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Repairing a rotten lower Thermostat Housing

By xtriggerman, Mar 13, 2019 | 1 Comments | 421 Views | Lincoln Mark VIII

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These old car do not lac for surprise repairs! While in the process of swapping in an all aluminum Radiator, I thought I would check on the thermostat housing since it was dripping coolant. Mind you, this 1997 car only has 69K miles on it but as the saying goes, rust never sleeps.



My first thought was just replace the entire thing but the only new section available is the top half that is the two 90 % ports. Those can be had off Ebay at \$40 for OEM (RH70) or like 18 bucks for a Dorman aftermarket. The bottom is only available as a junk yard take off and that's a gamble I would use as a last option. So, the big problem on my bottom end was the steel tank port. The inside was total sewer pipe rotten. To repair it, hack saw off most of the barb, leaving about maybe a 1/8th inch sticking out from the aluminum housing. My sawn off section crumbled up like paper under the plyers. To remove the section still left in the housing, used a section of hack saw and cut threw the steel tube, moving the blade in and out of the hole. Be careful not to cut into the aluminum beyond the steel tube wall. Once your threw, just grab whats sticking out with plyers and twist out the now loose pipe section. The tube is only a straight press in fit with no adhesives. The hole that's left is exactly the perfect size for a 1/2 x 14 NPT tap. The fitting needed is a male 1/2" NPT x 3/4" barb. I had a gas line fitting that I just turned the flare end threads off and made that end into a barb. Here you can see the freshly taped treads and the turned

fitting.



Just unreal how much those top end ports corroded! the bottom end one was only slightly corroded, THANKFULLY.... I was able to file and buff it out to my satisfaction.



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On a side note, NEVER try putting in a Fail Safe type thermostat in these cars DESPITE the fact that Auto Zone & NAPA list one for these cars. They have a built in air vent in the valve that will not let you fill the radiator with out over flowing the caped off res tank. Don't ask me how I know.....

xtriggerman, Apr 2, 2019 Report

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Comments: 1
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Finally got this project finished! All from a creeper no less.... Well I have to agree with Capt Fast since he said if to do again, do the 2.25"...



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This 1157 mod is a mod that would need a Lathe application. I started out with a 2005 Mustang 6 - 1157 socket sequential harness with 2 marker...



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Probably the most disliked thing about changing the oil filter on my 97 is the fact that you have to spin it on dry. As every one knows, cold...



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This is for the fabricators out there that can handle

a little welding, drilling and wiring. The design of the Mark VIII dash board is about as...



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Now I know there all sorts of do dads made for holding a cell phone in a car but who likes that grabber sticking out in a never perfect dash...

More from xtriggerman



[A simple Cold Air Intake mod that uses either 4" Cone or OEM filter](#)

I'm not going to count CFM's or any flow charts or what have you. My goal for my 97 base is to simply get maybe a little over 300hp under the hood...



[True Benz 2.5" SS Exhaust build & fab a down pipe hanger](#)

Finally got this project finished! All from a creeper no less.... Well I have to agree with Capt Fast since he said if to do again, do the 2.25"...



[Monroe MA815 Max Air shocks for your rear coil spring swap in.](#)

I did a novel rear shock install with my coil spring conversion. I wanted the ability to raise the rear a bit if need be or like some, might want...



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Being a trained Gunsmith, rule #1 is before you can fix any thing, you need to know exactly how it was designed to work and why it failed. That's...



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As a new Mark VIII owner, I'm coming to realize PVC cement & 3m emblem tape are both key items to hold these cars together! The plastic on my FL...

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