Instructions for Trackspeed DIY Oil Cooler Kit

Thanks for purchasing an oil cooler kit from us! Our kit is designed to allow the end user to select an installation location for the cooler which best suits their specific usage. The ideal location for a naturally-aspirated race car is not the same as for a turbocharged street car, so we leave the final location up to you. These instructions will help you with fitting locations and orientations, but the final installation methods will vary from application to application.

Our kit includes all of the components necessary to install and plumb the cooler into your engine’s oil system.

Parts list:
- Genuine Setrab oil cooler (10, 16, or 25-row)
- Setrab 600-series mounting bracket
- Mocal 205F thermostat sandwich plate
- Mocal sandwich plate sleeve
- 2x ½”BSPP to -10AN adapters
- 2x ½” dowty seals
- 10ft steel-reinforced nylon -10AN hose
- 2x -10AN 90deg hose ends (-10AN female, 37* flare seal)
- 2x -10AN 90deg hose ends (M22x1.5 male, o-ring seal)

1. Install the ½”BSPP to -10AN adapters into the Mocal sandwich plate using the dowty seals. Thread the -10AN female flare-seal hose ends onto the adapter fittings to aid in determining adequate clearance for the hoses.

2. Remove your oil filter. You do not need to drain the oil to remove the filter, but some oil may come out when you remove it. Use a rag to catch any oil that spills. We recommend leaving the factory 1.8L oil warmer (if equipped) in place.

3. Using the sandwich plate sleeve, install the Mocal sandwich plate in place of the oil filter. The sandwich plate has a black seal on one side which should face the engine. The adapter sleeve has male threads which should face away from the engine. The -10AN fittings should face towards the ground. Orient the sandwich adapter correctly to allow for adequate clearance for the oil lines.
4. Install the supplied bracket onto the cooler using the supplied rubber isolators and hardware. We recommend installing the cooler bracket on the fitting side of the cooler. You may need to remove the raised Setrab badge from the top of the cooler to allow the bracket to sit flush with the cooler.

5. Determine an adequate mounting location for your cooler and mount the cooler in the car. This is where the “DIY” part comes in – select a location that will work best for your particular application. You may orient the cooler with the inlet/outlet fittings on the top or sides, but we do not recommend mounting the cooler with the fittings facing down.

6. Assemble the lines for your oil cooler. We recommend starting by attaching one of the -10AN female flare-seal fittings to the end of the 10ft length of hose. Loosely attach the -10AN hose end to the sandwich adapter, then route the line to your oil cooler and cut to the appropriate length. Finish the assembly by installing the -10AN M22 male hose end. Use the first hose to guide your routing on the second hose. There is no in/out port on the cooler – either port can be used for inlet.

   There are several good instruction guides available online for the assembly of AN hose ends. Our preferred method to cut the hose to length is to use a cold chisel and a sledgehammer. In our experience, this leaves the cleanest cut with no risk of contaminating the line with abrasive dust.

   We recommend fastening the two hoses together periodically using zip-ties or hose separators. The hoses should also be fastened to the chassis to prevent excessive stress on the aluminum hose ends. The hose ends are not designed to support the weight of the hose, so take special care to ensure that the hose is not being supported by the hose ends. Be sure to allow a small amount of hose flex between the chassis and the engine to allow for engine movement during normal operation.

7. Ensure that you have tightened all of the adapters and hose ends. There are five fittings at the sandwich plate (adapter sleeve, two BSPP adapters, two hose ends) and two fittings at the cooler. Ensure you have tightened all of the mounting bracket hardware at the cooler. Ensure you have adequately fastened the lines to the chassis. Reinstall your oil filter.

8. Start the engine and allow it to idle for approximately 60 seconds. Shut the engine off, allow it to rest for 60 seconds, then check the oil and add oil as necessary. The exact increase in system capacity will vary depending on the length of your lines and the size of your core, but expect an increase of between ½ and ¾ of a quart.

   If you have any questions, please contact us via phone or email. Thanks!