BROWN & GAMMONS LTD
Tel: 01462 490049 Fax: 01462 491940
www.ukmgparts.com
sales@ukmgparts.com

MG TC-TD RADIATOR (AAA4207NEW) FITTING INSTRUCTIONS

The radiator we have sent you is a very accurate reproduction of the original part, although we did opt for a heavy duty core to improve the cooling capacity.

Neck Height

The radiator has an overall neck height (top tank to lip of filler neck) of about 0.900-0.950". We have had sample radiators installed by our own workshops and various T-Series restoration specialists and all have confirmed that the radiator fits fine and the cap fits properly and sealed.

Once the radiator has been installed in the shell and installed in your car, you should see about 4-5 threads of the filler neck exposed. If your false nose is loose, you may not see that many. Note: the apparent angle of the neck is an artefact in the photograph—it is not relevant.

With the AJJ247 o-ring fitted, install the radiator cap. Note that the o-ring in the picture above has been given a light coating of grease.

Fine Tuning the Fit of the Cap

A properly fitting cap will actually slightly compress the top face of the false nose and snug up any gap between shell and false nose. The cap should provide for a leak free fit when the car is driven under normal operating temperatures. However, we know the actual thread depth on both original and reproduction caps vary to a certain extent. We have found original examples where the depth ranges from 0.425-0.437". Reproduction radiator shells which were available for some years may also affect the fit. If the cap does not seal properly, you may correct the problem by fitting a solid plastic disc (cut from a coffee jar lid, for example) to the inside of the radiator cap. This will effectively reduce the depth of the thread on the cap, and the rubber o-ring seal will contact the inside of the cap, eliminating the leak.

Anti-Freeze

Use a premium brand of anti-freeze and water. It will raise the boiling point, lower the freezing point and provide corrosion protection. A 25 to 50% mixture is generally recommended. Anti-freeze is not as efficient at transferring heat and any mixture over 60-70% anti-freeze is actually retaining heat. Because the T-series have a non pressurised system, some owners run water and an anti-corrosion agent in the summer and they go to an anti-freeze moisture in autumn, switching back to water and a corrosion inhibitor in the spring.

Please note that over-filling of the radiator will cause coolant to escape out the overflow pipe and result in an apparent leak when the car is stopped and engine shut down. The normal coolant level is about 3" down from the top of the neck. If this problem is experienced, simply allow the radiator to find its own correct level at which point coolant should not overflow through the tube.

Boiling Point

In a non-pressurized system, with a 25% mix of anti-freeze, the boiling point will be around 218°F or 104ºC. With a 50% mixture, boiling point will be 226ºF or 108ºC. When the car is running and the water is circulating, the coolant will not boil. If you stop and let the car sit, you may hear some boiling or bubbles in the cooling system. This is not all that unusual.

Water Temp Gauge

If you are not sure if your gauge is accurate, remove the radiator cap and stick a thermometer in the top tank. Record the measurements and relate that to the gauge. If it's way off you may want to have it reconditioned.

How Hot Should it Get?

If it's 90ºF outside, you should see an operating temperature of 190-195ºF. If you hit 210ºF or more, there is something wrong somewhere and you need to sort it out.