

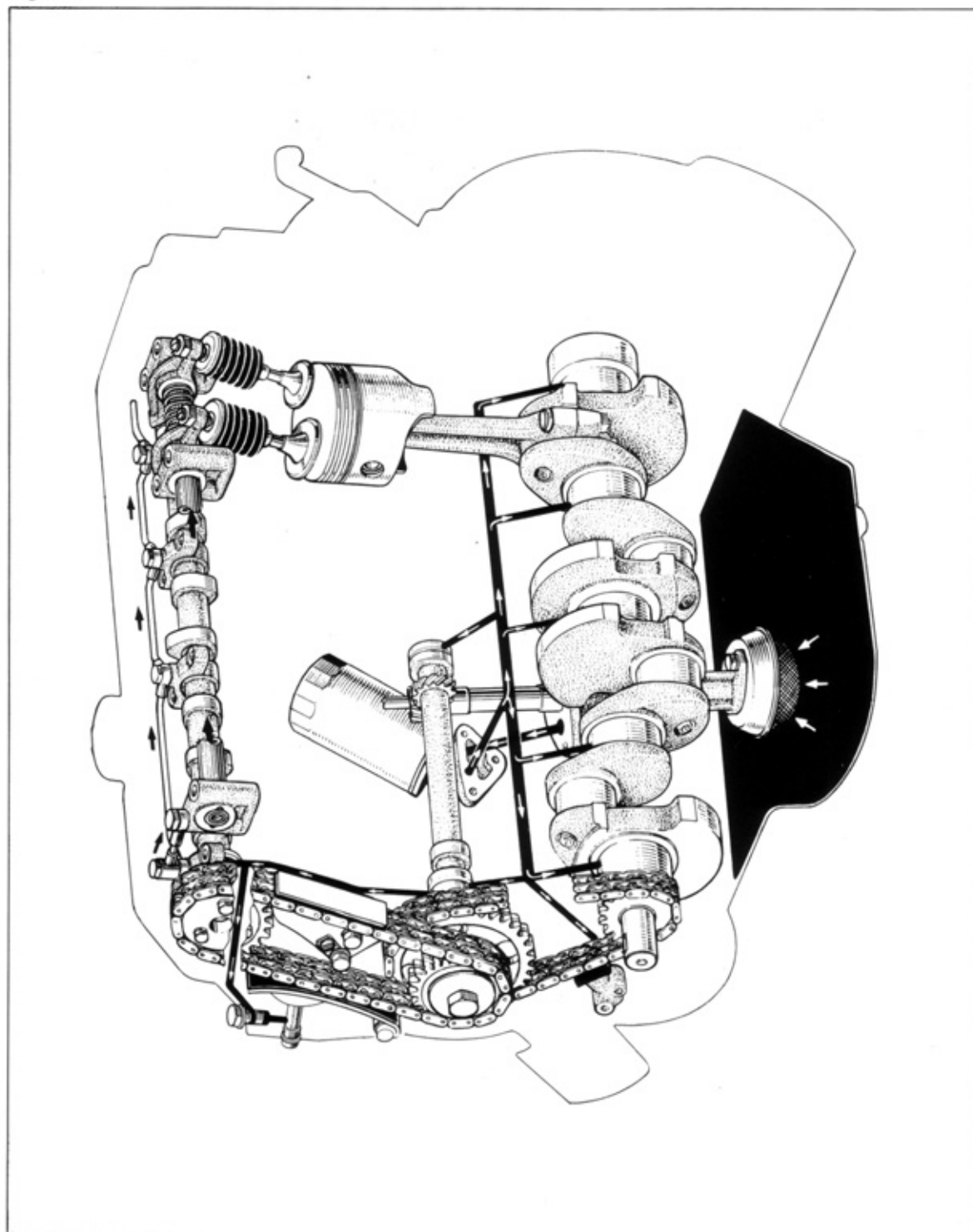
LUBRICATING SYSTEM

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LUBRICATING SYSTEM CIRCUIT

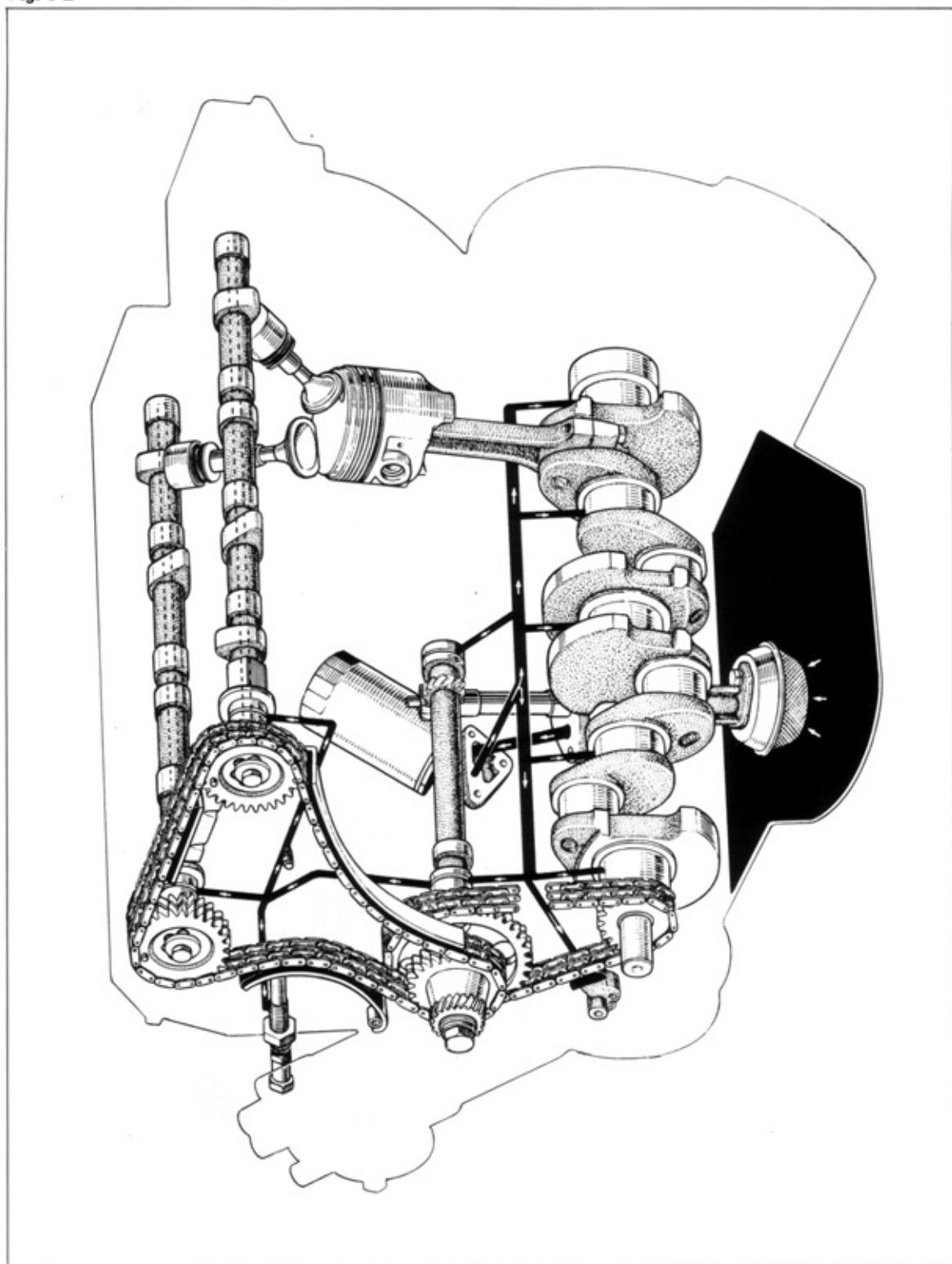
16R, 18R ENGINE

Fig. 6-1



18R-G ENGINE

Fig. 6-2

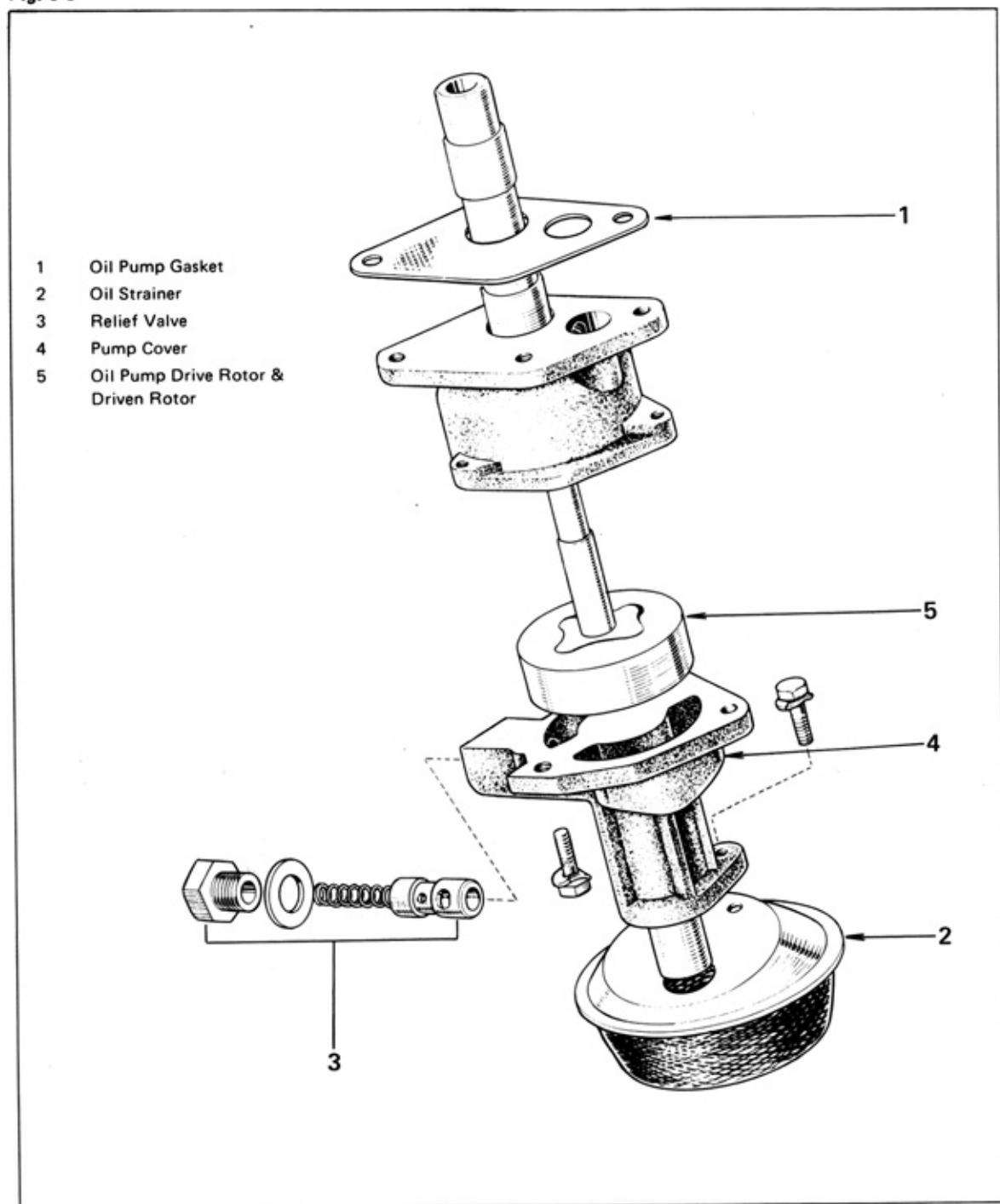


OIL PUMP

DISASSEMBLY (FOR 16R, 18R ENGINE)

Disassemble in numerical order.

Fig. 6-3



DISASSEMBLY (FOR 18R-G ENGINE)

Disassemble in numerical order.

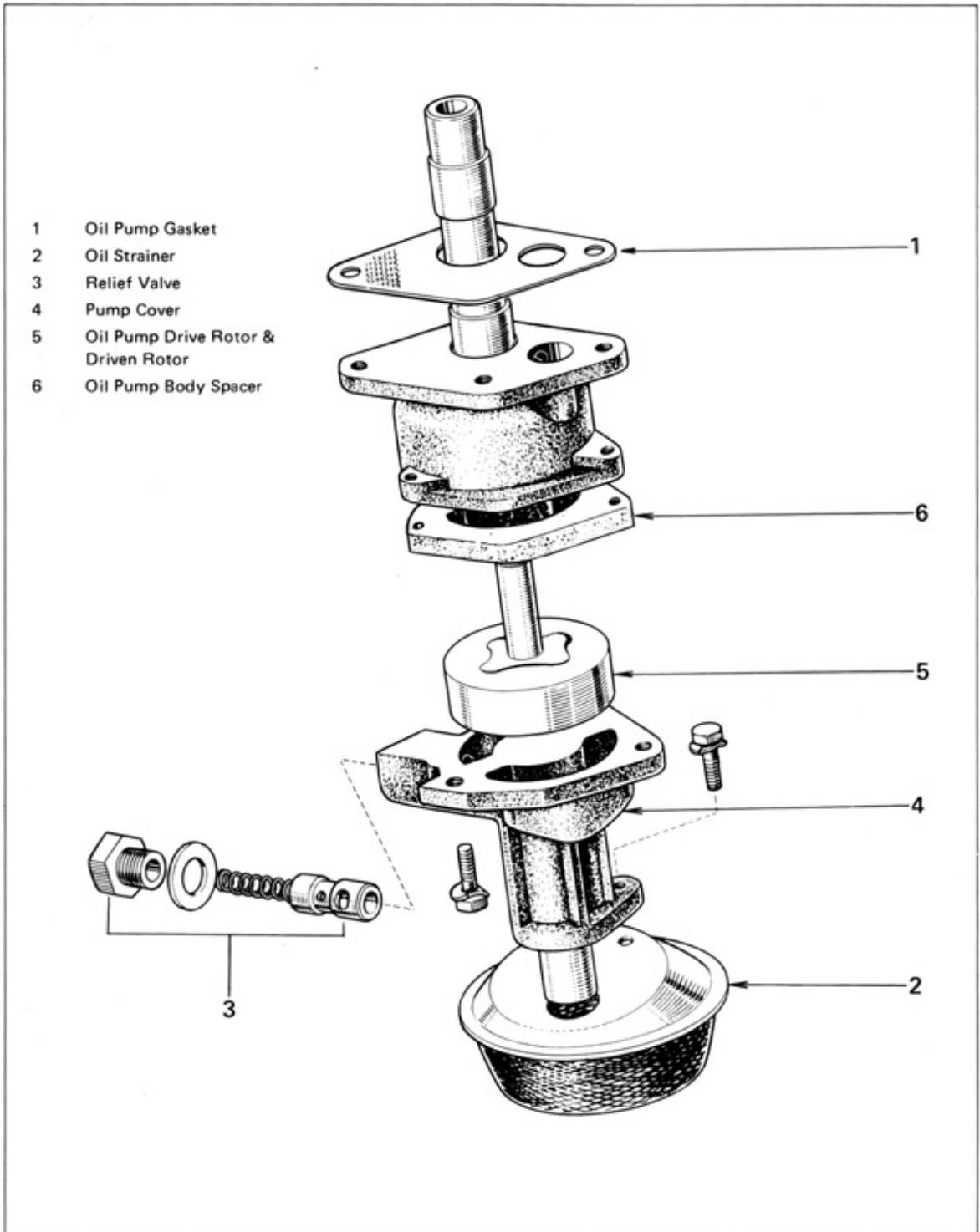
Fig. 6-4

Fig. 6-5

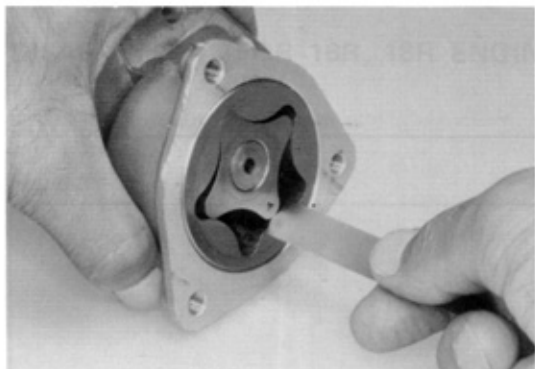


Fig. 6-6

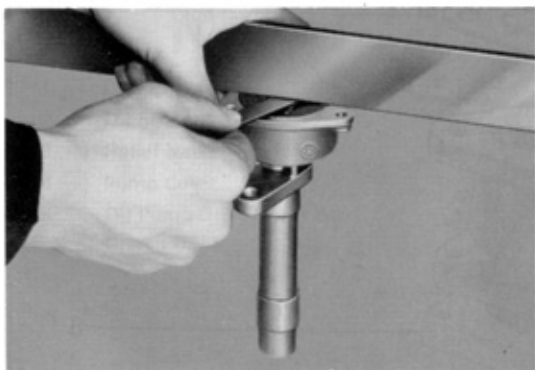


Fig. 6-7

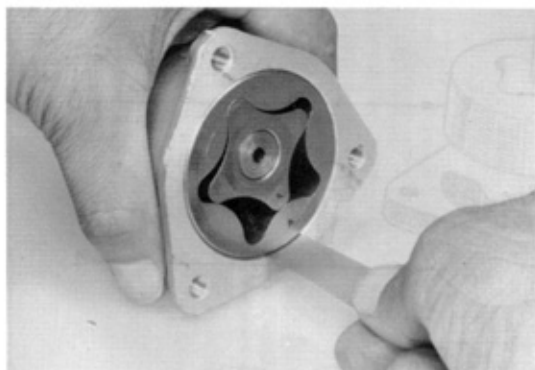
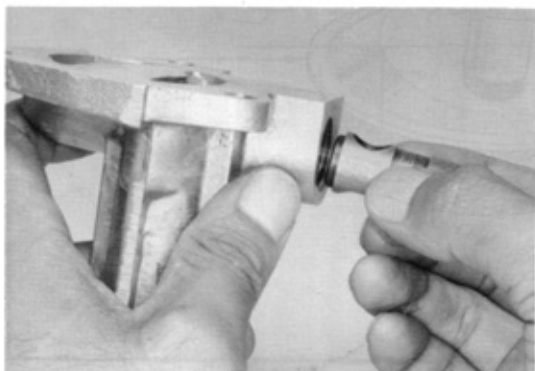


Fig. 6-8



INSPECTION



1. Measure the tip clearance. If it exceeds limit, replace the oil pump drive rotor set.

Limit**0.2 mm (0.008 in)****Standard****0.10–0.15 mm (0.0039–0.0059 in)**

2. Measure the side clearance (between rotor and cover). If it exceeds limit, replace either rotor or pump body.

Limit**0.15 mm (0.0059 in)****Standard****0.03–0.07 mm (0.0012–0.0028 in)**

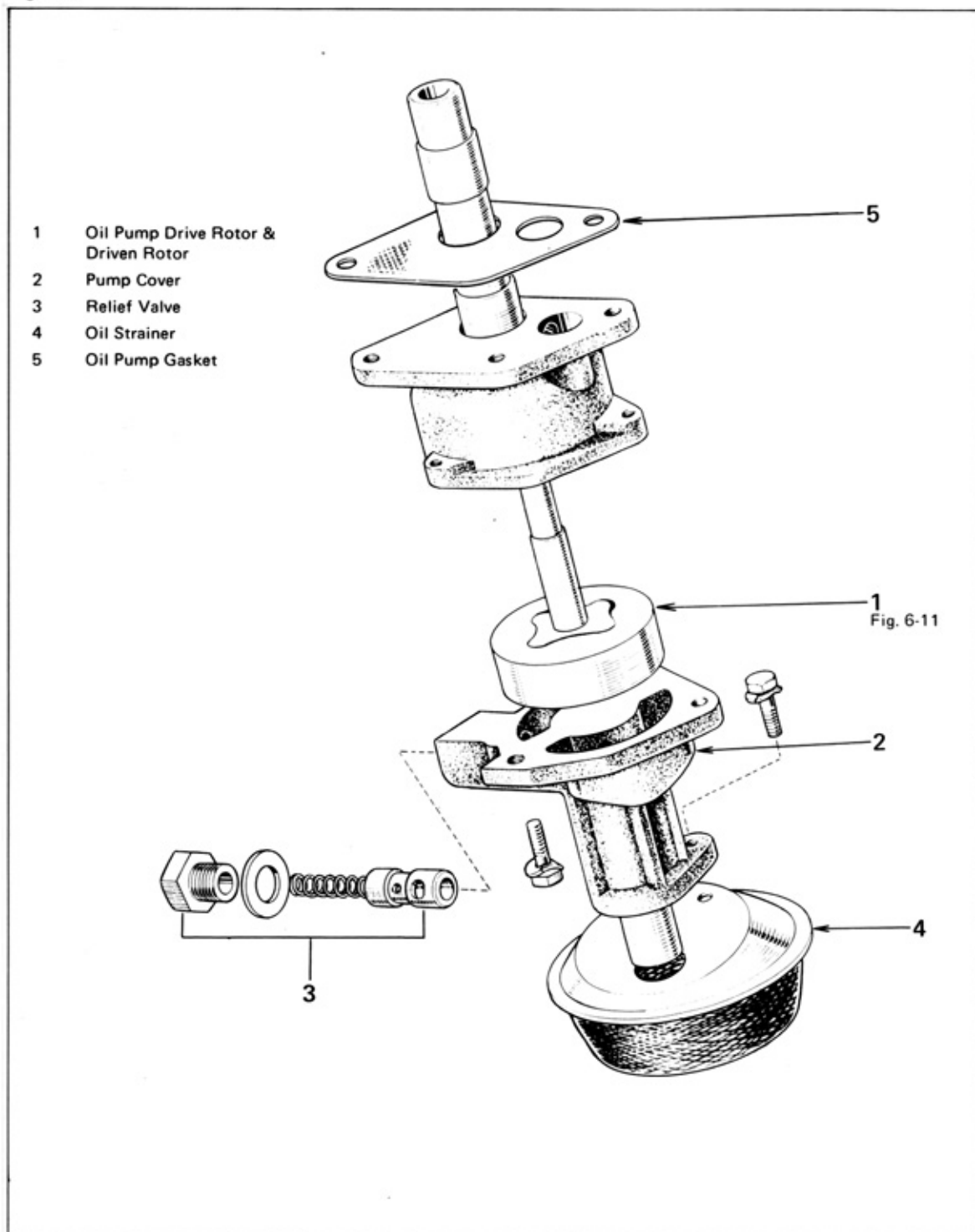
3. Measure the body clearance (between driven rotor and pump body). If it exceeds limit, replace either rotor or pump body.

Limit**0.2 mm (0.008 in)****Standard****0.10–0.16 mm (0.0039–0.0063 in)**

4. Inspect relief valve for scoring and wear. If damaged, replace valve or pump assembly.

ASSEMBLY (FOR 16R, 18R ENGINE)

Assemble in numerical order.

Fig. 6-9

ASSEMBLY (FOR 18R-G ENGINE)

Assemble in numerical order.

Fig. 6-10

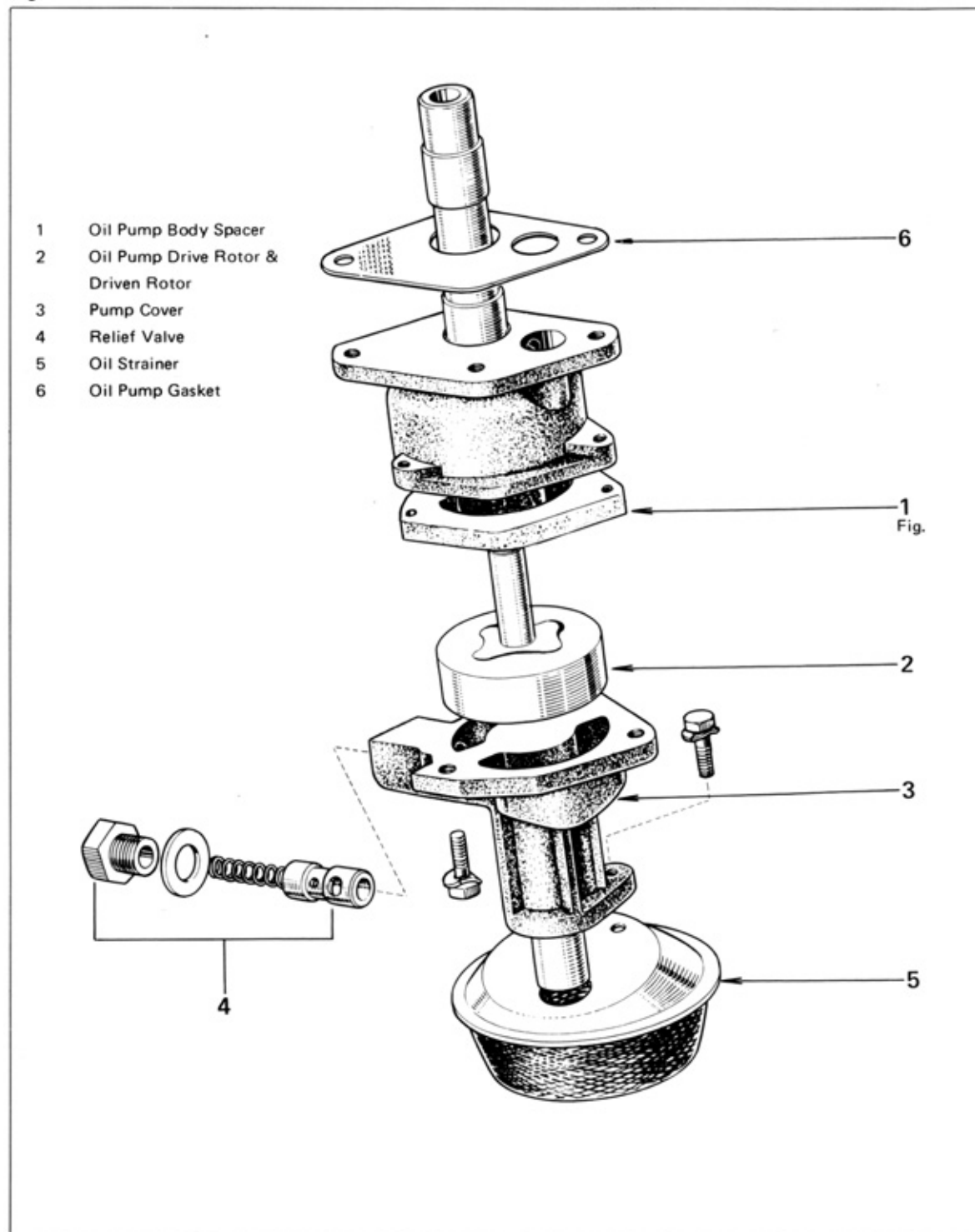
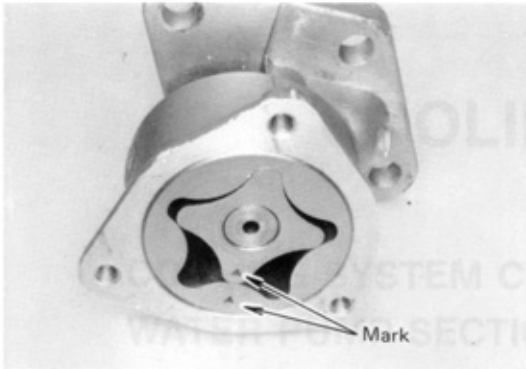


Fig. 6-11



Assemble the rotors so that the punch marks will be facing the pump cover.

Fig. 6-12



Check pump operation

Immerse the pump suction end into fresh engine oil, and turn the shaft clockwise with a screwdriver.

This should cause the oil to come out of discharge hole.

Close the discharge hole with thumb, and turn the shaft as before. Make sure that the shaft becomes heavy.

MEMO
