M MECHANISM AND FUNCTION

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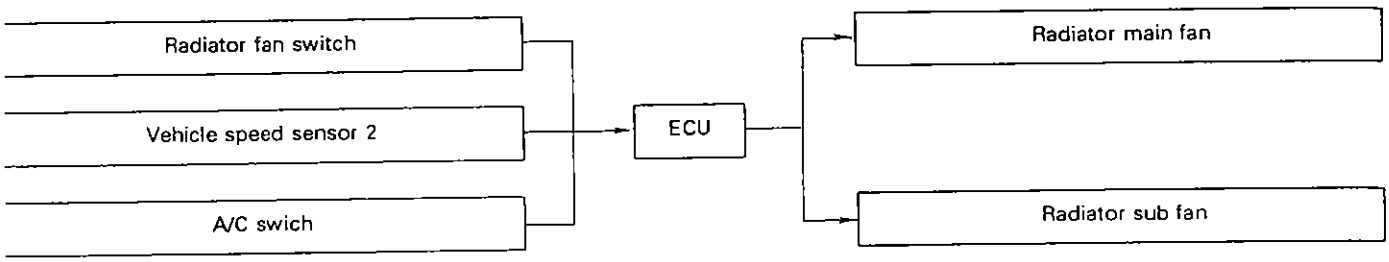
he engine cooling system consists of a cross-flow idiator which features high heat-dissipation perfor-iance, an electric motor fan, a water pump, a thermo-:at, and a radiator fan switch. The reserve tank is esigned to eliminate the need for replenishing coolant.

On models without an air conditioner, the ECU sends an ON or OFF switch signal to the radiator fan in response to signals from the thermometer and speed sensor. On models with an air conditioner, the ECU sends ON or OFF, and Lo (low) or Hi (high) switch signals to the radiator main fan and sub fan in response to signals from the thermomerter, vehicle speed sensor 2 and A/C switch. (As to A/C fan, refer to chapter 4-7.)



2. Cooling Lines

. MPFI Non-TURBO MODEL

his cooling system operates in three steps depending n the temperature of the coolant flowing through the ooling circuit.

) 1st step ... With thermostat closed

nt temperature of below 76°C (169°F), the ther-remains closed and the coolant flows through he bypass and heater circuits.

his permits the engine to warm up quickly.

2) 2nd step ... With thermostat opened

When the coolant temperature is above 76 — 80°C (169 — 176°F), the thermostat opens and the coolant flows through the radiator where it is cooled.

3) 3rd step ... With radiator fan operating

When the coolant temperature rises above 95°C (203°F), the radiator fan switch is turned on and the radiator fan rotates.

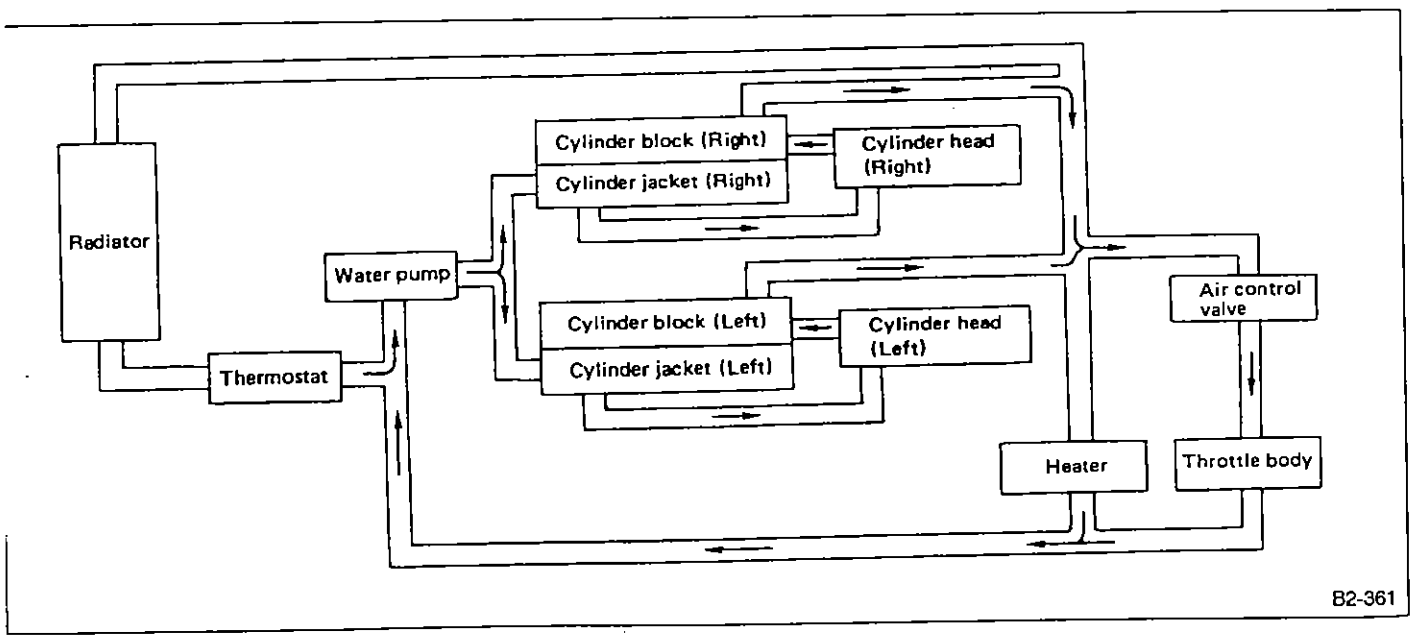


Fig. 1