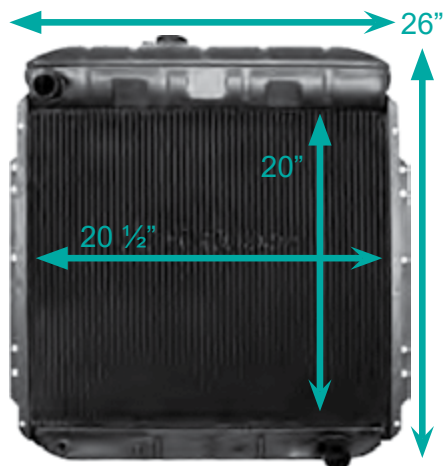


# RADIATOR

All radiators are pressure tested and guaranteed for a full year. Radiator shipping is oversize. Use an electric fan unless going for as close to original as possible as when we are in traffic, or parades we are running close to idle and need the fan the most. Radiators on this page need around a 7-lb cap. You should never go over a 14-16 lb cap on any of these radiators. 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 shrouds have exit holes.



USA



USA



USA

### 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, 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.

### COPPER / BRASS RADIATORS, STOCK STYLE

4 row, 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! All copper-brass radiators use 7 lb caps. Note top is polished first then assembled so top straps do not show. Trans cooler included at no charge.

Top outlet	Bottom outlet	Black	Polished top
1 1/2"	1 3/4"	\$395.00 ea.	\$485.00 ea.
Center .....	Passenger .....	91050-4 .....	91050-4PT
Center .....	Driver .....	91070-4 .....	91070-4PT
Driver .....	Passenger .....	91055 .....	91055-PT
Driver .....	Driver .....	91076 .....	91076-PT
Passenger .....	Passenger .....	91056 .....	91056-PT
Passenger .....	Driver .....	91075 .....	91075-PT

Flat head		\$425.00 ea	\$485.00 ea
Both straight .....	Both straight .....	91040-90 .....	91040-90PT
Both angled .....	Both angled .....	91040-45 .....	91040-45PT



LS1 Engine		\$425.00 ea
Passenger .....	Passenger .....	91057

### ALUMINUM RADIATORS STOCK STYLE

Looks like original but aluminum. Polished or un-polished, great radiator, great price, include a trans cooler built in. Cools engines up to 600 hp. For engines over 600 hp give us a call. Oversized shipping

Top outlet	Bottom outlet	Aluminum	Polished
		\$450.00 ea.	\$585.00 ea.
Top center.....	Bottom driver .....	91086-CD .....	91086-CDAP .....
Top center .....	Bottom passenger .....	91086-CP .....	91086-CPAP .....
Top driver .....	Bottom passenger .....	91086-DP .....	91086-DPAP .....
Top driver.....	Bottom driver.....	91086-DD .....	91086-DDAP .....
Top passenger .....	Bottom driver.....	91086-PD .....	91086-PDAP .....
Top passenger.....	Bottom passenger .....	91086-PP .....	91086-PPAP .....

Flat head		\$475.00 ea.	\$575.00 ea.
2 top & 2 bottom outlets, straight.....		91086-90A .....	91086-90AP .....

