

## PT Cruiser 2.2L CRD Turbo Pipe/Hose

**This pipe is a common problem with the CRD. To check your pipe, put your hands down around the pipe (you will find it between the radiator and the inlet manifold). If your hands come out with a black sticky oil on them then 9 times out of 10 your pipe is split.**

Remove the grill, by removing the 4 small screws (2 each side) and using a long screwdriver to push down the clips at the sides.

Undo the temperature sensor in the middle of the radiator and release the bracket.

Now remove the slam panel (the panel that holds the bonnet catch). As you remove the panel, catch the rubber rings that locate the radiator.

You don't have to disconnect the hood release cable, just put the whole thing up onto the right of the engine bay out of the way.

Now pull the radiator towards you and wedge it with something (I use a spanner wrapped in a rag on the right side of the radiator) or get a mate to hold it back.

You can now see the pipe, undo the top jubilee clip and slide it down the pipe, then put out the spring clip at the bottom (It's like a big C clip)

I put a large cable tie around the clip as this aids pulling it off and helps you to stop dropping it into the engine bay and onto the under tray.

Now drag the pipe out.

**To fit the new pipe**, fit the C clip first and check it's in the correct position (It can fit either way up).

Now warm the new pipe up (on a radiator or by using a heat gun/ hair dryer) as it needs to be soft to bend into position. Don't forget to put the jubilee clip on the pipe before re-fitting. Line up the lugs on the new pipe up with the grooves in the intercooler and push it firmly home with both hands (a bit of lubrication may help) until you hear and feel a click as it locks into place. Now check it's fully locked into place by giving it a good pull and feeling that the C clip is still in place (the rim around the pipe sits flush with the rim of the intercooler - if it's not flush it's not pushed home enough).

Now work the top of the pipe onto the inlet manifold, starting from the back side (you may need the hair dryer or head gun to soften it again here) and then tighten up the jubilee clip.

Refit the slam panel and grill. **JOB DONE!**



This is what the pipe should like like



This is a split pipe, note the black sticky mess



This is the worst pipe I have ever removed. the car was still running.....slowly !!!