

High Flow Inline Remote Electric Water Pump Dual-Out

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In The Box

- 1 Pump
- 2 Mounting Tabs
- 2 3/8 – 16” x 3/8” bolts
- 1 Wiring harness w/ 20 amp fuse
- 2 Contingency Decals

To Do The Job You’ll Need

- 2 Hose Adapters – 1 inlet/1 bypass(ex: WN0032B for 1 ½ Hose)
- 2 Hose Adapters (#16AN o-ring) for outlet (ex: WP16016)
- Light Grease or Oil
- Wire Crimper/Stripper
- Solderless Crimp Terminals
- Welder (In most cases the mounting tab supplied is welded to the frame of the car or a fabricated bracket.)

Inlet, Bypass and Outlet Fittings

This pump can use any of our “WN” style fittings for the inlet and bypass ports. The sizes range from 1 1/4 to 1 3/4 rubber hose and -10AN to -24AN for braided hose. Typically, we will recommend the largest feasible size for the inlet and outlet and about a 5/8” to 3/4” fitting for the bypass. The fittings seal to the pump with an o-ring seal. Use a little grease or oil to lubricate the o-ring before installing the fitting.

Mounting Requirements

This pump is a centrifugal pump. Therefore it must be gravity fed. It should be mounted at or below the mid point of the cooling system. You should avoid unnecessary bends in the inlet hose, most especially ones that cause elevation changes in the hose. **To prevent air locking and cavitations, the outlet of the pump must be higher than the inlet.** The pump should be mounted with the main shaft horizontal. The motor shaft should not be pointing up or pointing down.

CORRECT MOUNTING ORIENTATION

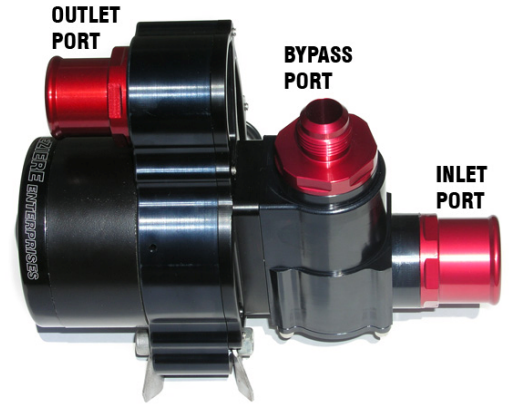


INCORRECT MOUNTING ORIENTATION



WP366 Inline Remote Electric Pump

Plumbing the pump: This pump is unique in that it has a thermostat incorporated into the body. The inlet and the outlets are opposed and the bypass connection comes out the top of the thermostat housing. The inlet port will connect to the lower port on the radiator. The outlet ports will feed the engine and the bypass port will be connected to a “hot water” source at the top of the engine. A 5/8” or 3/4” hose will be appropriate for that connection.



Wiring

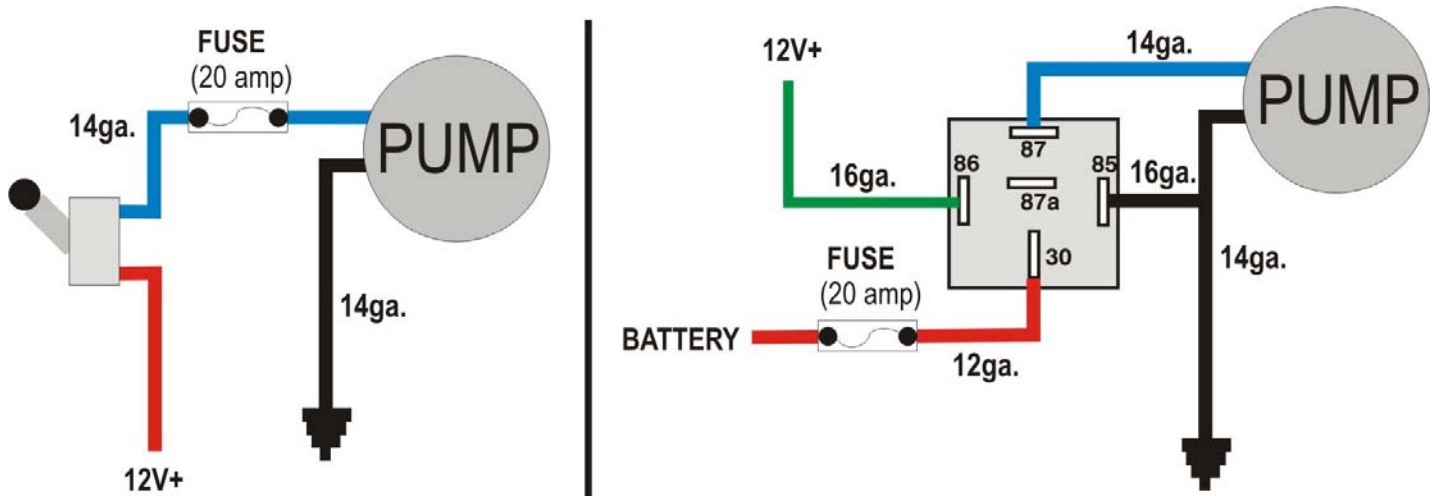
The **BLUE** wire connects to **positive (+)**

The **BLACK** wire connects to chassis ground or battery **negative (-)**

Chromolloy chassis should NOT be used as a ground path!

The pump can be wired directly from a switch panel or through a relay.

TO AVOID MOTOR FAILURE, be sure to use the fuse holder supplied with the harness or install your own 15 to 20 amp fuse and holder. **WARNING: NOT USING A PROTECTION CIRCUIT WILL VOID YOUR WARRANTY.**



Beauty Tip

Your pump comes to you polished and waxed. An occasional waxing will allow dirt and debris to be wiped right off the pump and also offer some protection from UV light (the anodized color on your pump can fade from prolonged exposure to sunlight).

Thank you for purchasing our product. Feel free to contact us if we can be of further assistance and enjoy your pump for a long, long time.

WARNING: NOT USING A FUSE CIRCUIT WILL VOID YOUR WARRANTY.