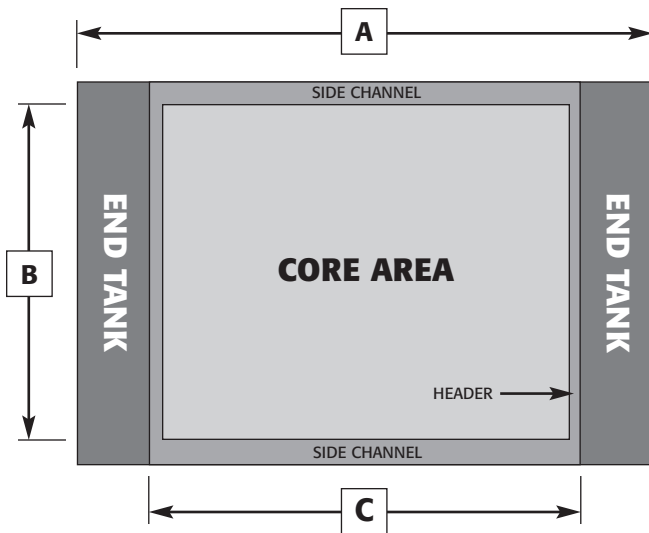


# Radiator Terms & Measurements



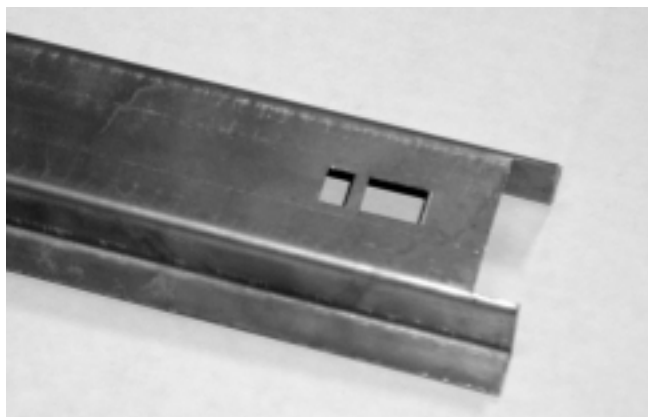
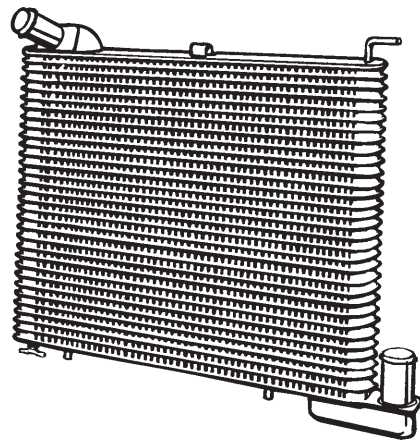
The illustration to the left is typically called a **"cross flow"** type radiator. The center area that includes the fin and tubes is the **"core"**. Each end of the core has an **"end tank"** welded or brazed to the core. The coolant flow path is horizontal through the tubes. When the end tanks are on the top & bottom, the radiator is called a **"down flow"** as coolant travels vertically. Most radiator manufacturers refer to the **"C"** and **"B"** dimension only when calling out the radiator size. The overall length **"A"** is seldom used. **"B"** is the distance measured between the two side channels.

The illustration to the right shows the end view of the core with the end tank removed. Many people incorrectly call this a **"four core"** when it is actually a **"four row"** design. Here, we are referring to the number of **"tubes"** that carries the coolant.



## Re-coring or remanufacturing

A **"re-core"** refers to a process whereby the end tanks are un-soldered and the center **"core"** is replaced with a new one. This process is only possible with a brass/copper radiator because aluminum radiators cannot be **"un-soldered"**. The original aluminum stack plate design used between 1960-72 had no end tanks at all. This special high performance radiator was all **"core"**.



Radiators are viewed with the inlet tanks on the top. The support beams perpendicular to the end tanks are called **"side channels"**. All cross flow GM radiators used during 1966-82 used the side channels to the left. They featured four bends for superior strength and punch holes for hanging the radiators during the painting phase. We choose to standardize on this type of channel with our Direct Fit<sup>®</sup> aluminum radiators because it offers both strength and a stock factory look. It also allows for standardization when it comes to mounting electric fan kits.

# Why Aluminum?

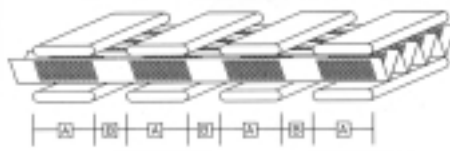
There are many philosophies on how to properly cool Corvette engines. From electric blower fans to water additives, people will try just about anything to keep that temperature gauge down. But many Corvette owners overlook the obvious, a good radiator.

Let's start with something as basic as the thermostat. A thermostat is supposed to modulate, just like the thermostat in your house turns the furnace on and off. When the coolant reaches the thermostat setting, it opens and lets flow go through the radiator. The radiator, if capable, will drop the temperature down to a point the thermostat modulates. This sounds pretty simple, but this doesn't always happen.

In many cases, the thermostat opens and the radiator isn't effective enough to lower the temperature. So it goes 30-40 degrees higher than the thermostat. You can't solve this problem with blower fans, high-octane booster, or an \$8 bottle of special water.

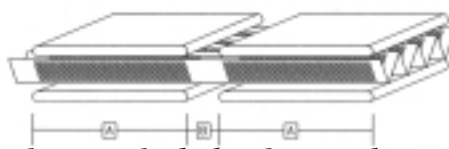
Depending on what year Corvette, the problem can vary, but the solution is always the same. Aluminum radiators can solve your overheating problem. Why are aluminum radiators so much better?

Look at the cut away view of a typical four-row brass/copper (Fig. 1) radiator. The area "a" indicates where the tube is in contact with the fin. This is the only area that provides heat dissipation. The area "b" is dead space and does not provide any cooling.



**Fig. 1 Typical (4) four tube brass/copper design**

The trick to better cooling is wider tubes. This increases the "tube to fin" contact area, which determines the radiator efficiency. A typical copper radiator uses 3/8" wide tubes (Fig. 1) while the aluminum radiators (Fig. 2) use tubes 1" wide. When a radiator is designed with wide tubes, the tubing wall thickness must be increased to prevent the tube from expanding or a term known as "ballooning".



**Fig. 2 Typical aluminum tube design**

Designing a brass/copper radiator with wide tubes is not practical because the radiators could weigh as much as sixty pounds. The lighter weight aluminum can be designed with a heavier wall thickness with very little effect on weight. Several major companies including Delphi, Visteon, Griffin, and many others have adopted this theory and no longer make any brass/copper radiators.

Almost every racecar today is currently using an aluminum radiator because of the benefits described above.

The chart below illustrates the test results when comparing two equal size radiators.

As you can see, the brass radiator was rated almost 30% below the factory design.

RADIATOR	MATERIAL	BTU RATING
2 row	Aluminum	4115
4 row	Brass/Copper	3296

If your Corvette was originally equipped with an aluminum radiator, then it must stay that way to function properly. If the original factory radiator was brass & copper, then you might want to consider upgrading to aluminum. This is a great idea for cars with Big Blocks or air conditioning.

When considering a new radiator, ask a lot of questions. If your dealer believes the only difference between the copper/brass and aluminum is the cost, look somewhere else. Anyone suggesting you deviate from an original aluminum radiator either doesn't know any better or just wants to sell you what's in stock. A good radiator is the only way to protect your engine from excessive heat.



## **Aluminum Direct Fit® Radiators**

DeWitts now manufactures high performance aluminum radiators for 1955 through 2006 model Corvettes. Each core features a double row of extra wide tubes, special louvered fin, and press formed end tanks. These radiators are engineered to be an exact fit, without any modifications to the original mounting or factory hose connections. DeWitts aluminum radiators are CAB (Controlled Atmosphere Brazed) brazed in an atmosphere free furnace, a process used by the major U.S. automobile manufacturers. This provides the highest quality, leak free cores, without the use of any epoxy. The best part is, they cost less than the competition!



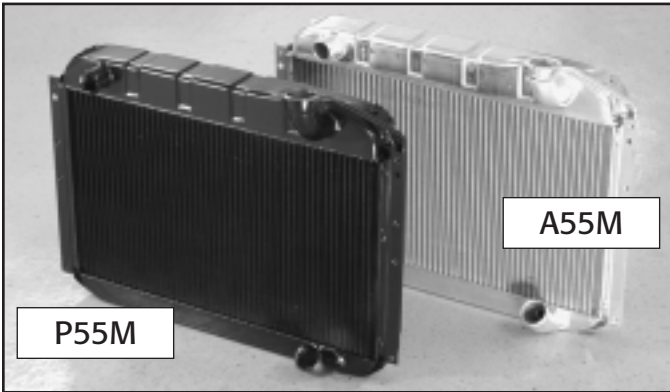
### **Horsepower and heat generation...**

You will find each radiator in this catalog has a thermal rating, similar to what you see when you purchase a gas barbecue grill. The rating is shown in British thermal units per minute (btu/m) and it represents the heat rejection the radiator will provide. Other radiator companies will simply assign an engine horsepower limit to certain radiators.

Rating radiators based on engine horsepower doesn't always work. Higher horsepower engines will not produce a significant increase in heat generation if they are driven on the street under normal conditions and traffic laws. Some Corvettes are used for continuous racing and under these conditions; high horsepower engines will produce more heat and they may need a special package to provide adequate cooling. We find the test results and thermal ratings much more valuable when making a decision as to which radiator to use for your application.

Our approach to upgrading is to make every attempt to use the original or existing radiator mounting to reduce the overall cost. In 95% of our applications, we have an upgrade that will fit into the existing radiator mounting support without any modifications.

# Direct Fit® for C1 Corvettes



P55M

A55M

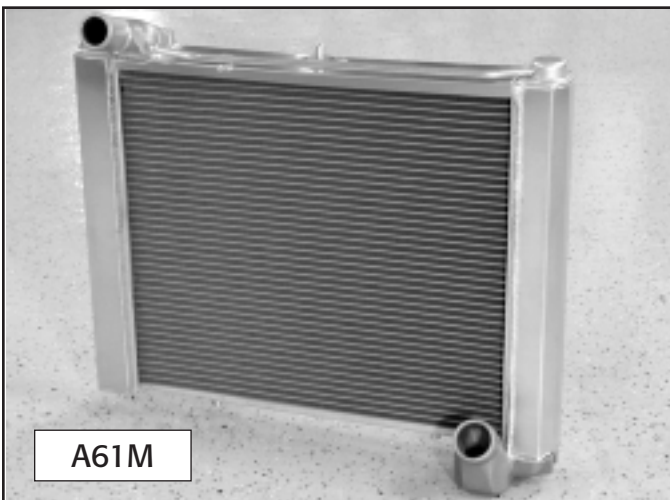
## A55M 1955-60 Aluminum Radiator... \$595.00

This is the only true Direct Fit® aluminum radiator on the market. It features exact reproduction end tanks and factory side mounting brackets. Advancements in aluminum radiator technology enable this unit to reject heat at a rate 35% greater than the original unit, and it weighs only 12lbs.

**Rating 4637 btu/m** vs. 3128 original copper

**P55M With "Black Ice"™ Coat.....\$625.00**

**A55A With Trans-cooler option.....\$610.00**



A61M

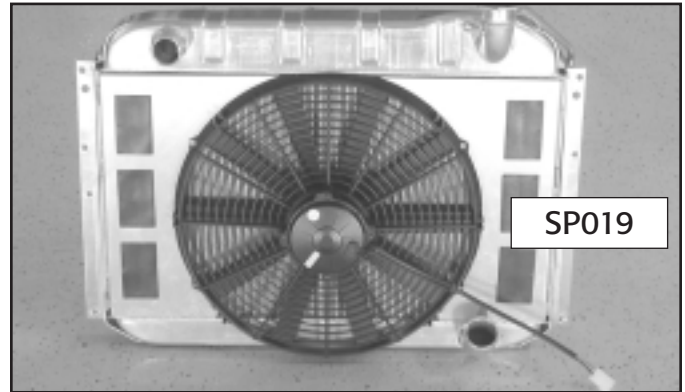
## A61M 1961-62 Aluminum Radiator ....\$525.00

This Direct Fit® radiator features cast inlet and outlet fittings, identical to the original units. Like all Direct Fit® radiators, it will fit into the factory mounting with absolutely no modifications. **4115 btu rating**

**A61A\* Optional transmission cooler...\$525.00**

**SP017 A61M w, 16" electric fan (Pg 17) \$735.00**

*\*Note: Corvettes did not use internal radiator transmission oil coolers (TOC) until 1966. Corvettes produced prior to this date used a separate cooler in front of the radiator. This option is offered for automatic transmission conversions.*



SP019

## 1955-60 .....Radiator & Fan Combinations

For those of you that want the maximum cooling possible, we combine our A55M aluminum radiator with a choice of Spal 16" electric fans. The packages below feature a full-face aluminum shroud with pressure relief checks. They are designed to eliminate the factory fan and shroud.

**SP018 (low profile) .....\$840.00**

This kit includes a 1610cfm electric fan that draws a mere 11 amperes. It is compatible with '55-60 Corvettes that still utilize the OE generator as well as light duty alternator conversions. **Rating 5212 btu/m**

**SP019 (Shown above).....\$840.00**

This kit includes a high output 2360cfm electric fan. It will require an enhanced charging system, as the fans will draw 22 amps when in operation. Due to the physical size of the motor, this kit may interfere with factory stabilizer bars used in 1958-60 models.

**Rating 5519 btu/m**

**SPWM Fan Controller .....\$80.00**

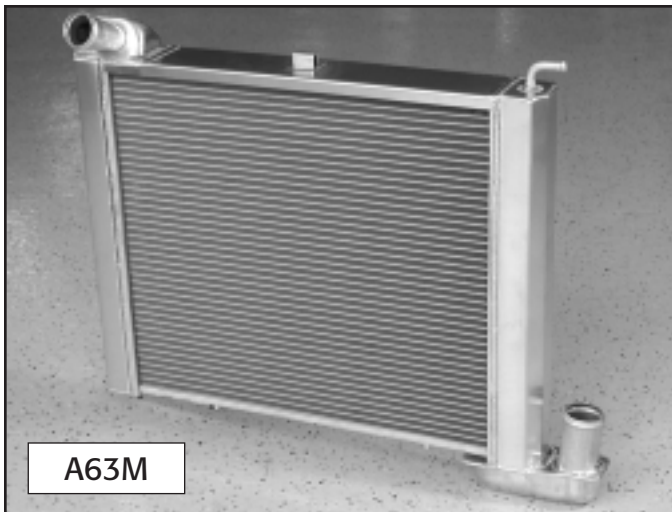
This kit includes a programmable controller with integral relay and wiring for single fan operation. It features: • Programmable on/off points • Uses factory sending units • Varies motor speed • Signals AC system with fans.

*Note: This new controller is included with all our radiator/fan combinations.*

SPWM



## Direct Fit® for C2 Corvettes



A63M

### **A63M 1963-72 Aluminum Radiator....\$525.00**

This radiator utilizes custom formed end tanks and features exact OE inlet and outlet fittings. This Direct Fit® radiator is designed to fit the factory "pin" mounting without any modifications.

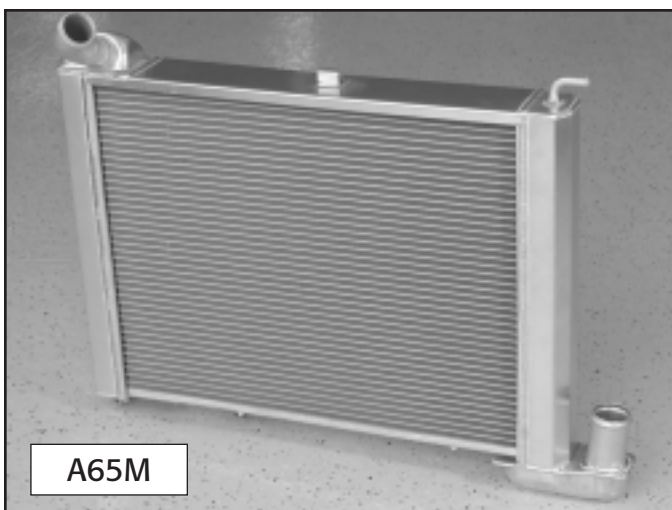
**Rating 4115 btu/m** vs. 3296 c/b replacements

**A63A\* optional transmission cooler..\$525.00**

**SP016 A63M w, 16" electric fan .....\$735.00**

#### **Attention C3 owners!**

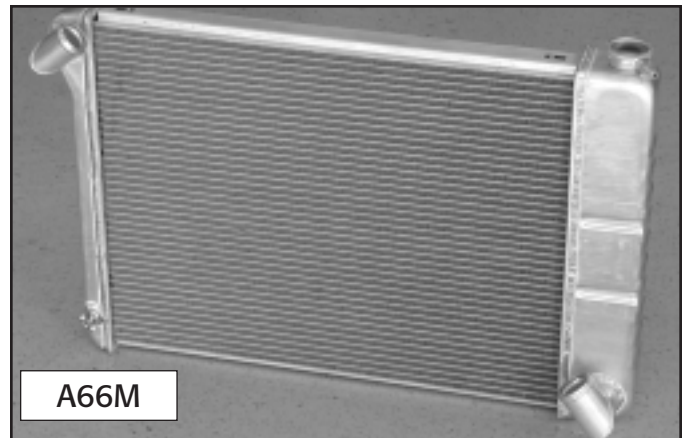
A63M will also replace the OE radiators used in 1968-72 base model Corvettes. (Cars that are NOT equipped with AC, Automatic transmission, or optional engines, such as LT1 or L46. If you have any one of these options or any combination of them, see model A70 on the next page.



A65M

### **A65M 65 BB Aluminum Radiator .....\$525.00**

This Direct Fit® features construction similar to the A63M above, but is designed to replace the larger aluminum radiator originally used on 1965 396's and '67-69 L88 big block Corvettes. **Rating 4510btu/m**



A66M

### **A66M 66-68 Aluminum Radiator.....\$495.00**

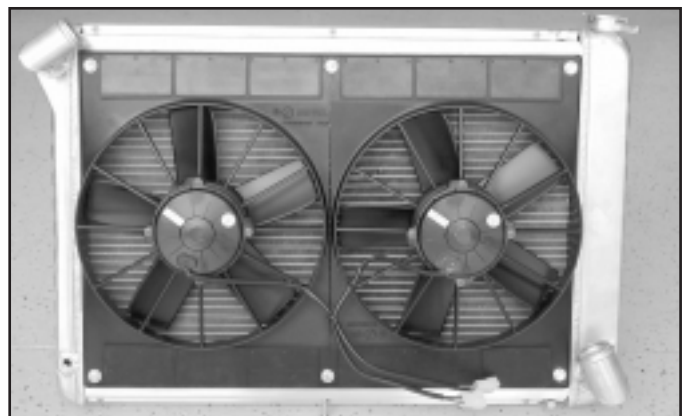
This radiator uses press formed end tanks and factory type "hat" channels. This aluminum radiator is designed to fit all 66-68 big block Corvettes without any modifications. Upgrading to this unit will typically provide a 30-40 degree temperature drop. Order the Black Ice™ coat (item #333) for those that want the original look but the advantage of aluminum.

**Rating 5278btu/m** vs. 4242 OE copper/brass

### **A66A 66-68 Aluminum Radiator.....\$495.00**

Identical to the above with transmission cooler.

*Note: 1968 small block only. Use A66A with automatic transmission. Use A66M with manual trans. w/AC*



### **SP022 66-68 Big block Combination..\$920.00**

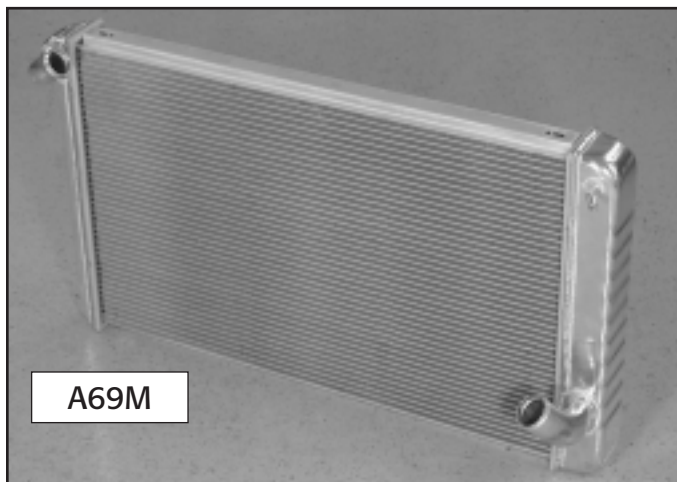
### **SP023 with automatic transmission..\$920.00**

The ultimate in big block cooling! The kit features an oversized (23.5") core with a Spal dual 11"(2780cfm) fan package. This combination eliminates the stock fan shroud and will cool the hottest running engines.

**Rating 6151btu/m**

## Direct Fit® for C3 Corvettes

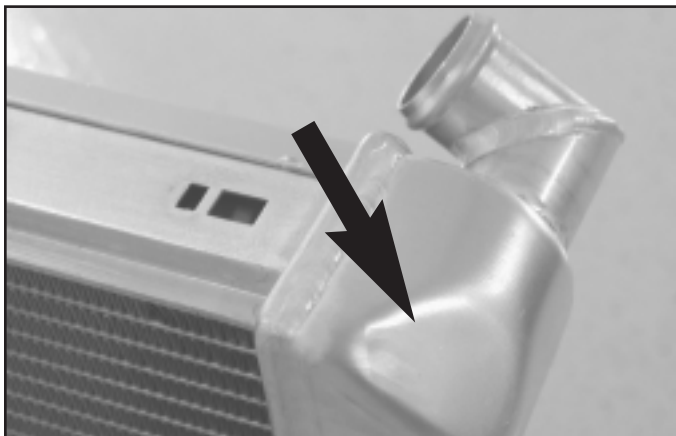
All of our Direct Fit® aluminum radiators for C3 Corvettes feature press formed end tanks and OE type channels which are very similar to the original copper brass units. Like all of our Direct Fit® aluminum radiators, these feature a core consisting of two 1" wide tubes and serpentine cooling fin. The OE hat shaped channels include square die punched holes. This channel preserves the core strength that is sacrificed on aftermarket units with "U" shaped channels. Each core is brazed in a controlled atmosphere furnace; which eliminates the need for epoxy. No modifications required.



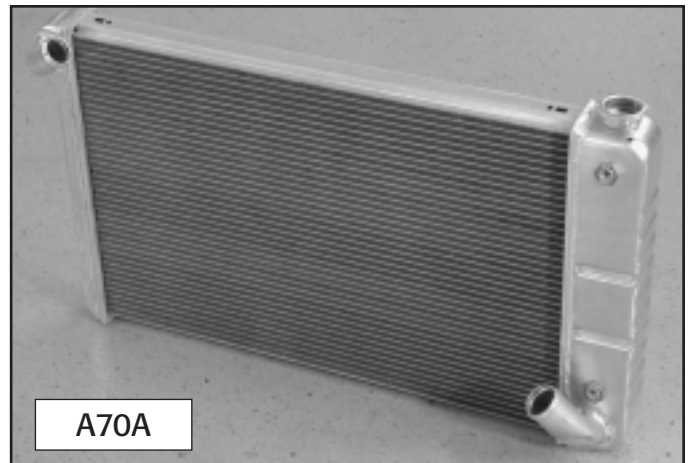
**A69M 1969-72 BB Manual Transmission...\$495.00**

**A69A 1969-72 BB Automatic Trans.....\$495.00**

This unit fits all 1969-72 big block Corvettes. It uses a 27.5" aluminum core and correct inlet and outlet connections. All 69-72 big block Corvettes used a separate surge tank, eliminating the filler neck on the radiator. **Rating 6479** btu/m vs. 5184 btu/m. C/B



*This photo shows the "hood relief" that GM stamped in every C3 Corvette radiator. Without this small flat spot, your hood may not close all the way! Our Direct Fit® is the only one on the market that has it.*



**A70M 1969-72 SB Manual Transmission...\$495.00**

This unit fits 69-72 small block cars equipped with manual transmission and AC, as well as Corvettes with the L46 and LT1 engines. Base cars with no options should use model A63M in C2 section.

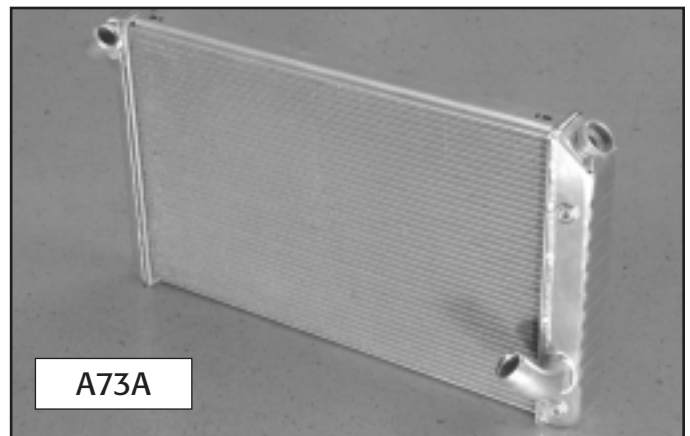
**A70A 1969-72 SB Automatic Trans.....\$495.00**

Fits all 69-72 small block cars with the automatic transmission. (shown above)

**Rating 6098** btu/m vs. 4-row c/b model 4902 btu/m

*Note: The A70 model incorporates a formed "dent" in the lower hose connection to replicate the original equipment. This formation was made by the factory to clear the suspension and it is included on our Direct Fit®. It is not to be mistaken for damage.*

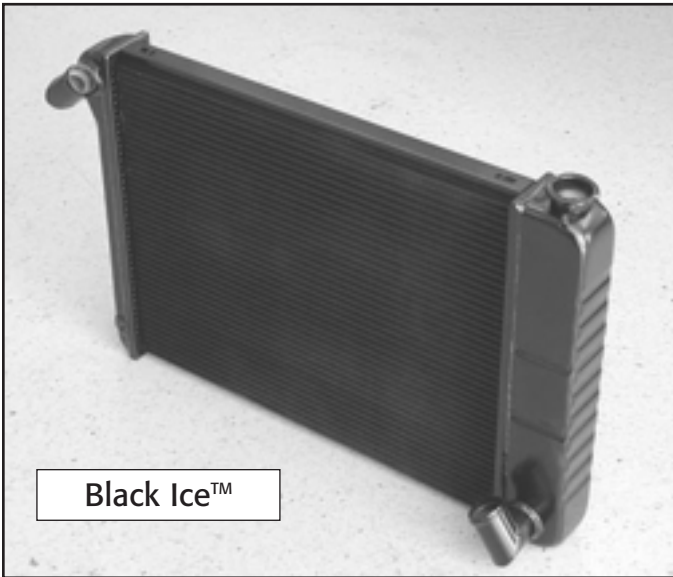
**A73M 1973-76 Manual Transmission .....\$495.00**



**A73A 1973-76 Automatic Trans. ....\$495.00**

Fits all 1973-76 Corvettes with 27.5" core. Identical to the A69 model except it features an original style filler neck. This model will also fit 69-72 big block core supports for those wanting to eliminate the separate surge tank. Late 1976 Corvettes used the A77 model with a straight upper neck. Check before ordering.

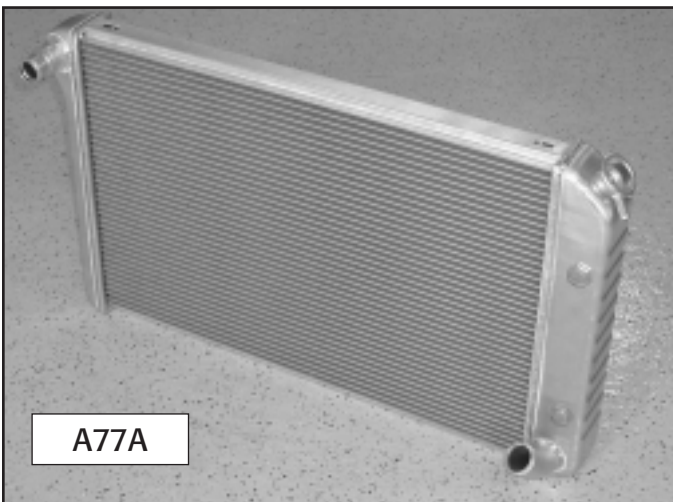
## Direct Fit® for C3 Corvettes



Black Ice™

**Black Ice™ Coating Item #333 .....\$30.00**

For those that want the “look” of copper but the performance of aluminum, order item #333 and we will apply a two-part black gloss epoxy paint to any model radiator. As you can see from the photo, black paint changes everything! One of the biggest myths about aluminum radiators is that painting them will affect the performance. The reality is, our tests showed no reduction in cooling at all. Paint is sprayed on the outer surfaces only, which does not coat the cooling tubes or inside the fin material.



A77A

**A77M 1976L-81 Manual Transmission .....\$495.00**

**A77A 1976L-82 Automatic Trans. ....\$495.00**

This unit fits all 1977-82 Corvettes with a 26 1/4” core. A special two-stage inlet allows the use of both 1 1/4” (80-82) or 1 1/2” (77-79) upper hoses.

**Rating 6158 btu/m vs. factory radiator at 4948 btu/m**



**SP460 Dual Electric Fans .....\$425.00**

The above fan kit is designed to be a simple conversion package for those C3 owners that want to eliminate the stock fan and fan shroud. The kit includes the dual fans, one relay harness, SPWM fan controller, sending unit, mounting brackets and hardware. This package will bolt directly to any factory GM copper/brass radiator, Griffin models, or any DeWitts Direct Fit® aluminum radiator. Standard performance ratings will increase by as much as 25% with this fan kit. Add this item to any C3 model radiator and we will mount it for no additional charge.



**SP006 16” puller fan kit .....\$240.00**

If you just want a little help with cooling and do not want to remove the stock fan shroud and fan, this could be just the ticket. The kit includes one 16” fan, brackets and hardware.

**Rating 2360 cfm and 21.6 amp draw.**

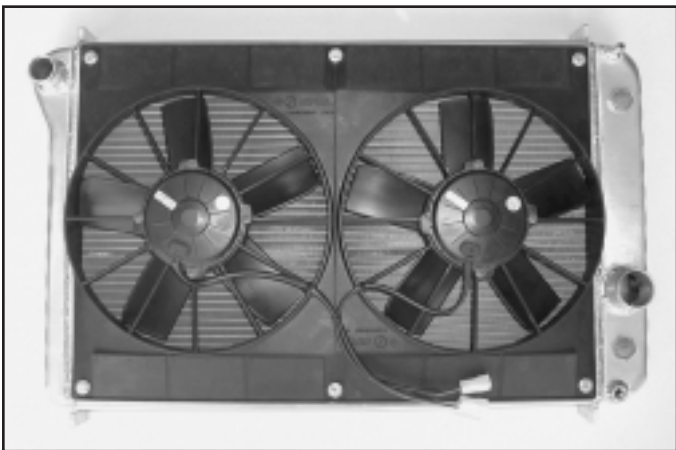
## Direct Fit® for C4 Corvettes



### **A84A 1984-89 Direct Fit® radiator.....\$495.00**

This high performance aluminum radiator features two rows of cooling tubes, and press-formed aluminum end tanks. The aluminum tanks are tig welded on to the core, providing a permanent seal. Custom rubber cushions are supplied with each radiator to simplify the installation. Absolutely nothing needs to be modified to install this radiator!

**Rating 5051 btu/m** vs. 3545 OE design.

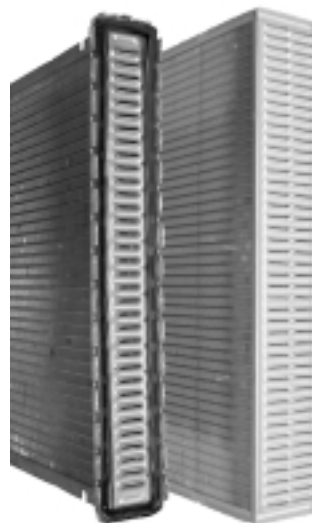


### **SP461 Spal dual fan (2780 cfm).....\$260.00**

If you want to boost the air-flow on your C4, take a look at this dual fan package. It features two Spal fans mounted in a common shroud, mounting brackets, and hardware. It will mount to all C4 radiators with 100% core coverage. This package is designed for use on Direct Fit® radiators only. It will replace the factory fans on all 90-96 models without any modifications. In order to install this package on 84-89 models, the factory fan shroud must be cut for clearance.

### **SP462 Spal dual fan (2780 cfm).....\$260.00**

Identical to the above package, however the brackets are designed for the factory "single row" aluminum radiators.

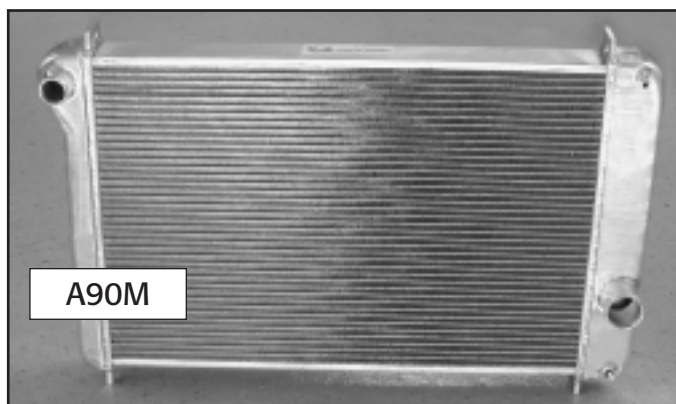


*This photo shows the factory single row core on the left side and a double row Direct Fit® core on the right.*

All 1984-2006 Corvettes were built with a single row core design. The end tanks were made of plastic and held in place with small crimp tabs. A neoprene rubber gasket

was used to seal the tanks to the core. Many cars experience cooling problems due to the thin core design. There have also been frequent end tank failures and gasket leaks.

Our Direct Fit® radiators feature press formed end tanks that are tig welded directly to the core, providing a permanent seal. Each core is brazed in a controlled atmosphere furnace; which eliminates the need for epoxy.



### **A90M 1990-96 Manual Transmission . \$495.00**

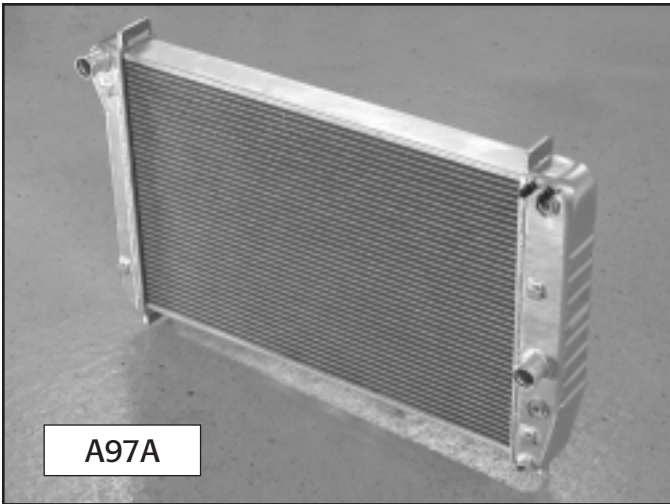
### **A90A 1990-96 Automatic Trans.....\$495.00**

This high performance aluminum radiator features two rows of cooling tubes, and press-formed aluminum end tanks. This 1990-96 Corvette does not allow for a thicker core without some minor changes. The fan shroud will have to be trimmed slightly in order to install this radiator. Instructions are included on how to make these adjustments.

**Rating 5225 btu/m** vs. 3652 OE design.



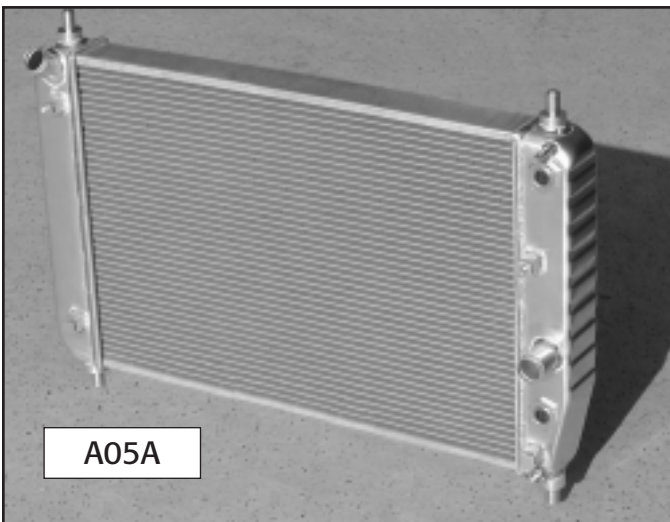
## Direct Fit® for C5 & C6 Corvettes



A97A

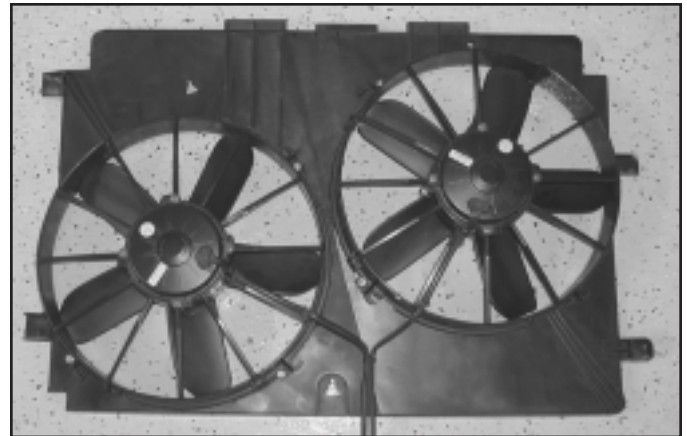
- A97M 1997-04 Manual Transmission .**\$545.00
- A97A 1997-00 (flare connection)**.....\$565.00
- A01A 2001-04 AT (metric connection)**..\$565.00
- A97EL C5 Manual w/EOC (left side)**.....\$645.00
- A97ER C5 Manual w/EOC (right side)**...\$645.00
- A97AE C5 with EOC & TOC** .....\$695.00
- A01AE C5 with EOC & TOC** .....\$695.00

Our C5 high performance Direct Fit® aluminum radiators are now available in several configurations. Models A97A and A01A have the factory transmission connections, no adapters required. We have expanded this line to offer a built in engine oil cooler (EOC) for serious racers. This high performance seven-plate aluminum cooler features large 3/4-16 o-ring ports. Oil adapter and hoses sold separately.



A05A

- A05A C6 Aluminum Radiator (all)** .....\$695.00
- A05AE C6 with EOC and TOC** .....\$795.00



### SP015 C5 Dual Fan kit.....\$395.00

You can more than double the factory air flow with this Direct Fit® fan package. This kit includes a factory abs plastic shroud with two high performance Spal fans. Each fan provides 1630 cfm for a combined flow of 3260 cfm. Designed to fit onto an original GM factory radiator or any of our C5 models.

*Note: Electrical connectors are different that the factory fans and splicing will be required. Higher rated fuses will need to be installed to handle the increased current.*



- 893 EOC hose kit (right side)** .....\$695.00
- 894 EOC hose kit (left side)**.....\$495.00

Our new EOC hose kit includes all the necessary parts to tap the hot engine oil and connect it to the radiator. This package includes a custom aluminum manifold, bypass valve, fittings, o-rings, and two Aeroquip™ stainless steel braided hose assemblies.

# *Restoration Aluminum Radiator*

## **1960-61E 940 Top Tank Radiator**



The first aluminum radiator (3147516) was used on 1960 high-performance (270/290Hp) Corvettes. This radiator had an aluminum overflow tank attached to the top and is therefore commonly referred to as a "top tank". This tank was not a pressured expansion tank. The first version featured a smooth flat top and had no plastic coolant-level viewing plug. The radiator was unpainted and used a 13-psi pressure cap. In the middle of the 1960 production year, five ribs were added to the top of the tank for added strength. Shortly after that change, the plastic coolant-level sight hole was added, creating yet a third version of the radiator. The radiator part number changed to 3151116 for the early 1961 (270/315) high performance Corvettes and was used up to Vin. number 1700. The only change made to the radiator was an aluminum nipple and coupling was added to the assembly. None of the original production versions were painted. Only GM service parts were painted black.

**940A Flat Top** **\$895.00**

**940B Ribbed Top** **\$895.00**

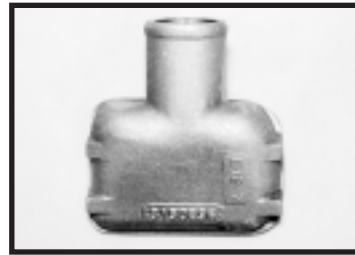
# Restoration Aluminum Radiator

## 1961-62 943 & 944

The aluminum radiator used on 1961 and 1962 Corvettes uses only one General Motors part number, yet several changes were made during this two-year period. The most obvious difference is the upper cast neck used on 1961 models. This casting (part 3150896) included a raised square bump on the top of the casting. All 1962 models omitted this raised bump and the casting was flat, but it retained the same casting number. Since this casting number is so obviously positioned, several people confuse this with the part number of the radiator. 1961 radiators were not painted until the middle of production. Late 1961's & all 1962 radiators were all painted black gloss enamel.



**1961 casting**



**1962 casting**



**Rating 4600 btu/m**

As a result of the different castings, we created our model 944 for 1962 model Corvettes. This radiator features the flat upper casting and has an expansion joint cut into the top plate. According to several original samples and the GM blueprints, this "saw cut" was not introduced until 6-25-1961, which means no 1961 should have it. There was yet one more major change to the radiator in March of 1962. The part number and date code, which were previously stamped into a metal tag, were now stamped into the top of the radiator. The aluminum tag was changed to be a "stick on" coolant warning and was carried over into the early 1963 model. These date stamped 1962 radiators were the only coolant system parts that ever used the "month/year" format instead of "year/month" that was used on all other years, including expansion tanks. The first stamped radiator was "C62". Service parts produced after 1963 used the formed metal tank and tube assembly from the C2's instead of the upper castings.

- 943A** 1961–up to Jan 61 (Bare Aluminum).....**\$770.00**
- 943B** 1961–after Jan 61 (Painted) .....**\$770.00**
- 944A** 1962–up to Feb 62 (Tag Dated) .....**\$770.00**
- 944B** 1962–after March 62 (Stamped Dated)**\$770.00**



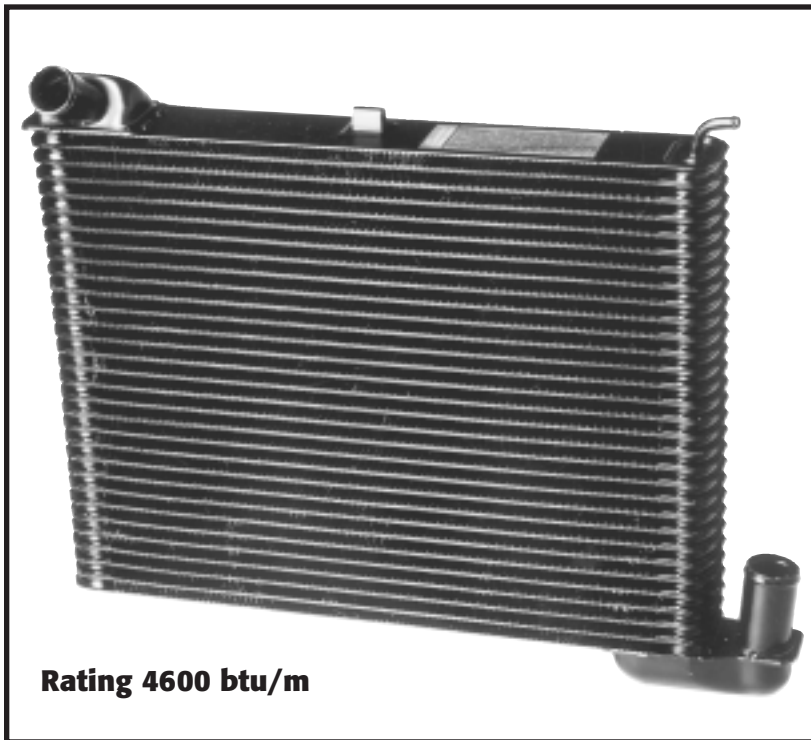
The GM RESTORATION PARTS Emblem is a trademark of General Motors Corp.

See page 17 for Electric Fan Upgrades

# Restoration Aluminum Radiator

## 1963-72 SB 941 & 942

This radiator debuted in the 1963 Corvette and was used exclusively on all Small block Corvettes until 1967. Starting in 1968, it was also used on small block Corvettes that were equipped with a manual transmission and without air conditioning until 1972.



The first version (942) features a two-inch wide top-mounting bracket that was used during the 1963-64 model years. The (941) later radiator was used from 1965 through 1972, which utilized a one-inch top-mounting bracket. Both radiators are identical otherwise and use the GM part number above. This radiator is reproduced to appear 100% original in every detail and is licensed by General Motors Corporation. Considered a high performance radiator, it was standard equipment for 365 HP engines and cars with air conditioning. Independent testing has shown that this radiator will out perform a brass replacement radiator by almost 30%. It is 100% furnace brazed, which means you will not see any heli-arc welding at all.

The part number (3155316) is stamped into the top left of the radiator and the date code is just below the part number. This radiator is also offered in a "base" form for individuals that want a high performance radiator, but do not care about the show details. The "base" radiator is simply an un-painted, non-dated, bare aluminum radiator. It does not include any stickers and/or markings. The perfect answer for race cars and everyday drivers. Order part #941B.

<b>942</b>	1963-64.....	<b>\$770.00</b>
<b>941</b>	1965-72.....	<b>\$770.00</b>
<b>941B</b>	1963-72.....	<b>\$695.00</b>

See page 17 for Electric Fan Upgrades



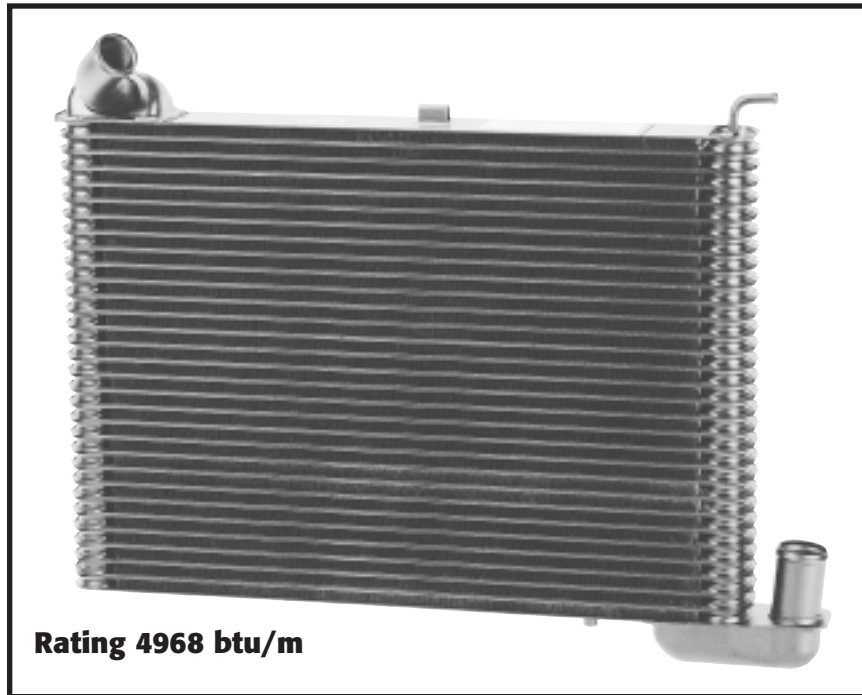
The GM RESTORATION PARTS Emblem is a trademark of General Motors Corp.

# Restoration Aluminum Radiator

## 1965 BB 945 & 955

This radiator was first used on the 1965 396 cu. in. big block Corvettes. This option (L78) was late in coming out and was not available until about February of 1965. The first few cars used our (945) early version (GM 3005936), which features a straight upper hose connection from the small block radiator. The tube was changed to a curved upper neck (955) about vin. number 16000. GM then changed the part number to 3007436 and it was used on the majority of the 2,157 1965 big blocks produced.

The same (3007436) radiator returned in 1967 for the L88 option (20) and continued in 1968 (80) and 1969 (116). The small block ZR-1 option cars and the LT-1 with the heavy-duty (M22) transmission was also equipped with this radiator.



During the sixties, many racing teams used this radiator in cars other than Corvette. Penske racing used it in several Camaro's. Due to the lightweight design, small size, and high cooling performance, this radiator was the best radiator available for many years. It was capable of cooling the 425 horsepower of the 396 and was yet only 2" bigger than the 3155316.

<b>945</b>	1965 Early .....	<b>\$770.00</b>
<b>955</b>	1965 Late .....	<b>\$770.00</b>

# Date Coding Information

The following page will be helpful in determining the date code you should have on the aluminum radiators and surge tanks produced between 1960 and 1972. This list of vehicle identification numbers (vin) indicates the last car built in the month. Remember, each model year started production in the previous calendar year. Harrison Radiator used the "year/month" coding system on all parts and these parts usually pre-dated the car build date by 1-3 months.

The following is the month coding used, you will note that the letter "I" was not used.

Jan = A	Feb = B	Mar = C	April = D	May = E	June = F
July = G	Aug = H	Sept = J	Oct = K	Nov = L	Dec = M

As an example, lets say you have a 1967 Corvette with the VIN. number ending in #113XXX. This would mean the car was about 13,000. The last car built in February was #12,264, so this car was made sometime in March of 1967. A date code 1-2 month's prior would be 67A or 67B. All radiators and surge tanks used this "year/month" coding system, except the late 1962 radiators. The 1962 radiators produced after February reversed the coding starting with "C62".



1961-62 tag with part number & date code



Late 1962 with part number & date code



The photo to the left shows the part # and date code positions used on 1963-1972 models.

**1961**

Sept '60 .....101052  
 Oct .....102301  
 Nov .....103355  
 Dec .....104306  
 Jan '61 .....105203  
 Feb .....105966  
 Mar .....106889  
 April .....107804  
 May .....108960  
 June .....110160  
 July .....110939

**1962**

Aug '61 .....100443  
 Sept .....100827  
 Oct .....102065  
 Nov .....103465  
 Dec .....104766  
 Jan '62 .....106234  
 Feb .....107585  
 Mar .....109116  
 April .....110519  
 May .....112035  
 June .....113459  
 July .....114520  
 Aug .....114531

**1963**

Sept '62 .....100675  
 Oct .....102756  
 Nov .....104047  
 Dec .....105972  
 Jan '63 .....107976  
 Feb .....109814  
 Mar .....111833  
 April .....114128  
 May .....116409  
 June .....118524  
 July .....120990  
 Aug .....121513

**1964**

Sept '63 .....101741  
 Oct .....104045  
 Nov .....106063  
 Dec .....108091  
 Jan '64 .....110297  
 Feb .....112322  
 Mar .....114570  
 April .....116865  
 May .....118805  
 June .....120920  
 July .....122229

**1965**

Aug '64 .....100227  
 Sept .....101425  
 Oct .....Strike  
 Nov .....103347  
 Dec .....105754  
 Jan '65 .....108442  
 Feb .....111059  
 Mar .....113936  
 April .....116516  
 May .....118753  
 June .....121216  
 July .....123562  
 Aug .....123564

**1966**

Sept '65 .....102031  
 Oct .....104384  
 Nov .....107186  
 Dec .....109892  
 Jan '66 .....112587  
 Feb .....115283  
 Mar .....118091  
 April .....120664  
 May .....123016  
 June .....125469  
 July .....127720

**1967**

Sept '66 .....102110  
 Oct .....102685  
 Nov .....104981  
 Dec .....107110  
 Jan '67 .....109465  
 Feb .....112264  
 Mar .....115316  
 April .....117395  
 May .....119747  
 June .....122214  
 July .....122940

**1968**

Sept '67 .....400905  
 Oct .....403410  
 Nov .....405682  
 Dec .....407922  
 Jan '68 .....410386  
 Feb .....412647  
 Mar .....415000  
 April .....417676  
 May .....420928  
 June .....423978  
 July .....428566

**1969**

Sept '68 .....703041  
 Oct .....706272  
 Nov .....709159  
 Dec .....711742  
 Jan '69 .....714695  
 Feb .....717571  
 Mar .....720543  
 April .....721315  
 May .....None  
 June .....723374  
 July .....725875  
 Aug .....728107  
 Sept .....730963  
 Oct .....734067  
 Nov .....736798  
 Dec .....738762

**1970**

Jan '70 .....402261  
 Feb .....405183  
 Mar .....407977  
 April .....408314  
 May .....410652  
 June .....413829  
 July .....417316

**1971**

Aug '70 .....101212  
 Sept .....102226  
 Oct .....None  
 Nov .....102675  
 Dec .....105269  
 Jan '71 .....108230  
 Feb .....110886  
 Mar .....113626  
 April .....115983  
 May .....118223  
 June .....120686  
 July .....121801

**1972**

Aug '71 .....501344  
 Sept .....503697  
 Oct .....506050  
 Nov .....508406  
 Dec .....510310  
 Jan '72 .....512661  
 Feb .....515020  
 Mar .....517613  
 April .....519993  
 May .....522611  
 June .....525226  
 July .....527004

# DeWitts Aluminum Surge Tanks



Our aluminum surge tanks are reproduced with the same tooling and dies that were used by Harrison during the production years. They are 100% correct in every detail and will pass the highest level judging. The early tanks (400 & 401) feature the "pressed in" tubes, which are actually welded in from the inside, just like they were from the factory. The later version feature the tubes heli-arc welded. Each tank from the factory was date coded with the "year/month" format. The tanks are offered in both dated and non-dated service parts.



## DATED RADIATOR SURGE TANKS

1961-62	GM 3151016	PART # 400
1963-64	GM 3155416	PART # 401
1965-67	GM 3155416	PART # 402
1968-72	GM 3016340	PART # 403

**\$150.00 ALL**

## NON-DATED RADIATOR SURGE TANKS

1961-62	GM 3151016	PART # 420
1963-67	GM 3155416	PART # 421
1968-72	GM 3016340	PART # 422

**\$125.00 ALL**



# Radiator/Fan Combination Kits



**SP020 1963-72 SB.....\$935.00**

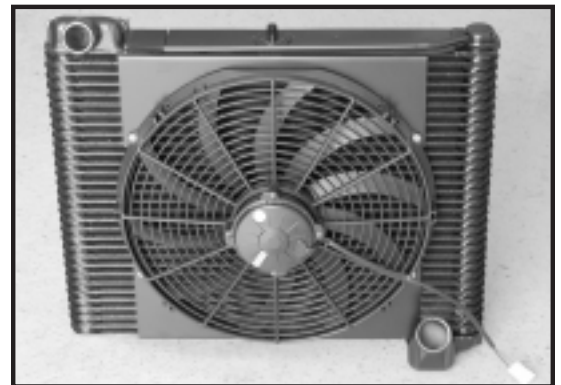
The unit to the left features the OE plate aluminum radiator with a Spal 16" electric fan. We have used this package on high performance (C2) small blocks, crate motors, and even big block conversion without any cooling issues. This fan provides so much air-flow (2360 CFM), you no longer need the engine driven fan or fan shroud. The factory shroud can be used to "hide" the electric fan if required.

**Rating 5474 btu/m**

*Both SP020 and SP021 include a SPWM fan control and sending unit.*

Similar to the above unit, this package is the solution for those "problem" engines. Many cars have been modified and simply do not run as cool as they should. This package is the answer! There is no need to customize the mounting for a larger radiator, this unit fits into the stock mounts and uses all the factory connections. The shroud can be used to "hide" the electric fan if required.

**Rating 5474 btu/m**



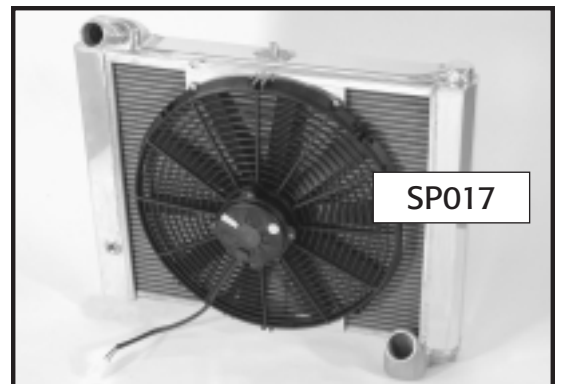
**SP021 1961-62 SB.....\$935.00**



**SP004 1963-72 16" Fan Kit.....\$240.00**

The fan kit to the left (SP004) allows you to add a 16" fan to the stock radiator using the same factory radiator mounts. The fan brackets slip over the two lower pins and the upper stem so no drilling or customizing is required. The fan will provide enough air flow to eliminate the stock fan and fan shroud. The fan shroud can be mounted over the fan, however, due to the brackets the shroud may have to be notched slightly. Control included.

**Custom Packages!** This Direct Fit® aluminum radiator and fan package is just an example of the unlimited number of combinations we can create. If you don't see exactly what you want in this catalog, please contact one of our cooling engineers to discuss your application.



**SP017**

## Correct Radiator Hoses



**DeWitts** offers a complete line of correct restoration radiator hoses. Each hose is molded in the correct shape and includes the GM logo and part numbers screen printed in white ink as original.

### UPPER HOSES

Part#	Year	Application	GM #	Price
520	55-60	All with 1 x 4	#3715184	<b>\$30.00</b>
521	56-60	Dual four barrel	#3728490	<b>\$27.00</b>
522	60-61	Spl. Hi Perf. & top tanks	#3777482	<b>\$27.00</b>
523	61-62	2 x 4, F.I. & 62 w/ 340 hp	#3788192	<b>\$27.00</b>
524	61-62	All except high lift cam	#3788191	<b>\$27.00</b>
525	63-65	All w/ Sp.Hi.Perf, A/C, & F.I.	#3827368	<b>\$27.00</b>
526	63-65	All 327/250 & 300 Hp w/ AC	#3833016	<b>\$27.00</b>
527	63-65	All 327250 & 300 Hp w/o AC	#3827366	<b>\$27.00</b>
528	1965	65-396 first design w/ straight neck	#3873842	<b>\$35.00</b>
529	65/67	396 & (67 L88)	#3879680	<b>\$27.00</b>
530	66-67	All 327 exc. Sp. Hi. Perf.	#3887154	<b>\$27.00</b>
531	66-67	All 327 Sp. Hi. Perf.	#3887156	<b>\$27.00</b>
532	66-67	All 427 BB	#3906615	<b>\$27.00</b>
533	1968	327 with Auto or AC	#3917670	<b>\$27.00</b>
534	1968	427	#3947866	<b>\$27.00</b>
535	68-72	SB Man. Trans w/o AC	#3935466	<b>\$27.00</b>
536	1969	3 x 2	#3947867	<b>\$35.00</b>
537	69-71	69 L88, 70 LT1 w/M22, 70-71 HD	#3946011	<b>\$27.00</b>
538	69-72	69 427, 70-72 w/454	#3967433	<b>\$27.00</b>
539	69-76	SB w/ copper radiator	#3946852	<b>\$27.00</b>
540	73-74	454 BB	#331876	<b>\$27.00</b>
541	76-79	All with 1 1/2" inlet	#371443	<b>\$35.00</b>
542	79-82	All with 1 1/4" inlet	#14016075	<b>\$27.00</b>

# Correct Radiator Hoses



## LOWER HOSES

Part#	Year	Application	GM #	Price
550	55-57	All	#3715183	\$27.00
551	58-62	All	#3754505	\$27.00
552	63-65	All except 396	#3832170	\$30.00
553	1965	65-396 & 67 L88	#3876782	\$35.00
554	66-67	All 327	#3887155	\$27.00
555	66-68	66-67 427 & 68 w/H.D. 427	#3882826	\$35.00
556	1968	All 427	#3921908	\$27.00
557	68-72	All with aluminum radiator	#3917669	\$30.00
558	1968	327 w/ auto or AC	#3917671	\$35.00
560	69-72	SB w/ auto or AC	#3946854	\$27.00
561	69-74	BB	#3947868	\$27.00
562	69-71	BB w/ HD aluminum rad.	#3946012	\$30.00
563	73-76	SB	#355347	\$35.00
564	70-73	BB w/ AC (rear piece)	#3969929	\$16.00
565	70-73	BB w/ AC (front piece)	#3969928	\$9.00
566	70-73	Metal tube (use w/ 564 & 565)		\$22.00
567	76-82	All	#379933	\$35.00

## HEATER HOSES & FITTINGS

397	66-68BB	Bypass hose	\$20.00
398	69-75BB	Bypass hose	\$6.00
399	63-67 H.P.	Bypass hose	\$6.00
412	63-67	Heater "T"	\$12.00
413A	59-82	Heater hose set (2pc)	\$40.00
413B	68-82	Heater hose set w/AC	\$40.00
414A	61-62	Rad/tank hose 3/8" x 12"	\$12.00
414B	63-72	Rad/tank hose 3/8" x 36"	\$12.00



# Radiator Mounting & Accessories

## RADIATOR CORE SUPPORTS

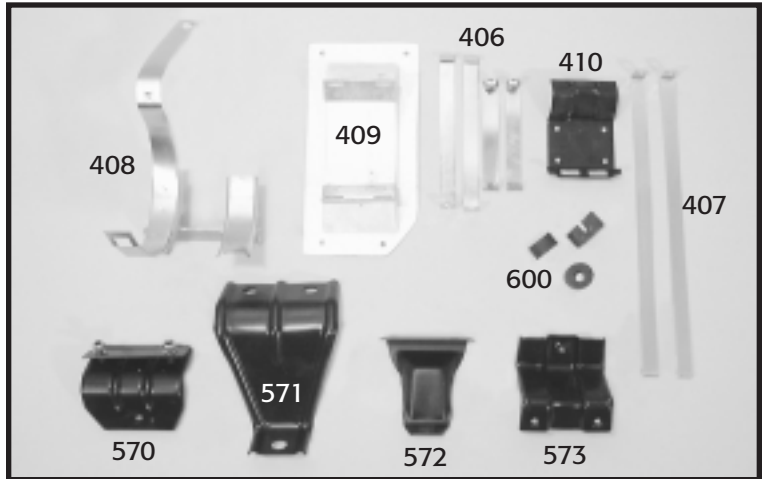
441	53-57	All	<b>\$279.00</b>
442	58-60	All	<b>\$279.00</b>
443	60-61	Top Tank	<b>\$325.00</b>
444	61-62	Alum. Rad.	<b>\$325.00</b>
423	1963	w/o AC	<b>\$325.00</b>
424	1963	w/ AC	<b>\$325.00</b>
425	1963	w/ F.I.	<b>\$395.00</b>
426	64-65	w/o AC	<b>\$295.00</b>
427	64-65	w/ AC	<b>\$295.00</b>
428	64-65	w/ F.I.	<b>\$395.00</b>
429	1965	396 BB	<b>\$325.00</b>
430	66-67	w/o AC	<b>\$295.00</b>
431	66-67	w/ AC	<b>\$295.00</b>
432	66-67	427 BB	<b>\$295.00</b>
433	66-67	427 BB w/ AC	<b>\$295.00</b>
434	68-72	SB alum. rad.	<b>\$295.00</b>
435	69-72	SB (26" C/B)	<b>\$295.00</b>
436	69-72	BB (27.5" C/B)	<b>\$295.00</b>
437	73-76	All	<b>\$295.00</b>
438	76-81	All	<b>\$365.00</b>



426 shown above

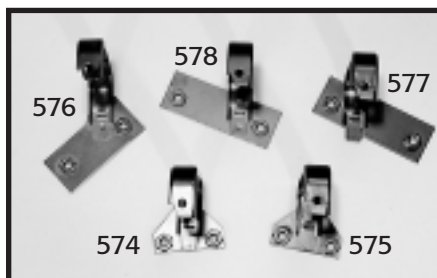
## RADIATOR BRACKETS & ACCESSORIES

570	61-62	Mtg. bracket	<b>\$45.00</b>
571	63-65	Mtg. bracket	<b>\$35.00</b>
572	65BB	Mtg. bracket	<b>\$40.00</b>
573	66-67	SB Mtg. bracket	<b>\$30.00</b>
574	66-68	BB U bracket (LH)	<b>\$17.00</b>
575	66-68	BB U bracket (RH)	<b>\$17.00</b>
576	69-72	SB & BB U brkt (LH)	<b>\$17.00</b>
577	69-76	350 (RH)	<b>\$17.00</b>
578	69-76	BB (RH)	<b>\$17.00</b>
581	66-75	Cushion (4 req'd)	<b>\$4.00</b>
590	76-82	Upr. U brkt (LH)	<b>\$17.00</b>
591	76-82	Upr. U brkt (RH)	<b>\$17.00</b>
600	63-72	Cushion Set (3pc)	<b>\$12.00</b>
601	61-62	Cushion Set (3pc)	<b>\$12.00</b>
602	61-72	Aluminum drain valve	<b>\$15.00</b>
603	61-62	Drain assembly (3pc)	<b>\$40.00</b>



## SURGE TANK MOUNTING

408	61-62	Surge tank bracket	<b>\$74.00</b>
409	1963	Fiberglass tank mount	<b>\$40.00</b>
410	64-72	Metal tank mount	<b>\$15.00</b>
415	1963	Bkt. reinforcement (use w/ 409)	<b>\$10.00</b>
405	61-62	Tank strap	<b>\$10.00</b>
406	1963	Strap set (4pc)	<b>\$17.00</b>
407	64-72	Strap set (2pc)	<b>\$12.00</b>
404	61-72	Strap bolt with "EL"	<b>\$5.00</b>



### ABBREVIATIONS

- SB = Small block engine
- BB = Big block engine
- AC = Air Condition
- F.I. = Fuel Injection
- C/B = Copper/Brass Radiator
- OE = Original Equipment

# Radiator Caps & Clamps



506 shown above

## CORRECT RADIATOR CAPS

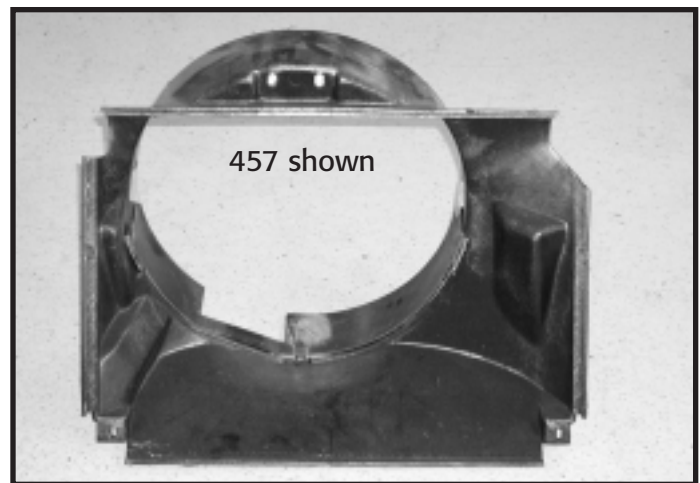
501	1958-61 zinc plated w/ AC logo 549-7#, RC-1	<b>\$30.00</b>
502	1955-57 zinc plated w/ SM logo	<b>\$30.00</b>
503	1960-61 aluminum w/ AC logo 362 /13#	<b>\$35.00</b>
504	1961 aluminum w/ AC logo 306/ 13#	<b>\$35.00</b>
505	1961-63 all & 1965 396 w/ AC logo & 307 13#	<b>\$30.00</b>
506	1964-67 all 307 / 13# (both circled)	<b>\$30.00</b>
508	1964-72 SB w/ air, AC logo & RC-26/15# 1967L88 & 1968-72 w/ expansion tank	<b>\$30.00</b>
509	1966-72 AC logo & RC-15# , used on 1966-72 BB, 1968-72 SB w/ copper/brass	<b>\$30.00</b>

## CORRECT CLAMP KITS

Tower type clamp kits are genuine Wittek clamps manufactured from the original tooling and are correct galvanized material. Clamps are non-dated.

**ALL \$30.00 ea.**

630	61-67	327 no AC
631	63-67	327 w/ AC
632	63-67	327 HP w/ AC
633	63-67	327 HP no AC
634	1965	396
635	66-67	427
636	1968	327
637	69-70	350
638	1970	454
639	71-72	350 w/ AC
640	70-71	LT1
641	71-72	350 no AC
642	71-72	454
643	71-72	454 w/ AC
644	73-74	SB no AC
645	73-74	SB w/ AC
646	73-74	454
647	73-74	454 w/ AC
648	75-79	350
649	75-82	AC
650	69	427



## FAN SHROUDS

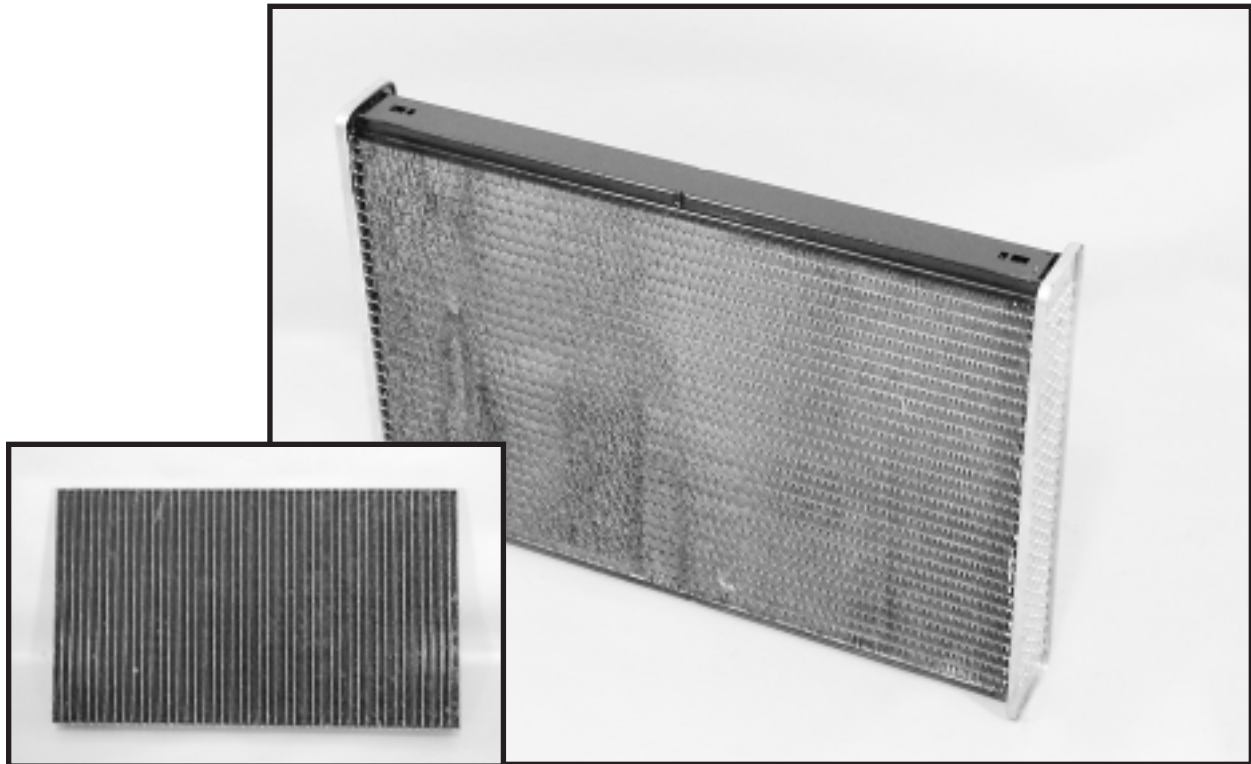
451	1965-65	Fan Shroud (Plastic)	<b>\$250.00</b>
452	1965 BB	Fan Shroud	<b>\$295.00</b>
453	1966-67	Fan Shroud	<b>\$295.00</b>
454	1966-68 BB	Extension	<b>\$65.00</b>
455	1966-67 BB	Fan Shroud	<b>\$285.00</b>
456	1968-71 BB	Fan Shroud	<b>Call</b>
457	1969-72 SB	Fan Shroud	<b>Call</b>
458	1969-72 BB	Fan Shroud	<b>\$365.00</b>
459	1969-72 BB	Extension	<b>\$70.00</b>
460	1973-75	Fan Shroud	<b>\$250.00</b>
461	1973-75	Extension	<b>\$70.00</b>
462	1969-72 SB	Extension	<b>\$70.00</b>
463	1966-67 SB	Extension (AC)	<b>\$65.00</b>

## CORRECT TEMPERATURE SENDING UNIT! No more wrong readings!



626	1957-67	<b>\$25.00</b>
627	1968-71	<b>\$25.00</b>
628	1972-78	<b>\$25.00</b>
629	1956	<b>\$25.00</b>

# DeWitts Copper Restoration Cores



1955-60 correct cellular copper cores (*small photo*) are now available! Also new are the correct (4 row) copper cores for Corvettes 1966-1976. These restoration cores feature the correct punched holes and "dimples" in the side channels, allowing you to restore an original copper/brass radiator without losing any originality features. Simply have your local radiator shop transfer the original GM tanks to the new core and you will have a new 100% correct reproduction.

## RESTORATION CORES

BC1	1955-60 All with brass radiator	<b>\$395.00</b>
BC2	1966-68 BB & 68 SB w/ air or auto (22.5")	<b>\$249.00</b>
BC3	1969-72 SB w/ air or auto (26.0")	<b>\$249.00</b>
BC4	1969-76 69-74 BB & 73-76 SB (27.5")	<b>\$249.00</b>
BC5	1953-54 Cellular (24.0")	<b>\$395.00</b>



**\$95.00**

### RADIATOR MOUNTING STRAP

Black E-coated to prevent rusting.

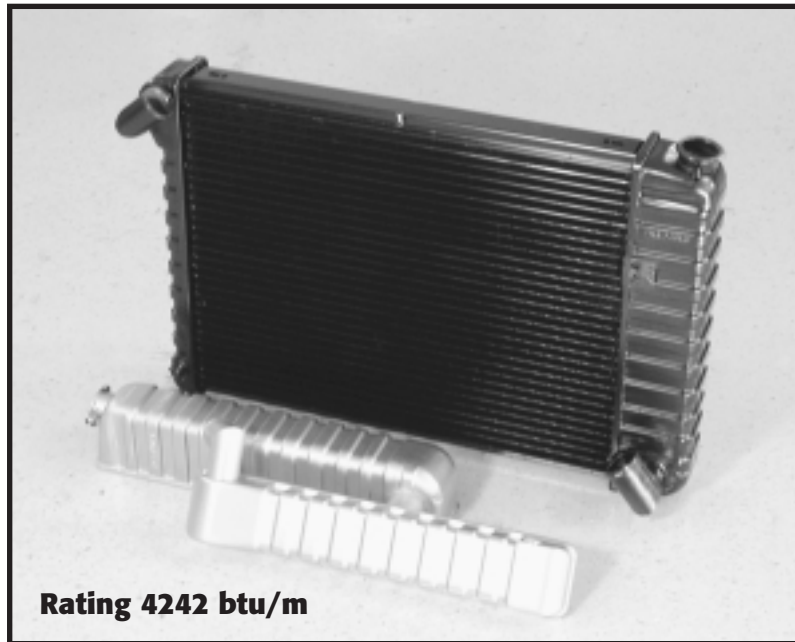
Part # 959

1955-57

Part # 960

1958-60

## Restoration Copper/Brass Radiators



### Complete copper/brass radiator

Due to popular demand, DeWitts now offers a complete "restoration" copper/brass radiator for 1966-68 big block engines. GM #3008567 (Manual transmission only.) this also fits 1968 small block with the combination of manual transmission and air conditioning.

This radiator is 100% correct. It includes a new four row copper core with the correct side channels, cut outs, and center dimples. New press formed brass tanks feature the correct full rib pattern, "Fill Cold" and "Harrison" embossments. Attached to the right end tank is the correct ID tag with "MK" and GM part number.

BC66M	1966	<b>\$695.00</b>
BC67M	1967-68	<b>\$695.00</b>



# SPAL®

## ADVANCED TECHNOLOGIES

SPAL is a worldwide supplier of high performance OEM fans available in diameters ranging from 5.2" to 16". The SPAL name has long been associated with such high performance vehicle manufacturers as Ferrari, Lamborghini and Maserati for nearly 40 years. This same line is now available in the U.S. in sizes ranging from 5 to 16 inches and with airflow ratings up to 2780 cfm.

SIZE	ITEM	TYPE	(CFM)	AMPS	SIZE	ITEM	TYPE	(CFM)	AMPS
5.2"	SP286	Pull	248	2	12"	SP375	Pull	870	7
5.2"	SP287	Push	248	2	12"	SP384	Push	870	7
5.6"	SP291	Pull	295	2.5	12"	SP504	Pull	1230	11.8
5.6"	SP292	Push	295	2.5	12"	SP505	Push	1230	11.8
6.5"	SP402	Pull	330	6.3	12"	SP176	Pull	1630	14.5
6.5"	SP403	Push	330	6.3	12"	SP175	Push	1630	14.5
7.5"	SP358	Pull	440	5	<b>12"</b>	<b>SP439</b>	<b>Pull</b>	<b>1360</b>	<b>13.5</b>
7.5"	SP393	Push	440	5	<b>12"</b>	<b>SP822</b>	<b>Push</b>	<b>1360</b>	<b>13.5</b>
9"	SP392	Pull	590	6	13"	SP398	Pull	920	6.7
9"	SP381	Push	590	6	13"	SP399	Push	920	6.7
9"	SP184	Pull	740	8	13"	SP507	Pull	1250	9.7
9"	SP183	Push	740	8	13"	SP508	Push	1250	9.7
10"	SP360	Pull	650	6.4	<b>13"</b>	<b>SP847</b>	<b>Pull</b>	<b>1710</b>	<b>18.5</b>
10"	SP374	Push	650	6.4	<b>13"</b>	<b>SP851</b>	<b>Push</b>	<b>1710</b>	<b>18.5</b>
10"	SP182	Pull	1070	10	14"	SP385	Pull	960	6.3
10"	SP181	Push	1070	10	14"	SP382	Push	960	6.3
11"	SP364	Pull	810	6.8	14"	SP509	Pull	1280	9.9
11"	SP365	Push	810	6.8	14"	SP510	Push	1280	9.9
11"	SP500	Pull	970	8.3	<b>14"</b>	<b>SP119</b>	<b>Pull</b>	<b>1720</b>	<b>16.3</b>
11"	SP502	Push	970	8.3	<b>14"</b>	<b>SP120</b>	<b>Push</b>	<b>1720</b>	<b>16.3</b>
11"	SP178	Pull	1390	12.5	14"	SP248	Pull	1720	18.5
11"	SP177	Push	1390	12.5	14"	SP249	Push	1720	18.5
11"	SP846	Pull	2780	25	16"	SP400	Pull	1300	7.5
					16"	SP401	Push	1300	7.5
					16"	SP516	Pull	1610	11
					16"	SP517	Push	1610	11
					<b>16"</b>	<b>SP825</b>	<b>Pull</b>	<b>2070</b>	<b>17.4</b>
					<b>16"</b>	<b>SP223</b>	<b>Push</b>	<b>2070</b>	<b>17.4</b>
					16"	SP231	Pull	2360	21.6
					16"	SP232	Push	2360	21.6

**Bold numbers indicate fans with curved blades, which results in lower sound levels.**