

Cylinder Block

MECHANICAL

21. Cylinder Block

A: REMOVAL

NOTE:

Before conducting this procedure, drain the engine oil completely.

1) Remove the intake manifold. <Ref. to FU(H4SO)-12, REMOVAL, Intake Manifold.>

2) Remove the V-belts. <Ref. to ME(H4SO)-37, REMOVAL, V-belt.>

3) Remove the crank pulley. <Ref. to ME(H4SO)-39, REMOVAL, Crank Pulley.>

4) Remove the timing belt cover. <Ref. to ME(H4SO)-40, REMOVAL, Timing Belt Cover.>

5) Remove the timing belt. <Ref. to ME(H4SO)-41, REMOVAL, Timing Belt.>

6) Remove the cam sprocket. <Ref. to ME(H4SO)-46, REMOVAL, Cam Sprocket.>

7) Remove the crank sprocket. <Ref. to ME(H4SO)-47, REMOVAL, Crank Sprocket.>

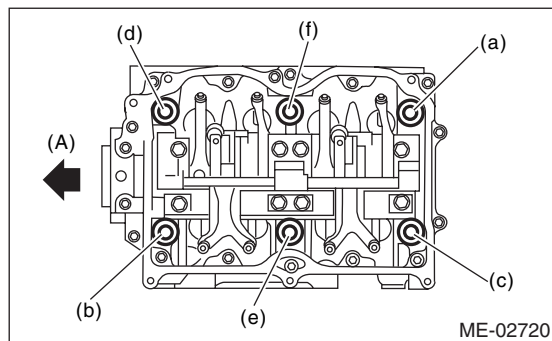
8) Remove the generator and A/C compressor with their brackets.

9) Remove the rocker cover.

10) Remove the cylinder head bolts in alphabetical order shown in the figure.

NOTE:

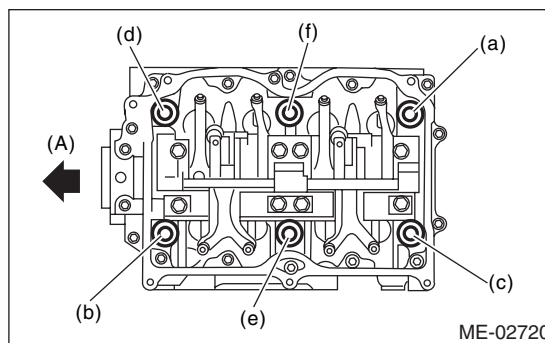
Leave bolts (a) and (d) engaged by three or four threads to prevent the cylinder head from falling.



(A) Front side

11) While tapping the cylinder head with a plastic hammer, separate it from cylinder block.

12) Remove the bolts (a) and (d) to remove cylinder head.



(A) Front side

13) Remove the cylinder head gasket.

NOTE:

Do not scratch the mating surface of cylinder head and cylinder block.

14) Similarly, remove the right side cylinder head.

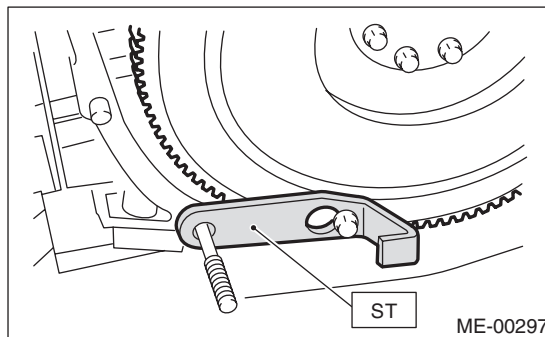
15) Remove the clutch cover. (MT model)

16) Remove the flywheel (MT model) or drive plate (AT model).

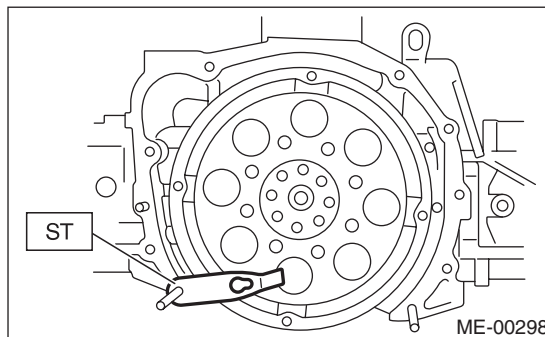
Using the ST, lock the crankshaft.

ST 498497100 CRANKSHAFT STOPPER

- MT model



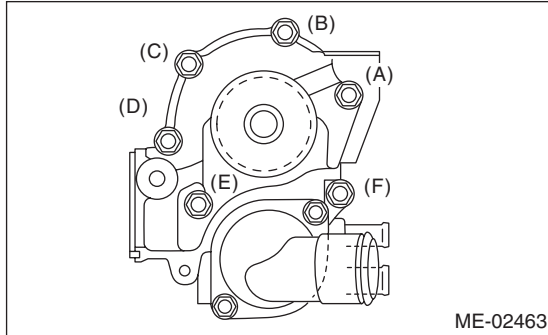
- AT model



17) Remove the oil separator cover.

18) Remove the water by-pass pipe for heater.

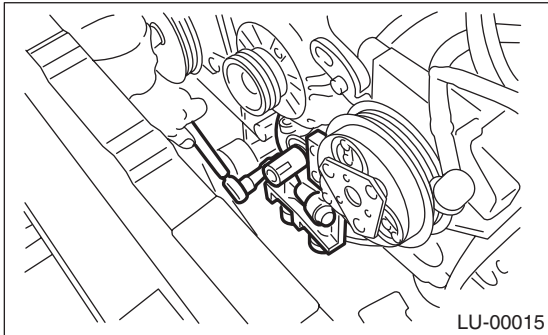
19) Remove the water pump after loosening the bolts in alphabetical sequence as shown in the figure.



20) Remove the bolts which install oil pump onto cylinder block.

NOTE:

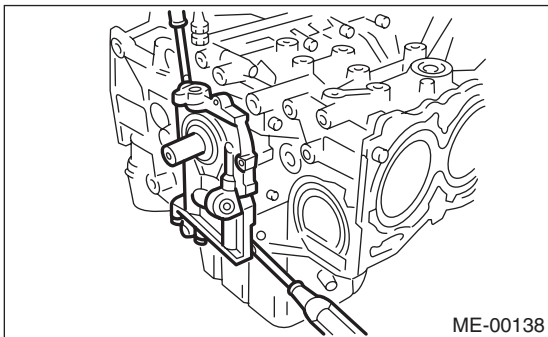
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



21) Remove the oil pump from cylinder block using a flat tip screwdriver.

CAUTION:

Be careful not to scratch the mating surface of cylinder block and oil pump.



22) Remove the oil pan.

(1) Set the part so that the cylinder block (LH) is on the upper side.

(2) Remove the bolts which secure oil pan to cylinder block.

(3) Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

CAUTION:

Do not use a screwdriver or similar tools in place of oil pan cutter.

23) Remove the oil strainer stay.

24) Remove the oil strainer.

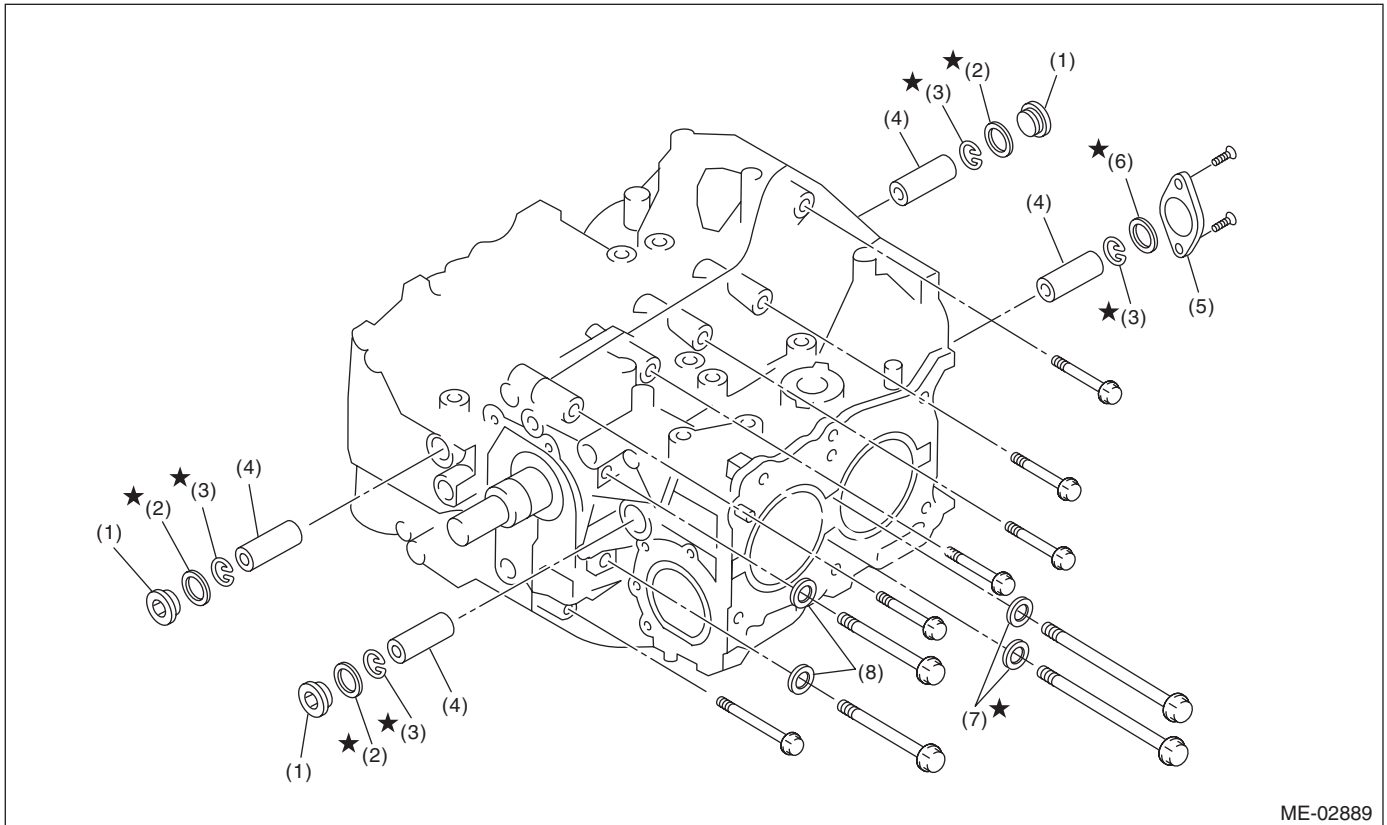
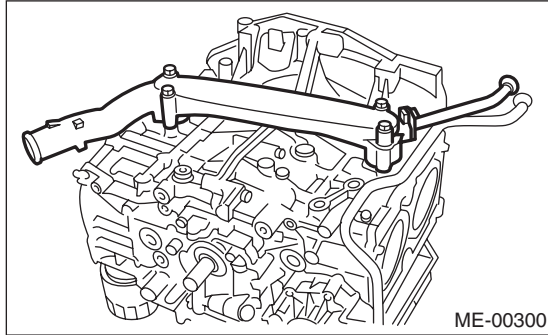
25) Remove the baffle plate.

26) Remove the oil filter. <Ref. to LU(H4SO)-19, REMOVAL, Engine Oil Filter.>

Cylinder Block

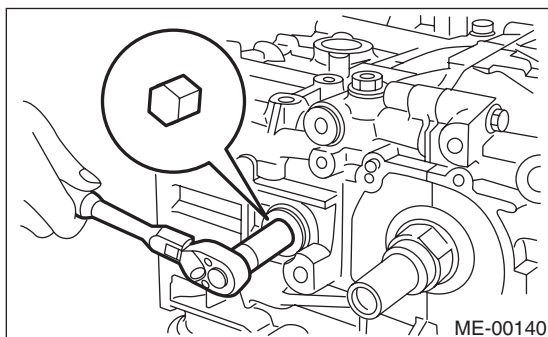
MECHANICAL

27) Remove the water pipe.



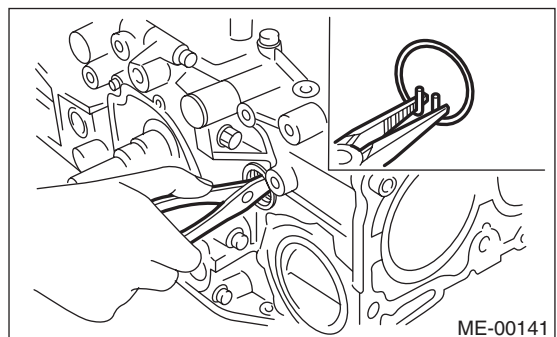
- | | | |
|-----------------------|------------------------|-----------------|
| (1) Service hole plug | (4) Piston pin | (7) Seal washer |
| (2) Gasket | (5) Service hole cover | (8) Washer |
| (3) Snap ring | (6) O-ring | |

28) Remove the service hole plug using a hexagon wrench (14 mm).



29) Remove the service hole cover.

30) Rotate the crankshaft to bring #1 and #2 pistons to bottom dead center position, then remove the piston snap ring through service hole of #1 and #2 cylinders.



Cylinder Block

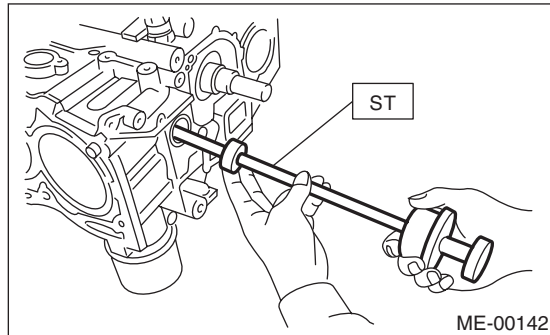
MECHANICAL

31) Draw out the piston pin from #1 and #2 pistons using ST.

ST 499097700 PISTON PIN REMOVER

NOTE:

Be careful not to confuse the original combination of piston, piston pin and cylinder.



32) Similarly remove the piston pins from #3 and #4 pistons.

33) Remove the cylinder block connecting bolt on the RH side.

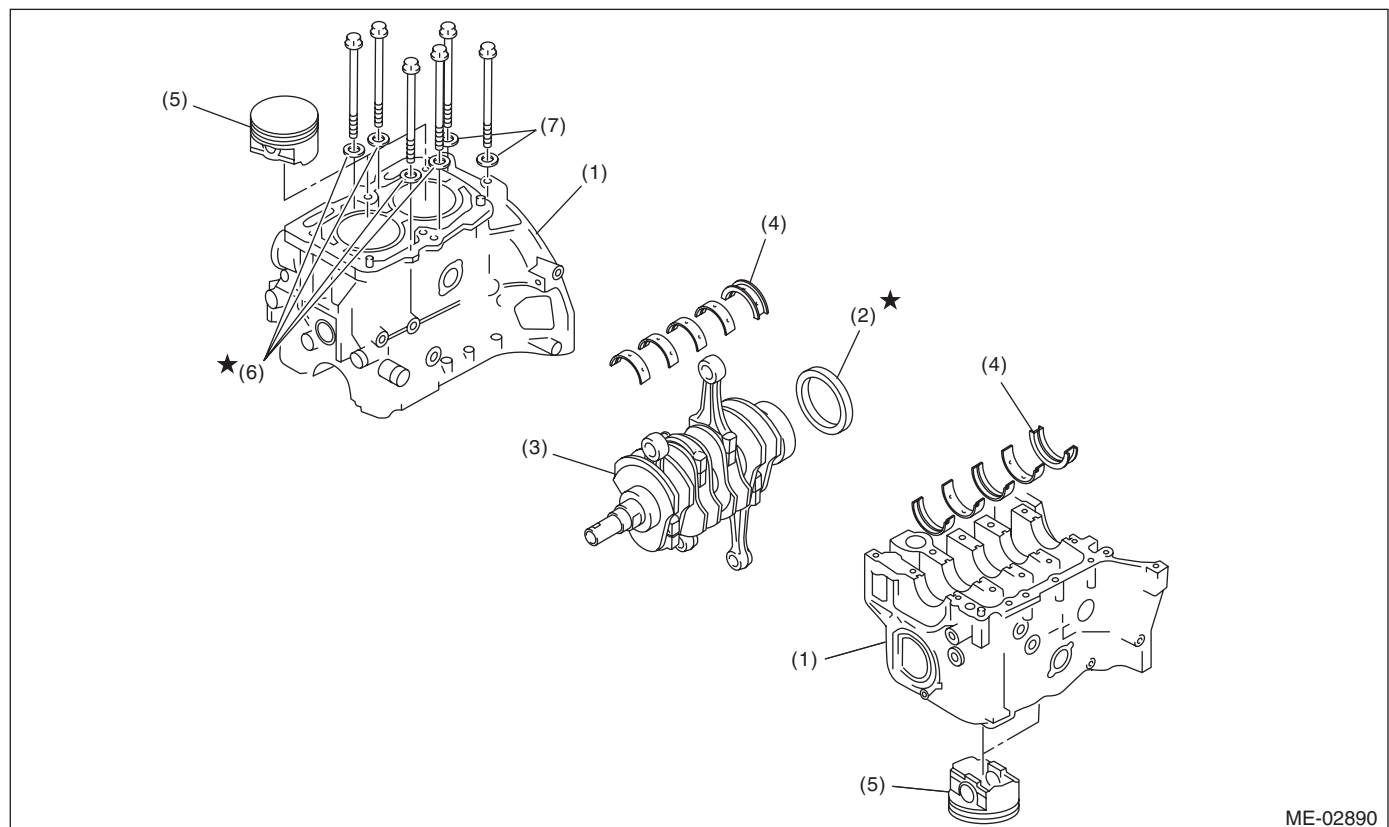
34) Loosen the cylinder block connecting bolt on the LH side by 2-3 turns.

35) Set the part so that the cylinder block (LH) is on the upper side, and remove the cylinder block connecting bolt.

36) Separate the cylinder block (RH) and (LH).

NOTE:

When separating the cylinder block, do not allow the connecting rod to fall or damage the cylinder block.



(1) Cylinder block

(2) Rear oil seal

(3) Crankshaft

(4) Crankshaft bearing

(5) Piston

(6) Seal washer

(7) Washer

37) Remove the rear oil seal.

38) Remove the crankshaft along with the connecting rods.

39) Remove the crankshaft bearings from cylinder block using a hammer handle.

NOTE:

Do not confuse the combination of crankshaft bearings. Press the bearing at the end opposite to locking lip.

40) Draw out each piston from cylinder block using wooden bar or hammer handle.

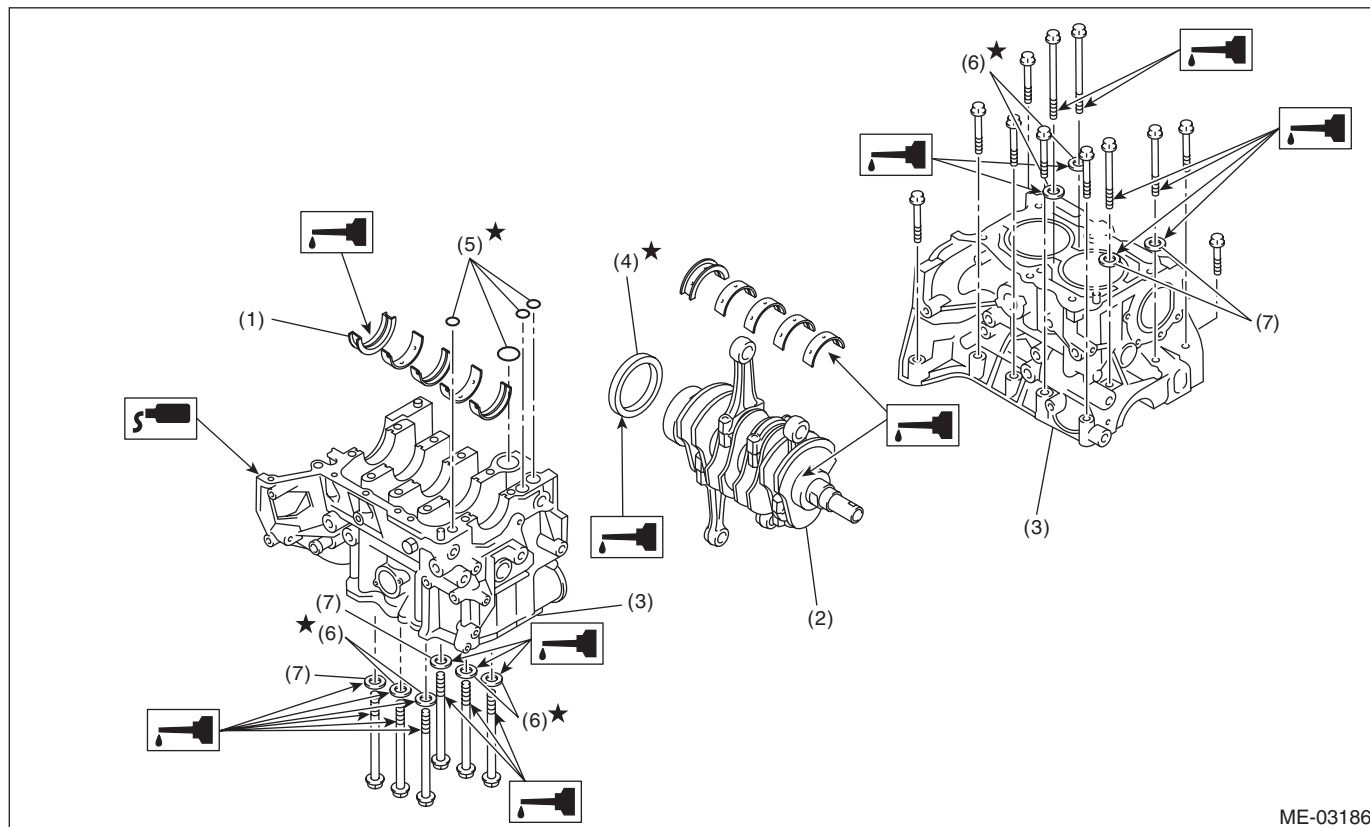
NOTE:

Do not confuse the combination of piston and cylinder.

Cylinder Block

MECHANICAL

B: INSTALLATION



- | | | |
|------------------------|-------------------|-----------------|
| (1) Crankshaft bearing | (4) Rear oil seal | (6) Seal washer |
| (2) Crankshaft | (5) O-ring | (7) Washer |
| (3) Cylinder block | | |

1) Remove oil on the mating surface of cylinder block before installation. Apply a coat of engine oil to the bearing and crankshaft journal.

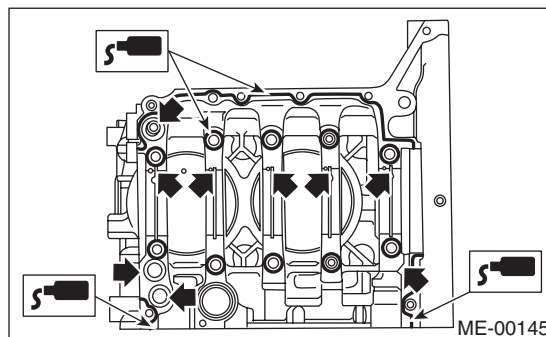
2) Position the crankshaft and O-ring on the cylinder block (RH).

3) Apply liquid gasket to the mating surfaces of cylinder block (RH), and position the cylinder block (LH).

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent

NOTE:

Do not allow liquid gasket to jut into O-ring grooves, oil passages, bearing grooves, etc.



4) Apply a coat of engine oil to the washer and bolt thread.

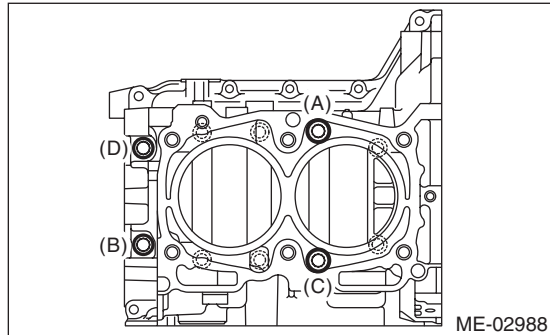
NOTE:

Use a new seal washer.

5) Tighten the 10 mm cylinder block connecting bolts on the LH side (A — D) in alphabetical order.

Tightening torque:

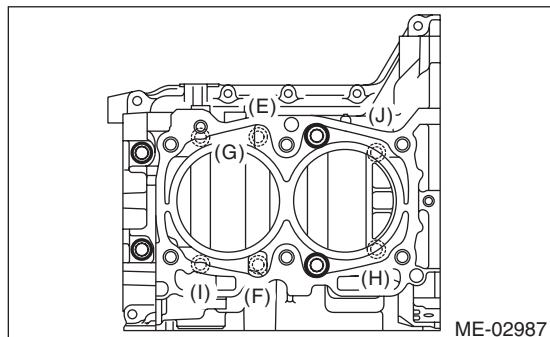
10 N·m (1.0 kgf·m, 7.2 ft·lb)



6) Tighten the 10 mm cylinder block connecting bolts on the RH side (E — J) in alphabetical order.

Tightening torque:

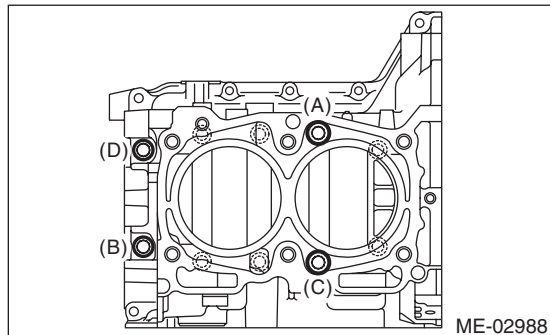
10 N·m (1.0 kgf·m, 7.2 ft·lb)



7) Tighten the LH side cylinder block connecting bolts (A — D) further in alphabetical order.

Tightening torque:

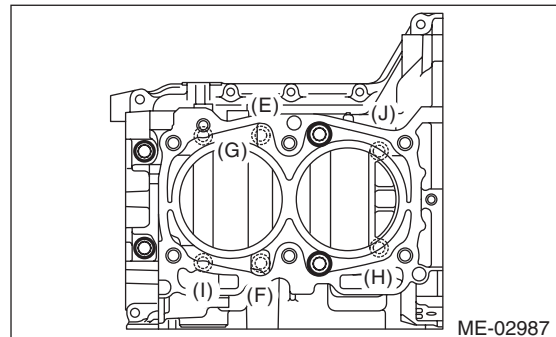
18 N·m (1.8 kgf·m, 13 ft·lb)



8) Tighten the RH side cylinder block connecting bolts (E — J) further in alphabetical order.

Tightening torque:

18 N·m (1.8 kgf·m, 13 ft·lb)



9) Tighten the LH side cylinder block connecting bolts (A — D) further in alphabetical order.

- (A), (C): Angle tightening

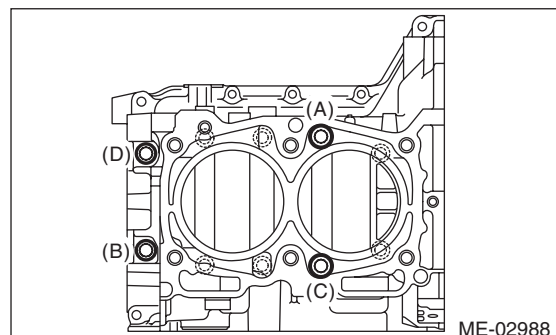
Tightening angle:

90°

- (B), (D): Torque tightening

Tightening torque:

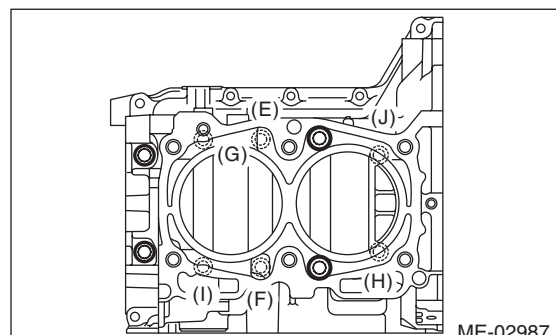
40 N·m (4.1 kgf·m, 29.6 ft·lb)



10) Tighten the RH side cylinder block connecting bolts (E — J) in alphabetical order.

Tightening angle:

90°



Cylinder Block

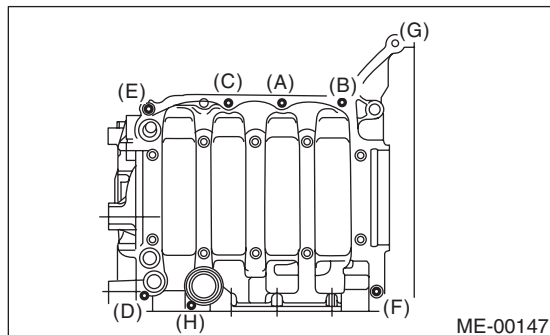
MECHANICAL

11) Tighten the 8 mm and 6 mm cylinder block connecting bolts on LH side (A — H) in alphabetical sequence.

Tightening torque:

(A) — (G): 25 N·m (2.5 kgf·m, 18.1 ft·lb)

(H): 6.4 N·m (0.65 kgf·m, 4.7 ft·lb)



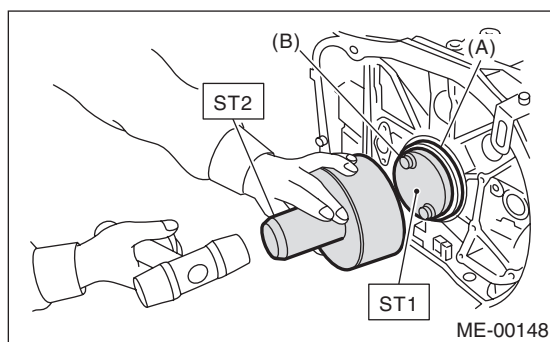
12) Apply a coat of engine oil to the oil seal periphery, then install the rear oil seal using ST1 and ST2.

NOTE:

Use new rear oil seal.

ST1 499597100 OIL SEAL GUIDE

ST2 499587200 OIL SEAL INSTALLER



(A) Rear oil seal

(B) Flywheel attaching bolt

13) Position the top ring gap at (A) or (B) in the figure.

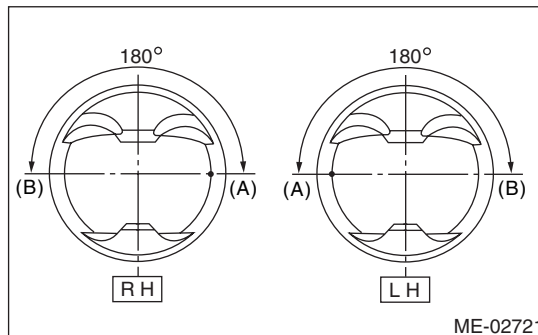
NOTE:

Assemble so that the piston ring mark "R" faces the top side of the piston.

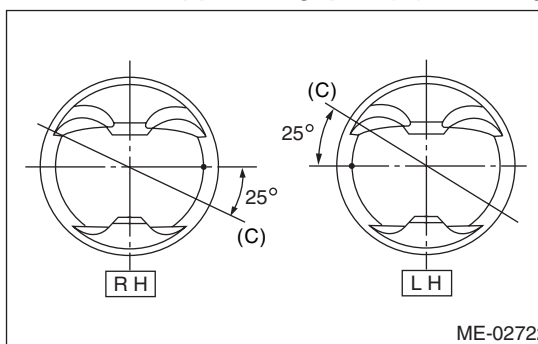
14) Position the second ring gap at 180° on the reverse side the top ring gap.

NOTE:

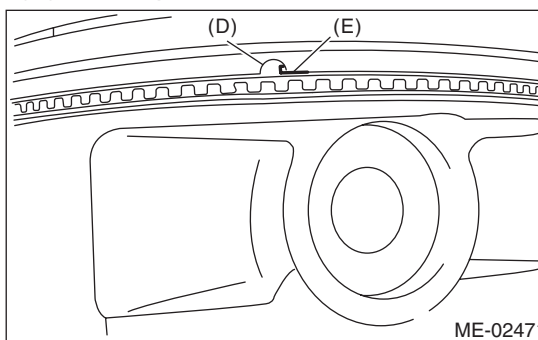
Assemble so that the piston ring mark "R" faces the top side of the piston.



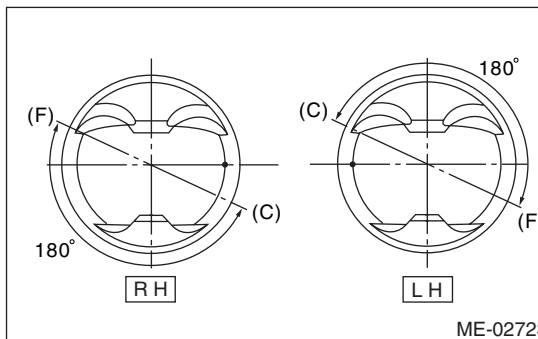
15) Position the upper rail gap at (C) in the figure.



16) Align the upper rail spin stopper (E) to the side hole (D) on the piston.



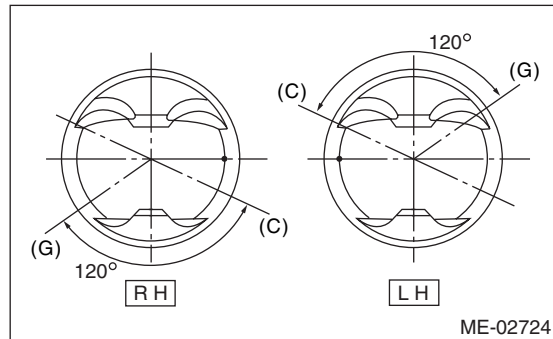
17) Position the expander gap at (F) in the figure.



Cylinder Block

MECHANICAL

18) Position the lower rail gap at (G) in the figure.



NOTE:

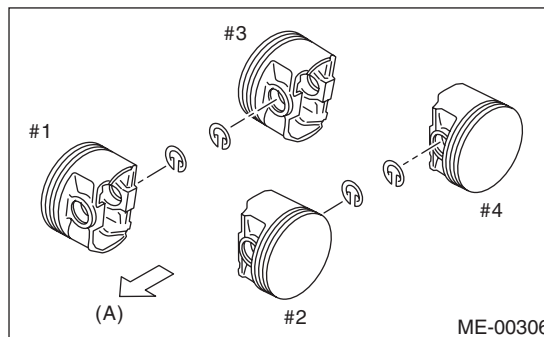
- Make sure ring gaps do not face the same direction.
- Make sure ring gaps are not within the piston skirt area.

19) Install the snap ring.

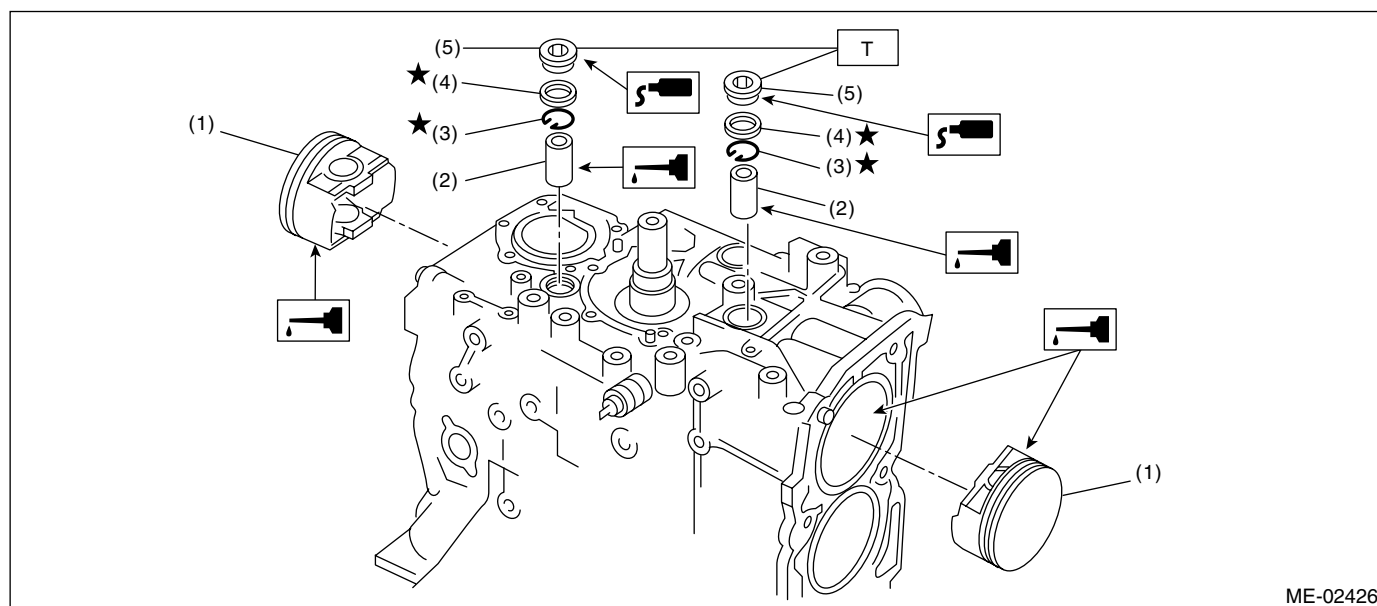
Before installing the piston to the cylinder block, install the snap rings to the piston holes on the opposite side of the service holes on the cylinder block.

NOTE:

Use new snap rings.



(A) Front side



- | | |
|----------------|-----------------------|
| (1) Piston | (4) Gasket |
| (2) Piston pin | (5) Service hole plug |
| (3) Snap ring | |

Tightening torque: N·m (kgf·m, ft·lb)

T: 70 (7.1, 50.6)

20) Install the piston.

(1) Set the parts so that the #1 and #2 cylinders are on the upper side.

(2) Using the ST1, turn the crankshaft so that #1 and #2 connecting rods are set at bottom dead center.

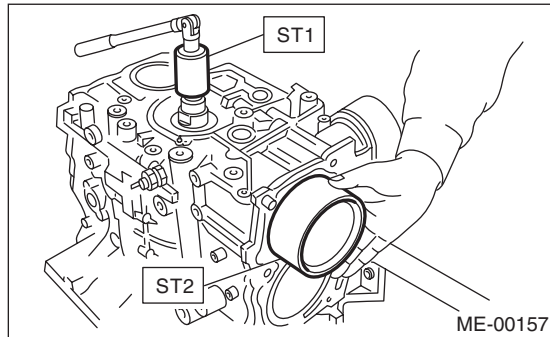
ST1 499987500 CRANKSHAFT SOCKET

Cylinder Block

MECHANICAL

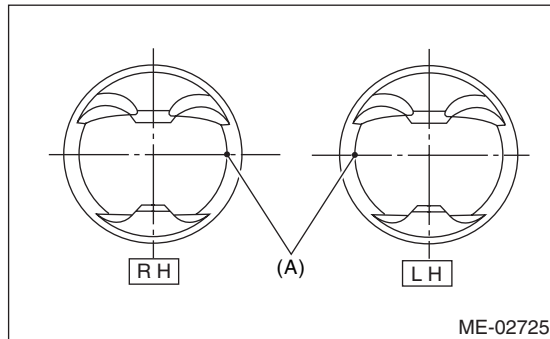
(3) Apply a coat of engine oil to the pistons and cylinders and insert pistons in their cylinders using ST2.

ST2 498747300 PISTON GUIDE



CAUTION:

Piston front mark faces towards the front of engine.

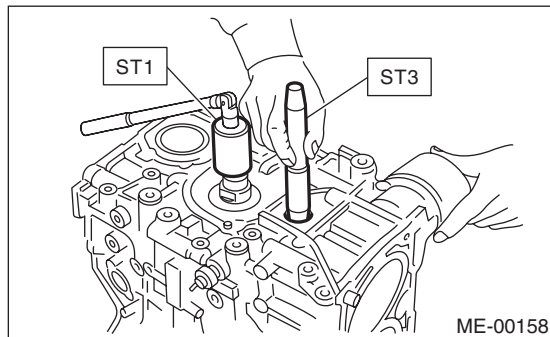


(A) Front mark

21) Install the piston pin.

(1) Apply a coat of engine oil to ST3.
(2) Insert ST3 into the service hole to align piston pin hole with connecting rod small end.

ST3 499017100 PISTON PIN GUIDE

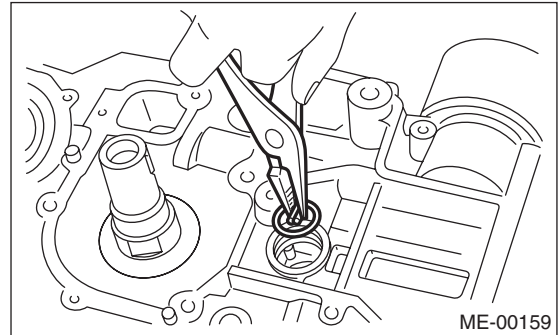


(3) Apply a coat of engine oil to piston pin, and insert the piston pin into piston and connecting rod through service hole.

(4) Install the snap ring.

NOTE:

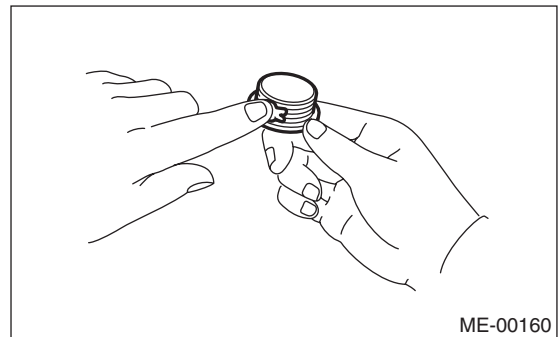
Use new snap rings.



(5) Apply liquid gasket to the threaded portion of the service hole plug.

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent



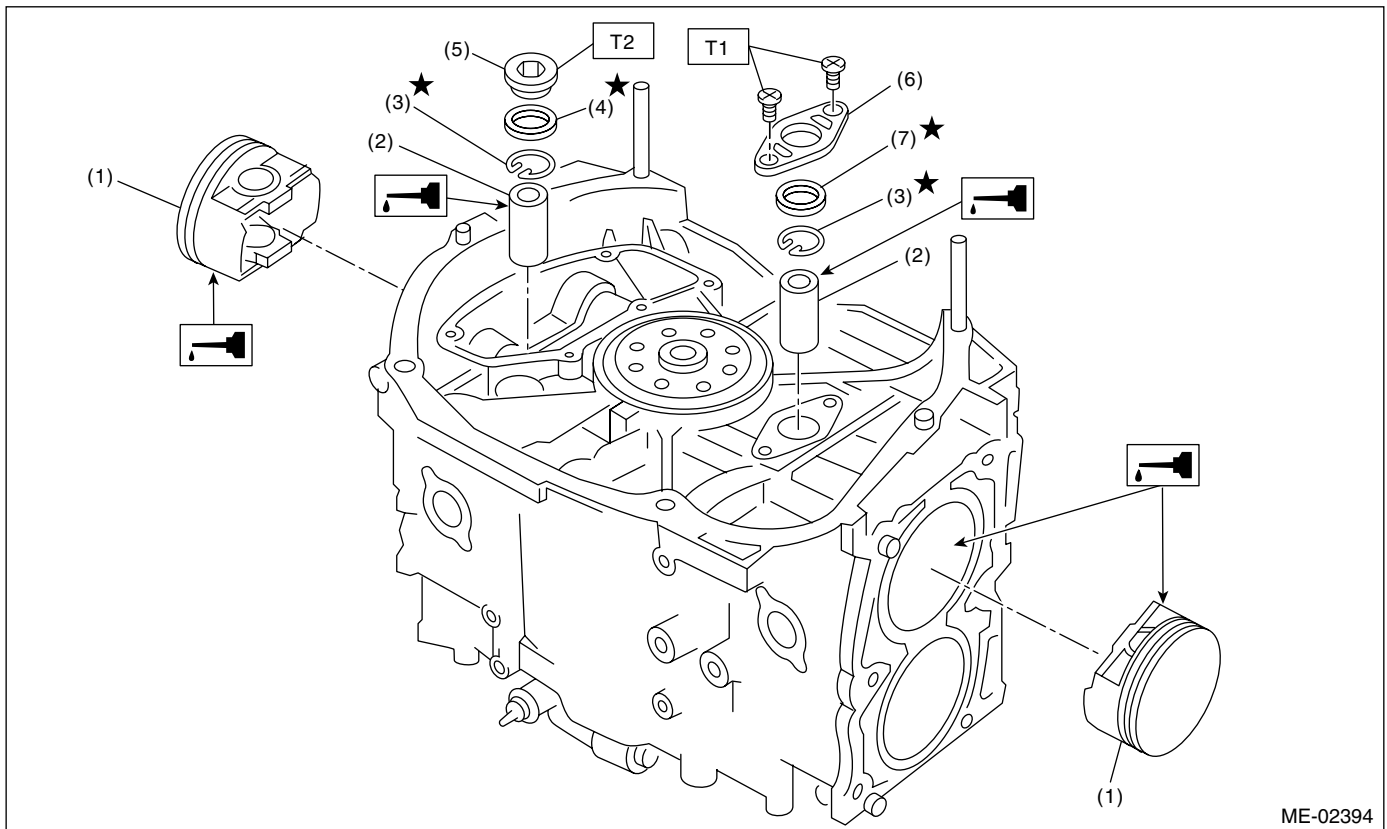
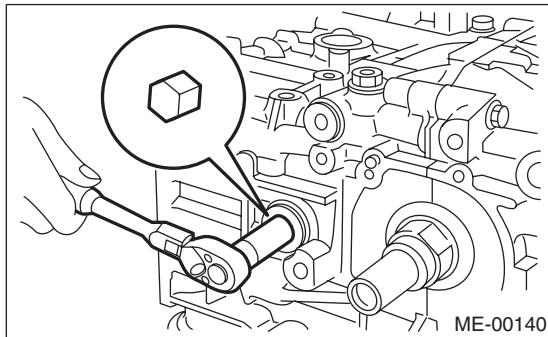
Cylinder Block

MECHANICAL

(6) Install the service hole plug and gasket.

NOTE:

Use a new gasket.



- | | |
|----------------|------------------------|
| (1) Piston | (5) Service hole plug |
| (2) Piston pin | (6) Service hole cover |
| (3) Snap ring | (7) O-ring |
| (4) Gasket | |

Tightening torque: N·m (kgf·m, ft·lb)

T1: 6.4 (0.65, 4.7)

T2: 70 (7.1, 50.6)

(7) Set the parts so that the #3 and #4 cylinders are on the upper side. Following the same procedures as used for #1 and #2 cylinders, install the pistons and piston pins.

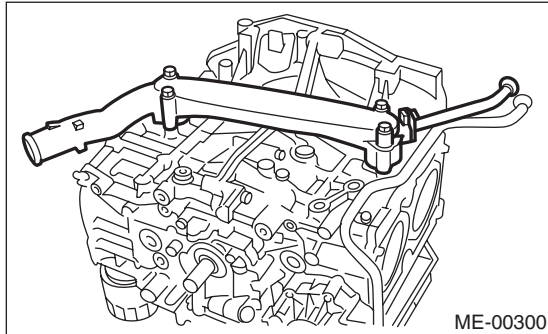
Cylinder Block

MECHANICAL

22) Install the water pipe.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



23) Install the baffle plate.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

24) Install the O-ring to the oil strainer, then install it to the cylinder block.

Tightening torque:

10 N·m (1.0 kgf-m, 7.4 ft-lb)

25) Install the oil strainer stay.

Tighten the oil strainer together with the baffle plate.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

26) Apply liquid gasket to the mating surfaces, and install the oil pan.

NOTE:

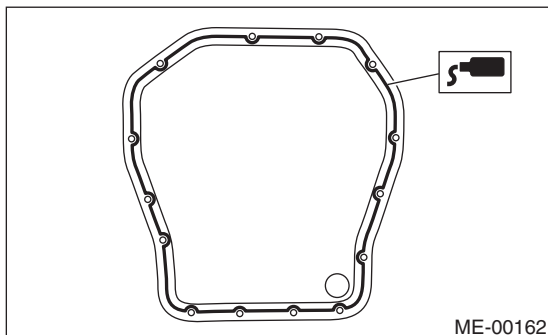
Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1207C (Part No. 004403012) or equivalent

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)



27) Apply liquid gasket to the mating surfaces and the threaded portion of bolt (A) shown in the figure (when reusing the bolt), and then install the oil separator cover.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

• **Mating surface**

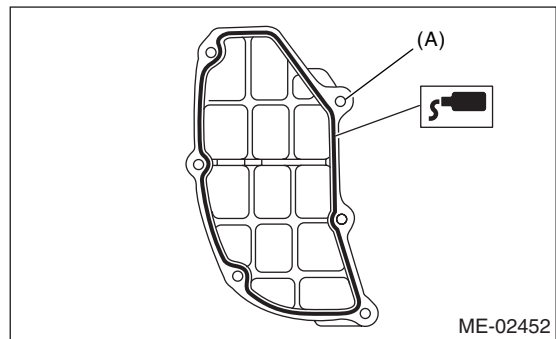
THREE BOND 1217G or equivalent

• **(A) bolt threads (when reusing bolts)**

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



28) Install the flywheel. (MT model)

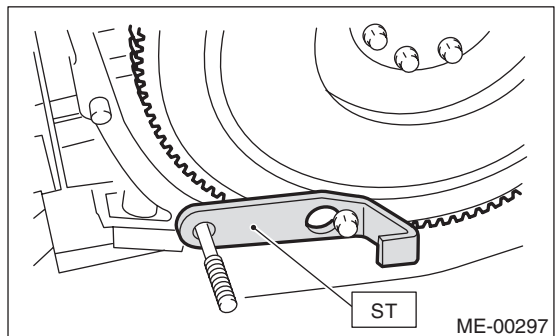
<Ref. to CL-16, INSTALLATION, Flywheel.>

To lock the crankshaft, use the ST.

ST 498497100 CRANKSHAFT STOPPER

Tightening torque:

72 N·m (7.3 kgf-m, 52.8 ft-lb)



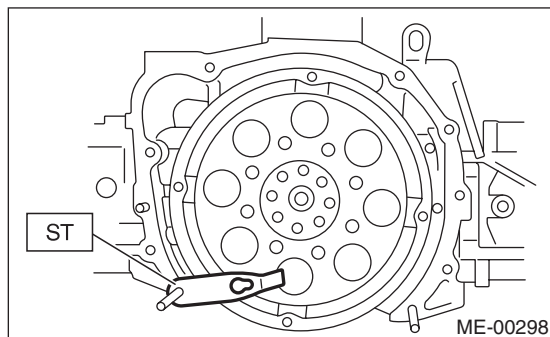
Cylinder Block

MECHANICAL

- 29) Install the drive plate. (AT model)
To lock the crankshaft, use the ST.
ST 498497100 CRANKSHAFT STOPPER

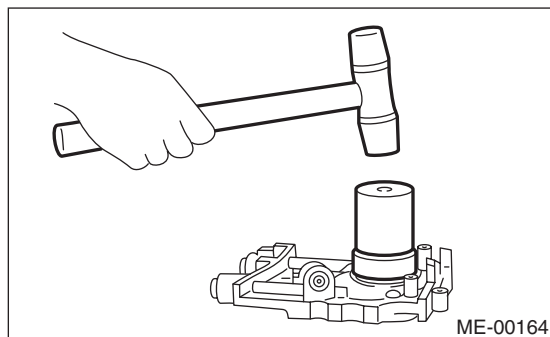
Tightening torque:

72 N·m (7.3 kgf·m, 52.8 ft·lb)



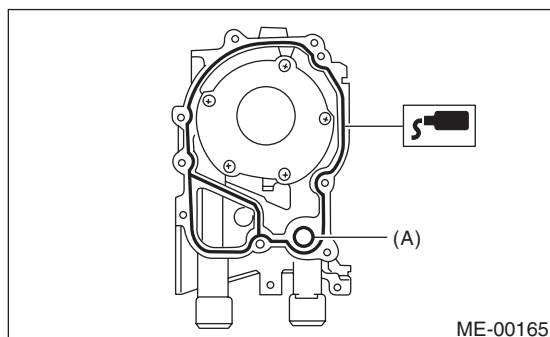
- 30) Install the clutch cover. (MT model)
31) Installation of oil pump:
(1) Replace the front oil seal with a new part using ST.

ST 499587100 OIL SEAL INSTALLER



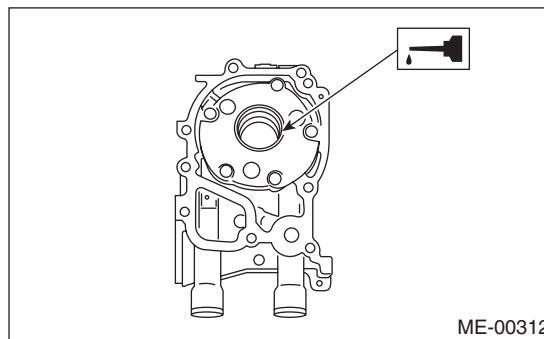
- (2) Apply liquid gasket to the matching surface of oil pump.

Liquid gasket:
THREE BOND 1215 (Part No. 004403007) or equivalent



(A) O-ring

- (3) Apply a coat of engine oil to the inside of oil seal.



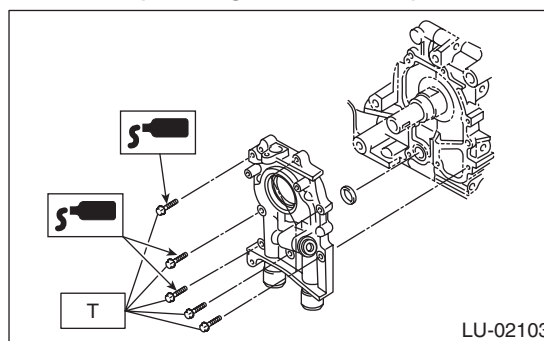
- (4) Install the oil pump to cylinder block. Be careful not to damage the oil seal during installation.

NOTE:

- Make sure the oil seal lip is not folded.
 - Align the flat surface of oil pump's inner rotor with crankshaft before installation.
 - Use new O-rings and oil seals.
- (5) Apply liquid gasket to the three bolts thread shown in figure. (when reusing bolts)

Liquid gasket:
THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:
T: 6.4 N·m (0.65 kgf·m, 4.7 ft·lb)



Cylinder Block

MECHANICAL

32) Install the water pump and gasket.

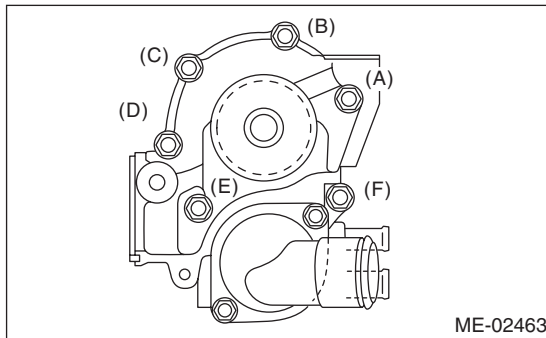
Tightening torque:

First: 12 N·m (1.2 kgf-m, 8.7 ft-lb)

Second: 12 N·m (1.2 kgf-m, 8.7 ft-lb)

NOTE:

- When installing the water pump, tighten bolts in two stages in alphabetical order as shown in the figure.
- Use a new gasket.



33) Install the water by-pass pipe for heater.

34) Install the oil filter.

<Ref. to LU(H4SO)-19, INSTALLATION, Engine Oil Filter.>

35) Tighten the cylinder head bolts. <Ref. to ME(H4SO)-55, INSTALLATION, Cylinder Head.>

36) Install the oil level gauge guide and tighten the bolts. (LH side only)

37) Install the crank sprocket.

<Ref. to ME(H4SO)-47, INSTALLATION, Crank Sprocket.>

38) Install the cam sprocket. <Ref. to ME(H4SO)-46, INSTALLATION, Cam Sprocket.>

39) Install the timing belt. <Ref. to ME(H4SO)-42, INSTALLATION, Timing Belt.>

40) Adjust the valve clearance. <Ref. to ME(H4SO)-28, ADJUSTMENT, Valve Clearance.>

41) Install the rocker cover gasket to the rocker cover, install it to the cylinder head, and then connect the PCV hose.

NOTE:

Use a new gasket.

42) Install the timing belt cover.

<Ref. to ME(H4SO)-40, INSTALLATION, Timing Belt Cover.>

43) Install the crank pulley. <Ref. to ME(H4SO)-39, INSTALLATION, Crank Pulley.>

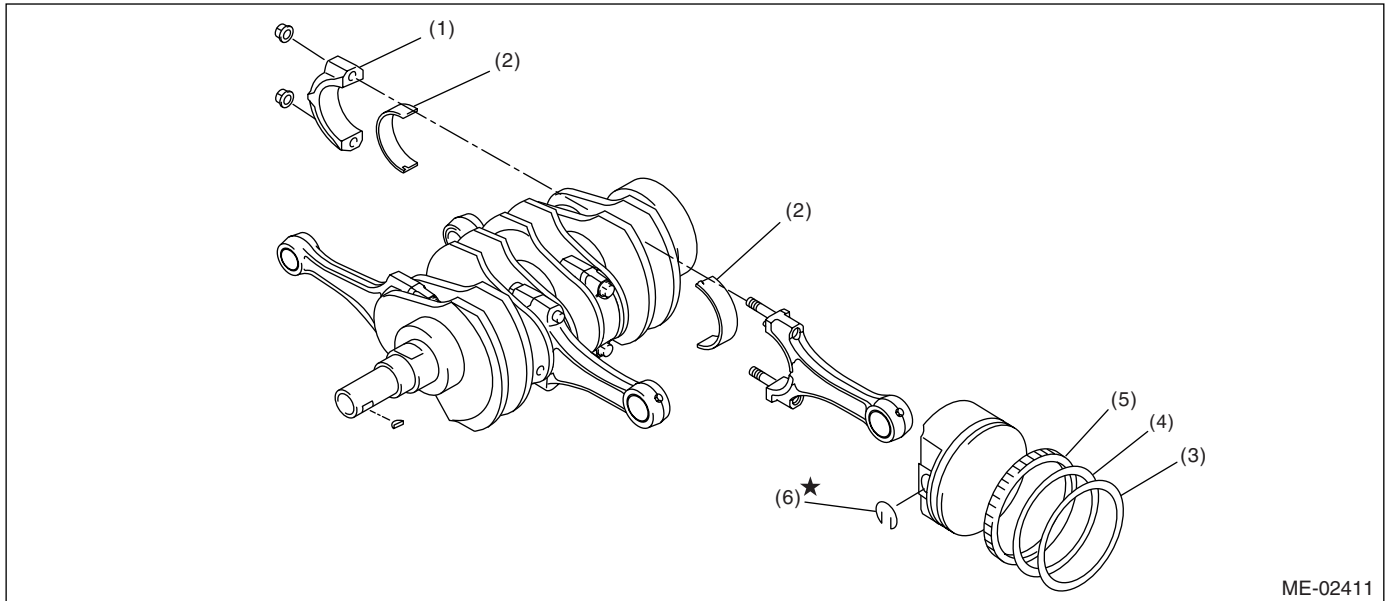
44) Install the generator and A/C compressor brackets on cylinder head.

45) Install the V-belts. <Ref. to ME(H4SO)-37, INSTALLATION, V-belt.>

46) Install the intake manifold.

<Ref. to FU(H4SO)-13, INSTALLATION, Intake Manifold.>

C: DISASSEMBLY



ME-02411

- | | | |
|----------------------------|-----------------|---------------|
| (1) Connecting rod cap | (3) Top ring | (5) Oil ring |
| (2) Connecting rod bearing | (4) Second ring | (6) Snap ring |

- 1) Remove the connecting rod cap.
- 2) Remove the connecting rod bearing.

NOTE:

Arrange the removed connecting rod, connecting rod cap and bearing in order, to prevent confusion.

3) Remove the piston rings using piston ring expander.

4) Remove the oil ring by hand.

NOTE:

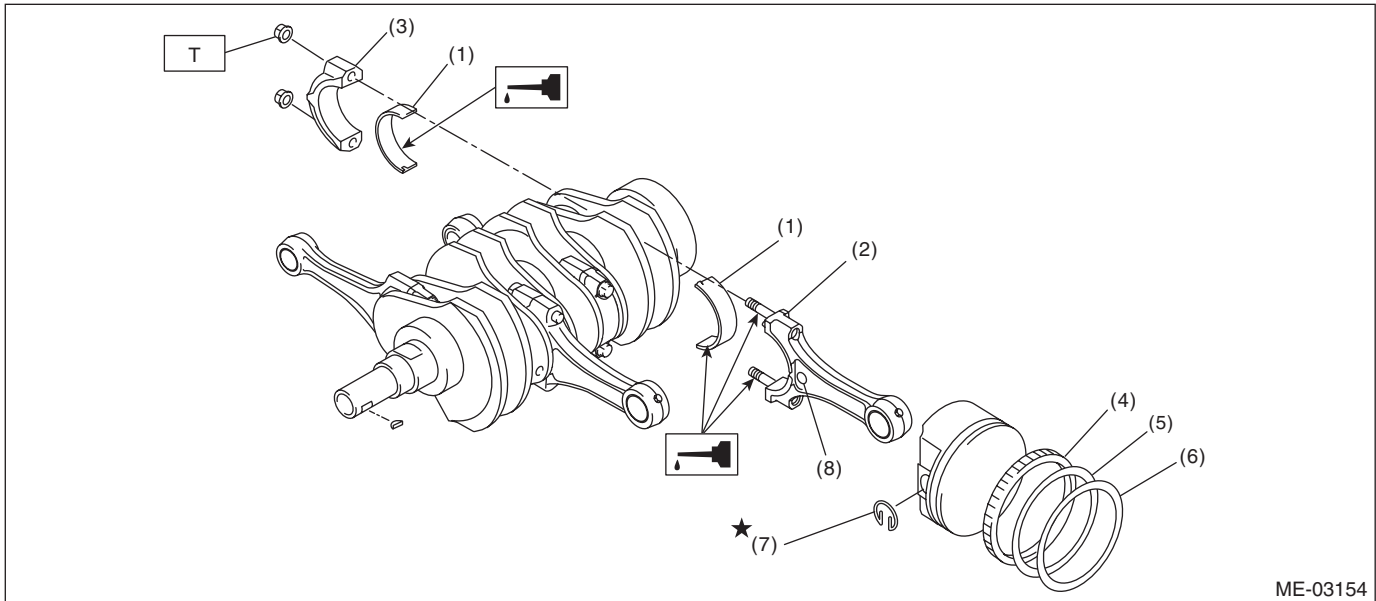
Arrange the removed piston rings in proper order, to prevent confusion.

5) Remove the snap ring.

Cylinder Block

MECHANICAL

D: ASSEMBLY



ME-03154

- | | |
|----------------------------|-----------------|
| (1) Connecting rod bearing | (5) Second ring |
| (2) Connecting rod | (6) Top ring |
| (3) Connecting rod cap | (7) Snap ring |
| (4) Oil ring | (8) Side mark |

Tightening torque: N·m (kgf-m, ft-lb)

T: 45 (4.6, 33.3)

1) Apply oil to the surfaces of the connecting rod bearings.

2) Install the connecting rod bearings on connecting rods and connecting rod caps.

3) Position each connecting rod with the marking side facing forward, and install it.

4) Install the connecting rod cap with connecting rod nut.

Make sure the arrow on connecting rod cap faces toward front during installation.

NOTE:

- Each connecting rod has its own mating cap. Make sure that they are assembled correctly by checking their matching number.

- When tightening the connecting rod nuts, apply oil on the threads.

5) Install the expander, lower rail and upper rail by hand. Install the second ring and top ring using piston ring expander.

E: INSPECTION

1. CYLINDER BLOCK

1) Check for cracks or damage. Use liquid penetrant tester on the important sections to check for fissures. Check that there are no marks of gas leaking or water leaking on gasket installing surface.

2) Check the oil passages for clogging.

3) Inspect the cylinder block surface that mates with cylinder head for warping by using a straight edge, and correct by grinding if necessary.

Warping limit:

0.025 mm (0.00098 in)

Grinding limit:

0.1 mm (0.004 in)

Standard height of cylinder block:

201.0 mm (7.91 in)

2. CYLINDER AND PISTON

1) The cylinder bore size is stamped on the front upper face of the cylinder block.

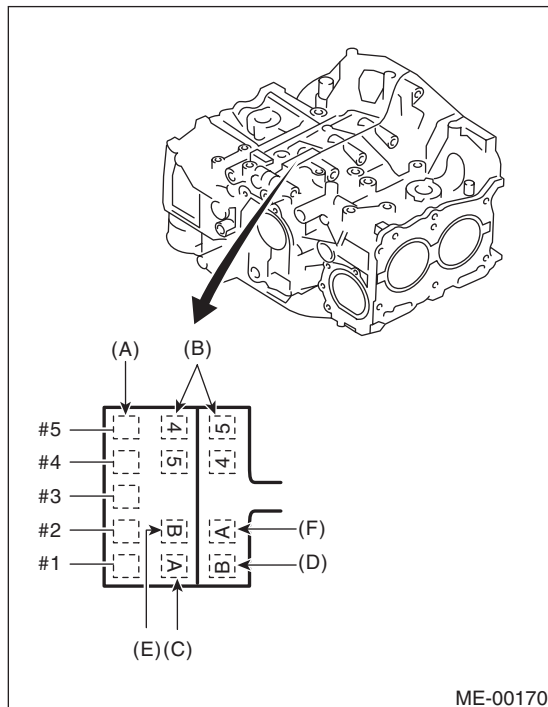
NOTE:

- Measurement should be performed at a temperature of 20°C (68°F).
- Standard sized pistons are classified into two grades, "A" and "B". These grades should be used as guide lines in selecting a standard piston.

Standard diameter:

A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)

B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)



- (A) Main journal size mark
- (B) Cylinder block (RH) —(LH) combination mark
- (C) #1 cylinder bore size mark
- (D) #2 cylinder bore size mark
- (E) #3 cylinder bore size mark
- (F) #4 cylinder bore size mark

2) How to measure the inner diameter of each cylinder

Measure the inner diameter of each cylinder in both the thrust and piston pin directions at the heights as shown in the figure, using a cylinder bore gauge.

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Taper:

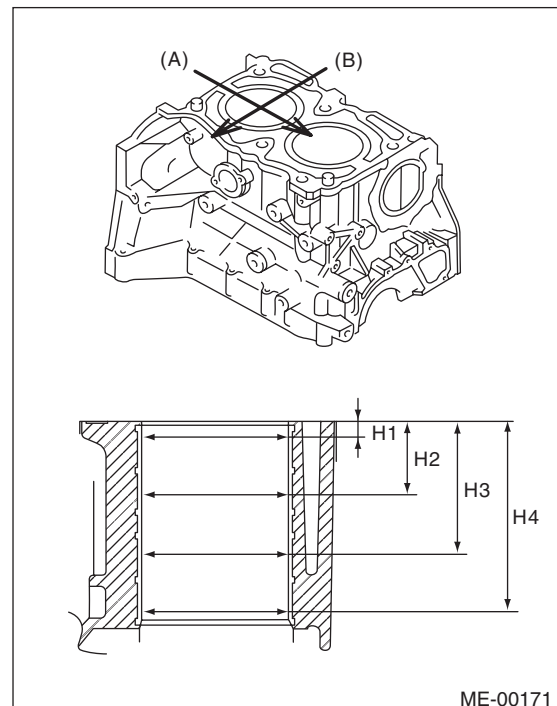
Standard:

0.015 mm (0.0006 in)

Out-of-roundness:

Standard:

0.010 mm (0.0004 in)



- (A) Piston pin direction
- (B) Thrust direction
- H1 10 mm (0.39 in)
- H2 45 mm (1.77 in)
- H3 80 mm (3.15 in)
- H4 115 mm (4.53 in)

3) When the piston is to be replaced due to general or cylinder wear, determine a suitable sized piston by measuring the piston clearance.

Cylinder Block

MECHANICAL

4) How to measure the outer diameter of each cylinder:

Measure the outer diameter of each piston at the height as shown in the figure. (Thrust direction)

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Piston grade point H:

38.2 mm (1.504 in)

Standard:

A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)

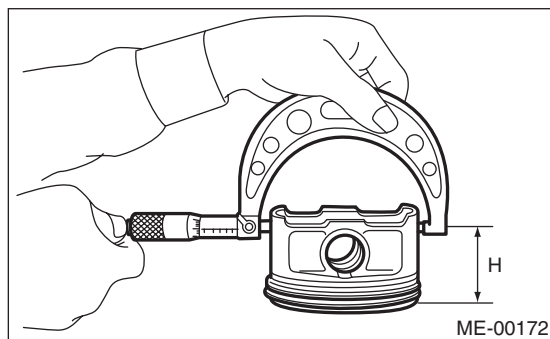
B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)

0.25 mm (0.0098 in) oversize:

99.745 — 99.765 mm (3.9270 — 3.9278 in)

0.50 mm (0.0197 in) oversize:

99.995 — 100.015 mm (3.9368 — 3.9376 in)



5) Calculate the clearance between cylinder and piston.

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Cylinder to piston clearance at 20°C (68°F):

Standard:

-0.010 — 0.010 mm (-0.00039 — 0.00039 in)

6) Boring and honing

(1) If any of the measured value of taper, out-of-roundness or cylinder-to-piston clearance is out of standard or if there is any damage on the cylinder wall, rebores it to replace with an oversize piston.

CAUTION:

- When any of the cylinders needs reboring, other cylinders must be bored at the same time, and replaced with oversize pistons.
- Do not perform boring on one cylinder only. Do not replace only a single cylinder for an oversize piston.

(2) If the cylinder inner diameter exceeds the limit after boring and honing, replace the cylinder block.

NOTE:

Immediately after reboring, the cylinder diameter may differ from its real diameter due to temperature rise. Thus, pay attention when measuring the cylinder diameter.

Cylinder inner diameter boring limit (diameter):

100.005 mm (3.9372 in)

3. PISTON AND PISTON PIN

1) Check the piston and piston pin for breaks, cracks or wear. Replace if faulty.

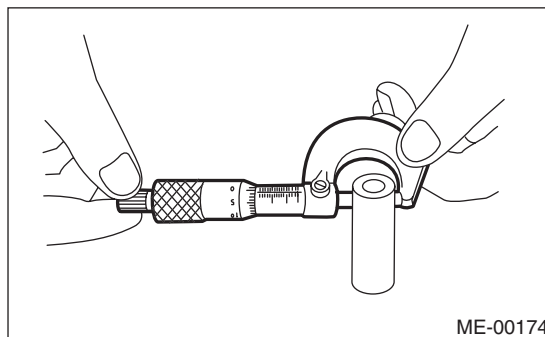
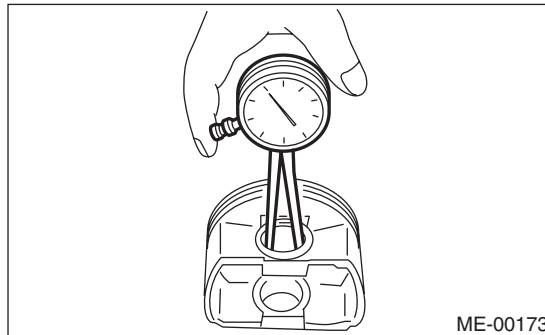
2) Check the piston ring groove for wear and damage. Replace if faulty.

3) Make sure that the piston pin can be inserted into the piston pin hole with a finger at 20°C (68°F). Replace if faulty.

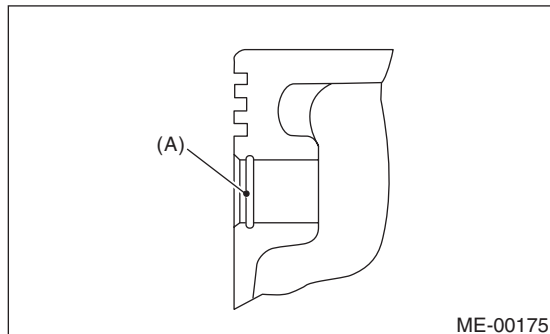
Clearance between piston hole and piston pin:

Standard:

0.004 — 0.008 mm (0.0002 — 0.0003 in)



4) Check the snap ring installation groove (A) on the piston for burr. If necessary, remove burr from the groove so that the piston pin can lightly move.



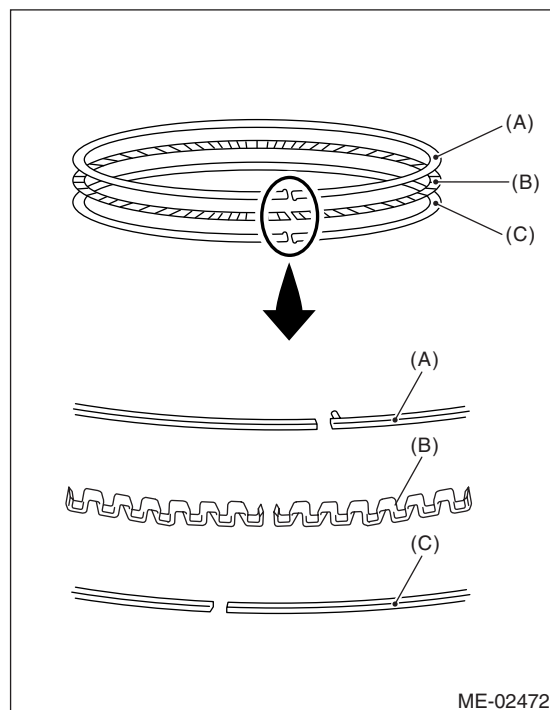
5) Check the piston pin snap ring for distortion, cracks and wear.

4. PISTON RING

1) If the piston ring is broken, damaged or worn, or if its tension is insufficient, or when the piston is replaced, replace the piston ring with a new part of the same size as the piston.

NOTE:

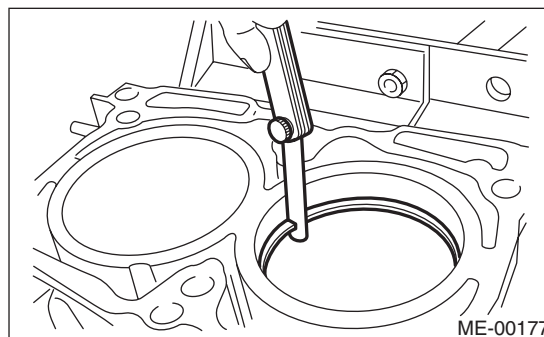
- The top ring and second ring have the mark to determine the direction to install on them. When installing them to piston, face this mark to the top side.
- Oil ring consists of the upper rail, expander and lower rail. Be careful about the direction of rail when installing the oil ring to piston.



- (A) Upper rail
- (B) Expander
- (C) Lower rail

2) Clean the piston ring groove and piston ring.
3) Squarely place the piston ring and oil ring in cylinder, and measure the piston ring gap with a thickness gauge.

		mm (in)
		Standard
Piston ring gap	Top ring	0.20 — 0.35 (0.0079 — 0.0138)
	Second ring	0.37 — 0.52 (0.0144 — 0.0203)
	Oil ring rail	0.20 — 0.50 (0.0079 — 0.0197)

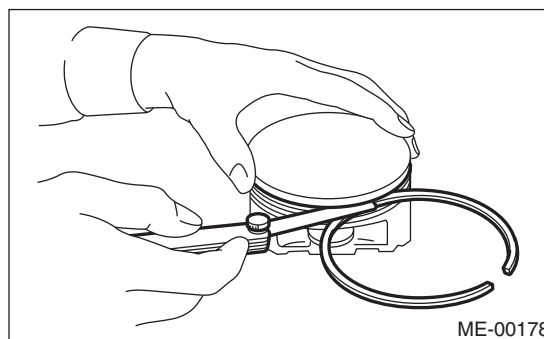


4) Measure the clearance between piston ring and piston ring groove with a thickness gauge.

NOTE:

Before measuring the clearance, clean the piston ring groove and piston ring.

		mm (in)
		Standard
Clearance between piston ring and piston ring groove	Top ring	0.040 — 0.080 (0.0016 — 0.0031)
	Second ring	0.030 — 0.070 (0.0012 — 0.0028)



Cylinder Block

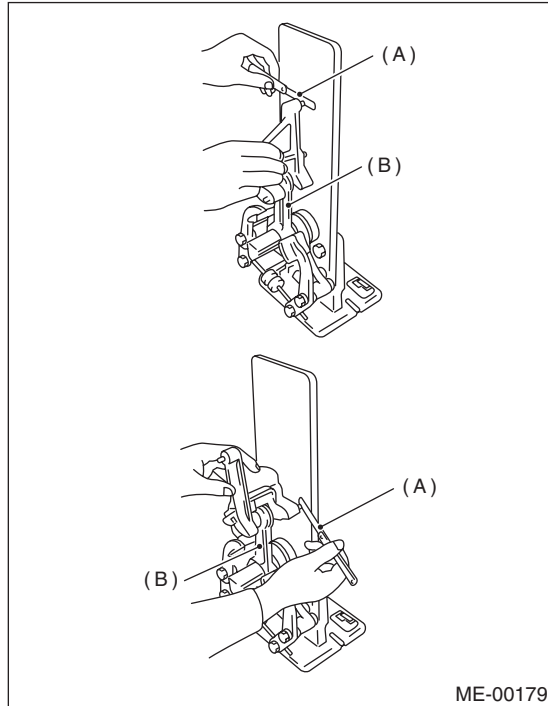
MECHANICAL

5. CONNECTING ROD

- 1) Replace the connecting rod, if the large or small end thrust surface is damaged.
- 2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if the bend or twist exceeds the limit.

Limit of bend or twist per 100 mm (3.94 in) in length:

0.10 mm (0.0039 in)



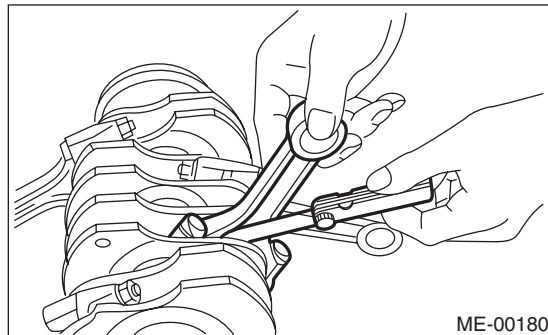
- (A) Thickness gauge
- (B) Connecting rod

- 3) Install the connecting rod fitted with bearing to crankshaft and measure the thrust clearance. Replace the connecting rod if the thrust clearance exceeds the standard.

Connecting rod thrust clearance:

Standard:

0.070 — 0.330 mm (0.0028 — 0.0130 in)



- 4) Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.

- 5) Measure the oil clearance on each connecting rod bearing using plastigauge. If any oil clearance is not within the standard, replace the defective bearing with a new part of standard size or under-size as necessary. (See the table below.)

Connecting rod oil clearance:

Standard:

0.016 — 0.044 mm (0.00063 — 0.0017 in)

Unit: mm (in)		
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.492 — 1.501 (0.0587 — 0.0591)	51.984 — 52.000 (2.0466 — 2.0472)
0.03 (0.0012) Undersize	1.510 — 1.513 (0.0594 — 0.0596)	51.954 — 51.970 (2.0454 — 2.0461)
0.05 (0.0020) Undersize	1.520 — 1.523 (0.0598 — 0.0600)	51.934 — 51.950 (2.0446 — 2.0453)
0.25 (0.0098) Undersize	1.620 — 1.623 (0.0638 — 0.0639)	51.734 — 51.750 (2.0368 — 2.0374)

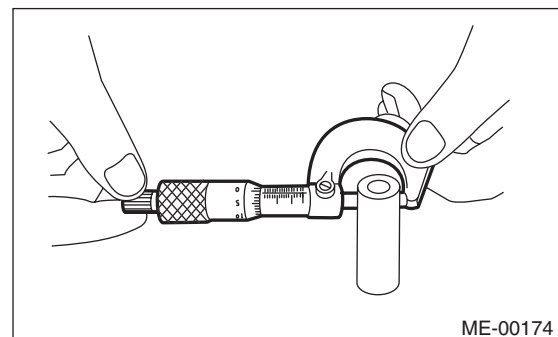
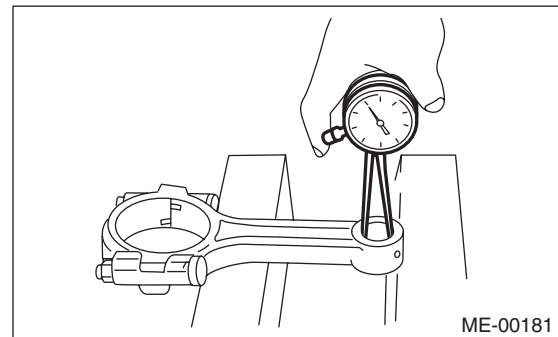
- 6) Inspect the bushing at connecting rod small end, and replace if worn or damaged.

- 7) Measure the piston pin clearance at connecting rod small end. If the measured value is not within the standard, replace it with a new part.

Clearance between piston pin and bushing:

Standard:

0 — 0.022 mm (0 — 0.0009 in)

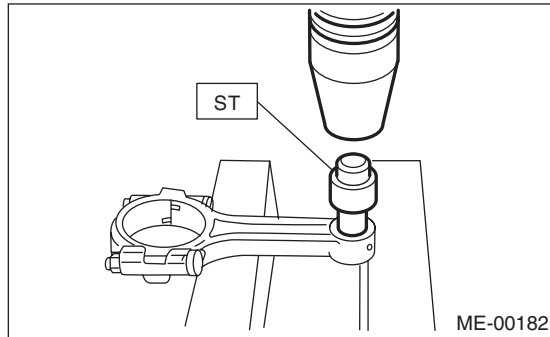


8) The replacement procedure for the connecting rod small end bushing is as follows.

(1) Remove the bushing from connecting rod with ST and press.

(2) Press the bushing with the ST after applying oil on the periphery of new bushing.

ST 499037100 CONNECTING ROD BUSHING REMOVER AND INSTALLER



(3) Make two 3 mm (0.12 in) holes in the pressed bushing by aligning with the pre-manufactured holes on the connecting rod. Then, ream the inside of bushing.

(4) After completion of reaming, clean the bushing to remove chips.

6. CRANKSHAFT AND CRANKSHAFT BEARING

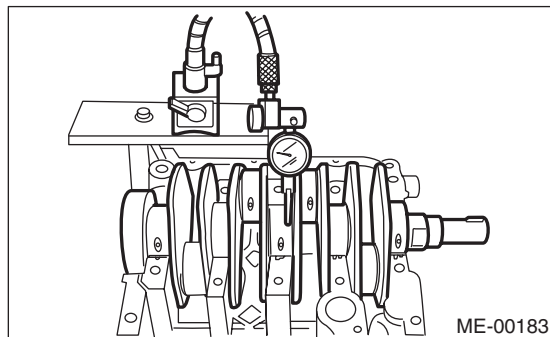
1) Clean the crankshaft completely, and check it for cracks using liquid penetrant tester. Replace if faulty.

2) Measure the bend of crankshaft. If it exceeds the limit, correct or replace it.

NOTE:

If a suitable V-block is not available, install #1 and #5 crankshaft bearing on cylinder block, position the crankshaft on these bearings, and then measure the crankshaft bend using a dial gauge.

Crankshaft bend limit:
0.035 mm (0.0014 in)



3) Inspect the crank journal and crank pin for wear. If they are not within the standard, replace the bearing with a suitable (undersize) one, and replace or readjust crankshaft as necessary. When grinding the crank journal or crank pin, finish them to the specified dimensions according to the undersize bearing to be used.

Crank pin

Out-of-roundness:

0.003 mm (0.0001 in)

Cylindricity:

0.004 mm (0.0002 in)

Grinding limit:

To 51.750 mm (2.0374 in) dia.

Crank journal

Out-of-roundness:

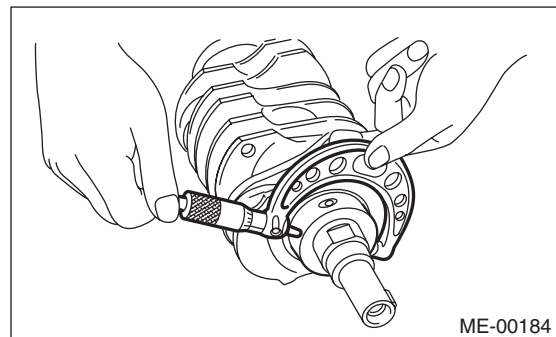
0.005 mm (0.0002 in)

Cylindricity:

0.006 mm (0.0002 in)

Grinding limit:

To 59.758 mm (2.3527 in) dia.



Cylinder Block

MECHANICAL

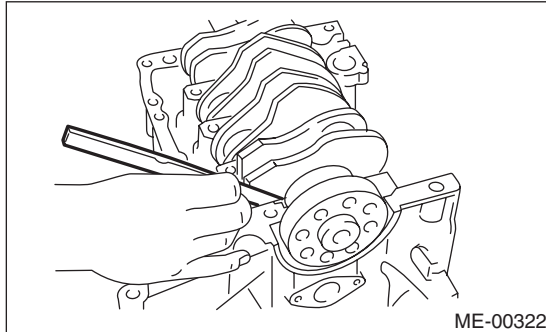
		Unit: mm (in)		
		Crank journal outer diameter		Crank pin outer diameter
		#1, #3	#2, #4, #5	
Standard	Journal O.D.	59.992 — 60.008 (2.3619 — 2.3625)	59.992 — 60.008 (2.3619 — 2.3625)	51.984 — 52.000 (2.0466 — 2.0472)
	Bearing size (Thickness at center)	1.998 — 2.011 (0.0787 — 0.0792)	2.000 — 2.013 (0.0787 — 0.0793)	1.492 — 1.501 (0.0587 — 0.0591)
0.03 (0.0012) Undersize	Journal O.D.	59.962 — 59.978 (2.3607 — 2.3613)	59.962 — 59.978 (2.3607 — 2.3613)	51.954 — 51.970 (2.0454 — 2.0461)
	Bearing size (Thickness at center)	2.017 — 2.020 (0.0794 — 0.0795)	2.019 — 2.022 (0.0795 — 0.0796)	1.510 — 1.513 (0.0594 — 0.0596)
0.05 (0.0020) Undersize	Journal O.D.	59.942 — 59.958 (2.3599 — 2.3605)	59.942 — 59.958 (2.3599 — 2.3605)	51.934 — 51.950 (2.0446 — 2.0453)
	Bearing size (Thickness at center)	2.027 — 2.030 (0.0798 — 0.0799)	2.029 — 2.032 (0.0799 — 0.0800)	1.520 — 1.523 (0.0598 — 0.0600)
0.25 (0.0098) Undersize	Journal O.D.	59.742 — 59.758 (2.3520 — 2.3527)	59.742 — 59.758 (2.3520 — 2.3527)	51.734 — 51.750 (2.0368 — 2.0374)
	Bearing size (Thickness at center)	2.127 — 2.130 (0.0837 — 0.0839)	2.129 — 2.132 (0.0838 — 0.0839)	1.620 — 1.623 (0.0638 — 0.0639)

4) Measure the thrust clearance of crankshaft at center bearing by using thickness gauge. If the thrust clearance is not within the standard, replace the bearing.

Crankshaft thrust clearance:

Standard:

0.030 — 0.115 mm (0.0012 — 0.0045 in)



5) Inspect individual crankshaft bearings for signs of flaking, seizure, melting and wear.

6) Measure the oil clearance on each crankshaft bearing using plastigauge. If the measured value is out of standard, replace the defective bearing with an undersize one, and replace or grind to correct the crankshaft as necessary.

Crankshaft oil clearance:

Standard:

0.010 — 0.030 mm (0.0004 — 0.0012 in)