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 fan 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-ARA4448
   c. 4 core radiator with fan sensor unit ............... C-ARA4446

3. c. Original S radiator 90on, push in sender type ....... GRD972

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. Aluminum 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 GRD972
   b. original Rover fitting .............. GVS104
   c. Seal for GVS104 available separately. .... CDU2334
   d. 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 ............... B812600

11. a. Original Expansion tank for MPI in plastic .......... PCT01240
   b. In alloy for durability and engine bay cosmetics/looks .......... PCT01240ALLDY

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 ........................................ 1266175
   b. Original in black, as per Cooper ‘S’ .................... 1266176
   c. 1275GT top radiator bracket ......................... 1262453

13. a. Top radiator bracket for 1990-96 Minis in stainless steel .......... PCT01355
   b. Top radiator bracket for 1990-96 Minis in black .......... PCU0135


15. Radiator bracket 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

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

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 drilled out of aluminum casting. The higher the temperature the more thermally efficient the engine becomes, the 88° was fitted as standard from 1990 on. It is possible to run thermostats with the troublesome by-pass hose blanked off - 4 or 6 ½” holes should be drilled around the periphery of the thermostat. The gaskets are GTG101MS.

24. Thermostat blanking sleeve ................................ 11G716

25. a. 74°C thermostat (165°F) ................................ GT102
   b. 82°C thermostat (180°F) ................................ GT104
   c. 88°C thermostat (192°F) ................................ GT106

Call to Order or Questions at 800-946-2642