HEAT EXCHANGER INSTALLATION

This is going to take some time so stay with me as I load this stuff up.

Image One

Image Two

Remove the Radiator Cover

Image Three

Remove 5 front inner fender well phillips head screws

Image Four

Remove Lower Air Dam and Belly Pan

Image Five

Remove inner fender well plastic Phillips head release rivets. After inner fender well is removed disconnect all lighting connections

Image Six

More Phillips Rivets in fender well

Image Seven

Belly Pan 7/32 screws

Image Eight

Belly pan and front splitter removed

Image Nine

Remove upper bumper mounting screws

<Missing Image> On each side after you remove the inner fender well there are two 10 MM screws that hold the bumper in place. Remove both on each side of the inner fender well. Lightly pull down and then lift and pull the front bumper clip off. It's amazing how easily this thing actually comes off.

Image Ten

Remove clamp at bottom of heat exchanger and loosen supercharger reservoir cap and place bucket underneath to capture fluid

Image Eleven

Disconnect electrical connection to water pump

Image Twelve

Disconnect inlet from Supercharger Reservoir to water pump

<Missing Image> Remove water pump from current heat exchanger and install onto back of new C&R Heat Exchanger with 5 washers on each stud to space up the heat exchanger. Included in kit is new hose with 90 degree bend, the shorter one. Install onto water pump and connect to dual pass inlet on back of heat exchanger. Cut hose to fit and use provided stainless steel hose clamps to mount.

Image Thirteen

Remove Stock Bumper Bolts for replacement with new provided Bolts in kit for hanging Heat Exchanger

Image Fourteen

Install Heat Exchanger with new bolts and NYLOC nuts to hold in place. Take your time, this can be time consuming.

Image Fifteen

Heat Exchanger is hanging and in place. Tighten NYLOC hex nuts into place.

Image Sixteen

Time for COLD BEER

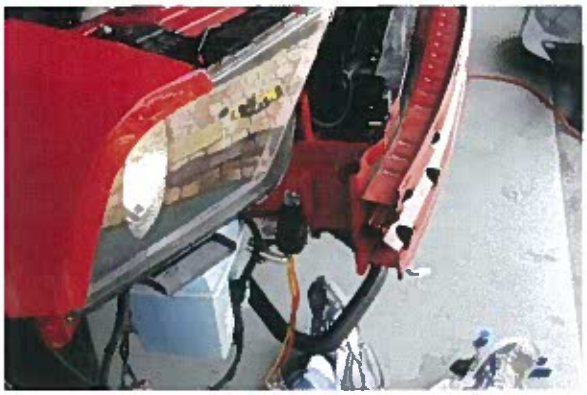
Image Seventeen

Wiring Harnesses and Relays. One relay is missing form the picture. Eddie G isn't the best photographer. LOL

Image Eighteen

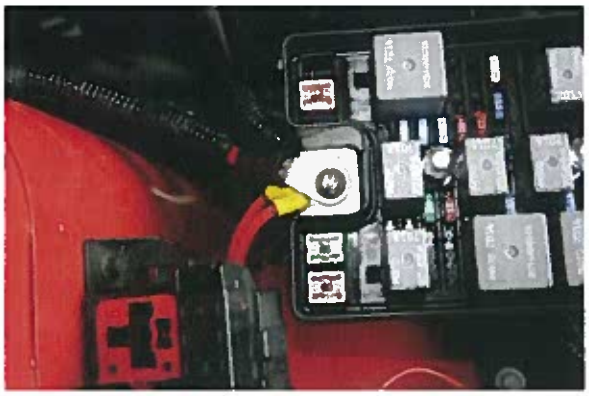
Drill Holes for Relay Mounts and and grounding. You can find separate relay mounts of your choosing as well as grounding locations without drilling. Eddie G consider's his car that much closer to race ready for the road course so he doesn't really care about the holes. There are plenty of locations to pick up mounting locations and grounding locations.

Image Nineteen



First Relay is hanging. Next relay will be located directly next to it. Then let the wiring begin.

Image Twenty



After wiring (see wiring diagram) in next post. Take provided in line fuses which are provided closed loop cut to need. Crimp round eyelet connector to both in line fuses and attach at fuse box location

Image Twenty One

Inline Fuses and Relay Triggers

Image Twenty Two

Fuse Position 47. We are doing an installation with the Add-A-Fuse product. A lot of you wanted to see it this way versus a crimp connector.

Image Twenty Three

Add-A-Fuse from Advance Auto Parts

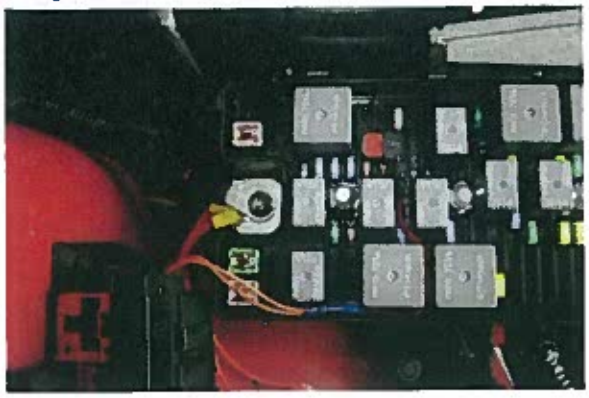
Image Twenty Four

Twist the two wires from the relay (triggers) and crimp into place with the aforementioned Add-A-Fuse but splice.

Image Twenty Five

Image is not very good. Installed the 15 AMP mini fuse that was removed from Position 47 and installed 10 AMP mini fuse for Relay Trigger. This will trigger the relays and fans at Ignition or Key On.

Image Twenty Six



Add A Fuse installed.

Installation complete. Reverse installation and re-install bumper clip etc.