



## The Story Continues!

27<sup>th</sup> July 2015

### Cooling system

The hose kit supplied appears to be for an early model Mk 10, whereas mine is a later model, and for now I can only see 3 hoses that I can use, out of the 12 supplied! I have to hold off on installing the water pump, fan and radiators, so as to have good access to all the hose couplings.

The good news is that the viscous fan coupling fits the fan and water pump! The studs connecting the fan to the coupling wouldn't fit, because they have a different thread, but I managed to buy suitable UNC studs locally.

I've flushed out the heater radiator - with a garden hose! - so as soon as I source the correct hoses, it'll be "all systems GO!"

### Brakes

I finally got the calibration of the callipers right, through trial and error.

The brake pads supplied are not correct, being also for the early model Mk 10. Replacement pads will need to come from UK.

Still haven't looked at the rear brakes yet.

### Front suspension

I've made a start on the left front. Removed the upper wishbone and replaced the ball joint and bushes, so this unit is ready to install.



Before.....



.....and after.

Removed the shock absorber and cleaned it up, ready for re-assembly.

Reg came around last week to help me deal with the lower wishbone. He broke the track rod end ball joint, followed by the lower ball joint. Both of these were really hard to crack, using Reg's special ball-joint removal tool (a very big hammer and lots of cursing!) Couldn't really go any further because I want to completely remove the wishbone, and this will entail removing the coil spring.

I had wanted to avoid removing the entire front suspension sub-frame from the car, but maybe I'll have to. Although it's a heavy unit and awkward to remove in a confined space, it will just make access so much easier. So that's the next step planned.

### **Engine**

I said last month that the first job to be tackled when the spares arrive would be the engine mountings - and so it was. Access to the mounting bolts was impossible without removing the alternator and distributor, and unbolting the power steering pump, but in the end this job went without any problems.

### **Electrical**

Nothing to report

### **Bodywork**

Removed the front bumper and brackets to clean them up a bit, and deal with a little surface rust on the front valance. Some of the brightwork will need to be re-chromed, and I have a few contacts to pursue, but this will not impact on the RWC, so maybe I'll leave this for the future.

### **Upholstery**

I've dismantled all the seats, removing the leather, foam, hessian etc. Most of the leather can be re-used, and a full hide of suitable leather is on its way from England to repair the damaged panels. Some of the old Dunlopillow foam has deteriorated and will need to be replaced, but most of it can be saved and re-used.

The seat frames looked battered and worn. The driver's seat frame needed a weld repair. I removed the runners and control levers, and cleaned everything up, so they now look as good as new.



*The two front seat frames, repaired and freshly powder-coated. The runners have been freed up and now work like a charm.*

That's all for now. Hoping for some real progress in the coming month!