## CHARGE AIR COOLERS



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| HEIGHT | LENGTH | WIDTH | PART\# | INLET | OUTLET |
| :---: | :---: | :---: | :---: | :---: | :---: |
| NAVISTAR (continued) |  |  |  |  |  |
| (221/2" | $301 / 16^{\prime \prime}$ | $23 / 4{ }^{\prime \prime}$ | 6-1133 | 4" | 4" |
| 24 | $231 / 2{ }^{\prime \prime}$ | $15 / 8{ }^{\prime \prime}$ | 6-1131C | $3^{1 / 2 "}$ | $3^{1 / 2 "}$ |
| $25^{1 / 8 "}$ | 35 5/8" | $15 / 8 "$ | 6-1134B | $4{ }^{\prime \prime}$ | 4" |
| $251 / 8{ }^{\prime \prime}$ | $41^{1 / 4 "}$ | $15 / 8 "$ | 6-1134 | 4" | 4" |
| 29 3/4" | $28^{1 / 4 "}$ | $15 / 8 "$ | 6-1131D | $31 / 2{ }^{\prime \prime}$ | $31 / 2{ }^{\prime \prime}$ |
| 30 | $23^{1 / 8 "}$ | $15 / 8{ }^{\prime \prime}$ | 6-1131 | $3^{1 / 2 "}$ | $3^{1 / 2 "}$ |
| 32 1/8" | $26^{1 / 4 "}$ | $15 / 8 "$ | 6-1135 | 4" | 4" |
| PETERBILT |  |  |  |  |  |
| $27^{1 / 4}{ }^{\prime \prime}$ | $25^{1 / 16 "}$ | 2 5/8" | 6-1101 | 4" | 4" |
| $27^{1 / 4}{ }^{\prime \prime}$ | $25^{1 / 16 "}$ | 2 5/8" | 6-1102 | $4^{1 / 2 "}$ | $4^{1 / 2 "}$ |
| 30 /8" | $331 / 2^{\prime \prime}$ | $2{ }^{\prime \prime}$ | 6-1100 | $4 "$ | 4" |
| VOLVO |  |  |  |  |  |
| $213 / 4 "$ | 22 3/8" | $21 / 2^{\prime \prime}$ | 6-1121C | $31 / 2{ }^{\prime \prime}$ | $31 / 2{ }^{\prime \prime}$ |
| 23 7/16" | $341 / 4 "$ | $21 / 2^{\prime \prime}$ | 6-1124 | $4{ }^{\prime \prime}$ | 4" |
| 25 3/4" | $283 / 8{ }^{\prime \prime}$ | $21 / 2^{\prime \prime}$ | 6-1121 | $4{ }^{\prime \prime}$ | $4{ }^{\prime \prime}$ |
| $253 / 4 "$ | $341 / 2 "$ | $21 / 2^{\prime \prime}$ | 6-1123 | 4" | 4" |
| $261 / 8 "$ | $341 / 4 "$ | $21 / 4 "$ | 6-1124B | 4" | 4" |
| 29 3/16" | $341 / 4 "$ | $21 / 4 "$ | 6-1123B | $4{ }^{\prime \prime}$ | $4{ }^{\prime \prime}$ |
| $345 / 16^{\prime \prime}$ | 19" | $21 / 2^{\prime \prime}$ | 6-1122 | $4{ }^{\prime \prime}$ | $4{ }^{\prime \prime}$ |
| $36 "$ | $34^{1 / 4 "}$ | $15 / 8 "$ | 6-1123D | 4" | 4" |


| Listed in ascending order by HH (Heade | W = Width <br> (Top to Bottom) | $\mathrm{HH}=$Header to Header <br> (Side to Side) $T=$ Thickness <br> (End to End) |
| :---: | :---: | :---: |
| 6-1100 <br> PETERBILT $\begin{aligned} & 305 / 8 " \times 33 \text { 1/2" x } 2 " \\ & \text { I/O } 4 \text { " x } 4 \text { " } \end{aligned}$ | 6-1101 PETERBILT <br> $271 / 4^{\prime \prime} \times 251 / 16 "$ x $25 / 8 "$ I/O 4" x 4" |  |
| 6-1104B <br> FREIGHTLINER $\begin{aligned} & 233 / 8^{\prime \prime} \times 261 / 8^{\prime \prime} \times 23 / 4 " \\ & \text { I/O } 4 \text { " } 4 \text { " } \end{aligned}$ | 6-1105 <br> FREIGHTLINER $\begin{aligned} & 213 / 4^{\prime \prime} \times 30 " \times 23 / 4 " \\ & \text { I/O } 4 \text { " } \times 4 \text { " } \end{aligned}$ | 6-1105B <br> FREIGHTLINER <br> $213 / 4^{\prime \prime} \times 30$ " x $23 / 4^{\prime \prime}$ <br> I/O 4" x 4" |
| $221 / 8 " \times 367 / 8^{\prime \prime} \times 21 / 4 "$ $\text { I/O } 4 " \times 4 "$ | 6-1107C <br> FREIGHTLINER $26 \text { 5/8" x } 36 \text { 7/8" x } 2 \text { 1/4" }$ <br> I/O 4" x 4" | 6-1107F <br> FREIGHTLINER CENTURY CLASS $265 / 8^{\prime \prime} \times 367 / 8^{\prime \prime} \times 2$ 1/4" BHT D 3523, BHT D 3525 |

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| :---: | :---: | :---: |
| 6-1109B <br> FREIGHTLINER <br> $26^{7 / 8 " ~} \times 25^{\prime \prime} \times 15 / 8^{\prime \prime}$ <br> I/O 3 1/2" x 3 1/2" | 6-1110B KENWORTH <br> $27^{11 / 16^{\prime \prime} \times 281 / 4 " \times 21 / 4 "}$ <br> I/O 4" 4 4" | 6-1111A <br> KENWORTH <br> $211 / 8^{\prime \prime} \times 393 / 4 "$ x $21 / 2^{\prime \prime}$ <br> $/$ / 4 " $\times 4$ " |
| KENWORTH <br> 23 13/16" x 35" x 2 1/4" <br> I/O 4" x 4 | 6-1112B KENWORTH <br> $27^{11 / 16 " ~} \times 28^{1 / 4 "} \times 2^{1 / 4 "}$ <br> I/O $4^{\prime \prime} \times 4^{\prime \prime}$ | 6-1112C <br> KENWORTH <br> $253 / 4 " \times 40 " \times 2 "$ <br> I/O 4" x 4" |
| 6-1113D MACK $187 / 8^{\prime \prime} \times 243 / 4^{\prime \prime} \times 21 / 2 "$ $\text { I/O } 4 \text { " x } 3 \text { " }$ |  | 6-1116 MACK <br> $253 / 4^{\prime \prime} \times 281 / 2^{\prime \prime} \times 21 / 2^{\prime \prime}$ <br> I/O 4" x 4" |
| 6-1116B MACK $253 / 4 " \times 281 / 4 " \times 13 / 4 "$ <br> I/O 4" x 4" |  | 6-1118 <br> MACK <br> $25^{1 / 4 "} \times 30^{1 / 2 "} \times 25 / 8^{\prime \prime}$ <br> I/O 4" x 4" |
| 6-1118B MACK <br> $24^{11 / 16 " \times 301 / 16 " ~ x ~} 2^{3 / 16 "}$ I/O 4" x 4" | 6-1119 <br> MACK <br> $213 / 4^{\prime \prime} \times 393 / 8^{\prime \prime} \times 25 / 8^{\prime \prime}$ <br> I/O 3 3/4" x 3 3/4" |  |

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| :---: | :---: | :---: | :---: |
| 6-1120 <br> MACK $25 \text { 3/4" x } 30 \text { 1/8" x } 2 \text { 3/16" }$ I/O 4" x 4" | 6-1121 <br> VOLVO <br> $25^{3 / 4 "} \times 28^{3 / 8 " ~ x ~} 21 / 2^{\prime \prime}$ <br> I/O 4" x 4" | 6-1121C <br> VOLVO <br> $213 / 4^{\prime \prime} \times 22^{3 / 8 "} \times 2$ 1/2" <br> I/O 3 1/2" x 3 1/2" |  |
| 6-1122 <br> VOLVO <br> $345 / 16^{\prime \prime} \times 19^{\prime \prime} \times 21 / 2^{\prime \prime}$ <br> I/O 4" x 4" | 6-1123 <br> VOLVO <br> $25^{3 / 4 " 1} \times 34^{1 / 2 "} \times 21 / 2^{\prime \prime}$ <br> I/O 4" x 4" | 6-1123B VOLVO <br> $293 / 16^{\prime \prime} \times 34^{1 / 4 "} \times 21 / 4^{\prime \prime}$ <br> I/O 4" x 4" |  |
| 6-1123D <br> VOLVO <br> $36 " \times 341 / 4^{\prime \prime} \times 15 / 8^{\prime \prime}$ <br> I/O 4" x 4" |  | 6-1124B <br> VOLVO <br> $26^{1 / 8 " ~ x ~} 341 / 4^{\prime \prime} \times 21 / 4^{\prime \prime}$ <br> I/O 4" x 4" |  |
| 6-1125 <br> FORD <br> $257 / 16^{\prime \prime} \times 325 / 16^{\prime \prime} \times 21 / 4^{\prime \prime}$ <br> I/O 3" x 3 1/2" | 6-1126 <br> FORD <br> $27^{1 / 16 " ~ x ~} 397 / 16^{\prime \prime} \times 15 / 8^{\prime \prime}$ <br> I/O 4" x 4 1/2" | 6-1127B $\begin{aligned} & 251 / 8 " \times 305 / 8 " \times 15 / 8 " \\ & 1 / 03 " \times 3 " \end{aligned}$ |  |
| $6-1129$ $19 \text { 1/8" x 27" x 3" }$ <br> I/O 4" x 4" | 6-1130 <br> NAVISTAR <br> $191 / 8 " \times 27^{\prime \prime} \times 3 "$ <br> I/O 4" x 4" | 6-1131 <br> NAVISTAR $\begin{aligned} & 30 " \times 231 / 8 " \times 15 / 8 " \\ & \text { I/O } 31 / 2^{\prime \prime \prime} \times 31 / 2^{\prime \prime} \end{aligned}$ |  |

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| :---: | :---: | :---: |
| 6-1131C <br> NAVISTAR <br> 24" x 23 1/2" x 1 5/8" <br> I/O 3 1/2" x 3 1/2" | 6-1131D <br> NAVISTAR $\begin{aligned} & 293 / 4^{\prime \prime} \times 281 / 4^{\prime \prime} \times 15 / 8^{\prime \prime} \\ & \text { I/O } 3 \text { 1/2" x } 31 / 2^{\prime \prime} \end{aligned}$ | 6-1132 <br> NAVISTAR <br> $16^{1 / 8 "} \times 301 / 4^{\prime \prime} \times 23 / 4^{\prime \prime}$ <br> I/O 4" x 4" |
| 6-1133 <br> NAVISTAR $\begin{aligned} & 221 / 2 " \times 301 / 16^{\prime \prime} \times 23 / 4^{\prime \prime} \\ & 1 / O 4 \text { " } \times 4^{\prime \prime} \end{aligned}$ | 6-1134 <br> NAVISTAR <br> $25^{1 / 8 "} \times 41^{1 / 4 "} \times 15 / 8^{\prime \prime}$ <br> I/O 4" x 4" | 6-1134B <br> NAVISTAR <br> $251 / 8^{\prime \prime} \times 355 / 8^{\prime \prime} \times 15 / 8^{\prime \prime}$ <br> I/O 4" x 4" |
| 6-1135 NAVISTAR $321 / 8 " \text { x } 26 \text { 1/4" x } 1 \text { 5/8" }$ $\text { I/O 4" x } 4 \text { " }$ | 6-1136 <br> NAVISTAR $\begin{aligned} & 12 \text { 1/2" x } 24 \text { 5/8" } \times 2 \text { 1/2" } \\ & \text { I/O 3" x } 3^{" 1} \end{aligned}$ | 6-1160 <br> CHERVOLET/GMC <br> $265 / 16^{\prime \prime} \times 307 / 8^{\prime \prime} \times 15 / 8^{\prime \prime}$ <br> I/O 3 3/8" x 3 3/8" |
| 6-1161 <br> CHERVOLET/GMC <br> $265 / 16^{\prime \prime} \times 347 / 8 " \times 15 / 8^{\prime \prime}$ <br> I/O 3 3/8" x 3 3/8" | 6-1164 <br> CHERVOLET/GMC <br> $245 / 8^{\prime \prime} \times 235 / 16^{\prime \prime} \times 21 / 4^{\prime \prime}$ <br> I/O $3^{1 / 4 " ~ x ~} 3^{1 / 4 "}$ | 6-1170 <br> DODGE <br> $125 / 8^{\prime \prime} \times 303 / 8^{\prime \prime} \times 15 / 8^{\prime \prime}$ <br> I/O $2^{1 / 2 "} \times 2^{1 / 2 "}$ |
| 6-1171N <br> DODGE $15 \text { 1/2" x } 35 \text { 3/4" x } 1 \text { 5/8" }$ $\text { I/O } 3 \text { 3/4" x } 3 \text { 3/4" }$ |  |  |

