

Thermostat For Your Traction  
Keeping your Traction happy with a thermostat.

Having become fully acquainted with the workings of the mighty "Perfo Power Train" in my Lt 15 during the course of its res-

a Renault 5 designed to fit in the top radiator hose itself.. On the traction this is where the top hose connects to the water pump. If the insertion and fitting of the thermostat pushes up the hose and it touches the bonnet then remove 3 to 4 mm from the top of the outlet pipe on the water pump, also fit a hose clamp to hold the thermostat in position where it sits inside the hose above where it is clamped to the pump outlet.

The tricky part in all this is getting hold of a thermostat. The one out of the Renault 5 that Roger suggested is a QTH 205. Now while I was able to get the correct Renault part number off the WWW it turns out Renault in Australia do not stock it. There is one available locally that fits into the hose but doesn't sit very well on top of the pump outlet because of its design. (In hindsight this may not be the problem I thought it would be as if it is held in place by a separate hose clamp it could be put anywhere along the outlet hose). My solution was "relatively" simple, my French son in law has a friend in France who recognised

the little beast straight away and "viola" I now have four of them (why stop at one), they cost about 14 euro each. If anybody needs more info drop me a line.

Happy Tractioning,  
Peter Stringer  
Contact Web Wallah for Peter's contact details.

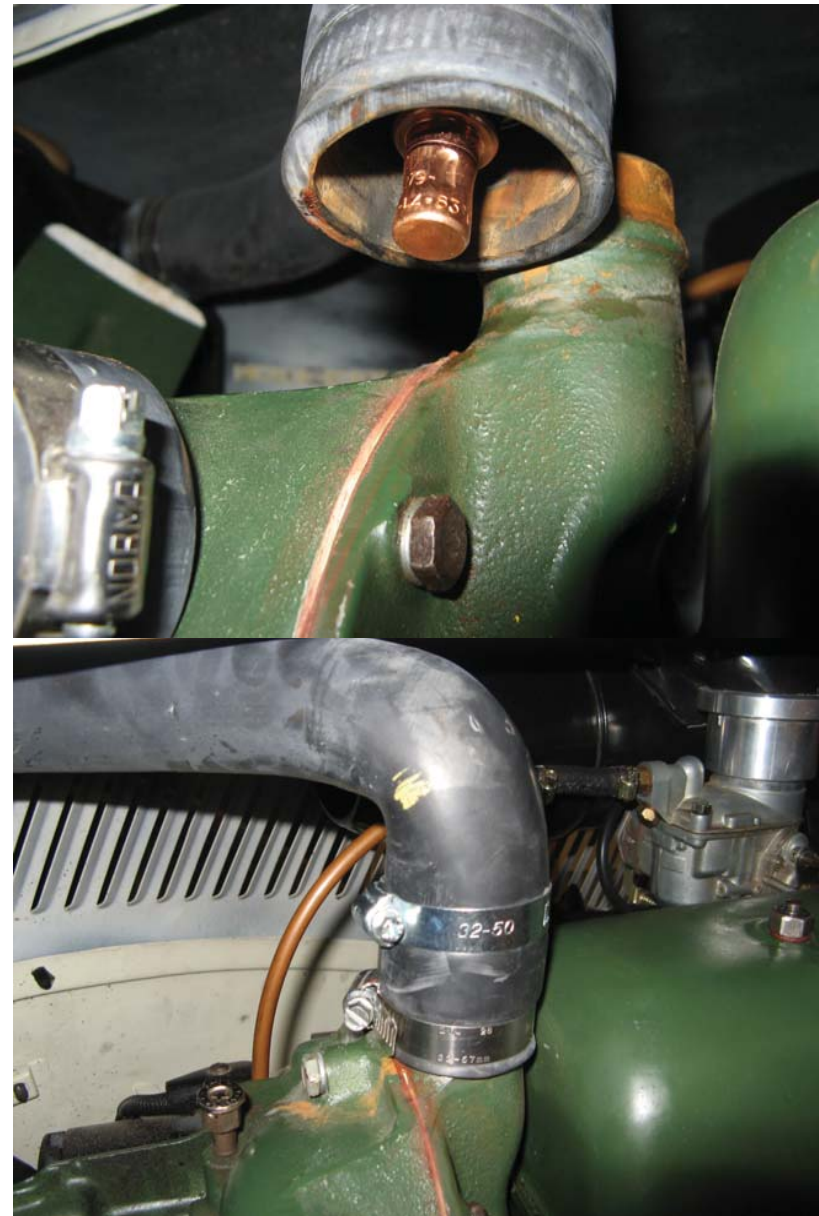
## Tec TORQUE

BELOW The thermostat out the box and upside down on the bench, the brown part needs to face the engine/waterpump outlet to sense the water temperature.

BELOW RIGHT The spring end that is pushed up the top hose.

toration, I noticed as probably everybody else has that no thermostat is fitted as an original part.

Without going into too much detail these devices help engine performance by regulating a more even engine temperature especially in colder climates. During my research for improvements which could be implemented during a Traction engine/car restoration I found a small article in the TOC magazine by Roger Williams which is worth checking out if you can. In that article he makes a couple of points, if you fit a thermostat, fit an expansion bottle and check that the return valve on the top tank is working. The thermostat he suggests to use is one out of



LEFT: In the hose with the wax capsule (sensor) pointing downwards ready to lift the hose slightly and push the hose onto the waterpump outlet

BELOW LEFT: Hose pushed on, the top hose clamp holds the thermostat in place, while the bottom clamp does the obvious.

## Addendum to thermostat article by Peter Stringer

Here is a news flash for all those wanting to fit a thermostat in their tractions. I have finally found the Tridon equivalent for the one used in the Renault 5 that I talked about in an earlier blog. It has the same diameter as the French Vernet brand so should push into the top hose ok.

The part number is TT237-180P, the 180 stands for degrees F which is about 82 deg C. There are two other different temp to choose -170P at 77 deg C and -192P at 89 deg C. I chose the 180P as that was the same temp as the Vernet, the higher operating temp 192P may be better, let me know what you think.

I paid \$71.50 and got it through Auto One in Sydney.

Peter



Web Wallah.

Also received this information as well from Michael Hose:

“ Regarding the fitment of a thermostat to the Traction vide the last magazine, the Australian company Tridon currently lists P/No TT237-180P with the same specifications as the item used by Peter. Any supplier would be able to source them for about \$20.”