

STOMSKI RACING

No more guessing, wondering, or hoping about your 911 engine mounted oil coolers. SR009, precisely fabricated from 6061 aluminum, allows you to easily, quickly, and simply test your cooler for leaks. This tool is a must to pressure test all coolers (1965-1989) before re-installation. This high-quality tool is anodized for years of service and includes seals and hardware. Order one now to avoid the mess of a leaky cooler and the headache of replacing a cooler on an otherwise fine engine.

The SR009 is a block off plate that allows you to seal off the top two openings on the 911 oil cooler and to pressurize the cooler to test for leaks. The SR009 uses two OEM oil cooler seals and simply bolts to the existing top mounting holes on the cooler. A compressor, tire pump, or any pressure source and tire chuck can be used to pressurize the cooler.

INSTRUCTIONS

We recommend that once the cooler is removed from the engine, that it be degreased and thoroughly cleaned. Solvent, parts cleaner, brake clean, carb cleaner, or a power washer (set to low pressure to protect the cooler) can be used to this end. A clean cooler will enable you to detect leaks more easily and will help keep some grunge off of you.

Before you use the SR009, treat the seals (supplied) with Dow Corning 111, grease, Crisco, oil, Vaseline, or any suitable sealant. Insert the treated seals into the cooler then complete the sandwich with the SR009, aligning the seals with the holes in the SR009. Because the seals/cooler/SR009 are a compression seal, at this point the SR009 will not fit snugly against the cooler. Insert two M8x1.25 bolts (supplied) through the holes in the cooler and through into the holes in the SR009. Secure nuts (supplied) until the SR009 and the cooler are contacting each other. There is no need to over-tighten the fasteners for testing.

Using some sort of air source and a tire chuck, charge the cooler via the valve on the SR009. If the cooler is suspected to be leaky, minimal pressure (20 lbs.) should be used (for personal safety reasons). If the cooler is believed to be dry, 50 to 75 lbs. is sufficient to reveal any minor leaks that will be the source of future problems. As whenever using compressed air, use ***EXTREME CAUTION*** in applying pressure and testing your cooler.

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Insert the charged cooler into a utility sink or other suitable container filled with water. First check around the SR009 to make sure the seals are seated and no air is leaking. If air is leaking from around the tester, you may want to tighten the bolts more securely and/or apply more grease to the seals. Simply observe the cooler submersed in water for any air bubbles, etc. escaping from the cooler. If there is no air, you can rest assured your cooler is dry. If there is air, your cooler needs to be replaced (or, possibly, repaired).

Prior to releasing the bolts and removing the SR009 from the cooler, release the air from the cooler by depressing the valve on the SR009.

Using compressed air and an air gun, “dry” the water out from the fins of the cooler.