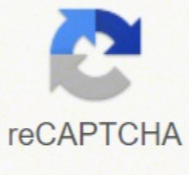




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2000 buick lesabre radiator replacement cost

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Checking the radiator level showed it low as well. No leaks were found so I cleaned the overflow and flushed only the radiator filling it back up with a fresh DexCool mix. I informed the owner that the coolant went somewhere so she needed to be vigilant in checking the level and adding as necessary and to bring it back for a closer look. After about a month she took it to a GM dealer who told her that the radiator had a crack and it would be about \$600 for replacement. So I've read in earlier threads not to go cheap with a replacement radiator and bleeding all the air out can be tricky but no idea how involved this is. Should I also replace the plastic elbows in the tensioner as well? I'm a competent home mechanic and have replaced a radiator on a Volvo we owned without too much trouble. Is this something not too difficult to tackle at home? The procedures I found for a '97 seemed pretty straight forward. Thanks for any assistance. Nick Last edited: Dec 6, 2013 Is this something not too difficult to tackle at home? The procedures I found for a '97 seemed pretty straight forward. Did you see the leak on the radiator? I would verify that. You can get loaner pressure testers for the radiator from O'Reilly or some of the other box stores. Pay for it and return it: \$160 here for the one the store had. Some stores didn't have them, but they told me which store in the nearby area did. Pressure test completely cold to be sure the pressure drops due to leak and not due to slow cooling. I would be concerned about the lower intake gaskets and the upper intake and throttle body gasket leaking if they're not been replaced. The goop in the overflow likely is ground pecan shells or something like that and water pump lube that was in the GM recall procedure done on cars up to 2003. There should be a sticker on the radiator support showing it was done. If the coolant has never been changed, it's way past it's 5 year life. I changed radiator on my 98 and it was easy. It leaked at the upper shoulder on the plastic radiator only under pressure and only seeping when full. The 2003 manual requires removing the tie bar upper. Note this is 2003 manual and may not be exactly same as 2000 model. Remove headlamp fascia panel support bracket fasteners with 4 bolts. Remove brackets - 2 of them. Remove radiator support brackets - 2 of them. Remove air cleaner assembly. Remove the upper tie bar fasteners, 4 bolts with heads on engine side. Remove tie bar. Remove hoses. Remove oil cooler pipe bracket bolt from LOWER tie bar, under the radiator lower hose. Remove cooling fans. Slide plastic cap off transaxle oil cooler pipe quick connect fittings. Disconnect upper and lower cooler pipes using tool J41623-B Remove AC condenser mounting bolts--one on each side holding AC to the radiator bracket. Lift radiator up and out. I've not seen the quick connects. Someone else may be able to tell if a special tool is needed to release or not. If you need, I can photo the picture/instructions for the tie bar 6 0 0 Buick Ownership Buick Did you see the leak on the radiator? I would verify that. You can get loaner pressure testers for the radiator from O'Reilly or some of the other box stores. Pay for it and return it: \$160 here for the one the store had. Some stores didn't have them, but they told me which store in the nearby area did. Pressure test completely cold to be sure the pressure drops due to leak and not due to slow cooling. I would be concerned about the lower intake gaskets and the upper intake and throttle body gasket leaking if they're not been replaced. Thanks much. I'm going to talk to the owner tomorrow and suggest she bring it over for a few days so I can do a pressure check and get a better look at the radiator. Hope the auto stores around here have them for rent, good call, didn't think of renting. I find it unlikely that the intake and throttle body gaskets have been replaced but I will ask her for any records. Is this a high failure item? Will I see signs of leaking? I read in another post about replacing those gaskets and ensuring that metal ones were used. It looked like an involved job. This is really a pretty nice car that has age with low miles. The owner is thinking it's all going to pieces on her. I'm hoping to help by replacing these items that start to fail with age. Cheers, Nick O'Reilly and Autozone give a full refund on return, so it's a loaner program that's free. The car needs to be overnight cold to do a test to see if you are getting a seep somewhere. I had added a dye to my 03 bought at a old style parts store and found with my LED ultraviolet flashlight that I had a seeping elbow connector to the tensioner. It seeps only when full cold as the system still has a little pressure. It had the Dorman plastic replacements when I had a shop do my upper and lower gaskets after finding the seep. I found initially that I had a seep when I had an oil analysis done to see how my synthetic oil was doing at 7000 mi; Blackstone labs called and said I had a small amount of Na and K (sodium and potassium) in the oil, indicating a coolant seep. So if you don't find a real leak on the radiator or elbows or water pump with the pressure tester, consider getting an oil sample and spending \$25 to send to Blackstone labs. My 03 was leaking, seeping, at the gasket between end of UIM and throttle body. If I had taken off the throttle body for cleaning at 80K or so, I would have replaced the thin gasket with the normal aftermarket. That was part of the recall that added the ground organic sealer to the coolant. It also used washers on the throttle body bolts to hold the gasket tighter to slow seeping, it would have been better if they had replaced the gasket with a thicker one. I also had one lower gasket where the seal was distorted at 120K miles. But it wasn't leaking. Having the coolant lower exposes the DexCool to air as it flows in and causing some gunk formation. Be sure to clean the radiator cap with Dawn and a toothbrush to get the gunk off the little washer float that controls the flow back to the reservoir. 8,920 1,265 113 SE Buick Ownership 1996 Roadmaster Limited Collectors Edition 58k - 1996 PAU 2019 Regal GS it would have been better if they had replaced the gasket with a thicker one. I am not sure if GM parts did that, but an aftermarket gasket like (Fel-Pro) are thicker and prevent coolant leaks in this area. 6 0 0 Buick Ownership Buick I would be concerned about the lower intake gaskets and the upper intake and throttle body gasket leaking if they're not been replaced. Is there a way to tell without a disassembly? Also, my reading and research leads me to believe I should replace the plenum because of the EGR tube issue regardless of the gaskets. Am I interpreting this wrong by thinking it's not an "if" it will fail but "when" it will fail? I'm thinking of a full job replacing the radiator, if needed, the UIM and LIM gaskets, the upper plenum and the elbows at the tensioner. This, along with a good coolant flush and refill should take care of this car for a long time. Any thoughts? Thanks to all for the advice. Nick Is there a way to tell without a disassembly? The top of the UIM has 3 circles about the size of a 50-cent piece stamped. One of those identifies the year. So yours would be 99 or 00 if it has not been replaced. If those circles are missing or a later date it has been replaced. The replacement can be put off if you have no reason to believe that's your leak and you can identify a radiator leak. I wonder if the radiator has been damaged by the coolant's not having been changed since 2000 new. So if you see a leak in the radiator under pressure and get a drip you may not need UIM/Lower gaskets now. If there is no leak in the radiator, then you have to check all the other locations like water pump, elbows, heater connections at the tensioners. If nothing there, and your gauge still shows pressure drop with a totally cold motor, then I'd spend the money to run an oil analysis if the oil does not show any milky color to look for Na and K from the coolant. If there doesn't seem to be a leak that's not external and the oil analysis doesn't show a substantial amount of internal leak, then I'd start planning to replace the parts with APN metal-sleeved EGR passage and lower gaskets that are aluminum-framed GM or Felpro metal framed. Use metal dorman elbows for the two heater tubes. I'd look for a garage guy who's willing to do the work for a price for labor only considering he won't get a rake off of 50% for the parts, and let the expert do the hard work of leaning over the motor. I did my 98's 2nd replacement and it was hard on the back and took me about 10 hours, it seemed. I had a local mechanic recommended by an engineer friend of mine who does work with parts from customer. Last edited: Dec 7, 2013 472 1 18 northeast Alabama, USA Buick Ownership 2k lesabre custom (sold) 2k lesabre Limited (sold) 2002 LeSabre Custom 220k Okay, I had the worst luck with coolant leaks that started out like yours. the radiator leak was on the drivers side around the hose neck. it was a hair line crack but on the way home WITH a replacement radiator, the tank pretty well gave out a mile from the driveway and covered the engine with coolant. After that the leaks will go to the weakest point. heater elbows, upper or lower intake gasket, water pump weep holes, water pump gasket, that's how it happened for me. be sure to replace the radiator cap when you do the radiator too. 703 10 0 Buick Ownership Buick I've replaced the radiator twice on my 2001 - the first time, I had the entire nose off the front of the car (fixing accident damage) which makes it easier. It's actually not that hard to remove the nose if you choose to go that way. The second time (due to defective discount parts-store radiator) I did it the 'hard' way. You have to remove the air filter box to allow the bolts to come out on the driver's side of the 'cross bar'. The cable-style hose clamp pliers also come in handy. There are no special tools for the ATF cooler line connections - they have a spring-wire clip that can be pulled out (sideways) with a pick tool (but be careful not to lose the clip - I like to have a magnet close by when I am removing the clip). For reassembly, the clip goes into the fitting first, and then the ATF line is simply snapped into place. 6 0 0 Buick Ownership Buick Thanks once again for all the advice. I'll be doing a pressure check on the radiator to ensure that's the problem. I remember her telling me that they had some other expensive engine work some time ago so the manifold may have been taken care of. Concerning a radiator... Any recommendations on a brand or source for a good one? I don't want to go cheap only to have it fail in a year. I see the on-line sources like radiator.com and know the local parts places have them as well. It also looks like I have to know if it has the sensor port and if the AT coolant lines have the quick disconnects. Nick 8,920 1,265 113 SE Buick Ownership 1996 Roadmaster Limited Collectors Edition 58k - 1996 PAU 2019 Regal GS Concerning a radiator... Any recommendations on a brand or source for a good one? I don't want to go cheap only to have it fail in a year. I see the on-line sources like radiator.com and know the local parts places have them as well. It also looks like I have to know if it has the sensor port and if the AT coolant lines have the quick disconnects. I installed a SPECTRA PREMIUM radiator about 5-yrns ago without any problems since. You will have to visually check to see if you have quick disconnects for the cooler lines, or the flare tubing connects. If equipped with the low coolant level sensor, it would be located several inches below the radiator cap and would have a wiring terminal connected to it. 6 0 0 Buick Ownership Buick I installed a SPECTRA PREMIUM radiator about 5-yrns ago without any problems since. You will have to visually check to see if you have quick disconnects for the cooler lines, or the flare tubing connects. If equipped with the low coolant level sensor, it would be located several inches below the radiator cap and would have a wiring terminal connected to it. Great info, thanks! My next step is to do the pressure test and order the radiator if necessary. Nick 28 1 0 Atlanta Buick Ownership 2001 Buick LeSabre Custom 2001 Lesabre here. Have been having overheating problems for years so I could not take it on long trips. Finally read this thread and decided to take my radiator out since it is supposedly an easy job. Wow...not!! It took about an hour to get the thing out and then about another hour to get it back in. Granted, I should have pulled the fans out as soon as possible since they are really in the way. But I could not see how to get the electric disconnected so the fans were the last thing I took out. And the clips on the transmission cooler hoses...jeeze louse! Not fun. Very very difficult to get all of the hose clamps off with the fans in the way. Anyway, I found a bunch of nut shells in my radiator so I cleaned it out, pressure tested it and put it back in. Cleaning it out was no easy task. Alternating between having the radiator positioned with the left side up and then the right side up...I gently bopped it on block of wood on the ground while full blast flushing the garden hose into the top hole. I cycled back and forth doing this maybe 20 times. I kept getting junk (pecan shells) out of the radiator. Finally seemed like no more was in there after about 20 times. I was soaking wet, as you can imagine. Anyway I could tell that the water went through the radiator much more easily after flushing. I also flushed the heater core out...going back and forth on the direction of flow to make sure it was clear. Then I flushed the engine block and put it all back together. It seems much cooler now but I have not given it a good long road test yet. If I don't post back after this, assume everything went well. 57 2 0 Indianapolis, IN Buick Ownership 2000 Buick LeSabre Custom Never had any issues with the radiator that I got from 1-800-Radiator. Come to think of it, of the ones that I have sold in my years of working in body shops and dealerships I haven't seen one from them fail.

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