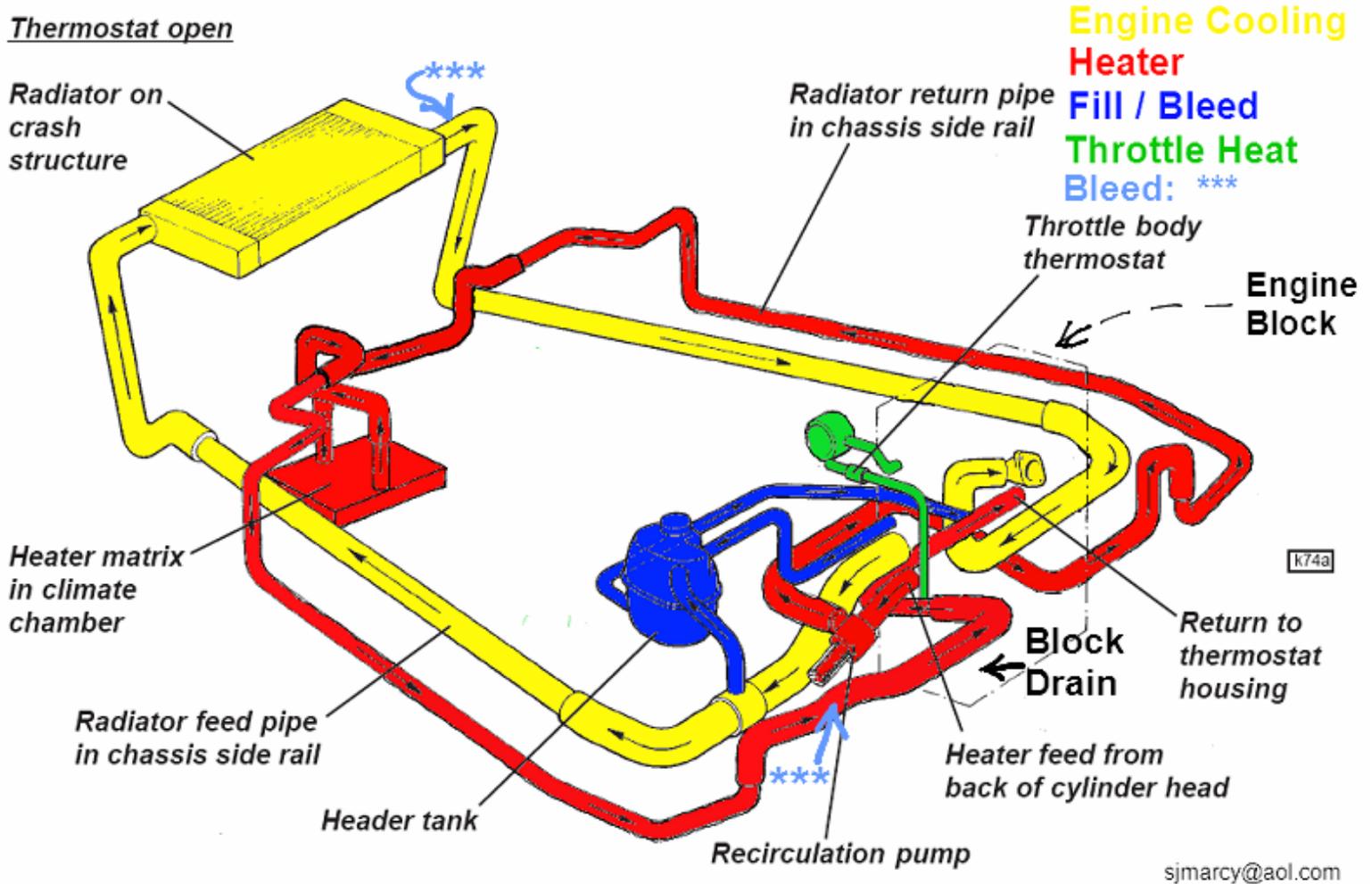


Elise Coolant Flow (Diagram and Pics) by moremonkey's Stan

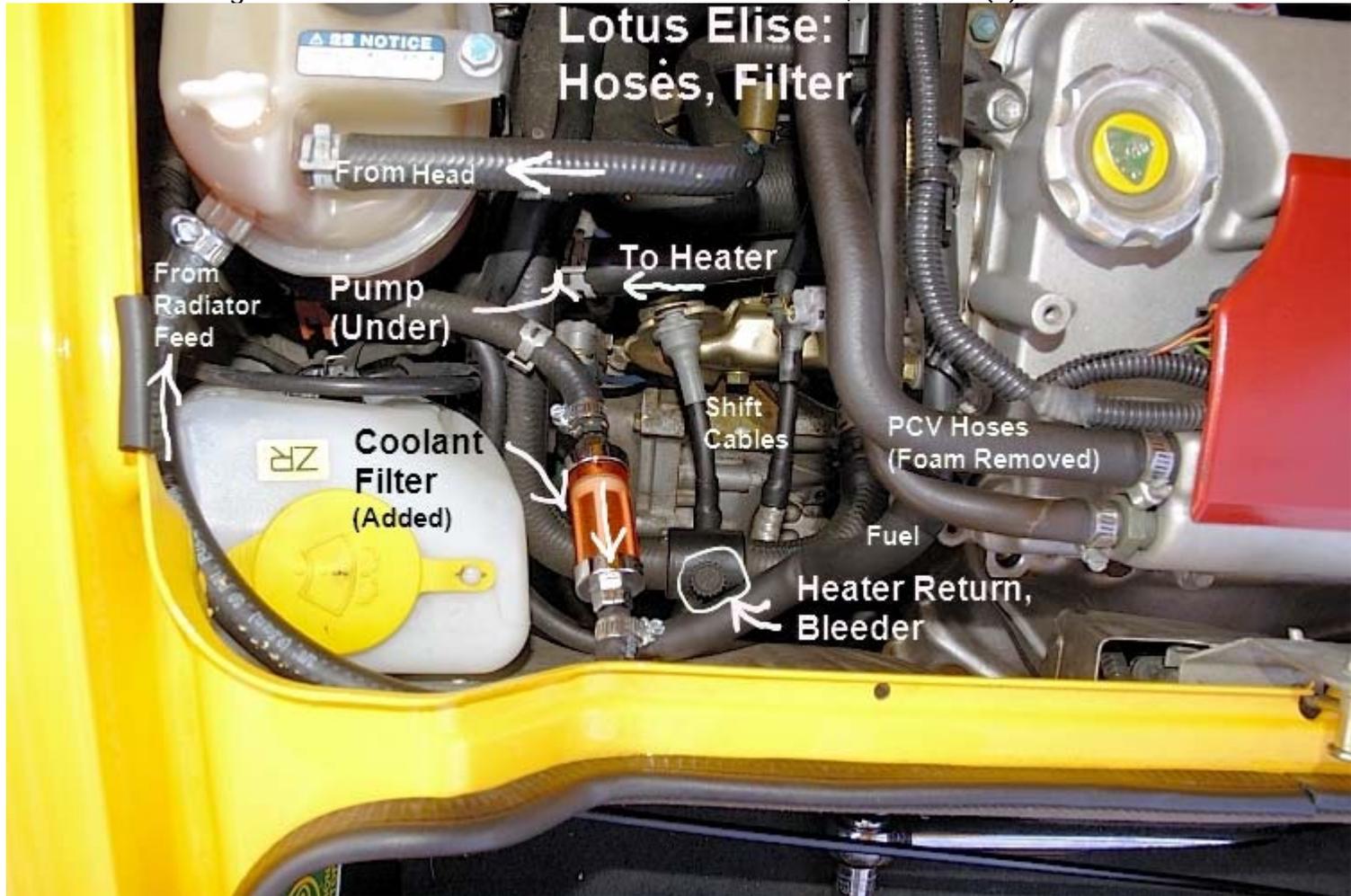
Here is the Coolant Flow with the thermostat open. With the thermostat closed, flow can only go through the heater, throttle body, and bleed / flow circuits in the normal direction. The thermostat (near the front of the engine...behind the water pump and on the firewall side of the engine) blocks return flow from the radiator .



The Elise has THREE coolant bleed points:

- 1) Header Tank...self bleeds
- 2) Heater Return Hose (see PIC below)
- 3) Radiator Bleed (RF, at hose / radiator junction)

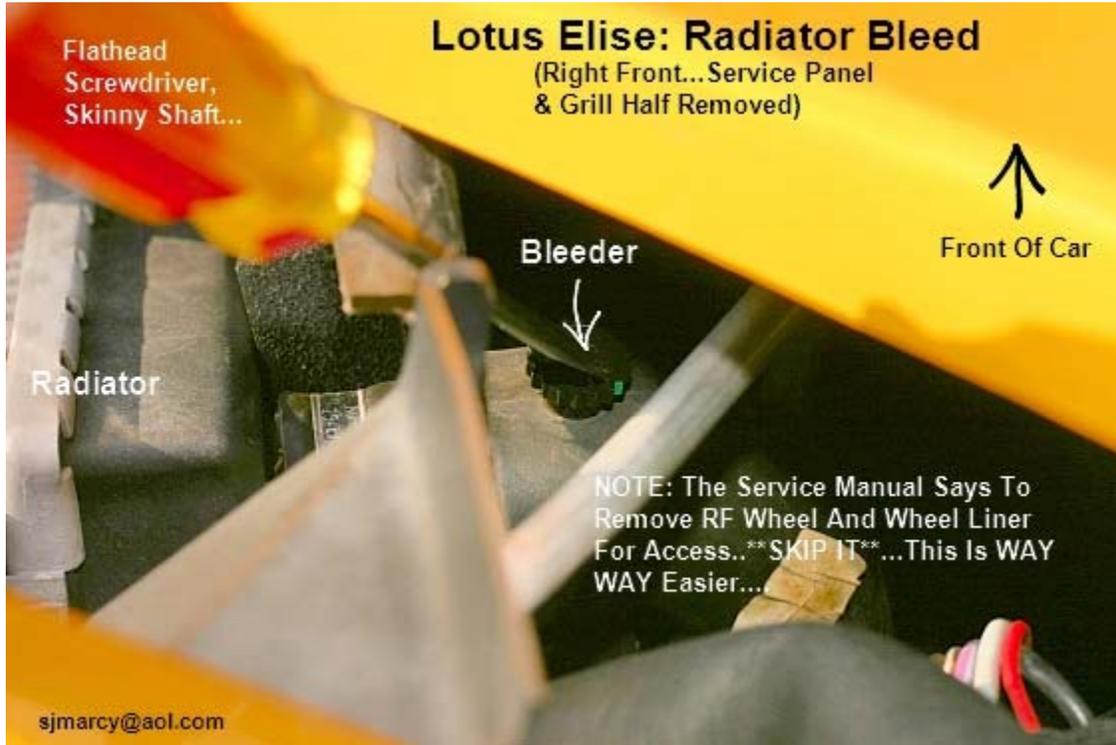
Here is a labeled picture showing a few things...the hose from the head to the heater is labeled "To Heater". And the hose coming back from the heater is labeled "Heater Return, Bleed" = (2) above.



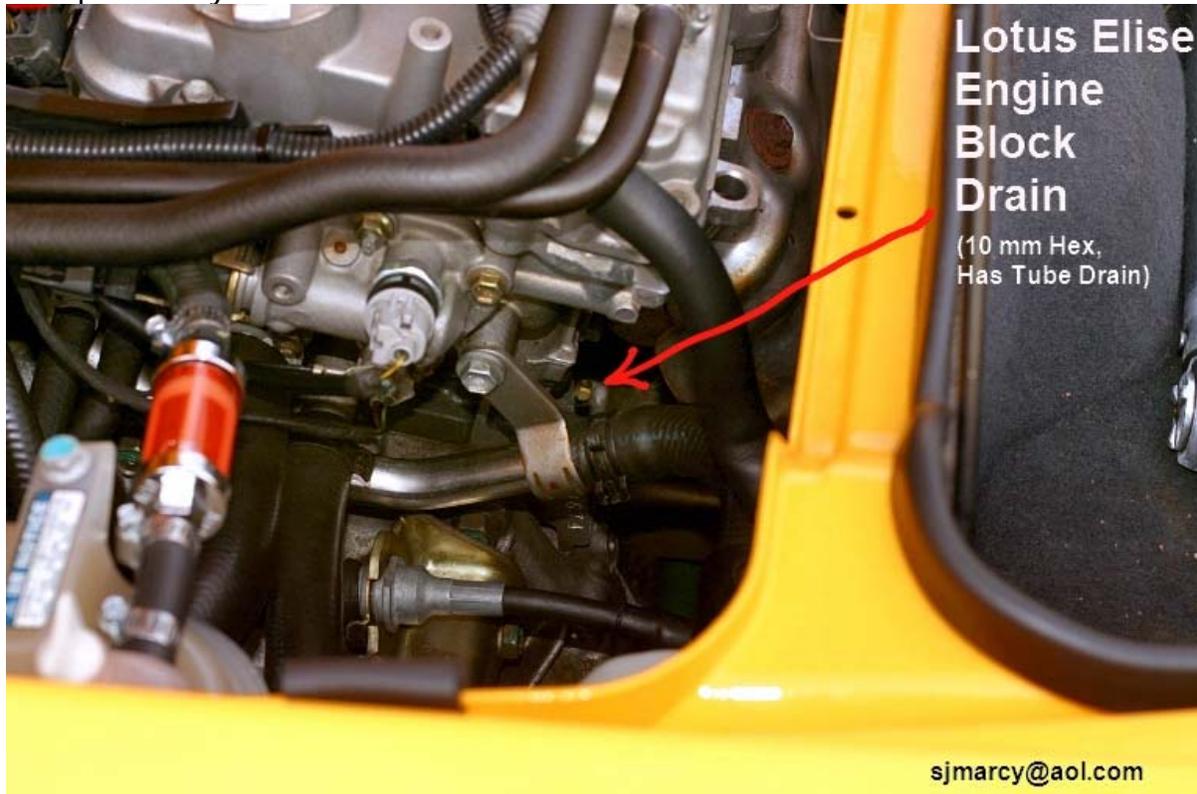
Here is the radiator bleed. Access it from the RF wheel well with the liner removed...or from above. Remove access panel and RH grill half. Use skinny or offset screwdriver, then turn by hand if you fit. The radiator bleed screw is the same component as the heater hose bleed if you want to see more detail.



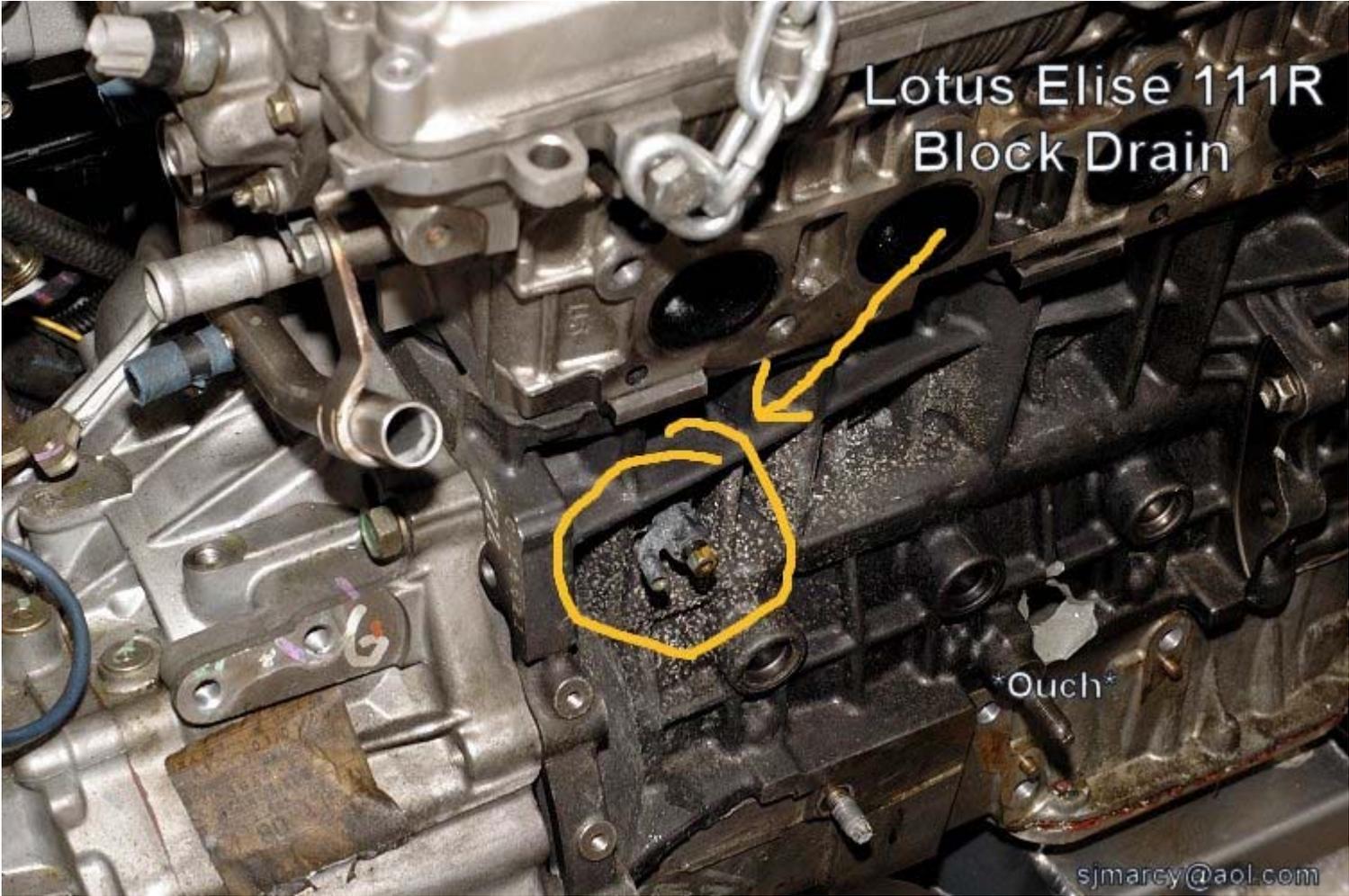
Accessing the radiator bleed screw...use a skinny screwdriver...this is 99 and 44/100ths % easier than the Lotus procedure. They have you lift or jack up the car...remove the RF wheel and wheel liner for access. Again: Instead just remove the service panel (one screw..use 3 mm allen wrench from the tool kit) and the RH half of the black grill (two allen screws, same tool). Then access the bleed with a skinny screwdriver. Same o-ringed plastic bleed screw as the bleed for the heater hose. NOTE: Exige / Exige S update: Skinny screwdriver right through the mesh will get her done...now *that* is easy!



Here is the coolant drain on the engine block as seen from the LH side of the engine compartment. 10 mm head...next to it is a ~ 1/4-5/16 inch or 6-8 mm nipple. You could slide a hose over it for drain purposes. On most engines this drain allows you to remove sediment that fell down low in the block's coolant cavity. Not using it leaves crap in the system.



Here is a blown Hass Turbo Elise block ready to come out of the car...good view of the block drain...it lives under the #4 exhaust port...to drain the block you use a 10 mm wrench on the RHS bolt and the engine drains out the tube on the left:



Last edited by Stan