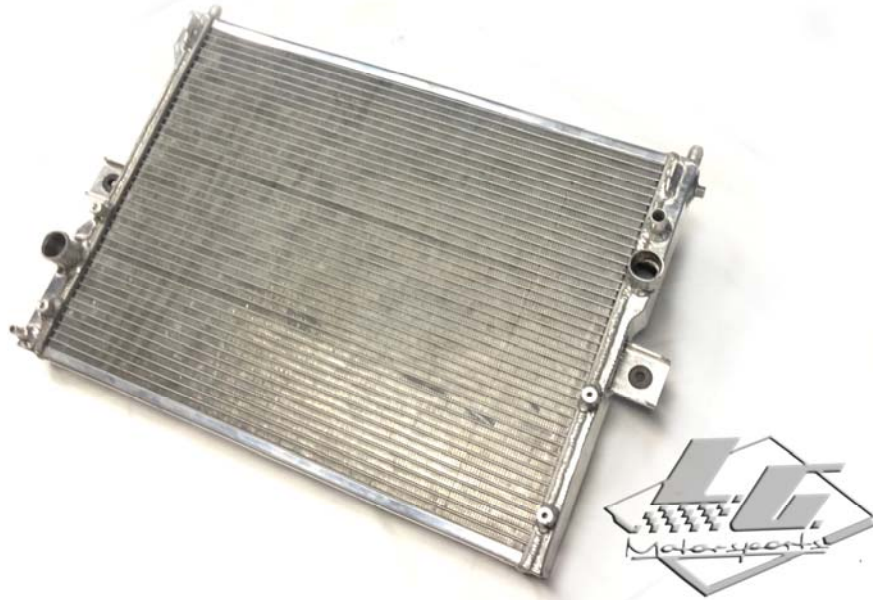


LG G2 SUPER COOL C7 RADIATOR



“THE MOST POWERFUL HEADERS ON THE PLANET”

Brought to you by LG Motorsports

972-429-1963

Parts Inventory:

1. Radiator
2. 170 thermostat (optional)

Tools Needed:

1. Drain pan
2. Jack and jack stands
3. screw driver
4. assorted metric sockets and ratchet (7mm, 8mm, 10mm, 13mm)
5. Hose pliers

Instructions:

Prep:

Un-pack all of your items and inspect for any damage. Be sure to report anything wrong as soon as you receive your package.

Install:

Start your install by supporting the car with 2 or 4 jack stands on a level surface enough to place a drain pan under the nose of the car. Never work on the cooling system with the car hot!

Once your car is cool enough to work on, open the radiator drain located on the passenger side end tank. You will want to loosen your radiator cap on the overflow tank to do this so most of the water can drain from the radiator. While the radiator is draining you can now remove the “chimney” and air inlet assembly. The chimney or scoop is held in with four screws. Two on either side and two near the top. See figure 1.



Figure 1: removing chimney from radiator

Once this has been removed it simply sides out towards the rear of the car. Next you will need to remove the two hoses for the crank case vent. These are a quick disconnect style and you can simply depress the side of the fitting and pull up. See figure 2. Rotate them out of the way as you remove the air box.



Figure 2: removing PCV lines

You will need to remove the MAF sensor wires shown in Figure 3. There is a plastic lock, which will have to be removed so you can unplug this wire. This can be done with a small screw driver. Once this is free you can not remove the air inlet assembly.



Figure 3: MAF sensor



Figure 4: Removing the hose to TB

Use a screw driver or nut driver and loosen the clamp on the inlet hose to the engine throttle body.



Figure 5: removing air inlet pipe

Next you will need a T20 bit to remove the air inlet from the filter box assembly. After these items have been removed you can now remove the air box assembly from the car to reach the fan and radiator.



Figure 6: fan and radiator after chimney and inlet box removed.

Now that the fan and radiator are free. You can unplug the fan assembly and unbolt it from the radiator. The fan is held in by two bolts on either side and the bottom is simply slid into two tabs. Once the bolts and wires have been removed, pull upwards and back and it should slide out from the top of the car. You will need to use a pair of hose pliers and remove the clamps on the upper and lower radiator hoses. Pull the hoses free. Keep in mind there is still water in the engine so some may leak when the hoses are removed. There are some small bleeder lines at the passenger top that use a quick disconnect that you can squeeze and pull to remove. The last fitting is another quick disconnect fitting at the driver lower section. We will not be using this, but will need the hose. Use a pair of pliers to remove the hose from the fitting and leave fitting attached to the radiator.



Figure 8: lower QD hose fitting.

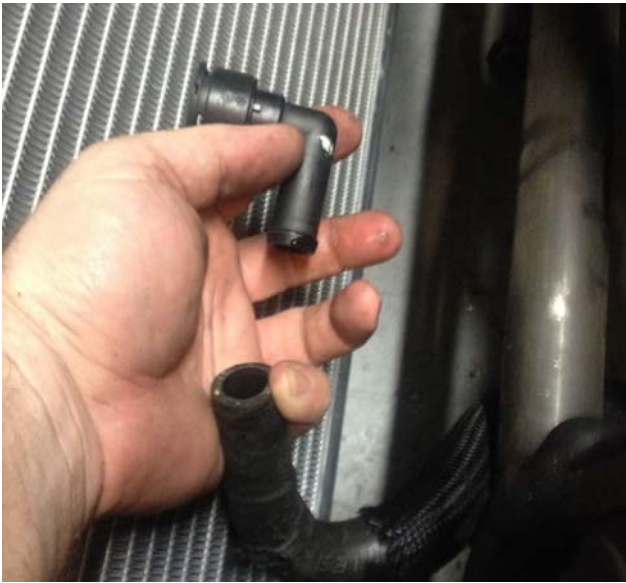


Figure 9: lower fitting removed from hose

Now all of the hoses and attachments have been removed you can remove the radiator from the car. There are two bolts that hold it in place, one to either side. Keep in mind the A/C condenser is still attached to the front. Once you pull the radiator backwards you can see the slots that the condenser sits into. You can slide this up and out from the radiator so as not to disconnect the A/C lines. It is easier with someone to help you do this.

With the radiator removed there is a small section of the lower splash guard that needs to be trimmed to fit the new radiator. This can be done with a utility knife.



Figure 10: lower splash guard trimmed.

The lower rubber radiator support cups will also need to be trimmed to allow the taller radiator sit down further into the car. You will need to trim approx 3/8" to 1/2" from the rubber and then install onto the bottom of the new radiator shown in figure 11.



Figure 11: trimmed support cup installed

You can now install your new radiator into the Corvette. Remember to check all tabs to make sure they were not moved during shipping and there is enough room in the slot to support the A/C condenser and also the fan assembly. Again it is easier with an extra hand to install the radiator and place the condenser into the support tabs. Make sure to seat the radiator all the way down into the support cradle.

Start by installing the lower oil cooler water line. This was the hose we removed the quick disconnect from in the removal process.



Figure 12: oil cooler water line

Continue to install your upper and lower radiator hoses. Make sure to completely seat the hose and install the clamps correctly.



Figure 13: Radiator installed and hoses connected.

Now that all hoses are connected you can install your fan assembly just as it was removed. Making sure to seat it into the lower clips to hold the bottom and install screws into the sides. Plug in all electrical connections and secure wires.



Figure 14: install screws into fan assembly



Figure 15: install bolts into radiator sides

NOTE Some newer models with the updated fan may have to have the chimney piece trimmed on the lower side to correctly sit on top of the fan assembly.



Figure 16: under side of factory chimney

The rest of your assembly process is the reverse of removal. Make sure to correctly fill and burp the system of any air pockets before driving.

We thank you for your support of LG Motorsports! Enjoy!

Lou Gigliotti
President LG Motorsports



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