



Cooling fans relay burn out

On returning from a run in heavy traffic I was about to back into the garage and noticed I could not hear the cooling fans running. As V8 enthusiasts know when the car is not moving and the twin cooling fans are running they make a very audible roar. So my first check was the water temperature gauge (that was at around 5pm on the dial so the Otter switch would normally have cut in) and then I checked the manual override switch by my left knee as I was reasonably sure I had thrown the switch when held up in a traffic queue. Yes it was still on. So I opened the bonnet and earthed the spade to the Otter switch terminal to earth on one of the bolts of the Otter switch flange - the fans did not come on. So engine off and ignition off.

Leaning over the offside wing my search worked from the fuse box along the brown wire carrying the power supply to the fans relay and there, on the other end of that wire, I saw the spade connector to the terminal on the underside of the 6RA relay

was burnt nearly to a cinder. I removed the relay and could then see the underside and the terminal was almost hanging from a hole burnt in the base. On inspection the "C1" terminal showed signs of some corrosion, so the likely cause was an increased resistance through that connection which, with the relatively high current drawn to run the twin fans, must have generated a great deal of heat. The relay is rated 12V 20A.

I then went off to my spares bag and found I had a new "6RA" relay so began fitting it until it dawned on me it was a three terminal 6RA and not a four terminal 6RA which I needed to make the replacement. Both relays have "6RA" on the side of the unit, so if you need to buy one do check you get the right one! Fortunately Brown & Gammons had a four terminal 6RA in stock (part number 142169A replacing 589665).

Once the relay and a new section of brown wire (7.5 cm long BTW) with insulated spade connectors crimped to each end was replaced it was found the Otter switch (part number BHA5252) also needed

replacement. Crimping is best done with a specialist crimping tool. To help V8 enthusiasts get a replacement cable correctly crimped, Bob Owen is offering to supply (through his company TE Electronics) a replacement brown cable link with a spade connector correctly crimped at each end, both with plastic protectors at only £3.00 each including carriage and VAT. His contacts are on the V8 website.

So a worthwhile preventative maintenance item is checking the spade connectors at either end of this brown wire. After 35 years preventative replacement is worth considering together with a replacement Otter switch because reliable cooling is essential with a V8 engine in an MGBGT V8 engine bay.

RV8 heater control valves

Clive Wheatley reports he has had a batch of new RV8 heater coolant control valves made by a specialist supplier in the West Midlands and now has them available in stock at £39.95 including VAT plus post and packaging. This will be welcome news for members suffering from a valve that does not close completely as it can make the cockpit very hot in the summer months.

V8 lunchtime meeting at Hazeley Heath

The annual Sunday lunchtime meetings at the Shoulder of Mutton on Hazeley Heath, north of Hook in Hampshire, will be on 20th May and 19th August. They are popular meetings with V8 enthusiasts. Contact Bryan Ditchman for details on 0118 932 6346.