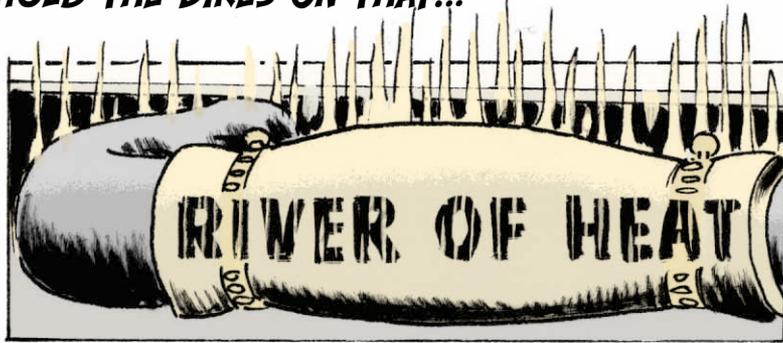


HOLD THE DIKES ON THAT...



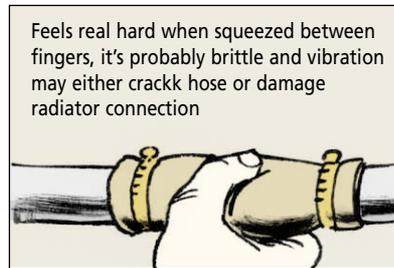
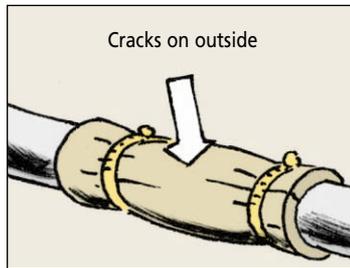
No doubt about it—your engine's cooling system's got a man-sized job. The close tolerances of your engine should be held within three degrees of operating temperature for best results.

In the liquid-cooled engine, the thermostat controls the heat's lower limit while the upper limit depends on its radiator, oil and water pumps. Depending on the engine, those water pumps must circulate from 4,000 to

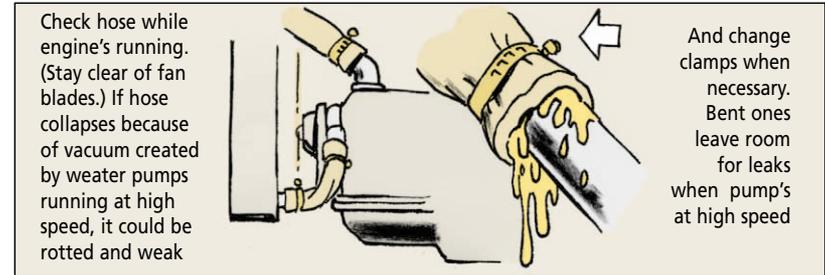
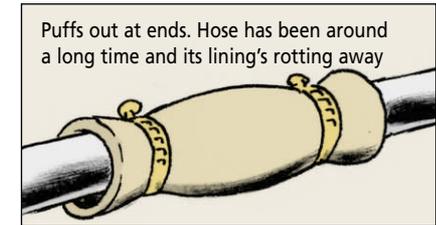
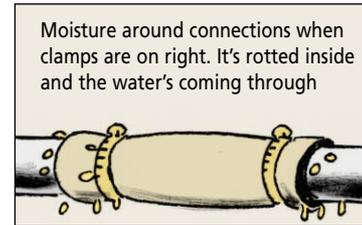
10,000 gallons of coolant an hour—enough to fill an average-size swimming pool in just a couple of hours.

Anything that'll interrupt the flow of coolant can make the engine over-heat. If that happens for only a little while, you're headed for trouble. And one cause for overheating is a bad radiator or heater hose. Just one partly clogged or leaking hose can slow down or stop the coolant's flow.

This shouldn't happen to you. Check the hoses closely, 'cause often it may seem OK, but is actually rotting away on the inside or is about to crack. Look for these trouble signs:



If it feels real soft, it's probably rotting out. This can fill the cooling system with small particles of rubber which can clog and overheat the engine.



- If the hose is worn or frayed on the outer layer, it can rupture at any time.
- Don't forget the bottom radiator hose. It takes more of a beating from rocks and bushes than the other hoses and it's often the first one to go bad. Eyeball it when the engine's running. If it's collapsing, it's too weak to do the job.
- Keep the hoses clean. Oil eats rubber, so a dirty, oily hose is in trouble. The best way to clean hoses is to scrub them good with detergent and water. NSN 7930-00-282-9699 gets a gallon of detergent for lifting off oil.

Never clean hoses with dry cleaning solvent or petroleum-based cleaners. The solvent is flammable and the petroleum-based cleaners eat hoses, too.

