



N62 & N62-TU Coolant Pipe

Part #: AGA-N62-6061



Problem:

Rubber seal on aluminum cooling tube has failed. Coolant is leaking into back area of engine timing cover and out of hole.

Solution:

Install an AGA collapsible cooling tube. We have designed a tube and seals that can be installed in under 10 hours.



Parts Included:

1	N62 & N62-TU Coolant Pipe
1	Grease Applicator
1	Bag of Grease
1	Wire Brush

Additional Parts Needed to Complete the Repair N62:

1	11-53-1-710-048	Eng. Block Rear O-ring
1	11-51-7-507-717	Heat Pipe / WP O-ring
1	11-51-7-508-535	Water Pump Gasket
1	11-51-1-439-976	Pipe Pump/ Valley Pan
1	11-14-7-507-278	Valley Pan W/Gasket
2	11-61-7-521-181	Intake Man Gasket
2	07-11-9-903-596	Cam. Adjuster O-ring
1	12-31-1-439-988	Alternator Feed Pipe

Additional Parts Needed to Complete the Repair N62TU:

1	11-53-1-710-048	Engine Block Rear O-Ring
1	11-51-7-507-717	Heat Pipe/WP O-Ring
1	11-51-7-508-535	Water Pump Gasket
1	11-51-1-439-976	Pipe Pump/Valley Pan
1	11-14-7-507-278	Valley Pan w/Gasket
8	11-61-7-537-999	Intake Gasket



Directions:

Before starting this repair we highly recommend you watch the video on AGA's YouTube channel or website.

Instructions:

These instructions are for experienced technicians only. Only an experienced technician should attempt this job.

1. Remove:

- Intake cam adjuster units, left and right
- Intake manifold (BMW TIS operation 11-61-050)
- Drain engine block for coolant
- Valley pan/cover
- Vibration dampener (BMW TIS operation 11-23-010)
- Water pump (BMW TIS operation 11-51-000)



2. Cut cooling tube and remove rear part by hand.



3. Drill hole in front part of tube.



4. Pull tube out with lever bar.



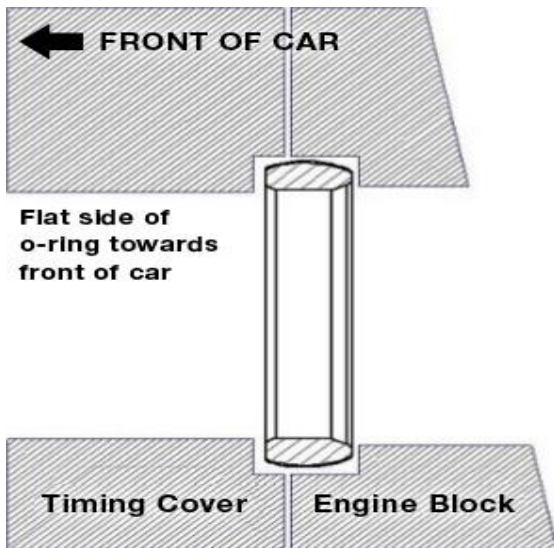
5. Remove old seal w/pick tool. Seal groove must be completely clean, use a small wire brush to remove ALL debris from old seal, inspect with mirror.



6. Remove rear o-ring in back of engine block.

Clean groove and install new o-ring. Part# 11-53-1-710-048 (do not install the o-ring that comes on the pipe. It must stay in place on the pipe).

Apply a little of the supplied grease to o-ring in rear of block.



7. Install engine block front seal. Flat end of the seal should be facing towards the front of the car when installed in engine block.

Apply white grease (supplied in the kit) to new seal; fold seal and insert into hole (see drawing on the left for directions). Work seal into groove by hand.

Seal must be completely seated before installing tube. If necessary, push seal in place with a blunt tool (blue nylon tool supplied). Take extreme care not to damage seal when installing.



8. Start with the tube collapsed. Lube tube on both ends with white grease (supplied in kit). Hold tube into engine block. Insert tube into rear of engine block. Turn tube so it expands, as front of the tube enters seal; observe front seal with mirror from water pump side as the tube goes into seal. Seal cannot be pinched. If seal pushes out, collapse tube a bit, turn tube without expanding a few turns and then continue expanding until seal can no longer be seen from water pump side.



9. Rotate rear ring so the machine notch is straight up. Angled side is towards rear of engine block and o-ring. Tighten tube by hand until it has tension on front and on the rear o-ring.

Note: The back of the block is cast and will vary from car to car. It is normal for o-ring to have more contact on top or bottom. Do not over tighten!

10. Install all parts to seal cooling system. Pressure test system to 15 PSI for a minimum of 3 hours. Observe for leaks in the system and no leaks from the hole in the front timing cover.