

Lagondaforum: LR126 engine

LR126 engine

Written by SRD at May 16, 2012 7:27 pm

Finally, access to the engine, after a difficult day!

Engine very oily and rust parts here and there as expected, but a good feeling to see this engine at last. Will post more later.

Simon

Re: LR126 first pictures of the engine

Written by SRD at May 16, 2012 9:46 pm

A few more pictures.

Attachments:

[e1.jpg](#) (filesize: 56.52 KB)

Re: LR126 first pictures of the engine

Written by randall977 at May 17, 2012 10:13 am

Hi Simon, doesn't look too bad in there, at least it's been dry and sheltered. I guess you're planning to remove the engine and rebuild then deal with the engine bay? You may need to put in new louvred sections - how do they look?

Re: LR126 first pictures of the engine

Written by SRD at May 17, 2012 11:29 am

Christian hi,

When I get to this stage, will take out the engine/box and then work through the engine bay.

I knew this question was coming, they look just like yours did, will post some pictures, hopefully later on today! You posted some excellent pictures on the forum of before and after, so I know where to come too for advice. They look rather tricky to make, and I anticipate a few goes to get them right as well.

Best news, was once the bonnet release popped, the bonnet opened very easily. No need for any WD40, which was pleasant surprise, had expected more problems with hinges, but none!

Bonnet insulation looks rather ropery of course.

Simon

Re: LR126 first pictures of the engine

Written by Lagondover at May 17, 2012 12:07 pm

Hi Simon,

Thanks for all the pictures! It is really great that you are sharing this adventure on the forum and that you are documenting it so meticulously. I wonder how long it will take before you will have the engine running and I wish you very good luck with it!

Lagondover

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Re: LR126 first pictures of the engine

Written by SRD at May 17, 2012 8:58 pm

A few more pictures of the engine and also the bonnet thermal lining and the louves which will need replacing to sides of engine bay.

Not the wisest choice of material for the louves, mine are covered in an old thick bitumun oily layer and rust...

Re: LR126 first pictures of the engine

Written by randall977 at May 17, 2012 10:36 pm

Interesting heat shield in c and d, mine doesn't have that - where is it fixed? The louvres might not be too bad - hard to tell until the vermiculite is removed...

Re: LR126 first pictures of the engine

Written by TVJL at May 18, 2012 10:59 am

Looks like a VERY non-standard bit of old asbestos board. I think I know what I might do with that - very carefully and wearing a mask. 😬

Re: LR126 first pictures of the engine

Written by SRD at May 18, 2012 12:14 pm

Another example of the same heat shield on a 1963 car, see reference below :

<http://bringatrailer.com/2008/08/29/astons-square-sister-1963-lagonda-rapide/>

Clearly, there was a real problem with air circulation in the engine bay, which by early 1963 was already realized; and this heat guard was put in to stop various more fragile parts, such as fuse boxes, washer bottle etc, being cooked.

I will be looking when I get to this stage for either having my radiator recored or an ally radiator, and an extra fan as well.

I will have to remind myself to look how well the bulk head was thermally insulated when I get the engine and box out. I can imagine it is not too impressive in that department and it will get modern upgrades there.

Attachments:

[1963 Rapide Engine from BAY showing same insulation..jpg](#) (filesize: 63.50 KB)

Re: LR126 first pictures of the engine

Written by SRD at May 18, 2012 3:30 pm

Here is another example on a DB5, three cars with same feature...

http://www.motortrend.com/classic/features/c12_0606_1965_aston_martin_db5/photo_01.html

Attachments:

[DB5 engine.jpg](#) (filesize: 77.86 KB)
