

BMW 330/335D M57N2 Main Thermostat replacement DIY

OK, by no means is this a definitive guide but it should be comprehensive enough to see you from start to finish if you have a little bit of tech know how.

Spares required:

Thermostat with adapter 11517805811

PROFILE-GASKET 1151778769

The above is BMW OE. I used a Febi Bilstein kit and for £40 it came with a gasket delivered

1.5 litres of coolant BMW Spec N 600 69.0

Tools required:

- 1 x 3/8" Drive Ratchet Handle
- 1 x 1/2" Drive Ratchet Handle
- Small 3/8" extension
- Small 1/2" extension
- 2 x torx bits T20 and T40
- 1 x long reach 5mm ball end Allen Key (for engine cover and turbo pipe)
- 1 x 6mm Allen socket or similar for EGR Cooler
- 1 x torch or lamp



For removing the Engine cover and EGR stat I'll refer you to here (saves repeating what's been done already)

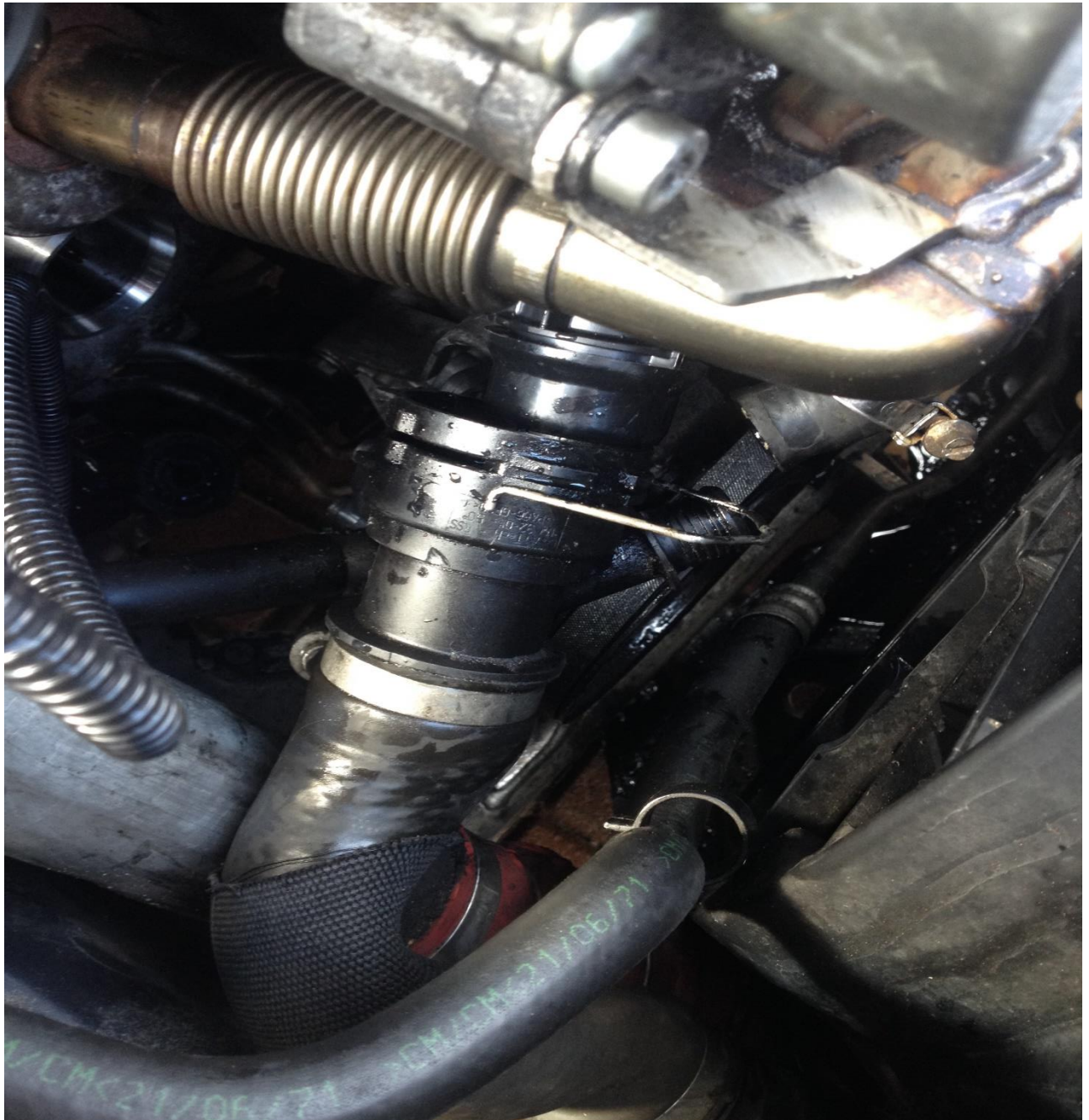
[Cover and EGR Stat](#)

OK got that then on with the show.

1. 1st remove the turbo pipe by unscrewing both upper 5mm allen key bolts see photo 1 top left, then ease it out gently from the breather pipe in the middle see photo 2, both breather and turbo end both just slide on and off friction fit.



2. Now loosen the jubilee clip on the left side of the thermo housing and pull off the smaller pipe then unclip the hose also on the left side and gently ease it off (I gently persuaded mine with a large screw driver) once disconnected point the hose down to drain most of the system coolant out, use a drip tray, container or driveway. Then take your T40 torx bit and undo the 2 bolts that secure the EGR cooler back to the engine (top left hidden away on the pic below)



3. Unscrew the lower front EGR Cooler V Band clamp (fancy clam shaped jubilee clip) using 7mm socket or flat blade screwy. Then undo 3 x 6mm allen bolts that secure the EGR cooler to the structure, starting with the lowest 1st (make a note of their positions as all 3 have different lengths, the longest of the three is in the above picture) gently remove the cooler.

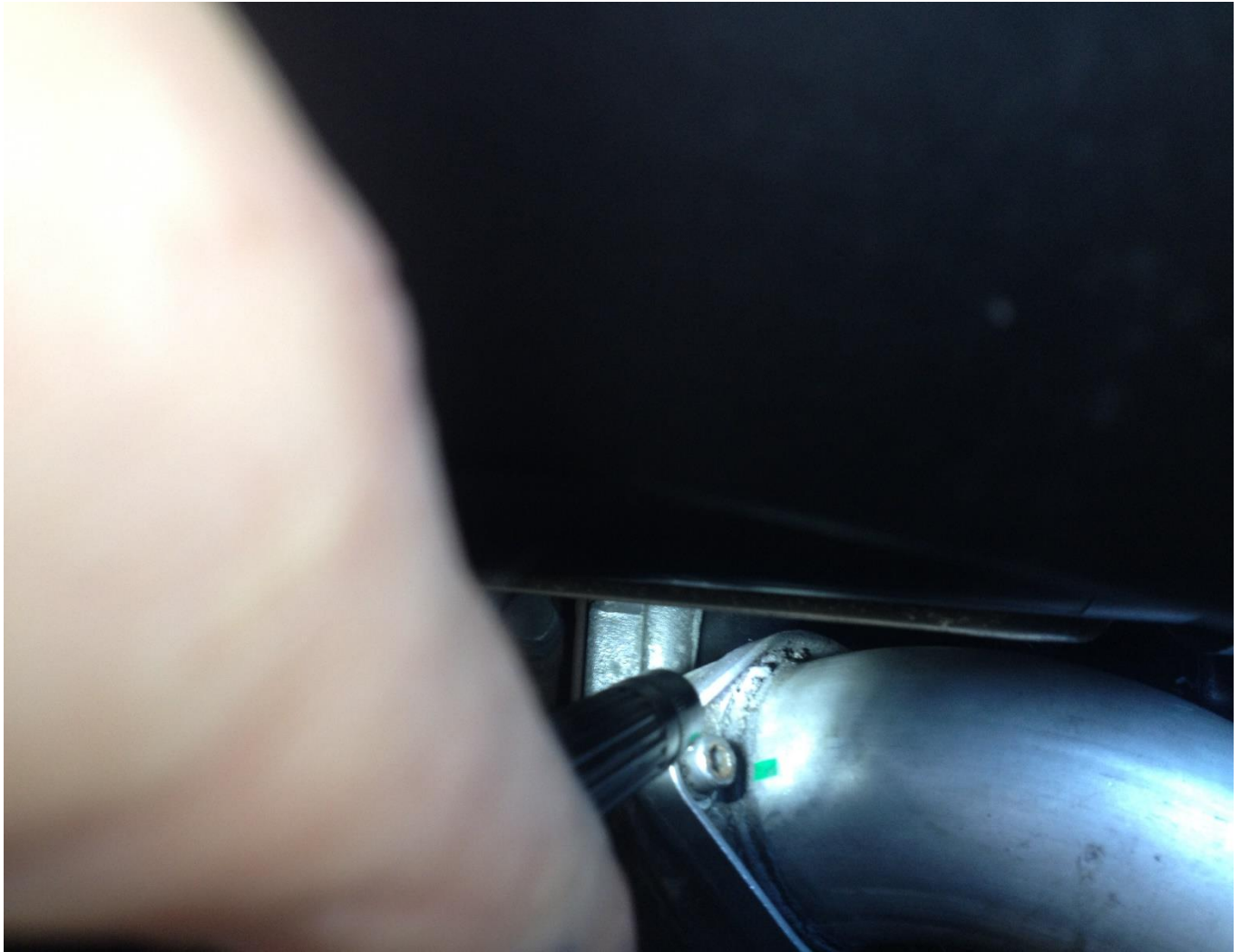


4. So onto the thermo itself, pull the clip out on the right hand side of the main thermostat (it connects to the plastic rigid cooler pipe) Now undo all 4x 10mm bolts, then gently pull and wiggle the stat housing away from the rigid cooler pipe. Once removed make sure you clean the mating face of the Thermo housing (ie engine block) so as to make a good seal when you replace.



Now reverse the order and replace!

When you refit the turbo pipe you can just about see and feel that it's fully home at the turbo end see photo below.



Now put in around 3 litres of 50:50 coolant mix leave the top off the rad reservoir, crank it check for leaks and top up as necessary.