

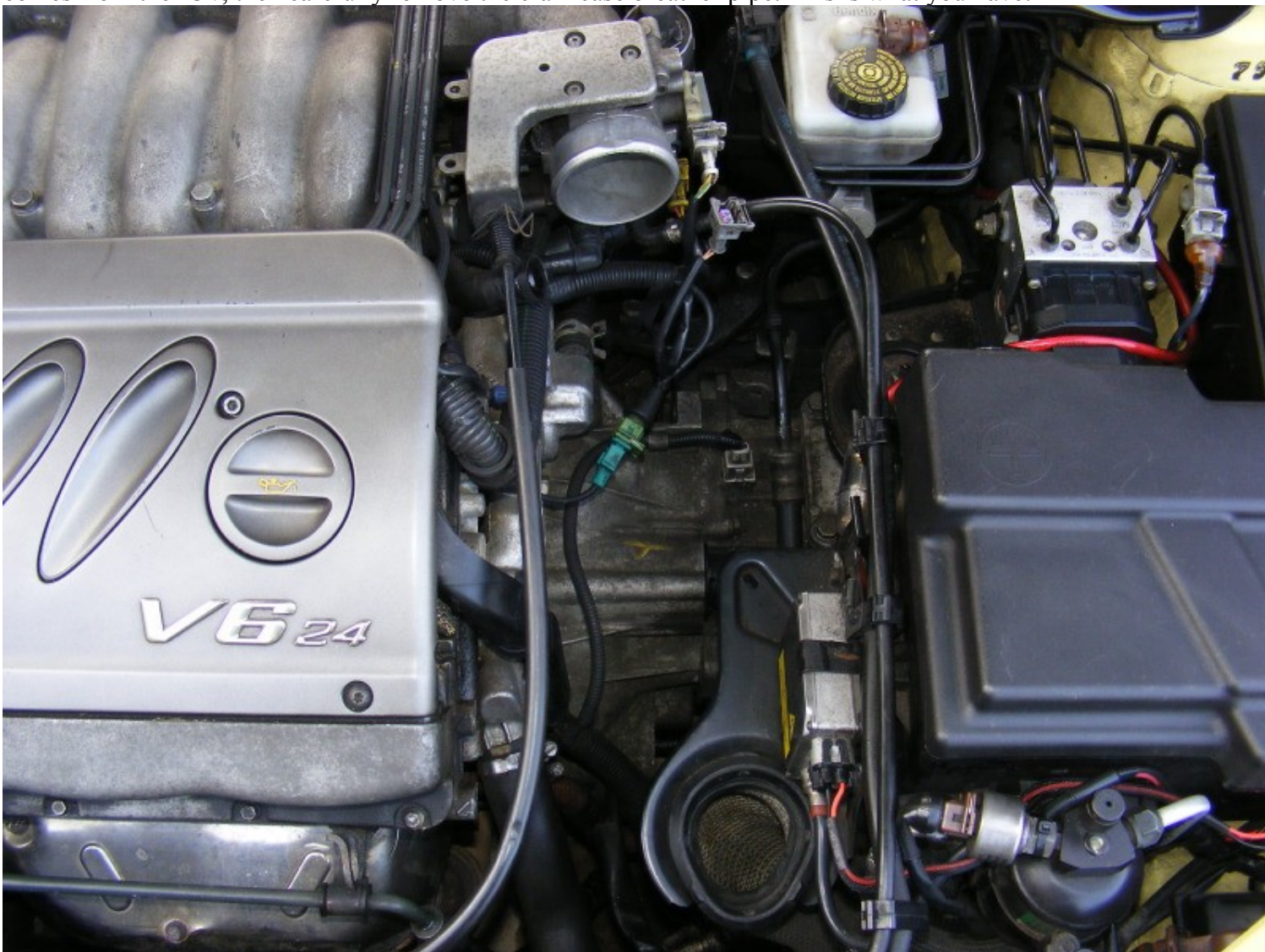
This was done on my D8 V6 engine.

This part is about £7 from Peugeot, so it's a cheap fix. Providing all goes well, the job should take about an hour, it did for me.

Mine had a crusty pink residue around the middle of it, so that's why I replaced it.

Forgive the lack of photos & detail, the job isn't as straight forward as you think. I just wanted to get the job done because it went from sunny to cloudy pretty quick.

First off, remove your airbox. I used a 7mm socket to loosen the large jubilee clip holding the hose onto the throttle body, unplug the IAT sensor connector (no need to remove the actual sensor from the box), pull the pipe off the airbox that comes from the ICV, then carefully remove the crankcase breather pipe. This is what you have:



With that out of the way, it gives you a **bit** more room. Get yourself a long reach 10mm socket, you may get away with a normal 10mm though but I didn't try that. There's a metal band around the centre of the tank that you can't really see but you can feel. On the right of the band you'll feel a thread sticking out & the 10mm nut on that, put your socket on that & leave it there. Here it is:



If you've not replaced your coolant in a while or unsure if the previous owner did it, not would be a good time to do it, you can do that by [following this guide here](#). Mine is new, so I got myself a length of siphon tubing from my local home brewing shop , it fits on really snugly. The drain tap is at the bottom left on the radiator as you look at it, just to the right of it is the drain valve. I put it on from the top:



On the top of the radiator on the right is another valve, unscrew it a bit & lift it up, it will open & lift but shouldn't come completely out, this just allows the radiator to drain faster:



Now back to the bottom drain hole, push your siphon down & under the car & put the other end into a decent sized bucket, I found a mop bucket was fine:



It'll take a few minutes to drain. I made a mistake here & allowed the tube to pick up some dirt & grit, this ended up in the bucket, not a problem though. Once I was done I got another bucket, put a tea towell over it & poured the coolant through it, this acted as a sieve & filtered the dirt out. Do check afterwards though, you may want to sieve it twice.

Here you can see my socket & ratchet on the 10mm nut I mentioned above. There's not much room to work in so take your time. When the nut is really loose you can remove it by hand, you don't want it falling off & sitting somewhere that you can't get to:



This is where the photos were in short supply, so bear with me.

With the nut off, the bad around the take can be removed. Swing it towards the drivers side, wiggling it out the whole thing will come out. It has a '7' shaped bend on the other side, it acts as a hinge, just take it off.

With that off, I used a combination of a philips bit & flathead bit on a long reach screwdriver to remove the 3 jubilee clips that held the 3 pipes onto the old tank. Undo them being careful not to drop any of the clips! Remember these pipes have been on there since day 1, so be careful you don't split any of the when 'persuading' them to come off. You will lose some coolant at this stage, but it's only what is in the old tank & the pipes going to the heater matrix. Once they start to move just wiggle them off & remove the old tank. Here's a pic of the new tank fitted just to show you the jubilee clips:



Put the new tank where the old one was. I fitted the top pipe first just to hold it in place. You could refit the band to hold it, but I found it easier using 2 hands, one to hold the tank & wiggle it whilst putting the hoses back on. As each hose is slotted on, have a feel along it before tightening the jubilee clip up because you want that after the lip on the spout of each of the 3 connectors. Fit all 3, tighten them up & place the band back on. Put the '7' shaped hinge side back in it's hole, get the band round the tank & over the thread where you removed the 10mm nut from. Carefully put the 10mm nut back on, give it a few turns by hand then use your socket to tighten that up properly. Here's a pic of it all fitted & in place:

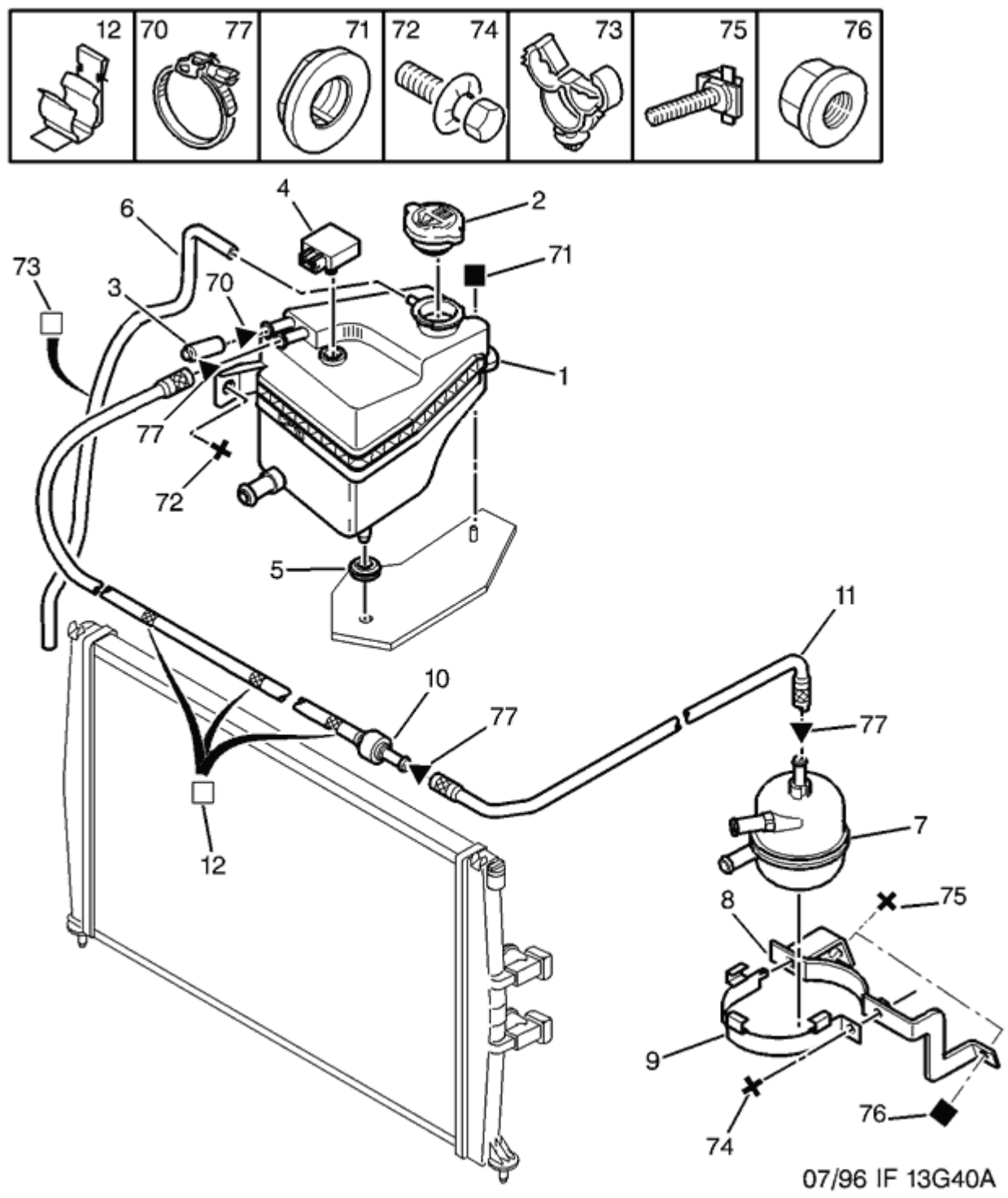


Double check everything there is tight. Refit your airbox, ICV pipe, crankcase breather pipe & IAT sensor connector.

Close the drain tap plug by the siphon pipe, remove the pipe but leave the top right vent plug open. Start filling the header tank, once the radiator is full you'll see coolant come out of the upper vent plug, when this happens just close it. Carry on filling the tank until it's full, start the engine. At this point, chances are when you removed the hoses from the old tank, coolant will have gone on the exhaust downpipe, this will burn off when you start the engine. You may get the 'coolant low' light come on (red with wavy lines) on the dash, don't worry, this'll go out. I used a cable tie to hold the throttle open at about 2500rpm for 5 minutes or so. The coolant level will drop pretty quickly as the coolant is put back into the engine. At this point (with the engine cold), open the heater matrix bleed valve on the pipe above your new tank, it looks like a bicycle tyre valve. When coolant starts coming out put the cap back on, that's the heater bled. You'll see lots of tiny tiny bubble in the header tank, it looks like froth but that's just the air escaping from the system. Check the heaters inside the car are getting warm. Keep an eye on the header tank & keep adding your coolant, after all, what comes out should go back in! You will have to add a bit extra because of what was lost when you removed the pipes from the old tank, I'm guessing no more than 3/4L. Remove the cable tie now & allow the car to idle, keep an eye on the temp gauge & wait for the fans to kick in, let this happen a couple of times keeping watch on your coolant all the time.

Check for leaks around the pipes on the new tank, double check they're tight!

If you topped up what was lost & think you've put too much in, don't worry. The header tank has an overflow pipe, number 6 here:



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So when the engine is hot & you get out of the car, don't worry if you see coolant dripping / running from the driver's side wheel arch area, once the engine gets rid of the excess the level will settle.