

Fitting a new rear coolant hose 20VT.

Tools required:-

Long flexible Jubilee hose tool
Small plain screw driver
Wire snips
Small socket set (8mm 10mm and 13mm sockets, plus 17mm if removing strut brace)
Torx bit set
Stanley knife
Rubber gloves, Swafega and plasters

Parts Required

New coolant pipe part number...46424005
A selection of Jubilee clips ..
2 for the pipe itself, 3 to remove the air intake pipe and some smaller ones if you disturb the fuel hoses
Coolant and distilled water

How To;

Removal of old hose

This hose seems to be failing at the moment on a regular basis. It is not expensive but it is a bit of a pain to fit.

The end that plugs into the thermostat is quite easy to remove, especially if the Fiat hose clips have been replaced with Jubilee clips. Undo the two clips at either end of the air intake tube, pull off the small tube on the left hand side and finally the hose leading to the dump valve. You will now have enough room to get to the thermostat. I removed the battery to ease access but it can be done without doing so. The hose is the furthest one at the back of the thermostat, release the hose clip and pull off the hose. You can trace the hose as it goes round the back of the engine. Just after it turns there is a locating U-clip that the hose feeds through, this is loose but keeps the hose away from the engine block.

Now the harder end...

If you have a strut brace remove it now.

Remove the bolt holding the fuel pipes to the intake plenum. Looking into the abyss you will see a bracket holding three electrical connections. This is held by two torx screws (T25 IIRC). Undo the connectors and then undo the screws and the bracket should then move freely.

You will now find that if you move the rigid pipes (crank case ventilation pipes) to the left out of the way that you can get your left arm down into the area relatively easily. First job is to remove the Fiat hose clip: two small bars are visible on the clip if you get a smallish screwdriver under these and prise them up the clip should break away easily. Once the clip is off the hose still will not budge. Remember it has been in that position for 7 or more years

and will be stuck firm. I attacked the hose with a Stanley knife, this allowed me to get a screwdriver under the hose lip and then it released easily.

Remove the hose and marvel at your handiwork and the knowledge that the worst part of the job is complete

Fitting New Hose

Re-fitting is easier. Lubricate the lip of the hose at each end with some plain hand soap. Feed the hose in from the thermostat end, you will have to manhandle it a bit to get it through the kink and U clip. Be careful as you do not want to damage it at all.

Once in position, feed a new jubilee clip over each end and then manipulate the end onto the hose inlet housing ensuring the notch in the hose aligns with the peg on the housing. Position the Jubilee clip carefully and tighten. This is easy if you use a long flexible Jubilee clip tool.

Fit the other end onto the thermostat and replace all the bolts, brackets and hoses etc.

Ensure the bracket on the plenum is back in place and the electrical connections are reunited.

I found the fuel pipes leaked after I had moved them so I replaced the clips with small jubilee ones.

Bleed the cooling system as per the guide and then start the engine. Get the engine to operating temp and check for leaks.

This job takes around two hours, maximum, depending on the time taken to get the Fiat clip of the rear part of the hose.



NB. The guide above is for the turbo engine coupé but most of the details are similar on the non-turbo 20v engine except you have NO access from above to tackle the hose union behind the engine. Unfortunately non-turbo owners will have to approach this part of the task from under the car.

