

## Lagondaforum: Fan adjustment meadows S4 engine

### Re: Fan adjustment meadows S4 engine

*Written by M70 at Apr 14, 2012 9:31 pm*

David,

The pinch bolt is in fact a two piece clamp, even slacking off the nut will not loosen the clamp. You may have to tap the "bolt" side of the clamp out, and then remove the other half of the clamp which is a collar onto the bolt - I could take some photo's if you wish. The four holes in the fan spindle are for adjustment on the eccentric. Personally I would avoid the use of a hammer on the housing - they are well known for breaking around the four mounting holes. An obstruction spanner will work on the back bolts. Hope this helps.

Stephen

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### Fan adjustment meadows S4 engine

*Written by DavidLG45 at Apr 13, 2012 9:44 am*

Can anyone tell me how to adjust the fan? I'm trying to get a fan belt on. It looks like the fan shaft is on a cam that can be rotated to allow the belt to be put on. But how do I do this? The manual (club reprint) isn't very helpful. There are 4 holes in the base of the shaft for "adjusting the fan" and a hefty bolt "fan locking nut". I took this bolt right out but still nothing moves. It is possible that the steel shaft has become stuck in the aluminium hole? I don't want to force it and risk breaking the aluminium.

Any help appreciated.

David

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### Re: Fan adjustment meadows S4 engine

*Written by h14 at Apr 13, 2012 10:39 am*

Unfortunately this assembly was removed from my engine by the previous owner, however it sounds very much as if the boss with holes is an eccentric mounting, with the "locking bolt" being a pinch bolt.

Assuming there is a gap in the "pinch" area, I'd run some freeing oil in there & let it soak in, with more applications if necessary over a few days. Try again & if no joy, use a hot air gun to expand the aluminium...as that expands more than steel, it should loosen its grip. Doubtless electrolytic corrosion between the steel & aluminium...it can stick them together pretty firmly!

Laurence

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### Re: Fan adjustment meadows S4 engine

*Written by DavidLG45 at Apr 13, 2012 11:21 am*

Thanks Laurence.

That would be the obvious way it worked but there doesn't seem to be a gap in the pinch area to close up on tightening the "locking bolt". I will try some freeing oil as you suggest and see if it will move by gently tapping. I'm trying to avoid removing the assembly as one of the back bolts is difficult to get a spanner on.

David

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### Re: Fan adjustment meadows S4 engine

*Written by DavidLG45 at Apr 15, 2012 9:27 am*

Stephen.

Thanks for your help. I took the clamping bolt out. On the underside I can see a metal ring - from my limited view it looks like a washer. Is this the

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clamp I need to loosen somehow? If not I'm still puzzled.

David

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### Re: Fan adjustment meadows S4 engine

*Written by M70 at Apr 15, 2012 6:27 pm*

David,

Yes, you are correct, one half of the clamp will look like a washer, which slides onto the other half of the clamp with the bolt. They can be very tight due to corrosion. "Plus gas" has been known to work, once you have some movement on the eccentric shaft it becomes easier. I would recommend taking the clamp out, cleaning and re-assembly with copper slip. Hope you have success soon.

Regards,

Stephen

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### Re: Fan adjustment meadows S4 engine

*Written by DavidLG45 at Apr 17, 2012 6:50 pm*

No luck yet. Presumably the steel sleeve is in 2 halves. One comes out the top the other half out the bottom? And somehow clamps the fan shaft in the middle. Didn't make it easy, did they. . . .

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### Re: Fan adjustment meadows S4 engine

*Written by M70 at Apr 20, 2012 9:31 pm*

David,

They certainly didn't! I can post a photo of the clamp if that would be useful? Shame they made the clamp in mild steel too.

Regards,

Stephen

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### Re: Fan adjustment meadows S4 engine - success

*Written by DavidLG45 at Apr 21, 2012 10:50 am*

Stephen,

Thanks for the offer of a photo. I have now got it out so mission accomplished.

The pinch bolt had come out easily in situ. I decided to take the whole fan unit out (I think it would be very difficult without removing it) and squirted release oil down round the shaft and pinch tube and left it to work its way in. I turned it occasionally so it ran down from both ends. It penetrated surprisingly well. I then tapped along the join line of the pinch tube by inserting a small screwdriver in from the top gently tapping around the join\*\*. The bottom half then dropped out. The other half was easier as I had a flat surface to push against once half the tube was out.

The shaft was still solid but careful use of heat round the aluminium casting and tapping a bar inserted in the "adjustment holes" to rotate the shaft and it eventually loosened. I had to heat it several times.

\*\*Avoid the area near the shaft. The tapered edge is very thin and will damage easily.

David

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**Attachments:**

## Lagondaforum: Fan adjustment meadows S4 engine

[Fan-1.jpg](#) (filesize: 97.53 KB)

[Fan-2.jpg](#) (filesize: 69.41 KB)

[Fan-3.jpg](#) (filesize: 57.74 KB)

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### Re: Fan adjustment meadows S4 engine

*Written by Colin M34 at Apr 21, 2012 5:39 pm*

Hi David,

Thanks for your very clear photos which confirmed that the arrangement I have on my 16/80 is similar. Mine has the low water pump. Perhaps in the drawing office, Lagonda had a particular draughtsman whose job it was to draw up a similar design for both Meadows and Crossley engines.

Colin

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