

## **S2000 coolant bleed:**

**FIRST THING TO KNOW:** Do not drive the car down the road until the interior heat is good and HOT. If you do, you will overheat the engine. This engine can go many miles with air in the cooling system, then suddenly overheat. One good overheat is all it takes to destroy the engine or the head gasket.

On the same token, if your heat is EVER less than hot, you have a leak!

It will help greatly to do this procedure in an extremely quiet area. You will be listening for a small hiss off air from the bleeder and it can be hard to hear if it's not quiet.

Keep the car in a local loop (one block from shop) while working on coolant-air and **MONITOR THE HEAT!** If the heat suddenly gets less than hot, return to shop immediately and work the air out.

Park car with nose elevated slightly (as long as nose is not going downhill you will be ok)

Fill the radiator slowly with the front bleeder open, don't even bother with the one on the firewall. It does not work as intended.

I highly recommend straight Honda TypeII blue coolant directly from Honda. I have seen this coolant go 12 years and remain 100% spotless.

Replace radiator cap. Close bleeder.

Initial start on cold engine: Turn heat on high..... Temp dial to full hot, mode dial to face vents, fan on high. Start car, idle to operating temp (3 bars on ap1) or hold at 2500 rpm to speed process. After the initial warm up, car will be run in 2 minute intervals until heat is hot. No more.

### **1: TURN CAR OFF.**

**2:** Open bleeder a very small amount, slowly....just enough to hear the air hissing out. let it sit until all hissing stops, 5-30 seconds.

**3:** Once hissing stops, squeeze the upper radiator hose completely flat with your hand covered with a rag, addition hissing/air will come out. Hold it flat until all hissing has stopped. **Close bleeder WHILE HOSE IS SQUEEZED.** Then release hose.

**4:** Open radiator cap, fill to top. Replace cap.

Run car another 2 minutes at 2500 rpm while monitoring heat out of the vents.

If you don't have hot heat in 2 minutes, shut it off/repeat steps 1-4 until heat coming out of the vents turns sharply hot...not warm air. You'll know it's hot when the temp changes sharply and is close to burning your fingers.

Once the heat turns hot, repeat steps 1-4 one last time(last radiator top-up). You are now

safe to drive the car.

The key here is never open the bleeder with the car running. If you read carefully you will see at no point do you do so. All that will do is waste coolant, and stop you from getting the air out.

Last step:

Fill the overflow tank about 1/2" over the full line. It will make up for the tiny bits of air that will work itself out by morning.