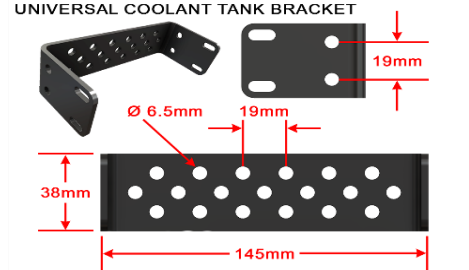


WARNING

DO NOT WORK ON THE COOLANT SYSTEM WHEN THE ENGINE IS AT OPERATING TEMPERATURE.
WAIT UNTIL THE ENGINE HAS COOLED AND THERE IS NO LONGER PRESSURE IN THE SYSTEM.
QUICKLY CLEAN UP ANY COOLANT THAT HAS SPILLED. ETHYLENE GLYCOL IS POISONOUS.

STEP	TOOLS NEEDED	INSTRUCTIONS	PHOTO
1		To understand how the coolant tank is constructed, see section view.	
		The internal chambers are divided vertically down the middle, but small passages on the top and bottom allow water to flow throughout the complete tank.	
		The coolant tank is a universal product that can be plumbed in many different configurations. Use the information below to determine the best method for your particular installation.	
2	Oil Lubrication	The top port (shown green) is an inlet for hot incoming water and is a natural air bleed for the system. For instance, this would connect from the steam tube system on GM LS V8 cylinder heads.	 9/16"-18 6AN ORB
		This threaded port is 6AN ORB (9/16"-18). Because every engine is unique, adapter fittings are not included. A variety of adapter fittings can be found at www.radiumauto.com .	
3	Oil Lubrication	One of the bottom ports (shown yellow) is the drain back outlet. For example, this would plumb to the water pump inlet fitting on the suction side, also referred to as "Heater In" on a GM LS V8 engine.	 7/8"-14 10AN ORB
		This threaded port is 10AN ORB (7/8"-14). Because every engine is unique, adapter fittings are not included. A variety of adapter fittings can be found at www.radiumauto.com .	
4	Oil Lubrication	The other bottom port (shown orange) is not commonly used. If applicable, connect it to the highest point of the engine. This will allow any air bubbles trapped in the radiator or engine to travel up to the coolant tank.	 7/8"-14 10AN ORB
		This threaded port is 10AN ORB (7/8"-14). Because every engine is unique, adapter fittings are not included. A variety of adapter fittings can be found at www.radiumauto.com .	

5		When the pressure of the system exceeds the pressure rating on the cap, hot water is released through this barbed fitting (shown red). Attach a hose to this barbed fitting and route it down underneath the vehicle. Alternatively, install an overflow tank that can be used to catch and return excess water.	
		Rubber 7/32in vacuum hose is commonly used for this purpose. Go to radiumauto.com to purchase it by the foot.	
6	Marker	Find a suitable location for the coolant tank. The pressure cap (not included) must be at the highest point of the cooling system. NOTE: Stay away from hot exhaust components.	 UNIVERSAL COOLANT TANK BRACKET
	1/4" Drill		
		Use the provided bracket as a template to scribe marks through the holes. Fabrication may be necessary. Drill at least 3 holes and/or insert rivet nuts (not included).	
7	10mm Wrench	Using the provided M6x1.0mm hardware, secure the mounting bracket to the chassis.	
8	Threadlocker	Now apply a medium strength threadlocker to the four M5x0.8mm button head screws.	
9	3mm Allen Wrench	Lineup the 4 outer bolt holes on the mounting bracket to the sides of the coolant tank. NOTE: Because there are 5 threaded holes on each side, the coolant tank can be raised or lowered by 26mm in 4 different segments.	
		Secure the 4 screws.	
10	Coolant	When filling the coolant system, unscrew any available air bleed that may be in the system (example shown). Opening air bleed screws alleviates a potential air lock.	
		Fill the coolant system slowly until each bleed location spews coolant. Only fill the tank until the water level window registers half full.	
		NOTE: The level will naturally rise as the engine warms up from heat expansion.	

