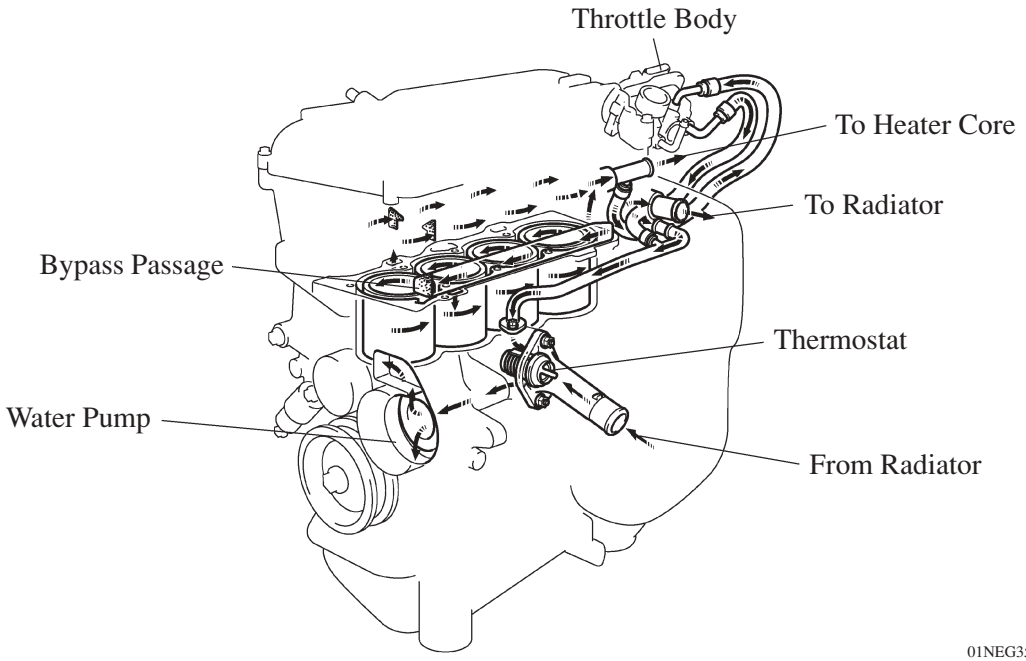
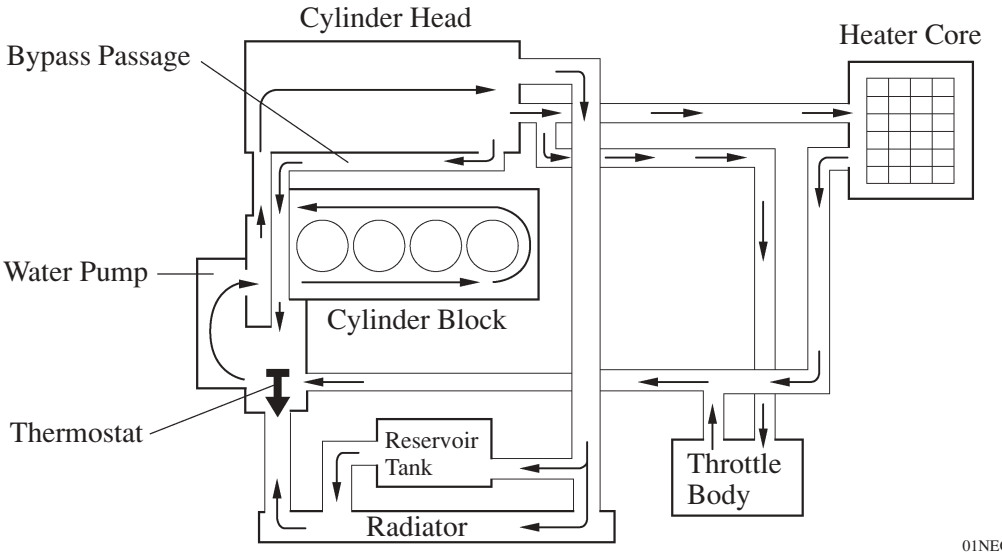
■COOLING SYSTEM

- The cooling system uses a pressurized forced-circulation system with pressurized reservoir tank.
- A thermostat with a bypass valve is located on the water inlet housing to maintain suitable temperature distribution in the cooling system.
- An aluminum radiator core is used for weight reduction.
- The flow of the engine coolant makes a U-turn in the cylinder block to ensure a smooth flow of the engine coolant. In addition, a bypass passage is enclosed in the cylinder head and the cylinder block.
- Warm water from the engine is sent to the throttle body to prevent freeze-up.
- The TOYOTA genuine Super Long Life Coolant (SLLC) is used.



▶ Water Circuit ◀



▶ Specifications ◀

Engine Type			1AZ-FE	2AZ-FE
Engine Coolant	Type		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 acid.) Do not use plain water alone.	
	Color		Pink	
	Capacity Liters (US qts, Imp. qts)	M/T	6.2 (6.5, 5.4)	6.6 (7.0, 5.8)
		A/T	6.3 (6.7, 5.5)	6.7 (7.1, 5.9)
	Maintenance Intervals	First Time	160,000 km (100,000 mile)	
		Subsequent	Every 80,000 km (50,000 mile)	
Thermostat	Opening Temperature	°C (°F)	80 – 84 (176 – 183)	

- SLLC is pre-mixed (50% coolant and 50% deionized water). Therefore, no dilution is needed when SLLC in the vehicle is added or replaced.
- If LLC is mixed with SLLC, the interval for LLC (every 40,000 km/25,000 miles or 24 months whichever comes first) should be used.