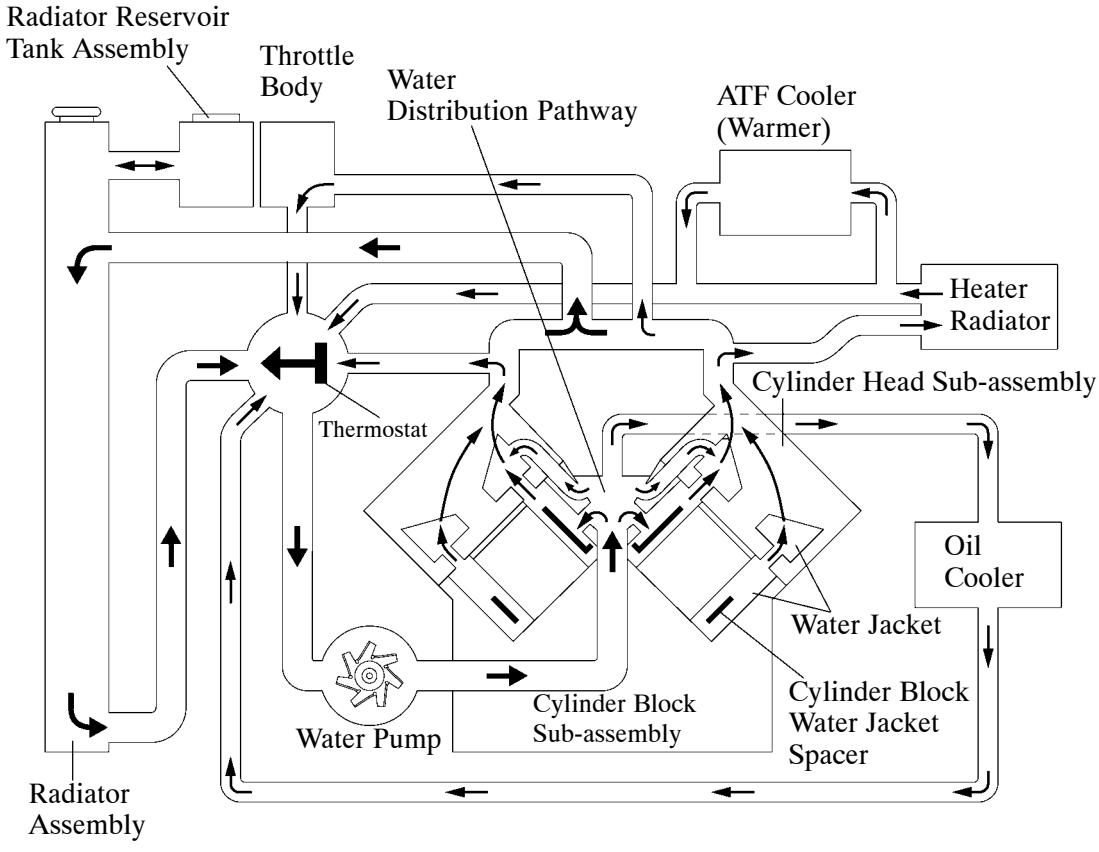
■COOLING SYSTEM

1. General

- The cooling system uses a pressurized forced circulation system with an open air type reservoir tank.
- A water distribution pathway is provided between the left and right banks of the cylinder block.
- A thermostat with a bypass valve is located on the plastic water inlet to maintain suitable temperature distribution in the cooling system.
- An aluminum radiator core is used for weight reduction.
- A 2-stage temperature-controlled coupling fan is used. The fan rotates at lower speeds when the engine is cold to minimize fan noise.
- Toyota genuine Super Long Life Coolant (SLLC) is used.

▶ Water Circuit ◀



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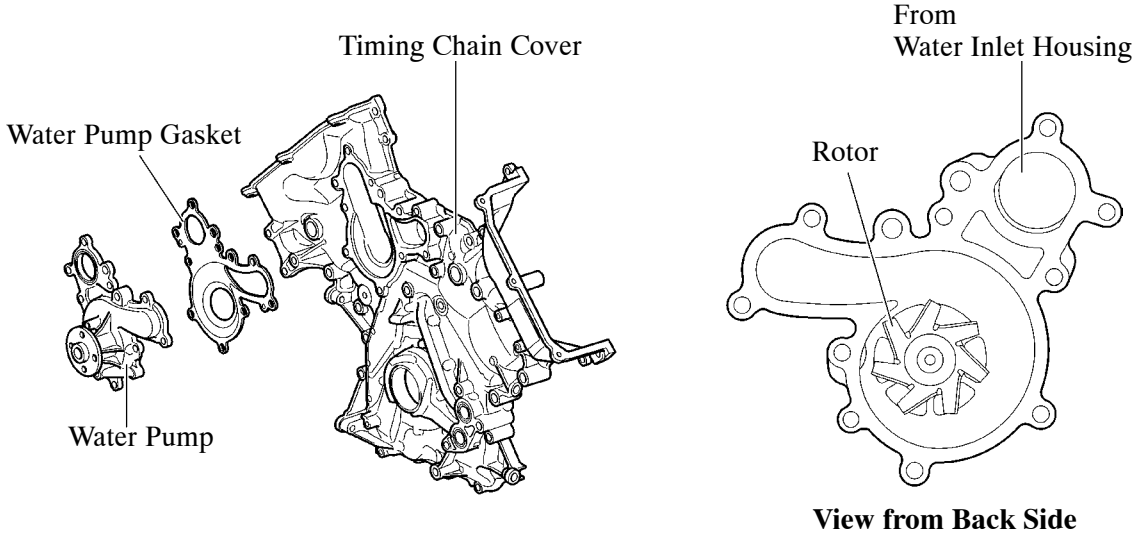
▶ **Specifications** ◀

Engine Coolant		Toyota genuine Super Long Life Coolant (SLLC) or similar high quality ethylene glycol based non-silicate, non-amine, non-nitrite and non-borate coolant with long-life hybrid organic acid technology (coolant with long-life hybrid organic acid technology is a combination of low phosphates and organic acids.) Do not use plain water alone.
Color		Pink
Maintenance Intervals	First Time	160000 km (100000 miles)
	Subsequent	Every 80000 km (50000 miles)
Thermostat Opening Temperature		80°C – 84°C (176°F – 183°F)

SLLC is pre-mixed (50% coolant and 50% deionized water). Therefore, no dilution is needed when SLLC in the vehicle is added or replaced.

2. Water Pump

- A rust-resistant water pump rotor made of stainless steel is used.
- The water pump circulates the water to the water distribution pathway located between the left and right banks of the cylinder block.



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3. Water Distribution Pathway

The water pump circulates the water and directs it to the water distribution pathway located between the left and right banks. From there, the water is uniformly distributed to each cylinder of the cylinder block, and also directly discharged to the cylinder heads. As a result, the cooling performance of the cylinder heads is assured and reliability is improved.

