Instruction Manual

EVANS WATERLESS ENGINE COOLANT

Evans Waterless Engine Coolants

CAUTION:

To avoid the possibility of engine damage use only undiluted Evans Waterless Coolants in an Evans Waterless Cooling System.

Undiluted Evans Waterless Coolants:
High Performance Coolant
Powersports Coolant
NPG

Water is considered an impurity and harmful to an Evans Waterless Cooling System.

Other forms of propylene glycol, the base for Evans Waterless Coolants, have either:

- No additives formulated to prevent metal corrosion or contains improper additives for use with Evans Waterless Coolants.
- If other than Evans properly inhibited Waterless Coolant is installed, boiling within the engine-cooling jacket will react with engine metals. The result is damage from corrosion, metal erosion and coolant gelling.
- Complete drain instructions must be followed. Improper draining and flushing leaves residual coolant. This can result in high residual water content incompatible with Evans Waterless Cooling Systems.
- Entire cooling system must be drained and flushed. System includes the engine block and heater core.

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Safety precautions

- When converting to Evans Waterless Coolants never work on a conventional hot, pressurized water/antifreeze cooling system. Conventional water and antifreeze coolant spraying on a hot engine may ignite. Similar precautions should be adhered to with Evans Waterless Coolants. Coolant vapor may ignite if it is above 240°F and comes in contact with an open flame. *(leaking ignition spark, failed exhaust header, etc.)* Always observe fire precaution warnings in your vehicle owner's manual.
- Always use jack stands or ramps to work on a vehicle.
- Never use a jack only.
- Always wear eye protection.
- Use caution near thermostatically controlled electric cooling fans. They may activate even when ignition is off.
- Evans NPG is non-toxic to humans and animals. Traces of ethylene glycol, a hazardous material, often remains in the engine after conversion and mixes with NPG. As a result NPG must be disposed of as hazardous waste.
- Evans High Performance Coolant and Powersports Coolant contain ethylene glycol and must be disposed of in accordance to local regulations for antifreeze disposal.
- Evans High Performance Coolant and Powersports Coolant are toxic to humans and animals. Read WARNING LABEL on back panel of bottles.

Boiling & freezing points of different coolants

	Boiling Point	Pour Point:
High Performance Coolant	375° F at zero psi	-40° F
Powersports Coolant	375° F at zero psi	-40° F
NPG	367° F at zero psi	-79° F
100% water	212° F at zero psi	32° F
50/50 water/ethylene glycol	255° F at 15 psi	-35° F

Minimum radiator core suggestions

300HP or less without A/C	4 rows: 1/2” tube copper/brass
300HP to 400HP with A/C	2 rows: 1” tube aluminum
400HP to 600HP	2 rows: 1.25” tube aluminum
600HP plus	3 rows: 1” tube aluminum - or - 2 rows: 1.5” tube aluminum

Cooling system operating temperatures

A common misconception is an Evans Waterless Cooling System will operate hotter than water-based cooling systems. A properly installed system using the recommended pump and radiator, with nothing else changed, will operate at the same temperature or often at a slightly lower temperature compared with a system operated on water-based coolant. If a major change is made to the fuel mixture to increase compression, horsepower, or turbo boost, the system will operate hotter due to the higher output of the engine. Operating the engine at limits beyond conventional cooling capabilities will cause a conventional cooling system to run excessively hot, overheat and fail. The Evans Waterless Cooling System will continue to operate FAILURE FREE at that higher temperature (up to 280°F) without engine damage. When operating an engine at high coolant temperatures the oil temperature must be controlled and kept to a maximum of 250° F by using an oil cooler.

Thermostat and thermostat bypass hose

With Evans Waterless Coolants the thermostat is not needed in high performance systems or warm weather applications. For cold weather applications or computer controlled engines install an Evans high flow thermostat or Evans total flow thermostat of the proper temperature. When removing a bypass type thermostat the bypass port must be plugged. Large suction (inlet) side bypass thermostats can bypass small quantities of coolant due to the higher suction pressures created by the pump. This could result in slightly higher operating temperatures. To correct this install the Evans total flow thermostat in the upper (pressure) hose.

The bypass hose connects the intake manifold with the water pump suction side. BB Chevy, SB&BB Ford and SB MOPAR all use a thermostat bypass hose that is unnecessary for high performance use. Plugging the bypass hose forces all the coolant to flow though the radiator. The plug should be made of metal and large enough to seal the ID of the hose. Pipe plugs may be used to eliminate the hose completely.

CAUTION: After blocking the bypass circuit, only the specially designed Evans high flow or total flow thermostat should be used or engine damage may occur.

Stop leak products

The only Evans approved stop leak products are:
-Evans STOPLEAK Tablets
-Bar's Leaks tablets or AlumiSeal
-Bar's Leaks Liquid Aluminum Cooling Systems Radiator Stop Leak
Do not use any other stop leak products with Evans Waterless Coolants.

Coolant (water) pump weep hole

When using a coolant pump other than an Evans pump the weep hole must be plugged. It is possible for air to be drawn into the pump through the weep hole and past the bearing shaft seal. A small pipe plug or silicone will do the job.

Radiator cap recommendations

Use of a 7 lb. cap on Waterless Cooling Systems is recommended for racing, street rod and performance enhanced vehicles with cross flow radiators only. Top/Bottom flow radiator with stock HP - may use 13 lb. cap. For applications where 7 lb. cap is not available or cap location is on the pressure side of the cooling system, standard cap may be used. All stock, factory original, computer controlled daily driven vehicles are coolant change only. No system changes are required.

Refractometer

A refractometer is the only accurate method to test for residual water content. The refractometer must be a brix scale 28-62.
Evans Coolant Refractometer #E2190 precision instrument has been calibrated by Evans Cooling Systems before shipping.
Due to shipping variables - calibrate with a sample of fresh coolant before using. Refer to the conversion scale provided for the correct calibration number for each coolant type.
To have a sample tested free of charge call Evans Technical Assistance at 888-990-COOL$_{(2665)}$.

Refractometer Conversion Scale

NPG Coolant:	
55.75	0.0%
55.25	1.5%
55.00	2.2%
54.75	2.9%
54.25	4.4%
54.00	5.0%
53.50	6.5%
53.25	7.3%

High Performance Coolant & Powersports Coolant	
55.70	0.0%
55.00	1.0%
54.70	2.0%
54.40	3.0%
54.00	4.0%
53.50	5.0%
53.00	6.0%
52.50	7.0%

Conversion Instructions

Drain old coolant

Complete drain instructions must be followed. Improper draining and flushing may leave residual coolant and too high of water content which is not compatible with Evans Waterless Coolants.

COOLING SYSTEM MUST BE DRAINED COMPLETELY INCLUDING THE RADIATOR, BLOCK, AND HEATER.

Let the engine cool, set the heater control on maximum, and open the radiator drain. As soon as the expansion tank is empty remove the radiator cap. On vehicles with block drains remove the drain plugs and break through any sediment which may be blocking the drain. Inspect drained fluid for rust and scale. If found, flush as required. *(See Flushing and cleaning)* For vehicles without block drains remove the lower radiator hose at the radiator, remove the radiator drain cock and elevate the vehicle as required to drain the system. To insure complete removal of old coolant, flush with Evans Prep Fluid

CAUTION: Ethylene glycol is poisonous. Do not leave it in an open container. Always use a drain pan to capture all fluid in compliance with local, state and federal laws. If drained fluid contains ETHYLENE GLYCOL, it must be disposed of as HAZARDOUS WASTE.

Flushing and cleaning of cooling system

All water and remaining coolant must be removed from the system prior to installing Evans Waterless Coolants. The engine and system must be completely drained. If necessary, use Evans Prep Fluid as a flush. When converting older systems, a chemical flush should be used to clean the system prior to flushing and installing Evans Waterless Coolants.

To insure that all residual coolant is evacuated from the heater core disconnect both heater hoses at the engine side of the heater, lower one hose into a drain pan and very gently introduce air into the other hose until fluid is fully drained. It is advisable to pour the Evans Prep Fluid into the higher of the two heater hoses until it visibly flows from the draining hose in order to flush out old coolant.

When converting from OAT (Organic Acid Technology) or HOAT (Hybrid Organic Acid Technology) coolants improper draining and flushing may leave residual OAT or HOAT coolant. OAT and HOAT coolants are not compatible with Evans Waterless Coolants.

High Performance / Racing Instructions

NPG coolant is acceptable by most racing sanctions where stipulated as "no antifreeze." Verify coolant requirements in your rule book. If no specific antifreeze ruling exists, High Performance Coolant may be used.

Recommended coolant quantities:

Small Block applications - 4 gallons
Big Block applications - 6 gallons.
Always have at least 2 gallons with you as spare.

High Performance Suggestions

- Install high performance aluminum tube radiator.
- Remove the thermostat and plug all bypass hoses.
- Install heater shut off valve.
- Increase the pump drive ratio with a smaller pump pulley.

Maximizing Racing Systems

- Convert the upper hose and thermostat housing to 1¾" OD.
- Two -16 AN lines are the minimum upper hose size recommended.
- Install external lines from the rear of the manifold, bigger is better, line size should be -12 AN.
- Use an expansion tank for an intake manifold fill location .
- Use maximum pump drive ratio possible, 80% of crank rpm or more.
- For safety reasons all overflow hoses must be connected to an overflow tank or catch can.

High Performance Instructions

1. NEVER work on a conventional hot pressurized water/antifreeze cooling system - allow cooling completely before starting coolant conversion.
2. THE BLOCK MUST BE DRAINED. The system must be completely empty and as clean as possible. Complete drain instructions must be followed.
3. REMOVE THE THERMOSTAT OR RESTRICTOR.
4. PLUG THE THERMOSTAT BYPASS HOSE.
5. Install Evans Full Time Bleed Line (#EFTBK) in the pump and connect to intake manifold. A manual pump bleed is an option.
6. If the radiator cap is on the thermostat housing - it must be removed or made a sealed fill cap with no pressure setting. Low-pressure cap cannot be used in this location due to being the pressure side of the system - cap will vent.
7. Install an expansion tank with a cap (zero or 7 psi) that is plumbed into the suction side (lower hose). Minimum capacity 2 quarts.

High Performance / Racing Instructions

8. Attach all hoses and replace all plugs. Open manual air bleed and fill the system with Evans Coolant. Close air bleed when coolant appears.
9. Install the self adhesive round Evans decal provided, on the radiator cap or close to the fill location.
10. When using an expansion tank or remote fill location. Fill radiator to the top and install radiator cap. (zero or 7 psi) Fill the expansion tank half full.
11. Start the engine and bring it up to operating temperature. Open manual air bleed if possible to bleed any air that has been trapped in the pump.
12. Stop engine and allow to cool. Check expansion tank level and adjust as required.
13. For the next few times operating the vehicle check the level in the expansion tank and add Evans Coolant as required.

GM LS Engine Instructions

1. THE BLOCK MUST BE DRAINED. The system must be completely empty and as clean as possible. Complete drain instructions must be followed especially when converting from OAT or HOAT coolants. Improper draining and flushing may leave residual OAT or HOAT coolant which is not compatible with Evans Waterless Coolant.
2. COOLING SYSTEM MUST BE DRAINED COMPLETELY, RADIATOR, BOCK AND HEATER. LS engines do have drains. If block drains cannot be removed, remove the radiator drain cock and elevate the vehicle as required to drain the system. Take the lower radiator hose off at the pump and remove the thermostat. To insure complete removal of old coolant, flush with Evans Prep Fluid by removing upper radiator hose at the radiator. Elevate one side of the vehicle as high as possible and pour 1 gallon of Evans Prep Fluid through the system. Jack up opposite side and repeat with a second gallon of Evans Prep Fluid.
3. Replace all hoses and drains and fill the engine and radiator with Evans High Performance Coolant.
4. Fill the expansion tank half full.
5. Install the round Evans decal provided on the radiator cap or close to fill location.
6. LS engines should follow the manufacturer's cooling system bleeding process.
7. Replace the pressure cap.
8. Monitor the level in the expansion tank the next couple of times the vehicle is driven. Once the system is stabilized the coolant level in the expansion tank should stay half full at normal operating temperature.

Antique / Collector / Daily Driver Instructions

1. Use High Performance Coolant
2. Refer to minimum radiator core suggestions based on engine HP.
3. NEVER work on a conventional hot pressurized water/antifreeze cooling system - allow cooling completely before starting coolant conversion.
4. Drain and flush the entire system, including the block and heater, by removing hoses and opening drains.
5. Replace all hoses and drains. Fill the engine and radiator with Evans Waterless Coolant.
6. Fill the expansion tank half full.
7. Install the self adhesive round Evans decal provided, on the radiator cap or close to the fill location.
8. Start the engine and allow it to reach normal operating temp. Turn the heater on high, and check the coolant level in the tank.
9. Adjust the level in the expansion tank to half full. Replace the radiator cap. Monitor the level in the expansion tank the next couple of times the vehicle is driven. Once the system is stabilized the coolant level in the expansion tank should stay half full at normal operating temperature.
10. For problem systems: see High Performance / Racing instructions
11. Test residual water content with a refractometer #E2190.

Dodge with Cummins 5.9L 24 Valve Instructions

1. Use High Performance Coolant only.
2. Use enough Evans for the total capacity of the cooling system plus 1 gallon Prep Fluid.
3. NEVER work on a conventional hot pressurized water/antifreeze cooling system - allow cooling completely before starting coolant conversion. Complete drain instructions must be followed. Improper draining and flushing may leave residual coolant and too high of residual water content which is not compatible with Evans Waterless Coolants.
4. Drain engine by opening radiator petcock.
5. Place water hose in coolant recovery bottle and flush out.
6. Fill system with water and flush through radiator. Remove ½" pipe plug on top of the engine cylinder head located between the number 2 & 3 cylinder exhaust studs. This will allow air to escape.
7. Reinstall plug when water reaches plug hole.
8. Follow directions on your radiator flush (purchased separately).

Dodge with Cummins 5.9L 24 Valve Instructions

9. Drain engine via petcock and remove the same ½" pipe plug.
10. Located between 4 and 5 cylinders - you will see a heater supply fitting about 5 inches long. Remove the hose and put a small amount of air into the hose to purge the heater core.
11. Reinstall heater hose.
12. Add 1 gallon of Evans Prep Fluid through the ½" pipe plug hole and allow to completely drain out the radiator. This works best when rear of vehicle is raised higher then the front (on a hill or jack up the rear of the vehicle.)
13. After all remaining fluid has been drained from the complete system, including the recovery booth, close the radiator petcock.
14. Reinstall the ½" pipe plug but only turn it one complete turn. This will allow trapped air to escape while installing High Performance Coolant through the radiator.
15. When the air stops escaping and coolant starts to seep through, tighten the plug and continue filling the cooling system to the proper level.
16. Install the self adhesive round Evans decal provided on the radiator cap or close to the fill location.
17. Take a small coolant sample (1 oz.) and bring it to your dealer or send it to Evans Cooling Systems, Inc. to be tested with a Brix scale refractometer for water content. Acceptable water content is 3.0% or less.

Ford Power Stroke Instructions

1. Use High Performance Coolant only.
2. NEVER work on a conventional hot pressurized water/antifreeze cooling system - allow cooling completely before starting coolant conversion. Complete drain instructions must be followed. Improper draining and flushing may leave residual coolant and too high of residual water content which is not compatible with Evans Waterless Coolants.
3. Drain radiator by opening the petcock.
4. Drain the block by removing both block drains.
5. Drains are ¼" pipe plugs removed with a ¼" drive square ratchet.
6. Driver side drain is 3" from rear of block and 2" above oil pan rail.
7. Passenger side drain is 4" from rear of block and 2" above oil pan rail. (Clearance is tight with starter. If necessary remove 2 starter bolts and let hang to remove drain.)
8. Remove heater hose from front passenger side cylinder head and blow out with compressed air.
9. If equipped with rear heater or heater control valve, disconnect lines at firewall and blow out.

Ford Power Stroke Instructions

10. Let everything drain for at least 15 minutes.
11. Plug all drains, reconnect heater hose and fill system with Evans High Performance Coolant.
12. DO NOT ADD ANY WATER. DO NOT "TOP OFF" WITH WATER.
13. Run engine until it is warm and thermostat opens.
14. Check coolant level and top off if necessary.
15. Install the self-adhesive round Evans decal provided, on the radiator cap or close to the fill location.
16. Check coolant level daily until coolant level stabilizes. Add Evans High Performance Coolant if necessary.
17. Take a small coolant sample (1 oz.) and bring it to your dealer or send it to Evans Cooling Systems, Inc. to be tested with a Brix scale refractometer for water content. Acceptable water content is 3.0% or less.

Marine Instructions

1. Drain complete system, including radiator / heat exchangers and engine block.

   Note: Heat exchanger must be checked thoroughly for corrosion on both coolant and raw waterside before installing Evans Coolant.

2. Flush out old coolant until "soapiness" is gone.
3. Expansion / fill tank - must be completely emptied and dry.
4. Drain any ancillary circuits and gently blow out with air.
5. Reconnect all circuits and close any drains.
6. Fill system completely with Evans High Performance Coolant. DO NOT ADD WATER - DO NOT "TOP OFF" WITH WATER.
7. Replace coolant cap.
8. Apply Evans round "DO NOT ADD WATER" warning decal
9. Run engine until it reaches normal operating temperature.
10. Installation test: Check coolant level - Take a small coolant sample (1 oz.) and bring it to your dealer or send it to Evans Cooling Systems, Inc. to be tested with a Brix scale refractometer #E2190 for water content. Acceptable water content is 3.0% or less.
11. Post installation: monitor coolant level frequently until level stabilizes. Add coolant as needed to stabilize level.

    Note: If system is equipped with a cooling system filter, install a blank filter - no additional chemical inhibitor is required.

Powersports Instructions

Evans Powersports Coolant contains ethylene glycol.
For racing where ethylene glycol is not legal, but propylene glycol is legal, use Evans NPG Coolant. Check your rule book.
Evans Powersports Coolant is recommended for all other powersports applications.

1. Begin with a cold engine.
   All of the old coolant must be removed from the cooling system.
2. Conventional coolants contain water and water contaminates Evans Powersports Coolant.
   Never flush with water.
3. Completely drain cooling system according to the owner's manual. Make sure that ALL coolant is removed from the radiator, the block, hoses, and the expansion reservoir. Blow air into locations to help push old coolant out.
4. Close all drains, attach hoses, and install enough Evans Waterless Coolant to submerge the pump. Run the engine briefly (one or two minutes). Now, drain out all that you can.
5. Fill cooling system with Evans Powersports Coolant.
   Consult the vehicle owner's manual to ensure no air pockets remain. Run engine and top up if needed. Evans Powersports Coolant expands 7% at operating temperature. If there is no expansion tank, the radiator will purge a small amount upon warm up. This is now the system's operating level. Add coolant as needed to the expansion tank.
6. Dispose of drained fluid responsibly.

Troubleshooting

Unexpected loss of coolant

In the event of a highway emergency resulting in a coolant loss, NEVER ADD WATER. If Evans Waterless Coolants are not locally available, temporarily top off the system with concentrate propylene glycol antifreeze or concentrate ethylene glycol antifreeze and be sure not to add water. When Evans Waterless Coolants are available, the temporary coolant should be completely drained and the system refilled within 15 to 30 days.

Cold weather results

During periods of extreme cold weather (10° F or below), some engines have a tendency to run at elevated temperatures at idle, 250° F to 260° F, and then return to normal levels when the vehicle is underway. In most cases the problem is due to an inherently large thermostat bypass circuit allowing the coolant to bypass the radiator through the open circuit at slow pump speeds. This problem can also be caused by a restriction in the radiator and/or a very inefficient coolant pump. Both result in reduced coolant flow when the coolant becomes more viscous in extremely cold weather. Evans High Performance Coolant is recommended for cold weather use. NPG is not recommended for cold weather operation.

Although not detrimental to the engine the situation can usually be corrected by blocking the thermostat bypass (usually located at the pump), removing the OE thermostat and installing an Evans Total Flow Thermostat. Alternately, if available for your engine, an Evans Waterless Coolant pump may be installed. Evans pumps have blocked bypasses and a more efficient pump impeller.

Refractometer test results not within recommendation

Call Evans Technical Assistance for solution.
888-990-COOL(2665)

Expansion tank does not return coolant to engine

The cause is usually traced to a vacuum leak somewhere in the system, or that the system was opened (radiator cap removed while coolant was hot and not closed again during cool down). Since vacuum draw on the coolant in the expansion tank is the only way coolant is drawn back into the system. Any air leak, no matter how small, will cause the engine to draw back in air rather than coolant and the coolant to remain in the expansion tank.

If you find a need to add coolant to the radiator after each cool down and the expansion tank level keeps rising, then a leak exists and must be found. Check all clamps and tighten as necessary. Or apply a vacuum tester to the vent line where it attaches to the tank to locate the leak.

Engine runs “hot” at all speeds and loads

The engine heats up quickly while the radiator and heater hoses are still cold. The most common cause is an air locked pump. Install a bleeder valve in the pump or an Evans Full Time Bleed Line from the pump to the thermostat housing. If the engine still runs hot the cause is usually inefficient pump, restricted radiator flow or poor airflow to the radiator. (See system requirements.)

Coolant changed color

Evans Waterless Coolants gradually change to a darker color during use due to organic aging from heat cycles in the engine. This change has no effect on the performance of the coolant, which normally will operate for at least 100,000 miles before requiring replacement.

High Performance Coolant:
original color - light brown, will turn dark brown over time.

Powersports Coolant:
original color - clear - will turn amber to light brown over time.

NPG:
original color - purple, will turn dark plum color over time.

Vehicle storage

If the vehicle is to be stored for a long period of time fill the radiator to the top with Evans Waterless Coolant **ONLY** and install the radiator cap. On a zero pressure system also seal the overflow hose. This will keep air and moisture from entering the cooling system, protecting the system from corrosion during storage.

Warranty

Evans Cooling Systems Inc. warrants Evans Cooling Systems products to be free from defects in material and workmanship under normal use and if properly installed for a period of one year from the date of purchase. If found to be defective as mentioned above, it will be replaced or repaired if returned prepaid along with proof of date of purchase. This shall constitute the sole remedy of the purchaser and the sole liability of Evans Cooling Systems Inc. to the extent permitted by law, the foregoing is exclusive and in lieu of all other warranties or representations whether expressed or implied, including any implied warranty. In no event shall Evans Cooling Systems Inc. be liable for special or consequential damages.

Return Policy

Any standard Evans Cooling Systems Inc. products may be returned by the original purchaser within 30 days from the date of purchase, for a full purchase price refund, if the item is returned in the original unaltered condition. The customer must call to obtain a return authorization and return freight must be prepaid. A copy of the invoice and a letter of explanation including name, address and phone number must be enclosed with the return. After a return item is received and inspected at Evans Cooling Systems Inc., a credit or refund will be issued. Any products, which have been modified or damaged by the customer, will not be accepted for return. There are no returns on any special order or custom items. Items returned after 30 days will be subject to a restocking charge.

Technical Assistance

Automotive aftermarket:

Phone: 888-990-COOL (2665)
Pennsylvania Office: Monday - Thursday 9:00 a.m. to 5:00 p.m.,
Friday 9:00 a.m. to 4:30 p.m. Eastern
E-mail: Tech@EvansCooling.com

Evans Dealers:

Refer to our website.
www.EvansCooling.com

Evans Waterless Engine Coolants

DISCLAIMER:

Evans Instruction Manual must be followed for proper conversion to Evans Waterless Coolant. Test conversion with a refractometer for proper results and to achieve the benefits of Evans Waterless Coolant. Warning label is supplied with coolant. If you did not receive a warning label - contact your supplier to obtain. If you suspect water has been added to your cooling system, test the coolant with a refractometer. If cooling system does not seem to be working properly, Evans recommends reviewing the system requirements and troubleshooting information, and then call our technical support prior to dumping the coolant. To honor our warranty, coolant must be available for testing.