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GVW-AT-COOLER

External Cooler Kit for Vanagon Automatic Transaxle
1983-1991 Vanagon

Add this state-of-the-art, thermostatically-controlled automatic transmission oil cooler to your Vanagon, and stop worrying about the expensive, no longer available, prone-to-failure factory oil cooler!

DISCLAIMER: This kit has been designed for easy installation. However, it does involve drilling into the factory crossmember. The installation of this kit is not within everyone's ability. Read through these instructions carefully and decide if installing it is for you. If not, please take your vehicle to an automotive professional.

Hardware List 	Parts List 
(2) 12 x 1.5 Male to JIC Male Pipe Fitting	(1) Transaxle Heat Sink Cooler
(4) 3/8" Male to JIC Male Pipe Fitting	(1) Thermostat Body
(1) Plastic Hose Connector Elbow	(2) 17" Long Hose Assemblies
(4) Rubber Cushioned Clamps	(2) 6" Short Hose Assemblies
(4) #8 x 5/8" Long Self Drilling Screws	
(2) #8 x 1" Long Self Drilling Screws	

Installation Note: If your Vanagon is air-cooled (1980-83) or has the rare belly heater (auxiliary heater booster) installed, this kit will NOT fit your vehicle.





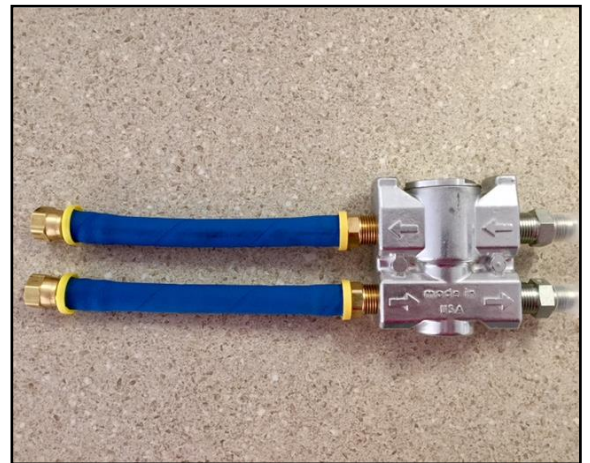
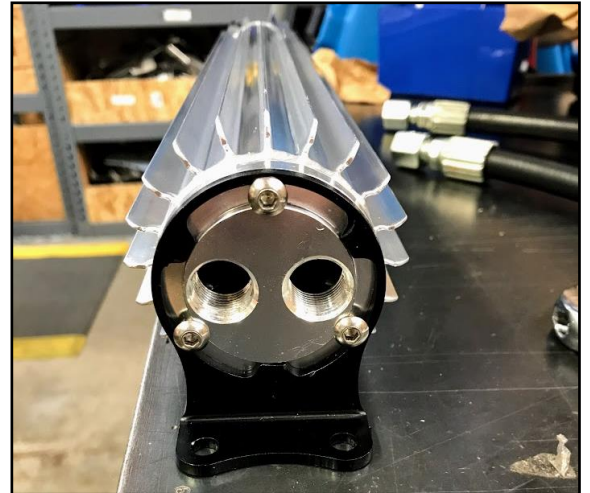
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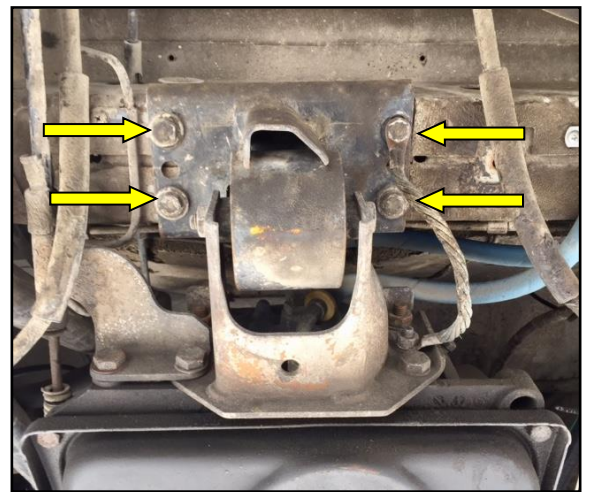
Installation Instructions

- 1) Install the mounting brackets at either end of the cooler using the included internal hex bolts.
- 2) Install the straight pipe fittings and short hose segments into the cooler and thermostat body as detailed below. Make sure to add a bit of the included Threadlock to the fittings. Torque to 20 ft-lbs.



 *Note: Be sure the thermostat fittings and arrows match the photo above before proceeding.*

- 3) Support the front of the transaxle with a jack, remove the front mount and bracket, then lower the front of the transaxle by approximately 6 inches.
- 4) Remove coolant hoses from ATF oil cooler and plumb hoses together using 5/8" coolant elbow (provided) reusing existing clamps. Note: When (not if) you do a coolant system overhaul, you can delete these hoses altogether by using the hoses for the manual transaxle vehicles to replace yours.
- 5) Remove oil cooler and O-rings.



- 6) Install 12mm flare adaptor fittings with the provided crush washers. Torque to 20 ft-lbs.
- 7) Install the 90-degree fittings of the longer hoses onto the transaxle. Tighten fittings hand-tight until they seal and route hoses out to the driver's side and forward.



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8) Temporarily install the front mount and lift the transaxle into place to ensure the hoses are routed safely. Now, remove the mount and tighten fittings approximately another ¼ turn—about 10-15 ft.-lbs.



9) Re-install the transaxle mount and bolt the transaxle back in place permanently.

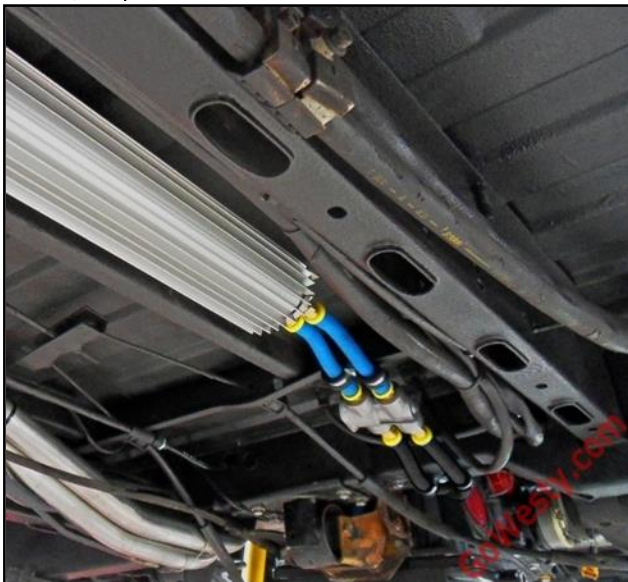
10) Install the thermostat assembly onto the long hoses hand tight. When installing the thermostat assembly onto the hoses, take note of the flow direction arrows on the thermostat. The bottom port of the transaxle is the output *TO* the thermostat and the top port is the inlet *FROM* the thermostat. Install the hoses to ensure the fluid flow matches up to the arrows on the thermostat.

11) Install the cooler to the thermostat hand tight and fasten the cooler to the underside of the body using the self-drilling, self-tapping screws provided.

12) Tighten all hose fittings approximately another ¼ turn—about 10-15 ft.-lbs.

13) Fasten hoses to body cross-members using the hose mounting (Adel) clamps and screws provided.

14) Top off fluids. Note: The cooler will add APPROXIMATELY 1.5 pints to the ATF system capacity.



That's It!