Prepare for a cool road trip ...

Got a "Hot" +4?

Bill Button

One of the hardest areas to cope with is heat. Over 90 degrees ambient temperature spells trouble. Probably the most important is "tuning." Robert Couch tuned Bob Stinson's, Craig Runion's and my +4 just prior to our trip to Cambria, CA for MOGWEST last year. None of us had heat problems. Here are some thoughts:

1. Electric Fan – Mounted on the outside of the radiator (the only way on a +4), the electric fan works great in slow or stopped traffic. At 70 m.p.h. it actually blocks the radiator.

2. Engine Driven Fan – I have a "Morgan Spares" plastic fan. It is simple and works great except in very slow or stopped traffic. I turn my engine off when I'm stopped and see the temperature rise.

3. Temperature Gauge – The "Smith" original gauge is inaccurate. I have a VDO gauge installed so that I know the situation. Many folks think their +4 is overheating when in fact it is not.

4. Radiator Cap – Use a 4# cap. I use a 7# cap as I have had my radiator re-cored with a modern core. Consider re-coring (about $250) if your radiator is old. With a modern core and 7# cap you can handle a higher temperature.

5. Air scoop – I have a "Cuthbert Twilly" (Gary Bell) designed air scoop. Gary provides the design in his book "A Yank At Malvern." It is easy to make with some aluminum, snips and a pop rivet gun. The neat thing about his design is that it blocks off the sides so air is forced through the radiator. It seems that air pressure builds up in the engine compartment. The louvers in the bonnet are not sufficient to relieve this. Blocking the air from going around the radiator instead of through it will help this problem. The scoop is called an "air dam." Check my +4 or, if you want to view a deluxe job, Ron Theroux's +4.

6. Motor Max and Water Wetter – These are additives that are supposed to help. I use Motor Max because I bought a case. Truckers and RV vehicles use it. Red Line Water Wetter is another additive. Maybe these help, but I'm not sure they are worth the cost. You are on your own on these.

7. Slow down – At 70 m.p.h. and 100+ things get hot. While driving through Texas with 125 degree temperatures, I slowed to 50 m.p.h. I was using the plastic fan and the car was OK, but I wasn't. I found an air-conditioned Holiday Inn with a bar at 3 p.m., slept until midnight and then continued on. It was still 90 degrees thorough Dallas.

To test my +4, I watch the temperatures in Eastern Washington. When they get in the 100 degree range I take off for Vantage. If you can climb from the Columbia River up the Vantage Hill to the rest stop at the top going 70 m.p.h. without boiling over you pass the test.

Common or otherwise ...

Diagnosing Problems With Your Senses

gomog.com

Feels Like Trouble

Difficult handling, a rough ride, vibration and poor performance are symptoms you can feel. They almost always indicate a problem.

Paying attention to your senses and your common sense can pay off!

Steering - Misaligned front wheels and/or worn steering components, such as the idler or ball joint, can cause wandering or difficulty steering in a straight line.

Pulling - the vehicle's tendency to steer to the left or right - can be caused by something as routine as under-inflated tires, or as serious as a damaged or misaligned front end.

Ride and Handling - Worn shock absorbers, other suspension components, or improper tire inflation can contribute to poor cornering. While there is no hard and fast rule about when to replace shock absorbers or struts, try this test: bounce the vehicle up and down hard at each wheel and then let go. See how many times the vehicle bounces. Weak shocks will allow the vehicle to bounce twice or more. Springs do not normally wear out and do not need replacement unless one corner of the vehicle is lower than the others. Overloading your vehicle can damage the springs. Balance tires properly. An unbalanced or improperly balanced tire causes a vehicle to vibrate and may wear steering and suspension components prematurely.

Brakes Brake - problems have several symptoms. Schedule diagnosis and repair if:

- The vehicle pulls to one side when the brakes are applied.
- The brake pedal sinks to the floor when pressure is maintained.
- You hear or feel scraping or grinding during braking.
- The "brake" light on the instrument panel is lit

Engine - The following symptoms indicate engine trouble. Get a diagnosis and schedule the repair.

- Difficulty starting the engine.
- The "check engine" light on the instrument panel is lit.
- Rough idling or stalling.
- Poor acceleration.
- Poor fuel economy.
- Excessive oil use (more than one quart between changes).
- Engine continues running after the key is removed.

Transmission - Poor transmission performance may come from actual component failure or a simple disconnected hose or plugged filter. Make sure the technician checks the simple items first; transmission repairs normally are expensive. Some of the most common symptoms of transmission problems are:

- Abrupt or hard shifts between gears.
- Delayed or no response when shifting from neutral to drive or reverse.
- Failure to shift during normal acceleration.
- Slippage during acceleration.
- The engine speeds up, but the vehicle does not respond.

Paying attention to *hearing* and *smell* were in the last issue!

More on Morgan Cooling

Steve Hutchens

Cooling is always a popular topic among Morgan owners. You will find several interesting articles on the topic at gomog.com, and, with winter arriving soon, may have an opportunity to apply some of them before next summer. Go to: www.gomog.com/allmorgan/coolingindex.htm for enlightenment.