

FMINTEX – Up-rated Intercooler for the Lotus Exige S

To remove the original intercooler the following tools are required:
12, 13 mm sockets/ spanners and wrench (intercooler mountings)
Flat bladed screwdriver or hose clamp drive (hoses & air duct)
T30 Torx Drive (intercooler mounted sensor).

The hoses are disconnected from the intercooler, after loosening the respective hose clamps. It is often easier to slacken the hoses at supercharger and intake manifold also to allow the movement of the cast alloy pipes away from the intercooler whilst it is removed.



The intake ducting is disconnected from the intercooler cowl by loosening the clamp and rubber gaiter at the rear of the intercooler.

The electrical connector to the intercooler mounted sensor can be disconnected by gently squeezing the connector securing tab as it is withdrawn.

The four nuts (13mm socket) and washers that secure the intercooler on the rubber mounting bobbins are removed and the intercooler lifted clear of the engine.

The intercooler to engine mounting brackets can be removed after first removing the two 12mm bolts on the right hand bracket (as viewed from the rear of the vehicle) and the 12mm bolt, Torx screw on the left hand bracket.

With the brackets removed, three of the rubber mounting bobbins can be transferred to the replacement brackets. The existing washers are replaced with the supplied washers. (larger washers fitted on the underside of the bracket. The right hand side rear bobbin is already supplied with the new brackets as it has a shortened thread to allow clearance from the rocker cover. The bobbins can be left loose enough to slide within the slots on the brackets, to allow positioning of the intercooler.

The new brackets can be fitted to the engine using the original bolts and Torx screw.

Before fitting the new intercooler onto the rubber mountings the electrical sensor needs to be transferred from the original to the new intercooler. It is secured by a T30 Torx screw and may be a tight fit within the aperture due to the "O" ring seal.

With the intercooler located on the rubber bobbins, align it so that it is square to the engine before tightening the eight 13mm nuts on both sides of the rubber mountings.

The rubber gator can now be refitted between the roof air duct and the intercooler duct with the associated clips/ clamps tightened.

The inlet and outlet intercooler hoses can be refitted, alloy pipes aligned and all clamps tightened.

The electrical connector to the intercooler mounted sensor re-fitted.

Check that all mountings loosened or removed in the procedure have been replaced or refitted and re-tightened and that all tools used are removed from the engine compartment.

TO AVOID POSSIBLE DAMAGE Before shutting / dropping the engine cover – slowly close, observing clearances between the cover and the new intercooler. If the cover is contacting with the intercooler additional clearance may be obtained by adjusting the catch mechanism.