



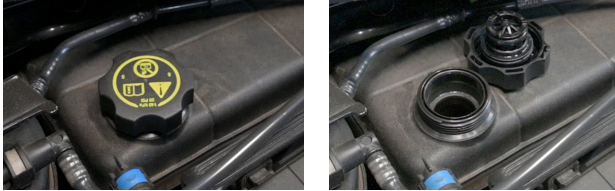
C7 AUXILIARY RADIATOR

32-C7AUX INSTALLATION INSTRUCTIONS



VIDEO INSTRUCTIONS
SCAN HERE

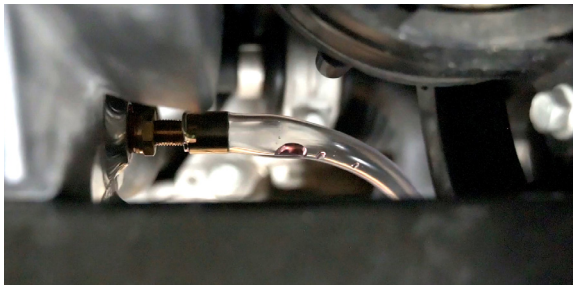
1. Prior to lifting the car, remove the surge tank cap in preparation to drain the radiator.



2. Detach the front skid plate by removing all of the screws. Once the front skid plate is out of the way, remove the rear portion.

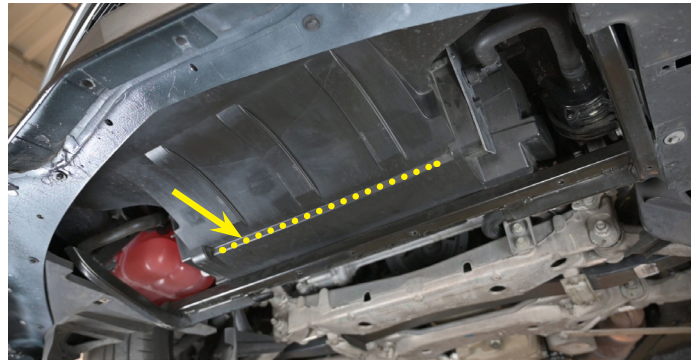


3. Locate the drain valve on the radiator. To eliminate unwanted spills, push a hose on the drain prior to opening and route the other end into a bucket for collection.



4. With the heat exchanger cover exposed, lay out the marks to cut the hole for the new auxiliary radiator.

Using the **crease line in the plastic**, measure forward from this line and make a mark at 3 inches. Do this on both sides of the cover.

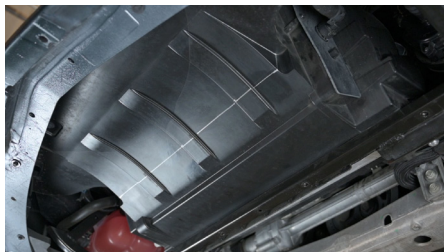


5. Once you have your reference marks on both sides, locate the crease to the outside of your marks, draw a cut line in the angled area. Then, make another line straight down in the corner to connect to your 3-inch reference mark.



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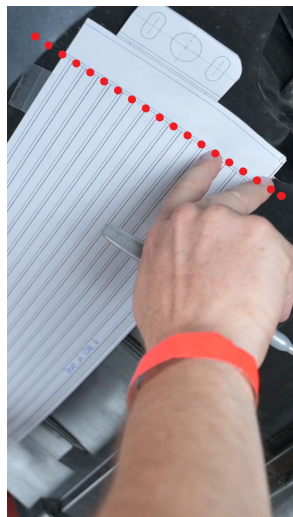
6. Next, connect your 3" reference marks by drawing a line across the cover with a straight edge.



7. Locate the paper template supplied in your kit, and place it along the bottom edge on your drawn reference line.

Use scotch tape to keep the template in place.

Center the template by using the inner set of vertical lines on the template and align them with the molded lines in the plastic cover. The vertical lines on the template represent the inside of the tanks on the cooler.



8. Make two final marks at the top of your template to finish the cut out. Remove the paper template and connect the marks.



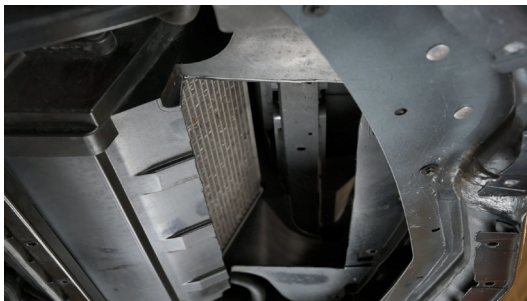
9. This new opening can be cut with the cover still installed in the car. Caution is needed when cutting near the existing heat exchanger behind the cover.

10. With the cut out drawn, use a pneumatic cutting tool or hack saw blade to cut along the reference marks.

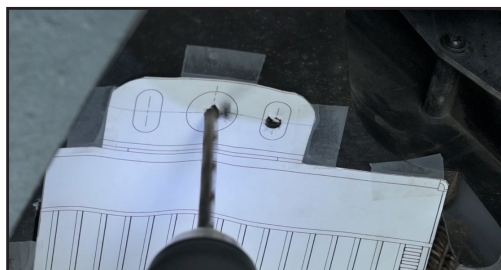
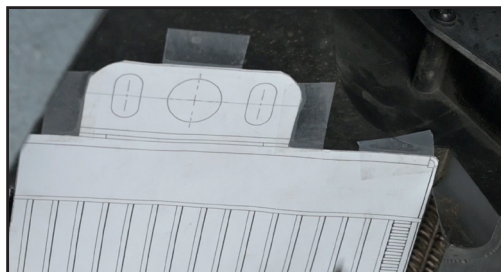


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11. Now that the hole is cut, dry-fit the cooler to ensure the hole size is correct, your corners are square, and the cooler fits.

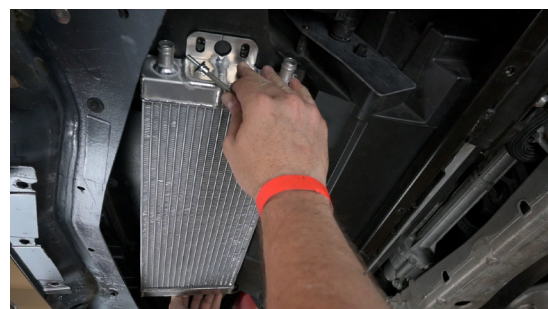
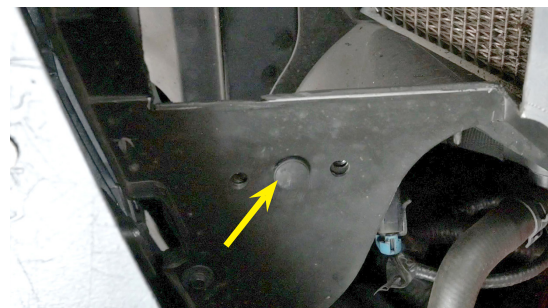


12. Place the paper template back over the cut area. Find the center lines of each hole and drill through each one with a 1/4" bit.



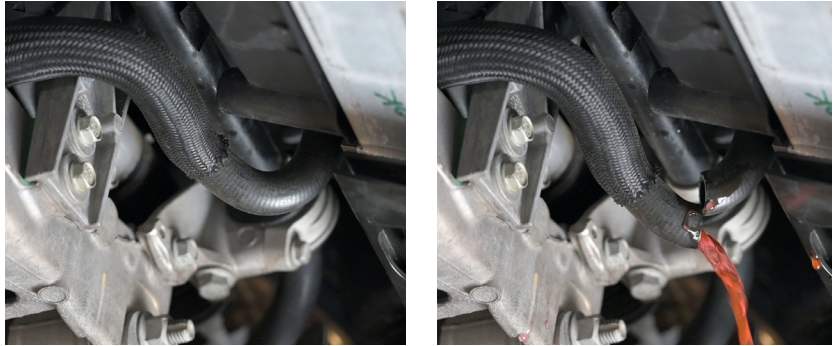
13. Remove the paper template.

14. Set the retainer on top of the holes in the cover, then push the clip in the center hole. If all holes are in alignment and have clearance for bolts, then push the lock into the clip to hold it in place. Do this on both sides. You can now bolt the cooler in place with the outlets facing the driver's side of the vehicle.



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15. Next, cut the radiator hose in the center of the radius. Have a bucket ready to catch any remaining coolant.

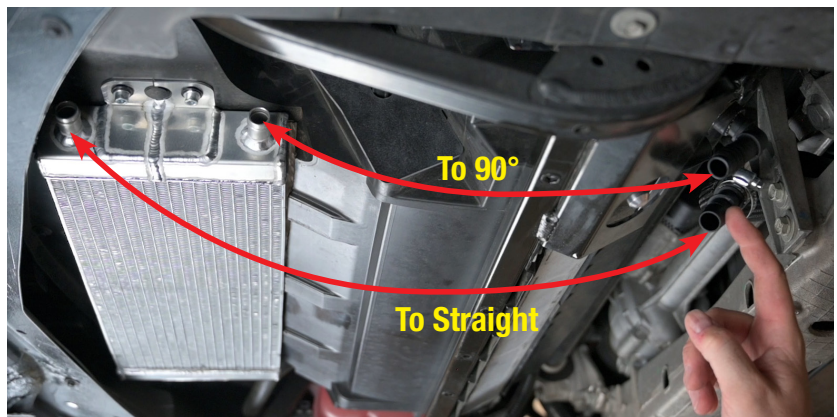


16. The kit comes with two hose connectors: one straight, and one elbow. The 90° elbow will attach to the radiator side and the straight will connect the oil cooler side.

17. Next, attach the straight connector to the furthest point on the cooler with the supplied 24" length of hose and clamps.

Then, connect the closest point on the cooler to the 90° elbow fitting with the 18" length of hose and clamps.

Route the hoses **above** the cross member and tighten the clamps.



18. With the return line from the oil cooler attached by a straight connector to the new auxiliary radiator, and the 90* connector from the new auxiliary radiator to the main radiator, the lines will rest in the original location.

19. With everything installed, you can now reattach the skid plates to the bottom of the car, starting with the rear one first.

