

COOLANT DAM[®] PRESSURE TESTER



Simple tool that holds coolant inside the engine when other components are removed for repair or replacement.

BENEFITS

- No need to drain the block for simple repairs
- Pressure testing without hand pumping or running the engine

WHEN TO USE

- Changing Heater Hoses
- Changing Fan Sensors
- Changing Temperature Sensors
- Installing Shut-off Valves for Fuel Warmers & Separators
- Replacing Cab Heater Cores
- Replacing Heater Control Valves

KIT INCLUDES

- T-1000 Assembly
- T-1025 Adapter
- A-462-2 Extension Hose
- A-536 Discharge Hose
- A-483 Hanger
- Storage Case

MODEL T-1000



HERE'S HOW IT WORKS

Using shop air, this ingenious, simple, new time-saving tool holds engine coolant inside the engine, with little or no coolant loss, even when pipe plugs, sensors, valves and other components are removed for replacement or repair.

- Coolant Dam[®] Pressure Tester creates a vacuum, holding coolant inside the engine.

- The unit quickly converts from vacuum to a pressure tester, up to the maximum pressure limit of the included pressure cap.

Air Requirements for Continuous Operation: 30 CFM at 120-150 PSI (.85 Cubic Meters at 8-10 Bar)

Customer service: Toll Free: 800.328.6108

















Email: customerservice@phillipsandtemro.com

www.phillipsandtemro.com

PHILLIPS & TEMRO
industries[®]

COOLANT DAM® PRESSURE TESTER

COOLANT DAM® ADAPTERS & PLUGS

 <p>T-1025 Standard Automotive Size. Reversible seal fits 1" or 3/4" deep filler necks. Also fits late model Mercedes 1319.</p>	 <p>T-1020 Volvo. Fits vehicles using Volvo part number 1542591 radiator cap. (46x33mm Thread).</p>	 <p>T-1024 Truck "B" Size</p>																	
 <p>T-12027 To be used with T-1025 to test 32mm I.D. 16mm deep cooling system filler necks.</p>	 <p>T-1029 GMC – Freightliner – Western Star Threaded, Non-Vented, Western Star cap part number 20009-0002.</p>	 <p>T-1030 Transit Bus Adapter. Fits many Flexible, Crown, MCI, New Flyer, GM, MAN, SAAB filler necks.</p>																	
 <p>T-1034 Pop Off Pressure Adapter. Mounts to top of Coolant Dam® to test pop off pressure of truck "B" size cap.</p>	 <p>T-1040 Volvo. Fits vehicles using Volvo part number 6794968 radiator cap. (63 x 3mm Thread).</p>	 <p>T-1223 Volvo VN Series. Fits vehicles using Volvo part number 1674922.</p>																	
 <p>T-1228 Ford E-350. International 7.3L. Fits vehicles using Cap # RS-103, F6DZ-8100A, 12R-16#, or 31406.</p>	 <p>T-1229 Kenworth Vehicles using cap #N5349001.</p>	 <p>T-1230 Volvo VN Series. 2006 and newer Fits vehicles using Volvo part number 20519046.</p>																	
 <p>T-1233 Freightliner Columbia/Cascadia. 2008 & newer Vehicles using cap # N9685001 or BHTN9685001 or BHTW3678001*.</p>	 <p>T-3000 Navistar (1996 & Newer). Fits vehicles using Navistar part number 2039390C1 radiator cap.</p>	 <p>T-3064 Freightliner Columbia Fits vehicles using Freightliner part number 05-20763-000 radiator cap.</p>																	
 <p>T-3030X Caterpillar Adapter. Call for information – Cat. #s 7N918, 7N5565, 6N1981, 1N3599.</p>	<p>Rubber Expansion Plugs – Used to temporarily plug coolant lines during component replacement</p> <table border="1" data-bbox="594 1226 1516 1367"> <tbody> <tr> <td>A-440 – 3/8"</td> <td>A-444 – 5/8"</td> <td>A-448 – 7/8"</td> <td>A-449 Kit (1) ea 3/8" to 7/8"</td> </tr> <tr> <td>A-441 – 7/16"</td> <td>A-445 – 11/16"</td> <td>A-451 – 1"</td> <td></td> </tr> <tr> <td>A-442 – 1/2"</td> <td>A-446 – 3/4"</td> <td>A-452 – 1-1/8"</td> <td>A-467 – Case</td> </tr> <tr> <td>A-443 – 9/16"</td> <td>A-447 – 13/16"</td> <td>A-453 – 1-1/4"</td> <td>A-466 – Foam Insert</td> </tr> </tbody> </table>			A-440 – 3/8"	A-444 – 5/8"	A-448 – 7/8"	A-449 Kit (1) ea 3/8" to 7/8"	A-441 – 7/16"	A-445 – 11/16"	A-451 – 1"		A-442 – 1/2"	A-446 – 3/4"	A-452 – 1-1/8"	A-467 – Case	A-443 – 9/16"	A-447 – 13/16"	A-453 – 1-1/4"	A-466 – Foam Insert
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FOR SERVICING CUMMINS ISX AFTER-TREATMENT INJECTOR (ATI) UNITS

KT-T1000-CUMMINS-ISX-ATI

Kit includes:

- 3089567 Coolant Block Plug
- 4918690 Coolant Line Plugs
- A-6622 36" Extension Hose
- B-702 Work Instruction Sheet

Using the Coolant Dam® in servicing the ATI is a labor and shop time saving tool. The coolant will not have to be drained and refilled as is happening now when the Coolant Dam® is not used. Arctic Fox recommends that after complete service of the ATI, that you follow the Cummins ISX engine procedures for purging air from the coolant system before putting the engine under load.