

MAKE YOUR MODEL A HAPPY

By Claude Sipe, Tech Advisor

Lets keep our Model A Happy! Well First I guess we should try to find out what makes it unhappy. At least that sounds like a good place to Start! I think overheating is one of the worst things we can do. Of course there are several others that are arguably just as bad, but this month I would like to talk about over heating, its causes, and cures. As in all trouble shooting we should always check the most common and easiest things 1st. Is the fan belt slipping? If it is, tighten it, but be careful, don't over tighten and ruin the water pump bearings! A good rough check is to block the vehicle so it can't roll. Take it out of gear and attempt to turn the engine over with the fan (be sure the engine is off). If the fan rotates easily the belt is too loose. In most cases if adjustment is correct you can actually turn over the engine with the fan in at least one direction and it will slip on the belt in the other. 2nd I know this next one will cause a few smiles. Is there enough coolant in the system? If not, where did it go? The fluid level should be approximately ½ way between the radiator core and the top of the tank. 3rd Is there any debris lodged in the cooling fins? If so, you can remove it with compressed air. 4th Are the cooling fins loose on the core? Now this one will require removal of the radiator and the help of a radiator shop. 5th Is the radiator plugged internally? A visual inspection down through the radiator cap will usually tell you, or you may want to do a rough flow test (Les Andrews book can help you with this). 6th How about your ignition timing? Is it running a little late? If you need help timing your vehicle, Les Andrews has a very good procedure in his book but if you are still uncomfortable, give me a call and for a cup of coffee I will show you how.

Well, that's most of the real easy to fix things so it's time to look into the more complicated and expensive things, such as a blown head gasket or a cracked block. These are usually indicated by at least one or more of the following: water in the oil, low compression in one or more cylinders, or a solid mis-fire. Hopefully you won't experience the last, but I will bet if you don't fix a minor heating problem you will end up with a problem such as a blown head gasket or a cracked block.

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