

Removing and replacing the main radiator

This is a guide to help you remove and replace the main radiator in a facelift GPX with a manual gearbox. If your FTO has a Tiptronic gearbox, there are additional coolant pipes to be aware of, which are not covered here.

Disclaimer: This guide is to assist you only, you follow it at your own risk. I am not responsible for anything undesirable that may happen during or after doing this procedure!

I completed this in about 1-2 hours, which includes draining a filling the engine of coolant. The tools i used were.

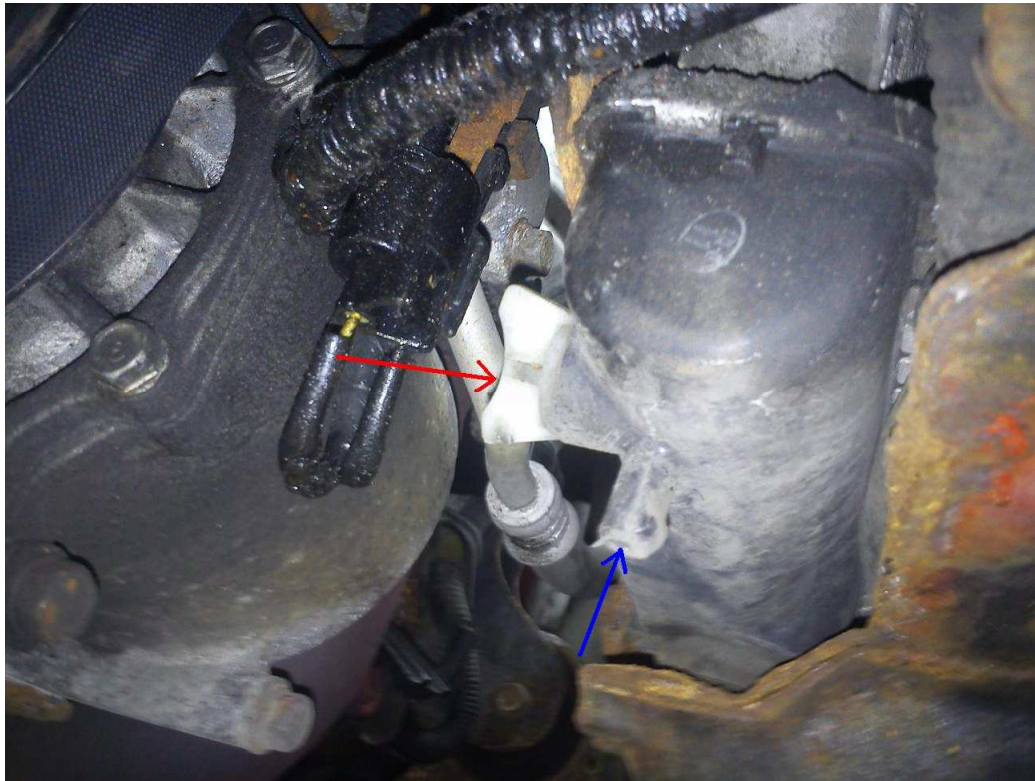
10mm socket
Phillips head screw driver
Clean bowl to collect coolant
Pair of grips

Firstly, ideally Leave the engine to cool down so there's no scalding hot coolant to deal with, I found the coolant took about 15 minutes to drain out so if we get this started we can get on with other stuff while that's happening.

To drain the coolant, there's a drain tap on the bottom of the radiator on the nearside. To get to it, Remove the nearside panel under the engine, which is attached using screw/push studs



Once you have the panel off, you should see a tap as in the picture below, unscrewing the plug marked with the red arrow, will result in coolant draining out of the nozzle marked with the blue arrow. The clearance is pretty low here so your collecting bowl shouldn't be too tall, i used a new washing up bowl.



To aid in draining the coolant, remove the coolant filler cap show below



While the coolant is draining, unclip the two radiator fan connectors, the one indicated below with the blue arrow is on the nearside, the other one is on the other side of the radiator, in the same position. Indicated with the red arrow, is the air con pipe that clips down the middle of the radiator and needs to be unclipped. This is also indicated in the engine bay picture below using a pink arrow.



Next step is to unbolt the radiator from the top. The two brackets indicated with blue arrows need to be removed by removing the four bolts. Once these are out, the brackets lift away and the only thing holding the radiator in place are the coolant hoses.

When the coolant has finished draining, detach the top coolant hose at the radiator end, the lower hose, i found easier to remove from the engine side (red arrows). They're removed by firstly squeezing the ends of the clip with grips, so it expands, and then pulling the hose off.



Once free of the hoses, you should be able to lift the radiator out, it should come out fairly easily, the only real obstruction being the bottom hose being still attached and making sure the unclipped radiator hose doesn't get in the way. The blue arrows below indicate the resting points for the radiator, which have rubber bushes in them. Make sure you don't lose them as they came out in my case.



Replacing the Radiator

Fitting the radiator is literally the reverse of taking it out, the only exception being re-filling the engine with coolant. The procedure for doing this outlined below.

Firstly ensure you have attached all hoses securely and closed the drain tap at the bottom of the radiator. With the engine switched off, pour the coolant in to the filler turret (third picture) until most of the coolant is in.

Start the engine and turn the heater on to maximum so any air bubbles are pushed out. Watch any bubbles escape from the filler turret, it can be a good idea to squeeze the top and bottom radiator hose to help force any out. When they stop, top up the coolant to correct level.

Many thanks to Patt for providing the coolant filling procedure and the FTOOC community for showing me how to do the above!