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| 1. STONE GUARD | 8. RUBBER SHROUD CLIP |
| 2. REAR COWL | 9. RUBBER SHROUD |
| 3. RETURN HOSE | 10. RUBBER SHROUD CLIP |
| 4. HOSE CLIP | 11. RADIATOR TO PUMP HOSE |
| 5. RADIATOR FILLER CAP | 12. RADIATOR DRAIN TAP |
| 6. RADIATOR | 13. OVERFLOW PIPE |
| 7. FRONT COWL | 14. OVERFLOW PIPE RETAINING CLIPS |

Fig. 4. Exploded view of radiator assembly

THE RADIATOR (See Fig. 4)

The cooling radiator is of the gilled-type and is pressurised by means of the filler cap. The filler cap incorporates a spring-loaded pressure relief valve which is designed to retain a predetermined load (see General Data) over and above that of the atmospheric pressure within the system.

In the event of the pressure rising in excess of the predetermined figure, the spring-loaded valve is unseated and permits the additional pressure to be vented to atmosphere, by way of the overflow pipe attached at the neck of the filler orifice.

When the coolant temperature eventually subsides, atmospheric pressure is restored in the system as the result of a small relief valve, situated in the centre of the pressure relief valve unit, unseating to allow the equalising of pressure.

The object of raising the pressure within the system, is to raise the boiling point of the coolant and thereby minimise the risk of coolant loss brought about as the result of boiling.

Certain later models are fitted with a four-row gilled type radiator containing an anti-aeration baffle in the top tank. Systems with this radiator incorporate a no-loss overflow bottle which conserves the coolant in the system.