

COOLING SYSTEM - WATER

Cooling is provided by a cross-flow radiator, mounted in the forward section of the front body panel. It serves as a front location for the body panel, to which it is air sealed by a rubber moulding. Air inlet is provided in the extreme front of the nose shell, exhausting into the low pressure area between each side of the front suspension. It is therefore important that the rubber sealing strip is kept in good condition otherwise the function of the radiator may be impaired.

The inlet and outlet pipes from the radiator are connected to the engine via the two main top chassis tubes. The filler pipe for the cooling system incorporates a swirl pot and is fitted with a 10 P.S.I. pressure cap and should the need arise for the cap to be replaced, a cap of the same pressure relief should be used. Care must be taken to bleed air from the front of the system when first filling after the system has been drained.

COOLING SYSTEM - ENGINE OIL

Cooling of engine oil is provided by an oil radiator situated immediately in front of the water radiator. This is connected by one flexible hose directly to the left hand side main lower chassis tube; the other flexible hose is connected to the right hand side adaptor on the oil tank and then from the bottom of the oil tank to the right hand main lower chassis tube. On the engine end, the left hand lower chassis tube is connected by a flexible hose to the scavenge pump OUTLET (the scavenge pump being mounted on the extreme front of the engine). The right hand lower chassis tube is connected to the adaptor immediately above the INLET on the scavenge pump. The INLET side of the pump is connected to the sump, and the adaptor in the oil gallery on the right hand side of the engine is connected to the OUTLET on the filter, the INLET of the filter being connected to the adaptor on the left hand side FRONT of the engine.

The filler for the oil system is fitted in the top of the oil tank and the oil level should be kept at approximately $1\frac{1}{2}$ " ABOVE the horizontal baffle, (this is best measured with a tape measure dipped into the oil).

During any overhauls care should be taken to keep these pipes free from grit and if any doubt arises, they should be flushed with petrol and blown out with compressed air. Drain plugs are provided in the ends of the chassis tubes for this purpose. It is important to refrain from revving the engine too high when cold, or damage to the oil cooler may result.