

## **Radiator Caps**

ALL30131

Higher cooling system pressure raises the boiling point of coolant to reduce the risk of overheating. Standard size caps fit 2-1/8" O.D. x 3/4" deep necks unless otherwise noted. Recovery system caps allow coolant to exit the cooling system into an overflow or recovery bottle as coolant heats and expands. As the system cools, recovery system caps will draw coolant back in to keep the cooling system full. Non-recovery system caps allow coolant to exit the system, but do not draw coolant back into the system.

Part No.	Description	Pressure	22.000.20	11.00
*Non-Reco	very Radiator Caps	18-22 lbs.		
ALL30134	Stant Round	18-22 PSI	Signi.	
ALL30135	Stant Round	21-25 PSI	Rucing Division	
ALL30128	Stant Round	28-32 PSI		
*Recovery System Radiator Caps			ALL30134	ALL30124
ALL30132	Stant Round	16 PSI	22000	on Mile
ALL30133	Stant Round With Lever	16 PSI	21-25 lbs.	3 19-21 bit
ALL30130	Stant Round With Lever	18-22 PSI	Stant.	Stant.
ALL30137	Stant Octagon	21-25 PSI	Racing Division	Division And And And And And And And And And An
ALL30131	Stant Round With Lever	21-25 PSI		More than
ALL30136	Round	22-24 PSI	ALL30135	ALL30125
ALL30129	Round	29-31 PSI	4224	100 ( 0.000)
ALL30138	Stant Octagon	38-42 PSI	28-32 lbs.	18-120s.
*Small Diameter Recovery System Radiator Caps			Stant.	Stant.
ALL30124	Stant Round Small Dia. (32mm I.D., 16mm deep)		Rocing  Phylision	Racing Division
ALL30125	Stant Round Small Dia. (32mm I.D., 16mm deep)	19-21 PSI		CHUST STORY
ALL30126	Stant Round Small Dia. (32mm I.D., 16mm deep)	28-32 PSI	ALL30128	ALL30126
Stant  Lever Vent  Op NOT Detail William  Lever Vent  Stant  Stant  So not over when when when  Recting  Division				
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Rating Division Liver Work.				Stant.  Stant.  38-42 ins.  30 lett oris week ket  Racing Division
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<sup>\*</sup> **Warning:** High pressure radiator caps are made for use on race vehicles only. Do not use these caps on passenger vehicle cars with stock type radiators. It is recommended to pressure test the complete cooling system to the maximum level of pressure indicated on the cap. Failure to test cooling system to the proper pressure prior to intalling the cap may result in damage to the cooling system or bodily injury.

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