

IMPORTANT INSTALLATION INSTRUCTIONS

Safety warning: do not work on a hot engine

Start installation by fixing the module in place with a cable tie and connecting the Red & Black power wires.

A good place to position it is inside the steering column cowling or behind the lower dash facia where connections can easily be made to the wiring that goes to the ignition switch circuits.

(If in doubt consult an Auto Electrician about this)

It is very important to connect the **Red** wire (positive) to a fused connection that switches off and on with the ignition.

The Black wire (negative) goes to the vehicles earth. NEVER connect the **Red** wire before connecting the Black wire to the vehicles earth

Select a suitable position and drill a 6.5mm dia hole for the Led warning light.

Press the plastic bezel into its hole and insert the LED into it from the back, being careful not to push the bezel out.

Remove the radiator cap and undo the clamp on the radiator hose. Remove the hose from its spigot (The probe can be fitted at either end of the hose)

Clean and dry the spigot. Apply silicone sealer along the top then place the probe assembly on the spigot with the rubber seal butted up to the raised end. Apply sealer along the top and sides of the seal where it meets the spigot.

The end of the probe should hang down so the shiny end is at least half-way down across the hole.

Carefully slide the hose back into place, without moving the probe assembly.

If it moves out, gently push it back in place with a medium sized screwdriver blade.

Now tighten the hose clamp. Make sure the clamp screw is not on top of the probe. Do not re-use snap on type clamps. Replace them with good quality screw type clamps

Don't be tempted to over-tighten the clamp. No leakage will occur as long as the hose and spigot are in good condition and enough silicone sealer is used. If it does leak, reseal it & let it cure over-night and then top up the coolant.

Over-tightening could damage both the probe and the spigot if it is the plastic type.

Never use 2 clamps over the probe as probe insulator damage can occur on metal spigots.

The probe is carefully designed to change shape to lift the cable away from the spigot as pressure is applied by the hose clamp in the normal position.

Run the Black probe wire to the dash board and plug it into the bullet connector on the black wire at the module.

Most installers run it through an existing cable grommet in the firewall.

Try to avoid routing it close to heat sources such as exhaust pipes or air conditioner pipes, and secure it with the cable ties supplied.

NOW TURN THE IGNITION ON. The alarm should sound immediately.

Start the engine and slowly top up the radiator.

The alarm should stop.

Run the engine and top up the coolant fully after the thermostat has opened.

Sometimes you may have to do this several times to get rid of all the air bubbles.

My own car takes a couple of days to completely purge all the air out of the system, especially if the heater core has been drained.

Once properly installed and the cooling system fully bled, the ENGINE SAVER will beep and the warning light will flash once when the ignition is first turned on as the unit performs it's self test routine.

IF the unit does not beep and flash on self test, check the probe wiring or insulation is not damaged & shorting to earth. The unit will not work if the probe or wire is grounded.

To fully test the installation you can disconnect the probe wire at the bullet connector.

After 2 to 3 seconds delay the unit will go into alarm mode.

This delay is to prevent false alarms caused by air bubbles, which are present in most cooling systems.

(Yes, even Rolls Royce limos need this delay so dealers tell me!)

Don't worry about the small delay, 4.7 seconds is only the distance between 2 power poles at 100kph

If the alarm sounds, don't forget, it is telling you there is no coolant around the probe. Find out why!

Also if you use a radiator sealer at any time it may cause a false alarm as they can coat the probe with sealer.

We also recommend keeping your cooling system clean and hoses and radiator cap in good condition at all times.

It is wise to open the drain tap and drain a little coolant to fully test the low water alarm again at service intervals.

Please Note: Engine Saver Low Water Alarms are designed to assist in the prevention of your vehicles engine overheating. It is not a guarantee.

TROUBLE SHOOTING

No buzz & Flash on self test	Probe insulation or blue wire shorted to earth
Alarm sounds continuously	Faulty probe wire installation Probe wire cut or broken Low water level Probe fouled with dirty or oily coolant
Alarm sounds intermittently	Air pocket or bubbles in radiator



Kits ESO1200 & ESO2400 (12 or 24 volts)

1. Electronic cabin module with buzzer
2. LED warning light
3. Under hose probe.
4. Cable ties
5. Low water sticker for LED