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01841 531102

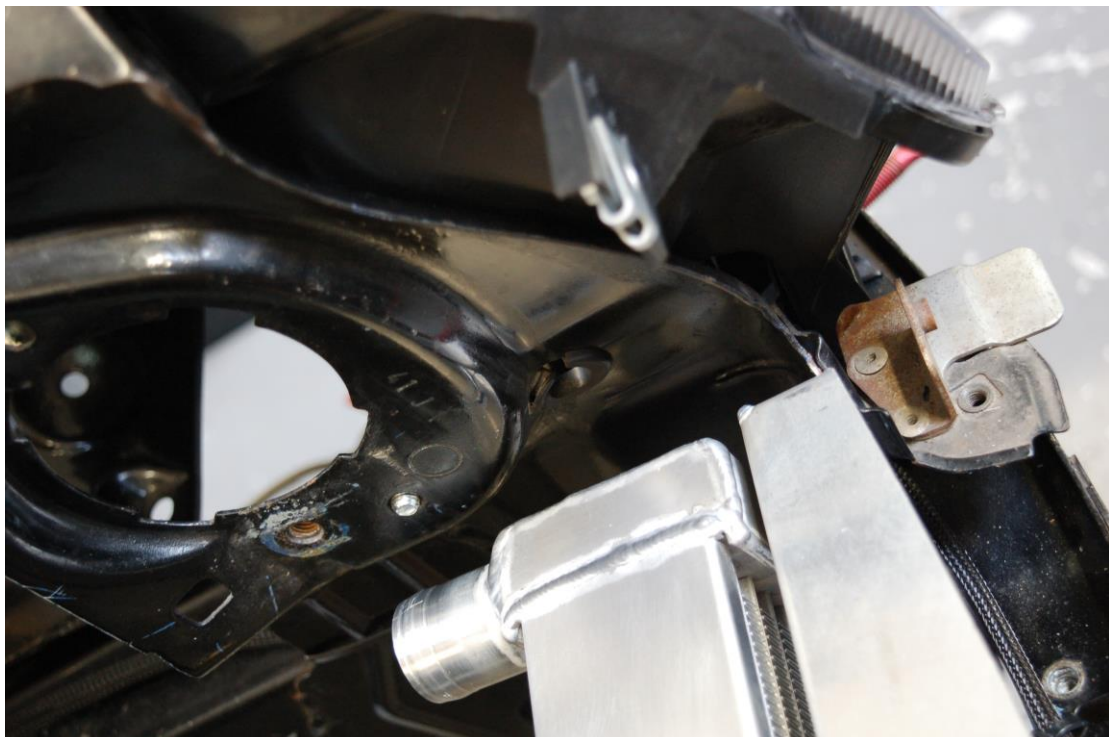
### **Fabricated 40 or 50mm Core Radiators with Ducting**

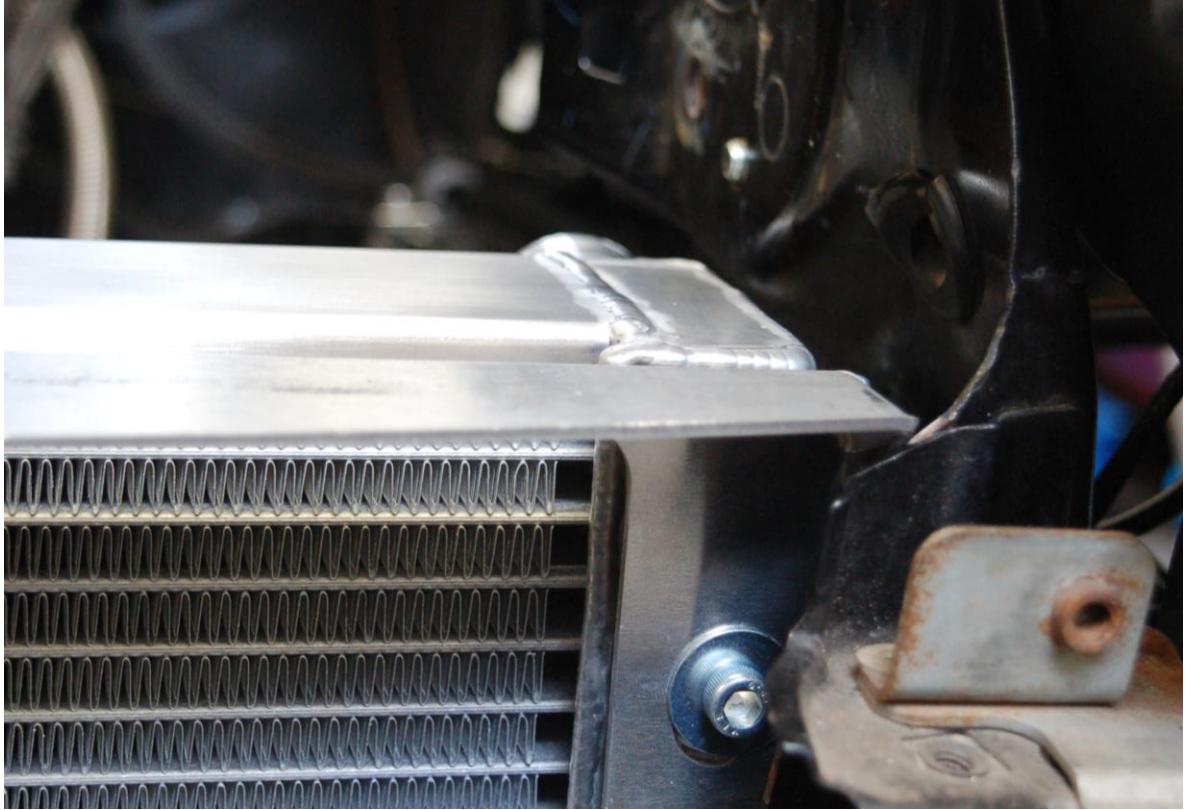
We supply two types of fabricated radiators for the Clio 2 RS, there is a 50mm core radiator for Clio 172/182 with standard positioning of gearbox mount and there is a 40mm core unit for use on Clio 2 Cup Racecars with Sadev transmission and a subframe mounted front gearbox mount.

The fitting is very much the same for both units.

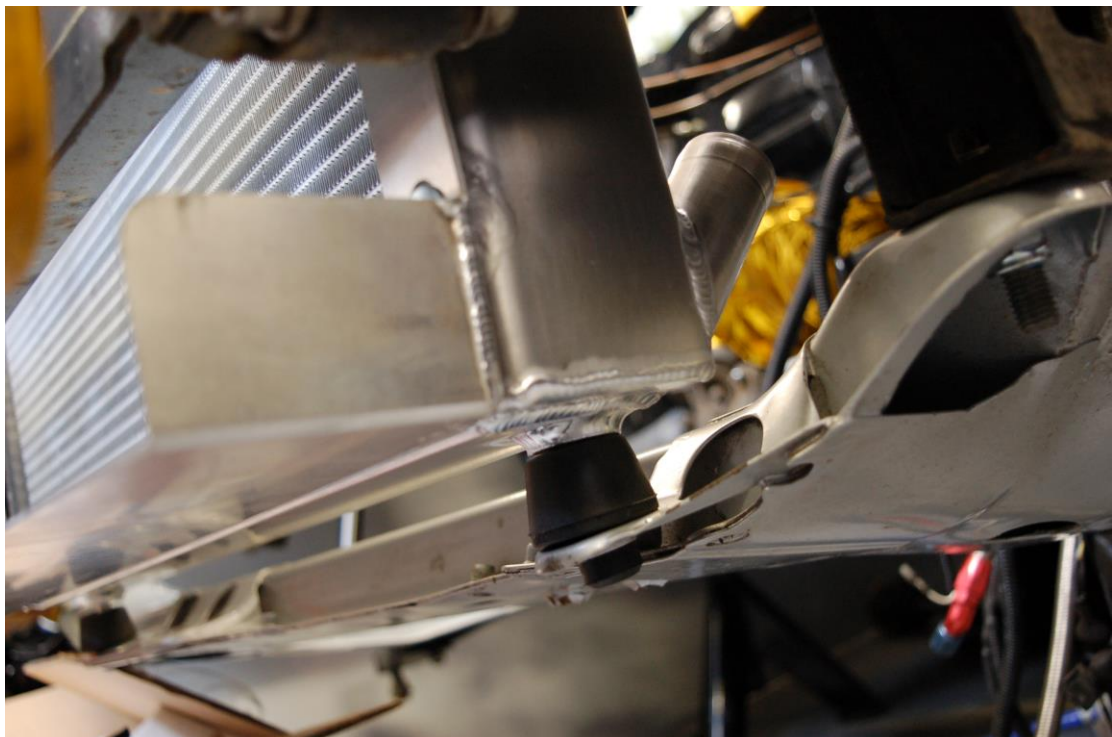
### **Fitment**

On Clio 2 PH2 there is a panel behind the left-hand headlight that needs to be cut down to allow room for the top corner of the radiator. Offer up the radiator, mark the cut area and cut out with an angle grinder or similar. It needs to look the same shape as a PH1:

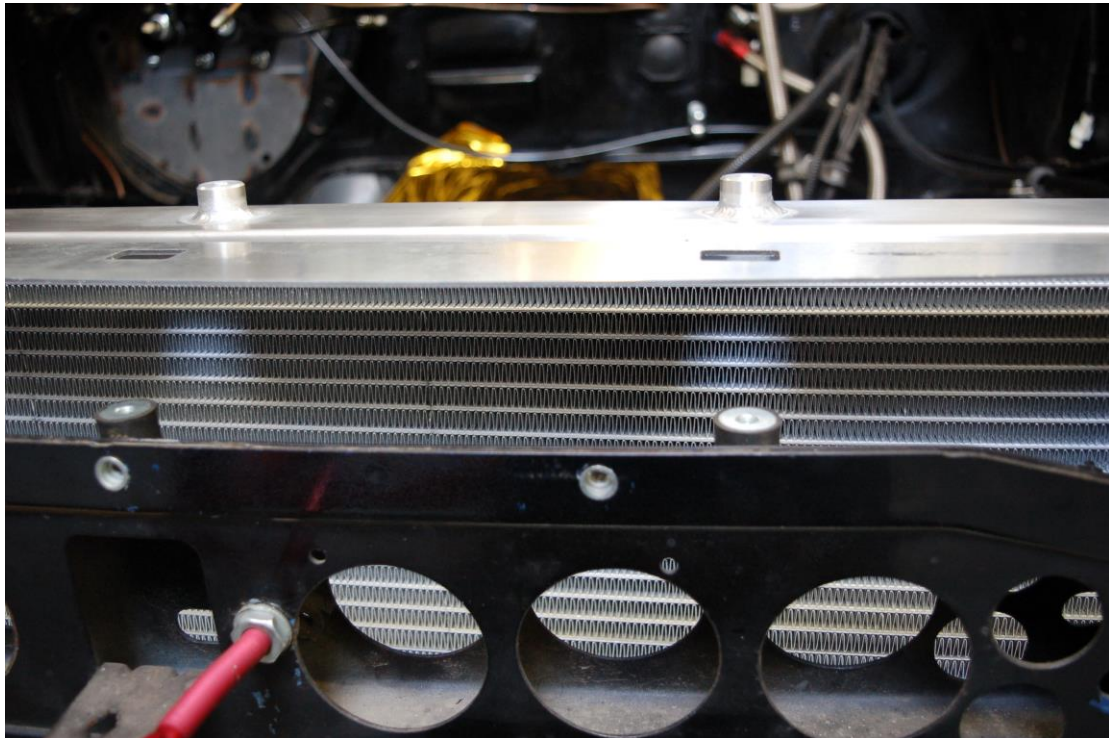




The fabricated radiators come with lower pegs to drop into the standard rubber mounts. Ensuring that the mounts are in good condition, drop the radiator into place in the standard mounts:



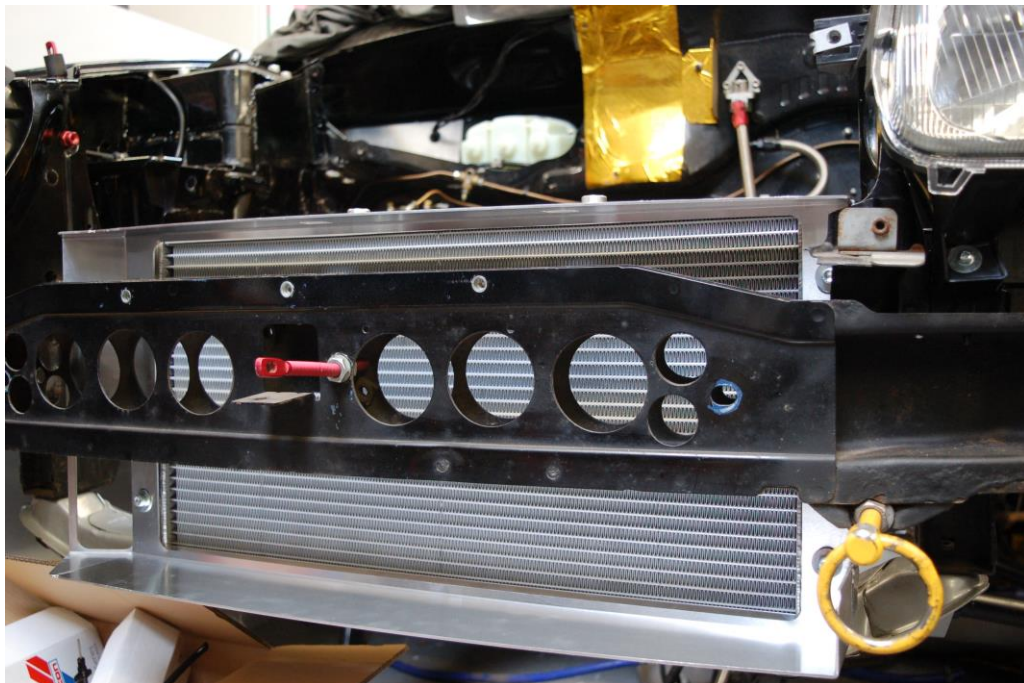
There are two rubber bobbins that need to be fitted to the front crossmember to fix the upper mounting straps. With the upper straps loosely fitted to the top of the radiator mark the position of the bobbins on the top of the crossmember and drill two holes for the studs to fit into. Either use the nuts provided to bolt the bobbins in place if there are large holes drilled in the crossmember as shown below. We recommend drilling large holes in the cross member and the front bumper for additional airflow. Some competition regulations don't allow the drilling of holes in the chassis or body. If this is the case and the crossmember is undrilled then fit the two M6 rivnuts and screw the bobbins into place.



Fix the upper straps using Loctite on the M6x12mm bolts and penny washers and adjust so that the radiator is clear of the bodywork.



Plumb in the radiator using the standard or aftermarket silicone hoses.



If you get stuck please ring for help and advice.

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[enquiries@pure-motorsport.co.uk](mailto:enquiries@pure-motorsport.co.uk)

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