

REVAN RACING HEAT EXCHANGER INSTALLATION

This is going to take some time so stay with me as I load this stuff up.

Image One



The Heat Exchanger is HUGE!!!!!!!!!! LOL

Image Two



Remove the Radiator Cover

Image Three



Remove 5 front inner fender well phillips head screws

Image Four



Remove Lower Air Dam and Belly Pan

Image Five



Remove inner fender well plastic Phillips head release rivets. After inner fender well is removed disconnect all lighting connections

Image Six



More Phillips Rivets in fender well

Image Seven



Belly Pan 7/32 screws

Image Eight



Belly pan and front splitter removed

Image Nine



Remove upper bumper mounting screws

<Missing Image> On each side after you remove the inner fender well there are two 10 MM screws that hold the bumper in place. Remove both on each side of the inner fender well. Lightly pull down and then lift and pull the front bumper clip off. It's amazing how easily this thing actually comes off.

Image Ten



Remove clamp at bottom of heat exchanger and loosen supercharger reservoir cap and place bucket underneath to capture fluid

Image Eleven



Disconnect electrical connection to water pump

Image Twelve



Disconnect inlet from Supercharger Reservoir to water pump

<Missing Image> Remove water pump from current heat exchanger and install onto back of new C&R Heat Exchanger with 5 washers on each stud to space up the heat exchanger. Included in kit is new hose with 90 degree bend, the shorter one. Install onto water pump and connect to dual pass inlet on back of heat exchanger. Cut hose to fit and use provided stainless steel hose clamps to mount.

Image Thirteen



Remove Stock Bumper Bolts for replacement with new provided Bolts in kit for hanging Heat Exchanger

Image Fourteen



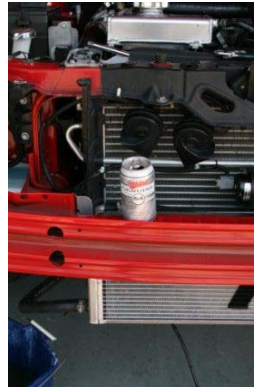
Install Heat Exchanger with new bolts and NYLOC nuts to hold in place. Take your time, this can be time consuming.

Image Fifteen



Heat Exchanger is hanging and in place. Tighten NYLOC hex nuts into place.

Image Sixteen



Time for COLD BEER

Image Seventeen



Wiring Harnesses and Relays. One relay is missing from the picture. Eddie G isn't the best photographer. LOL

Image Eighteen



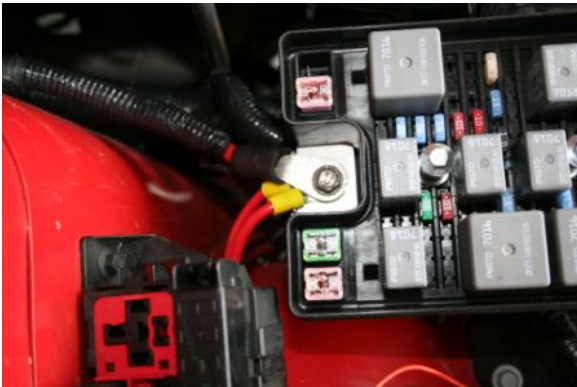
Drill Holes for Relay Mounts and and grounding. You can find separate relay mounts of your choosing as well as grounding locations without drilling. Eddie G consider's his car that much closer to race ready for the road course so he doesn't really care about the holes. There are plenty of locations to pick up mounting locations and grounding locations.

Image Nineteen



First Relay is hanging. Next relay will be located directly next to it. Then let the wiring begin.

Image Twenty



After wiring (see wiring diagram) in next post. Take provided in line fuses which are provided closed loop cut to need. Crimp round eyelet connector to both in line fuses and attach at fuse box location

Image Twenty One



Inline Fuses and Relay Triggers

Image Twenty Two



Fuse Position 47. We are doing an installation with the Add-A-Fuse product. A lot of you wanted to see it this way versus a crimp connector.

Image Twenty Three



Add-A-Fuse from Advance Auto Parts

Image Twenty Four



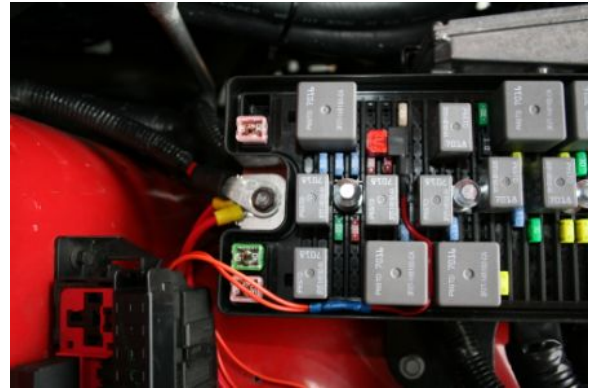
Twist the two wires from the relay (triggers) and crimp into place with the aforementioned Add-A-Fuse but splice.

Image Twenty Five



Image is not very good. Installed the 15 AMP mini fuse that was removed from Position 47 and installed 10 AMP mini fuse for Relay Trigger. This will trigger the relays and fans at Ignition or Key On.

Image Twenty Six




Add A Fuse installed.

Installation complete. Reverse installation and re-install bumper clip etc.

Wiring Diagram. I know it's not exactly great but it's basic. I am having it drawn into CAD.

 [HE_WIRING_DIAGRAM.pdf](#) (367.87K) : 23

Heat Exchanger Install Instructions as provided in Heat Exchanger Kit

 [Installation_Instructions_for_C_R_Heat_Exchanger.pdf](#) (279.45K) : 29

Team Shelby _ Shelby GT500 Modifications and Tech.

Posted by: dactyl Mar 29 2009, 08:45 PM

[Click here to view this topic in its original format](#)

Posted by: dactyl Mar 31 2009, 06:45 AM

QUOTE (BEEKAY GT500 @ Mar 30 2009, 12:35 PM) 

this will really help out. good job putting it together. a few things i would add.

1. when pulling off the foam piece behind the bumper cover make sure you note the orientation. there is a top and bottom and it will go on both ways but you wont be able to get the bumper cover back on. i have read about more than a few guys putting it on the wrong way and spending time trying to figure this out.
2. there are two pieces of plastic guides (one for each side at the bottom of the h/e) that will be left over from the stock he. i spent some time trying to figure out where these came from since i didnt take pictures along the way. because the revan racing/c&r he is taller these guides are no longer used. i cant remember if these even need to come off but i took them off and wasted time trying to figure it out.
3. make sure you mock up the wiring a few times to make sure. i didnt cut until everything was wired through the location i wanted to follow.

BK

The lower fins you speak about can be installed. Unfortunately every install I have done we didn't have them because they were not in place. (replacing a Steeda or an AFCO). It can be difficult but what I did was use the flange clip and slid the clip in between the bumper plastic and the lip of the lower grill. Next time I take my lower belly pan off or do an install where the fins are still in place I will show how I installed them.

VC

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