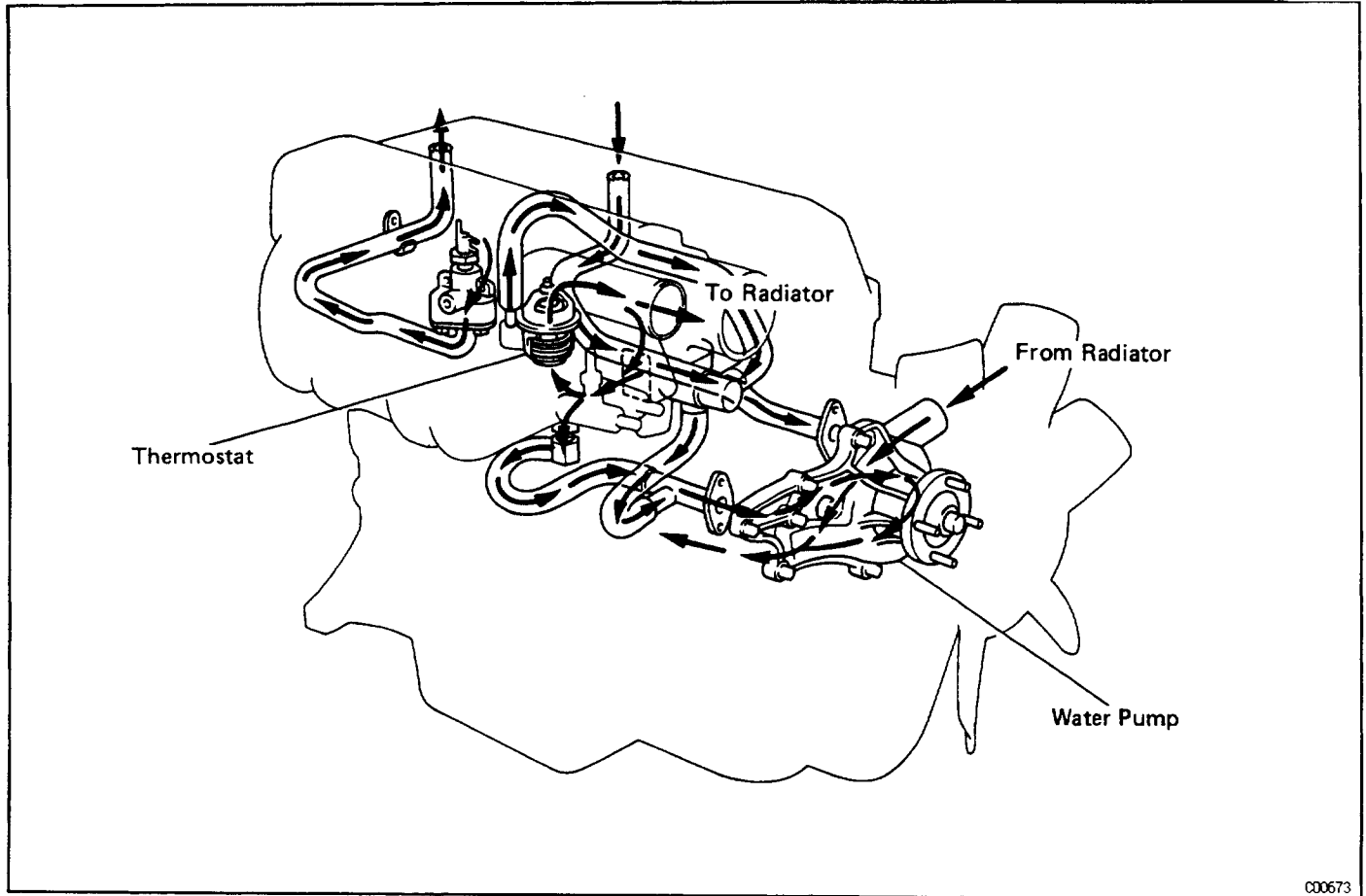


# COOLING SYSTEM

## DESCRIPTION

This engine utilizes a pressurized water faced circulation cooling system which includes a thermostat mounted on the outlet side.

## OPERATION



## RADIATOR CAP

The radiator cap is a pressure type cap which seals the radiator, resulting in pressurization of the radiator as the coolant expands. The pressurization prevents the coolant from boiling even when the coolant temperature exceeds  $100^{\circ}\text{C}$  ( $212^{\circ}\text{F}$ ). A relief valve (pressurization valve) and a vacuum valve (negative pressure valve) are built into the radiator cap. When the pressure generated inside the cooling system exceeds the limit (coolant temperature:  $110\text{--}120^{\circ}\text{C}$  ( $230\text{--}248^{\circ}\text{F}$ ) pressure:  $58.8\text{--}103.0\text{ kPa}$  ( $0.6\text{--}1.05\text{ kgf/cm}^2$ ,  $8.5\text{--}14.9\text{ psi}$ ) the relief valve is opened by the pressure and lets steam escape through pipe. The vacuum valve opens to allow atmospheric air to enter to alleviate the vacuum which develops in the cooling system after the engine is stopped and the coolant temperature drops.