

Certain radiators can be used for multiple engine and transmission combinations. As a result, some connections are not used.

When installing certain radiators, there can be confusion over the connections. Because some radiators can be installed in different engine and transmission combinations, these models have extra connecting sockets that aren't used in certain configurations.

Unused connections

For example, radiators for vehicles with automatic transmissions have a separate oil cooler in the water tank, which cools the automatic transmission oil via the engine's coolant circuit or heats it during cold conditions. If this radiator model can also be installed in vehicles with manual transmissions, then in those cases the integrated oil cooler and its connections won't be used. Depending on the radiator model, these connections are already sealed with a plug—but even open connections aren't a problem, because coolant can't leak out from here.

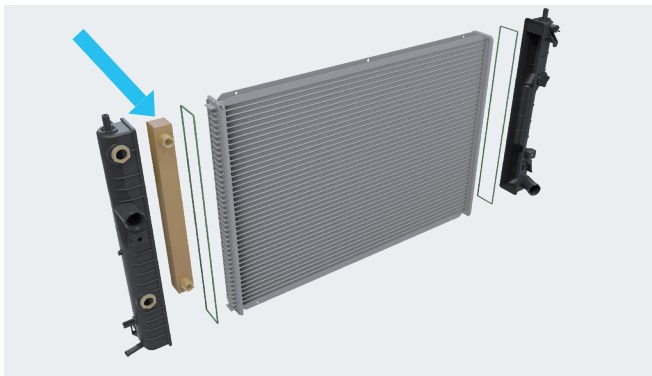


Figure 1: Radiator with oil cooler (arrow) integrated into the water tank



Figure 2: Blanking plugs on the oil cooler's connections

Important!

If components in the cooling circuit are replaced, it must be bled thoroughly afterward to remove all air traps from the system. This can be done using negative pressure, for example. Seals on opened connections (quick locks, flanges, etc.) must always be replaced. They also need to be coated with clean coolant before fitting in order to prevent damage caused by dry assembly.