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The 2C was a long running diesel engine, with some models (e.g. Corona, Townace, Liteace) receiving the turbo version 2C-T which provided 65 kW. It was replaced by the more economical 3C-TE in the above models from 1999. 2C, 2C-L. Output: 2C, 2C-L: 73 hp (54 kW) at 4700 rpm, and torque 97 lb-ft (132 N·m) at 3000 rpm; Applications:

Toyota C engine - Wikipedia

The turbo's water lines should be plumbed into the engine's existing cooling system, and can be teed off of the heater lines if they are still present in the vehicle and convenient. Engine coolant (antifreeze) can be used without worry – water-cooled Garrett turbochargers are qualified during heat soak-back testing using a typical 50/50 ...

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Water cooling means convective movement of the coolant when the engine's not turning the water pump, which means the turbo is still getting cooled. Unless you're turning the engine off right after a dynamometer test (that is, full-power tests, in which case convective cooling wouldn't be sufficient over the lifetime of a car), it's not even ...

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