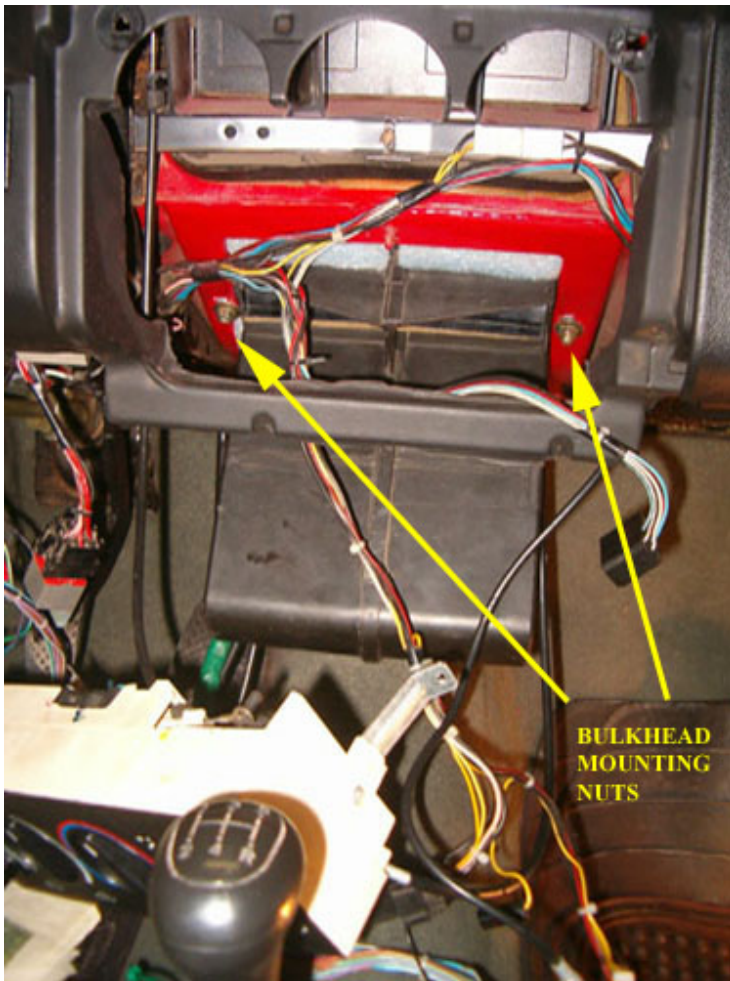


Ventilation Restoration (Alfa 33 series 907)

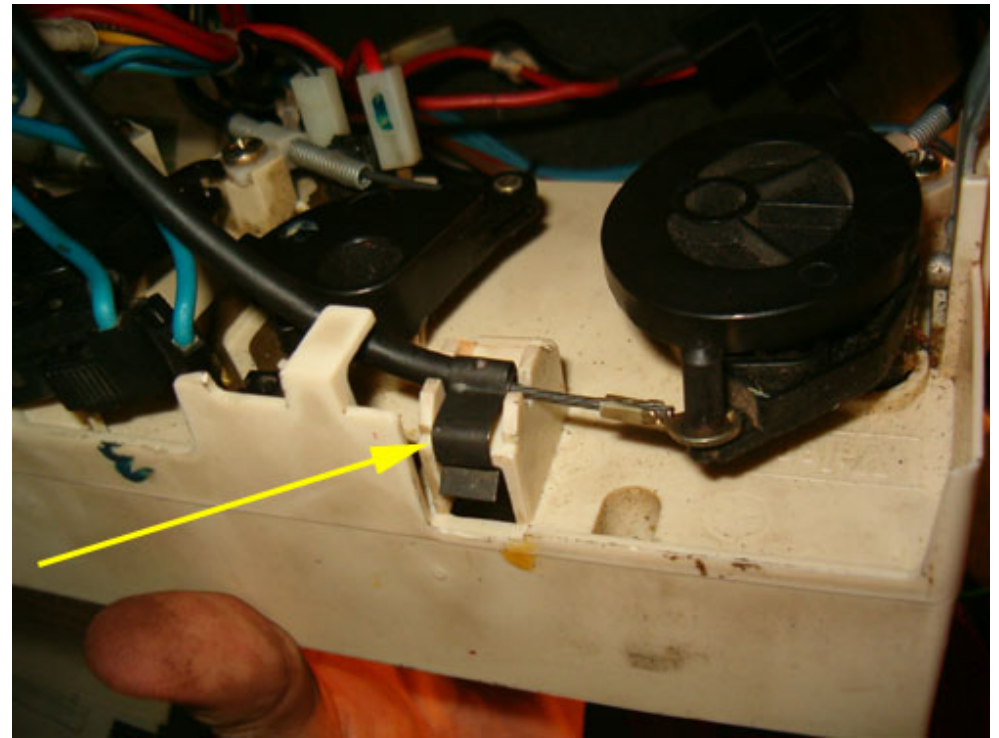
Heater Unit Refitting



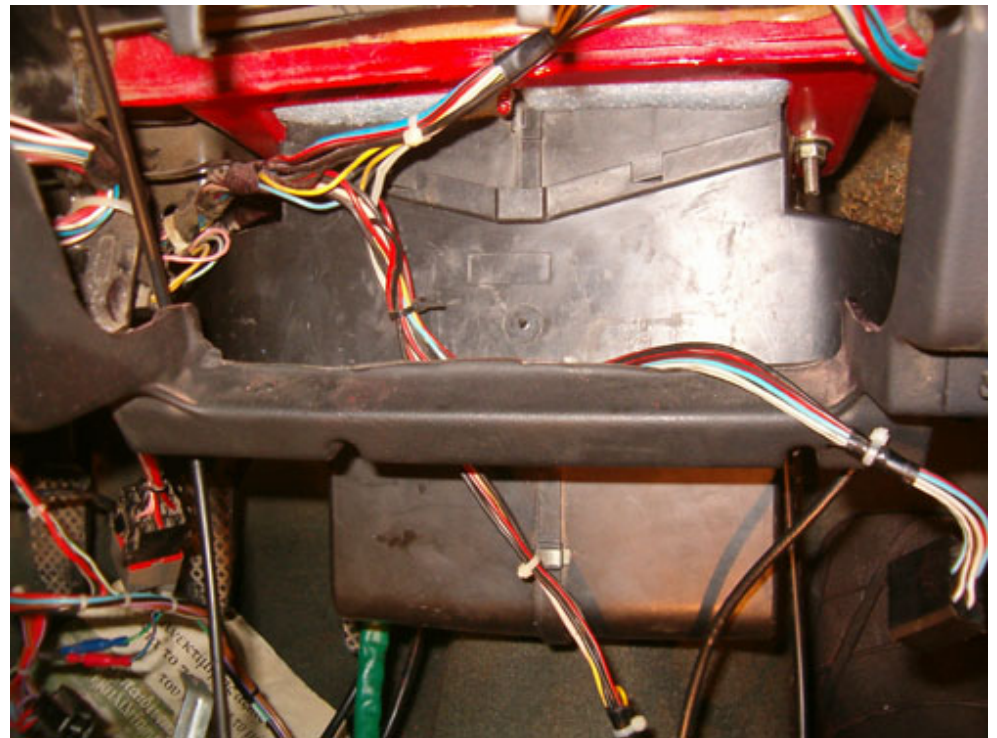
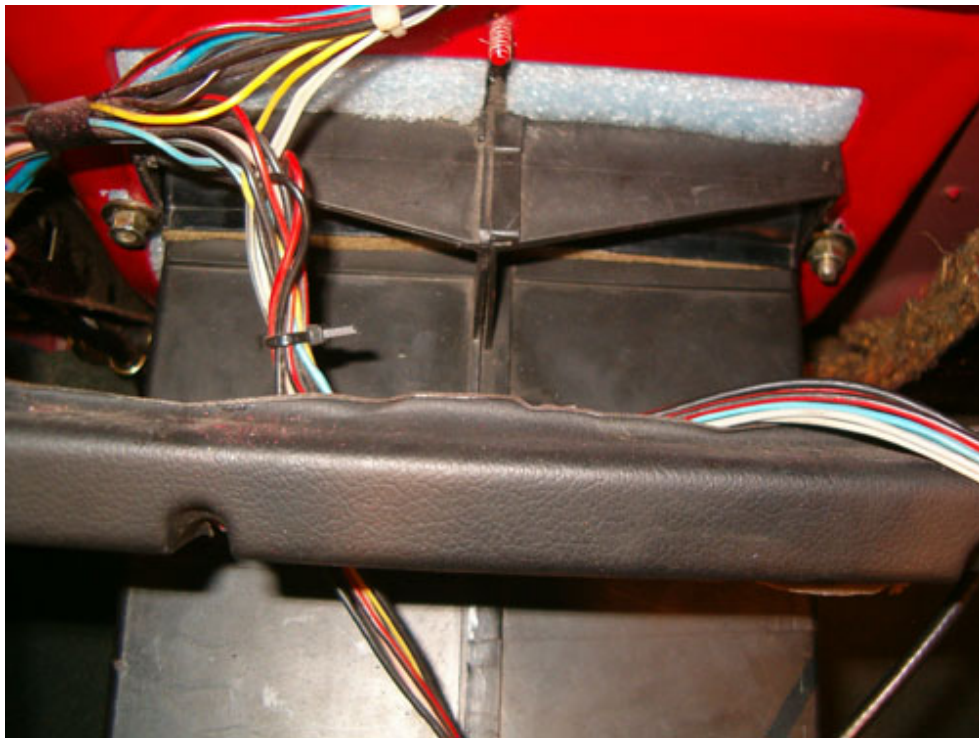
Install heater unit by sliding it slowly and carefully in the bulkhead window. It would be handy to have an assistant sliding in the unit and the other person directing it from the interior; work methodically during refitting so that nothing is overlooked and possibly misaligned.



Mount the designated nuts (total 4)



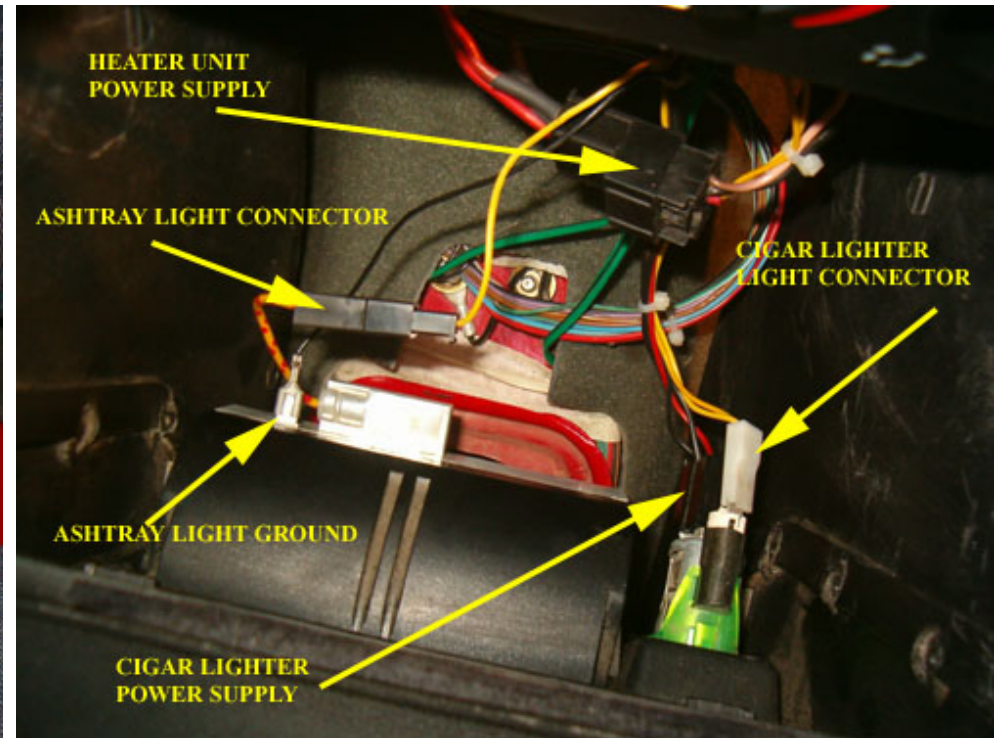
Restore the locking bracket ...



... restore air duct



slide back the gear stick so that you have enough clearance to slide in the console.



Restore power supply connectors ...



... console merely sits in place



... console sits exactly in place!



restore gear stick mounting nut ...



... and the respective bellows and leather cover.



Don't forget to restore the speaker covers ...



... and the hood latch mechanism



It is now time to flush the rust out of the cooling system. Instructions of the liquid specify to flush old coolant, fill in plain water and add the cleaning fluid. The motor should run at high revs so that the fluid circulates everywhere in the engine block. Highway driving is proposed.



This is not old coolant. It used to be plain water with the flushing liquid having done its miracle. All the crud is out of the cooling system.



New connections for the cooling hoses. Some of them have been substituted by plastic ones. The good point is that they will not rust ... but over time they may probably harden and tend to break. However, only time will tell ...



T shaped connection with equal diameter edges

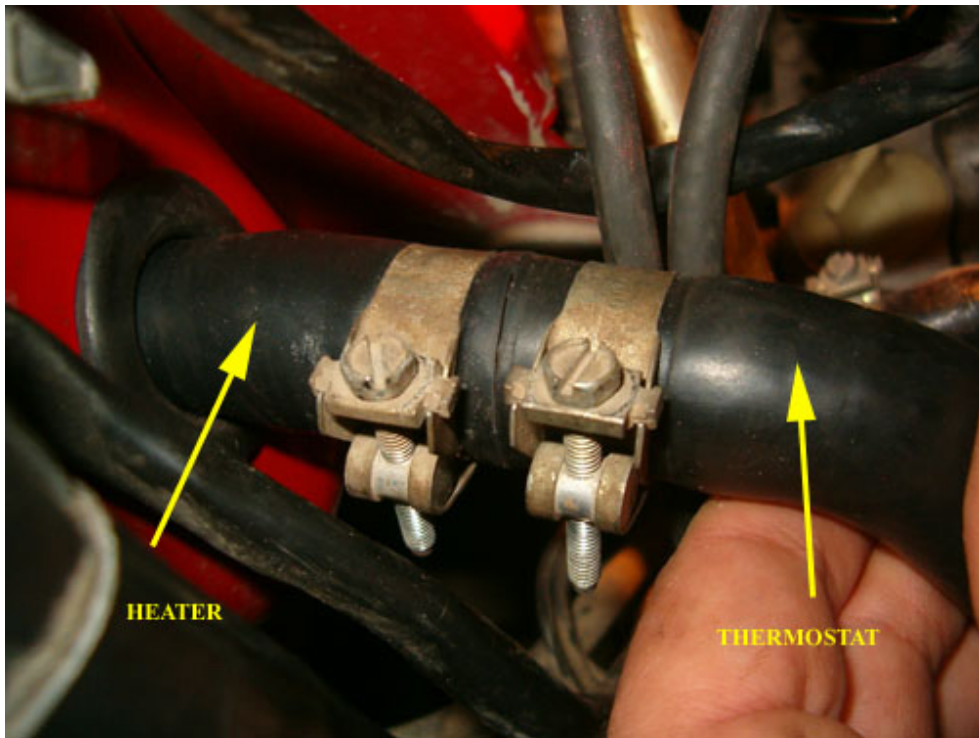


e-Per part #: 7537065

T shaped connection with small sized upper edge. This is used for the junction of the thermostat - intake manifold - heater hoses.



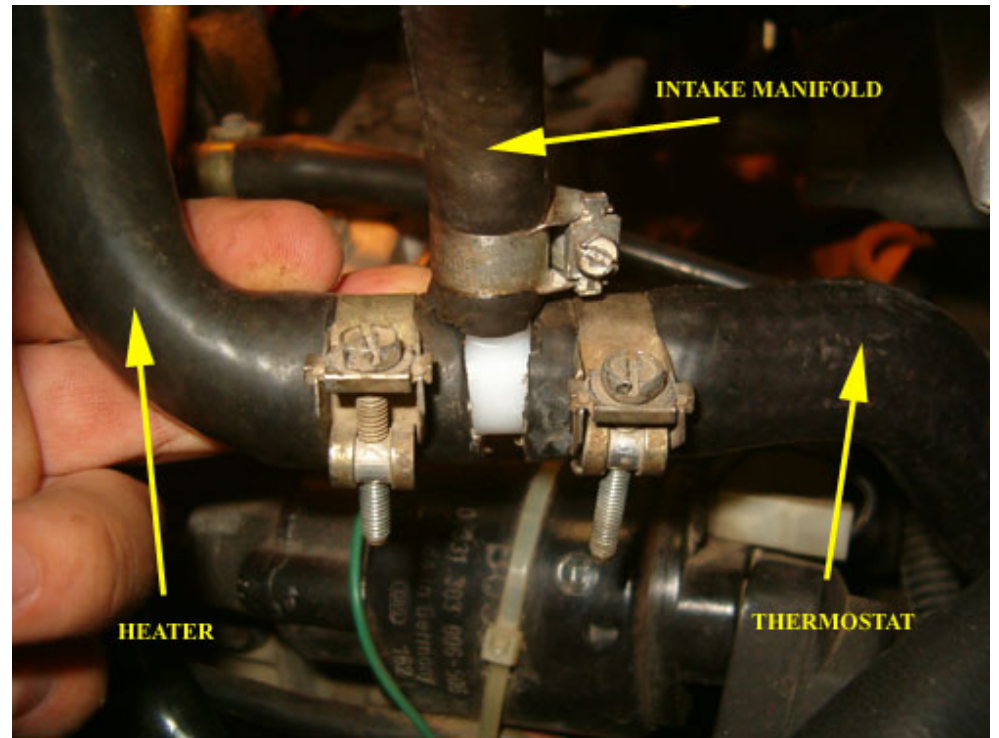
Old ones rusting ...



HEATER

THERMOSTAT

The metal connection (60546327) fits in the above junction ...

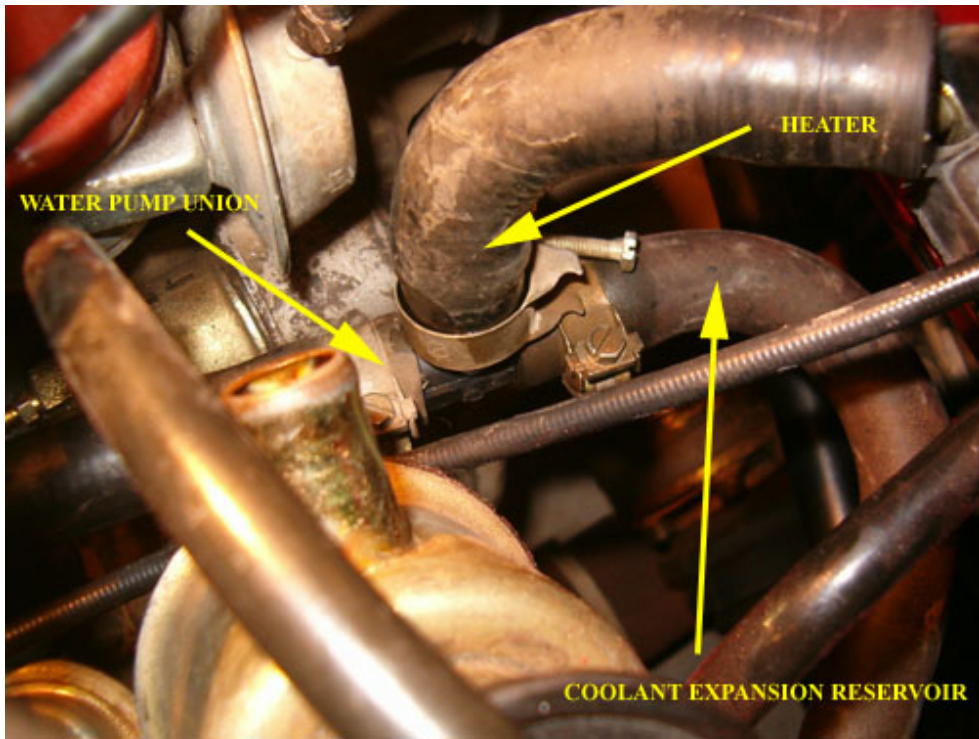


INTAKE MANIFOLD

HEATER

THERMOSTAT

... and plastic connection (7537065) as demonstrated above



and the remaining connection as shown



Restore heater core supply hoses ...



...and install new reservoir expansion tank. The previous one contained so much rust deposits that coolant level could not be distinguished!



Here you can get the idea of rust inside the cooling circuit. This is the side tank from the old heater core.



Finally fill in the circuit by adding 50% coolant and 50% diluted water. Squeeze lower and upper radiator hoses in order to expel air locked inside the cooling circuit

Fire up the motor, and let it run at normal running temperature until thermostat opens and the fan kicks in.

Check heater operation; it is common for heater cores not fully working at initial coolant fill as airlocks are formed inside. You may also take the car for a drive so that engine works on street conditions. Then check again coolant level and top up if level is lower than designated.

Well, another problem has been solved and no matter how hard Alfa ownership may sometimes be, driving the car again brings a nice smile to our face forgetting everything!

(c) December 2006 Thanassis Gritsopoulos

1991 Alfa 33 1.4 IE

Athens - Greece