

V8 thermostat – drilled vent or undrilled?

In a V8BB posting Dave Morris sought clarification on whether the thermostat is vented.

Dave Morris asked “does anyone know if the thermostat on an RV8 should be drilled or undrilled? I ask because I decided to replace mine while renewing the cooling system hoses using silicon hose kit from Clive Wheatley mg8parts which I am very happy with. I ordered a new **GTS104** thermostat from one of the usual suppliers and found when it arrived it was undrilled. The old one (I don't know if it is original but doubt it) was the drilled type with the little bobble valve. I have tried to look at the spec

for the GTS104 and can find both types so now I am not sure which is correct or best”.

Looking at the service repair section (Cooling system: Repair, page 3) of the RV8 Repair Manual AKM7153ENG the procedure for replacing the thermostat is set out. The illustration in the workshop manual shows the thermostat mounted horizontally and a note specifically says “fit the thermostat to the housing with the vent pin (2) in the 12 o'clock position – caution, failure to position the thermostat correctly can lead to air locks and overheating”.

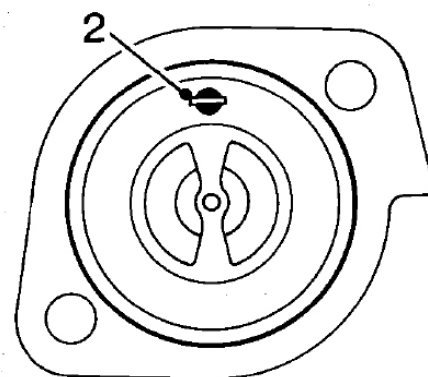
Dave Morris later added he had “spoken with Brown & Gammons and they said the thermostat does need to be drilled. So I will indeed drill it accordingly, but I wonder why

the drilled type isn't specified as it was on my old XJR?”

So it is clear the thermostat originally fitted to the RV8 model had a vent pin (2) and it is important that it is located correctly in the thermostat housing.

Nic Houslip says “the Rover parts manual for the RV8 lists the thermostat as **GTS104**, so we are sure that is the correct part. I think that a caution for members is to check for the presence of the vent pin, bleed valve, bobble pin or whatever it is called, and to reject any thermostat supplied that does not have one. A quick survey of the leading parts suppliers shows four offer a GTS104 with **no vent** and three suppliers offer a GTS104 **with a vent** – they are [B&G](#), [Clive Wheatley mgv8parts](#) and [Moss Europe](#). There is also a very wide variation in price, from as little as £2.40 to over £6.00.

Dave Morris added “Yesterday I went to my local motor factor and looked at their stock of thermostats. What I found was that all of their 82C stats, including those listed as a GTS104 equivalent, were unvented.



Conversely their 88C thermostats, listed for 3.9 Discoveries & Range Rovers, were vented. Not a very scientific survey I know but what I think it means is that we need to take care when buying replacements from non-specialist suppliers using the MG or Unipart part numbers”.

Nic Houslip added “the small drilled hole is a bleed hole, primarily to allow a small amount of heated water to go past the thermostat and ensure that the wax bulb gets heated and allow the thermostat to open, it also allows any air trapped [which may also prevent the bulb getting heated] The bobble valve allows a reverse flow of water during cooling down when the thermostat may be closed. You need to check carefully the replacement part has a vent”.

The thermostat for the MGBGV8 is also a GTS104 with the vent in the 12 o'clock position.

