

INSTALLATION OF PARTS

Signal Source Fitting: Bag #11

The signal source fitting (p/n 30016B) is placed into the hose that leads to the brake vacuum assist unit. The fiber hose segment immediately behind the brake fluid reservoir must be severed to install the signal source fitting. Note the check valve inside the hose, about 2" from the connection at the brake vacuum unit. Cut the hose about 1.0" inboard of the check valve, leaving enough open length to insert the signal source fitting. This places the check valve between the Signal Source fitting and the brake vacuum unit. Push the size 4 hose clamps on each end of the severed hose, then install the fitting. Point the small hose barbs downward. Tighten the hose clamps. Refer to figure # 14.



Figure # 14

You will need to install the signal line to the By-pass valve now as it is not accessible after the Cool Air Box has been installed. Push the four foot piece of signal line onto one of the small hose barbs. Route it sideways towards the fender well, then forward towards the radiator cover. Let it rest on the frame for now.

Relocation of Lower Coolant Hose: Bag # 6, 8, & 15

While appearing a bit complex, this task is relatively simple and will pay nice dividends a few years down the road with zero heat damage to various coolant hoses. You will change the water inlet to the engine, the lower radiator hose and the path the heater hose takes back to the engine.

Apply a thin line of permatex around the edges of the new water by-pass gasket (p/n 60099) on both sides. Line the gasket up with the water by-pass tube (p/n 60017) and secure it up to the engine, behind the power steering pump, using the original fasteners. Refer to figure # 15 .



Figure # 15

Install the power steering pump and it's mount back into their original position. Leave the bolt at the top/forward mount out at the moment. The compressor inlet tube heatshield will attach in this position later. Tension the PWS pump belt and tighten all related fasteners.

Connect the lower coolant tube (p/n 60019B) to the base of the radiator with the piece of 1.25" ID hose and size 16 hose clamps as shown. Apply a thin line of permatex on the inside of all connections. Refer to figure # 16.



Figure # 16

Apply a thin line of permatex on the inside of the 90° rubber elbow ends. Attach the 90° rubber elbow to the water by-pass tube and the 1.25" ID hose to the lower radiator connection. Line up hose clamp drums and tighten them.. Make sure the rubber elbow is clear of the belt. Adjust the lower radiator connection as needed for clearance. Refer to figure # 17.

Note: It is very important that the 90° rubber elbow does not make contact with the A/C and PWS belt. Should the belts rub on the hose, it will be a major inconvenience.



Figure # 17

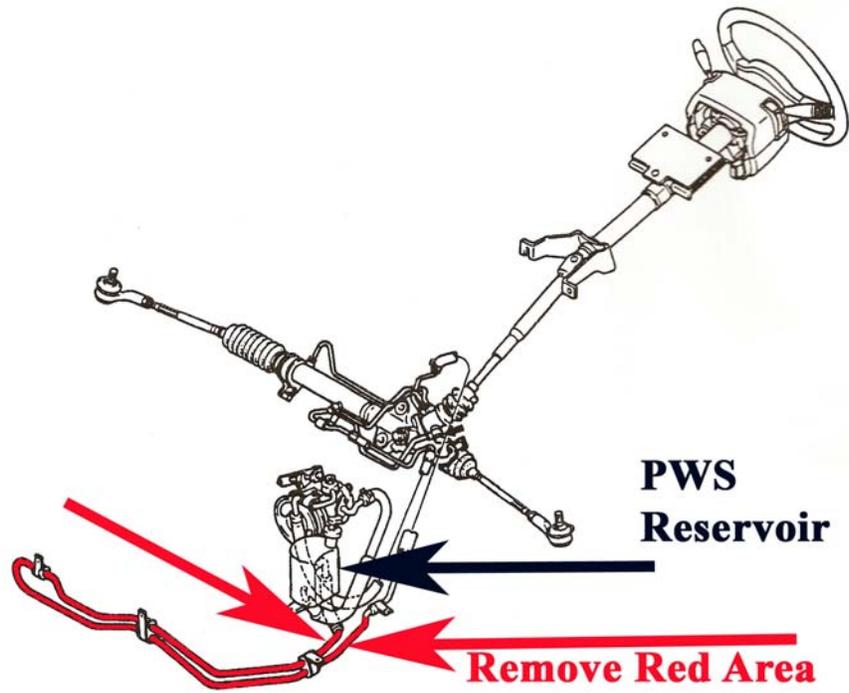


Figure # 25

Locate the low pressure line leaving the power steering rack. Follow it until it runs by the plastic clip that was removed (refer to figure # 9 on page 5) under the PWS Reservoir. Measure the line available and cut the PWS line after the insulation wrap. Refer to figure # 24. The areas marked in red are the items to be removed and replaced.

Slide a size 4 hose clamp over the end, insert the 3/8 hose barb splice, and tighten the clamp. Route the PWS cooler “in” line to connect at the open hose barb on the splice. Use a size 4 hose clamp here as well. Refer to figure # 25. 26

Route the PWS cooler “out” line to the PWS reservoir. Be care not to pull on this line, as you do not want to disrupt the bend coming out of the PWS cooler. The reservoir will be removed later to install the cold air box. If you attach the PWS cooler “out” line now, it may be necessary to remove it (temporarily) later. Slide a size 4 hose clamp onto the line, then push the hose onto the front connection. Tighten the hose clamp. Refer to figure # 26. 27

Use the last adel clamp to move the PWS lines out of the way. Locate a stud pointing towards the floor on the left side of the car, just behind the intercooler inlet. Refer to figure # 27. Place both PWS lines in the clamp. Then secure the clamp on the stud with the original nut. Use tie wraps to secure the fluid lines to adjacent items at several locations if needed. Do not replace the PWS fluid yet. Refer to figure # 27. 28



Figure # 26



Figure # 27