

Fitting Cliveboy's radiator kit and air filter

The electronic fan control (EFC) of the Kenlowe on my narrow rad' packed in for the second time in two years, so it was the oportune moment to install Cliveboy's rad' setup and air filter.

Here's an almost (I forgot) before pic' :



... and here are the two rads next to each other. Cliveboy's certainly looks more up to the job :



Not too many problems getting the old out - just the drain valve that was stuck ; had to spanner the whole thing out. The old brackets were a bit rusted in but they came out. Here's the old and new :



I fitted the new Cliveboy brackets as far forward as possible :



Fitting the new radiator behind the brackets left next to no room between the engine and rear-mounted fans, so I installed from the front. Still not much daylight but acceptable :



As for height I checked the old radiator with a bit of broomstick stradling the wings. I pushed the radiator as far down as it would go - notice the fibreglass lip that prevents it going down further (yes, mine has a split) :



I suppose one could make cutouts to drop the radiator a bit further. Note as well that wiring and vacuum tubes need to be dressed a little to not foul the bottom of the radiator and the fibreglass lip. The access of the bottom fixing bolts are akward - socket extensions and angle thingies would help here:

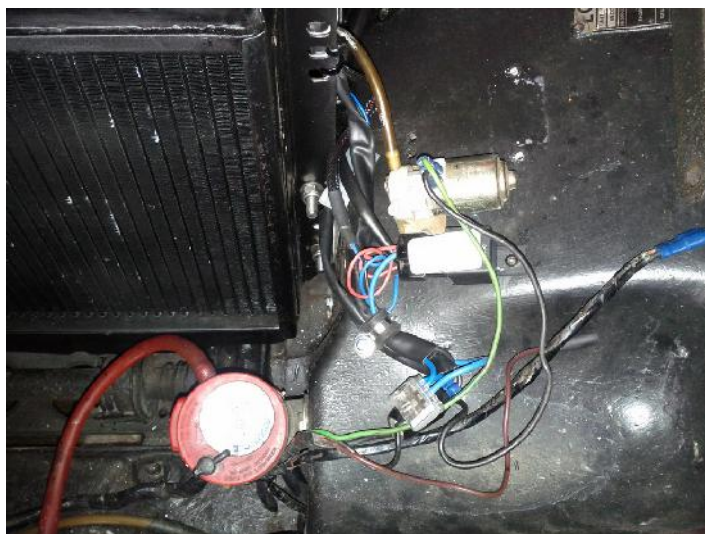


No problem with Cliveboy's thermostat housing - just had to trim the top radiator house a couple of centimetres :

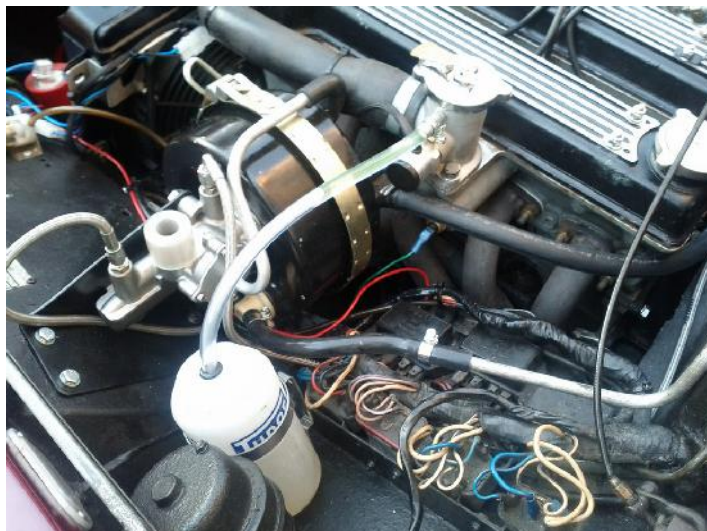


The EFC wiring unfortunately exits directly under the overflow nipple - don't like bending cables 90°.

Dressed the wiring as neat as I could :



No room for an overflow bottle in front of the radiator as per the original (except maybe if I move the horn compressor) - I'm using an eBay Tudor washer bottle for now :



Fired her up and got a reassuring double-fan whoosh at 85°C (haven't adjusted yet).

I fitted Cliveboy's air filter set-up at the same time - I used one of the old holes :



The after photo:



I'll update in a few hundred miles.

vernon.taylor@free.fr