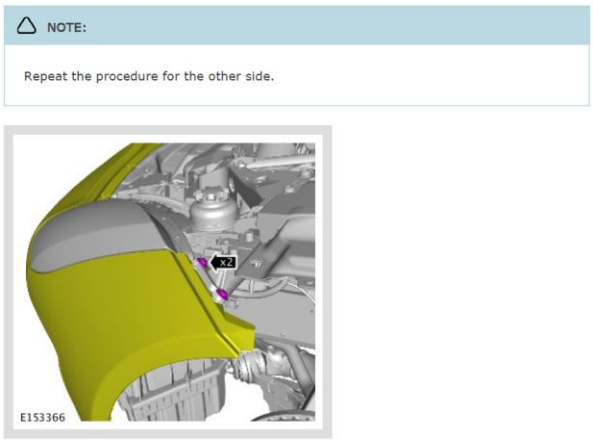
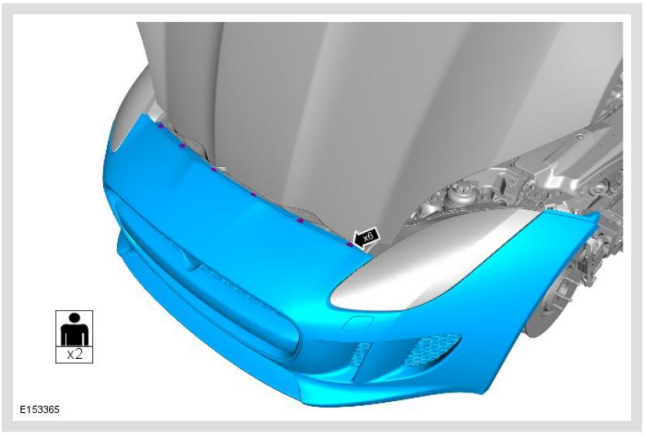
JAGUAR F-TYPE PIERBURG COOLANT PUMP FAQ

SKU: VEL-JLRSCWATERPUMP-CWA150

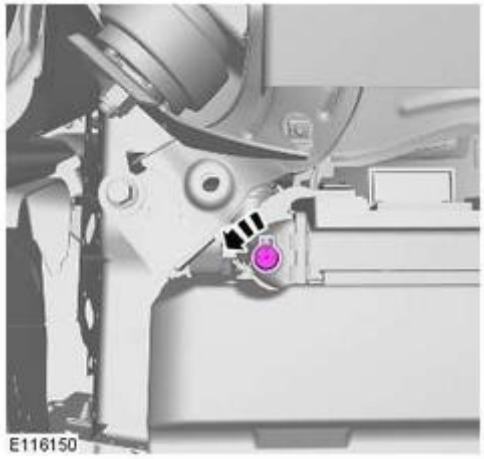
- ✓ For additional questions related to the installation of your new Pierburg CWA150 Coolant Pump, please email us at: info@velocityap.com. This FAQ is meant to assist with the installation of your new coolant pump, but not provide a step-by-step guide. **Please refer to this video for installation: https://www.youtube.com/watch?v=Ps1M-pX_5U8**

- ✓ Before beginning any work, please verify you've received both the pump and small wiring connection cable. The provided jumper cable is compatible with 2015+ vehicles. **Earlier model years will need to wire the pump as follows: (GND = pin1, 12v = pin3, pin 2 is for the pwm (duty cycle) which can be left cut/taped. The pump will run at 100% when powered, which is how we tune for this. The pump is designed to run at 100% for its life.**
- ✓ The front bumper of the vehicle as well as the undertray will need to be removed to gain access to the coolant pump. In addition to the 10mm bolts shown here, there are (**5)** T30 torx bolts on **both** the driver and passenger side wheel arches to be removed as well as (**4)** 10mm bolts on the underside tray that also need to be removed. The undertray and bumper can be removed as one entire assembly.

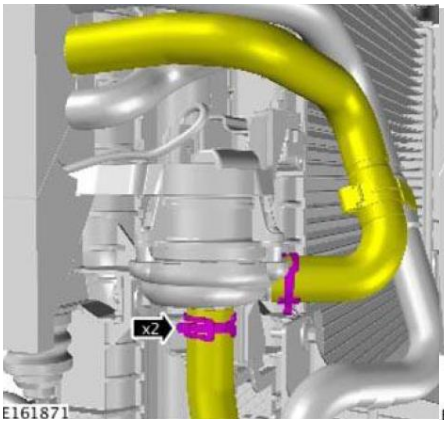


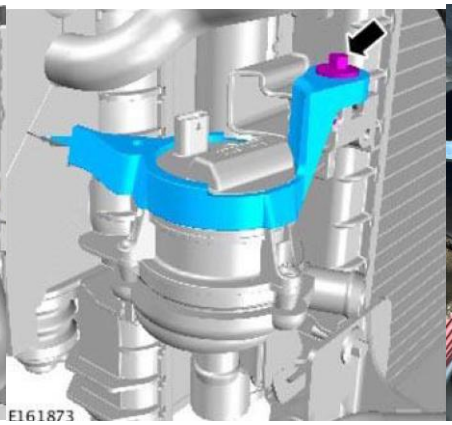


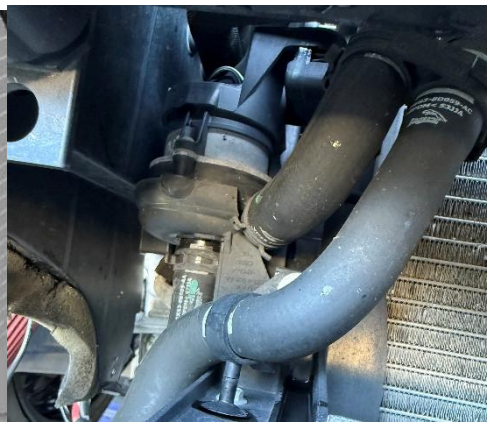
- ✓ Be careful once removed, there is a large green electrical connector on the driver's side that needs to be removed as well as (if equipped) a hose for the headlight spray nozzles (passenger side). This will need to be clamped off to prevent fluid from leaking.
- ✓ You will need to do a partial drain of the cooling system. Make sure engine is cool. Remove the overflow expansion cap first (passenger side of engine compartment) to remove any pressure from the vehicle. On the underside of the driver's side, there is a small drain plug off the main radiator that you will need to loosen. **Please note:** *This drain plug may be very tight to remove. You need the largest flat blade screwdriver and may need to spray some penetrating lubricant to loosen the plug. It is clipped into the radiator, so it will not fully be removed once coolant starts to drain. Be cautious not to strip this plug as it is plastic. (see pictures on next page).*



- ✓ There is a small auxiliary radiator that is horizontally mounted. This may be a good time to remove any debris that gets collected, but for the removal and installation of the coolant pump, this does not need to be removed or disconnected.
- ✓ Once the coolant is drained, you will now need to locate the OEM coolant pump found here:





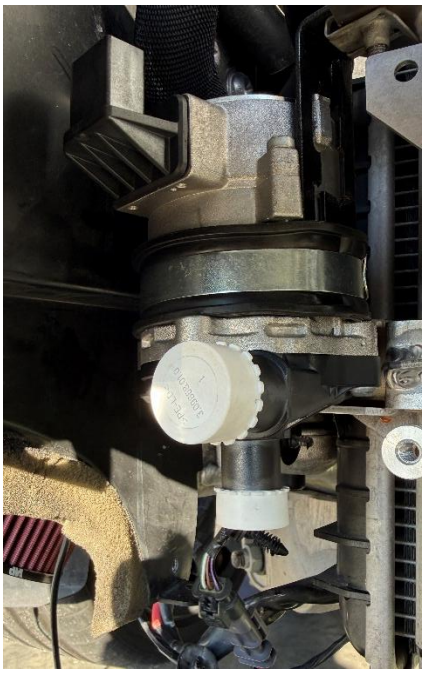


- ✓ There are two coolant lines that are connected to this pump, a bolt holding it to the mount point of the charge cooler and a wiring harness that needs to be unclipped to enable you to remove the factory coolant pump. Expect more coolant to flow out and that needs to be captured during this step.
- ✓ Once removed, you can use the OEM pump to review how it is mounted, so you can customize a bracket to hold the Pierburg pump in its place. **Review the YouTube video** previously noted to see one way to create this bracket.

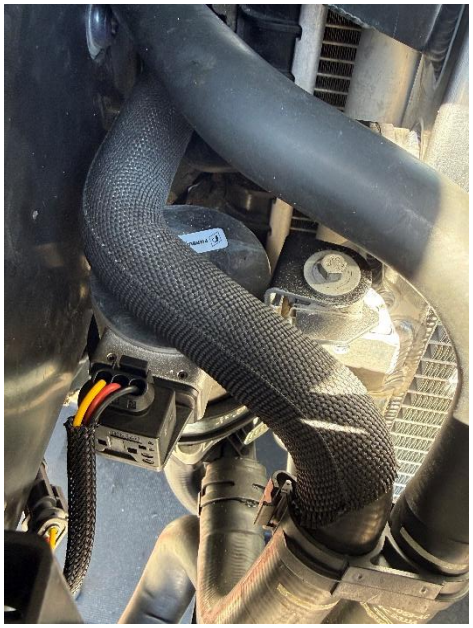
- ✓ **Here is an alternate example.** It requires taking a small L shaped bracket found from a local hardware store, cutting it to fit into the shown area of the pump, fastened with a worm gear clamp under the rubber sleeve.



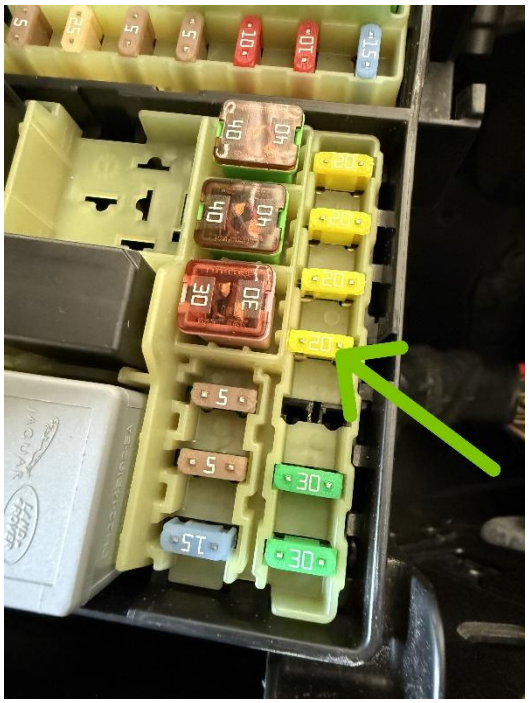
- ✓ You may need to adjust the height or add a small washer between the bottom side of the bracket you customized and the factory mounting point, but ultimately should wind up with something similar to these examples: ***(we are currently working to design a bracket that will be included in future kits, but no ETA as of this FAQ, when that will be available.)***

- ✓ Once your coolant pump is now mounted into the factory location, you will need to reattach the coolant hoses previously removed and using the provided cable, connect that between the factory wiring harness and the pump. It is keyed and can only be installed correctly in one way. **Refer to second bullet at the start of this document on how to wire MY14 and earlier.**



- ✓ On the driver's side of engine bay, under the cowl cover near the brake fluid reservoir, please locate this fuse. It will have a **10AMP fuse that needs to be updated to a 20AMP fuse** as thew new coolant pump requires a higher AMP fuse. (Your fuse box may have other fuses based on model year/configuration).



✓ Ensure that you refill the coolant to the vehicle once everything is secured back in place before starting the vehicle. Follow the recommended factory coolant refill procedures below:

- Refill coolant until maximum level is reached
- Set heater controls to maximum
- Start engine and increase idle to 2000 rpm for 2 minutes
- Continue to top off coolant with engine idling until hot air is emitted from vents
- Turn heater off once hot air is emitted
- Raise engine to 2000 rpm for about 6-8 minutes
- Switch engine off and allow system to completely cool
- Check for any leaks before reassembling bumper

WARNING:

When releasing the cooling system pressure, cover the coolant expansion tank cap with a thick cloth.

CAUTIONS:

- Since injury such as scalding could be caused by escaping steam or coolant, make sure the vehicle cooling system is cool prior to carrying out this procedure.
- Make sure the coolant level remains above the "COLD FILL RANGE" lower level mark.

NOTE:

When the cooling system is warm, the coolant will be approximately 10mm above the upper level mark on the expansion tank with the cap removed.

Check and top-up the coolant system as required when cool.

✓ Installation is the reverse of removal for other components.

Thank you for your purchase. Tag us in any of your photos or videos once installed.