



WR35TC/F GR6 TRANSMISSION COOLER PICTORIAL INSTRUCTION GUIDE (COVERS FRONT AND REAR MOUNT COOLER OPTIONS)



WR35TC GR6 Transmission Cooler components laid out for visual inspection. WR35TC is comprehensive but also logical in its layout and installation.

REAR MOUNT INSTALLATION



WR35TC finned aluminium sump bolts directly in place of the factory pressed tin item. The magnets need to be removed from the original sump and placed in the WR35TC sump, as does the drain plug and tube assembly.

The factory mounting bolts are re-used when fitting WR35TC as is the original sump pan gasket. This photograph from underneath the car shows the location of the temperature sensor in the back of the sump, and also the orientation of the oil pump assembly and its mounting bracket.



The Silicone hose that attaches to both the inlet and outlet of the WR35TC pump assembly has been covered in black plastic for these photographs but the orientation of the pump and bracket is still clearly obvious. A long bolt is supplied to mount the bracket through a factory mounting hole.

Care must be taken when handling the pump assembly as this is a sensitive unit and cannot be crushed or dropped upon installation. Do not over-tighten the hose clamps on the outlet of the pump to avoid potential damage.



WR35TC Intercooler mounted in place between the exhaust system and the rear grille. Note that this Mkl version of the cooler has a bottom entry, where later production models have both top entry and exit for the tanks.

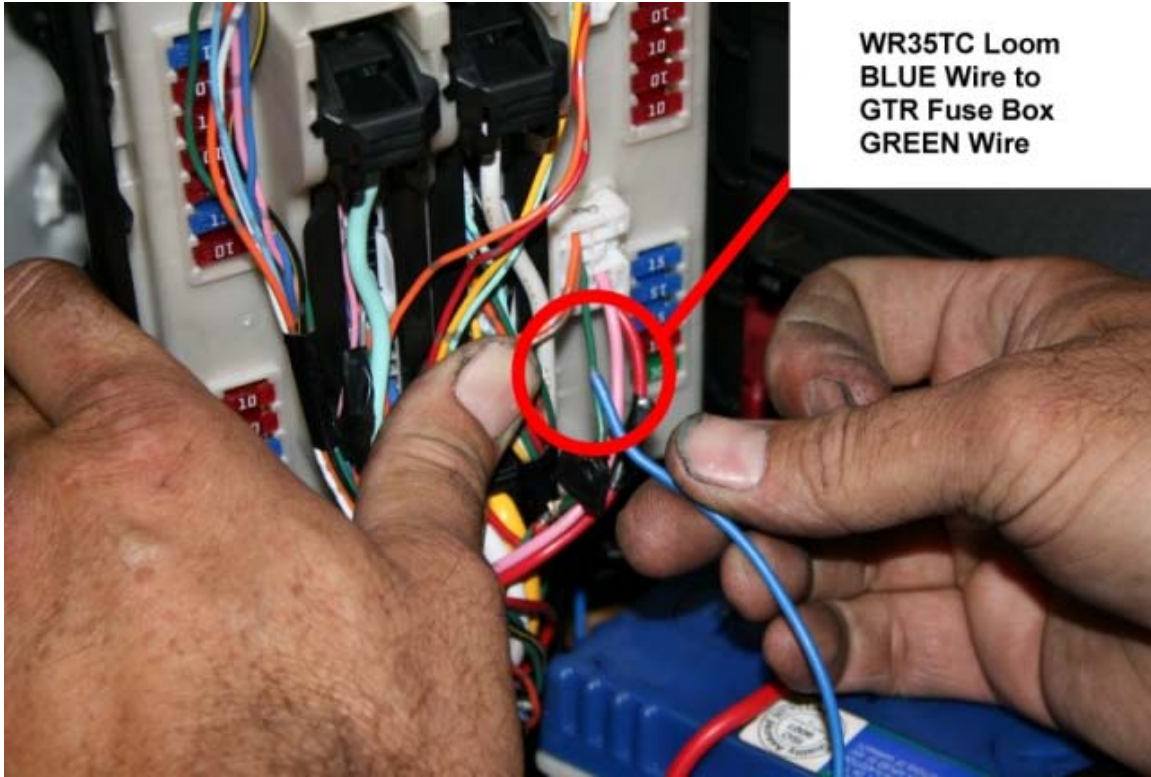
There is some flexibility in mounting position to allow for fitment with different exhaust systems, however the WR35TC GR6 Transmission Intercooler has been designed with the stock shaped exhaust system in mind.

Fitment with some types of aftermarket exhaust system that come close to the rear grille assembly may require that a custom mounting bracket is manufactured to allow correct installation.



There is sufficient length in the feed and drain lines for the WR35TC intercooler to allow for custom placement if need be, and individual routing of the fluid lines around the existing exhaust system assembly.

Note: While the GR6 Transmission cooler is fed from the oil pump assembly the fluid returns into the fill plug on the front of the transmission. A new fill plug fitting is supplied to replace the factory part on the transmission.



The supplied wiring loom needs to be connected to the GTR fuse-box (located by the battery) as follows. The blue wire from the WR35TC loom needs to be connected to the green wire as shown.

Red and black wires from the WR35TC loom can then be connected directly to the battery positive and negative to supply oil pump voltage. You will notice that the WR35TC wiring loom also plugs into the temperature sensor on the sump, this switches WR35TC on at 96 – 98C (approx 210F) and off at 94C (195F).



Tuck the supplied relay in under the battery cover for secure mounting.

FRONT MOUNT INSTALLATION



Line up the holes in the mounting bracket on the intrusion bar (use a marking pen) and then drill the holes using the supplied 6.9mm drill bit. Once the holes are drilled they can then be tapped with the supplied tap.



The air vent needs to have its back cutout to match the opening on the other side of the front bar for the oil cooler. This is a simple job that you can undertake with a sharp blade. Ensure you do this slowly and don't slip or mark the bodywork!



The main transmission fluid feed line from the back of the pump loops around at the back of the car as shown here. Use a supplied P clamp off the earth point for the wiring and make sure the bend is open and flowing to avoid any kinks in the line.



The feed line for the transmission cooler then runs down alongside the billet sump as pictured here. Use the supplied cable ties to strap the feed line up nice and tight, ensuring it doesn't rub against anything else.



Run the lines to the cooler and back to the transmission, but ensure that wherever they can touch against any other component that the supplied sheathing is used (can be different to pictured) to protect against abrasion damage



Line the cooler up so that it sits directly at the outlet of the air duct for the cleanest and coolest flow of air.