

**Section A (Cooling System)**

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**To remove**

Open the engine compartment lid and remove the radiator filler cap; this is necessary because the system is pressurised.

Drain the cooling system as explained under the appropriate heading.

Disconnect the feed and return hoses at the radiator, then slacken the innermost wire clip that secures the rubber shroud to the fan cowl.

Remove the three cross-head screws that retain the radiator stone-guard to the adjacent vertical panel.

Remove the three holding bolts, one each side of the radiator header tank and the other remaining bolt at the left-hand side of the block. The radiator can now be withdrawn from beneath the car.

If further dismantling is desirable, the stone guard and the two cowls can be detached after the removal of the cross-head screws.

**IMPORTANT.**—If the radiator is to be put into store, or set aside until eventual reassembly, stack in the vertical position, in order to avoid the possibility of sediment, which may be present in the bottom tank, from being transferred into the narrow-bore vertical tubes.

**To refit**

This is the reversal of the foregoing procedure for removal.

**CLEANING THE COOLING SYSTEM**

Periodically, the complete cooling system is to be cleaned by flushing through; this form of maintenance is particularly desirable, especially in areas where there is the non-availability of soft water.

**Procedure**

Drain the cooling system as previously described under the appropriate heading; additionally, remove the taps completely.

Should the engine still be hot after draining, wait until it has cooled sufficiently, then commence flushing the system with cool, clear water.

After this has fully drained, refit the taps and commence filling the system, as previously described, with a solution of cleaning compound (several reliable brands are available).

**CAUTION.**—It is important to drain the solution after the prescribed period of running; these instructions are to be found, in most instances, on the side of the solution container. The solution must not be allowed to contaminate the vehicle paintwork as its effect is likely to be injurious.

When the solution has been drained from the system, re-commence flushing through with a continuous flow of cool, clear water until it issues from the drain taps as clear as at the filling orifice.

Refill the cooling system as previously described, with coolant that befits the climate at the time.

**Cleaning the radiator exterior**

Periodically, the air spaces between the radiator gills must be cleaned of accumulated dust and other foreign particles, otherwise should a "choking" condition be allowed to remain too long the result will be one of excessive overheating.

The type of cleaning necessary will depend on the condition of the radiator exterior; therefore, in the event of the radiator gills becoming almost completely blocked, it would be far easier to remove the radiator in order that it can be submerged in a bath of very-hot water to which a mild detergent has been added.