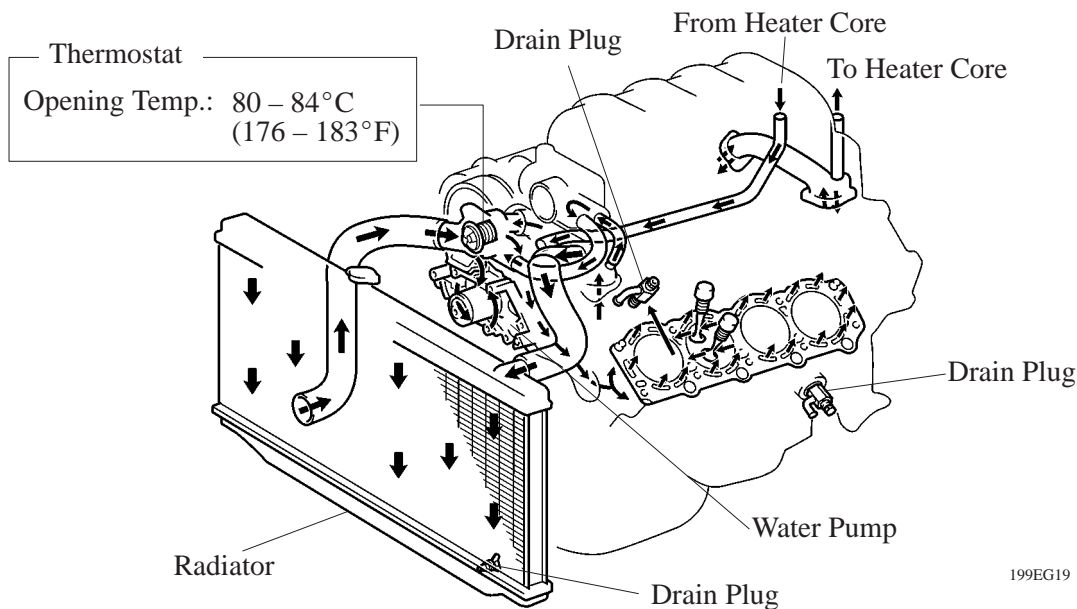


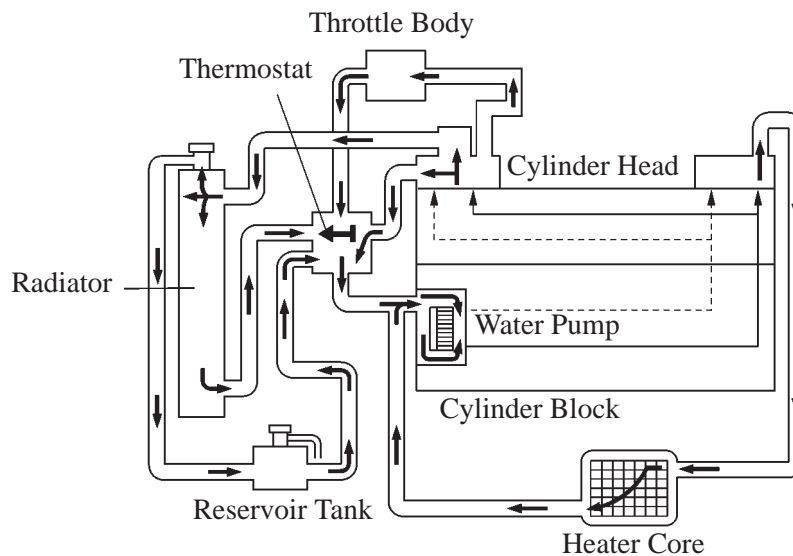
## ■ COOLING SYSTEM

### 1. General

- The cooling system is a pressurized, forced-circulation type.
- A thermostat, having a bypass valve, is located on the water pump inlet side of the coolant circuit. As the coolant temperature rises, the thermostat opens and the bypass valve closes, so the system maintains suitable temperature distribution in the cylinder head.
- The shape of the water inlet housing has been optimized to achieve the smooth flow of the engine coolant.
- The electric cooling fan system has been adopted. For details, see page EG-60.
- A pressured reservoir tank has been adopted.



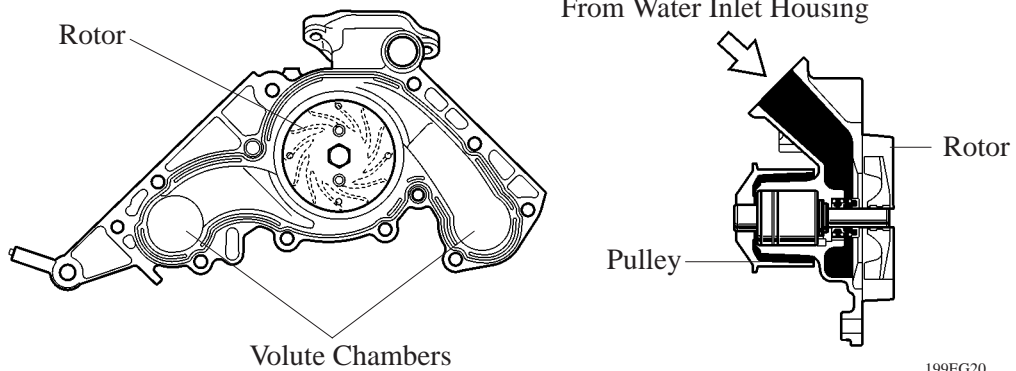
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## 2. Water Pump

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

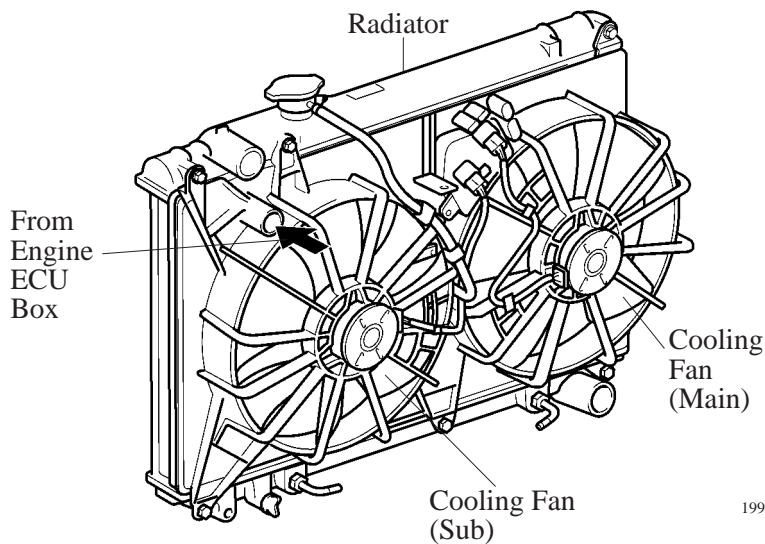


### ► Specification ◀

Rotor Diameter	mm (in.)	80 (3.15)
Rotor Material		Resin
Number of Blades		12
Discharge Volume $80 \pm 2^{\circ}\text{C}$ ( $176 \pm 35.6^{\circ}\text{F}$ )	2000 rpm	40 liter/min.
	3500 rpm	75 liter/min.

## 3. Cooling Fan

This cooling fan consists of 2 fans with a different number of blades.



### ► Specification ◀

Cooling Fan	Main	Sub
Diameter mm (in.)	340 (13.4)	←
Number of Blades	5	7

## 4. Pressured Reservoir Tank

This reservoir tank has following feature.

- Prevent the engine coolant not to deteriorate upon contact with external air.
- Prevent the engine coolant not to evaporate.
- The air in the water passage is separated into gaseous and liquid forms in the reservoir tank, the gas-liquid separation performance has been improved.