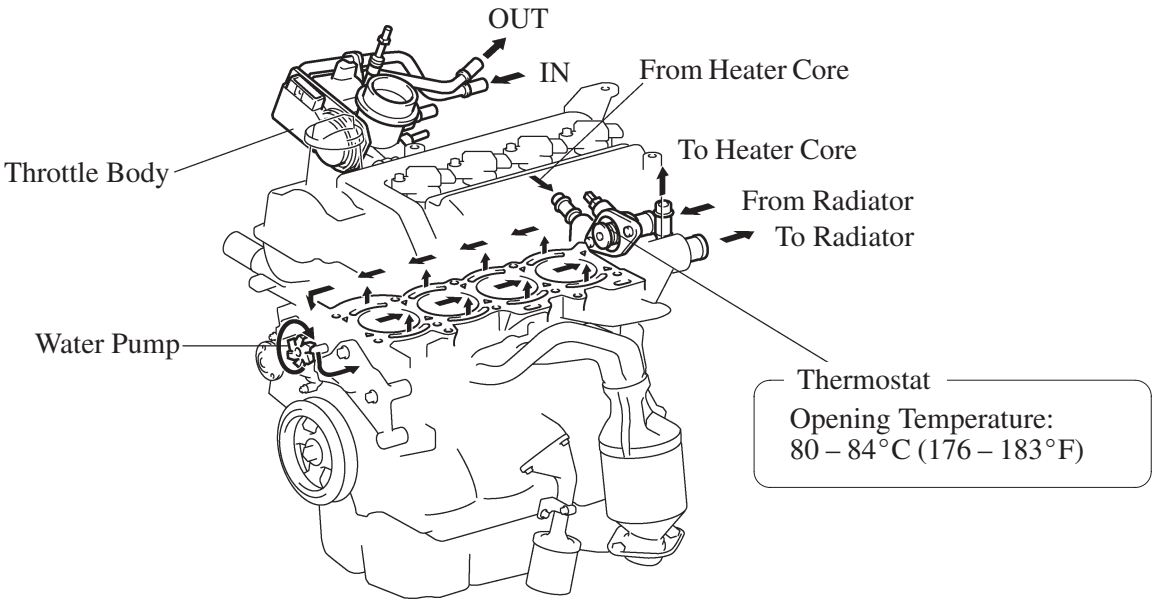
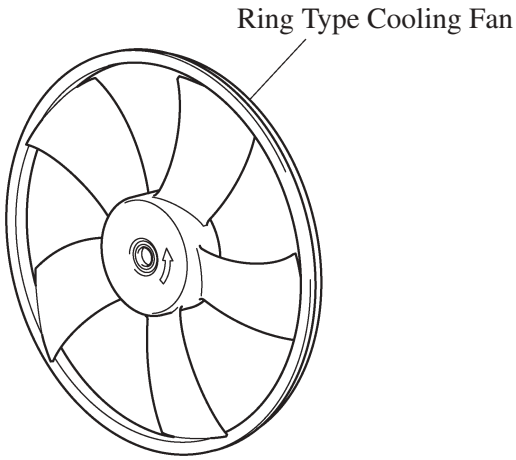
■COOLING SYSTEM

- The cooling system is a pressurized, forced-circulation type.
- A thermostat with a bypass valve is located in the water inlet housing to maintain a suitable temperature in the cooling system.
- An aluminum radiator core is used for weight reduction.
- A system in which the intake side of the cylinder head is cooled in advance by the water that has returned from the radiator to the engine is used.
- 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.
- An electronic cooling fan is used. For details, see page EG-54 in 1KR-FE engine section.
- A ring type cooling fan is used to realize a weight reduction and optimize the cooling performance.



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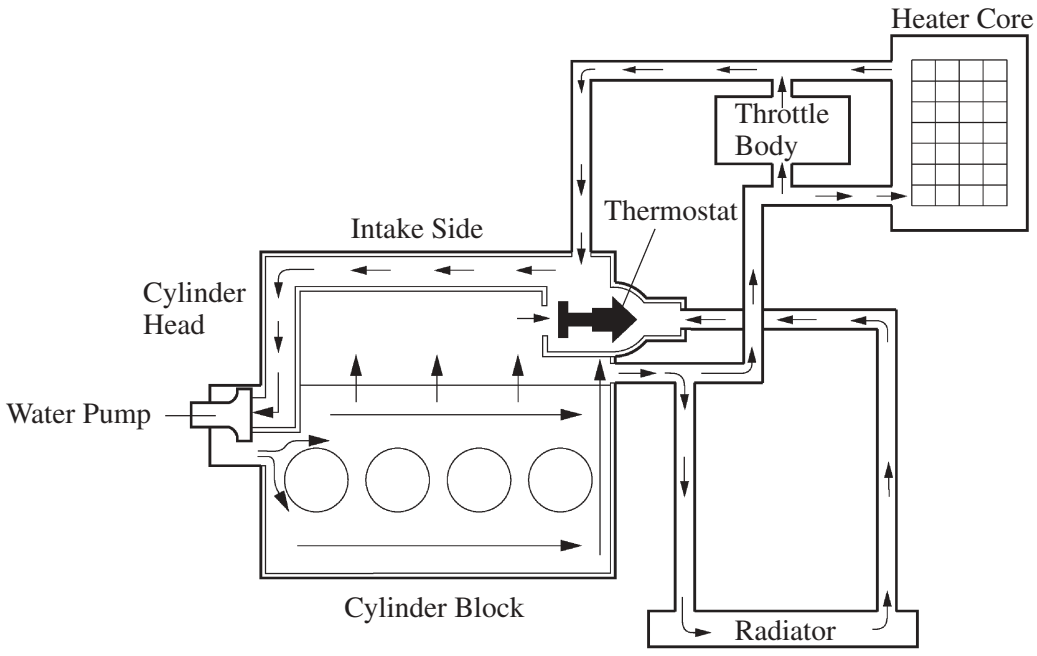


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▶ Specifications ◀

Engine Coolant	Type		TOYOTA genuine Super Long Life Coolant (SLLC) or similar right 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
	Capacity		5.1 Liters (5.4 US qts, 4.5 Imp. qts)
	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/24,000 miles or 24 months) should be used.



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