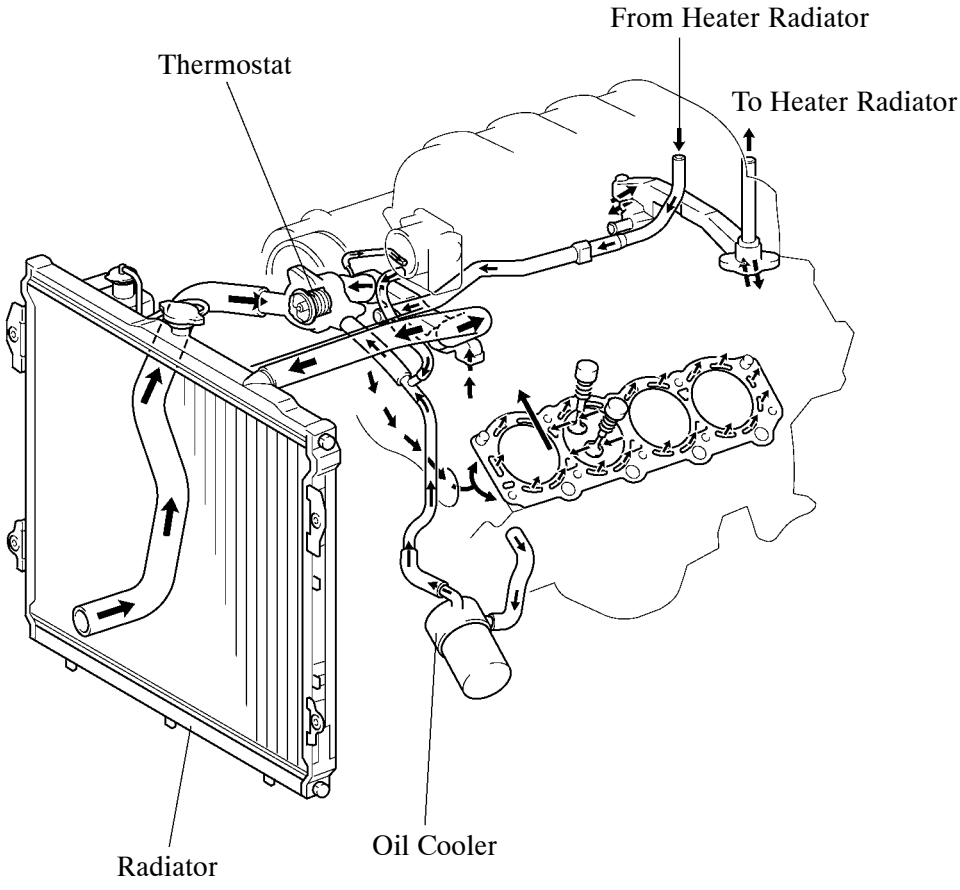
■COOLING SYSTEM

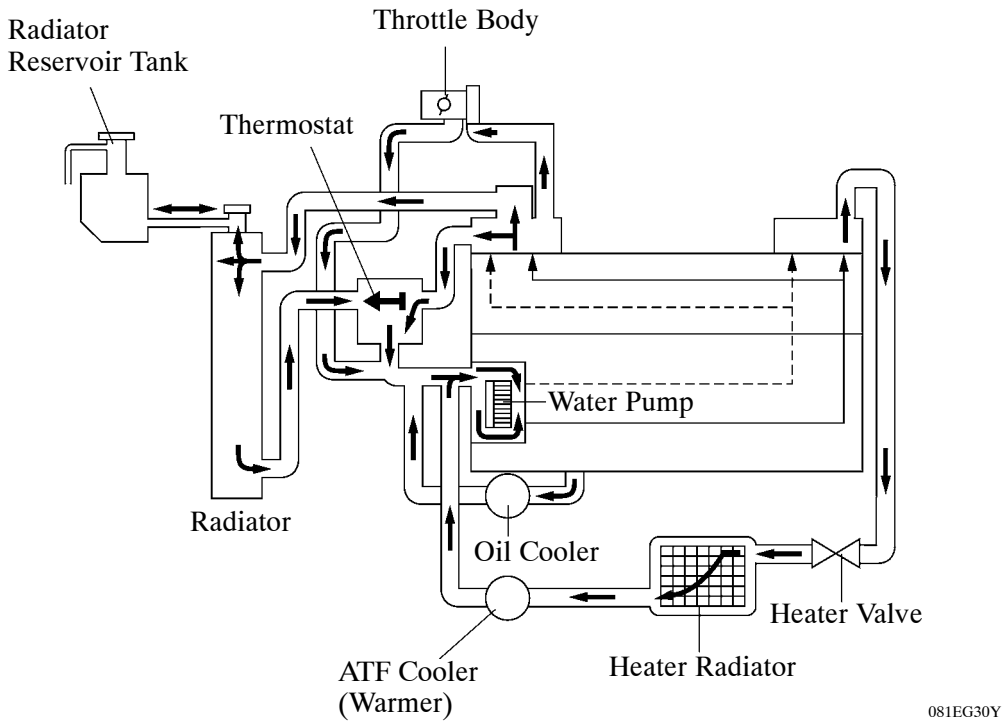
1. General

- The cooling system uses a pressurized forced circulation system with open air type 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.
- A 2-stage temperature-controlled coupling fan is used. It rotates at lower speeds when the engine is started to minimize fan noise.
- TOYOTA genuine SLLC (Super Long Life Coolant) is used as the engine coolant.



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▶ System Diagram ◀



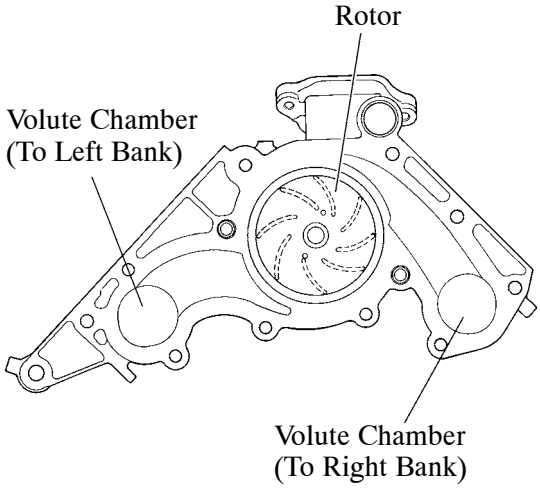
▶ Specifications ◀

Engine Coolant	Type		TOYOTA Genuine SLLC (Super Long Life Coolant) 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	100,000 mile (160,000 km)
		Subsequent	Every 50,000 mile (80,000 km)
Thermostat	Opening Temperature		80 – 84°C (176 – 183°F)

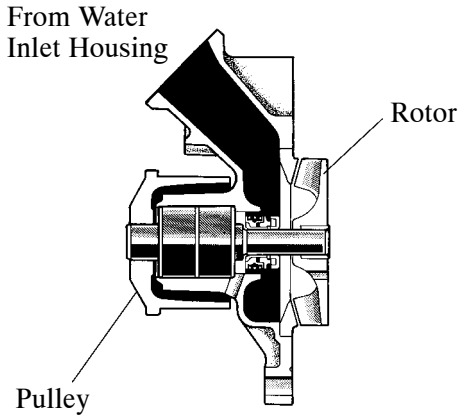
SLLC is pre-mixed (50% coolant and 50% deionized water). Therefore, no dilution is needed when SLLC in the vehicle is added or replaced.

2. Water Pump

- The water pump has two volute chambers, and coolant circulates uniformly to the left and right banks of the cylinder block.
- The water pump is driven by the timing belt.
- The rotor is made of resin.



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