



2010-2014 Ford Mustang Coolant Reservoir Replacement

This guide will demonstrate how to replace the coolant reservoir in a 2010-2014 Ford Mustang.

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INTRODUCTION

This guide will detail how to change the coolant reservoir in a 2014 Ford Mustang. A coolant reservoir will need to be replaced if there are any leaks to prevent the engine from overheating and causing serious and expensive damage.

There is some concern about working with antifreeze coolants due to their high potential to be toxic when inhaled and/or absorbed through the skin. The main ingredient in the coolant that causes this potential toxicity is ethylene glycol. This chemical compound can cause mild respiratory tract, skin and eye irritation. This can be easily avoided by wearing the proper personal protective equipment such as goggles, masks, gloves and other garments that could protect you from excessive exposure to the chemical.



TOOLS:

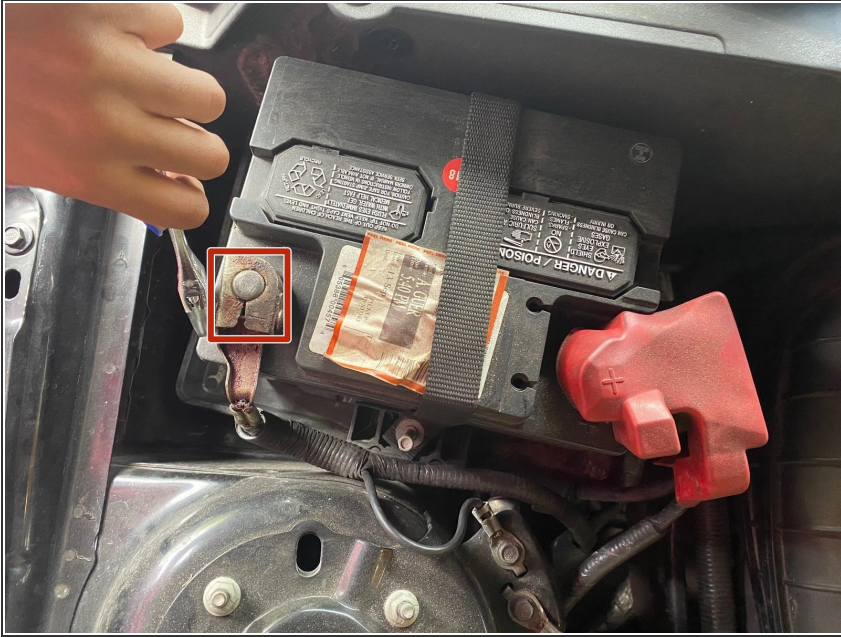
- [Drip pan](#) (1)
- [Flathead Screwdriver](#) (1)
- [12mm Combination Wrench](#) (1)
- [Engine Coolant](#) (1)
- [WD-40](#) (1)
- (optional)*
- [Nirile Gloves](#) (1)
- [Safety Glasses](#) (1)
- [Face Mask](#) (1)
- [Groove Joint Pliers](#) (1)



PARTS:

- [Ford Coolant Reservoir](#) (1)

Step 1 — Coolant Reservoir

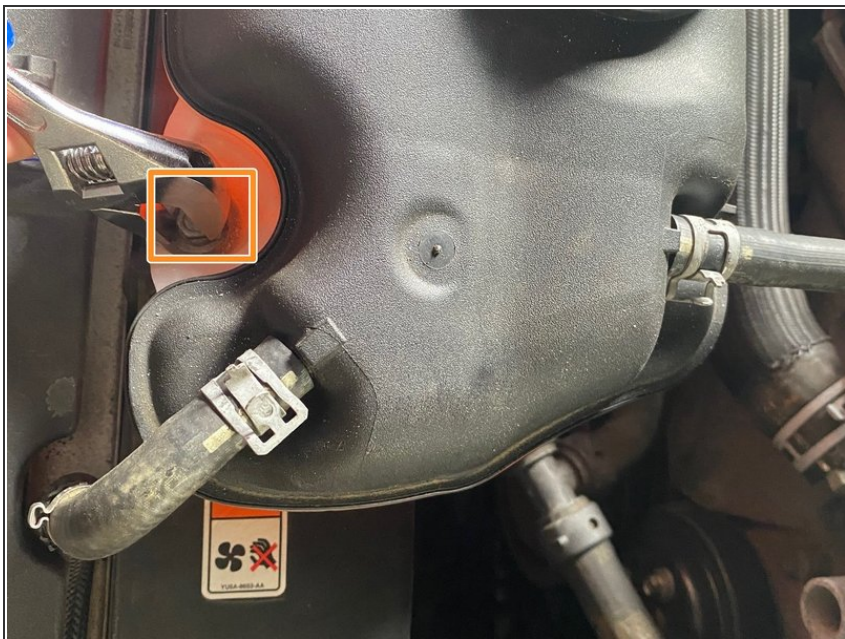


⚠ Make sure the car engine is completely cool before beginning the replacement process. There is a substantial risk to burn yourself if the engine has not had ample time to cool. Allow at least a 2 hour gap between the last time the car was running and the beginning of the work.

i The radiator and cooling system must be properly drained before this procedure. That process will not be shown in this guide.

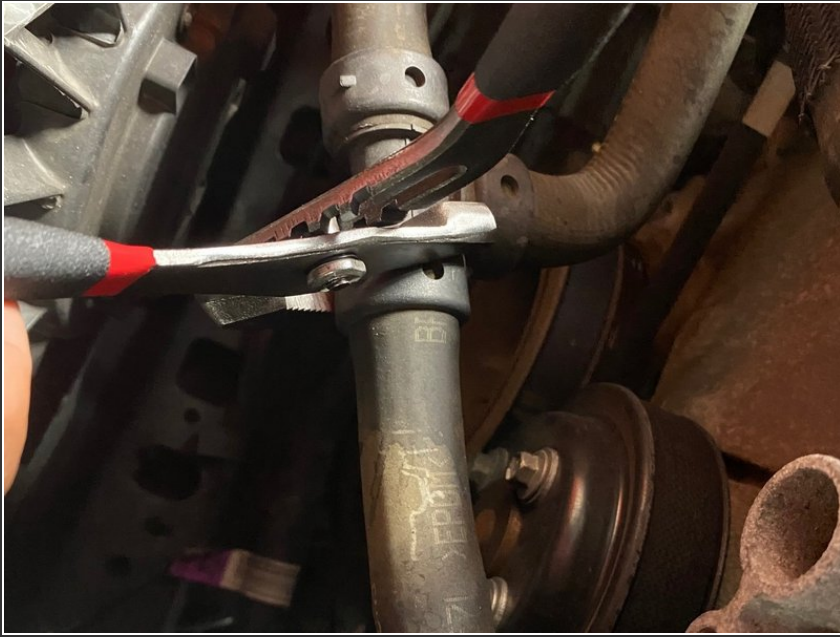
- Disconnect the negative cable from the car battery to eliminate the risk of being shocked while working. Allow car to sit for 5 minutes to make sure leftover power is discharged completely.

Step 2




- Using an adjustable wrench or 12mm combination wrench, remove the bolts that keep the reservoir attached to engine.
- ⓘ If the bolts are rusted or stuck, spray WD-40 or any other penetrant on the bolts and allow it to sit for 5 minutes before attempting to remove the bolts. Make sure to not let oil or any substance drip into the engine bay and wipe clean with a rag when finished.

Step 3



- Using pliers, an adjustable wrench, or by hand, carefully remove the hose clamps that connect the coolant hoses to the reservoir and allow residual coolant to drain into a drip pan or other sealable container.

 **Warning:** Wear gloves. Do not allow coolant to enter the area of the face. If coolant spills on the skin, wash the area with soap and water. If coolant enters the eyes, flush with water and receive medical attention.

Step 4



- Allow excess coolant to drain from the radiator, hoses, and old reservoir to drain into a drip pan or other sealable container.
- ① Once the old reservoir is completely drained, pour the waste into a container with a top and dispose of it safely. Coolant should not be poured down drains or onto the ground because it is highly toxic.

Step 5



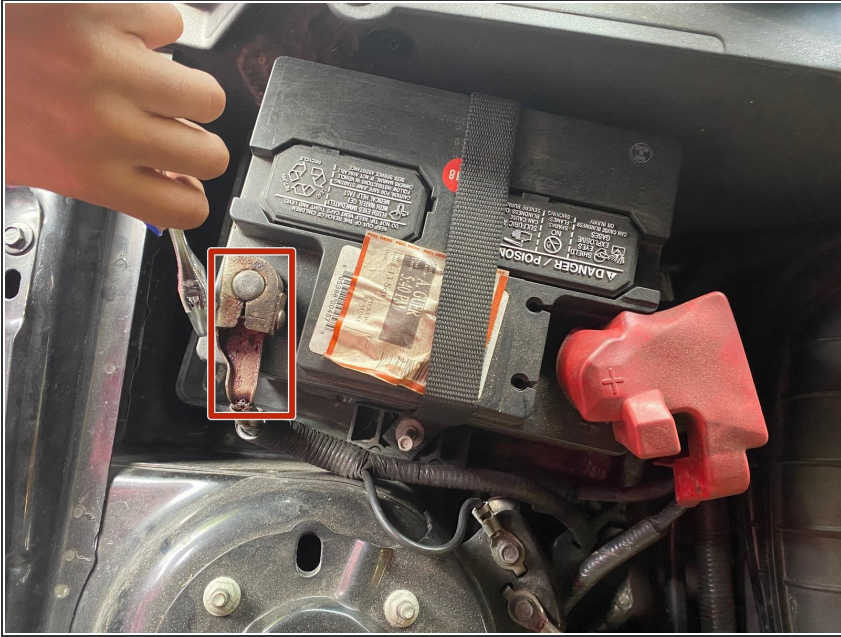
- Attach and clamp coolant hoses to new reservoir. Make sure they are secured tightly and that no gaps are visible.
- Align reservoir into the correct position and reattach the bolts to the reservoir. Make sure it is held down tightly.

Step 6



- Fill the new reservoir with coolant to maximum level indicated by the markings on the side of the plastic.
- ⓘ It is worth the time to research coolant brands and determine what your car needs before purchasing the product.

Step 7




- Reattach the negative cable to the battery and ensure the connection is secure. Check to see if the battery provides power by turning the headlights on.

Step 8



- Start the car and let it run for 10 minutes. Check for leaks.

 If the car is overheating, allow it to completely cool and check for coolant leaks. Do not open the coolant cap or attempt to add more coolant while the car is hot.

 If the car continues to overheat and there are no visible leaks, contact a mechanic.

In case something breaks or an issue with the car arises, do not drive and contact a mechanic.