HEATER MOTOR REJUVENATION

Put your hands up all those with a SE6 onwards including GTC and Middlebridge this is for you, an almost free and certainly easy way of restoring the effect of the two hidden heater motors.
There are two heater motors on the above Scimitars, one lurks in the right hand front wing the other in the left. Because of their hidden location they get sadly neglected, their air intakes blocked and they can like mine be sometimes laying lazily on their sides and doing very little fanning indeed..
The process of reclaiming is the same for both sides so as they say"I will say this only wooncce!"

To gain access remove the headlight nacelle, that's the fancy fibreglass bit around the headlights. This is held on by a couple of screws and comes away easily to reveal the naked headlights surrounds and adjustment bits. Remove the large headlight. If you look at the rubber seal you will see four screws that hold the complete headlight and housing in place. Be careful here and choose wisely and only unscrew the 4 holding screws, do not touch any of the other screws as this will upset the adjustment of the headlight and could bring on a spasm of head shaking from the MOT man.

Once the complete headlight has been removed if you look into the wing you will see the heater motor. My right hand one was laying on its side exposing the large hole in the fibreglass where it should be located, doing very little except to allow the fumes from the engine to enter the car interior. If you are very lucky then you will find the motor still bolted firmly in place. If you do then lay on your back and look up from under the front of the car into the heater intake trunking, they are located each side of the main spoiler. You will see a round grill which is the base of the heater motor, if this grill is nice and clear and the foam around the base of the motor is in really good condition then you have cracked it and you can leave this motor and move on to the next one. The left hand one of mine had a considerable amount of ingrained muck and rust in the grill so although it was firmly in place I gave it a sharp pull and twist and it came away from it's mounting. So to continue this is what I did to both motors.

All this can be done to the motors still in the wing but on the 6bs they can be taken out through the large holes in the engine compartment bodywork. This may also be possible in the 6 and 6a but I am not sure of that. Disconnect the three wires from the bullet connectors remembering which goes where for replacement and this will make it easier to move the motor in the wing to unscrew the large clip that secures the heater trunking at the back of the motor. Next unscrew the small nuts that hold the locating ring at the bottom of the motor, these sandwich the grill to the motor, give these a liberal dose of WD 40 and they will come off without too much fuss. Remove the grill and give it a good clean, it will almost certainly be rusty so give it a good scrub with a wire brush.

You will need some foam rubber for the next stage so it would be well to have this at hand when you start the job. Find some fairly dense foam about ½ to ¾ inch thick it should compress fairly easily but not squeeze up to nothing.
Cut the foam into a square just a bit larger than the motor, and using the ring that held the grill in place as a pattern cut a neat hole in the foam for the motor to fit back into.
So now you have your foam cut and your motor all ready to go back in, but what about those awkward bits of rubber coated bolt like things that will still be attached to the motor or the car body. This is the stage where I move away from the original means of holding the motors in place and use a modern and more convenient method, namely the Cable Tie.

The first stage is to remove all those rubber bolts, they will come away easily with the help of a pair of mole grips and a deft twist of the wrist as they are only bonded on to a bolt head.
Each side will require three cable ties, two ¼" wide by 6 in long and one ½" or wider if you can get it and long enough to reach right over the top of the motor from back to front doubled.
Drill two holes on the flat area at the back of the motor location in the body, as far back as you can get them, side by side approx 1 inch apart and big enough to slip the ¼" cable tie through. Then drill two more holes on the flat area at the front of the motor the same size. These are best drilled using a flexible drill extension. If you need assistance with this, someone to hold and operate the drill while you operate the business end, be sure to give clear instructions to your helper to hold on tightly to the drill or you will end up with an instant knot of drill extension and possible tears, yours I might add as you have just knackered your drill extension! Next feed the two ties through the drilled holes and in effect make two loops at the back and front of the motor location leaving the clicky tie parts underneath. Take the large tie and loop it through the cable loop at the rear bringing both ends back to the front.

Now it's time to put the motor back. Slip the large heater trunking back on and do up the large clip, a certain amount of cooperation from the gremlins is called for here so lets hope you have paid you dues. Fit the foam on the bottom of the motor and push the motor back into its location. Get back under the front of the car and look up to make sure the locating ring is fitting nicely into its hole. Don't accept second best here when the new foam makes it a bit of a push to fit, it must be located in the hole in the bodywork! Next reconnect up the wires to the motor having first given a good dose of WD40 into the barrel connectors, and while you are at it all the barrel connectors, headlight etc that you can see. Once the motor is all wired up and nicely in position pull the large cable tie over the top of the motor and loop it through the looped smaller cable tie at the front and pull it tight. If you have done it right the motor should be held firmly in place strapped by the large cable tie, correctly located in the air intake hole and supported with foam to keep it's noise to a minimum. Should you need to remove the motor in the future just cut the large tie and remove the motor.
The effect after I did mine was quite startling a really strong blast of air and well worth the effort....and it all started in getting to an inside nut that holds the coolant Header tank in place!!
Bill Sims