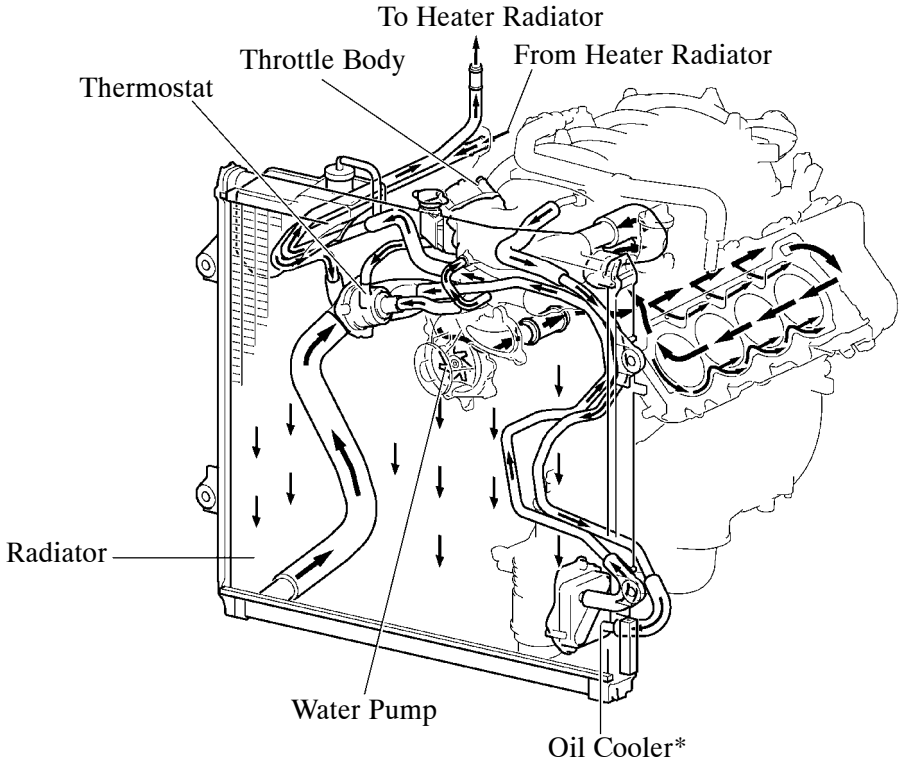
■COOLING SYSTEM

1. General

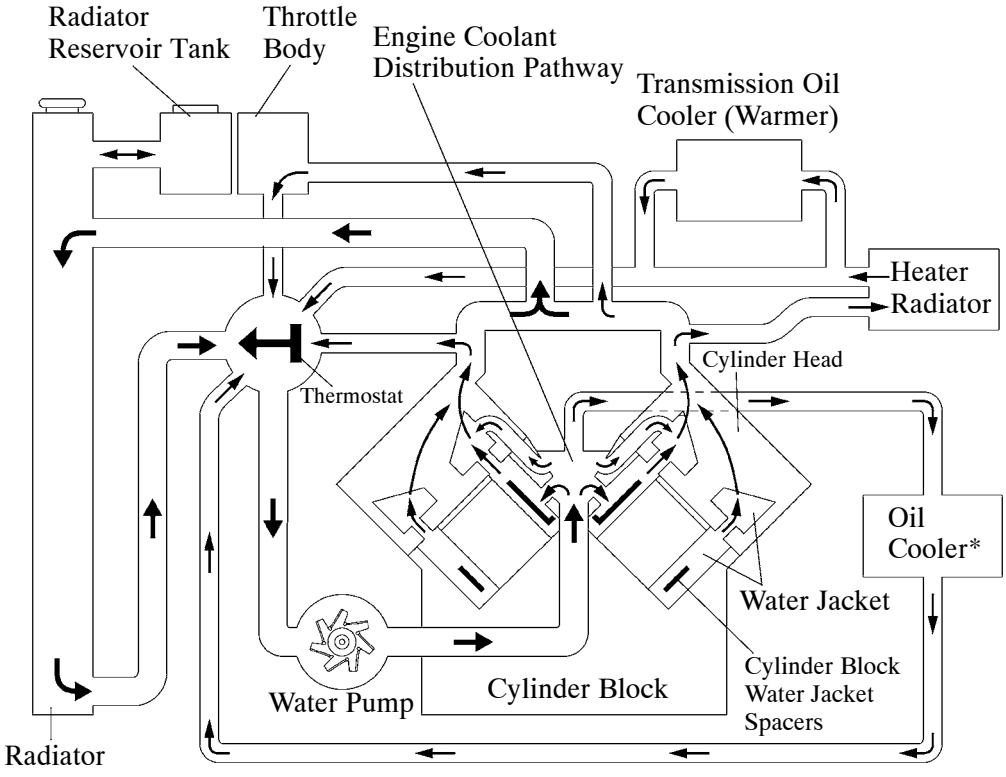
- The cooling system uses a pressurized forced circulation system with open air type reservoir tank.
- An engine coolant distribution pathway is provided between the left and right banks of the cylinder block.
- A thermostat with a bypass valve is located on the plastic water inlet to maintain suitable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



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*: Optional Equipment

▶ Water Circuit ◀



*: Optional Equipment

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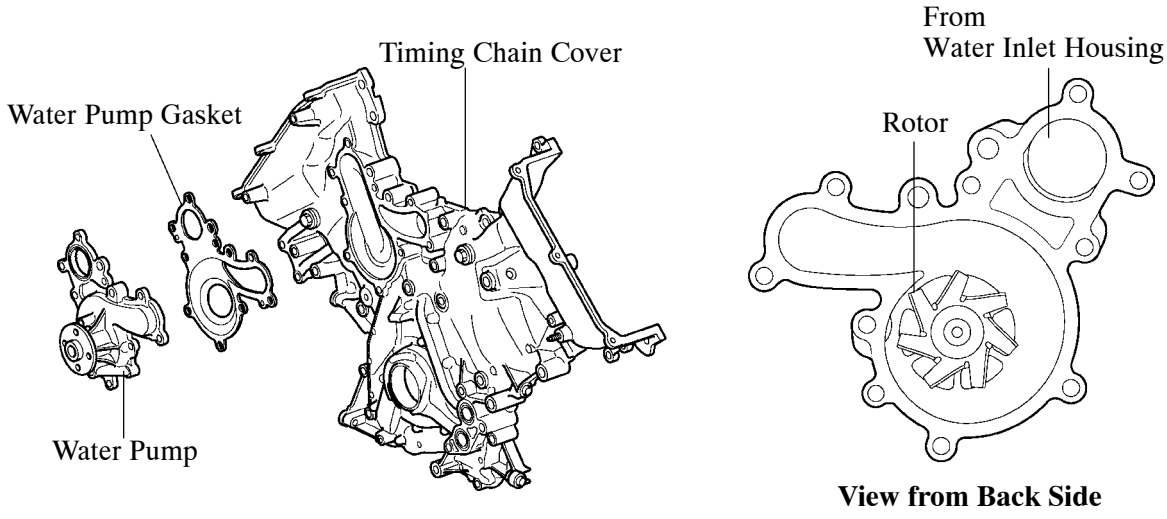
▶ Specifications ◀

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 acids). Do not use plain water alone.
	Capacity	without Oil Cooler	13.7 Liters (14.5 US qts, 12.0 Imp. qts)
		with Oil Cooler	14.7 Liters (15.5 US qts, 12.9 Imp. qts)
	Color		Pink
	Maintenance Intervals	First time	100,000 mile (160,000 km)
		Subsequent	Every 50,000 mile (80,000 km)
Thermostat	Opening Temperature °C (°F)		80 – 84 (176 – 183)

SLLC is pre-mixed (the U.S.A. models: 50 % coolant and 50 % deionized water, the Canada models: 55 % coolant and 45 % deionized water). Therefore, no dilution is needed when SLLC in the vehicle is added or replaced.

2. Water Pump

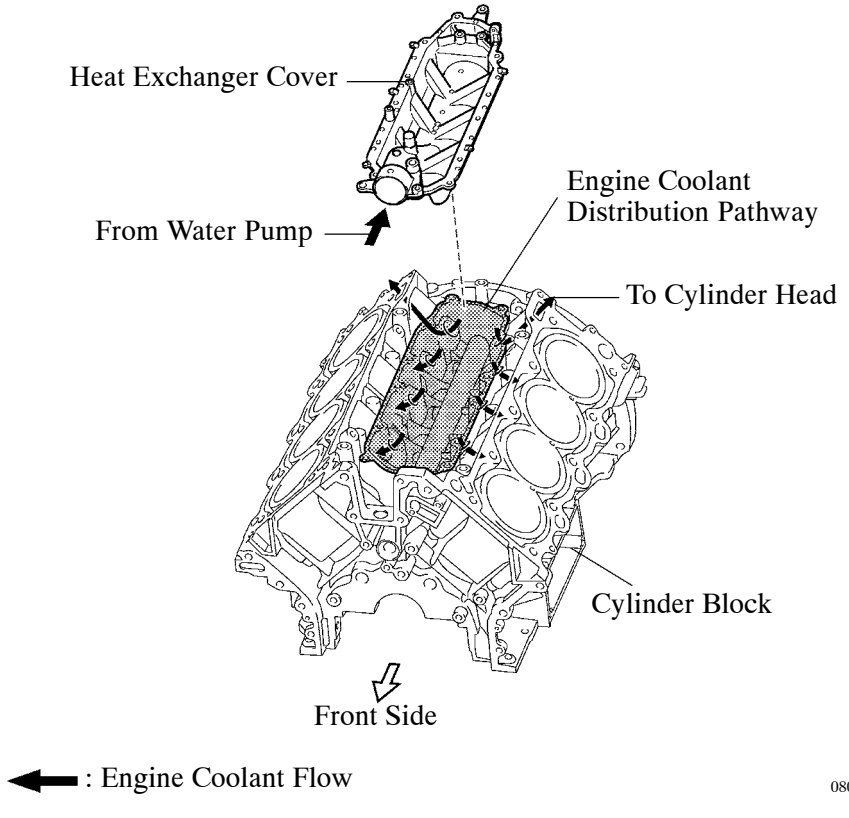
- A rust-resistant water pump rotor made of stainless steel is used.
- The water pump circulates the engine coolant to the engine coolant distribution pathway located between the left and right banks of the cylinder block.



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3. Engine Coolant Distribution Pathway

The water pump circulates the engine coolant and directs it to the engine coolant distribution pathway located between the left and right banks. From there, the engine coolant 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.



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