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Passat - All Other Models

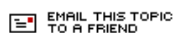


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VWvortex Forums › **Passat - All Other Models** › **Need quick response: Is thermostat housing/crack pipe a DIY? [Archived]**

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izzo
Member

Need quick response: Is thermostat housing/crack pipe a DIY?

6:34 PM 9-22-2004

[Reply](#)



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



my passator is @ the mechanic rite now, with leaking thermostat housing and/or crack pipe bad. the thing is that i am broke as a muthafukka till next friday when i get paid. i just bought the whole kit [housing, pipe, flanges, oi-rings] from ECStuning and i have no muny 2 pay 'em 4 the labor, and i need the car. SO: is changing those a DIY? cuz if it is guys i will pick my car 2morrow and do it over the weekend! the thermostat housing should not be that bad, form what i read about the crack pipe i'll need 2 take the front apart 2 gain clearance 4 work and so on... lemme know!

i'd appreciate if any1 can pull a pic 4 how 2 do those from a Bentley or smt.. i have ETKA CD but it's 4 EUROPE models ONLY! NO VR ☹

VWbay

Es ist wirklich eine Liebe - hassen Sie Verhältnis!

brilliantyellowg60
Member

Re: Need quick response: Is thermostat housing/crack pipe a DIY? (izzo) »

6:37 PM 9-22-2004

[Reply](#)



Offline

Member Since
8-30-2001
9431 posts

NY
lots of G60's and a couple
VR6's, and they're all AWD!



i've done it on a passat vr6 not too hard. get a nice set of allen head sockets and you you should be good to go. it is pretty tight in there but not impossible

1st time i would say 2 + hours and you should be back on the road

Quote, originally posted by 1 Low Coupe »

if u hit some one first for NO REASON i think theres jail time envoled my uncle just hapends to be a carmel police officer and head of the swat team as well so please.. dont do anything stupid

Quote, originally posted by 1 Low Coupe »

i acutally mangled the whole process

jbrams
Member



Offline

Member Since
1-22-2004
1398 posts

Berkeley CA
1995 VW Passat GLX



Re: Need quick response: Is thermostat housing/crack pipe a DIY?
(brilliantyellow60) >>

<< >> 10:55 PM
9-22-2004

Reply

It's supposed to be possible, basically you unbolt the front motor mount, jack the engine up a bit so you can access the crack pipe, try to pull it out without breaking it, put the new one in and you're good to go. T-stat housing should be even easier.

That being said, I had to have the mechanic do mine because I didn't have the time. It was about \$400 because he charges \$95/hour (standard in my area) . . . your's might be much less if you have a more affordable mechanic, but it's about 3-4 hours of labor and \$30 in parts (they'll probably charge you a bit more for parts, again, standard mechanic overcharge, nothing you can do about it).

Search PAOM a bit and I'm pretty sure that there's some DIY instructions, I'll look later if I have some time also.

Good luck,
Abe

<http://www.vdubaddiction.com/members/jbrams/> 😊

jpete
Member



Offline

Member Since
7-22-2001
1190 posts

Warwick RI
1995 VW Passat GLX



Re: Need quick response: Is thermostat housing/crack pipe a DIY? (izzo) >> << >> 11:08 PM 9-22-2004

Reply

Yikes! Don't unbolt the motor mount! 5mm allen wrench basically all that is needed. Local stealership had it for \$37(O-rings included). Just take off the 3 allen head screws you can see and pull that end free from the crack pipe. You may(should) want to replace the O-ring for this piece. For the rest, refer to my other post about this
<http://forums.vwvortex.com/zerothread?id=1539031>

Let my pain be your gain. Getting it back in wasn't too bad, I just put a little dielectric grease on the new O-rings to get everything to slip back together more easily.

Jeff

Jeff

Need custom work or parts? Click [here](#)

jbrams
Member



Offline

Member Since
1-22-2004
1398 posts

Berkeley CA
1995 VW Passat GLX



Re: Need quick response: Is thermostat housing/crack pipe a DIY? (jpete) >> << >> 11:44 PM 9-22-2004

Reply

I stand corrected.
Abe

ps - here are some of the posts that I was looking at, there are others:
<http://forums.vwvortex.com/zer...17550>
<http://forums.vwvortex.com/zerothread?id=1532438>
here's on by A2B4guy (very knowledgible):
<http://forums.vwvortex.com/zer...86804>

another
<http://forums.vwvortex.com/zerothread?id=1486416>

Modified by jbrams at 2:49 PM 9-22-2004

<http://www.vdubaddiction.com/members/jbrams/> 😊**cnap**
Member

Offline

Member Since
6-20-2001
1375 postsCarrboro, NC
1997 Passat VR6**izzo**
Member

Offline

Member Since
3-18-2004
5473 postsW Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI

Re: Need quick response: Is thermostat housing/crack pipe a DIY? (jbrams) >> << >> 4:22 AM 9-23-2004

Reply

The only hard part is getting the old crack pipe out of the water pump. It can stick in pretty tight.

Re: Need quick response: Is thermostat housing/crack pipe a DIY?
(cnap) >><< >> 6:41 AM
9-23-2004

Reply



thank u all guys, really!
i am bringing my car from the shop home tomorrow.
will pour some more coolant and drag the passator home.
the crack pipe should not be that stuck 2 the water pump,
cuz i changed the waterpump myself less than 4 months ago.
btw - that is what i bought: complete set without the thermostat itself,
i think mine is fine; i just bought the housing, flange, all o-rings, pipe



from ecstuning.com, it is supposed 2 arrive 2morrow...

btw - i just leave the thermostat where it is w/o touching the sucker, rite...
and flush the coolant all over again be4 taking everything apart?
btw - i plan to take the front mask, rad support frame,
radiator, everything away, and will fix as well the leaking oil cooler
rings... so that should give me enuff clearance 4 work,
hopefully without jacking the engine up?

[VWbay](#)[Es ist wirklich eine Liebe - hassen Sie Verhältnis!](#) **jpete**
Member

Offline

Member Since
7-22-2001
1190 postsWarwick RI
1995 VW Passat GLX

Re: Need quick response: Is thermostat housing/crack pipe a DIY? (izzo) >> << >> 10:43 PM 9-23-2004

Reply

You may need to take some things off to do the other things you need to do but I didn't take anything off to replace the crack pipe. Leave the T-stat where it is. I did unplug the temp sensor plugs just to avoid ripping them out if I slipped with the prybar. And don't kid yourself about it not being stuck. I just did my W/P about a year or so ago and you can see how much I bent my prybar. I was literally shaking the whole car violently. And it took me several times over the course of 2 hours!!!! 🤦🏻
I'd pry on it, sit down and curse, pry some more, curse some more....etc.

Jeff



Jeff

Need custom work or parts? Click [here](#)**VR62NV**

Member

[<<](#) [>>](#) 2:04 AM 9-24-2004[Reply](#)

Offline

Member Since
9-27-2001
3115 postsBurbank CA
Supercharged Corrado VR6
and a Corrado G60

The crack pipe blew on my 1994 B3 Passat VR6 so when I went to the dealer to get the parts I asked a VW mechanic what the easiest way was to get to that crack pipe. He told me they unbolt the front motor mount and jack the engine up to make it easier to get to. Contrary to what has been said by others here this idea worked great for me. I jacked the engine up and had more room to work with but it was still a little tight so I unbolted the huge air pump that sits in front of the engine. I think it is only three bolts. Once I got that out I could not believe how much room I had to work with. I could get at the two hoses that go to the crack pipe with no pain at all. Oh, that reminds me, you may want to replace those two small hoses that go to the oil cooler while you are doing this job since you will already be there. You don't want those bursting a few months down the line and they are cheap too. Anyway, my crack pipe was hard to remove but I just went under the car and used a pry bar to pry it out. It took me about 20 minutes to get the pipe out. The whole job took me about 3 hours and that included jacking the engine up and taking out the air pump and then putting it all back again. I REALLY think jacking the engine up and removing the air pump is worth the time because once you get that done you have a lot of room to work with and jacking the engine up is not as hard as you may think. Just make sure the jack is in a secure location. Trust me, I did this on my B3 and it was one of those projects that because I took the time to do it right I ran into NO problems. In fact, I remember being done and being very happy as to what I accomplished and very surprised how smoothly it went and I knew that because I made so much room by jacking the engine up and removing the air pump that all the connections to the hoses were very secure and correct, the hole where the crack pipe goes into the water pump was clean and ready for the new one. Everything went perfect. I am actually looking forward to doing this to my Corrado. I am getting all the parts together and am going to redo the entire cooling system broken or not. Already got the samco hoses. IM me with any questions you might have. Good luck.

One more reason to love SHELL gasoline.

http://www.youtube.com/watch?v=7qT_q8PXFrw**izzo**

Member

Re: (VR62NV) [>>](#)[<<](#) [>>](#) 6:43 AM 9-24-2004[Reply](#)

Offline

Member Since
3-18-2004
5473 postsW Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI

update, just brought my car back from the mechanic 2day and even drove the passator 2 work, it does not leak that much, but still makes small puddles underneath...not sure where from, that is y i got all the housings and the pipe and \$hit-will do all at the same time.

first question: those oil cooler hoses, what do i replace 'em with? regular rubber hose - would it be ok?

next: will i need 2 jack up the engine IF i am planning to take apart the whole front - take off mask, bumper, radiator? and just loosen the front mount and jack it up?

do i have to loosen the rear mounts a lil bit as well?

10q all! i'll post pics and proly sort of a DIY after i do the magic on sat!

[VWbay](#)

Es ist wirklich eine Liebe - hassen Sie Verhältnis! **VR62NV**

Member

Re: (izzo) >>

<< >> 8:43 AM 9-24-2004

Reply



Offline

Member Since
9-27-2001
3115 postsBurbank CA
Supercharged Corrado VR6
and a Corrado G60*Quote, originally posted by izzo »*

update, just brought my car back from the mechanic 2day and even drove the passator 2 work, it does not leak that much, but still makes small puddles underneath...not sure where from, that is y i got all the housings and the pipe and \$hit-will do all at the same time.

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and just loosen the front mount and jack it up?

do i have to loosen the rear mounts a lil bit as well?

10q all! i'll post pics and proly sort of a DIY after i

do the magic on sat!

I would recommend buying the hoses from a dealer or Parts4vws.com or something like that. They have a specific bend to them and I believe are a factory only part. They are just small coolant hoses that are prebent to fit in the small location. Also, if you are taking off the front of your car then you shouldn't need to jack up the engine but taking out the air pump would make it a lot easier to see everything. I did not loosen the rear mounts when I did mine. Also, this would be a good time to replace the oil cooler seals but only if the oil cooler is leaking oil. Anyway, good luck with your project.

One more reason to love SHELL gasoline. 

http://www.youtube.com/watch?v=7qT_q8PXFrw

izzo

Member

Re: (VR62NV) >>


<< >> 3:50 PM 9-24-2004

Reply



Offline

Member Since
3-18-2004
5473 postsW Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI

nice..so proly i won't have 2 jack the VR up 

i'll check on them hoses 4 the oil cooler,
and about the oil cooler O-rings - i will change those 4 sure,
cuz they r leaking, i stated that above...

one quick question though - will i be able to do that - the O-rings
i mean, WITHOUT draining all the oil in the engine?

i just changed the oil like 1k miles ago...

VWbay**Es ist wirklich eine Liebe - hassen Sie Verhältnis!** **brilliantyellowg60**

Member

Re: (izzo) >>

<< >> 3:54 PM 9-24-2004

Reply



Offline

Member Since
8-30-2001
9431 postsNY
lots of G60's and a couple
VR6's, and they're all AWD!

yes, you will just need to replace the oil filter and the .5-.75 quarts of oil that pour down your arm when you remove the filter.

Quote, originally posted by 1 Low Coupe »

if u hit some one first for NO REASON i think theres jail time envoled my uncle just hapends to be a carmel police officer and head of the swat team as well so please.. dont do anything stupid



Quote, originally posted by 1 Low Coupe »

i acutally mangled the whole process

izzo
Member



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



VR62NV
Member



Offline

Member Since
9-27-2001
3115 posts

Burbank CA
Supercharged Corrado VR6
and a Corrado G60



Re: (brilliantyellow60) >>

<< >> 5:34 PM 9-24-2004

Reply



we talkin' oil COOLER here, not hte filter...
or is there sumthin' i did not get rite?

[VWbay](#)

Es ist wirklich eine Liebe - hassen Sie Verhältnis!

Re: (izzo) >>

<< >> 5:55 PM 9-24-2004

Reply

Quote, originally posted by izzo »

we talkin' oil COOLER here, not hte filter...
or is there sumthin' i did not get rite?

Yes, the oil cooler. The one with the two small hoses coming out of it. I don't believe you will need to drain the oil or change the oil filter. Most of the engine oil should be in the pan. You will probably have some oil leak out when you take the cooler off but I really don't think it would be much. I will double check on this though to make sure.

Rich

One more reason to love SHELL gasoline.
http://www.youtube.com/watch?v=7qT_g8PXFw

izzo

Re: (VR62NV) >>

<< >> 6:08 PM 9-24-2004

Reply



Quote, originally posted by VR62NV »

Yes, the oil cooler. The one with the two small hoses coming out of it. I don't believe you will need to drain the oil or change the oil filter. Most of the engine oil should be in the pan. You will probably have some oil leak out when you take the cooler off but I really don't think it would be much. I will double check on this though to make sure.

Rich

thanks a lot VR62NV, that is what i thought.
i got all the parts 2day in the mail, plus extra coolant,
will go 2 action 2morrow!

[VWbay](#)

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Member



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



VR62NV

Member



6:13 PM 9-24-2004

Reply



Hey izzo. I just checked with Ron Wood at VW Specialties here in SoCal and he said that you will get some oil leak out but should not be more then a coffee cup full so you may just want to have a catch can ready to go. You may have heard of Ron Wood in European Car or Eurotuner. He is a guru. Anyway, I hope this helps.

Offline

Member Since
9-27-2001
3115 posts

Burbank CA
Supercharged Corrado VR6
and a Corrado G60



Rich

One more reason to love SHELL gasoline.
http://www.youtube.com/watch?v=7qT_g8PXFw

VR62NV

Member



6:15 PM 9-24-2004

Reply



Offline

Member Since
9-27-2001
3115 posts

Burbank CA
Supercharged Corrado VR6
and a Corrado G60



Don't forget to buy the oil cooler o-rings.

One more reason to love SHELL gasoline.
http://www.youtube.com/watch?v=7qT_g8PXFw

izzo

Member

Re: (VR62NV) >>

6:19 PM 9-24-2004

Reply



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



appreciate that Rich!
i have not heard of Ron, but say 'hi' 2 him 😊
well. loox like it'll be a lotta things 2 do 2morrow,
i'll keep u all guys who helped posted with pics and \$hit,
btw - the oil cooler O-rings i got a long tyme ago... 👍

[VWbay](#)

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VR62NV



6:27 PM 9-24-2004

Reply

Member



Offline

Member Since
9-27-2001
3115 postsBurbank CA
Supercharged Corrado VR6
and a Corrado G60

I can't tell you how much I learned about my VR6 that day. Where things are. How to get to things easier. Have fun with it. Enjoy the learning experience.

One more reason to love SHELL gasoline. 
http://www.youtube.com/watch?v=7qT_q8PXFw

izzo
Member



Offline

Member Since
3-18-2004
5473 postsW Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI

Re: (VR62NV) >>

<< >> 6:41 PM 9-24-2004

Reply



4 real...2 be honest, i NEVER had a car be4, never held a wrench or had grease on my hands... since Feb i learned so much cars and \$hit - man, that feels good... example: the other day i had 2 flush the coolant on a friend's Maxima V6 3.0 '95...and change spark plugs... man, i feel good knowing my VR, but that *** engine was COMPLICATED as hell, but still i did good job...

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izzo
Member



Offline

Member Since
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5473 postsW Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI

Re: (izzo) >>

<< >> 2:57 AM 9-26-2004

Reply



i needed an hour to complete everything but it went dark... so far: took front apart, flushed coolant, took down air pump, t-stat housing, oil cooler, everything... cleaned the oil cooler, hoses look fine, changed both o-rings, put back on... put the new t-stat, flange, crack pipe, all in with some sealant just in any case... put back radiator, front mask, headlights, pulled car in the garage, will post pics tomorrow and the result!

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[Es ist wirklich eine Liebe - lassen Sie Verhältnis!](#) 

VR62NV
Member



Offline

Member Since
9-27-2001
3115 postsBurbank CA
Supercharged Corrado VR6
and a Corrado G60

Re: (izzo) >>

<< >> 8:25 AM 9-26-2004

Reply

Quote, originally posted by izzo »

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Good to hear that everything is going well. Can't wait to see the pics.

Rich

One more reason to love SHELL gasoline. 
http://www.youtube.com/watch?v=7qT_g8PXFrw

copdodger
Member

Re: (VR62NV) >>

<< >> 8:22 PM 9-26-2004

Reply




Offline

Member Since
3-2-2002
976 posts

Frederick MD



Thanks for all the info people. The line running from the pipe to my oil cooler blew yesterday @H2O. While trying to replace the hose, the connection to the pipe broke. So now I gotta tow the car home so I can fix it.  Plastic is starting to get brittle in my 12 year old corrado.

Let's Hug It Out, B!tch!
*SOLD 2005 Yamaha R6

izzo
Member

Re: (VR62NV) >>

<< >> 8:26 AM 9-27-2004

Reply



Offline



Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



aaah....DONE!!!! 



 and  4 all who helped! thanks a ton guys!

first uv all - front missing:



i took of the mask, headlights, rad top support frame, radiator, flushed the coolant,



took down the water pipes from radiator to the thermostat. no problems so far.
lots of clearance 4 work, no need 2 jack up engine.



this is how the old and new crack pipe look like.



here i really had to take down the secondary air pump, a few minutes it took me, it is held by a bracket to the engine block.
U REALLY NEED A GOOD SET OF HEX/ALLEN WRENCHES!!!
the kit they sent me from <http://ecstuning.com> is great, all pieces + o-rings,
here it is assembled be4 i put it in:



ONLY 1 THING: IT DID NOT INCLUDE THE STRANGE-SHAPED RUBBER RING BETWEEN THE THERMOSTAT HOUSING ITSELF AND THE BODY BLOCK OF THE VR! i used the old one, thank god it was in good condition. btw everywhere i used some blue sealant [silicone] just to insure myself, even on the oil cooler which i also fixed.

This is the opening in the head where the thermostat housing is u can see the leaked and evaporated traces of coolant



the thermostat housing came off pretty easy, and the crack pipe came off easy enough too - no hassle at all! just cleaned a lil bit around and put the new one in, fixed the thermostat housing onto place, put sealant/silicone and tightened the bolts... after i put my front back on just put the hoses on and filled the system with coolant, btw now is the good time to take down ur coolant tank and clean it!

on the side i fixed also my leaky oil cooler. i knew it was leaking all over from bad o-rings ever since i got the car in february, but did not have the time to fix it although i got the rings a long time ago.
VR62NV - thank a ton for helping me with this one here!
it really leaked some oil but not more than a cup!



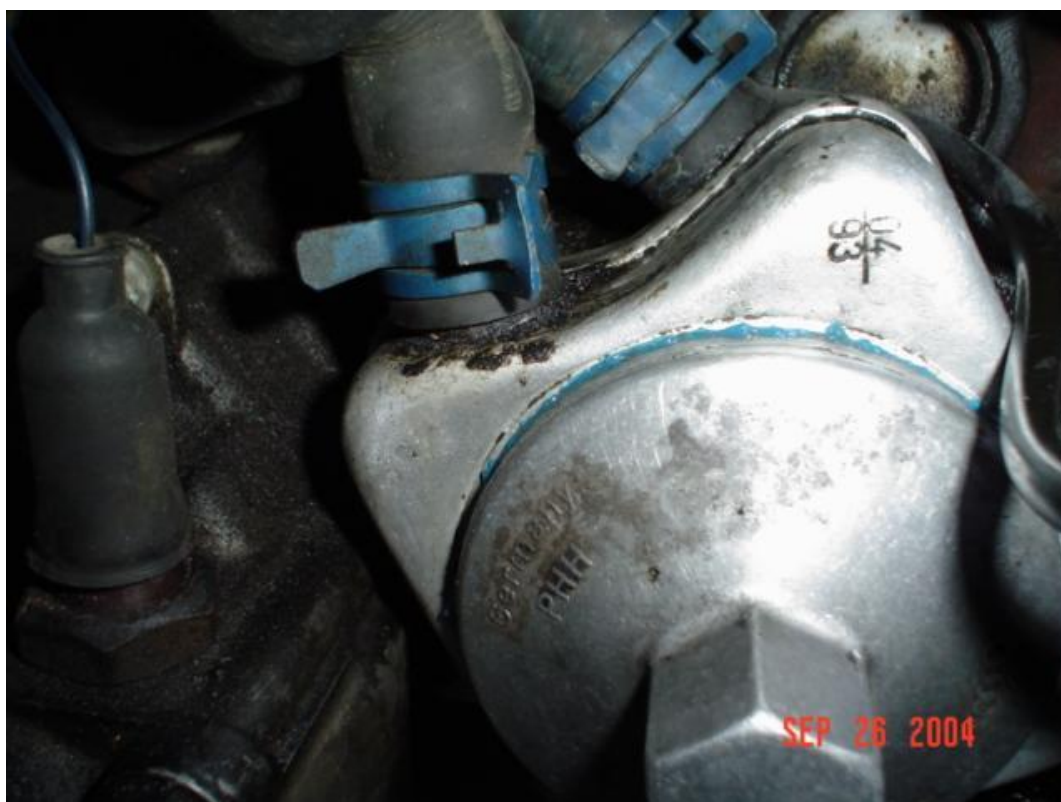
btw - both hoses coming from the top of it were just fine, the one leading to the coolant pipe and the other one going into the engine block.



then i took it down, on this picture u can see the hole on the back of the water pump where the crack pipe goes in and u can see also how dirty my oil cooler was! i started worrying about it when i started putting syntec blend 10w40 Castrol in my passator, cuz it is not as thick as the dino juice and leaked more. it only leaked till the engine heated up the oil and stopped,\ but still, it was annoying and doing a mess down there!
so i took the cap down, cleaned the oil cooler and it shined 😊



then sealed the o-rings and put it back, tightened the cap back on as much as i could!
btw - the thicker o-ring, it is like square-ish goes between cap and oil cooler body;
the round o-ring goes between oil cooler and engine. can't go wrong,
the round one has two holed for attaching to the oil cooler.
this is how it turned to be:



i left the car overnight with no coolant poured in and did not top the oil, just because the silicone needs some time to do its magic; today around noon went down and just hooked the spark wires, sprayed the bottom of my engine and oil pan thoroughly with degreaser, all around the oil cooler and oil filter housing as well, gave it a few minutes and sprayed with plenty of water down there to drop the dirt and grease. then let it dry 4 a few minutes, started for a few minutes and topped off the coolant. voila....knock on wood, NO MORE LEAKS - neither coolant nor oil!!!

i raped the car for like twenty miles on a curvy road down to Last Resort, a local redneck bar, and back, came, let it cool down, and went with my hand all over the places i was worried about - below and around the oil cooler, below the crack pipe and the t-stat housing; previously i had PUDDLES of blue coolant on top of the tranny, now it shines 😊 as my teeth in my smile 😊 then we went 2 the movies, me and my girlfriend Bea, saw Cellular and did groceries in walmart - for a total of around 50 more miles, i again checked when we came back - no leaks...


boy i am glad!!!!was not that hard and saved me buncha munny, that will go 4 buyng a new wheel bearing housing next week.... thanks all of you guys again, hope this helps someone!!!!

Modified by izzo at 5:52 PM 2-28-2007

[VWbay](#)

[Es ist wirklich eine Liebe - hassen Sie Verhältnis!](#) 

izzo

 Re: (izzo) >>

<< >> 8:31 AM 9-27-2004

[Reply](#)



Member



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



jbrams
Member



Offline

Member Since
1-22-2004
1398 posts

Berkeley CA
1995 VW Passat GLX



izzo
Member



Offline

Member Since
3-18-2004
5473 posts

W Va
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HDI, 00 Audi A4 1.8TQ, 93
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izzo
Member



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



Shawn

**BTW FOR the 1ST TYME EVER I THINK I GOT MY FRONT MASK ATTACHED PROPRELY!
IT IS NOT LIKE SCREWED NOW, LOOKS RITE IN PLACE 😊**

[VWbay](#)

Es ist wirklich eine Liebe - hassen Sie Verhältnis!

Re: (izzo) >>

<< >> 6:06 PM 9-27-2004

Reply

Good work Izzo, looks great.
Makes me feel better after my car died on me as I parked it on Saturday 😊

Good work, looks great, thanks for the pics and write up!

Abe

<http://www.vdubaddiction.com/members/jbrams/> 😊

Re: (jbrams) >>

<< >> 6:19 PM 9-27-2004

Reply

Quote, originally posted by jbrams »

Makes me feel better after my car died on me as I parked it on Saturday
😊
Abe

what did i miss?

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Re: (izzo) >>

<< >> 7:03 AM 9-28-2004

Reply



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Re: Need quick response: Is thermostat housing/crack pipe a DIY? (jpete) >>

<< >> 7:32 AM 9-28-2004

Reply

Member

Online

Member Since
9-23-2004
18974 posts

Eddie can read and spell



I did my thermostat for 20 bucks
the house comes out pretty easily 🙌

[|Epitome|snapRiot|](#)

izzo

Member



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



Re: Need quick response: Is thermostat housing/crack pipe a DIY?
(_Shawn_) >>

<< >> 6:26 PM
9-28-2004

Reply



'house' ?

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izzo

Member



Offline

Member Since
3-18-2004
5473 posts

W Va
94 B3 GLX, 97 GTI, 84
Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



Re: Need quick response: Is thermostat housing/crack pipe a DIY?
(izzo) >>

<< >> 7:51 AM 9-30-2004

Reply



bumpeeeeeeeeeee 😊

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A2T

Re: Need quick response: Is thermostat housing/crack pipe a DIY? (izzo) >>

<< >> 4:32 AM 10-5-2004

Reply

If you still need help with any of this, feel free to IM me. I know a thing or 2 about the coolant systems on VR6 (see sig).

Even if you dont want a metal pipe for it, let me know what you need help with, Id be happy to assist you.

Glad to see Im not the only one who hosts parties in the garage...

pi2060@yahoo.com

\$95 Metal VR6 Crack Pipes, Shipped -- TRACK TESTED !!!

<http://www.vwfixx.com/forums/i...97415>

Custom Made VR6 Intake Mani Shift Rod Bushings -

<http://www.vwfixx.com/forums/i...34870>

BILLET VR6 Keychains <http://www.vwfixx.com/forums/i...34080>

Member

Offline

Member Since
11-9-2000
2046 posts

Atlanta, GA
92 SLC



izzo
Member



Offline

Member Since
3-18-2004
5473 posts

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Audi B3 TDI



Re: Need quick response: Is thermostat housing/crack pipe a DIY?
(A2T) >>

<< >> 6:14 AM 10-5-2004

Reply



thanks man, i already did that like 2 weeks ago..
knock on wood, no leaks whatsoever!!!! i'm glad..
appreciate it tho..
about the garage - yeah, it's wide down there, it's actually two garages together,
the whole first deck of my house.... good acoustics for the music on parties 😊

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izzo
Member



Offline

Member Since
3-18-2004
5473 posts

W Va
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Rabbit GTI, 06 Citroen C5
HDI, 00 Audi A4 1.8TQ, 93
Audi B3 TDI



Re: Need quick response: Is thermostat housing/crack pipe a DIY?
(izzo) >>

<< >> 7:31 AM 10-8-2004

Reply



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