

## Lagondaforum: automatic radiator slats

### automatic radiator slats

*Written by Jean-Marie at Jan 02, 2009 7:29 pm*

I have just rebuilt my 3 ltr engine and would like to have the radiator chemically cleaned inside and backflushed. I have the type with the radiator slats opening and closing automatically depending on the coolant temperature. Do I have to take this device off before the cleaning procedure in a bath of acid? How do I take it off? When the holding cover fixed by 4 little nuts on studs is lifted, how do I get the device out? Simply lifting? By the big screw in the centre, or by ferm grip on the outer border and turning left? (Please refer to picture attached). I do not really want to break anything. These parts have not been touched for a very long time.

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#### Attachments:

[radiator.jpg](#) (filesize: 339.55 KB)

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### Re: automatic radiator slats

*Written by Colin M34 at Jan 05, 2009 1:47 am*

Hello Jean-Marie,

I would be very reluctant to disturb this unit if it is working properly. It might break!

For back-flushing we have found Fernox DS3 <http://www.fernox.com/?cccpage=ds3> works really well. The biggest worry is that the core may be rotten and once de-scaled might leak, and so need replacing.

I can recommend a very good radiator company who did the core on my 16/80 - Anglian Radiators in Cambridge.

Best Wishes

Colin

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### Re: automatic radiator slats

*Written by Peter S30 at Jan 06, 2009 9:30 am*

Dear Jean-Marie,

on my V12 I have the same device, looks identical, I tried to remove it and have the same problem, so the only help for you is that probably this device is the same in all Lagondas with automatic radiator slats, we can ask M45 or LG45 owners too.

I agree with Colin to leave it in for the cleaning if it is working, in my case it is not working so far. And one half of the radiator slats is no longer attached to it, so I have to remove the radiator mask too, I think.

Peter

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### Re: automatic radiator slats

*Written by Jean-Marie at Jan 07, 2009 6:42 pm*

Many thanks for your interest and replies.

On my radiator the device for opening the slats is to the front of the car. So after removal of radiator and mask, I fit took off the mask, the vertical slats staying attached to the radiator. Removing the slats was not a very easy operation, but I guess a 'Kinderspiel' (children's play) compared to refitting them. On my car the system worked, apart from one single slat which was not connected. The car had a tendency to boil when driven up a hill. However the engine had a lot of old thick oil in it, almost like tar, and the camshaft had two lobes nearly round. The engine is completely rebuilt now, but a good cleaning of the radiator would not be a bad thing either before refitting, I thought.

Kindest regards,

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Jean-Marie

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### **Re: automatic radiator slats**

*Written by Adrian Lead at Mar 16, 2009 11:36 pm*

An interesting subject. I have an LG6 Saloon one of the last built. It has no moveable slats and appears never to have had any, it has no thermostat. I cannot understand why. Has anybody any ideas? It runs cold so I blank off the radiator.

Adrian lead

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### **Re: automatic radiator slats**

*Written by Peter S30 at Mar 23, 2009 12:27 pm*

more about radiator slats: I tried my refurbished system yesterday but my thermostat opens to late, as the block of my car has probably too much local deposits (I cleaned behind the sideplates but I think also waterways in the head are partially blocked) it boils earlier than normal and the standard thermostat is too late. So the slats have to stay always open until there will be a total overhaul of the engine or I have to find a thermostat that opens earlier, e.g. at 60°C (any ideas where to get them?)

Peter

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