

Fig 25

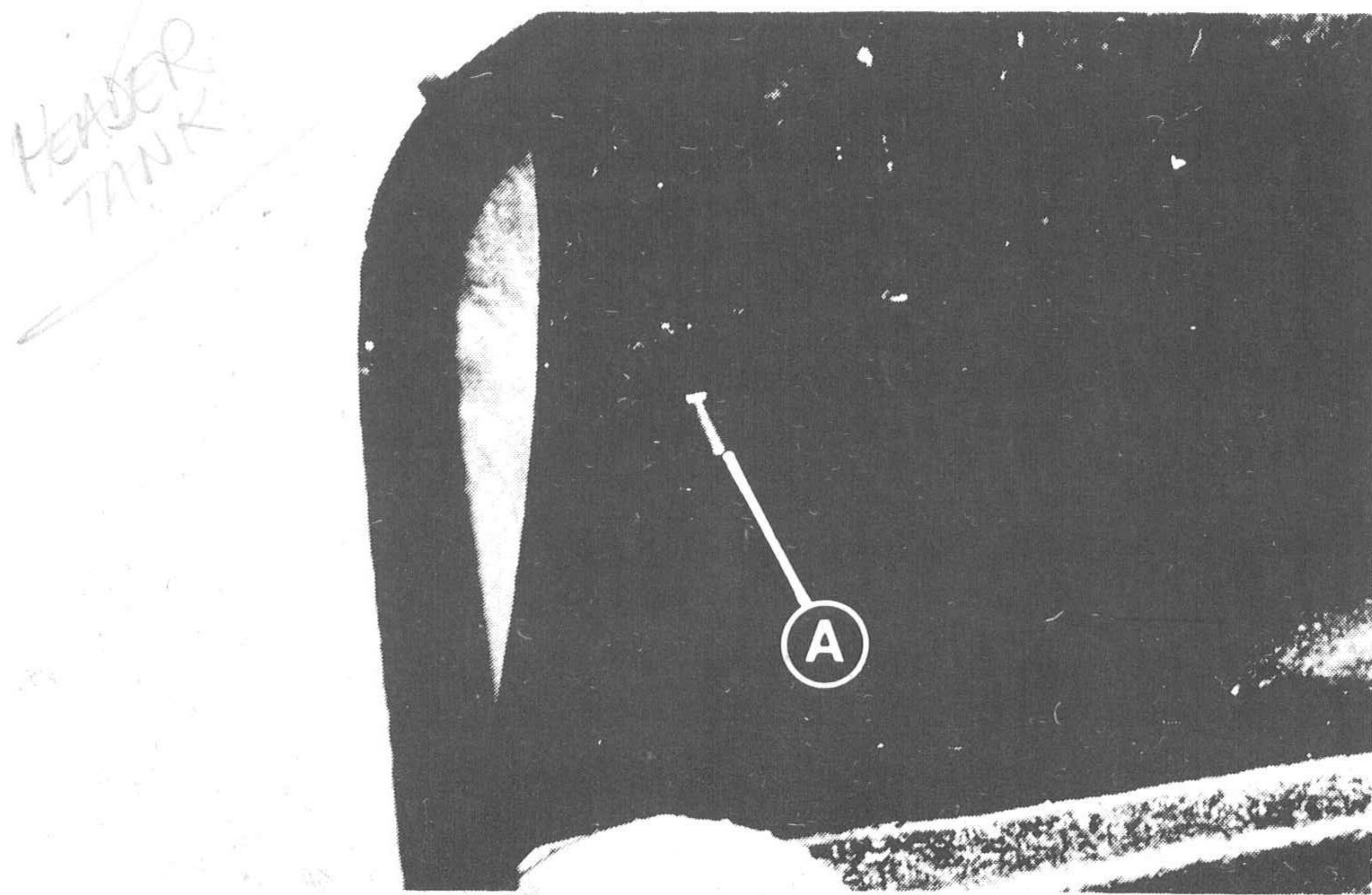


Fig 26

Cooling System

The cooling system is pressurised, and incorporates a forward mounted radiator. Twin thermostatically controlled electric fans are mounted behind the radiator, and are accessible when the grille on top of the nose of the car is removed. The grille can be taken out after removing two nuts. 'A' (Fig 26) shows left hand nut, the right hand nut is the other side of compartment accessible from the front compartment. Replacement is facilitated by placing lengths of plastic piping on the studs to act as guides. The coolant is taken through heavy gauge copper pipes within the body sides to a header tank 'A' (Fig 25) and expansion tank 'B' in the engine compartment. Pressure in the expansion tank is set for a maximum build-up of 13 lb/in² (0.9 kN/m²) when the coolant is hot. As this represents a temperature above boiling point at atmospheric pressure, never try to take off the filler cap of the header tank until pressure is released. If it is necessary to top up the cooling system of a hot engine, proceed as described under "Forecourt Service" on page 32. The filler cap on the header tank differs in design and function from the pressure cap on the expansion tank, and the two must never be confused. The level of coolant in the expansion tank should be half-full when cold.

Water Pump. A separate drive is provided for the water circulating pump 'C' (Fig 27), with a jockey pulley tensioning device. The belt should be tensioned to allow a deflection of ½-inch (12 mm) on the top run. To adjust, slacken off the mounting nut 'D' on the flange of the pulley mounting and the bolt 'E' on the tensioning slot, move the pulley unit as necessary and retighten.