

£ 18,500

2005 Radical SR3 1400cc Powertec engine - SOLD

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Description:

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Radical SR3 Chassis number SR300240

Engine:

1400cc RPE Powertec Engine fitted in 2014

Engine was run 7 hours at the time of installation and has done 8 track days since.

Dry sump

MBE 992b ECU, unlocked.

Engine mapped by Northampton Motorsport in 2014. Peak power 217.5bhp (see power curve in images).

Proper early carbon Airbox.

Recently fitted new plugs, plug leads and coil pack.

Recently fitted new throttle cable

Plumbed in fire extinguisher system, cockpit operated.

Bodywork:

High downforce front splitter

Carbon high downforce bi-plane rear wing

Side skirts

Waterproof Cockpit cover, press-stud fit.

Brakes:

Big front brakes with floating discs

Hi-Spec Calipers

Performance Friction pads

Wheels, Tyres and Suspension:

Set of four wheels with used Dunlop slicks fitted.

Set of four wheels with used Dunlop wets fitted.

Hubs are centre-lock type. Tie-down fittings included for towing.

Radical Single adjustable dampers

Pit Equipment:

Air Jacks, supplied with Air Jack Lance (you will need a 300psi air supply to run them)

Manual Quick lift jack also included

Fuel drain fitting together with mating connector and electrical connector to run the fuel pump.

Centre lock wheel nut socket

Electronics:

Farrington removable digital steering wheel

Separate high intensity low oil pressure indicator

Separate gear indicator

Race transponder

Innovate LC-1 Wideband Lambda sensor and controller.

ECU controlled cooling fan - activation temperature is configurable via MBE interface

MBE can-bus interface included to access the engine map and other configuration. The ECU was

unlocked at my expense by MBE, so is fully accessible by any mapper (or yourself if you dare!).

The original Farringdon data logger is still fitted although I've never used it and there is no cable to go with it (these are available from Farringdon though).

A Race Technology DL1 Data Logger is fitted. The serial number of this data logger is registered with a 20hz license, which should be transferable.

The DL1 is set up to record RPM, Throttle position, AFR, Fuel Pressure (sensor is fitted on the end of the fuel rail), plus all the usual stuff from GPS and accelerometers within the unit. There are plenty of free channels for other sensors if needed.

Exhausts:

Radical "Quiet" silencer fitted.

Race exhaust can included, repacked with acoustafil a while back, but not used since.

In the right hands this car will get through a 100db noise test. I have run it at Castle Combe on a lot of trackdays and never failed to get on circuit yet.

Merlin Motorsport additional clamp on silencer included.

This car has only been used for track days in my ownership. Prior to that it was used as a track day hire vehicle, but ran a 1300cc engine at that time. It was originally raced in Germany with a 1475cc engine - I have the race log book for it although there isn't much in it.

Note the trailer visible in the background is **not** included in the sale