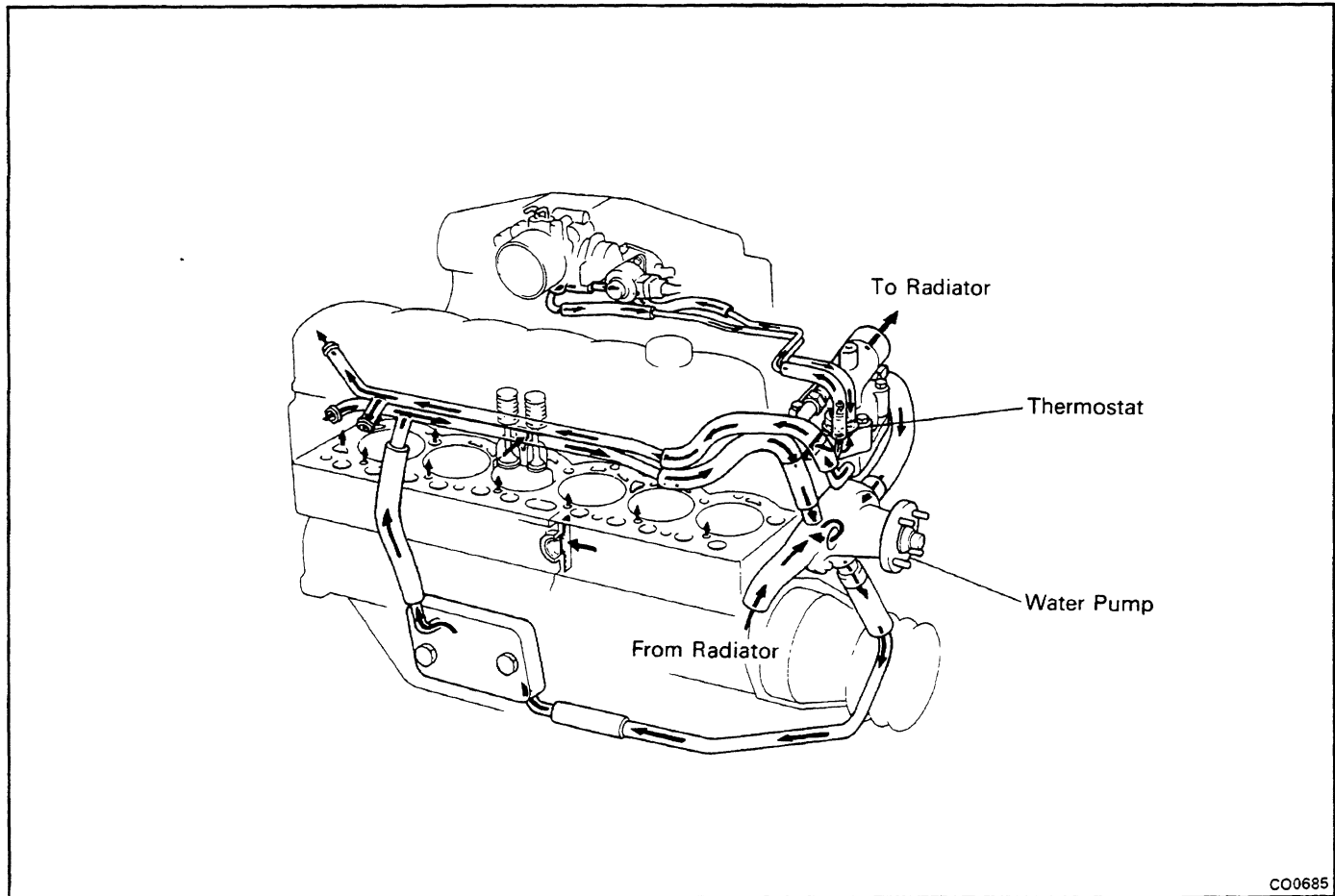


COOLING SYSTEM

DESCRIPTION

This engine utilizes a pressurized water forced circulation cooling system which includes a thermostat mounted on the outlet side.



The cooling system is composed of the water jacket (inside the cylinder block and cylinder head), radiator, water pump, thermostat, cooling fan, hoses and other components.

Coolant which is heated in the water jacket is pumped to the radiator, through which cooling fan blows air to cool the coolant as it passes through. Coolant which has been cooled is then sent back to the engine by the water pump, where it cools the engine.

The water jacket is a network of channels in the shell of the cylinder block and cylinder head through which coolant passes. It is designed to provide adequate cooling of the cylinders in the combustion chambers which become the hottest during engine operation.

RADIATOR

The radiator performs the function of coolant, the coolant which has passed through the water jacket and become hot, and is mounted in the front of the vehicle. The radiator consists of an upper and lower tank, and a core which connects the two tanks. The upper tank contains the inlet for coolant from the water jacket and the filter inlet. It also has a hose attached through which excess coolant or steam can flow. The lower tank contains the outlet for coolant and the drain cock. The core contains many tubes through which coolant flows from the upper tank to the lower tank as well as cooling fins which radiate heat away from the coolant in the tubes. The air sucked through the radiator by the cooling fan, as well as the wind generated by the vehicle's travel, passes through the radiator, cooling it. An automatic transmission fluid cooler is built into the lower tank of the radiator. A cooling fan with fluid coupling is mounted behind the radiator to assist the flow of air through the radiator.

When the temperature of the air passing through the radiator is low, the cooling fan reduces the fan speed in order to quickly warm up the engine coolant. At high air temperatures, the fan speed is increased to reduce coolant temperature.

RADIATOR CAP

The radiator cap is a pressure type can which seals the radiator, resulting in pressurization of the radiator as the coolant expands. The pressurization prevents the coolant from boiling even when the coolant temperature exceeds

100°C (212°F). A relief valve (pressurization valve) and a vacuum valve (negative pressure valve) are built into the radiator cap. The relief valve opens and lets steam escape through the overflow pipe when the pressure generated inside the coolant system exceeds the limit (coolant temperature: 100 – 120°C, 230 – 248°F, pressure; 0.3 – 1.0 kg / cm², 4.3–14.2 psi, 29.4 – 98.1 kPa). The vacuum valve opens to alleviate the vacuum which develops in the coolant system after the engine is stopped and the coolant temperature drops. The valve's opening allows the pressure in the cooling system to return to the coolant in the reservoir tank.

RESERVOIR TANK

The reservoir tank is used to catch coolant which overflows the cooling system as a result of volumetric expansion when the coolant is heated. The coolant in the reservoir tank returns to the radiator when the coolant temperature drops, thus keeping the radiator full at all times and avoiding needless coolant loss.

Check the reservoir tank level to see if the coolant needs to be replenished.

WATER PUMP

The water pump is used for forced circulation of coolant through the cooling system. It is mounted on the front of the cylinder block and driven by a V belt.

THERMOSTAT

The thermostat is a wax type and is mounted in the water outlet housing. The thermostat includes a type of automatic valve operated by fluctuations in the coolant temperature. This valve closes when the coolant temperature drops, preventing the circulation of coolant through the engine and thus permitting the engine to warm up rapidly. The valve opens when the coolant temperature has risen, allowing the circulation of coolant. Wax inside the thermostat expands when it is heated and contracts

when it is cooled. Heating the wax thus generates pressure which overpowers the force of the spring which keeps the valve closed, thus opening the valve. When the wax cools, its contraction causes the force of the spring to take effect once more, closing the valve. The thermostat in this engine operates at a temperature of 88 °C 191 °F).