

Cooling System: The cooling system in a traction is quite straight forward, apart from the distribution tube in the cylinder head (as covered in the Engine paragraph). There is no thermostat fitted in these systems so they do not warm up as quickly as more modern vehicles. A temperature gauge can be fitted with the sender unit usually located to read temperatures of the coolant as it leaves the engine, I have fitted mine to the lower plate of the top tank, in line with the radiator hose. I have assisted many traction owners overcome cooling problems, even after their radiators have been supposedly cleaned by radiator specialists. In most of these cases a new radiator, once again available through club spares was the answer, beware of recored radiators as they need to retain the original capacity of coolant. Early water pumps had a gland packing for a seal, all gland packings require some leakage to lubricate the seal and lengthen their life, fortunately, most of these early pumps have been replaced by the later type that use a conventional seal, parts for which are available through club spares. A leaking water pump can cause problems as it is situated above the clutch, any water leaking into this area can cause the clutch to stick if left idle for long periods. I have stayed away from naming coolants for tractions, there are articles on our website relating to this that can be accessed. Remember people like Tectaloy and Nulon, who are named in these articles do change the names of their products at times, so checking current products is vital. As always, if in doubt ask!