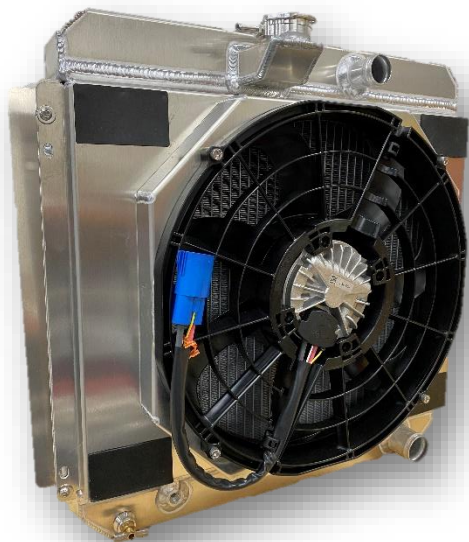




Chevy 3100 Tucked Aluminum Radiator

Thank you for purchasing **Apicella Designs** Chevrolet 3100 Tucked Aluminum Radiator. Please read and review ALL literature prior to installation. **Apicella Designs** is NOT responsible for any personal or property damage deriving from the modification and/or installation of this product. ALL modification and/or installation should be performed by a professional.



Features

- 22 1/2" overall width flange to flange & 20 7/16" overall height tank to tank
- American made 2 core design with extra-large 1.25" tubes
- No epoxy, fully furnace brazed
- Fully TIG welded
- LS Hose fittings and placement, so no need for reducer or adaptor hoses. 1 1/4" Upper & 1 1/2" lower fitting (SBC Option coming soon!)
- Integrated LS steam port fitting on upper tank
- Gooseneck fill with billet machined filler neck - allows for custom radiator/core support covers to be made and makes for a clean top reveal with no filler cap visible
- Tested to work for stock core supports, aftermarket core supports and with Absolute Sheetmetal's hotrod core supports with minimal modifications

ATTENTION!

TO PROPERLY INSTALL THE APICELLA DESIGNS TUCKED ALUMINUM RADIATOR THE ENGINE MUST BE ADEQUATELY DRAINED OF COOLANT, NUMEROUS COMPONENTS REMOVED, AND SOME MODIFICATION/FABRICATION MUST BE PERFORMED. DO NOT ATTEMPT TO REMOVE AND/OR INSTALL ANY COMPONENT WITHOUT SUFFICIENT KNOWLEDGE, ADEQUATE TOOLS, AND PROPER SAFETY MEASURES! DOING SO COULD LEAD TO PROPERTY DAMAGE, INJURY, OR VOIDING THE WARRANTY OF YOUR PRODUCT.

DUE TO RESTRICTED ROOM IN THE ENGINE COMPARTMENT YOUR RADIATOR MAY COME CLOSE TO CERTAIN ENGINE COMPONENTS, WHICH IS NORMAL FOR AN INSTALLATION OF THIS TYPE. HOWEVER, A CAREFUL INSPECTION MUST BE COMPLETED TO ENSURE THE DISTANCES AND PLACEMENT ARE REASONABLE AND LOGICAL, ESPECIALLY WITH REGARD TO FRONT DRIVE AND ENGINE COMPONENTS.

APICELLA DESIGNS LLC STRONGLY RECOMMENDS RADIATOR BE INSTALLED BY AN EXPERIENCED INSTALLATION SHOP AND ASSUMES ZERO LIABILITY FOR SUCH OCCURANCES.

NOTICE

In figure 1, the red dashes represent bracing that needs to be removed from the engine compartment to properly install the radiator. Figure 2, however, has no bracing. Instead, the rear portion of the splash pan, represented by the rectangle, must be cut for the radiator to be installed properly. These represent just two examples of the clearance issues that arise prior to installation.

In figure 3, the flanges (circled) on either side of the core support should be removed, or spacers should be fabricated for clearance of the flanges. In figure 4 the flanges are removed and a section of 1” square tubing (circled) has been welded in place. The radiator flanges were drilled through into the tubing, and rivnuts were installed in the 1” tubing. We suggest a total of six bolts to be installed for the radiator to be properly secured.

This installation is merely an example, yours could incorporate different materials and/or fabrication. If you are unsure about your installation, please seek a professional for assistance.

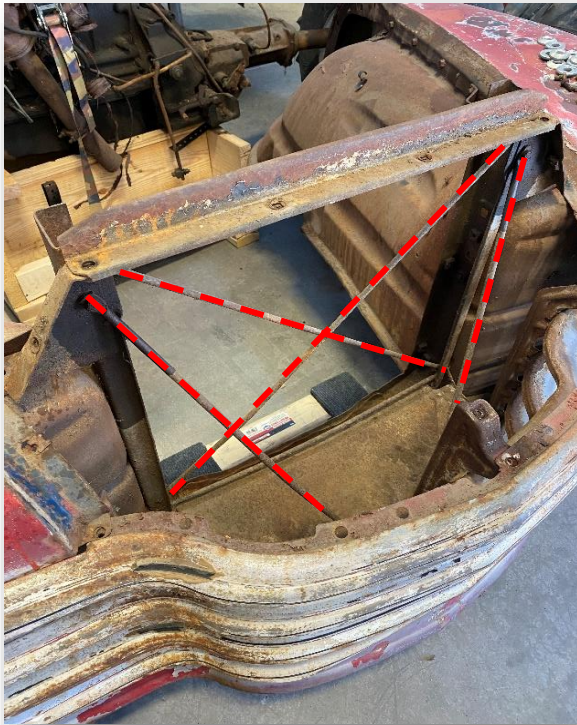


Figure 1

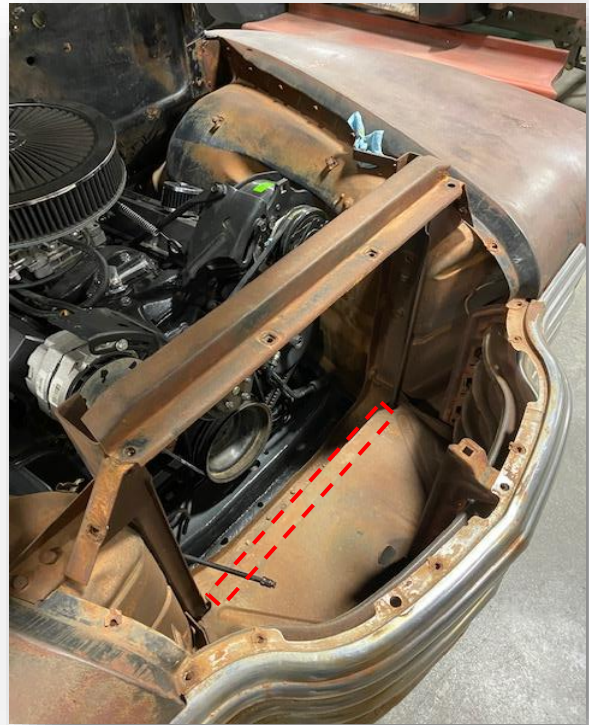


Figure 2

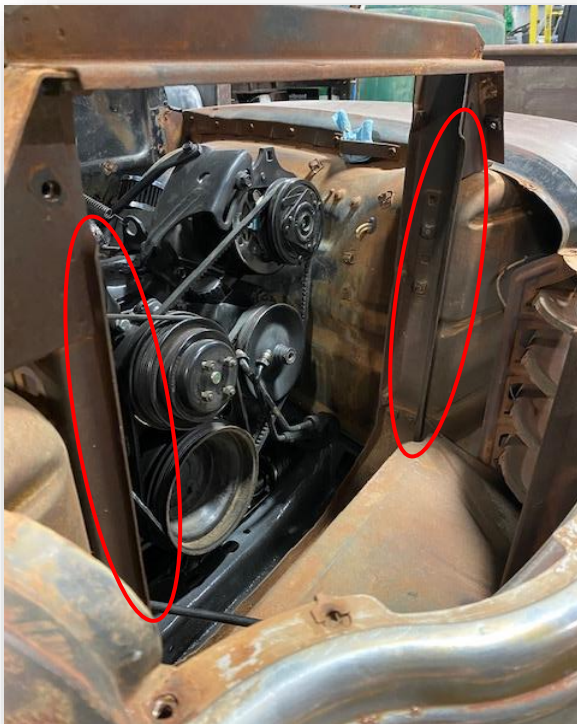


Figure 3



Figure 4

And that's it, another solid solution from **Apicella Designs**! Check out www.apicelladesigns.com/shop for additional products and information. Don't forget to tag us in your pics on www.facebook.com/apicelladesigns and on [Apicella Designs \(@apicelladesigns\)](https://www.instagram.com/apicelladesigns) • [Instagram photos and videos!](#)