

COOLING SYSTEM

On Australian MGBs, two types of radiators were used. Both used the conventional method of water heating in the engine being transferred past the thermostat into the top of the radiator then out through the bottom via the water pump back into the engine. This water was also transferred through the heater via a valve into the heater box and out back into the engine.

Two different pressure ratings were used in Australia with the thermostats; '63 – '67 7lbs, '67 – '75 10lbs.

The earlier type of radiator (YGHN3 501- 5305) had the refill access to the left and rear of the radiator, with a swan neck pipe connecting it to the radiator header. From then on, the refill access was centred in the top, front of the radiator header. The hoses were attached with dual-wire clips.



Early style radiator with refill access to the left



Later style radiator with central refill access



An area that is hard to be definitive is that of radiator fans. It appears that very early MGBs had a 6-blade fan. I haven't been able to confirm whether it's with only the very early 18G engines, all 18G engines or 18G – 18GA engines.

Evidently the 18GB had the 3-blade fan and after 1967, the 6-blade was introduced.

NB: The 7-blade plastic fan came out after the last Australian-assembled MGB.



Both fans used in Australia

ORIGINAL BMC DOCUMENT

[Cooling system](#)

