



PRODUCT OVERVIEW

1. Integrated tank / pump assembly
2. Tank assembly mounting bracket
3. 8ft of 8mm black tubing
4. (1) "T" nozzle, (1) "Elbow" nozzle & (1) "T" for the check valve.
5. (1) Anti-siphon check valve
6. (1) Stainless 6-12mm hose clamp
7. (3) Piece wiring harness with fuse and "off / on / momentary on" switch
8. (6) 5/16" cable clamp for securing the 8mm tubing
9. (6) #8 Phillips head TEK screws for mounting the cable clamps
10. (15) 6" Cable ties for securing the wiring and 8mm tubing
11. (4) 18" Cable ties for securing the 8mm tubing to the CVT intake hose
12. (4) 1/4" Bolts with washers and nylocks for mounting the tank assembly
13. (4) #12 TEK screws for mounting the tank assembly (optional if 1/4" bolts are not used)

FROM THE TOOLBOX

1. Drill with 1/4", 5/16", & 3/8" bit
2. Nut driver
3. Basic set of tools

IMPORTANT: *Read instructions thoroughly prior to installation.
Installation should be performed by a qualified professional.
Always practice proper usage of personal protective equipment when
using power tools and always wear safety glasses!*



FROM THE TOOLBOX

Drill with 1/4", 5/16", & 3/8" bit
Nut driver
Basic hand tools

NEED ADDITIONAL HELP?

Check out our YouTube channel
Call us: (714) 799-6711
Monday - Friday: 8am-5pm
Email: sales@assaultind.com

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IMPORTANT

Read instructions thoroughly prior to installation. Installation should be performed by a qualified professional.

NOTE: Example (Figure) Photos on the next page

1. Remove the passenger seats and center console passenger side covers in order to access the factory power block and battery.
2. Disconnect the battery, negative.
3. Mount the Tank assembly using either the supplied #12 Tek screws or the 1/4" bolts (typically installed in the bed).
4. Install the 8mm black tubing to the pump discharge and secure with the hose clamp (for ease of installation, lightly warm the end of the tubing). Install a "T" near the top of the tank or near the highest point of the tubing and connect the anti-siphon check valve to the "T" with the arrow facing the "T" (**Figure 1**). The anti-siphon check valve can be mounted up to 12" away from the "T".
5. Route the 8mm black tubing from the pump to the CVT intake plenum. Use the 3/8" drill bit to create openings in any plastic. (verify that you are not drilling into anything of consequence!). Use the (6) 5/16" cable clamps and #8 Phillips TEK screws to secure the tubing as necessary.
6. Drill (2) 5/16" diameter holes in the CVT primary and secondary intake boots and insert the "T" and "Elbow" nozzles into the holes (**Figure 2**). Connect the tubing to the "T" (by pushing the tubing all the way into the fitting). Do the same with the "Elbow" nozzle (use a razor blade, wire cutters or a very good pair of scissors to cut the tubing). Use the 6" cable ties to secure the tubing through the engine compartment (route the 8mm tubing away from the engine, turbo and any hot / sharp surfaces).
7. Locate where you want to install the "rocker" switch into the dash or center console and remove the factory knockout (check wiring harness length to the switch location prior to removing the knockout or cutting the hole).
8. Drill a 1/4" hole within 2" of the switch for the mounting of the LED indicator light. Push the small black plastic LED holder into the 1/4" hole from the outside, then push the LED into the holder from the backside.
9. Route the long wiring harness from the switch area through the center console to the Tank assembly. Connect the black (ground) wire and colored (red, green, yellow, or blue) 12V positive wire to the pump (**the black wire connects to the terminal directly above the pump outlet**). (**Figure 3**)
10. Locate the supplied short wiring harness with the inline fuse and connect the black wire (ground) to the Top post (ground) on the Power Block (**Figure 4**). Connect the red wire (12V positive) to the Bottom post (ACC) on the Power Block. Connect the wiring harnesses to the switch assembly.
11. Connect the switch housing connector to the switch, then push the switch into the dash (the switch should be oriented such that the "off" position is on the bottom and the "momentary on" position is at the top).
12. Reconnect the battery and put **DISTILLED WATER** in the tank.
13. Turn on the switch and verify that the pump is running, the nozzle(s) are spraying water and there are no leaks in the tubing or fittings. Push the "T" and "Elbow" into the CVT intake boot. Use the (4) 18" cable ties to secure the 8mm tubing to the CVT intake hoses.
14. If everything checks out, then reinstall the center console side covers and seats. If you removed seat belts, be sure to check that they are properly reinstalled to factory specifications.



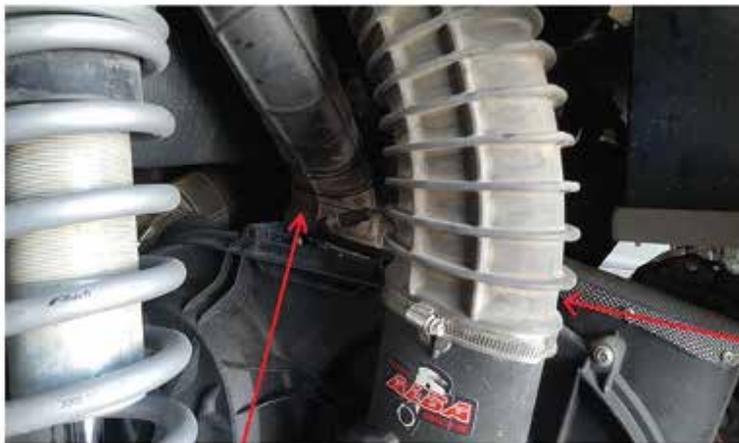
Figure 1

Anti-siphon check valve (arrow points to the "T")



Ground

Figure 3



Install "T" on the front or back side of the Primary intake hose

Install 90 deg elbow on the back side of the Secondary intake hose

Figure 2

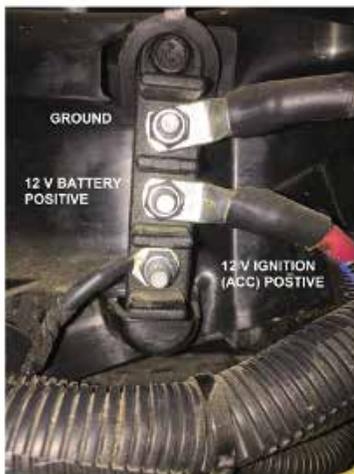


Figure 4

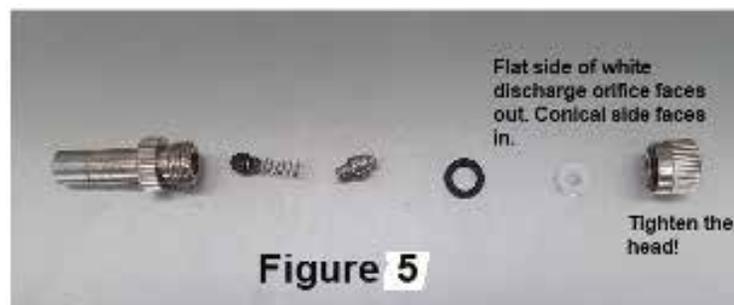


Figure 5

Flat side of white discharge orifice faces out. Conical side faces in.

Tighten the head!



OPERATION

1. For best results, always use Distilled water in the tank.
2. To activate the Cobra Cooler system, simply press the switch to the top "momentary on" position and release. After releasing the switch, it will remain in the "on" position and the algorithm in the ECU will pulse the pump for 45 seconds and then automatically turn off. If you want to turn the system off before 45 seconds, then just turn the switch off. If you want to restart the system, then press the switch into the "momentary on" position and release.
3. When you are under heavy load (high speed, climbing in the sand, towing at speed, etc) turn on the Cobra Cooler. If you slow down or stop, turn off the system. The Cobra Cooler works best when the engine is operating above 5000 rpm. If you stop and forget to turn off the system, the belt may slip. If this occurs, keep the engine at 2000 rpm for a few seconds and the belt will re-engage.
4. If you have an infrared belt temperature gauge, then we suggest turning on the system when the belt is above 190°F.

MAINTENANCE

1. The discharge nozzles may require cleaning due to clogging from debris in the tank or from not using distilled water which could also cause the nozzles to drip water into the CVT when the pump is off. To clean, pull the "T" nozzle and "Elbow" nozzle from the CVT intake hoses. Separate these (2) nozzles from the black 8mm tubing by compressing the blue end pieces. With a pair of needle nose pliers hold the bottom of the stainless discharge nozzle, unscrew the end of the nozzle and remove the internal parts (**Figure 5**). Debris will usually accumulate at the white discharge orifice. If you haven't been using distilled water and there is scale build up, then soak the parts in a 50/50 mix of distilled water and vinegar until you are able to clean the scale off. Reassemble the nozzle in reverse order and tighten the head (very hand tight or with a pair of pliers) while holding the base with needle nose pliers. Caution: do not forget to tighten the head. Failure to tighten the head of the nozzle may allow it to come loose and go into your clutches, which could damage your clutches and/or your engine/transmission shaft seals.
2. If you want to completely remove the nozzle from the "T" or "Elbow" fitting, then you must remove the .041" diameter stainless steel safety wire or the "keeper clip" that prevents the nozzle from being removed from the fitting. Be sure to reinstall the safety wire or the entire nozzle could fall out of the fitting and go into your CVT.