



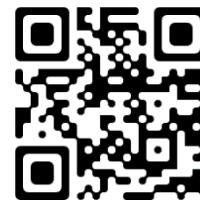
EW76501 Coolant Exchange Machine

JOB AID
Technical Support:
833-303-4644

IMPORTANT: Machine needs 12V DC power to operate.

SAFETY RECOMMENDATIONS

Use extreme caution when working around a running engine.
Always block the vehicle's drive wheels.
Ventilate the vehicle's exhaust.
Always wear safety glasses.
It's a good idea to wear insulated gloves.



PREPARATION

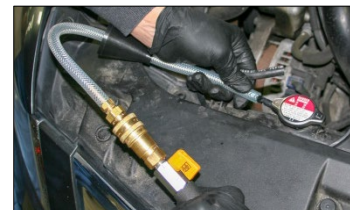
Road test the vehicle at least one mile.
Make sure there are no problems with the Engine Cooling System such as leaks, low fluid level and soft or damaged hoses.
Connect battery cables to vehicle's battery.

DEPRESSURIZE THE COOLING SYSTEM

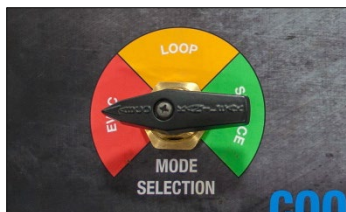
Connect machine's battery cables to vehicle's battery. The green light on the machine will illuminate.



Attach the machine's **RED** service hose to the waste fluid nipple on the back of the machine, and open the ball valve.
Attach the machine's **BLACK** vacuum hose with open end adapter to the vehicle's overflow nipple at the radiator cap and open ball valve.

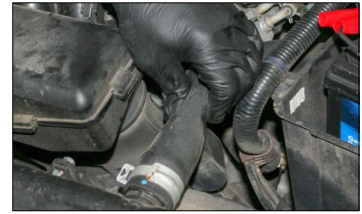


Turn the MODE SELECTION dial to **EVAC**.
Press and hold switch in the **TOP OFF** position.
At this time, vacuum should be applied to the overflow nipple.



For 2-stage pressure caps, carefully turn the cap $\frac{1}{4}$ to $\frac{1}{2}$ turn to relieve the pressure. **Only loosen to the first stage. DO NOT turn far enough to remove the cap.** The vacuum that is being applied to the nipple will relieve the pressure safely into the machine.

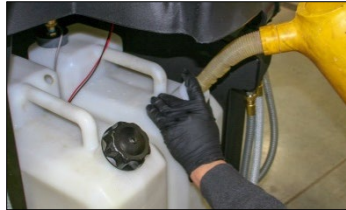
When the system has been depressurized, you should be able to easily pinch the radiator hose closed between your thumb and finger.



Look up the type and quantity of coolant for the vehicle in a coolant specification guide, electronic data base or other source.

Fill the machine's new fluid tank with the appropriate solution of antifreeze (coolant)/water.

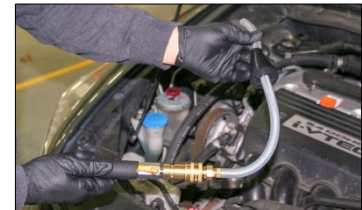
Always use the machine's measuring scale for quantity. The tank holds extra coolant for top off reasons, so you may need to replenish.



EVAC OLD COOLANT

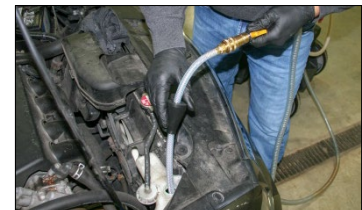
Attach the machine's **RED** service hose to the waste fluid nipple on the back of the machine and open ball valve.

Attach the open-ended adapter to the machine's **BLACK** vacuum hose and open ball valve.



Use the **BLACK** vacuum hose to suction out the overflow reservoir and reduce the radiator level to reduce spillage when you disconnect the radiator hose. To do this, Turn the MODE SELECTION dial to **EVAC**, set the switch to the **ON** position, and suction where needed.

NOTE: The service hose must be connected, or the suction tool won't work. When suctioning the overflow reservoir, do not try to pull out solids that may have accumulated in the bottom. To clean these solids may require reservoir removal and off-car cleaning.



PERFORM COOLING SYSTEM EXCHANGE

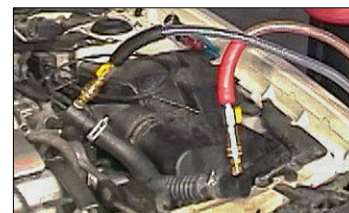
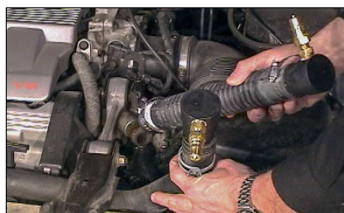
IMPORTANT: For the following steps, always use worm gear style clamps to secure the adapters. Never use pinch type clamps for this process!



Attach the adapters to the open end of the hose and either the radiator neck or vehicle goose neck, whichever is available.

Attach the **RED** service hose to the adapter toward the thermostat and open ball valve.

Attach the **BLACK** vacuum hose to the other adapter toward the radiator and open ball valve.



Pour the entire contents of a Wynn's "Cooling System Cleaner" into the radiator. Top off the cooling system with water and secure the radiator cap.

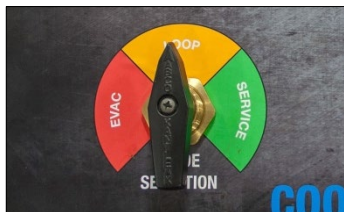
With pinch pliers, block the overflow and remote reservoir hoses.



Turn the MODE SELECTION dial to **LOOP**.

Set the heat to high and the blower to the lowest setting. Start the engine and set idle at 1200 to 1500 rpm (use "Throttle Depressor Tool" or other means) and allow the engine to reach operating temperature. You will know when this occurs by observing coolant through the hoses. Allow the engine to run an additional 10 minutes to allow the cleaner to do its job.

NOTE: After the cleaner has time to neutralize acids and remove rust and scale, remove the "Throttle Depressor Tool" or return to idle speed as applicable and turn the engine off.



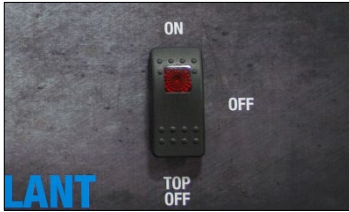

Turn the MODE SELECTION dial to **SERVICE** and set the switch to the **ON** position.

During the service, the thermostat will be held open by pressure from the machine's pump, which will allow new coolant to be pushed into the cooling system while used coolant is pushed to the machine's waste tank.


When the service is complete, the pump will stop, the red light on the switch will illuminate, and an audible tone will sound.

NOTE: It is normal for some fluid to be left over in the machine's new fluid tank.



<p>Set the switch to the OFF position.</p> <p>Close the ball valves on the RED and BLACK service hoses.</p> <p>Carefully disconnect the machine's adapters from the vehicle and reconnect the vehicle's hoses.</p>	 
<p>Return Vehicle to Normal Operation</p>	

RETURN VEHICLE TO NORMAL OPERATION

<p>Carefully proceed with disconnecting the machine and adapters, reconnect the radiator hose.</p> <p>Add any additional products at this time.</p> <p>Top off radiator and fill the overflow reservoir to the appropriate level.</p> <p>Perform system air bleeding as necessary.</p> <p>Allow vehicle to run; check for leaks and check for overheating.</p>	
--	--

DRAIN THE USED FLUID TANK

<p>Remove the tank from the machine by grasping the handle on top of the tank.</p> <p>Remove the drain hose from the tank.</p> <p>Remove the cap and pour the contents into an approved disposal container.</p> <p>Replace the cap and drain hose, and place the tank back into the machine.</p>	 
--	--