

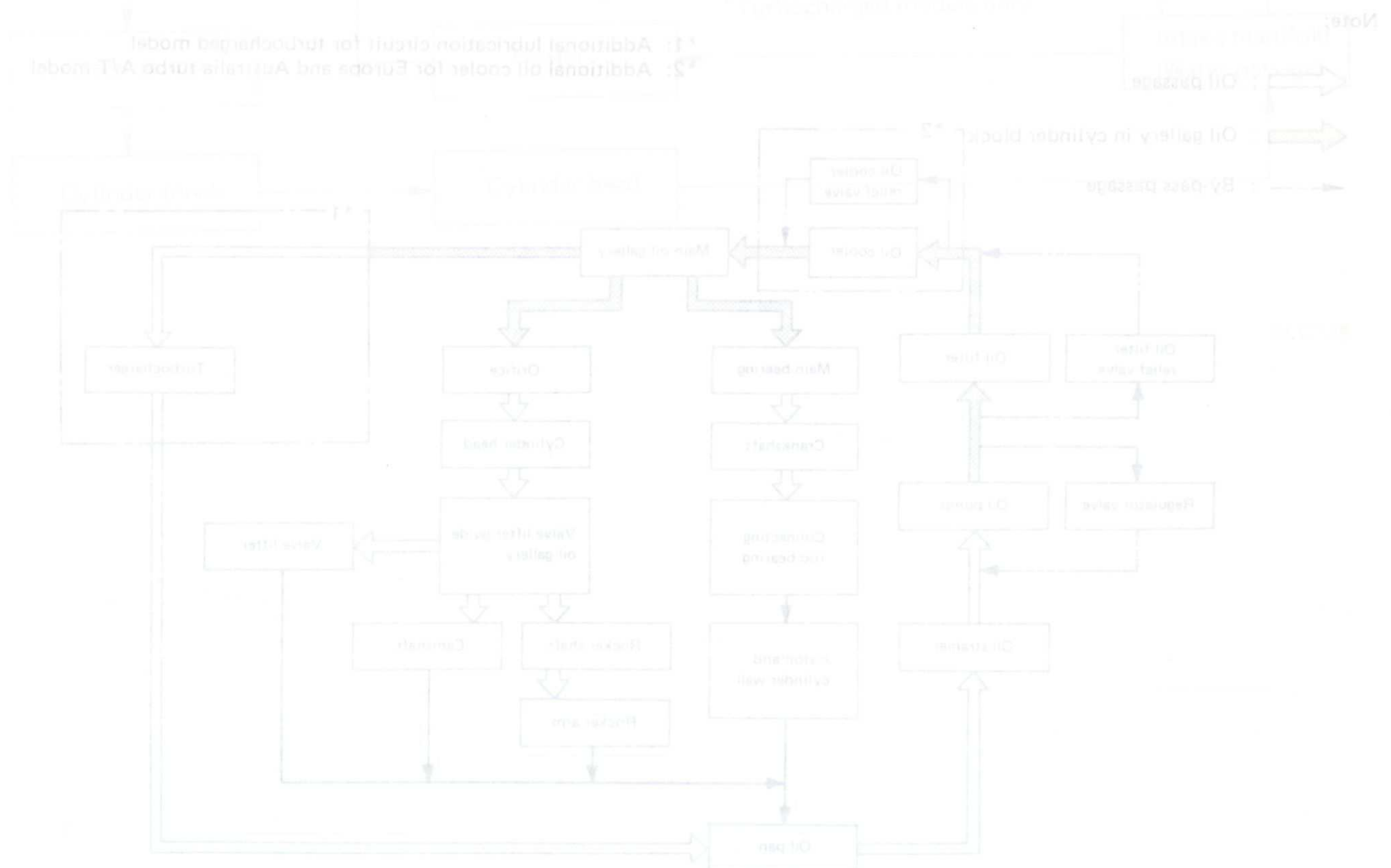
ENGINE LUBRICATION & COOLING SYSTEMS

SECTION LC

LC

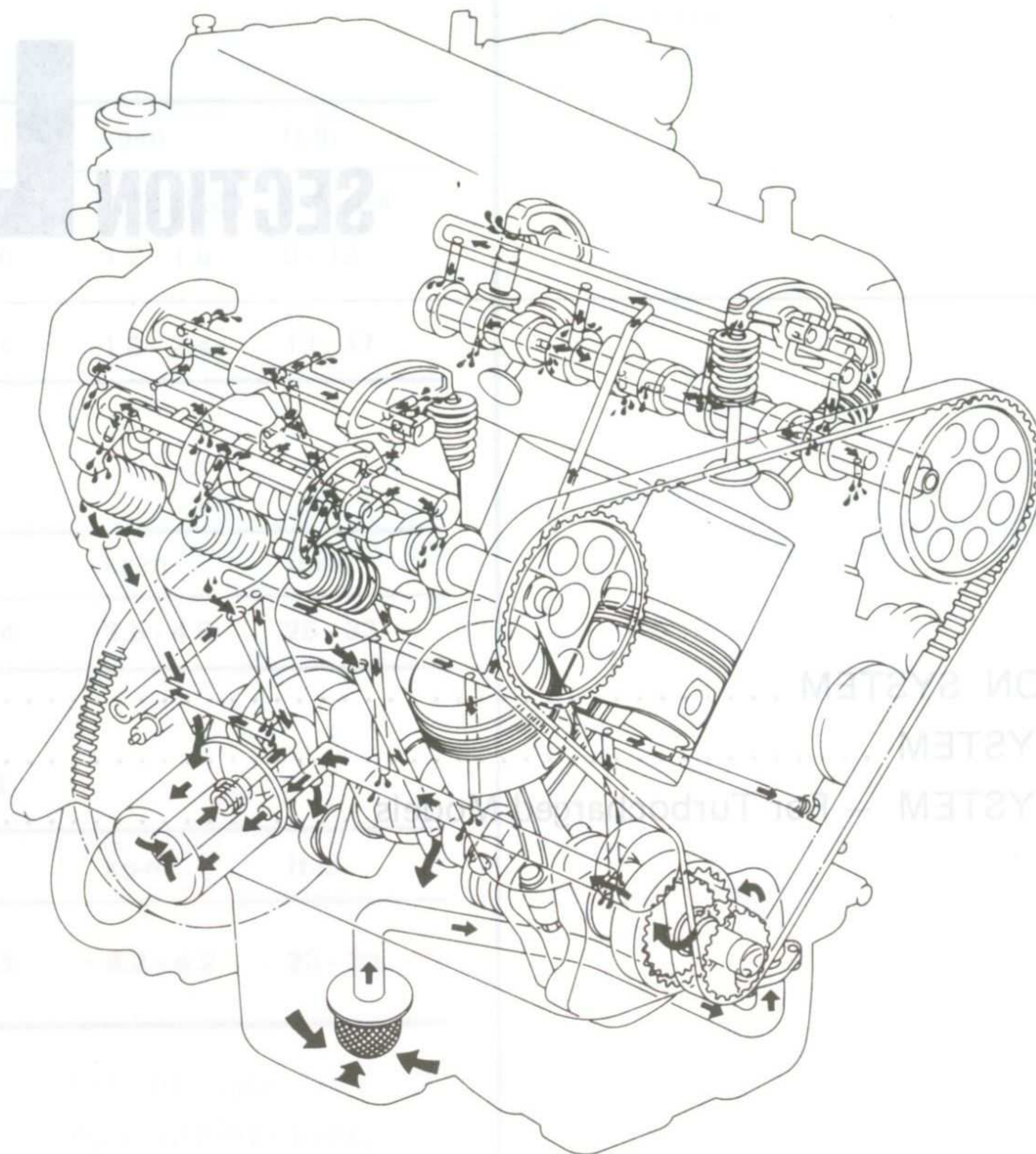
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ENGINE LUBRICATION SYSTEM

Lubrication Circuit



Note:

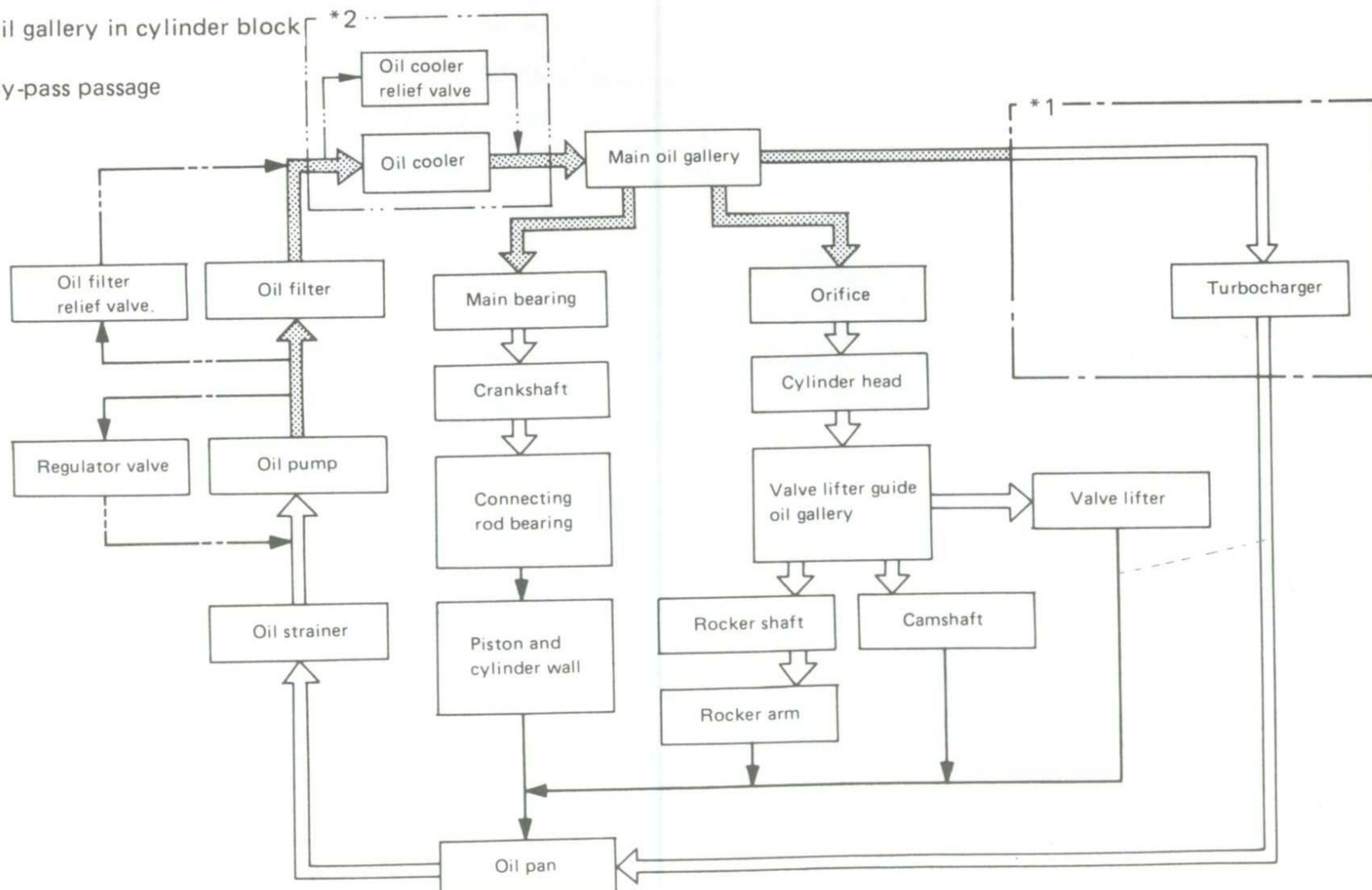
← : Oil passage

← : Oil gallery in cylinder block

← : By-pass passage

*1: Additional lubrication circuit for turbocharged model

*2: Additional oil cooler for Europe and Australia turbo A/T model



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ENGINE COOLING SYSTEM

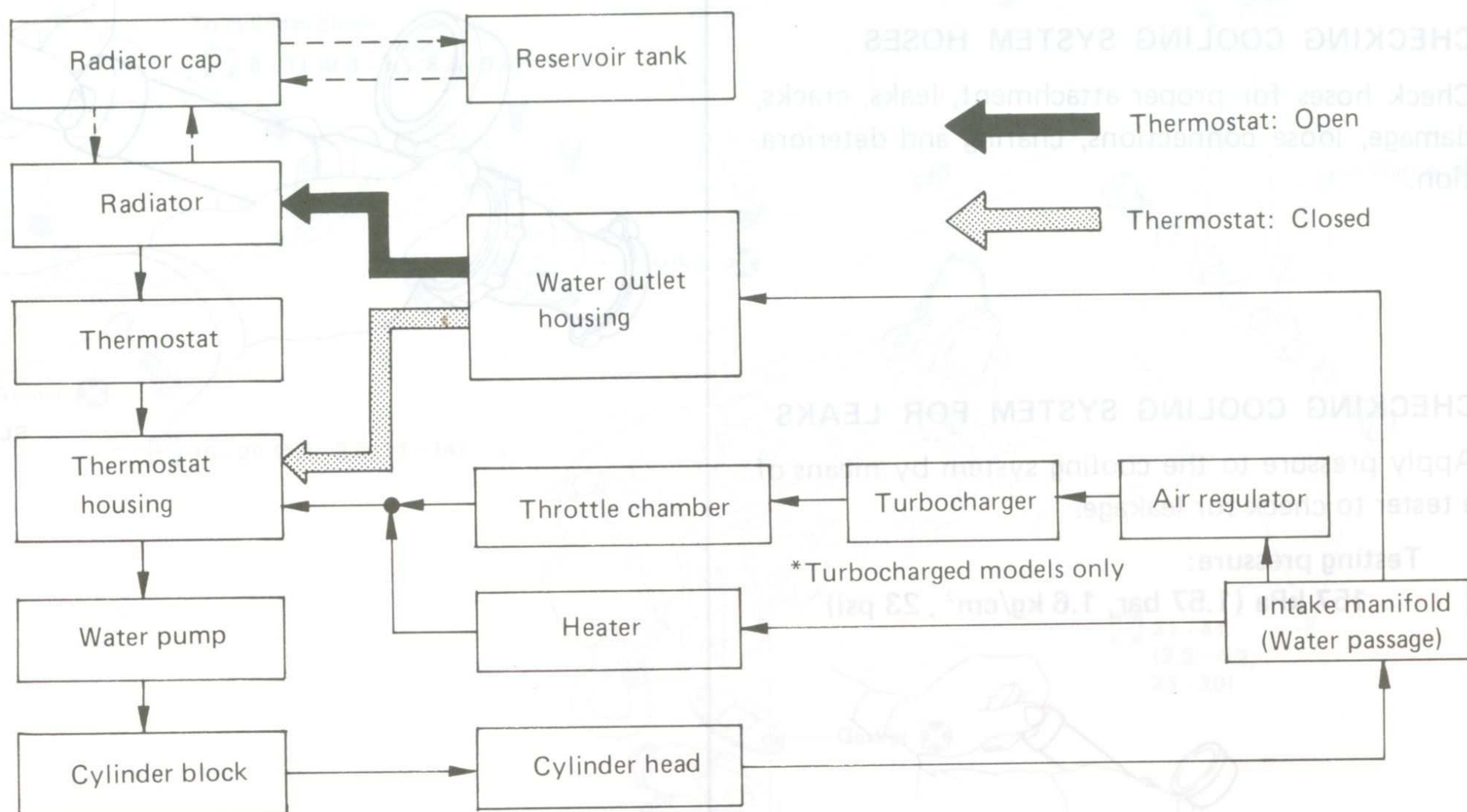
Cooling Circuit

To avoid danger of being scalded, never attempt to drain coolant when engine is hot.

If it is necessary to remove radiator cap when radiator is hot, turn cap slowly counterclockwise to the first stop. After all pressure in the cooling system is released, turn cap past the stop and remove it.

Always replace with new gasket and O-ring.

Refer to MA section for changing engine coolant.



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ENGINE COOLING SYSTEM

Checking Cooling System

WARNING:

Never remove the radiator cap when the engine is hot; serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around cap and carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape and then turn the cap all the way off.

CHECKING COOLING SYSTEM HOSES

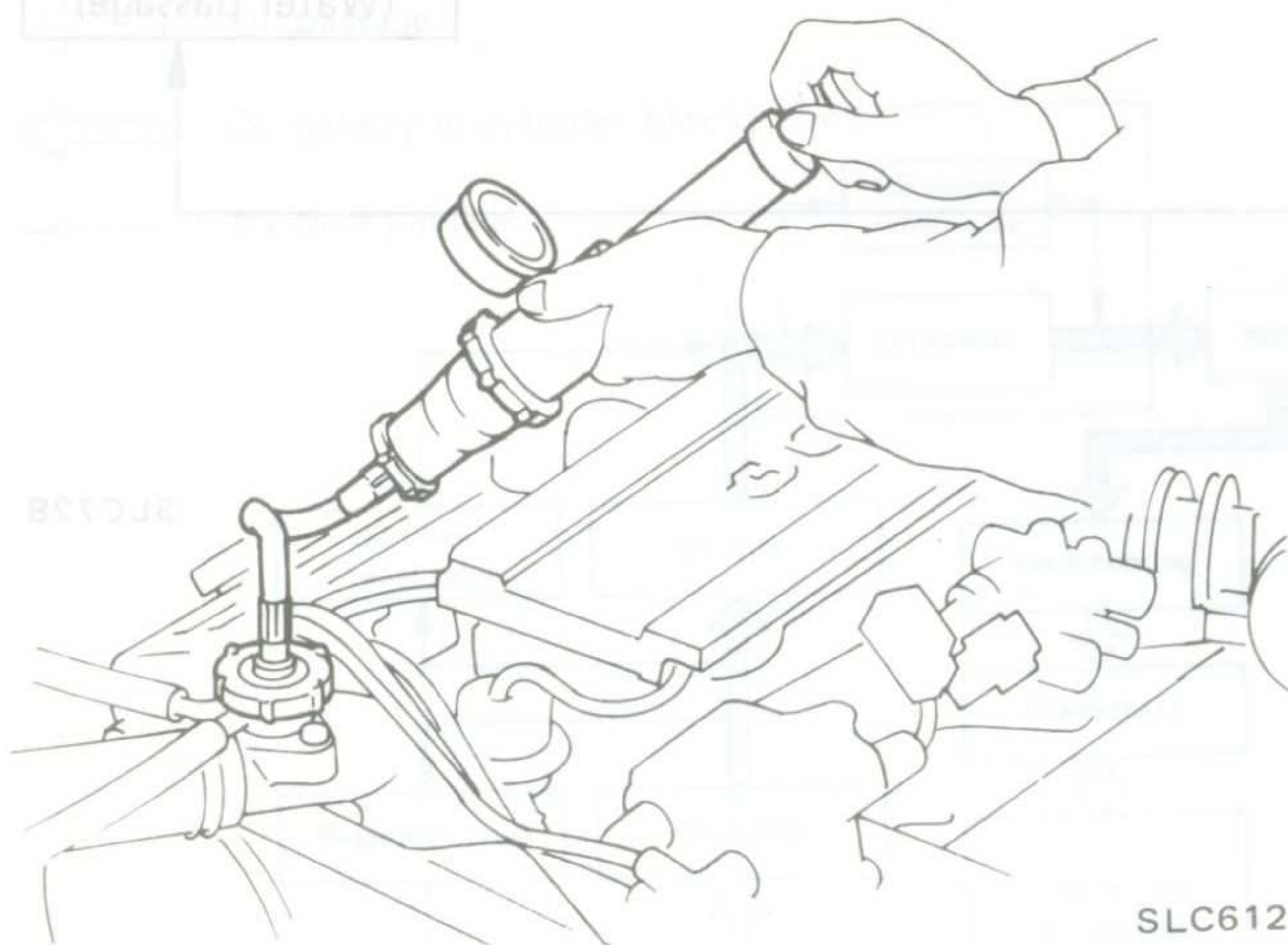
Check hoses for proper attachment, leaks, cracks, damage, loose connections, chafing and deterioration.

CHECKING COOLING SYSTEM FOR LEAKS

Apply pressure to the cooling system by means of a tester to check for leakage.

Testing pressure:

157 kPa (1.57 bar, 1.6 kg/cm², 23 psi)

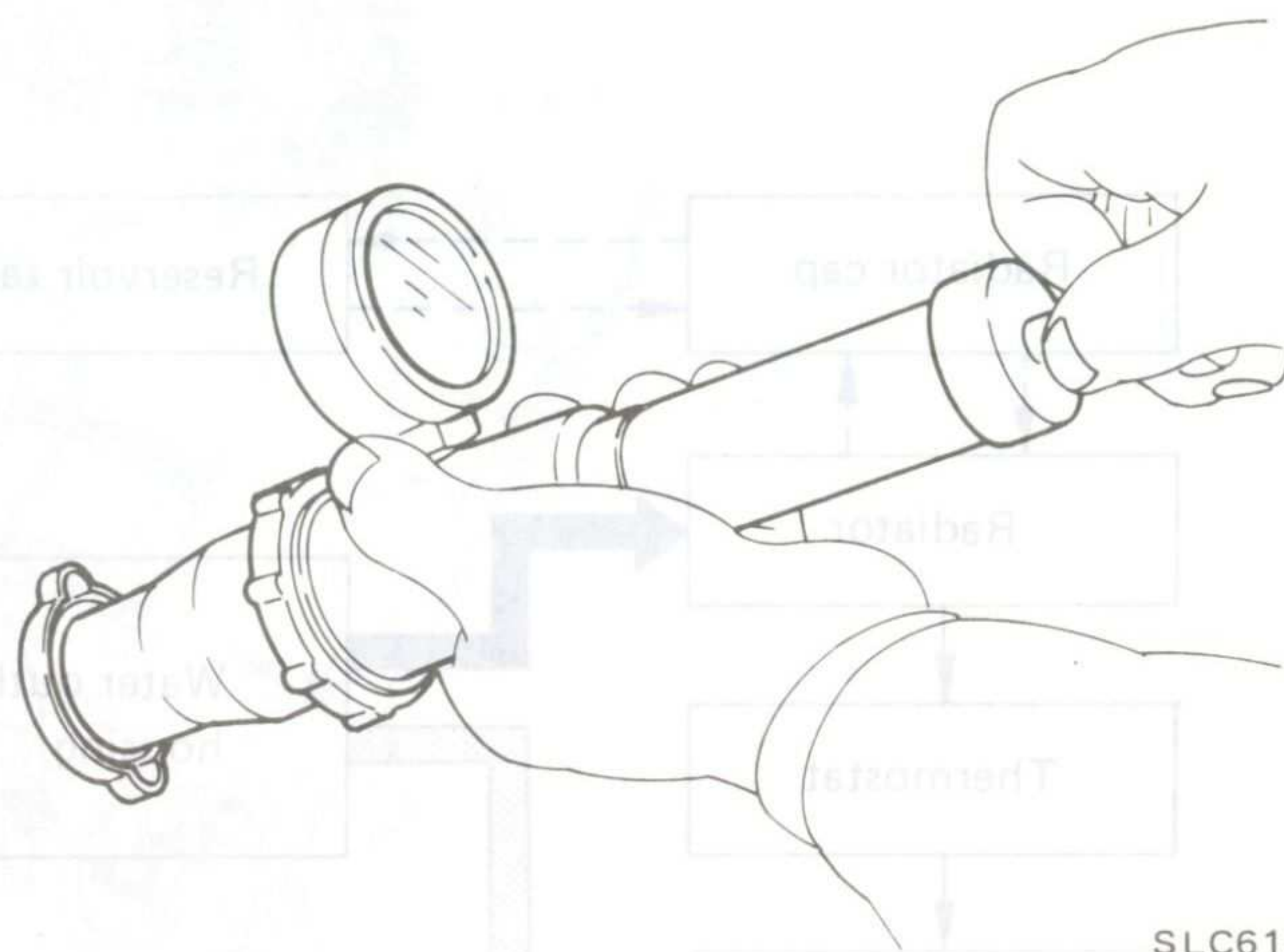


CHECKING RADIATOR CAP

Apply pressure to radiator cap by means of a cap tester to see if it is satisfactory.

Radiator cap relief pressure:

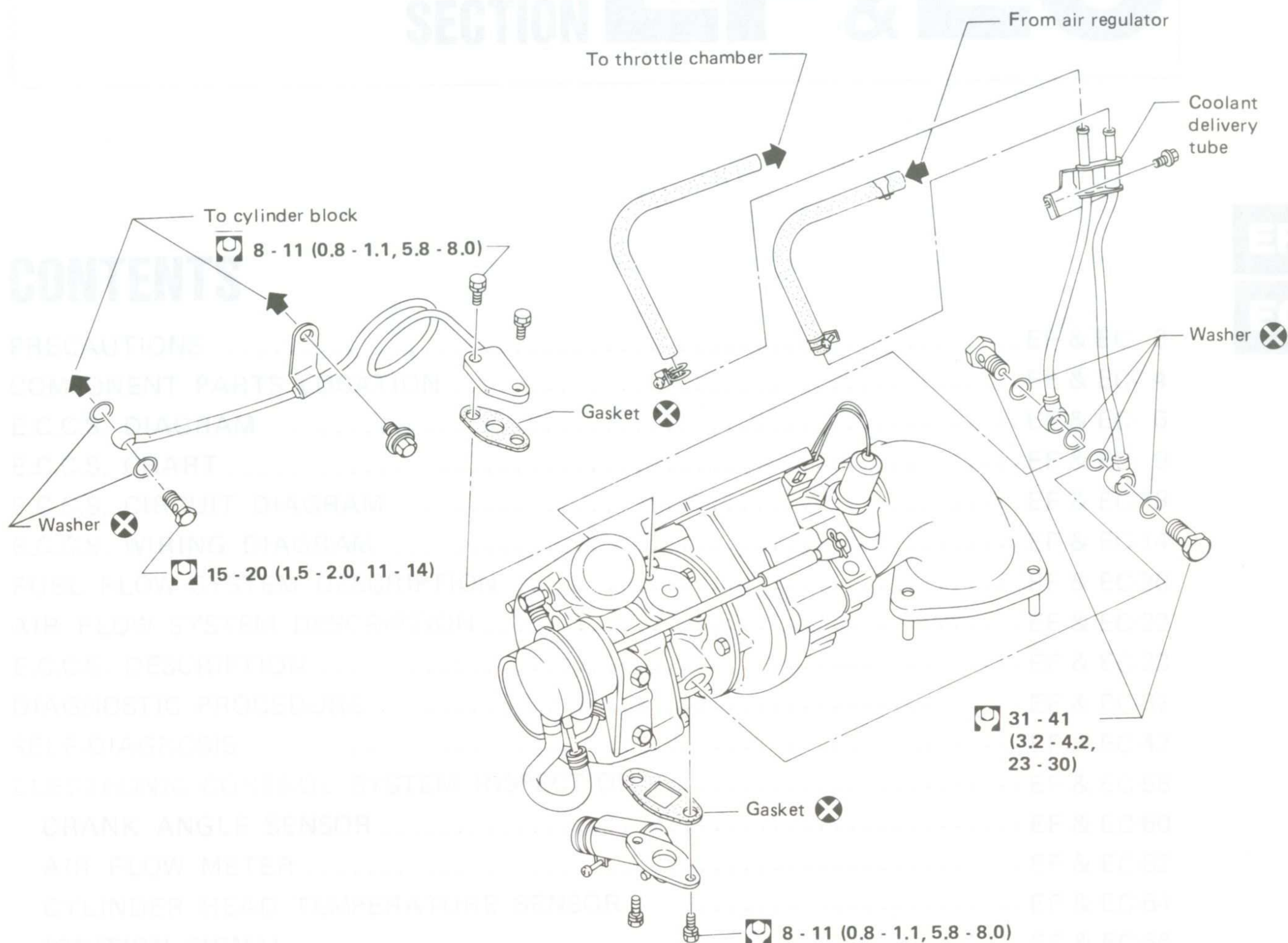
78 - 98 kPa (0.78 - 0.98 bar,
0.8 - 1.0 kg/cm², 11 - 14 psi)



ENGINE COOLING SYSTEM—For Turbocharged Models

Coolant Delivery System Removal and Installation

After installation, run engine for a few minutes and check for leaks.



: N·m (kg-m, ft-lb)

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