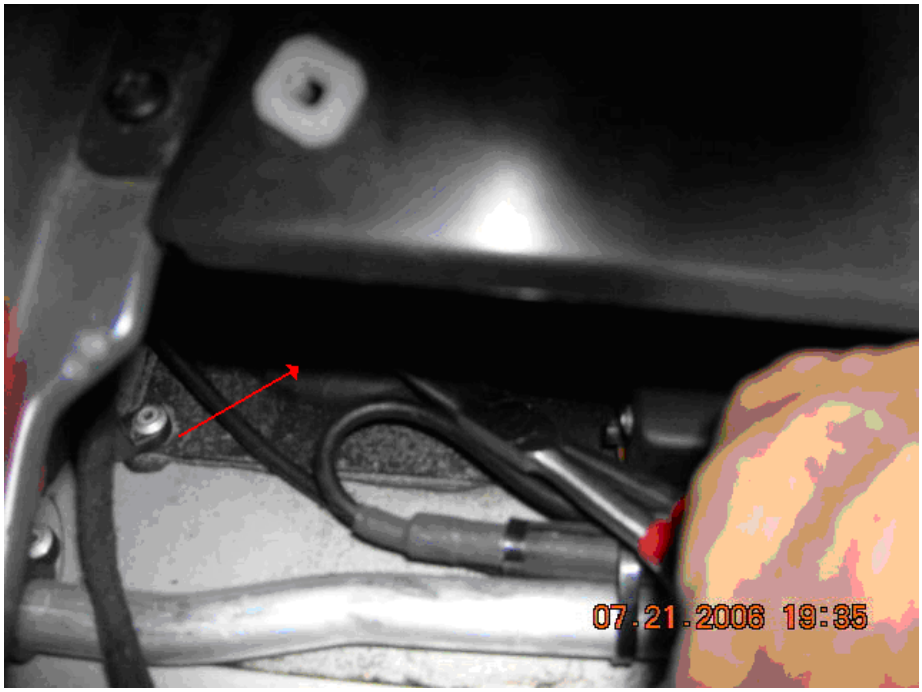
Section 3 – Making the Electrical Connections and Final Reassembly

Electric Switch Installation:

1) Terminate the black wire from the EGR valve to ground. There is a good ground on the windshield wiper motor connector that is suitable (black wire).

1) Find a suitable location in the cockpit for the switch. Here's my spot

2) Find the wiring harness rubber grommet where the harness goes into the cockpit (red arrow) and push the remaining wire through the grommet (you may have to punch a hole in the grommet, then push the wire through)into the cockpit area. Terminate it to one side of the switch. Be careful not to damage the harness. I went through <u>beside</u> the harness in the fold of the grommet. The grommet will be easy to find if you have the wiper motor cover removed (the cover is in place in this picture).



3) **Wire the remaining switch terminal to a switched 12VDC source using the ten amp fuse in line for protection. Secure all wires with tie wraps. I used this piggyback type to keep the same type of fuse that the car uses already. I got my power from the fuse connector tie wrapped above the passenger foot well. Not all the fuses in this connector have switched power, be sure to check.**

4) **Refill the cooling system with appropriate coolant (adding the Water Wetter if purchased), start the engine and carefully check for leaks. Use the switch to make sure the bypass valve is actuating when the switch is on. Check for leaks in both positions. Note: the valve only operates with the engine running (requires engine vacuum).**

5) **Bleed the cooling system per Lotus instruction (there are multiple bleed points):**

To refill the system:
1 Refit the hoses to the feed and return pipes (if removed) and close the cylinder block drain tap.

2. Remove the right hand front wheelarch liner and open the air bleed plug on the radiator outlet hose. From within the engine bay, open the air bleed plug in the heater return hose at the left hand rear of the engine bay.

3. Fill with the recommended coolant mix via the header tank and close the bleed plugs when a steady stream of coolant is expelled.

4. Start the engine and allow to idle, and periodically open the bleed plugs to allow any trapped air to be expunged. Top up the header tank when necessary, and fit the pressure cap when required to prevent overflow. When the cooling fans have cut in and then out, stop the engine and allow to cool. Recheck coolant level when fully cold.

6) **With engine running loosen inlet heater hose enough to allow fluid to trickle out a bit to to make sure no bubble is at the valve. Retighten. Open the two bleed screws one last time and allow fluid to trickle out.**
7) **Check again carefully for leaks.**

8) **Refit the wiper motor cover, fuse box, grill and cowls**
9) **Test Drive**

I sincerely hope this works as well for you as it does for me. While my AC is not frigid, it was great improvement. Now I can at least drive the car in the summer without sweating.

If we could just get some of the heat out of those side sills where the radiator pipes are routed……