

D3 Performance Engineering CTSV 3gal Heat Exchanger Tank Install

Kit Contains:

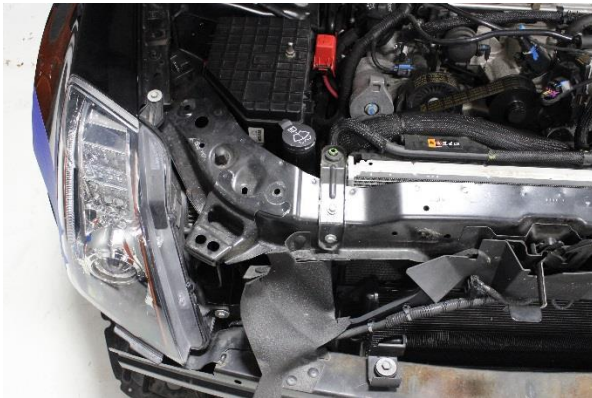
- D3 3 gallon front mounted heat exchanger tank
- Fill spout/lid kit
- (1) 2.50" coupler
- (2) 2.50" worm clamps
- (2) ¾" hose unions
- (6) ¾" worm clamps
- ¾" heater hose 20" long
- ¾" heater hose 22" long
- 6mm nut, washer, and lock washer
- -8AN Cap

Tools needed for install:

- ¼" ratchet with 10mm deep socket
- 10mm wrench
- Flat head screw driver
- Pliers
- 5/16 nut driver
- Drain bucket for fluid

Installation:

1. Remove front bumper using OEM procedures.
2. Remove plastic covers in engine bay.

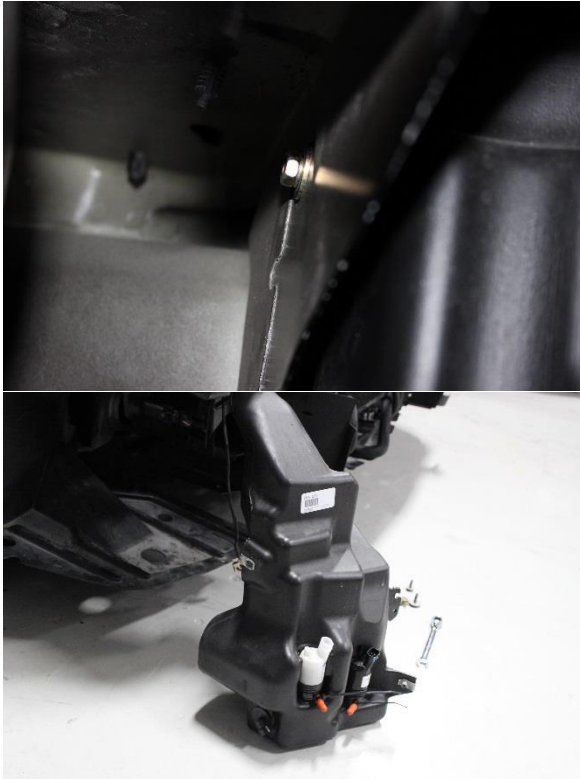


3. Unplug electrical connectors for washer motors and level sensor in washer tank. Then remove the washer feed lines, capping outlets on the motors to prevent fluid from spilling.



4. Locate the three mounting points on the washer tank, remove the 6mm x 1.0 bolts using a 10mm wrench. Slide the tank out and set to the side, keep the bolts as they will be used later.

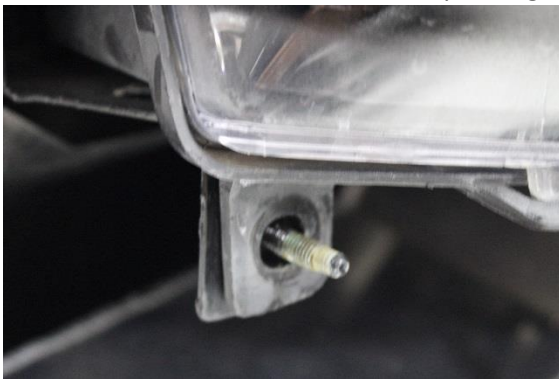




5. Locate the D3 hx tank, install the supplied 2.50" coupler onto the fill point on top of the tank. Install and tighten the supplied 2.50" worm clamps and tighten onto the coupler.



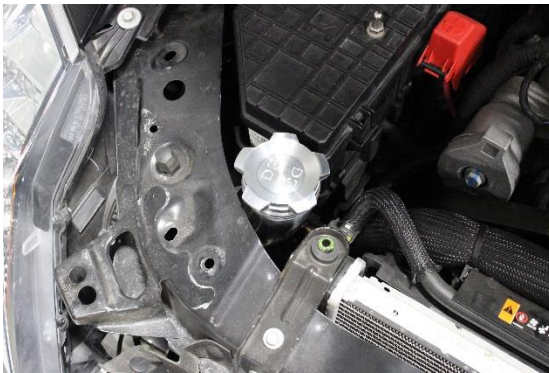
6. Remove the 6mm x 1.0 nut from the passenger side lower head light mount.



7. Install tank into the area that the washer bottle used to mount, fastening to two out of three old mount locations and also to the lower head light mount stud.



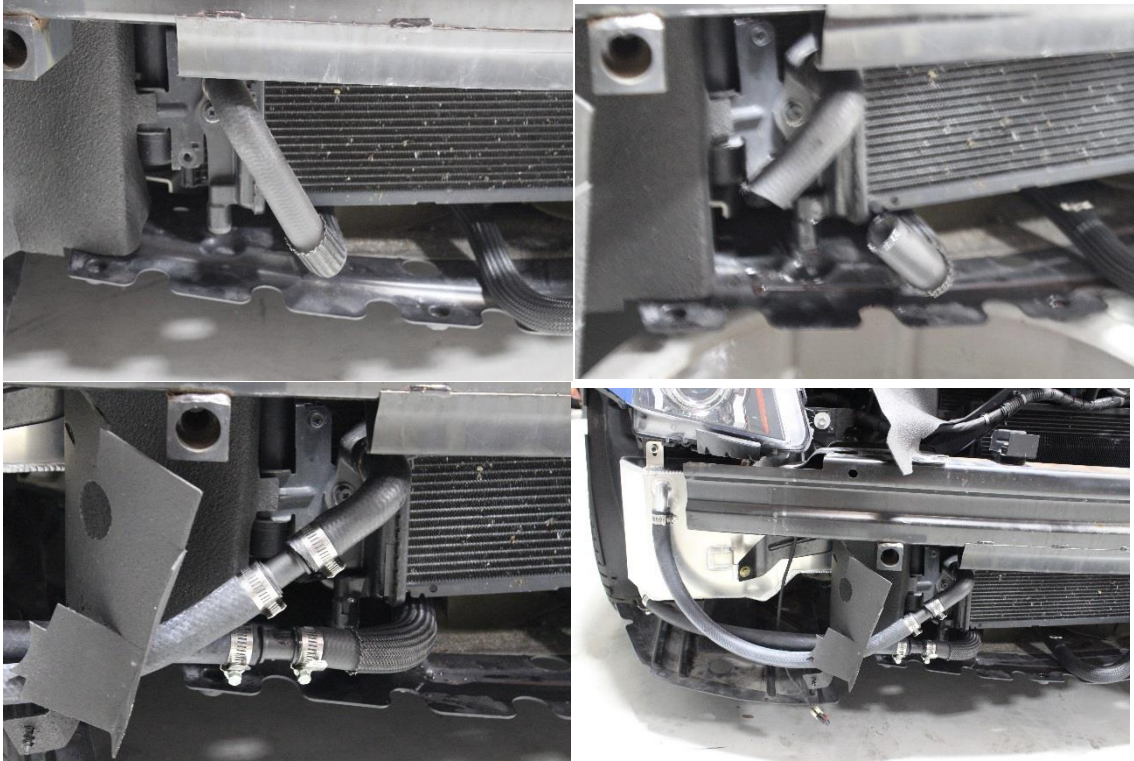
8. Locate fill tube/cap kit, this slides from the top into the coupler on the tank, when in place, tighten the remaining worm clamp on the coupler. *NOTE* Space the cap just close enough to the fuse box to where the cap can open.



9. Reinstall the plastic engine bay covers, trimming around the fill point as needed. It might also be necessary to loosen the clamp on the fill tube to pull it up or reposition it some. *Note* On our in house vehicle, we simply trimmed only the front radiator cover, when we would fill the system we would just pull the fuse box cover up, this way only one plastic needed to be trimmed.



10. Drain the heat exchanger system of fluid.
11. Locate the OEM hose which runs from the HX outlet to the pump inlet, cut the hose in the middle between the two bends. Loosen the clamp on the hose going into the HX, then rotate the hose towards the new HX tank. Retighten the clamp on the HX.



12. Run supplied $\frac{3}{4}$ " hose 20" in length from the bottom $\frac{3}{4}$ " hose outlet on the HX tank and connect with the supplied union to the section of the OEM hose which runs to the OEM pump feed. At the bottom of the side ducting, you can rip a section to allow passage for the hoses. Tighten all hoses with supplied $\frac{3}{4}$ " hose clamps.
13. Run the remaining $\frac{3}{4}$ " hose 22" in length from the $\frac{3}{4}$ " inlet on the upper front of the tank to the hose running to the HX outlet, connect using remaining supplied union, tightening with the remaining $\frac{3}{4}$ " hose clamps. Slide the hose through the same slot in the ducting used in step 12.
14. Install the -8AN cap onto the -8AN drain bung on the bottom of the tank. *Note* If using optional D3 quick drain kit, reference the instructions with the kit.
15. Fill system with fluid, filling from the new fill point, using the OEM fill point simply as an air bleed.
 - Note: If running aftermarket heat exchanger, run hoses in the same manner (Tank>Pump>Intercooler>Heat Exchanger>Back to tank) , also whenever possible, feed the heat exchanger from whichever fitting is lower, so air is pushed up and out of the heat exchanger when filling/bleeding.
 - Note: To have functioning windshield washers, D3 Windshield Washer Relocation Kit required (sold separately).