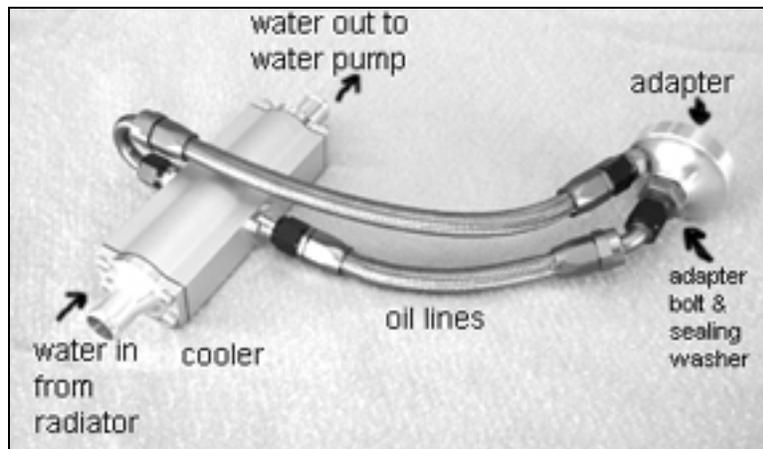


## INSTRUCTIONS FOR INSTALLING THE FTZ OIL COOLER for R6's



Installing this cooler is usually a simple task, depending on the chassis, radiator, and water hose routing. A look at the image of the engine with adapter explains most of it. The cooler kit consists of the following parts.

- 1) The oil cooler
- 2) The adapter, a round aluminum piece, which replaces the stock oil cooler.
- 3) Adapter fitting bolt & sealing washer, this replaces the stock cooler bolt and sealing washer.
- 4) Oil lines (if ordered), Stainless braided oil lines leading from the adapter to the cooler and back.

The cooler usually mounts in a water hose (most are 1"), either leading from the radiator to the water pump inlet, or possibly in the water pump exit hose leading to the engine block. On most cars with a front mount radiator, just drain the water, remove the lower hose and hold the cooler in the position it fits best, then hold the hose beside it and mark it where it needs to be cut. It is preferred to keep it low in the car so the oil won't have to be pumped "uphill" as much. Use some good quality hose clamps, and make sure the clamps are put "behind" the ridge on the hose barbs on the ends of the cooler.

The adapter replaces the stock oil cooler and has fittings that the oil lines attached to leading to and from the cooler. When installing the adapter & fitting bolt, be sure to put the original oring in the groove. Use a little oil or grease on the reusable sealing washer and torque down to 45 ft. lbs. using a 1 & 1/8" socket. You will need to rotate the adapter to a position that best suits the oil line routing before tightening of course.

The oil line length will be determined by the cooler position. We have this worked out for current model Stallard cars, and on others as we go along, but if you have a different chassis you may have to calculate these lengths after you locate the cooler. We will work with you on this. We can send the oil lines extra long so you can cut and install the ends yourself. Or you can get back to us with the line length you need and we can send them later. There is no direction to the oil or water flow in the cooler- so any way it hooks up is fine. Avoid kinks and sharp bends of course. These are standard AN-8 fittings so you can use hose ends with any combination of 45, 90 or 180 degree bends. We have all these AN ends for the oil lines in stock

The cooler will hold some extra oil, so keep that in mind during oil changes.

On initial start up, it would be best to take out the spark plugs and crank the motor until you see the oil pressure gauge move, then recheck the oil level with the dip stick. Add to the full mark. Then fire up the motor for a while and recheck the oil right after turning it off.

If you wish to monitor the oil temperature and don't use a Mychron data unit, we can supply a digital temp gauge (for water or oil) that can be installed in the oil galley using our R6 oil gauge adapter. The oil pressure gauge senders are usually on the right side so we put this temp sender in the left side galley hole.

The gauge is \$99.95 and the adapter plug is \$15.95.

Or you might decide it is time to step up to one of our Mychron packages- you won't believe how much help these things are.

Thanks & call us with any questions or issues.

Jon & Alex