

# Lagondaforum: Engine Coolant Filters

## Engine Coolant Filters

*Written by Radman at Sep 08, 2015 11:53 am*

Permit me to introduce a new and extremely useful product for all old motors but particularly appropriate for Lagondas which often incorporated strainers in the top radiator inlet. The Gano Coolant Filter has been fitted to 1000s of cars in the US and I started importing them this year and recently supplied one for an LG45. Cooling system issues are often addressed in forums such as this with the benefits of waterless coolants, inhibitors etc. being discussed. Cleanliness is often overlooked though and is crucial; looking at old radiator cores you realise how clogged up most of them must be. The device fits in the top hose and traps dirt which can be safely cleaned out.

These filters really do work and will do wonders for your cooling system and save you from possible engine disaster. See more at [www.cmengines.co.uk](http://www.cmengines.co.uk) Happy to hear what members think!

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### Attachments:

[Filter group.JPG](#) (filesize: 176.79 KB)

[Filter Large.JPG](#) (filesize: 162.46 KB)

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## Re: Engine Coolant Filters

*Written by davidbracey at Sep 08, 2015 4:00 pm*

I believe it is my LG45 that Radman refers to. It seems to do the job nicely.

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## Re: Engine Coolant Filters

*Written by bill at Sep 08, 2015 5:48 pm*

In the politest possible way, could I ask whether these filters would really have enough surface area to last any length of time before blocking ? Even with the "top hat" type of filters the club (I believe) supplies there is very little total surface area and they soon block up - with annoying consequences. Wouldn't a "funnel" shape have even less surface area than a "top hat" - assuming the same length ?

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## Re: Engine Coolant Filters

*Written by davidbracey at Sep 08, 2015 9:40 pm*

I've not had that problem Bill but my engine was pretty much built from new parts so didn't have years of accumulated crud to contend with. I see your point though.

In truth, after running my car in on shortish journeys with the filter I've since removed it as I didn't want to restrict any flow on long trips. I'm intending to replace it but haven't got round to it yet.

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## Re: Engine Coolant Filters

*Written by Radman at Sep 14, 2015 12:40 pm*

Bill - many thanks for the polite reply - not always the case on line!

David - fear not that your filter will restrict flow - as long as it is not heavily clogged. Smaller Gano filters than yours are fitted to some very high output american V8s and work correctly.

I pondered long and hard about the merits of the design before contacting the manufacturer; the idea of a blocked in-line filter is discomfoting. But the alternative remains that the radiator core gets blocked instead, a rather harder thing to clean than the filter! Indeed sometimes back-flushing alone can't solve the problem; recently looking at scrap cores samples at Star Engineering, particles combine with grease, oil and other gubbins to become aggregated into a solid mass. Horrid!

Certainly check the filter as regularly as possible at first; steadily the system will be cleaned and the device will need only occasional attention.

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## Re: Engine Coolant Filters

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*Written by bill at Sep 14, 2015 6:07 pm*

The particular problem with Lagondas I believe (especially the 4.5 litre) is that the type of material used for the blocks in the 1930s continuously eroded and could therefore quickly block radiators (and filters). It does not stop eroding and is still doing so 80 years later !

This may not be the case with the modern replacement blocks as presumably they are made with modern materials ? However it is still a problem for those of us with original blocks (like me !).

Anyone else care to comment please ?

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### Re: Engine Coolant Filters

*Written by Colin M34 at Sep 16, 2015 9:42 am*

Hi Folks,

I think the point about whether the modern replacement blocks give off the same level of crud as old blocks is very interesting.

I would like to add that the Northern Lagonda Factory recommended using a gent's sock as a filter. I do not know if a woollen one was particularly recommended but certainly proved effective. The advantage of a sock is that it has a good capacity to contain the crud and a high internal surface area even when well filled.

Colin

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### Re: Engine Coolant Filters

*Written by bruffsup at Sep 18, 2015 1:00 am*

Good points Colin but you missed one. You don't have to clean the sock , just chuck it out.

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### Re: Engine Coolant Filters

*Written by Colin M34 at Sep 18, 2015 9:23 am*

Hi Barry

You are right of course! The "kit" includes a spare so when you sling the full one out you have a replacement on hand.

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### Re: Engine Coolant Filters

*Written by newyatt at May 03, 2016 3:58 pm*

I've just taken out the sock from my radiator and I couldn't believe the crud that was in it. I can understand why the old radiator core was completely blocked.