

Commodore VE V6 & V8

Tools required

10mm Spanner
10mm ratchet socket with extension
Medium Philips Screw Driver
Medium Blade Screw Driver
Stanley Knife/Line Cutters

VE 6 & 8cyl Transmission cooler Kit components	Qty	Part No
Description		
PWR transmission cooler 280x255x19mm 3/8	1	PWO0528
Powder coated steel bracket Top	1	RML13542
Powder coated steel bracket Lower	1	RML13543
3/8 Hose barb inline joiner	2	RML12895
1000mm long 3/8 hose	2	
3/8" Hose clamps	6	RML0009
M6 Nuts	4	
Zip Tie 300mm Long	6	

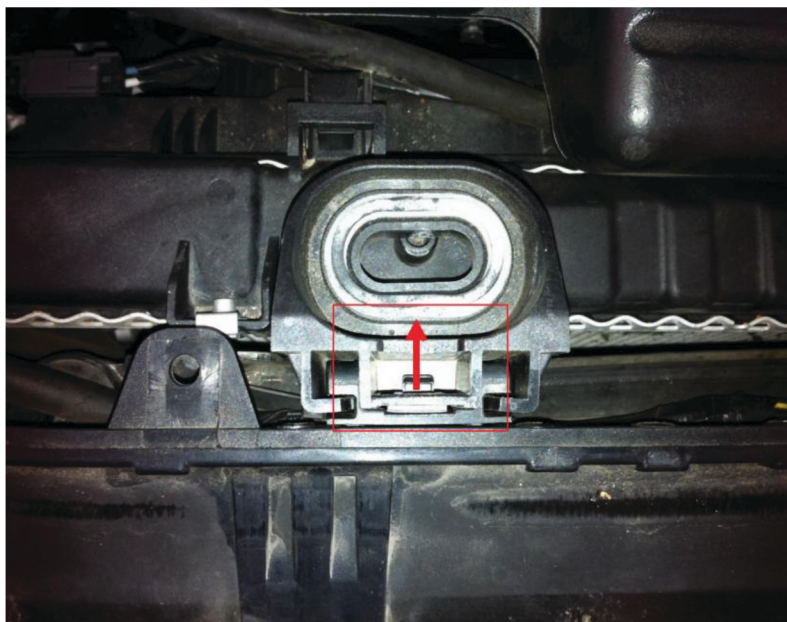
**PLEASE READ FULL INSTRUCTION BEFORE ATTEMPTING TO FIT KIT
IF UNSURE OR NOT COMPETENT TO FIT KIT PLEASE HAVE FITTED BY A
QUALIFIED MECHANIC OR SERVICE CENTER**

Ideally ensure the vehicle engine and transmission temp is low
Remove the dress covers from above the Radiator so car resembles the view below.



Remove upper grille screws via the undoing the 2 x10mm bolts and 2 x plastic clips. (Circled)

Remove the top radiator mounts by lifting tab located in the centre of the mount, this can be done with a flat blade screwdriver, then insert flat blade screwdriver into mount and pull tab forward to release the locking tab, then rock mount side to side and lift vertically off the mount rails.



Now with the top mounts released, push the radiator and condenser assembly back towards engine to give easier access to the top 10mm condenser mounts, remove the LH and RH bolts to separate condenser from radiator. Now coming in from the lower opening in the front bar, the condenser can be lifted out of its mount holes.

The lower bracket can now be set under the condenser mounts and the condenser can be lower back into its mount holes.

NOTE: Do not mount oil cooler to lower bracket at this time.



Now is a good time to assemble the top bracket to the Transmission cooler as per picture below.



The assembled Transmission cooler and top bracket can now be slid in from the lower bar opening, you may need to push the condenser and

The top bracket can now be secured by the RH 10mm Bonnet latch bolt as pictured, but do not tighten. Secure the lower bracket to the oil cooler and tighten all 4 M6 nuts on the oil cooler and the top 10mm mount bolt can now be tightened.



The 2 x 3/8 Trans Lines can now be run off the transmission cooler off to the right around the side of the radiator and to where the 2 main lines run to the factory in tank transmission cooler. The line directions are marked below. Secure lines with zip ties as you go.



hose, some fluid will leak out, to minimise this hose clamps can be used or after line is cut try to keep line vertical and as high as possible until new lines are connected and secured. Now place a 3/8 inline fitting into each end of the cut line and secure with a hose clamp, now the 2 hoses from the PWR cooler in the front of the car can be attached to the other end of these fittings, orientation is not critical but for best results we recommend that the fluid flows up the cooler, to assist with removing any air that is in the system.

Secure all hoses with supplied zip ties to make sure they are free from excessive movement and clear of all engine pulleys and sharp edges.

Recheck hose clamps on adaptors and oil cooler that they are firm as well as all nuts and bolts are tightened sufficiently.

Condenser can now be resecured to the radiator and radiator top mounts can be attached and radiator can be positioned in factory location.

With Dress covers and top grill section still removed, check that no tools, panels or parts are left in the engine bay and that the area is clear to start the vehicle, make sure the car is in park and proceed to start the car. With the car running inspect all fittings and make sure there are no leaks or loose items, place the car in drive and proceed to move the car back several meters and back to start position, recheck all lines and fitting for leaks or loose items (NOTE: Engine fans will start without warning, be aware of all moving parts and objects)

Upon successful inspection the top grill cover can now be installed with all engine dress covers (reverse of removal) Please note that PWR recommend that the transmission oil level be checked to make sure that it is at the factory level and that any top up of the system be done using the factory recommend fluids.