



MGBGTV8 Thermostat Replacement

MGBGTV8 owner Peter Spurr suffered thermostat problems exactly as described by Chris O'Neil in V8NOTE334 in Volume 10. There are several excellent V8NOTES covering various aspects of thermostats and their replacement. This note looks at some of the practicalities of removing parts which haven't been touched for over 46 years.

The need to remove these parts was a problem that showed itself several months ago with mild overheating before the thermostat opened. It occurred randomly at first, but became more frequent and extreme as time went on. In the final occurrence, the needle moved slowly across the dial as normal, then ran from **N** to the **cross-hatched zone** in a matter of seconds. The thermostat must have opened at that point, as the needle retreated back to the **N** position as quickly. Once the thermostat had opened, coolant temperature movements were normal.

Both thermostat (GTS104) and gasket (GTG125) are available from many sources at roughly similar prices. Once sourced, the job began.

The first task is to drain off sufficient coolant fluid. The tap on the lower left side of the engine block is a relatively slow, but a controlled method. Detaching the lower radiator hose is quick, but can result in significant spillage.



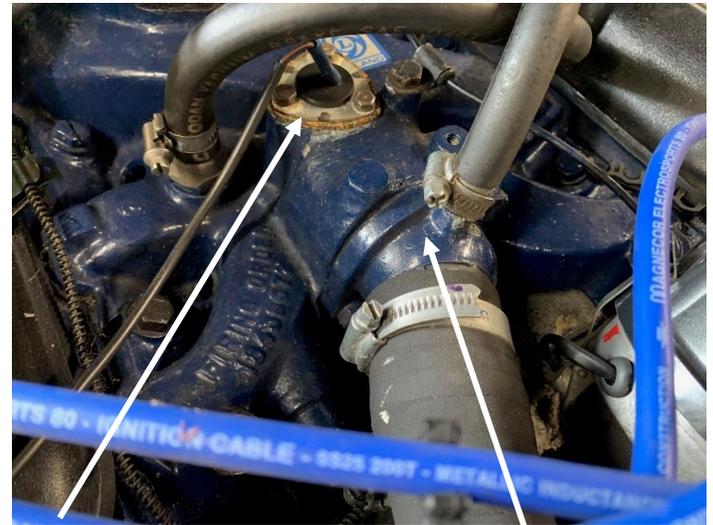
Two hoses have to be removed – the feed to the radiator and the “Steam Pipe, Thermostat to Manifold”. In this instance, the main hose had been replaced recently and came off easily. The Steam Pipe, however, could only be persuaded to part with the housing after the housing had been removed.

Two ½” bolts secure the housing. The upper bolt is easy to remove. The lower one is less accessible, but all that is needed are a ring spanner (see above) and patience.

Hosing is released with a little effort – this was surprising given the paint liberally brushed on by a previous owner,

There were significant scale deposits on the thermostat housing. They, along with the remnants of the original cork gasket, were removed using wet and dry paper and a Dremel. Some pitting has occurred on the casting, but it is not significant.

Of more concern was the blockage in the steam pipe. It was half filled with a lightly packed black waxy deposit. An under-size nail removed the majority of the deposit; a thorough rinsing removed the remainder.



Other sensor and cooling fan switch

Thermostat housing



Some cleaning was necessary around the manifold. In addition to the removal of accumulated scale, a previous owner's blue brushed paint had to be paired back. Particular attention was paid to the shallow recess where the thermostat sits to ensure a good fit. It should also be noted that it is important to prevent ingress of contaminants into the cooling system.

Reassembly is essentially the reverse of the removal process with the addition of a new gasket. Remember to fit the thermostat to the housing with the vent pin in the 12 o'clock position. A coating of Copperslip or similar on the bolt threads will prevent corrosion. The tightness of the ½" bolts is important. I didn't tighten them enough, resulting in a leak. Access to the lower bolt is not possible with the main hose connected. It is possible to loosen the Jubilee clip and withdraw the hose a little without loss of fluid. No torque figures are provided, they would be unusable given the lack of space. Tighten by feel.

The final phase is to fill the cooling system, bring up to temperature, allow to cool and refill if needed.

Alongside: the replacement thermostat (GTS104) and the gasket (GTG125) – note the vent pin is in the 12 o'clock position ready for refitting to the thermostat housing. [V8NOTE501](#)

