



# TEMP-A-CURE™

## Temp-A-Cure Oil Cooler Fitting Instructions:

**Suggested Tools:** Qty. 2 - Aluminum AN Hose End Wrenches (1-1/8") & Earl's Performance Assembly Lube

1. Inspect oil cooler threaded boss and AN fitting for nicks or burrs in O-ring contact area that might cause O-ring failure.
2. Lubricate O-ring by coating with Earl's Performance Products Assembly Lube or light petroleum oil and install the O-ring onto the fitting.
3. Screw male AN cooler fitting into the straight female thread boss on oil cooler.
4. Using two AN wrenches, tighten AN fitting until hexagon face contacts the face of the hexagon boss on cooler as shown in picture. Always use two wrenches to tighten fitting onto cooler. Using only one wrench and cooler as leverage will cause cooler to fail.
5. Do Not Over Tighten. Tighten to just snug. The O-ring is the sealing component. This is not a pipe thread.

**Note. Failure to follow above installation procedures voids cooler warranty!**

You will find that your cooler is provided with a mounting tab at each of its 4 corners. If you choose to mount your cooler using these tabs, beware of the following:

1. The tabs are not designed to support the weight of the cooler.
2. The tabs should not be secured in a way that causes distortion of the top or bottom plate.
3. Consider the amount of vibration or shock that the cooler tabs will be subjected to before using them for mounting purposes.
4. Improper mounting of the cooler can result in damage that will not be covered by our warranty. We recommend using one of our mounting kits. Find the one that's right for you in our catalog or on our website at [www.earls.com](http://www.earls.com).

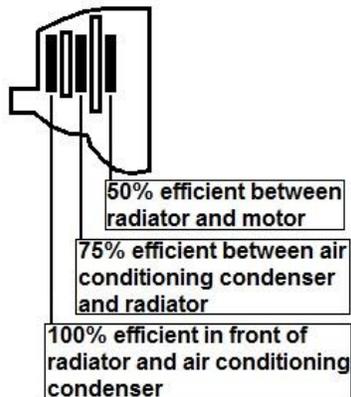
Temp-A-Cure Oil Coolers are about the most efficient heat exchangers on the market today. This efficiency is due in part to the use of very thin sheet metal which is stamped into the dish plates that are used in the construction of our tubes.

## Fast, Easy Installation:

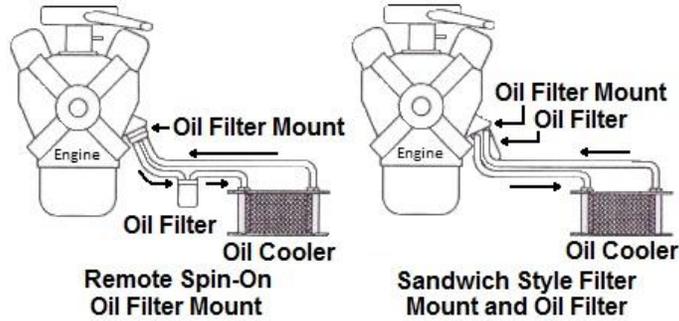
Auxiliary oil cooler for engine oil or transmissions help prevent many overheating problems before they occur, and may save hundreds or thousands of dollars in repair bills over the life of the vehicle.

**SAFETY FIRST!** Disconnect the battery cables and block wheels before starting.

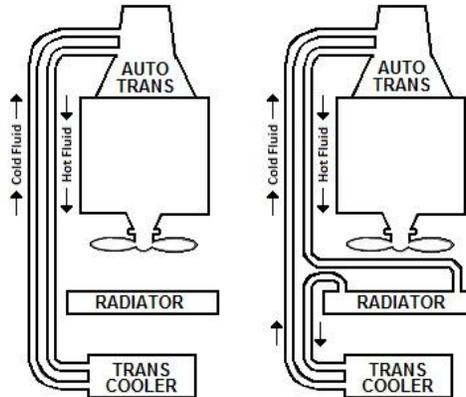
1. Install the cooler for maximum air flow. Cooler is most efficient when mounted in front of radiator or air conditioning condenser.
2. Carefully route hoses away from fan, fan belts, exhaust manifold, suspension components and sharp corners of sheet metal.
3. Run the engine for a short period of time to check for leaks. Retighten all connections after the first 500 miles and recheck all connections at each oil change.



## TYPICAL ENGINE COOLER INSTALLATIONS



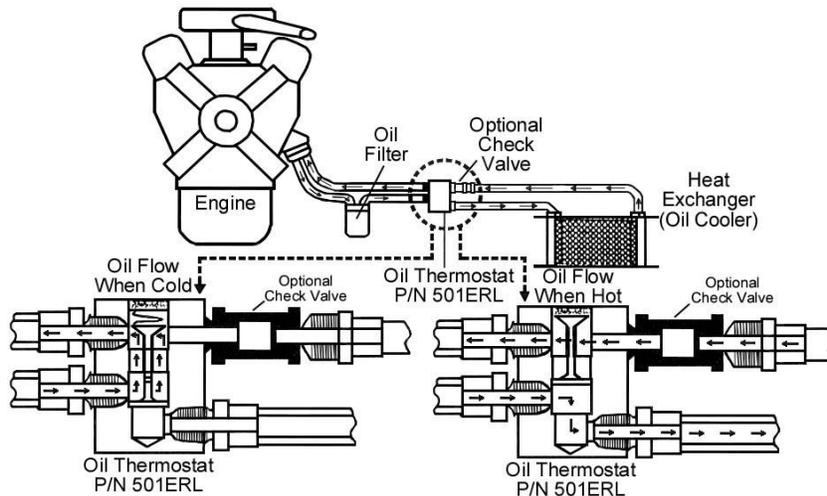
## TYPICAL TRANSMISSION OIL COOLER INSTALLATIONS



## ATTENTION THROTTLE STOMPERS!!!!

The outstanding heat transfer characteristic of our Temp-A-Cure™ Oil Coolers is achieved in part by using very thin aluminum sheets for the oil tubes.

Stomping on the accelerator while the engine is still cold with a sticky bypass valve on your engine can combine to create a pressure spike that could damage the cooler. If you can't break the "throttle stomping while the engine is still cold" habit, you must install a check valve (FCV) and a thermostat (P/N 501ERL) in your oil system, as shown in the diagram.



1. Place the Flapper Check Valve (FCV) in the return line **FROM** the cooler **TO** the thermostat.
2. The direction of free flow through the FCV **MUST** be **towards** the thermostat.
3. See the drawing for the location of the thermostat. The port marked "INLET" on the thermostat is the inlet from the engine. Be sure to plumb the thermostat according to the drawing.

For warranty information, please see our website at [www.earls.com](http://www.earls.com).