



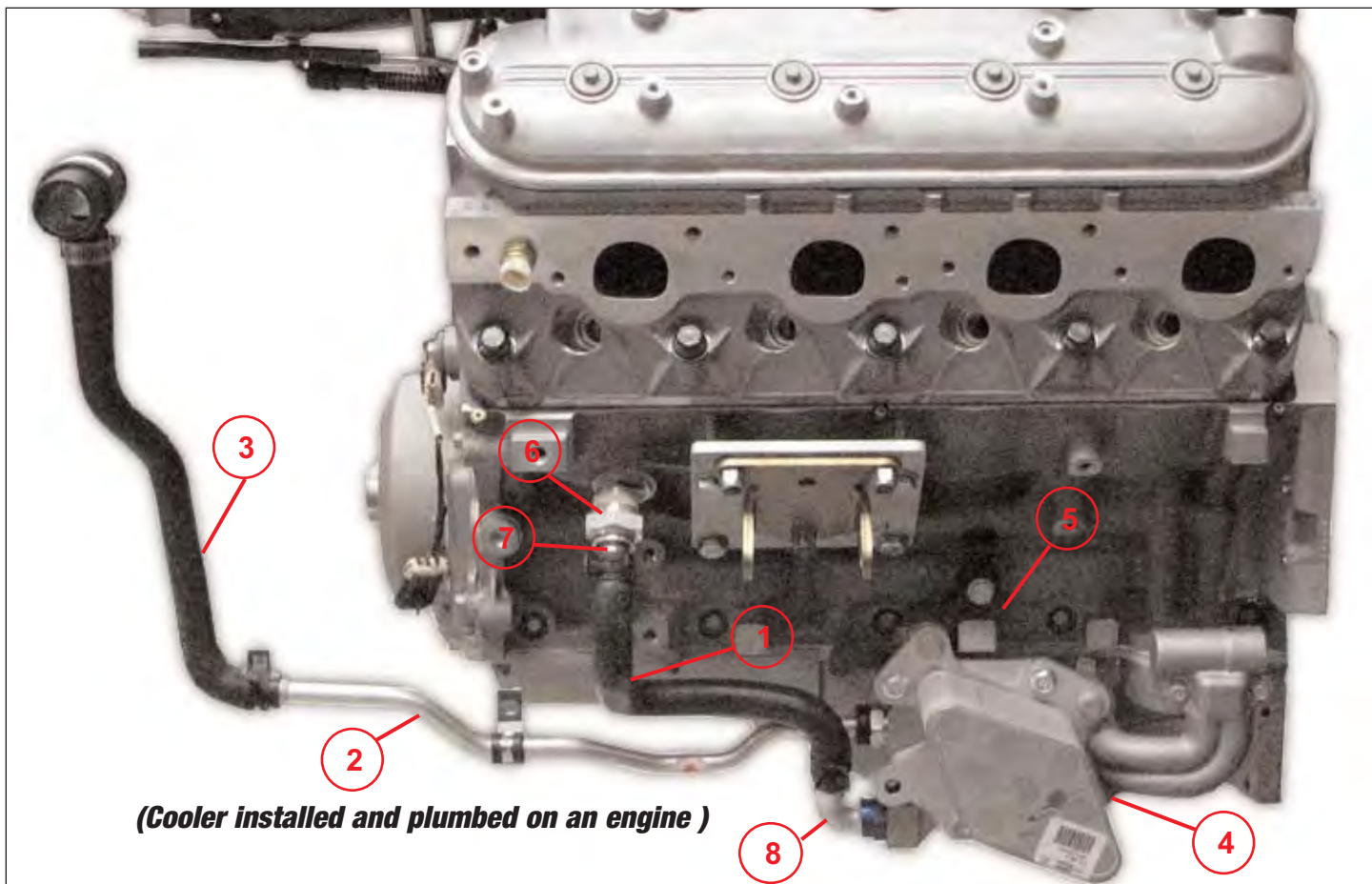
**Edelbrock Grand Sport Corvette
Supplemental Oil Cooler Kit
Part #15905
Installation Instructions**

DESCRIPTION: The 15905 kit is designed to supplement 1590, 1591 & 1592 Supercharger kits, so as to make them compatible with a Grand Sport Corvette. This kit is NOT needed for the following kits: 1574, 1575 & 1576 as they already include the necessary parts.

BEFORE BEGINNING INSTALLATION: Use the checklist to verify that all the components are present in the box. Then inspect each component for damage that may have occurred in transit. If any parts are missing or damaged, contact Edelbrock Technical Support; **Toll Free Tech Line 1-800-416-8628**, available Monday through Friday 8:00 am to 5:00 pm, Pacific Standard Time.

KIT CONTENTS:

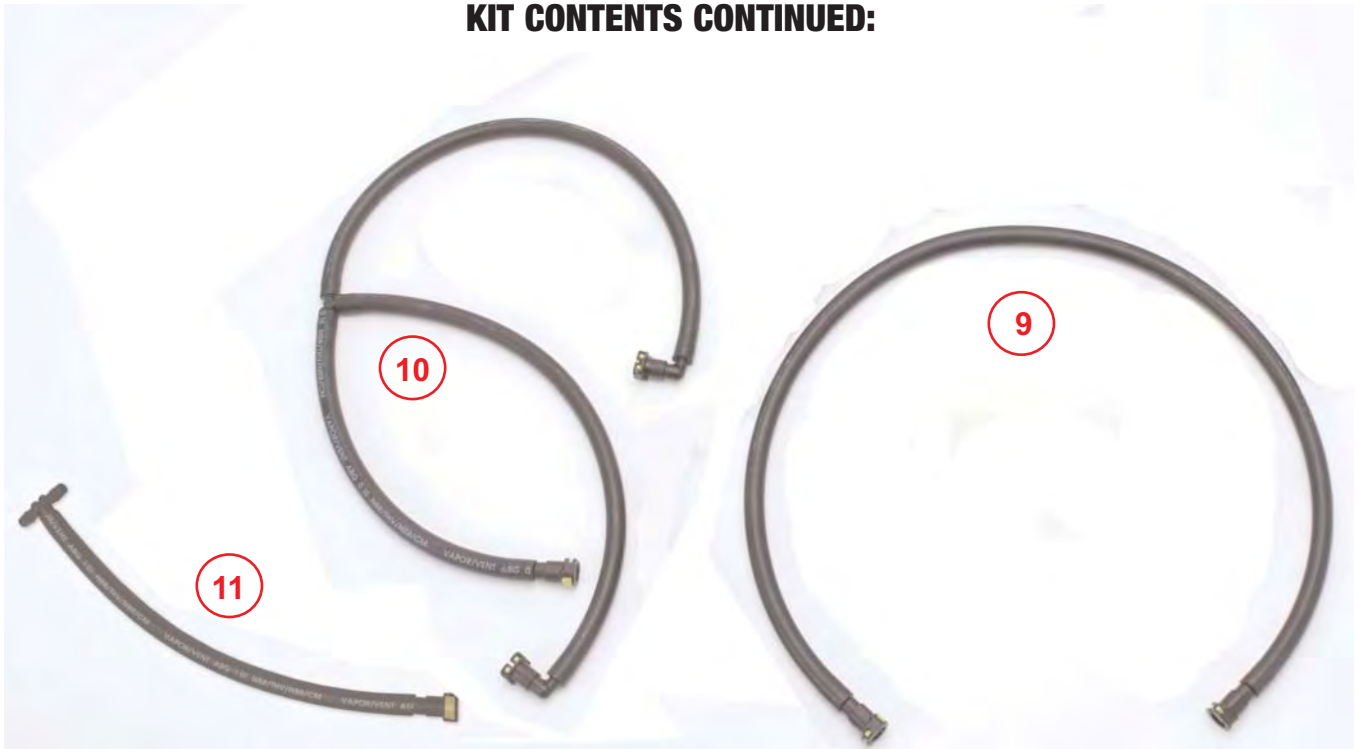
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|---|--|
| ☐ Oil Cooler to Block Flex Hose & Convolute (1) | ☐ Valve Cover Hose to Dry Sump (Rear) Hose (10) |
| ☐ Oil Cooler Hard Line (2) | ☐ AUX Dry Sump Hose & Tee Fitting (11) |
| ☐ Oil Cooler Hard Line to Upper Radiator-Hose Hose (3) | ☐ (x2) M8 x 30mm Hex Bolt (12) |
| ☐ Oil Cooler (4) | ☐ M16 x 150mm Cap Screw (13) |
| ☐ Oil Cooler Bracket (5) | ☐ OEM Z06 Damper Bolt (14) |
| ☐ Freeze Plug w/ Quick Connect Provision (6) | ☐ (x2) 2" Worm Clamp (15) |
| ☐ 5/8" Hose to Block Freeze Plug Adapter (7) | ☐ (x2) 5/8" Constant Tension Hose Clamp (16) |
| ☐ Low Oil Cooler 90° Swivel, -8AN to 5/8" Fitting (8) | ☐ (x2) 3/4" Worm Clamp (17) |
| ☐ Air Inlet to Dry Sump (Front) Hose (9) | ☐ Valley Tray w/ Fitting (18) |





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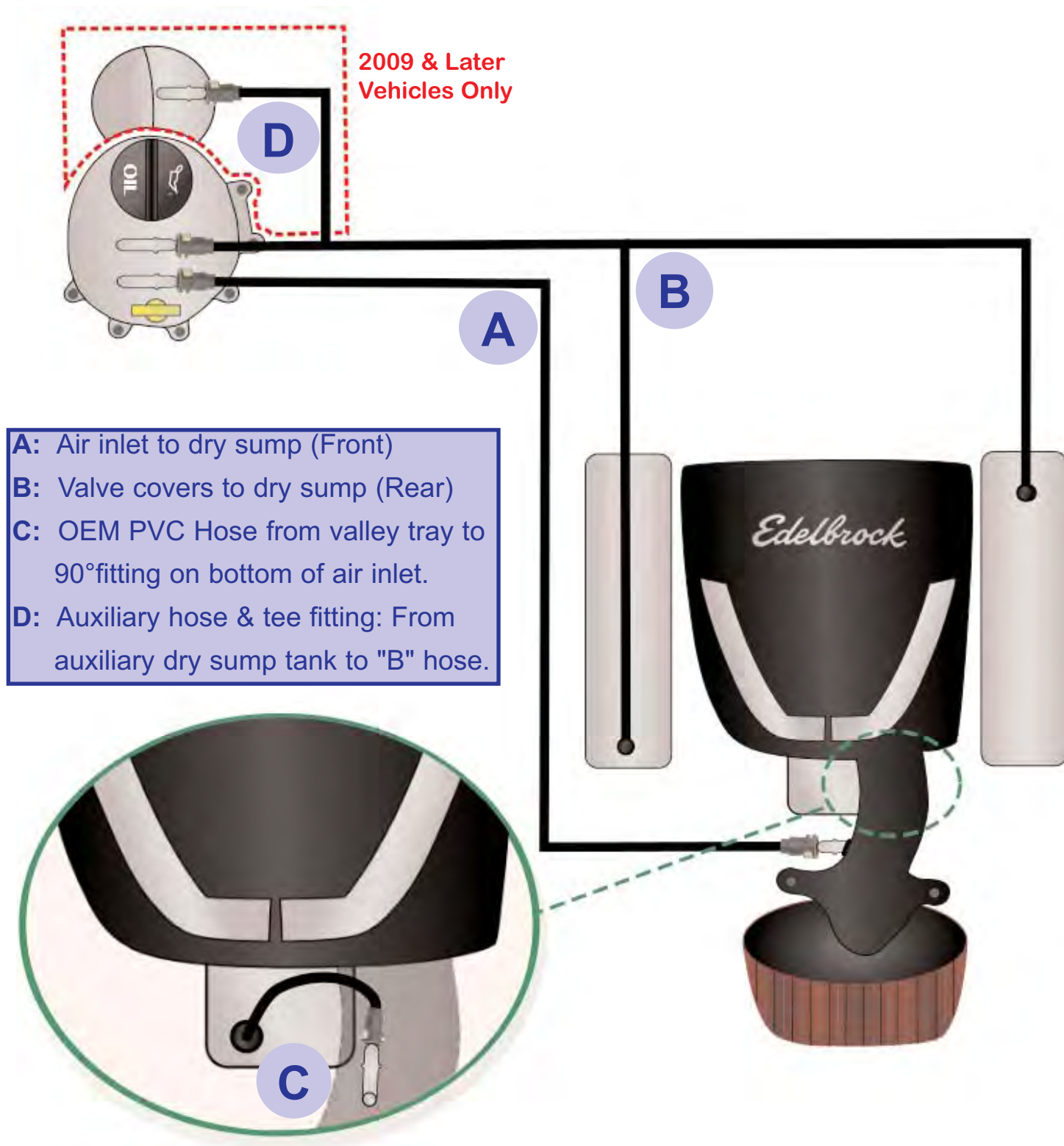
KIT CONTENTS CONTINUED:





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DRY SUMP ROUTING GUIDE





Edelbrock Grand Sport Corvette Supplemental Oil Cooler Kit Part #15905 Installation Instructions

ATTENTION: Owners of a Grand Sport Corvette should replace step #44 of the primary supercharger instructions with the following; failure to do so will cause the engine to leak oil at a substantial rate.

#44. Use a small flathead screwdriver to remove the eight o-ring seals from the stock valley plate and install them in the new valley plate. Remove the bolts retaining the stock oil baffle to the stock valley plate then use a small screwdriver to pry off the baffle. Scrape any remaining silicone off the mating flange, apply fresh silicone, then install the stock baffle onto the underside of the new valley plate. Secure it using blue LocTite on the stock bolts.



NOTE: It is strongly recommended that the steps below be conducted once the crank pinning procedure has been completed (Step #89), but before the steering rack and other parts are reinstalled, however it can also be performed after the supercharger installation has been completed, albeit with a greater degree of difficulty.

1. If you have not already removed the oil cooler, use a 13mm socket to remove the two bolts securing the stock oil cooler that can be accessed from above.
2. Use a 10mm socket to remove the nut securing the stock oil cooler and remove it from the vehicle.
3. Remove the wire harness holding clamp from the gap between the driver side motor mount and the block.
4. Remove the e-clips securing the stock oil lines to the distribution block located directly above the oil filter then pull out discard the stock oil lines.

5. Use a 10mm socket to remove the distribution block from the side of the oil pan and discard it.



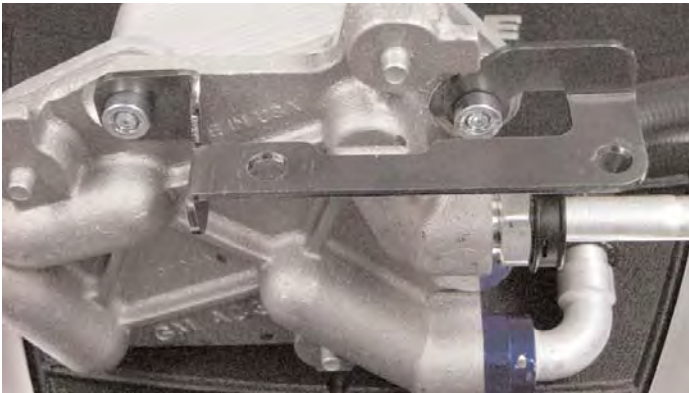
6. Use a 10mm socket to remove the two center oil pan rail bolts.
7. Place a wide drain pan below the driver side of the crossmember. Even if the coolant has been previously drained, there will still be a significant amount remaining in the block.
8. Use a 17mm Allen socket and a 1/2" breaker bar to remove the threaded freeze plug located on the driver side of the engine block near the front of the engine.
9. Install the supplied threaded fitting into the hole previously occupied by the freeze plug.
10. Use a 13mm wrench to loosen the knock sensor then reclock it so that it will clear the new oil cooler. Tighten the sensor back down once it is correctly positioned.
11. Install the male nipple fitting into the short rubber hose and secure it with a spring clamp. Install the supplied convolute over the the hose then route it between the driver side engine mount and the block and push the nipple into the fitting in the block.
12. Attach the short section of the long molded hose to the supplied hard line and secure it with a worm clamp.



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13. Lower the newly assembled water line down near the upper radiator hose and route it so that it will pass in front of the steering rack and between the engine mount and the block so that the fitting is near the oil filter.

14. Attach the bracket to the cooler using the supplied bolts. Apply a dab of lube to the o-ring on the 90° swivel fitting and insert it into the lower provision of the cooler.



15. Attach the short water line from the block to the 90° swivel fitting and secure it with a spring clamp. Make sure the hose clamp is clocked outboard in such a way that it won't interfere with the installation of the hard line.

16. Push the fitting on the end of the hard line into the upper provision of the oil cooler until it clips into place.

17. Mount the oil cooler to the oil pan and loosely install the two supplied and two stock oil pan bolts. Tighten all four mounting bolts and torque them to 18 ft-lbs.



18. Install the large tee fitting on the upper end of the molded rubber hose and secure it with a worm clamp. Approximate the best location to remove a 1 inch segment of the upper radiator hose to allow fitting installation.

19. Cut out the 1 inch segment of the upper radiator hose previously identified and install both remaining ends onto the tee fitting. **It will be necessary to reclock the hose segment extending from the water pump outlet in order to attach it to the tee fitting.** Secure both ends to the tee fitting with the supplied clamps.

20. Use the DRY SUMP ROUTING GUIDE to help you identify the placement of each supplied hose.

21. Resume the standard supercharger installation wherever you left off (Step #90).



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