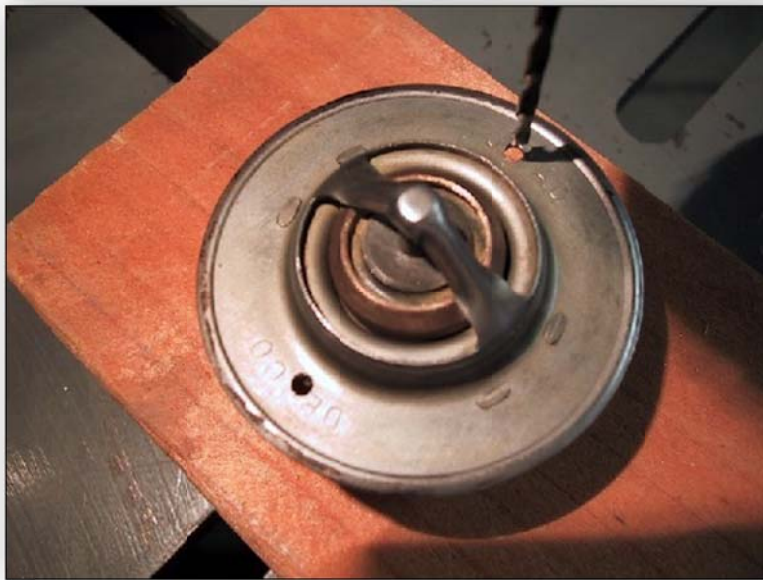


## Corvette L98 Radiator Burping Procedure

*Prepared by Peter Mihaltian NCRS #47240*

### **Low Coolant Light:**

Corvette L98 engines tend to trap unwanted air in the engine cooling system thereby causing a random and bogus *low coolant* error light. This is usually caused by air being trapped under the dome of the cooling system thermostat. A failsafe method to eliminate this trapped air and the corresponding *low coolant* light is to drill two small relief holes in the thermostat thereby allowing the trapped air to escape. Once installed, these relief holes will allow the cooling system to burp itself. Below is a photo illustrating a properly drilled thermostat. Again, once the modified thermostat has been installed, additional cooling system burping should not be required:



1 - Drill two relief holes either 3/32" or 1/8" in diameter into the body of the thermostat

### **Proper Radiator Burping Procedure:**

Remove radiator cap and fill the radiator all the way to the top with coolant. Fill the overflow tank to the cold full mark. Start your Corvette and let it idle. Periodically squeeze the upper radiator hose to test its heat level. Once the hose has become warm and you can feel the coolant starting to circulate through the hose, the thermostat has opened. Next, have someone raise the engine rpm to approximately 2200 and hold it there. The coolant level in the radiator will drop. Fill with coolant all the way to the top while maintaining the rpm's @ 2200. Continuing to hold the rpm's @ 2200, wait 30 to 45 seconds while air bubbles are allowed to escape the system. Continue to add coolant as needed to top off the system. Replace radiator cap before letting the engine return to idle. Your L98 cooling system is now properly configured.