

LAMINOVA Heat Exchanger Systems

Rally/Racing Sports Cars Bikes

Laminova heat exchangers provide outstanding engine and transmission oil temperature control in the most severe conditions. From high performance racing cars to Paris-Dakar rally cars, you can rely on Laminova.

Laminova oil coolers are 20% more efficient than the competition due to the unique patented core design. The finned exterior on the cooler core creates a larger surface area compared to that of traditional "radiator" style coolers.

Flexible mounting

Laminova coolers can be mounted virtually anywhere. Traditional radiator style coolers must be exposed to airflow, risking damage. The radiator cooler also sometimes blocks the precious radiator airflow and increases aerodynamic restrictions.

"Bullet proof"

The unique one-piece extruded housing is "bullet proof", eliminating the risk of leakage, rupture and fire.

Efficient design

The efficient design makes cooling core inspection easy with removable end caps. The solderless O-ring design ensures leak-free operation. The cooler core can be quickly removed for easy cleaning.

Reduced "warm up" time

The coolers also provide a heater function using the cooling water to heat the oil faster to correct operating temperature. No oil thermostat is needed. This will help increase the life of engines and transmissions.



A specially built Saab 93 equipped with Laminova oil coolers in the famous mountain race Pikes Peak.

Put all of these benefits together:

- 20% increased efficiency over competition.
- Extremely low pressure drop on each media side.
- Durable "bullet proof" design.
- Non soldering minimizes leakage risks between media.
- Limitless installation.
- Removable end caps for easy inspection and cleaning.
- Extended life of engines and transmissions.



The core can be delivered as a separate component, ready for installation.

We have cooler ideas!

S34 series for low oil-flows



The S34 series for low oil-flow circuits is often used in e.g. motorcycles.

The S34 series is a small and compact cooler used in low oil-flow circuits.

Low-flow applications

The S34 cooler is a compact cooler. It can be used only in low oil-flow cooling applications. The S34 is very well suited for transmissions, rear ends and motorcycle uses.

Standard oil connections:

JIC 6 and 1/2" barbed.

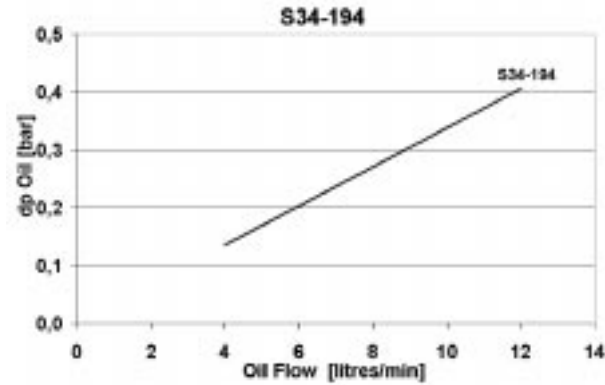
Standard coolant connections:

ø16 and ø24.

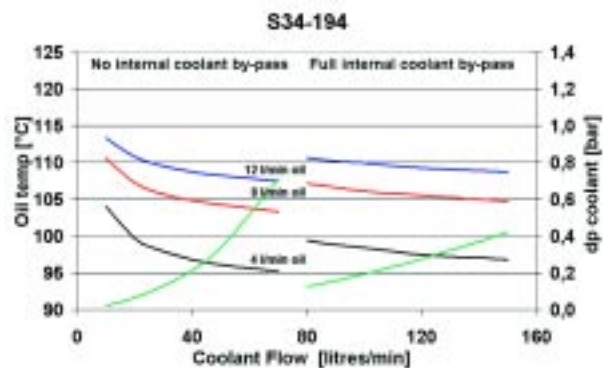
One standard size

The S34 cooler is available as standard in one size, S34-194. The cooler can be customized for specific needs.

Cooler performance

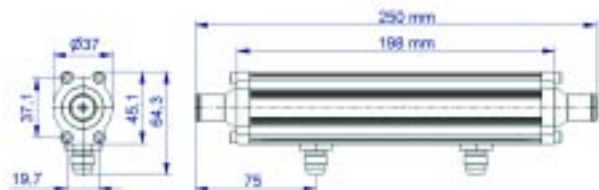


Oil temp IN=120°C. Coolant temp IN=85°C



A Yamaha in the Moto GP series, equipped with a S34-194 cooler.

Dimensions



C43 series for rally/racing cars



The C43 series, C43-92, C43-182 and C43-332, is popular in e.g. high-performance race cars.

The C43 series is our most popular rally/racing cooler. It has been used for a number of years in high-performance race cars in various applications .

Solid and robust

The C43 cooler has a solid, robust and durable design. It is possible to fit the coolers both on the full coolant flow or on a partial flow circuit. The performance can be tuned on the coolant side with a plug/restrictor in the core centre hole.



C43 cores with restrictor and plug. With no plug you have full internal coolant by-pass.

Standard oil connections:

JIC 4, JIC 6, JIC 8, JIC 10, JIC 12, JIC 16, 1/2" barbed, BSP 3/4", M16x1,5 inner and G 1/8" inner.

Standard coolant connections:

ø16, ø18, ø20, ø24, ø28, ø32, ø35, ø38, ø45, 1/2", ø32 90° elbow, 1 5/8" 90° elbow, JIC 16, JIC 20 and JIC 24.

Three standard sizes

The C43 cooler is available as standard in three sizes. C43-92, C43-182 and C43-332. These cover almost all applications but it is possible to customize for specific needs.



A Renault Mégane equipped with a C43 cooler in a Swedish rally.

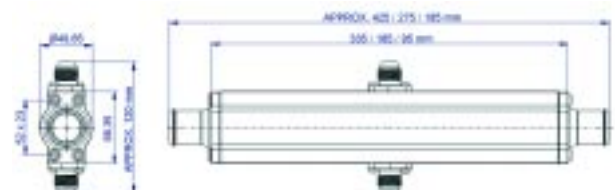
1996, 1997, 1998 & 1999 WORLD DRIVERS' CHAMPION



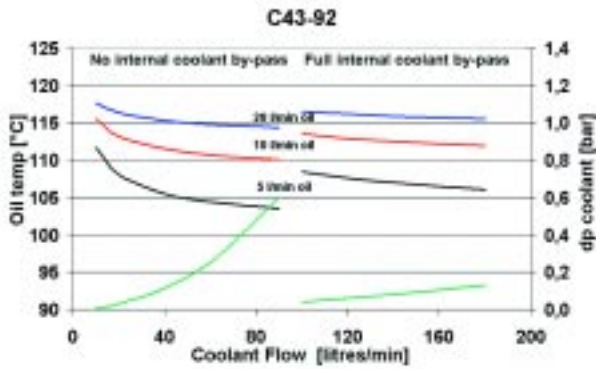
**MITSUBISHI RALLIART WORLD RALLY TEAM
OFFICIAL PARTNER**

The C43 series has been used by e.g. Mitsubishi in different rallies.

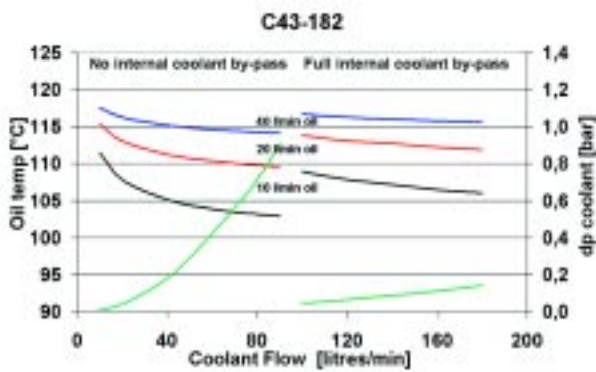
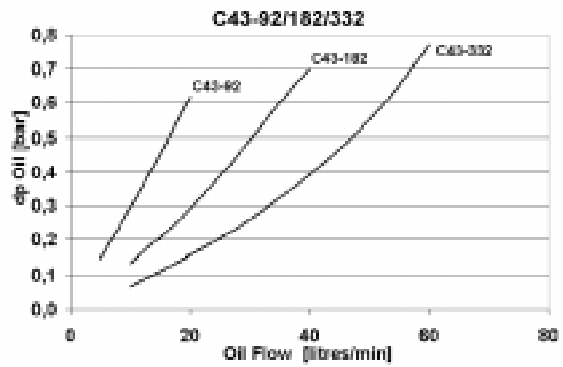
Dimensions



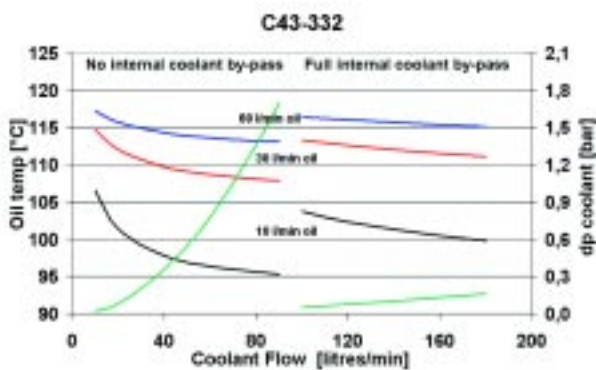
C43 series. Cooler performance.



Oil temp IN=120°C. Coolant temp IN=85°C



Oil temp IN=120°C. Coolant temp IN=85°C



Oil temp IN=120°C. Coolant temp IN=85°C

Notes:

.....

.....

.....

.....

.....

.....

Notes:

.....

.....

.....

.....

.....

.....

ECD 54 series with two cores



The ECD 54-series has two cores for maximizing the heat transfer. Above is the ECD 54-182 cooler.

Standard oil connections:
JIC 12, JIC 16, G 1/2" inner and G 3/4" inner.

Standard coolant connections:
ø28, ø32, ø45 and G 3/4" inner.

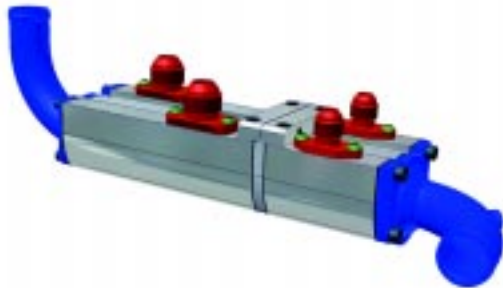
The ECD 54 series is used when maximum heat transfer is needed. It is a unique, double-core design oil cooler. A ø37 mm core is fitted inside a ø54 mm. It can also be delivered as a combined engine/transmission cooler unit to special order.

For heavy-duty purposes

The ECD 54 cooler is used in heavy duty vehicles and on race cars when extremely high heat transfer is needed. It is placed in the full-flow coolant circuit for maximum efficiency.

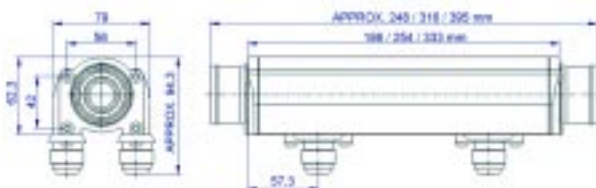
Three standard sizes

The ECD 54 cooler is available as standard in three sizes: ECD 54-182, ECD 54-250 and ECD 54-329. The cooler can be customized for specific needs.



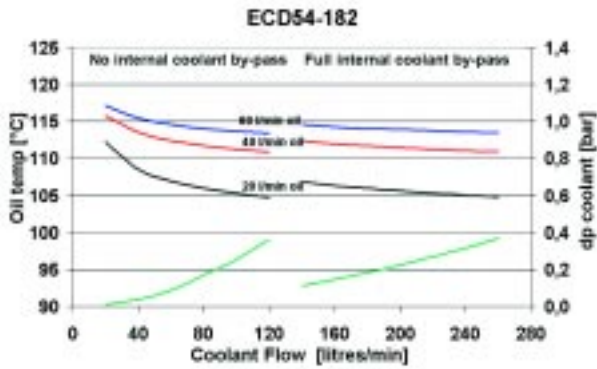
A combined engine/transmission cooler in the ECD 54-series.

Dimensions

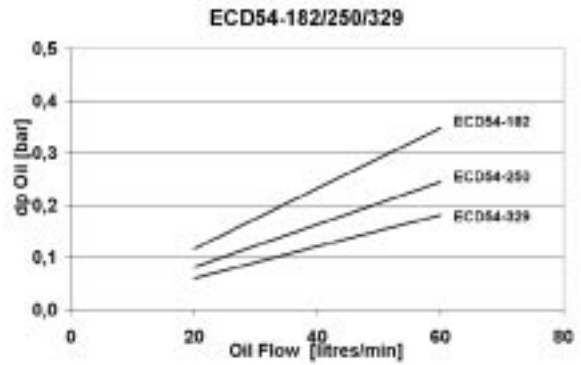


A Renault Clio S1600, equipped with a ECD 54 cooler.

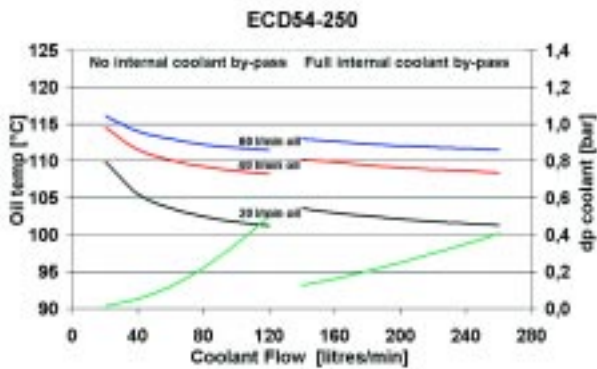
ECD 54 series. Cooler performance.



Oil temp IN=120°C. Coolant temp IN=85°C



Oil temp IN=120°C. Coolant temp IN=85°C



Oil temp IN=120°C. Coolant temp IN=85°C

Notes:

.....

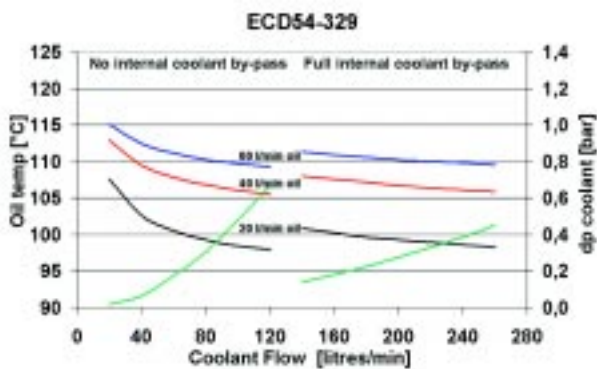
.....

.....

.....

.....

.....



Oil temp IN=120°C. Coolant temp IN=85°C

Notes:

.....

.....

.....

.....

.....

.....

Art no 02-08-AM1

Reseller information: