

42 Draft Designs

VW mk3 VR6 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 disassembled. 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.

1. Drain the coolant to a level below the upper radiator hose. Some late model cars have a factory drain valve located at the bottom of the radiator. Most mk3 VWs do not. On a mk3 VR6, use the drain plug on the bottom of the factory water pipe (commonly called the 'crack pipe'). 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. Loosen and slide the clamp on the coolant return hose. Remove the factory Y fitting. It will be sealed tight on the factory hose barbs, so push & pull until you break it loose. If necessary, pry on the hoses with a screwdriver to break the seal. Don't worry about damaging the factory Y fitting – it's probably already broken.
3. Install the adaptor by simply sliding each end of the hose over the barbs of the adaptor. Leave the clamps loose. Install the coolant return hose and re-position the clamp.
4. Adjust fitment of the radiator hose by rotating the adaptor. Re-position the factory clamps.
5. 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.
6. 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!

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