

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	October 1997 TB 1498
Mfg:	GM
Model:	C-SERIES
Liter:	5.7L
V I N:	R
Year:	96-02

Coolant Loss On
1985-96 GM 5.0 & 5.7L Engines

The AERA Technical Committee offers the following information concerning coolant loss in 1985-96 GM 5.0 & 5.7L engines. The amount of coolant loss may be gradual and remain unnoticed until engine damage has resulted. The area(s) of leakage has been determined to be associated with the intake manifold.

With the introduction of throttle body injection, these engines started using an aluminum intake manifold design. Those manifolds also implement the transfer of engine coolant from front to rear within the manifold. This coolant flow is necessary to warm the engine quickly after a cold start and to properly cool the engine. Over time, casting irregularities or porosity may develop from unattended antifreeze. These flaws may then allow pressurized coolant to enter the engine oil supply or incoming air supply.

Most of these manifolds also contain mounting areas for the exhaust gas recirculation (EGR) valve. Cracks have been reported in this area of the manifold, allowing coolant to enter undesired areas of the engine. If the coolant enters the combustion process, it may show up as white smoke out the exhaust, depending upon amount.

Coolant has also been reported entering the engine oil supply through a void in the intake manifold gasket seal. The cause of those coolant leaks has been the result of manifold warpage, or erosion of the mating surfaces. Undetected coolant that remains in the oil supply will shorten engine bearing durability.

The AERA Technical Committee

For Additional Information See AERA Technical Bulletins TB-832 & 1422

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