

DETAIL OF THE 'LIST OF FIFTY' Part 1.Engine:1 Top up engine oil.

With the engine cold and the vehicle on level ground withdraw the dipstick from the right hand side of the engine. Wipe it clean, reinsert it to its full depth, remove and examine oil mark. Remove the breather cover from the oil filler pipe and top up until the dipstick is near the 'H' mark. Do not overfill. The oil should not be allowed to fall below the 'L' mark.

2. Check cooling system for leaks, and hoses for security and condition.

Examine the top, bottom and by-pass hoses for cracks and check clips are tight. (The life of hoses can be extended considerably if lubricated with "Finnigan's Waxoyl") Examine the radiator for signs of leakage and check drain taps are closed. Remove radiator cap, (not when hot) examine the level and look for signs of oil film showing possible head gasket failure. Anti-freeze is recognised by a horrible sweet taste NOT to be drunk!

3 Top up cooling system

Remove radiator cap only when engine is cool. Add clean rainwater or anti-freeze/rainwater in recommended ratio. If you live in a softwater area tapwater may be suitable. Hardwater will lime up the system. The radiator cap should be replaced and tightened fully to ensure the system is pressurised when hot.

4. Check fan belt for condition and tension

If it is at all frayed or split it should be renewed. Tension is adjusted, to give 1/2" - 3/4" depression between fan and crankshaft, by slackening the 3 mounting bolts, adjusting and tightening bolts. Do not overtension fanbelt as this puts excessive load on waterpump and dynamo bearings.

5. Bellhousing Drain plug

Should be removed if fitted and all oil allowed to drain out. It is not necessary to have this fitted again, except for wading, muddy or sandy or other adverse conditions.

6. Renew engine oil

This is best done after a journey while the oil is hot. With the ignition switched off, remove the drain plug from the right hand side of the sump, and drain oil into a suitable container. As soon as all the oil has drained out replace the plug. Refill with 10 pints of correct grade of oil (Experience suggests that not all makes of modern multigrade oil are suitable), through the side cover filler pipe.

7. Renew engine oil filter element

1947-1954 vehicles with 'Rolls Royce' type external oil filter. Disconnect the inlet and outlet pipes at the filter, slacken the mounting bolts, discard the unit and replace with new. Refill the sump as above.

1955-1958. Carefully unscrew the centrebolt at the base of the filter container, withdraw the container, element and large sealing ring. Thoroughly clean the container with paraffin or petrol. Fit the new element and sealing ring. Refill the sump with one extra pint, i.e. 11 pints in all.

All models: Run the engine for about 5 minutes and inspect for oil leaks mainly from either an incorrectly seated filter on late models, or at the unions on early ones. Check oil level and top up as necessary.

8. Lubricate accelerator control linkage

Lubricate all pivots, bushes, ballsocket points etc. with clean engine oil. Check over for any tendency to stick, and for excessive wear.