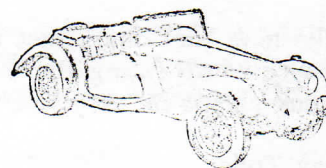


TOOLBOX TOOLBOX TOOLBOX TOOLBOX TOOLBOX TOOLBOX



DEAR EDITOR,

Having experienced some minor overheating problems with my car during the summer, I gave the radiator 2 separate doses of "RADFLUSH", and back-flushed the radiator, but still the temperature gauge was too easily moved up from 90 C to 95 C.

I thought I would try to run the car without the 'stat.....others had done this , I was informed by "Naylor News". I tried to get the 'stat out...of course it snapped off inside the thermostat housing. The thermostat housing is very easily removed, by draining a small amount of anti-freeze off, (slipping off the bottom hose) and removing one small retaining bolt. Removing the two hoses, the housing will lift out easily. Back in the workshop a small judicious tap from the bottom soon became a mighty wollop.....The thermostat appeared to have welded itself to the interior of the housing.

I then drilled quite a few holes around the circumference of the 'stat (several very close together) from the top. This allowed me, with the help of a small chisel, to break the circumferential bond. With the 'stat out, (it was obviously un-moved for over 11 years) I cleaned up the inside and then polished the outside of the housing.

After re-fitting the housing, helped with a little waterproof silicone grease, and after checking that the sealing "O" ring was O.K. I refilled the rad/'stat housing and ran the car for a few miles. Although the weather was quite cool, the 'temp gauge wouldn't go above 60 C.....I decided to put the 'stat back in !

After 'phoning my local UNIPART dealer I was pleasantly surprised that 3 temperature range 'stats are readily available.

The following are available:

'Stat opens at 74 C.....UNIPART No. GTS 195  
 'Stat opens at 82 C.....UNIPART No. GTS 121  
 'Stat opens at 88 C.....UNIPART No. GTS 194

(As recommended for the 1980-4 1.7 Morris Ital )

As the car previously over heated I opted deliberately for the coolest, i.e: 74 C.'stat. (It will be stamped 74 on the brass bulb).

I fitted the new 'stat, re-connected the hoses and after I topped up the antifreeze, completed a long run in a coolish October evening. The car temperature gauge did not exceed 75-76 C..

After a very brisk drive, (exceeding 80 mph, and using the gearbox to its full) on one of my favourite lengths of road, on a very mild day, (ambient temperature around 72 F.) the gauge did not exceed 80 C. The heater however seemed hot enough. I expect in the height of the summer my over-heating problems will not reappear.

Continued overleaf