



SERVICE BULLETIN

Date: 25.02.05

Model: USA Elise

Number:

2005/05

USA

CLASS 3

<i>Service Manager</i>	<i>Service Reception</i>	<i>Supervisor</i>	<i>Parts Manager</i>

TITLE: Oil cooler fitment change.

REASON: All USA Elise built from February onwards will benefit from the weight saving and oil capacity reduction consequent on fitting a single front mounted oil cooler in place of the two coolers previously specified. Experience has shown that a single cooler is entirely adequate for all normal conditions of road use, but twin coolers will still be available, being now included as part of the optional 'Sport Pack'.

For cars used on closed circuit tracks or driven in a competitive manner (note; such use may invalidate vehicle warranty), or if full vehicle performance is to be exploited for an extended period (especially in hot ambient temperatures), it is recommended that twin front mounted coolers be fitted for optimum control of oil temperature.

ACTION: The change point for the above described fitment is '05 model year VIN serial number 2444.

Procedure for conversion from single to twin front mounted oil coolers

'Single oil cooler' cars are equipped with an oil cooler ahead of only the LH front wheel, but use the same hoses as twin oil cooler cars, with a joiner union attached to a bracket in place of the symmetrically opposite RH cooler. To fit a RH oil cooler proceed as follows:

Parts Required	Part Number	Qty
Oil Cooler, RH, incl. foam seal	A120K0020F	1
Duct, oil cooler, RH	A120B0090F	1
Big Head Pop Rivet, duct fixing	A089W6297F	3

1. Remove the front clamshell (refer Service Notes sub-section BR.6).
2. Disconnect oil cooler hoses from joiner union ahead of RH front wheel using 2 off 1½ in. spanners, and plug hose ends to minimise oil loss.
3. Remove hose joiner bracket and secure new oil cooler, with its pre-applied sealing foam, to mounting bracket using existing fixings. Torque tighten to 22 Nm.
4. Fit hoses to oil cooler. When tightening the union nut **it is essential that the oil cooler union is held using a 15/16 in. open end spanner** whilst torque tightening the hose union nut (1½ in) to 40 Nm. Failing to follow this procedure may result in damage to the oil cooler.
5. Start the engine and check for oil leaks.
6. Secure the new cooler duct with the three big head rivets to the radiator duct.
7. Refit the front clamshell.

Fitting time guide: 2.3 hr.

sb_cooler to 2_USA