

## Chapter 4

# COOLING SYSTEM

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### DESCRIPTION

#### COOLANT SYSTEM

1. Coolant for each engine, circulated by a centrifugal pump mounted below the rear of the engine, passes round the cylinder jackets and then to vapour separators mounted immediately forward of the top of the cylinder banks. The two separators are joined by a pipe and a

second pipe, which also serves as a vent, is led from the top of the starboard separator to the top of the header tank at the front of the power plant. A thermostatic relief valve, set at 40 p.s.i., is located at this point. Hot coolant leaves the separators and runs by two pipes, one for each, to the corresponding

sections of the radiators. The two radiator sections are located in the circular cooling duct under the front of the engine and are joined at their lowest points by a short pipe with a T-connection, to a further pipe leading to the pump inlet. A pipe is connected between the lowest point of the header tank and the inlet to the pump.

### SERVICING

#### General

2. Full information on servicing and filling the coolant systems and on the use of NaMBT (leading particulars) is contained in A.P.1464C, Vol.1.

#### WARNING...

*Great care must be taken when releasing the filler cap on the header tank, unless the system is cool or cold, owing to the pressure developed in the system at*

*operational temperatures. Do not fully unscrew the wing stud holding the cap down until it is certain that all pressure has been released.*