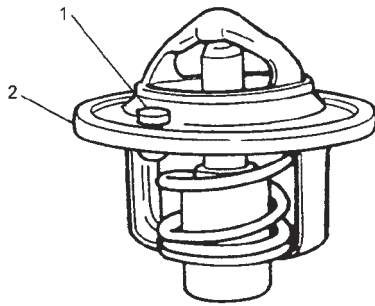
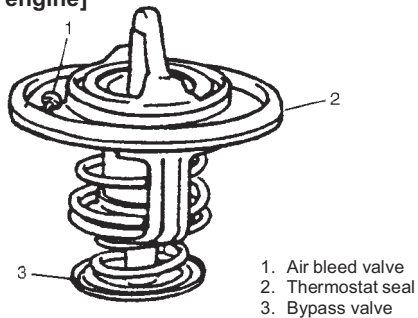


[G16 & J20 engines]



[H25 engine]



- 1. Air bleed valve
- 2. Thermostat seal
- 3. Bypass valve

THERMOSTAT

Temp. at which valve begins to open	J20 and H25 engines : $82 \pm 2^{\circ}\text{C}$ ($179 \pm 3.6^{\circ}\text{F}$) G16 engine : $88 \pm 2^{\circ}\text{C}$ ($190 \pm 3.6^{\circ}\text{F}$)
Temp. at which valve becomes fully open	J20 and H25 engines: 95°C (203°F) G16 engine : 100°C (212°F)
Valve lift	J20 and H25 engines: More than 8 mm at 95°C (203°F) G16 engine : More than 8 mm at 100°C (212°F)

COOLING FAN CLUTCH

Fluid is enclosed in the cooling fan clutch and at its center front, there is a bimetal whose thermal reaction and the engine speed control the cooling fan speed.

The relation between the temperature detected by the fan clutch and operation of the fan clutch is as follows.

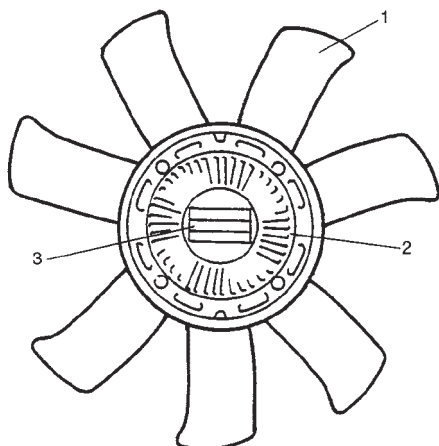
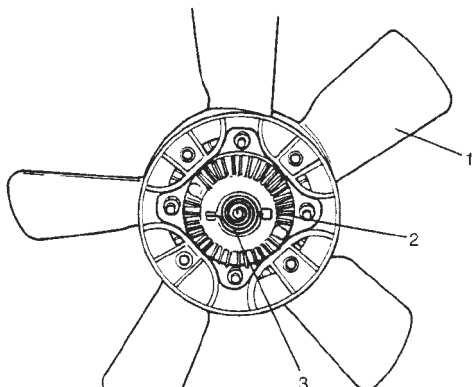
While the fan clutch detects a temperature lower than 50°C , it remains OFF and the fan revolution speed is constant (400 to 900 r/min. (rpm) : J20 and H25 engines, 600 to 1,300 r/min.(rpm) : G16 engine) regardless of the engine speed. As the temperature reaches 50°C to 70°C , the fan clutch turns ON gradually and the fan revolution speed increases.

A temperature exceeding 70°C causes the fan clutch to turn ON and the fan revolution speed to increase in proportion with the engine speed.

Once the engine speed exceeds 4,000 r/min.(rpm), however, the fan revolution speed becomes constant (2,350 to 2,650 r/min.(rpm) : J20 and H25 engines, 2,800 to 3,100 r/min.(rpm) : G16 engine).

CAUTION:

Do not disassemble fan clutch.



- 1. Cooling fan
- 2. Fan clutch
- 3. Bimetal