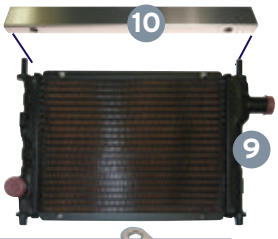
15 Radiators, Fans and Thermostats

Radiators & Fans

In 1978 we introduced a 4 core radiator with 25% increased water capacity which greatly increased cooling efficiency. To cope with hotter running engines a 2 core radiator unique to Mini Spares with original shape header tanks was developed, it has 2 very large cores with V shaped gills which is lighter, narrower and with increased air flow out performed the 4 core. All 2 cores have a switch hole fitted with a drain plug which can be replaced by a screw in sender unit if required. Beware of competitors copies, when tested professionally, they are not the same.
The 2 core radiator being lighter material can be prone to fin blockage/damage by a heavy deluge of mud or muck and is not ideal for Grasstrack or Autocross.

1. **a. Super cool 2 core radiator** with drain plug C-ARA4442
   b. As above with heavy duty screw in sensor C-ARA4443
2. **a. 4 core radiator** C-ARA4444
   b. 4 core radiator with drain plug C-ARA4444B
   c. 4 core radiator with fan sensor unit C-ARA4446
3. **3 core original S radiator** 90on, push in sender type GRD172
4. **3 core standard replacement radiator** ARP2000
5. **Aluminum 2 core radiator** for extra hot climates.
   a. Fits pre 1990 Minis C-ARA4441
   b. Fits Minis 1990 on C-ARA4441A
6. **Aluminium 2 core radiator** with universal plug hole for electric fan switch, comes with plug when switch not used C-ARA5000
7. **Replacement screw** in sender for C-ARA4443..... C-ARA4445
8. **a. Push in sender unit** for GRD172 original Rover fitting GVS104
   b. Seal for GVS104 available separately. CDU2334
   c. Clip for CDU3374 seal and sender unit KTP9002
9. **Front mounted radiator** as used on MPI injection Minis, now supplied with metal header tanks GRD974
10. **Mini Spares top finisher** for original MPI plastic type radiator. Does not fit current metal type 8B12600
11. **a. Original Expansion tank** for MPI in plastic PCF101240
    b. In alloy for durability and engine bay cosmetics/looks..... PCF101240ALLOY



Radiators Brackets

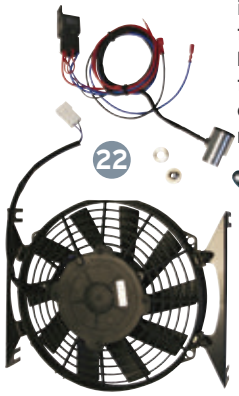
12. **a. 'S' top radiator bracket.** Required when fitting 1300cc based engines in the Mini, (not Clubman). Available in stainless steel for better engine bay presentation 12G617S
    b. Original in black, as per Cooper 'S' 12G617
    c. 1275GT top radiator bracket 12G2453
13. **a Top radiator bracket** for 1990-96 Minis in stainless steel PCU10135S
    b. Top radiator bracket for 1990-96 Minis in black..... PCU10135

14. **Radiator bracket seal.** Fits all uppers plus lower pre 1974..... 11G227
15. **Radiator bracket seal.** Lower only 1974 on (one piece cowling)..... CAM4618POLY
16. **Original top shoulder bolt.** Upto 1974 (two piece cowling) 11G228

Radiator Fans

17. **Two blade fan** can be used as shown by crossing two blades to make a four blade fan. Produces better air flow, but noisy. Order each blade individually..... 2A997
18. **Six blade metal fan** as used on export vehicles..... 2A998
19. **Eleven blade plastic yellow fan** as used on home market Minis..... 12G2129
20. **a. Complete electric fan kit** for Mini or Clubman made by the original Kenlowe company. C-ARA4400
    b. Replacement temperature sender for Kenlowe only. KLM1416
21. **Sender unit sleeve** that fits into a cut top hose with adjustable temp dial, not advisable for Cooper S top hose GRH247 owing to hose size and shape. KLM1417

22. **Full electric fan kit** includes fan, brackets, professional variable adjustable fan temperature switch (70-120c), sender unit & hose clips..... C-ARA4401
23. **a. Replacement for the old Rover 5 blade electric fan** PGG10058 which is now obsolete. Mini Spares new 10 blade plastic fan has been adapted to fit any 1991-1995 mini that has the large round hole in the inner wing as standard using existing fitting points and wiring. PGG10058MS
    b. The same electric fan but for universal fitment KLM1418
    c. Twin point original front mounted radiator fan PGG100890



Original Fan - Now Obsolete PGG10058

New Replacement Fan - PGG10058MS

Thermostats & Blanking Sleeves

Removal of the thermostat helps reduce engine temperature where cooling is a problem, but a thermostat blanking sleeve must be fitted to retain correct water circulation around the entire head. Failure to do so will cause overheating around 3 and 4 combustion chambers - with obviously disastrous results. If the blanking sleeve is used, it is necessary to blank off the by pass hose between head and water pump. Large impeller water pump GWP187 has the by-pass outlet drilling omitted from alloy casting. The higher the temperature the more thermally efficient the engine becomes, the 88º was fitted as standard from 1990 on. It is possible to run thermostats with the troublesome by-pass hose blanked off - 4 or 6 ⅛" holes should be drilled around the periphery of the thermostat. The gaskets are GTG101MS.

24. **Thermostat blanking sleeve**..... 11G176
25. **a. 74°C thermostat (165°F)** GTS102
    b. 82°C thermostat (180°F)..... GTS104
    c. 88°C thermostat (192°F)..... GTS106

COOLING