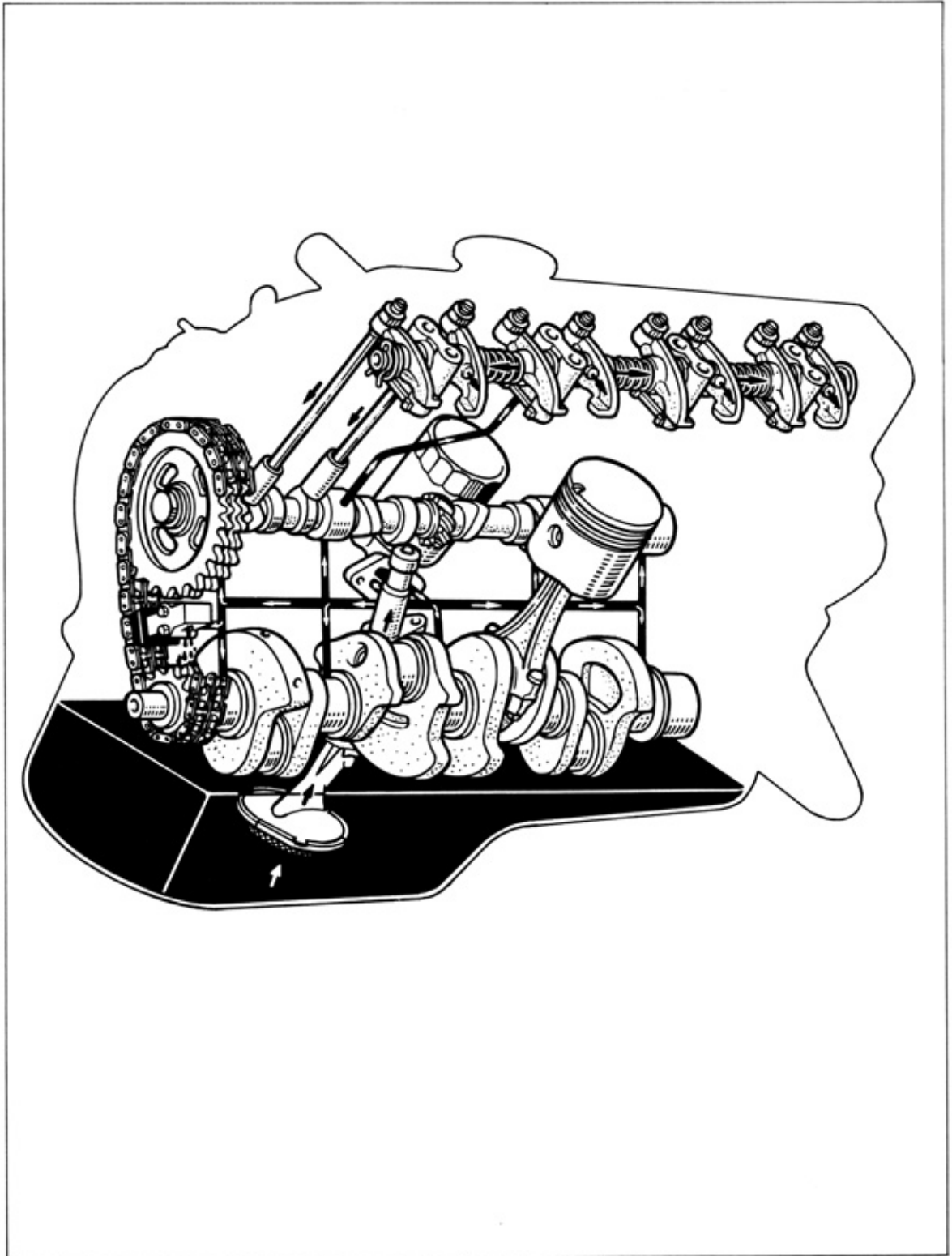


LUBRICATION SYSTEM

	Page
LUBRICATION SYSTEM CIRCUIT	4-2
OIL PUMP	4-3

LUBRICATION SYSTEM CIRCUIT

Fig. 4-1



OIL PUMP**DISASSEMBLY**

Disassemble the parts in the numerical order shown in the figure.

Fig. 4-2

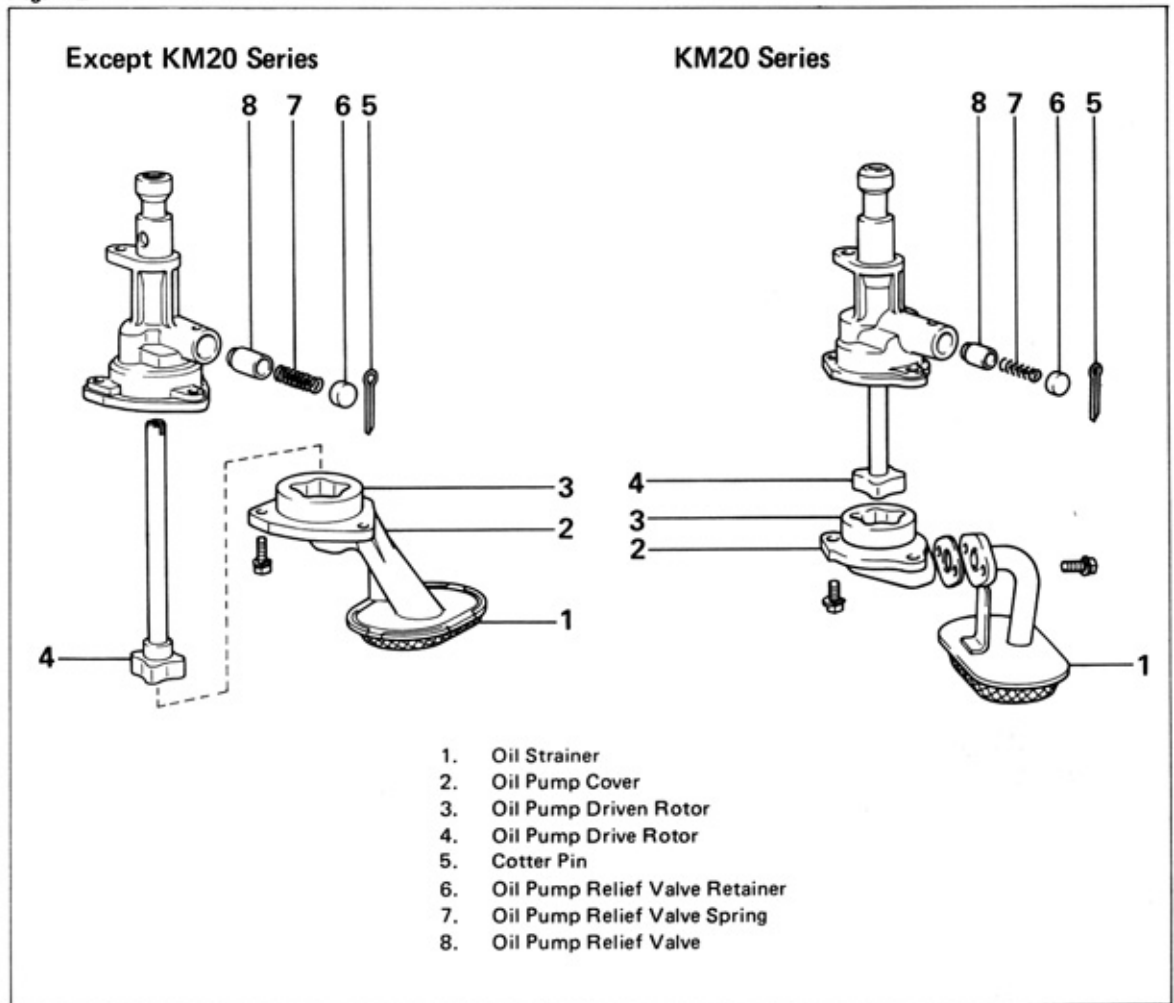
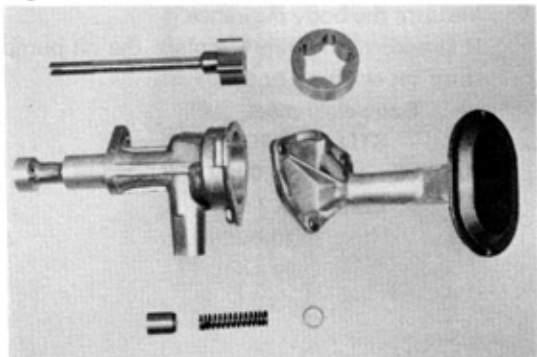
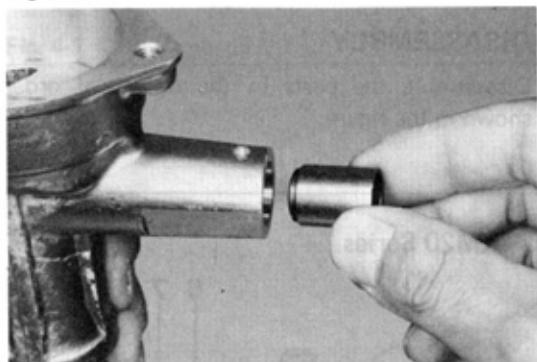


Fig. 4-3

**INSPECTION**

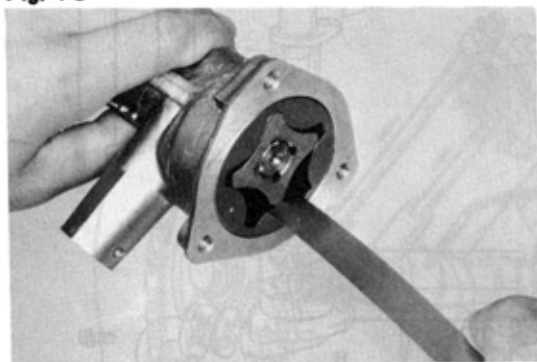
1. Check the disassembled parts for wear or damage.

Fig. 4-4



2. Check the relief valve for wear or scoring, and see if it slides smoothly.

Fig. 4-5

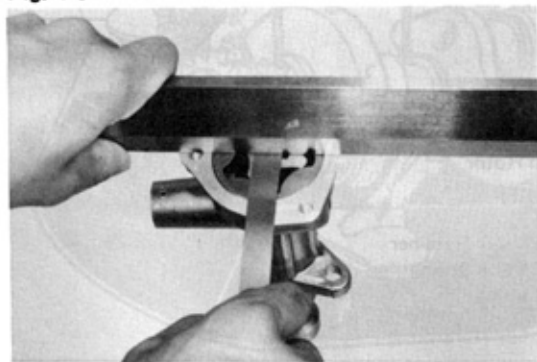


3. Measure the tip clearance. If it exceeds the limit, replace the oil pump rotor set.

Tip clearance:

STD	0.04 – 0.16 mm (0.0016 – 0.0063 in.)
Limit	0.2 mm (0.008 in.)

Fig. 4-6

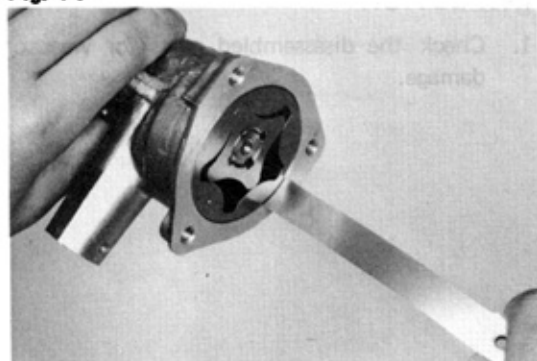


4. Measure the side clearance. If it exceeds the limit, replace the oil pump rotor set or pump body.

Side clearance:

STD	0.03 – 0.09 mm (0.0012 – 0.0035 in.)
Limit	0.15 mm (0.0059 in.)

Fig. 4-7



5. Measure the body clearance. If it exceeds the limit, replace the oil pump rotor set or pump body.

Body clearance:

STD	0.10 – 0.16 mm (0.0039 – 0.0063 in.)
Limit	0.2 mm (0.008 in.)

ASSEMBLY

Assemble the parts in the numerical order shown in the figure.

Fig. 4-8

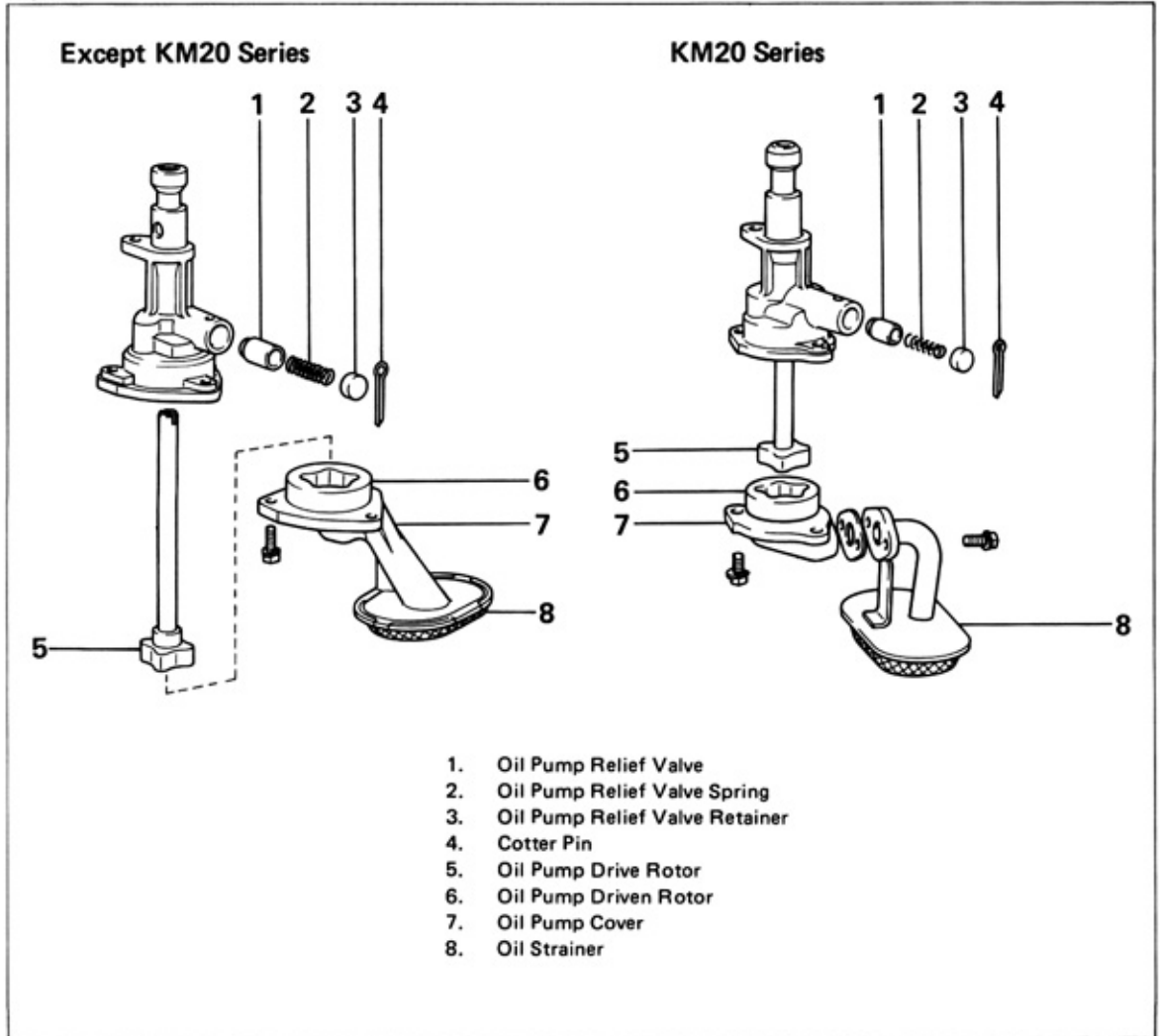
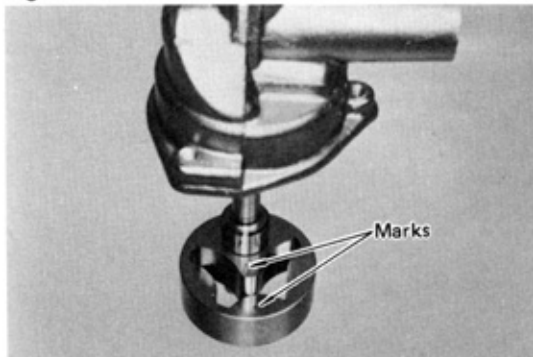
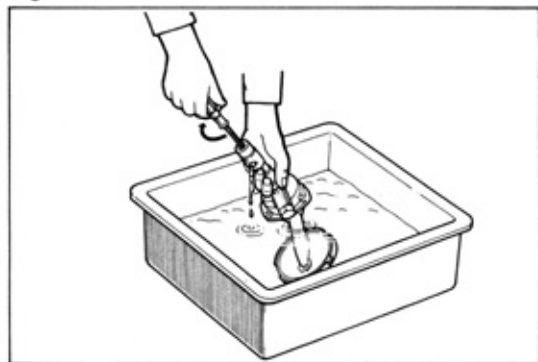


Fig. 4-9



Assemble the rotors so that the punch marks are facing the pump body (upward).

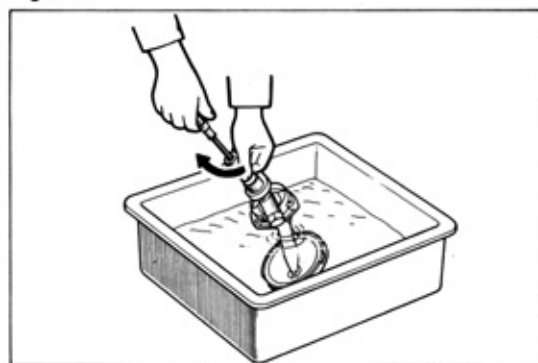
Fig. 4-10



Check the oil pump operation.

1. After assembling, immerse the pump suction end into clean engine oil, and turn the pump shaft clockwise with a screwdriver until oil comes out from the discharge hole.

Fig. 4-11



2. Close the discharge hole with your thumb, and check to see if the pump shaft rotational resistance increases when turned further.

MEMO
