



CZP RZ34 Street Oil Cooler Installation Guide



Thank you for your purchase of the CZP by CSF RZ34 Street Oil Cooler! Please make sure your kit arrived with all of the necessary hardware listed below:

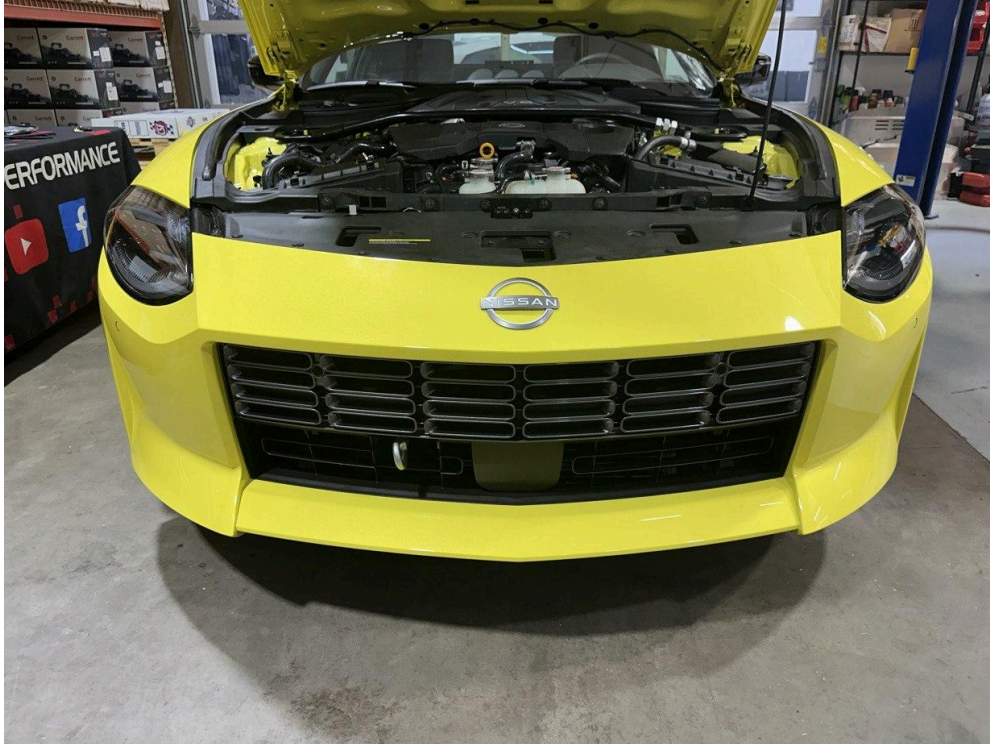
- 1x CZP/CSF Oil Cooler Core
- 1x CZP RZ34 Oil Cooler Duct
- 1x CZP RZ34 Oil Cooler Mounting Bracket, LH
- 1x CZP RZ34 Oil Cooler Mounting Bracket, RH
- 1x CZP RZ34 Oil Cooler Line Mounting Bracket
- 1x CZP RZ34 Oil Cooler Line, Short
- 1x CZP RZ34 Oil Cooler Line, Long
- 2x Ziptie Style Mounting Clip
- 2x M22 Thread to Male Barbed Fitting
- 8X M8 Flanged Stainless Steel Oil Cooler Mounting Bolt

All mention of direction (left, right, front, back) will be oriented as if you were sitting in the driver's seat looking out of the front windshield.



1. Jack up and support the car, and remove your engine splash shield from underneath the car using a 10mm socket to remove the various bolts, and flathead screwdriver or small pry tool to remove the three standard plastic pop-clips.

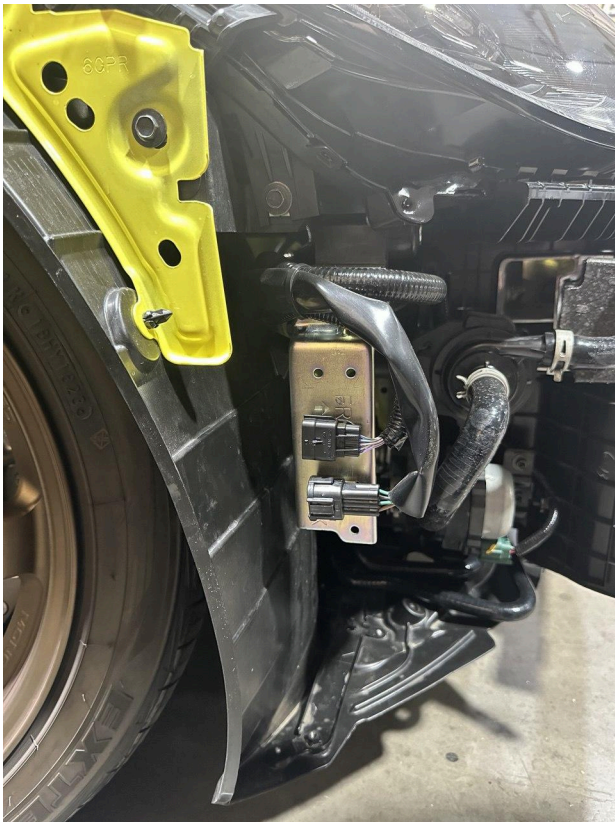
It is possible to install the oil cooler without removing your front bumper, but it is a very tight squeeze and will most likely end up taking a similar amount of time, and may require another set of hands during the install. So for most applications, we recommend removing the bumper and will show that process below.



2. Disconnect your battery, as we will be unplugging crash sensors in a later step.
3. Remove the sixteen small various style plastic pop-clips retaining the radiator air guide with a small pry tool or flathead.



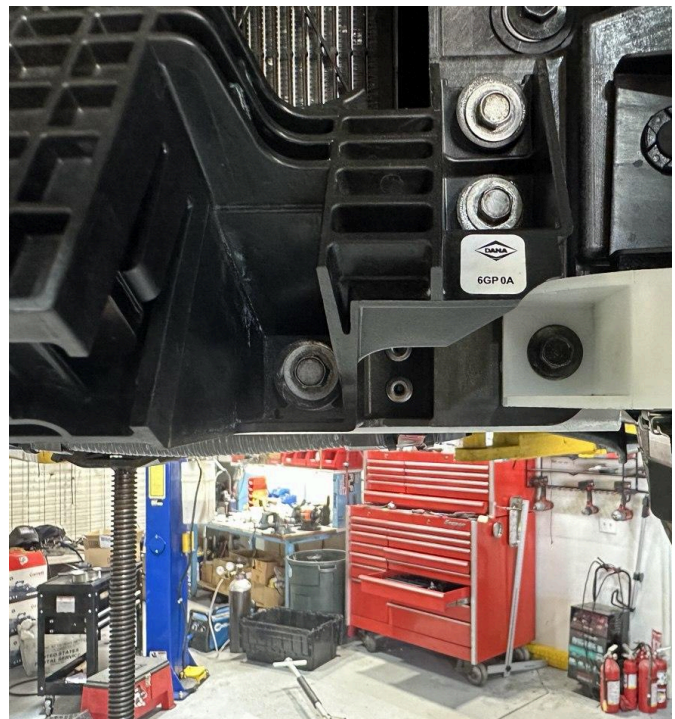
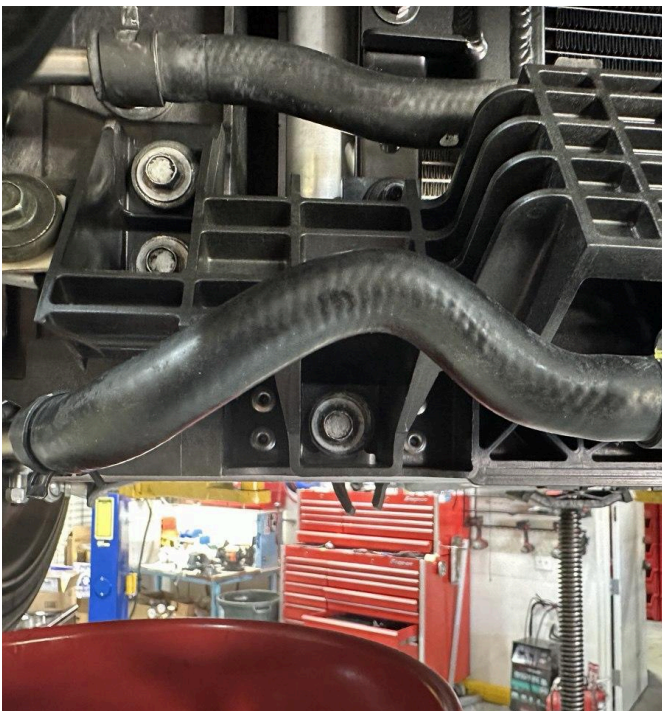
4. Remove the remaining 10mm hex head bolts attaching the bottom of the front bumper to the fender liners on each side.
5. Remove the fender liners from each wheel well by removing the six plastic pop-clips holding the fender liner to the inner wheel well with a small pry tool or flathead.
6. Unscrew and remove the two 10mm head hex bolts securing the corners of the bumper to each front fender from underneath.
7. The last small plastic pop-clip retaining the bumper can now be removed; it was hidden underneath the radiator air guide panel we removed earlier.
8. Disconnect the two electrical connectors on the front right-hand side going to the front impact sensors and distance sensors.



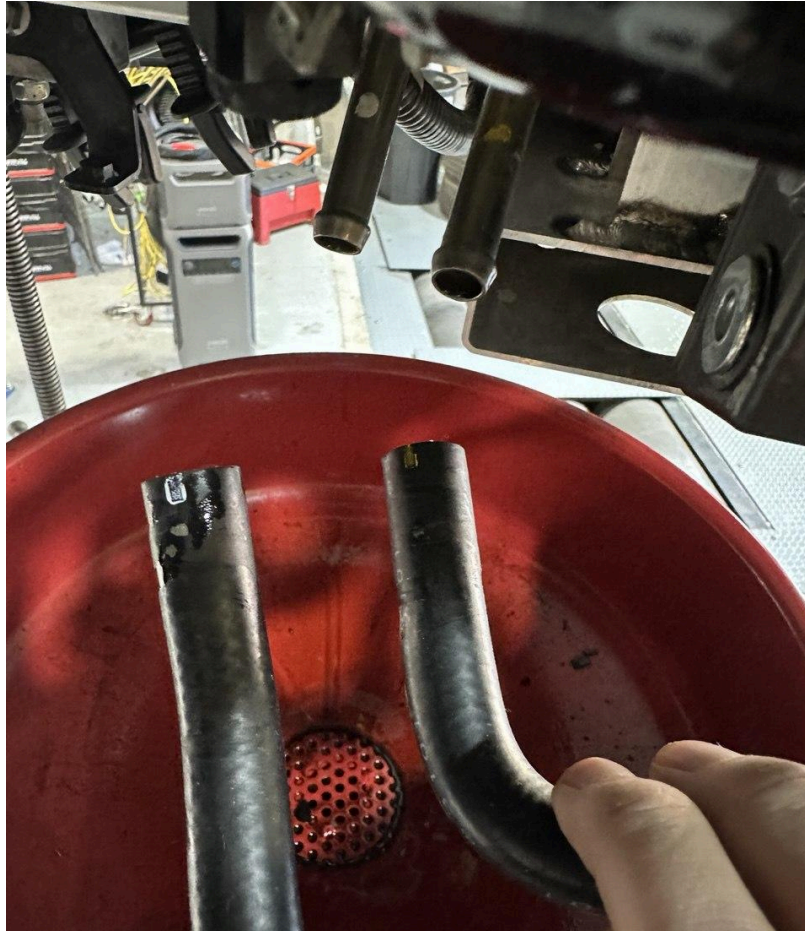
9. The bumper can now be unclipped from the plastic retaining clips along each fender, slid forward, and removed from the car.
10. Before disconnecting and unbolting the oil cooler core, we will either want to drain the oil if you're ready for an oil change, or if you would like to avoid losing oil, we can pinch off the two lines coming off of the oil filter housing that go to the oil cooler, as shown below.



11. Disconnect the two rubber hoses from the pair of hard lines that pass under that front-right frame rail. Be ready with a drain pan, as some oil will drip either way. Now that the two lines are disconnected, go ahead and either clamp or plug each hose to avoid spilling oil as we remove the core.
12. Unbolt the six 10mm hex head mounting bolts for the factory oil cooler and carefully remove it from the car. We will need to remove the six rubber mounting bushings and metal sleeves, and transfer them to the new CZP oil cooler brackets, as well as four of the existing hose clamps, which we will transfer over to the CZP cooler and lines.



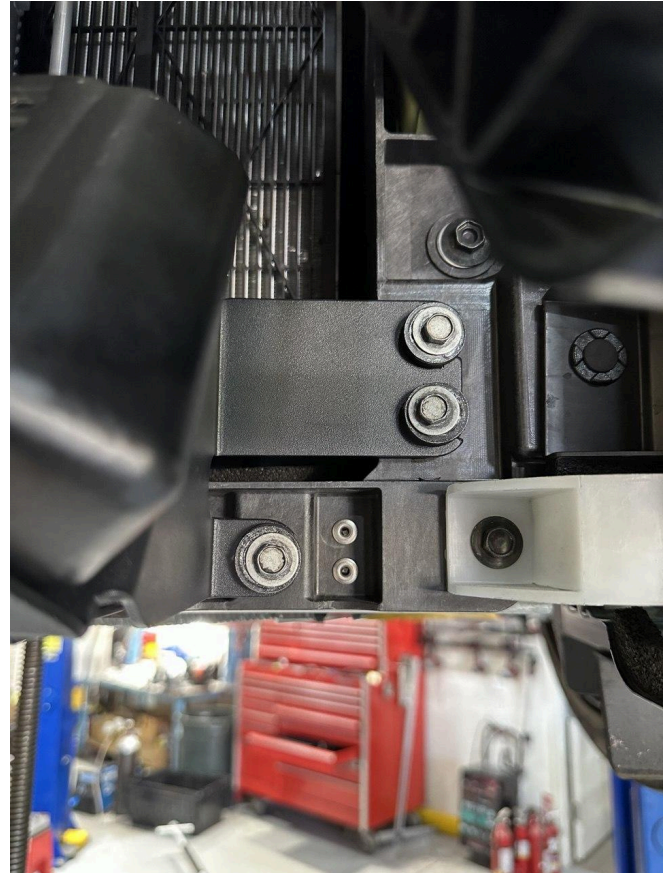
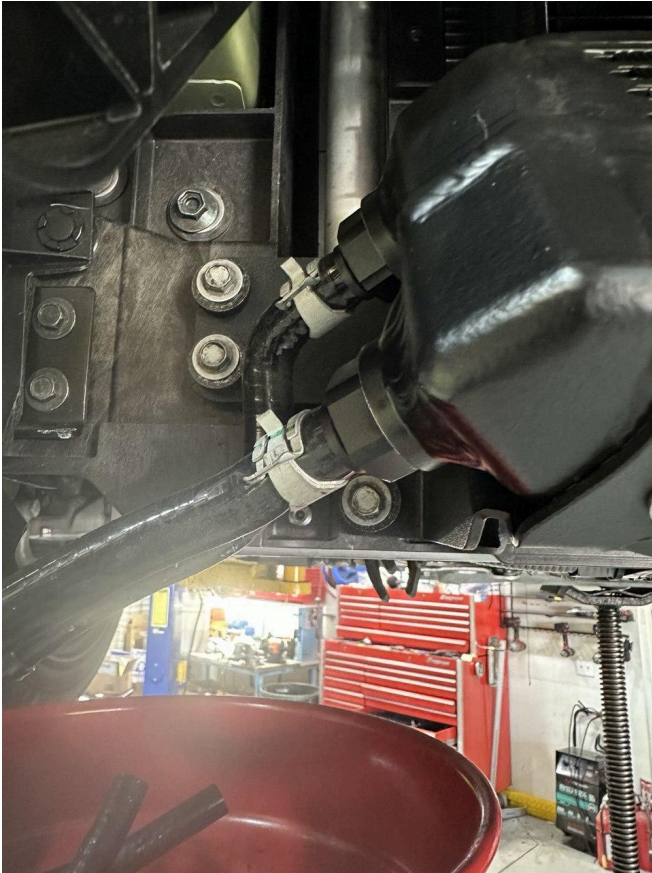
13. We can now take a moment to fill up the CZP cooler core with fresh oil. Install the M22 threaded fittings into the two ports after the cooler is full, making sure to add a dab of oil to each of the O-rings as they get tightened down.



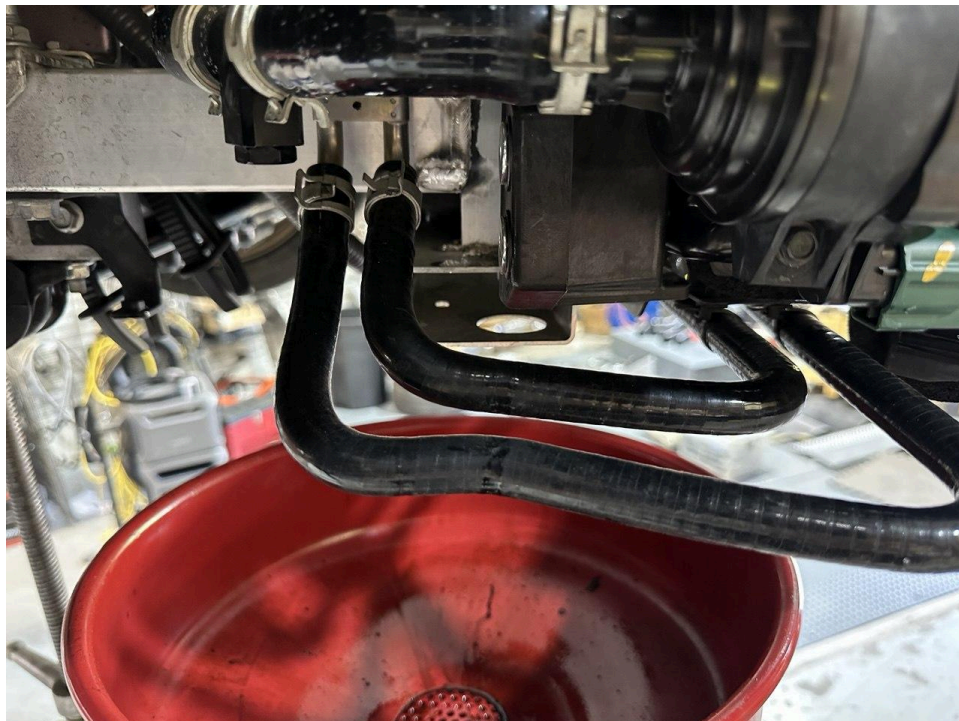
14. Install the two CZP fluorine-lined silicone hoses with two of the OEM clamps we removed from the stock cooler assembly. It can help to transfer the hose pinchers or plugs to these hoses, as the cooler will try to leak now that it is full. Continue to set up the CZP oil cooler assembly as shown below using the eight M8 flanged stainless steel bolts with the ABS duct sandwiched between the cooler core and the mounting brackets. You can choose to either loosely install the line support bracket now as shown or install it at the end when you can be sure of its final location.



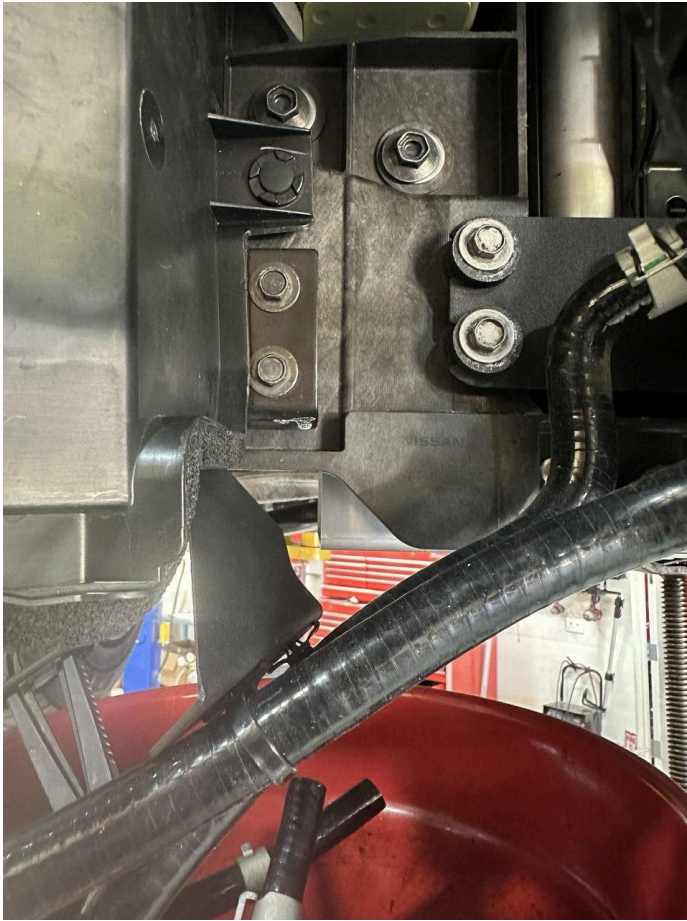
15. Now that the cooler is fully assembled and resembles the stock cooler with duct, lines, and brackets, we can go ahead and install it using the original six 10mm hex head bolts. (**Torque spec is 49 in-lb or 5.5 N-m**)



16. Once the cooler is mounted in place, we can go ahead and connect the two oil lines, the longer line goes to the connection closer to the wheel. Secure both lines with the OEM clamps.



17. With the lines connected and the cooler mounted, our final piece to mount is the line support bracket which piggybacks off of the two auxiliary coolant pump mounting bolts. **(Torque spec is 49 in-lb or 5.5 N-m)** If you haven't done so yet, clip the lines to the bracket using the supplied ziptie style mounting clips.



18. The upgraded oil cooler should now be fully mounted, with the lines connected and secured. We can now remove our two hose pinchers or begin refilling the car with oil, depending on which route you took.



19. Reinstall the front bumper, fender liners, under shroud and radiator air guide in the opposite order of removal, making sure to plug in the two electrical connections in front of the passenger front wheel.
20. Hook your battery back up.
21. Start the car and check for leaks. If any are present, immediately shut off the car and resolve it. The oil change capacity does not change as oil that is in the oil cooler stays put during regular changes, which is why we filled the cooler before installing it, this means the oil level should have stayed consistent. It is still a good idea to check the oil level after getting the car up to temperature and top it off if necessary.

This completes the install of your RZ34 upgraded oil cooler. Now you're ready to push your car to its limits without fear of overheating your engine oil! If you have any questions, please reach out to us at info@myczp.com, and we will assist you as best we can.

