

### Why Cold Case?

Here at Cold Case, our goal is to produce the highest quality aluminum radiator, make every model be a direct fit, look original, all while maintaining a reasonable price point. Our extensive research and development team ensures that you are getting a drop in radiator with every purchase. We don't cut corners or cross over year ranges if the dimensions are close. If we list it, it's a direct fit with no modifications to be made.

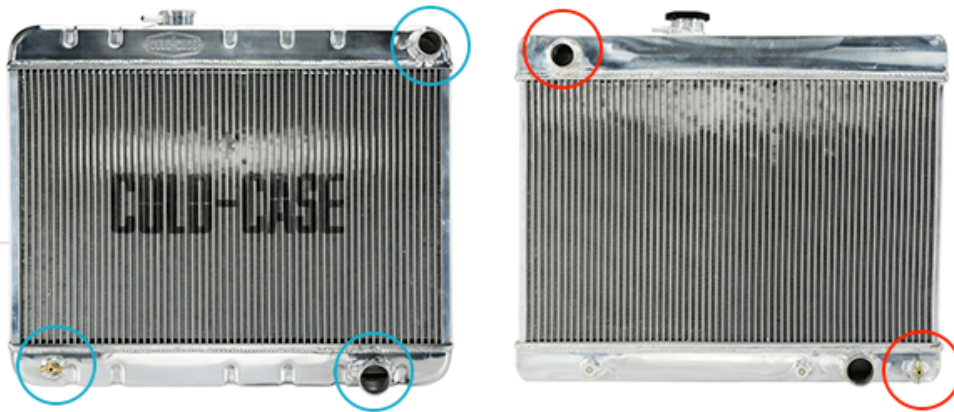
#### All Cold Case Radiators Feature:

- Lifetime Warranty
- 60 Day COOL Guarantee
- Correct OEM Fitment
- 100% Expert TIG Welded
- 2 Oversized Cooling Rows
- (2x) 1" to 1 1/4" Tubes Per Row
- OEM Stamped Fully Polished Tanks

Take a look below at the following comparisons between a Cold Case radiator and the competition.

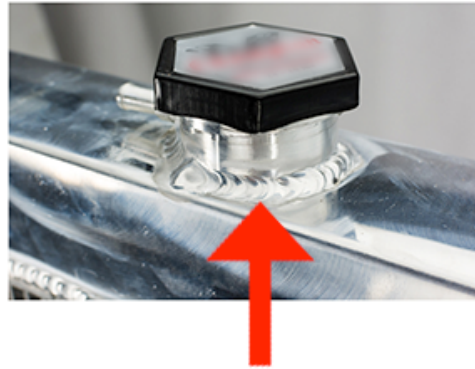
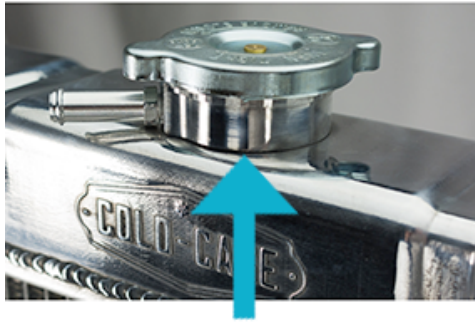
1

This picture shows that we made the inlet and outlet correct for a 64-65 GTO. Their's is universal for 64-67 and had the inlet on the wrong side and the petcock valve in the wrong spot. Cold Case does each application RIGHT.



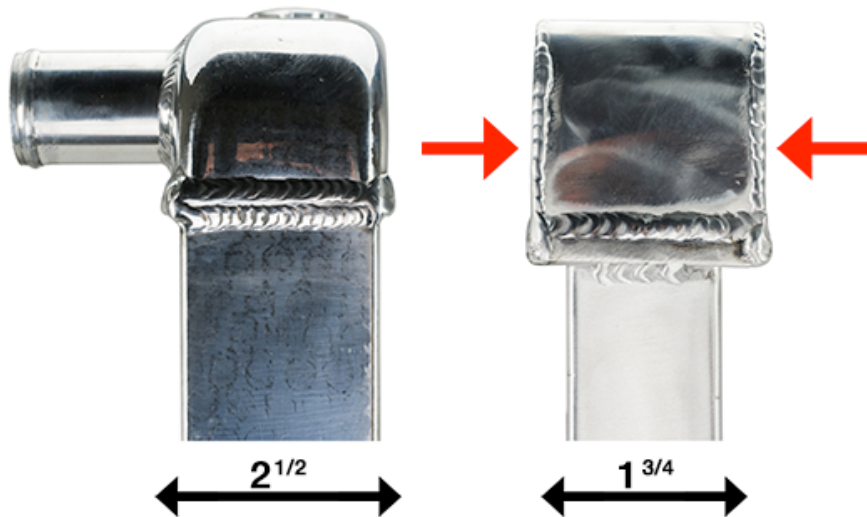
2

Note the clean Cold Case look where welds are on the inside of the tank instead of the outside. Also note the ability to install an original looking radiator cap on Cold Case Models.



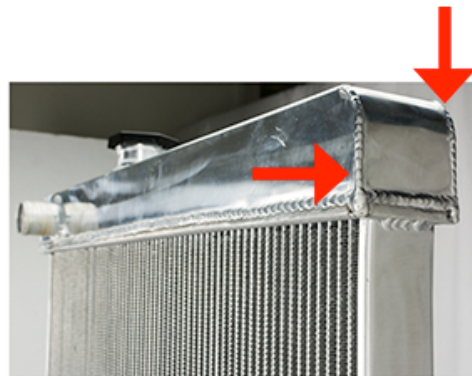
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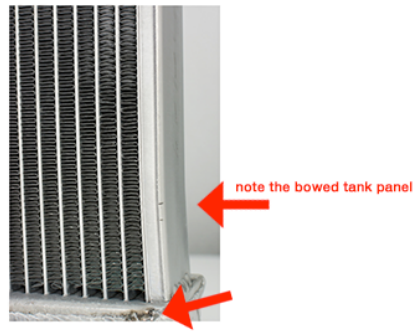
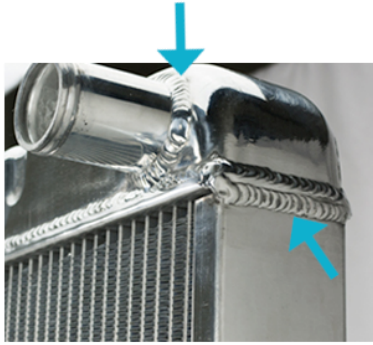
Don't be fooled by '2 row' cooling. Both of these radiators are 2 row. However, the Cold Case unit has (2) 1-1/8" rows vs (2) 5/8" rows for about 40% higher volume!  
 This CC radiator holds 2.25 gallons vs the one on the right only holds 1.5 gallons.'



4

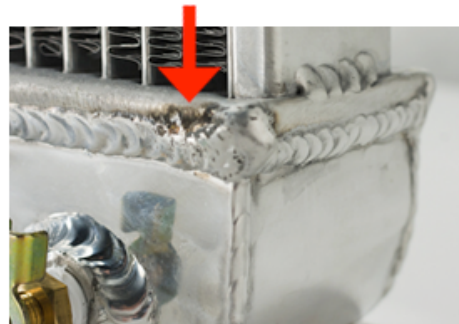
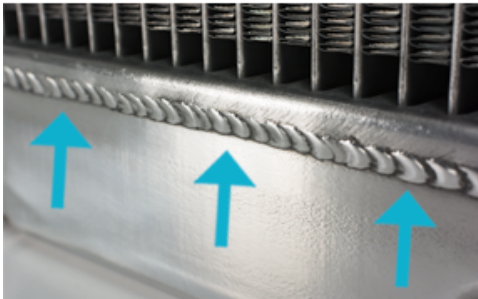
Stamped tanks vs welded tank. Note the clean Cold Case look where welds are on the inside of the tank instead of the outside. Also see our welds vs the competition.





5

Our welds vs their welds.



6

Our Cold-Case radiator is 42.7 % lighter than a comparable copper radiator but has 30% more material thickness than the cheaply made no-name radiators.



13.25 LB

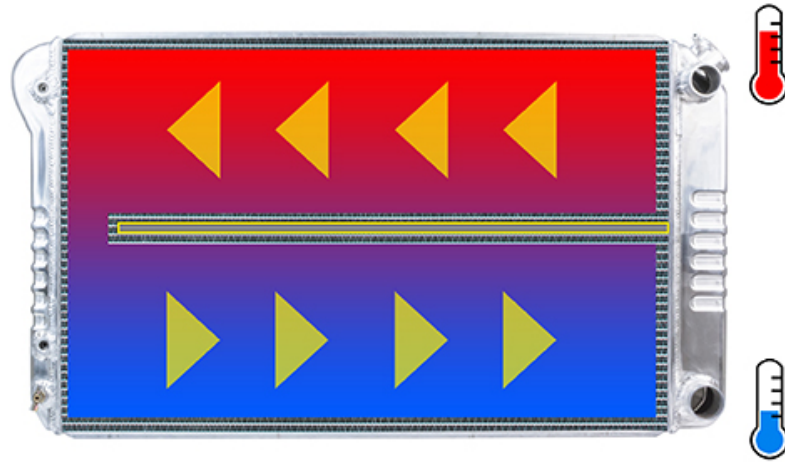


10.35 LB

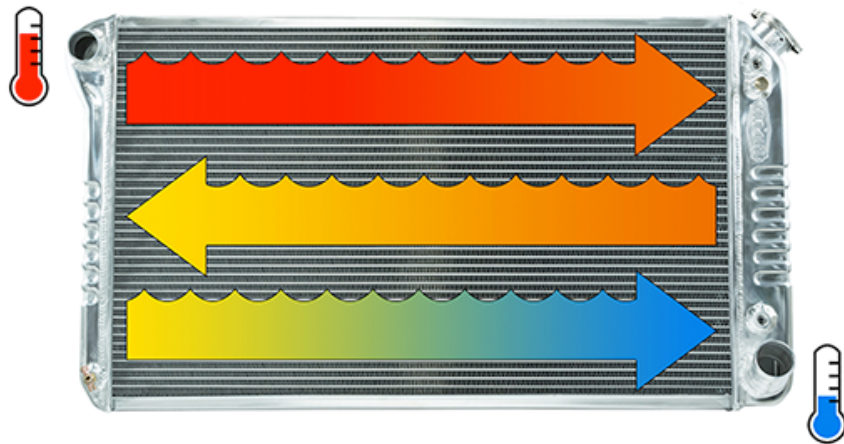
Fluids enter the radiator by water pump pressure but pass through the radiator also by gravity. Therefore in most situations, there are always hot and cold spots in traditional radiators. Cold Case Dual or Tri Flow\* designed radiators more evenly distributes the fluid eliminating hot and cold spots. Look for the Dual or Tri-Flow symbols on your favorite radiator.

\*Top/bottom tank radiators physically can't utilize dual flow and must have offset inlet and outlets in order to make tri-flow possible. Therefore the availability of Tri-Flow in Top/Bottom tank radiators is limited.

**COLD-CASE** *DUAL FLOW DESIGN*



**COLD-CASE** *TRI-FLOW DESIGN*





## Radiators

### Stock Looks in Aluminum

It's always important to stay cool under pressure and that's the philosophy that Cold-Case Radiators follows. Cold-Case specializes in the muscle car market and also offers high quality aluminum units for cars ranging from the '50s up through modern day muscle machines.

A unique feature of their radiators is that they're designed as a stock looking bolt-in unit, but in lightweight and efficient aluminum. The tanks on their units are stamped to follow that OEM look and have features such as internal welded filler necks producing a clean, factory look.

Each radiator is TIG welded, without any epoxy, and features optimal sized cooling tubes (two 1" tubes) and fins. As for the fit, the crew at Cold-Case has done their homework and researched the size and position of the petcock, inlet and outlet and filler neck. When you upgrade to one of their radiators, it is designed to drop right in place of the original plus has a lifetime warranty! The example shown is for a tri-five Chevy equipped for an automatic trans.



# SINGLE, DUAL, TRIPLE PASS?



When doing research for a new radiator, you may come across the term dual pass or triple flow. What that means is the route the coolant must take through the radiator. Originally, we relied on gravity and pump pressure to have the hot coolant enter the radiator at the top, then flow down through the core and to the outlet. As the performance years came in with bigger, more powerful engines, side tanks were more common and in most cases, the inlet and outlet were on opposite sides of the radiator forcing the coolant to go down and across the tubes and fins.

Today you'll hear the terms dual or triple flow. As you can see in the diagram, a diverter plate is added during manufacturing which forces the coolant to flow across the core two times, rather than simply relying on pressure and gravity to push it across the entire core. The concept is to use the entire cooling capacity of the core assembly more efficiently. In a dual pass design, another packaging benefit is that the inlet and outlet can be placed on the same side (handy for LS swaps).

Which radiator design is best for your application? There's not one right answer as it all comes down to the engine, the vehicle, power, the visual goal and more.