

I finished my own VW Scirocco radiator install today!!!! It took me a few weeks, mostly due to not having the right tools on hand and a few odd parts to hunt down. I filled it with a 50/50 anti-freeze / water mix, and a bottle of water wetter....bled it (very easy with the hose in the headlight bucket)...and then pounded the crap out it with a 4000' climb up my local winding road. Never got over 190 F!!!! A stop at Sonic and the temp hit 200, the fans came on (much quieter than the originals), and it cooled back to 190 in a few minutes.

To say I'm happy with this upgrade is an understatement.

My heartfelt thanks go out to Mike Von Alt for his amazing post and great pictures in the Best of section. I honestly couldn't have done it without your instructions Mike!!!! I also took John Allen's comments to heart about vibration isolation and the flow direction thru the core.

The pix tell the tale where I deviated from Mike's install photos/instructions. Everything else is just like his post.

This is a partial pile of parts that I used. I got a generic suspension bushing pack from Checker Auto, cut it into four slices, and used 'em as vibration isolators in the cupped washers clamping the radiator to the bottom support bracket. I ended up only using two though.....more later. The three U-shaped channels are galvanized 2x4 hangers from Home Depot. The one in the lower left has a chunk of 1/2" pipe insulation in it. The rubber 'plug' with the bolt in it (top center) is my upper mount.



This is the bottom mount (one of two) that clamps the U-channel to the bottom cross member.

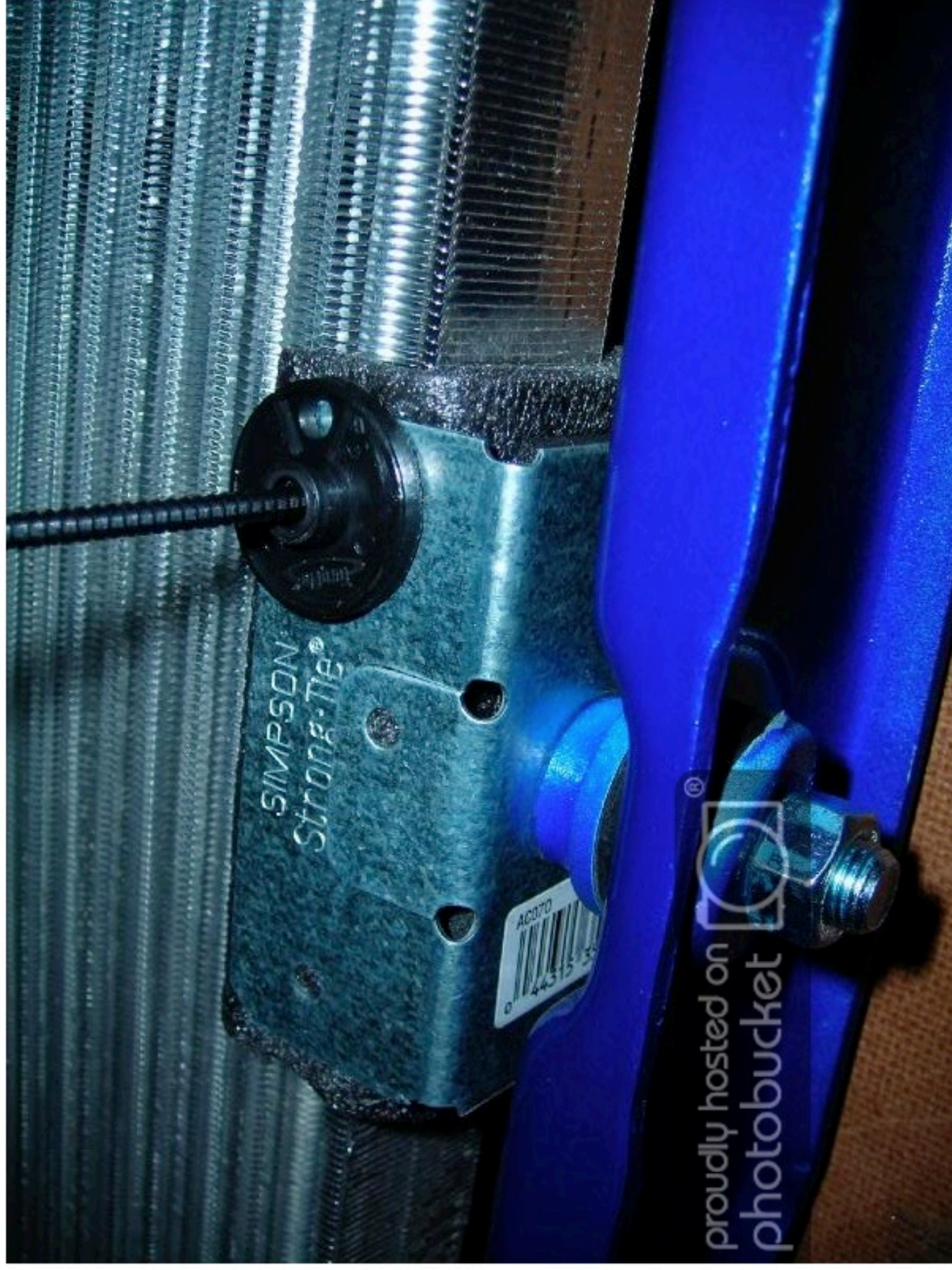


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This gives a good idea of the vibration isolation idea. We'll see if the pipe insulation holds up over time (it is made for hot water pipes, so I figured the heat wouldn't destroy it too quick). I ended up not using the spacer, top cupped washer, and rubber in the washer. It all made the radiator sit too high on the cross member and caused it to hang below the front suspension.



I used radiator zip ties to sandwich the U channel, foam rubber, and core together.



This is the top mount. I cut out the original mount and used a step drill to make a hole up into the front trunk for the rubber 'plug' here. Keeps the radiator from falling back.

<http://s229.photobucket.com/albums/ee166/dustdevl/?action=view¤t=Radiator13.jpg>



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Flex-A-Lite 365 dual fan for Scirocco radiators 19-21" wide. My core is 26" wide. I'm not happy about the zip ties to hold the side to the core. I'll make a bracket one day...



This is a significant departure from Mike's post... I wanted to keep the original flow of coolant... Hot in at the top and cool out at the bottom. So I used the original top hose to hard pipe (perfect fit). The bottom hose was a fun snipe hunt! It is Goodyear part #62053 from Checker Auto. It is about 23" wide and darn near a perfect fit to cross from the right side to the driver's side hard pipe. Pre-molded bends to eliminate kinks was a priority for me here.



This last photo is of MSD electrical connectors. I bought 'em at the same time as the fan (from Summit Racing). They are rated for high amps and are water proof. The fans draw 14amps each and I wanted something that would last with that kinda draw and the occasional wet environment. These were easy to assemble (I usually solder even if the instructions don't call for it), and are a nice fit.



The folks at Rock Auto were very nice to deal with and the radiator showed up in perfect shape. Don't let the dings in the photos fool you....I put 'em there by handling it too rough.

Mike, thanks again for the inspiration to do this project!