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Air in Heater Core

Any time the coolant system is opened (by leak or at time of repair) there is the possibility that air can displace the coolant in the heater core. When this happens, an air blockage can form keeping the hot coolant from reaching the heater core. This is very similar to the old VAPOR LOCK in the fuel system. The air blocks the passage of the coolant causing a no, or insufficient heating problem.

In order to purge all air from the coolant system be sure to check the OE coolant filling procedure. One example of this would be found on some GM models, as the front of the vehicle has to be raised to get the air out of the heater core.

Remember you can receive 2nd degree burns from hot coolant so be careful

Listed below are several ways to bleed this air from the heater core.

Again be sure to check your shop manual to see if there are any OEM recommended bleeding procedures, and use that first.

- Make sure that the radiator is full of coolant. Loosen the outlet hose clamp at the heater core. Start the engine and allow it to reach operating temperature. When the coolant starts to flow from the loosened outlet heater hose; tighten the clamp, and check the coolant level.

or you can:

- Loosen the outlet heater hose clamp at the heater core. Using a *Radiator Pressure Tester*, pressurize the radiator. When the coolant starts to flow from the loosened heater hose, tighten the clamp. Check the radiator for proper coolant level.

or you can:

- Install one of the aftermarket flush kit fixtures in the outlet heater hose by the heater core. This fixture has a garden hose connection. Open the garden hose connection cap and fill the radiator with coolant. If there is still air at the flush connection, use the Radiator Pressure tester to push the air out of the heater core. When coolant flows out of the fixture, seal the garden hose opening. Release the tester, and check for proper coolant level.