



80280NDP Heat Exchanger Installation Instructions

**2007-2009 SHELBY GT500
2010-2012 SHELBY GT500**



AFCO RACING
P.O. Box 548, Boonville, IN 47601
(800)-632-2320
www.AFCOracing.com

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WARNING

1. Radiator fluid must be handled properly. Please observe local ordinances with regards to handling and disposal.
2. Allow vehicle and components to cool a minimum of 1 hour before handling.
3. Never attempt to open the radiator cap when hot.
4. Do not allow any tools or limbs to contact fans—SERIOUS INJURY MAY RESULT.
5. Always follow directions and disconnect the battery before attempting installation.
6. AFCO is not responsible for personal injury or damage to vehicle resulting from improper installation of this product.
7. Due to vehicle variations / tolerances it is ultimately up to the installer to determine proper installation.

AFCO is not responsible for any product that has been improperly installed, crashed, welded to, or modified in any way. AFCO does not cover damage to any related components as a result. Neither the seller nor AFCO will be responsible or liable for any loss, damage, or injury resulting from the direct or indirect use of this product or inability by the purchaser to determine the proper use or application of this product.

Removal of the 2007-2009 SHELBY GT500 Factory Heat Exchanger:

1. Remove the 8 clips that retain the upper radiator shroud. Remove the shroud (SEE FIGURE 1).



2. Remove the coolant tank cap from the heat exchanger coolant tank.

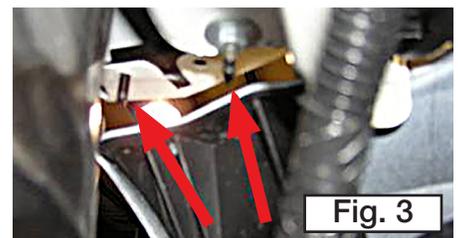
Front Bumper Cover Removal

3. Remove the two front wheels and set aside.
4. Remove the 7 screws from the lower splash guard using a 5.5mm socket and remove the splash guard.
5. Remove the 10 bolts from the lower lip air dam using a 10mm socket. Remove the air dam (SEE FIGURE 2).



6. Remove the 10 screws and clips from the fender well splash guards. Pull the splash guards back from the front bumper and remove completely.

7. Remove the two nuts that retain the front bumper to the front fender on each side. These nuts are located at the very back corners of the bumper and are accessible from inside the fender wells (SEE FIGURE 3).



8. Unclip the three electrical connectors on each side that attach to the fog lights, turn signals, and parking lamps.
9. Remove two bolts retaining the top of the bumper to the core support.
10. Lift the top “ears” of the bumper up and over the tabs. Then, slide the whole bumper cover forward and off of the vehicle (SEE FIGURE 4).

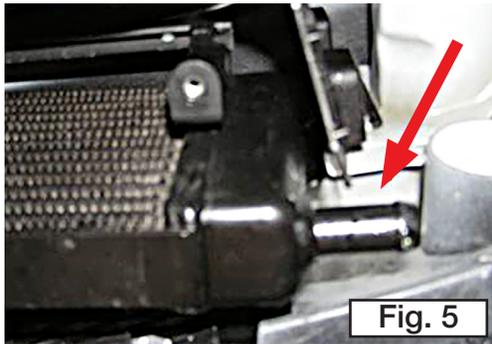


Removal of the 2007-2009 SHELBY GT500 Factory Heat Exchanger:

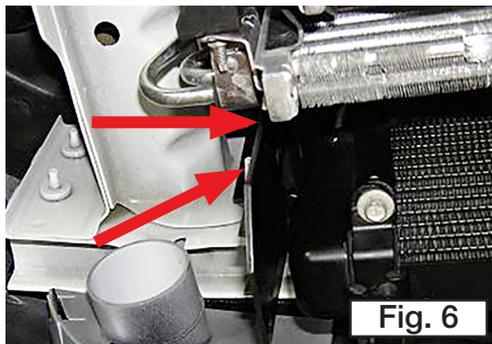
11. Grab the foam bumper core and pull straight out to free the 4 plastic clips. Be careful not to damage the clips or the foam core.

Heat Exchanger Removal

12. Drain the coolant from the heat exchanger by removing the lower hose on the passenger side of the stock unit (SEE FIGURE 5).

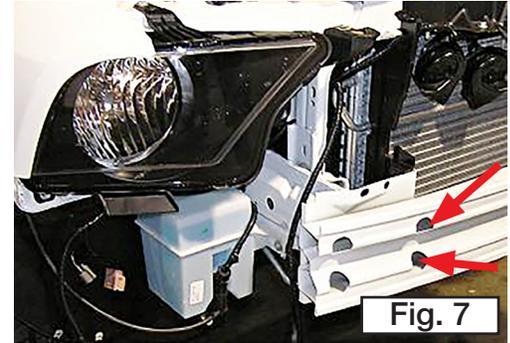


13. Remove the 4 nuts that secure the heat exchanger mount to the vehicle's frame (SEE FIGURE 6).

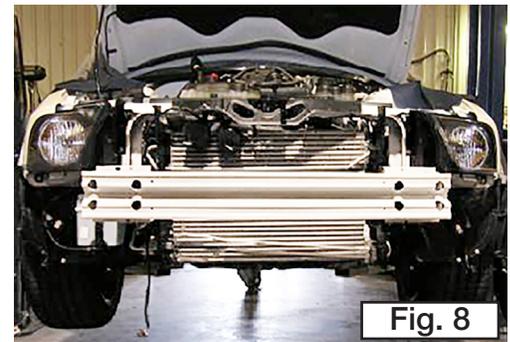


14. From above, unclip the electrical connector at the factory pump attached to the heat exchanger.
15. Unclamp and remove the hose connecting the pump to the surge tank.
16. Remove the 4 plastic clips attaching the plastic shroud to the heat exchanger.
17. It is recommended at this point that the horns be removed from the vehicle to allow ease of removal of the heat exchanger without damage to the AC condenser.

18. Using a 13mm deep well socket, remove the two bolts closest to center on each side that attach the front bumper to the frame (SEE FIGURE 7).

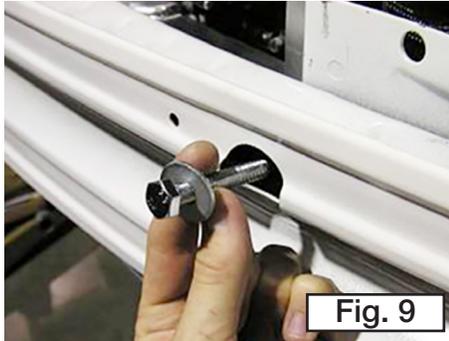


19. At this point, the factory heat exchanger and bracket can be lifted up and out of the vehicle.
20. Remove the pump from the factory bracket and remove any hoses connected to it (SEE FIGURE 8).

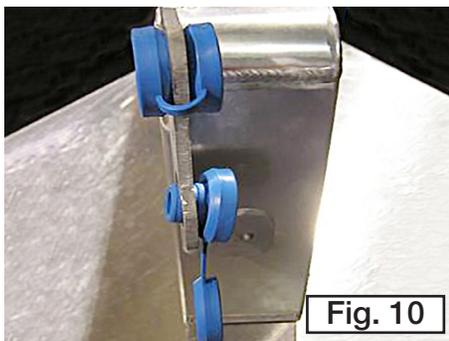


Installation of the 2007-2009 SHELBY GT500 AFCO Heat Exchanger:

21. Install the four supplied 8mm x 50mm long bolts and washers in place of the bolts removed in step 19. Screw them in until they protrude about 3/4" from the opposite side (SEE FIGURE 9).

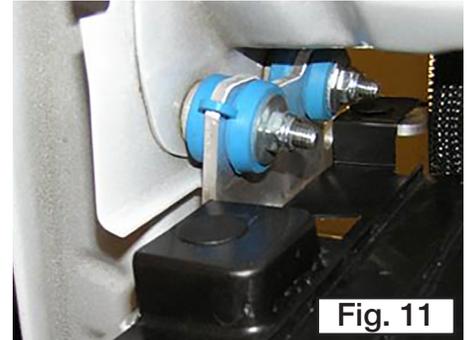


22. Using a 1/2" wrench, attach the stock pump in the same orientation as stock to the AFCO heat exchanger using the supplied nuts.
23. Connect the supplied 90° rubber hose between the pump outlet (facing down) and the heat exchanger inlet (90° tube). Trimming of the hose may be required. Clamp both ends with the supplied hose clamps.
24. Snap the four supplied mounting grommets, washer side toward rear of vehicle, into the mounting holes on the heat exchanger brackets (SEE FIGURE 10).



25. Slide one of the supplied aluminum bushings into each blue grommet.
26. Slide the heat exchanger up from the bottom and place on the mounting studs.
27. If the pump outlet or hose is too close to the AC condenser, rotate the pump in its rubber hanger until sufficient clearance is obtained. Lubrication of the rubber piece may be required in order to rotate the pump.
28. Finish threading the bolts installed in step 22 completely into the bumper and tighten. Make sure that the washers do not get caught on the lip inside of the bumper and that they are resting flat.

29. Secure the heat exchanger using the four supplied Nylock nuts. The blue grommets should crush approximately 1/16". **Do not over tighten the nuts.**
30. Install the plastic shroud on the outside of the AFCO brackets using the four factory clips (SEE FIGURE 11).



31. Re-attach the factory hoses to the lower heat exchanger outlet and the pump inlet using the factory clamps. Re-connect the electrical connector to the pump. Secure the wire-loom to the upper hose on the heat exchanger using the supplied wire ties.
32. Re-connect the electrical connector to the pump. Secure the wire-loom to the upper hose on the heat exchanger using the supplied wire ties.
33. Verify all bolts, nuts, and hose connections.
34. Fill the system and surge tank using the recommended OEM coolant.
35. Reconnect the negative battery cable, start the vehicle, and allow the car to idle until warm. The heat exchanger pump will not turn on until the air charge is warm.
36. Once the pump turns on, the level in the surge tank will drop rapidly. Continue adding coolant until at the recommended level. This system will hold approximately 1.5 gallons of coolant.
37. Continue to run the vehicle for 5 minutes to verify all air is purged from the system. Check system for leaks while waiting.
38. Once system is checked, install the bumper, splash guards, air dam, and wheels in the reverse of removal.



Removal of the 2010-2012 SHELBY GT500 Factory Heat Exchanger:

1. Remove the 8 clips that retain the upper radiator cowl. Remove the cowl (SEE FIGURE 1).



2. Remove the coolant tank cap from the heat exchanger coolant tank.

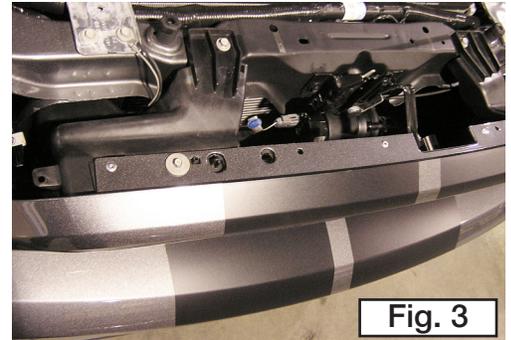
Front Bumper Cover Removal

3. Remove the two front wheels and set aside.
4. Remove the 5 screws from the back of the lower splashguard using a 5.5mm socket.
5. Next, remove the 6 screws that hold the lower lip air dam to the inner fender splashguards. Then, remove the 10 bolts that hold the lip to the bumper using a 10mm socket. Remove the air dam and splashguard (SEE FIGURE 2).



6. Remove the 10 clips from the fender well splash guards. Pull the splashguards back from the front bumper and remove completely.

7. Unclip the three electrical connectors on each side that attach to the fog lights, turn signals, and parking lamps. Also, unclip the horn relay from the front bumper.
8. Grab the corners of the bumper next to the wheel well and pull outward to unsnap the two clips retaining the bumper.
9. Remove the two bolts retaining the top of the bumper to the core support (SEE FIGURE 3).

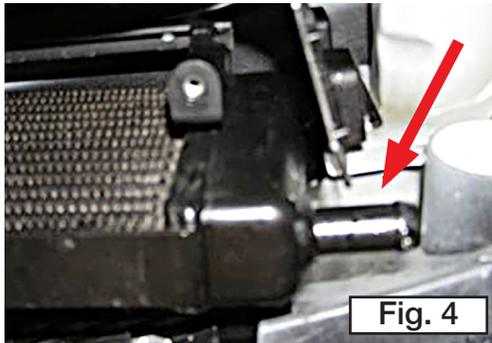


10. Lift the top of the bumper up and over the tabs. Then, slide the whole bumper cover forward and off of the vehicle.
11. Grab the foam bumper core and pull straight out to free the 4 plastic clips. **Be careful not to damage the clips or the foam core.**

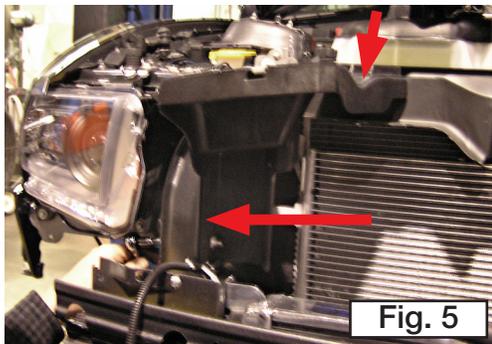
Removal of the 2010-2012 SHELBY GT500 Factory Heat Exchanger:

Heat Exchanger Removal

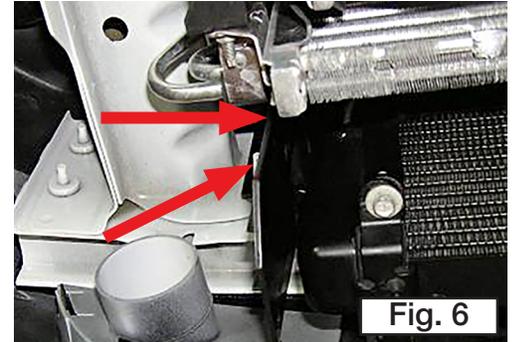
12. Drain the coolant from the heat exchanger by removing the lower hose on the passenger side of the stock unit (SEE FIGURE 4).



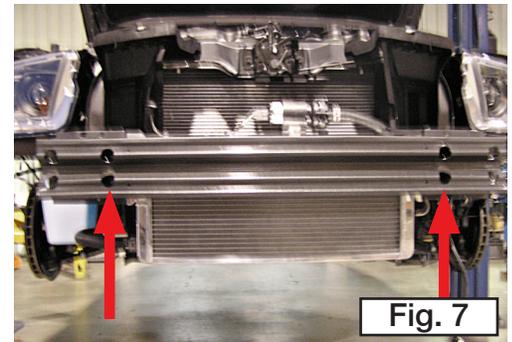
13. From above, unclip the electrical connector at the factory pump attached to the heat exchanger.
14. Unclamp and remove the hose connecting the pump to the surge tank.
15. Remove the 2 bolts and 3 snaps that hold the plastic grill mount and radiator duct. Remove these components (SEE FIGURE 5).



16. Remove the 4 nuts that secure the heat exchanger mount to the vehicle's frame (SEE FIGURE 6).



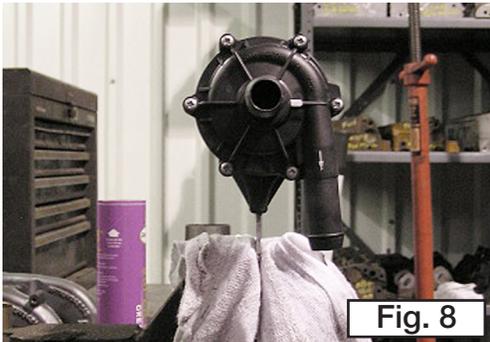
17. Using a 13mm deep well socket, remove the two bolts closest to center on each side that attach the front bumper to the frame (SEE FIGURE 7).



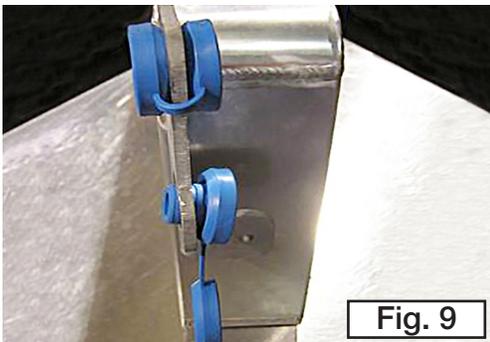
18. At this point the factory heat exchanger and bracket can be lifted up to unclip the bracket, and then lowered down out of the car.
19. Remove the pump from the factory bracket and remove any hoses connected to it.

Installation of the 2010-2012 SHELBY GT500 AFCO Heat Exchanger:

20. Install the four supplied 8mm x 50mm long bolts and washers in place of the bolts removed in step 17. Screw them in until they protrude about 1/4" from the opposite side.
21. Using a 1/2" wrench, attach the stock pump in the same orientation as stock to the AFCO heat exchanger using the supplied nuts. Placing the mount in a vise and twisting the pump may be required to provide proper clearance. Lubrication of the rubber mount will aid in this process (SEE FIGURE 8).

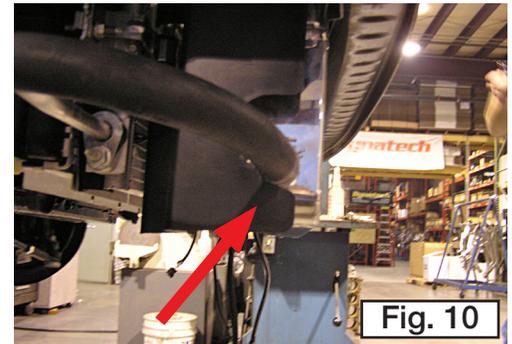


22. Connect the supplied 90° rubber hose between the pump outlet (facing down) and the heat exchanger inlet (90° tube). Trimming of the hose may be required. Clamp both ends with the supplied hose clamps.
23. Snap the four supplied mounting grommets, washer side toward rear of vehicle, into the mounting holes on the heat exchanger brackets (SEE FIGURE 9).



24. Slide one of the supplied aluminum bushings into each blue grommet.
25. Slide the heat exchanger up from the bottom and place on the mounting studs.
26. Finish threading the bolts installed in step 21 completely into the bumper and tighten. **Make sure that the washers do not get caught on the lip inside of the bumper and that they are resting flat.**

27. Secure the heat exchanger using the four supplied Nylock nuts. The blue grommets should crush approximately 1/16". **Do not over tighten the nuts.**
28. Reinstall the plastic grille mount and radiator duct. The plastic duct will have to be trimmed slightly to allow room for the lower tube (SEE FIGURE 10).



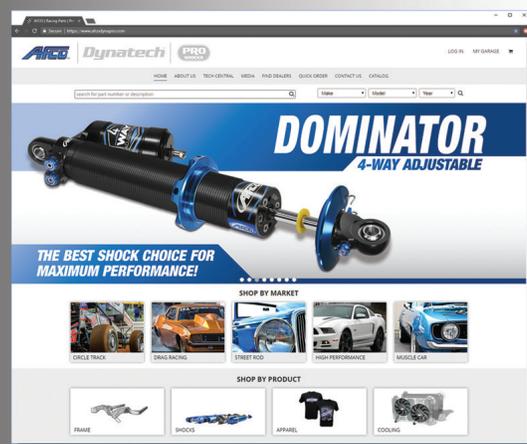
29. Re-attach the factory hose to the lower heat exchanger outlet, and attach the pump inlet hose, trim to fit if needed, to the pump.
30. Verify all bolts, nuts, and hose connections.
31. Fill the system and surge tank using the recommended OEM coolant.
32. Reconnect the negative battery cable, start the vehicle, and allow the car to idle until warm. **The heat exchanger pump will not turn on until the air charge is warm.**
33. Once the pump turns on, the level in the surge tank will drop rapidly. Continue adding coolant until at the recommended level. **This system will hold approximately 1.5 gallons of coolant.**
34. Continue to run the vehicle for 5 minutes to verify all air is purged from the system. **Check system for leaks while waiting.**
35. Once system is checked, install the bumper, splashguards, air dam, and wheels in the reverse of removal.





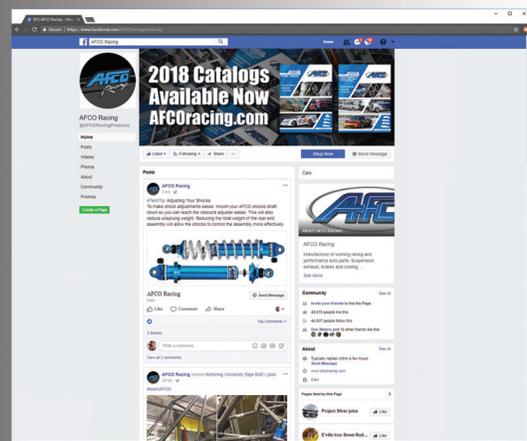
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800-632-2320 | 977 Hyrock Blvd. Boonville, IN 47601

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