

Engine

Powertec RPA 2.6 litre V8 engine delivers 363bhp and 210ft lbs of torque at a maximum of 10,500rpm. This extremely lightweight engine utilises superbike cylinder head technology with the majority of other components being manufactured in-house. An integral four-pump scavenge system ensures that the engine operates at maximum efficiency under all conditions.

The induction system comprises a low, twin-butterfly plenum chamber, which allows cool air to be fed directly into the engine, while maintaining a good aerodynamic flow to the rear wings.

A LIFE engine control unit provides Powertec with a complete histogram of the engines operation. Engines are warranted for 30 hours between rebuilds (terms available on request).

Transmission

A six-speed sequential transaxle with integral limited-slip differential and reverse is now available with an optional pneumatic, paddle-operated, semi-automatic gear shift system enabling seamless shifts to be made. The clutch is a twin-plate type with hydraulic actuation.

Chassis

The powder-coated steel spaceframe chassis is clad with power-coated bonded aluminium panels and complies with MSA and SCCA regulations. Safety is paramount at Radical. All SR8 cars incorporate a race-proven front crashbox, side impacts pods, front and rear roll-over bars with optional forward-facing stays. The chassis will withstand a frontal impact of 18 times the cars own weight, and 12 times the cars own weight vertically on the roll-over bar.

54 litre foam filled fuel tank mounted behind driver. Optional 77 litre FIA approved fuel cell available.

Suspension

The patented 'Nik' suspension system is fully adjustable and operates at both the front and rear of the SR8. Available with single- or triple-adjustable dampers, the 'Nik' system gives drivers a unique 'confidence factor' which allows drivers to put the SR8 'on the limit' without fear of a sudden break-away.

Bodywork

The bodywork comprises self-coloured glass fibre nose with integral engine cooling ducts, and an engine cover with a low-drag induction inlet. Fixed side pods and cockpit surround incorporate side-mounted engine and transmission radiators.

The high-downforce generated by the front diffuser and dive planes is balanced by a large rear diffuser and optional bi-plane rear wing.

Cockpit

As with all Radicals, drivers immediately feel at one in the cockpit, with everything falling straight to hand. The moulded driver/passenger seat is extremely comfortable and can be adjusted to suit most driver sizes. The pedalbox can similarly be adjusted to further enhance driver comfort.

Instrumentation

A wrap-around carbon-composite dashboard features all the switches and controls, plus Radical's unique instrument panel. This panel incorporates a super-bright LED rev counter, shift lights, high-intensity LCD display of engine parameters and speed, plus warning lights and maximum revs recall button.

An integral steering wheel/dash/data logger is available with an optional predictive lap timer.

Wheels

Lightweight, cast aluminium 7" X 15" dia. front and 8" X 16" dia. rear wheels are supplied as standard. Wider, 8.5" X 15" dia. front and 10.5" X 16" dia. rear centre-lock, three-piece wheels are available to fit purpose-designed Dunlop slicks and wets.

Brakes

Four pot Radical calipers and 260mm dia. X 25mm 30 vane vented discs ensure phenomenal braking performance. A larger 280mm dia. X 25mm 48 vane floating disc option is available to further enhance braking.

An optional dashboard-mounted brake bias adjuster enables the brake balance to be adjusted to suit the prevailing conditions.

Size/Weight

Width - 1.8m, length - 4.10m, minimum dry weight - 630kg



"The SR8 combines surreal acceleration and unbelievable road-holding characteristics, and tops it off with a glorious V8 soundtrack." – Evo Magazine

