

SR300053 Ad from EBay 9/27/2018

**2003 Radical SR3, SN: SR300053**

- 1300cc Suzuki wet sump engine prepared by Powertec
- Quad Keihin FCR41 flat slide racing carbs
- Quaife final drive and reverse gear
- 3-piece race wheels with Michelin Pilot Sport GT Racing Slicks
- Three-way adjustable shocks, Hyperco/ICP
- New style body work<sup>1</sup>
- New body clamps
- High down-force configuration, front canards, rear diffuser, and dual element rear carbon fiber wing
- New front diffuser and new Jabroc wear plates<sup>2</sup>
- New style rear diffuser with splitter vanes<sup>2</sup>
- High down-force dual element carbon fiber main wing (Ideal for Thunder Hill and most other road courses)
- Suspension setup for Michelin Pilot Sport GT Racing tires by Radical West Spring Mountain Racing
- Air jack system with lance and pressure regulator (Buyer needs to supply nitrogen bottle)
- RacePak G2X data acquisition system with dash display
  - o Includes GPS receiver for track position and speed
  - o 2-axis accelerometer for lateral and longitudinal acceleration
  - o Tachometer input
  - o Dual brake pressure sensors
  - o Throttle position sensor
  - o Steering position sensor
  - o Gear indicator signal transducer
  - o Data cable to connect to PC and associated software and documentation
- New sparkplugs and new spiral-wound racing plug wires
- Flat Shift paddle shift system with throttle blipper<sup>3</sup>

- New inboard CV joint and 4 new CV joint boots; new Quaife output shaft seals
- Recent clutch work, new clutch rod seal, new clutch rod, new internal clutch rod, new strengthened Powertec clutch basket (the original clutch basket, virtually new, is included as a spare); clutch throw checked by Powertec
- Mount for camera—comes with bracket and clip for GoPro camera
- Documentation that I have accumulated over the time I have had the car (a lot more than I got with the car; it includes the list of consumables used in the car)
- Side pod auxiliary battery connector (50amp), allows easy charging and addition of a starting boost battery (Although I have never needed it for starting purposes, I just use it to charge the internal battery)
- Wheel vent panels have stainless steel screen on back side to prevent damage from tire rubber balls being slammed into vent panels (This is a mod that Radical West Spring Mountain Racing makes to their cars)
- Can arrange delivery to Northern California: willing to work with buyer to arrange a coinciding track day (Thunderhill) to shake down the car after sale

## Spares

- Extra set of 3-piece wheels with brand new Michelin Pilot Sport GT Racing Slicks (One set of tires last the whole season of 8 track days)
- Extra brake pads—two sets (Same pads used in front and rear: fronts last 1 season, rears last several seasons)
- Carb rebuild parts, including complete gasket sets along with new float needle and seat (Includes parts for all 4 carbs)
- 4 CF data cards for data logger
- Extra Fuel pump

## Notes

1) Body work is of the newer SR3RS style that allows use of the factory FIA-approved front crash box. Some parts, front and rear body were take-offs from car having body replaced; the few spots of damage were repaired with carbon fiber and epoxy and then color-matched gel coat finish was applied. Front body work has a clear bra installed on it; you might want to replace this to clean up some blemishes. Cockpit front cowling was new as was the cockpit surround. Side pods were from original body work to allow use of existing oil coolers and radiator; these had damage repaired as above and were gel coat finished to match the rest of the body work. New side skirts were installed onto side pods. (New as of Fall 2016, 12 track days run with new body work)

2) The upgrades included a new FIA-approved front crash box. This allowed use of the SR3RS style front splitter (diffuser) with new Jabroc wear plates and new body mount pins. The rear diffuser was replaced with a new SR3RS style diffuser with new aluminum vanes and new mounting hardware. (New as of Fall 2016, 12 track days run with new parts)

3) Needs substantial fiddling before it will work. Throttle blipper appears to work correctly; shift solenoid mounting already in car as well as steering wheel paddles. Needs shift solenoid adjustment.