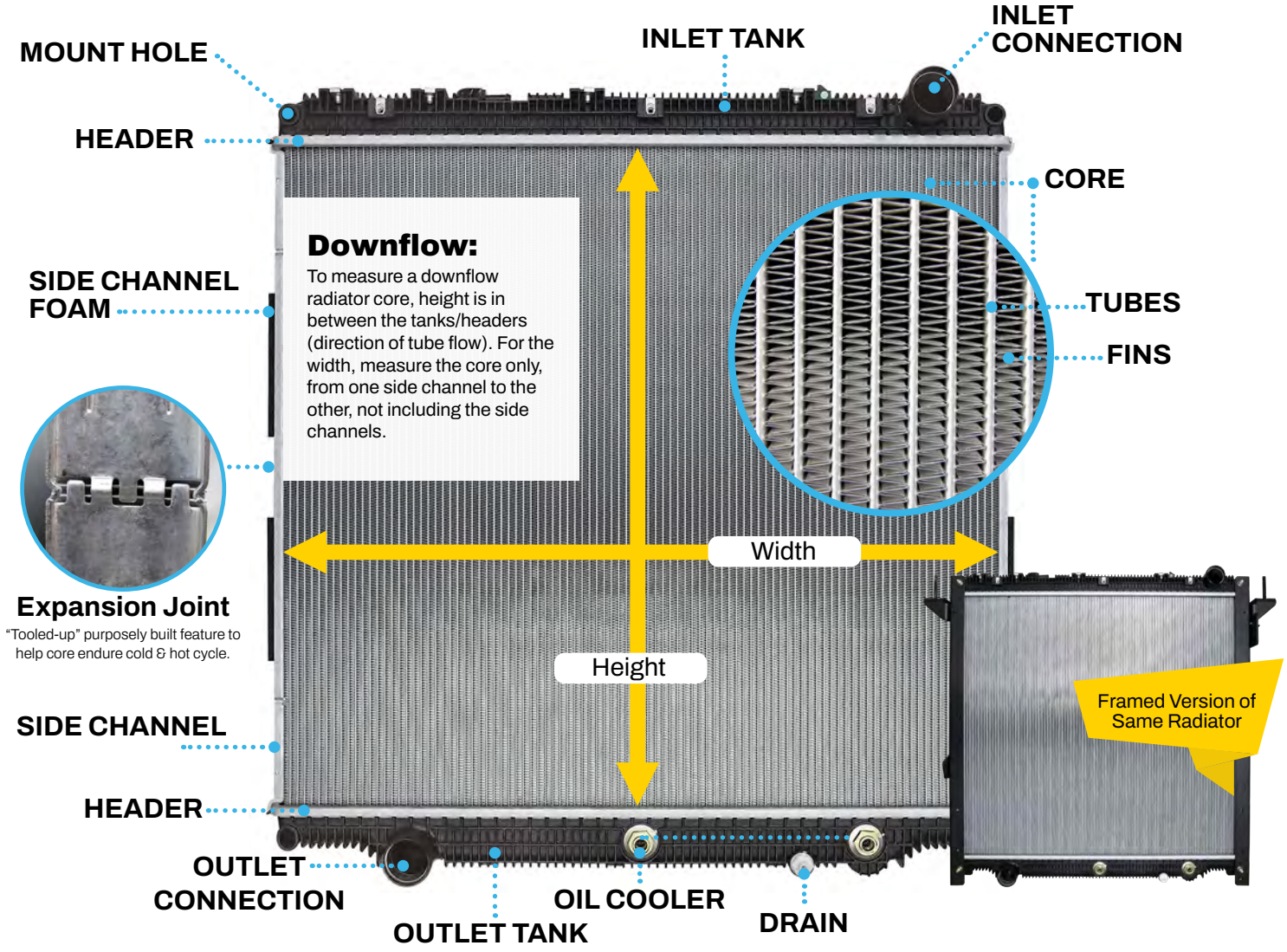




# Basic Aluminum Radiator Terminology



## Tube Design:



"B" Tube or "Hourglass" Style (2 Row)



Standard Tube Style (2 Row)

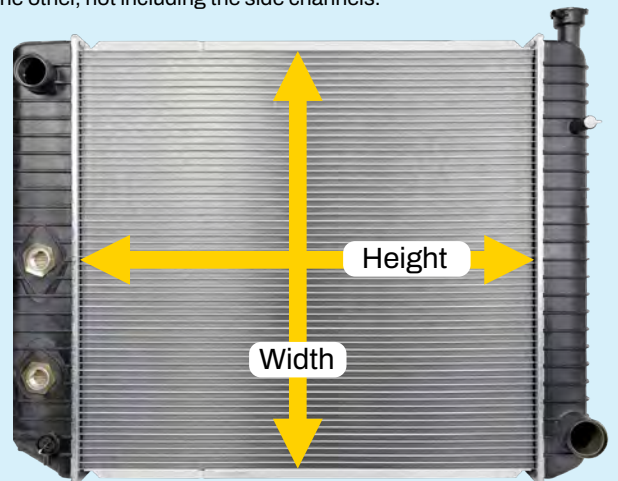
## Filler Neck:

To facilitate the addition of coolant to maintain the normal working temperature of the engine.



## Crossflow:

To measure a crossflow radiator core, height is in between the tanks/headers (direction of tube flow). For the width, measure the core only, from one side channel to the other, not including the side channels.



### “Tabbed” Header Design:

Robust one-piece header design with positive tank sealing mechanism to provide a dependable seal in higher pressure environments.



### Reinforced “Tabbed” Header:

Reinforced strip, providing a strong and durable seal in higher pressure environment.



### “Ribbon” Header:

Ribbon-style headers have a specific, narrow shape for their tabs.



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[www.NorthernRadiator.com/resources](http://www.NorthernRadiator.com/resources)

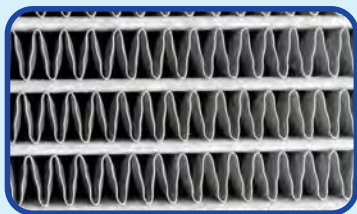
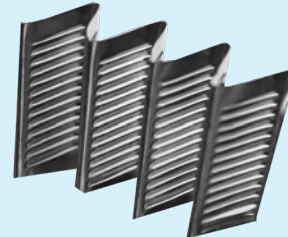


### Fin Type:

**Square Wave, Non-Louvered**



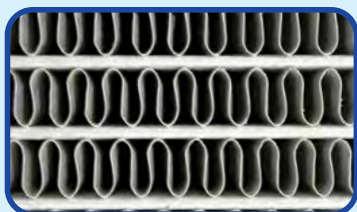
**With Louvers**



**CORRUGATE V FIN (SERPENTINE)** is the most common fin and comes in both louvered and non-louvered configurations. V Fin is highly efficient at heat transfer and can be produced efficiently at lower production costs. The advantage to a non-louvered fin is its ability to not catch dirt and debris but loses some cooling ability. All V fins work best in clean air environments.



**SQUARE WAVE** is an industrial fin type that is made by stamping rather than rolling. Although more expensive to produce, the flat peaks increase tube surface contact and provide excellent heat transfer. Internally within the fin, the wave increases turbulent air and has the best non-clogging properties.



**CORRUGATE U FIN** is a rounded nose combination of the V fin and has the waves of the Square wave combining strength, non-clogging properties, and ease of manufacture. The U fin has good heat transfer and has the ability to be cleaned with ease.