



## REPLACEMENT

### 1. DRAIN ENGINE COOLANT

- (a) Remove the radiator cap.

**CAUTION:**

**To avoid the danger of being burned, do not remove the radiator cap while the engine and radiator are still hot, as fluid and steam can be blown out under pressure.**

- (b) Loosen the 2 drain plugs (for the engine and radiator), and drain the coolant.

**HINT:**

To prevent the coolant from spraying over the cylinder block, connect the rubber hose (inside diameter 6 – 8 mm) in the market to the union pipe under.

- (c) Close the drain plugs.

**Torque:**

**Engine drain plug**

**29 N·m (300 kgf·cm, 22 ft·lbf)**

### 2. FILL ENGINE COOLANT

- (a) Slowly fill the system with coolant.
  - Use a good brand of ethylene–glycol base coolant and mix it according to the manufacturer’s directions.
  - Using coolant which includes more than 50 % ethylene–glycol (but not more than 70 %) is recommended.

**NOTICE:**

- **Do not use an alcohol type coolant.**
- **The coolant should be mixed with demineralized water or distilled water.**

**Capacity (w/ Heater):**

	M/T	A/T
2JZ–GE	7.3 liters (7.7 US qts, 6.4 Imp. qts)	8.3 liters (8.8 US qts, 7.3 Imp. qts)
2JZ–GTE	8.9 liters (9.4 US qts, 7.8 Imp. qts)	8.8 liters (9.3 US qts, 7.7 Imp. qts)

- (b) Install the radiator cap.
- (c) Start the engine, and bleed the cooling system.
- (d) Refill the reservoir with coolant until it reaches the "FULL" line.

### 3. CHECK ENGINE COOLANT FOR LEAKS