



## Part 4

I started this series of articles a couple of months in arrears, with the intention of catching up to date within a few months – but I’m just falling further and further behind! So, as it’s nearly time (as I write this) for New Year’s Resolutions, I’ll see how close to “current” I can get without you all falling asleep .....

A huge “thank you” goes out to Tina, of Kewarra Beach, who questioned my assumption in Part 2 of this epic series, that the ready-mix coolant needs to be diluted by 50% as per the handbook. When you think about it, the wording on the container is ambiguous. I took “**Ready to use at 50% concentrate**” to mean it needs to be diluted by 50%. Anyway, to be super-cautious I spoke to Justin at Repco Kirwan, who contacted the manufacturer (Penrite) to get the judgement from the horses mouth. Lo and behold, Tina’s assumption that the coolant did not require further dilution was correct – and by extrapolation I WAS WRONG! Well, I guess it had to happen sometime .....

Now, I’m left with the problem of bringing my coolant up to correct strength – if possible, without wasting precious and expensive fluid. There’s no drain hose, and draining from the radiator is messy as coolant sprays all over the place and can’t be safely collected. I had to remove the coolant reservoir for another job I’ll explain later, and, using a basting syringe, managed to extract almost exactly 1 litre of fluid.

Now for the calculations. The capacity of my coolant system is 9.5litres, so my existing coolant, being over-diluted, consists of 4.75 litres of the correct mixture, and 4.75 litres of distilled water. Removing 1 litre reduces the coolant in my system to 4.25 litres of each. 1 litre of concentrate makes up 3 litres of the correct mixture, so adding it effectively takes 2 litres of water out of the equation. So now I have a full system of 9.5 litres, consisting of 7.25 litres of the correct mixture and 2.25 litres of distilled water, i.e. 76% mixture. Plus, I have 1 litre of 50% mixture which I can bring up to strength by adding an appropriate amount of concentrate.

Repeating the process, remembering I’m now removing 1 litre at a different concentration, just about works out exactly as, after removing said litre, I’m effectively left with 2.01 litres of distilled water in my system. So, with the addition of a second litre of concentrate, I now have the correct concentration coolant in my system, and a few litres of extra coolant for use at a later date.

Do you see how much fun you can have in a workshop without even getting your hands dirty?

### Coolant system

	Capacity litres	Coolant	Water	
	9.5	4.75	4.75	50%
Remove 1 litre		-0.5	-0.5	
		4.25	4.25	
Add 1 litre 2:1		<b>7.25</b>	<b>2.25</b>	76%
Remove 1 litre		-0.76	-0.24	
		6.49	2.01	
Add 1 litre 2:1		9.5	0	100%



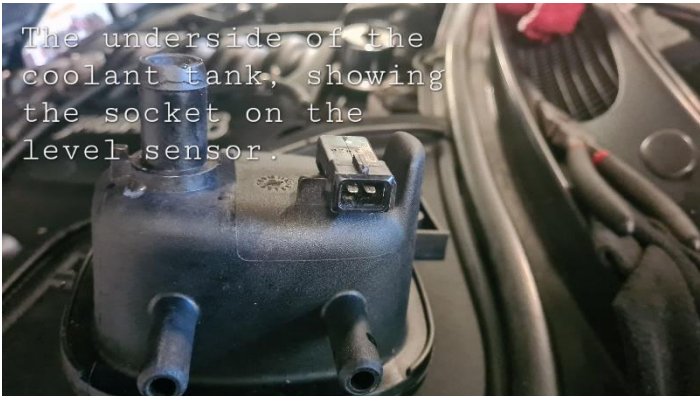


### 2 litres removed

First batch	0.5	0.5
Add .25 litre 2:1	1.25	0
2nd batch	0.75	0.25
Add .125 litre 2:1	1.125	0




When I did my original coolant flush as described in Part 2 of this series of articles, I found the coolant level sensor plug, that fits onto the back of the coolant reservoir, was both difficult to access, and also had deteriorated over time so that the plastic body of the plug felt as if it would crumble if manipulated too much. I refitted it then, but occasionally got a “low coolant” warning on my dashboard even though the coolant level was OK. I managed to source a new plug locally for less than the price of a cup of coffee, so while fiddling around rectifying my coolant mixture, I removed the coolant tank (after extracting the necessary 1 litre of fluid) and – after bench-testing (OK) the level sensor – soldered in the new plug, increasing the length of the wire by around 50mm. The idea here is that if I ever have to set aside the coolant reservoir to gain access to work around it, I won’t have to disconnect it entirely.



When the car was on the hoist for replacement of the front wheel bearings, Chris pointed out to me (I hadn’t noticed!) that the upper control arm bushes were worn. Not much point in having new wheel bearings and worn control arm bushes, so new ones duly arrived from Jagdaim in Melbourne, and replacing them was relatively easy and straightforward. What would I do without my hoist? The photo on the left shows a new bush at the bottom right, with 3 of the old bushes. I’ve seen much worse – but I’m glad I got this done.

In early November I was lucky enough to get some time booked in with Chris at DJR Engineering, to tackle the leaking rear main oil seal. It's a big job, requiring the removal of the exhaust system, catalytic converters, drive shaft and gearbox to gain access to the rear of the engine. Loosening the top bolts of the cat converters was a mission, requiring the removal of the air duct and filter housing – but all-in-all, everything was reasonably





The new oil seal is freely available and very cheap, compared to the work involved in fitting it.

straightforward.

While the gearbox was off the car, I took the opportunity to clean and furtle (is that a real word?) any exposed bits. The gearbox itself has some handwritten lettering on it that makes



me suspicious it has been replaced in the past – although there's no indication in the car's admittedly sketchy (in places) history of this. Also, the gearbox identification plate looks as if it might have been deliberately removed and replaced at some time. I've re-secured it now, but again, I suspect this plate may be for the original box – if indeed it has been swapped out. I'll never know for sure about this; it's just another of those head-scratching mysteries.....

So that's it! I'm just about up-to-date with my beautiful XK8 Coupé, except for a few small things I've done which hardly merit recounting. Maybe I'll get around to mentioning them if I run out of other things to bore you with. What's on the horizon? This is just a wish-list, not a plan .....

- Fit a new aircon compressor. The old one works just fine, but it whines when hot. Not good on a long trip.
- Remove the front seats for cleaning
- Fit new instrument bulbs – looking a bit dim after nearly 27 years!
- Rectify rear parking sensors (a factory optional extra), not working correctly
- Dash vent grille repair – but I'm missing one spline....
- Re-silver headlight reflectors

I must stop with this list now. Don't want to get carried away