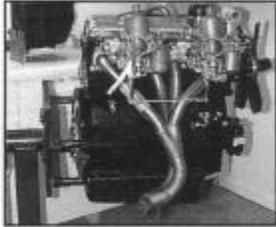





The Morgan Shop is happy to announce the opening of our new facility in Sequim Wa. Established by Robert Couch, the founder of Morgan Spares Ltd., Robert brings 25 years of experience restoring, servicing, and racing Morgans to the west coast.

Because of Robert's extensive restoration and racing history he is able to offer any level of restoration or performance enhancements for your Morgan

From full restoration to the smallest rebuild
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For more information call, e-mail, or write


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+4 Tech Tip, reprinted from *The Morganeer*, the 3/4 Morgan Group Journal of March/April 1999

Having been roused to action by the recent article "Keep Cool," I removed my thermostat housing with the intention of performing the same modification. The housing is virtually brand new, having been replaced when the car was rebuilt in 1997. Apart from some beige colored crystalline buildup, the thermostat obviously did not fit, being 1/8th inch too small for the recess it is supposed to sit in. Then vague primeval memories began to stir. It has probably been 30 years since I changed a Morgan thermostat, my motto being "if it ain't broke...." But something was definitely wrong.

I unearthed a couple of old Rolls Royce units, and the light dawned. The thermostat of my youth had a sleeve arrangement that closed the bypass when it opened. This one did not. Also, apart from the fact that it was flopping around in the housing, it did not open when subjected to the boiling water test, and I realized that some recent overheating problems were accounted for. My car never overheated. It has had an electric fan on it since before I bought it in 1977, the fan being operated with a manual switch. But since its rebuild I have noticed a very hot oil smell, although the thermometer (calibrated by the aforementioned boiling water test) showed no sign of overheating.

Thus I realized that the water was never getting into the radiator. It was just being pumped around and around via the bypass. And even if the thermostat did open, the fact that the bypass was still open also would allow at least half the water to recirculate. Lo and behold! I received the latest edition of Moss *Motoring*, and there, right before my eyes, was the old thermostat of my memories. A "new" item. So I bought one. It fits and it does the job. Moss No. 434-155. Linda at Morgan Spares also is getting them, Part No. 300-379-A. Don't forget to order the gaskets.

This is about as simple a job as one can find on a 4, and likely to have a profound effect this coming summer. Remove the radiator cap. Drain some coolant from the bottom of the radiator (about 1 gallon). Undo the clips on each end of the upper hose from the thermostat housing to the radiator. Remove the hose (probably a good idea to replace that as well). Undo the top cover of the housing (two bolts) and remove the cover. Remove the remains of the old gasket before removing the thermostat so that bits and pieces don't fall into the cooling channel. Lift out the old thermostat. Install the new one. Put on the new gasket, then the cover. Tighten bolts, replace hose, pour in the coolant, replace the cap, and you're done.

Actually while you are at it, why not drain and discard all the anti freeze, and the two other hoses (bypass and bottom), flush the radiator and engine block, and install all new hoses and antifreeze. This is something that should be done every two years anyway. When did you last do this? Please dispose of the old antifreeze at your local garage, not down the drain.