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VW Universal Water Temp Adaptor Installation Instructions

Tools Recommended: Large pliers, basic metric and American socket set, 9/64th Allen wrench

In order to perform this installation you need to know your way around your engine bay. The coolant must be drained and the upper radiator hose needs to be removed and cut. These installation instructions will cover installation of the adaptor at the factory radiator hose. Because this is a universal adaptor, these installation instructions act as basic guidelines for all VW/Audi models. Some models may differ. If you are uncomfortable performing this installation, do not hesitate to seek professional help.

Warning! Never work on a warm motor! Hot coolant and metal burns skin. This installation should only be performed on a cold motor.

Warning! Thread sealant should be used on the water temp sender. Use 1-2 wraps of Teflon tape to create a tight seal. Too much sealant will cause a loss of ground. In this case less is more. Liquid pipe thread sealant may also be used.

Before installing this adaptor, you must decide which radiator hose to splice. There are two variables to consider – coolant temperature and physical fitment. VW radiators flow top to bottom. The coolant in the upper radiator hose will be hotter than the coolant in the lower radiator hose. Installation of this adaptor in the upper radiator hose will give you an accurate indication of coolant temperature as it leaves the motor. Installation in the lower radiator hose will give you an accurate indication of the performance of your radiator. We recommend installation in the upper radiator hose.

You must also decide where to splice the hose. VW/Audi factory radiator hoses tend to vary in size along the length of the hose. We recommend you splice in a location where the diameter is largest. Some factory radiator hoses taper down in size. The adaptor will fit here, but seem like a tight fit. The best place to splice is your decision. There is no difference in temperature between the engine and the radiator hose, so the only variable here is physical fitment.

1. Drain the coolant to a level below the hose you are going to splice. Some late model cars have a factory drain valve located at the bottom of the radiator. Use a clean, low profile container and be careful not to spill or dirty the coolant.
2. Using large pliers or channel-lock pliers loosen and slide the factory clamps down the radiator hose. Remove the radiator hose. It will be sealed tight on the factor hose barbs, so push & pull until you break it loose. Avoid prying the hose up with a screwdriver, as this will only damage the barb.
3. With the radiator hose removed, mark and cut the hose in the location previously decided. Use a strong utility knife with a new blade, turning the hose as you cut.
4. Open the included clamps and slide onto each side of the cut radiator hose. Install the adaptor by simply sliding each end of the hose over the barbs of the adaptor. Leave the clamps loose.
5. Re-install the radiator hose and adjust the fitment of the adaptor. Rotation is not critical, but your radiator hose should fit correctly.
6. Install your aftermarket sending unit into the adaptor. Use 1-2 wraps of Teflon tape and the appropriately sized socket or wrench to tighten the sender. Wires may be connected to the sender whenever convenient.
7. Re-connect and re-install any other factory parts removed. Refill the coolant using what you drained. Start the motor and watch carefully for leaks while refilling the coolant. It will take a short drive to bleed any air out of the coolant system.

This adaptor will allow installation of an aftermarket water temp sender. Like the factory water temp gauge, your aftermarket gauge will not provide any reading until the thermostat has opened and warm coolant is being circulated through the system. Unlike the factory gauge, your new gauge should provide an accurate reading of your engine's water temperature.

Go drive and enjoy your new gauges!