

Part No. 1030 – Low Coolant Level Alarm

INSTALLATION INSTRUCTION

Introduction

Davies, Craig congratulates you on your purchase of your Low Coolant Level Alarm Kit. This kit is designed to alert you when the coolant level in your engine cooling system drops significantly from its full capacity. The loss of coolant in the engine cooling system will cause the water pump to lose prime, flow and pressure, resulting in loss of cooling performance and erosions at high engine speed and loads. Coolant loss from the system will result in excessive engine temperature which can lead to total engine seizure.

Note: The Device is suitable for both 12-24V electrical systems.

The Low Coolant Alarm Kit (Fig.1) contains the following components.

Item	Description	Quantity
1.	Inline sensor adaptor	1
2.	Mount pad (Velcro®)	1
3.	Alarm module	1
4.	Hose Clamps	2
5.	Sleeve adaptor	2



Fig.1 Low Coolant Level Alarm Components

PROBE ASSEMBLY FITTING DETAILS

When the cooling system is cold, remove the top radiator hose and confirm that the inside diameter of your top radiator hose is between 30 to 42mm prior to cutting the hose.

There are 2 adaptor sleeves supplied which will enable fitment to these radiator hose size. If the adaptor and sleeves are not suitable for your hose diameter, please contact Davies, Craig before proceeding any further.

If the parts supplied are suitable, cut your radiator hose to remove around 17mm in length at an appropriate location. **Preferably** select a location in a straight section of the hose. Temporarily slide radiator hose clamps on each end of the hose. Fit both cut ends of hose on to adaptor (with or without sleeves). If fitting is tight, use silicon base grease or petroleum jelly to assist fitment of adaptor to hose. (See Fig2)

Please make sure the probe assembly is in upward position and the wires come out at the top of the assembly. Straight line fit is the optimal position however should you experience false alarms, reposition inline sensor adaptor at 10 or 2 O'clock. (See Fig3)

Note: Avoid installing the adaptor near hose curves / bends; this will create turbulence around the sensor and may result in inaccurate/false readings.

Refit the top radiator hose, ensure no twisting of hose and tighten all hose clamps.

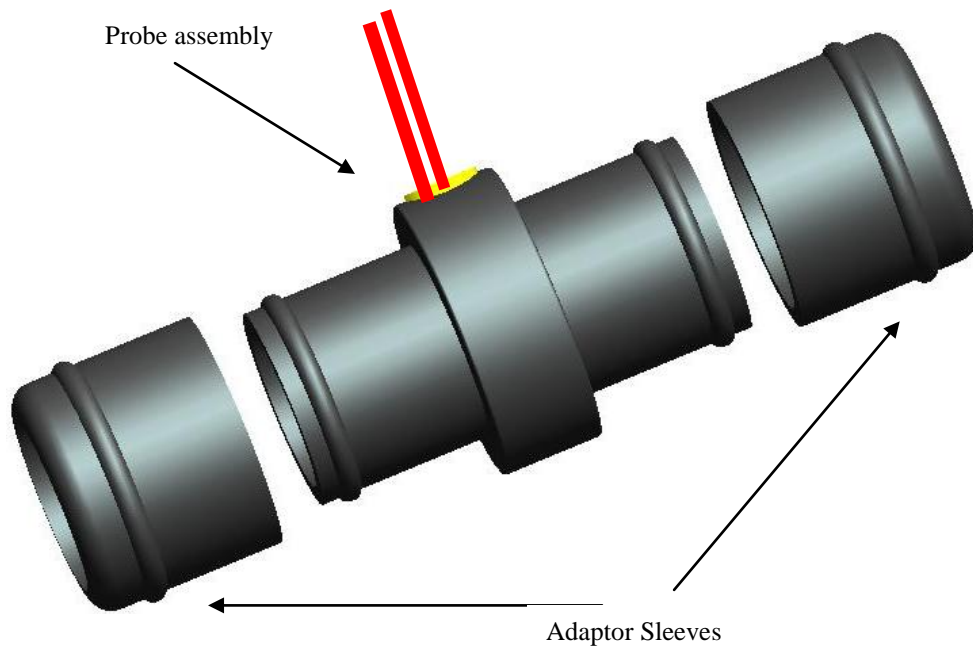


Fig.2 – Inline Sensor Adaptor Fitting



**Straight Line Fit
Two O'clock Fit**



Ten O'clock Fit



Fig.3 – Inline Sensor Adaptor Fitting Positions

Start engine to confirm there is no leakage at radiator hose and probe assembly joints.

INSTALLING THE ALARM MODULE (See Fig4)

1. The alarm module must be fitted inside the passenger compartment. Locate a hole in the firewall (approx.5mm in diameter) where the wiring harness will be able to pass through
2. Pass the connector through the firewall in to the engine bay and connect to the probe assembly
3. Connect the red wire from the alarm module to any ignition source and black wire to ground (Earth)
4. Mount the alarm module using the mount pad supplied on to a suitable location which must be visible and without blocking the buzzer openings. Please avoid mounting the alarm module where it may be exposed to direct sunlight
5. Turn the (ON/OFF) switch of the controller to ON position.
6. Place the LED in a noticeable location to the driver.
7. Connect the controller output wiring loom to the probe connector.

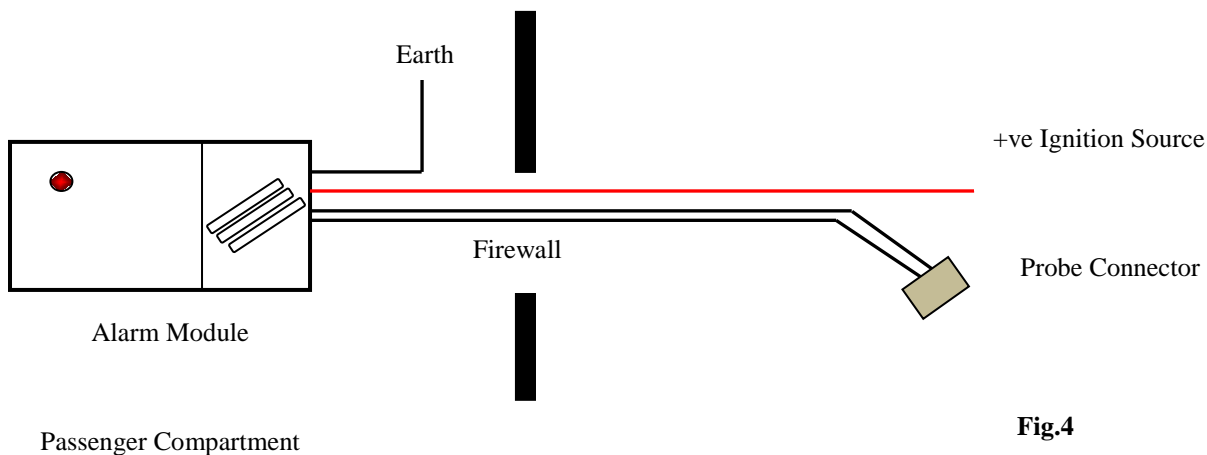


Fig.4

TO COMPLETE AND TEST THE INSTALLATION

1. Refill radiator with coolant
2. With ignition ON, drain some coolant from the radiator to drop the float switch in the probe assembly. This should activate the alarm and the red LED will turn ON after 10 seconds delay.
3. Tighten the hoses and refill coolant in the radiator, the alarm and red LED will turn off when the float switch is pushed up by the increased coolant level.
4. Bleed the coolant system by turning on the engine and running the system heater at full speed/temp with radiator cap off. As air escapes, the coolant level should drop, continue topping up coolant until all air has escaped and coolant level no longer drops.

Warning

It is important to repeat items 2 & 3 listed above periodically as the different additives and water quality used in radiators may build-up residue on the probe that may cause a malfunction. Clean the probe if there is any residue on it.

WARRANTY

We warrant that for a period of two years or 2000 hours continuous running (whichever is the lesser) from the date of purchase, we shall carry out, free of cost, any repairs that are reasonably necessary to correct any fault in the operation of your Electric Water Pump provided that such a fault is directly attributable to a defect in the workmanship or materials used in the manufacture of the part(s) and is not due to installation other than described in these instructions. Labour and consequential costs are excluded

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