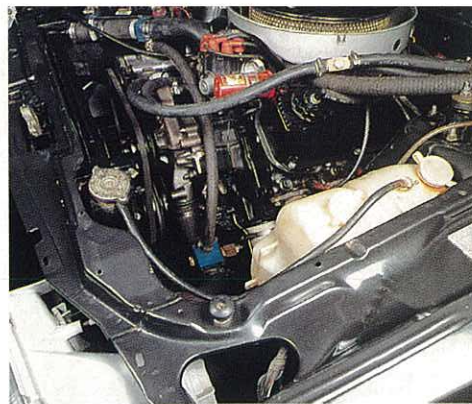




TOP LEFT: Looks like an ordinary XF ute, doesn't it?

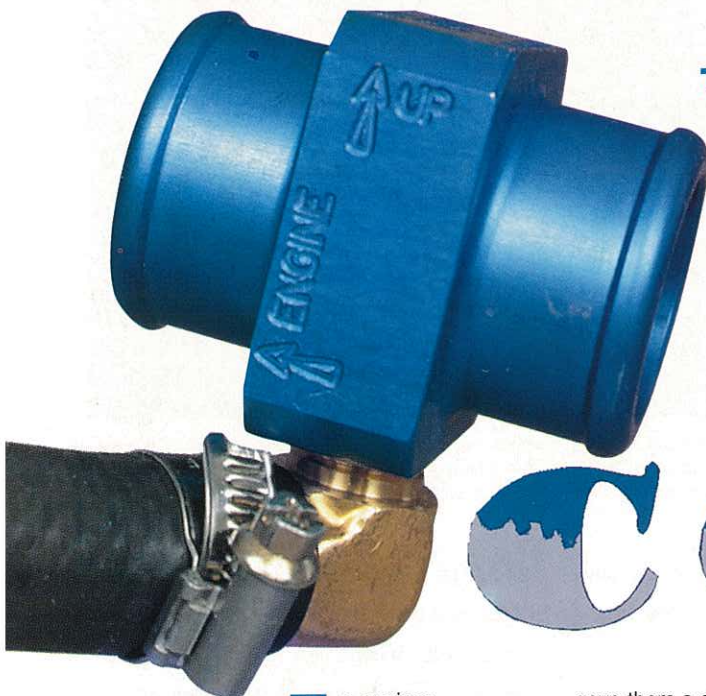
BOTTOM LEFT: The DFC must be fitted in the correct way or it won't work.



The first step in adjusting your cooling system is measuring what's going on and fitting quality components.

KEEPING

COOL



In engines, pressure is everything. It's all

over the place — in manifolds, cylinders, exhausts, fuel systems and in your cooling system, too.

Let's begin by examining the extraordinary, some would say impossible, XF ute shown in the shots. Look carefully and you'll see it's powered by a big-block — a 460 to be specific. It's owned by a guy called Wayne. He fitted it up himself and the operation was quite successful apart from one problem: it overheated so severely he couldn't even get it out of his garage.

This is a common problem with this type of conversion. The usual solution is to simply fit a larger radiator. The predictable outcome is that often this doesn't solve the problem. When Wayne tried this the car actually got hotter. About that time he heard of the EcoTrans external bypass system, so he

gave them a call. John (from EcoTrans) explained that one of the most common problems in a cooling system is a cavitating pump. This fills your cooling system with bubbles and drastically reduces its efficiency. He says bubbles from a severely cavitating pump form a sort of blanket over the inner surfaces of the head. Just like a blanket, they're an excellent insulator and prevent coolant from reaching the overheated areas of the heads. The bubbles also cause severe corrosion regardless of how much corrosion inhibitor you're running. Removing these bubbles requires a strong flow of coolant through the system.

WHAT ARE ALL THESE BITS & PIECES?

Wayne is a maintenance fitter with a large industrial company so he's pretty good at fabricating things. John faxed instructions for how to make a de-aeration canister like the one shown. Wayne made and fitted one and it proved so successful he could actually drive the car for the first time. Next, he fitted the full EcoTrans external bypass system, which has a number of components.



A disassembled thermostat housing.

