

INSTRUCTIONS

NOTE: Manufacturers of the fan and cooler recommend that the system be assembled as push through style for the most efficient operation.

1. Fan and cooler are supplied assembled. It is recommended that the part not be disassembled.
2. It is very important that the proper location is chosen to mount the fan/cooler. Be sure that fan/cooler will not be affected by any flexing of the body or frame of the vehicle. In the case of an off-road car, do not mount the fan/cooler in a corner of the chassis or between two fixed frame rails. It is best if the fan/cooler bracket is free standing (See Fig 2). The suggested mounting location for street sedans is above and to the left of the transaxle.
3. Use the four (4) urethane vibration dampers supplied when mounting the unit (See Fig 1).
4. Power **must** be supplied to the blue wire of the fan motor. This will insure that the fan motor is turning in the correct direction. The black wire is the ground wire. The power is to be taken from fused side of the ignition wire at the fuse box. This will guard against the fan being left on after the engine is turned off. A thermostat switch can be used to make the operation of the fan automatic based on temperature. See #3083-10 **In-line Thermostat Switch** in "BUGPACK" catalog.
5. Be sure that when the fittings are installed in the cooler, the fitting boss is held securely when tightening the oil fittings.
6. If fan/cooler is to be used in a full flow system, mount the fan/cooler after the remote filter

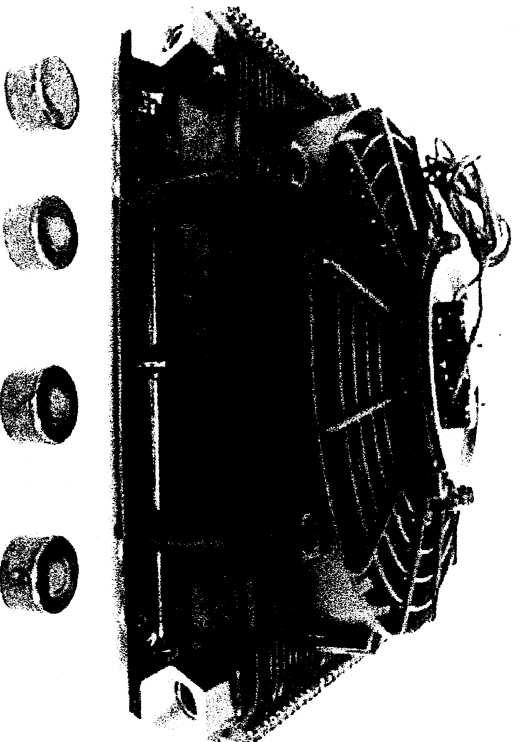


Fig 1

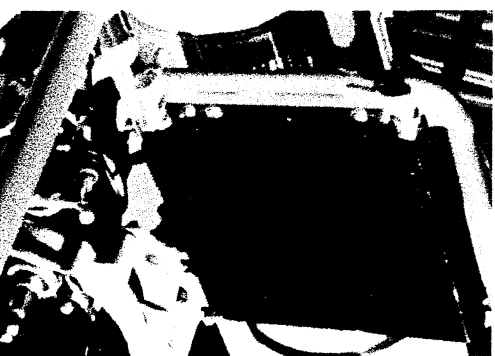
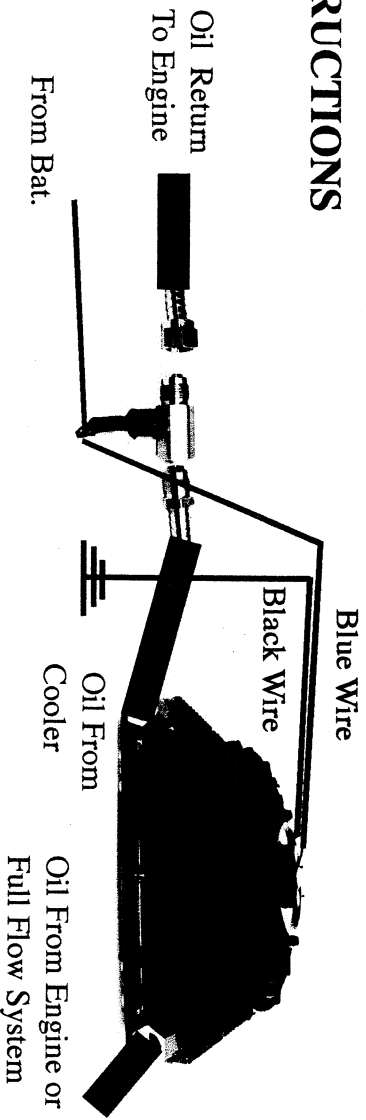


Fig 2

INSTRUCTIONS

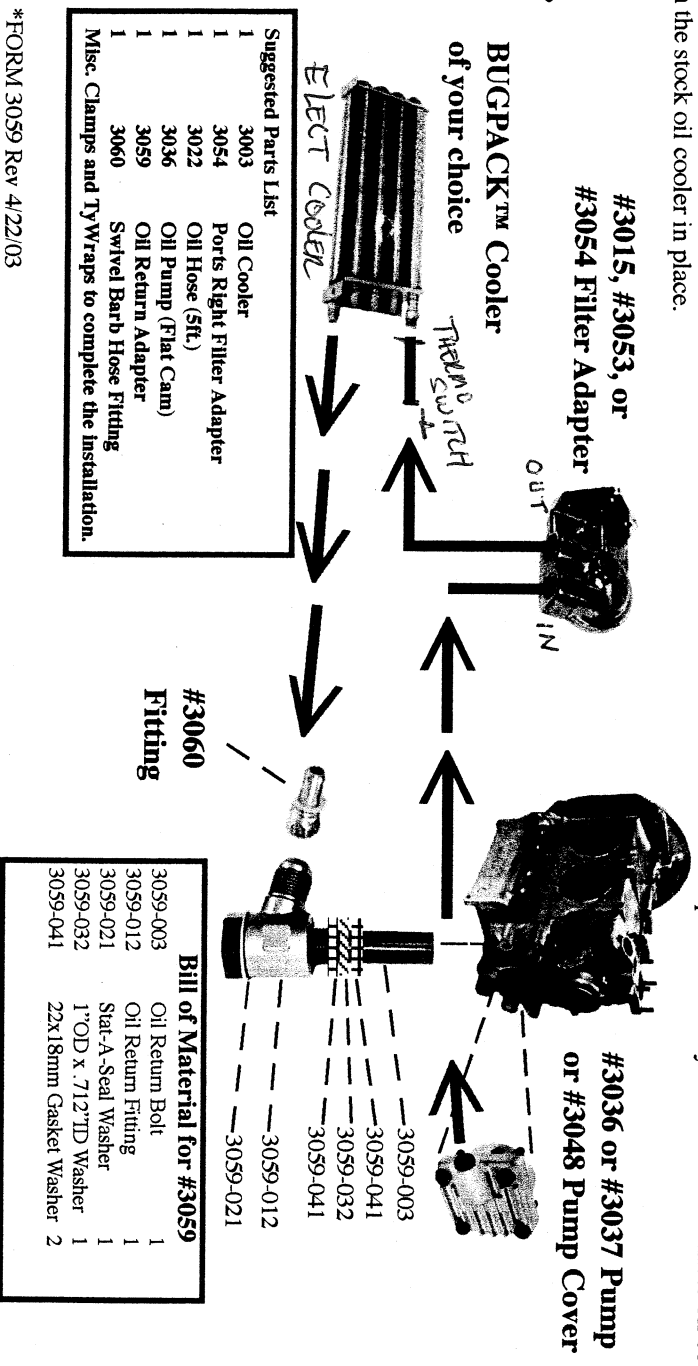


NOTE: When assembling the switch to the fitting, use a small dab of Red Loctite™ and **HAND TIGHTEN ONLY. NOT NECESSARY TO USE ANY WRENCHES.** Allow time for Loctite™ to set up before use.

1. 3083-10 In-Line Thermostatic Switch is designed to be used in conjunction with 3082-12 Mesa Cooler with Fan. The switch is used to turn on the fan automatically when the oil reaches 180° F.
2. It is recommended that the switch be installed on the outlet side of the cooler. By using that side of the cooler, the fan will not come on if the cooler maintains the oil temperature at 180° or lower.
3. Wire one side of the switch to the blue wire on the fan motor. Connect the other wire of the switch to the fuse side of a 12V power supply. The black wire on the fan is the ground wire.
4. An Oil Temperature Gauge should be installed in the vehicle with the sender installed after the switch to be sure that the engine is operating at the desired oil temperature.

FULL FLOW AUXILIARY OIL COOLER

The stock cooler is left in place and the oil is pumped out of the pump cover, plumbed to a filter adapter and cooler then back to the engine. To get the oil back into the engine, BUGPACK™ part number 3059 is used in the rear pressure relief port. The spring, piston and plug are removed. This part will only work on dual pressure valve cases. A list of the parts needed is below. Each specific part will have its own set of instructions, but the illustration below will show the method and parts necessary to assemble a remote oil cooler with the stock oil cooler in place.



#3015, #3053, or
#3054 Filter Adapter

BUGPACK™ Cooler
of your choice

#3036 or #3037 Pump
or #3048 Pump Cover

Suggested Parts List

1	3003	Oil Cooler
1	3054	Ports Right Filter Adapter
1	3022	Oil Hose (Fit.)
1	3036	Oil Pump (Flat Cam)
1	3059	Oil Return Adapter
1	3060	Swivel Barb Hose Fitting
Misc. Clamps and TyWraps to complete the installation.		

#3060
Fitting

Bill of Material for #3059

3059-003	Oil Return Bolt	1
3059-012	Oil Return Fitting	1
3059-021	Stat-A-Seal Washer	1
3059-032	1"OD x .712"ID Washer	1
3059-041	22x18mm Gasket Washer	2

3059

INSTALLATION INSTRUCTIONS CASE OIL RETURN

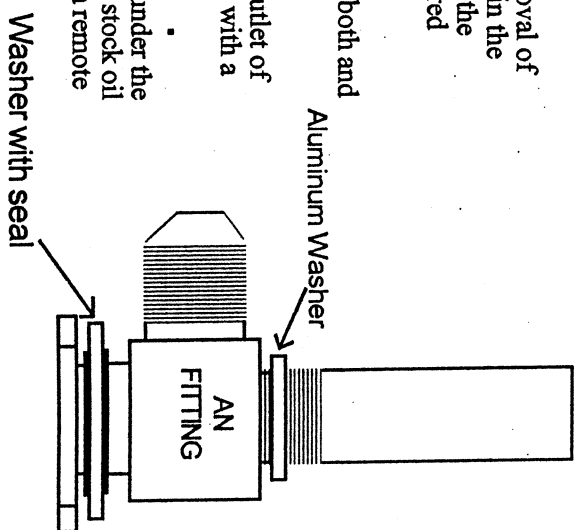
Installation can be made without removing the engine. No machine work is required. It can be used in conjunction with our oil pump cover and our heavy duty oil pump.

Installation of the case oil return kit is accomplished by removal of the long oil relief spring and valve in the oil bypass passage in the rear of the engine near the pulley. Install the oil return kit in the cavity assembled as illustrated. Point the fitting to your desired direction and torque to 30 lbs.

Run oil from oil pump cover through remote cooler, filter or both and back to the oil return kit.

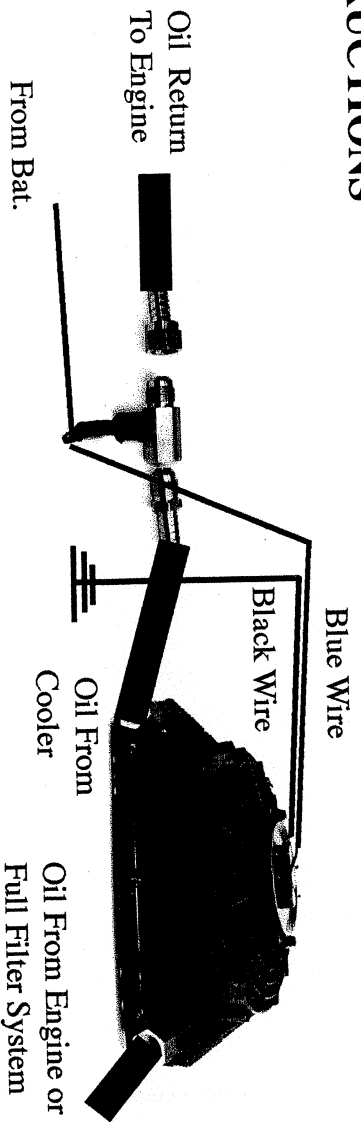
Note: If our oil return kit is used with a stock oil pump the outlet of the pump must be plugged. Our heavy duty oil pump comes with a plug for this purpose.

The total installation of the oil return kit can be made from under the car, with no cutting, tapping, or machining of any parts. The stock oil cooler can remain on the engine, giving cooling along with a remote cooler installed under the floor.



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INSTALLATION INSTRUCTIONS

CLEAN AND INSPECT ALL PARTS

1. Locate convenient mounting location for your filter adapter. Remember to leave enough room to remove the oil filter during oil changes when choosing the mount location. Mark and drill three (3) 5/16" holes. Mount adapter with hardware supplied.
2. Install nipple and snug tight.
3. Install hose fittings you have chosen to fit your installation. **CAUTION:** Since the threads in the adapter are tapered 3/8" NPT care must be taken when installing the oil line fittings, do not over tighten. A cracked filter adapter could result.
4. Use HP-1, PH-8A, or equivalent oil filter. If space is a problem there are short filters with same mounting design as the above filters.

5 Check for leaks.

FORM 3015