

## SECTION D

## THE COOLING SYSTEM

**To Remove the Radiator.**

Take off the bonnet by undoing the rear hinge bracket and withdrawing the bonnet rearwards from the front hinge.

Detach the forward ends of the radiator stays and disconnect the by-pass hose at the thermostat, the hose on the elbow at the pump and the main hose at the top of the thermostat.

Take out the two large, shouldered bolts holding the radiator to the headlamp brackets.

Remove the fixing nuts and locknuts from the mounting brackets. Note the position of the rubber buffers, retaining rings and washers.

The shell and radiator block will then come away together.

**Fan Belt Adjustment.**

Adjustment of the dynamo, fan and water pump belt tension is obtained by slightly slackening the two bolts on which the dynamo pivots, releasing the setscrew (at the top front end of the dynamo) securing it to the slotted link and pulling the dynamo bodily outwards until the belt tension is correct. Tighten up the setscrews with the dynamo in this position.

**NOTE:** Only gentle hand pressure must be exerted on the dynamo, or the belt tension will be excessive and cause rapid wear.

**The Water Pump.****To Dismantle and Reassemble.**

The water pump is fitted to the front face of the cylinder block, and is driven by a belt from the crankshaft. This belt also drives the dynamo. The pump is fitted with a special carbon gland ring which provides a water seal and needs no lubrication or adjustment. In the early life of the car a slight leak may occur, but this will automatically cease as the carbon ring beds itself down. Should it be necessary to dismantle the unit for any reason, remove the radiator and proceed as follows:—

Take off the fan blades and remove the fan belt.

Remove the pump unit by breaking the joint between the impeller housing flange and the cylinder block, moving the inner control link bracket outwards to clear.

Dismantle the pump by removing the impeller from the shaft, tapping out the taper pin attaching it to the shaft and taking care to see that it is knocked out in the right direction. Withdraw the pressure spring and washer, which gives access to the carbon seal and gland washer assembly. Care should be taken

- 1—Spindle.
- 2—Fan pulley.
- 3—Felt washer (front).
- 4—Retaining cover (front).
- 5—Bearing circlips.
- 6—Bearings.
- 7—Distance tube.
- 8—Retaining cover (rear).
- 9—Felt washer.
- 10—Retaining washer (rear).
- 11—Spindle circlip.
- 12—Pump body.
- 13—Seal washer.
- 14—Spindle seal.
- 15—Gland ring.
- 16—Seal washer.
- 17—Seal ring.
- 18—Taper pin.
- 19—Gland peg.
- 20—Impeller vane.

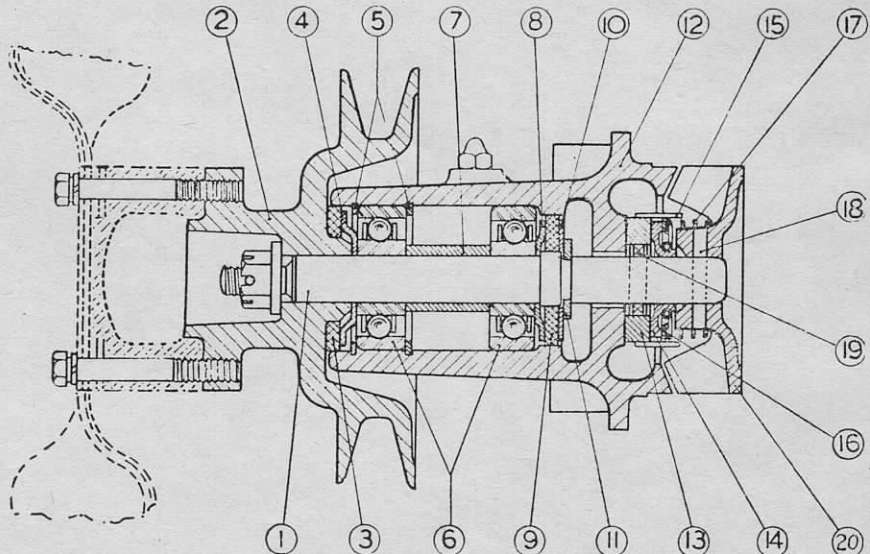


FIG. 20.—The water pump assembly.

