

# ENGINE MECHANICAL

## SECTION **EM**

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# PRECAUTIONS

Parts Requiring Angular Tightening

## Parts Requiring Angular Tightening

NHEM0001

- Use an angle wrench [SST: KV10112100] for the final tightening of the following engine parts:
  - a) Cylinder head bolts
  - b) Main bearing cap bolts
  - c) Connecting rod cap nuts
  - d) Crankshaft pulley bolt
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

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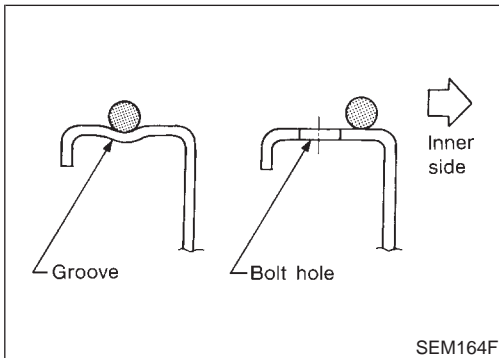
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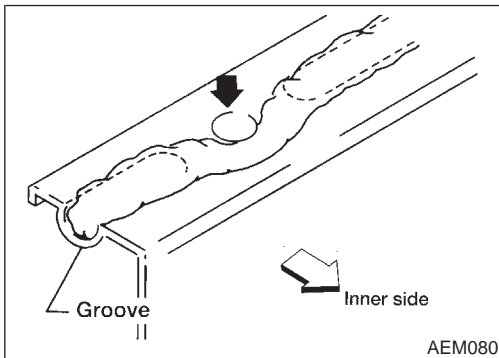
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AEM080

## Liquid Gasket Application Procedure

NHEM0002

1. Use a scraper to remove all traces of old liquid gasket from mating surfaces and grooves. Also, completely clean any oil from these areas.
2. Apply a continuous bead of liquid gasket to mating surfaces. (Use Genuine RTV silicone sealant or equivalent. Refer to GI-53.)
  - Be sure liquid gasket diameter is as specified in this manual.
3. Apply liquid gasket around the inner side of bolt holes (unless otherwise specified).
4. Assembly should be done within 5 minutes after coating.
5. Wait at least 30 minutes before refilling engine oil and engine coolant.

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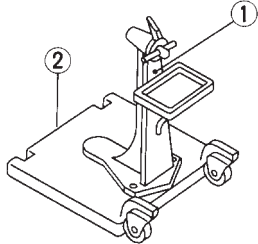
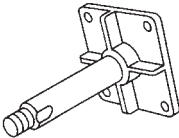
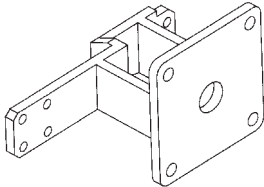
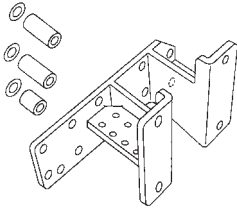
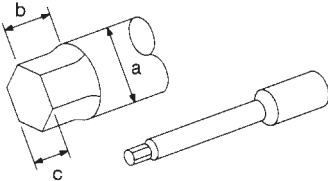
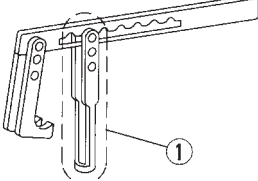
# PREPARATION

Special Service Tools

## Special Service Tools

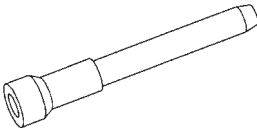
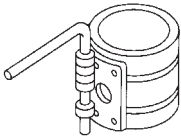
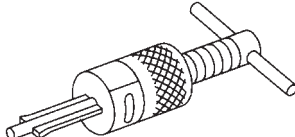
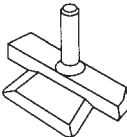
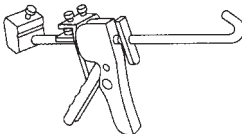
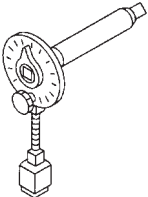
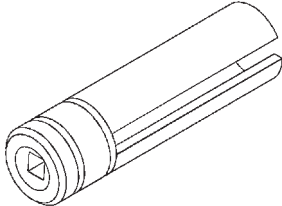
NHEM0003

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description	
ST0501S000 ( — ) Engine stand assembly 1 ST05011000 ( — ) Engine stand 2 ST05012000 ( — ) Base	 <p>NT042</p>	Disassembling and assembling
KV10106500 ( — ) Engine stand shaft	 <p>NT028</p>	
KV10117000 (J41262) Engine sub-attachment	 <p>NT373</p>	KV10117000 has been replaced with KV10117001 (KV10117000 is no longer in production, but it is usable).
KV10117001 ( — ) Engine sub-attachment	 <p>NT372</p>	Installing on the cylinder block
ST10120000 (J24239-01) Cylinder head bolt wrench	 <p>NT583</p>	Loosening and tightening cylinder head bolt <b>a: 13 (0.51) dia.</b> <b>b: 12 (0.47)</b> <b>c: 10 (0.39)</b> Unit: mm (in)
KV10116200 (J26336-A) Valve spring compressor 1 KV10115900 (J26336-20) Attachment	 <p>NT022</p>	Disassembling valve mechanism

# PREPARATION

Special Service Tools (Cont'd)

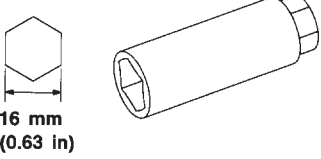
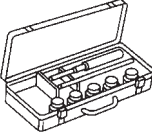
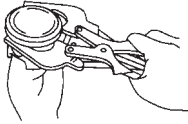
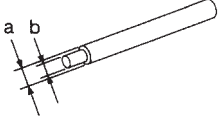
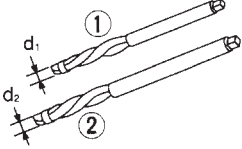
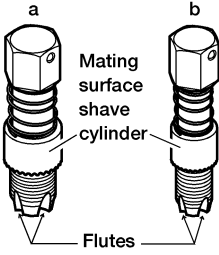
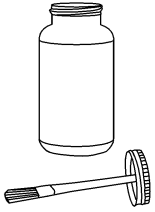
Tool number (Kent-Moore No.) Tool name	Description	
(J39386) Valve oil seal drift	 Installing valve oil seal NT024	GI  MA
EM03470000 (J8037) Piston ring compressor	 Installing piston assembly into cylinder bore NT044	<b>EM</b>  LC  EC
ST16610001 (J23907) Pilot bushing puller	 Removing crankshaft pilot bushing NT045	FE  AT
KV10111100 (J37228) Seal cutter	 Removing steel oil pan and rear timing chain case NT046	AX  SU
WS39930000 ( — ) Tube presser	 Pressing the tube of liquid gasket NT052	BR  ST
KV10112100 (BT8653-A) Angle wrench	 Tightening bolts for bearing cap, cylinder head, etc. NT014	RS  BT  HA
KV10117100 (J3647-A) Heated oxygen sensor wrench	 Loosening or tightening heated oxygen sensor <b>For 22 mm (0.87 in) hexagon nut</b> NT379	SC  EL  IDX

# PREPARATION

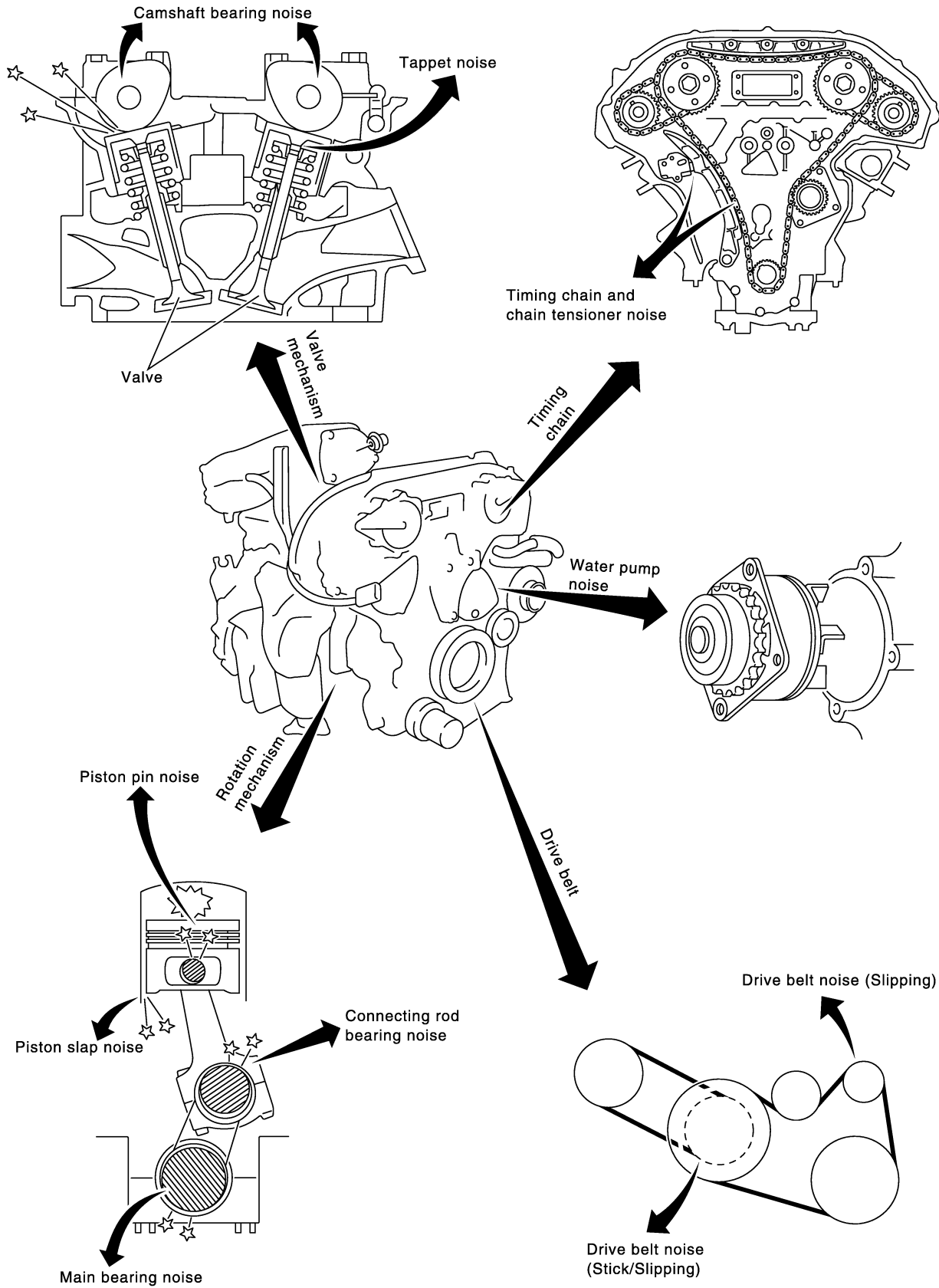
Commercial Service Tools

## Commercial Service Tools

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Tool number (Kent-Moore No.) Tool name	Description	
Spark plug wrench	 <p>16 mm (0.63 in)</p> <p>NT047</p>	Removing and installing spark plug
Valve seat cutter set	 <p>NT048</p>	Finishing valve seat dimensions
Piston ring expander	 <p>NT030</p>	Removing and installing piston ring
Valve guide drift	 <p>NT015</p>	Removing and installing valve guide <b>Intake &amp; Exhaust:</b> a = 9.5 mm (0.374 in) dia. b = 5.5 mm (0.217 in) dia.
Valve guide reamer	 <p>NT016</p>	Reaming valve guide 1 or hole for oversize valve guide 2 <b>Intake &amp; Exhaust:</b> d <sub>1</sub> = 6.0 mm (0.236 in) dia. d <sub>2</sub> = 10.2 mm (0.402 in) dia.
(J-43897-18) (J-43897-12) Oxygen sensor thread cleaner	 <p>AEM488</p>	Reconditioning the exhaust system threads before installing a new heated oxygen sensor (Use with anti-seize lubricant shown below.) a = J-43897-18 (18 mm dia.) for zirconia heated oxygen sensor b = J-43897-12 (12 mm dia.) for titania heated oxygen sensor
Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907)	 <p>AEM489</p>	Lubricating heated oxygen sensor thread cleaning tool when reconditioning exhaust system threads

# NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING



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# NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting — Engine Noise

## NVH Troubleshooting — Engine Noise

NHEM0005S01

Use the chart below to help you find the cause of the symptom.

1. Locate the area where noise occurs.
2. Confirm the type of noise.
3. Specify the operating condition of engine.
4. Check specified noise source.

If necessary, repair or replace these parts.

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference page
		Before warm-up	After warm-up	When starting	When idling	When racing	While driving			
Top of engine Rocker cover Cylinder head	Ticking or clicking	C	A	—	A	B	—	Tappet noise	Valve clearance	EM-66
	Rattle	C	A	—	A	B	C	Camshaft bearing noise	Camshaft journal clearance Camshaft runout	EM-56, EM-55
Crankshaft pulley Cylinder block (Side of engine) Oil pan	Slap or knock	—	A	—	B	B	—	Piston pin noise	Piston and piston pin clearance Connecting rod bushing clearance	EM-75, EM-81
	Slap or rap	A	—	—	B	B	A	Piston slap noise	Piston-to-bore clearance Piston ring side clearance Piston ring end gap Connecting rod bend and torsion	EM-77, EM-75, EM-75, EM-76
	Knock	A	B	C	B	B	B	Connecting rod bearing noise	Connecting rod bushing clearance (Small end) Connecting rod bearing clearance (Big end)	EM-81, EM-80
	Knock	A	B	—	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	EM-78, EM-78
Front of engine Timing chain cover	Tapping or ticking	A	A	—	B	B	B	Timing chain and chain tensioner noise	Timing chain cracks and wear Timing chain tensioner operation	EM-39, EM-29
Front of engine	Squeaking or fizzing	A	B	—	B	—	C	Drive belts (Sticking or slipping)	Drive belts deflection	MA section ("Checking Drive Belts", "ENGINE MAINTENANCE")
	Creaking	A	B	A	B	A	B	Drive belts (Slipping)	Idler pulley bearing operation	
	Squall Creak	A	B	—	B	A	B	Water pump noise	Water pump operation	LC section ("Water Pump Inspection", "ENGINE COOLING SYSTEM")

A: Closely related B: Related C: Sometimes related —: Not related



# OUTER COMPONENT PARTS

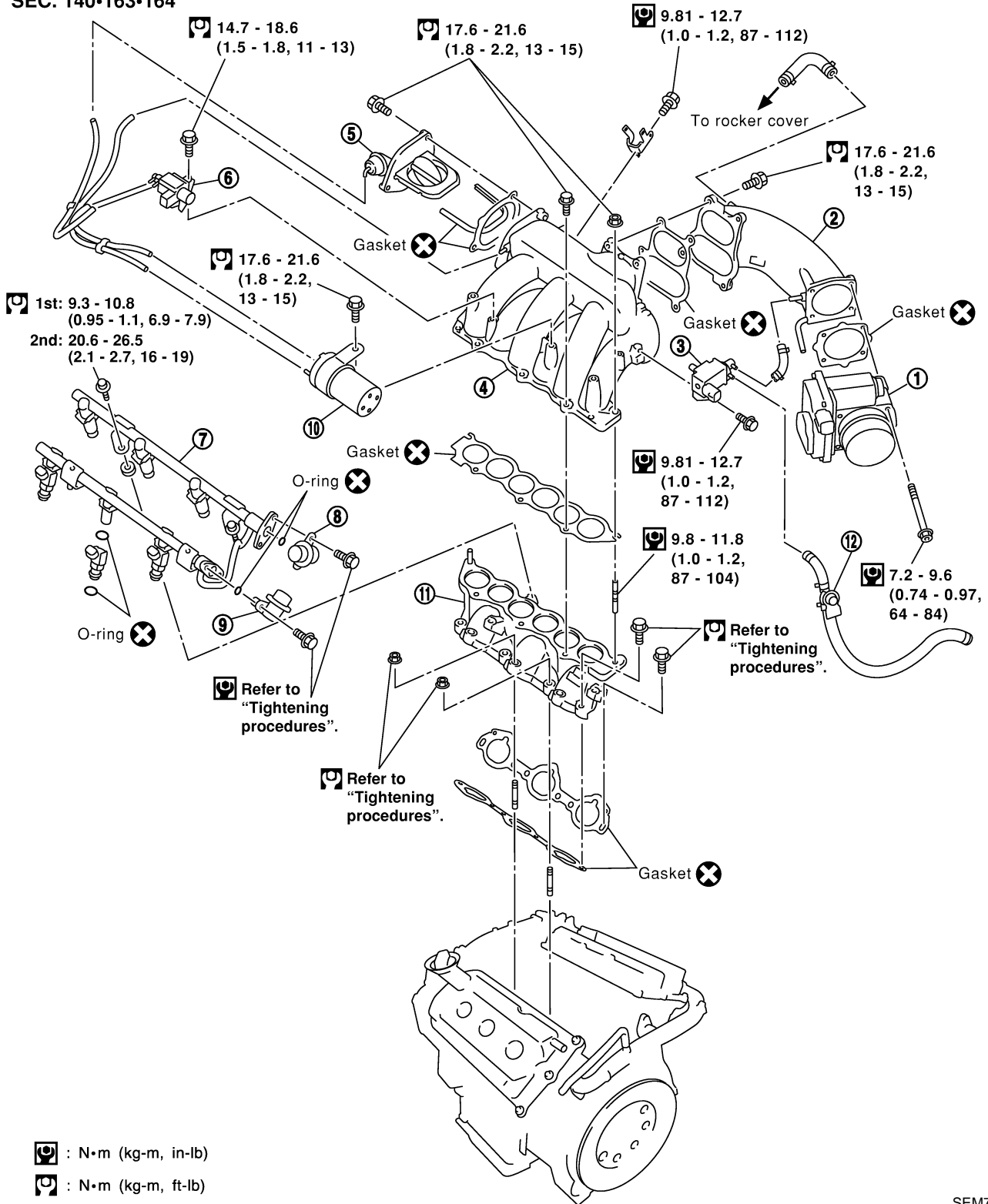
Removal and Installation

NHEM0006

## Removal and Installation

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### SEC. 140-163-164



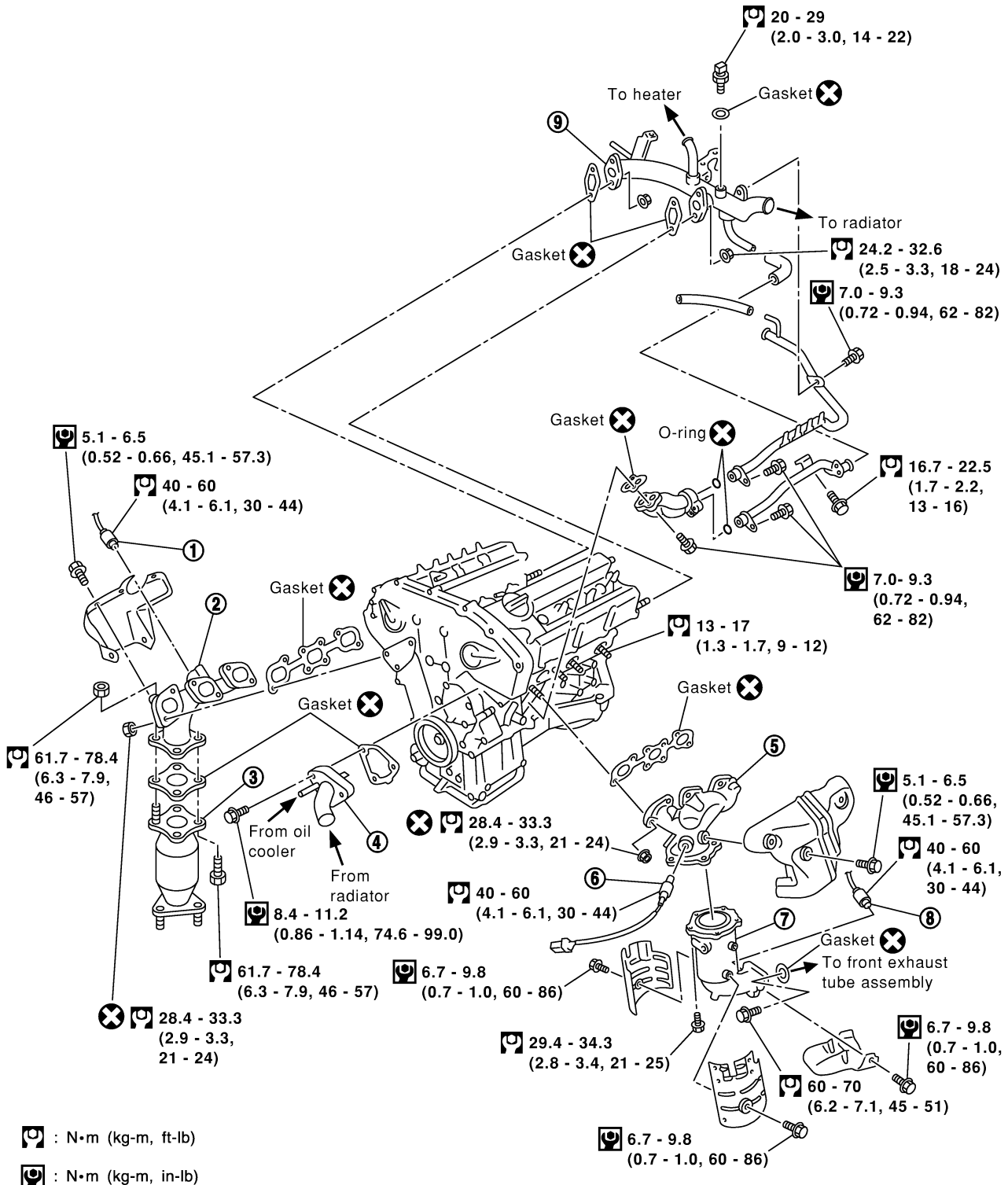
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- |  |                                |                     |
|--|--------------------------------|---------------------|
| 1. Electronic control throttle actuator              | 5. Power valve                 | 9. Fuel damper      |
| 2. Intake manifold upper collector                   | 6. VIAS control solenoid valve | 10. Vacuum tank     |
| 3. EVAP canister purge volume control solenoid valve | 7. Fuel tube                   | 11. Intake manifold |
| 4. Intake manifold lower collector                   | 8. Fuel damper                 | 12. Service port    |

# OUTER COMPONENT PARTS

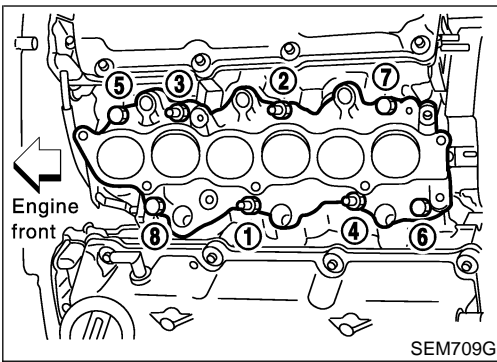
Removal and Installation (Cont'd)

SEC. 140-208-211



SEM708GA

- |                                    |                                    |                                    |
|------------------------------------|------------------------------------|------------------------------------|
| 1. Heated oxygen sensor 1 (bank 1) | 4. Thermostat with water inlet     | 7. TWC (manifold)                  |
| 2. Exhaust manifold                | 5. Exhaust manifold                | 8. Heated oxygen sensor 2 (bank 2) |
| 3. TWC (manifold)                  | 6. Heated oxygen sensor 1 (bank 2) | 9. Water outlet                    |



## TIGHTENING PROCEDURES

### Intake Manifold

NHEM0006S01

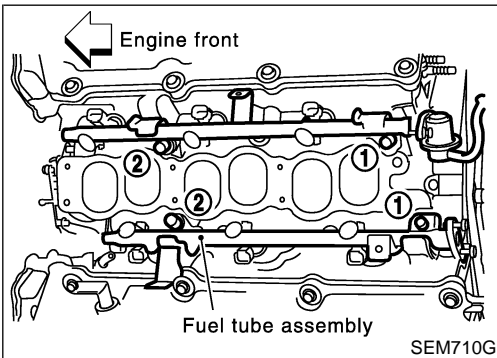
NHEM0006S0101

- Loosen in reverse order shown in the figure.
  - Tighten in numerical order shown in the figure.
1. Tighten all bolts and nuts to 4.9 to 9.8 N·m (0.50 to 0.99 kg·m, 4 to 7 ft·lb).
  2. Finally tighten all bolts and nuts to 26.5 to 31.4 N·m (2.7 to 3.2 kg·m, 20 to 23 ft·lb).
- Tighten all bolts and nuts to the final torque, evenly dividing the tightening into at least three steps.

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### Fuel Tube

NHEM0006S0102

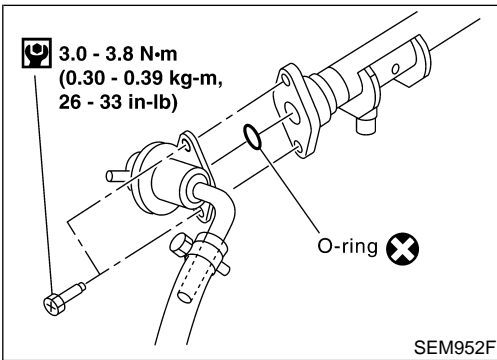
- Tighten in numerical order shown in the figure.
1. Tighten all bolts to 9.3 to 10.8 N·m (0.95 to 1.1 kg·m, 6.9 to 7.9 ft·lb).
  2. Then tighten all bolts to 20.6 to 26.5 N·m (2.1 to 2.7 kg·m, 16 to 19 ft·lb).

LC

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### Fuel Damper

NHEM0006S0103

Tighten fuel damper to 2.9 to 3.8 N·m (0.3 to 0.39 kg·m, 26.0 to 33.9 in·lb).

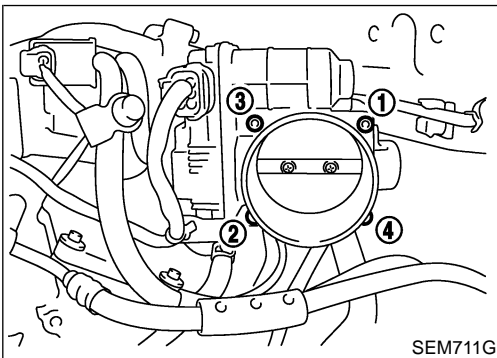
- Tighten screws evenly several times to have the fuel damper tightened at the specified torque.
- Always replace O-ring with new ones.
- Lubricate O-ring with new engine oil.

AX

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### Electronic Control Throttle Actuator

NHEM0006S0105

- Tighten in numerical order shown in the figure.
- Tighten all bolts to 7.2 to 9.6 N·m (0.74 to 0.97 kg·m, 64 to 84 in·lb).

#### CAUTION:

- Perform "Throttle Valve Closed Position Learning" when harness connector of electronic throttle control actuator is disconnected. Refer to "BASIC SERVICE PROCEDURE" in EC section.
- Perform "Idle Air Volume Learning" when electronic throttle control actuator is replaced. Refer to "BASIC SERVICE PROCEDURE" in EC section.

RS

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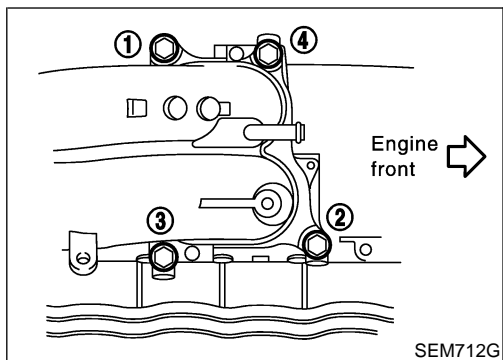
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# OUTER COMPONENT PARTS

Removal and Installation (Cont'd)

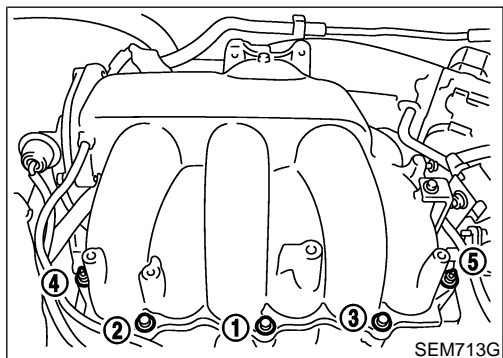


## Intake Manifold Upper Collector

NHEM0006S0108

- Loosen in reverse order and tighten in numerical order shown in the figure.

Tighten all bolts to 17.6 to 21.6 N·m (1.8 to 2.2 kg·m, 13 to 15 ft·lb).

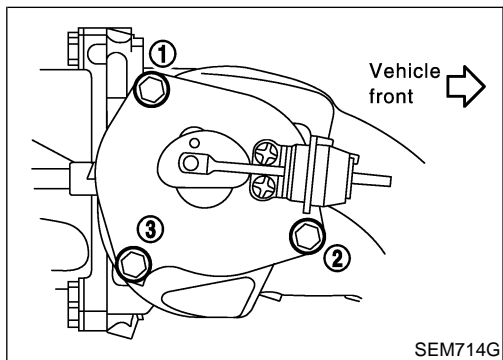


## Intake Manifold Lower Collector

NHEM0006S0107

- Loosen in reverse order shown in the figure.
- Tighten in numerical order shown in the figure.

Tighten bolts and nuts to 17.6 to 21.6 N·m (1.8 to 2.2 kg·m, 13 to 15 ft·lb).

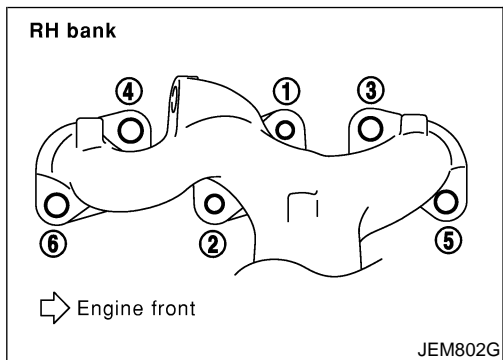


## Power Valve

NHEM0006S0109

- Tighten in numerical order shown in the figure.

Tighten all bolts to 17.6 to 21.6 N·m (1.8 to 2.2 kg·m, 13 to 15 ft·lb).

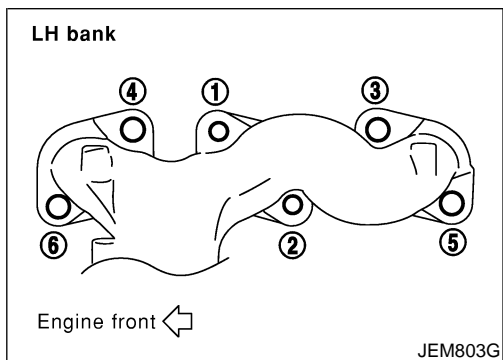


## Exhaust Manifold

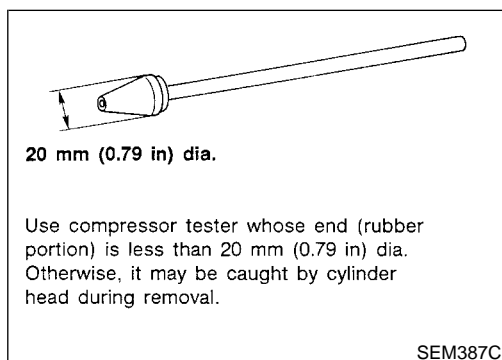
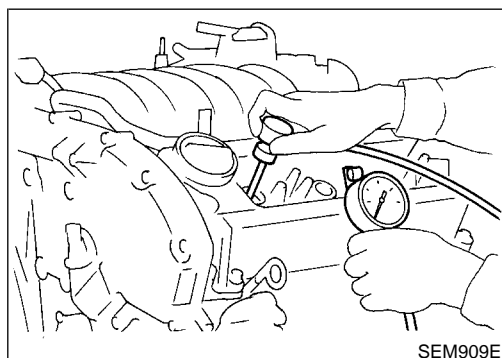
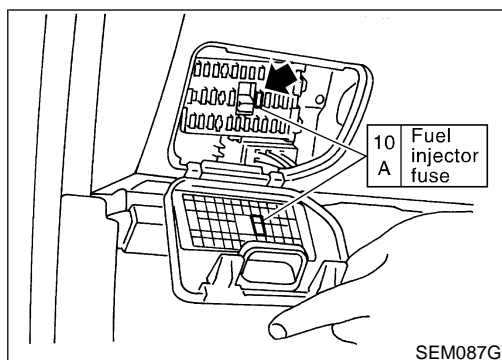
NHEM0006S0110

- Loosen in reverse order shown in the figure.
- Tighten in numerical order shown in the figure.

Tighten nuts to 28.4 to 33.3 N·m (2.9 to 3.3 kg·m, 21 to 24 ft·lb).



# MEASUREMENT OF COMPRESSION PRESSURE



1. Warm up engine.
  2. Turn ignition switch OFF.
  3. Release fuel pressure.  
Refer to EC-55, "Fuel Pressure Release".
  4. Disconnect ignition coil with power transistor harness connectors, then remove ignition coils.
  5. Remove all spark plugs.
  6. Remove fuse for fuel injector.
  7. Attach a compression tester to No. 1 cylinder.
  8. Depress accelerator pedal fully to keep throttle valve wide open.
  9. Crank engine and record highest gauge indication.
  10. Repeat the measurement on each cylinder as shown above.
- **Always use a fully-charged battery to obtain specified engine speed.**

Unit: kPa (kg/cm<sup>2</sup>, psi)/rpm

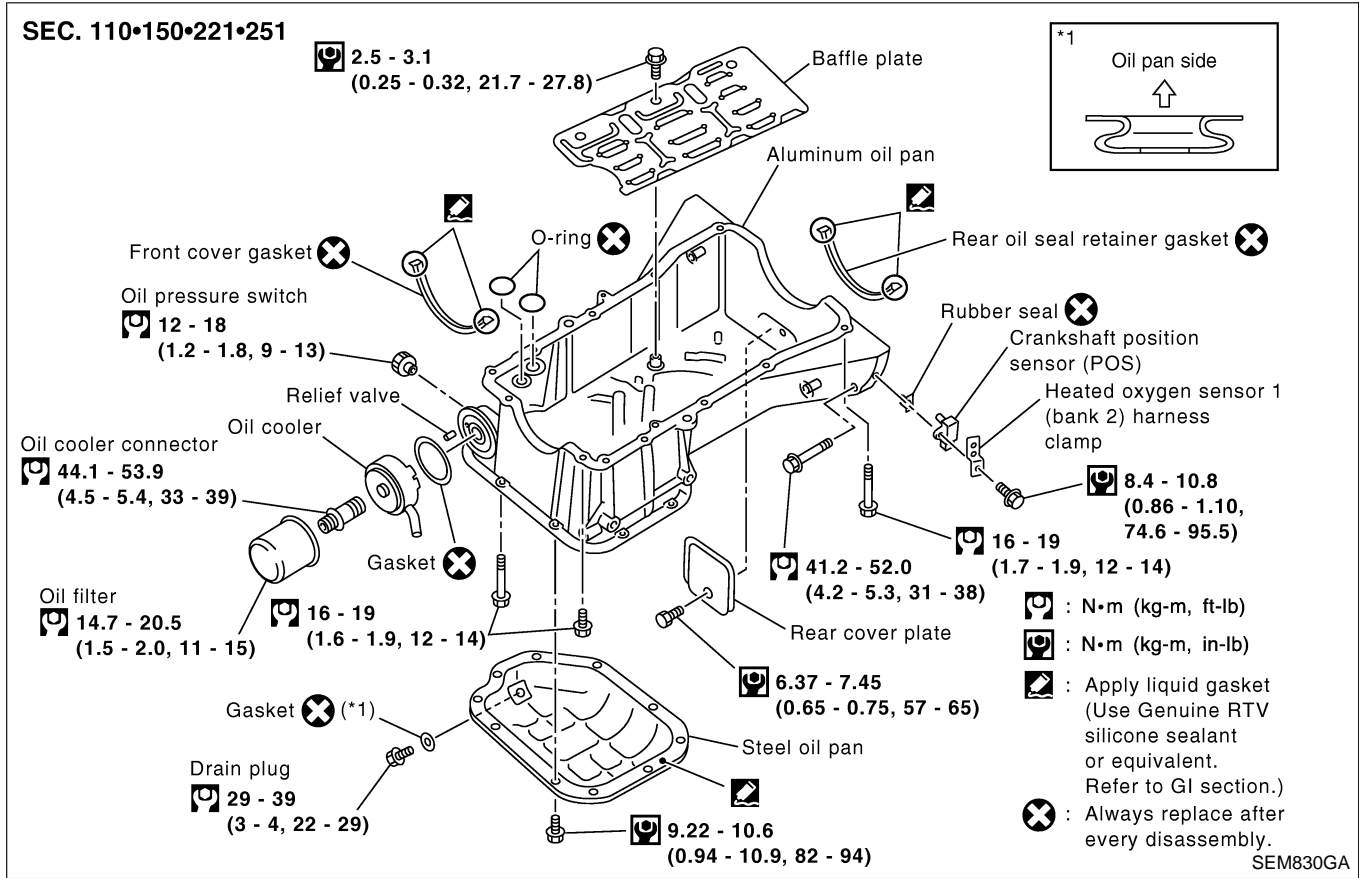
Standard	Minimum	Difference limit between cylinders
1,275 (13.0, 185)/300	981 (10.0, 142)/300	98 (1.0, 14)/300

11. If compression in one or more cylinders is low:
  - a. Pour a small amount of engine oil into cylinders through spark plug holes.
  - b. Retest compression.
  - **If adding oil helps compression, piston rings may be worn or damaged. If so, replace piston rings after checking piston.**
  - **If pressure stays low, a valve may be sticking or seating improperly. Inspect and repair valve and valve seat. (Refer to SDS, EM-88 and EM-91.) If valve or valve seat is damaged excessively, replace them.**
  - **If compression stays low in two cylinders that are next to each other:**
    - a) The cylinder head gasket may be leaking, or
    - b) Both cylinders may have valve component damage. Inspect and repair as necessary.

# OIL PAN

## Components

NHEM0008



## Removal

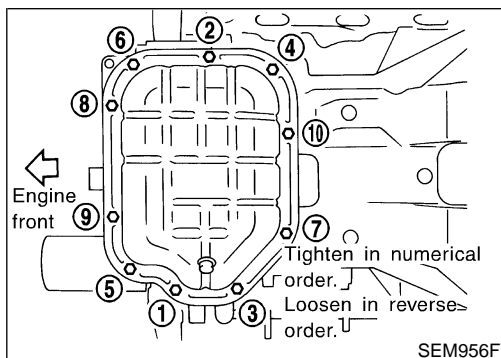
NHEM0009

### CAUTION:

When removing the aluminum oil pan from engine, first remove the crankshaft position sensor (POS) from the assembly.

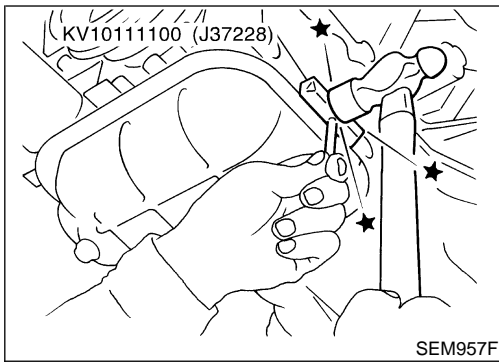
Be careful not to damage sensor edges and signal plate teeth.

1. Remove engine undercover.
2. Drain engine oil.
  - To avoid the danger of being scalded, never drain the engine oil when the engine is hot.
3. Loosen steel oil pan bolts in reverse order shown in the figure.



# OIL PAN

Removal (Cont'd)

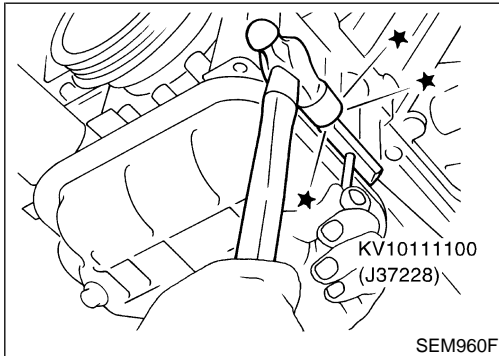


4. Remove steel oil pan.
  - a. Insert seal cutter between aluminum oil pan and steel oil pan.
    - **Be careful not to damage aluminum mating surface.**
    - **Do not insert screwdriver, or oil pan flange will be deformed.**

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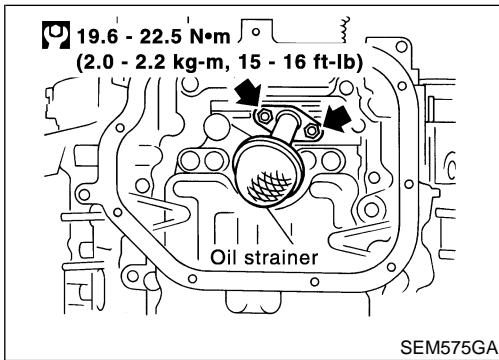
- b. Slide seal cutter by tapping on the side of it with a hammer.
    - c. Remove steel oil pan.

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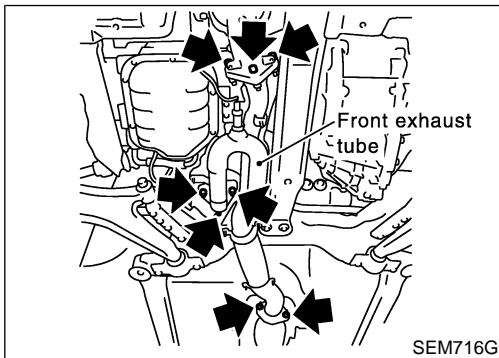
5. Remove oil strainer.

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6. Remove front exhaust tube and its support. Refer to FE-9, "Removal and Installation".

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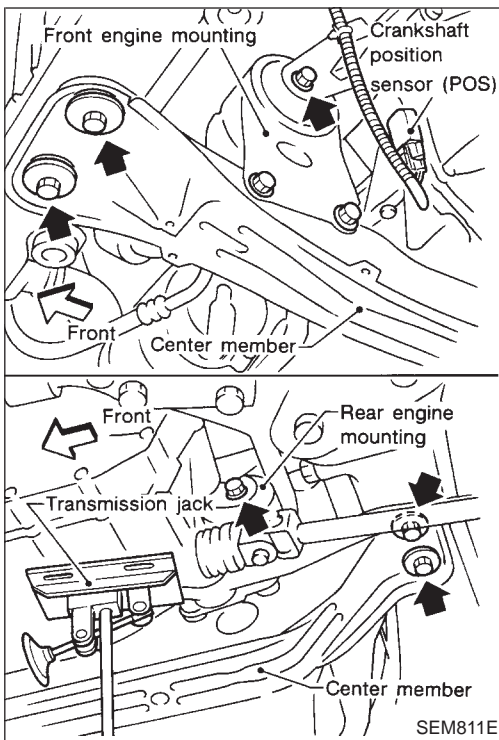
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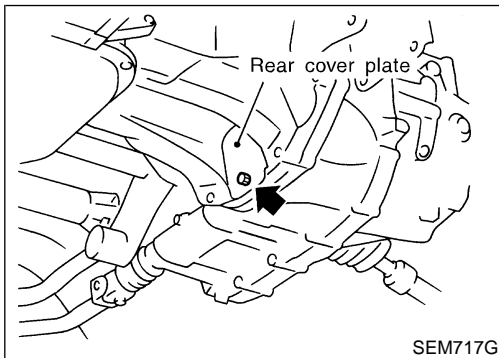
# OIL PAN

Removal (Cont'd)

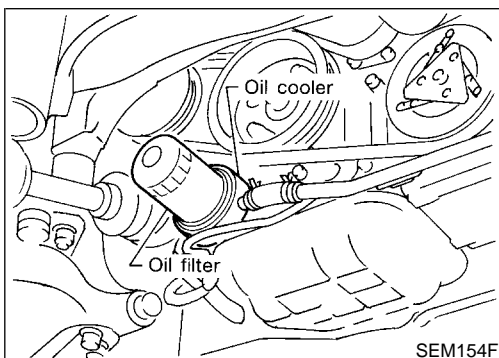


7. Set a suitable transmission jack under transaxle and hoist engine with engine slinger.
8. Remove crankshaft position sensor (POS) from oil pan.
9. Loosen front and rear engine mounting nuts and bolts.
10. Remove center member.

11. Remove drive belts. Refer to MA-13, "Checking Drive Belts".
12. Remove air conditioner compressor. Refer to HA-112, "REMOVAL AND INSTALLATION".



13. Remove rear cover plate.

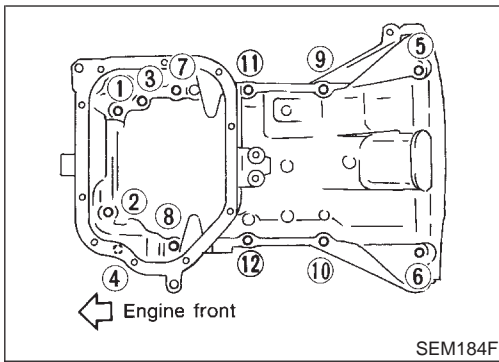


14. Remove oil filter, oil cooler fixing bolt and water hoses or pipes as follows.
  - a. Remove oil filter.
  - b. Disconnect water hoses from oil cooler, pinching hose to prevent coolant spill.
  - c. Remove oil cooler.

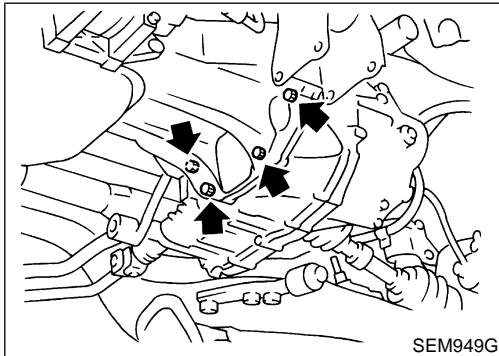


# OIL PAN

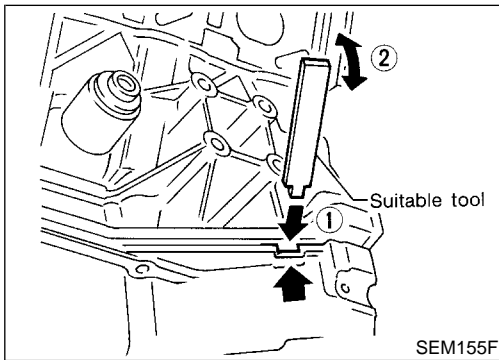
Removal (Cont'd)



15. Loosen aluminum oil pan bolts in numerical order.



16. Loosen four engine-to-transaxle bolts.



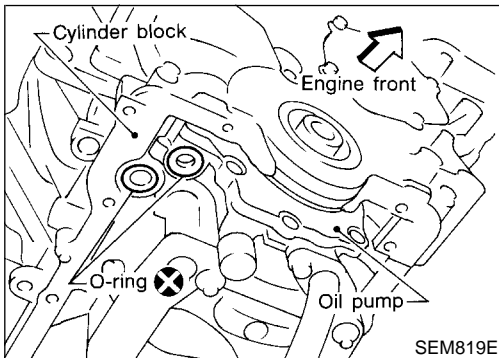
17. Remove aluminum oil pan.

a. Insert an appropriate size tool into the notch of aluminum oil pan as shown in the figure.

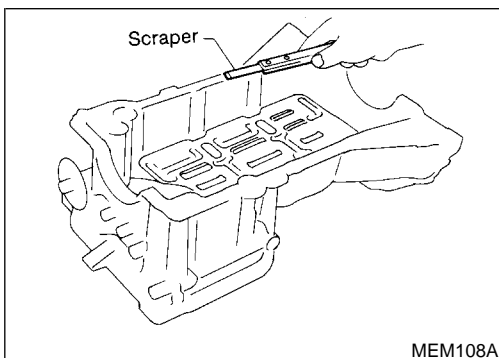
- **Be careful not to damage aluminum mating surface.**
- **Do not insert screwdriver, or oil pan flange will be deformed.**

b. Pry off aluminum oil pan by moving the tool up and down.

c. Remove aluminum oil pan.



18. Remove O-rings from cylinder block and oil pump body.



## Installation

NHEM0010

1. Install aluminum oil pan.

a. Use a scraper to remove old liquid gasket from mating surfaces.

- **Also remove old liquid gasket from mating surface of cylinder block, front cover and steel oil pan.**

- **Remove old liquid gasket from the bolt hole and thread.**

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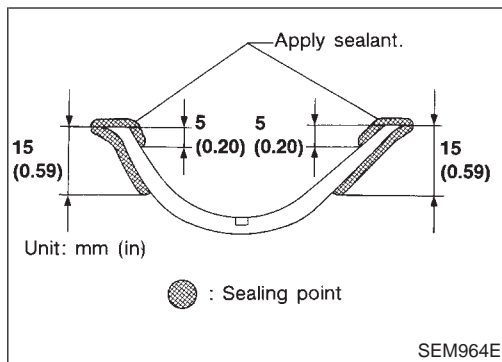
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# OIL PAN

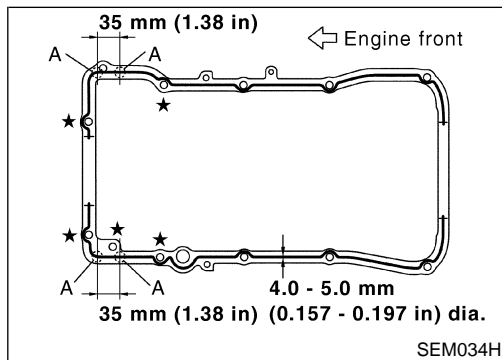
## Installation (Cont'd)



b. Apply sealant to front cover gasket and rear oil seal retainer gasket.

c. Apply a continuous bead of liquid gasket to mating surface of aluminum oil pan.

- **Use Genuine RTV silicone sealant or equivalent. Refer to GI-53.**



d. Apply liquid gasket to inner sealing surface as shown in figure.

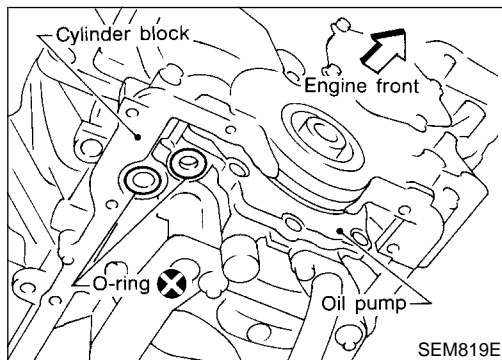
- **Be sure liquid gasket is 4.0 to 5.0 mm (0.157 to 0.197 in) or 4.5 to 5.5 mm (0.177 to 0.217 in) wide as shown in the figure.**

- **Apply a bead of 4.5 to 5.5 mm (0.177 to 0.217 in) in diameter to area "A".**

- **For bolt holes with ★ marks (5 locations), apply liquid gasket outside the holes.**

- **Assembly should be done within 5 minutes after coating.**

e. Install O-rings, cylinder block and oil pump body.



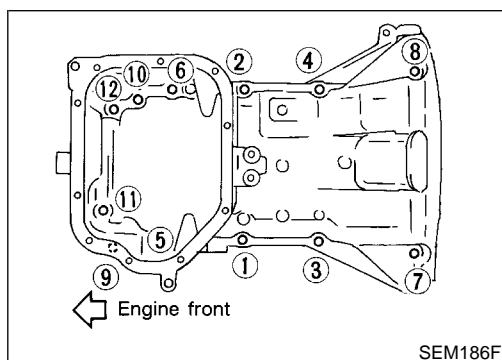
f. Tighten aluminum oil pan.

- Tighten bolts in numerical order.

- **Wait at least 30 minutes before refilling engine oil.**

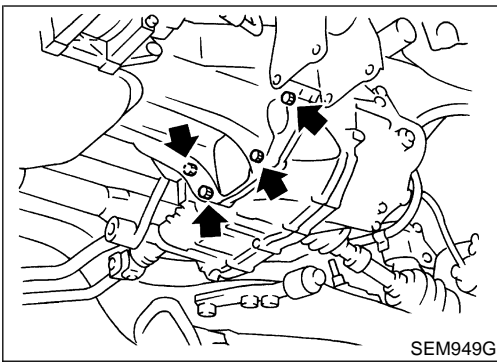
g. Install oil cooler, water hoses and pipes.

- For tightening torque of the oil cooler fixing bolt, refer to LC-9, "Oil Cooler".

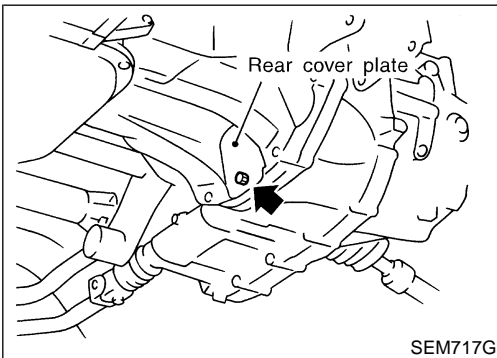


# OIL PAN

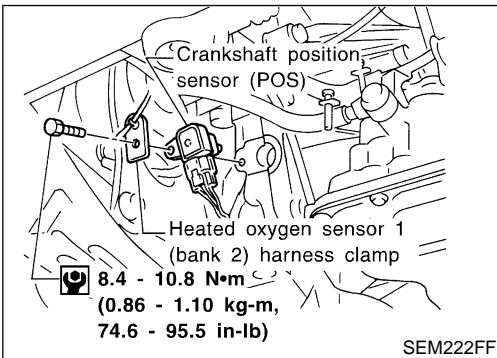
Installation (Cont'd)



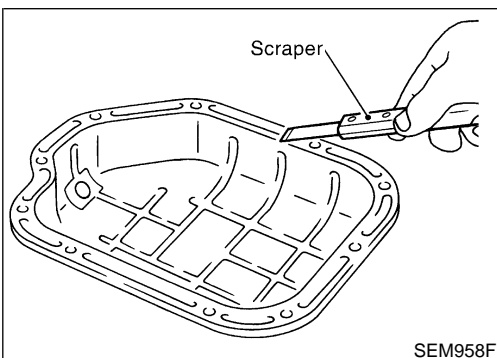
2. Install the four engine-to-transaxle bolts. For tightening torque, refer to AT-286, "Installation".



3. Install rear cover plate.



4. Install air conditioner compressor and bracket. Refer to HA-112, "REMOVAL AND INSTALLATION".
5. Install drive belts.
6. Install center member.
7. Tighten front and rear engine mounting insulator nuts and bolts.



8. Install crankshaft position sensor (POS) with new rubber seal, and heated oxygen sensor 1 (bank 2) harness clamp.
  - **Make sure that crankshaft position sensor (POS) and heated oxygen sensor 1 (bank 2) harness clamp are installed correctly as shown in figure.**
9. Install front exhaust tube and its support.
10. Install oil strainer.

11. Install steel oil pan.
  - a. Use a scraper to remove old liquid gasket from mating surfaces.
    - **Also remove old liquid gasket from mating surface of aluminum oil pan.**

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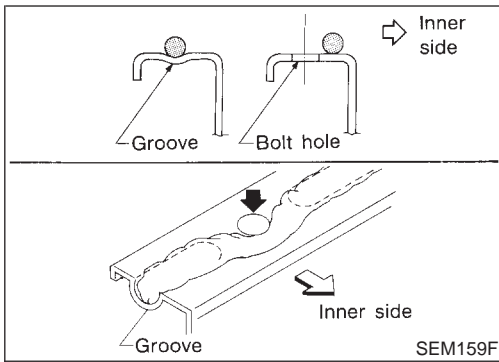
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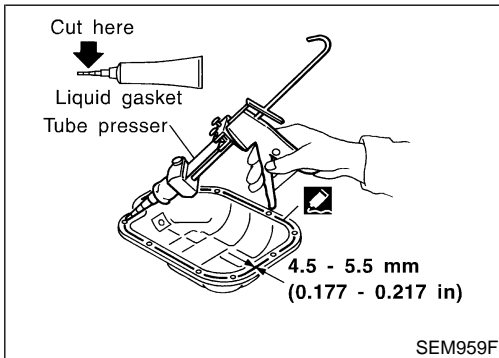
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# OIL PAN

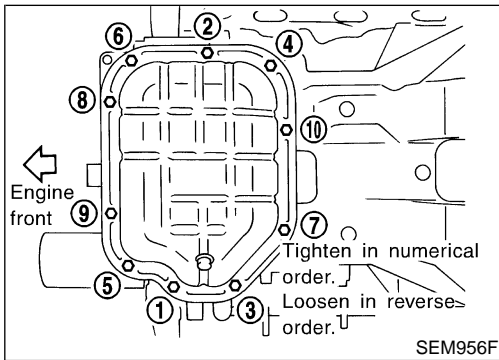
## Installation (Cont'd)



- b. Apply a continuous bead of liquid gasket to mating surface of steel oil pan.
- **Use Genuine RTV silicone sealant or equivalent. Refer to GI-53.**



- **Be sure liquid gasket is 4.5 to 5.5 mm (0.177 to 0.217 in) wide.**
- **Assembly should be done within 5 minutes after coating.**



- c. Install steel oil pan.
- **Tighten in numerical order shown in the figure.**
  - **Wait at least 30 minutes before refilling engine oil.**

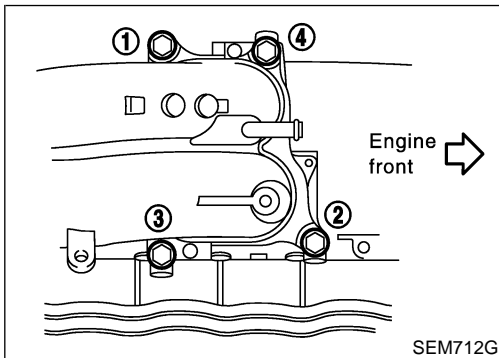
12. Install in the reverse order for steps remain.

- **Check oil level after refilling engine oil.**
- **Warm engine up and check for oil leakage.**

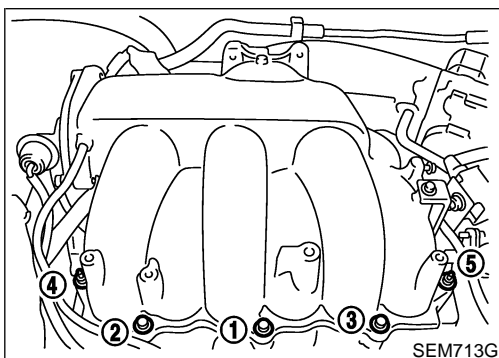
## Removal

### NOTE:

- This section describes removal/installation procedure of front timing chain case and timing-chain-related parts without removing oil pan (upper) on vehicle.
  - When oil pan (upper) needs to be removed or installed, or when rear timing chain case is removed or installed, remove oil pans (upper and lower) first. Then remove front timing chain case, timing-chain-related parts, and rear timing chain case in this order, and install in reverse order of removal. Refer to EM-29, "TIMING CHAIN".
  - Refer to EM-29, "TIMING CHAIN" for component parts location.
1. Drain engine oil.
    - **To avoid the danger of being scalded, never drain the engine oil when the engine is hot.**
  2. Drain coolant by removing cylinder block drain plugs. Refer to MA-14, "Changing Engine Coolant".
  - When secondary timing chain is not removed/installed, the steps from 2 to 10 are not required.
  3. Remove ornament cover.
  4. Remove air duct to intake manifold, collector, PCV hose, vacuum hoses, fuel hoses, harness, connectors and so on.
  5. Remove the following.
    - Water hoses
    - EVAP canister purge hose



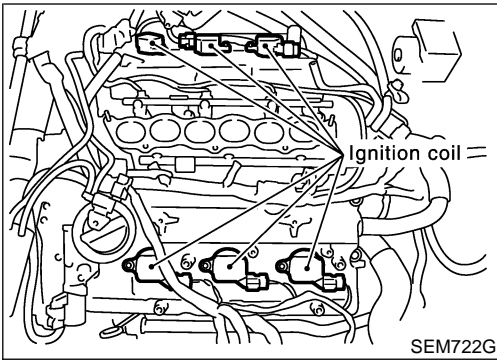
6. Remove intake manifold upper collectors loosening bolts and nuts in reverse order shown in the figure.



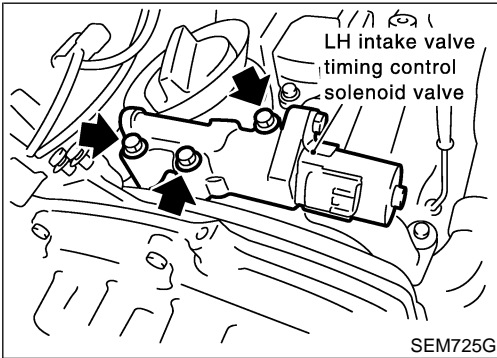
7. Remove intake manifold lower collectors loosening bolts in reverse order shown in the figure.

# FRONT TIMING CHAIN CASE

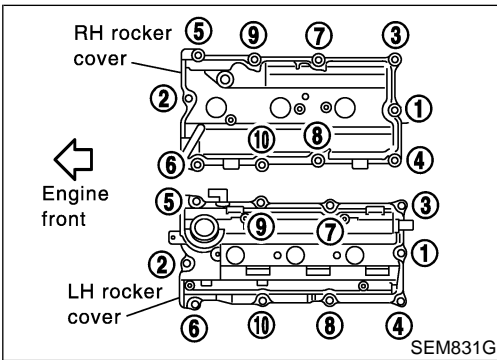
Removal (Cont'd)



8. Remove RH and LH ignition coils.



9. Remove RH and LH intake valve timing control solenoid valves.



10. Remove RH and LH rocker covers from cylinder head.

- Loosen bolts in numerical order shown in the figure.

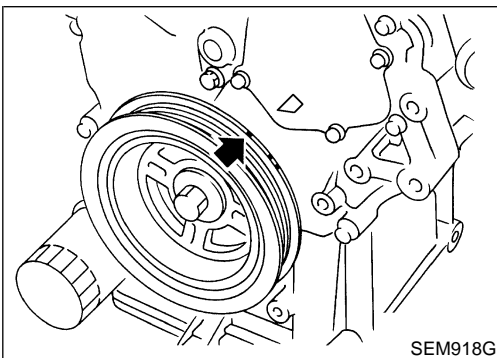
11. Remove engine undercover.

12. Remove front RH wheel and engine side cover.

13. Remove drive belts and idler pulley bracket. Refer to MA-13, "Checking Drive Belts" and EM-29, "Components".

14. Remove power steering oil pump assembly. Refer to ST-25, "Components".

15. Remove alternator. Refer to SC-29, "REMOVAL".

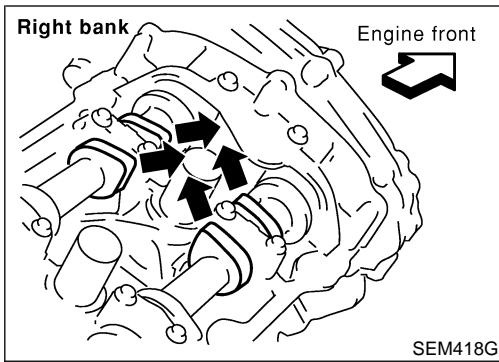


16. Set No. 1 piston at TDC on the compression stroke by rotating crankshaft.

- Disregard this step when timing chain removal is not necessary.

# FRONT TIMING CHAIN CASE

Removal (Cont'd)



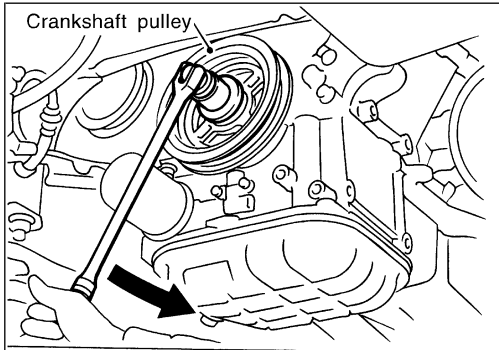
- Check that intake and exhaust cam nose on No. 1 cylinder are located as shown. If not, turn the crankshaft one revolution (360°) and align as shown.

When only primary timing chain is removed, rocker cover does not need to be removed. To confirm that No. 1 cylinder is at its compression TDC, remove front timing chain case first. Then check mating marks on camshaft sprockets. Refer to EM-39, "Installation".

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17. Loosen crankshaft pulley bolt. (At this time remove oil pan rear cover plate and set a suitable tool to ring gear so that crankshaft cannot rotate.)

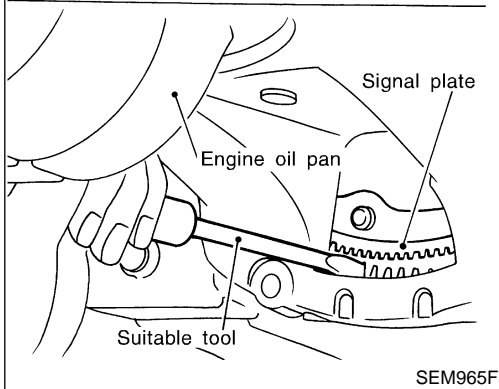
- **Be careful not to damage the signal plate teeth.**

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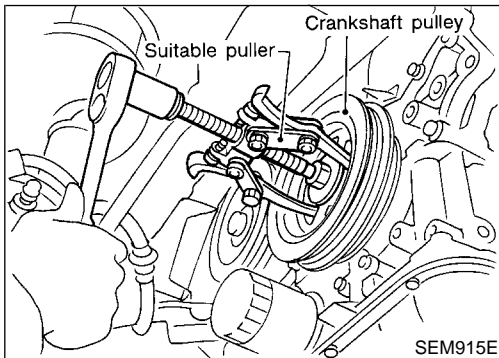


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18. Remove crankshaft pulley with a suitable puller.

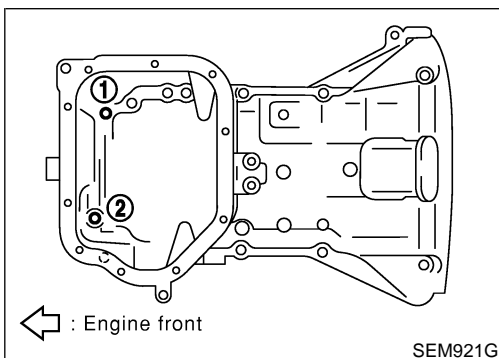
19. Remove steel oil pan. Refer to EM-14, "Removal".

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20. Loosen bolts in reverse order shown in figure, and remove installation bolts at the front of aluminum oil pan.

21. Install steel oil pan temporarily.

22. Support steel oil pan bottom with a transmission jack.

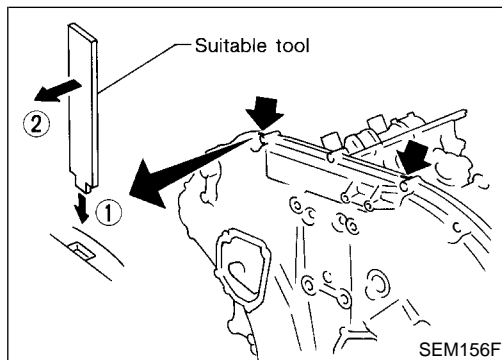
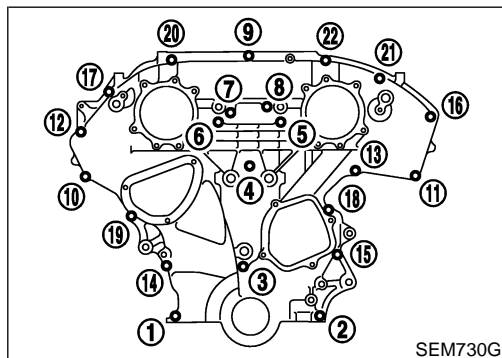
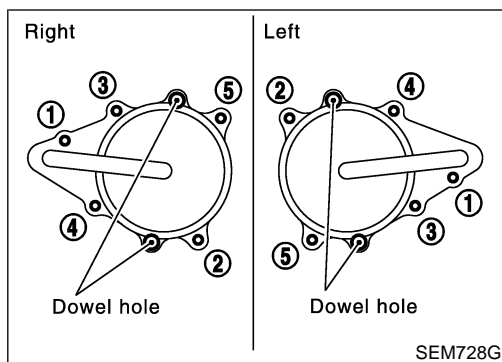
- Perform following operations with engine front-side supported with jack.

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# FRONT TIMING CHAIN CASE

Removal (Cont'd)



23. Remove center member assembly.
  24. Remove intake valve timing control covers.
    - **Loosen bolts in reverse order shown in the figure.**
    - In the cover, the shaft is engaged with the center hole of the intake camshaft sprocket. Remove it straight out until the engagement comes off.
  25. Remove right side engine mounting, mounting bracket and nuts. Refer to EM-69, "Removal and Installation".
  26. Raise engine front-side with jack. (This secures workspace to remove front timing chain case.)
  27. Loosen front timing chain case bolts in reverse order shown in the figure.
  28. Remove front timing chain case.
    - a. Insert the appropriate size tool into the notch at the top of the front timing chain case as shown (1).
    - b. Pry off the case by moving the tool as shown (2).
      - Use seal cutter (special service tool) or an equivalent tool to cut liquid gasket for removal.
- CAUTION:**
- **Do not use screwdrivers or something similar.**
  - **After removal, handle it carefully so it does not tilt, cant, or warp under a load.**
29. Remove water pump cover and timing chain tensioner cover from front timing chain case.
    - Use seal cutter (special service tool) or an equivalent tool to cut liquid gasket for removal.
  30. Remove front oil seal from front timing chain case. Refer to EM-48, "FRONT OIL SEAL".
  31. Remove timing chain and related parts. Refer to EM-29, "TIMING CHAIN".

## Installation

1. Install timing chain and related parts. Refer to EM-29, "TIMING CHAIN".
2. Remove residual gasket from front timing chain case and liquid-gasket mating surface.

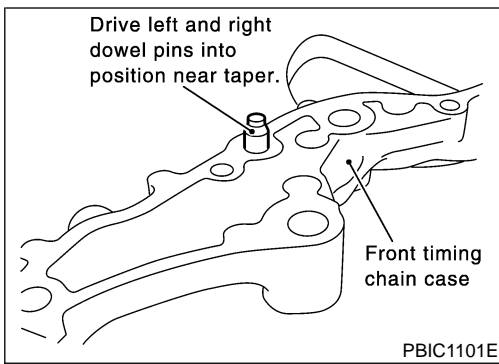
**CAUTION:**

**Be careful not to allow gasket fragments to enter oil pan.**

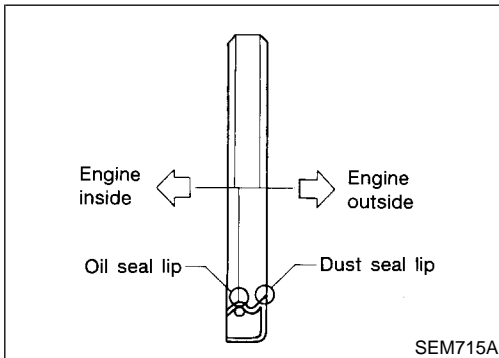


# FRONT TIMING CHAIN CASE

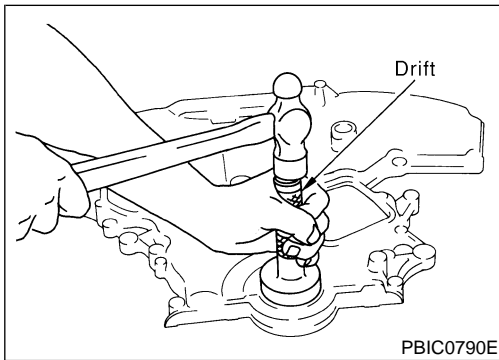
Installation (Cont'd)



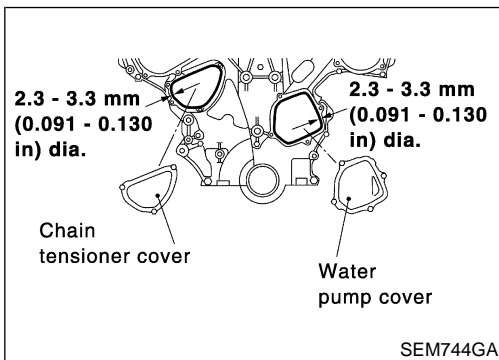
3. Hammer dowel pins (right and left) into front timing chain case up to a point close to taper in order to shorten protrusion length.



4. Install the front oil seal on the front timing chain case. Apply new engine oil to the oil seal edges.
  - Install it so that each seal lip is oriented as shown in figure.



- Using a suitable drift, press-fit oil seal until it becomes flush with front timing chain case end face.
- Make sure the garter spring is in position and seal lip is not inverted.



5. Install the water pump cover and the chain tensioner cover to front timing chain case cover.
  - Apply RTV Silicone Sealant or equivalent. Refer to GI-53, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS" and LC-16, "Installation".

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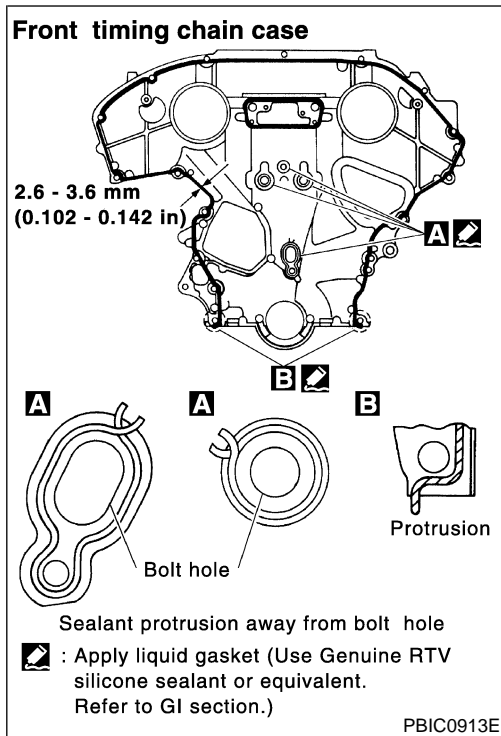
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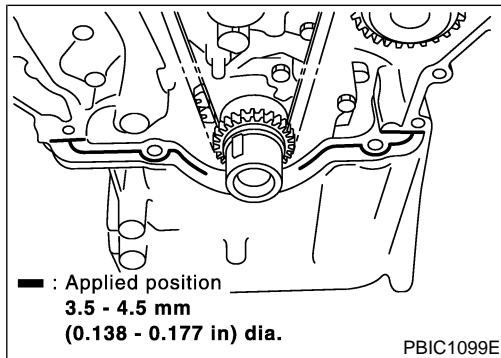
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# FRONT TIMING CHAIN CASE

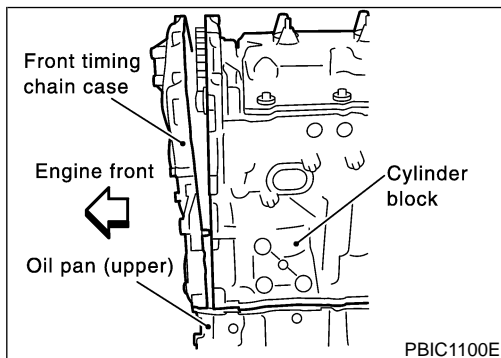
Installation (Cont'd)



6. Install front timing chain case as follows:
  - a. Apply liquid gasket to front timing chain case back side as shown.
  - b. Install dowel pin on the rear timing chain case into dowel pin hole on front timing chain case.

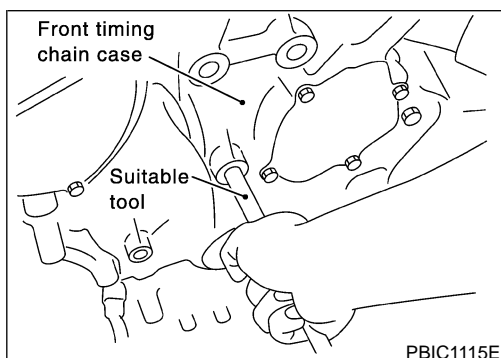


7. Apply liquid gasket to top surface of oil pan (upper) as shown in figure.
  - Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-53, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".



8. As shown in figure, assemble front timing chain case.
  - a. Fit lower end of front timing chain case tightly onto top face of oil pan (upper). From the fitting point, make entire front timing chain case contact rear timing chain case completely.

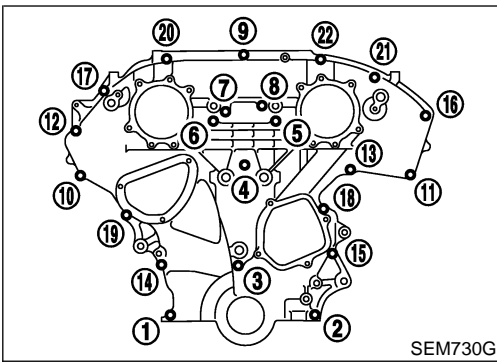
**CAUTION:**  
Be careful that oil pan gasket is in place.



- b. While pressing front timing chain case from its front and top as shown in figure, install bolts and temporarily tighten them. For bolt length and positions, refer to the step 9.
  - c. Hammer dowel pin until the outer end becomes flush with surface.

# FRONT TIMING CHAIN CASE

Installation (Cont'd)

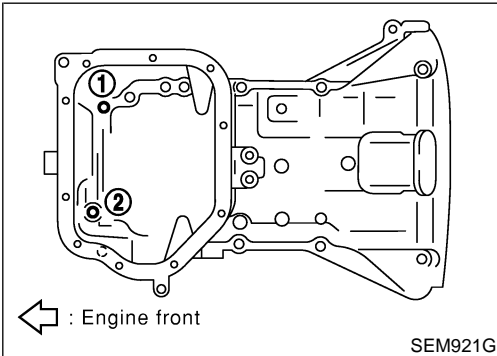


9. Tighten bolts to the specified torque in order shown in the figure.

**8 mm (0.31 in) dia. bolts: 1, 2**

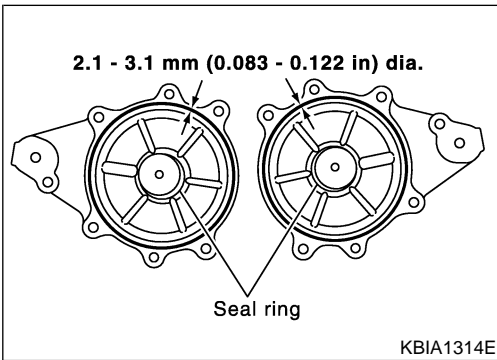
**6 mm (0.24 in) dia. bolts: Except the above**

- After tightening, retighten them to specified torque in numerical order shown in figure.



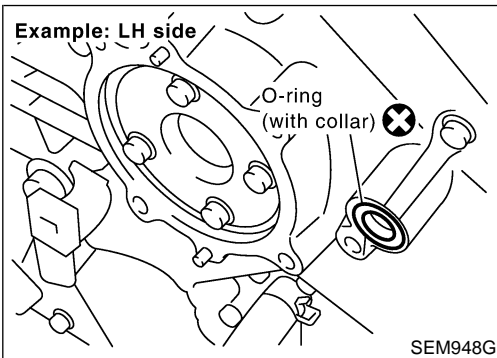
10. Tighten two mounting bolts in front of oil pan (upper) in numerical order shown in figure.

: 15.7 - 18.6 N·m (1.6 - 1.9 kg·m, 12 - 13 ft·lb)

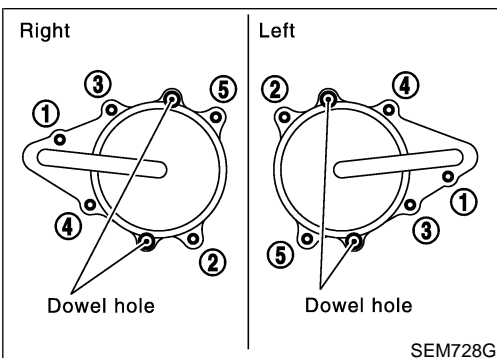


11. Install RH and LH intake valve timing control covers as follows:

- Install seal rings in shaft grooves.
- Apply liquid gasket to the intake valve timing control covers.
  - Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-53, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".



- Install collared O-ring in front timing chain case oil hole (LH and RH sides).



- Being careful not to move the seal ring from the installation groove, align the dowel pins on the chain case with the holes to install the intake valve timing control covers.
- Tighten bolts in the numerical order as shown.

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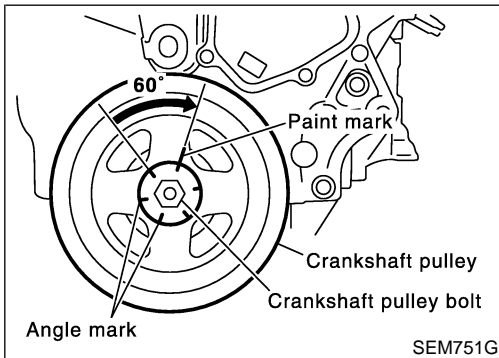
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## FRONT TIMING CHAIN CASE

Installation (Cont'd)

12. Install crankshaft pulley as follows:
  - a. Fix crankshaft using a suitable tool.
  - b. Install crankshaft pulley, taking care not to damage front oil seal.
    - When press-fitting crankshaft pulley with a plastic hammer, tap on its center portion (not circumference).
  - c. Tighten bolt to 39.2 to 49.0 N·m (4.0 to 5.0 kg·m, 29 to 36 ft·lb).



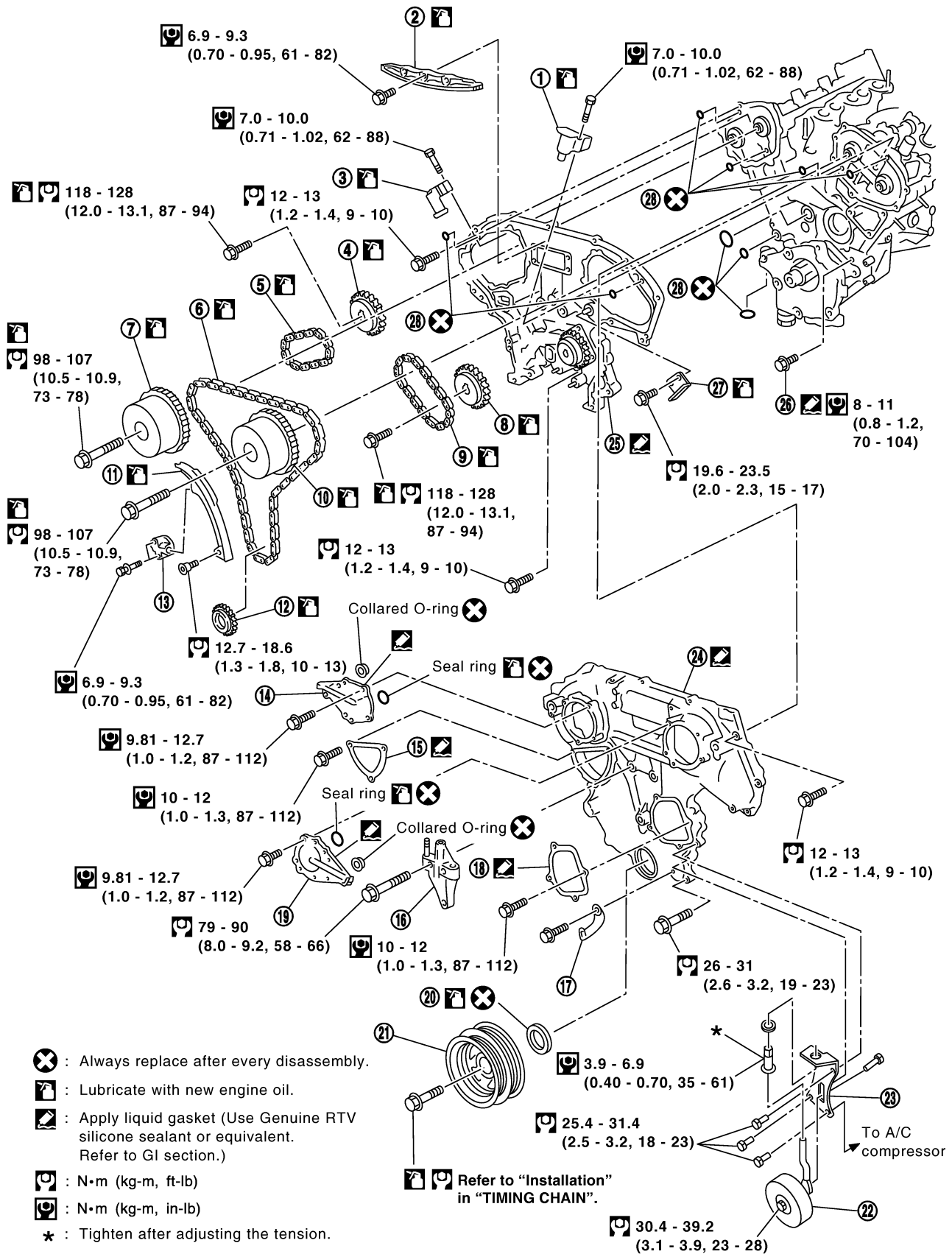
- d. Put a paint mark on crankshaft pulley aligning with angle mark on crankshaft pulley bolt. Then, further retighten bolt by 60 to 66 degrees [Target: 60 degrees (equivalent to one graduation)].

13. Rotate crankshaft pulley in normal direction (clockwise when viewed from front) to confirm it turns smoothly.
14. For the following operations, perform steps in the reverse order of removal.
  - If hydraulic pressure inside chain tensioner drops after removal/installation, slack in the guide may generate a pounding noise during and just after engine start. However, this does not indicate an unusualness. Noise will stop after hydraulic pressure rises.

# TIMING CHAIN

## SEC. 120•130•150•210•275

### Components



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## TIMING CHAIN

### *Components (Cont'd)*

---

- |                             |                                       |                             |
|-----------------------------|---------------------------------------|-----------------------------|
| 1. Timing chain tensioner   | 11. Slack guide                       | 20. Front oil seal          |
| 2. Internal chain guide     | 12. Crankshaft sprocket               | 21. Crankshaft pulley       |
| 3. Timing chain tensioner   | 13. Timing chain tensioner            | 22. Idler pulley            |
| 4. Camshaft sprocket (EXH)  | 14. Intake valve timing control cover | 23. Idler pulley bracket    |
| 5. Timing chain (Secondary) | 15. Chain tensioner cover             | 24. Front timing chain case |
| 6. Timing chain (Primary)   | 16. Mounting bracket                  | 25. Rear timing chain case  |
| 7. Camshaft sprocket (INT)  | 17. Water hose clamp                  | 26. Water drain plug        |
| 8. Camshaft sprocket (EXH)  | 18. Water pump cover                  | 27. Tension guide           |
| 9. Timing chain (Secondary) | 19. Intake valve timing control cover | 28. O-ring                  |
| 10. Camshaft sprocket (INT) |                                       |                             |

# TIMING CHAIN

Components (Cont'd)

## POSITION FOR APPLYING LIQUID GASKET

Refer to "Liquid Gasket Application Procedure" in "PRECAUTIONS", EM-3. =NHEM0011S01

- Before installation, wipe off the protruding sealant.

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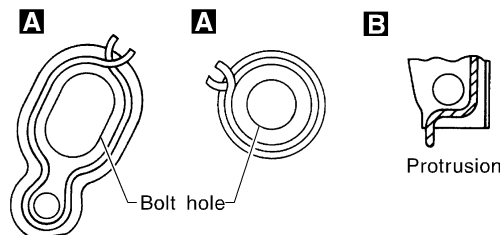
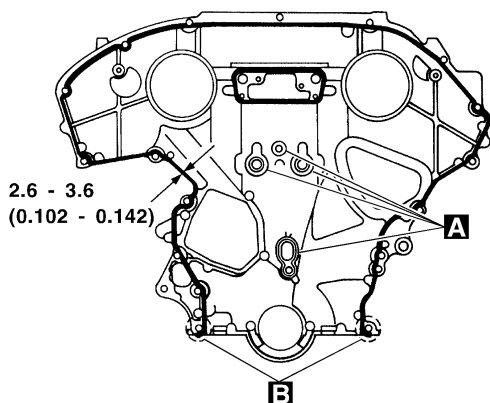
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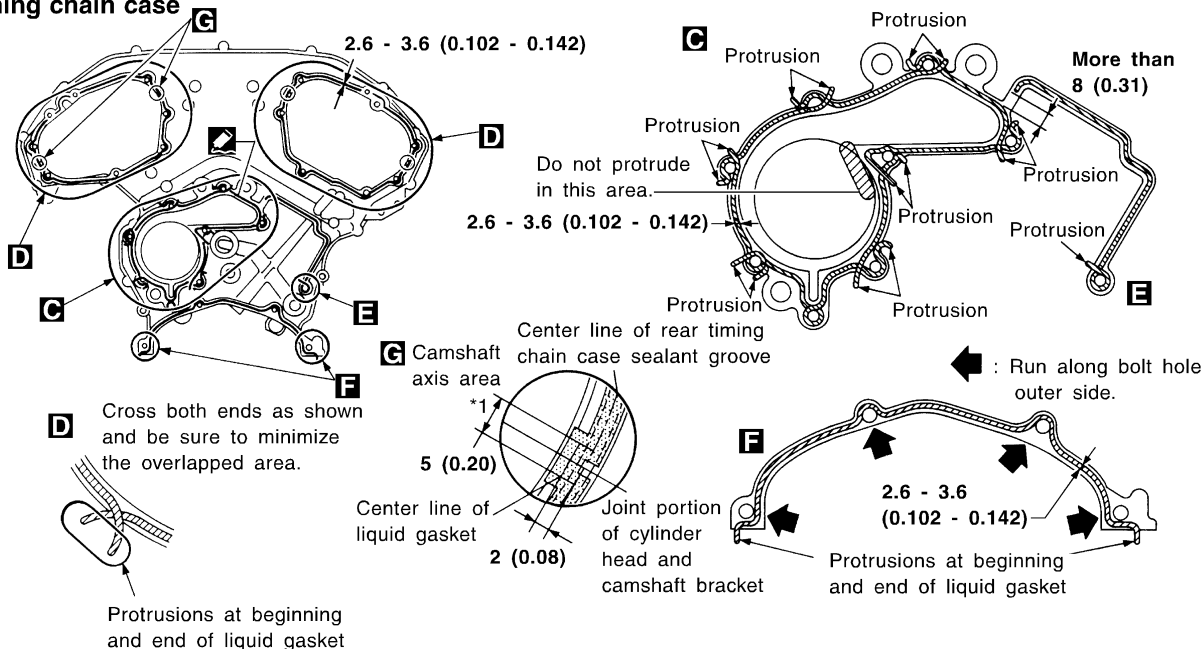
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### Front timing chain case



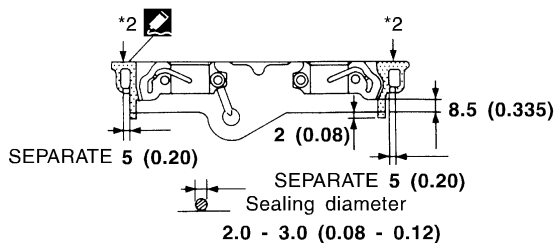
Sealant protrusion away from bolt hole

### Rear timing chain case



\*1: Apply liquid gasket to the chamfered surface between camshaft bracket and cylinder head.

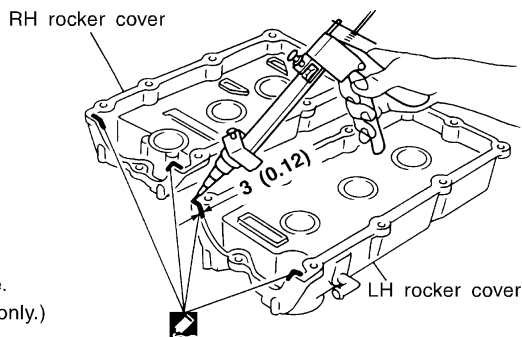
### Camshaft bracket



\*2: Remove the protruding sealant from front face.  
(Remove the hardened sealant from surface only.)

Unit: mm (in)

### Rocker cover



### CAUTION:

- After removing timing chain, do not turn crankshaft and

# TIMING CHAIN

Components (Cont'd)

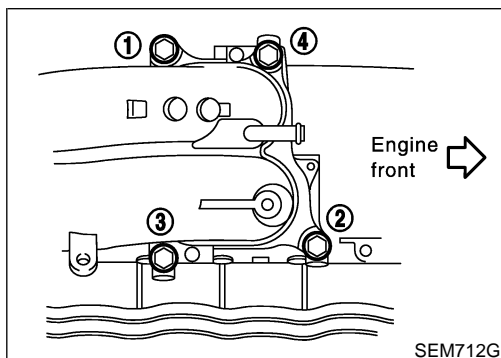
- camshaft separately, or valves will strike piston heads.
- When installing camshafts, chain tensioners, oil seals, or other sliding parts, lubricate contacting surfaces with new engine oil.
- Apply new engine oil to bolt threads and seat surfaces when installing cylinder head, camshaft sprockets, crankshaft pulley and camshaft brackets.
- Before disconnecting fuel hose, release fuel pressure. Refer to EC-55, "Fuel Pressure Release".
- When removing the oil pans, oil pump assembly and timing chain from engine, first remove the crankshaft position sensor (POS) from the assembly. Be careful not to damage sensor edges.
- Do not spill engine coolant on drive belts.

## Removal

NHEM0012

### NOTE:

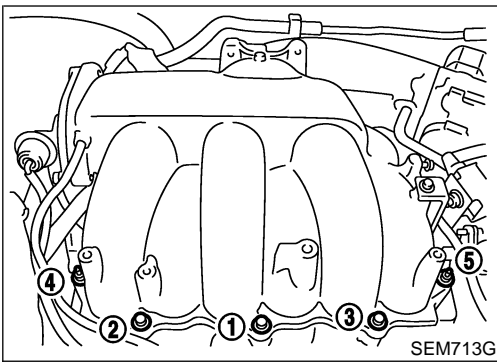
- This section describes removal and installation procedure for front timing chain, timing-chain-related parts, and rear timing chain case when oil pan (upper) needs to be removed/installed for engine overhaul, etc.
  - Refer to EM-21, "FRONT TIMING CHAIN CASE" to remove and install front timing chain case, timing chain and its related parts without removing oil pan (upper).
1. Drain engine oil.
  - **To avoid the danger of being scalded, never drain the engine oil when the engine is hot.**
  2. Drain coolant by removing cylinder block drain plugs. Refer to MA-14, "Changing Engine Coolant".
  3. Remove ornament cover.
  4. Remove air duct to intake manifold, collector, PCV hose, vacuum hoses, fuel hoses, wires, harness, connectors and so on.
  5. Remove the following.
    - Water hoses
    - EVAP canister purge hose
  6. Remove intake manifold upper collectors loosening bolts and nuts in reverse order shown in the figure.



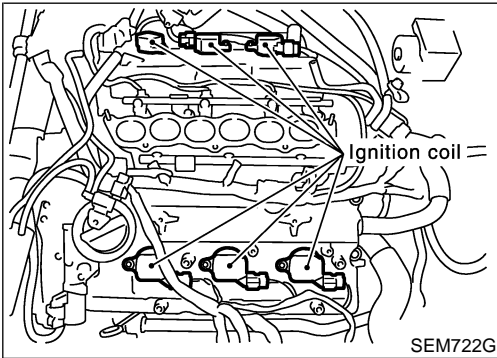


# TIMING CHAIN

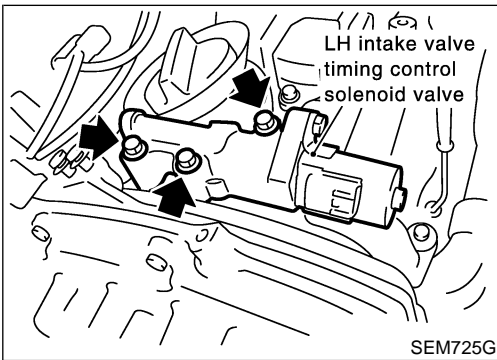
Removal (Cont'd)



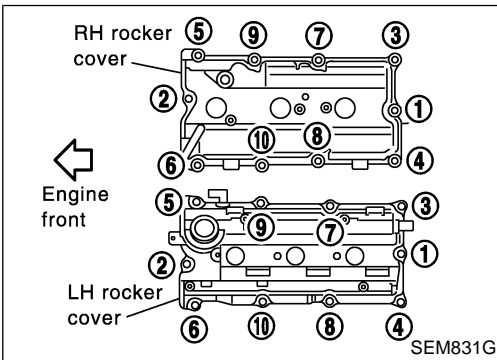
- Remove intake manifold lower collectors loosening bolts in reverse order shown in the figure.



- Remove RH and LH ignition coils.



- Remove RH and LH intake valve timing control solenoid valves.



- Remove RH and LH rocker covers from cylinder head.
  - Loosen bolts in numerical order shown in the figure.

- Remove engine undercover.
- Remove front RH wheel and engine side cover.
- Remove drive belts and idler pulley bracket. Refer to MA-13, "Checking Drive Belts" and EM-29, "Components".
- Remove power steering oil pump assembly. Refer to ST-25, "Components".
- Remove alternator. Refer to SC-29, "REMOVAL".

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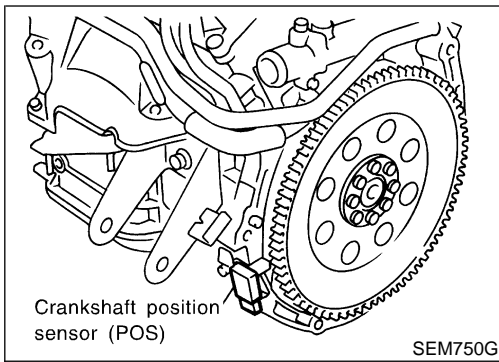
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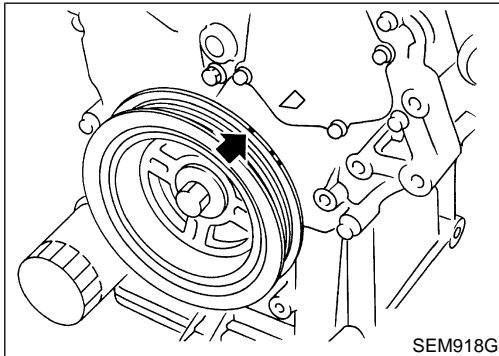
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# TIMING CHAIN

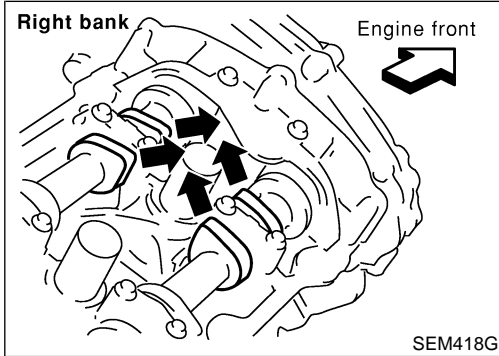
Removal (Cont'd)



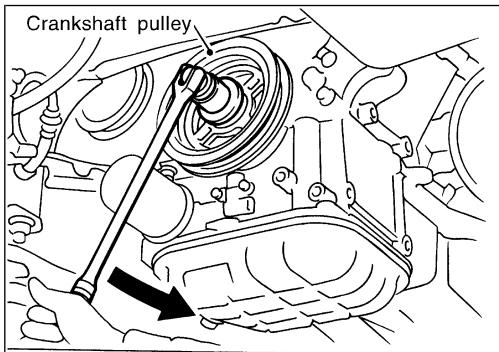
16. Remove crankshaft position sensor (POS).



17. Set No. 1 piston at TDC on the compression stroke by rotating crankshaft.

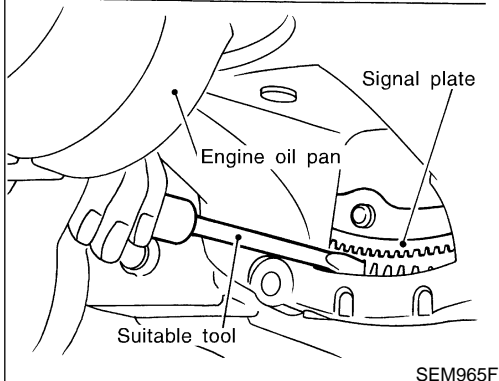


- Check that intake and exhaust cam nose on No. 1 cylinder are installed as shown. If not, turn the crankshaft one revolution (360°) and align as shown.



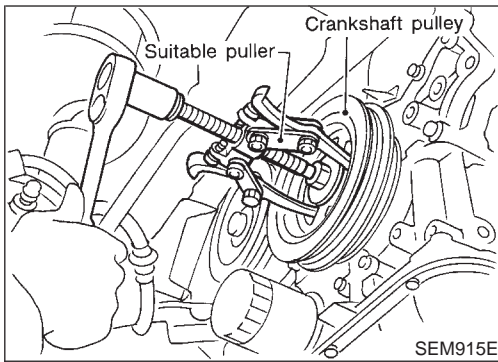
18. Loosen crankshaft pulley bolt. (At this time remove oil pan rear cover plate and set a suitable tool to ring gear so that crankshaft cannot rotate.)

- Be careful not to damage the signal plate teeth.

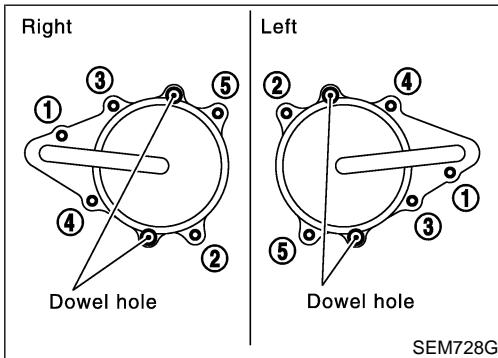


# TIMING CHAIN

Removal (Cont'd)



19. Remove crankshaft pulley with a suitable puller.



20. Remove intake valve timing control covers.

- Loosen bolts in reverse order shown in the figure.
- In the cover, the shaft is engaged with the center hole of the intake camshaft sprocket. Remove it straight out until the engagement comes off.

21. Remove air conditioner compressor. Refer to HA-112, "REMOVAL AND INSTALLATION".

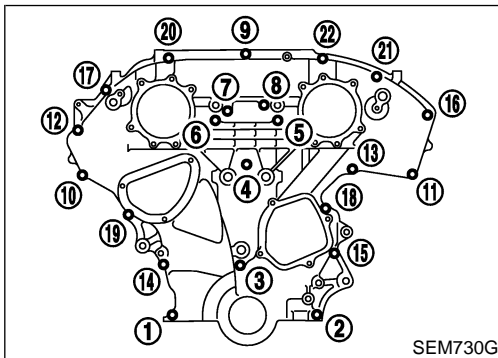
22. Remove front exhaust tube and its support. Refer to FE-9, "EXHAUST SYSTEM".

23. Hang engine at right and left side engine slingers with a suitable hoist. Refer to EM-69, "Removal and Installation".

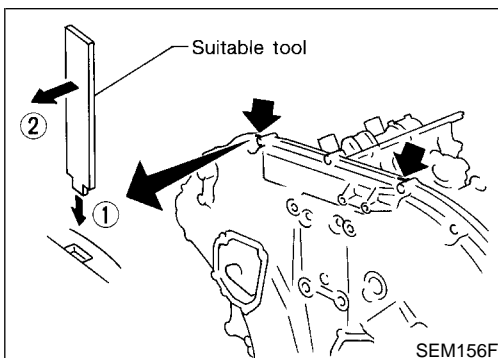
24. Remove right side engine mounting, mounting bracket and nuts. Refer to EM-69, "Removal and Installation".

25. Remove center member assembly.

26. Remove upper and lower oil pans. Refer to EM-14, "Removal".



27. Loosen front timing chain case bolts in reverse order shown in the figure.



28. Remove front timing chain case.

a. Insert the appropriate size tool into the notch at the top of the front timing chain case as shown (1).

b. Pry off the case by moving the tool as shown (2).

- Use seal cutter (special service tool) or an equivalent tool to cut liquid gasket for removal.

**CAUTION:**

- Do not use screwdrivers or something similar.
- After removal, handle it carefully so it does not tilt, cant, or warp under a load.

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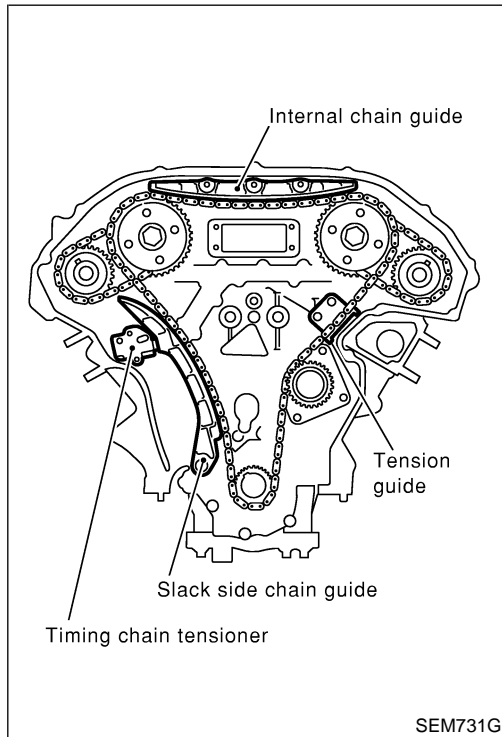
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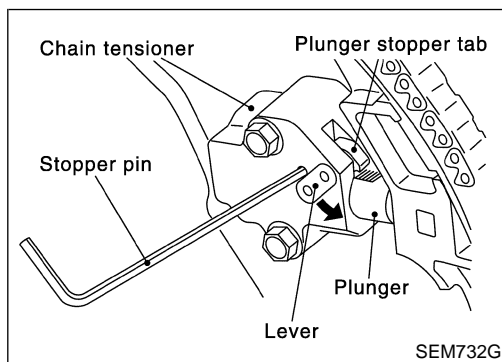
## TIMING CHAIN

Removal (Cont'd)

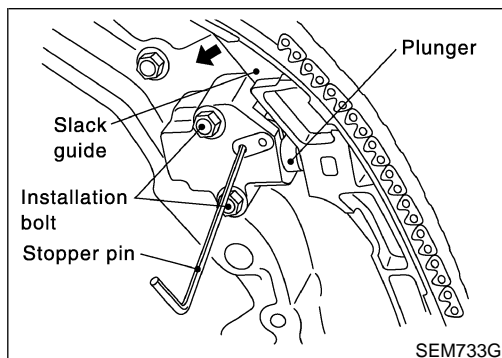
29. Remove water pump cover and timing chain tensioner cover from front timing chain case.
30. Remove front oil seal from front timing chain case.  
Refer to EM-48, "FRONT OIL SEAL".



31. Remove internal chain guide.
32. Remove timing chain tensioner and slack side chain guide.

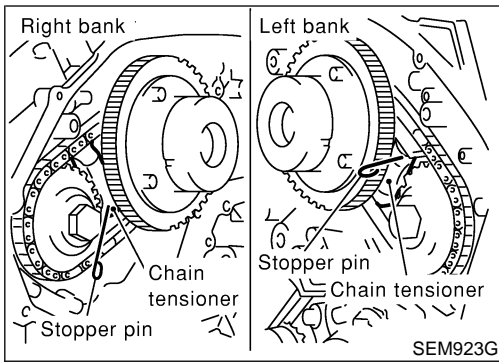


- Remove chain tensioner as follows.
  - a) Pull lever down, and release plunger stopper tab.
  - Plunger stopper tab can be pushed up to release (coaxial structure with lever).
  - b) Insert stopper pin into tensioner body hole to fix lever, and keep the tab released.
  - In figure, Allen wrench [2.5 mm (0.098 in)] is used for stopper pin as an example.
  - c) Insert plunger into tensioner body by pressing slack guide.
  - d) Keep slack guide pressed, and fix it by pushing stopper pin through lever hole and body hole.
  - e) Loosen mounting bolts, and remove chain tensioner.
- 33. Remove primary timing chain and crankshaft sprocket.

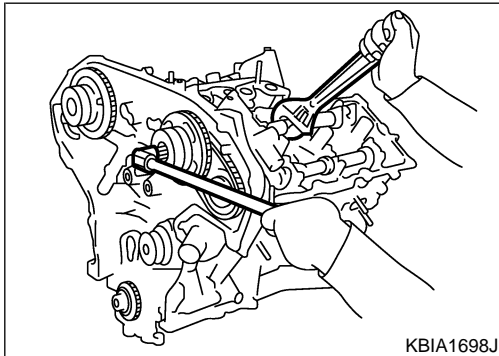


# TIMING CHAIN

Removal (Cont'd)

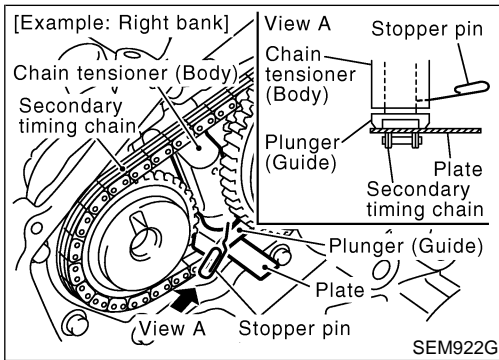


34. Attach a suitable stopper pin to RH and LH camshaft chain tensioners. (For secondary timing chains)



35. Loosen intake and exhaust camshaft sprocket bolts.

- Secure the hexagonal portion of the camshaft using a spanner to loosen mounting bolts.

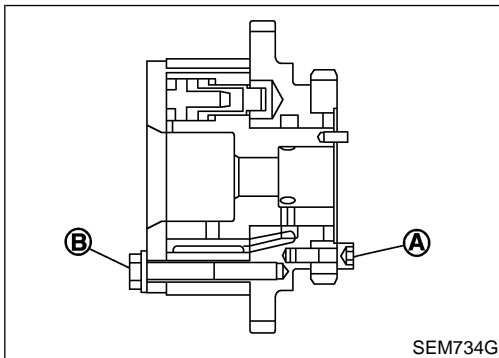


36. Remove secondary timing chains with camshaft sprockets.

- Rotate camshaft lightly, and slacken timing chain of timing chain tensioner-side.
- Insert metal or resin plate [thickness: 0.5 mm (0.020 in)] into guide between timing chain and chain tensioner plunger. Remove cam sprocket and secondary timing chain with timing chain floated from guide groove.

**CAUTION:**

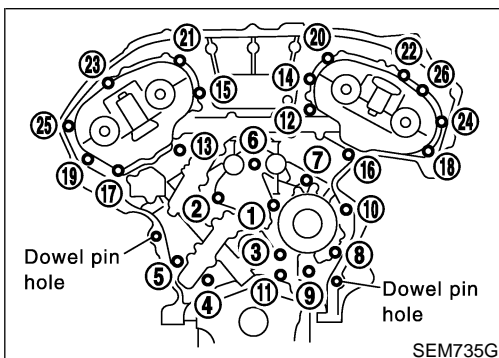
Chain tensioner plunger may move, while fixed stopper pin and plunger both come off when timing chain is removed. Use caution during removal.



- Intake camshaft sprocket is two-for-one structure of primary and secondary sprockets.
- Handle intake camshaft sprocket, taking care of the following.

**CAUTION:**

- Avoid impact.
- Do not disassemble (Never loosen bolts A and B).



37. Remove chain tension guide.

38. Remove rear timing chain case as follows.

- Loosen mounting bolts in reverse order shown in figure, and remove them.
- Disconnect liquid gasket applied portion using seal cutter (special service tool: KV10111100) or an equivalent tool. Then remove rear timing chain case.

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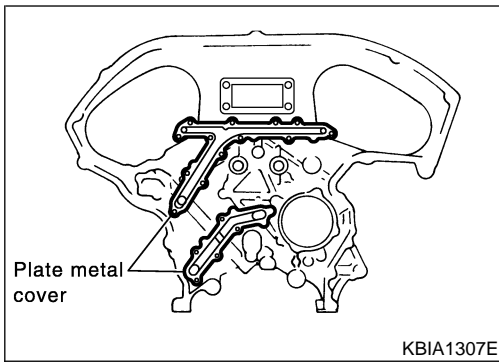
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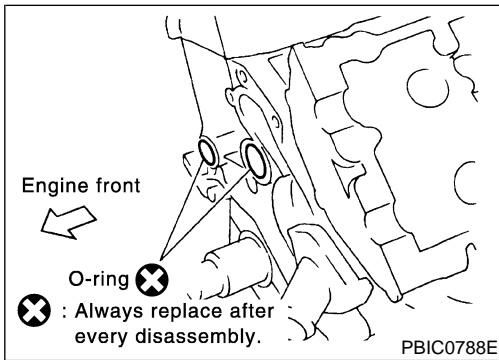
# TIMING CHAIN

Removal (Cont'd)

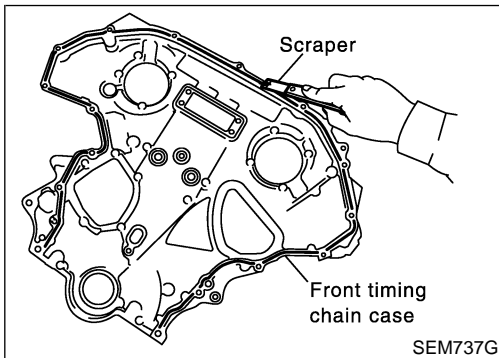


## CAUTION:

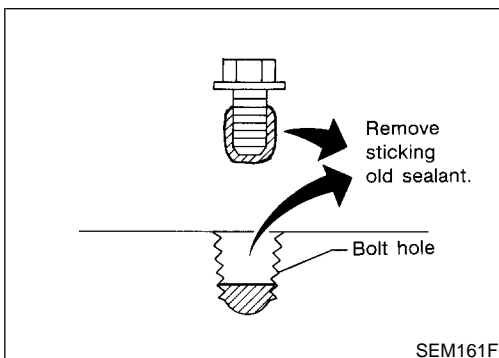
- Do not remove plate metal cover of oil passage.
- After removing chain case, do not apply any load which affects flatness.



39. Remove O-rings from cylinder block.
40. Remove RH and LH camshaft chain tensioners from cylinder head as follows, if necessary.
  - a. Remove No. 1 camshaft brackets. Refer to EM-51, "Removal".
  - b. Remove chain tensioners with stopper pin attached.



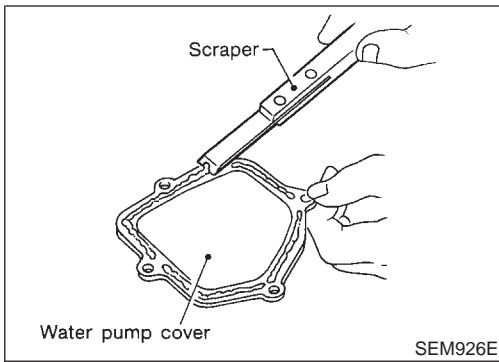
41. Use a scraper to remove all traces of liquid gasket from front and rear timing chain cases, and opposite mating surfaces.



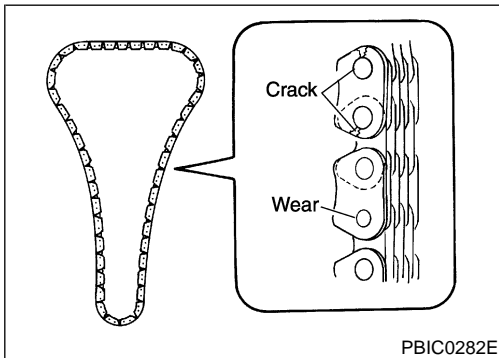
- Remove old liquid gasket from the bolt hole and thread.

# TIMING CHAIN

Removal (Cont'd)

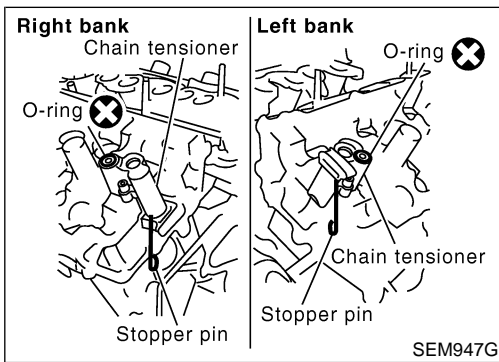


42. Use a scraper to remove all traces of liquid gasket from water pump cover, chain tensioner cover and intake valve timing control covers.



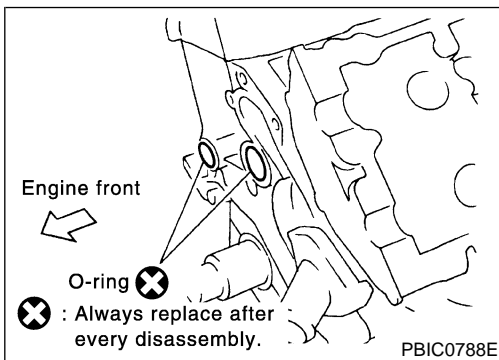
## Inspection

Check for cracks and excessive wear at roller links. <sup>NHEM0013</sup> Replace chain if necessary.

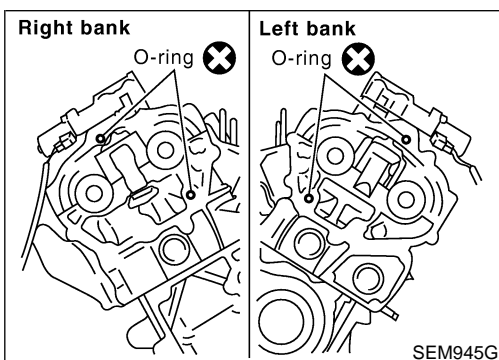


## Installation

1. Install RH and LH camshaft chain tensioners to cylinder head as follows, if removed. <sup>NHEM0014</sup>
  - a. Install chain tensioners with stopper pin attached and new O-ring, if removed.
  - b. Install No. 1 camshaft brackets.



2. Install O-rings onto cylinder block.



3. Install O-rings to cylinder head.
4. Apply liquid gasket to rear timing chain case. Refer to EM-31, "POSITION FOR APPLYING LIQUID GASKET".

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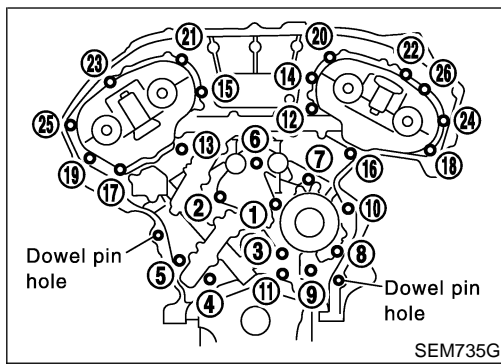
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# TIMING CHAIN

Installation (Cont'd)



5. Align rear timing chain case and water pump assembly with dowel pins (RH and LH) on cylinder block. Then install it.
  - Do not allow O-ring to drop.
  - a. Tighten mounting bolts in order as shown in the figure.
  - Install two types of mounting bolts, referring to the following instructions and figure.

### Bolt length:

**20 mm (0.79 in) (1, 2, 3, 6, 7, 8, 9, and 10 in the figure)**

**16 mm (0.63 in) (other than the above)**

**⌚ : 12 - 13 N·m (1.2 - 1.4 kg·m, 9 - 10 ft·lb)**

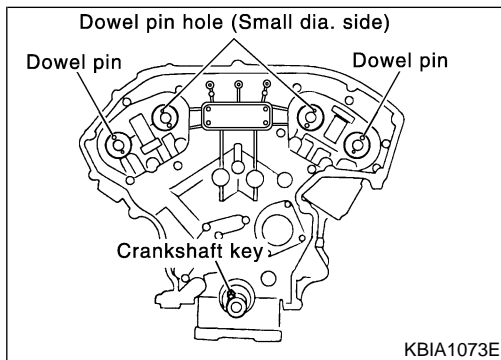
- b. After all bolts are temporarily tightened, retighten them to specified torque in order shown in the figure.
6. After installing rear timing chain case, check surface height difference between following parts on oil pan mounting surface.

### Standard

#### Rear timing chain case to cylinder block:

**-0.24 to 0.14 mm (-0.0094 to 0.0055 in)**

- If not within standard, repeat above installation procedure.
7. Install chain tension guide.
  8. Make sure that camshaft and crankshaft are at TDC position of No. 1 cylinder.
    - Make sure that dowel pin hole, dowel pin and crankshaft key are located as shown in the figure.
      - Camshaft dowel pin hole (intake-side): At cylinder head upper face side in each bank
      - Camshaft dowel pin (exhaust-side): At cylinder head upper face side in each bank
      - Crankshaft key: At cylinder head side of RH bank



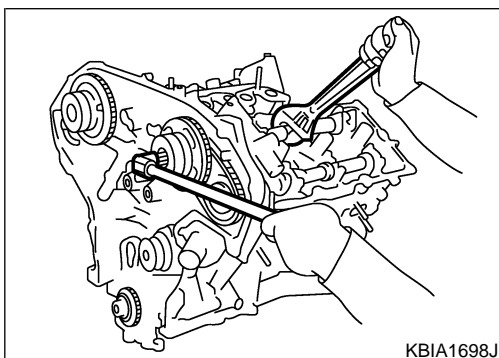
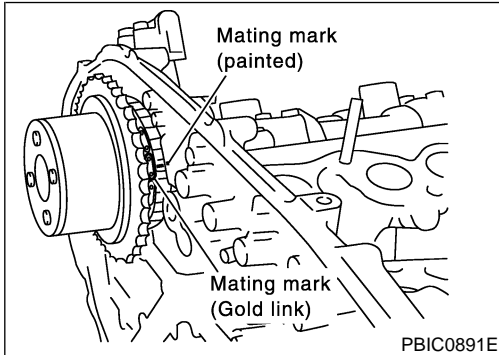
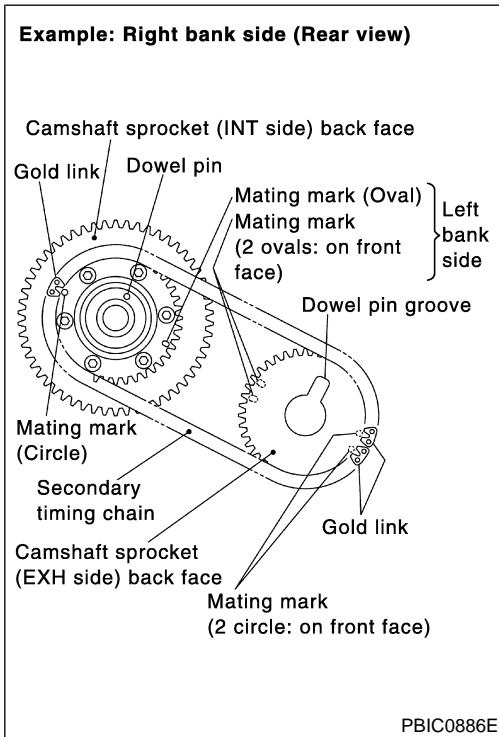
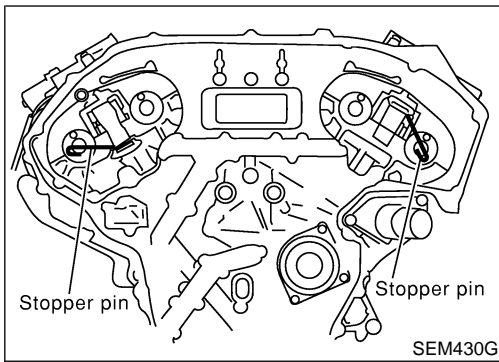
### CAUTION:

Hole on small diameter side must be used for intake camshaft sprocket dowel pin. Do not misidentify (Ignore big diameter side).



# TIMING CHAIN

Installation (Cont'd)



9. Install secondary timing chain and camshaft sprocket.

**CAUTION:**

Matching marks between timing chain, intake and exhaust camshaft sprockets slip easily. Confirm all matching mark positions repeatedly during the installation process.

- Push sleeve of secondary chain tensioner, and keep it pressed with stopper pin.
- a. Align matching marks on secondary timing chain (gold link) with the ones on intake and exhaust sprockets (stamped). Then install them.
- Matching marks of intake sprocket are on back side of secondary sprocket.
- There are two types of matching marks: round and oval types. They should be used for RH/LH banks respectively.  
RH bank: Use round type.  
LH bank: Use oval type.
- b. Align dowel pin and pin hole on camshaft with groove and dowel pin on sprocket. Then install them.
- On intake side, align pin hole on small diameter side of camshaft front end with dowel pin on back side of camshaft sprocket. Then install them.
- On exhaust side, align dowel pin on camshaft front end with pin groove on camshaft sprocket. Then install them.
- Mounting bolts for camshaft sprockets must be tightened in step 10. Tightening them by hand is enough to prevent dislocation of dowel pins.

- It may be difficult to visually check the dislocation of mating marks during and after installation. To make the matching easier, make a mating mark on the top of sprocket teeth and its extended line in advance with paint.

10. After confirming the mating marks are aligned, tighten the camshaft sprocket mounting bolts.

- Secure the camshaft hexagonal portion using a spanner to tighten mounting bolts.

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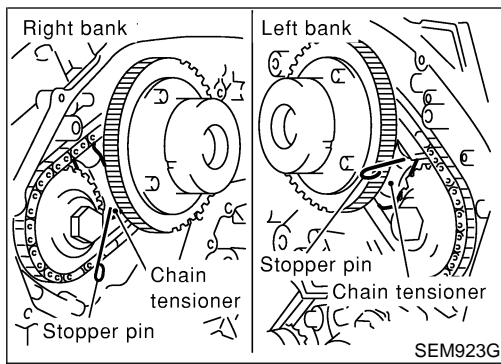
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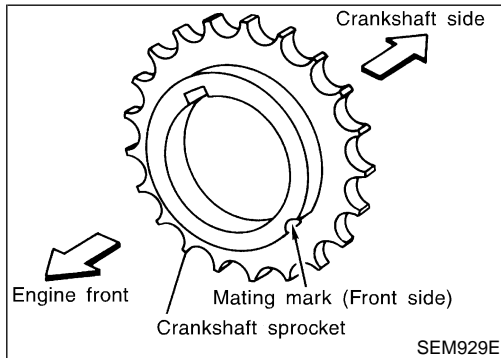
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# TIMING CHAIN

Installation (Cont'd)

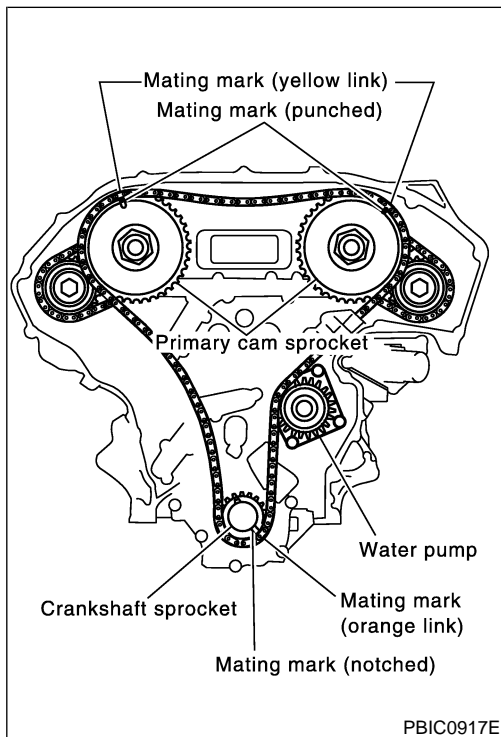


11. Pull out the stopper pin from the secondary timing chain tensioner.



12. Install primary timing chain.

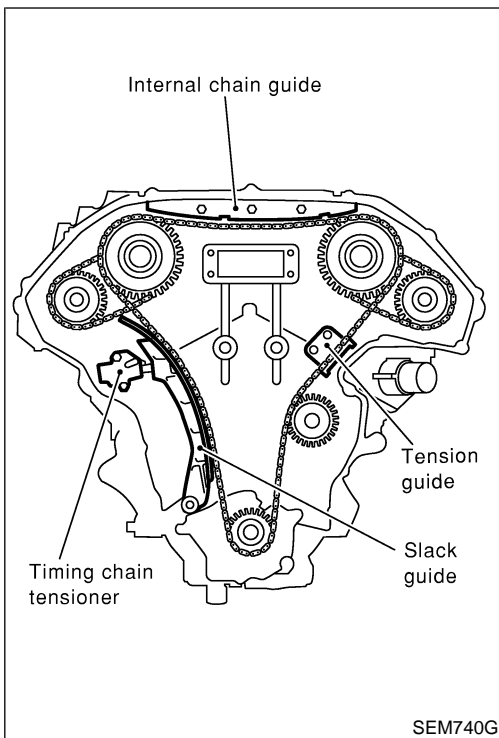
- Install crankshaft sprocket, with matching mark to timing chain facing front of engine.



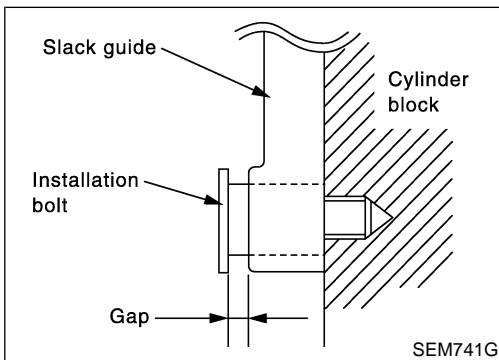
- Install primary timing chain so that mating mark (punched) on camshaft sprocket is aligned with that (yellow link) on the timing chain, and mating mark (notched) on crankshaft sprocket is aligned with that orange link on the timing chain, respectively.
- When it is difficult to align mating marks of the primary timing chain with each sprocket, gradually turn the camshaft hexagonal portion using a spanner so it is aligned with the mating mark.

# TIMING CHAIN

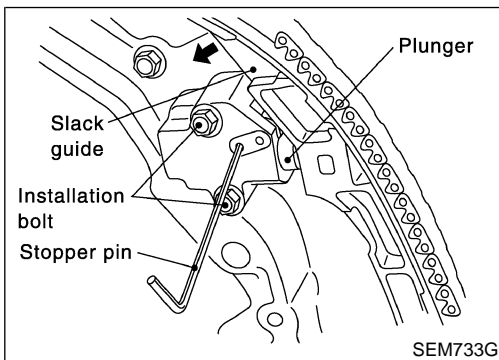
Installation (Cont'd)



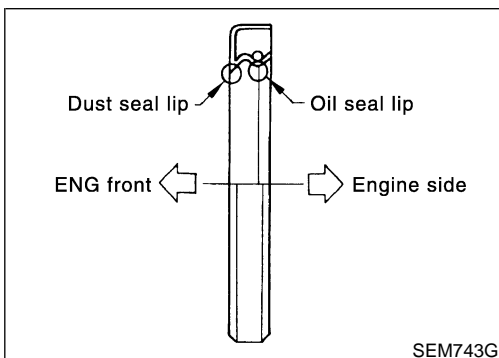
13. Install internal chain guide.
14. Install slack guide.



- Take care not to overtighten mounting bolts for slack guide. It is normal for a gap to exist under bolt seats when mounting bolts are tightened to specified torque.



15. Install chain tensioner for slack guide.
  - When installing chain tensioner, push in sleeve and keep it pressed with stopper pin.
  - Remove dirt and foreign materials completely from back and mounting surfaces of chain tensioner.
  - After installing, pull out stopper pin by pressing slack guide.
16. Confirm again that matching marks on sprockets and timing chain have not slipped.

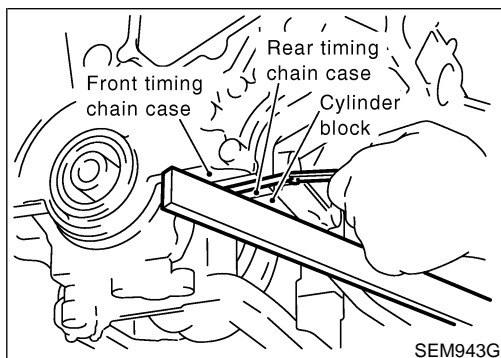
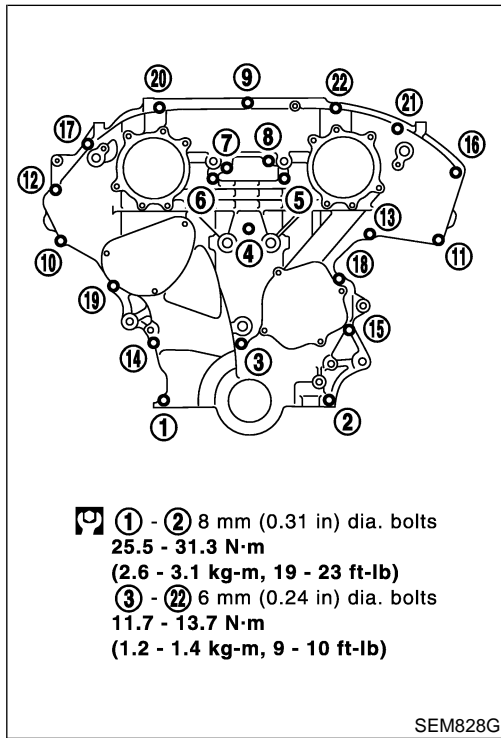
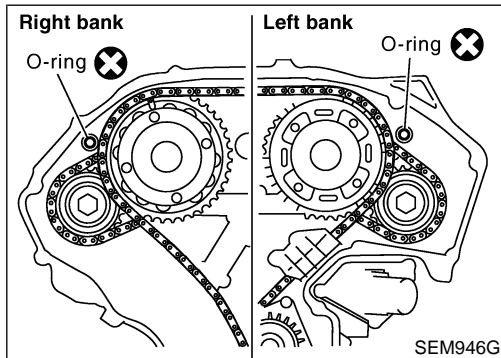
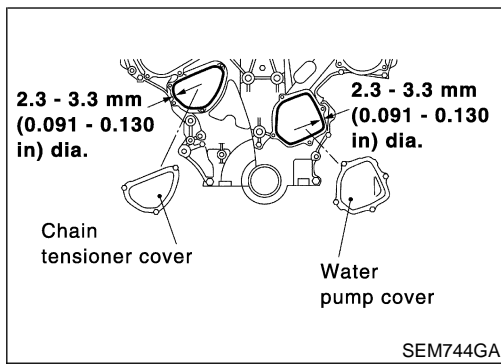


17. Install front oil seal to front timing chain case. Refer to EM-48, "FRONT OIL SEAL".

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# TIMING CHAIN

Installation (Cont'd)



18. Apply liquid gasket to water pump cover and chain tensioner cover. Refer to LC-16, "Installation".

- Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-53, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- Before installation, wipe off the protruding sealant.

19. Install water pump cover and chain tensioner cover.

20. Install O-rings on rear timing chain case.

21. Apply liquid gasket to front timing chain case.

- Refer to "POSITION FOR APPLYING LIQUID GASKET", EM-31.

- Before installation, wipe off the protruding sealant.

22. Install front timing chain case.

- Align dowel pin on rear timing chain case with hole on front timing chain case.

23. Tighten bolts to the specified torque in order shown in the figure.

24. After installing front timing chain case, check surface height difference between following parts on oil pan mounting surface.

**Standard**

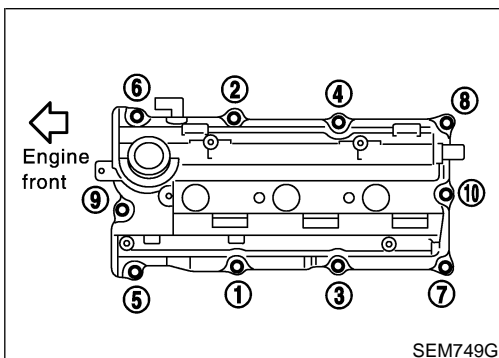
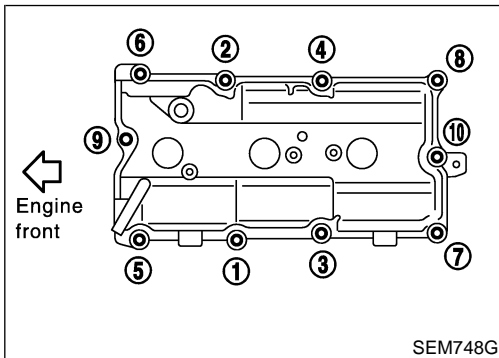
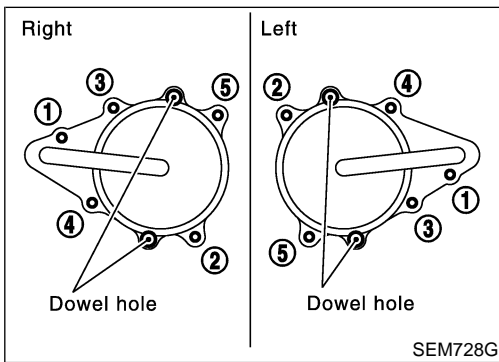
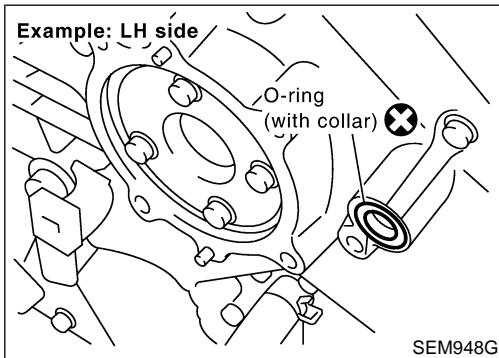
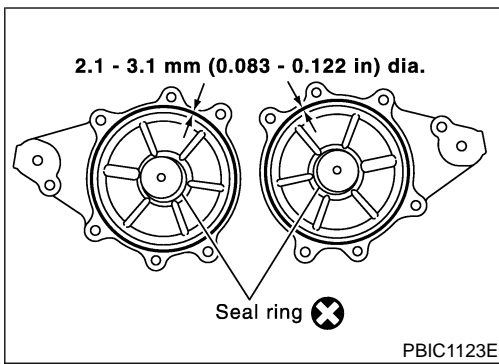
**Front timing chain case to rear timing chain case:**

**-0.14 to 0.14 mm (-0.0055 to 0.0055 in)**

- If not within standard, repeat above installation procedure.

# TIMING CHAIN

Installation (Cont'd)



25. Install LH and RH intake valve timing control covers.
  - a. Install new seal ring at intake valve timing control cover with new engine oil applied on it.
  - b. Apply liquid gasket to intake valve timing control covers.
    - Use genuine RTV silicone sealant or equivalent. Refer to GI-53.
  - c. Install collared O-ring in front timing chain case oil hole (LH and RH sides).
  - d. Being careful not to move the seal ring from the installation groove, align the dowel pins on the chain case with the holes to install the intake valve timing control cover.
  - e. Tighten in numerical order as shown in the figure.
26. Install RH and LH rocker covers.
  - Check spark plug hole oil seal for cracks and damage on sealing portion. Replace rocker cover if necessary.
  - Apply liquid gasket to RH and LH rocker covers. Refer to EM-31, "POSITION FOR APPLYING LIQUID GASKET".
  - Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-53, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

**Rocker cover tightening procedure:**

  - Tighten in numerical order as shown in the figure.
  - a. Tighten bolts 1 to 10 in that order to 0.96 to 2.96 N·m (0.10 to 0.30 kg-m, 9 to 26 in-lb).
  - b. Then tighten bolts 1 to 10 as indicated in figure to 7.33 to 9.33 N·m (0.75 to 0.95 kg-m, 65 to 82 in-lb).

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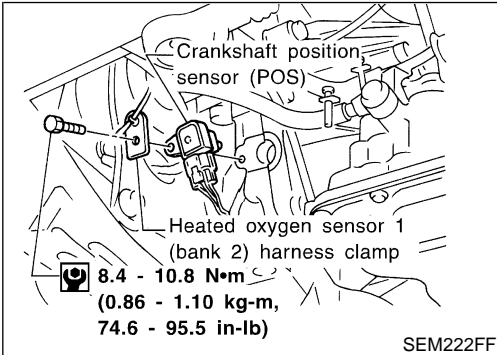
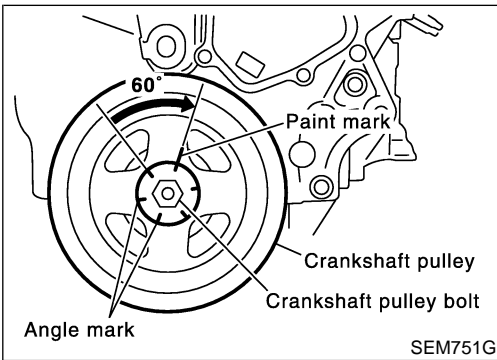
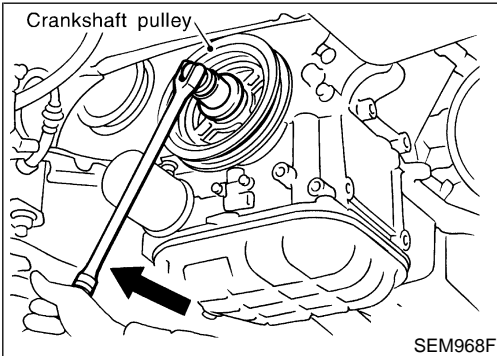
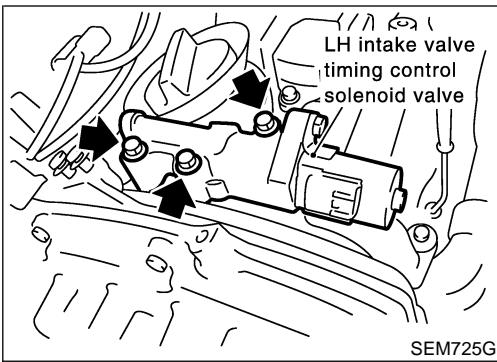
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# TIMING CHAIN

## Installation (Cont'd)



27. Install RH and LH intake valve timing control solenoid valves.
28. Install RH and LH ignition coils.
29. Install intake manifold collector gasket.
30. Install intake manifold upper and lower collectors.  
**Refer to "TIGHTENING PROCEDURES", EM-11.**

31. Install crankshaft pulley to crankshaft.
  - a. Tighten to 39.2 to 49.0 N·m (4.0 to 5.0 kg·m, 29 to 36 ft·lb).
  - b. Put a paint mark on the crankshaft pulley.
- c. Again tighten by turning 60° to 66° [Target: 60 degrees (equivalent to one graduation)].

32. Reinstall removed parts in reverse order of removal.
  - **Make sure that crankshaft position sensor (POS) and heated oxygen sensor 1 (bank 2) harness clamp are installed correctly as shown in figure.**
  - When installing fuel tube assembly. Refer to EC-56, "Removal and Installation".
  - Check oil level after refilling engine oil.
  - **After starting engine, keep idling for three minutes. Then rev engine up to 3,000 rpm under no load to purge air from the high-pressure chamber of the chain tensioners. The engine may produce a rattling noise. This indicates that air still remains in the chamber and is not a matter of concern.**

## Replacement

NHEM0015

**CAUTION:**

When removing the oil pans, oil pump assembly and timing chain from engine, first remove the crankshaft position sensor (POS) from the assembly.

Be careful not to damage sensor edges.

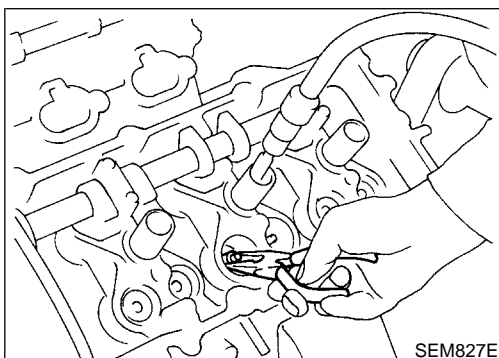
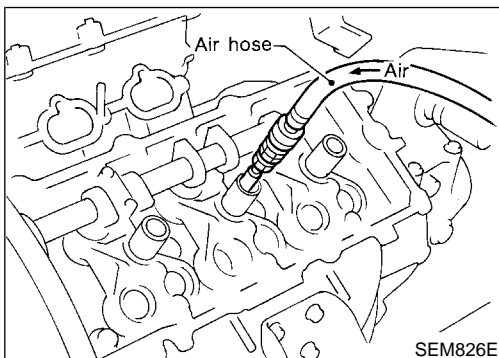
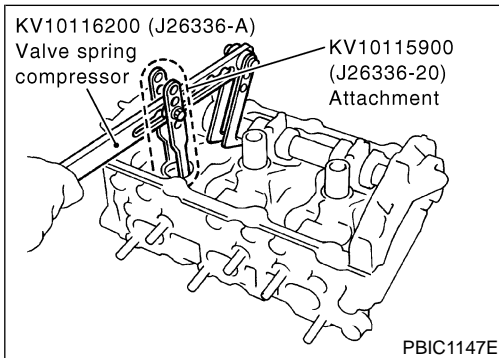
## VALVE OIL SEAL

NHEM0015S01

1. Remove ornament cover.
2. Remove intake manifold upper collector and intake manifold lower collector. Refer to EM-11, "TIGHTENING PROCEDURES".
3. Remove RH and LH ignition coils.
4. Remove RH and LH rocker covers from cylinder head. Refer to EM-21, "Removal".
5. Remove crankshaft position sensor (POS). Refer to EM-14, "Components".
6. Remove oil pan. Refer to EM-14, "Removal".
7. Remove timing chain. Refer to EM-32, "Removal".
8. Remove camshaft brackets and camshaft. Refer to EM-51, "Removal".
9. Remove valve lifters. Refer to EM-51, "Removal".
10. Remove valve spring with Tool.

**Before removing valve spring, fix valve as follows.**

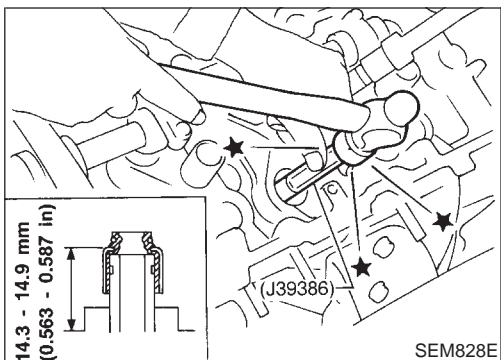
**Piston concerned should be set at TDC to prevent valve from falling.**



11. Remove valve oil seal.

# OIL SEAL

Replacement (Cont'd)

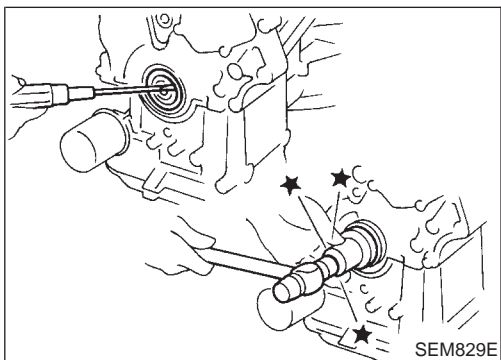


12. Apply engine oil to new valve oil seal and install it with Tool.
13. Reinstall any parts removed in reverse order of removal.

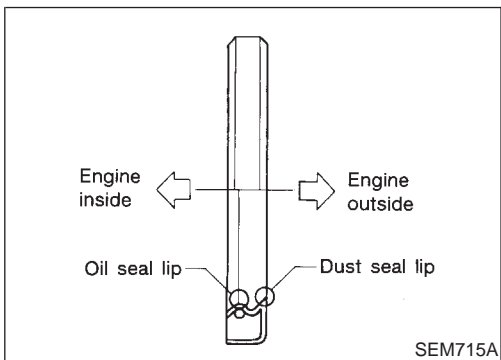
## FRONT OIL SEAL

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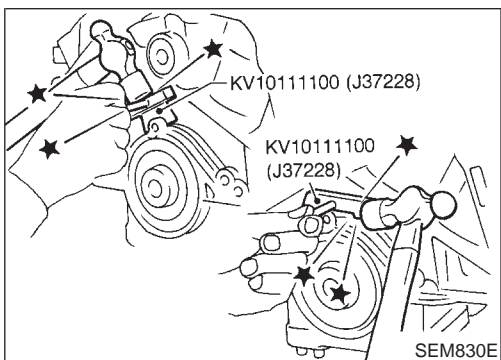
1. Remove the following parts:
  - Engine undercover
  - Front RH wheel and engine side cover
  - Drive belts. Refer to MA-13, "Checking Drive Belts".
  - Crankshaft pulley. Refer to EM-32, "Removal".**Be careful not to damage sensor edge.**



2. Remove front oil seal using a suitable tool.  
**Be careful not to scratch front cover.**
3. Apply engine oil to new oil seal and install it using a suitable tool.



- Install new oil seal in the direction shown in the figure.



## REAR OIL SEAL

NHEM0015S04

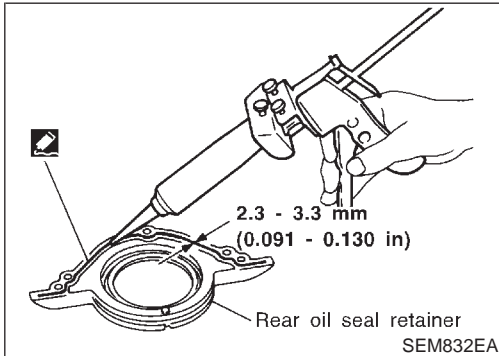
1. Remove transaxle. Refer to AT-286.
2. Remove drive plate. Refer to EM-73, "Components".
3. Remove oil pan. Refer to EM-14.
4. Remove rear oil seal retainer.
- Use seal cutter (SST) or an equivalent tool to cut liquid gasket for removal.



# OIL SEAL

Replacement (Cont'd)

5. Remove old liquid gasket on mating surface of cylinder block and oil pan using scraper.
  - **Remove old liquid gasket from the bolt hole and thread.**



6. Apply liquid gasket to rear oil seal retainer.
  - Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-53.
  - Assembly should be done within 5 minutes after coating.
  - Wait at least 30 minutes before refilling engine oil and engine coolant.

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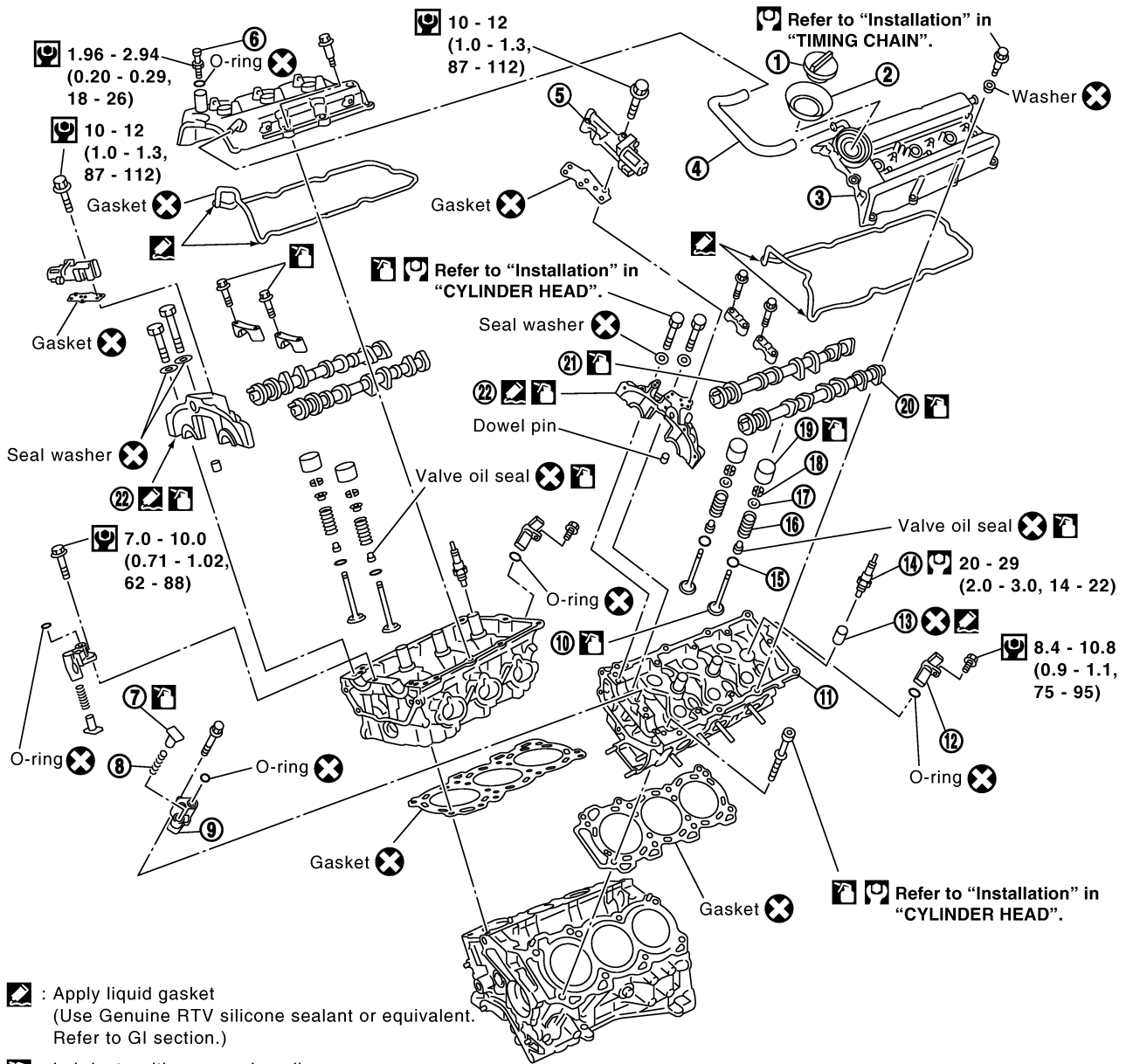
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# CYLINDER HEAD

## Components

SEC. 111•118•130•140•220



Apply liquid gasket (Use Genuine RTV silicone sealant or equivalent. Refer to GI section.)

Lubricate with new engine oil.

N·m (kg-m, ft-lb)

N·m (kg-m, in-lb)

SEM965G

- |   |                                      |                           |
|---|--------------------------------------|---------------------------|
| 1. Oil filler cap                             | 8. Spring                            | 15. Valve spring seat     |
| 2. Oil catcher                                | 9. Chain tensioner                   | 16. Valve spring          |
| 3. Rocker cover                               | 10. Valve                            | 17. Valve spring retainer |
| 4. PCV hose                                   | 11. Cylinder head                    | 18. Valve collet          |
| 5. Intake valve timing control solenoid valve | 12. Camshaft position sensor (PHASE) | 19. Valve lifter          |
| 6. PCV valve                                  | 13. Spark plug tube                  | 20. Camshaft (Exhaust)    |
| 7. Tensioner sleeve                           | 14. Spark plug                       | 21. Camshaft (Intake)     |
|   |                                      | 22. Camshaft bracket      |

**CAUTION:**

- When installing camshafts, chain tensioners, oil seals, or other sliding parts, lubricate contacting surfaces with new engine oil.
- Apply new engine oil to threads and seat surfaces when installing cylinder head, camshaft sprocket, crankshaft pulley, and camshaft bracket.
- Attach tags to valve lifters so as not to mix them up.

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## Removal

NHEM0044

1. Remove engine undercover.
2. Drain engine oil.
  - To avoid the danger of being scalded, never drain the engine oil when the engine is hot.
3. Drain engine coolant from radiator.
4. Remove radiator. Refer to LC-20, "REMOVAL AND INSTALLATION".
5. Remove front exhaust tube and its support. Refer to FE-9, "Removal and Installation".

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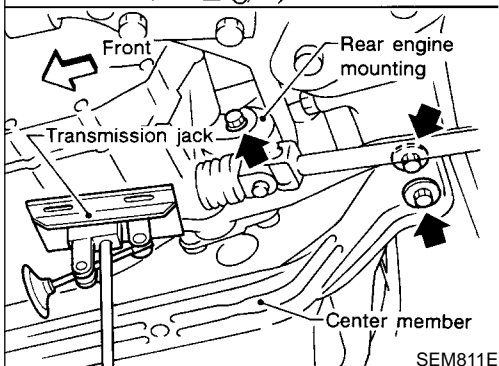
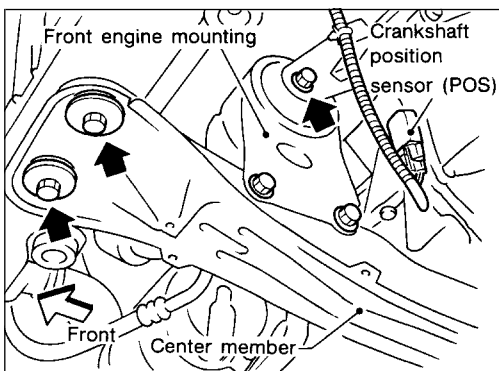
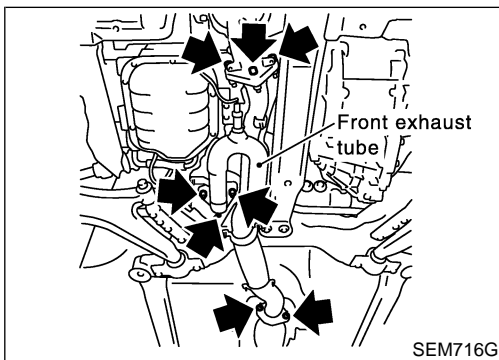
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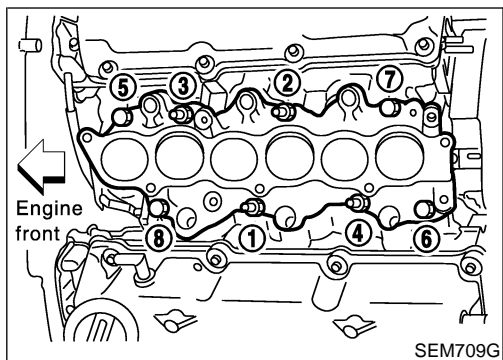
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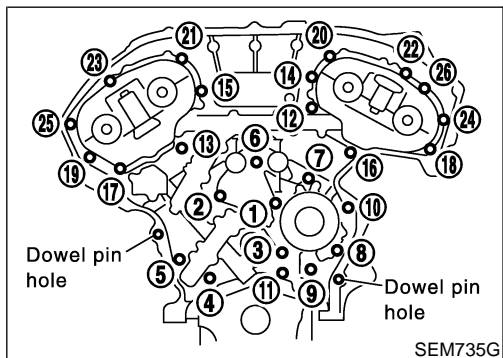
6. Set a suitable transmission jack under transaxle and hoist engine with engine slinger.
7. Remove crankshaft position sensor (POS) from oil pan.
8. Loosen front and rear engine mounting nuts and bolts.
9. Remove center member.
10. Remove aluminum oil pan. Refer to EM-14, "Removal".
11. Remove exhaust manifolds. Refer to EM-12, "Exhaust Manifold".
12. Install center member to support engine temporarily.
13. Tighten front and rear engine mounting nuts and bolts.
14. Remove transmission jack and hoist that were supporting engine.
15. Remove timing chain. Refer to EM-32, "Removal".

# CYLINDER HEAD

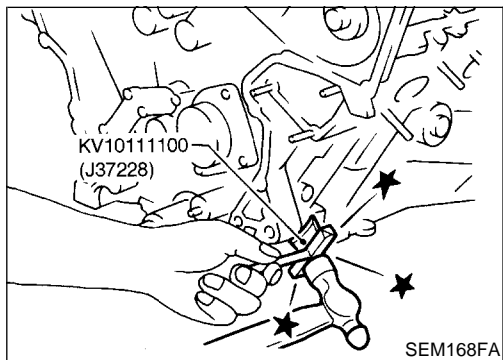
Removal (Cont'd)



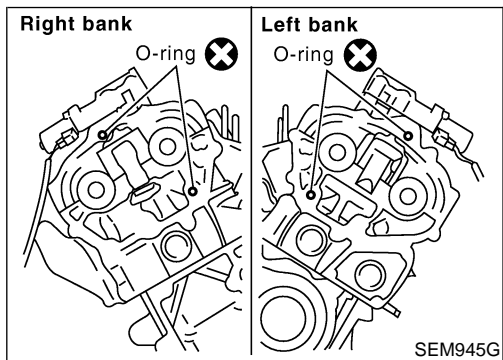
16. Remove intake manifold in reverse order of illustration.
17. Remove water outlet.



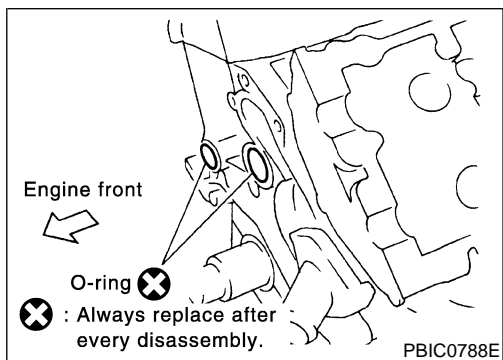
18. Loosen rear timing chain case bolts in reverse order as shown in the figure.



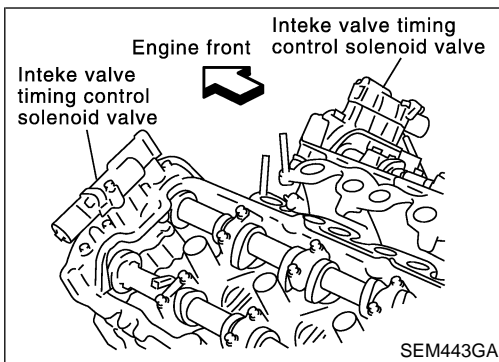
19. Remove rear timing chain case.
  - Use seal cutter (SST) or an equivalent tool to cut liquid gasket for removal.



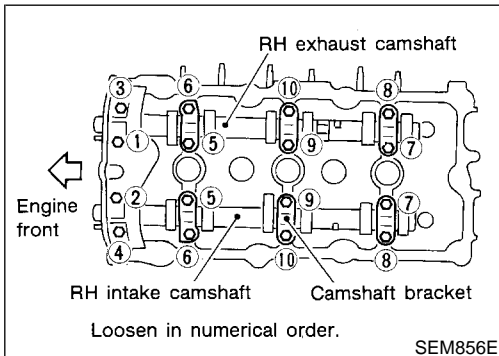
20. Remove O-rings from cylinder head.



21. Remove O-rings from cylinder block.



22. Remove intake valve timing control solenoid valves.



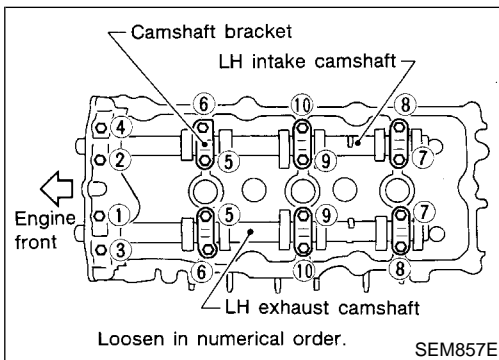
23. Remove intake and exhaust camshafts and camshaft brackets.

- Equally loosen camshaft bracket bolts in several steps in the numerical order shown in the figure.

**For reinstallation, be sure to put marks on camshaft bracket before removal.**

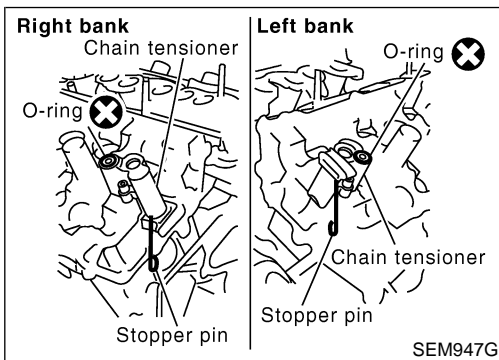
24. Remove valve lifters.

- Identify installation positions, and store them without mixing them up.



25. Remove RH and LH camshaft chain tensioners from cylinder head.

- Remove chain tensioner with its stopper pin attached.
- Stopper pin was attached when secondary timing chain was removed.



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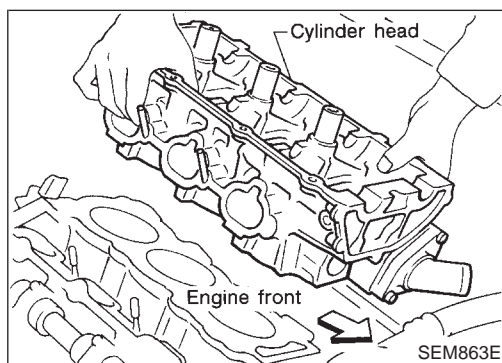
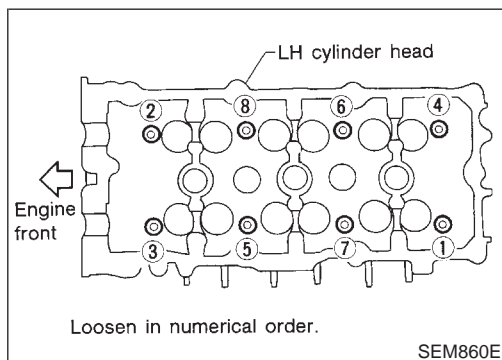
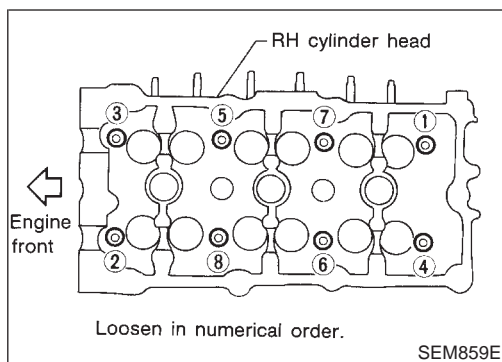
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# CYLINDER HEAD

Removal (Cont'd)



26. Loosen cylinder head bolts.

- **Cylinder head bolts should be loosened in two or three steps.**
- **A warped or cracked cylinder head could result from removing in incorrect order.**

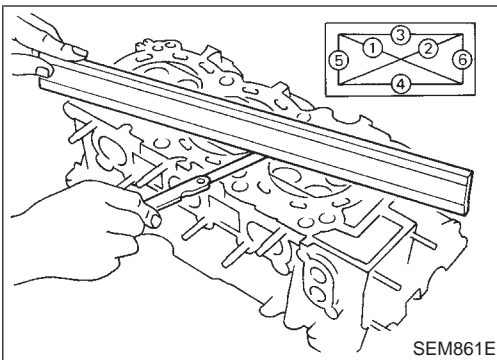
27. Remove cylinder head.

## Disassembly

1. Remove spark plug with spark plug wrench (Commercial service tool).
2. Remove valve component parts.  
Refer to EM-47, "VALVE OIL SEAL".
  - Check the clearance before removing the valve guide. Refer to EM-57, "VALVE GUIDE CLEARANCE".
3. Remove spark plug tube, as necessary.
  - Using a pair of pliers, pull spark plug tube out of cylinder head.

### CAUTION:

- **Take care not to damage cylinder head.**
- **Once removed, a spark plug tube will be deformed and cannot be reused. Do not remove it unless absolutely necessary.**



## Inspection

### CYLINDER HEAD DISTORTION

NHEM0046

NHEM0046S01

Clean surface of cylinder head.

Use a reliable straightedge and feeler gauge to check the flatness of cylinder head surface.

Check along six positions shown in the figure.

**Head surface flatness: Limit 0.1 mm (0.004 in)**

If beyond the specified limit, resurface or replace it.

**The limit for cylinder head resurfacing is determined by the cylinder block resurfacing.**

**Resurfacing limit:**

**Amount of cylinder head resurfacing is "A".**

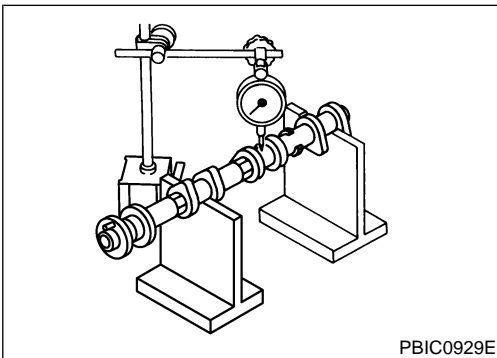
**Amount of cylinder block resurfacing is "B".**

**The maximum limit : A + B = 0.2 mm (0.008 in)**

After resurfacing cylinder head, check that camshaft rotates freely by hand. If resistance is felt, cylinder head must be replaced.

**Nominal cylinder head height:**

**126.3 - 126.5 mm (4.972 - 4.980 in)**



### CAMSHAFT VISUAL CHECK

NHEM0046S02

Check camshaft for scratches, seizure and wear.

### CAMSHAFT RUNOUT

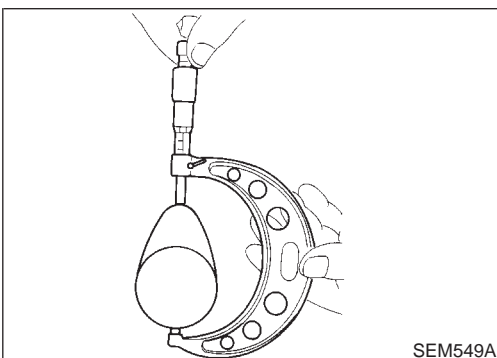
NHEM0046S03

1. Put V block on precise flat bed, and support No. 2 and No. 4 journal of camshaft.
2. Set dial gauge vertically to No. 3 journal.
3. Turn camshaft to one direction with hands, and measure camshaft runout on dial gauge. (Total indicator reading)

**Runout:**

**Limit (Total indicator reading) 0.05 mm (0.0020 in)**

4. If it exceeds the limit, replace camshaft.



### CAMSHAFT CAM HEIGHT

NHEM0046S04

1. Measure camshaft cam height.

**Standard cam height:**

**Intake and exhaust**

**44.865 - 45.055 mm (1.7763 - 1.7738 in)**

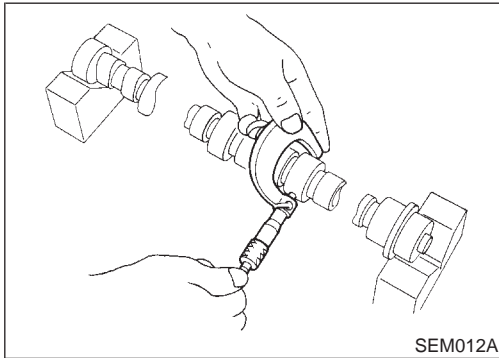
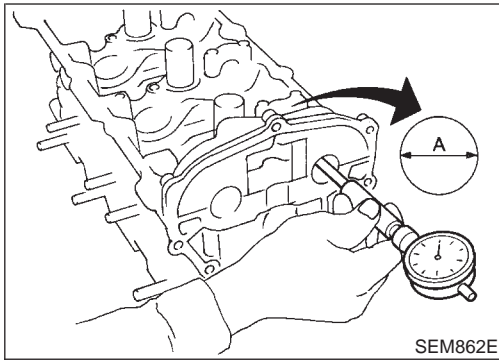
**Cam wear limit:**

**0.2 mm (0.008 in)**

2. If wear is beyond the limit, replace camshaft.

# CYLINDER HEAD

Inspection (Cont'd)



## CAMSHAFT JOURNAL CLEARANCE

NHEM0046S05

1. Install camshaft bracket and tighten bolts to the specified torque.
2. Measure inner diameter "A" of camshaft bearing.

### Standard inner diameter:

No. 1: 26.000 - 26.021 mm (1.0236 - 1.0244 in)

No. 2, 3, 4: 23.500 - 23.521 mm (0.9252 - 0.9260 in)

3. Measure outer diameter of camshaft journal.

### Standard outer diameter:

No. 1: 25.935 - 25.955 mm (1.0211 - 1.0218 in)

No. 2, 3, 4: 23.445 - 23.465 mm (0.9230 - 0.9238 in)

4. If clearance exceeds the limit, replace camshaft and/or cylinder head.

### Camshaft journal clearance:

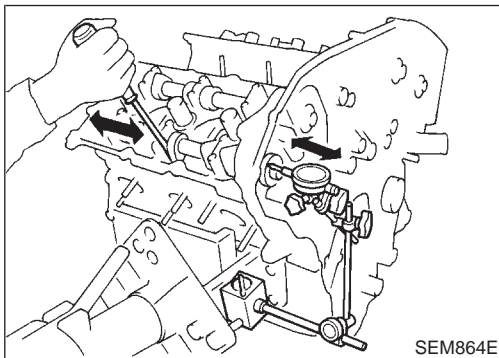
#### Standard

No. 1: 0.045 - 0.086 mm (0.0018 - 0.0034 in)

No. 2, 3, 4: 0.035 - 0.076 mm (0.0014 - 0.0030 in)

#### Limit

0.15 mm (0.0059 in)



## CAMSHAFT END PLAY

NHEM0046S06

1. Install camshaft in cylinder head. Then install dial gauge in thrust direction on front end of camshaft.
2. Measure end play of dial gauge when camshaft is moved forward/backward (in direction to axis).

### Camshaft end play:

#### Standard

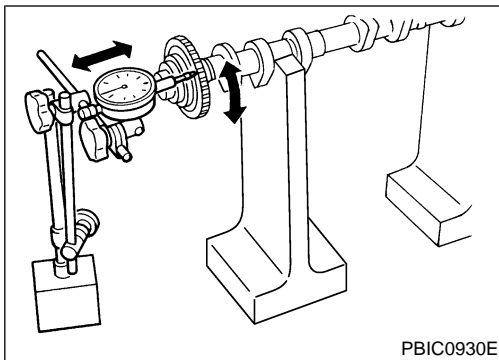
0.115 - 0.188 mm (0.0045 - 0.0074 in)

#### Limit

0.24 mm (0.0094 in)

- When out of the limit, replace with new camshaft and measure again.
- When out of the limit again, replace with new cylinder head.





## CAMSHAFT SPROCKET RUNOUT

NHEM0046S07

1. Put V block on precise flat bed, and support No. 2 and No. 4 journal of camshaft.
2. Install sprocket on camshaft.
3. Measure camshaft sprocket runout.

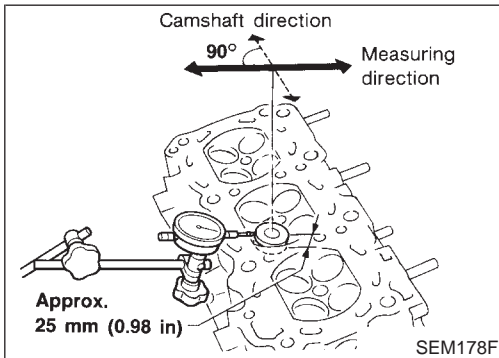
**Runout (Total indicator reading):  
Less than 0.15 mm (0.0059 in)**

4. If it exceeds the limit, replace camshaft sprocket.

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## VALVE GUIDE CLEARANCE

NHEM0046S08

1. Measure valve deflection as shown in the figure. (Valve and valve guide mostly wear in this direction.)

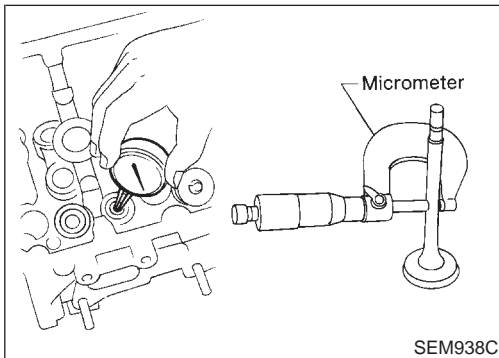
**Valve deflection limit (Dial gauge reading):  
Intake 0.24 mm (0.0094 in)  
Exhaust 0.28 mm (0.0110 in)**

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2. If it exceeds the limit, check valve to valve guide clearance.
  - a. Measure valve stem diameter and valve guide inner diameter.
  - b. Check that clearance is within specification.

**Valve to valve guide clearance limit:  
Intake 0.08 mm (0.0031 in)  
Exhaust 0.1 mm (0.004 in)**

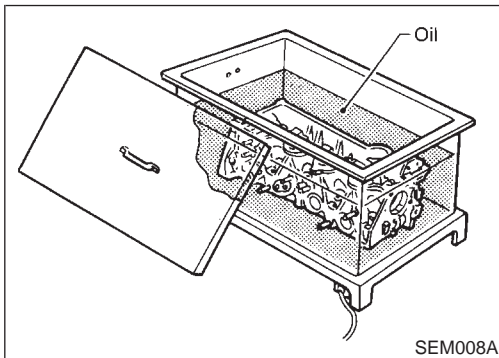
- c. If it exceeds the limit, replace valve or valve guide.

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## VALVE GUIDE REPLACEMENT

NHEM0046S09

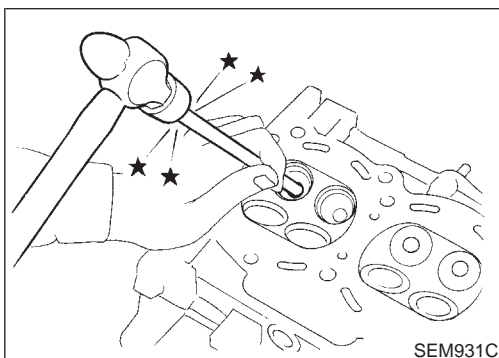
1. To remove valve guide, heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil.

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2. Drive out valve guide with a press [under a 20 kN (2 ton, 2.2 US ton, 2.0 Imp ton) pressure] or hammer and suitable tool.

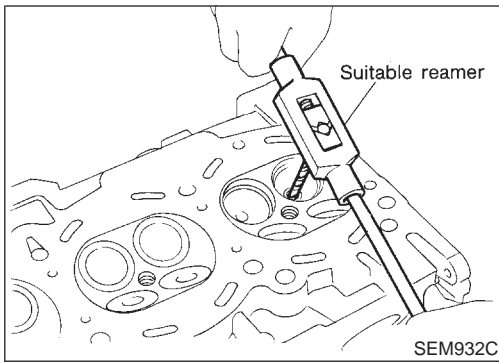
**CAUTION:**  
Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

EL

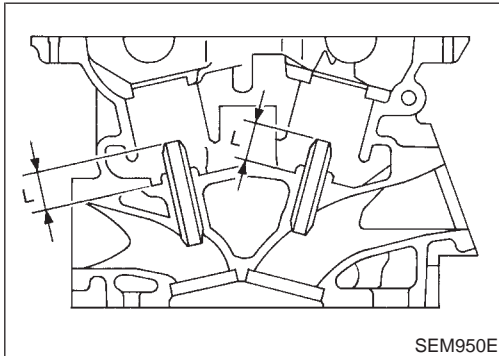
IDX

# CYLINDER HEAD

Inspection (Cont'd)



3. Ream cylinder head valve guide hole.  
**Valve guide hole diameter (for service parts):**  
**10.175 - 10.196 mm (0.4006 - 0.4014 in)**

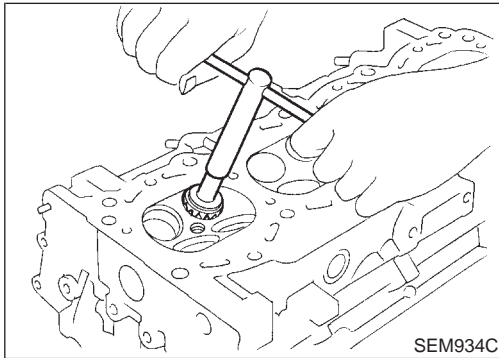


4. Heat cylinder head to 110 to 130°C (230 to 266°F) and press service valve guide onto cylinder head.

**Projection "L":**  
**12.6 - 12.8 mm (0.496 - 0.504 in)**

**CAUTION:**  
Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

5. Ream valve guide.  
**Finished size:**  
**6.000 - 6.018 mm (0.2362 - 0.2369 in)**

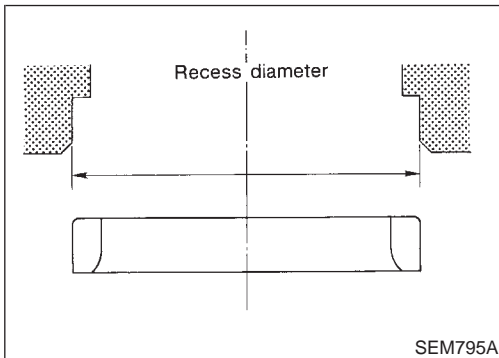


## VALVE SEATS

Check valve seats for any evidence of pitting at valve contact surface, and reseat or replace if it has worn out excessively.

- Before repairing valve seats, check valve and valve guide for wear. If they have worn, replace them. Then correct valve seat.
- Use both hands to cut uniformly.

NHEM0046S10



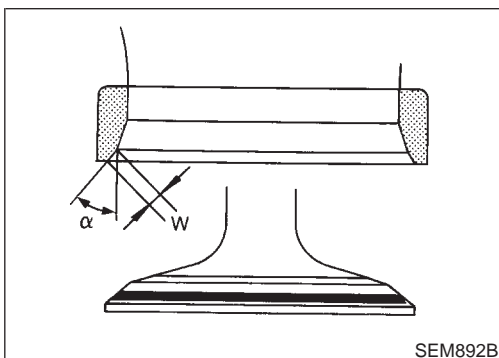
## REPLACING VALVE SEAT FOR SERVICE PARTS

1. Bore out old seat until it collapses. Boring should not continue beyond the bottom face of the seat recess in cylinder head. Set the machine depth stop to ensure this.
2. Ream cylinder head recess for service valve seat.

**Upsize [0.5 mm (0.020 in)]:**  
**Intake 38.500 - 38.516 mm (1.5157 - 1.5164 in)**  
**Exhaust 32.700 - 32.716 mm (1.2874 - 1.2880 in)**

**Be sure to ream in circles concentric to the valve guide center.**

**This will enable valve seat to fit correctly.**



3. Heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil.

4. Press fit valve seat until it seats on the bottom.

**CAUTION:**  
Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

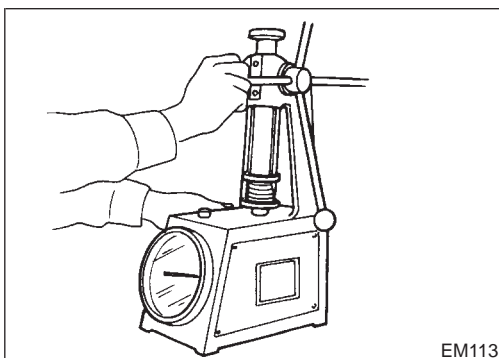
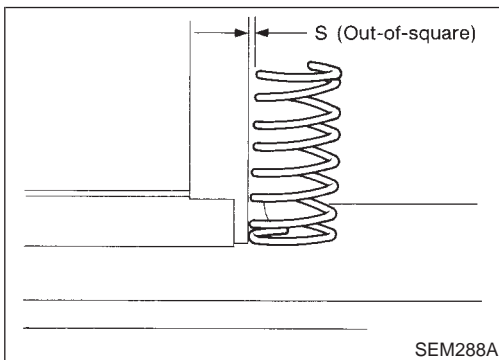
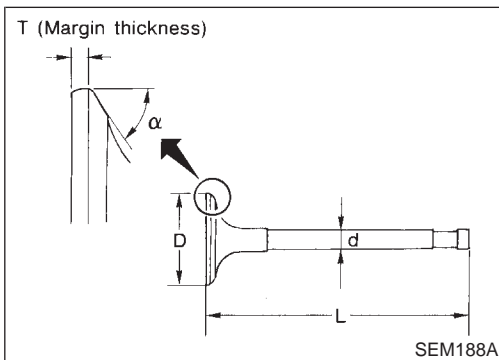
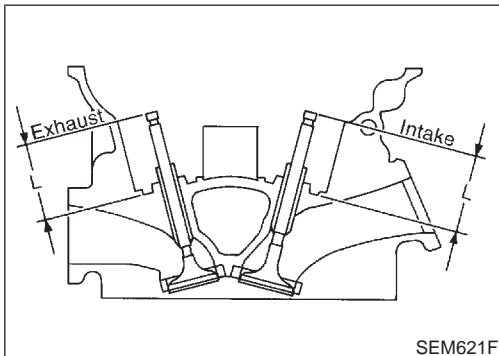
5. Cut or grind valve seat using suitable tool to the specified dimensions as shown in SDS (EM-91).
6. After cutting, lap valve seat with abrasive compound.
7. Check valve seating condition.

**Seat face angle "α": 45°15' - 45°45'**

## Contacting width "W":

**Intake 1.09 - 1.31 mm (0.0429 - 0.0516 in)**

**Exhaust 1.29 - 1.51 mm (0.0508 - 0.0594 in)**



- Use a depth gauge to measure the distance between the mounting surface of the cylinder head spring seat and the valve stem end. If the distance is shorter than specified, repeat step 5 above to adjust it. If it is longer, replace the valve seat with a new one.

## Valve seat resurface limit "L":

**Intake 41.07 - 41.67 mm (1.6169 - 1.6405 in)**

**Exhaust 41.00 - 41.60 mm (1.6142 - 1.6378 in)**

## VALVE DIMENSIONS

Check dimensions of each valve. For dimensions, refer to SDS (EM-88). NHEM0046S12

When valve head has been worn down to 0.5 mm (0.020 in) in margin thickness, replace valve.

**Grinding allowance for valve stem tip is 0.2 mm (0.008 in) or less.**

## VALVE SPRING

### Squareness

- Measure dimension "S". NHEM0046S13

### Out-of-square "S":

**Less than 2.0 mm (0.079 in)** NHEM0046S1301

- If it exceeds the limit, replace spring.

## Pressure

Check valve spring pressure at specified spring height. NHEM0046S1302

### Pressure:

#### Installation

**196 N (20.0 kg, 44.1 lb) at height 37.0 mm (1.457 in)**

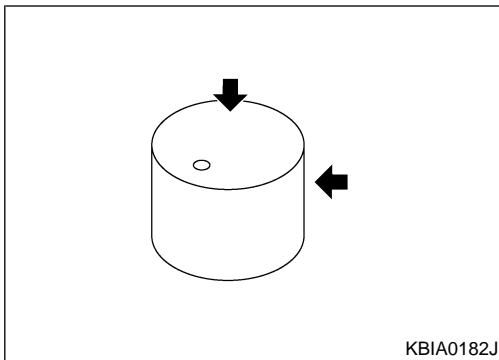
#### Valve open

**More than 433 N (44.2 kg, 97.3 lb) at height 27.8 mm (1.094 in)**

If it exceeds the limit, replace spring.

# CYLINDER HEAD

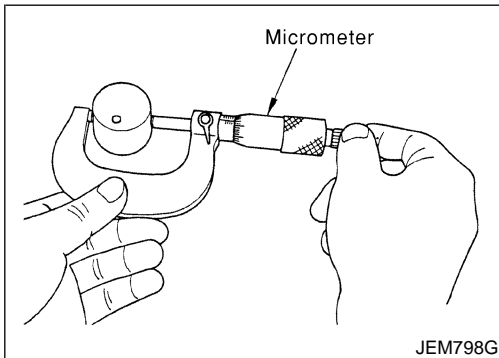
Inspection (Cont'd)



## VALVE LIFTER

NHEM0046S14

1. Check contact and sliding surfaces for wear or scratches.



2. Check diameter of valve lifter and valve lifter guide bore.

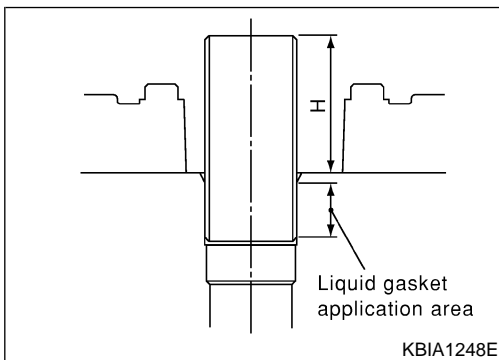
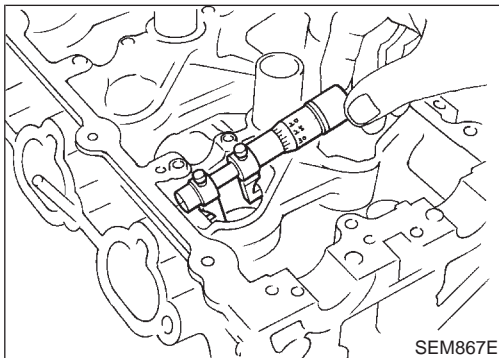
**Valve lifter outer diameter:**

**33.977 - 33.987 mm (1.3377 - 1.3381 in)**

**Lifter guide bore diameter:**

**34.000 - 34.016 mm (1.3386 - 1.3392 in)**

- When out of specified range, refer to each specification of outer and inner diameter. Then replace either or both valve lifter and cylinder head.



## Assembly

NHEM0047

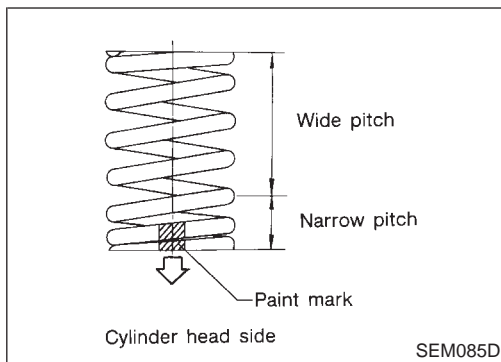
1. Install spark plug tube.
  - Press-fit spark plug tube following procedure below.
    - a. Remove old liquid gasket adhering to cylinder-head mounting hole.
    - b. Apply liquid gasket to area within approximately 12 mm (0.47 in) from edge of spark plug tube press-fit side.
  - Use Genuine Liquid Gasket or equivalent.
  - c. Using a drift, press-fit spark plug tube so that its height "H" is as specified in the figure.

**Standard press-fit height "H":**

**: 38.55 - 38.65 mm (1.5177 - 1.5217 in)**

### CAUTION:

- When press-fitting, take care not to deform spark plug tube.
- After press-fitting, wipe off liquid gasket protruding onto cylinder-head upper face.

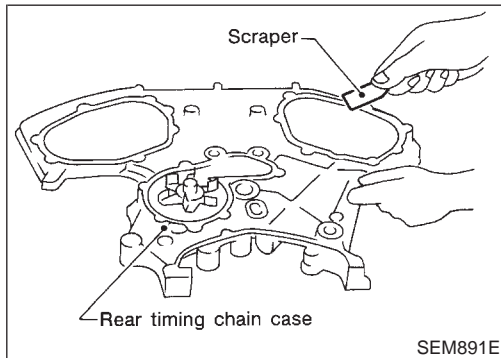


2. Install valve component parts.
  - Always use new valve oil seal. Refer to “VALVE OIL SEAL”, EM-47.
  - Before installing valve oil seal, install valve spring seat.
  - Install valve spring (uneven pitch type) with its narrow pitch side toward cylinder head side (paint mark).
  - After installing valve component parts, tap valve stem tip with plastic hammer to assure a proper fit.
3. Install spark plug.

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## Installation

1. Before installing rear timing chain case, remove old liquid gasket from mating surface using a scraper.
  - Also remove old liquid gasket from mating surface of cylinder block.

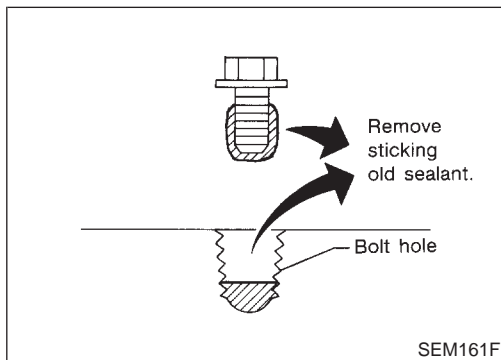
NHEM004B

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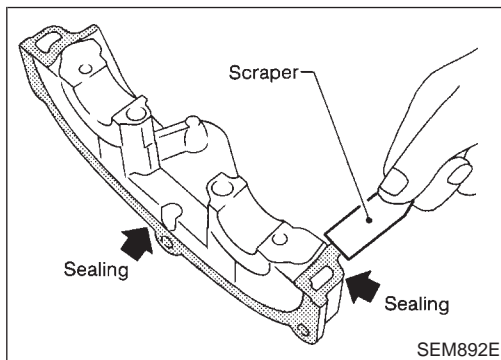
- Remove old liquid gasket from the bolt hole and thread.

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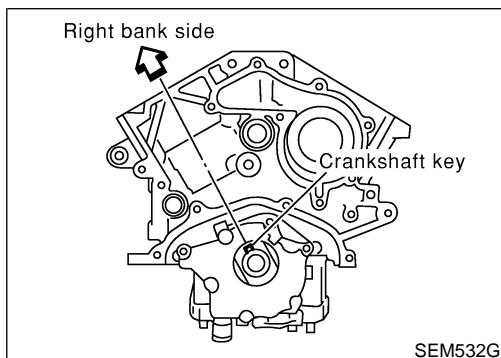
2. Before installing cam bracket, remove old liquid gasket from mating surface using a scraper.

RS

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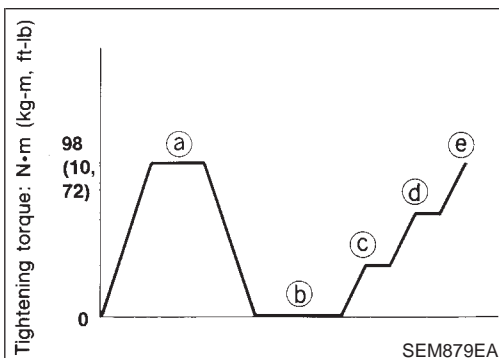
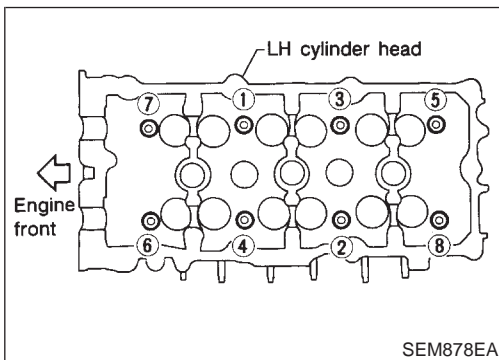
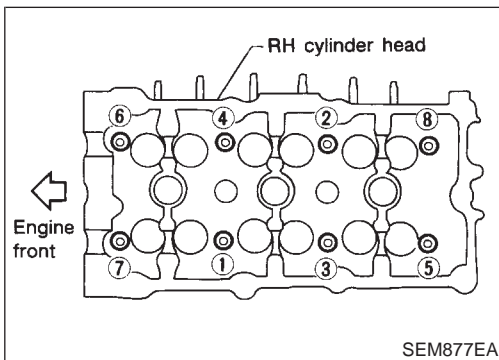
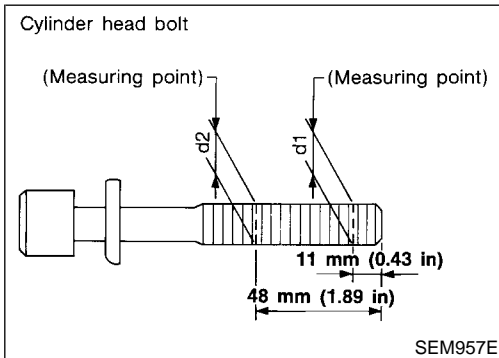
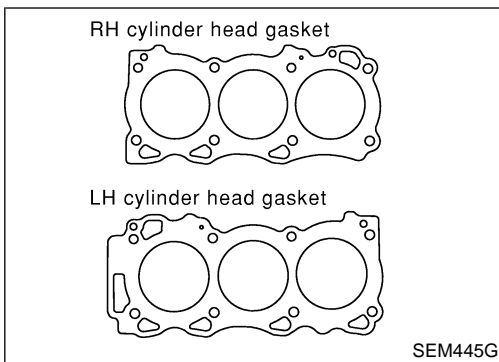
3. Before installing the cylinder head gasket, be sure that No. 1 cylinder is at TDC.
  - At this time, the crankshaft key should face toward the right bank.

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# CYLINDER HEAD

Installation (Cont'd)



4. Install cylinder heads with new gaskets.
  - Do not rotate crankshaft and camshaft separately, or valves will strike piston heads.

**CAUTION:**

Cylinder head bolts are tightened by plastic zone tightening method. Whenever the size difference between d1 and d2 exceeds the limit, replace them with new ones.

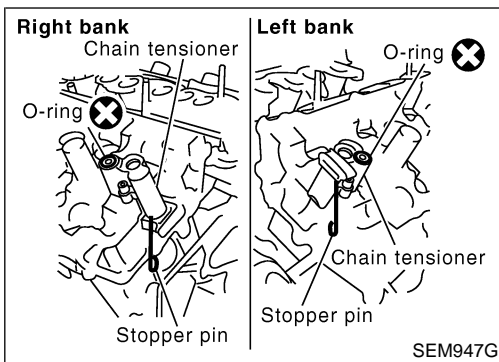
Limit (d1 - d2):

0.11 mm (0.0043 in)

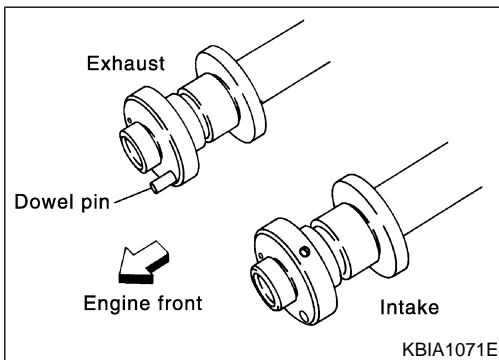
- If reduction of outer diameter appears in a position other than d2, use it as d2 point.
  - Lubricate threads and seat surfaces of the bolts with new engine oil.
5. Tighten cylinder head outside bolts.
    - **Tightening procedure:**
      - a. Tighten all bolts to 98 N-m (10 kg-m, 72 ft-lb).
      - b. Completely loosen all bolts.
      - c. Tighten all bolts to 34.3 to 44.1 N-m (3.5 to 4.4 kg-m, 26 to 32 ft-lb).
      - d. Turn all bolts 90 to 95 degrees clockwise [target: 90 degrees (angle tightening)].
      - e. Turn all bolts 90 to 95 degrees clockwise again [target: 90 degrees (angle tightening)].
    - Tighten in numerical order shown in the figure.

# CYLINDER HEAD

Installation (Cont'd)

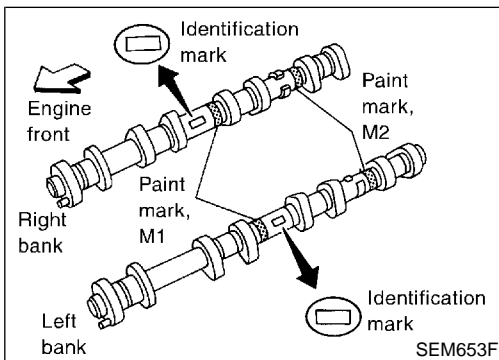


6. Install camshaft chain tensioners on both sides of cylinder head.



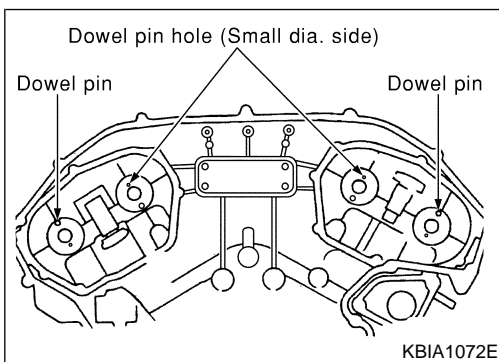
7. Install exhaust and intake camshafts and camshaft brackets.

- Exhaust camshaft has a dowel pin on camshaft sprocket mounting flange. Install it on the exhaust side.



- Identification marks are present on camshafts.

Bank	INT/EXH	ID mark	Paint mark	
			M1	M2
RH	INT	RE	Yes	No
	EXH	RE	No	Yes
LH	INT	LH	Yes	No
	EXH	LH	No	Yes



- Position camshaft  
RH exhaust camshaft dowel pin at about 10 o'clock  
LH exhaust camshaft dowel pin at about 2 o'clock

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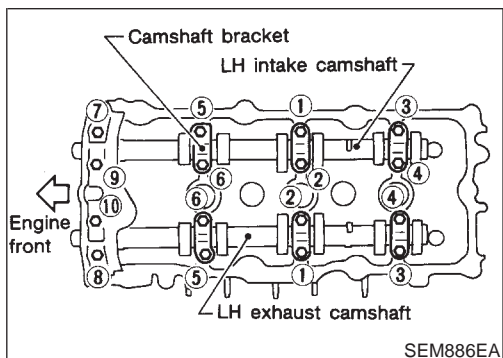
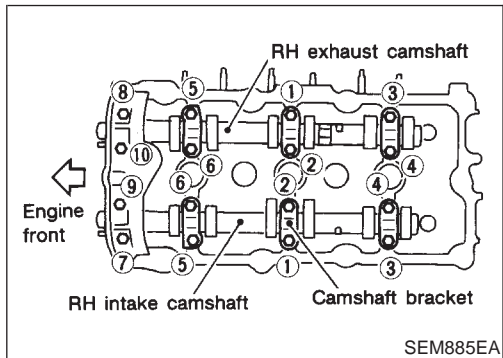
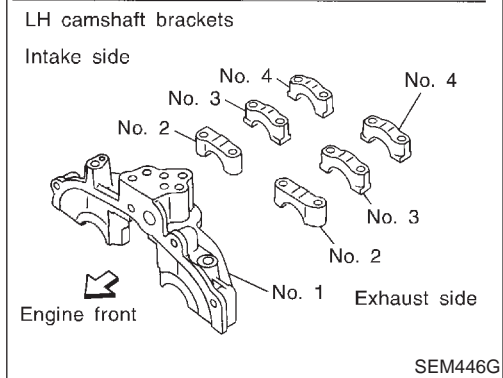
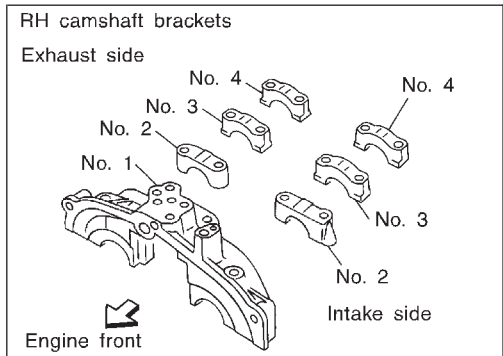
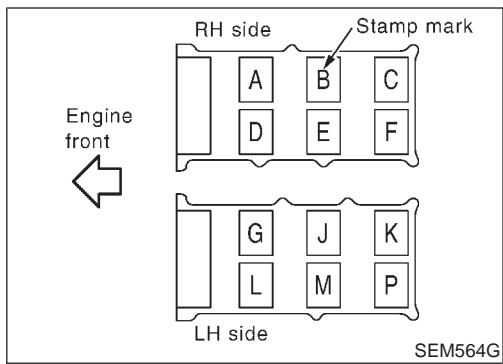
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# CYLINDER HEAD

Installation (Cont'd)



8. Before installing camshaft brackets, apply sealant to mating surface of No. 1 camshaft bracket.
  - Refer to "POSITION FOR APPLYING LIQUID GASKET", EM-31.
  - Use Genuine RTV silicone sealant or equivalent. Refer to GI-53.
  - Install camshaft brackets in their original positions. Align stamp mark as shown in the figure.
  - If any part of valve assembly or camshaft is replaced, check valve clearance according to reference data. After completing assembly check valve clearance. Refer to "Checking" and "Adjusting", EM-66 and EM-68.

## Reference data valve clearance (Cold):

### Intake

0.26 - 0.34 mm (0.010 - 0.013 in)

### Exhaust

0.29 - 0.37 mm (0.011 - 0.015 in)

- Lubricate threads and seat surfaces of camshaft bracket bolts with new engine oil before installing them.

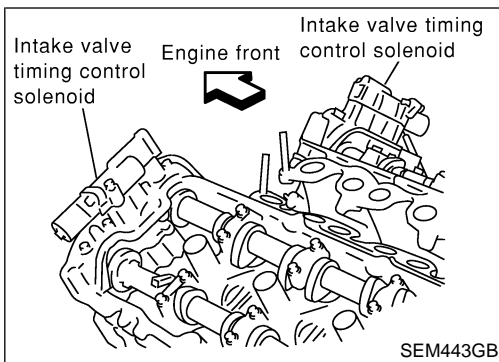
- Tighten the camshaft brackets in the following steps.

Step	Tightening torque	Tightening order
1	1.96 N·m (0.2 kg·m, 17 in·lb)	Tighten in the order of 7 to 10, then tighten 1 to 6.
2	5.88 N·m (0.6 kg·m, 52 in·lb)	Tighten in the numerical order.
3	9.02 - 11.8 N·m (0.92 - 1.20 kg·m, 79.9 - 104.2 in·lb)	Tighten in the order of 1 to 6.
	8.3 - 10.3 N·m (0.9 - 1.0 kg·m, 74 - 91 in·lb)	Tighten in the order of 7 to 10.

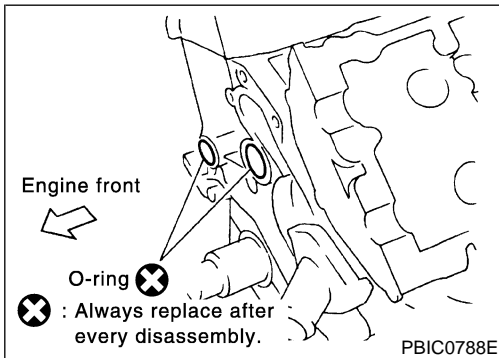


# CYLINDER HEAD

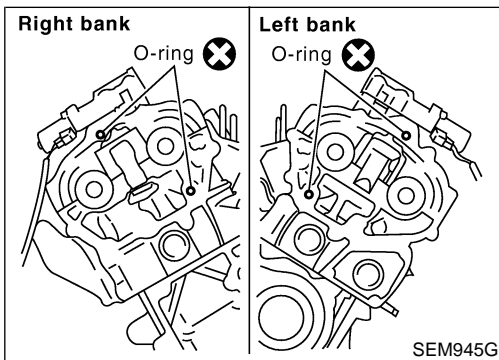
Installation (Cont'd)



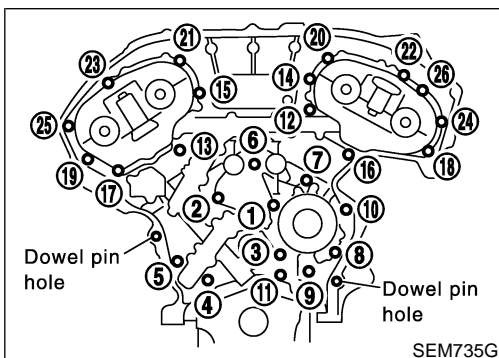
9. Install intake valve timing control solenoid valves.



10. Install O-rings to cylinder block.



11. Install O-rings to cylinder head.



12. Apply sealant to the hatched portion of rear timing chain case. Refer to "POSITION FOR APPLYING LIQUID GASKET", EM-31.

- Apply continuous bead of liquid gasket to mating surface of rear timing chain case.
- **Before installation, wipe off the protruding sealant.**

13. Align rear timing chain case with dowel pins, then install on cylinder head and block.

14. Tighten rear chain case bolts.

- a. Tighten bolts in numerical order shown in the figure with smaller torque than specified.
- b. Tighten bolts to the specified torque repeating above step a.

15. Reinstall all removed parts in reverse order of removal.

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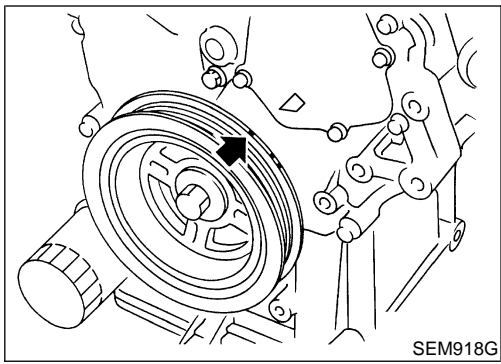
SC

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# CYLINDER HEAD

## Valve Clearance



## Valve Clearance

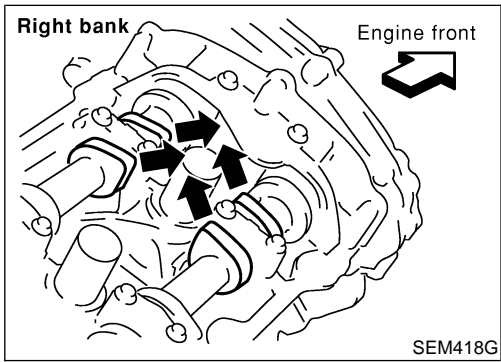
### CHECKING

NHEM0049

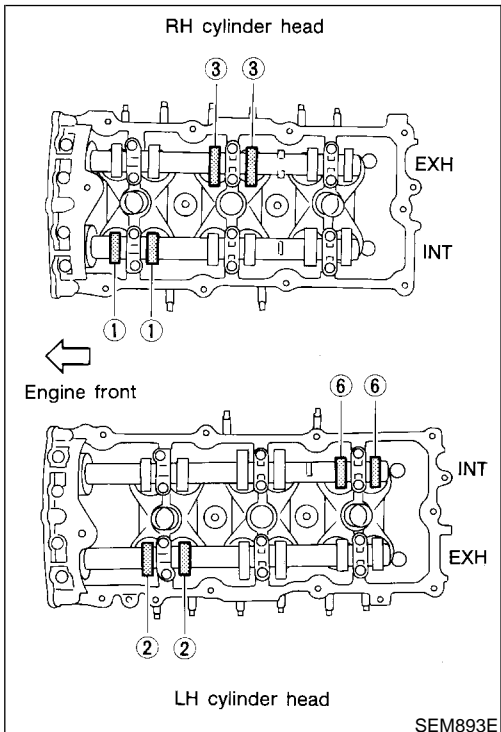
NHEM0049S01

**Check valve clearance while engine is cold and not running.**

1. Remove ornament cover.
2. Remove air duct with air cleaner case, collectors, hoses, wires, harnesses, connectors and so on.
3. Remove intake manifold collectors. Refer to EM-11, "TIGHTENING PROCEDURES".
4. Remove ignition coils and spark plugs.
5. Remove RH and LH rocker covers. Refer to EM-21, "Removal".
6. Set No. 1 cylinder at TDC on its compression stroke.
  - Align pointer with TDC mark on crankshaft pulley.



- Check that valve lifters on No. 1 cylinder are loose and valve lifters on No. 4 are tight. If not, turn crankshaft one revolution (360°) and align as shown.

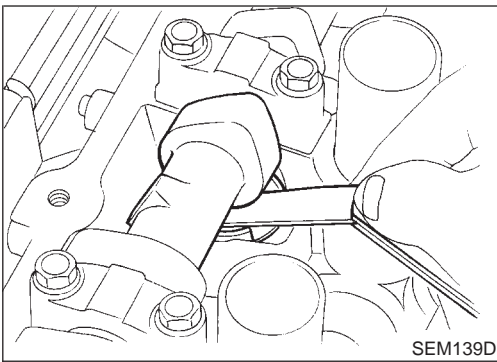


7. Check only those valves shown in the figure.

Measuring position (RH bank)		No. 1 CYL	No. 3 CYL	No. 5 CYL
No. 1 cylinder at TDC	EXH		X	
	INT	X		
Measuring position (LH bank)		No. 2 CYL	No. 4 CYL	No. 6 CYL
No. 1 cylinder at TDC	INT			X
	EXH	X		

# CYLINDER HEAD

Valve Clearance (Cont'd)



- Using a feeler gauge, measure clearance between valve lifter and camshaft.
- Record any valve clearance measurements which are out of specification. They will be used later to determine the required replacement valve lifter.

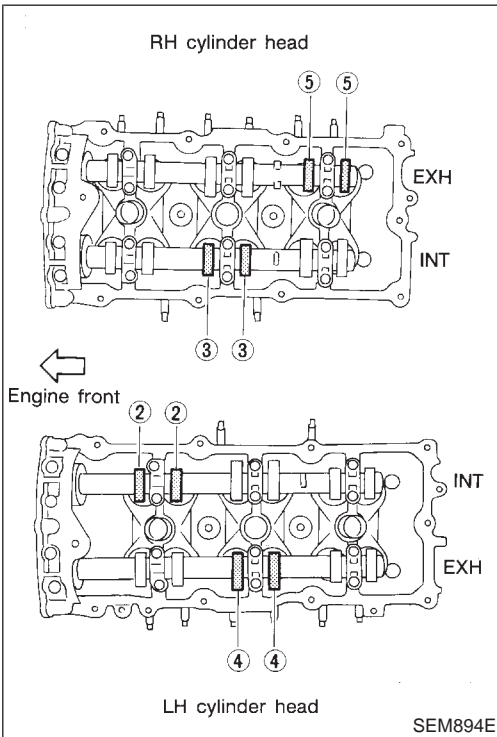
### Valve clearance for checking (Cold):

#### Intake

**0.26 - 0.34 mm (0.010 - 0.013 in)**

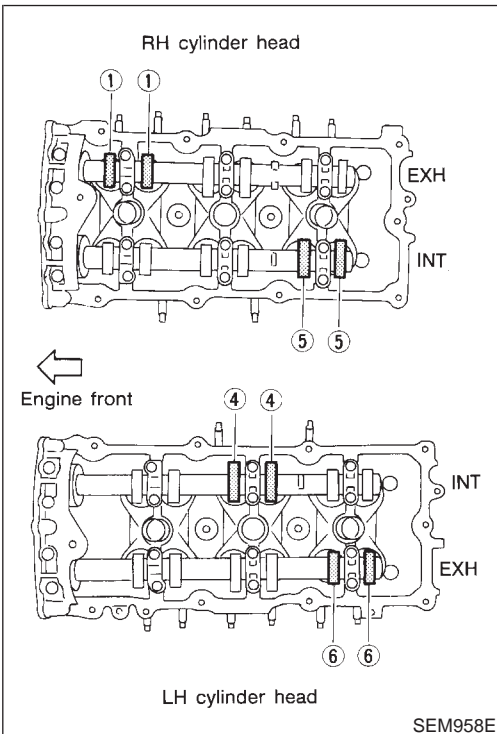
#### Exhaust

**0.29 - 0.37 mm (0.011 - 0.015 in)**



- Turn crankshaft 240° and align as above.
- Set No. 3 cylinder at TDC on its compression stroke.
- Check only those valves shown in the figure.

Measuring position (RH bank)		No. 1 CYL	No. 3 CYL	No. 5 CYL
No. 3 cylinder at TDC	EXH			X
	INT		X	
Measuring position (LH bank)		No. 2 CYL	No. 4 CYL	No. 6 CYL
No. 3 cylinder at TDC	INT	X		
	EXH		X	



- Turn crankshaft 240° and align as above.
- Set No. 5 cylinder at TDC on its compression stroke.
- Check only those valves shown in the figure.

Measuring position (RH bank)		No. 1 CYL	No. 3 CYL	No. 5 CYL
No. 5 cylinder at TDC	EXH	X		
	INT			X
Measuring position (LH bank)		No. 2 CYL	No. 4 CYL	No. 6 CYL
No. 5 cylinder at TDC	INT		X	
	EXH			X

- If all valve clearances are within specification, install the following parts. If they are out of specification, adjust the valve clearances.

- Intake manifold collectors
- RH and LH rocker covers
- All spark plugs
- All ignition coils

GI

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# CYLINDER HEAD

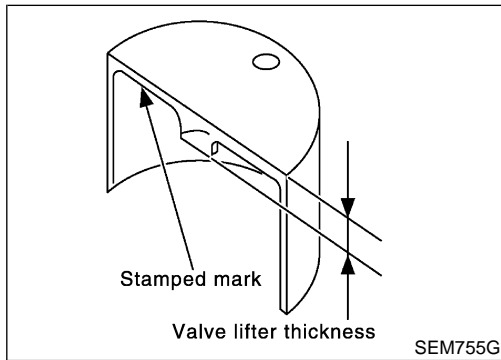
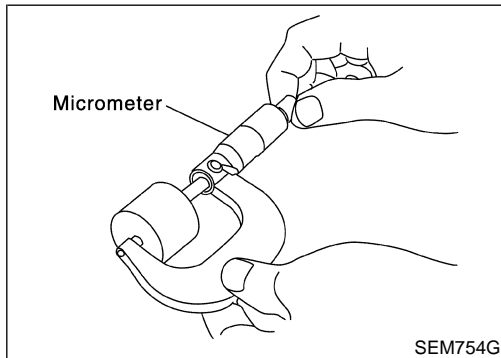
## ADJUSTING

NHEM0049S02

### Adjust valve clearance while engine is cold.

Perform adjustment by selecting head thickness of valve lifter (Adjusting shims are not used).

1. Remove camshaft.
2. Remove valve lifter at location where measured value is outside standard.



3. Measure center thickness of removed valve lifter with micrometer.
4. Use equation below to calculate valve lifter thickness for replacement.

Valve lifter thickness calculation:  $t = t1 + (C1 - C2)$

t = Thickness of replacement valve lifter

t1 = Thickness of removed valve lifter

C1 = Measured valve clearance

C2 = Standard valve clearance:

**Intake: 0.30 mm (0.012 in)**

**Exhaust: 0.33 mm (0.013 in)**

- Thickness of new valve lifter can be identified by stamp mark on reverse side (inside cylinder).

Unit: mm (in)

Stamp mark	Thickness of valve lifter
Starting: 788U or 788R	7.88 (0.3102)
Ending: 840U or 840R	8.40 (0.3307)

- Available thickness of valve lifter (Factory setting): 7.88 - 8.40 mm (0.3102 - 0.3307 in) [in 0.02 mm (0.0008 in) step] in 27 sizes (Intake/Exhaust)

5. Install selected valve lifter.
6. Install camshaft.
7. Rotate crankshaft a few turns by hand.
8. Confirm that valve clearance is within standard.
9. After repair, confirm that valve clearance is within standard with engine warmed-up.

### Valve clearance:

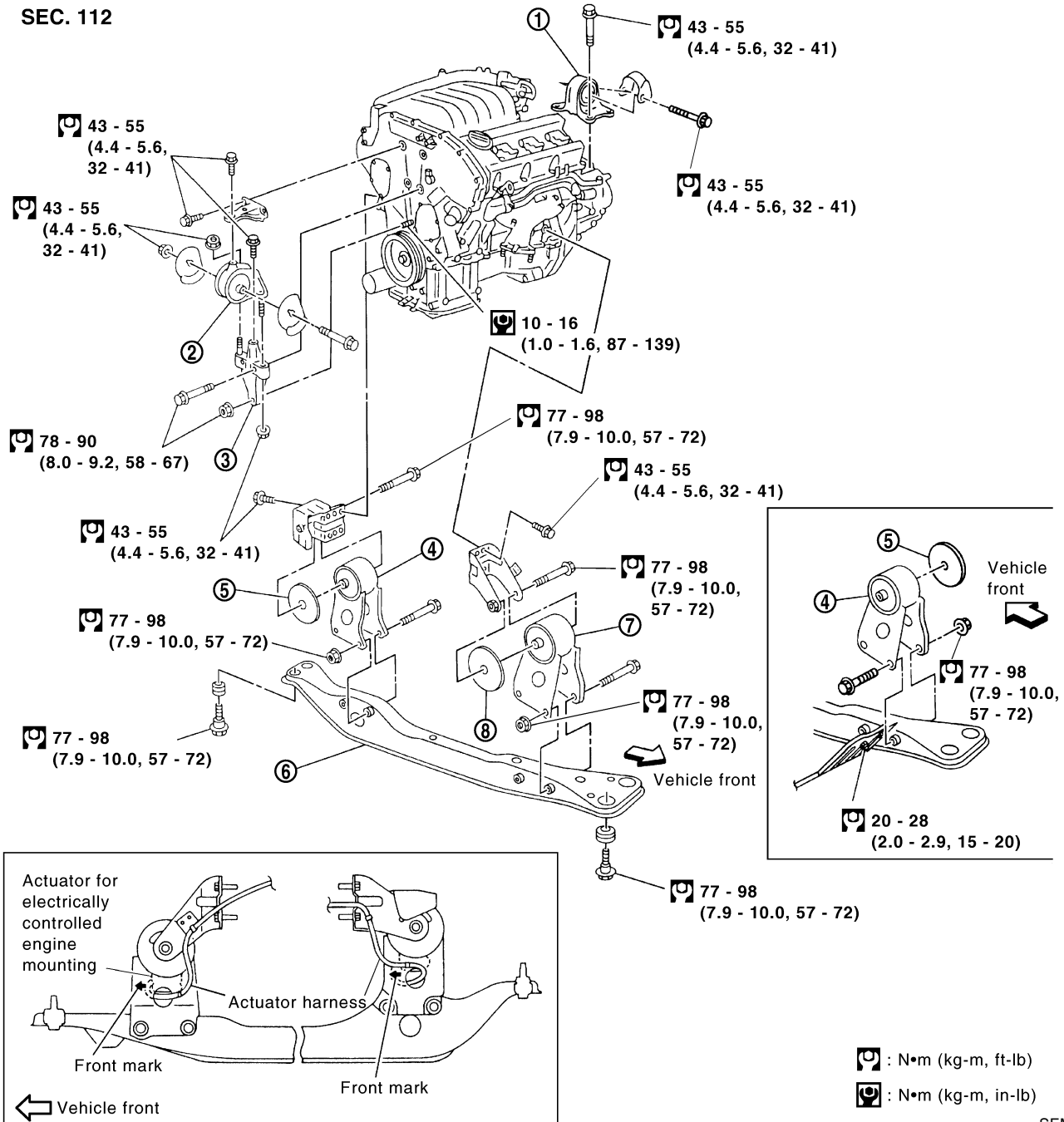
Unit: mm (in)

	Cold	Hot* (reference data)
Intake	0.26 - 0.34 (0.010 - 0.013)	0.304 - 0.416 (0.012 - 0.016)
Exhaust	0.29 - 0.37 (0.011 - 0.015)	0.308 - 0.432 (0.012 - 0.017)

\*: Approximately 80°C (176°F)

## Removal and Installation

### SEC. 112



1. LH engine mounting
2. RH engine mounting
3. Mounting bracket

4. Rear engine mounting
5. Insulator
6. Center member

7. Front engine mounting
8. Insulator

### WARNING:

- Situate vehicle on a flat and solid surface.
- Place chocks at front and back of rear wheels.
- Do not remove engine until exhaust system has completely cooled off. Otherwise, you may burn yourself and/or fire may break out in fuel line.
- For safety during subsequent steps, the tension of wires should be slackened against the engine.

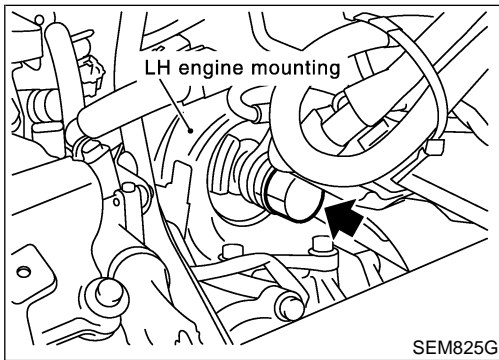
# ENGINE ASSEMBLY

Removal and Installation (Cont'd)

- Before disconnecting fuel hose, release fuel pressure from fuel line.  
Refer to EC-55, "Fuel Pressure Release".
- Before removing front axle from transaxle, place safety stands under designated front supporting points. Refer to GI-49, "Garage Jack and Safety Stand".
- Be sure to hoist engine and transaxle in a safe manner.
- For engines not equipped with engine slingers, attach proper slingers and bolts described in PARTS CATALOG.

## CAUTION:

- When lifting engine, be careful not to strike adjacent parts, especially the following: Accelerator wire casing, brake lines, and brake master cylinder.
- In hoisting the engine, always use engine slingers in a safe manner.
- In removing drive shaft, be careful not to damage grease seal of transaxle.
- Before separating engine and transaxle, remove the crankshaft position sensor (POS) from the assembly.
- Always pay extra attention not to damage edge of crankshaft position sensor (POS) or ring gear teeth.



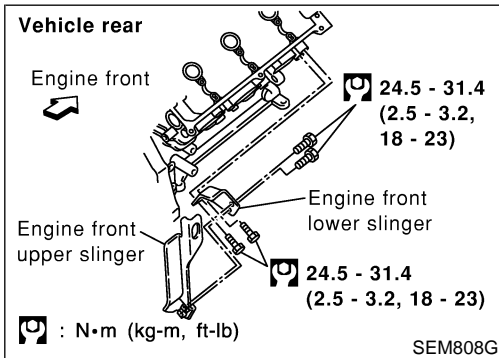
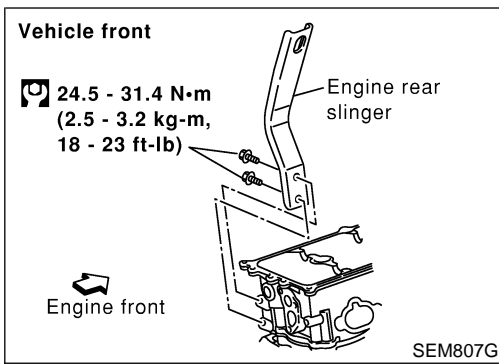
## REMOVAL

NHEM0060S01

1. Remove engine undercover and hood.
2. Drain engine coolant from both cylinder block and radiator. Refer to MA-14, "Changing Engine Coolant".
3. Remove vacuum hoses, fuel hoses, wires, harnesses, connectors and so on.
4. Remove front exhaust tubes, ball joints and drive shafts. Refer to FE-9, "Exhaust System" and AX-9, "Drive Shaft".
5. Remove radiator and fans. Refer to LC-20, "Radiator".
6. Remove drive belts. Refer to MA-13, "Checking Drive Belts".
7. Remove alternator, compressor and power steering oil pump from engine. Refer to SC-29, "Removal and Installation", HA-112, "Compressor" and ST-25, "Power Steering Oil Pump".

# ENGINE ASSEMBLY

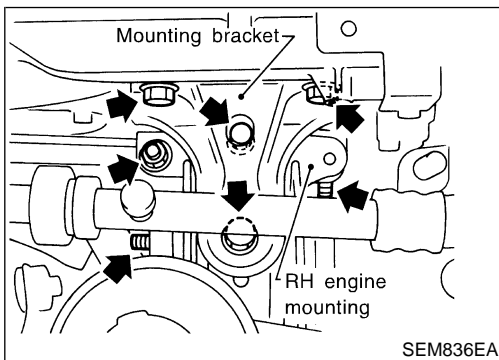
Removal and Installation (Cont'd)



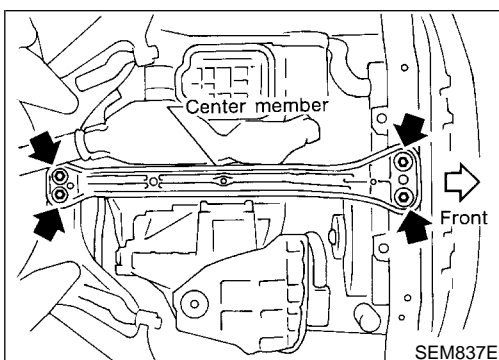
8. Set a suitable transmission jack under transaxle. Hoist engine with engine slinger.
9. Remove LH engine mounting.

10. Disconnect control cable from transaxle. Refer to AT-281, "Control Cable".

11. Remove RH engine mounting.



12. Remove center member and then slowly lower transmission jack.



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MA

**EM**

LC

EC

FE

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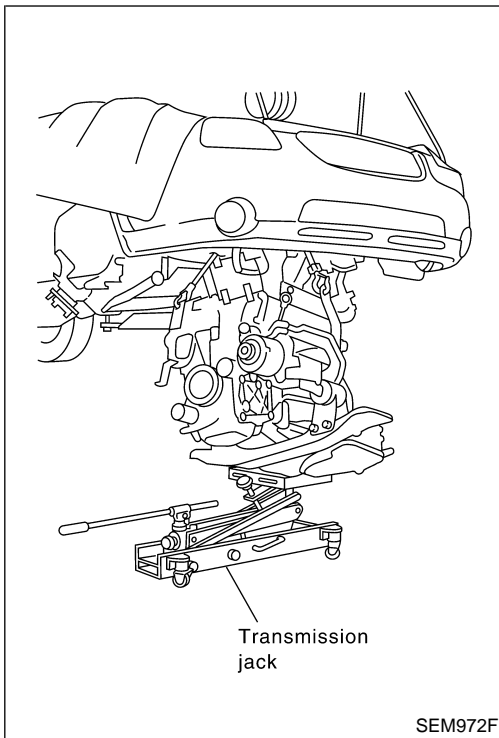
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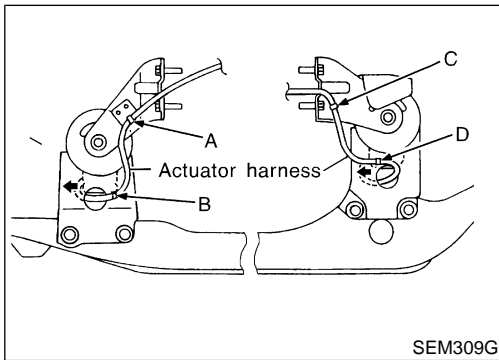
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# ENGINE ASSEMBLY

Removal and Installation (Cont'd)



13. Remove engine with transaxle as shown.



## INSTALLATION

NHEM0050S02

Installation is in the reverse order of removal.  
Install the electronically-controlled engine mount harness to match the following values.

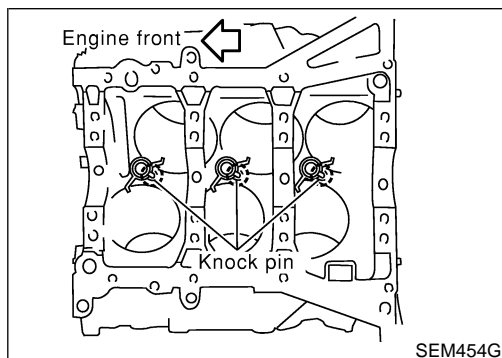
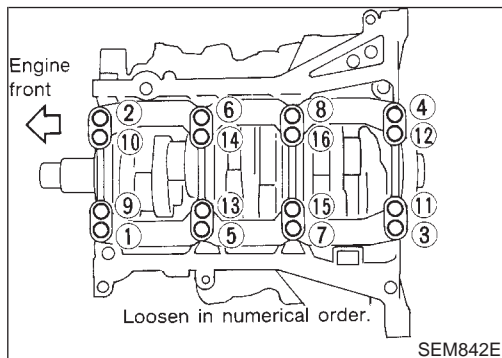
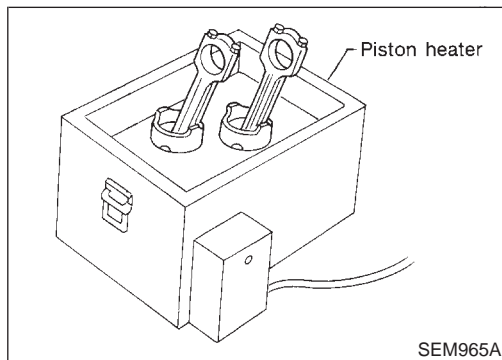
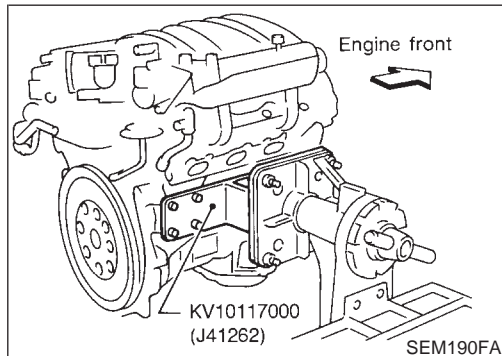
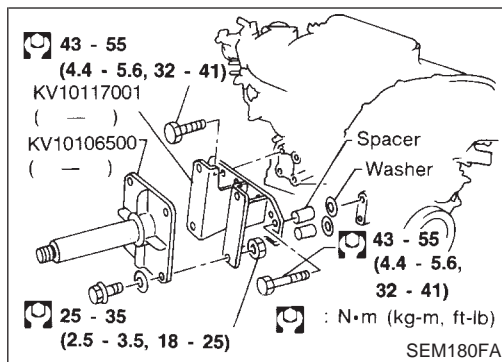
- Front (A - B):**  
170 mm (6.69 in)
- Rear (C - D):**  
130 mm (5.12 in)





# CYLINDER BLOCK

## Removal and Installation



## Removal and Installation

NHEM0052

### CAUTION:

- When installing bearings, pistons, or other sliding parts, lubricate contacting surfaces with new engine oil.
- Place removed parts such as bearings and bearing caps in their proper order and direction.
- When installing connecting rod nuts, and main bearing cap bolts, apply new engine oil to threads and seating surfaces.
- Do not allow any magnetic materials to contact the signal plate teeth of flywheel or drive plate.

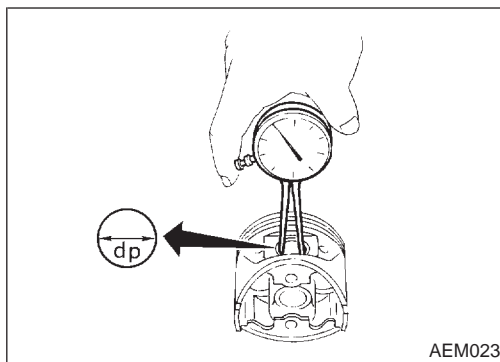
## Disassembly

NHEM0053

### PISTON, CRANKSHAFT AND OIL JET

NHEM0053S01

1. Remove engine. Refer to "Removal and Installation", EM-69.
2. Place engine on a work stand.
3. Drain coolant and oil.
4. Remove oil pan. Refer to "Removal", EM-14.
5. Remove timing chain. Refer to "Removal", EM-32.
6. Remove cylinder head. Refer to "Removal", EM-51.
7. Remove pistons with connecting rods.
  - When disassembling piston and connecting rod, remove snap ring first, then heat piston to 60 to 70°C (140 to 158°F).
8. Remove rear oil seal retainer.
  - CAUTION:**
  - When piston rings are not replaced, make sure that piston rings are mounted in their original positions.
  - When replacing piston rings, if there is no punchmark, install with either side up.
9. Loosen bolts in numerical order as shown and remove main bearing beam, bearing cap and crankshaft.
  - Before removing bearing beam and bearing cap, measure crankshaft end play. Refer to EM-83.
  - Bolts should be loosened in two or three steps.
10. Remove knock sensor.
  - CAUTION:**
  - Carefully handle the sensor and avoid impacts.
11. Remove oil jets.



## Inspection

### PISTON AND PISTON PIN CLEARANCE

NHEM0054

NHEM0054S01

1. Measure inner diameter of piston pin hole "dp".

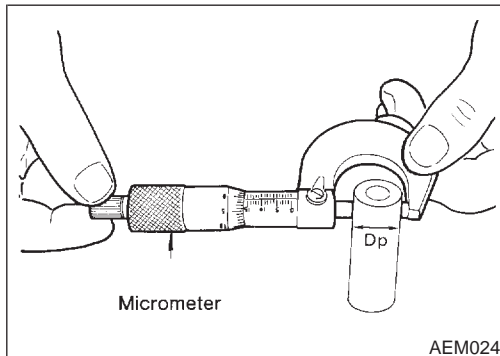
**Standard diameter "dp":**

**Grade No. 0**

21.993 - 21.999 mm (0.8659 - 0.8661 in)

**Grade No. 1**

21.999 - 22.005 mm (0.8661 - 0.8663 in)



2. Measure outer diameter of piston pin "Dp".

**Standard diameter "Dp":**

**Grade No. 0**

21.989 - 21.995 mm (0.8657 - 0.8659 in)

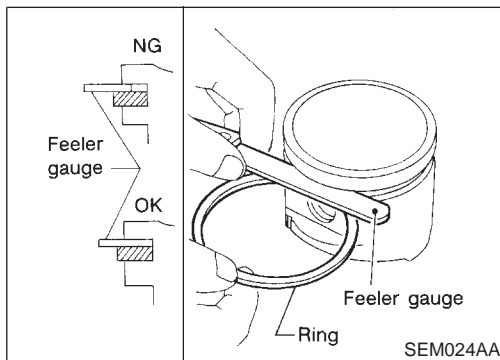
**Grade No. 1**

21.995 - 22.001 mm (0.8659 - 0.8662 in)

3. Calculate interference fit of piston pin to piston.

**Dp - dp = 0.002 - 0.006 mm (0.0001 - 0.0002 in)**

If it exceeds the above value, replace piston assembly with pin.



### PISTON RING SIDE CLEARANCE

NHEM0054S02

**Side clearance:**

**Top ring**

0.045 - 0.080 mm (0.0018 - 0.0031 in)

**2nd ring**

0.030 - 0.070 mm (0.0012 - 0.0028 in)

**Oil ring**

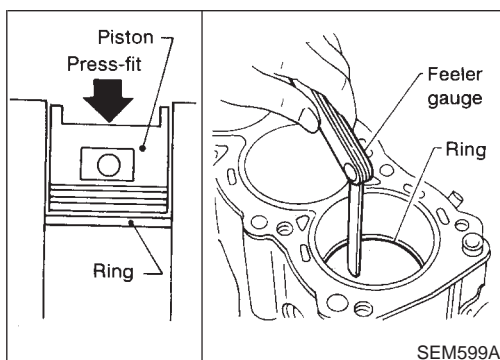
0.065 - 0.135 mm (0.0026 - 0.0053 in)

**Max. limit of side clearance:**

**Top ring 0.11 mm (0.0043 in)**

**2nd ring 0.1 mm (0.004 in)**

If out of specification, replace piston ring. If clearance exceeds maximum limit with new ring, replace piston.



### PISTON RING END GAP

NHEM0054S03

**End gap:**

**Top ring 0.23 - 0.33 mm (0.0091 - 0.0130 in)**

**2nd ring 0.33 - 0.48 mm (0.0130 - 0.0189 in)**

**Oil ring 0.20 - 0.60 mm (0.0079 - 0.0236 in)**

**Max. limit of ring gap:**

**Top ring 0.54 mm (0.0213 in)**

**2nd ring 0.80 mm (0.0315 in)**

**Oil ring 0.95 mm (0.0374 in)**

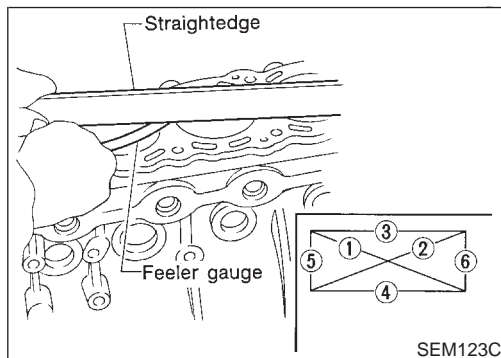
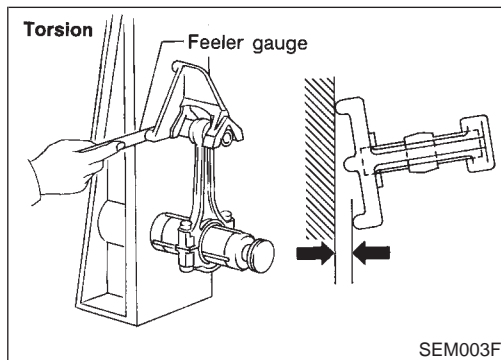
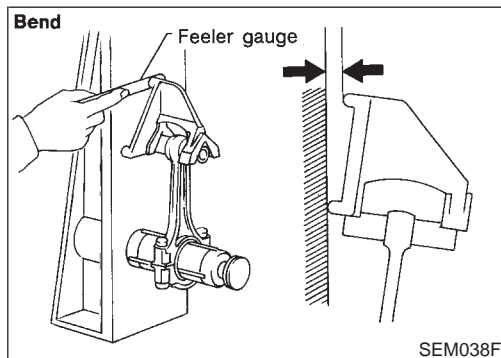
# CYLINDER BLOCK

Inspection (Cont'd)

If out of specification, replace piston ring. If gap still exceeds the limit even with a new ring, do the following. Rebore cylinder and use oversized piston and piston rings.

**Refer to SDS (EM-94).**

- When replacing the piston, check the cylinder block surface for scratches or seizure. If scratches or seizure is found, hone or replace the cylinder block.



## CONNECTING ROD BEND AND TORSION

NHEM0054S04

**Bend:**

**Limit 0.15 mm (0.0059 in)  
per 100 mm (3.94 in) length**

**Torsion:**

**Limit 0.30 mm (0.0118 in)  
per 100 mm (3.94 in) length**

If it exceeds the limit, replace connecting rod assembly.

## CYLINDER BLOCK DISTORTION AND WEAR

NHEM0054S05

- Clean upper surface of cylinder block. Use a reliable straightedge and feeler gauge to check the flatness of cylinder block surface. Check along six positions shown in the figure.

**Distortion limit: 0.10 mm (0.0039 in)**

- If out of specification, resurface it. The limit for cylinder block resurfacing is determined by cylinder head resurfacing in engine.

**Resurfacing limit:**

**Amount of cylinder head resurfacing is "A".**

**Amount of cylinder block resurfacing is "B".**

**The maximum limit is as follows:**

**$A + B = 0.2 \text{ mm (0.008 in)}$**

**Nominal cylinder block height from crankshaft center:**

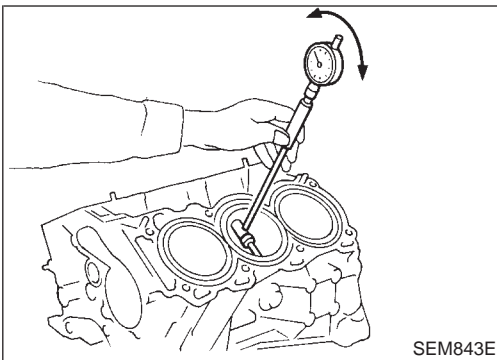
**214.95 - 215.05 mm (8.4626 - 8.4665 in)**

**Refer to SDS (EM-93).**

- If necessary, replace cylinder block.

# CYLINDER BLOCK

Inspection (Cont'd)



## PISTON-TO-BORE CLEARANCE

NHEM0054S06

- Using a bore gauge, measure cylinder bore for wear, out-of-round and taper.

### Cylinder bore inner diameter

Grade No.	Standard inner diameter	Wear limit
No. 1	95.500 - 95.510 mm (3.7598 - 3.7602 in)	0.20 mm (0.0079 in)
No. 2	95.510 - 95.520 mm (3.7602 - 3.7606 in)	
No. 3	95.520 - 95.530 mm (3.7606 - 3.7610 in)	

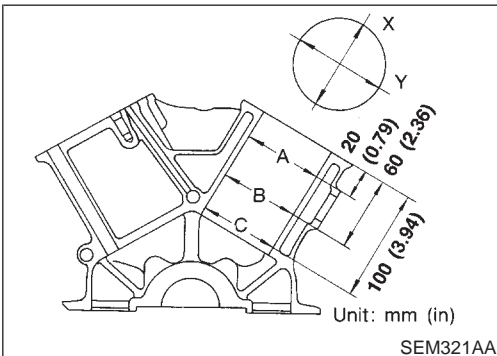
If it exceeds the limit, rebore all cylinders. Replace cylinder block if necessary.

**Out-of-round (Difference between X and Y):**

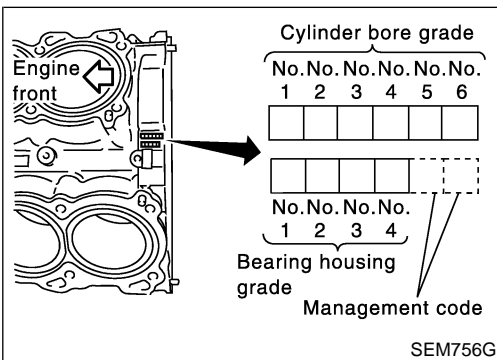
**Limit 0.015 mm (0.0006 in)**

**Taper (Difference between A and C):**

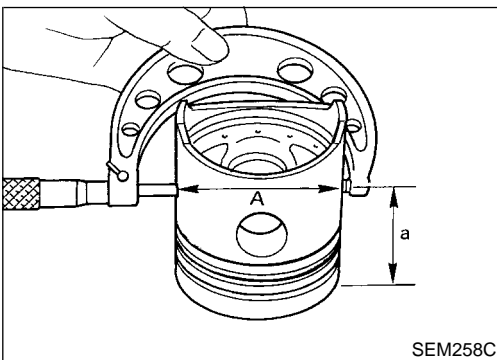
**Limit 0.015 mm (0.0006 in)**



- Check for scratches and seizure. If seizure is found, hone it.



- If both cylinder block and piston are replaced with new ones, select piston of the same grade number punched on cylinder block rear position. These numbers are punched in either Arabic or Roman numerals.



- Measure piston skirt diameter.

**Piston diameter "A": Refer to SDS (EM-94).**

**Measuring point "a" (Distance from the top):**

**41.0 mm (1.61 in)**

- Check that piston-to-bore clearance is within specification.

**Piston-to-bore clearance "B":**

**0.010 - 0.030 mm (0.0004 - 0.0012 in)**

- Determine piston oversize according to amount of cylinder wear.

**Oversize pistons are available for service. Refer to SDS (EM-94).**

- If oversize piston is used, use it for all cylinders with oversize piston rings.

- Cylinder bore size is determined by adding piston-to-bore clearance to piston diameter "A".

**Rebored size calculation:  $D = A + B - C$**

**where,**

**D: Bored diameter**

**A: Piston diameter as measured**

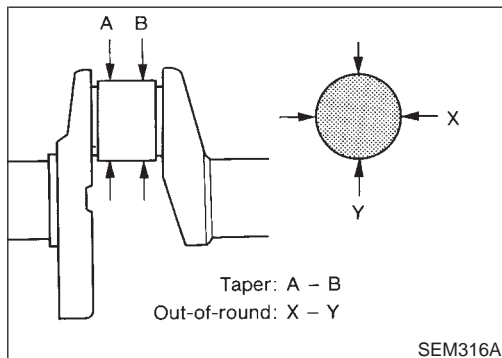
**B: Piston-to-bore clearance**

**C: Honing allowance 0.02 mm (0.0008 in)**

# CYLINDER BLOCK

Inspection (Cont'd)

7. Install main bearing caps, and tighten to the specified torque. Otherwise, cylinder bores may be distorted in final assembly.
8. Cut cylinder bores.
  - **When any cylinder needs boring, all other cylinders must also be bored.**
  - **Do not cut too much out of cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so in diameter at a time.**
9. Hone cylinders to obtain specified piston-to-bore clearance.
10. Measure finished cylinder bore for out-of-round and taper.
  - **Measurement should be done after cylinder bore cools down.**



## CRANKSHAFT

1. Check crankshaft main and pin journals for score, wear or cracks. NHEM0054S07
2. With a micrometer, measure journals for taper and out-of-round.

**Out-of-round (X - Y):**

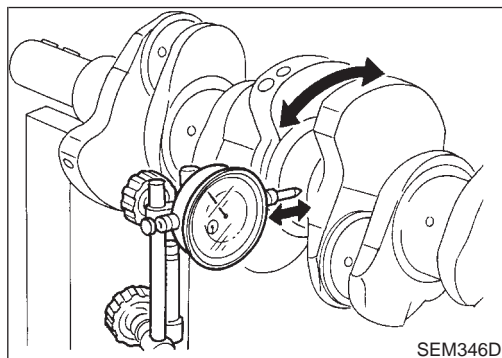
**Standard**

**0.002 mm (0.0001 in)**

**Taper (A - B):**

**Standard**

**0.002 mm (0.0001 in)**

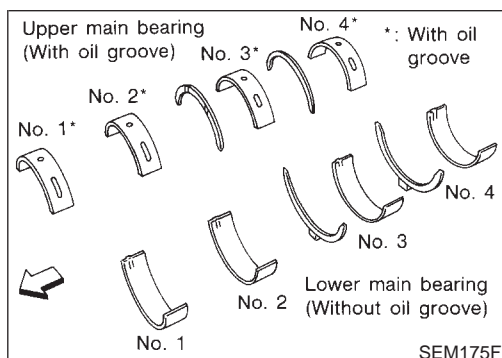


3. Measure crankshaft runout.
  - Place a V-block on a precise flat table to support the journals on the both end of the crankshaft.
  - Place a dial gauge straight up on the No. 3 journal.
  - While rotating the crankshaft, read the movement of the pointer on the dial gauge. (Total indicator reading)

**Runout (Total indicator reading):**

**Limit 0.10 mm (0.0039 in)**

If it exceeds the limit, replace crankshaft.



## BEARING CLEARANCE

- Use either of the following two methods, however, method "A" gives more reliable results and is preferable. NHEM0054S08

### Method A (Using bore gauge & micrometer)

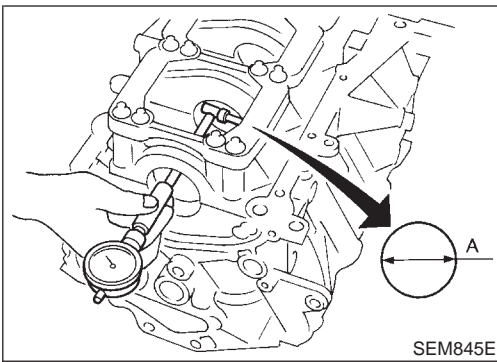
#### Main bearing

1. Set main bearings in their proper positions on cylinder block and main bearing cap. NHEM0054S0801

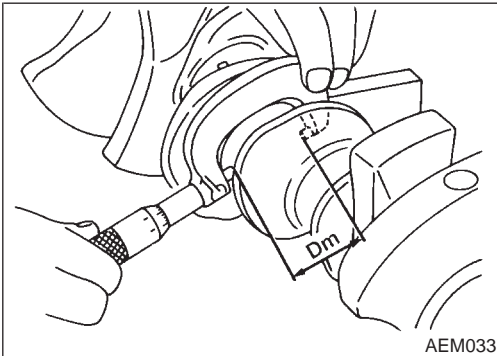


# CYLINDER BLOCK

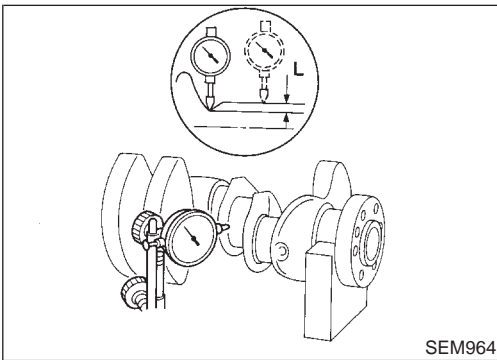
Inspection (Cont'd)



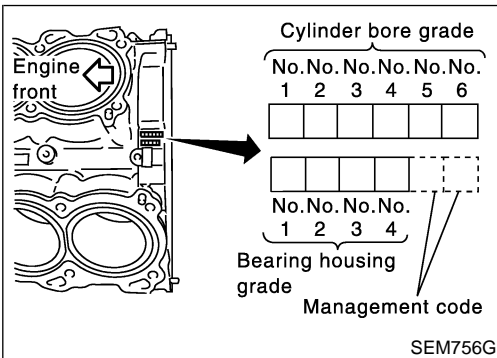
2. Install main bearing cap and bearing beam to cylinder block.  
**Tighten all bolts in correct order.**
3. Measure inner diameters "A" of each main bearing.



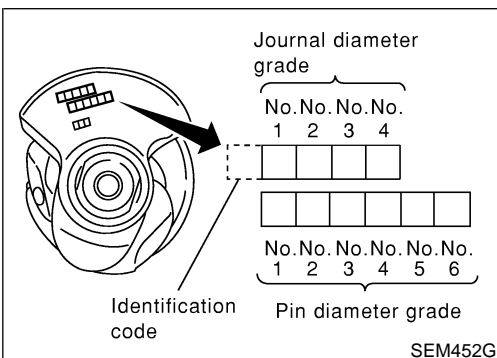
4. Measure outer diameters "Dm" of each crankshaft main journal.
5. Calculate main bearing clearance.  
**Main bearing clearance = A - Dm**  
**Standard: 0.035 - 0.045 mm (0.0014 - 0.0018 in)**  
**Limit: 0.065 mm (0.0026 in)**
  - If it exceeds the limit, replace bearing.
  - If clearance cannot be adjusted using any standard bearing grade, grind crankshaft journal and use undersized bearing.



- a. When grinding crankshaft journal, confirm that "L" dimension in fillet roll is more than the specified limit.  
**"L": 0.1 mm (0.004 in)**
- b. Refer to SDS for grinding crankshaft and available service parts.



6. If crankshaft or cylinder block is replaced with a new one, select thickness of main bearings as follows:
  - a. Grade number of each cylinder block main journal is punched on the respective cylinder block. These numbers are punched in either Arabic or Alphabet. Refer to SDS, EM-93.  
If measured diameter is out of grade punched, decide suitable grade using table in SDS.



- b. Grade number of each crankshaft main journal is punched on the respective crankshaft. These numbers are punched in either Arabic or Alphabet. Refer to SDS, EM-96.  
If measured diameter is out of grade punched, decide suitable grade using table in SDS.
- c. Select main bearing with suitable thickness according to the following table.  
Refer to "SDS", EM-97, for available main bearings.

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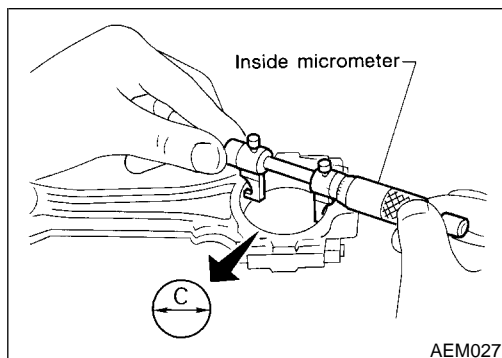
IDX

# CYLINDER BLOCK

Inspection (Cont'd)

Mark	Axle diameter	Hole diameter																							
		A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U	V	W	X	Y	4	7
		63.993 - 63.994 (2.5194 - 2.5194)	63.994 - 63.995 (2.5194 - 2.5195)	63.995 - 63.996 (2.5195 - 2.5195)	63.996 - 63.997 (2.5195 - 2.5196)	63.997 - 63.998 (2.5196 - 2.5196)	63.998 - 63.999 (2.5196 - 2.5196)	63.999 - 64.000 (2.5196 - 2.5197)	64.000 - 64.001 (2.5197 - 2.5197)	64.001 - 64.002 (2.5197 - 2.5198)	64.002 - 64.003 (2.5198 - 2.5198)	64.003 - 64.004 (2.5198 - 2.5198)	64.004 - 64.005 (2.5198 - 2.5199)	64.005 - 64.006 (2.5199 - 2.5199)	64.006 - 64.007 (2.5199 - 2.5200)	64.007 - 64.008 (2.5200 - 2.5200)	64.008 - 64.009 (2.5200 - 2.5200)	64.009 - 64.010 (2.5200 - 2.5201)	64.010 - 64.011 (2.5201 - 2.5201)	64.011 - 64.012 (2.5201 - 2.5202)	64.012 - 64.013 (2.5202 - 2.5202)	64.013 - 64.014 (2.5202 - 2.5202)	64.014 - 64.015 (2.5202 - 2.5202)	64.015 - 64.016 (2.5203 - 2.5203)	64.016 - 64.017 (2.5203 - 2.5203)
A	59.975 - 59.974 (2.3612 - 2.3612)	0	0	0	01	01	01	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34
B	59.974 - 59.973 (2.3612 - 2.3611)	0	0	01	01	01	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	3	34	34	34
C	59.973 - 59.972 (2.3611 - 2.3611)	0	01	01	01	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	3	34	34	34	
D	59.972 - 59.971 (2.3611 - 2.3611)	01	01	01	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	3	34	34	34		
E	59.971 - 59.970 (2.3611 - 2.3610)	01	01	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	3	34	34	34			
F	59.970 - 59.969 (2.3610 - 2.3610)	01	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34					
G	59.969 - 59.968 (2.3610 - 2.3609)	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34						
H	59.968 - 59.967 (2.3609 - 2.3609)	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34							
J	59.967 - 59.966 (2.3609 - 2.3609)	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34								
K	59.966 - 59.965 (2.3909 - 2.3608)	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34									
L	59.965 - 59.964 (2.3608 - 2.3608)	12	12	2	2	2	23	23	23	3	3	3	34	34	34										
M	59.964 - 59.963 (2.3608 - 2.3607)	12	2	2	2	23	23	23	3	3	3	34	34	34											
N	59.963 - 59.962 (2.3607 - 2.3607)	2	2	2	23	23	23	3	3	3	34	34	34												
P	59.962 - 59.961 (2.3607 - 2.3607)	2	2	23	23	23	3	3	3	34	34	34													
R	59.961 - 59.960 (2.3607 - 2.3606)	2	23	23	23	3	3	3	34	34	34														
S	59.960 - 59.959 (2.3606 - 2.3606)	23	23	23	3	3	3	34	34	34															
T	59.959 - 59.958 (2.3606 - 2.3605)	23	23	3	3	3	34	34	34																
U	59.958 - 59.957 (2.3605 - 2.3605)	23	3	3	3	34	34	34																	
V	59.957 - 59.956 (2.3605 - 2.3605)	3	3	3	34	34	34																		
W	59.956 - 59.955 (2.3605 - 2.3604)	3	3	34	34	34																			
X	59.955 - 59.954 (2.3604 - 2.3604)	3	34	34	34																				
Y	59.954 - 59.953 (2.3604 - 2.3603)	34	34	34																					
4	59.953 - 59.952 (2.3603 - 2.3603)	34	34																						
7	59.952 - 59.951 (2.3603 - 2.3603)	34																							

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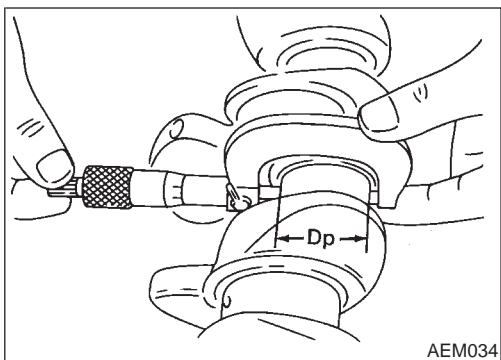


## Connecting Rod Bearing (Big end)

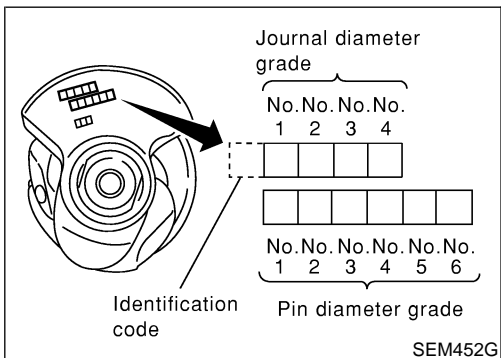
1. Install connecting rod bearing to connecting rod and cap.
2. Install connecting rod cap to connecting rod.  
**Tighten bolts to the specified torque.**
3. Measure inner diameter "C" of connecting rod.

NHEM0054S0802



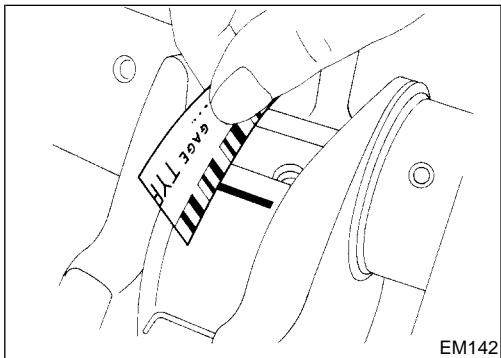


4. Measure outer diameter "Dp" of each crankshaft pin journal.
5. Calculate connecting rod bearing clearance.  
**Connecting rod bearing clearance = C - Dp**  
**Standard: 0.034 - 0.059 mm (0.0013 - 0.0023 in)**  
**Limit: 0.070 mm (0.0028 in)**
6. If it exceeds the limit, replace bearing.
7. If clearance cannot be adjusted within the standard of any bearing, grind crankshaft journal and use undersized bearing. Refer to "BEARING CLEARANCE — Main bearing", EM-78.



8. If crankshaft is replaced with a new one, select connecting rod bearing according to the following table.  
**Connecting rod bearing grade number (Identification color):**  
 These numbers are punched in either Arabic or Roman numerals.

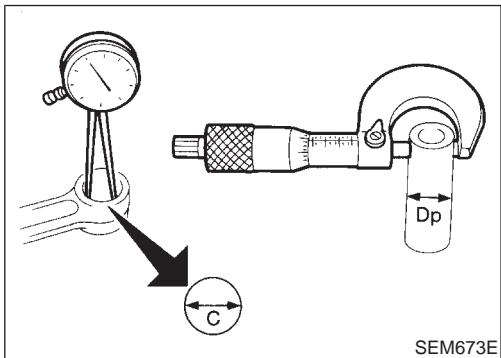
Crankshaft pin journal grade number	Connecting rod bearing grade number
0	0 (Black)
1	1 (Brown)
2	2 (Green)



### Method B (Using plastigage)

#### CAUTION:

- Do not turn crankshaft or connecting rod while plastigage is being inserted.
- When bearing clearance exceeds the specified limit, ensure that the proper bearing has been installed. If incorrect bearing clearance exists, use a thicker or undersized main bearing to ensure specified clearance.

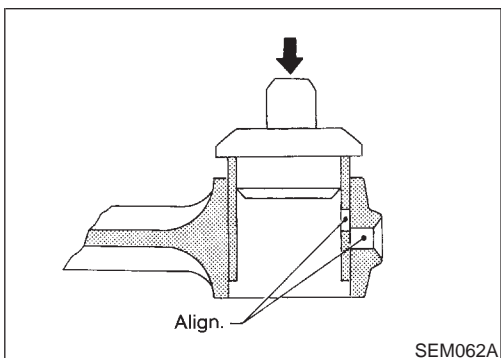


### CONNECTING ROD BUSHING CLEARANCE (SMALL END)

NHEM0054S09

1. Measure inner diameter "C" of bushing.
2. Measure outer diameter "Dp" of piston pin.
3. Calculate connecting rod bushing clearance.  
**Connecting rod bushing clearance = C - Dp**  
**Standard: 0.005 - 0.017 mm (0.0002 - 0.0007 in)**  
**Limit: 0.030 mm (0.0012 in)**

If it exceeds the limit, replace connecting rod assembly or connecting rod bushing and/or piston set with pin.



### REPLACEMENT OF CONNECTING ROD BUSHING (SMALL END)

NHEM0054S14

1. Drive in small end bushing until it is flush with end surface of rod.  
**Be sure to align the oil holes.**
2. After driving in small end bushing, ream the bushing. This is to ensure the clearance between connecting rod bushing and piston pin is the specified value.

**Clearance between connecting rod bushing and piston pin: 0.005 - 0.017 mm (0.0002 - 0.0007 in)**

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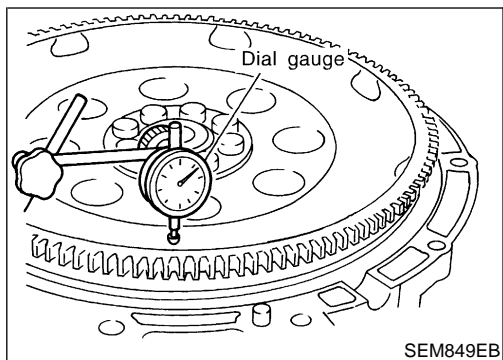
SC

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# CYLINDER BLOCK

Inspection (Cont'd)



## DRIVE PLATE RUNOUT

NHEM0054S10

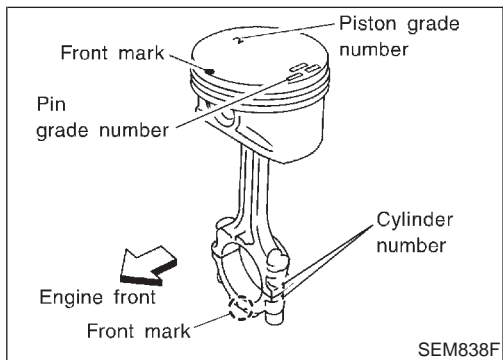
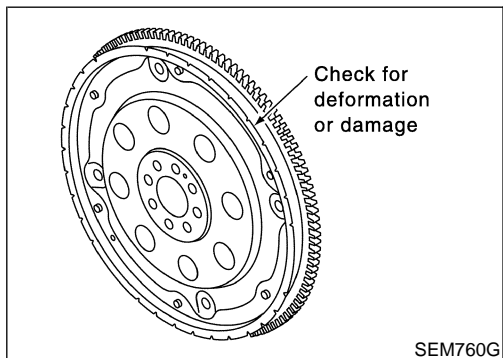
Runout (Total indicator reading):

Drive plate

Less than 0.15 mm (0.0059 in)

### CAUTION:

- The signal plate is built into the drive plate assembly. Be careful not to damage the signal plate, especially the teeth.
- Check the drive plate and signal plate for deformation or cracks.
- Keep any magnetized objects away from the signal plate.
- Do not allow any magnetic materials to contact the signal plate teeth.



## Assembly

NHEM0055

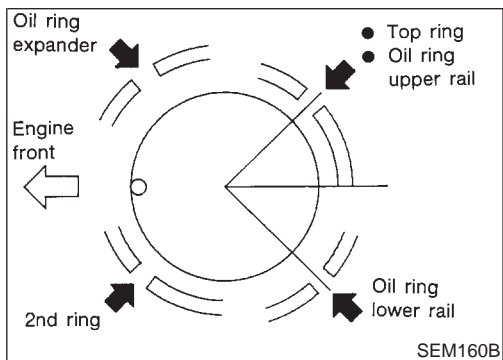
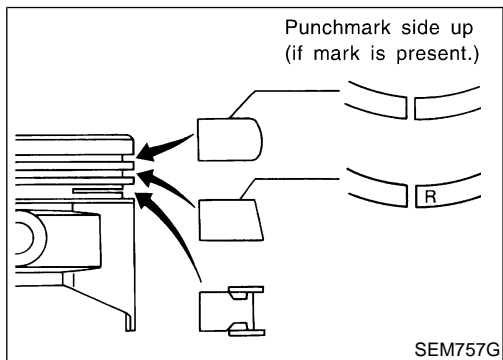
### PISTON

NHEM0055S01

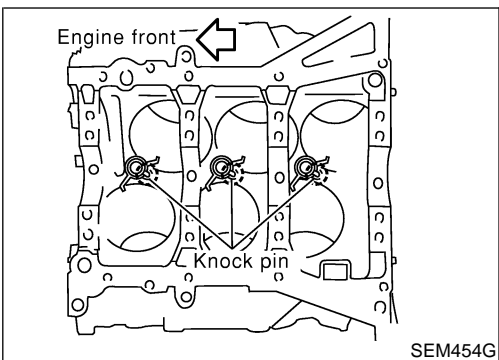
1. Install new snap ring on one side of piston pin hole.
2. Heat piston to 60 to 70°C (140 to 158°F) and assemble piston, piston pin, connecting rod and new snap ring.
  - Align the direction of piston and connecting rod.
  - Numbers stamped on connecting rod and cap correspond to each cylinder.
  - After assembly, make sure connecting rod swings smoothly.
3. Set piston rings as shown.

### CAUTION:

- When piston rings are not replaced, make sure that piston rings are mounted in their original positions.
- When replacing piston rings, those without punchmarks present can be mounted with either side up.



- Align piston rings so that end gaps are positioned as shown in the figure.



## OIL JET

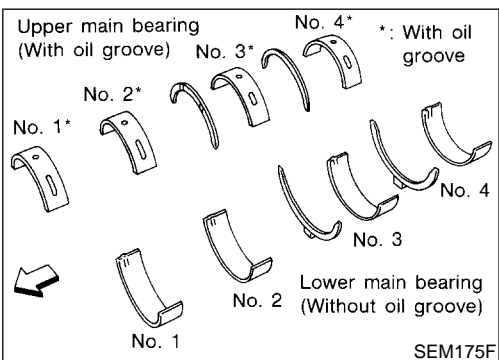
NHEM0055S02

1. Install oil jets.
  - Insert oil jet knock pin into the cylinder block knock pin hole, and tighten the mounting bolts.

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## CRANKSHAFT

NHEM0055S03

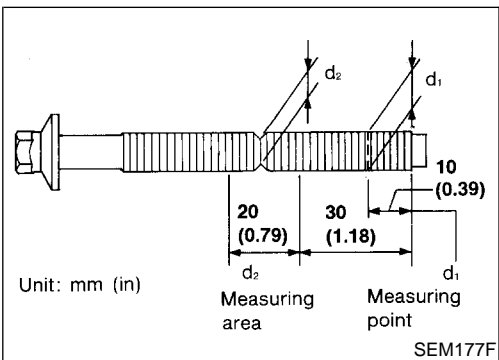
1. Set main bearings in their proper positions on cylinder block and main bearing beam.
  - Confirm that correct main bearings are used. Refer to "Inspection" of this section.

LC

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2. Instructions for re-use of main bearing cap bolts.
  - A plastic zone tightening method is used for tightening main bearing cap bolts. Measure d1 and d2 as shown in the figure.
    - d2: Select minimum diameter in the measuring area.
  - If the difference between d1 and d2 exceeds the limit, replace the bolts with new ones.

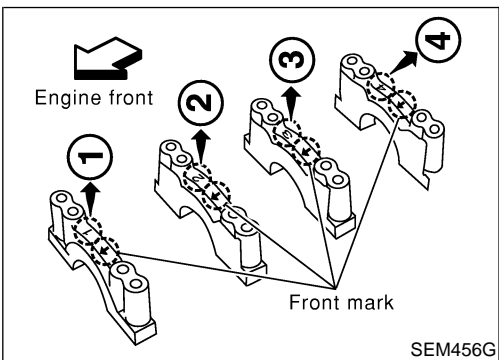
Limit (d1 - d2): 0.11 mm (0.0043 in)

AX

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ST



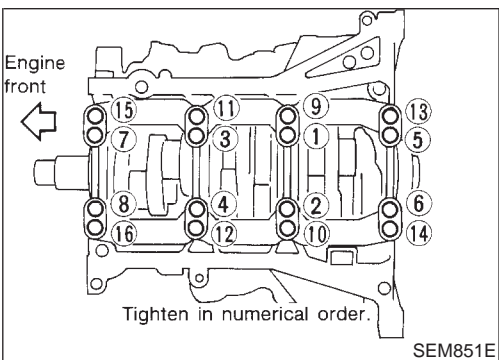
RS

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IDX

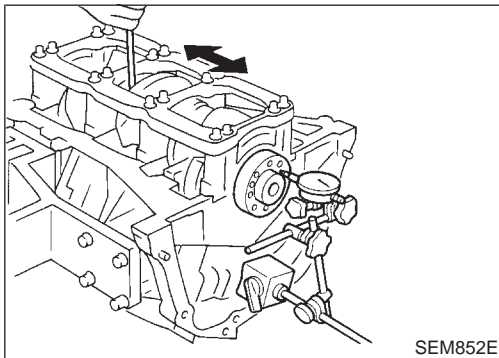
3. After installing crankshaft, main bearing cap, main bearing beam and bearing cap bolts, tighten bearing cap bolts in numerical order as shown.
  - Make sure that the front mark on the main bearing beam faces the front of the engine.
  - Tightening procedure
    - a) Tighten bolts to 32 to 38 N-m (3.3 to 3.9 kg-m, 24 to 28 ft-lb) in several different steps.
    - b) Turn all bolts 90 to 95 degrees clockwise with angle wrench.
  - Prior to tightening bearing cap bolts, place bearing beam

# CYLINDER BLOCK

Assembly (Cont'd)

in its proper position by shifting crankshaft in the axial direction.

- After securing bearing cap bolts, make sure crankshaft turns smoothly by hand.
- Lubricate threads and seat surfaces of the bolts with new engine oil.



4. Measure crankshaft end play.

**Crankshaft end play:**

**Standard**

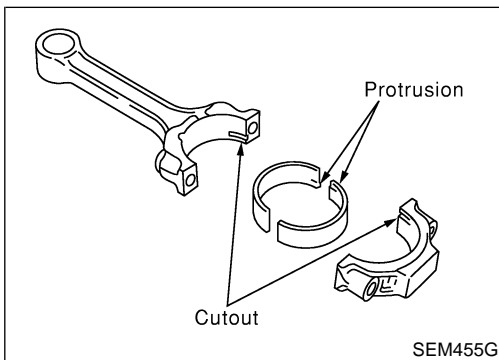
**0.10 - 0.25 mm (0.0039 - 0.0098 in)**

**Limit**

**0.30 mm (0.0118 in)**

If the measured value exceeds the limit, replace the thrust bearings and measure again.

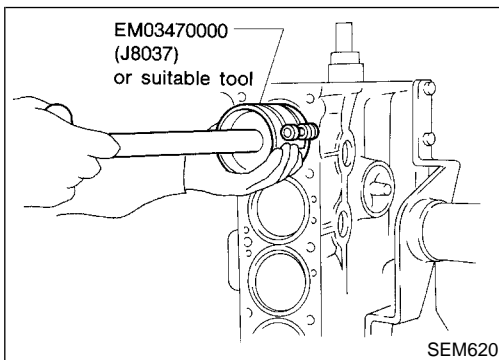
If it still exceeds the limit, replace the crankshaft also.



5. Install connecting rod bearings in connecting rods and connecting rod caps.

- **Confirm that correct bearings are used. Refer to EM-80, "Connecting Rod Bearing (Big end)".**

- When installing the connecting rod bearings, apply engine oil to the bearing surface (inside). Do not apply oil to the back surface, but thoroughly clean it.
- When installing, align the connecting rod bearing stopper protrusion with the cutout of the connecting rod to install.
- Check the oil hole on the connecting rod and that on the corresponding bearing are aligned.

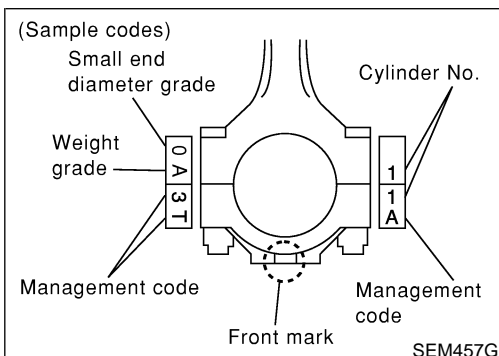


6. Install pistons with connecting rods.

- Install them into corresponding cylinders with Tool.

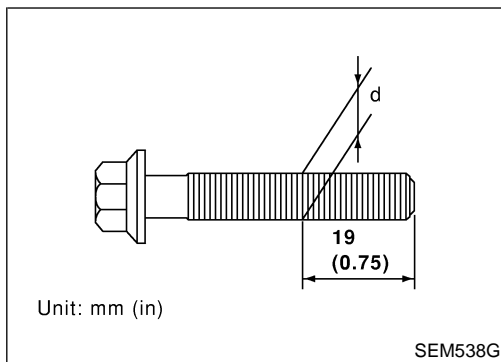
- **Be careful not to scratch cylinder wall with the connecting rod.**

- **Arrange so that front mark on piston head faces toward engine front.**



- Install connecting rod caps.

- **Lubricate threads and seat surfaces with new engine oil.**
- Install so that the cylinder number stamped on the connecting rod agrees with that stamped on cap side.
- Make sure that front mark on the connecting rod cap faces the front of the engine.



- c. Re-use connecting rod cap bolts as follows.
- Make sure that the bolts can be smoothly screwed-in to the end manually.
  - If not, measure the outer diameter “d” shown in the figure.

**Outer diameter “d” of connecting rod cap bolt:**

**Standard**

**7.90 - 8.00 mm (0.3110 - 0.3150 in)**

**Limit**

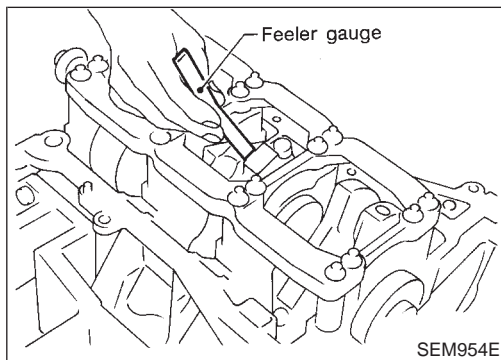
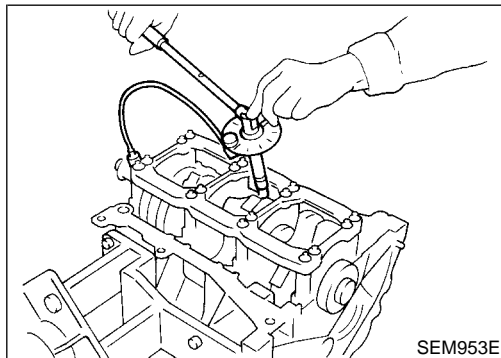
**7.75 mm (0.3051 in)**

- d. Tighten connecting rod cap bolts to the specified torque.

**Connecting rod cap bolt:**

**(1) Tighten nuts to 19 to 21 N·m (1.9 to 2.1 kg·m, 14 to 15 ft·lb).**

**(2) Turn nuts 90 to 95 degrees clockwise with angle wrench.**



7. Measure connecting rod side clearance.

**Connecting rod side clearance:**

**Standard**

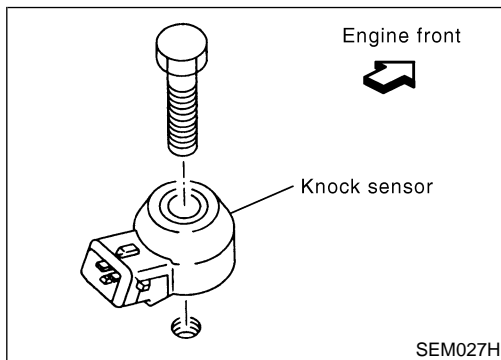
**0.20 - 0.35 mm (0.0079 - 0.0138 in)**

**Limit**

**0.40 mm (0.0157 in)**

If the measured valve exceeds the limit, replace the connecting rod and measure again. If it still exceeds the limit, replace the crankshaft also.

8. Install rear oil seal retainer.



## KNOCK SENSOR

NHEM0055S09

1. Install knock sensor.
  - Make sure that there is no foreign material on the cylinder block mating surface and the back surface of the knock sensor.
  - Install knock sensor so that connector faces rear of engine.
  - Do not tighten the mounting bolts while holding the connector.
  - Make sure that the knock sensor does not interfere with other parts.

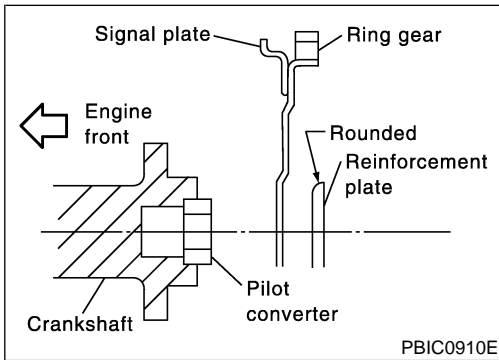
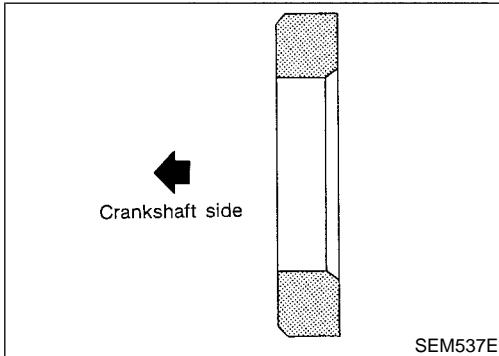
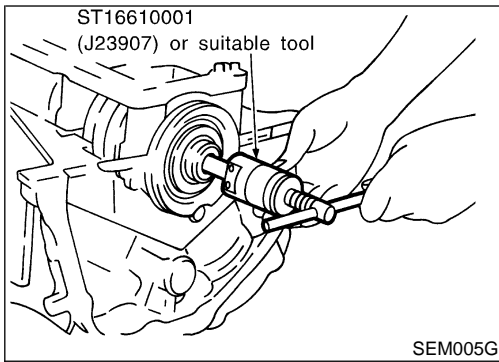
### CAUTION:

**If any impact by dropping is applied to the knock sensor, replace it with new one.**

- After installing knock sensor, connect sub-harness, and lay it out to rear of engine.

# CYLINDER BLOCK

Assembly (Cont'd)



## REPLACEMENT OF PILOT CONVERTER

NHEM0055S04

1. Remove pilot converter using tool or suitable tool.
2. Install pilot converter as shown.

## DRIVE PLATE

NHEM0055S07

Install drive plate.

- Install the drive plate and reinforce plate in the direction shown in the figure.
- Align dowel pin of crankshaft rear end with pin holes of each parts.
- Secure the crankshaft using a ring gear stopper.
- Tighten the installation bolts crosswise over several times.

# SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

## General Specifications

NHEM0056

Cylinder arrangement		V-6
Displacement cm <sup>3</sup> (cu in)		3,498 (213.45)
Bore and stroke mm (in)		95.5 x 81.4 (3.760 x 3.205)
Valve arrangement		DOHC
Firing order		1-2-3-4-5-6
Number of piston rings	Compression	2
	Oil	1
Number of main bearings		4
Compression ratio		10.3

GI

MA

EM

LC

EC

## Compression Pressure

Unit: kPa (kg/cm<sup>2</sup>, psi)/300 rpm <sup>NHEM0057</sup>

Compression pressure	Standard	1,275 (13.0, 185)
	Minimum	981 (10.0, 142)
	Differential limit between cylinders	98 (1.0, 14)

FE

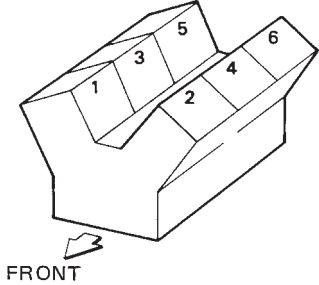
AT

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Cylinder number	 <p style="text-align: center;">FRONT</p>	
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SEM713A

## Cylinder Head

Unit: mm (in) <sup>NHEM0058</sup>

	Standard	Limit
Head surface distortion	Less than 0.03 (0.0012)	0.1 (0.004)

RS

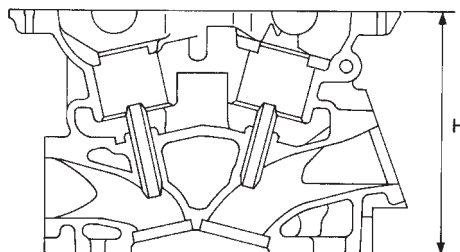
BT

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IDX



Nominal cylinder head height:  
H = 126.3 - 126.5 mm (4.972 - 4.980 in)

SEM949E

# SERVICE DATA AND SPECIFICATIONS (SDS)

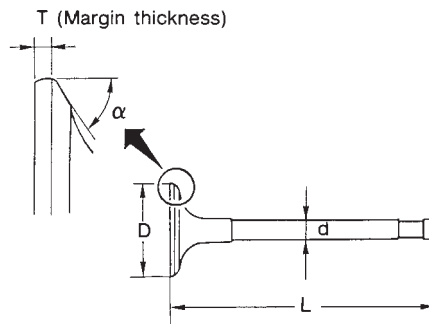
Valve

## Valve

NHEM0059

### VALVE

NHEM0059S01  
Unit: mm (in)



SEM188

Valve head diameter "D"	Intake	37.0 - 37.3 (1.4567 - 1.4685)
	Exhaust	31.2 - 31.5 (1.228 - 1.240)
Valve length "L"	Intake	96.12 - 96.62 (3.7842 - 3.8039)
	Exhaust	93.65 - 94.15 (3.6870 - 3.7067)
Valve stem diameter "d"	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.955 - 5.970 (0.2344 - 0.2350)
Valve seat angle "α"	Intake	45°15' - 45°45'
	Exhaust	
Valve margin "T"	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)
Valve margin "T" limit		More than 0.5 (0.020)
Valve stem end surface grinding limit		Less than 0.2 (0.008)

### VALVE CLEARANCE

NHEM0059S02  
Unit: mm (in)

	Cold	Hot* (reference data)
Intake	0.26 - 0.34 (0.010 - 0.013)	0.304 - 0.416 (0.012 - 0.016)
Exhaust	0.29 - 0.37 (0.011 - 0.015)	0.308 - 0.432 (0.012 - 0.017)

\*: Approximately 80°C (176°F)

### VALVE SPRING

NHEM0059S04

Free height mm (in)		45.62 (1.7961)
Pressure N (kg, lb) at height mm (in)	Installation	196 (20.0, 44.1) at 37.0 (1.457)
	Valve open	433 (44.2, 97.3) at 27.8 (1.094)
Out-of-square mm (in)		Less than 2.0 (0.079)

### VALVE LIFTER

NHEM0059S05  
Unit: mm (in)

Valve lifter outer diameter	33.977 - 33.987 (1.3377 - 1.3381)
Lifter guide inner diameter	34.000 - 34.016 (1.3386 - 1.3392)
Clearance between lifter and lifter guide	0.013 - 0.039 (0.0005 - 0.0015)



# SERVICE DATA AND SPECIFICATIONS (SDS)

Valve (Cont'd)

Identification mark	Thickness mm (in)
788U or 788R	7.88 (0.3102)
790U or 790R	7.90 (0.3110)
792U or 792R	7.92 (0.3118)
794U or 794R	7.94 (0.3126)
796U or 796R	7.96 (0.3134)
798U or 798R	7.98 (0.3142)
800U or 800R	8.00 (0.3150)
802U or 802R	8.02 (0.3157)
804U or 804R	8.04 (0.3165)
806U or 806R	8.06 (0.3173)
808U or 808R	8.08 (0.3181)
810U or 810R	8.10 (0.3189)
812U or 812R	8.12 (0.3197)
814U or 814R	8.14 (0.3205)
816U or 816R	8.16 (0.3213)
818U or 818R	8.18 (0.3220)
820U or 820R	8.20 (0.3228)
822U or 822R	8.22 (0.3236)
824U or 824R	8.24 (0.3244)
826U or 826R	8.26 (0.3252)
828U or 828R	8.28 (0.3260)
830U or 830R	8.30 (0.3268)
832U or 832R	8.32 (0.3276)
834U or 834R	8.34 (0.3283)
836U or 836R	8.36 (0.3291)
838U or 838R	8.38 (0.3299)
840U or 840R	8.40 (0.3307)

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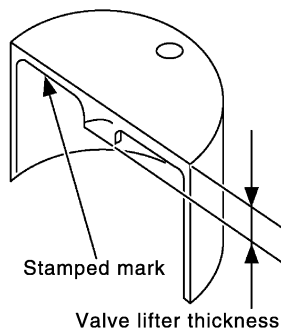
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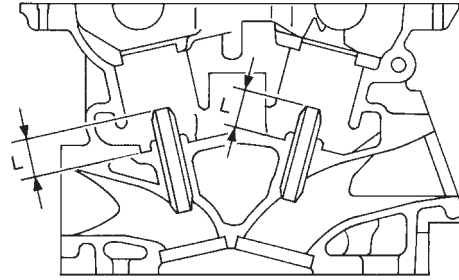
SEM758G

# SERVICE DATA AND SPECIFICATIONS (SDS)

Valve (Cont'd)

## VALVE GUIDE

NHEM0059S06  
Unit: mm (in)



SEM950E

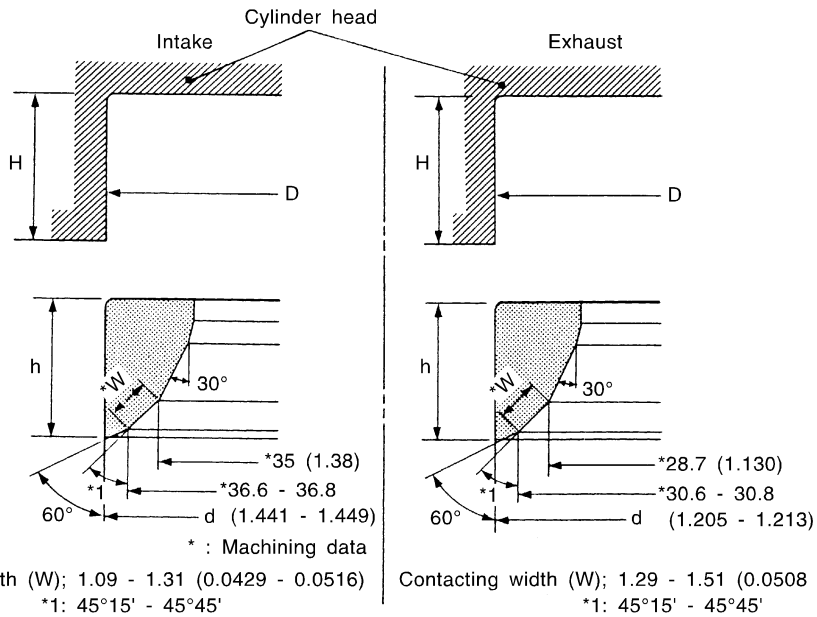
		Standard	Service
Valve guide	Outer diameter	10.023 - 10.034 (0.3946 - 0.3950)	10.223 - 10.234 (0.4025 - 0.4029)
Valve guide	Inner diameter (Finished size)	6.000 - 6.018 (0.2362 - 0.2369)	
Cylinder head valve guide hole diameter		9.975 - 9.996 (0.3927 - 0.3935)	10.175 - 10.196 (0.4006 - 0.4014)
Interference fit of valve guide		0.027 - 0.059 (0.0011 - 0.0023)	
		Standard	Max. tolerance
Stem to guide clearance	Intake	0.020 - 0.053 (0.0008 - 0.0021)	0.08 (0.0031)
	Exhaust	0.030 - 0.063 (0.0012 - 0.0025)	0.09 (0.0035)
Valve deflection limit	Intake	—	0.24 (0.0094)
	Exhaust	—	0.28 (0.0110)
Projection length "L"		12.6 - 12.8 (0.496 - 0.504)	

# SERVICE DATA AND SPECIFICATIONS (SDS)

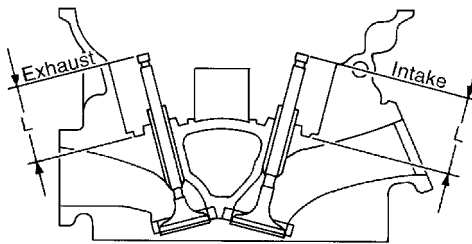
Valve Seat

## Valve Seat

NHEM0060  
Unit: mm (in)



SEM021EC



SEM621F

		Standard	Service
Cylinder head seat recess diameter (D)	Intake	38.000 - 38.016 (1.4961 - 1.4967)	38.500 - 38.516 (1.5157 - 1.5164)
	Exhaust	32.200 - 32.216 (1.2677 - 1.2683)	32.700 - 32.716 (1.2874 - 1.2880)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.064 - 0.096 (0.0025 - 0.0038)	
Valve seat outer diameter (d)	Intake	38.097 - 38.113 (1.4999 - 1.5005)	38.597 - 38.613 (1.5196 - 1.5202)
	Exhaust	32.280 - 32.296 (1.2709 - 1.2715)	32.780 - 32.796 (1.2905 - 1.2912)
Height (h)	Intake	5.9 - 6.0 (0.232 - 0.236)	5.05 - 5.15 (0.1988 - 0.2028)
	Exhaust	5.9 - 6.0 (0.232 - 0.236)	4.95 - 5.05 (0.1949 - 0.1988)
Depth (H)		5.9 - 6.1 (0.232 - 0.240)	
Depth (L)	Intake	41.07 - 41.67 (1.6169 - 1.6405)	
	Exhaust	41.00 - 41.60 (1.6142 - 1.6378)	

# SERVICE DATA AND SPECIFICATIONS (SDS)

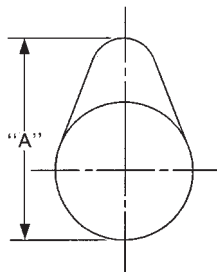
Camshaft and Camshaft Bearing

## Camshaft and Camshaft Bearing

<sup>=NHEM0061</sup>  
Unit: mm (in)

	Standard	Limit
Camshaft journal to bearing clearance	No. 1 0.045 - 0.086 (0.0018 - 0.0034) No. 2, 3, 4 0.035 - 0.076 (0.0014 - 0.0030)	0.15 (0.0059)
Inner diameter of camshaft bearing	No. 1 26.000 - 26.021 (1.0236 - 1.0244) No. 2, 3, 4 23.500 - 23.521 (0.9252 - 0.9260)	—
Outer diameter of camshaft journal	No. 1 25.935 - 25.955 (1.0211 - 1.0218) No. 2, 3, 4 23.445 - 23.465 (0.9230 - 0.9238)	—
Camshaft runout [TIR*]	Less than 0.02 (0.0008)	0.05 (0.0020)
Camshaft sprocket runout [TIR*]	Less than 0.15 (0.0059)	—
Camshaft end play	0.115 - 0.188 (0.0045 - 0.0074)	0.24 (0.0094)

\*: Total indicator reading



EM671

Cam height "A"	Intake and exhaust	44.865 - 45.055 (1.7663 - 1.7738)
Wear limit of cam height		0.2 (0.008)

Valve timing		
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PBIC0187E

Unit: degree

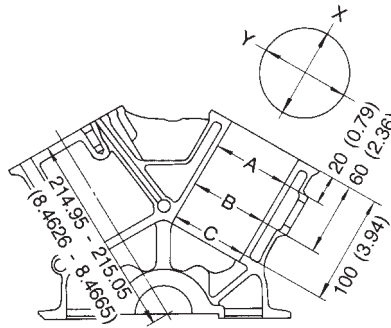
		a	b	c	d	e	f
Intake valve timing control	OFF	240	238	-6	64	8	52

# SERVICE DATA AND SPECIFICATIONS (SDS)

Cylinder Block

## Cylinder Block

NHEM0062  
Unit: mm (in)



SEM022EA

Surface flatness	Standard		Less than 0.03 (0.0012)
	Limit		0.10 (0.0039)
Cylinder bore	Inner diameter	Standard	Grade No. 1 95.500 - 95.510 (3.7598 - 3.7602)
			Grade No. 2 95.510 - 95.520 (3.7602 - 3.7606)
			Grade No. 3 95.520 - 95.530 (3.7606 - 3.7610)
	Wear limit		0.20 (0.0079)
Out-of-round (Difference between X and Y)			Less than 0.015 (0.0006)
Taper (Difference between A and C)			Less than 0.015 (0.0006)
Main journal inner diameter grade (Without bearing)	Grade No. A		63.993 - 63.994 (2.5194 - 2.5194)
	Grade No. B		63.994 - 63.995 (2.5194 - 2.5195)
	Grade No. C		63.995 - 63.996 (2.5195 - 2.5195)
	Grade No. D		63.996 - 63.997 (2.5195 - 2.5196)
	Grade No. E		63.997 - 63.998 (2.5196 - 2.5196)
	Grade No. F		63.998 - 63.999 (2.5196 - 2.5196)
	Grade No. G		63.999 - 64.000 (2.5196 - 2.5197)
	Grade No. H		64.000 - 64.001 (2.5197 - 2.5197)
	Grade No. J		64.001 - 64.002 (2.5197 - 2.5198)
	Grade No. K		64.002 - 64.003 (2.5198 - 2.5198)
	Grade No. L		64.003 - 64.004 (2.5198 - 2.5198)
	Grade No. M		64.004 - 64.005 (2.5198 - 2.5199)
	Grade No. N		64.005 - 64.006 (2.5199 - 2.5199)
	Grade No. P		64.006 - 64.007 (2.5199 - 2.5200)
	Grade No. R		64.007 - 64.008 (2.5200 - 2.5200)
	Grade No. S		64.008 - 64.009 (2.5200 - 2.5200)
	Grade No. T		64.009 - 64.010 (2.5200 - 2.5201)
Grade No. U		64.010 - 64.011 (2.5201 - 2.5201)	
Grade No. V		64.011 - 64.012 (2.5201 - 2.5202)	
Grade No. W		64.012 - 64.013 (2.5202 - 2.5202)	
Grade No. X		64.013 - 64.014 (2.5202 - 2.5202)	
Grade No. Y		64.014 - 64.015 (2.5202 - 2.5203)	
Grade No. 4		64.015 - 64.016 (2.5203 - 2.5203)	
Grade No. 7		64.016 - 64.017 (2.5203 - 2.5203)	
Difference in inner diameter between cylinders	Standard		Less than 0.03 (0.0012)

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# SERVICE DATA AND SPECIFICATIONS (SDS)

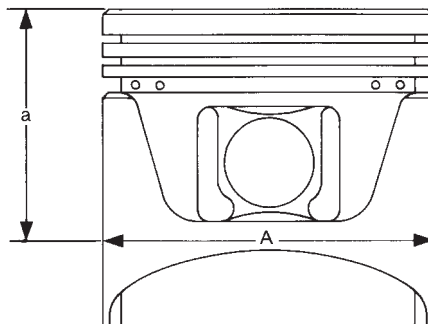
Piston, Piston Ring and Piston Pin

## Piston, Piston Ring and Piston Pin

NHEM0063

NHEM0063S01  
Unit: mm (in)

### AVAILABLE PISTON



SEM882E

Piston skirt diameter "A"	Standard	Grade No. 1	95.480 - 95.490 (3.7590 - 3.7594)
		Grade No. 2	95.490 - 95.500 (3.7594 - 3.7598)
		Grade No. 3	95.500 - 95.510 (3.7598 - 3.7602)
		0.20 (0.0079) oversize (Service)	95.680 - 95.710 (3.7669 - 3.7681)
"a" dimension			41.0 (1.614)
Piston pin hole diameter		Grade No. 0	21.993 - 21.999 (0.8659 - 0.8661)
		Grade No. 1	21.999 - 22.005 (0.8661 - 0.8663)
Piston clearance to cylinder block			0.010 - 0.030 (0.0004 - 0.0012)

# SERVICE DATA AND SPECIFICATIONS (SDS)

Piston, Piston Ring and Piston Pin (Cont'd)

## PISTON RING

<sup>NHEM0063S02</sup>  
Unit: mm (in)

		Standard	Limit
Side clearance	Top	0.045 - 0.080 (0.0018 - 0.0031)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	0.1 (0.004)
	Oil ring	0.065 - 0.135 (0.0026 - 0.0053)	—
End gap	Top	0.23 - 0.33 (0.0091 - 0.0130)	0.54 (0.0213)
	2nd	0.33 - 0.48 (0.0130 - 0.0189)	0.80 (0.0315)
	Oil (rail ring)	0.20 - 0.60 (0.0079 - 0.0236)	0.95 (0.0374)

## PISTON PIN

<sup>NHEM0063S03</sup>  
Unit: mm (in)

Piston pin outer diameter	Grade No. 0	21.989 - 21.995 (0.8657 - 0.8659)
	Grade No. 1	21.995 - 22.001 (0.8659 - 0.8662)
Interference fit of piston pin to piston		0.002 - 0.006 (0.0001 - 0.0002)
Piston pin to connecting rod bushing clearance	Standard	0.005 - 0.017 (0.0002 - 0.0007)
	Limit	0.030 (0.0012)

\*: Values measured at ambient temperature of 20°C (68°F)

## Connecting Rod

<sup>NHEM0064</sup>  
Unit: mm (in)

Center distance		144.15 - 144.25 (5.6752 - 5.6791)
Bend [per 100 (3.94)]	Limit	0.15 (0.0059)
Torsion [per 100 (3.94)]	Limit	0.30 (0.0118)
Connecting rod small end inner diameter		23.980 - 24.000 (0.9441 - 0.9449)
Piston pin bushing inner diameter*	Grade No. 0	22.000 - 22.006 (0.8661 - 0.8664)
	Grade No. 1	22.006 - 22.012 (0.8664 - 0.8666)
Connecting rod big end inner diameter		55.000 - 55.013 (2.1654 - 2.1659)
Side clearance	Standard	0.20 - 0.35 (0.0079 - 0.0138)
	Limit	0.40 (0.0157)

\*: After installing in connecting rod

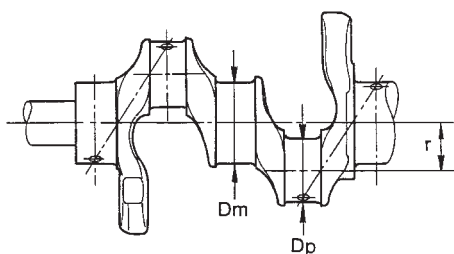
# SERVICE DATA AND SPECIFICATIONS (SDS)

Crankshaft

## Crankshaft

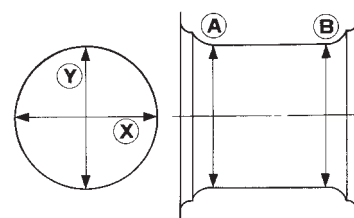
NHEM0065  
Unit: mm (in)

Main journal dia. "Dm" grade	Grade No. A	59.975 - 59.974 (2.3612 - 2.3612)
	Grade No. B	59.974 - 59.973 (2.3612 - 2.3611)
	Grade No. C	59.973 - 59.972 (2.3611 - 2.3611)
	Grade No. D	59.972 - 59.971 (2.3611 - 2.3611)
	Grade No. E	59.971 - 59.970 (2.3611 - 2.3610)
	Grade No. F	59.970 - 59.969 (2.3610 - 2.3610)
	Grade No. G	59.969 - 59.968 (2.3610 - 2.3609)
	Grade No. H	59.968 - 59.967 (2.3609 - 2.3609)
	Grade No. J	59.967 - 59.966 (2.3609 - 2.3609)
	Grade No. K	59.966 - 59.965 (2.3609 - 2.3608)
	Grade No. L	59.965 - 59.964 (2.3608 - 2.3608)
	Grade No. M	59.964 - 59.963 (2.3608 - 2.3607)
	Grade No. N	59.963 - 59.962 (2.3607 - 2.3607)
	Grade No. P	59.962 - 59.961 (2.3607 - 2.3607)
	Grade No. R	59.961 - 59.960 (2.3607 - 2.3606)
	Grade No. S	59.960 - 59.959 (2.3606 - 2.3606)
	Grade No. T	59.959 - 59.958 (2.3606 - 2.3605)
	Grade No. U	59.958 - 59.957 (2.3605 - 2.3605)
	Grade No. V	59.957 - 59.956 (2.3605 - 2.3605)
Grade No. W	59.956 - 59.955 (2.3605 - 2.3604)	
Grade No. X	59.955 - 59.954 (2.3604 - 2.3604)	
Grade No. Y	59.954 - 59.953 (2.3604 - 2.3603)	
Grade No. 4	59.953 - 59.952 (2.3603 - 2.3603)	
Grade No. 7	59.952 - 59.951 (2.3603 - 2.3603)	
Pin journal dia. "Dp"	Grade No. 0	51.968 - 51.974 (2.0460 - 2.0462)
	Grade No. 1	51.962 - 51.968 (2.0457 - 2.0460)
	Grade No. 2	51.956 - 51.962 (2.0445 - 2.0457)
Center distance "r"		40.36 - 40.44 (1.5890 - 1.5921)
Out-of-round (X - Y)	Standard	Less than 0.002 (0.0001)
Taper (A - B)	Standard	Less than 0.002 (0.0001)
Runout [TIR*]	Limit	Less than 0.10 (0.0039)
Free end play	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Limit	0.30 (0.0118)



SEM645

Out-of-round (X - Y)  
Taper (A - B)



EM715

\*: Total indicator reading

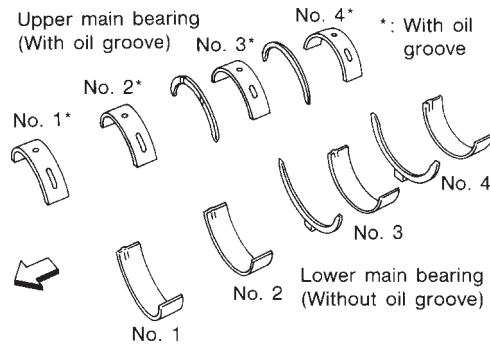


# SERVICE DATA AND SPECIFICATIONS (SDS)

Available Main Bearing

## Available Main Bearing

NHEM0066



SEM175F

Grade number	Thickness "T" mm (in)	Width "W" mm (in)	Identification color (UPR/LWR)	Remarks
0	2.000 - 2.003 (0.0787 - 0.0789)	19.9 - 20.1 (0.783 - 0.791)	Black	Grade is the same for upper and lower bearings.
1	2.003 - 2.006 (0.0789 - 0.0790)		Brown	
2	2.006 - 2.009 (0.0790 - 0.0791)		Green	
3	2.009 - 2.012 (0.0791 - 0.0792)		Yellow	
4	2.012 - 2.015 (0.0792 - 0.0793)		Blue	
5	2.015 - 2.018 (0.0793 - 0.0794)		Pink	
6	2.018 - 2.021 (0.0794 - 0.0796)		Purple	
7	2.021 - 2.024 (0.0796 - 0.0797)		White	
01	UPP	2.003 - 2.006 (0.0789 - 0.0790)	Brown/Black	Grade is different for upper and lower bearings.
	LWR	2.000 - 2.003 (0.0787 - 0.0789)		
12	UPR	2.006 - 2.009 (0.0790 - 0.0791)	Green/Brown	
	LWR	2.003 - 2.006 (0.0789 - 0.0790)		
23	UPR	2.009 - 2.012 (0.0791 - 0.0792)	Yellow/Green	
	LWR	2.006 - 2.009 (0.0790 - 0.0791)		
34	UPR	2.012 - 2.015 (0.0792 - 0.0793)	Blue/Yellow	
	LWR	2.009 - 2.012 (0.0791 - 0.0792)		
45	UPR	2.015 - 2.018 (0.0793 - 0.0794)	Pink/Blue	
	LWR	2.012 - 2.015 (0.0792 - 0.0793)		
56	UPR	2.018 - 2.021 (0.0794 - 0.0796)	Purple/Pink	
	LWR	2.015 - 2.018 (0.0793 - 0.0794)		
67	UPR	2.021 - 2.024 (0.0796 - 0.0797)	White/Purple	
	LWR	2.018 - 2.021 (0.0794 - 0.0796)		

### UNDERSIZE

NHEM0066S01  
Unit: mm (in)

Thickness	Main journal diameter "Dm"
0.25 (0.0098)	Grind so that bearing clearance is the specified value.

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# SERVICE DATA AND SPECIFICATIONS (SDS)

Available Connecting Rod Bearing

## Available Connecting Rod Bearing

NHEM0067

### CONNECTING ROD BEARING

NHEM0067S01

Grade number	Thickness "T" mm (in)	Identification color (mark)
0	1.500 - 1.503 (0.0591 - 0.0592)	Black
1	1.503 - 1.506 (0.0592 - 0.0593)	Brown
2	1.506 - 1.509 (0.0593 - 0.0594)	Green

### UNDERSIZE

NHEM0067S02  
Unit: mm (in)

	Thickness	Crank pin journal diameter "Dp"
0.25 (0.0098)	1.626 - 1.634 (0.0640 - 0.0643)	Grind so that bearing clearance is the specified value.

### Miscellaneous Components

NHEM0068  
Unit: mm (in)

Drive plate runout [TIR]*	Less than 0.15 (0.0059)
---------------------------	-------------------------

\*: Total indicator reading

### BEARING CLEARANCE

NHEM0068S01  
Unit: mm (in)

Main bearing clearance	Standard	0.035 - 0.045 (0.0014 - 0.0018)
	Limit	0.065 (0.0026)
Connecting rod bearing clearance	Standard	0.034 - 0.059 (0.0013 - 0.0023)
	Limit	0.070 (0.0028)