

THERMOSTATIC RADIATOR FAN

by Bruce Feller

I had "radiator fan" trouble with my Europa one month after I picked it up in England, and the detailed procedure for diagnosis and repair would have saved me a great deal of wasted time and effort. I found my trouble to be corrosive deposits on the brush carrier plate of the motor, that had restricted the movement of the brushes and prevented good contact between brushes and armature.

After cleaning the brush carrier plate and reassembling the fan motor, the unit functioned for several weeks and quit again. Disassembly of the fan motor revealed the same deposits as before and I began searching for the cause. I determined that the position of the fan motor exposed it to a good deal of water (especially in wet north-east climates) deflected through the grill while driving in heavy rain, etc. Although the motor is "closed" I found that the joints were not water tight, especially in the area of the end plate where the relay leads enter the motor. I proceeded to waterproof the assembled motor with one of the several products available for this purpose. I used a compound which dries to a flexible, rubber-like consistency that is quite waterproof. Wide, waterproof tape was then used to completely shroud the motor and this arrangement has kept the fan motor running smoothly for the past eleven months. I pass this information along as a possible solution for anyone experiencing chronic fan motor failure.

THROTTLE CABLE

by Roger Moore

Any of you Europa owners have throttle cable trouble? If it gets tight or RPM's fail to drop off between gears, mark cable at carburetor, then remove cable from same and pull through housing to accelerator pedal. Be sure to leave housing in position. Take can of spray liquid wrench, remove spray nozzle and insert into end of housing. Spray like hell and pretty soon it'll start coming out the other end of the housing. Put cable back through housing, reconnect at carburetor.

Note: Don't disconnect at accelerator pedal like I did. It's much easier to work in engine compartment than in drivers compartment!