

COOLING SYSTEM

DESCRIPTION

The coolant is maintained in circulation through the system by an impellor-type pump secured to the generator mounting bracket and positioned immediately in front of a nylon cooling fan. The pump is driven by a vee belt of rubber which also serves to drive the generator. Coolant is drawn into the pump from the bottom radiator tank through a short rubber hose, from where it is delivered to the engine cylinder block and thence to the cylinder head.

When the engine has attained its correct working temperature, a thermostat incorporated in the cooling system and situated in the cylinder head relieves, and permits the coolant to flow around the system where it returns direct to the radiator header tank.

The nylon cooling fan which is formed with a set number of blades, blows cooling air through the radiator gills, thereby reducing the cooling temperature; this being particularly necessary during periods of in-town driving or when the car is stationary with the engine idling.

Coolant temperature warning lamp

Certain Imp models are fitted with a coolant temperature warning system; this comprises a switch installed in the cylinder head adjacent to the thermostat housing, and is electrically connected to the oil pressure switch. Therefore, in the event of the coolant temperature becoming excessive ($106 \pm 3^\circ\text{C}$), the temperature switch will operate and the oil warning lamp on the instrument binnacle will illuminate.

When the oil warning lamp illuminates, the vehicle must be stopped immediately and the cause investigated.

Refer also to Sections B and N of this publication.

By-pass junction

This unit has been introduced into the system to improve heater efficiency and simplify bleeding of the cooling system. It is mounted on the chassis sub-frame adjacent to the engine, and is basically a three-way junction, integrally constructed and incorporating a bleed valve.

The chassis number introduction points for the unit are as follows:—

Imp, De-luxe	...	...	...	...	B.419086306
Basic	...	...	...	...	B.429003215
Chamois	...	...	...	...	B.431003898

The unit is shown in Fig. 1 with bleeding tube attached.

DRAINING AND REFILLING THE SYSTEM

Draining the system

1. Move the heater control on the facia to hot (red) position if a heater is fitted.

2. Remove the radiator filler cap by turning it in an anti-clockwise direction.

If the system is warm, place a rag over the filler cap and remove the cap gradually.

If the system has become overheated do not attempt to remove the cap until the system has cooled to its operating temperature.

3. Open both drain taps; one located centrally on the bottom of the radiator, and the other on the right-hand side of the cylinder block adjacent to No. 1 cylinder.