



# RADIATOR INSTALLATION & MAINTENANCE GUIDE

**\*\*\* CAUTION! NEVER OPEN, DRAIN, OR DISASSEMBLE A HOT COOLING SYSTEM \*\*\***

## INSTALLATION INFORMATION:

- 1** If you are installing this radiator while the system is/was under operating temperatures/conditions, never remove the cap. The coolant and cooling system is under pressure and is hot enough to cause serious injury. Wait at least three hours for it to cool down before performing any labor.
- 2** Completely flush the cooling system before installing your new radiator (only if the system is filled). This will help keep foreign matter out of your system during your new radiator installation.
- 3** 24lbs pressure cap is the maximum recommended.
- 4** Pipe thread fittings should be wrapped in Teflon tape/paste and added to the threads prior to installation. Steel fittings are recommended for installation/reuse. Aluminum fittings are subject to cross threading and galling upon installation/reuse.
- 5** Avoid brass parts in the cooling system. Brass and aluminum react to each other and cause electrolysis. (SEE SPECIAL NOTES BELOW)
- 6** Use a good quality coolant with installation. Recommended to use distilled water for racing applications, if using additives in your cooling system.
- 7** Bleed cooling system of all air pockets to prevent the creation of steam/pressure. Steam/pressure surges will produce a larger amount of pressure than the cap will handle. This will result in bulging the tubes in the radiator and reduces the airflow and cooling capacity. Do not fill your cooling system directly with a garden hose as this will create air bubbles and air pockets prematurely.
- 8** Radiators will not work without the proper airflow. Seal front perimeter of the radiator to the inlet to force all the incoming air through the radiator. For racing applications, install a screen or air box in front of the radiator to keep debris from damaging the core or obstructing the airflow.
- 9** Mount radiator with limited to no squash. Make sure there is forgiveness when final installation is complete. Rubber grommet style mounts are recommended to absorb chassis flex and prevent possible damage to your radiator.

## SPECIAL NOTES:

### THE FOLLOWING ARE FAILURES THAT ARE NOT MANUFACTURER DEFECTS AND THEREFORE NOT COVERED UNDER WARRANTY:

- **Improper Flush** - Cooling systems require a complete flush of the radiator, engine, overflow tank, hoses and heater core. Failure to do so will lead to mixing coolants and contaminates creating an unknown mixture for the cooling system.
- **Corrosion** - The correct coolant and distilled water mixture prescribed by the coolant manufacture of choice must be maintained. Water with high trace elements of minerals will create problems.
- **Electrolysis** - Electrolysis damage in an engine cooling system is caused by unintended electrical currents that flow from improper electrical grounding. The damage can include rapid corrosion, pitting, flaking, and pinholes on the inside of the radiator tubes.

## MAINTENANCE NOTES:

- 1** Change coolant per coolant manufacture instructions.
- 2** Keep the core clean. A high-pressure washer will bend the fins. Use only water to wash the outside of the core.
- 3** Bent fins restrict air flow reducing, cooling performance. The fins may be straightened very carefully with a radiator fin repair pool.



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