



Vixen 21 Oil Cooler Replacement

Replacing the leaking stock oil cooler and hose with an aftermarket cooler and hoses from AFAB.

Written By: Luke Soules



Step 1 — Oil Cooler



- After removing the side panel, it's clear that my oil cooler has been leaking for a while. Fortunately, AFAB sells a [complete replacement kit](#) including a new oil cooler and new hoses!

Step 2



- The tail light covers come off easy enough with 10 screws and a single connector.
- The white housing beneath comes off with a bolt on the left and a screw on the right.

Step 3



- On my Vixen there was a hex head bolt on the top right, and a on-its-way-to-being-stripped Phillips head bolt on the top left.

Step 4



- There were two Phillips screws in the bottom of the panel, but these weren't actually attached to anything.
- My new side-routed exhaust definitely made it harder to get this panel out.

Step 5



- There's one electrical plug and 4 obvious hex bolts to remove the condenser fan.

Step 6



- Once the condenser fan is removed we can get a good look at the oil cooler. The fittings are certainly leaking, but the cooler itself might actually be fine.
- The Vixen bleeds black and I bleed red, whoops!

Step 7



- Here's all the shiny new replacement parts. You can buy the [oil cooler kit from AFAB](#).
- I made a mess of the threads putting one of the blue aluminum fittings in to the top of the new oil cooler. Thanks to a [1/2" NPT tap and die from Harbor Freight](#) and a friend's help I was able to salvage it and I don't think it leaks, but time will tell...

Step 8



- On a closer inspection, all my existing fittings are leaking, which at this point I suppose is a good sign.

Step 9



- Getting the oil cooler off the condenser was easy, there's just two bolts. But it's still attached to the engine...

Step 10



- It was easy enough to loosen the hose clamps and pop the hoses off.
- This made a mess, because not surprisingly, there's oil in the lines.

Step 11



- The old oil cooler is out!

Step 12



- There was a lot of oil/dust sludge beneath the oil cooler, requiring a rather dirty cleanup.

Step 13



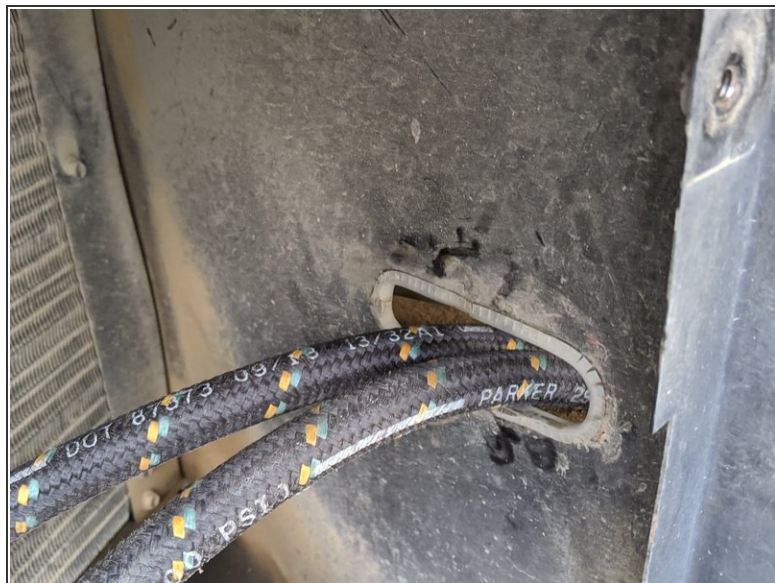
- Removing the remaining couplers was quite challenging.
- I was able to borrow some large metric wrenches (24 mm and 27 mm) from a friend to help with this step.

Step 14



- After the first fitting was off, I was able to get a 24 mm socket over the second one to remove the fitting.

Step 15



- I routed the new lines the same as the old ones.
- The plastic lining the hole the hoses go through is definitely decaying, but seems like it'll still protect the hoses ok.

Step 16



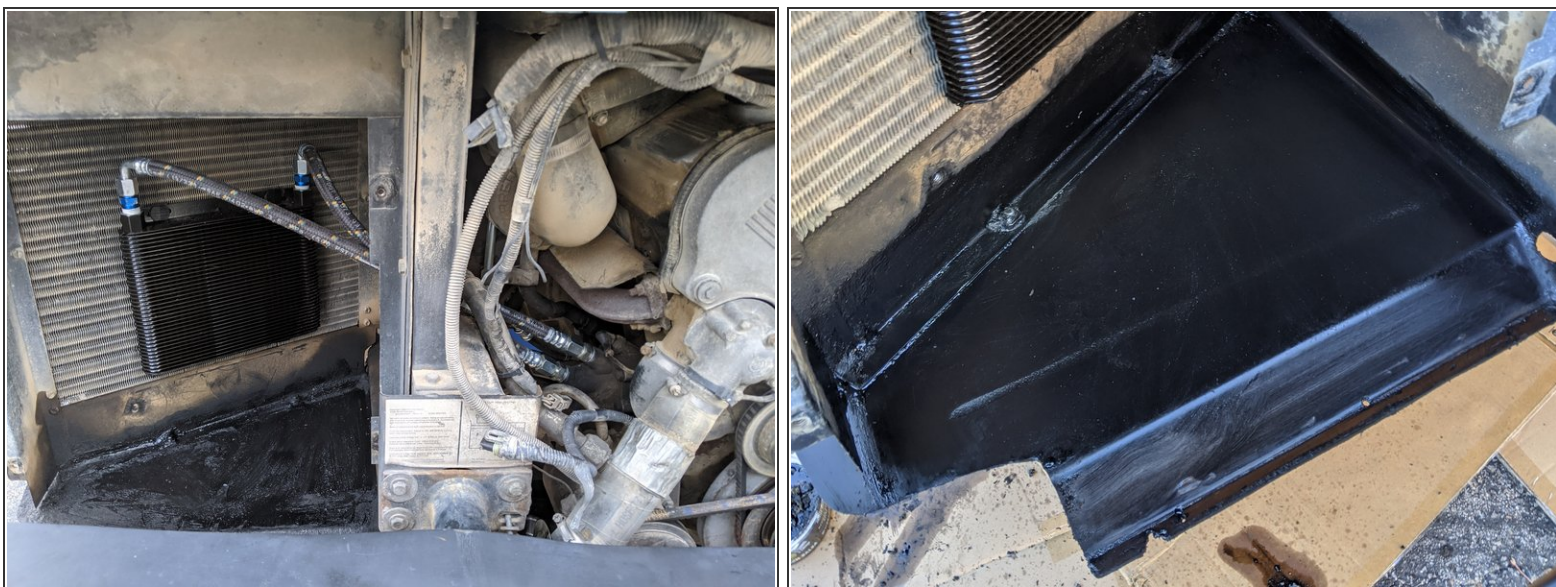
- The lines are just barely long enough, but it reaches!

Step 17



- Mounting to the condenser is straightforward.

Step 18



- Everything's in place!
- I spent some more time cleaning the dirty panel below. Thus far I have no leaks from the new oil cooler!

To reassemble your device, follow these instructions in reverse order.