SOBEK WATERFLUSH

Technical Information

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The WATERFLUSH is a unit including a pump and a drum with a capacity of 30 litres.

The WATERFLUSH is made to flush the Porsche GT3 R water system and to fill up coolant without air.

CONNECTORS:

S - pump for **S**uction

P - pump for **P**ressure

S - drum for **S**ump

R - drum for **R**eturn

WATERFLUSH FOR PORSCHE GT3 R CUP

WATERFLUSH 12 V / DC : Z-B 1000 3023
WATERFLUSH 115 V / AC : Z-B 1000 3022
WATERFLUSH 230 V / AC : Z-B 1000 3021

WATERFLUSH FOR PORSCHE 997 RSR

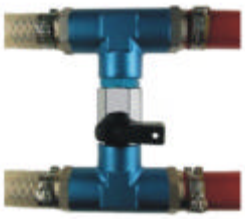
WATERFLUSH 12 V / DC : Z-B 1000 3017
WATERFLUSH 115 V / AC : Z-B 1000 3018
WATERFLUSH 230 V / AC : Z-B 1000 3019

S from pump to **S** - drum

P from pump to the car **male valve**

R from drum to the car **female valve**

ATTENTION:



This valve has a mixing function.

With different valve positions you can control the flow to the engine.

BALL VALVE CLOSED:

- Fully flow and pressure to the engine.

BALL VALVE OPENED:

- Zero flow to the engine.
- The coolant passes the valve back to the drum.

-This job is to do with closed coolant expansion reservoir at the car and opened bleeder valve on the WATERFLUSH.

FILLING UP COOLANT:

- Close the ball valve at the hose assy.
- Fill the water system until you have a bubble free return.
- Go on for one minute or longer look at the bubbles in the strainer.
- If you have a bubble free return the flushing is finished and the water level in the drum doesn't change any more.
- Now the coolant expansion reservoir must be filled completely.

IMPORTANT:

- Pull off both couplings at full pressure and closed ball valve.
- After pulling off please open the ball valve for free pump flow.
- All pumps turns off automatically (pressure switch).

ATTENTION: CONNECT THE COUPLINGS AT THE CAR !

- After running up the engine check the water level in the coolant expansion reservoir.
- Fill up with the WATERPICK if necessary.

SUCKING OFF COOLANT:

- A part of the coolant can be sucked off for engine dismantling.
- For sucking off coolant please use the **male valve** at the car.

SUCKING OFF COOLANT:

Connect the hoses of the WATERFLUSH unit as following:

- **S** from pump to the **male valve**
  (use hose assy twin / black line)
- **P** from pump to **R** - drum (use short hose bridge)
- Open the breather valve on the drum.
- Open the filler cap of the coolant expansion reservoir (CER).
- Turn on pump for sucking off coolant.
- Please suck off coolant till the level in the drum of your WATERFLUSH unit doesn't change any more.
- Close the filler cap of your CER.
- Disconnect the car side fixed original QDV´s.
- Please connect the BLOW OUT TOOL (Z-B 1000 3008) with the car side original **male valve**.
- Blow air carefully in the system till the rest of the coolant comes out.

IMPORTANT:

- Please blow in air till the level of the CER goes up.
- Then interrupt blowing in till the reservoir is empty.
- Blow in air till the level in your drum doesn't go up.
- Now the system is prepared for engine dismantling.

- Voltage: **230 V / AC**

- Voltage: **115 V / AC**

- Pumps: self priming 2 stage diaphragm pump
  with pressure switch.

- Amperes: Closed system: 2.5 bar = 2,5 A (max. pressure)

- Voltage : **12 V / DC**

- Pump: Self priming diaphragm 2 stage pump.

- Amperes: 8 A

- All pumps produce max. 2,5 bar and a flow of 800 l / h.

- All pumps cut off the electrical power at 3,0 bar with a pressure switch.

RECOMMENDATION:

From time to time we prefer to flush the complete system with a click-in-line strainer (Z-B 1000 3005) to keep the cooling system clean.
The strainer helps to see a better bubble free flow while flushing the system.

- Click in **S** - line of the pump.

- Please pay attention to the flow direction.

WATERFLUSH

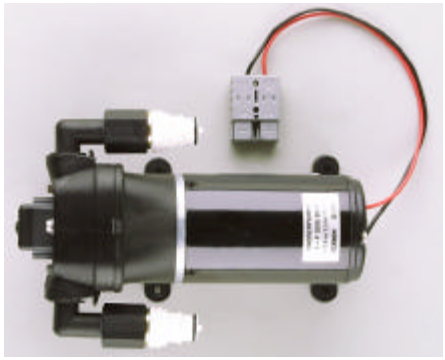
1.)
WATERFLUSH
Drum 30 l volume
with breather valve
QDV´s male

2.)
Diaphragm version
Drum basic with pump 230V
Delivery 720 l /h; 3.5 bar
S - Suction
P - Pressure

3.)
Drum basic with pump 230V
Connector view
S - Suction
R - Return

WATERFLUSH / CLICK - IN - STRAINER

STRAINER CLICK-IN-LINE
40 micron
Z-B 3000 3005



Spare Pumps

230 V Diaphragm H-P 2000 0036
115 V Diaphragm H-P 2000 0038
12 V Diaphragm H-P 2000 0019

WATERFLUSH
Pump

Connectors in
transport position

WATERFLUSH
Pump

Connectors in
working position

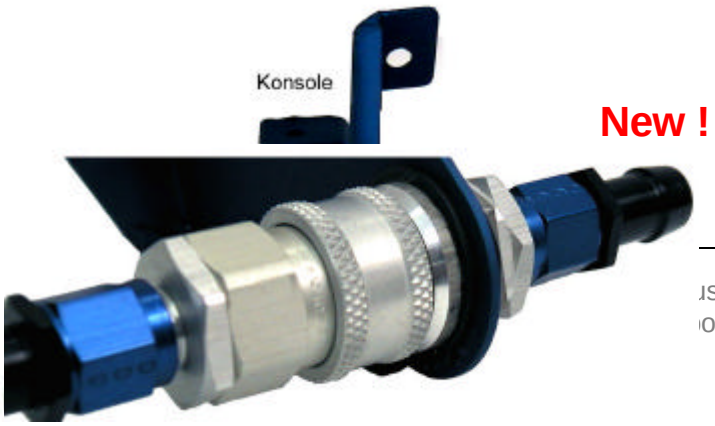
Customer Information: 115 and 230 Volt AC pumps

The pump fuse is placed in the switch box.

To pull out please use a screwdriver.

We prefer to hold some spare fuses in your toolbox.

The fuse rate:	2.5 - 3.0 Amp.	130 Volt AC pump
	1.0 - 1.5 Amp.	230 Volt AC pump



New !

Replace the original plastic QDV
in your GT 3 R + RS water system
by our new aluminum kit.
Advantage:
More robust, longer duration,
heat resistant.

KIT Nr.: Z-B 1000 3010

Kit Nr.: Z-B 1000 3010

BLOW OUT TOOL
Optional tool for blowing out water while the Waterflush sucking off water from the system.

Nr.: Z-B 1000 3008

WATERFLUSH / SPARE QDV´s

Dear Customer,

to the offered tools we want to give you an important information:

All QDV´s on the WATERFLUSH units are made in plastic - just like the original parts in your Porsche GT3 R.

Our experience:

Handling on the racetrack is very rough !

Therefore we propose to order in addition with a WATERFLUSH unit our QDV SPARE KIT No: **Z-B 1000 3009**

This QDV SPARE KIT contains:

- 3 pcs. QDV coupling for hose 12 mm
- 2 pcs. QDV nipple for hose 12 mm
- 4 pcs. QDV nipple thread 1/2“ BSP
- 1 pc. QDV nipple thread 3/8“ BSP

We thank you for your attention and hope that our products will find your interest.

For additional information in view of our technical solutions we are gladly at your disposal.