
Weistec Trunk Ice Tank

Installation Guide



- 2007-2011 S63 AMG
- 2007-2011 ML63 AMG
- 2007 R63 AMG
- 2007-2008 CLK63 AMG
- 2008 CLK63 Black Series
- 2007-2011 CLS63 AMG
- 2008-Present C63 AMG (Sedan and Wagon)
- 2007-Present E63 AMG (Sedan and Wagon)
- 2008-2011 CL63 AMG
- 2009-Present SL63 AMG
- 2011-Present SLS AMG
- SLS AMG

Manual P/N: 04-000-00012-7

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www.weistec.com

WEISTEC Trunk Ice Tank

Thank you for your purchase of the Weistec Trunk Ice Tank for Supercharged/Turbocharged Mercedes Vehicles. Please follow all directions, and keep a clean work space when commencing installation.

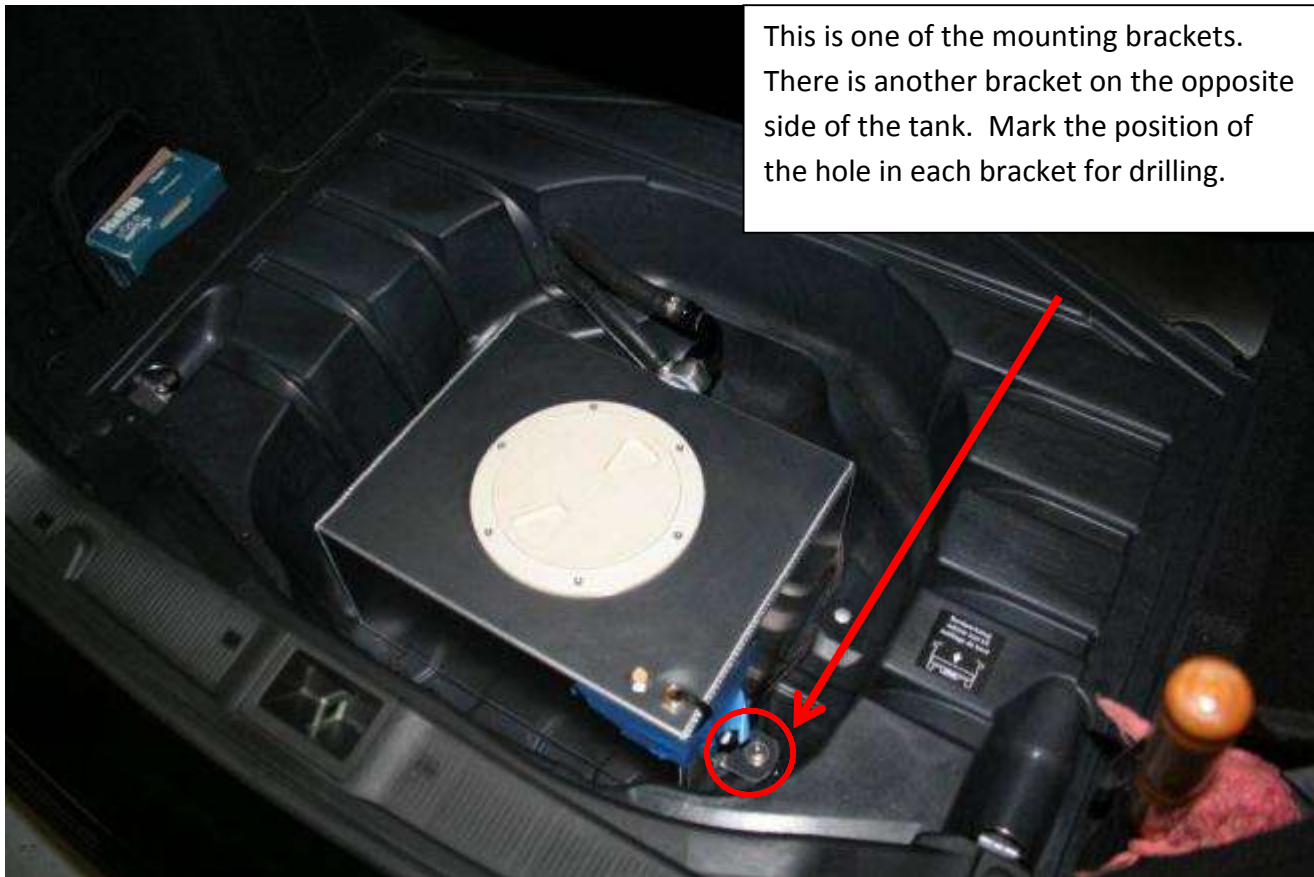
Tools Required

- Moly Lube Lubricant
- Thread Sealant
- High Temp Silicone
- 3/16" Hex Key
- 3/8" Drive Ratchet
- 3/8" Drive, 1/2", 12 point socket
- 3/8" Torque Wrench
- 3/8" Drive Ratchet

I. Tank Mounting

1. Place Tank inside the trunk in the “spare tire” location. Make sure the tank is positioned such that the inlet and outlet fittings have plenty of room for the feed and return lines. The actual orientation of the tank varies between models.
2. Mark the location of the tank mounting tabs as well as where the 5/8 inch drain hose is will go through the trunk pan, and then remove the tank.
3. Using a drill and a ½ inch drill bit, drill one hole in each of the bracket locations marked in step 2. Use a ¾ inch drill bit to drill the hole for the drain hose.

CATION: The holes must be drilled all the way through the trunk pan. Ensure that the drill bit will have a clear path to avoid unwanted damage.



4. Using a 1 inch drill bit, drill two holes as shown below. These holes are for routing the $\frac{3}{4}$ inch feed and return hoses. Drill a third hole using a $\frac{1}{8}$ inch drill bit. This hole allows for routing of the power wire for the tank's internal bilge pump.



5. After drilling is completed, clean all plastic and metal shavings out of the trunk and place the tank back in its mounting position.
6. Using the included hardware, securely mount the tank by placing one washer on each bolt and inserting them through the brackets and the holes drilled in the trunk pan. Then fasten a nut and washer on each of the bolts from underneath the vehicle.

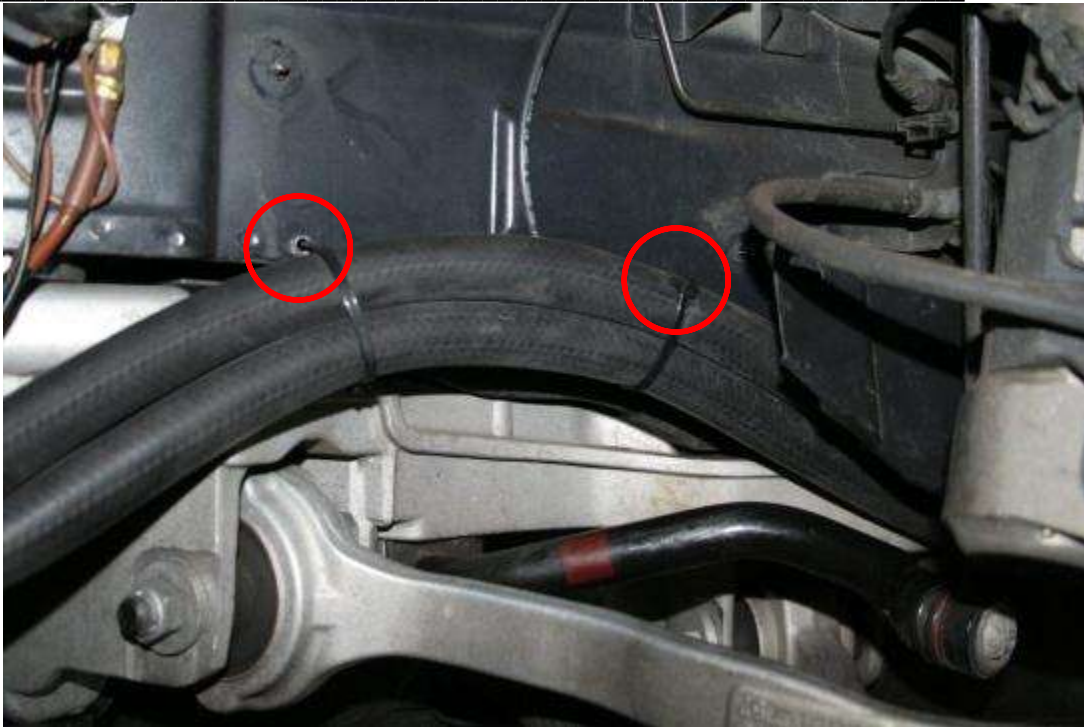


II. Hose Routing

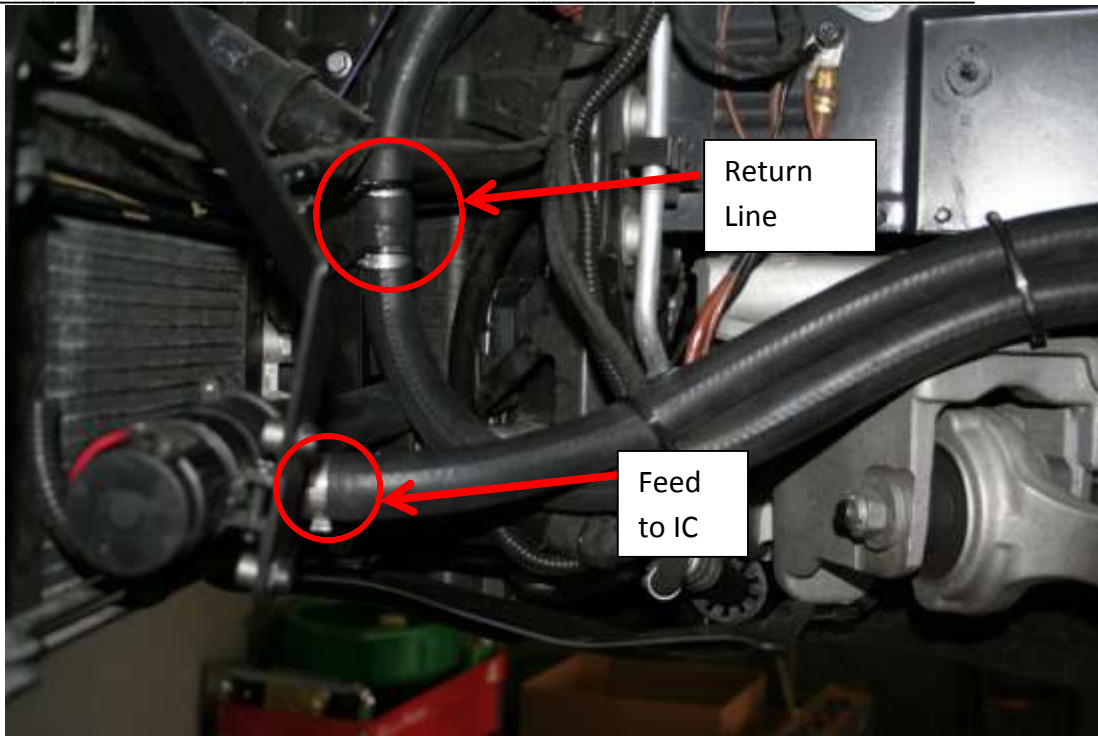
1. Insert both $\frac{3}{4}$ inch hoses into the hole drilled previously.
2. Push each hose end onto the supplied 90 degree –AN fittings and tighten the fittings onto the tank. The hose attached to the fitting fastened closest to the top of the tank is the return hose. Label this hose as the return hose to aid in plumbing after routing the hoses.
3. Route the supplied wire through the $\frac{1}{8}$ inch hole drilled previously.
4. Using some of the cable ties provided, fasten the wire to one of the hoses so that it will be run to the engine bay in the same path.



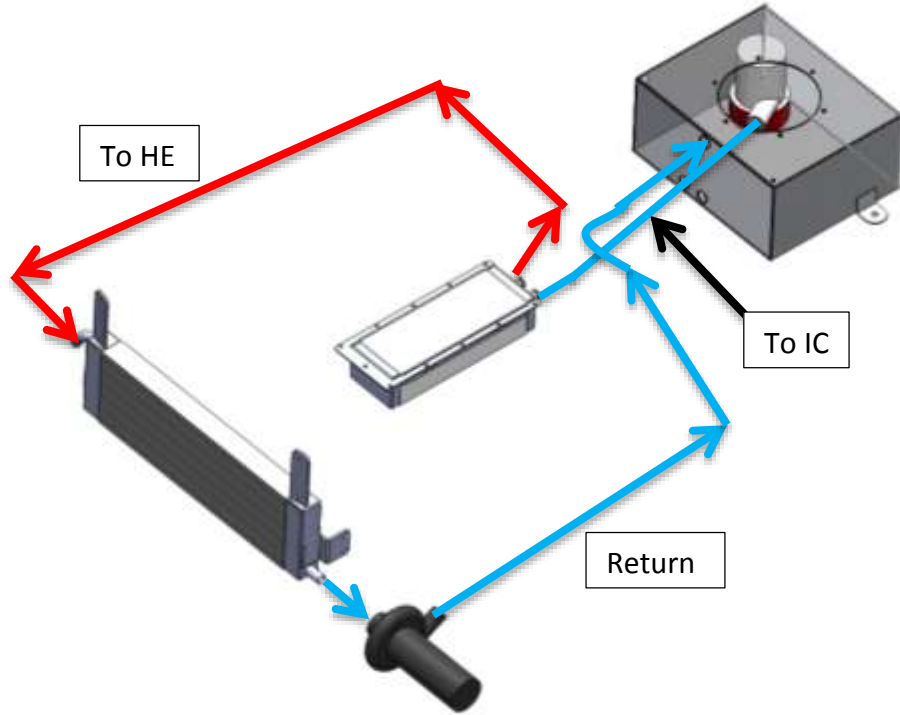
5. As shown above, begin routing the hoses through the rear suspension, using cable ties to secure them. In the case above, silicone padding was used to prevent wear due to rubbing on moving parts. Depending on where the hoses are secured, this may or may not be necessary.
6. Once through the rear suspension, remove the under body tray on the side of the vehicle that the hoses are being routed.
7. Run the hoses and wire along the body, securing them with cable ties along the way.
8. At the front, run both hoses above the suspension arms as shown below. Drill holes for cable ties to secure the hoses away from the suspension arm.



9. For steps 10 and 11, please see included routing diagram for clarification if necessary.
10. Attach the hose that was previously marked as the return hose to the outlet of the intercooler water pump. Use supplied clamps and ensure connection is water tight.
11. Attach the feed hose from the tank to the feed hose for the intercooler core. Use supplied clamps and ensure connection is water tight.



12. The diagram below shows the routing that Weistec Engineering recommends



III. Wiring

1. Take the wire that was routed to the engine bay with the hoses and route it to the fuse box. Be sure to route the wire away from heat sources to prevent damage caused by excessive heat.
2. Connect the wire to the same trigger used by the original intercooler water pump. When connected in this way, both pumps will run simultaneously, working together to keep strong and consistent flow.

NOTES: