

BOOST COOLER™

**INSTALLATION INSTRUCTIONS
FOR PART #49002
WATER / METHANOL INJECTION
SYSTEM
DODGE CUMMINS
5.9L/6.7L DIESEL**



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Have a question?

FAQ: www.snowperformance.net/faqs.php

 **CAUTION**

You must completely read through these instructions before installing and operating this product. Failure to do so can result in damage to this product and the vehicle.

Kit Contents

Parts

- UHO Pump (Ultra High Output)
- 3 Qt Reservoir
- 10 ft High Pressure Tubing
- 3 ft Black Wire Loom
- 18" 1/8" Silicone Tubing

Electrical Packet

- 1 Green LED
- 2 Blue Butt Connectors
- 2 Small Eyehooks
- 1 Large Eyehook
- 1 Male Connector
- 3 Female Connectors
- 1 Arm Switch
- 1 Boost 'T'
- VC-100uC Controller With Wiring Harness
- 10 Tie Wraps
- Fuse holder
- 20 amp fuse

Mechanical Packets

- 1 Nozzle Holder
- 1 3/8" NPT to 1/4" tube
- 8 #8x1&1/2" Screws
- 8 #8 Washers
- 4 #6x1/2" Screws
- 1 Dual Nozzle Upgrade
- 1 Bulkhead
- 1 E-6000® (GOOP)
- 1 375 Nozzle
- 2 625 Nozzles

Upgrades/Options

- 2.5 Gallon Reservoir
- 7 Gallon Reservoir
- Solenoid Upgrade
- Hose Adaptor or Bung
- Boost Juice
- Level Switch

Required Tools

Electric Drill w/ Drill Bits
Utility Knife
Screwdriver – Phillips
Assorted Wrenches
1/8" NPT Tap

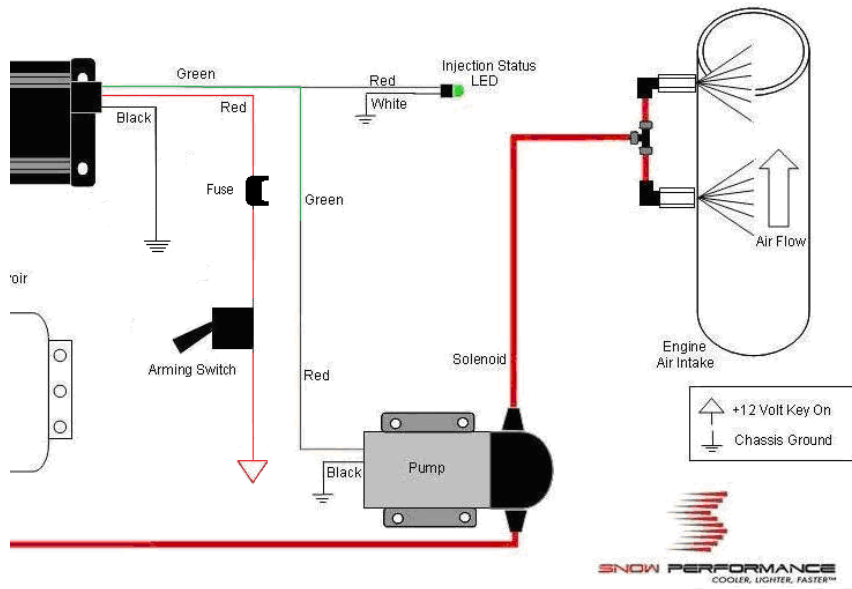
Introduction

This kit progressively injects water-methanol according to manifold boost pressure. The system is applicable for turbo diesels making over 25 psig of boost pressure. The controller utilizes a heavy-duty design that can read up to 100 psig of boost. It has two dials to set the start and full points to tailor the delivery to your engine's needs. Progressively injecting according to boost pressure allows for the most power over the widest range of RPMs. These kits allow for great horsepower increases and EGT reductions – expect about 70hp and 250° F EGT drop using 50% water/methanol fluid. Please refer to system diagram during install.

Tech Tip: The provided arming switch is used on the controller power supply. The prong with the piece of plastic coming out with it connects to 12VDC key on power, the other prong connects to the RED wire on the controller.

Tech Tip: The system can use two nozzles simultaneously, but this is not always needed. Refer to the nozzle guide on page 8 for nozzle selection.

. Note that in many cases only one nozzle is needed (see page 8).



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product not performed or authorized by Snow. This includes any product that is disassembled or taken apart for any reason.

* Boost Juice® usage evidenced by invoices/ receipts.

In addition, this warranty does not cover problems resulting from conditions beyond Snow's control including, but not limited to, theft, misuse, overloading, or failure to assemble, mount or use the product in accordance with Snow's written instructions or guidelines included with the product or made available to the original retail purchaser.

In the event of failure, Snow will repair or replace the part at Snow's sole discretion. Failures resulting from misapplication or misuse of the Product, failure to adhere to any specifications or instructions, or failure resulting from neglect, abuse, accidents, or act of nature are not covered under this warranty.

Warranty service may be obtained by calling 719-633-3811, getting an RMA (Return Merchandise Authorization), delivering the part to Snow along with proof of purchase. Customer agrees to insure the Product or assume the risk of loss or damage in transit, to prepay shipping charges to Snow, and to use the original shipping container or equivalent. Shipping for Warranty replacement parts shipped outside the continental US will be charged to customer.

Non-Warranty Repair/Retest

Products returned due to damage or misuse and Products retested with no problem found will be returned to customer at customer's expense.

LIMITATION OF LIABILITY

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Installation – Mechanical



Step 1 3qt Reservoir Install

Install straight fitting with E6000® sealant and mount reservoir as high in engine compartment as possible using #8x1½" sheet metal screws and washers provided. Note that the nozzle should be the highest point in the system, not the reservoir.

Optional: The factory windshield washer reservoir can be used as the reservoir for your system.

- Drill 9/16" hole in desired bulkhead location.
- Remove one nut from bulkhead and turn the remaining nut until it is at the very end.
- Feed red tubing through the drilled hole and up and out of the top of the reservoir.
- Attach tubing to the bulkhead on the side opposite the nut.
- Pull the tubing through the bulkhead hole until the bulkhead seats against the inside of the reservoir.
- Apply a liberal amount of E6000® sealant (included) around bulkhead.
- Slide the nut you had previously removed up onto the tube and thread onto bulkhead.
- While pulling firmly on the red tubing, tighten the outer nut using a 17mm socket (only needs to be hand tight). A ratchet is not needed.
- Once sealant has set, fill reservoir with water and check for leaks.

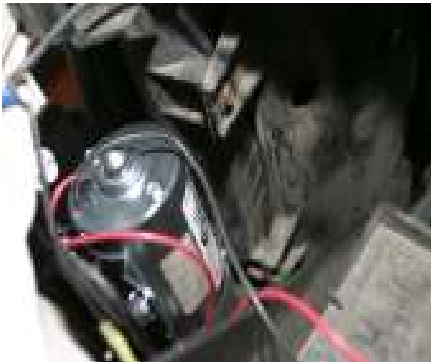


Bulkhead Fitting Installed in Washer Tank.

Caution*****

To avoid gravity feeding of fluid with rear mount reservoirs, it is essential to use a check valve in-line between the reservoir and pump. **Do not operate** your rear mount equipped vehicle without a check valve installed.

Step 2 Pump Install Mount the pump so the inlet is positioned at the lowest point of the reservoir or lower. Pump can be mounted horizontally or vertically using the supplied screws and washers. Ensure that no sharp bends in the high pressure tube occur near the pump. Trim tube with a utility knife or razor blade, making sure to eliminate any burrs or kinks on the end. Insert firmly into the pump about ½ inch through the light grey locking collar. Note the arrows indicating flow direction on the top of the pump. To remove the hose, gently and evenly push the light grey locking collar into the head unit of the pump, then pull on the hose gently



and agrees to hold the **SELLER** harmless from any damage resulting from failure to adhere to such specifications.

The **SELLER** disclaims any warranty and expressly disclaims any liability for personal injury or damages. The **BUYER** acknowledges and agrees that the disclaimer of any liability for personal injury is a material term for this agreement and the **BUYER** agrees to indemnify the **SELLER** and to hold the **SELLER** harmless from any claim related to the item of the equipment purchased. Under no circumstances will the **SELLER** be liable for any damages or expenses by reason of use or sale of any such equipment.

The **BUYER** is responsible to obey all applicable federal, state, and local laws, statutes, and ordinances when operating his/her vehicle, and the **BUYER** agrees to hold **SELLER** harmless from any violation thereof. The **SELLER** assumes no liability regarding the improper installation or misapplication of its products.

It is the installer's responsibility to check for proper installation and if in doubt, contact the manufacturer.

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Warranty

Snow Performance, Inc. warrants that the Product shall conform to and perform in accordance with published technical specifications and shall be free of defects in materials and workmanship for 90-days providing:

1. You are the original purchaser and provide proof of purchase.
2. For 1-year warranty, the Warranty Card that came with system (not applicable to separate parts purchases) is returned to Snow within 45-days of purchase. If valid warranty card not on file with Snow, the standard 90 day warranty applies from date of purchase.
3. For Lifetime warranty, , the Warranty Card that came with system (not applicable to separate parts purchases) is returned to Snow within 45-days of purchase and Boost Juice® injection fluid is used exclusively.*
4. Parts Warranty ~ 90 day warranty on parts purchased separately if used in conjunction with a Snow System. No warranty implied if used with a non-Snow part/system.

For Warranty service:

Call and get an RMA # . This # must be displayed on package containing returned part along with a copy of the original invoice.

Subject to Snow's inspection of the product, Snow will remedy defects in materials and/or workmanship by repairing or replacing, at Snow's option, the defective product without charge for parts or labor, subject to the limitations and exclusions described in this warranty.

This warranty does not cover problems caused by normal wear and tear including aesthetic oxidation of surfaces, accidents, unlawful vehicle operation, or modifications or repairs to

Also, fresh methanol – less than 1 month old when exposed to atmosphere – and using a greater methanol concentration – up to 50% - will reduce combustion quench.

100% water will cool combustion and EGTs and will increase power approximately 30 HP.

75/25% water/methanol will cool EGTs and power will increase approximately 45 HP.

50/50% water/methanol will cool EGTs and increase power approx 70+ HP.

Caution: To avoid “pooling” in the intake and possible engine damage upon start-up, it is recommended that:

1. The engine should be run without water/methanol for at least 5 minutes after injection before turning the engine off.
2. The “armed switch” is turned to the off position when the engine is off.

Tech tip: Do not attempt to inject water/methanol until the engine has reached operating temperature. A cold engine is more susceptible to quench and poor performance.

Maintenance – Remove nozzle(s) and clean screen filters at least once per year soaking nozzle for 10 min in descaler shower cleaner.

The Boost Cooler® has been designed to operate with high concentrations of methanol. Oil or other additives are not required for system lubrication.

For best performance, cooling and system life it is recommend that Snow Performance Boost Juice (#40008) be the exclusive fluid used in the system.

Disclaimer

Do not use this product until you have carefully read the following agreement. This sets forth the terms and conditions for the use of this product. The installation of this product indicates that the BUYER has read and understands this agreement and accepts its terms and conditions. Performance products by their nature are designed to increase horsepower and performance not engineered in the original vehicle and the increased stress could result in damage to related systems. This is a high performance product – use at your own risk. Snow Performance Inc., Its agents, employees or owners shall not be under any liability whether in contract or otherwise whether or not resulting from our negligence or contents of information supplied for any damage or loss resulting from such information. The **BUYER** is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications

Measure the distance from the reservoir outlet to the pump inlet. Cut the ¼” red tubing using utility knife. Make cuts are as square as possible.

Ensure there are no kinks in the tubing and insert tubing into quick disconnects at pump and reservoir until fully seated. Keep the pump within 2 feet of the reservoir.

Caution*****

Pump must be shielded from road debris and tire wash. Failure to do so will result in pump failure

Step 3 Nozzle Selection

Nozzle sizing is a function of horsepower, which approximates the engine airflow, and boost, which approximates intake charge heat.

Nozzle Identification Chart:

Nozzle Number	Nozzle Size	Nozzle Number	Nozzle Size
1	60 ml/min	4	225 ml/min
2	100 ml/min	5	375 ml/min
3	175 ml/min	6	625 ml/min

Recommended starting points:

250 - 400 WHP	625 ml/min nozzle
425 - 525 WHP	375 & 625 ml/min nozzle
550 - 650 WHP	2 X 625 ml/min nozzle

TECH TIP Seal the nozzle into the nozzle holder using included GOOP® sealant. Using a sealant that is not permanent will allow for nozzle changes during tuning. Simply remove the nozzle, clean the threads, and reinstall using sealant.

Assemble desired nozzle into nozzle holder using E6000® sealant. The end of the nozzle with the fine mesh screen is to be inserted into

the nozzle holder. Torque 1/2 turn past finger tight. Do not use Teflon sealants on Snow Performance fittings.



Correct



Incorrect

Step 4 Nozzle Mounting

The nozzle assembly should be installed 90° to the direction of airflow. On the 5.9l the preferred location is the back of the air horn (see photo). Choose and mark mounting location. Remove the air horn and drill and tap (11/32" pre-drill, 1/8"-27 NPT tap) for one or two nozzles.



The nozzle is mounted using its external 1/8 NPT threads. Tighten the nozzle and nozzle holder assembly one half turn past finger tight using E6000® sealant to seal the threads. The tip of the nozzle should be either flush with the inside wall of the tube or protruding slightly from it to ensure proper spray pattern.

Tech Tip: Shallow mounting of nozzle could result in spray coalescing resulting in reduced performance.

Addendum for 6.7L Cummins Applications:



If pump goes on and fluid level doesn't go down, there is an obstruction in the tube or nozzle.

Step 2 Test Controller

- Begin the testing process with both dials on the variable controller at their lowest settings (counter-clockwise).
- Turn ignition key on so that the system has 12 volt power. If the pump runs, inspect ground wires for secure connection.
- Pump should be off at this point, apply light air pressure into vacuum tube connection on back of controller. Pump should activate while low pressure is applied but not enough to completely atomize fluid.

Tuning Quick Reference

If combustion quench occurs as evidenced by engine "bucking", reduce the injection quantity or raise the onset boost level. This can be done by:

1. Using a smaller nozzle(s).
2. Introducing injection later at a higher start setting.

Caution*****

Prolonged quench may cause lower engine damage over a period of time.

For setting 3, right, the chart shows the Start dial at 8psi and the Full dial at 24psi. At 8psig of boost pressure the pump will operate at 10%. At 24psig of boost pressure, the pump will deliver 100% of injection pressure.

For boost pressure readings between the Start and Full settings, the controller will linearly adjust the pump pressure as shown on the graph.

Testing the System

Note: for best results, prime pump before use

To clear air from the pump and insure that the system is primed:

- Fill reservoir with water approx ¼ full.
- Remove tubing from the nozzle holder and run tube into separate container.
- Disconnect green controller wire from red pump wire. Apply 12 VDC to red pump wire for approximately 5 seconds or until fluid flow is consistent.
- Pump is now primed. Reconnect tubing from pump outlet to nozzle.

If using a check valve in between the pump and the reservoir:

Remove the check valve and place a solid piece of tube between the pump and the reservoir and prime the system. Then replace the check valve in between the pump and reservoir.

Step 1 Test Pump and Mechanical System

Disconnect pump from controller. Using a 12 volt source, apply power to red wire of pump. Pump should activate, green LED should go on, and fluid level in tank should go down. It is recommended to also check the nozzle spray pattern while following this procedure. Also check for leaks.

Nozzles are mounted in the black plastic tube that connects the intercooler-to-intake located on the driver's side of the engine.

Step 1.

loosen clamps that attach tube to cast elbow and intercooler.



Step 2.

Pry rubber boots off intercooler and cast piece.

Step 3.

Slide tube out from top and mark, drill and tap for nozzles.



Tip: Mount nozzles approx 3” apart so spray is 90° to airflow.

Tip: To make sure there is no pooling of fluid while injecting, make sure nozzle tip is at least flush with the inside of the tube when tightened.

Step 5 Nozzle Connection

Measure the distance from the pump outlet to the nozzle holder. Cut the ¼” tubing using utility knife. Make cuts are as square as possible.

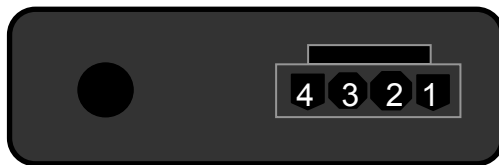
Ensure there are no kinks in the tubing and insert tubing into quick disconnects until fully seated. Gently pull on tubing to ensure a good connection.

Use tie wraps to help route tubing and to ensure it doesn't contact moving or hot parts in the engine compartment. Have tubing connect to quick connect fittings at shallow angles. Having an immediate sharp bend may unseat the tubing from the internal o-ring and create a leak.

Tech Tip: Continual insertion and removal from quick connect fittings will mar the end of the tubing which may create a leak. If this occurs simply remove the tubing and make a fresh cut using a razor blade.

Installation - Electrical

Variable Controller Installation



The figure above shows the back view of the variable controller. Attach controller to secure location with easy access in engine bay or passenger compartment. The VC series controllers are designed to withstand engine bay conditions, but should not be mounted directly to the engine block or road spray. Connect vacuum/boost hose from intake plenum boost line (use the included boost 'T') to hose barb on back of controller and secure with a tie wrap.

CAUTION: Disconnect the negative battery terminal while connecting wires to prevent electrical fire or damage to controller.

- Connect BLACK wire to a good ground location.
- Connect GREEN wire to Pump RED power wire. Connect green LED per wiring diagram.
- Connect RED wire to inline switch and connect to +12V key on source.

- When selecting a 12 volt key on source, try to find a dedicated circuit fused for 15+ amps. Mount arming switch in driver's compartment.

TECH TIP Always have a good electrical ground connection- ideally battery neg. Poor ground will result in erratic operation of controller.

Variable Controller Tuning



- Use a tie wrap to keep rubber vacuum/boost line on hose barb in high boost applications.
- Adjust the "Start Psi" boost level first by turning dial clockwise to about one third of the engines max boost output. This sets the boost pressure required to activate the injection system. Typical start point on a Cummins with 30psig max boost is 20 psig.
- Next, adjust "Full Psi" to the engines max boost output.
- Note - over lapping the settings, where the Full dial is lower then Start, will result in max injection at the onset point.

Controller Operation Example

