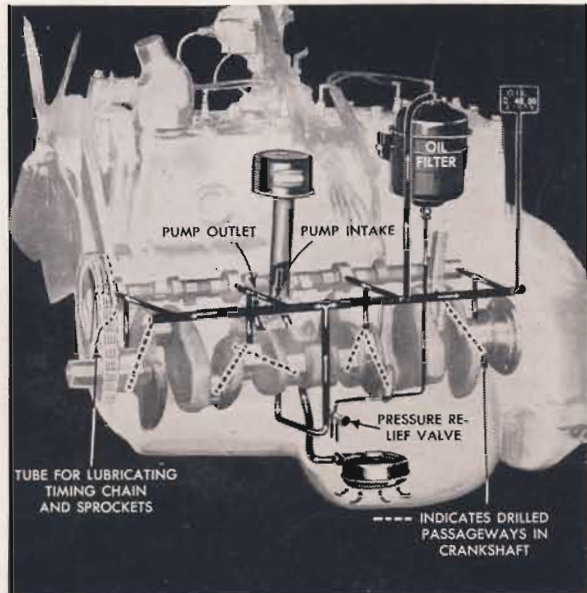


the head overflows. Start the engine and accelerate it 6 or 8 times. If bubbles appear it indicates a combustion leak.

Next, check for air being sucked into the cooling system. This causes foaming which greatly lowers the ability of water to absorb heat. The foaming water also will overflow, causing a low water level. Air suction usually occurs through a leak in the pump or in a connection between the pump and radiator. To test for this trouble, lower the water level enough to eliminate the chance of overflowing from expansion. Then block open the pressure valve on the radiator. Attach a hose to the overflow pipe and insert the free end in a container of water. Run the engine until the temperature remains constant. Then, with the engine running at a fairly rapid speed, watch for air bubbles in the container. If there is no internal leakage of combustion gases, the presence of bubbles indicates air is being sucked into the cooling system.

If your engine runs too cool, check the thermostat and, if necessary, cover part of the radiator to adjust the temperature to a safe level.

Inspect the radiator core every spring and fall. If it needs cleaning, use a good grade of cleaning compound and reverse-flush as directed on the package. A badly clogged radiator will require the services of a professional radiator-cleaning shop. There are devices on the market which may be suspended in the radiator to assist in preventing corrosion and clogging of the radiator core.



Efficient functioning of the lubrication system is important to the cooling system because it also helps to carry away heat

The fan belt requires no particular attention, except lubricating. Sometimes the belt gets loose and causes the fan to slip and not turn as rapidly as it should, causing overheating of the engine. If this happens, loosen the nut which holds the eccentric arm of the fan, raise the arm slightly and retighten the nut. This will tighten the belt. Frequently, this nut has a left-hand thread. Do not tighten too much as you are apt to crack the fan support.

Where a V-type fan belt drives the fan, water pump and generator, the adjustment is made by moving the generator in or out to tighten or slacken the belt. Too tight

Left, test for combustion gas leaks in the water jacket caused by bad head gasket or cracks in head or block. Right, test for air suction in system. Air will cause foaming and loss of heat-transfer properties of water

