

# WATER METHANOL CHARGE COOLING INJECTION KIT

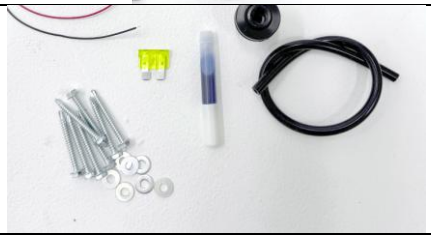
## SKU: VEL-JLR5.0METHANOLKIT

For additional questions related to the installation please email us at: info@velocityap.com This FAQ is meant to assist with the installation but not provide a step-by-step guide.

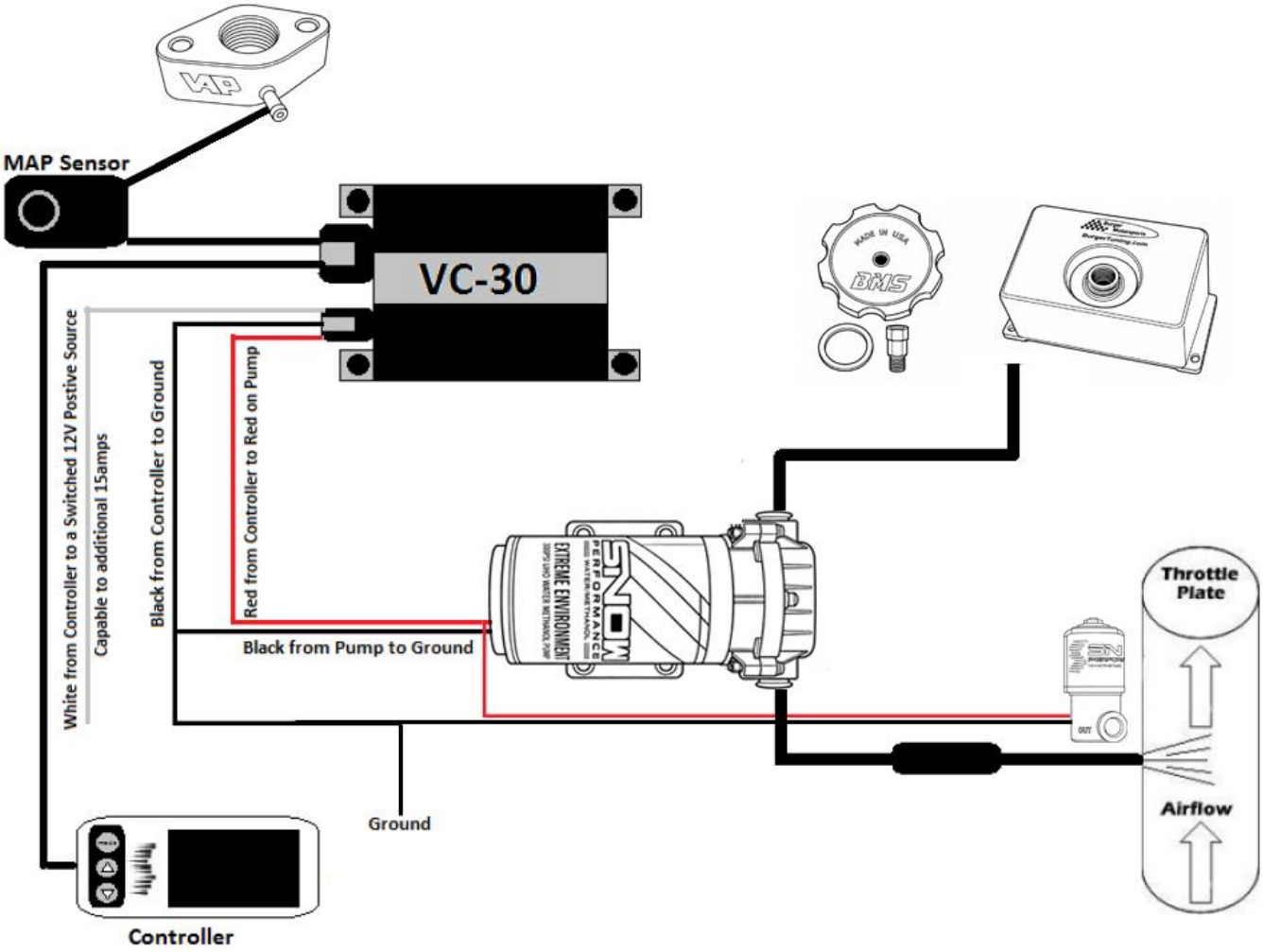
The water methanol kit comes with everything you need to do the installation (except fluid). There are some components that come with the kit that you will not use. See list of required items used below.

## Kit components:

| | |
|---|---|
| Tank/Reservoir<br>(do not use plastic cap) |  |
| Billet Aluminum Reservoir Cap<br>(replaces plastic cap that comes with the tank) |  |
| Windshield Washer Reservoir Screen Filter & Connector (optional if you do not wish to use included tank) |  |
| Water Methanol Solenoid, 12GPH Nozzle & Bracket<br>(do not use other nozzles that are provided) |  |
| Aluminum Nozzle Holder |  |

| | |
|---|---|
| Check Valve |  |
| SNOW Performance Pump (inc. brass 90-degree elbow, tube connectors and small tube) |  |
| MAP sensor |  |
| VC-30 Controller<br>VC-30 Boost Gauge<br>VC-30 Wiring Harness<br>MAP Sensor |  |
| Tubing & Connectors |  |
| Optional Fluid Level Sensor & LED Light |  |
| Optional screws, vacuum hose, fuse and fuse holders |  |

## VC-30 Wiring and Pump Diagram:




**Installation of the WMI kit will follow the above diagram. Here are some best practices to be aware of:**

- ✓ The billet aluminum tank cap is used to prevent the smell of methanol from entering the vehicle, use this in place of the plastic cap that comes with the tank.
- ✓ F-Pace will require the optional bracket we offer here for installation: https://www.velocityap.com/product/water-methanol-tank-bracket/
- ✓ Range Rover applications will need to have reservoir custom mounted or you can repurpose your washer fluid tank to hold the water methanol mix.
- ✓ The MAP sensor will connect to the symposer delete vacuum reference port (purchased separately - https://www.velocityap.com/product/symposer-delete-jaguar-range-rover-land-rover-3-0-aj126-5-0aj133/) and connect to the VC-30 using the provided wiring harness.
- ✓ You will need to run the vacuum hose from the MAP sensor to the symposer delete kit.
- ✓ The boost controller is designed to be placed inside the cabin of the vehicle, within reach of the driver, you will need to run this cable from the VC-30 into the cabin.
- ✓ The solenoid power wire will need to be tapped into the red wire off the pump power wiring harness. You will need to use a wire extension (not provided) from the engine bay to the VC-30 wiring harness to install.

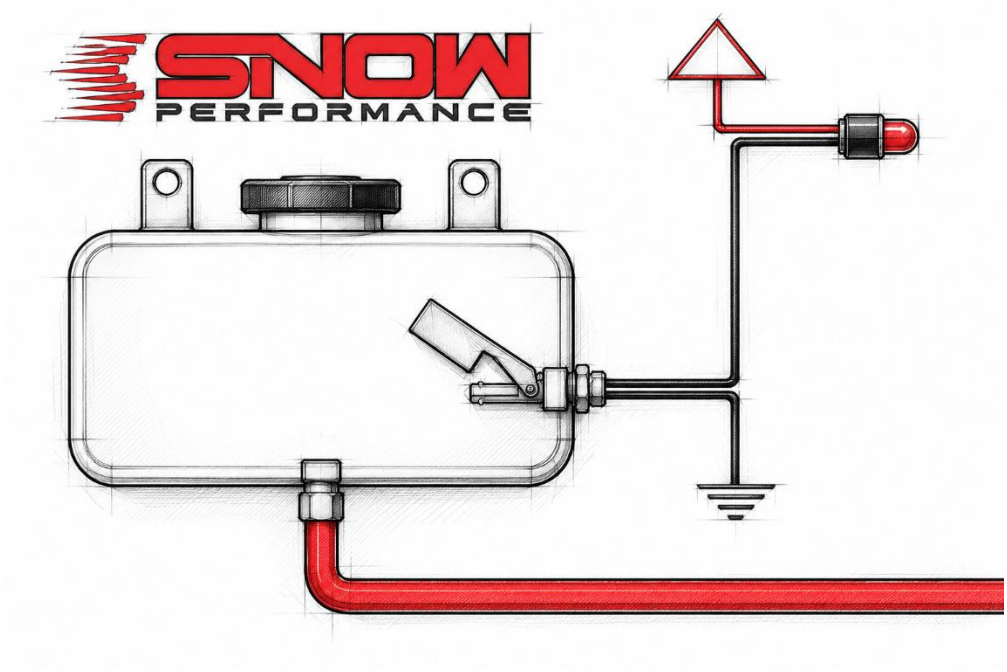
- ✓ The pump will mount to the bottom of the tank for most applications, using the provided elbow adapters, quick connections and clear tube included in the kit. F-Type Convertible may require different tank size (not provided) or repurposing washer fluid reservoir.
- ✓ The VC-30 is not waterproof and should be placed in an area that is not exposed to water.
- ✓ The optional fluid level sensor and LED light are not required but can be installed and mounted if desired.
- ✓ DO NOT USE TEFLON TAPE, use thread locker (included) on all connections (methanol will deteriorate Teflon tape)
- ✓ The **12GPH is the nozzle of choice to use.**
- ✓ The system only needs 1 mechanical check valve closest to the nozzle, and the electric solenoid shut off as close to the nozzle is best too. If solenoid is less than 7" from nozzle, no check valve is required.
- ✓ The system will bleed the system pressure into the intake, so the check valve is only good at holding anything under 10psi, which means the 200psi the pump creates will bleed all the way down to 10psi in that line before the check valve, this is why it's important to install the electrical shut off valve close to the nozzle as well to prevent a long delay of pressure reaching the nozzle.
- ✓ We install the check valve right off the nozzle holder, and the solenoid we fit to the right side of the radiator at top. The solenoid doesn't need to be right next to the nozzle, but the closer the better.
- ✓ The VC30 pressure setting, this can be left alone, you can alter them as you need dependent on weather, meaning if it's hotter outside you might want to lower the psi set, and same goes if you are at a track, you might want to set them into a zone that does not affect corner exiting speed or it might bog the engine if set too low.
- ✓ For the fluid mix ratio, we're only using this to cool the intake temp sensor in the top of the blower lid, if that sensor gets too hot, it will crack and fail the sensor. If your system is properly bled, you can use the 50:50 mix, whether it be 50:50 by weight or by volume really doesn't matter for this setup.

**Full VC-30 Snow Performance Installation Instructions can be found here**

https://www.velocityap.com/wp-content/uploads/2026/07/Sno-20010.pdf

# Appendix A

Wiring & Setup for optional reservoir fluid level indicator




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