



PRODUCTS

**FINALLY, A HIGH PERFORMANCE COOLANT PUMP FOR LS1/LS6 ENGINES.**



**EVANS COOLING SYSTEMS, INC.** continues to expand their product line with the release of a high flow coolant pump and pulley combination for the hot-running GM LS1/LS6 engines. The new LS1 Coolant pump and pulley combination, part number **EP3913**, is designed to fill the current void in the LS1 Aftermarket. Flowing over 20 percent more than the OEM style replacement pumps available, the EP3913 increases the cooling efficiency in "built-up" LS1 Corvettes, Camaros and Firebirds.

Evans has changed the design of the OEM casting to include a Billet pulley hub and heavy duty 3/4" shaft bearing assembly. The EP3913 also includes the Evans 3.8" OD 8 vane scrolled impeller to reduce parasitic horsepower loss at high RPM. A new serpentine belt must be purchased separately for the specific application. Belts are available through Evans Cooling Systems for \$49.95 each. Please specify Corvette—**EB3913-C** or Camaro/Firebird—**EB3913-CF**.

The EP3913 is available for **\$399 with core exchange credit**. Corrosion free ceramic-coated housing is available at an extra cost of \$125 to finish the look of the pump in a show car. Ceramic-coating is done on both the inside and outside of the housing. For more information or to purchase call Evans Cooling Systems, Inc. Sales Office Toll-Free: **888-990-COOL(2665)**

**EP3913** (\$399.00 exchange) LS1/LS6 High Flow Coolant Pump with Pulley  
**EB3913-C** (\$49.95) Corvette Serpentine Belt  
**EB3913-CF** (\$49.95) Camaro/Firebird Serpentine Belt

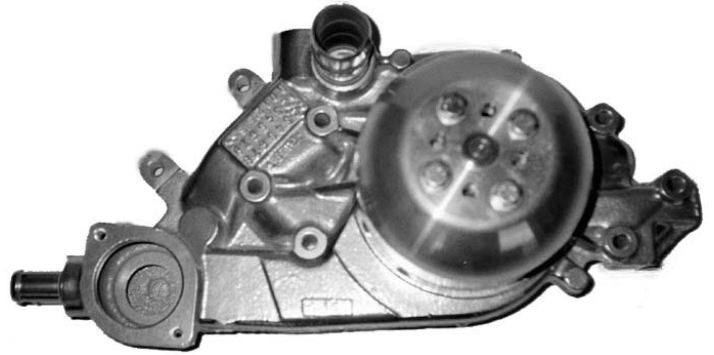
Order by Phone  
 Mon. thru Fri. 9 to 5 EST.  
**1-888-990-COOL**

Order On-line 24 Hours  
[www.EvansCooling.com](http://www.EvansCooling.com)

**EVANS**  
 NPG COOLING SYSTEMS™


Coolant • Radiators • Pumps • Accessories

Darton recommends the use of **Evans coolant** with all **MID kits!**



**MPG+** for all street applications.  
**MPGR** for full race applications.

**Finally, a High Performance Coolant specifically formulated to handle the extreme conditions of racing and high performance automotive, marine and motorcycle applications.**



Evans Cooling Systems, Inc. introduces NPG-R, its newest addition to their innovative line of waterless Engine Coolants. NPG-R is specifically formulated to handle the extreme conditions of racing and high performance automotive, marine and motorcycle applications. Engines previously unable to be effectively cooled with water or conventional water-based antifreezes now have the option of the improved heat transfer formula of NPG-R.

NPG-R exhibits superior coolant flow, as it is less viscous than the popular NPG+. Its improvement in thermal-conductivity increases the ability of NPG-R to transfer extreme heat away from the engine coolant jacket. This provides superior engine metal temperature control. High coolant with NPG-R as it stays in a more liquid state instead of converting to vapor and creating hot spots within the engine coolant jacket. Remaining in a more liquid state allows NPG-R to remove additional heat from the cylinder heads when compared to other coolants. The heat is then transferred away from the engine providing continuous control of cylinder head metal temperatures.

The reduced viscosity of NPG-R makes it more compatible with small tube copper-brass radiators while providing the superior cooling of Evans Waterless Coolants. (NPG+ and NPG are only recommended for large tube aluminum radiators.) All metals, including Magnesium, are safe to use with NPG-R. Although NPG-R is safe for all metals and contains no water, an annual coolant change is suggested for racing vehicles. For maximum performance street driven vehicles running NPG-R should change coolant every other year.

NPG-R does not freeze or boil-over. In cold temperatures (down to -10°F) NPG-R will not freeze and expand like conventional water-based antifreezes potentially cracking the engine block. In contrast NPG-R contracts into thick slurry - never becoming a solid. With a boiling point of 400°F at 7psi, NPG-R will never boil-over because it immediately condenses back to a liquid within the cylinder head coolant jacket, maintaining a liquid contact on all metal surfaces at all times.

As with NPG+ and NPG, NPG-R is a stand-alone coolant. Therefore, NPG-R requires all the existing antifreeze and water to be removed from the radiator, engine block and heater core. (Evans Prep Fluid is available for smaller capacity systems where the engine block cannot be fully drained.) Once system is empty fill 100% with NPG-R. A Test Strip is included with all purchases as a guide to a successful conversion. Technical assistance is available to assist in determining which Evans Waterless Coolant is right for your application.

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Coolant • Radiators • Pumps • Accessories

OSHA

Always use approved protective equipment for sight, hearing, breathing, and hands while machining or using chemicals.

MSDS sheets are available on chemicals supplied at: Loctite% [www.loctite.com/datasheets](http://www.loctite.com/datasheets), O-Ring Lubricant [www.dowcorning.com](http://www.dowcorning.com) or [www.dryfilmlubricants.com/prodo2.ntm](http://www.dryfilmlubricants.com/prodo2.ntm).

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