



Limora Zentrallager

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**Fitting instructions for oil cooler kit
(Part no. 486693)**

1. Remove bonnet
2. Fit cooler to radiator with inlet and outlet facing upwards, using zip fixings supplied, with cushioning pads between cooler and radiator. Take care not to damage fins of either cooler or radiator. Ideal position is central, approximately 1" above radiator mounting frame. Trim off excess length of zip fixing.
3. Remove original filter and bowl, including bowl sealing ring. Allow surplus oil to drain out before thoroughly cleaning filter housing.
4. Fit rectangular section ring RIGHT INTO groove in housing and push home with a thin, blunt instrument whilst taking care not to damage ring - PUSH AS DEEP AS POSSIBLE, SLIGHTLY UNDER THE TOP OF THE GROOVE.
5. Holding the adapter housing beneath the car, with unit correct way round and pipes outstretched forwards, pass right hand (from driving seat perspective) pipe through gap between anti roll bar and steering rack, close to cooling system bottom hose, and up and over the alternator. Now pass second pipe alongside first, until both are even, before passing them both as straight as possible, over the alternator and close to the cowling between the radiator fans. The pipes should then pass through the gap between the radiator mounting tube and the radiator support strap. Now feed both pipes through evenly until adapter housing is roughly in position for fitting to filter housing.
6. Attach adapter to filter housing using centre bolt, taking great care to ensure O-ring seats correctly in elliptical grooves of both units. This step is critical and so should be checked thoroughly.
7. Fit double threaded fitting into adapter finger-tight. Now fit the oil filter canister, first lightly oiling the O-ring, before tightening as per instructions on the filter.
8. Remove dust caps from cooler and fill cooler with oil. Pipes may now be brought around the side of the radiator and 90 fittings attached to cooler. If needed, the fittings can be turned on the hose until pointing in desired direction. Lightly oil threads on cooler and support hexagonal portion of cooler fitting with a second spanner when tightening. Pipes should now be secured with zip ties at various points along their run, avoiding situations where pipes may be damaged by moving parts or by fretting against sharp edges.
9. Re-fit bonnet and check that it does not run too tight against pipes when shut. Subject to which end of Jaguar's tolerance range your car lies at, it may be necessary to lightly "tweak" part of the inner wing by hand, to ensure no fouling occurs.
10. Top-up engine oil level, disconnect ignition coil's +ve wire and crank engine on starter until oil pressure comes up on gauge. Check and top-up oil once more, and reconnect coil wire. Engine may now be started and checked over thoroughly for oil leaks, particularly once the engine is warm. Checks should also be made after the first few runs.