



MINOR MESSAGE no. 9

Heater valve replacement
by Peter & Teresa Baddeley

Hello from Gloucestershire! You might recall we joined N. Wilts MMOC last year and had a great day with you all at Crofton. We've been very busy building raised beds for all the veg that is becoming difficult to source at the supermarkets. But we did find time



Outside The Swan at Southrop just before the replacement condenser failed at Waitrose, Ciren. It was a cheap import - should have gone to Distributor Doc. I have since!

yesterday to fire up our 1968 convertible and do one small job. We purchased REH 840F three years ago. An excellent car but all the aluminium cooling system parts were seriously corroded. At that time only the earlier knurled wheel heater take-off was available. Neither ESM nor Bull Motif supplied a reliable cable-operated type. Just before lockdown I managed to purchase the re-modelled heater take-off valve from ESM. This should have been a quick and easy job but it took over an hour! Mrs B helped and learnt a few new phrases!

1. The old valve in situ. Easy to remove and managed to save & reuse most of the coolant.

2. The new valve with included gasket (green), spare gasket and cable grip screw (NB this is a separate order item).



3. I'm never sure whether to treat paper gaskets - a thin smear of petroleum jelly just in case.



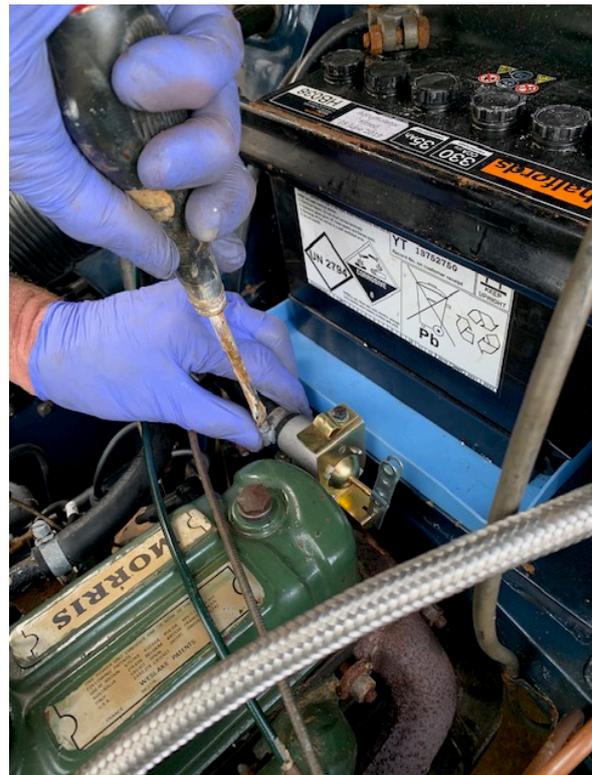
4. First mistake! The new gasket is not entirely symmetrical. The slightly thicker edge should be toward the front.



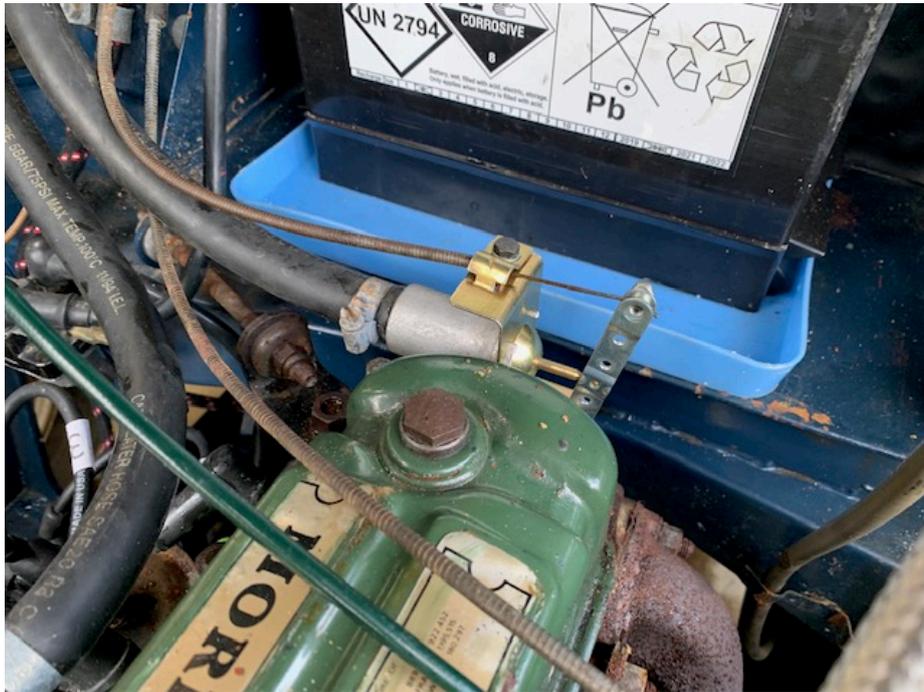
5. On OK but needed to be wiggled fairly forcibly down the studs. Getting the port/passenger side washer and nut on was an absolute fiddle. It's covered by the valve mechanism and therefore socket proof. I had no ratchet spanner and had to use a 7/16 AF open ended, turning over to grip the nuts 12 times for every turn. What a pain!



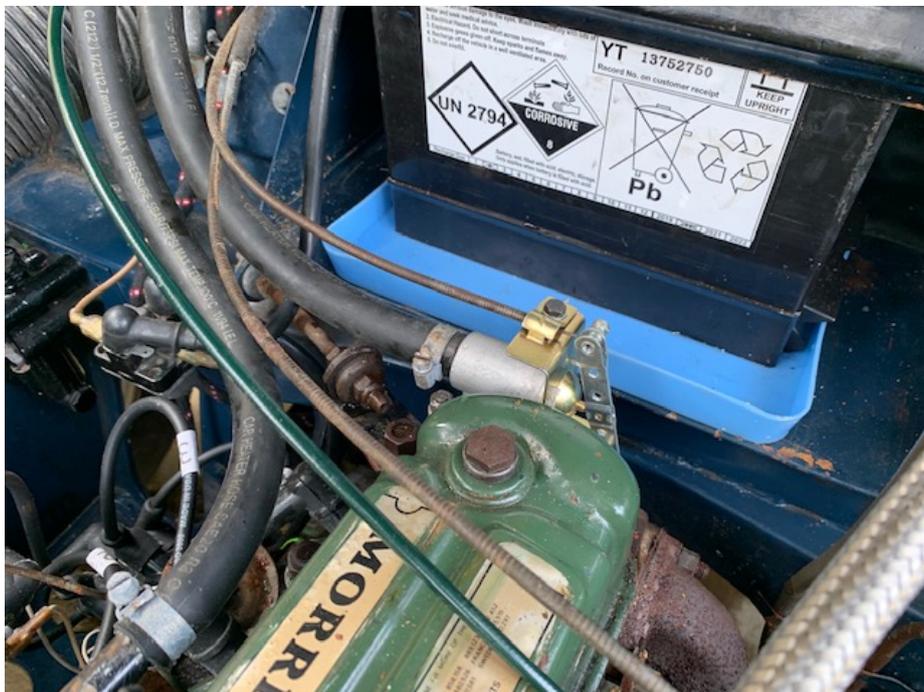
6. Nuts finally on and a pleasure to refit the hose - after freshening up the end by removing a couple of centimetres.



7. Cable fixed using replacement grip but a second mistake. Can you spot it? Started her up but choke cable seemed surprisingly stiff.



8. That's it. Choke cable should go over the heater hose, not be squashed under!



All fine now - just need the lock down lifting a little and a nice fine but cold day to go for a run.
Peter and Teresa Baddeley