

Stag Head Gasket Issues

Everyone who owns a Stag dreads the day that it may blow a head gasket. I thought our Stag was bullet proof until October 2012 when on the way to Beechworth for the combined rally with the ACT Triumph the engine over heated just before Seymour. Thanks to RACV Total Care the car was trailered back home. The luggage was transferred into our MG ZT and we headed back to Beechworth and finished the rally in the MG ZT. It just was not the same.

On returning home I diagnosed the problem as a water pump issue. When I removed the water pump there was no teeth on the pump gears. The pump operates off a jack shaft that runs through the middle of the V8. It turns out that a faulty batch of pumps arrived in Australia where the teeth had not been annealed properly and they just wore down.

My Fix was to fit a Davies Craig Electric Water Pump (EWP) and I was guided by Jim Ostergaard who had previously fitted a EWP to his Stag. The EWP comes with a Digital Controller where the engine temperature can be adjusted to 75, 80, 85, 90 or 95 degrees. I set the controller to 80 degrees. Also the Electric Fan can be controlled by the digital controller. The EWP and fan will continue to operate when the engine is turned off until the engine temperature is 5 degrees below the nominated setting. Top idea. My Stag does not have an Electric Fan.

In Oct 2019, 7 years later, I noticed coolant on the garage floor. I was doing an oil change when with the aid of a powerful torch I saw where the coolant was coming from. The Stag was not going to Merimbula on the combined rally with ACT Triumph. The trusty 2.5PI with 705,000 kms on got the task. Our Stag in that 7 year period gave no indication that there was a head gasket issue. It had been to Griffith, Cootamundra and Cowra and no issues. The coolant on the floor was coming from the gasket to the outside and not going inside the engine.

Brad Ash who built this car and runs a Garage in Paynesville (0403 356 622), was given the task of replacing the Head Gaskets. Brad now gets to service all the local Triumph cars. Brad used to own British Auto Care in Brisbane. He did his Apprenticeship there when he was much younger. He now has a white GT6 which was his mother's car. We bought his magenta Stag 10 years ago.

John Smith gave me a ride to Paynesville in his black Stag to pick the car up and it still runs beautifully. Thanks John. Last Club meeting I took the head gasket along and passed it around the Members. The last cylinder on both sides of the water galleries were blocked from a build of a whitish substance. Refer to the attached photos. This could stem from the fact that the Stag block is cast iron and the heads are aluminium. Brad put Penrite Coolant with a life of 7 years in the radiator. Greg Tunstall in QLD recommends that coolant be replaced every year to help illuminate the build up inside the Stag engine. Terry Roche and Dale Ross recommends a product called SEALWELL. This product cleans the internals of the block and heads and helps prevent leaks. One cube goes into the radiator every 5000 kms. I bought the SEALWELL product from Bursons for \$12.50. This is good for 10,000 kms. Don't forget to ask for your Triumph discount. Google this product. I can highly recommend the EWP and John Benson from Davies Craig will give TCCV Members a very good discount (0418 130 600). Davies Craig advertise in the Trumpet.

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Graeme Oxley

February 2020