

heater bypass

Posted by jcb0zz - 11 Jul 2012 19:24

I have removed the heater system and want to know if it's best to run a hose from the coolant pipe above the exhaust manifold to the connection point on the intake manifold or block of the output on the water pump and cap the intake manifold?

It seems that coolant flowing through the intake manifold can, if nothing else, aid in heat transfer on the intake.

Capping both ends reduces the chance of line breakage and water loss.

Any suggestions?

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Re: heater bypass

Posted by AgRacer - 12 Jul 2012 18:20

I still have a functional heater in my car and am thinking through the process of removing it as well.

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Re: heater bypass

Posted by xsboost90 - 19 Aug 2012 10:58

you can make a plate to block off the head and use the stock gasket- i suggest either taping and plugging the water pump inlet or at least use a hose and a metal cap with a clamp on the water pump. Don't use a rubber cap since they have a tendency to blow out. This part of the system only serves to make heat for the inside of the car so deleting it has no effect.

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Re: heater bypass

Posted by 944Racer72 - 19 Aug 2012 20:39

Lindsey Racing sells a block off plate for the head as well.

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Re: heater bypass

Posted by seafeye - 21 Aug 2012 08:08

I just ran a 5/16 hose from the heater pipe around the block. So far so good. But the real fix would be to block off the pump and block.

My \$.99 fix works and I have no overheating issues.

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