

Thank you for choosing our coolant recovery kit. This kit is designed for easy installation and great performance in your Classic Thunderbird. If you have any questions or comments on either this kit's function or installation please call us. Technical help 740/622-9700

### **Tools:**

1/2" inch end wrench; 1/2" socket and driver; 6" extension optional; Heat gun optional; Hose clamp tool; Plastic tubing cutter

### **Inspect kit:**

The items in this kit include the following:

1. Plastic jug with CNC machined powder coated bracket
2. Tubing
3. Hardware bag containing: Two tubing clamps and radiator cap gasket

### **Car Preparation:**

Because installation requires removal of the radiator cap, engine must be cool. Some spillage of coolant is possible during installation take precautions to contain spills.

### **Jug Installation**

1. On RH (passenger) side of radiator fan shroud using end wrench and socket wrench loosen the upper most bolt and nut. Also loosen the bolt and nut furthest from the radiator.
2. If your car has a wiring clip installed under the head of the bolt furthest from the radiator, bend the wiring clip down to allow clearance for jug assembly.
2. Slide jug assembly under the heads of the loosened bolts.
3. Retighten bolts.

### **Tubing Plumbing**

1. For your convenience, the nipples on the jug have already been prepared for hose installation. Do not use the nipple located under the fill cap.
2. If tubing is stiff or has kinks, they can be removed by carefully heating the tube with a heat gun.
3. Slide a tubing clamp onto the plastic tubing and install onto the lower nipple of the jug assembly. You will need to expand the clamp with clamp tool or (carefully) pliers.
4. Route tubing to the end of the radiator overflow tube. Leave enough tubing to allow installation onto the radiator overflow tube and cut off plastic tube.
5. Slide a tubing clamp onto the hose and install onto the radiator overflow tube.
6. Install the remaining plastic tube onto the top nipple of the jug assembly and route tubing down the side of the radiator. No hose clamp is needed here.

### **Radiator Cap**

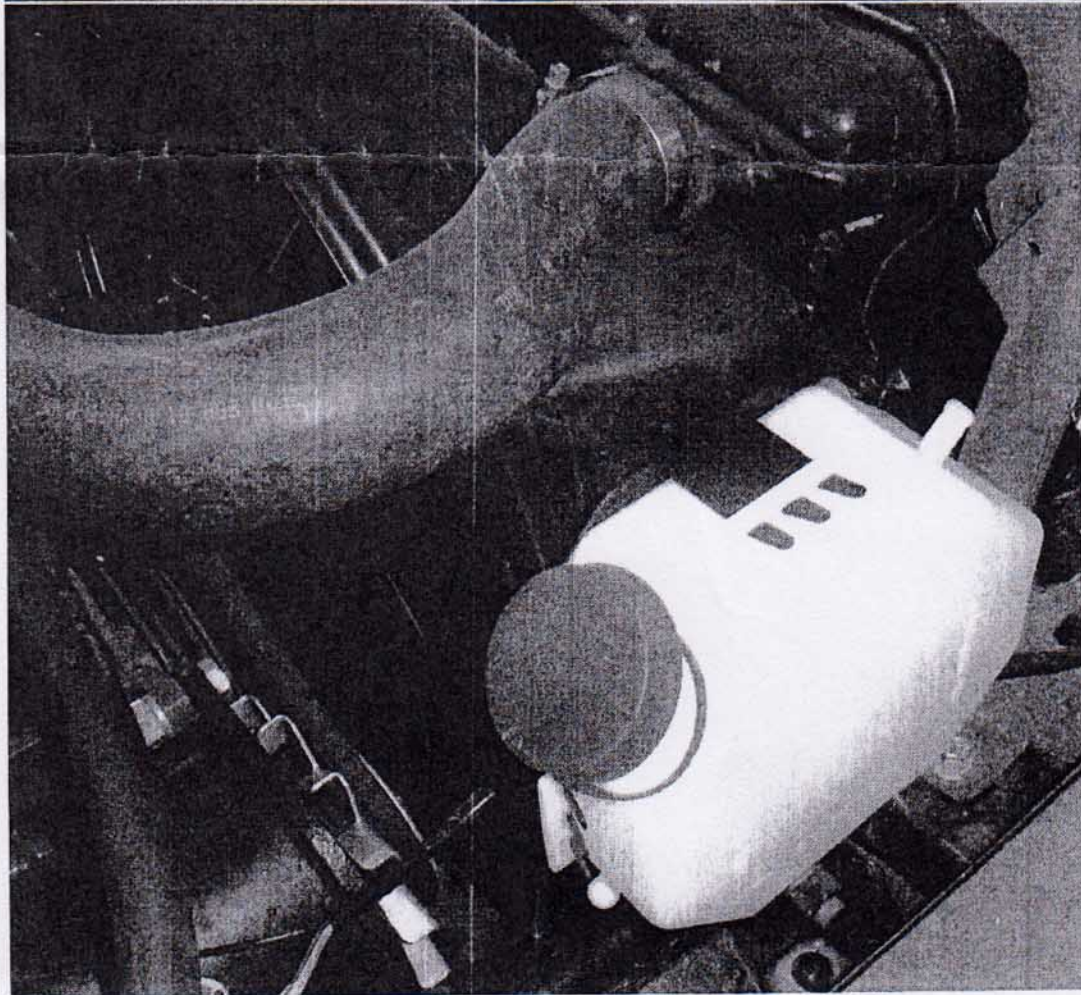
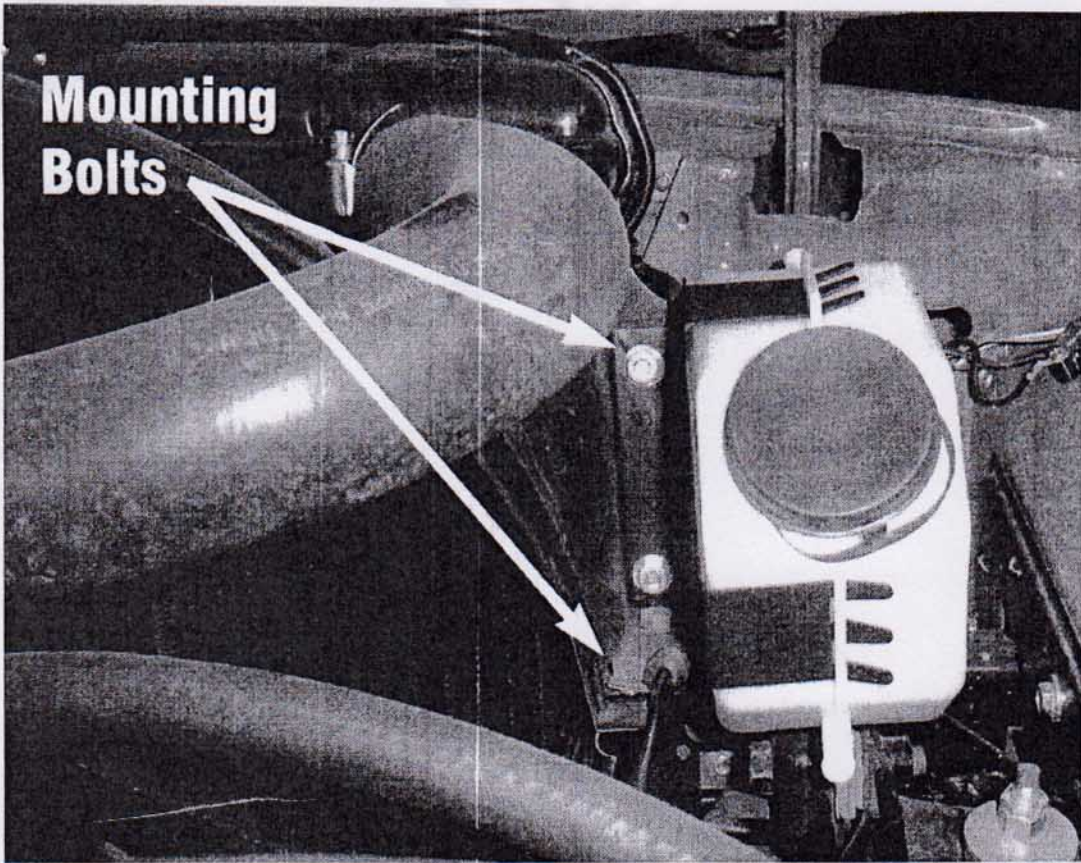
Remove and inspect the radiator cap. This kit requires two rubber seals. Many after market radiator caps already have both seals. There should be one seal that seals down inside the radiator fill neck and another seal that seals on the lip of the radiator fill neck. If your radiator cap does not have the seal to seal on the lip of the filler neck install the supplied rubber gasket onto the radiator cap. Use of a 13 lbs. cap is recommended. Using a lower pressure cap is not necessary and will only reduce the temperature at which the coolant system will boil.

### **Filling with Coolant**

1. Carefully pour 50/50 mix of coolant into the radiator until it flows into the over flow tube and into the jug assembly.
2. Install Radiator cap.
3. Continue to add coolant to the jug to about 1/2 full.
4. Run the engine as you normally would.

### **What to Expect**

This installation removes air from your coolant system resulting in a larger capacity. Each time your engine is hot the coolant will expand into the jug assembly. This is not the same as boiling over. If your system is boiling over, there is another problem present. When the engine cools, the coolant will contract and suck coolant from the jug. Initially there will be considerable air in your coolant system. Since the air is compressible, it will seem like the jug assembly is not working properly. Several heating/cooling cycles will be required to remove the air from the coolant system. Keep the coolant level in the jug above the "full when cold" level but do not over fill especially when cold. If the jug runs dry air will be sucked into the coolant system defeating the purpose of the coolant recovery tank. Once the air is completely removed from the coolant system, you will see the level in the jug rise approximately 2 inches as the engine heats up.



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