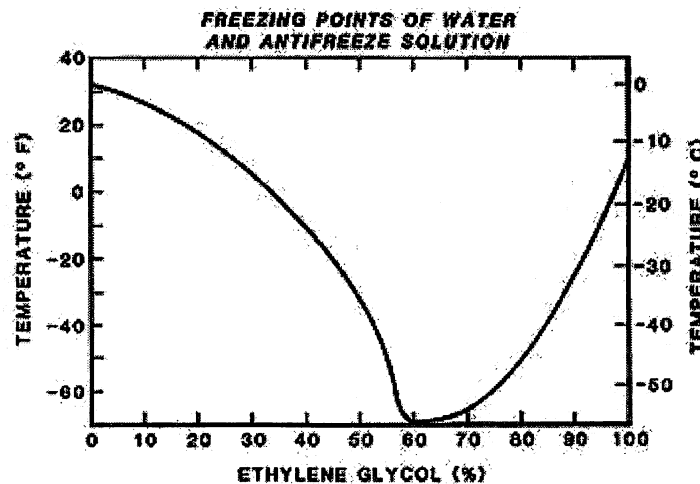


170° PERFORMANCE THERMOSTAT - FORD-50

Thank you for your purchase. Please do not be concerned about any staining or discoloration that may be present on the copper/brass parts of the thermostat, this is normal and will not affect the performance in any way.

It should be noted that the use of any low temp thermostat in a daily driven car in cold weather could result in lower than ideal oil temps. If you experience sustained coolant temps below 165° with our thermostat then we recommend swapping in the OEM thermostat when the vehicle is being operated regularly in extreme cold environments. We also recommend using the highest concentration of water possible for your climate along with a product like Redline Water Wetter. Just make sure you're using enough antifreeze to keep your coolant from freezing in the winter and use no less than 20% in a street car. Do not add Water Wetter to coolant with more than a 40% antifreeze concentration as precipitants may form.



Ideally the fan settings in your tune should be lowered to see the best possible heat dissipation from your cooling system. Otherwise a low temp thermostat will only be effective when the vehicle is moving because heat cannot be removed unless there is air passing through the radiator. However, there is not a handheld programmer available at this time capable of modifying fan settings in most of the new Ford engine management systems. The fan speed tables will need to be adjusted through a custom tune (available from most of our vendors) or via tuning software. These new systems estimate coolant temps based on readings from a dry head temp sensor. However these 'inferred' ECT values are more volatile and vary from vehicle to vehicle. For example Mustangs typically read around 8-10° hotter whereas an F150 may read closer to actual coolant temps. This means that a vehicle using our 170° thermostat could see ECT anywhere between 165-205°, depending upon conditions and fan settings. We rely on your feedback, so please let us know if you become aware of any new developments in managing the fan settings for these applications.

INSTALLATION NOTES: Position the thermostat (brass end first) in the housing and then seat the O-ring on top of it. It may be helpful to raise the driver's side of the vehicle to reduce the angle of the housing and keep everything from falling out while putting the housing back together. There are no air bleeding/burping procedures required on these modern vehicles, your cooling system will degas itself.

If you have questions or concerns please contact us first before posting anything negative on the internet. If you call please leave a voicemail and we will return your call promptly.

Contact Us: 661-414-2116 or ReischePerf@live.com

CAUTION - Modify at your own risk!

Reische Performance Products cannot be held responsible for engine damage or vehicle warranty issues that may occur with the use of our thermostat. This thermostat may not be legal for street use in your area, check your local laws before installing.

