

Preparing the coolant

Using Rootes Inhibitor:

When an anti-freeze mixture is not used in the system, 7 fluid ounces ($\frac{1}{3}$ pint or 200 c.c.) of Rootes Coolant Inhibitor must be added to the water to maintain the system free from corrosion. The system must be cleansed and the inhibitor renewed at yearly intervals.

Using anti-freeze:

Only anti-freeze to British Standards Specification 3150 must be used. This should be added to the water in correct proportion without the addition of the Rootes Inhibitor. The exact quantity will depend upon climatic conditions, but the maker's advice in this respect should be accepted. Certain precautions are necessary when using anti-freeze; these are outlined in later paragraphs and should be strictly observed.

Refilling the system

1. Flush the system with clean cool water and close the drainage points.
2. Refill and bleed the system in the manner described in the following paragraphs.

Systems with a heater or by-pass junction will require bleeding; those without a heater will not require bleeding, except they incorporate a by-pass junction.

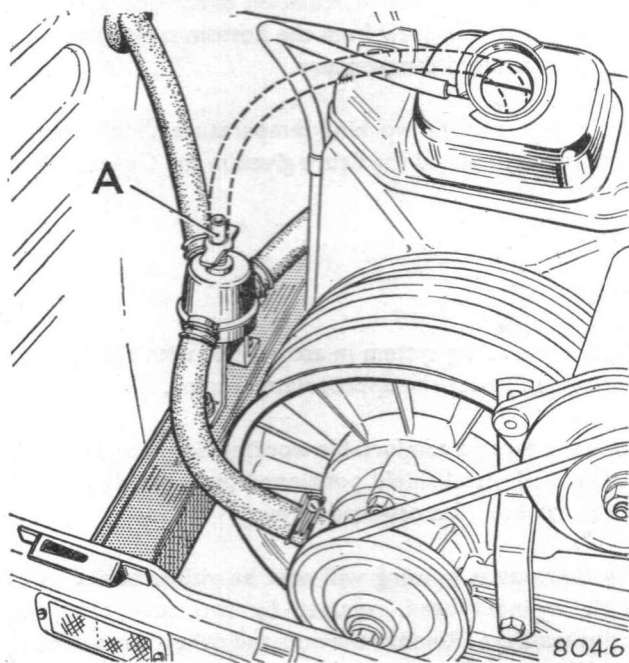


Fig. 1. By-pass junction and method of bleeding system.

BLEEDING THE SYSTEM

An important factor in maintaining the efficiency of the cooling system is to ensure that it is free from pockets of air. Hence it will be necessary to carry out the process of 'bleeding' when the system has been drained for any reason, or where the heater has become inefficient, and in cases where the level of the coolant has fallen below normal through lack of maintenance.

It is most important that the bleeding of the air from the system is carried out when the engine is cold, in order to take advantage of the closed thermostat condition. With the thermostat closed during the bleeding process, the coolant is directed to the remote parts of the system where the air is quickly expelled by the diverted pumping action.

Bleeding procedure for earlier models

Prior to the following chassis numbers:—

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

The procedure is the same as given in the following paragraphs for vehicles fitted with a by-pass junction assembly, except that the bleeding tube must be fitted to the bleeder valve on the heater and be long enough to extend from this point to the radiator header tank. The part of the bleeding tube used at the header tank must be of transparent plastic material to allow observation of the coolant during the bleeding process.

Bleeding tube particulars:

Inside diameter	...	...	...	$\frac{3}{16}$ in. (4.8 mm.)
Length	...	...	...	14 ft. (4.25 m.)

Bleeding procedure for later models

From the following chassis numbers:—

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

The bleeding is carried out with the aid of a short length of transparent plastic tubing connected to the bleed valve (A) on the by-pass junction assembly as shown in Fig. 1. The bleed valve (if fitted) on the heater matrix is not for use and must be kept closed at all times.