

General Notes

DO NOT think a thermostat is a fix-all for a marginal or stressed cooling system. Many cooling problems can be traced to improper ignition timing, improper carburetor air/fuel ratios, poor coolant circulation or heat transfer (radiator blockage or bad pump), loss of coolant (leaks, holes, blown head gaskets, etc.) or a combination of these or other issues.

The Vintage Precision Thermostat Housing Kit WILL reduce engine warm up time and elevate and stabilize coolant temperature. Retained heat in the engine means more potential horse power. This also translates to additional oil temperature which promotes removal of combustion by-products from the oil, improved lubricity for reduced wear, plus improved fuel economy and performance. The Vintage Precision Thermostat Housing Kit also provides an excellent location and platform for installing a water temperature gauge to monitor the cooling system.

When ready to install your new Vintage Precision Thermostat Housing, do the removal and installation including torque down in one session. Leaving any portion of the head gasket unclamped for an unnecessary length of time could lead to head gasket sealing issues.

DO NOT use any stamped gaskets or sheet gasket material with this installation. Use only a squeeze tube gasket maker such as Permatex Blue or Black RTV. You do not want to warp or crack your head or housing.

DO NOT use Teflon tape on pipe threads, use a sealant compound such as Permatex Thread sealant with Teflon. Teflon tape is good for plastic pipe fittings not vibrating heat cycling auto applications. It is too slippery and soft - it can squeeze out and leak or lead to crushed fittings and cracked housings.

Work clean – Wash the project area with soap and water before you start and KEEP CRUD out of the cooling system. Prevent debris from falling into the head coolant passageway. Keep it clean so you don't plug the cooling system with any foreign matter.

We highly recommend using a temperature gauge. It is the only accurate way to monitor your cooling system performance. Typically, electric temperature gauges use 1/4" NPT senders and mechanical gauges use 1/2" NPT senders. Your new Vintage Precision Thermostat Housing has (1) 1/2" NPT port and (1) 1/4" NPT port.

Temperature gauge senders have probes that may extend significantly into the installation port. Make certain that the end of the sender does not crash or hit the thermostat after being tightened in place. Remove and replace the thermostat to visually see clearance between the two components.



MOST IMPORTANT

Before you hit the road. ✓

- ✓ Tie down your temperature sender wire/cable to be neat and tidy.
- ✓ Fill the cooling system with water. The Vintage Precision Thermostat Housing will self purge air from the system, check for leaks.
- ✓ With the radiator cap off, start the engine, check the water level and check for leaks. Continue warming the engine (this will take some time), monitor the temperature gauge, water level and check for leaks. The temperature should rise slowly to over 160F when the thermostat should open. Observe the visible increased water flow through the radiator with the radiator cap removed. Shut off the engine.
- ✓ If there are no leaks, drain some water and add a 12 oz. bottle of "Red Line Water Wetter". It will stop corrosion and lubricate the water pump. It will also improve heat transfer. However, there is no freeze protection. If possible, it is generally better not to use antifreeze, it seems to foam easily and blow out of the radiator making a mess everywhere. Remember, this is a non pressurized cooling system.
- ✓ Test drive. The water temperature should climb to between 160 and 175F under normal conditions. Check your water level and temp gauge frequently until you are comfortable with how the system performs, then check them regularly as you normally would.
- ✓ It is still possible to overheat under extreme conditions or with marginal cooling (full throttle, steep climbs, high speed, hot weather) - use common sense and back off if it gets to 200F plus. Overheating a thermostat can ruin it permanently (usually it locks open) not to mention ruining your engine. There are many corrective actions that may be taken to control overheating, investigate fully and seek advice when necessary.

VINTAGEPRECISION.COM

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Installation Instructions

1. Drain the system coolant and remove your old hose and original gooseneck water outlet. Save your old hose and clamps for reuse or replace them with new parts if required.
2. Carefully scrape and wipe clean the head coolant outlet surface to bare metal.
3. Apply a narrow bead of liquid gasket to the shallow groove on the head side of the thermostat housing - then slide the housing onto the head studs to seat against the head outlet surface.
4. Re-install the head nuts and re-torque to factory settings. First torque both nuts to 35 ft/lbs then increase the torque in 10 ft/lb increments to the max recommended for your particular studs used. Generally 55 Ft/Lbs for standard studs or 65 Ft/Lbs for high strength. Old studs can stretch and should be replaced.
5. Remove the four bolt gooseneck water outlet and thermostat before installing the temperature sender. Note: Do not lose the O-ring seal.



Remove the pipe plug from the selected sender port. Apply a bead of pipe sealant to the temperature gauge sender threads and tighten in place. Replace the thermostat and visually confirm clearance between the sender probe and the thermostat.

6. Re-install the thermostat, O-ring and water outlet with four bolts and washers. Tighten by hand all the bolts first then torque them to 35 Ft/Lbs.
7. Match up your old hose for the proper length and cut to fit. Slide your hose clamps onto the hose, then slide the hose onto the radiator and gooseneck water outlet. Finish by tightening the hose clamps.

Included with your purchase:

- (1) VP Thermostat Housing
- (1) VP Four-Bolt Gooseneck Water Outlet
- (1) 160°F Thermostat Stant #45356
- (2) 036 O-ring (1/16" x 2.5" OD)
- (4) 3/8-16x1" Gr5 HHCS

Return Policy

A full refund will be given for this product if returned within 30 days of purchase (excluding shipping and handling) and only if returned in a new unused condition in the original packaging.

If you bolt it down, you own it.

An RGA (Returned Goods Authorization) number, received from Vintage Precision, must

be marked on the package and shipped prepaid to:

Vintage Precision Inc.

3931 Oregon Street
Benicia, CA 94510

No returns will be accepted COD or without prior authorization.

Limited Warranty

The warranty on this product is limited to components manufactured by Vintage Precision and covers defects in workmanship and materials only for a period of one year from purchase date. Specifically excluded are any labor, material, lost time and service costs as well as any damage to the engine or vehicle resulting from use of this product. Warranty defects will be determined solely after inspection by Vintage Precision. An RGA number, received from Vintage Precision must be marked on the package prior to prepaid return shipment.