

I've seen a lot of posts concerning heater core replacement in the younger C3's and haven't seen much info on changing them, so here's my attempt. I certainly don't possess the paper writing skills of many here so I might have missed the inclusion of a step, but I hope this helps a few.

The job took me about 6.5 hours. I have a pretty good shop and am probably at a medium mechanical skill level. There aren't any specialty tools required.

Contrary to what some may say, I don't think you will ever be able to do this job through the glove box.



Step one.

Remove the two heater hoses located under the firewall on the passenger side. These are a pain in the azz and will likely get you wet.

Step two

Remove the glove box and pull the duct work through this hole.



Step Three.

Remove the dash. The one piece dash isn't all that hard to remove and I believe there are papers on this project. You'll have to remove the gauge bezel, tach/speedo, light switch and the driver side duct work. The wiper switch can remain in the dash and the wiring removed after the speedo assy is removed. I went ahead and removed the speakers and all the extra crap just to avoid fighting with it during the process.

Step four.

Remove the first center duct assembly. This was held in by only one screw and then simply wiggling it around to remove.



Step five.

Remove the innermost duct assembly. There are three screws that hold this piece in. There is also a vacuum line on a diaphragm that operates a damper. Remove this line after the assembly is loosened for easier access.



Step six.

Now you're ready to remove the heater core housing. There are three screws on the inside of the firewall and one nut on the outside of the firewall as shown in the two following pictures. Once the fasteners are removed, the housing will come out. It should be stuck fairly well, so a little effort will be required.



Step seven.

Once you have the housing loose, you have pretty good access to the damper control screws and the cable. They need to come off next.



Step eight.

Remove the core from the main housing. It is still attached to a small inner housing. There are about six screw holding this inner housing to the main housing. I circled two and the clamp but discovered a couple more after I removed the foam stuff. The damper control stays attached and needs to be jockeyed through a slot for removal of this assy.



Step nine.

Remove the core from the inner housing. It's held on by four screws and two straps – pretty simple.



Step ten.

Take the old core outside and stomp it into **oblivion**. You'll feel better.

Now it's just a reversal of the previous. Hope this helps somebody!