



TRANSMISSION OIL COOLER WITH 3/8" BARBED FITTINGS

INSTRUCTIONS

| Contents | | | |
|-------------------------|----------|--------------------|----------|
| Description | Quantity | Description | Quantity |
| Transmission Oil Cooler | 1 | Nylon Disk Nut | 4 |
| Male Hose Adapter | 1 | Nylon Machine Bolt | 4 |
| Female Hose Adapter | 2 | Nylon Washer | 4 |
| 4 Ft. Hose | 1 | Rubber Spacer | 4 |
| Hose Clamp | 4 | | |



For maximum cooling efficiency, oil cooler should be installed in front of the radiator or air conditioning condenser. Cool air must pass through the fins of the oil cooler either from a forced air source or the engine cooling fan drawing air through the oil cooler. If the cooler must be installed behind the radiator or out of the cooling air of the belt driven fan, use the next larger size oil cooler. The oil cooler can be mounted in any vertical, horizontal or diagonal position. Do not mount the cooler in a location where it may be damaged by road debris.

When installing a cooler in addition to a radiator mounted cooler, plumb the cooler after the radiator cooler as shown in Figure #1.

This cooler includes an adapter fitting for 5/16" inverted flare line, although this is the most popular fitting, it will not fit all applications. Other fittings are readily available at most parts suppliers.

INSTALLATION INSTRUCTIONS

1. Place Nylon washers over the threaded machine bolts.
2. Gently push the four (4) nylon machine bolts through the fins of the oil cooler and slide a rubber spacer onto each screw.
3. Position the cooler in front of the car's radiator and/or A/C condenser. When mounting cooler, consider the routing of the auxiliary cooler lines.
4. Gently push the nylon machine bolts through the radiator and/or A/C condenser fins. Twist or turn the screw to ease penetration between the fins without damaging the radiator tubes.
5. Slide a disk nut onto each screw until it touches the radiator or A/C condenser. Press the nut onto the shaft until snug.

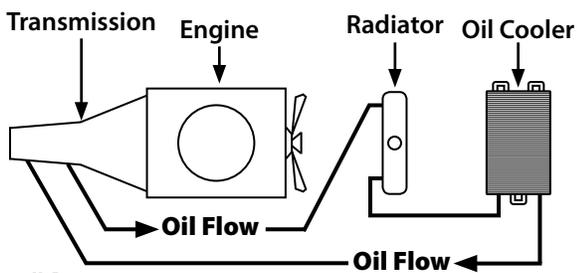
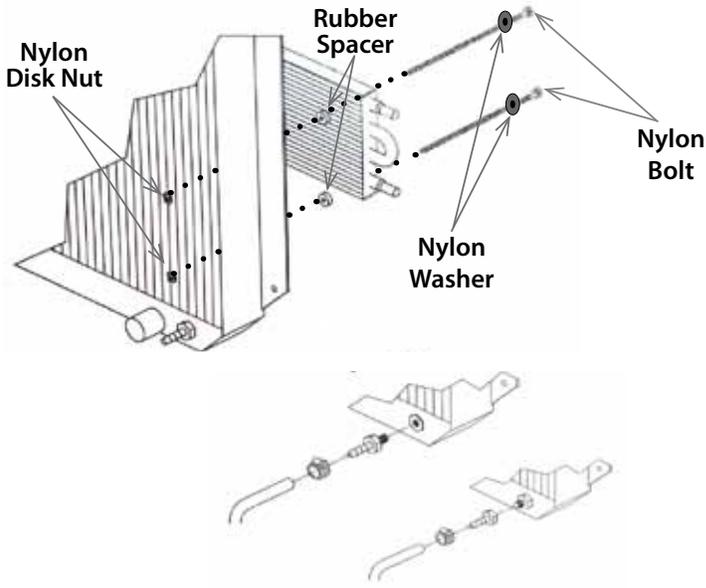


Figure #1

To identify the oil return line, it will be cooler than the line which brings oil from the transmission to cooler.



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