Judiciously scrub the gills using a stiff bristle brush, NEVER a wire brush, working the detergent solution well into the matrix.

When all traces of grease and dirt have been dissolved, rinse the radiator with plenty of cool, clear water and finally dry between the gills, using a low air-pressure line.

If the condition of the radiator exterior is only mildly contaminated with road dust, it will only be necessary to use the low air-pressure line to clean out between the gills.

This is best carried out from behind the radiator itself, in which case, the stone guard will require removal to provide access.

After blowing through the radiator from the rear, transfer the air line to the fan side of the radiator and dispel dust particles which have accumulated within and around the fan cowl.

PRECAUTIONS AGAINST FROST DAMAGE

During the months of winter, it is strongly recommended that an anti-freeze compound is used in the cooling system. It is most important that, as the engine unit is constructed in aluminium alloy, anti-freeze to British Standards Specification 3150 is used, otherwise serious damage may result.

The exact proportions of anti-freeze to be used will depend entirely on the climatic conditions, therefore, the advice given by the manufacturers of the product should be accepted. A wall-chart is usually available, which details the correct proportions to suit any particular climate.

It is pointed out that, if anti-freeze is not used it is quite possible, due to the action of the thermostat, for the radiator to "freeze-up" whilst the vehicle is in motion, even though the radiator content was quite fluid when the engine was first started.

Prior to the use of anti-freeze solution, the cooling system is to be flushed through in the manner recommended under the heading of "Cleaning the cooling system".

It is essential that the cylinder head gasket is in good condition, additionally, the cylinder head bolts are to be checked for tightness by making sure that they are pulled down to the correct torque loading figure (See General Data).

Otherwise, should the anti-freeze solution be allowed to leak into the crankcase, the result is likely to be one of damage to the working parts.

Ensure that the hose clips are tight and that the water pump and thermostat housing are both secure; enough to prevent leakage.

To ensure adequate mixing, it is recommended that the anti-freeze solution and water are both measured in their correct proportions in entirely separate containers, then pour the water into the receptacle containing the anti-freeze, mix thoroughly and then commence filling the cooling system as previously instructed.

The anti-freeze solution is not subject to evaporation, therefore, unless leakage is apparent, 'topping-up' will constitute the addition of water only to bring the coolant to its correct level in the header tank.

Heaters

It is recommended that where a heater unit is installed, anti-freeze is used, because even when the cooling system has been drained, a small amount of water will remain in the heater unit and the connecting pipes. If this water freezes it is likely that the heater unit will be seriously damaged.