

GROUP 14 – COOLING

BULLETIN No.	SUBJECT	MODEL
14/2003/001	Radiator Cap change	PA Challenger



MITSUBISHI

SERVICE BULLETIN

GROUP: 14 – Cooling

DATE: October 2003

NO. 14/2003/001


MODEL: PA Challenger

SUBJECT: Revision of radiator cap opening pressure

COUNTRIES:

Australia

R.I.WYATT
MANAGER - AFTERSALES
TECHNICAL SUPPORT

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Bulletin Consists of 3 Pages

The purpose of this bulletin is to advise of a revision to the test specification that applies to the opening pressure of the radiator cap fitted to the Challenger range of vehicles.

The revised radiator cap part No. **MR597126** can be identified by the marking on the upper surface indicating the pressure rating.

Marking in location A : **<New> 1.1.....<Old> 0.9**



<Old> = 0.9

Location A

<New> = 1.1

Would you please ensure the appropriate publication is ammended in accordance with this bulletin.

Manual	Pub. No.	Page.
1998 CHALLENGER Workshop manual chassis	PWJE9705	14-2, 3

This change will be applied to the next issue of updated information for this model.

Effective Date
From April 2003

NOTE: THIS BULLETIN SHOULD BE FORWARDED DIRECT TO THE
SERVICE MANAGER FOR ACTION/DISTRIBUTION.

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ENGINE COOLING – General Information/ GENERAL INFORMATION Service Specifications/Lubricant/Sealant

The cooling system is designed to keep every part of the engine at appropriate temperature in whatever condition the engine may be operated. The cooling method is of the water-cooled, pressure forced circulation type in which the water pump pressurizes coolant and circulates it throughout the engine. If the coolant temperature exceeds the prescribed temperature, the thermostat opens to circulate the coolant through the radiator as well so that the heat absorbed by the coolant may be radiated into the air.

The water pump is of the centrifugal type and is driven by the drive belt from the crankshaft. The radiator is the corrugated fin, down flow type.

Items		Specifications
Radiator	Performance kJ/h	203,000
A/T oil cooler	Performance kJ/h	6,900

SERVICE SPECIFICATIONS

93 – 123 <New>

83 <New>

Items		Standard value	Limit
High pressure valve opening pressure of radiator cap kPa		74 – 103 <Old>	64 <Old>
Range of coolant antifreeze concentration of radiator %		30 – 60	–
Thermostat	Valve opening temperature of thermostat °C	88 ± 2.0	–
	Full-opening temperature of thermostat °C	100	–
	Valve lift mm	10 or more	–

LUBRICANT

Items	Quantity ℓ
HIGH QUALITY ETHYLENE GLYCOL ANTIFREEZE COOLANT	9.0

SEALANT

Items	Specified sealant	Remarks
Cylinder block drain plug	3M Nut Locking Part No. 4171 or equivalent	Drying sealant

ENGINE – On-vehicle Service

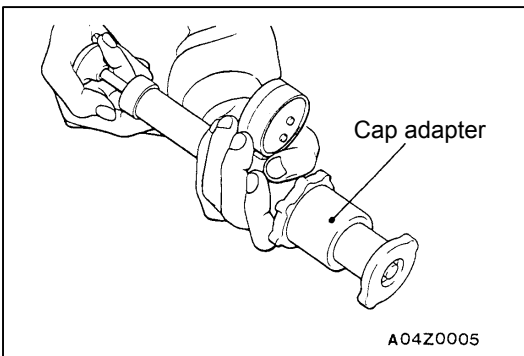
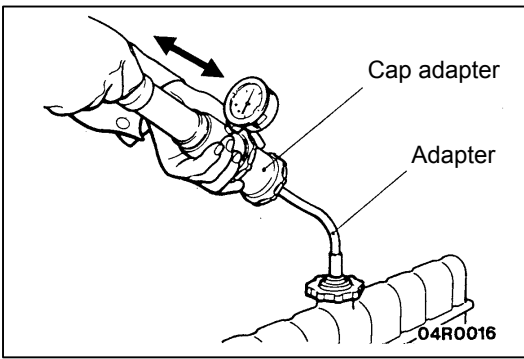
ON-VEHICLE SERVICE

ENGINE COOLANT LEAK CHECKING

1. Confirm that the coolant level is up to the filler neck. Install a radiator cap tester and apply 160 kPa pressure, and then check for leakage from the radiator hose or connections.

Caution

- (1) Be sure to completely clean away any moisture from the places checked.
 - (2) When the tester is taken out, be careful not to spill any coolant from it.
 - (3) Be careful, when installing and removing the tester and when testing, not to deform the filler neck of the radiator.
2. If there is leakage, repair or replace the appropriate part.



RADIATOR CAP VALVE OPENING PRESSURE CHECK

1. Use a cap adapter to attach the cap to the tester.
2. Increase the pressure until the indicator of the gauge stops moving.

~~Limit: 64 kPa~~

<Old>

~~Standard value: 74 – 103 kPa~~

3. Replace the radiator cap if the reading does not remain at or above the limit.

NOTE

Be sure that the cap is clean before testing, since rust or other foreign material on the cap seal will cause an improper indication.

Limit : 83 kPa

<New>

Standard value : 93–123 kPa

ENGINE COOLANT REPLACEMENT

1. Drain the engine coolant by removing the drain plug and then the radiator cap.
2. Remove the cylinder block drain plug from the cylinder block to drain the engine coolant.
3. Remove the reserve tank to drain the engine coolant.
4. When the engine coolant has drained, pour in water from the radiator cap to clean the engine coolant line.

