

Section A.45

OIL COOLER KITS

Oil cooler kits are now fitted as standard equipment to all export cars from Car No. 102737 and are available as an optional extra for Home Trade cars. All bodies are now drilled to accept the oil cooler and its associated equipment.

The kits are available under Part No. 8G2282 for standard cars and Part No. 8G2325 for cars fitted with disc brakes all round.

The oil capacity of the cooler is approximately $\frac{3}{4}$ pint (.42 litre) and this quantity must be added to the sump when the cooler is fitted.

The fitting instructions, including the drilling of unmodified bodies, is as follows:

- (1) Jack up and support the front of the car and remove the front off-side wheel.
- (2) Remove the radiator case and grille to gain access to the horns and radiator duct panel.
- (3) Disconnect and remove the horns complete with their brackets.
- (4) Disconnect and remove the filter to crankcase pipe assembly.
- (5) Mark out and drill two $\frac{11}{32}$ in. (8.73 mm.) holes in

each front suspension member for repositioning the horns as shown in Fig. A.13 (c).

- (6) Mark out and drill four $\frac{9}{32}$ in. (7.14 mm.) holes and cut two $1\frac{3}{8}$ in. (34.9 mm.) holes in the radiator duct panel to accept the oil cooler (Fig. A.13 [a]).
- (7) Mark out and drill two $\frac{7}{32}$ in. (5.5 mm.) holes in the front off-side wheel arch for the fitting of the oil cooler pipe clips (Fig. A.13 [b]).
- (8) Fit the packing-piece and oil cooler to the radiator duct panel and secure it with the four $\frac{1}{4}$ in. UNF. hexagon-headed screws, washers, and Aerotight nuts.
- (9) Fit the two oil pipes to the cooler and secure the pipes to the wheel arch with the two clips, No. 10 UNF. screws, plain washers, spring washers, and nuts provided.
- (10) Fit the two flexible pipes to the oil cooler pipes and then connect them to the oil filter and crankcase as shown in Fig. A.13.
- (11) Refit, connect, and test the horns, replace the radiator grille and case, and refit the front road wheel. Remove the supports and jack.
- (12) Add $\frac{3}{4}$ pint (.42 litre) of oil to the sump, run the engine, and check all pipe unions for leakage.

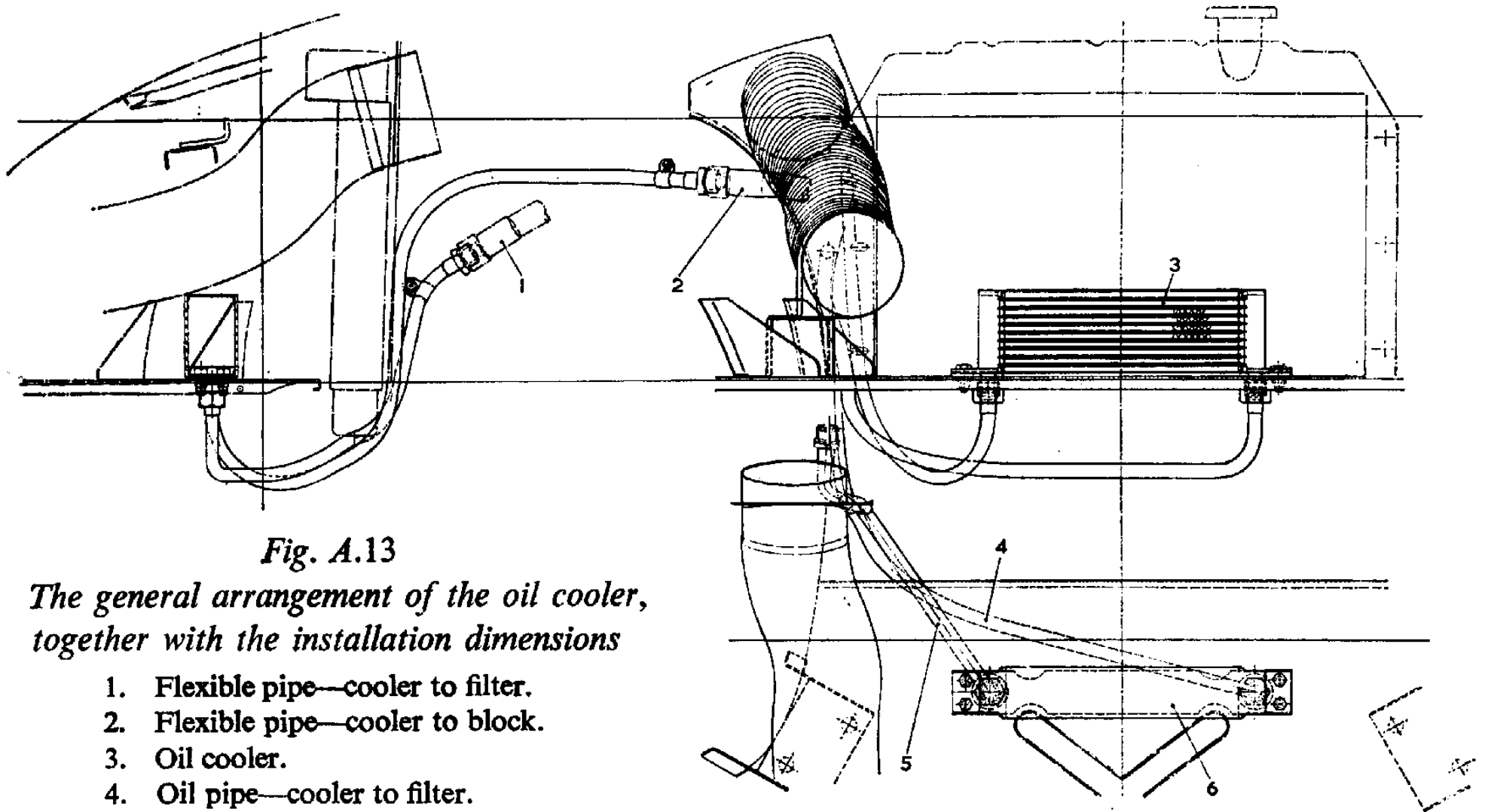
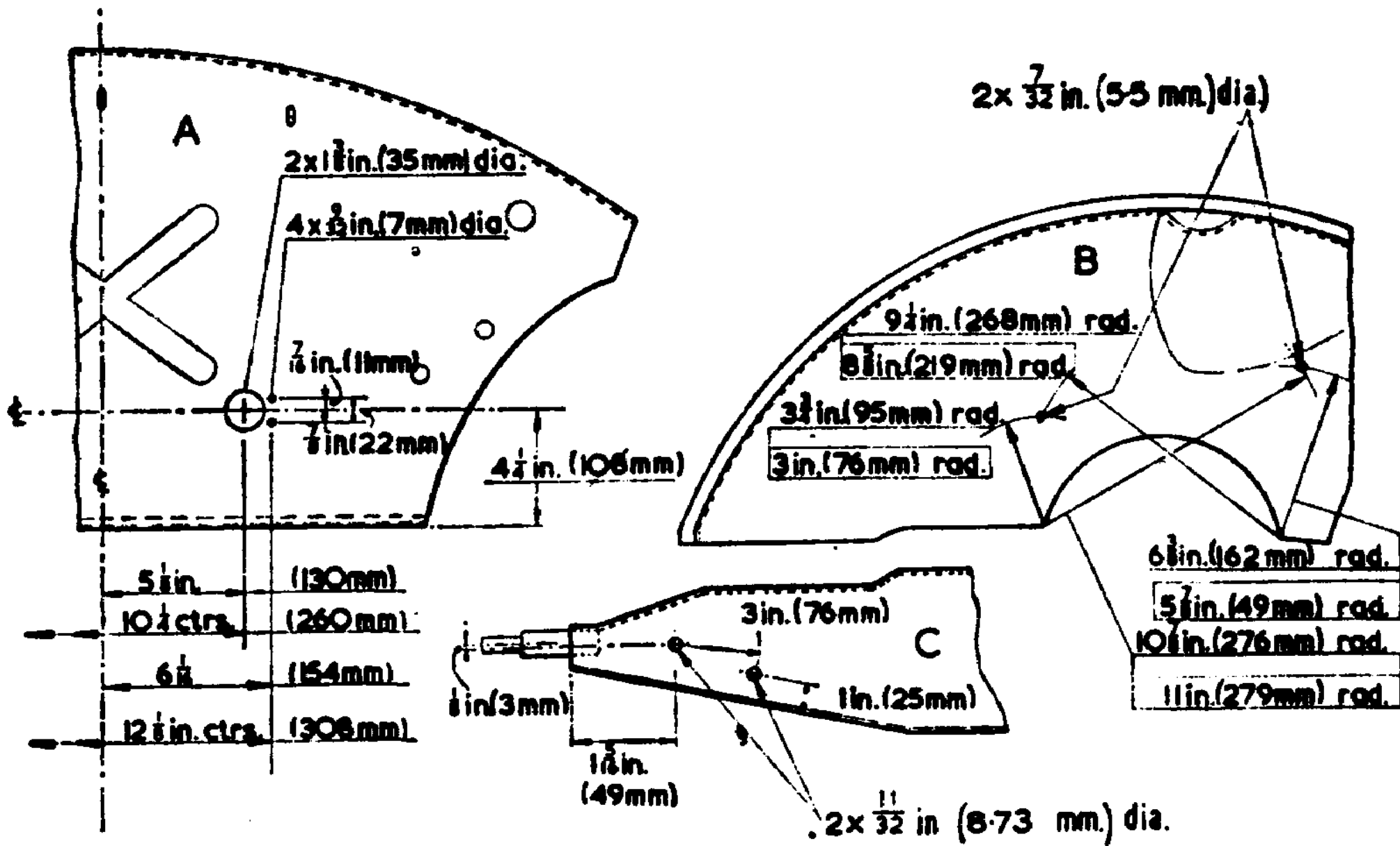


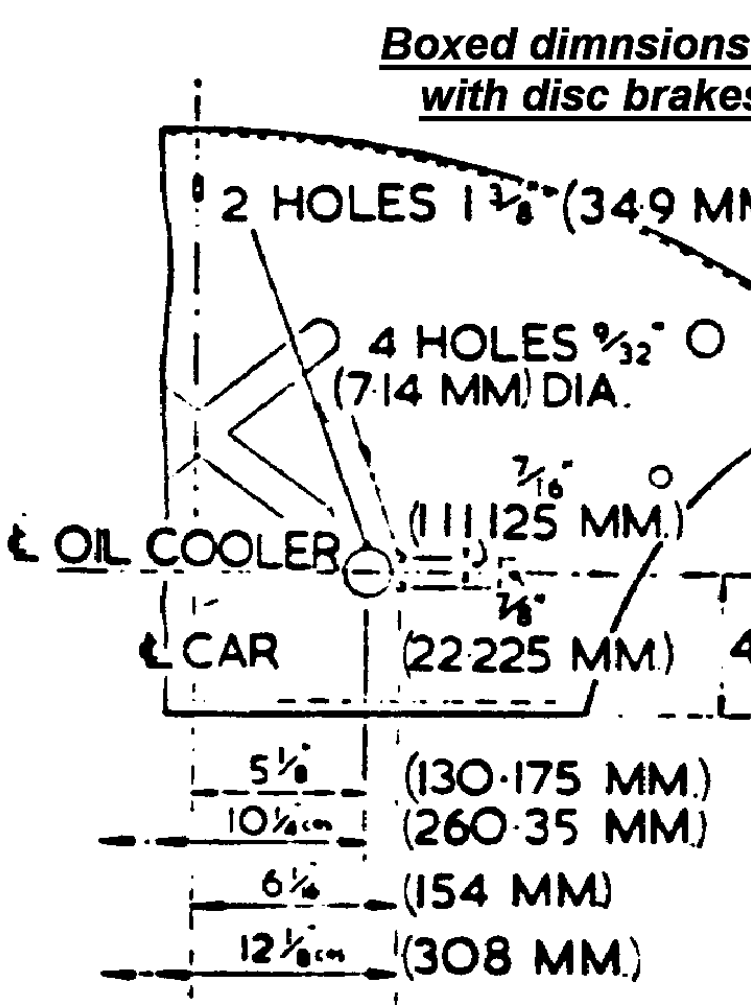
Fig. A.13

The general arrangement of the oil cooler, together with the installation dimensions

- 1. Flexible pipe—cooler to filter.
- 2. Flexible pipe—cooler to block.
- 3. Oil cooler.
- 4. Oil pipe—cooler to filter.
- 5. Oil pipe—cooler to block.
- 6. Oil cooler packing.



Boxed dimnsions refer to MGA
with disc brakes all around



VIEW OF RADIATOR DUCT
PANEL SHOWING HOLES
FOR OIL COOLER FITTING.

