POWER SOLUTIONS INTERNATIONAL

PRODUCT BULLETIN

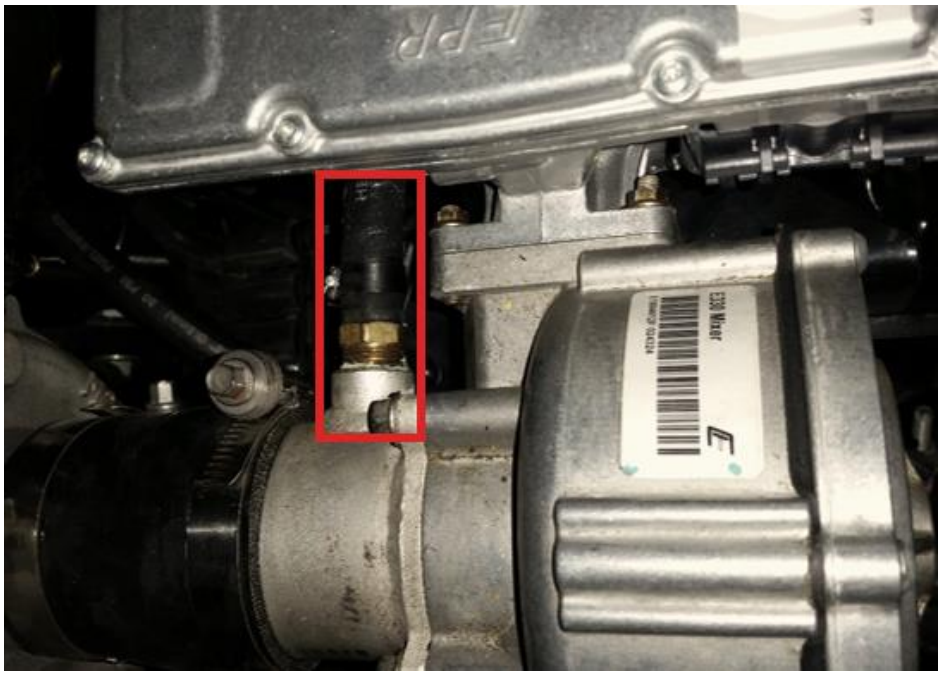
Product Affected – 5.7L CAC CCV System
Date of Bulletin – 2/1/2015
Bulletin Number – PSI012015
Category -- Breather Retrofit Instructions
Part Number – 38050376 w/ Oil Cooler
38050375 w/o Oil Cooler

Summary of product bulletin:

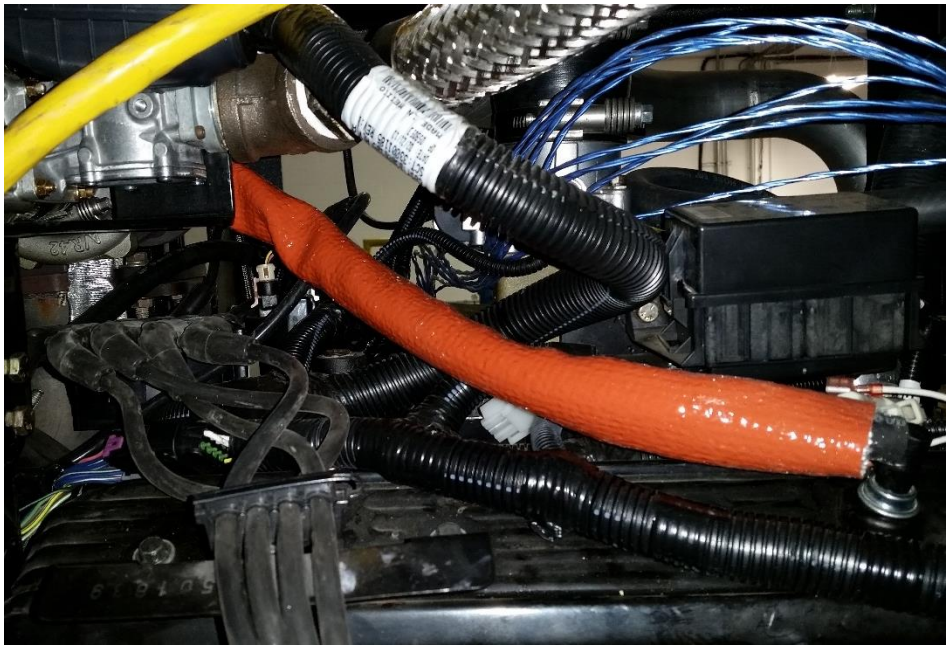
This bulletin is to inform technicians how to properly install the retrofit CCV kit on the GM 5.7L turbocharged engine. This kit will help keep the CCV system from freezing in cold weather climates. Below is a list of parts and quantities. If your engine does not have an oil cooler you will not have 32502455 or 32500608.

5.7T/CAC with Oil Cooler	33501086	Adapter, Breather 5.7L 3/8 NPT x 3/8HB	1	This is a plastic/composite part
	32502451	Insulation, Fyrejacket 1 inch	24"	This is heat insulation for the CCV hoses
	33001562	Tie, Zip High Temp	2	High temperature zip tie
	30100045	Thermostat, 195 Degree	1	Change engine thermostat
	30100046	Thermostat Housing Gasket, Engine	1	Engine Coolant Thermostat change
	32502455	Thermostat, Oil Cooler with Mount	1	Oil Cooler Thermostat
	32500511	Hose Clamp	4	Hose clamp for oil cooler thermostat hoses
	32500608	Hose, Fuel 1/2"	96"	New oil cooler hose

Step 1. Remove the CCV hose and brass breather adaptor from the inlet pipe. Install the new composite fitting, sealing with pipe threat sealant. Do not re-install breather hose yet.

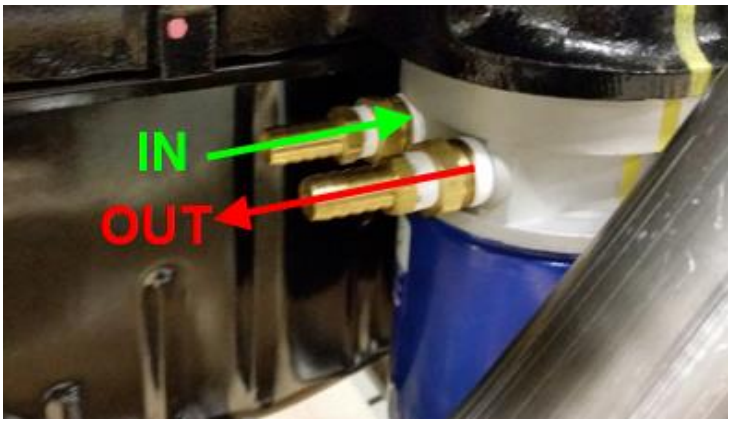


Step 2. Slide the insulating jacket over the hose. Install hose on the composite fitting and secure clamp.



Step 3. Secure both sides of the insulating jacket with provided Zip-Ties.

Step 4. Install oil cooler thermostat. Mount the thermostat in a location where it will not be damaged or come in contact with other parts. Oil flow is shown below. More information about the oil cooler thermostat can be found on the last page of these instructions. Use the included ½" hose as needed to connect thermostat into the system.



Step 5. If replacing engine coolant thermostat follow service manual procedure. When reinstalling water outlet tighten studs to 18 lb-ft. Refill engine with “Long Life” coolant meeting engineering standard GM6277M, typically a bright orange color.

Engine Oil Cooler Information

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IF YOU HAVE ANY QUESTIONS ABOUT THIS UPDATE PLEASE CONTACT THE PSI SERVICE DEPARTMENT AT 1-888-331-5764 or SERVICE@POWERGREATLAKES.COM

FOR SERVICE PARTS ORDERING INFORMATION CONTACT THE PSI PARTS DEPARTMENT AT 1-888-331-5769 OR PARTS@POWERGREATLAKES.COM

Please read these instructions completely before starting the installation.

KIT CONTENTS

QTY.	DESCRIPTION
1	Fluid Control Thermostat - 1/2" NPT Ports

TOOLS NEEDED

Standard Screw Driver
Open End Wrench's
Teflon Tape

RECOMMENDED FOR

Transmissions
Engines

IMPORTANT

The Fluid Control Thermostat can be mounted in any position. Reference Diagram # 1 & 2 to insure the direction of oil flow is correct.

How It Works:

When the oil is cool the valve is in the open position, allowing oil to be applied equally to both the inlet and outlet of the cooler, preventing oil flow through the cooler. As the oil temperature approaches 180°F the valve begins to close, forcing all of the oil to flow through the cooler and return through the valve to the source. This fail-safe design insures full oil flow to the source regardless of whether the valve is open or closed. The cooler remains full of oil at all times, eliminating pressure variations, aeration and foaming of the oil.

Diagram #1

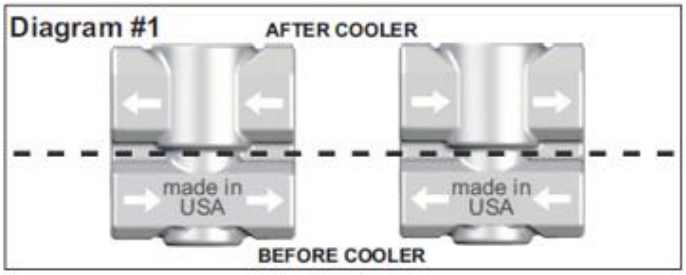
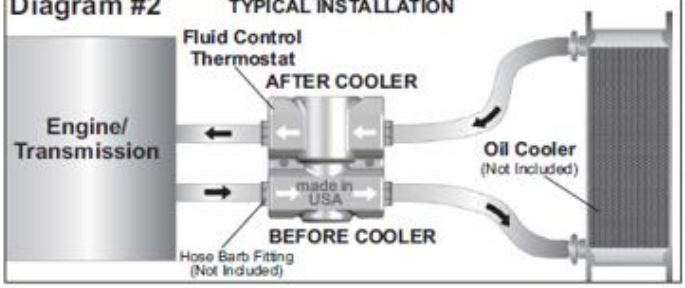


Diagram #2



FLUID CONTROL THERMOSTAT INSTALLATION

1. Install the 1/2" NPT x 1/2" Hose Barb Fittings (Not Included) into the four ports using Teflon tape or sealer on the threads.
2. Choose where you want to interrupt both oil lines to install the Fluid Control Thermostat. Thermostat needs to be securely fastened to the vehicle frame, fender well or other stationary location (Mounting Hardware Not Included).
3. Splice into the lines connecting the Engine / Transmission to the Oil Cooler. Following **Diagram #1** connect the lines from the Engine / Transmission and the Oil Cooler in the orientation shown above. Be sure the Hot lines are connected to the hot side of the Fluid Control Thermostat and that the oil flows in the direction of the arrows.
4. Securely fasten all hoses before starting the vehicle.
5. Start the engine and check for leaks.

ROUTING HOSES

Warning: When routing hoses, be sure to keep all hoses away from sharp edges, moving parts and hot engine components. Hoses should be routed carefully and should not be bent in less than a 5" radius.

Important: A kinked hose will restrict flow and could cause failure.

Warning: Installation of accessories should only be undertaken by those with mechanical knowledge and are familiar with working on vehicles. Always use eye protection (goggles, safety glasses or shield). Park the vehicle in a well lit area, on level ground and apply the parking brake. Only work on a cold vehicle that has been sitting overnight, failure to do so will result in severe burns and injury. Before starting the vehicle, make sure no tools or any other items are left under hood that could interfere with or be drawn into moving parts of the engine. Failure to follow instructions can lead to severe damage and personal injury.