



NISSAN FAIRLADY Z Z34

car: NISSAN FAIRLADY Z Z34
 our code: DRLRA020040-CA (radiator with condenser)
 year: 2008.December -up
 model: CBA-Z34
 core size: 635x459x36(radiator)
 net weight: 8.6kgs(with condenser)
 weight with anti freeze: 12.0kgs(with condenser)
 *Radiator comes with a condenser

TOYOTA 86 / SUBARU BRZ

car: TOYOTA 86 / SUBARU BRZ
 year: 2012.Mar -up
 model: DBA-ZC6



Radiator and Oil cooler kit



DRL DAIWA RACING LABO RADIATOR LIST

maker	car	model	core size
TOYOTA	86	DBA-ZN6	H660xW344xT36
	MR-S	ZZW30	H650xW319xT36
NISSAN	SKYLINE 34GT-R	BNR34	H458xW645xT36
	SKYLINE 33GT-R	BCNR33	H406xW645xT36
	SKYLINE 32GT-R	BNR32	H382xW645xT36
	FAIRLADY Z Z33	UA-Z33	H405xW709xT36
	FAIRLADY Z Z34	CBA-Z34	H635xW459xT36
SUBARU	GT-R R35	DBA-R35	H450xW728xT36
	SILVIA	S14 / S15	H360xW645xT36
	IMPREZA	DGH-GDA/GDB/GGA	H340xW690xT36
SUBARU	LEGACY	BM9 / BR9	H340xW690xT36
	BRZ	DBA-ZC6	H660xW344xT36
MITSUBISHI	LANCER EVOLUTION X	CZ4A	H700xW408xT36
	LANCER EVOLUTION VI, VII, IX	GH-CT9A	H385xW683xT36
HONDA	S2000	AP1 / AP2	H375xW651xT36
MAZDA	AXELA	DBA-BK3P	H670xW363xT36
	RX-7	FD3S	H314xW613xT36
MAZDA	RX-8	ABA-SE3P	H360xW645xT36
	ROADSTER	CBA-NCEC	H550xW421xT36
SUZUKI	SWIFT SPORT	ZC32S	H400xW517xT36

NISSAN SKYLINE GT-R R34

car: NISSAN GT-R R34
 our code: DRLRA020010
 year: 2000.Oct - 2002.Aug
 model: BNR34
 core size: 458x645x36
 net weight: 6.0kgs
 weight with anti freeze: 9.4kgs



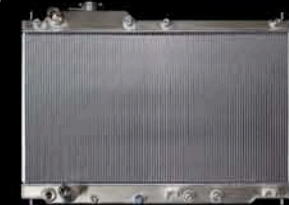
MITSUBISHI LANCER EVOLUTION X

car: MITSUBISHI LANCER EVOLUTION X
 our code: DRLRA030010
 year: 2007.Apr -
 model: CZ4A
 core size: 700x408x36
 net weight: 5.8kgs
 weight with anti freeze: 8.6kgs



HONDA S2000

car: HONDA S2000
 our code: DRLRA040010
 year: 1999.Apr - 2009.Aug
 model: AP1 / AP2
 core size: H375 x W651 x T36
 net weight: 5.2KGS
 weight with anti freeze: 8.6kgs



DRL DAIWA RACING LABO

Made in Japan

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 www.daiwaracinglabo.com



DRL DAIWA RACING LABO

www.daiwaracinglabo.jp

Made in Japan

Custom Order

Optimum Cooling For Your Race Car

We do not just provide precision engineered product upon your specifications, but also be a part of your winning race.

www.daiwaracinglabo.jp

We come up with this current design from scratch based upon our research and development. field testing told us we will need specific equipment, design and material.

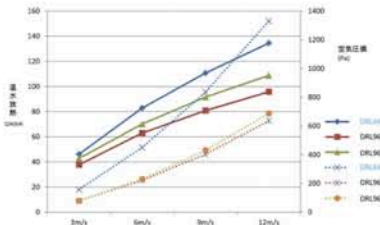
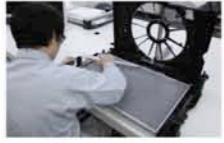
There are 3 key elements of radiator in motorsports

Core thickness / Best cooling performance could not be provided by just thicker core. Hot air stays longer with a thicker core resulting in an opposite effect. We have found best thickness of core by several different tests.

Tube / In order to get better cooling efficiency we use much thinner tube material which provides better thermal conductivity. Durability of material proven by endurance test as well as field test.

Fin / Found best fin pitch to get maximum heat dissipation effect by several wind tunnel tests. Air moves through before it takes the heat from the fin with a wider fin pitch.

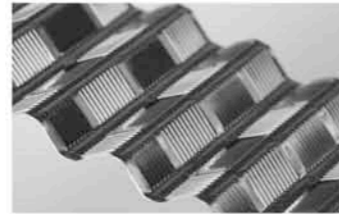
In order to get actual proof that our radiator stands in this racing environment, we have done endurance, destructive, impulse and other tests.



No restriction of imagination *thinner, lighter cool better*



DRL designed thinner wall tube on top



Louver Fin
Calculated design to adjust the air flow to maximize cooling capacity



left - brass fin
center - traditional designed fin
right - DRL designed fin



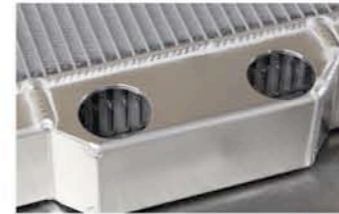
top - DRL designed SQUARE WAVE fin increase the contact area between fin and tube helps the cooling performance and the strength of DRL radiator



left - DRL core
right - existing core



left - DRL designed pipe does not obstruct the water flow
right - normal beading pipe



How narrow tube pitch often cannot see at finish product

Race all the way to the checkered flag

We are not only providing the quality of products, but also provide quality of finish products by skilled craftsman to check each component as well.



INTERCOOLER

Thinner wall tube provides weight advantage

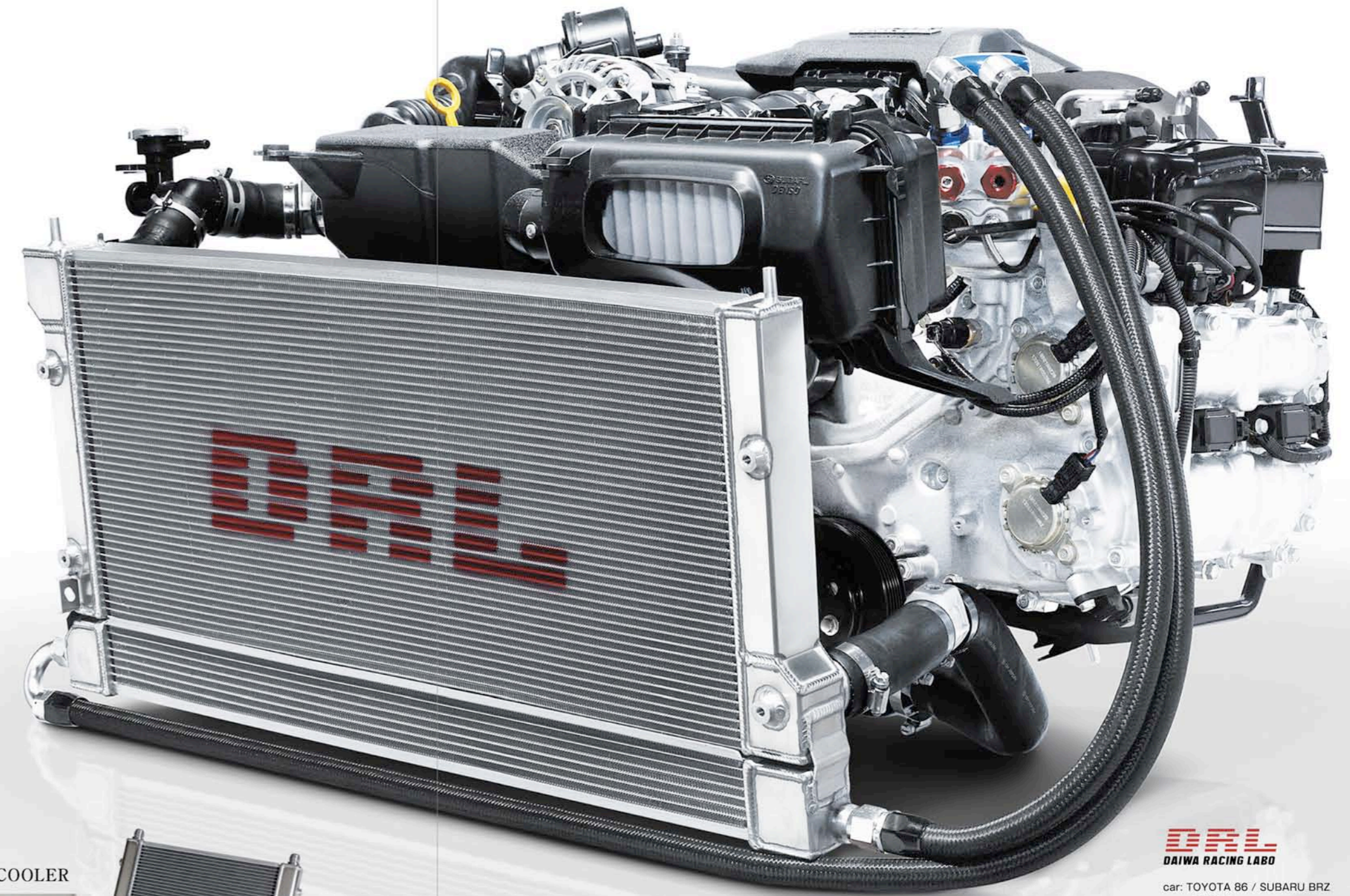


OILCOOLER

Developing design of oil cooler for specific model

Continue to advance Imagination and Technical capability

There are so much effort and challenge by our engineer, they put many different ideas together until they find the best design for each model. Technical advancement never stops at DRL.



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year: 2012.Mar -up
model: DBA-ZC6

Deliver highest quality to the motorsports in worldwide

DRL was born in 2010 from 60 years (manufacturing started 1953) of experience and technology as Japanese heat exchange manufacture. We deliver highest quality of products to the motorsports worldwide from the most advance equipped factory in Shimane Japan with highly skilled craftsman one at a time. Look forward to serving your race car.

