

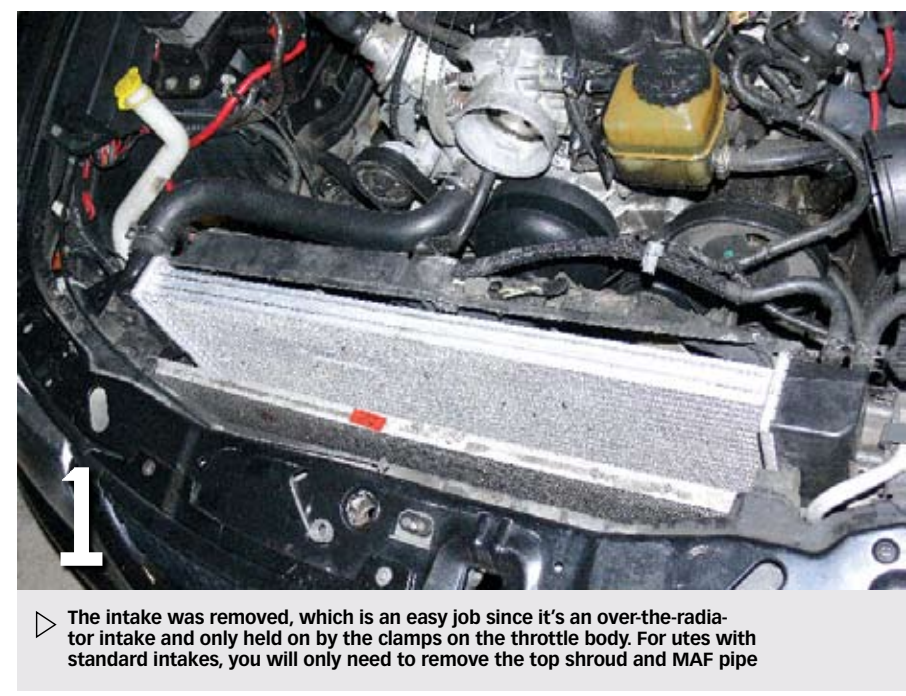
COOL AS ICE

SUMMER IS THE BEST TIME FOR CRUISING, AND SOMETIMES AT THE EXPENSE OF YOUR UTE'S COOLING SYSTEM. WE FIT AN ALLOY RADIATOR FROM JUST ALLOY RADIATORS TO A UJ SS AND HELP IT KEEP ITS COOL

STORY AND PICS BY SCOTT STONEMAN

Back in the day when radiators were made of more durable material with three cores, cooling systems suffered far less in the reliability stakes. In this day and age, however, with plastic end tanks and thin cores we're relying on other factors to keep the heat right down. Unfortunately, the mix of hot water and plastic can cause the end tanks

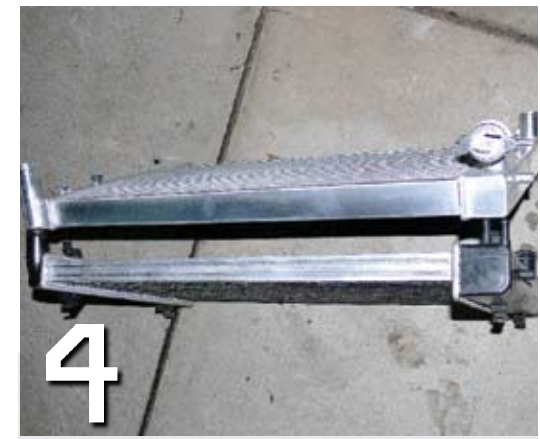
to become brittle and develop a tendency to leak. After replacing the radiator in my ute twice due to the above problem, I started looking around for a solution, which appeared to be a \$1000+ alloy radiator. Then someone sent me in the direction of Just Alloy Radiators, which provides a far more attractively priced option. Here's how to go about fitting a brand-new JAR alloy radiator to your Commodore ute.



1 The intake was removed, which is an easy job since it's an over-the-radiator intake and only held on by the clamps on the throttle body. For utes with standard intakes, you will only need to remove the top shroud and MAF pipe



2 With the car having sat for a while, there was no excess pressure in the cooling system, so the radiator hoses could be undone and the water drained out of the system. In a typical automatic car, the transmission cooler lines will also need undoing and propping up so that trans fluid does not drain everywhere



4 With the standard radiator compared to the Just Alloy Radiator, the differences are obvious. The core is half the size on the stocker, and it also has the black plastic end tanks. The standard radiators are prone to cracking where the end tanks attach to the core, and also around the tabs that hold the fans on



6 With the radiator in the car, the hoses are then connected and the mounting clips are put back on as per the factory radiator. We left the top radiator hose off so that we could bleed the system properly, then put it back on and continued to fill it with water



3 There is a pair of metal clips (one on either side of the radiator), which can be removed with a flat-head screwdriver, and with the thermo fans unplugged or unscrewed from the radiator, it should slide straight out the top



5 With the new JAR radiator sitting on the ground, you can see that all the mounting tabs and screws line up perfectly. The fans are secured to the radiator as per factory so that it can then be slid back into the car

CONCLUSION

Once the radiator was back in and the cooling system bled properly, we took it for a road test. My ute is notorious for getting hot, and usually the temp gauge lingers just below halfway in normal operating conditions. With the new radiator it sat constantly around one-eighth lower on the gauge. In heavy traffic or sitting on the spot idling for extended periods of time, the gauge stayed constant, proving how efficient the Just Alloy Radiators unit was compared to the stocker. The reliability, improved cooling capacity, and the improved appearance of the product is impressive. Priced from under \$400, you can't go wrong. **SC**

CONTACT:

JUST ALLOY RADIATORS
0400 185 679
contact@alloyradiators.com.au
www.alloyradiators.com.au



BEFORE

AFTER

