



Refurbishing A Heater Unit

By Mick S

Whilst off the road during the winter months, I decided to refurbish the rusting heater unit in my car. I thought it would not take long, drop it out, strip it, paint it and refit it, no problem! Ha Ha, I soon found out that the heater comes out upwards from under the bonnet. So off came the bonnet, air intake and filter, hoses, mass airflow meter and wiring etc. All had to come off to get it out.



At this point I decided to take everything off the bulkhead so I could give it a good polish at the same time. Then almost standing on my head inside the car with my back cramping up I managed to undo the bolts holding the heater in. Once the heater was free, I lifted it out through the bulkhead.



It was then stripped into its components, heater motor, matrix and sheet metal parts etc. that make up the heater box. All sheet metal parts were then cleaned, wire brushed and sanded. Kurust was applied to rusting parts as the powder-coating was flaking badly.

Two coats of Hammerite black was applied then, once painted, I added some carbon fibre sheet to



the bottom end of the heater that is on inside of the car. I decided to rebuild the heater using stainless steel screws and once rebuilt, I fitted new gauze and aluminium mesh to the air intakes. The bulkhead was then polished, the heater aperture was resealed and the heater refitted.



I reassembled all the ancillaries with stainless steel nuts, bolts and screws where possible. The bonnet was finally refitted and the radiator filled with water / anti-freeze. Job Done!

Sounds really easy when you write it down but it took quite a time. It looks so much better now.

Thanks to Mick for this article, originally published in Burble and Blatt.