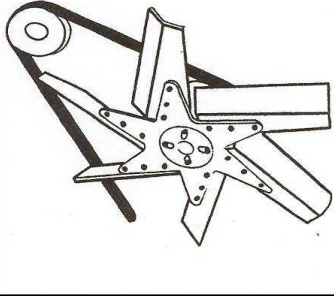


Tech Talk

By Norman Nock

If your radiator temperature starts to exceed 210° F on it's way to 230° F stop or slow it down before you cause major engine damage (if your temperature gauge exceeds 230° F you will damage it causing it to give incorrect subsequent readings.)

figure 1

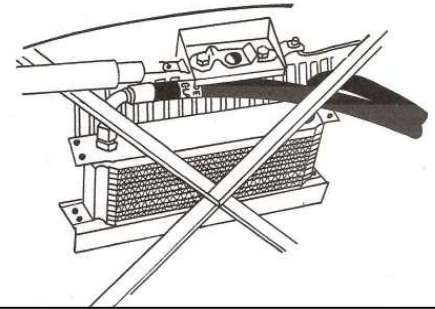


If your temperature gauge only starts to climb when you travel slowly, as you would in city traffic, or long climbs in the mountains, you need to move air through the radiator faster. This can be achieved by

installing another O.E.M. fan blade to your O.E.M. set. This will give you three additional original style blades, bringing your total to six more- blades, more air. Another alternative is to install the big 90 square inch stainless steel fan as shown in diagram 1. This type of blade moves even more air. I suggest installing a steel shroud as well to help guide the air and as a safety feature. You don't want fingers or tools getting to close to these blades. They are sharp and can cut you even if the car is not running. If your oil pressure gets too low on a hot day while driving at speed or climbing a hill it could be caused by the oil getting too hot.

To cool the engine oil fit an oil cooler in front of your radiator as shown in figure 2. This is common practice on racing engines and high quality Domestic cars. Some special order Healeys came with an oil cooler as O.E.M.

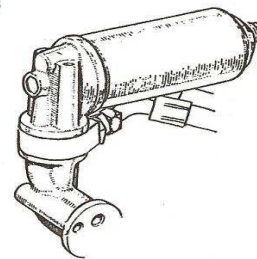
figure 2



The oil lines should have a 90° elbow on one end as shown in figure 2 and a 45° on the other end as shown in figure 3 to allow easy fitting and a much neater job. Filter adaptors are available if you want to use a spin-on filter.

Figure 2 shows an oil cooler fitted to a six cylinder Healey. The same cooler can be fitted to the 100-4 by removing the vertical panel in front of the radiator and mounting the cooler on the horizontal panel.

figure 3



If your oil pressure is still too low after installing the oil cooler, try increasing the spring pressure of the relief valve.