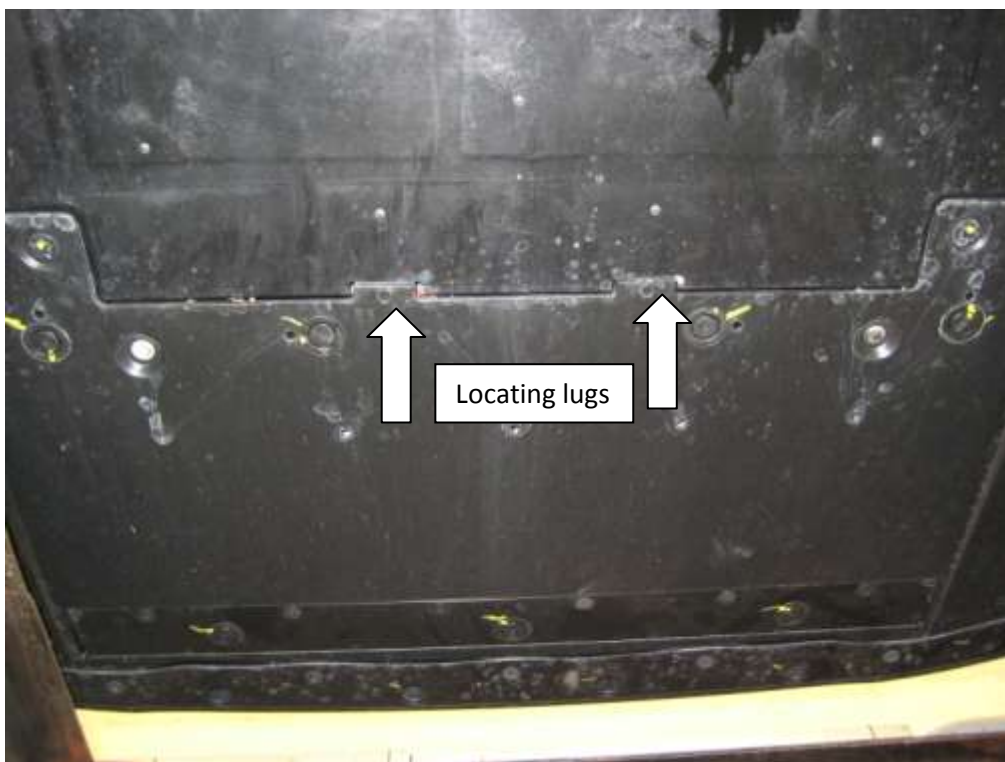
5. With the arch liner pulled out of the way, you will be able to easier access the other bolt holding the bumper to the wing. We found it easiest to use a long extension on a 3/8" drive to get onto the bolt.



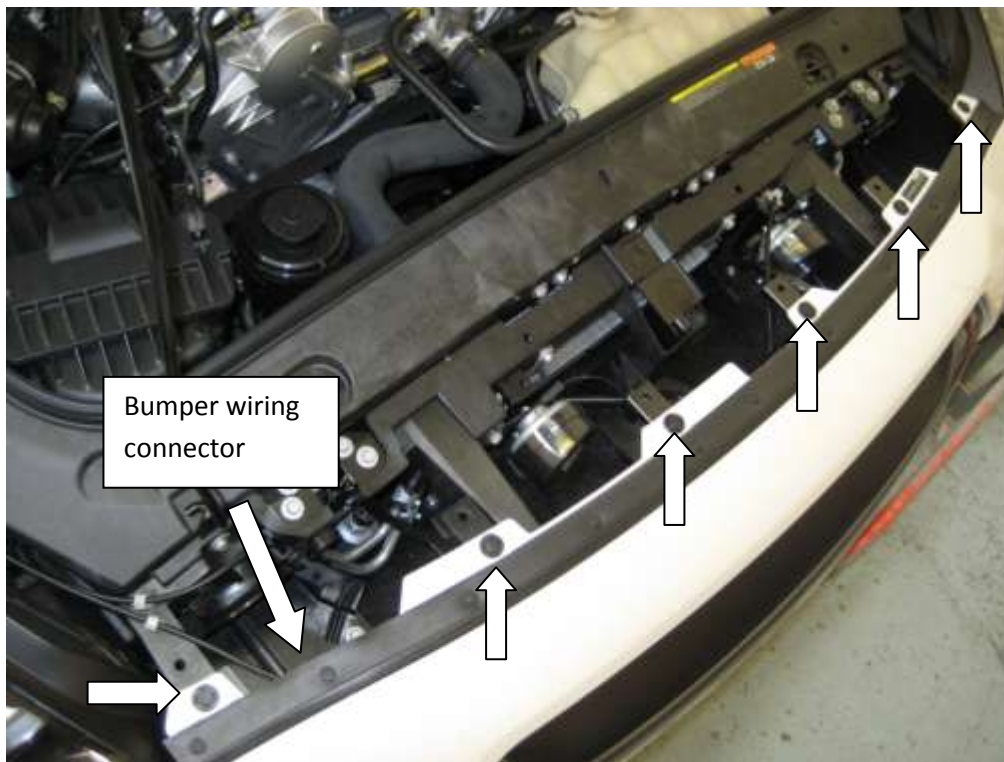
6. Remove the rubber bungs along the front edge of the bumper (10), and the attached undertray (4 at the front, 3 at the rear). You'll notice under the rubber that there is a small slot to enable you to use a small screwdriver to prise them out.



7. Remove the 10mm bolt under each bung. You'll notice that the three bolts at the front of the attached undertray are 12mm, leave these until last. Support the weight of the undertray before removing the 12mm bolts then pull the undertray forwards to release it from the locating lugs at the back and remove it from the car.



8. Back in the engine bay, remove the 6 clips holding the front edge of the bumper to the slam panel, by prising out the centre of the clip with a small screwdriver. Don't touch the wiring yet.



9. Release the edges of the bumper from the clips under the headlight, this can be hard, the most important thing is if you think you're using too much force then the clips themselves can be removed if necessary. See step 10.



10. Clips holding the bumper on, can be removed if the bumper won't pull off the clips, by removing the two 10mm bolts as shown below.



11. If your car is NOT fitted with headlight washers then please skip this step. Pull the washer out of the bumper using your fingers, then unclip the cover.



12. Pull the bumper forward and undo the 10mm bolt holding the back of the washer in place.



13. Push the sprung edge of the washer over to release it from the front face of the bumper, then push the washer through the hole.



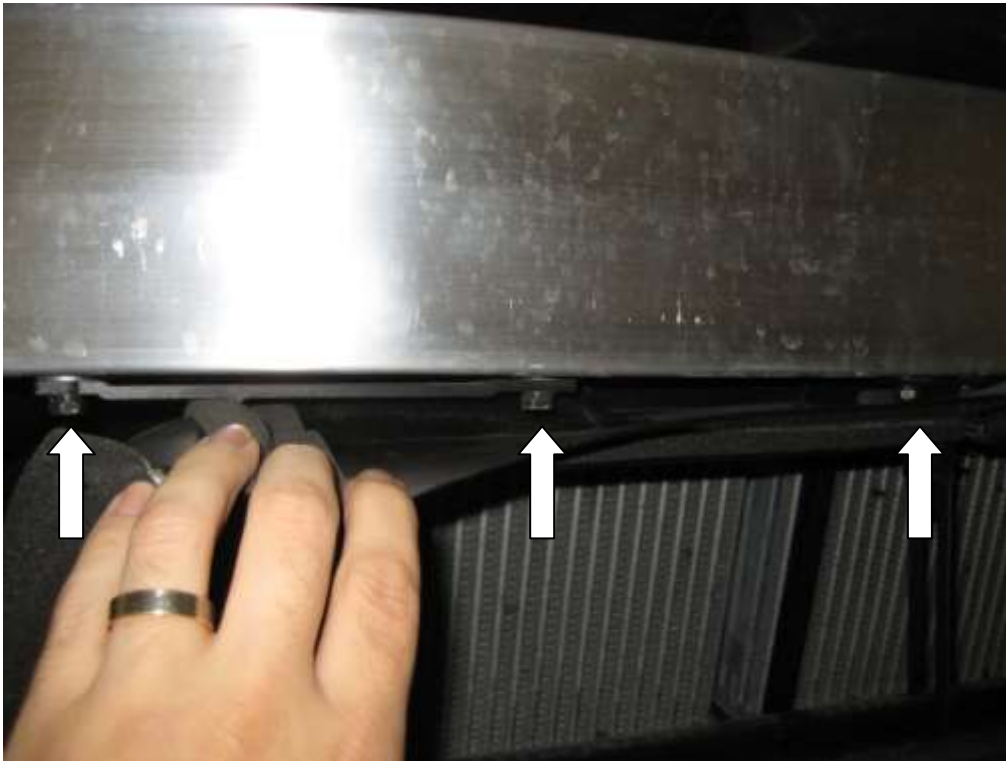
14. Ensure that the ignition is OFF, then separate the plug on the wiring harness to the crash sensors in the front bumper, which can be found on the left side of the slam panel (see picture in step 4)



15. The bumper can now be withdrawn from the vehicle. TAKE CARE to store the bumper horizontally and not subject it to any impacts i.e. dropping it, as this may break the crash sensors.



16. Remove the ducting over the oil cooler by popping out the four fixings. Remove the polystyrene bumper support by pulling it from the crash bar, then undo the six 10mm bolts on the bottom of the crash bar holding the top of the ducting for the intercooler.



17. Disconnect the headlamp washer hose (if fitted) at the washer reservoir and drain off the fluid. Unbolt the eight long bolts (four each side) that hold the crash bar to the car and remove it.



18. Remove the three supports that pass through the intercooler ducting, noting their orientation on the brackets.



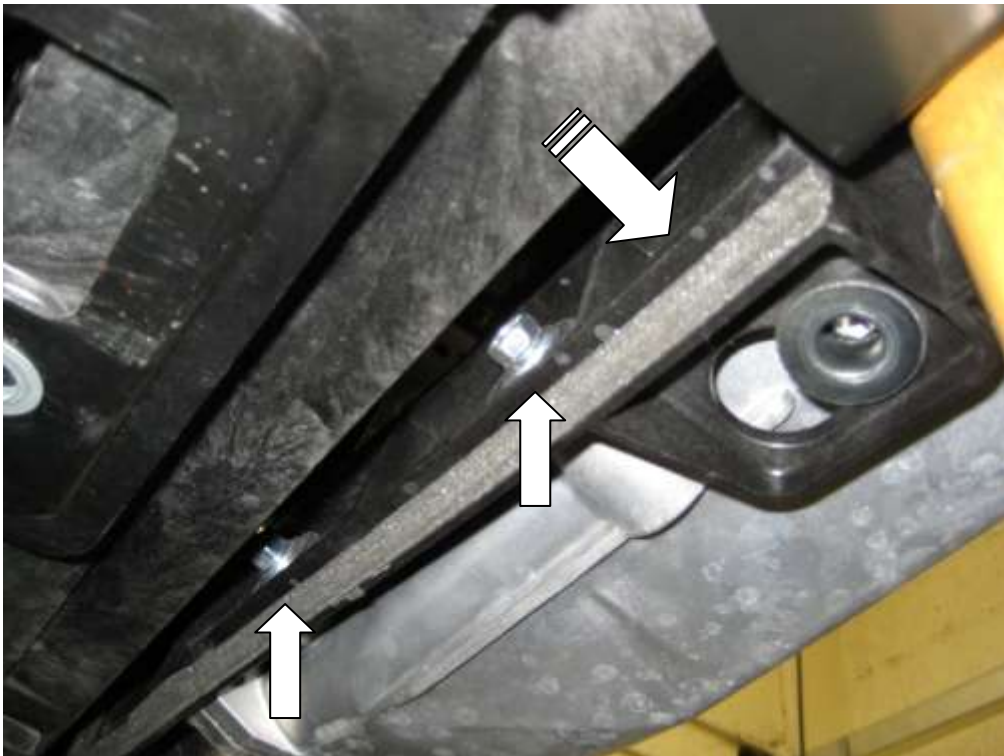
19. Disconnect both bottom intercooler hoses. Remove both top intercooler hoses from the intercoolers to enable access to the rivets holding the intercooler ducting. Remove the heads of the rivets with a chisel or similar, then remove the ducting from the intercooler.



20. Remove the two bolts holding the intercooler inlet pipes to the chassis, the two bolts on the edges of the intercoolers (in the middle of the car) and one of the two top bolts of each intercooler (use a ratchet spanner), leaving one upper bolt to hold the intercoolers in.

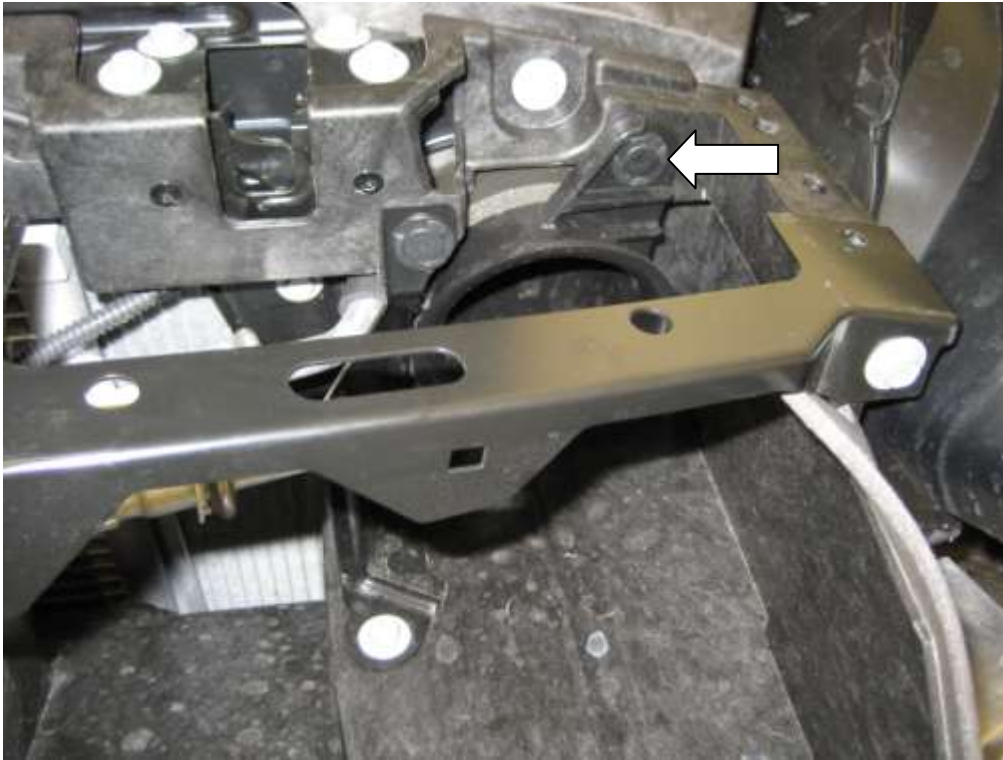


21. The lower intercooler bolts are behind the radiator plastic cowl – to save removing the whole cowl, undo the lowest six 10mm bolts on the cowl (four across the bottom, and the lowest of the bolts on each side). You now have access to hold the plastic cowl out of the way whilst you undo the lower four intercooler bolts with a ratchet spanner.

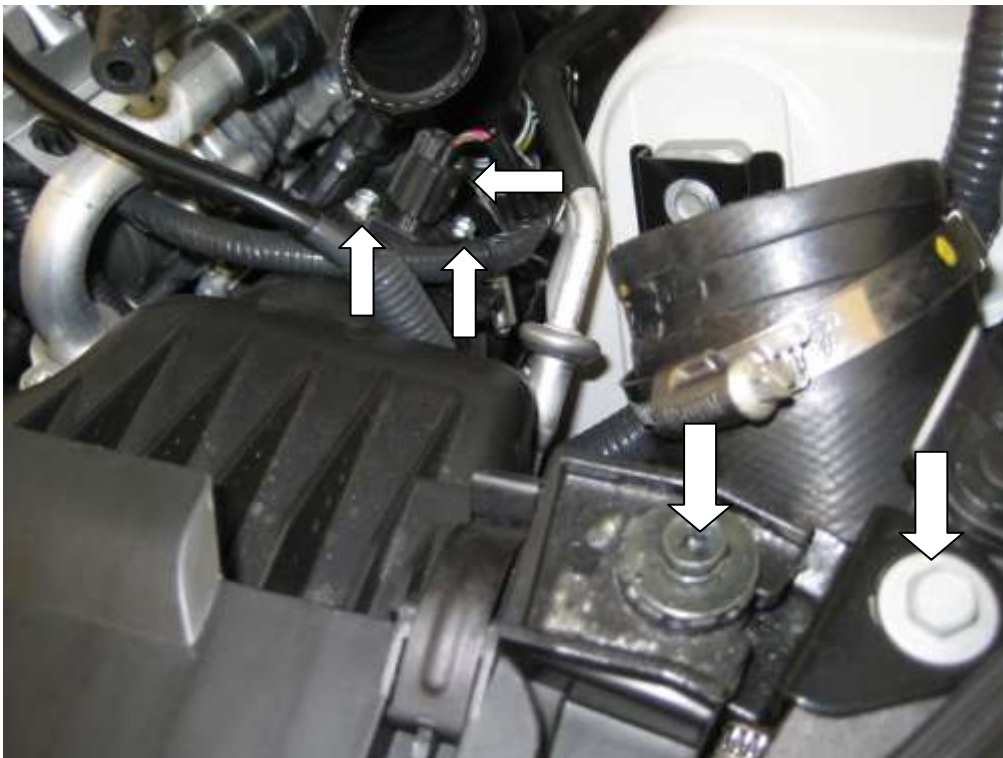


22. Remove the rubber hoses from the turbo outlets on the left and right.

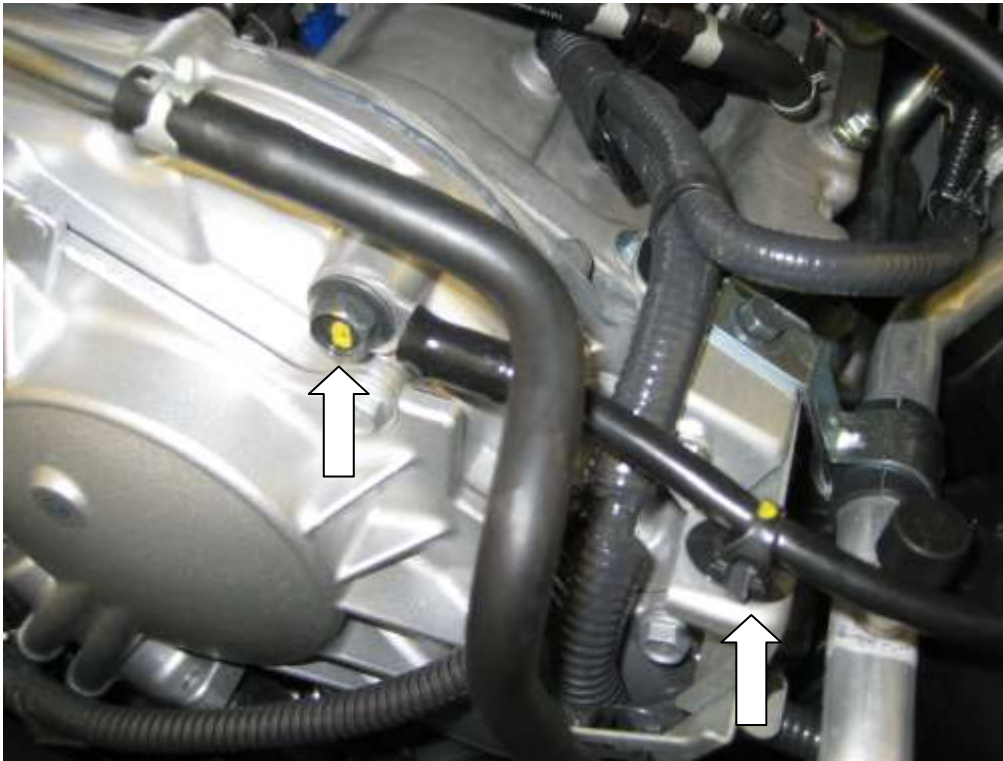
23. Remove both airfilters, by first removing the inlet inside the front cowl – undo the single clip and withdraw the inlet from the filter.



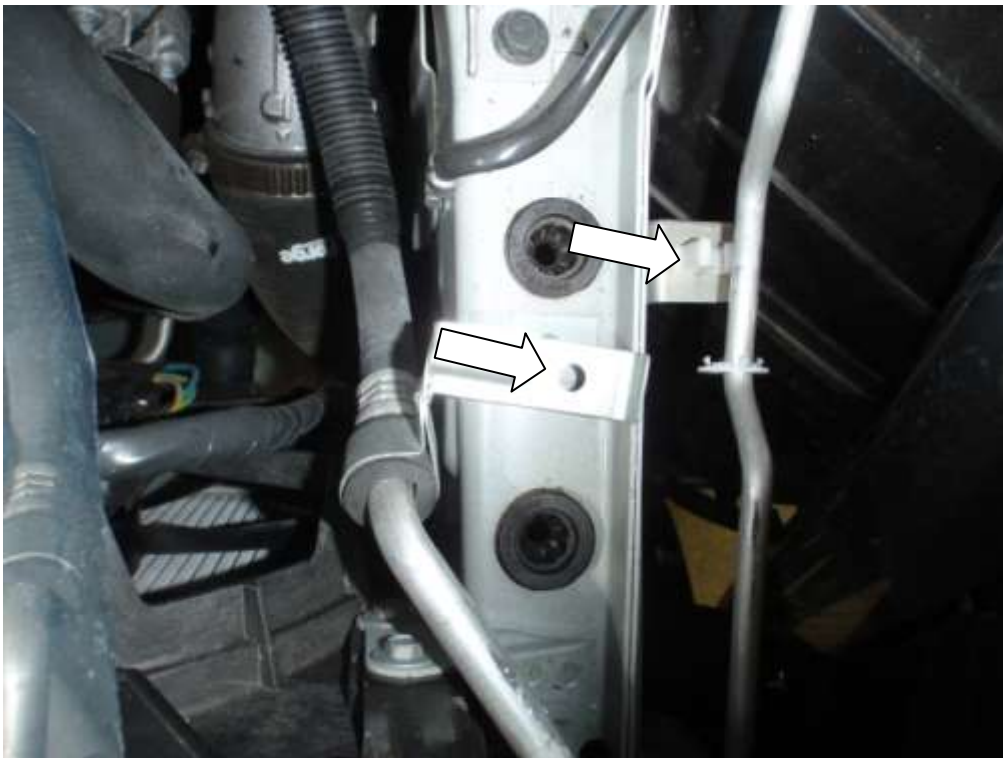
24. In the engine bay, undo the two 10mm bolts and withdraw the retaining bracket, disconnect the MAF wiring plug and unclip the wiring harness from the filter housing. Loosen the top accessible jubilee clip to the turbo inlet.



25. Remove the bolt that secures the earthing cable to the engine block, and the clip holding the wiring to the block which will allow you to pull up the filter housing sharply to release it from the rubber grommets securing it to the chassis. Repeat for both filters.



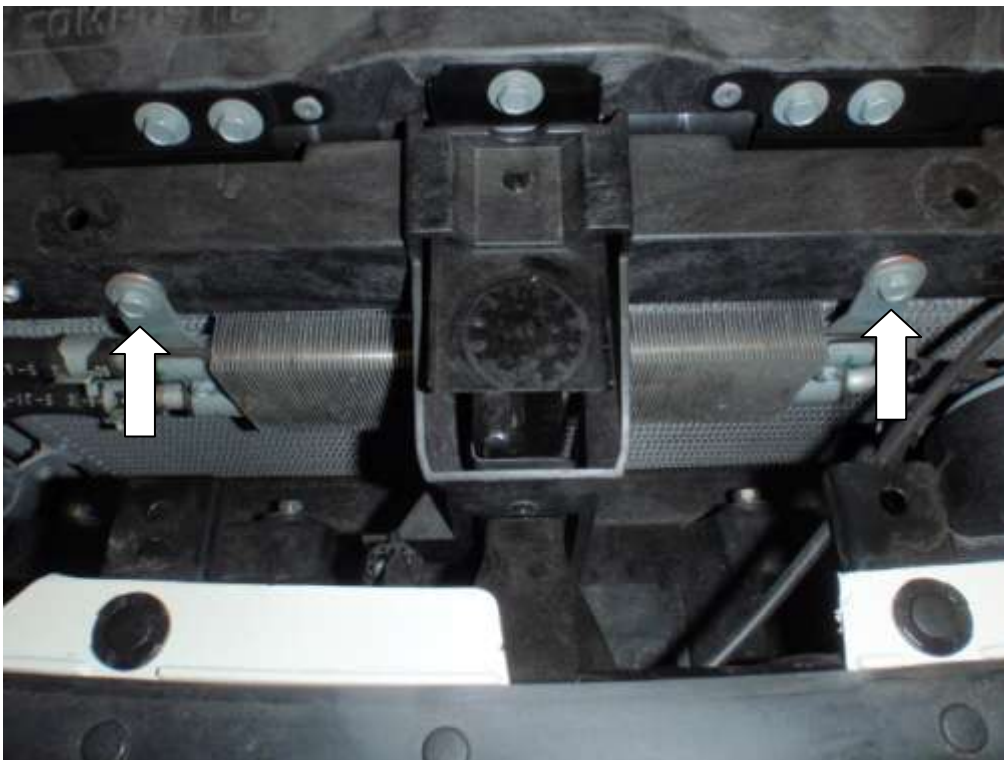
26. Remove the bolts from the retaining brackets on the air conditioning pipe work, this will help when moving the air conditioning out of the way of the radiator.



27. Undo the retaining brackets on the power steering pipe work, this will also help when moving the power steering cooler out of the way of the radiator.



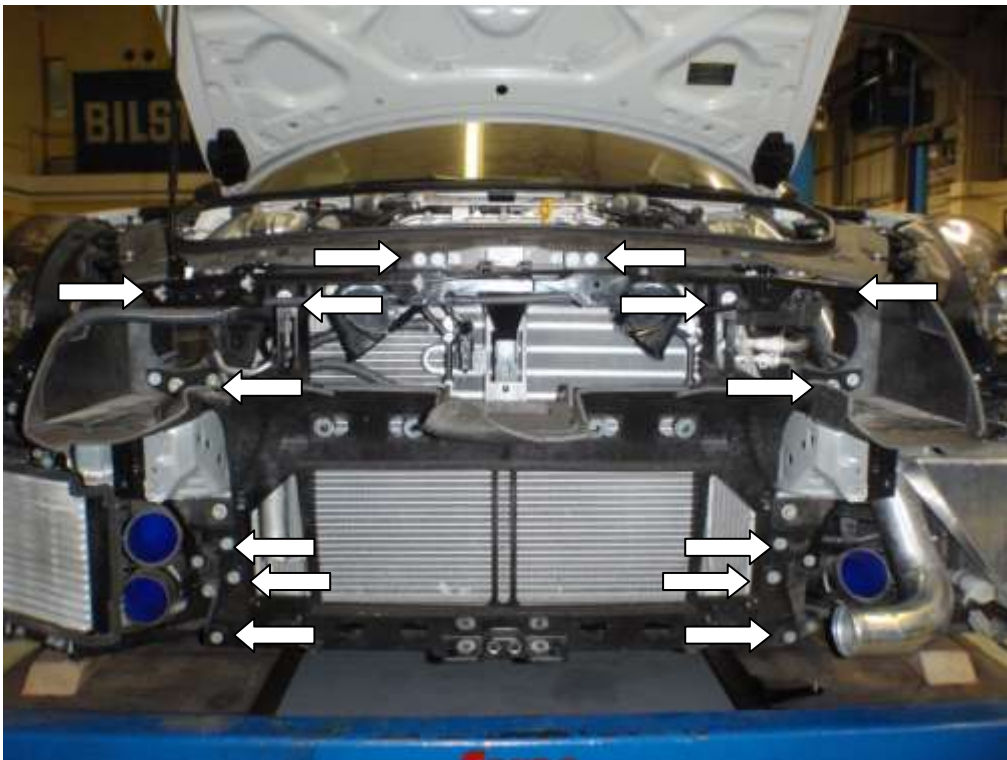
28. Undo the bolts on the power steering cooler.



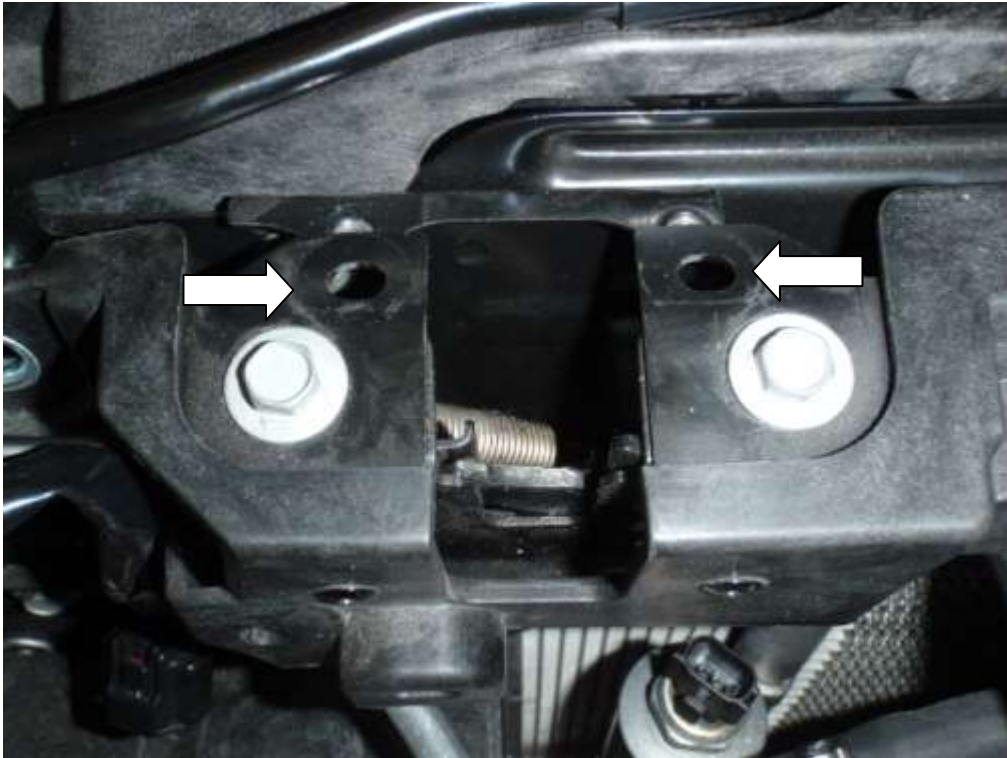
29. Undo the bolts holding the horns in position unclip wiring and remove.



30. Remove all the bolts from the plastic carrier.



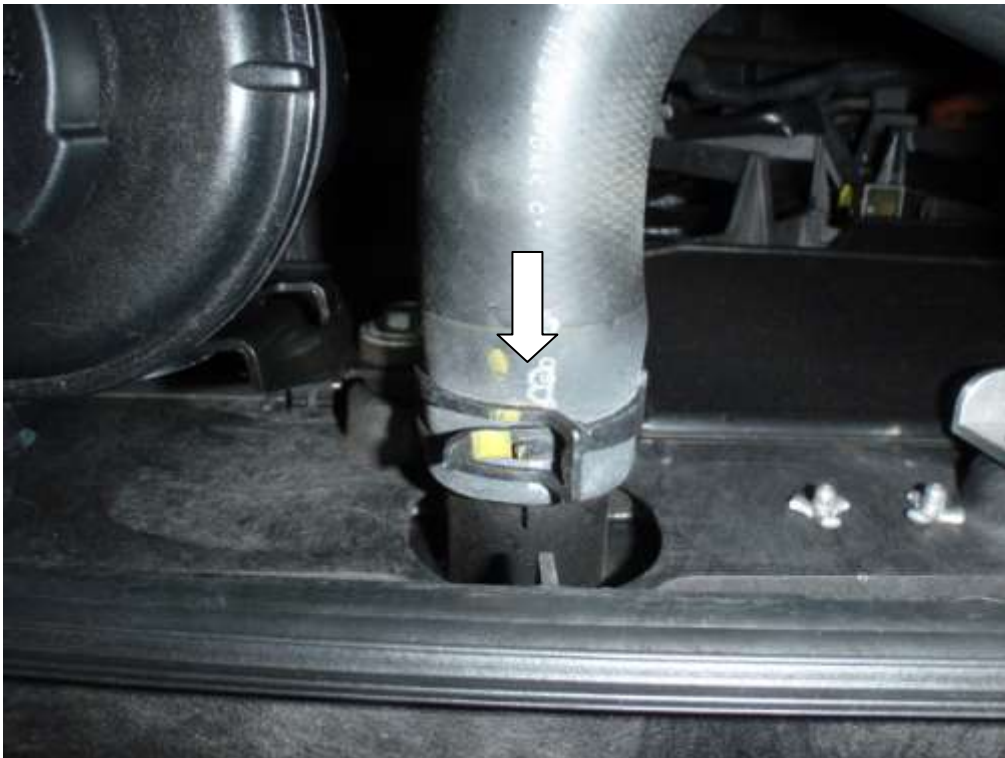
31. Undo the two bolts as shown in photo, move the plastic carrier forwards slightly and unclip the bonnet cables. Now the plastic carrier can be removed.



32. Undo the bolts and remove the metal plates make sure the bonnet is supported as one of the plates holds the bonnet stay in position.



33. Unclip the top radiator hose.



34. Unclip the bottom radiator hose.



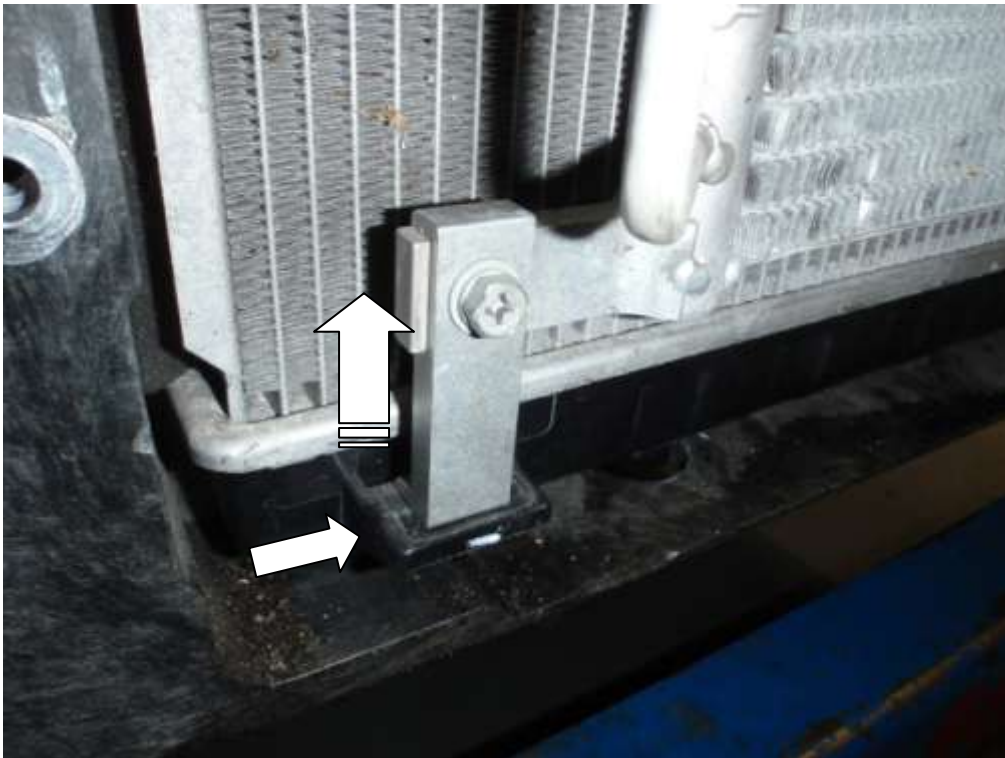
35. Unlock the radiator from the top slam panel and remove.



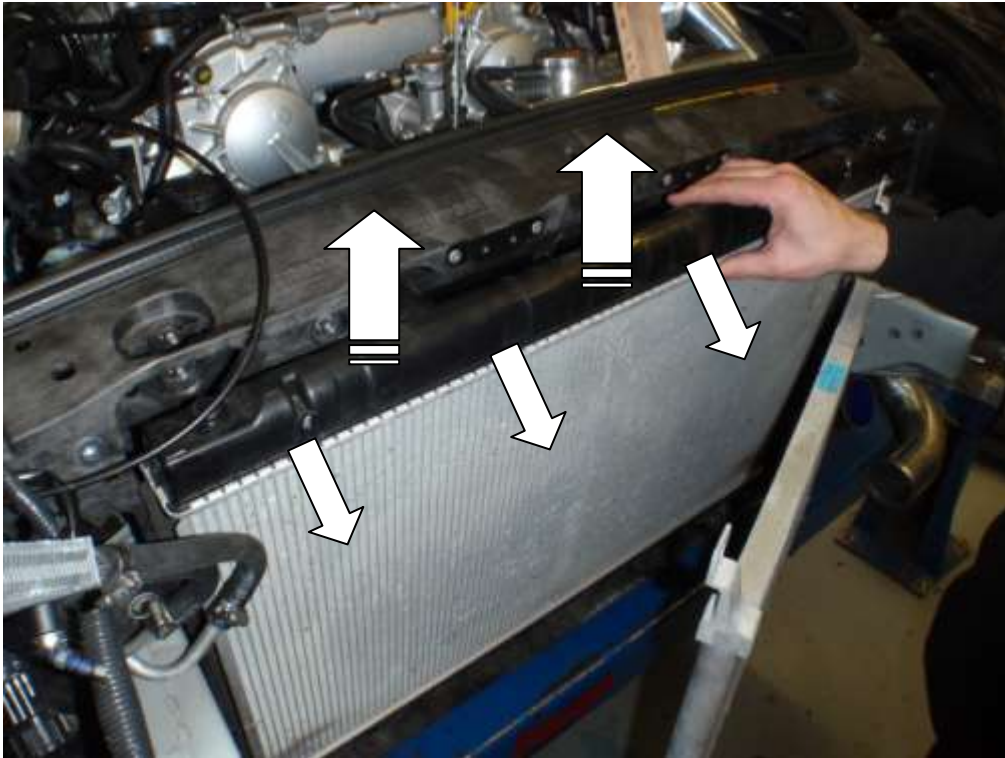
36. Remove the screws holding the air conditioning to the radiator.



37. Lift the air conditioning up out of the bottom brackets, swing outwards out of the way of the radiator.



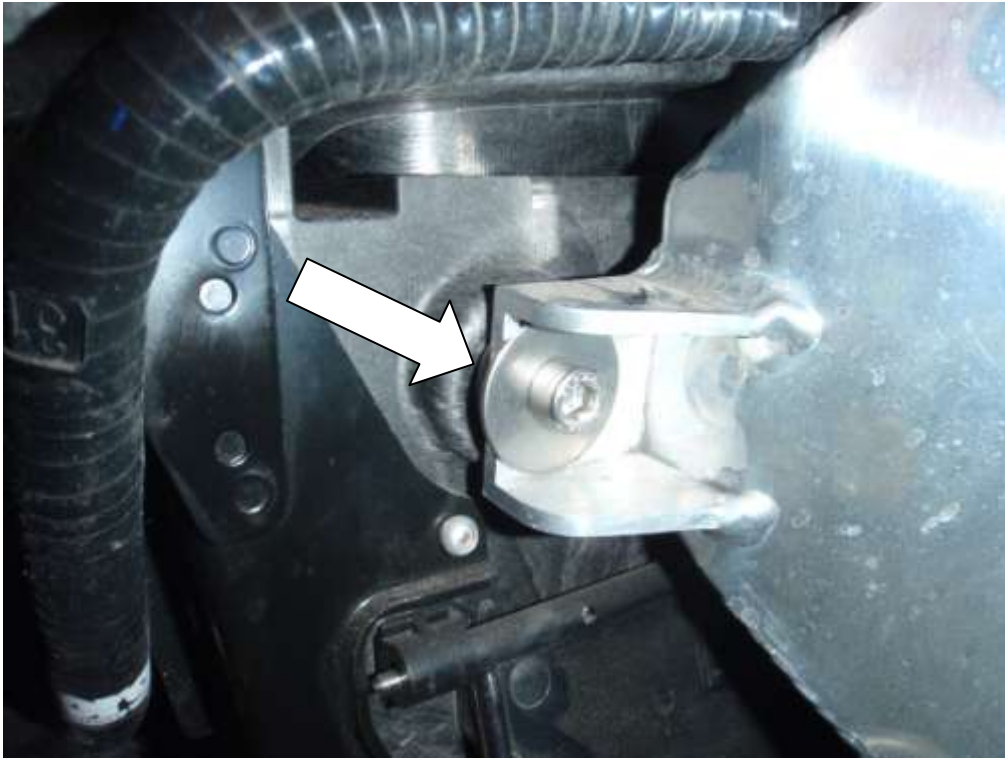
38. Tilt the radiator forward and lift out of the car.



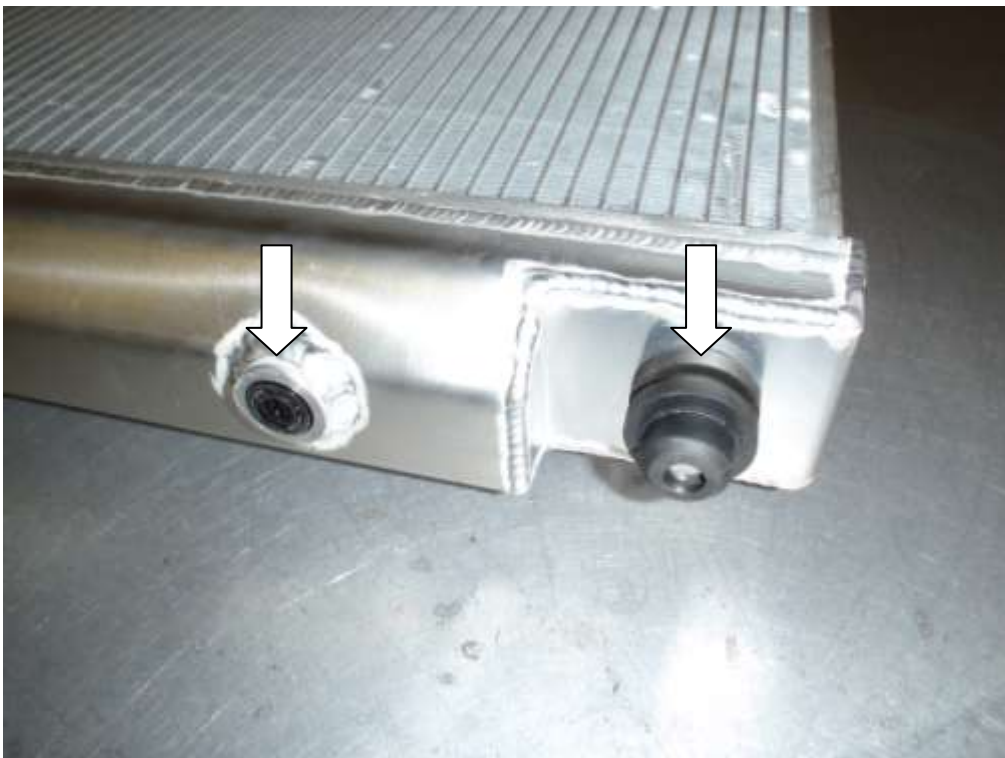
39. There is a bolt in the top right of the radiator pack that protrudes. To prevent any possibility of it rubbing through the larger radiator remove and replace with the smaller bolt supplied in the kit see step 40.



40. The smaller bolt fitted from the other side of radiator pack is on the right hand side of the header tank.



41. Remove the four rubber grommets and drain plug from the OEM radiator and install them onto the new radiator.



42. Install the new radiator in reverse order, following steps 38 - 28 were the oil cooler spacers need to be fitted as shown below. Continue following steps 24 - 2 to finish installation.



The installation is complete – enjoy your new purchase!

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