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## Fiesta ST Triple Pass Radiator Upgrade

Part Number: MP2521-12020-AA

### Tools Required:

- Pliers
- T20 Torx Bit
- Panel Popper Tool
- Flat Head Screwdriver
- 3/8" Ratchet
- 7mm Socket
- 10mm Socket
- 13mm Socket
- Drain Pan

## INSTALLATION INSTRUCTIONS



### Kit Includes:

1x – mountune Triple Pass Radiator



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## **IMPORTANT WARNINGS**

**Proper installation is the responsibility of the installer. Improper installation may result in poor performance and engine or vehicle damage. Performing installation of parts on a vehicle can be dangerous. In trying to do some jobs, you can be seriously injured. Only do the installation work if you have the required knowledge and the proper tools and equipment for the job.**

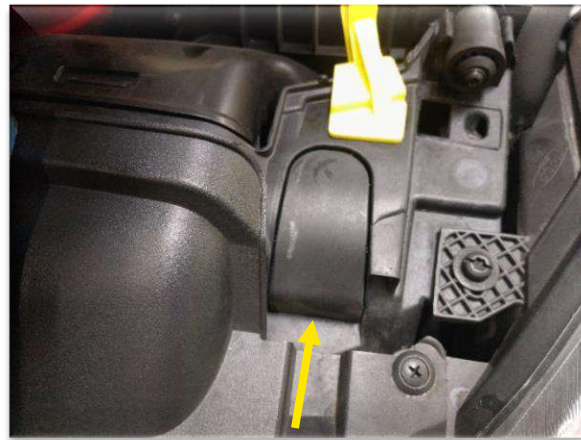
**Before beginning the installation, use the 'Kit Includes' list to verify that all components are present.**

**Mountune has teamed up with global cooling experts CSF to offer the ultimate cooling solution for the Fiesta ST. This new high performance, all-aluminum, triple-pass radiator has been tested and validated over thousands of miles in high powered eco-boost applications, as well as proven on the track in the most demanding conditions. The new Mountune Fiesta ST radiator features CSF's exclusive B-Tube technology as well as an ultra-efficient multi-louvered fin configuration for maximum surface area contact and heat dissipation. Additionally, the triple-pass flow structure allows the coolant to flow across the core of the radiator 3 times before exiting the radiator for the lowest outlet temperatures possible.**

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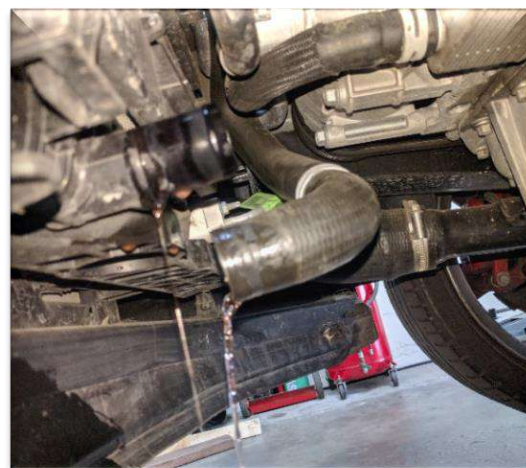
## STEP 1:

Let your engine cool down before beginning installation. Put your car on a lift, or jack the front of the car up using jack stands. Locate the two tabs on the radiator cover. Using a flat head screwdriver, lift them up slightly and pull them towards the front of the vehicle to remove. Remove the rubber grommets found underneath. You will reuse these.



## STEP 2:

Disconnect the radiator fan plug. The related tabs for the harness need to be removed with a panel popper and are indicated by the arrows in the picture below. Then use pliers to remove the lower radiator hose to start draining the radiator. Remember to remove the cap on the expansion tank.



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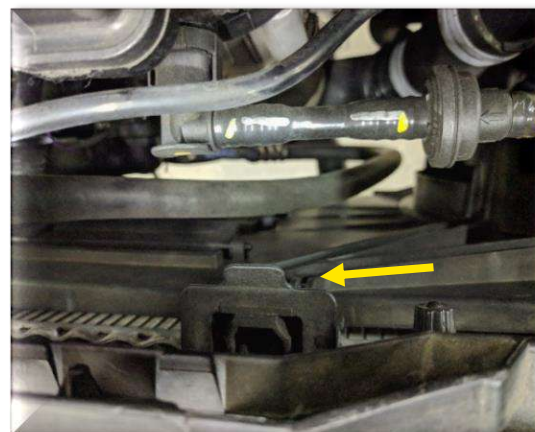
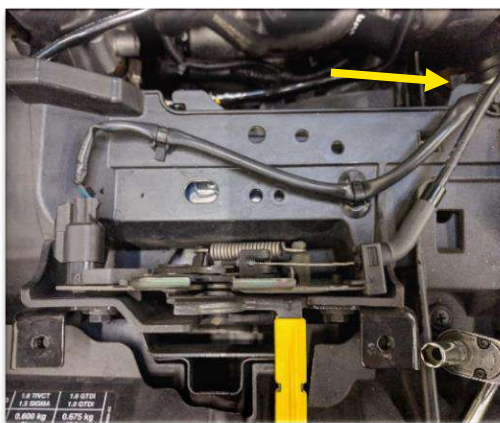
## STEP 3:

While the radiator is draining, remove the intake box and primary intake tube by loosening the hose clamps and disconnecting the green vacuum tube and MAF sensor. The T20 Torx bit is needed in this step to remove the mount/screw located in the bottom right of the picture. The snorkel inlet for the intake box simply pops out of place. Once everything is disconnected, pull up on the intake box to remove it from its mounts.



## STEP 4:

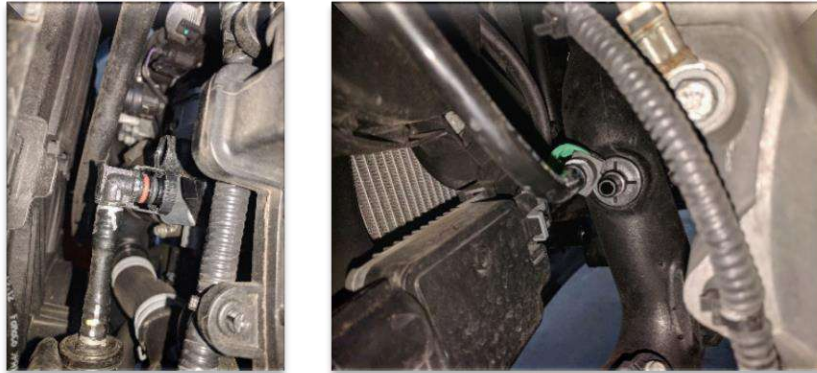
Before removing the radiator fan/rear shroud, move the fan harness and hood latch wires out of the way. They are hooked on near the hood latch shown in left photo. Then lift the tabs on the radiator fan free it to pull it out of the engine bay.



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## STEP 5:

Disconnect the two vacuum lines from the charge pipe that leads to the throttle body. Lift the green collar up and pull to disconnect. The other connector located above the throttle body needs to be squeezed on the top and bottom to free it.



## STEP 6:

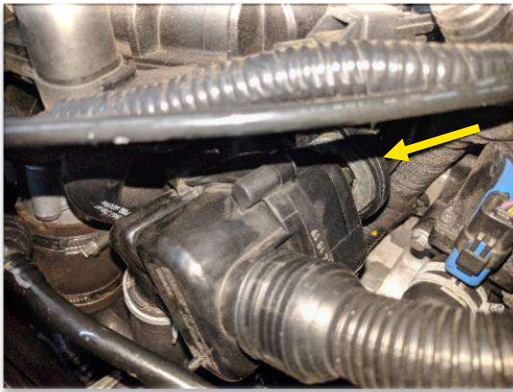
The sound symposer needs to come out before the charge pipe is removed. Disconnect the flexible plastic tube simply by pulling. Then remove the branch of the charge pipe that connects to the sound symposer by squeezing the lower spring clamp with long needle nose pliers.



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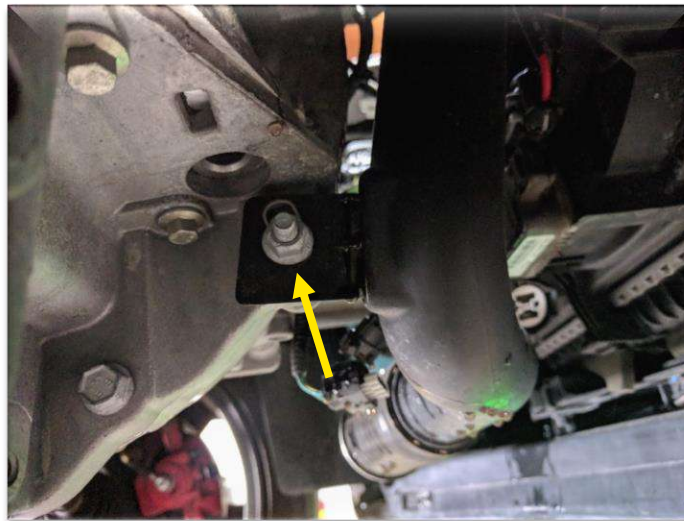
## STEP 7:

Once you have the lower spring clamp off the charge pipe, pull on the sound symposer towards the front of the vehicle to remove it from its grommet. Then pull up and twist to free it from the charge pipe.



## STEP 8:

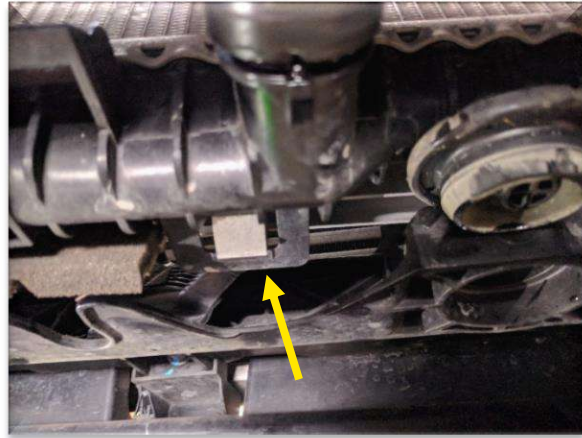
Loosen the hose clamp on the throttle body and unbolt the charge pipe from its transmission mount. Then loosen the hose clamp and remove the charge pipe coming from the intercooler side. From underneath the car, pull and twist to free the charge pipe from the throttle body.



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## STEP 9:

The AC condenser is mounted in front of the radiator and needs to be unhooked before the radiator can be lifted out of place. Locate the two hooks underneath the car and unhook the AC condenser from the plastic tabs on the radiator. Now some space can be created between the condenser and radiator.

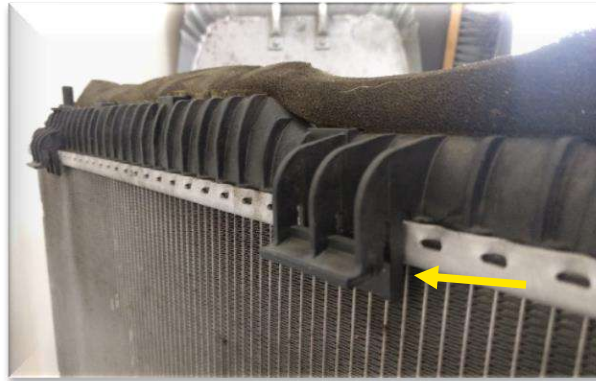


## STEP 10:

Locate the lower radiator mounts from underneath the car. Lift them up to free them from the mounts. While doing this, the AC condenser should slide out from the tabs on the radiator shown in the bottom photo. The condenser should remain in place.



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## STEP 11:

Remove the rubber grommets and the bleed screw from the OEM radiator. There are two grommets on top and two on the bottom. The bleed screw is at the top of the radiator and needs to be pinched to be removed. The bleed screw is plastic and easily damaged – be careful removing it. Also remove the bolts and brackets from the mountune radiator. You will use them to install later.





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## STEP 12:

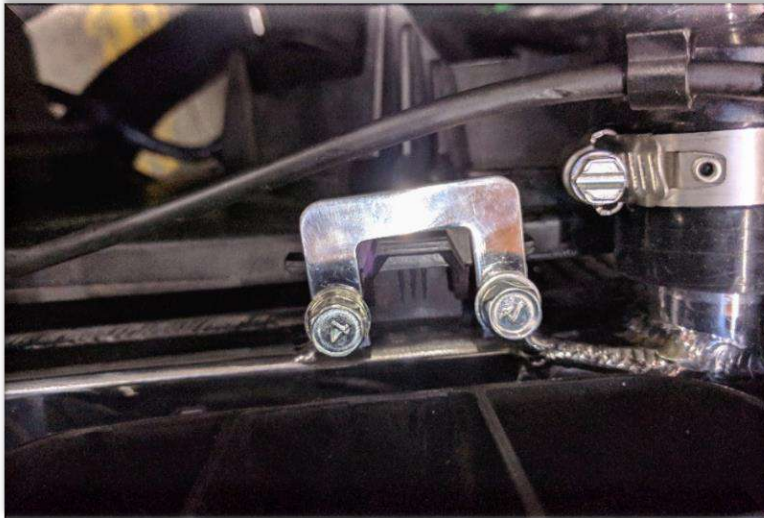
The front of the mountune radiator has the same mounts/tabs as the OEM one. Slide on the rubber grommets you took off in step 10 onto the mountune radiator. Reverse the process of taking the radiator out to put the new one in. First, make sure the radiator is hooking onto the AC condenser at the top. Then the bottom tabs can be slid into place easily on the condenser. Then, while making sure it stays hooked, maneuver the radiator and the attached condenser into the lower mount locations shown in step 8.

## STEP 13:

Secure the AC condenser to the radiator using the provided bolts and brackets. The first picture below depicts how it should be installed on the bottom. It also shows where the fan shroud tabs drop into. Once the fan shroud is in place it can be secured using the supplied brackets. This is shown in the second photo below.



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## **STEP 14:**

Once the radiator is in place and secured, reattach the coolant hoses, and install the OEM bleed screw to the new radiator. Then start filling the radiator from the expansion tank until the bleed screw has a steady and even flow coming out of it. The radiator should not have any bubbles in it.

## **STEP 15:**

Connect the radiator fan again and reinstall the charge pipe, sound symposer, airbox, and primary intake tube. Make sure all vacuum hoses and connections are plugged back in before you start the car. Don't forget to reinstall the hood latch sensor, harness tabs, and plastic tabs on the radiator cover from step 1.

Once everything is back together, start the engine and let it warm up with the expansion tank cap off so that any air bubbles can escape. Check for leaks around the coolant hoses while the engine is running and while coolant is flowing through the radiator. After driving the car for some time, check the expansion tank again to make sure no coolant was lost.