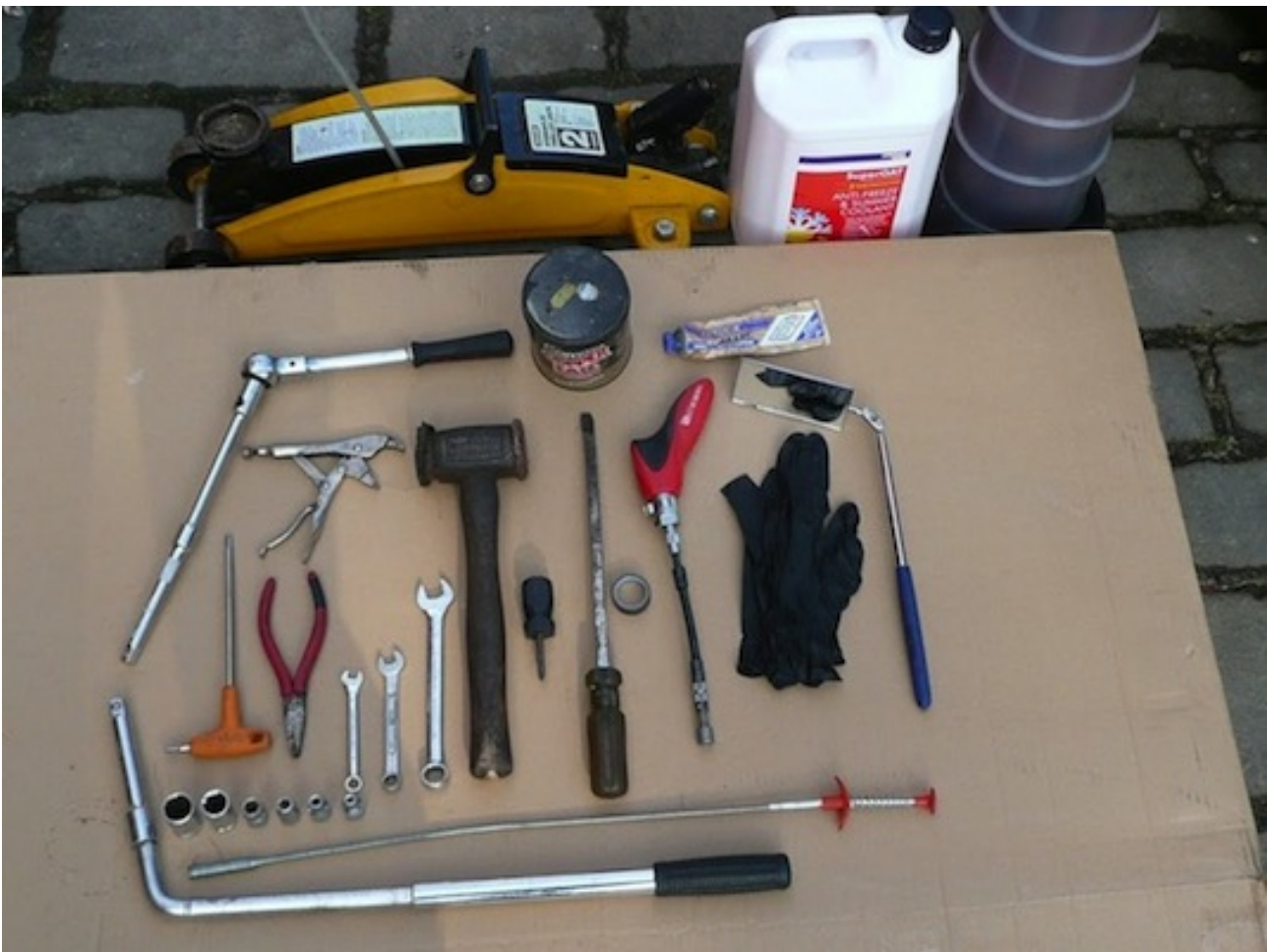


# 75ZT Community

Thermostat and Housing change Diesel CDT /i ..... By Jules

## Tools list

Trolley jack or Standard issue Rover scissor jack  
Block of wood to protect the sump  
Swivel Ratchet best tool I bought last year !  
Extension bars  
Sockets: 18mm, 15mm 10mm 8mm **Torx No8 ? \*\*\*** Open ended: 15mm 10mm 8mm  
Mini Mole grips or a mini G Clamp Crucial for hose clip !!  
5mm Allen Key  
Swivel mirror (Check for leaks etc)  
Nitrile Gloves  
Tape to stop bolts falling out during replacement  
Size 2 Pozi drive  
Copper hyde hammer or mallet for use with spanners  
Hylomar if re using O ring  
Pliers  
Wheel wrench some bolts are tight.  
3 or 4 litres of OAT Long life Red Antifreeze  
**\*\*\* Pre 2002 (approx.) cars had 10mm hex heads Qty 4.**  
**Later changed to Torx No 8 Qty 4.**  
**You will require the slimmest available sockets for the housing or ring ratchets**



Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions



Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions



Turbo elbow ....All push fit .....don't forget middle connection breather when refitting

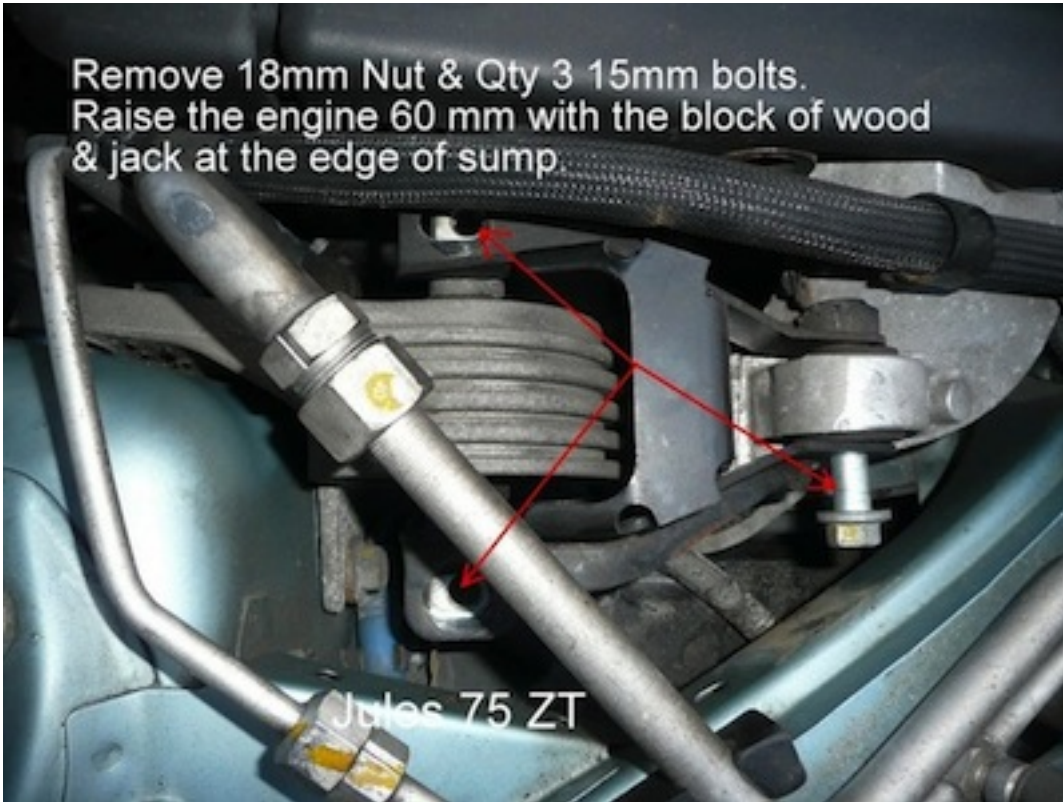


Tip: Use tape to stop some vertically mounted bolts falling out



Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions





Remove Qty 6 x 15mm bolts, front facing turret bolt only needs to be loosened 3 turns.  
Remove Qty 1 x 18 mm Nut from Hydromount

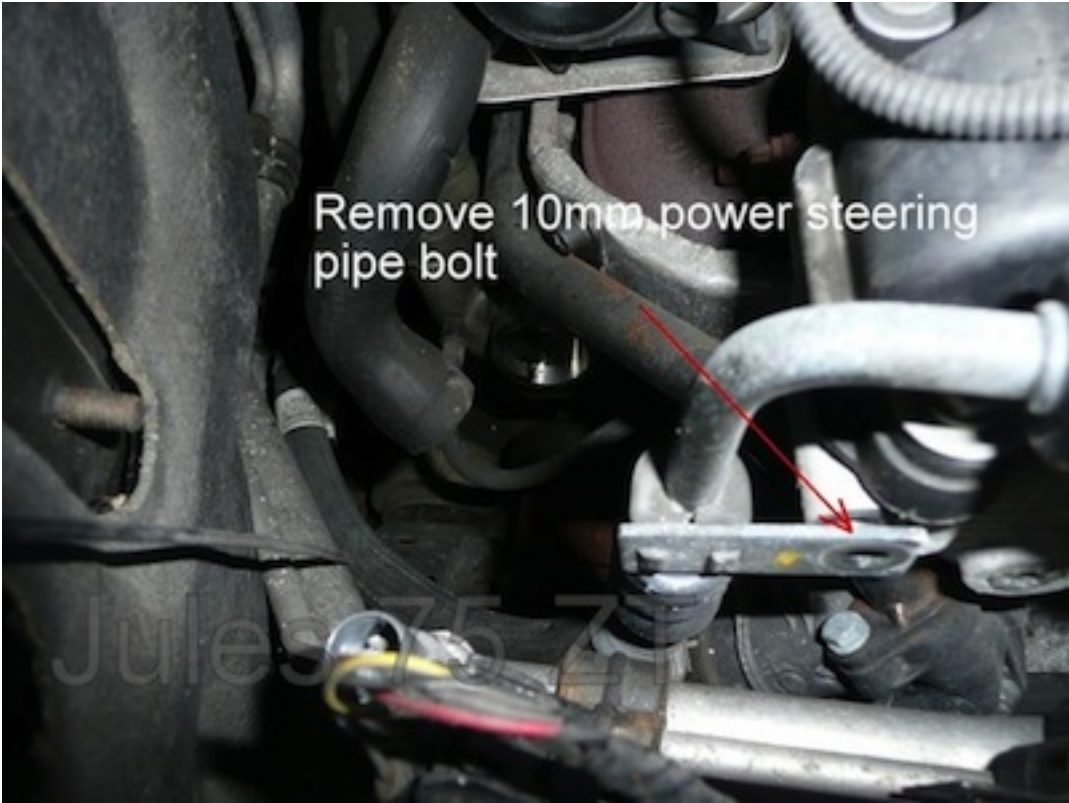


Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions



Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions





Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions



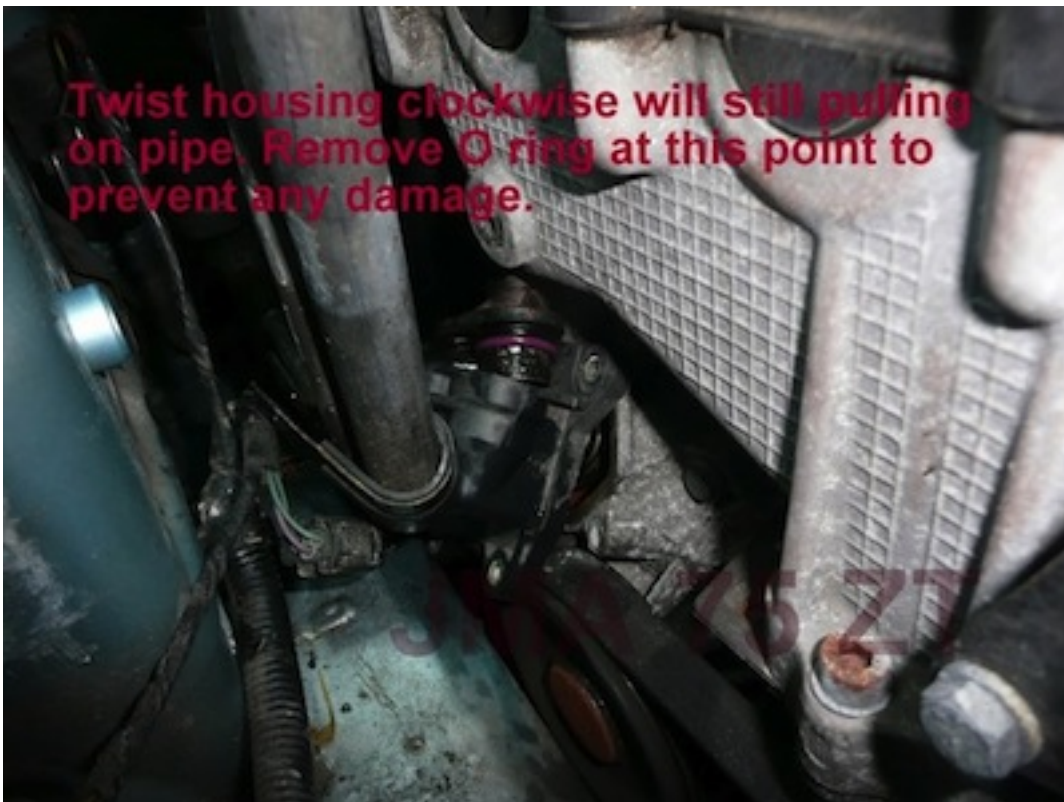
Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions





Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions





Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions



Note how the metal pipe does not have to be bent too far to the extent it won't spring back to it's original position



Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions





After cleaning thoroughly all sealing faces, time to reassemble.  
Position new housing horizontally. Try not to touch the seal in the grit and dirt around.  
**USE A SILICONE BASED GREASE OR RUBBER LUBRICANT ON THE O RING.** This will aid insertion of the pipe & reduce the chance of "nipping" the seal.



Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions

Fit the new O ring onto the pipe. Twist housing anticlockwise, while springing the pipe rearwards. There is just enough room to ease the Stat disc into the water pump housing. Once housing aligned with holes, refit the 4 Torx/hex bolts. Do not use a massive amount of torque. The threads are only small M6

**IMPORTANT.** The O ring & pipe must be inserted centrally into the housing to avoid "nipping" the O ring. Check for leaks during warm up & after a short test drive. Check the header Tank level at least 3 more times on subsequent journeys for any level drop due to air locks dissipating or coolant loss. Generally the M47 engine water system will self bleed back into the header tank. Air bubbles will be seen flowing from the small pipe in the neck of header tank during the coolant fill but they will gradually diminish. Usually when there is a constant little jet of water flowing you can assume all the air has escaped. (engine running with Cap off to witness this)



Finally another mention of the coolant level indicators as many owners are still overfilling. The LOW & HIGH levels (which are only 1 cm apart!) are at the **BOTTOM** of the fins not the top ! Diesel owners may get away with overfilling but Petrol Variants will just spew it out back down to the correct level.

Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions



Header Tank showing level markers. There's also side markers on the Cream Tanks, but not on the earlier Black Tanks



Disclaimer: This document is intended as a guide only. You assume all responsibility for any problems howsoever caused as a result of using these instructions. Neither 75ZT Community or the author of this document shall be held responsible for any losses or injury caused by the use of these instructions