

RandalG**Centurion**Posts: 235
(2/19/03 1:04:43 pm)[Reply](#)**Re: She started gettting hot...should I worry?**

Hi Jamdonut,

I think chrisurf has hit the nail on the head re: scale. If the engine cooled down while idling it may not be the fan clutch (which passed the cold test anyhow). If you have not lost any coolant then there's a good likelihood you have not cracked the head. Which leaves the effectiveness of the cooling system in question.

Your theory about the tailwind is valid. All the same I would do the following as next steps to ensure the cooling system is working at its optimal:

1. Replace thermostat & pressure cap if you know this hasn't been done recently. Get genuine only. Part numbers are:

- Thermostat - 90916-03099
- Thermostat O-ring (if required) - 08816-10001
- Pressure Cap - 16401-63010

2. Check that your radiator is not externally blocked.

3. Have the radiator professionally checked, back-flushed and/or cored if required.

4. Have the entire cooling system professionally back-flushed and pressure tested.

Hope this helps. Got to have that Surf running for our Perth Day Out trip on Sunday! 😊

Randal.

RandalG**Centurion**Posts: 241
(2/20/03 11:36:16 am)[Reply](#)**Re: She started gettting hot...should I worry?**

JamDonut,

Changing the thermostat is a piece of cake. It is housed in the assembly just below the pressure cap. You'll have to drop a little coolant out of the system (from radiator drain plug) so as not to make a mess when you take the housing apart. Keep it in a bucket and refill when you're done.

The thermostat housing is triangular in shape and has three screws. Undo the screws and remove one half of the housing. Remove & replace thermostat (take notice of how the original thermostat was positioned and replace the new unit in the same manner). You can normally re-use the rubber thermostat gasket which is fitted around the outside edge of the thermostat. There may or may not be a gasket to seal the two halves of the housing. You can buy the gasket from Toyota or use a liquid gasket.

Put it back together. Refill with coolant. Job done. If the pressure looks to be the factory original, I'd recommend replacing that also.

Have fun,
Randal.