CFMOTO 850/1000 ATV Radiaatoritõste paigaldusjuhent

Manufactured and design by Hunt Tuning /HNT,
Made in estonia

Thank you for choosing the accessories designed and produced by Hunt Tuning (HNT). We strive to be the best in our field and ensure professional products for your ATV. We manufacture, design, test, and validate our products ourselves. Hunt Tuning specialists have over 15 years of experience with ATVs.

Täname, et olete valinud Hunt Tuning (HNT) disainitud ja toodetud lisavarustuse. Proovime olla parimad omal alal ja tagame profesionaalsed tooted teie ATVle. Toodame, disainime, katsetame ja testime oma tooteid ise. Hunt Tuning spetsialistide ATV kogemus on üle 15 aasta.

The radiator lift for 850/1000 CFMOTO is made of 2mm steel and the additional parts are made of 2mm aluminum and powder coated. The set includes everything necessary for installation. Also includes hand-turned aluminum hose spigots and custom pre-bent hoses with correct shapes. No tools included!!

Radiaatoritõste 850/1000 CFMOTO le on valmistatud 2mm terasest ja lisadetailid 2mm alumiiniumist ning pulbervärvitud. Komplektis on kõik vajalik paigaldamiseks. Sisaldab ka käsitööna treitud alumiiniumist vooliku stutse ja eritellimusel valmistatud eelpainutatud õigete kujudega voolikud. Komplektis ei ole tööriistu!!

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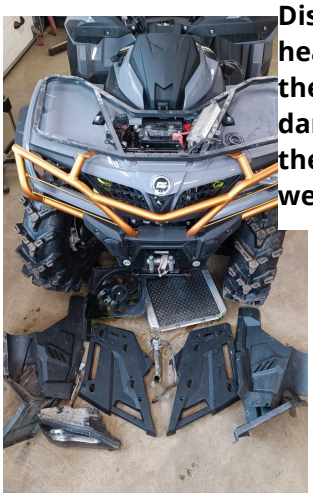
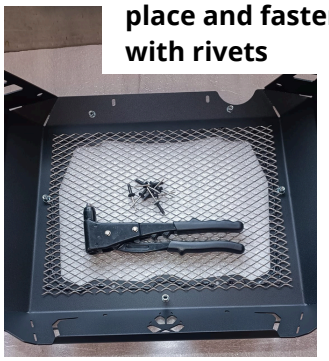


Disassemble the first wheel well logs, luggage frame plastics and remove the right headlight. Drain the coolant. Unscrew the cooling fan from the radiator and also unscrew the radiator from its fasteners. Slide the fan out into the right wheel well without damaging the radiator (For this you removed the headlight beforehand!!!) Then unscrew the signal horn from the radiator and carefully slide the radiator out into the right wheel well as well.

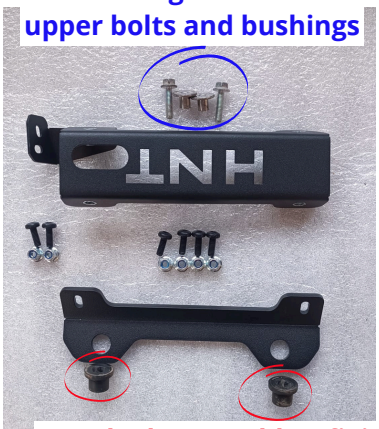
Prepare the radiator cover. Use silicone, glue, sealant, etc. To avoid network vibration.

Place the net in place and fasten with rivets



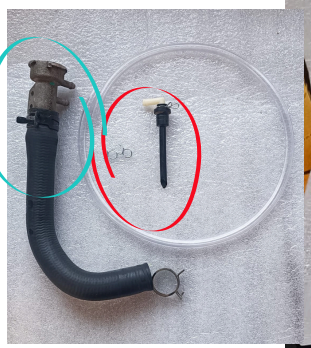
Remove the original plastic mesh and carefully cut off the bracket of the signal horn.

Use the original radiator upper bolts and bushings



use the lower rubber fixing bushings of the original radiator

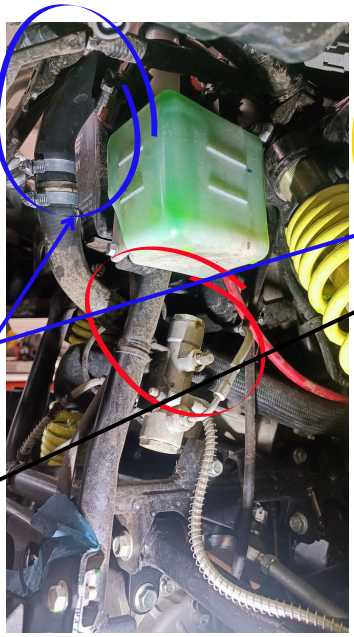
Use the original pipe and radiator cap throat. Connect the original expansion tank inlet to the new hose and install the clamps.

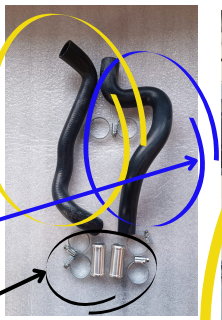


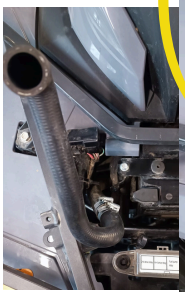
Use the original radiator upper bolts and bushings

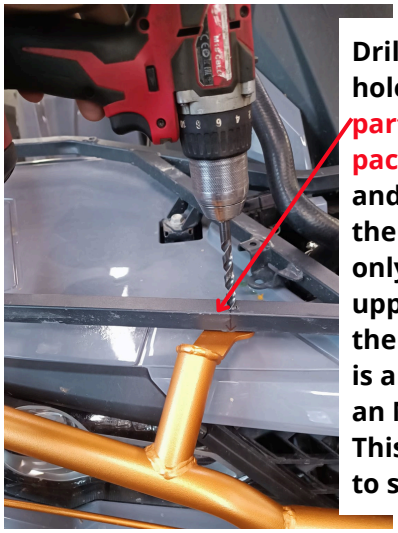
For the ventilation hose, use the original pipe, cut it to a length of 50 mm.

Route the engine's lower cooling hose through the back of the frame tube. Connect the new hose extension with the aluminum stud and steel clamps

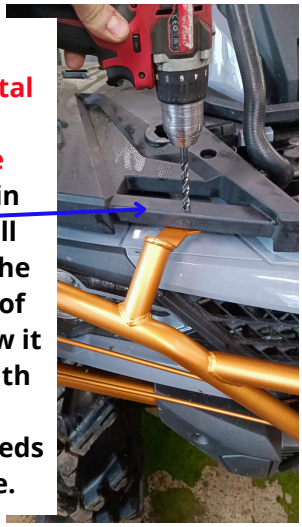




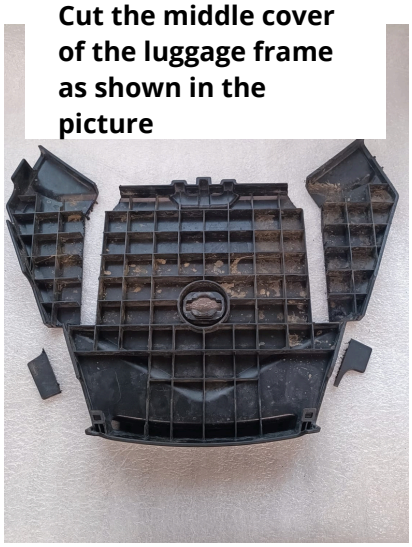




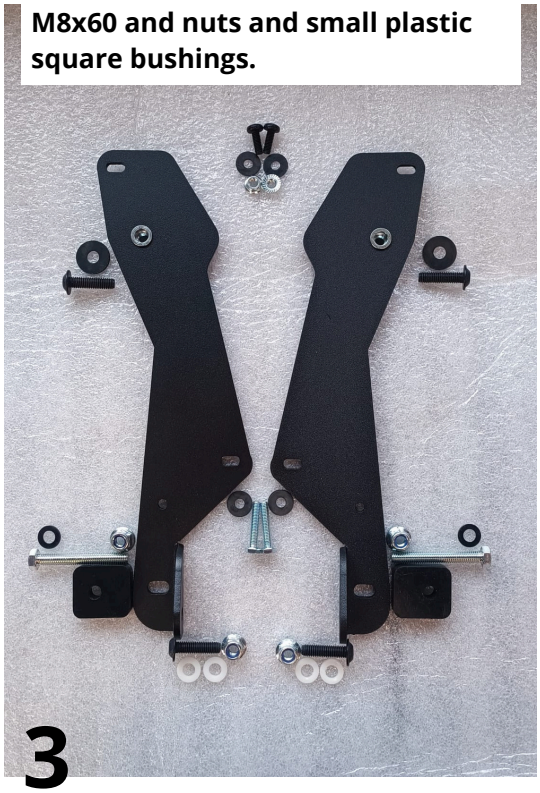
Drill an 8.5mm hole in the metal part of the package frame and then also in the plastic. Drill only through the upper surface of the tube, below it is a bushing with an M8 thread. This thread needs to stay useable.



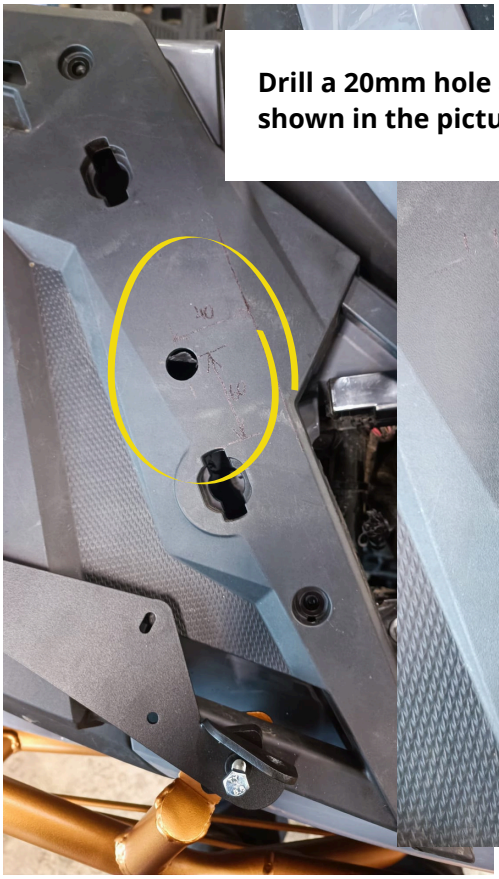
Cut the middle cover of the luggage frame as shown in the picture

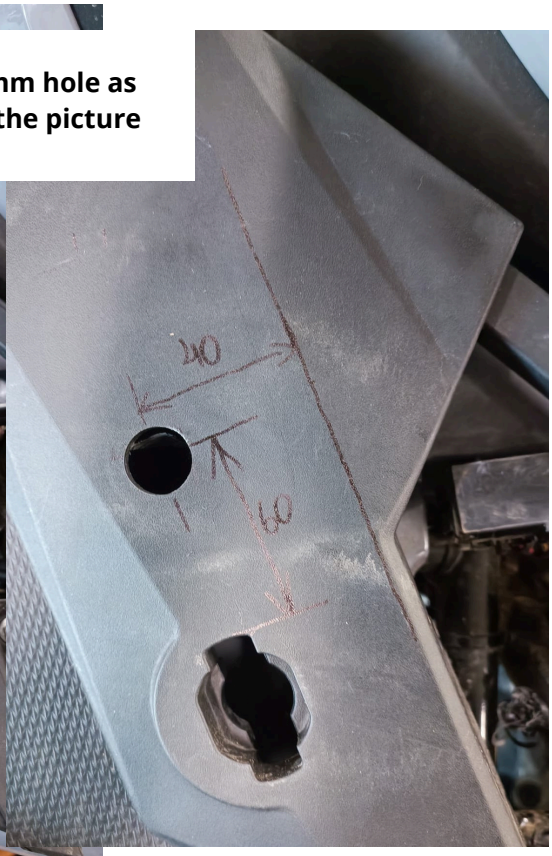


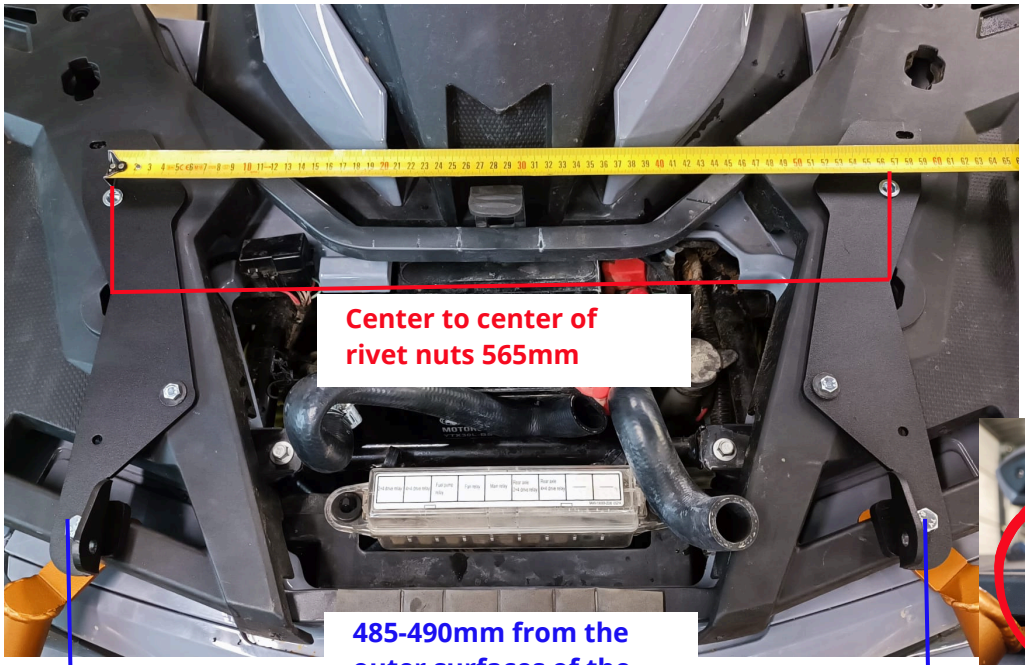
Find black bolts M6x16 and M6x30, black washers in the Rad KIT. Also M8x60 and nuts and small plastic square bushings.



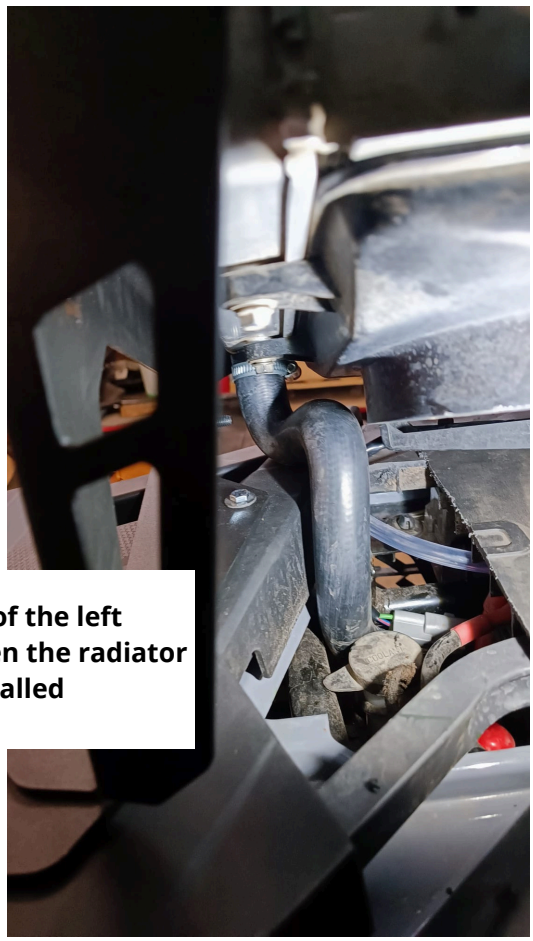
Drill a 20mm hole as shown in the picture







Fasten the rear corner of the lower mounting frames with an M6 knurled nut. Bad to install, but if you open the plastic part, you can catch it with your hand!



Position of the left hose when the radiator lift is installed

Position of the right side hoses when the radiator lift is installed.

Attach the coolant hoses, reconnect the fan power connector. Fill the system with coolant by calmly filling it, install the radiator cap. Start the engine and monitor the temperature. Raise and lower engine rpm. Squeeze the cooling hoses from the wheel arch with your hand, it helps the air to escape. If the machine's temperature rises too quickly in the display unit, but the radiator is still not hot, stop the machine. Let the engine cool off littlebit, and carefully open the radiator cap and add fluid, squeezing the hoses in the meantime. Reattach the fillercap and try to start again and get air by gassing again. If the engine temp remains in the middle position and the fan started working and the radiator is hot and the hoses are hot, then the machine can be left standing. Allow the system to cool and check the coolant level again. Add if needed!

Also reinstall the wheel arch loggers and headlight and whatever else you removed at the beginning.

Attach the top cover last, when the coolant is put in, the system is ventilated, the test drive is done, so that it does not boil and everything works.
M6x16 black bolt with Torx head 4 pcs.
M6 clamp nut 2 pcs

Mount the scoop with three M6x16 Black bolts. Attach the paw logo with aluminum rivets

The scope of the cover protects the radiator from punctures and falling mud. Unfortunately, the downside of this cover is fast road driving, where the engine revs are high and the radiator is slightly tilted, and the radiator is actually undersized, just the whole combo tends to raise the temperature 1-2 notches above the average norm... It won't boil and it's now 10c it's hotter, that's not a problem either. You can't drive like this with a mud-clogged radiator! In the forest, where all cooling takes place only with the help of a fan, there is no problem there.

Suojakotelo suojaa jäähdytintä puhkaisuilta ja putoavalta mudalta. Valitettavasti tämän kannen miinuspuoli on nopea maantieajo, jossa moottorin kierrokset ovat korkeat ja jäähdytin hieman vinossa ja jäähdytin on itse asiassa alimitoitettu, vain koko kombolla on tapana nostaa lämpötilaa 1-2 pykälää keskimääräisen normin yläpuolelle. .. Se ei kiehu ja se on nyt 10c se on kuumempi, sekään ei ole ongelma. Et voi ajaa näin mudan tukkeutuneen jäähdyttimen kanssa! Metsässä, jossa kaikki jäähdytys tapahtuu vain tuulettimen avulla, ei ole ongelmaa.