

4 ROW HIGHEST EFFICIENCY COPPER/BRASS RADIATORS, Stock Style

Looks and fits like stock radiator but cools like an Indiana winter. This is not just an average 4 row radiator, it has a special heavy duty high efficiency core with full 1/2" tubes. We guarantee this radiator to cool ALMOST any engine you can stick in an F-100. I had to back down on this claim now that you-all are stuffing 600HP and more! under the hood, for that we have some options.

All copper-brass radiators use 7 lb caps. All radiators are pressure tested and guaranteed for a full year.

These Radiators are Copper with Brass Tanks, available plain Black and with Polished Brass tops. Note top is Polished first then assembled so top straps do not show. Trans cooler included at no charge. Radiator shipping is oversize.

**Use an electric fan unless going for as close to original as possible. When we are in traffic, or parades we are running close to idle and need the Fan the most. Go electric!! Fan and Shroud on engine side, always!

**Radiators on this page need 7-lb Caps or Less. You should never go over a 14-16 lb cap on Any radiator.

If you need more than that the problem is not with the radiator. Most engines should run 180-210 degrees.

**Shrouds, are needed most of the time to direct air "through" the radiator, otherwise you are only using half of it. air also has to exit which is why our shouds have exit holes.

****IF YOU ARE OVERHEATING, GO THROUGH THIS CHECK LIST FIRST.**

1* Add an electric fan, make sure fan is getting *Enough power*, fans need power, a scratch in the paint is not a ground, do NOT ground fan to radiator (serious electrolysis, radiator and system wide damage, WILL result.)

2* Shroud the fan, make sure air is directed and can get through shroud. 3* Check for slipping belts or collapsed hoses.

4* Check radiator cap. 5* Flush and refill with premium coolant, Clean radiator, check for welding debris, etc. & Aluminum, check for electrolysis residue. 6* Use proper thermostat. 7* Check water pump, Overdrive water pump 20-30%.

Truck uses lot of water, lot of air, racing style water pumps are too fast, water needs time to cool.

Now you can decide if you need to replace the radiator.

RADIATOR LOWER PET COCK, ANGLED . . .2319-AG \$7.50 ea.
RADIATOR LOWER PET COCK, STRAIGHT . .2319-ST \$3.50 ea.

RADIATOR TO SADDLE BOLT KIT
 POLISHED STAINLESS HEX & ACORN . .82301-PX . . . \$12.50 kit
 POLISHED STAINLESS BUTTON & ACORN 82301-PB . . . \$14.00 kit
 PLAIN STAINLESS, NO acorns82301-SS \$8.00 kit

RADIATOR CAPS
 CHROME, HEXAGON, 7 Lbs "sale"2304-C7 . . . \$25.00 ea.
 CHROME, ROUND, 7 Lbs, "sale"2304-CR7 . . \$28.50 ea.
 BRASS, HEXAGON, 7 Lbs2304-B7 . . . \$28.50 ea.
 BRASS, ROUND, 7 Lbs2304-BR7 . . . \$28.50 ea.
 ALUMINUM, 7LB, Smooth Top2303-A . . . \$25.00 ea.
 ALUMINUM, 7LB, Ball Milled Top2303-AB . . . \$25.00 ea.
 4 LBS2305 \$6.95 ea.
 7 LBS2305-7 \$6.95 ea.

OVERFLOW TANK Chrome2325 \$48.50 set
 With *Ford* engraved in Cap2325-F \$78.50 set

MODIFIED LOWERED RADIATOR VALANCE nice body work,
 Perfect for crossflow radiator, custom, only reworked section is new,
 used part, *shown painted but part is NOT painted.* core chg...\$30.00
 Valance with both latch holes2336-M . . . \$235.00 ea.
 Valance with safety latch hole removed . . .2337-NS . . \$245.00 ea.
 Valance with both latch holes removed . . .2337-NH . . \$260.00 ea.

RADIATOR-BELT SPLASH SHIELD, important piece, missing in so many trucks, goes behind front x-member. Protects radiator and engine belt area from flying road junk. Nothing will ruin a perfect cooling system quicker than a rock in a belt. Steel, to high \$\$ to reproduce so went with ABS plastic.
 Made in ABS plastic2329-A . . . \$75.00 set
 Mounting bolts, stock style . . . 82329 \$5.50 set
 Mounting bolts, Polished82329-PS 8.50 set

Fender alignment rods, brackets, bolts, found on page 105 and rubber seals found on pg 79 are IMPORTANT and often the answer instead of a new radiator.

MID FIFTY F-100 PARTS
1-800-252-1956

