

Owner Handbook

SR3
SL



Radical Sportscars

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Owners handbook 1/3

This section must be completed by the original selling distributor or Radical Sportscars.

VEHICLE IDENTIFICATION			
MODEL	_____		
CHASSIS No	_____		
REGISTRATION No	_____		
DATE	/	/	20

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introduction

Dear Radical owner,

Thank you for purchasing a SR3 SL and welcome to the worldwide Radical family. The SR3 SL is our first-ever model designed specifically for road use, a fully European Type Approved roadster with outstanding performance and roadholding. The SR3 SL is a truly unique sports car and, if properly maintained, will give you an amazing driving experience whether on the open road or on a race circuit. Although your car has been carefully constructed, inspected and run-up on our in-house rolling road dynamometer, please do not press the Engine Start button until you have read through this Owner's Handbook, carried out all the checks and learnt how to get the best from your car.

You will find all the help and support you need via the information and contacts on our global website network:

<http://www.radicalsportscars.com>

Parts, consumables and merchandise can be purchased online, while technical advice, sales and aftersales advice is just an email or telephone call away.



Phil Abbott
Radical Co-Founder



| disclaimer

CAUTION:

The Radical SR3 SL is a high-performance road and track vehicle, with extreme handling and speed capabilities. Due to the intense nature of the SR3 SL, we advise all owners to read this owner's manual thoroughly before driving, always driving within your own capabilities, paying close attention to local traffic regulations, the prevailing weather conditions, road surface and other road users.

It is recommended that SR3 SL owners seek professional performance driving instruction on purchase of an SR3 SL.

Pre delivery check

Before you take receipt of your new Radical SR3 SL, your local Radical distributor has performed the following check to ensure that it is ready for use:

BODYWORK/EXTERIOR

- > Check for damage during transit
- > Ensure all body catches are tight
- > Clean and polish bodywork

TYRES

- > Visual inspection for damage during transit
- > Tyre pressure check and adjustment to factory settings
- > Ensure valve caps present

DASHBOARD

- > Check functionality of all buttons and functions
- > Set speedometer to correct units (MPH/KPH)
- > Zero odometer

ENGINE BAY

- > Visual inspection of engine bay

- > Check oil level, adjust level as required
- > Check coolant level in swirl pot, adjust level as required, check coolant is circulating when engine running
- > Clean airbox and area around engine

ELECTRONICS

- > Check ECU/sensor operation and rectify any faults indicated, clear ECU of data

ROAD TEST

- > Brief road test to check functionality of:
 1. Starter
 2. Throttle/clutch/brakes
 3. Paddleshift system
 4. Handbrake (adjust if required)
 5. Lighting, instruments and controls



Pre delivery check

SAFETY KIT

- > Compile safety kit relevant to local/national regulations, such as:
 1. Warning triangle
 2. Bulb and fuse kit
 3. Tyre repair kit
 4. Reflective vest
 5. First aid kit

DOCUMENTATION

- > Complete, sign and stamp Pre-Delivery Inspection entry in Service Record
- > Compile customer pack containing:
 1. SR3 SL Owner's Manual (this document)
 2. Dipstick and wheel nut socket
 3. ECU Data Download Cable
 4. Copy of EU Certificate Of Conformity
 5. Spare key and immobiliser tag

DISTRIBUTOR-CUSTOMER HANDOVER

Your local Radical distributor will carry out the following handover to ensure you are completely

happy in the operation and everyday maintenance of your new Radical SR3 SL:

- > Adjustment of the seat, harnesses and controls
- > Instrumentation and dashboard
- > Driving including paddleshift operation
- > Location of oil filling points, coolant and filters
- > Location of jacking and towing points
- > Explanation of safety points regarding harnesses, tyres etc.
- > Adjustment of pedals for first owner
- > Customer and distributor sign below; copy returned to Radical Sportscars UK
- > Damper set up
- > Explanation of data downloading (if optioned)
- > Explanation of engine map switch (if optioned)
- > Explanation of starting and stopping the engine

24 hours after delivery is taken by the SR3 SL customer, your local Radical Distributor will contact you to ensure you are happy with the operation of your new purchase.

Pre delivery check

Date: / /

I confirm that (distributor stamp)

has carried out the Radical SR3 SL Handover Procedure and I am satisfied with the vehicle's operation, maintenance and service schedule upon delivery.

Customer Signature:

Print Name:





Getting started

Exterior overview

Interior overview

Controls

LCD dashboard

Security and safety



Exterior overview



Exterior overview

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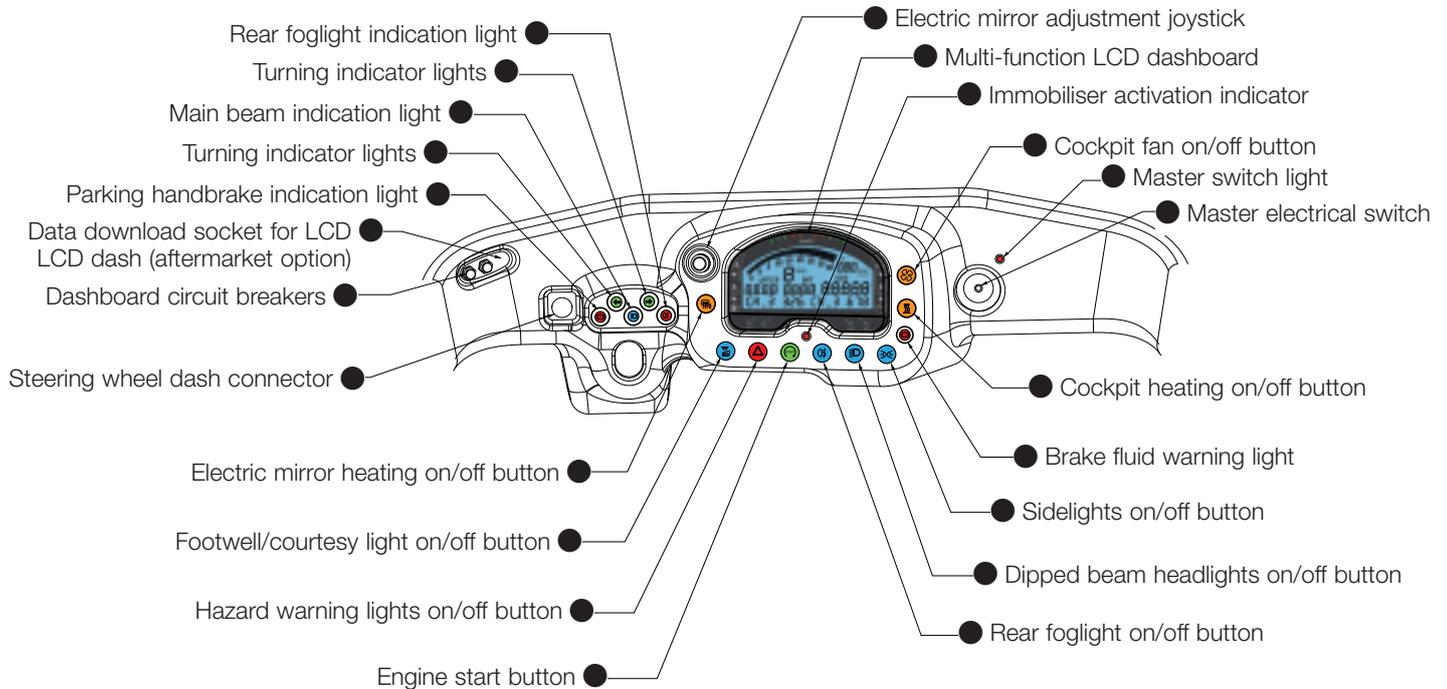


Interior overview

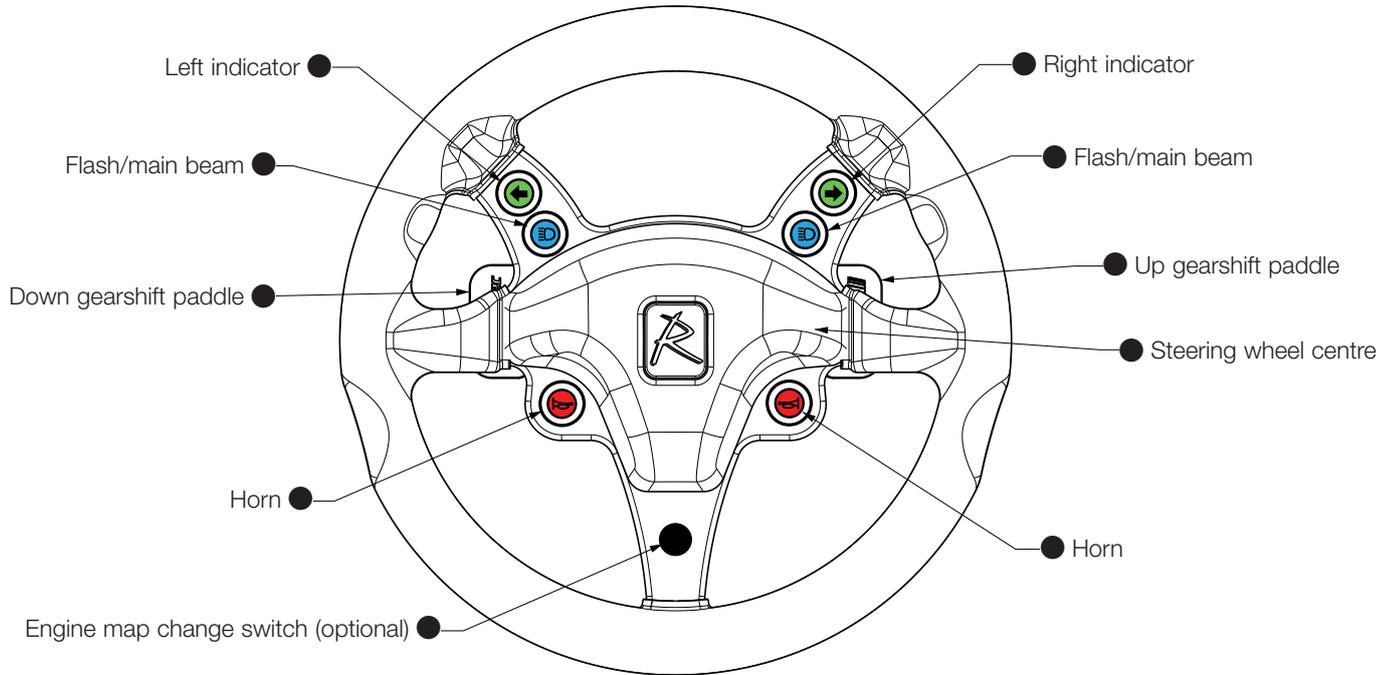


Controls
LCD Dashboard
Safety and security

Interior overview



Controls





INDICATORS

With the wheels straight ahead, pressing the leftmost indicator button causes the flashing left-turn indicators to operate. Pressing the rightmost indicator button causes the flashing right-turn indicators to illuminate. Indicators can be cancelled by pressing the button again, or will self-cancel after 30 seconds.

LIGHT CONTROLS

The steering wheel-mounted light switches operate with different logic depending on whether the car's dipped-beam headlights are illuminated.

Daytime running lights (DRLs): these will illuminate when the ignition key is switched to the 'on' position and will remain on, regardless of whether the engine is running.



Sidelights: pressing the sidelight button on the dashboard (see *Interior Overview page*) will illuminate the LED sidelights. Illumination of dashboard switches and the multifunction LCD screen will also occur. Sidelights and dash



illumination are switched off when the sidelight button is pressed again, or the ignition is switched off.

Dipped beam: Dipped beam can only be activated once the sidelights have been turned on. Press the headlight button on the dashboard (see *Interior Overview page*) to switch on the dipped beam headlights. Main beam: With the dipped beam headlights already on, main beam is selected by pressing either of the steering wheel-mounted main beam buttons. The headlights will remain on main beam until the button(s) are pressed again.

Flash function: Oncoming traffic can be flashed by the main beam headlights, when not on dipped beam. With only the DRLs/sidelights on, pressing the steering wheel-mounted main beam buttons will illuminate main beam for as long as the button is depressed. The headlights will extinguish as soon as the button is released.



Controls

HORN

Pressing either of the two horn buttons operates the audible warning device for as long as the button is depressed.

DOWN GEARSHIFT PADDLE

Used to select a lower gear, neutral from first gear, or reverse gear from neutral ONCE STATIONARY. Please see the Driving Your SL section for more details.

UP GEARSHIFT PADDLE

Used to select a higher gear, first gear from neutral, or neutral from reverse gear ONCE STATIONARY. Please see the Driving Your SL section for more details.

STEERING WHEEL CENTRE

Padded for occupant safety in the event of an impact, in conjunction with the use of the safety harnesses. This can be removed for access to the steering wheel boss securing screws if required.

ENGINE MAP CHANGE SWITCH

(OPTIONAL FEATURE)

As an optional feature in certain markets, the steering wheel can be equipped with a multi-position engine mapping switch, allowing the engine's power and torque characteristics to be adjusted on-the-fly.



ENGINE START BUTTON

Activates the starter motor once the ignition has been turned on at the steering column key and electrical master switch.



PARKING HANDBRAKE INDICATION LIGHT

Indicates when the handbrake is acting on the rear wheels. Please ensure this extinguishes before driving away, and investigate if the light illuminates whilst driving.



BRAKE FLUID WARNING LIGHT

Warns of low brake fluid level or brake pressure. If this illuminates whilst driving STOP THE VEHICLE IMMEDIATELY and investigate/check brake fluid level.



REAR FOGLIGHT ON/OFF BUTTON

Press to activate the rear high-intensity LED foglight. An indication light will also appear on the dash to show the foglights are illuminated.



MAIN BEAM INDICATION LIGHT

Illuminates to indicate when main beam headlights are illuminated.



COCKPIT FAN ON/OFF BUTTON

Activates the cockpit circulation fan. This will blow air into the footwell area from beneath the dash, at ambient temperature. To circulate warm air press the COCKPIT HEATING ON/OFF BUTTON once the fan is running. Air will be heated by the engine coolant circulating through the heater matrix.

ELECTRIC MIRROR ADJUSTMENT JOYSTICK

The Radical SR3 SL is fitted with electrically adjustable electric mirrors. Twist the joystick clockwise or counter-clockwise towards the mirror for adjustment, then move the joystick to adjust

the mirror position. Twist the joystick back into the central, upright position when not in use, to prevent accidental movement of the mirrors.



ELECTRIC MIRROR HEATING ON/OFF BUTTON

Activates electric heating elements in the rear-view mirrors, to demist for a clear rear view. Press to commence heating, the elements will switch off automatically after ten minutes, when the button is pressed again or when the ignition is turned off.



FOOTWELL/COURTESY LIGHT ON/OFF BUTTON

Turns on the under-dash footwell lighting to aid egression from the car. This will also automatically illuminate for 30 seconds after the ignition key is turned off.



Controls

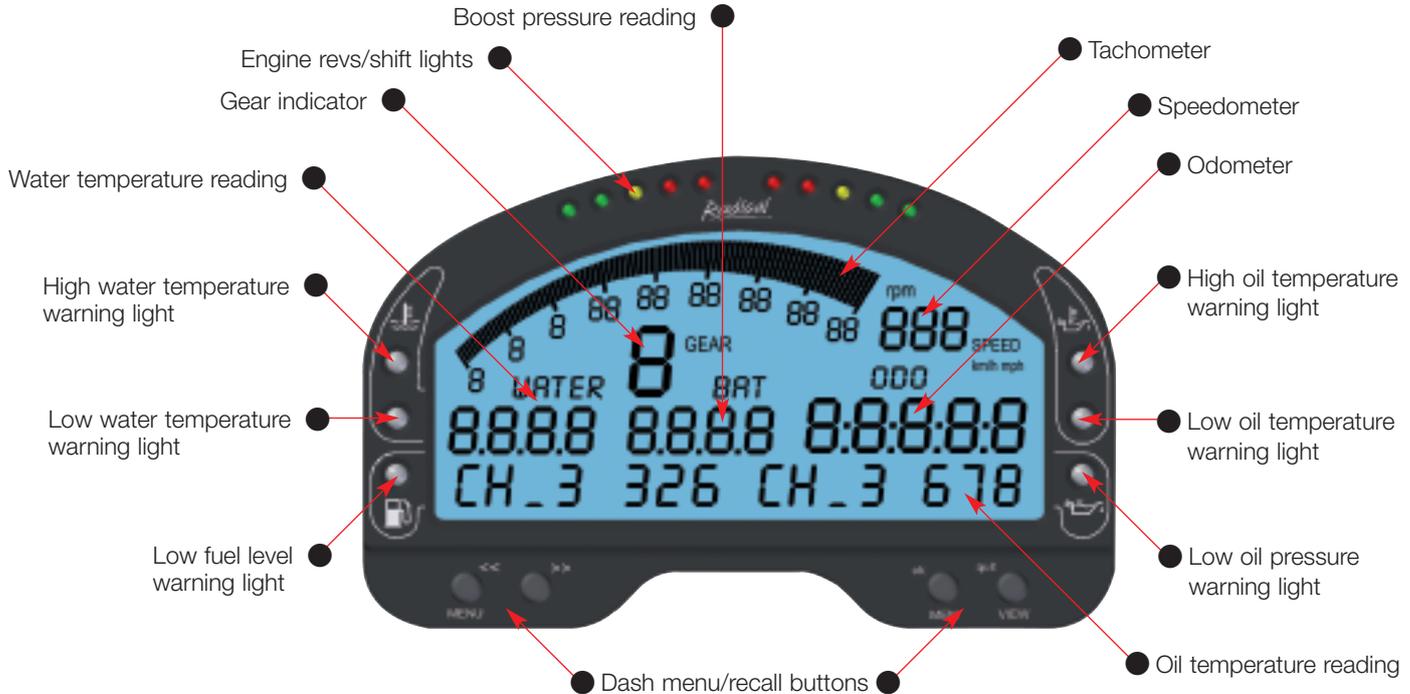
DASHBOARD CIRCUIT BREAKERS

Protect the multi function LCD dashboard from damage. These will pop out if tripped but can be reset by pushing the 'button' top back in. If the circuit breakers trip repeatedly, there is an electrical fault which should be investigated.

DATA DOWNLOAD SOCKET FOR LCD DASH

Allows the parameters of the multifunction LCD dashboard to be adjusted, and timing/telemetry data to be downloaded (*optional feature; ask your Radical distributor for more details*).

LCD dashboard



LCD dashboard

LOW FUEL LEVEL WARNING LIGHT

Illuminates once the fuel level in the tank drops below six litres. Once the light illuminates, refuel at the earliest opportunity.

LOW WATER TEMPERATURE WARNING LIGHT

Illuminates if the engine coolant water is below 60°C. The vehicle should not be driven under load until the engine coolant temperature has passed 60°C. If the light illuminates whilst driving under normal conditions, stop as soon as possible.

HIGH WATER TEMPERATURE WARNING LIGHT

Illuminates if the engine coolant water exceeds 110°C. The vehicle should not be driven if the engine coolant temperature has passed 110°C. If the light illuminates whilst driving, stop and investigate as soon as possible, allowing the car to cool down slowly to avoid damage.

LOW OIL PRESSURE WARNING LIGHT

Illuminates to warn of low oil pressure. If this light illuminates under normal driving conditions **STOP DRIVING IMMEDIATELY**, switch off the engine and investigate the fault. Occasionally, if the engine is at operating temperature and idling, this light may momentarily illuminate; this is normal.

LOW OIL TEMPERATURE WARNING LIGHT

Illuminates if the engine oil temperature is low. The vehicle should not be driven under load until the engine oil temperature light has gone out. If the light illuminates whilst driving under normal conditions, stop as soon as possible.

HIGH OIL TEMPERATURE WARNING LIGHT

Illuminates if the engine oil temperature exceeds 120°C. The vehicle should not be driven if the engine oil temperature has passed 120°C. If the light illuminates whilst driving, stop and investigate as soon as possible, allowing the car to cool down slowly to avoid damage.

LCD dashboard

ENGINE SHIFT LIGHTS

Illuminate towards the centre of the dash, from green-orange-red. The lowest green lights will illuminate at 5,000rpm, with the highest red light illuminating at 6,200rpm. Change up a gear before the lights enter the red zone; persistent driving on the rev limiter may damage the engine.

TACHOMETER

Calibrated between 0-8000rpm, the SR3 SL maximum revs are 6,500rpm. Once the engine is switched off, a tell-tale marker will remain indicating the highest revs reached during that run.

GEAR INDICATOR

Shows the gear as a value **1-6**. Neutral is indicated with a **0** (zero). Reverse gear is indicated by a digital **'R'**.

SPEEDOMETER

Displays vehicle speed in miles per hour or kilometres per hour, depending on the dash calibration. The units of measurement can be

changed within the dash menu; contact Radical for more details.

ODOMETER

Displays overall vehicle mileage since new.

BOOST PRESSURE READING

Displays turbocharger boost pressure.

WATER TEMPERATURE READING

Displays engine coolant water temperature in °C.

FUEL LEVEL READING

Displays current fuel level in litres.

OIL TEMPERATURE READING

Displays engine oil temperature in °C.

DASH MENU/RECALL BUTTONS

Ask your local Radical distributor for more details.



Safety and security

STEERING WHEEL REMOVAL/REPLACEMENT

The steering wheel is removed by pulling the gold sprung steering wheel collar towards the driver, the wheel will then detach from the column. Uncrew the steering wheel-to-dash electrical connector in a counter-clockwise direction to detach from the dashboard and remove completely. Remove carefully to ensure the connector does not get damaged. To reattach the wheel, reverse procedure for the electrical connector, ensuring electrical pins line up. Push the steering wheel firmly back onto the column as far as possible, lining up the locating spline with the steering wheel collar. An audible 'click' will be heard when the collar locks onto the column.

STEERING COLUMN LOCK

The steering column lock is supplied with two keys; push the key into the barrel and turn the key clockwise; past the first stage of resistance

unlocks the steering column to allow the steering wheel to be turned, past the second stage of resistance switches on the vehicle ignition.

ELECTRONIC IMMOBILISER

The Radical SR3 SL is fitted with an electronic engine immobiliser, the tag for which is supplied with the vehicle key. The immobiliser will deactivate if the correct, programmed tag is kept within close proximity of the immobiliser unit under the dash; Radical recommends you keep the tag with the vehicle key. A red flashing light in the centre of the dash will flash when the ignition is switched off and the key removed, to show that the immobiliser is active.

To programme additional tags, remove the existing tag from your ignition keys. Cycle the ignition on and disarm the system using your existing tag (LED goes out). Then switch the ignition off (LED constant red).

Within seven seconds, switch the ignition on and off twice and then back on. The red LED will flash quickly indicating that the system is now ready to accept new tags. Pass the first (existing) transponder tag close to the ignition barrel, the red LED will flash once to indicate that the tag has been programmed.

Pass the next tag close to the ignition barrel; this time the red LED will flash twice indicating that this is the second tag that has been programmed. Continue with up to four tags you wish to programme. Turn the vehicle ignition off to exit the programming sequence.

ELECTRICAL MASTER SWITCH

A rubberised electrical master switch is installed on the dashboard passenger side, as an additional electrical cutoff in the event of an accident. This should also be turned off when the car is not in use. There is a light on the dash to indicate when switched on.

SEAT ADJUSTMENT

The dual driver and passenger bucket seat can be adjusted forward and backwards by lifting the lever situated between the seats towards the floor, and sliding the seat forward/back.

PEDAL ADJUSTMENT

The position of the throttle, brake and clutch pedals can be adjusted by your local Radical distributor. They will be setup for the first owner as part of the Distributor-Customer Handover process. Ask your local Radical distributor for more details.

HARNESS BUCKLE

The Radical SR3 SL is fitted with four-point safety harnesses. To secure the harnesses, place the left-hand buckle into your lap, and insert the right-hand lap pin first. Bring both shoulder straps over your chest and insert pins into top of buckle. To tighten, pull on the loose ends of the straps.



■ Safety and security

To loosen, twist strap metal loops through 90 degrees to release loose ends of straps.

USE OF HEAD & NECK RESTRAINT SYSTEMS

Radical recommends the use of racing-specification head & neck restraint systems when driving on-track. It has been proven that these devices reduce the likelihood and severity of head and/or neck injuries in the event of an accident. Such devices should be worn, and the safety harnesses adjusted, to ensure that the harness runs over the securing collar plates of the device.

Driving your SR3 SL

STARTING THE ENGINE

Turn the black rubberised electrical master switch clockwise to the 'on' (vertical) position. Then turn the steering column key clockwise, unlocking the steering column and illuminating the dashboard lights.

Upon turning the ignition/engine, a buzzing noise may be heard from the rear bodywork; this is the paddleshift compressor system charging, and is normal. From time to time in traffic and on the road this will activate to charge the paddleshift system.

With the engine cold or warm: With the car in neutral, press the Engine Start button on the

dashboard until the engine fires. There is no need to press the throttle.

MOVING OFF

The Radical SR3 SL is fitted with a six-speed steering wheel-mounted paddle-shift system. It is possible to flatshift when you are changing up the gearbox, and to have clutchless downchanges. You will need to use the clutch to engage first gear, to pull away from stationary, and when stopping the car. To select first gear, depress the clutch and pull the right-hand paddle, release the handbrake and the clutch gently to pull away.



Driving your SR3 SL

Once you are on the road/track, and up to speed, then it is just a matter of accelerating, and pulling the right-hand paddle.

A very slight delay will be felt as the engine ignition is cut, and the system selects the next gear.

CHANGING TO A LOWER GEAR

When changing down the gearbox, simply brake where you need to and operate the left-hand paddle. The Radical SR3 SL has a throttle autoblipper function fitted as standard, so the system will blip the throttle for you and select the gear. When changing down from second to first, it is recommended to use the clutch.

STOPPING

Neutral can only be selected from first gear; change all the way down to first gear and pull the left-hand paddle with the clutch depressed.

NOTE: It is recommended that gearchanges are not made while experiencing wheelspin, such as exiting slow speed, hard acceleration corners, as this can damage the gearbox. Select reverse only when stationary.

AFTER DRIVING

Following a prolonged drive on the road, and always after using your SR3 SL on-track, allow the engine to idle for approximately 5 minutes, so that the engine and turbocharger to cool down whilst being lubricated. This will help ensure the long-life and continuing reliability of your car.

Driving technique

SMOOTH DRIVING

This is the art to getting the best out of the car and the available grip. It makes the car easier to control at higher speeds, and more predictable through all speeds, utilising better control of weight transfer and aerodynamic grip, as well as mechanical grip and maximising the grip that the tyre has to offer.

The inputs that will make this achievable are:

1. steering input,
2. braking input,
3. throttle input, and
4. gear changes.

STEERING INPUT

Avoid being aggressive; the car should be eased into and out of corners. Using large amounts of lock initially or at any point through a corner will

unbalance the car, and increase the chance of losing control. In most corners the initial (braking) phase is when the majority of the grip is available to you, but the largest demand on the grip of your tyres occurs between turn in and the apex. It is important not to place additional demands on the tyres by accelerating or braking hard. Although you can retain a constant speed, the important factor is that the car is in a neutral state until after the apex.

Placing additional demands on the tyre will increase the chances of losing control. It is important to get the majority of your steering done before applying throttle, this is even more important in low-grip conditions such as in the wet.



Driving technique

BRAKING INPUT

It is important to remember that the brakes on the Radical, although exceptionally good, are not like a family saloon. They are not servo-assisted, and there is no ABS. It is also important to remember that the brakes are the most effective way of slowing the car, not the gears or engine. Braking, where

possible should be done in a straight line, with steering input being minimal when the heaviest braking occurs. When braking for a corner, the initial brake pressure should be hard, with the closer you come to the corner, and the increased input of steering, the pressure on the brake pedal should start to be released.

If you have large amounts of lock and brake pressure, the end result may be that you and the car will not be going in the direction that you expect.

THROTTLE INPUT

The throttle shouldn't be treated as a switch, and should only be applied once the majority of your

steering has been completed. Again, applying large amounts of throttle, and steering lock, may result in you and the car pointing in a direction other than intended. Throttle input should be as with all other inputs, one fluid movement. This may help aid traction and control over the car.

GEAR CHANGES

Downward gear changes should always be done slowing before the corner. This will mean that the car is settled as you enter the corner, and ready for you to apply the steering and throttle. Gear changes should also not be rushed; again, if they are this may upset the balance of the car.

On up changes, the only time this may affect the balance of the car is when needing to change up a gear mid-corner. Ideally this should be avoided, or if it is required, sometimes short shifting between corners into the next gear will help. Ensure you have sufficiently slowed the car and selected the optimum gear before steering towards the apex.

Maintenance

Engine bay

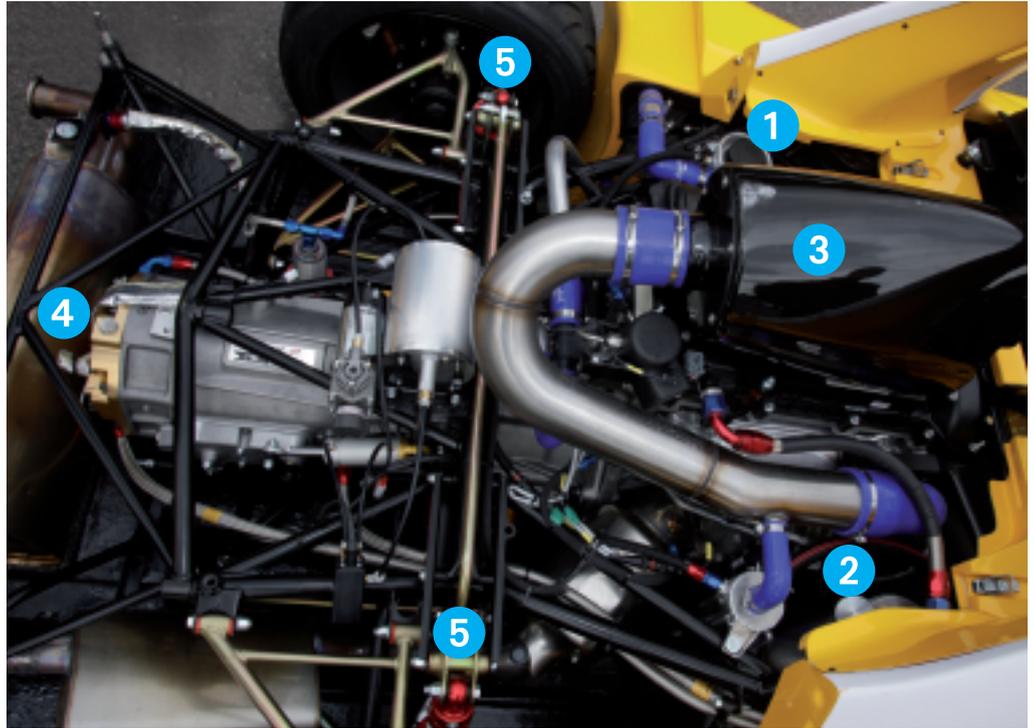
User maintenance

Jacking and towing



Engine bay

- 1 Engine coolant swirl pot
- 2 Engine oil dry sump tank filler cap
- 3 Air filter (inside housing)
- 4 Gearbox oil filler bung
- 5 Rear damper adjustment



Your Radical SR3 SL should provide many years of enjoyable performance motoring. Below are instructions on general care and everyday maintenance tasks; Radical recommends that all other maintenance, upgrade or repair work should be carried out either at Radical's Peterborough factory, or by a Radical-approved regional distributor.

RECOMMENDED FUEL, LUBRICANTS, FLUIDS

FUEL: Minimum 98RON octane super unleaded petrol. Radical recommends the use of Shell V-Power or a similar performance-orientated super unleaded for the best performance and economy.

ENGINE OIL: Silkolene 15W/50

GEARBOX OIL: Neo Synthetics 75W/90 High Performance Synthetic Gear Oil

ENGINE COOLANT MIX: 50/50 mix water/Tetrosyl Bluecol 2 Year Anti Freeze

BRAKE/CLUTCH FLUID: AP Racing 600 Racing Brake Fluid

Lubricants, coolant and brake/clutch fluid are available from www.radicalsportscars.com.

TYRE CARE AND MAINTENANCE

Front tyre size: 205/50 ZR15

Rear tyre size: 245/45 R16

We recommend the use of Kumho ECSTA V70A or Dunlop Direzza road-legal trackday tyres for road use, or Dunlop SP Sport slick and wet racing tyres **FOR TRACK USE ONLY**.

Tyre pressures should be set to 32psi for optimum road and track use. Tyre pressures may be reduced to a **MINIMUM of 22psi** for more leisurely road use.



User maintenance

ENGINE OIL CHECKING AND REFILLING

Your SR3 SL is fitted with a dry-sump lubrication system. When the car has been switched off for a period of time, the oil will drain back into the engine. Therefore, any oil level checks must be carried out after a short period of running, to ensure an accurate reading.

To check the oil level, start the engine and idle for approximately one minute, ensuring that the low oil pressure warning light extinguishes.

After one minute, and using the oil catch tank dipstick provided, remove the oil catch tank filler cap and insert the dipstick. The level should be above the minimum mark on the dipstick when oil is cold, and between the two marks when the oil is warm (approx. 60°C). If it below this level, add oil to bring up to the correct level.

DO NOT fill to the top mark when cold as oil expands as it warms, and the system will overflow.

The entire system holds approximately 7.0 litres of oil from drained and empty.

GEARBOX OIL CHECKING AND REFILLING

The gearbox holds approximately 2.9 litres of oil from drained and empty. **NOTE:** although the gearbox may be empty, oil will still sit within the oil cooler and pipework. Ensure that the gearbox is drained completely from the gearbox bottom bung and refilled with new oil, rather than attempting to 'top-up' the oil level in the gearbox.

BODYWORK CATCH ADJUSTMENT

The composite bodywork is secured with a number of quick-release catches. From time-to-time, inspect the catches to ensure that the locking springs are still tight and effective, and adjust as required.

AIR FILTER ELEMENT CLEANING

Operation in exceptionally dusty and dry conditions may require more regular inspection and cleaning of the air filter element. The cone-type air filter can be accessed by removing the screws on the back of the air filter housing to expose the filter, before separation from the cold air intake pipe.

Liberally spray air filter cleaner onto both sides of filter and allow to soak for 10 minutes to loosen the dirt. Do not allow cleaner to dry on air filter. Rinse off air filter with cool low-pressure water applied to the clean side out in order to flush the dirt out of the filter. Continue to rinse the filter until all traces of cleaner are gone.

After rinsing, gently shake off excess water and only allow filter to dry naturally, then spray air filter oil evenly along the crown of each pleat holding nozzle about 3" away. Allow oil to wick for 20 minutes before refitment.

BODYWORK CLEANING AND CARE

To keep your Radical looking at its best, any fibreglass or carbon fibre parts can be quickly and effectively cleaned with a non-abrasive general car polish, whilst all chassis, suspension and panel fixings can be kept looking new and corrosion-free by wiping down with WD-40 or similar water-displacement spray.

REPLACEMENT OF HEADLIGHT BULBS

To replace bulbs in the main and dipped beam headlights can be replaced by first releasing the wiring loom from the back of the light unit, then by unclipping the wire retaining clip on the back of the same. The bulb will now be loose.

DIPPED AND MAIN BEAM BULBS: Osram 64210 55W single coil headlight bulb



User maintenance

LIFE ECU CUSTOMER SOFTWARE

For some engine diagnostics, you maybe asked to download engine ECU information using LIFE ECU software. This can be downloaded from:

www.radicalperformanceengines.com/downloads/

DAMPER SETTINGS AND ADJUSTMENT

Front and rear dampers are adjusted by turning the black knurled collar on the top (front dampers)/base (rear dampers) of the damper, tighten towards the damper body to increase damper stiffness, opposite (away from damper body) to reduce damper stiffness.

Recommended settings are:

Road setting: Unscrew to zero clicks (softest setting) then add 5 clicks.

Track setting: Unscrew to zero clicks (softest setting) then add 25 clicks. Fine tuning can be achieved by adjusting damper stiffness between these two parameters.

DIPPED BEAM HANDING LEFT/RIGHT

For continental travelling, the beam throw of the dipped beam headlights can be adjusted to the left-right by loosening the three adjustment screws on the back of the light unit, removing the top screw (next to L/G or R/D markings), rotate the lamp housing and replace to suit beam throw.

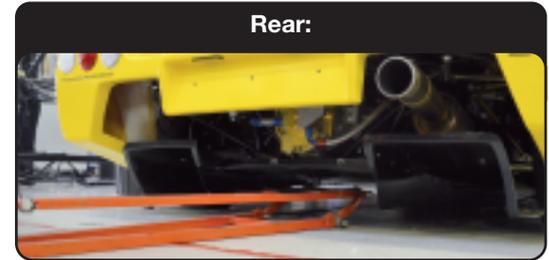
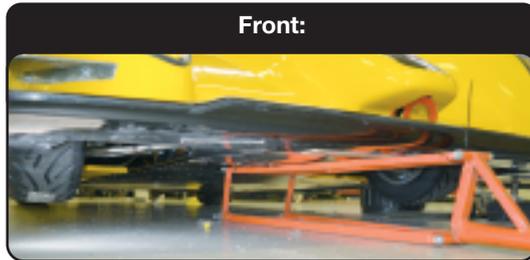
When driving on the left:



When driving on the right:



Jacking and towing



Your Radical SR3 SL should only be jacked up at the points shown in the pictures above.

These points are:

Front: Centrally under the nose, 100mm ahead of the front axleline (where the chassis meets front crash structure).

Rear: On the rear, central tubular jacking point that projects below the rear diffuser. This is sited directly below the rear drive unit.

DO NOT ATTEMPT TO JACK UP THE VEHICLE AT ANY OTHER POINT.

You risk damage to bodywork or other important components.



Jacking and towing

WHEELS

Central wheel nuts are threaded clockwise on the right-hand side of the car (**blue nuts**), and counter-clockwise on the left-hand side (**red nuts**). These can be loosened/tightened using the central wheel nut socket supplied by Radical Sportscars, and secured after torque-tightening by the wire safety clips provided.

Central wheel nuts should be torqued to 200ft/lbs.

TOWING

Your SR3 SL can be towed a short distance by the front towing eye situated under the nose (*between brake duct inlets*).

It is not recommended to use the towing eye for long-distance/on-road towing; the car should be recovered on a transporter or trailer with all four wheels off the ground.

Radical can supply tie down points, secured in the wheel centres, for safe and secure long-distance transportation.

DO NOT ATTEMPT TO START AN SR3 SL BY BUMP OR TOW-STARTING.

Doing so will damage the turbocharger and catalytic converter and may invalidate your warranty.

Specification

ENGINE

Installation:	Mid-engined, longitudinal
Type:	4 cyls, 1999cc, petrol
Made of:	Aluminium head and block
Bore/stroke:	87.5mm/83.1mm
Compression ratio:	10.0:1
Valve gear:	4 per cyl, chain-driven
Power:	240bhp @ 6000rpm (300bhp @ 6000rpm optional)
Torque:	265 ft-lbs @ 4500rpm (304 ft-lbs @ 4500rpm optional)
Red line:	6700rpm
Weight:	775 kg

TRANSMISSION

Type:	ME, rear-wheel drive
Gearbox:	6-speed manual sequential transaxle, LSD
RATIOS/MPH per 1000rpm:	
	First: 2.867
	Second: 2.053
	Third: 1.458
	Fourth: 1.308
	Fifth: 1.069
	Sixth: 0.875
Final drive ratio:	3.375



Specification

CHASSIS & BODY

Construction:	Steel spaceframe/composite
Weight:	725kg
Wheels:	Front: 7Jx15in, alloy
Rear:	8.5Jx16in, alloy
Tyres:	Front: 205/50 ZR15 Rear: 245/45 R16

STEERING

Type:	Unassisted rack and pinion
Turns lock to lock:	1.6
Turning circle:	5900mm

SUSPENSION

Front/Rear:	Double wishbone, coil springs, Intrax adjustable dampers, 'Nik-link' anti-roll bar
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BRAKES

Front:	280mm floating ventilated discs
Rear:	280mm floating ventilated discs

ECONOMY

Urban:	19.3mpg
Extra-urban:	37.7mpg
Combined:	28.0mpg
Tank size:	50 litres

GREEN RATING

CO2 emissions:	229g/km
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DIMENSIONS

Length:	3925mm
Width:	1170mm
Height:	1140mm
Front overhang:	590mm
Rear overhang:	295mm
Front track:	1525mm
Rear track:	1470mm

Radical success

The FT's Simon de Burton described the SR3 SL as a "...brilliant trackday tool and why, although you might not have realised it, you really do need a road-going racing car...the SL's real raison d'être is to offer turnkey, road-going fun combined with the ability to show a clean pair of heels to most other cars on the track."

BIKE Magazine pitched the SR3 SL up against the world's fastest superbikes, and proved that the SL was undoubtedly quicker, bolting to 60mph in a startling 3.96s with first-time Radical drivers, and an average quarter-mile time of 12.08s during testing at Bruntingthorpe.

BIKE pronounced the SL as "...the most intense, direct four-wheeler any of us have experienced. It's

like being fired down the runway from a nuclear-powered cannon on a skateboard."

Andrew English from the Daily Telegraph raved about the car's "...visceral and exhilarating performance. It weighs 775kg and with a 300bhp 2.0-litre turbocharged Ford four-pot behind your head and a Quaife six-speed sequential transmission, it's fast, and how... this Radical offers unparalleled race-track thrills on the road."

Top Gear's Italy tested the SR3 SL during a week of road and trackaction, and at their magazine's Vairano test circuit, the SR3 SL set a new lap record for road legal cars. With a lap time of 1m12.98s, the SL eclipsed the previous best time by nearly a second, set by a Lamborghini Aventador.



Radical success

The SR3 SL dominated the Targa category of the 2012 Tour Britannia, with EVO magazine's Richard Meaden, and Mission Motorsport's Nathan Blewer onboard. Despite the team's inexperience with the car, the SR3 SL still set 11 fastest stage times - more than any other team - as well as winning the feature race at Croft, proving to be 100% reliable throughout.

Motorsport's Andrew Frankel proclaimed the SR3 SL's performance and real-world usability. "There's not a Ferrari made today that can touch its power-to-weight ratio, and with a turbo that spools up almost instantly from as little as 2000rpm, there's not even much of an imperative to make sure you're in the right gear. Point-to-point on a dry road, the Radical is possibly the fastest road car I've ever driven."

The Independent on Sunday's John Simister impressed at the Motorsport at the Palace sprint in May, held at Crystal Palace, London. During the two-day event the SR3 SL even set a new road-going class record of 36.28 seconds, as well as worrying slick-shod single-seater race cars, finishing sixth overall out of 110 competitors despite competing on road tyres.

