

## Radiator pipe rubbing point - all NCs

Words: Bob de Bont

*Any rubbing of hoses and pipes with a sharp edge is never a good thing!*

I'd read about this issue on a US MX-5 site and decided to check it out. It is also claimed the hose generates a squeak in the area. Contra to the claim on the US site, the rubbing point is not a hose but a metal tube with a rubber sleeve.

The chassis has a curved cut-out to allow the hose to clear; however, during assembly, the pipe is not positioned correctly resulting in it rubbing against the seam. *How much it rubs and how quickly it will wear through the pipe in your car is anyone's guess!*

**You may wish to carry out the following check ... I did.**



Loosen the two clamps holding the rubber hose between the air cleaner and the inlet manifold.

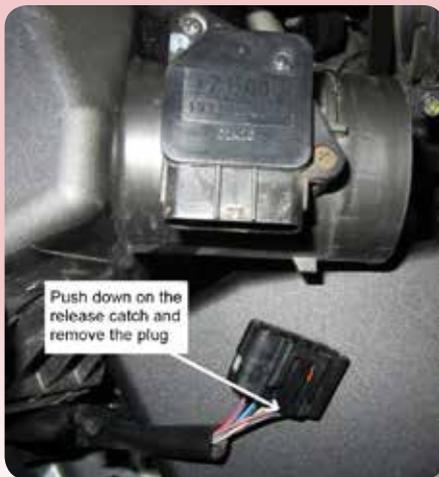


Undo the two clips holding the air cleaner box together.

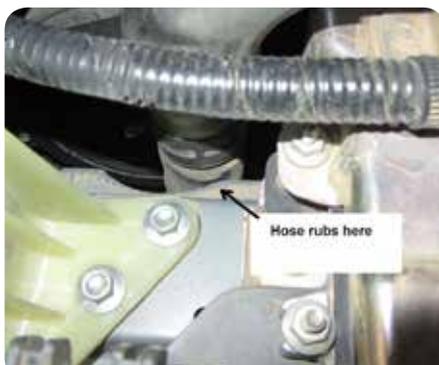
Carefully manoeuvre the air filter box apart and carefully disconnect the cable retaining clip.



Remove the MAF plug by pushing the release lever with your thumb. Force the plug into the socket a little before trying to pull it out.



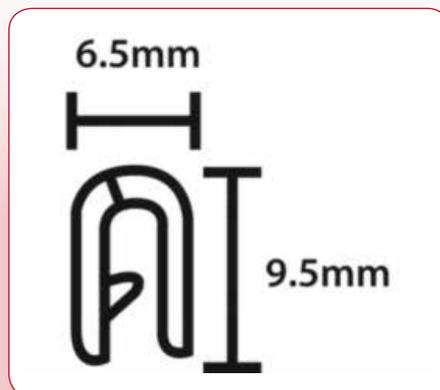
Pull the air cleaner box free and also remove the air filter.



Repositioning the hose in the large white nylon clip won't permanently move the pipe as the clip doesn't hold the hose securely which is why it squeaks.

A suitable lubricant can be applied to the clip to stop the squeak.

I positioned about 50mm of PVC Pinchweld Protective Edge Trim (available from Clark Rubber #28) between the pipe and the body.



Others have sliced open some garden hose and glued that in place as an alternate.



If the rubbing is severe, it would require the various radiator hoses to be loosened and repositioned to align the pipe in the correct position.

Refit the air cleaner box and air filter, reconnect the hose, tighten the clamps and plug in the MAF.

All up this only takes about 10 to 20 minutes. ●