



ROVER K SERIES

Remote Thermostat Housing

The K series engines have the thermostat mounted in the flow of the coolant as it enters the engine, as opposed to the more traditional positioning in the flow of coolant leaving the engine.

With the thermostat positioned on the inlet side of the coolant flow the engine will tend to heat up quickly and maintain a fairly high running temperature.

This happens because as the thermostat opens low temperature coolant from the radiator runs through the thermostat cooling it, and causing it to close. In this way the thermostat is reacting as much to the temperature of the radiator as it is to the temperature of the engine.

Although this arrangement has advantages for a standard road car it can cause problems for a more developed motorsport engine, especially if fitted in a rear engine sports car like the Elise or MGF.

Removing the original thermostat, and fitting our thermostat housing in the top hose, relocates the thermostat into the flow of high temperature coolant coming from the engine. This means that the thermostat, and thus the flow of coolant, is being controlled in response to engine temperature, as it should be.

Our thermostat housing is available with a range of pre-fitted thermostats to give opening temperatures more suited for competition use.



QED Thermostat housing
(inc. choice of stat - 75°, 82°, or 88°)
£125.00 + VAT

QED MotorSport Ltd

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<http://qedmotorsport.co.uk>

Fitting the Remote Thermostat Housing

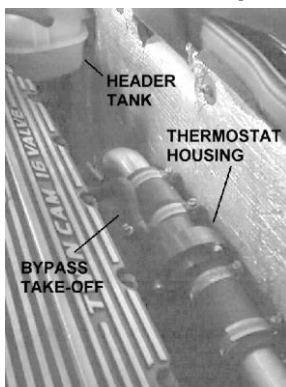
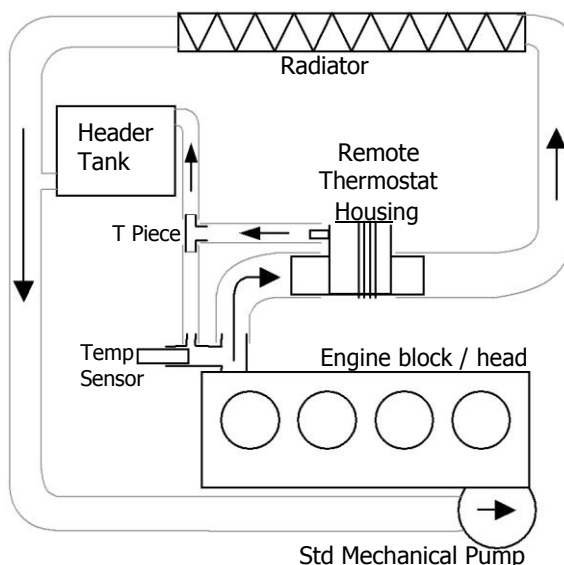
The following fitting notes are a suggested guideline only. The K series engines are fitted in several different vehicles and for any given installation some variation from these instructions may be required. It is the responsibility of the fitter to ensure that all components are assembled and fastened sufficiently to perform correctly without future failure. We accept no responsibility for damage caused to or by our products as a result of incorrect or inappropriate assembly, fitment, or application. If you are uncertain about fitting the housing please consult a professional workshop.

The QED thermostat housing is fitted in the top hose to avoid the problems of the sudden rush of cold water from the radiator hitting the thermostat when it is in the standard position.

The thermostat housing should be installed such that it interrupts the main (large pipe) from the top of the cylinder head, as shown right.

Before fitting the thermostat housing the coolant system must be drained following the normal procedure for your vehicle.

In most installations the top hose will be rubber, and is often in an S-shape. In these cases the most convenient fitment will usually be by cutting the centre section of the hose, removing around 60mm of material and fitting the thermostat housing in the gap.



Alternatively there may be a short section of hose, connected to an aluminium pipe, running parallel to the cam cover. In these cases the aluminium pipe will need to be shortened and the thermostat housing fitted inline with additional large bore hoses (not included in the kit).

The inlet side of the housing also has the bypass take-off (small brass fitting). The bypass can be plumbed back into the line that returns to the header tank, using the small bore hose and T piece supplied. The bypass should be connected so that the water flowing through it feeds to the back of the pump whether it is via the header tank or the heater matrix.

It should be noted that the original thermostat must be removed. Dismantle the standard plastic casing remove the thermostat and seal then remove the seal from the thermostat. Put the spacer ring provided in the seal and re-assemble the casing with the seal.

Once the thermostat has been fitted the coolant system can be refilled. As with draining the system follow the normal recommended procedure for your vehicle.

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