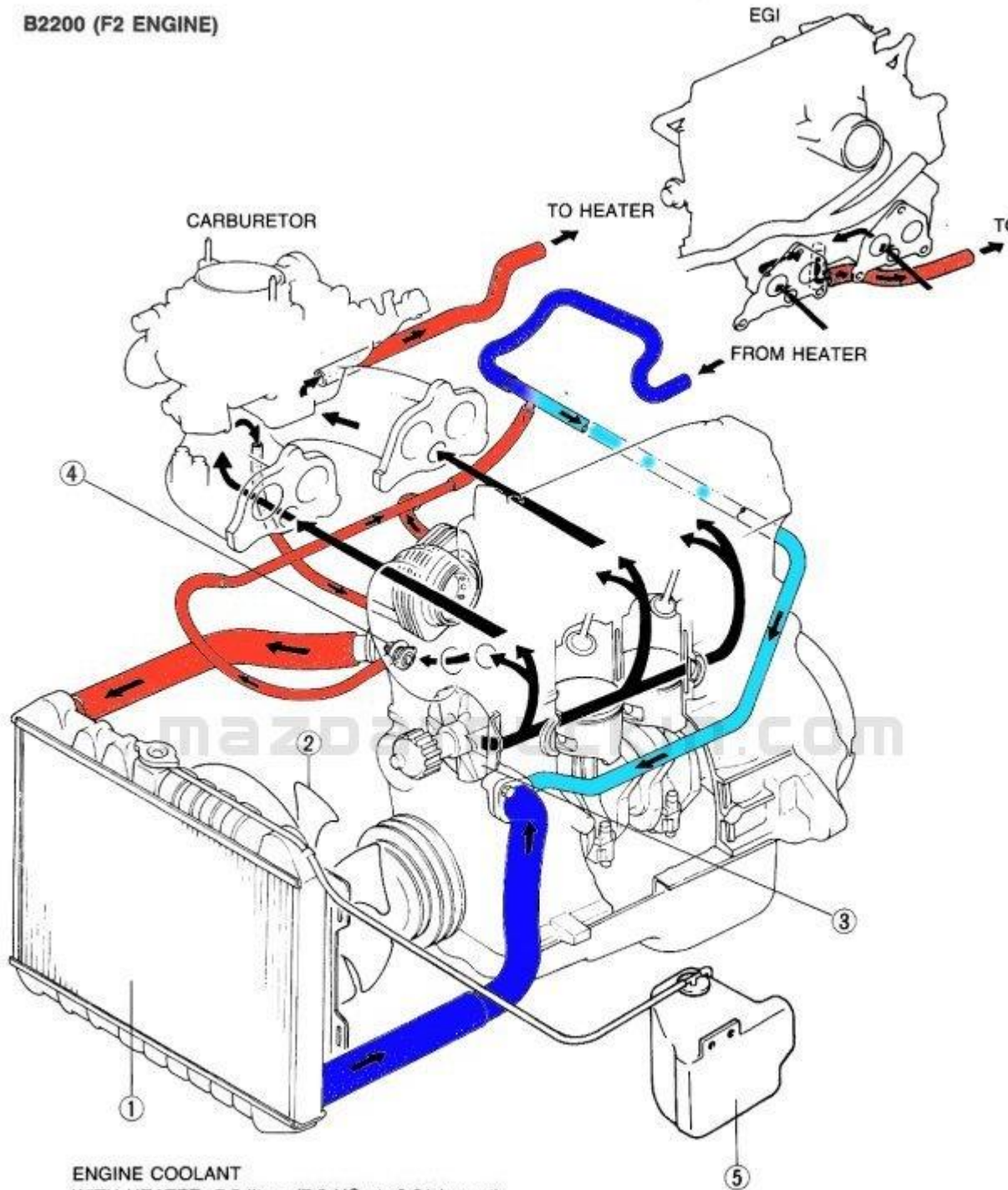


F2 Coolant Flow Diagram

B2200 (F2 ENGINE)



ENGINE COOLANT
WITH HEATER: 7.5 liters (7.9 US qt, 6.61 Imp qt)
WITHOUT HEATER: 7.0 liters (7.4 US qt, 6.2 Imp qt)

1. Radiator
2. Cooling Fan

3. Water Pump
4. Thermostat
5. Coolant Reservoir

Note: There are only 2 coolant passages from the head to the intake manifold. At first glance there appears to be 3. The hole farthest towards the front is for EGR and leads to the back of number 1 exhaust port.

Specs

Pump Type: Centrifugal
Impeller Material: Stamped Steel
Bolt Torque: 15-19 lb/ft.

Coolant Capacity:
With Heater: 7.9 Quarts (7.5 Liters)
Without Heater: 7.4 Quarts (7.0 Liters)

Note: When facing the front of the engine the upper left most bolt is shorter than the rest.

Water Pump



This is a pic of the B2200 water pump. It is the same water pump used in all F2 engines so it should interchange with the 88-92 MX-6, 626, and The 89-92 2.2l Ford Probe, this includes turbo models. I have heard rumors about it being the same pump in the 94-99 Kia

Sportage but have doubts about it fitting the Kia since it uses the B2000 block which is different. In relation to the picture it mounts to the block turned to the left 90 deg.

Overheating Issues

If your truck has a problem with overheating here are a few common problems to check out.

- **Coolant level.**
This one is obvious not enough coolant engine overheats. Never try to check the coolant level with the engine warm, when the engine starts to warm up the coolant system pressurizes. Opening the cap will cause a sort of explosion and WILL SEVERLY BURN YOU.
- **Wrong coolant mix.**
Despite what some believe pure antifreeze does not cool as well as a 50/50 mix of water and antifreeze, nor does pure water. Antifreeze conditions the water to increase the boiling point, protect parts from corrosion or rusting, and to prevent the water from freezing. You can get testers from your auto store for a couple of bucks that will tell you how much water or antifreeze to add.
- **Stuck thermostat.**
This is also an obvious one. If it is stuck closed coolant can't flow through the radiator to cool back down.
- **Bad radiator cap.**
The radiator cap doesn't just seal the radiator. It is rated for a pressure. The pressure in the system increases the boiling point in the system. If the spring in the cap is bad the system will not build pressure. Low pressure = low boiling point. When the coolant begins to boil it turns to steam and as you can guess steam does not cool very well.
- **Missing thermostat**
Wait if the thermostat was missing wouldn't there be nothing to slow down the flow to let it get warm? Actually no, since the thermostat is missing there is no restriction to build pressure inside the engine, again without the pressure the boiling point goes down and you start getting steam inside the engine which causes it to overheat.