Lagondaforum: Waterless Coolant

Re: Waterless Coolant

Written by bill at Feb 06, 2018 2:46 pm

Just to resurrect this thread once again about waterless coolants and the like ...

There have also been other comments elsewhere on this Forum.

Maybe it is worth reading and noting Jonathan Oppenheimer comments in the February Newsletter (just received) about his experiences with "4 Life Coolant". I do not know the product specifically or the circumstances in which it was used but it would appear to be one of the so called "waterless coolant" varieties.

In my humble opinion do NOT use these products in our old fashioned engines or be prepared for trouble.

If you do use them be prepared for localised overheating of which you will not be aware. This can cause pistons to seize and other problems.

Your temperature gauge (if accurate) only tells you the temperature in the header tank and not elsewhere in the engine.

I was assured by a very well qualified modern automotive cooling engineer (working for a large well know car company) that nothing is better than ordinary water for cooling - although maybe add a little antifreeze/corrosion protection.

Any alternatives views,experiences or comments welcome !

Re: Waterless Coolant

Written by Steve Darnell at Feb 19, 2018 1:39 pm

I have a 14/60 HC, and there is no cooling fan. I propose to fit an electric fan to assist the cooling, and should be grateful for advice as to what make/model/type to fit. I am a little impecunious and need to spend as little as possible.

Thanks,

Steve.

Re: Waterless Coolant

Written by Mark at Feb 19, 2018 4:36 pm

If you have had your radiator re-cored and the block has been cleaned of all sludge it is almost certain you will not need a fan. In fact the majority of 14/60 and 2 Litre cars do not have one fitted. The Lagonda radiator with water pump is very efficient. The normal running temperature is 70C. My car sits at a steady 70C unless it is a very hot day or I am stuck in traffic and even then it does not boil.

As for waterless coolant, I would never touch the stuff, too many issues have arisen with different vintage engines that are well documented

Regards

Mark

Re: Waterless Coolant

Written by Colin M34 at Feb 19, 2018 6:52 pm

Hi Steve

Just to add to Mark's wise words, check whether you have a thermostat. If you don't have one you will need to fit one. The thermostat diverts the coolant from the bypass which is at the side of the radiator, and opens the flow to down the honeycomb.

Also check that the water pump impeller is going round. It is riveted to the shaft and I have known for these to dissolve.

You may need to descale the radiator using Fernox DS3 .

Colin M34

Re: Waterless Coolant

Written by Steve Darnell at Feb 20, 2018 8:17 am

Thanks for the kind advices. The honeycomb core, thanks to the good folk at Hartlepool Radiators, is brand new. I will certainly try running without a fan. I have rebuilt the pump, with a new impeller - it's circulating the water well. Today, we're fitting new fasteners to the aluminium 'jacket' that holds the dynamo, with stainless 5/16" setscrews, and epoxy thread sealant (we've drilled right through at 5/16" because the 1/4" BSW threads were too

badly corroded). Thermostat located, cleaned, tested OK.

Re: Waterless Coolant

Written by h14 at Feb 20, 2018 11:00 am

Regarding Fernox DS3. I long understood this to be the "choice" product for cleaning the cooling systems of elderly cars. I bought some, and found the instructions somewhat vague as to dilution proportions. So I rang their technical department.

Just as well I did. They stated that they now recommend DS40 very strongly, in preference to DS3, for use in "our" cars. In particular, it seems that DS3 is particularly aggressive with aluminium. Furthermore, DS3 is solely a descalant attacking limescale only, whereas DS40 is a cleaner that will remove rust as well as limescale.

I have therefore since bought a tub of DS40. However, at the time, I was on the verge of getting the LG6 back on the road, and postal delay to me in France could not be countenanced, so I did use the DS3, but at a weaker dilution, and for less time in the cooling system than originally planned. It did clear out a lot but a particular memory was how long it took to entirely flush it from the system, judged by the colour of the water. I could see no noticeable deterioration to the aluminium head water outlet.

Hope this helps

Laurence

Re: Waterless Coolant

Written by Colin M34 at Feb 20, 2018 11:06 pm

Thanks Laurence

Thanks for you comments. I have always found the Fernox people excellent and resonate with comments about using DS40.

I always descale the radiator using DS3 off the car for the reasons you mentioned.

Can anyone see any reason why we should not run with DS40 in the cooling system for an extended period of time? That would get it nice and clean - just what we need with Meadows engines.

M34
