

INSPECTION

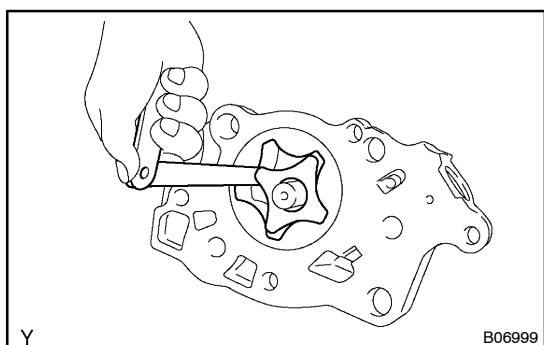
1. INSPECT RELIEF VALVE

Coat the valve with engine oil and check if it falls smoothly into the valve hole by its own weight.

If it doesn't, replace the relief valve. If necessary, replace the oil pump assembly.

2. INSPECT DRIVE AND DRIVEN ROTORS

(a) Place the drive and driven rotors into the oil pump body. (See [page LU-14](#))



(b) Inspect the rotors for tip clearance.

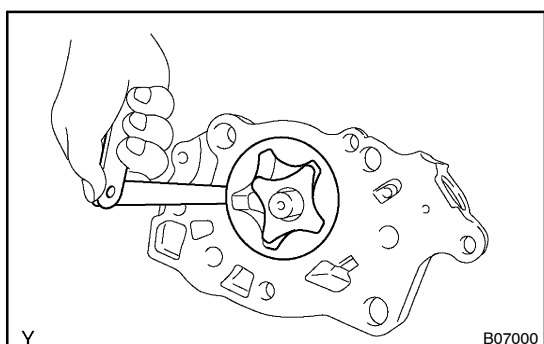
Using a feeler gauge, measure the clearance between the drive and driven rotor tips.

Standard tip clearance:

0.04 – 0.16 mm (0.0016 – 0.0063 in.)

Maximum tip clearance: 0.20 mm (0.0079 in.)

If the tip clearance is greater than maximum, replace the rotors as a set.



(c) Inspect the rotors for body clearance.

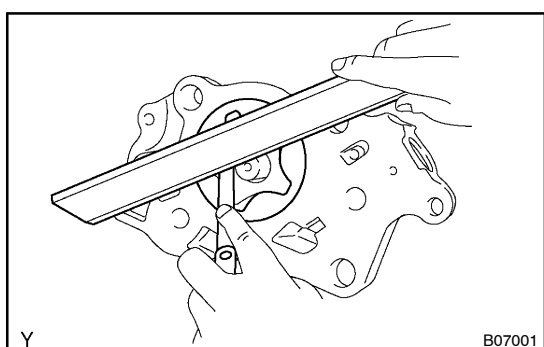
Using a feeler gauge, measure the clearance between the driven rotor and body.

Standard body clearance:

0.10 – 0.16 mm (0.0039 – 0.0063 in.)

Maximum body clearance: 0.20 mm (0.0079 in.)

If the body clearance is greater than maximum, replace the rotors as a set. If necessary, replace the oil pump assembly.



(d) Inspect the rotors for side clearance.

Using a feeler gauge and precision straight edge, measure the clearance between the rotors and precision straight edge.

Standard side clearance:

0.03 – 0.09 mm (0.0012 – 0.0035 in.)

Maximum side clearance: 0.15 mm (0.0059 in.)

If the side clearance is greater than maximum, replace the rotors as a set. If necessary, replace the oil pump assembly.