

SERVICE MANUAL

DATSUN 260Z
MODEL S30 SERIES

SECTION EM

EM

ENGINE MECHANICAL

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NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

GENERAL DESCRIPTION

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L26 ENGINE

The L26 engine is a 2,565 cc (156.5 cu in) in-line, overhead camshaft, six-cylinder engine. It has an 83 mm (3.27 in) bore and 79 mm (3.11 in) stroke with a compression ratio of 8.8 : 1. The engine features a wedge-shaped combustion chamber, aluminum head, and a fully balanced 7-bearing crankshaft to turn out smooth, dependable power.

The cylinder block is cast in a single unit, and features deep-skirting.

An SU-type carburetor is used to provide proper air-fuel mixture.

Note: On cars equipped with an air conditioner, increase engine speed by 150 rpm higher than that indicated above while F.I.C.D. is in operation.

CYLINDER BLOCK

The cylinder block, a monoblock specially cast structure, employs the seven bearing-support system for quietness and higher durability. Of a highly rigid deep-skirt design, it requires no complicated tappet chamber because of the OHC engine system, and is thus light-weight.



EM271

Fig. EM-1 Cylinder block

CRANKSHAFT

The crankshaft is made of a special forged steel. Provided with a high capacity balance weight, it is characterized by quietness and high durability at high speed operation. Main bearings are lubricated from oil holes which intersect the main oil gallery which runs parallel to the cylinder bores.



EM272

Fig. EM-2 Crankshaft

PISTONS AND CONNECTING RODS

New-design light-weight pistons are cast aluminum slipper-skirt type with lever-strap. The piston pin, a special hollow steel type is connected to the piston in a full floating fit, and is pre-fitted onto the connecting rod.

Connecting rods are made of forged steel. Full pressure lubrication is directed to the connecting rods by drilled oil passages from the adjacent main bearing journal. Oil holes at the connecting rod journals are located so that oil is supplied to give maximum lubrication at full bearing load.



EM273

Fig. EM-3 Piston and connecting rod

CYLINDER HEAD



EM274

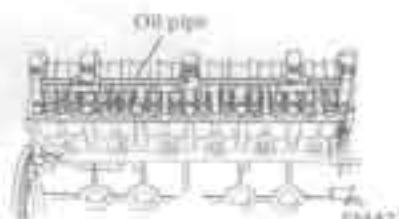
Fig. EM-4 Cylinder head

The cylinder head is made of a light, strong aluminum alloy with good cooling efficiency. A brass cast valve seat is used on the intake valve, while a heat resistant steel valve seat is installed on the exhaust valve.

These parts are all hot press-fitted.

CAMSHAFT

The camshaft is made of specially cast iron and is located inside the rocker cover. In this engine five aluminum alloy brackets support the camshaft.



EM423

Fig. EM-5 Camshaft

Camshaft bearings are lubricated from oil holes which intersect the main oil gallery of the cylinder head.

There is no oil gallery in the camshaft and to lubricate the cam pad surface of the rocker arm an oil pipe with many oil holes is provided along the camshaft. This oil pipe is

supported by No. 2, 3 and 4 camshaft brackets; lubrication is supplied to the pipe from No. 2 and 4 brackets.

VALVE MECHANISM

The valve system has a pivot type rocker arm that is activated directly by the cam mechanism; this has made its moving parts considerably lighter and provides ideal high-speed performance.

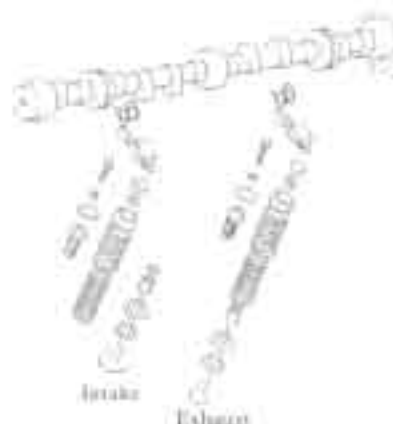


Fig. EM-6 Valve mechanism

CAMSHAFT DRIVE

The camshaft is driven by a double row roller chain driven by crankshaft. The tension of the chain is controlled by a chain tensioner which is operated by spring and oil pressure.



Fig. EM-7 Camshaft driving chain

MANIFOLDS

The intake manifold is cast aluminum.

The exhaust manifold is a dual exhaust system designed to prevent a decline in output due to exhaust interference and to increase output through inertia scavenging action. It is connected to exhaust pipes by flanges, which completely eliminate possibility of exhaust leaks.

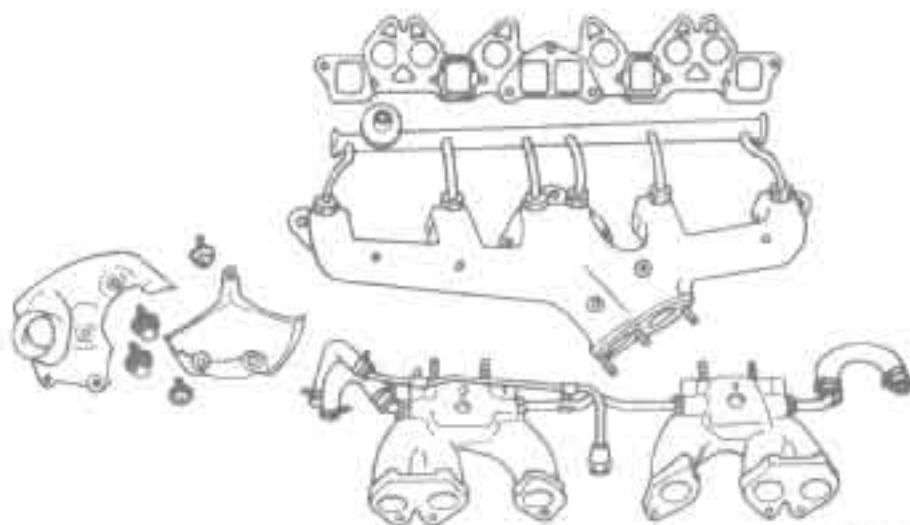


Fig. EM-8 Exhaust and intake manifold

ENGINE DISASSEMBLY

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PRELIMINARY CLEANING AND INSPECTING

Before disassembling engine, note the following:

1. Fuel, oil or water may leak past cylinder head and block. Prior to disassembling, check cylinder head, front chain cover, oil pan and oil filter

gaskets and crankshaft and water pump seals for signs of leakage past their gasketed surfaces.

2. Check carburetor and fuel pump for condition, fuel lines for deterioration, cracks or leakage of fuel past their jointed or connected surfaces.

3. Remove air cleaner, alternator, distributor and starter, and plug up carburetor air horn and distributor

hole to prevent entry of foreign matter.

4. Wipe dust and mud off engine.
5. Inspect block, rocker cover, front chain cover, oil pan and all other outer parts for visual damage and broken or missing parts such as bolts and nuts.
6. Test all pipings and electrical circuits for discontinuity or broken or damaged insulation.

DISASSEMBLY

To remove engine from car, refer to related topic under "Engine Removal and Installation" in Chassis and Body Service Manual, Section ER.

1. Remove transmission from engine.
2. Thoroughly drain engine oil and coolant by removing drain plugs.
3. Place engine assembly on engine stand.
- (1) Remove fan and fan pulley.
- (2) Remove engine mounting R.H.
- (3) Remove oil filter using Oil Filter Wrench ST19320000.
- (4) Remove oil pressure switch.
- (5) Install engine attachment to cylinder block using bolt holes securing alternator bracket and engine mounting.
- (6) Set engine on stand.

Engine Attachment ST05340000
Engine Stand ST05018000

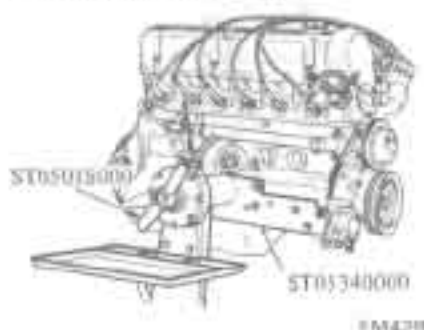


Fig. EM-9 Engine on engine stand

4. Remove oil level gauge.
5. Remove clutch assembly.
6. Remove high tension cable.
7. Remove spark plugs.
8. Remove fuel lines and heater hoses.
9. Remove thermostat housing.
10. Remove engine mounting L.H.
11. Disconnect air hoses and vacuum hoses from air cleaner.

Vacuum hose between balance tube and temperature sensor in air cleaner should be disconnected at balance tube connector.

12. Remove air cleaner cover and element.
13. Remove air cleaner retaining bolts and then remove air cleaner from both carburetors.

14. Disconnect water hoses, air hoses, vacuum hoses and fuel hoses from both carburetors.

15. Remove carburetor retaining bolts and then remove both carburetors.

16. Disconnect E.G.R. control tube between balance tube and exhaust manifold. Then, remove E.G.R. control valve.



Fig. EM-10 Removing E.G.R. control tube

17. Disconnect rear coolant piping and exhaust gas inlet tube from intake manifold.

18. Remove rocker cover for convenience in removal of air conditioner fast idle.

19. Remove air conditioner fast idle along with bracket from intake manifold.

20. Remove fuel inlet and outlet tube assemblies.

21. Remove nut securing coolant tube to middle of balance tube and disconnect coolant tube. Then, disconnect balance tube.

22. Remove exhaust heat shield plate.

23. Remove fuel and evaporative hose bracket from water outlet elbow.

24. Remove intake and exhaust manifolds.

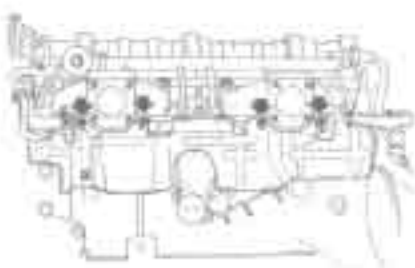


Fig. EM-11 Removing exhaust heat shield plate

25. Remove air pump drive belt, air pump and adjusting bar.

26. Loosen tension adjust bolt of idler pulley and remove compressor drive belt.

27. Remove two bolts fastening air conditioning compressor on lower side.

Then remove two bolts fastening compressor on upper side. While doing this, hold compressor by hand to prevent it from falling.

28. Remove idler pulley and air conditioning compressor mounting bracket.

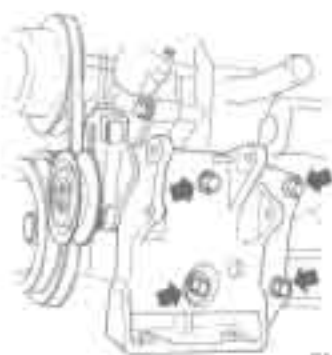


Fig. EM-12 Removing idler pulley and compressor mounting bracket

29. Remove crank pulley using Puller Crank Pulley ST16540000.

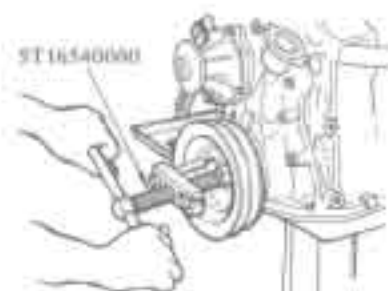


Fig. EM-13 Removing crank pulley

30. Remove water pump.

31. Remove camshaft sprocket using Chain Stopper ST17420001.



Fig. EM-14 Removing camshaft sprocket

32. Remove oil pipe.
33. Remove cylinder head assembly.
Use Cylinder Head Bolt Wrench ST10120000 to remove cylinder head bolts. Loosen bolts from 1 to 14 as shown in Figure EM-15.

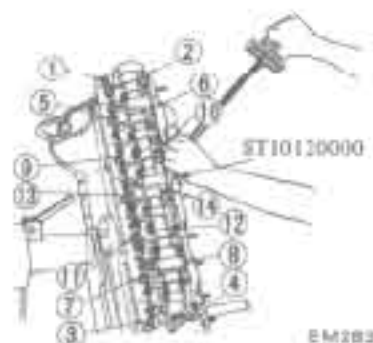


Fig. EM-15 Cylinder head bolt loosening sequence

Note: For convenience in replacing cylinder head, Chain Stopper ST17420001 is provided to support timing chain during the service operation. If this tool is used, timing marks on crankshaft sprocket and timing chain will remain aligned, thus eliminating the problem of re-aligning timing marks.

34. Invert engine.
35. Remove oil pan and oil strainer.
36. Remove oil pump and its drive spindle.
37. Remove front cover.

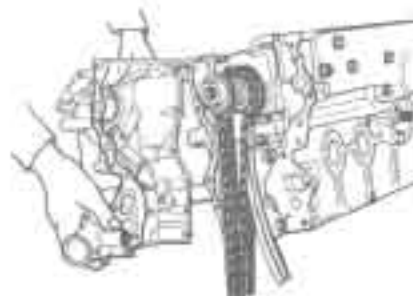


Fig. EM-16 Removing front cover

38. Remove chain tensioner and chain guides.



Fig. EM-17 Removing chain tensioner and timing chain

39. Remove timing chain.
40. Remove oil thrower, crankshaft worm gear and chain drive sprocket.

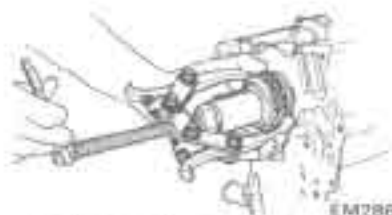


Fig. EM-18 Removing chain drive sprocket

41. Remove piston and connecting rod assembly. Extract connecting rod bearings and keep them in order.

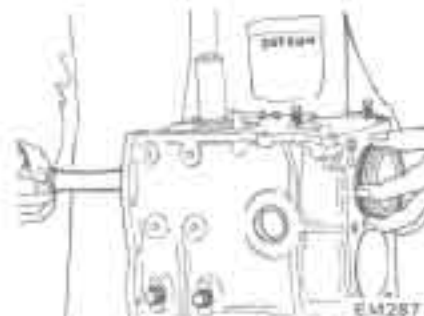


Fig. EM-19 Removing piston and connecting rod assembly

42. Remove flywheel and end plate. Be careful not to drop it.



Fig. EM-20 Removing flywheel

EM-5

43. Remove main bearing caps.
Use Crankshaft Main Bearing Cap Puller ST16515000 to remove center and rear main bearing caps. Keep them in order.



Fig. EM-21 Removing rear main bearing cap

44. Remove rear oil seal.



Fig. EM-22 Removing rear oil seal

45. Remove crankshaft.
46. Remove baffle plate and cylinder block net.



Fig. EM-23 Removing baffle plate and net

PISTON AND CONNECTING ROD

1. Remove piston rings with a ring remover.

Note: Avoid damaging piston rings by spreading excessively; excessive spreading makes them unfit for further service as a result of breakage or weakened tension.



Fig. EM-24 Removing piston ring

2. Press out piston pin with Piston Pin Press Stand ST13060001.



Fig. EM-25 Removing piston pin

3. Keep disassembled parts in order.

CYLINDER HEAD

1. Loosen valve rocker pivot lock

nut and remove rocker arm by pressing valve spring down.



Fig. EM-26 Removing rocker arm

Note: Take care not to lose valve rocker guide.

2. Remove camshaft.

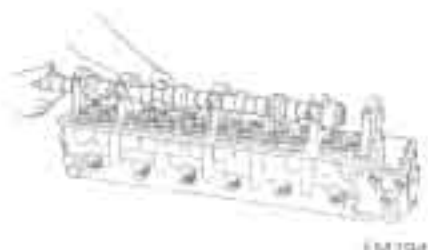


Fig. EM-27 Removing camshaft

Note: Be careful not to damage camshaft bearings and cam lobes.

3. Remove valves using Valve Lifter ST12070000.



Fig. EM-28 Removing valve

4. Take care not to lose valve spring seat, oil seal, valve collet, and valve rocker guide.



Fig. EM-29 Valve components

Note: Be sure to leave camshaft bearing intact, or else bearing center is liable to come out of alignment.

INSPECTION AND REPAIR

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PREPARATION FOR INSPECTION

1. Before cleaning, check for signs of water or oil leaks in cylinder block and head.
2. Clean oil and carbon deposits from all parts. They should be free of gaskets or sealant.
3. Clean all oil holes with solvent and dry with compressed air. Make sure that they are not restricted.

CYLINDER HEAD AND VALVE

CHECKING CYLINDER HEAD MATING FACE

Note: Never remove camshaft bearings unless you have a suitable machine for boring camshaft bearing in line. If you once remove camshaft bearings, bearing centers will come out of alignment; reconditioning is very difficult without center borings.

1. Make a visual check for cracks and flaws.
2. Measure the surface of cylinder head (on cylinder block side) for warpage. If it is found to be beyond the limit designated below, regrind the affected surface with a surface grinder.



Fig. EM-30 Checking cylinder head surface

Head surface flatness

Standard	Maximum
less than 0.05 mm (0.0020 in.)	0.1 mm (0.0039 in.)

EM-7

Surface grinding limit

The grinding limit of cylinder head can be determined from the cylinder block grinding.

Depth of cylinder head grinding is "A".

Depth of cylinder block grinding is "B".

The limit is as follows:

$$A + B = 0.2 \text{ mm (0.0079 in.)}$$

VALVE ASSEMBLY

1. Check each intake and exhaust valve for worn, damaged or deformed valve cups or stems. Correct or replace any valve that is faulty.
2. Valve face or valve stem end surface should be refaced with a valve grinder.

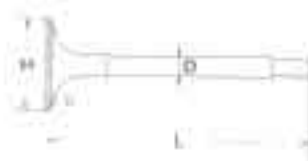


Fig. EM-31 Intake and exhaust valve dimensions

EM-295

H	Valve head diameter mm (in)	In	42.0 to 42.2 (1.654 to 1.661)
		Ex.	35.0 to 35.2 (1.378 to 1.386)
L	Valve length mm (in)	In	114.9 to 115.2 (4.524 to 4.535)
		Ex.	115.7 to 116.0 (4.555 to 4.567)
D	Valve stem diameter mm (in)	In	7.965 to 7.980 (0.3136 to 0.3142)
		Ex.	7.945 to 7.960 (0.3128 to 0.3134)
a	Valve seat angle In. & Ex.	45° 30'	

VALVE SPRING

1. Check valve spring for squariness using a steel square and surface plate. If spring is out of square ("S" in Figure EM-34) beyond specified limit, replace.
2. Measure the free length and tension of each spring. If the measured value exceeds specified limit, replace spring.



EM030

Fig. EM-32 Checking valve stem diameter



EM111

Fig. EM-33 Regrinding valve face

Note: When valve head has been worn down to 0.5 mm (0.0197 in) in thickness, replace the valve. Grinding allowance for valve stem end surface is 0.5 mm (0.0197 in) or less.



EM296

Fig. EM-34 Measuring spring squariness



EM112

Fig. EM-35 Measuring spring tension

Valve spring specifications

Valve spring free length		mm (in)	
Outer			49.98 (1.968)
Inner			44.85 (1.766)
Valve spring pressured length (valve open)		mm/kg (in/lb)	
Intake	Outer		29.5/49.0 (1.161/108)
	Inner		24.5/25.5 (0.965/56.2)
Exhaust	Outer		29.5/49.0 (1.161/108)
	Inner		24.5/25.5 (0.965/56.2)
Valve spring assembled height (valve close)		mm/kg (in/lb)	
Outer			40.0/21.3 (1.575/47.0)
Inner			35.0/12.3 (1.378/27.1)
Out of square ("S")		mm (in)	
Outer			2.2 (0.087)
Inner			1.2 (0.047)

ROCKER ARM AND VALVE ROCKER PIVOT

Check pivot head and cam contact and pivot contact surfaces of rocker arm for damage or wear. If damage is found, replace them. A faulty pivot must be replaced together with its corresponding rocker arm.

VALVE GUIDE

Measure clearance between valve guide and valve stem. If clearance exceeds designated limit, replace worn parts or both valve and valve guide. In this case, it is essential to determine if such a clearance has been caused by a worn or bent valve stem or by a worn valve guide.



Fig. EM-36 Service valve guide

Determining clearance

Precise measurement of clearance between valve stem and valve guide requires the aid of a micrometer and a telescope hole gauge. Using these gauges, check the diameter of valve stem in three places, top, center and bottom. Insert telescope hole gauge in valve guide bore, measuring at center. Subtract the highest reading of valve stem diameter from valve guide bore to obtain the stem-to-guide clearance.

L26	Intake valve	Exhaust valve
Stem to guide clearance mm (in)	0.020 to 0.053 (0.0008 to 0.0021)	0.040 to 0.073 (0.0016 to 0.0029)
Max. tolerance of above clearance mm (in)	0.1 (0.0039)	

As an emergency expedient, a valve can be pushed into valve guide and moved to the left and right. If its tip deflects about 0.2 mm (0.0079 in) or more, it indicates that the clearance between stem and guide exceeds the maximum limit of 0.1 mm (0.0039 in).

Note: Valve should be moved in parallel with rocker arm. (Generally, a large amount of wear occurs in this direction.)

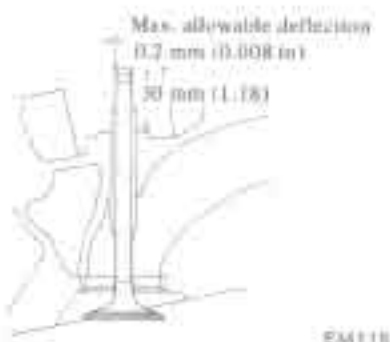


Fig. EM-37 Measuring clearance between valve stem and valve guide

Replacement of valve guide

1. To remove old guides, use a drift and a press (under a 2-ton pressure) or a hammer.

Drive them out from combustion chamber side toward rocker cover. Heated cylinder head will facilitate the operation.

2. Ream cylinder head side guide hole at room temperature.

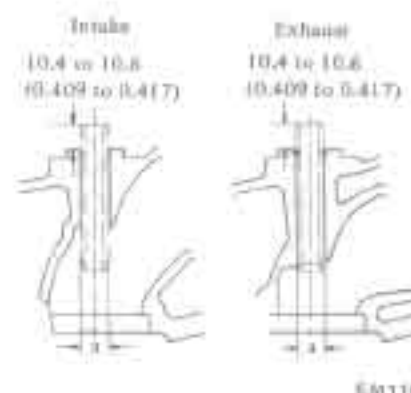


Fig. EM-38 Valve guide hole for service

		L26
Guide hole inner diameter "a" mm (in)	For standard valve guide	11.985 to 11.996 (0.4718 to 0.4723)
	For service valve guide	12.185 to 12.196 (0.4797 to 0.4802)

3. Carefully press new valve guide into head so that it will fit smoothly after heating cylinder head to 150 to 200°C (302 to 392°F).

Valve guide of 0.2 mm (0.008 in) oversize diameter is available for service. See Figure EM-36.

	L26
Interference fit of valve guide to guide hole mm (in)	(0.027 to 0.049) (0.001 to 0.0019)



Fig. EM-3B Reaming valve guide

- Ream bore with valve guide pressed in, using Valve Guide Reamer Set ST11038000.

Reaming bore:

8.000 to 8.018 mm
(0.3150 to 0.3157 in)

- Correct valve seat surface with new valve guide as the axis.

VALVE SEAT INSERTS

Check valve seat inserts for any evidence of pitting at valve contact surface, and resat or replace if worn excessively.

Valve seat insert of 0.5 mm (0.020 in) oversize is available for service in this engine.

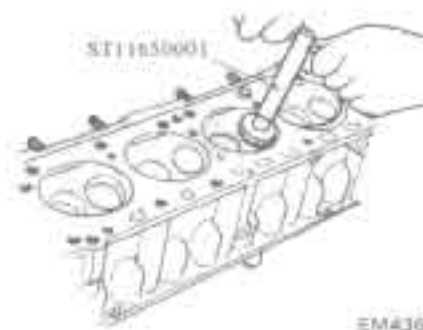


Fig. EM-4D Correcting valve seat

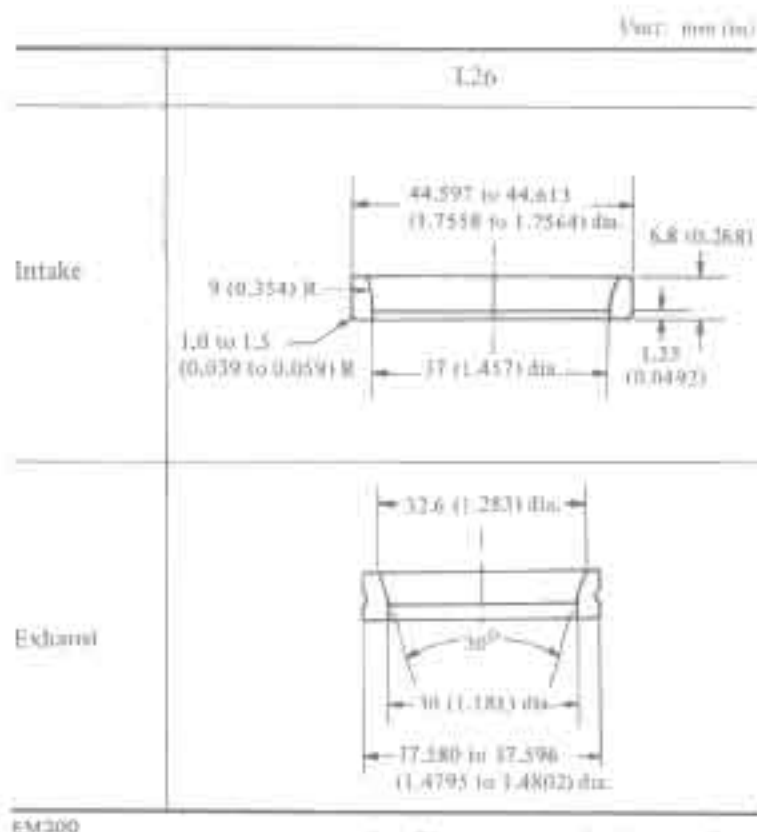


Fig. EM-41 Standard valve seat dimensions

Cylinder head recess diameter

Intake	For standard insert	44.000 to 44.016 (1.7323 to 1.7379)
	For service insert	44.500 to 44.516 (1.7520 to 1.7526)
Exhaust	For standard insert	37.000 to 37.016 (1.4567 to 1.4573)
	For service insert	37.500 to 37.516 (1.4764 to 1.4770)
Interference fit mm (in)	Intake	0.081 to 0.113 (0.0032 to 0.0044)
	Exhaust	0.064 to 0.096 (0.0025 to 0.0038)

Replacing valve seat insert

- Old insert can be removed by boring it out until it collapses. The machine depth stop should be set so that boring cannot continue beyond

the bottom face of the insert recess in cylinder head.

- Select a suitable valve seat insert and check its outside diameter.

- Machine cylinder head recess to the concentric circles in valve guide center so that insert will have the correct fit.
- Ream the cylinder head recess at room temperature.
- Heat cylinder head to a tempera-

- ture of 150 to 200°C (302 to 392°F).
- Fit insert ensuring that it beds on the bottom face of its recess, and caulk more than 4 points.
- Valve seats newly fitted should be cut or ground using Cutler Set Valve Seat ST11650001 at the specified

- dimensions as shown in Figure EM-42.
- Apply small amount of fine grinding compound to valve contacting face and put valve into guide. Lap valve against its seat until proper valve seating is obtained. Remove valve and then clean valve and valve seat.

Unit: mm (in)

L26

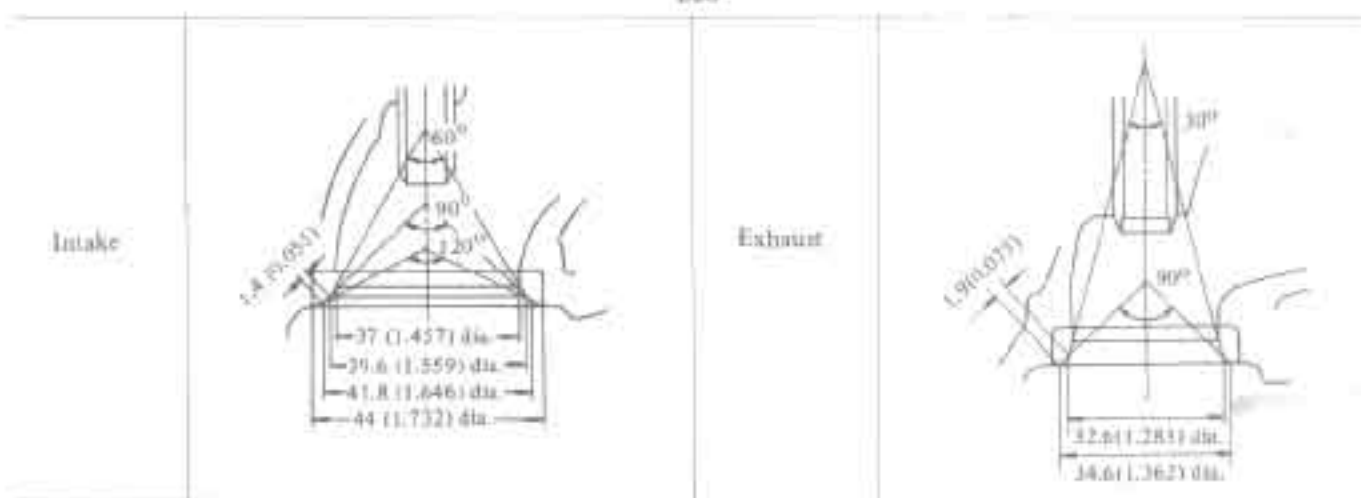
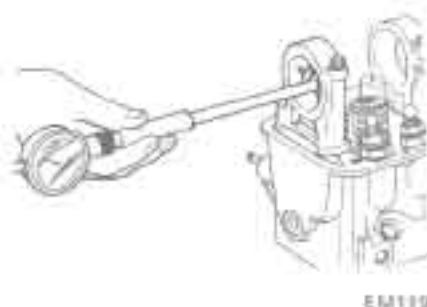


Fig. EM-42 Standard valve seat dimensions

CAMSHAFT AND CAMSHAFT BEARING

CAMSHAFT BEARING CLEARANCE

- Measure the inside diameter of camshaft bearing with an inside dial gauge and the outside diameter of camshaft journal with a micrometer. If wear is found inside bracket, replace cylinder head assembly.



EM119

Fig. EM-43 Checking camshaft bearing

VALVE TIMING

This diagram will apply to all cylinders. If any valve is found out of specifications, one possibility is that cam lobe is worn or damaged. This calls for replacement of camshaft.



EM120

Fig. EM-44 Valve timing diagram

Camshaft journal to bearing clearance

L26	Standard	Wear limit
Oil clearance mm (in)	0.038 to 0.067 (0.0015 to 0.0026)	0.1 (0.0039)
Inner diameter of camshaft bearing mm (in)	48.000 to 48.016 (1.8898 to 1.8904)	—

Unit: degree

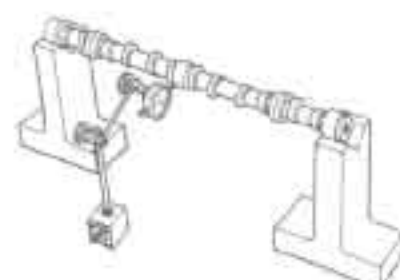
a	b	c	d	e	f
256	256	20	56	18	58

2. A bend valve is one-half of the reading obtained when camshaft is turned one full revolution with a dial gauge applied to the center journal.

L26	Standard	Bend limit
Camshaft bend mm (in)	0.02 (0.0008)	0.05 (0.0020)

CAMSHAFT ALIGNMENT

1. Check camshaft, camshaft journal and cam surface for bend, wear or damage. If damage is beyond limits, replace affected parts.



EM302

Fig. EM-45 Checking camshaft bend

Camshaft specifications

Standard height of cam	mm (in)	
Intake		39.95 to 40.00 (1.5728 to 1.5748)
Exhaust		40.30 to 40.35 (1.5866 to 1.5886)
Wear limit of cam height	mm (in)	0.25 (0.0098)
Allowable difference in diameter between max. worn and min. worn parts of camshaft journal	mm (in)	0.05 (0.0020)
Maximum tolerance in journal diameter	mm (in)	0.1 (0.0039)
Camshaft end play	mm (in)	0.08 to 0.38 (0.0031 to 0.0150)

L26	Standard	Maximum tolerance
Surface flatness mm (in)	less than 0.05 (0.0020)	0.10 (0.0039)

CYLINDER BLOCK

1. Visually check cylinder block for cracks or flaws.

2. Measure top of cylinder block (cylinder head mating face) for warp-
age. If warp-
age exceeds limits, correct it.

Surface grinding limit;

The grinding limit of cylinder block can be determined by the cylinder head grinding in an engine.

Depth of cylinder head grinding is "A".

Depth of cylinder block grinding is "B".

The limit is as follows:

$$A + B = 0.20 \text{ mm (0.0079 in)}$$

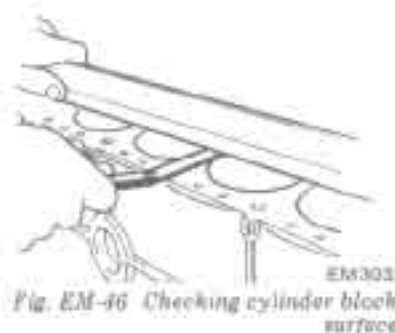
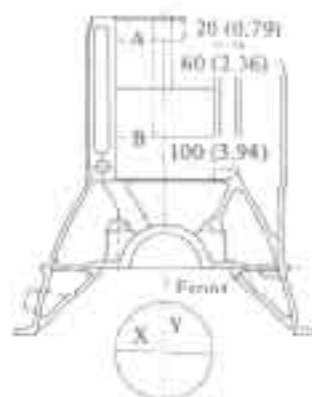


Fig. EM-46 Checking cylinder block surface



Unit: mm (in)

EM175

Fig. EM-48 Cylinder bore measuring positions

3. Using a bore gauge, measure cylinder bore for out-of-round or taper. If out-of-round or taper is excessive, rebore cylinder walls with a boring machine. Measurement should be taken along bores for taper and around bores for out-of-round. See Figure EM-48.

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

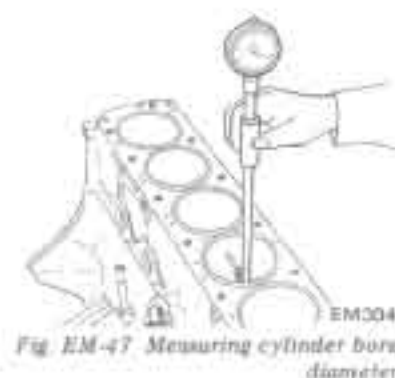


Fig. EM-47 Measuring cylinder bore diameter

4. When wear, taper or out-of-round is minor and within limits, restore step at topmost portion of cylinder using a ridge reamer or other similar tool.

Cylinder bore mm (in)		Standard	Wear limit
		Inner diameter	83.000 to 83.050 (3.2677 to 3.2697)
		Out-of-round	0.015 (0.0006)
		Taper	0.015 (0.0006)
Difference cylinder bore	mm (in)	0.05 (0.0020)	0.20 (0.0079)

Overize pistons (with pin) specifications

Piston diameter	mm (in)	
Standard		82.985 to 83.035 (3.2671 to 3.2691)
0.50 (0.0197)	Overize	83.465 to 83.515 (3.2860 to 3.2880)
1.00 (0.0394)	Overize	83.965 to 84.015 (3.3057 to 3.3077)

HOW TO MEASURE CYLINDER BORE

A bore gauge is used. Measure cylinder bore at top, middle and bottom positions toward A and B directions as shown in Figure EM-48 and record the measured values.

CYLINDER BORING

- When any cylinder needs boring, all other cylinders must also be bored at the same time.
- Determine piston overize according to amount of wear of cylinder.

- The size to which cylinders must be honed is determined by adding piston-to-cylinder clearance to the largest piston diameter (at piston skirt in thrust direction).

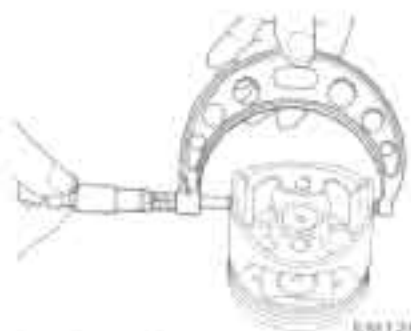


Fig. EM-49 Measuring piston diameter

Rebored size calculation

$$D = A + B - C = A + [0.005 \text{ to } 0.025 \text{ mm (0.0002 to 0.0010 in)}]$$

where:

- D: Honed diameter
- A: Skirt diameter as measured
- B: Piston-to-wall clearance
- C: Machine allowance [0.02 mm (0.0008 in)]

Note: To prevent strain due to cutting heat, bore cylinders in this order: 1-5-3-6-2-4.

4. Do not cut too much out of cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so at a time.

5. Measurement of just machined cylinder bore requires utmost care since it is expanded by cutting heat.

6. As a final step, cylinders should be honed to size.

7. Measure the finished cylinder bore for out-of-round or tapered part.

8. Measure piston-to-cylinder clearance.

This clearance can be checked easily by using a feeler gauge and a spring balancer hooked on feeler gauge, measuring the amount of force required to pull gauge out from between piston and cylinder.

Notes:

- a. When measuring clearance, slowly pull feeler gauge straight upward.
- b. It is recommended that piston and cylinder be heated to 20°C (68°F).



Fig. EM-50 Measuring piston skirt diameter



Fig. EM-51 Measuring piston fit in cylinder

		L26
Standard clearance	mm (in)	0.025 to 0.045 (0.0010 to 0.0018)
Feeler gauge	mm (in)	0.04 (0.0016)
Extracting force	kg (lb)	0.2 to 1.5 (0.44 to 3.3)

Note: If cylinder bore is worn beyond limits, use cylinder liner.

Undersize cylinder liners are available for service.

Interference fit of cylinder liner in cylinder block should be 0.08 to 0.09 mm (0.0031 to 0.0035 in).

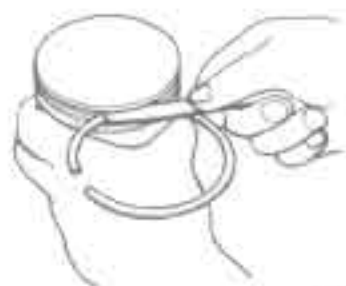
Cylinder liner for service

Unit: mm (in)

	L26	
	Outside diameter	Inner diameter
4.0 (0.1575) Undersize	87.00 to 87.05 (3.4252 to 3.4272)	82.50 to 82.60 (3.2480 to 3.2520)
4.5 (0.1772) Undersize	87.50 to 87.55 (3.4449 to 3.4468)	
5.0 (0.1969) Undersize	88.00 to 88.05 (3.4646 to 3.4665)	

PISTONS, PISTON PINS AND PISTON RINGS

1. Remove carbon from piston and ring grooves with a carbon scraper and a curved steel wire. Clean out oil slots in bottom land of oil ring groove.
2. Check for damage, scratches and wear. Replace if necessary.
3. Measure side clearance of rings in ring grooves as each ring is installed. Clearance with new pistons and rings should be as follows.

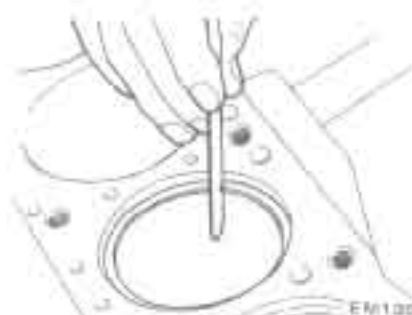


EM129

Fig. EM-52 Measuring piston ring side clearance

4. Push ring into cylinder with a piston so as to place it squarely in cylinder; measure ring gap with a feeler gauge.

Ring should be placed to diameter at upper or lower limit of ring travel.



EM130

Fig. EM-53 Measuring ring gap

Notes:

- a. When piston ring only is to be replaced, without cylinder bore being corrected, measure gap at bottom of cylinder where wear is minor.
- b. Oversize piston rings are available for service. 0.5 mm (0.020 in), 1.0 mm (0.039 in) oversize]

Side clearance

Unit: mm (in)

L26	Standard	Wear limit
Top ring	0.045 to 0.08 (0.0018 to 0.0031)	0.1 (0.0039)
Second ring	0.030 to 0.070 (0.0012 to 0.0028)	

Ring gap

Unit: mm (in)

L26	Standard	Wear limit
Top ring	0.23 to 0.38 (0.0091 to 0.0150)	1.0 (0.0394)
Second ring	0.15 to 0.30 (0.0059 to 0.0118)	
Oil ring	0.3 to 0.9 (0.0118 to 0.0354)	

5. Measure piston pin hole in relation to outer diameter of pin. If wear exceeds limit, replace each piston pin together with piston on which it is installed.

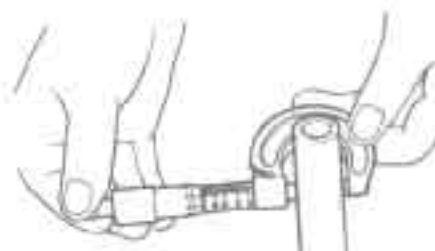
6. Determine the fitting of piston

pin into piston pin hole to such an extent that it can be finger pressed at room temperature. This piston pin must be a tight press fit into connecting rod.



EM131

Fig. EM-54 Piston pin fitting



EM132

Fig. EM-55 Measuring piston pin diameter

Unit: mm (in)

	L26
Piston pin outside diameter	20.993 to 20.998 (0.8265 to 0.8267)
Piston pin hole diameter	21.001 to 21.008 (0.8268 to 0.8271)
Piston pin to piston clearance	0.006 to 0.013 (0.0002 to 0.00051)
Interference fit of piston pin to connecting rod	0.015 to 0.033 (0.00059 to 0.00130)

	Standard	Maximum
Connecting rod bend or torsion (per 100 mm or 3.94 in length) mm (in)	0.03 (0.0012)	0.05 (0.0020)

L26	Standard	Maximum
Big end play -mm (in)	0.2 to 0.3 (0.008 to 0.012)	0.6 (0.024)

CONNECTING ROD

1. If a connecting rod has any flaw on either side of the thrust face or the large end, correct or replace it.



Fig. EM-56 Checking rod alignment

2. Check connecting rod for bend or torsion using a connecting rod aligner. If bend or torsion exceeds the limit, correct or replace.
3. When replacing connecting rod, select rod so that weight difference between new and old ones is within 7 gr (0.247 oz).
4. Install connecting rods with bearings on to corresponding crank pins and measure thrust clearance. If measured value exceeds the limit, replace.



Fig. KM-57. Checking big and play.

CRANKSHAFT

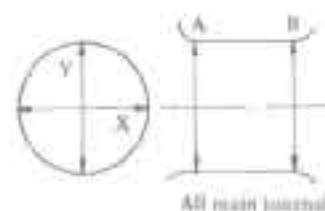
1. Whenever crankshaft is removed from engine, it should be cleaned thoroughly in a suitable solvent. After cleaning, check crankshaft journal and crank pin for score, bias wear or cracks. Repair or replace as required. If damage is minor, dress with fine crocus cloth.
2. Check journals and crank pins for taper and out-of-round with a micrometer. Measurement should be taken along journals for taper and around journals for out-of-round. See Figure EM-58 for detailed information.



Fig. EM-49 Checking crankshaft bend

L26	Standard	Maximum
Taper and out-of-round of journal and crank pin run (in)	less than 0.01 (0.0004)	0.03 (0.0012)

Out-of-round	X-Y
Tapet	A-B



All results presented

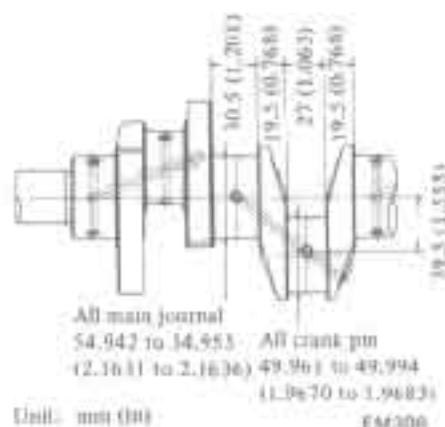


Fig. IM-58 Crankshaft and journal dimensions

If journals or crank pins are tapered or out-of-round beyond limits, replace with a new shaft.

3. Crankshaft bend can be checked by placing it on V-blocks and using a dial gauge with its indicating finger resting on center journal.

L26	Standard	Maximum
Crankshaft bend mm (in)	less than 0.05 (0.0020)	0.10 (0.0039)

Note: When measuring bend, use a dial gauge. Bend value is half of the reading obtained when crankshaft is turned one full revolution with a dial gauge attached to its center journal.

4. After regrinding crankshaft, finish it to the necessary size indicated on pages EM-18 and 19 by using an adequate undersize bearing according to the extent of required repair.

5. Install crankshaft in cylinder block and measure crankshaft free end play.



Fig. EM-60 Checking crankshaft end play

L26	Standard	Wear limit
Crankshaft free end play mm (in)	0.05 to 0.18 (0.0020 to 0.0071)	0.3 (0.0118)

6. At the rear end of crankshaft, check crankshaft pilot bushing for wear or damage. Replace it if damage is detected.

To replace crankshaft rear pilot bushing proceed as follows:

(1) Pull out bushing using Pilot Bushing Puller ST16610001.



Fig. EM-61 Pulling out pilot bushing

(2) Before installing a new bushing, thoroughly clean bushing hole. Press fit bushing as its height above flange end is 6.5 to 7.0 mm (0.256 to 0.276 in). Do not oil bushing.

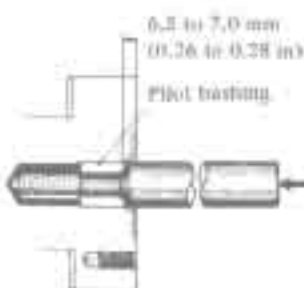


Fig. EM-62 Press fitting new pilot bushing

BUSHING AND BEARING

MEASUREMENT OF MAIN BEARING CLEARANCE

1. Thoroughly clean all bearings, check for scratches, melting, score or wear.

Replace bearings if any damage is detected.

2. Crankshaft journals and bearings should be clean and free from dust and dirt before oil clearance is measured.

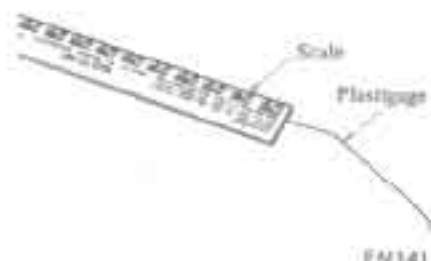


Fig. EM-63 Plastigage

3. Set main bearing on cap block.
4. Cut a plastigage to width of bearing and place it in parallel with crank pin, getting clear of the oil hole. Install cap on the assembly and tighten them together to the specified torque.

Tightening torque:
4.5 to 5.5 kg-m (33 to 40 ft-lb)

Note: Do not turn crankshaft while plastigage is being inserted.

5. Remove cap, and compare width of the plastigage at its widest part with the scale printed in plastigage envelope.

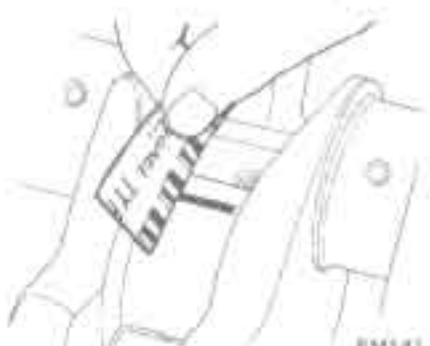


Fig. EM-64 Measuring bearing clearance

MEASUREMENT OF CONNECTING ROD BEARING

1. Measure connecting rod bearing clearance in the same manner as above.

Tightening torque:
4.5 to 5.5 kg-m
(33 to 40 ft-lb)

Bearing oil clearance

L26	Standard	Wear limit
Main bearing clearance mm (in)	0.020 to 0.072 (0.0008 to 0.0028)	0.12 (0.0047)
Connecting rod bearing clearance mm (in)	0.025 to 0.055 (0.0010 to 0.0022)	0.12 (0.0047)

- If clearance exceeds specified value, replace bearing with an under-size bearing and grind crankshaft journal adequately.

FITTING BEARINGS

Bearings are manufactured with crush to make bearing snug down into its bore. To measure this, proceed as follows:

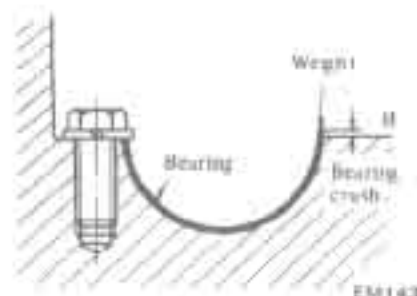


Fig. EM-65 Checking bearing crush

- Set main bearing in main bearing cap recess or cylinder block bearing recess correctly.
- Lock one side end of bearing and press other side until bearing back surface touches the recess.
- Then, measure bearing crush "H" with a feeler gauge. See Figure EM-65. The standard bearing crush value is listed below.
- Handle connecting rod bearing in the same manner as above.

Bearing crush

	L26
All main bearing mm (in)	0 to 0.03 (0 to 0.0012)
All connecting rod bearing mm (in)	0.015 to 0.045 (0.0006 to 0.0018)

Main bearing undersize

Unit: mm (in)

L26	Bearing top thickness	Crank journal diameter
STD	1.822 to 1.835 (0.0717 to 0.0722)	54.942 to 54.955 (2.1631 to 2.1636)
0.25 (0.0098) Undersize	1.947 to 1.960 (0.0767 to 0.0772)	54.692 to 54.705 (2.1532 to 2.1537)
0.50 (0.0197) Undersize	2.072 to 2.085 (0.0816 to 0.0821)	54.442 to 54.455 (2.1434 to 2.1439)
0.75 (0.0295) Undersize	2.197 to 2.210 (0.0865 to 0.0870)	54.192 to 54.205 (2.1335 to 2.1341)
1.00 (0.0394) Undersize	2.322 to 2.335 (0.0914 to 0.0919)	53.942 to 53.955 (2.1237 to 2.1242)

Connecting rod bearing undersize:

Unit: mm (in.)

LT6	Bearing top thickness	Crank pin diameter
STD	1.493 to 1.506 (0.0588 to 0.0593)	49.961 to 49.974 (1.9670 to 1.9675)
0.06 (0.0024) Undersize	1.523 to 1.536 (0.0600 to 0.0605)	49.901 to 49.914 (1.9646 to 1.9651)
0.12 (0.0047) Undersize	1.553 to 1.566 (0.0611 to 0.0617)	49.841 to 49.854 (1.9622 to 1.9628)
0.25 (0.0098) Undersize	1.618 to 1.631 (0.0637 to 0.0642)	49.711 to 49.724 (1.9571 to 1.9576)
0.50 (0.0197) Undersize	1.743 to 1.756 (0.0686 to 0.0691)	49.461 to 49.474 (1.9473 to 1.9478)
0.75 (0.0295) Undersize	1.868 to 1.881 (0.0735 to 0.0741)	49.211 to 49.224 (1.9374 to 1.9379)
1.00 (0.0394) Undersize	1.993 to 2.006 (0.0785 to 0.0790)	48.961 to 48.974 (1.9276 to 1.9281)

MISCELLANEOUS COMPONENTS

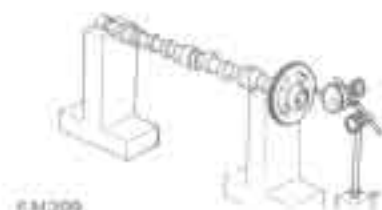
CRANKSHAFT SPROCKET, CAMSHAFT SPROCKET

1. Check tooth surface for flaws or wear. Replace sprocket if damage is found.
2. Install camshaft sprocket in position and check for runout. If it exceeds 0.1 mm (0.0433 in) total indicator reading, replace camshaft sprocket. Also check for end play.



EM310

Fig. EM 67. Checking camshaft end play



EM309

Fig. EM 68. Checking camshaft sprocket runout

3. Check chain for damage, excessive wear or stretch at roller links. Replace if faulty.
4. When chain stretches excessively, the valve timing goes out of order. Two location (camshaft set) holes are provided in camshaft sprocket to correct valve timing.

Adjust camshaft sprocket location. If the stretch of chain roller links is excessive, adjust camshaft sprocket location by transferring the camshaft set position of camshaft sprocket to No. 2 or No. 3 holes.

- (1) Turn engine until No. 1 piston is at T.D.C. on its compression stroke. Determine whether camshaft sprocket location notch comes off the left end of the oblong groove on camshaft locator plate. (If the location notch is off the left end of the oblong groove, chain stretch is beyond limits.)



EM140

Fig. EM 68. Camshaft locator plate

Camshaft end play:
0.08 to 0.38 mm
(0.0031 to 0.0150 in)

- ① to ③ Timing mark
1 to 3 Location hole

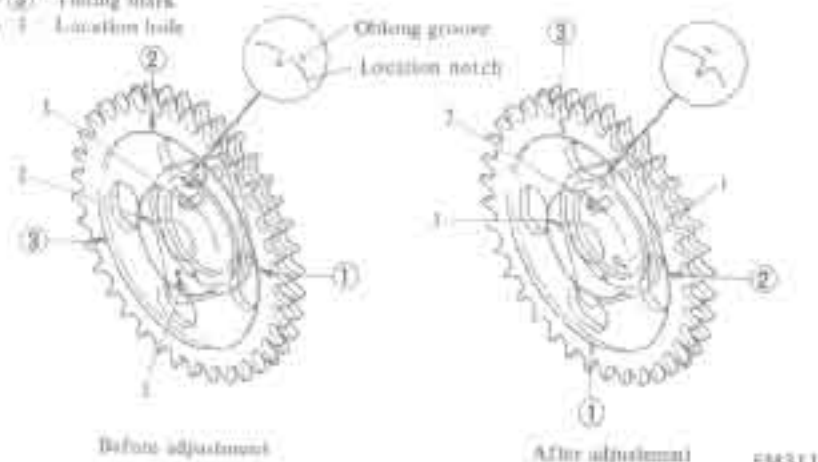


Fig. EM-69 Adjusting camshaft sprocket location

(2) Turn engine until No. 1 piston is at T.D.C. of its compression stroke, setting camshaft on No. 2 location hole in camshaft sprocket. This No. 2 notch should then be on the right end of the oblong groove. When No. 2 hole is used, No. 2 timing mark must also be used. The amount of the modification is a 4° rotation of crankshaft.

(3) If the valve timing cannot be corrected by using No. 2 hole, use No. 3 hole in the same procedure as above. The amount of modification by using No. 3 hole is an 8° rotation of crankshaft.

(4) When modification becomes impossible even by transferring camshaft location hole, replace chain assembly.

CHAIN TENSIONER AND CHAIN GUIDE

Check for wear and breakage. Replace if necessary.



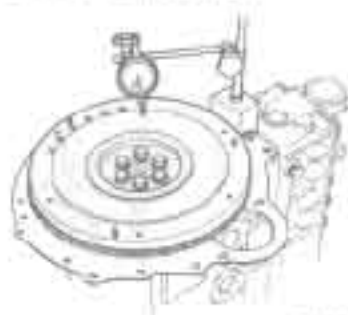
EM147

Fig. EM-70 Camshaft drive mechanism

FLYWHEEL

1. Check clutch disc contact surface with flywheel for damage or wear. Repair or replace if necessary.

2. Measure runout of clutch disc contact surface with a dial gauge. If it exceeds 0.15 mm (0.0059 in) total indicator reading, replace it.



EM212

Fig. EM-71 Checking flywheel deviation

3. Check tooth surfaces of ring gear for flaws or wear.

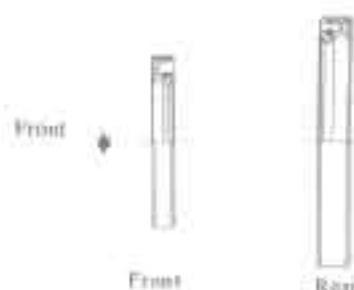
Replace if necessary.

Note: Replace ring gear at about 180 to 220°C (356 to 428°F).

FRONT COVER AND REAR OIL SEAL

First check front cover and rear oil seal for worn or folded over sealing lip or oil leakage. If necessary, install a new seal. When installing a new seal, pay attention to mounting direction.

Note: It is good practice to renew oil seal whenever engine is overhauled.



EM150

Fig. EM-72 Oil seal of crankshaft

BALANCE TUBE

Check inside of exhaust gas port of balance tube for carbon deposit. Clean if necessary.



EM437

Fig. EM-73 Checking carbon deposit of balance tube

ENGINE ASSEMBLY

CONTENTS

PRECAUTIONS	EM-21	PISTON AND CONNECTING ROD	EM-22
CYLINDER HEAD	EM-21	ENGINE ASSEMBLY	EM-22

PRECAUTIONS

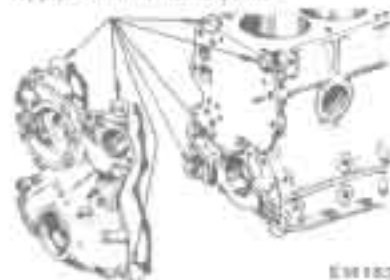
1. Use thoroughly cleaned parts. Especially, make sure that oil holes are clear of foreign matter.
2. When installing sliding parts such as bearings, be sure to apply engine oil to them.
3. Use new packings and oil seals.
4. Do not reuse lock washers.
5. Keep tools and work benches clean.
6. Keep necessary parts and tools near at hand.
7. Be sure to follow specified tightening torque and order.
8. Applying sealant

Use sealant to eliminate water and oil leaks. Parts requiring sealant are:

- (1) Front cover and corners of cylinder block: See Figure EM-74
- (2) Main bearing cap and cylinder block: Each side of rear main bearing cap and each corner of cylinder block: See Figure EM-75
- (3) Cylinder block: Step portions at four mating surfaces (cylinder block to rear main bearing cap): See Figure EM-76

Note: Do not apply too much sealant.

Apply sealant at these points.



EM183

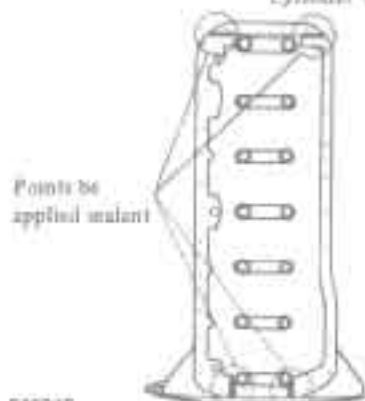
Fig. EM-74 Applying sealant (Front cover and gasket)

Cylinder block Rear main bearing cap



Apply sealant at these points. EM21a

Fig. EM-75 Applying sealant (Main bearing cap and cylinder block)



EM31B

Fig. EM-76 Applying sealant (Cylinder block)

CYLINDER HEAD

1. Valve assembly and valve spring
Using Valve Lifter ST12D70G000, set valve spring seal in position, and fit valve guide with oil seal.

Assemble valve in the order: valve, inner and outer valve springs, spring retainer, valve collet and valve rocker guide.

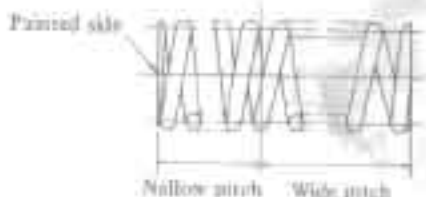


Fig. EM-77 Installing valve

Notes:

- a. Ensure that valve face is free from foreign matter.
- b. Outer valve spring is of an uneven pitch type. Install spring facing pointed side to cylinder head surface.

Painted color: Red



EM31B

Fig. EM-78 Installing valve spring

2. Valve rocker pivot assembly
Screw valve rocker pivots joined with lock nuts into pivot bushing.
3. Camshaft assembly

Set locating plate and carefully install camshaft in cylinder head. Do not damage the bearing inside. Oblong groove of locating plate must be directed toward front side of engine.



EM217

Fig. EM-79 Installing camshaft locating plate

4. Install camshaft sprocket on camshaft and tighten it to specified torque.

Tightening torque:

13 to 15 kg-m
(94 to 108 ft-lb)

- At this time, check camshaft end play.



Fig. EM-80 Installing camshaft sprocket

5. Install rocker arms by pressing valve springs down with a screwdriver.



Fig. EM-81 Installing rocker arm

6. Install valve rocker springs.
7. After assembling cylinder head, turn camshaft until No. 1 piston is at T.D.C. on its compression stroke.

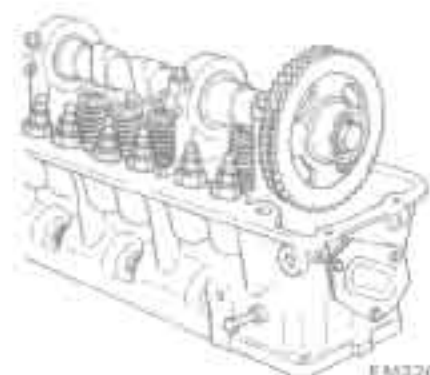
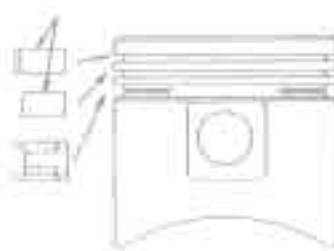


Fig. EM-82 Assembling cylinder head

PISTON AND CONNECTING ROD

1. Assemble pistons, piston pins and connecting rods on the designated cylinder.



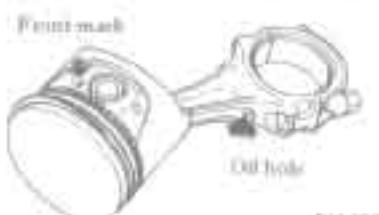
EM118

Fig. EM-83 Installing piston ring



EM156

Fig. EM-84 Installing piston pin



EM438

Fig. EM-85 Assembling piston and connecting rod

Notes:

- Piston is pressed into connecting rod with fitting force of from 0.5 to 1.5 ton; aid of Pin Press Stand ST13030001 is necessary. When pressing piston pin into connecting rod, apply engine oil to pin and small end of connecting rod.
- Arrange so that oil jet of connecting rod big end is directed toward right side of cylinder block.
- Be sure to install piston in cylinders with notch mark of piston head toward front of engine.

2. Install piston rings

Install top and second rings in right position, with marked side up.

Notes:

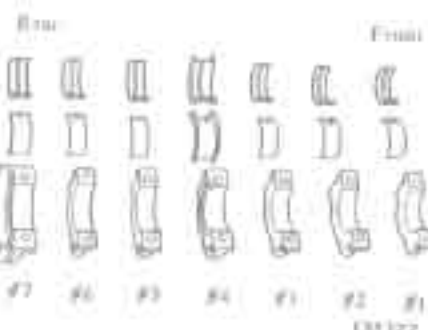
- Top ring is chromium-plated on liner contacting face.
- Second ring has larger taper surface than top ring.
- In the combined oil ring, upper rail is same as lower one.

3. Fit bearings on connecting rod and connecting rod cap.

Note: Clean back side of bearing carefully.

ENGINE ASSEMBLY

1. The first step in engine assembly is to bolt Engine Attachment ST05340000 to right hand side of cylinder block. Next, install block on Engine Stand ST0501S000 with engine bottom up.
2. Set main bearings at the proper portion of cylinder block.



EM122

Fig. EM-86 Main bearings

3. Install baffle plate including cylinder block net.

Notes:

- Only center bearing (No. 4) is a flanged type.
- All inter-bearings are the same type.
- Front bearing (No. 1) is also the same type as rear bearing (No. 7).
- All upper and lower bearings are interchangeable.

4. Apply engine oil to main bearing surfaces on both sides of cylinder block and cap.

Install crankshaft.

5. Install main bearing cap and tighten bolts to specified torque.

Tightening torque:

4.5 to 5.5 kg-m
(33 to 40 ft-lb)

Notes:

- Apply sealant to each side of rear main bearing cap and each corner of cylinder block as shown in Figure EM-75.
- Arrange parts so arrow mark on bearing cap faces toward front of engine.
- Prior to tightening bearing cap bolts, place bearing cap in proper position by shifting crankshaft in the axial direction.
- Tighten bearing cap bolts gradually in two to three stages outwardly from center bearing in the sequence as shown in Figure EM-87.
- After securing bearing cap bolts, ascertain that crankshaft turns smoothly.

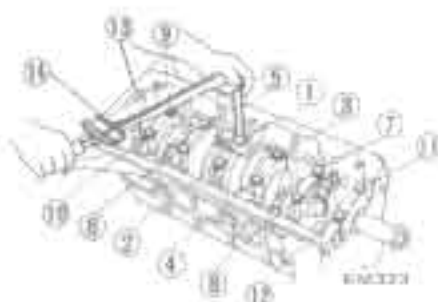


Fig. EM-87 Torque sequence of cap bolts

6. Make sure crankshaft has proper end play.

Crankshaft end play

0.05 to 0.18 mm
(0.0020 to 0.0071 in)



Fig. EM-88 Checking crankshaft end play

7. Install side oil seals to rear main bearing cap. Prior to installing, apply sealant to seals.



Fig. EM-89 Driving side oil seal

8. Install rear oil seal using Crankshaft Rear Oil Seal Driver ST15310000. Apply lithium grease to sealing lip of oil seal.

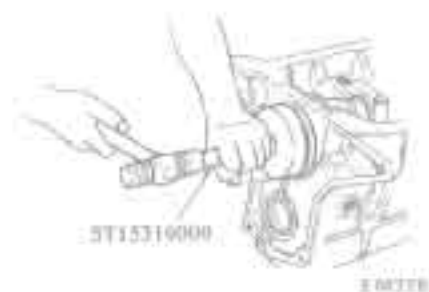


Fig. EM-90 Installing rear oil seal

- Install rear end plate.
- Install flywheel securely, and tighten bolts to specified torque.

Tightening torque:

13 to 15 kg-m (94 to 108 ft-lb)



Fig. EM-91 Installing flywheel

- Insert pin into corresponding cylinder using Piston Ring Compression EM03470000.

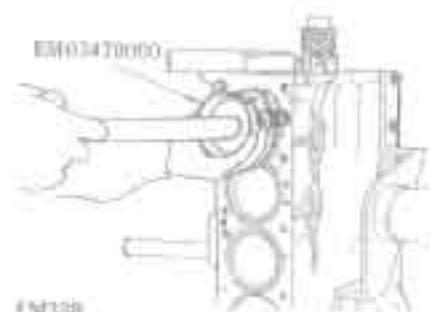


Fig. EM-92 Installing piston-rod assembly

Notes:

- Apply engine oil to sliding parts.
- Arrange so that notch mark on piston head faces to front of engine.
- Install piston rings at 180° to each other, avoiding their fit in the thrust and piston pin directions.

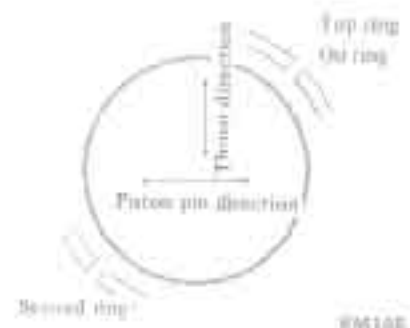


Fig. EM-93 Piston ring direction

- Install connecting rod caps.

Tightening torque:

4.5 to 5.5 kg-m (33 to 40 ft-lb)



Fig. EM-94 Installing connecting rod cap

Note: Arrange connecting rods and connecting rod caps so that the cylinder numbers face in the same direction.

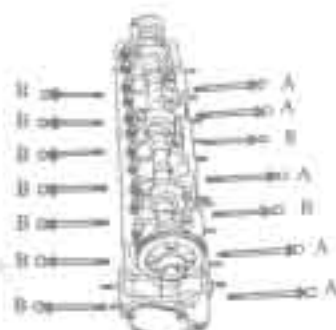
- Make sure that connecting rod big end has proper end play.



Fig. EM-95: Checking lug and play

Lug and play:
0.2 to 0.3 mm
(0.008 to 0.012 in)

14. Install cylinder head assembly



EM330

Fig. EM-96: Cylinder head bolts

(1) Thoroughly clean cylinder block and head surface.

Do not apply sealant to any other part of cylinder block and head surface.

(2) Turn crankshaft until No. 1 piston is at T.D.C. on its compression stroke.

(3) Make sure that camshaft sprocket location notch and plate oblong groove are aligned at their correct positions.

(4) When installing cylinder head, make sure that all valves are apart from head of pistons.

(5) Do not rotate crankshaft and camshaft separately, or valves will hit head of pistons.

(6) Temporarily tighten two bolts (1, 2) shown in Figure EM-102.

Tightening torque:
2 kg-m (14 ft-lb)

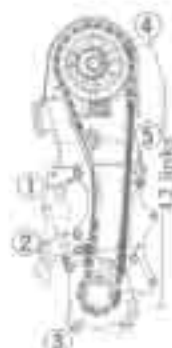
15. Install crankshaft sprocket and distributor drive gear and (1) oil thrower.

Note: Make sure that mating marks of crankshaft sprocket face to front.

16. Install timing chain

Notes:

a. Make sure that crankshaft and camshaft keys point upwards.



EM100

Fig. EM-97: Installing timing chain

b. Set timing chain by aligning its mating marks with those of crankshaft sprocket and camshaft sprocket the right hand side. There are forty-two chain links between two mating marks of timing chain.

c. No. 1 hole is factory adjusted. When chain stretches excessively, adjust camshaft sprocket at No. 2 or No. 3 hole.

d. Use a set of timing marks and location hole numbers.

17. Install chain guide to cylinder block.

18. Install chain tensioner.

Note: Adjust protrusion of chain tensioner spindle to 0 mm (0 in).



EM170

Fig. EM-98: Installing chain tensioner

19. Press new oil seal in front cover (front cover oil seal should be replaced when front cover is disassembled).

20. Install front cover with gasket in place.

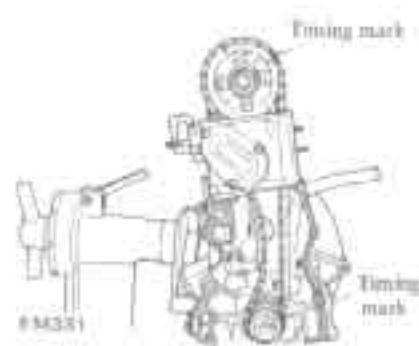


Fig. EM-99: Installing front cover

Notes:

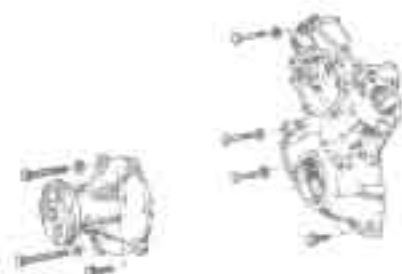
a. Apply sealant to front cover and corners of upper section of cylinder block as shown in Figure EM-74.

b. Install front cover with head gasket in place.

c. Check the height difference between cylinder block upper face and front cover upper face. Difference must be less than 0.15 mm (0.0059 in).

d. Note that different types of bolts are used.

e. Apply lithium grease to sealing lip of oil seal.



EM222

Fig. EM-100: Front cover bolts

Tightening torque:

Size M8 (0.315 in)
1.0 to 1.6 kg-m
(7.2 to 11.6 ft-lb)
Size M6 (0.236 in)
0.4 to 0.8 kg-m
(2.9 to 5.8 ft-lb)

21. Install crankshaft pulley and water pump, then set No. 1 piston at T.D.C. on its compression stroke.

Crankshaft pulley nut
tightening torque
12 to 16 kg-m
(87 to 116 ft-lb)



Fig. EM-101 Installing crankshaft pulley

22. Finally tighten head bolts to the specified torque in three steps according to the tightening sequence shown in Figure EM-102.

Note that two types of bolts are used.

Special tool Cylinder Head Bolt Wrench ST10120000

Tightening torque:

- 1st turn
4.0 kg-m (29 ft-lb)
- 2nd turn
6.0 kg-m (43 ft-lb)
- 3rd turn
6.5 to 8.5 kg-m
(47 to 61 ft-lb)

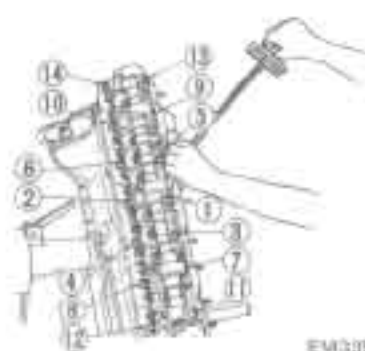


Fig. EM-102 Tightening sequence

Notes:

- a. Be sure to tighten two small bolts.
- b. After engine has been operated for several minutes retighten if necessary.

23. Install oil pump and distributor driving spindle in front cover.

Tightening torque:

- 1.1 to 1.5 kg-m
- 8.0 to 10.8 ft-lb

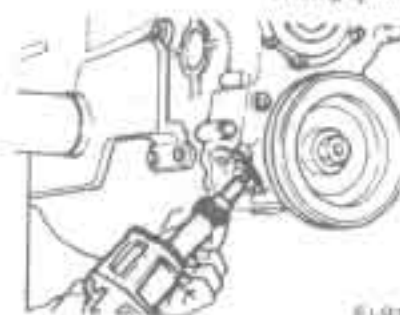
Notes:

- a. Assemble oil pump and drive spindle, aligning driving spindle mark face with oil pump hole, and then move by one notch as shown in Figure EM-103.
- b. Install oil pump together with drive spindle so that the projection on its top is located at the 11:25 a.m. position, at this point, the smaller bow-shape will be faced toward the front.
- c. Do not forget to install gasket.



EL009

Fig. EM-103 Setting distributor driving spindle



EL011

Fig. EM-104 Installing oil pump



EM331

Fig. EM-105 Setting distributor drive spindle

24. Install fuel pump, water inlet elbow and front engine hanger in their positions.

Fuel pump tightening torque:

- 1.2 to 1.8 kg-m
- (8.7 to 13.0 ft-lb)

EM-25

Note: Do not forget to install fuel pump spacer and packing between spacer and block, fuel pump.

25. Install oil strainer, oil pan gasket and oil pan.

Notes:

- a. Apply sealant to the step portions at four mating surfaces as shown in Figure EM-76.
- b. Oil pan should be tightened in criss-cross pattern to a final torque of 0.6 to 1.0 kg-m (4.3 to 7.2 ft-lb).

26. Adjust valve clearance to the specified dimensions.

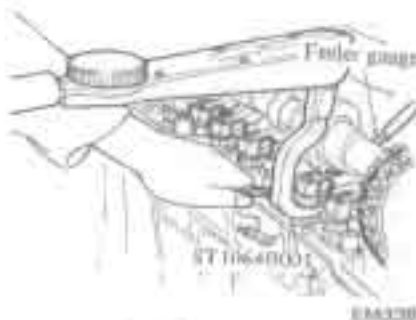
Special tool Pivot Adjuster ST10640001

Tightening torque:

- 5.0 to 6.0 kg-m
- (36 to 43 ft-lb)

Notes:

- a. First set clearance to the cold specifications.



EM338

Fig. EM-106 Adjusting valve clearance

- b. After engine has been assembled, run it for at least several minutes, and finally adjust clearance to the warm specifications. For details, refer to "Adjusting intake and exhaust valve clearance" in ET section.

27. Install rear engine hanger, exhaust manifold and intake manifold.

Tightening torque:

- 1.2 to 1.6 kg-m
- (8.7 to 11.6 ft-lb)

			1.26
Valve clearance mm (in)	Cold	Intake	0.20 (0.0079)
		Exhaust	0.25 (0.0098)
	Hot	Intake	0.25 (0.0098)
		Exhaust	0.30 (0.0118)

28. Install distributor assembly.
29. Install carburetor assembly and carburetor insulator with stamp facing upward.

Tightening torque:

0.8 to 1.2 kg-m
(5.8 to 8.7 ft-lb)

Install heat shield plate at the same time.

30. Install balance tube.
31. Install fuel inlet and outlet tube assembly.
32. Install air conditioner fan idler.
33. Install rear coolant piping and exhaust gas inlet tube to intake manifold.
34. Install E.G.R. control valve.

Then, connect E.G.R. control tube between balance tube and exhaust manifold.

35. Install both carburetors.
36. Connect water hoses, air hoses, vacuum hoses and fuel hoses to both carburetors.
37. Install air cleaner to both carburetors.
38. Install air cleaner element and cover.
39. Install fuel pipes, air hoses, and vacuum hose.

All pipes and hoses should be clamped securely, being careful not to allow them to interfere with adjacent or surrounding parts.

40. Install thermostat housing, thermostat and water outlet in their positions. Do not forget to install gasket.
41. Install rocker cover.
42. Install spark plugs.
43. Connect distributor to plug high tension lead wire.
44. Install engine mount bracket on left hand side.
45. Install clutch assembly.

Special tool Clutch Aligning Bar ST20630000

Tightening torque:
1.2 to 2.2 kg-m
(8.7 to 15.9 ft-lb)

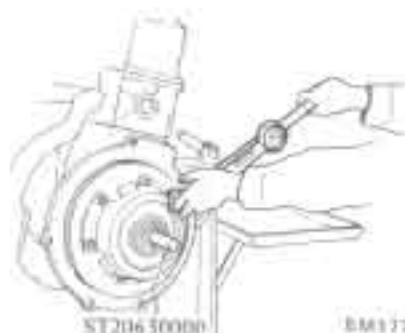
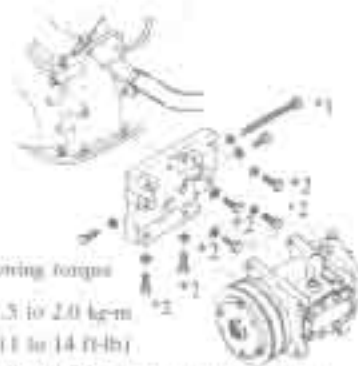


Fig. EM-107 Installing clutch assembly

46. Using an overhead hoist and lifting cable, hoist engine up away from engine stand and then down onto engine carrier.

Install air conditioner compressor bracket, idler pulley, compressor and compressor drive belt in that order.

Then, adjust air conditioner compressor belt tension by turning idler pulley bolt in or out. It is correct if deflection is 8 to 12 mm (0.315 to 0.472 in) thumb pressure [10 kg (22.0 lb)] is applied midway between idler pulley and air conditioner compressor pulley.



Tightening torque:

*1: 1.5 to 2.0 kg-m
(11 to 14 ft-lb)

*2: 3.0 to 3.5 kg-m (21.5 to 25.5 ft-lb)

Fig. EM-108 Installing compressor

EM-26

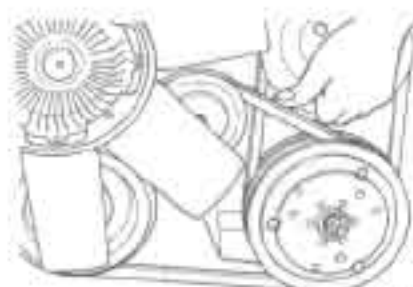


Fig. EM-109 Air conditioning compressor belt tension

47. Install air pump and air pump drive belt.

Then, adjust air pump drive belt tension. It is correct if deflection is 15 to 20 mm (0.59 to 0.79 in) when thumb pressure [10 kg (22.0 lb)] is applied midway between crank pulley and air pump pulley.

Tightening torque:

At adjusting bar
1.8 kg-m (13 ft-lb)

At mounting bracket
2.5 kg-m (18 ft-lb)



Fig. EM-110 Air pump drive belt tension

48. Install alternator bracket, adjusting bar, alternator, fan pulley, fan and fan belt in that order. Then, check to be sure that deflection of fan belt is held within 8 to 12 mm (0.315 to 0.472 in) when thumb pressure is applied midway between pulleys [A pressed force is about 10 kg (22.0 lb)].

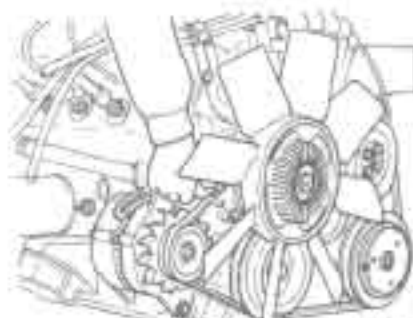


Fig. EM-111 Fan belt tension

49. Install engine mount bracket (right hand), oil filter, oil pressure switch, oil level gauge and water drain plug. When installing oil filter, fasten

it to cylinder block by hand

50. Fill engine oil up to specified level.

Note: Do not overtighten filter, or oil leakage may occur.

SERVICE DATA AND SPECIFICATIONS

GENERAL SPECIFICATION

Engine model	1.26
Cylinder arrangement	6, in line
Displacement cc (cu in)	2365 (156.52)
Bore x Stroke mm (in)	83 x 79 (3.27 x 3.11)
Valve arrangement	O.H.C.
Firing order	1-5-3-6-2-4
Engine idle rpm	
Manual transmission	750
Automatic transmission (in "D" range)	600
Compression ratio	8.8 : 1
Oil pressure (Warm at 2,000 rpm) kg/cm ² (psi)	3.5 to 4.0 (50 to 57)

TIGHTENING TORQUE

Model		L26
Cylinder head bolts	kg-m (ft-lb)	
1st turn		4.0 (29)
2nd turn		6.0 (43.4)
3rd turn		7.5 to 8.5 (54 to 61)
Connecting rod big end nuts	kg-m (ft-lb)	3.7 to 4.5 (27 to 31)
Flywheel fixing bolts	kg-m (ft-lb)	13 to 15 (94 to 108)
Main bearing cap bolts	kg-m (ft-lb)	4.5 to 5.5 (33 to 40)
Camshaft sprocket bolt	kg-m (ft-lb)	13 to 15 (94 to 108)
Oil pan bolts	kg-m (ft-lb)	0.6 to 1.0 (4.3 to 7.2)
Oil pump bolts	kg-m (ft-lb)	1.1 to 1.5 (8.0 to 10.8)
Oil pan drain plug	kg-m (ft-lb)	2.0 to 3.0 (14 to 22)
Rocker pivot lock nuts	kg-m (ft-lb)	5.0 to 6.0 (36 to 43)
Camshaft locating plate bolts	kg-m (ft-lb)	0.5 to 0.8 (3.6 to 5.8)
Carburetor nuts	kg-m (ft-lb)	3.6 to 7.2 (26 to 52)
Manifold nuts	kg-m (ft-lb)	0.8 to 1.2 (5.8 to 8.7)
Fuel pump nuts	kg-m (ft-lb)	1.2 to 1.8 (8.7 to 13.0)
Crank pulley bolts	kg-m (ft-lb)	13.0 to 15.0 (94 to 108)
Front cover bolts	kg-m (ft-lb)	
5M		0.4 to 0.8 (2.9 to 5.8)
8M		1.0 to 1.6 (7.2 to 11.6)
Oil strainer	kg-m (ft-lb)	0.4 to 0.6 (2.9 to 4.3)
Air pump	kg-m (ft-lb)	
at adjusting bar		1.8 (13)
at mounting bracket		2.5 (18)

SPECIFICATIONS

Model			L26
a) Valve mechanism			
Valve clearance (Hot)		mm (in)	
Intake			0.25 (0.0098)
Exhaust			0.30 (0.0118)
Valve clearance (Cold)		mm (in)	
Intake			0.20 (0.0079)
Exhaust			0.25 (0.0098)
Valve head diameter		mm (in)	
Intake			42 (1.65)
Exhaust			35 (1.38)
Valve stem diameter		mm (in)	
Intake			7.965 to 7.980 (0.3136 to 0.3142)
Exhaust			7.945 to 7.960 (0.3128 to 0.3134)
Valve length		mm (in)	
Intake			114.9 to 115.2 (4.524 to 4.535)
Exhaust			115.7 to 116.0 (4.555 to 4.567)
Valve lift		mm (in)	
Intake			11 (0.433)
Exhaust			11 (0.433)
Valve spring free length		mm (in)	
Outer			49.98 (1.968)
Inner			44.85 (1.766)
Valve spring preloaded length (valve open)		mm/kg (in/lb)	
Intake	Outer		29.5/49.0 (1.161/108.0)
	Inner		24.5/25.5 (0.965/56.2)
Exhaust	Outer		29.5/49.0 (1.161/108.0)
	Inner		24.5/25.5 (0.965/56.2)
Valve spring assembled height (valve close)		mm/kg (in/lb)	
Outer			40.0/21.3 (1.575/47.0)
Inner			35/12.3 (1.378/27.1)
Valve spring effective turns		mm (in)	
Intake	Outer		5.0
	Inner		5.5
Exhaust	Outer		5.0
	Inner		5.5
Valve spring wire diameter		mm (in)	
Intake	Outer		4.0 (0.157)
	Inner		2.9 (0.114)
Exhaust	Outer		4.0 (0.157)
	Inner		2.9 (0.114)
Valve spring coil diameter		mm (in)	
Outer			33.2 (1.307)
Inner			24.9 (0.980)
Valve guide length		mm (in)	
Intake			59.0 (2.323)
Exhaust			59.0 (2.323)

Engine Mechanical

Valve guide height from head surface	mm (in)	10.4 to 10.6 (0.409 to 0.417)
Valve guide inner diameter	mm (in)	
Intake		8.000 to 8.018 (0.3150 to 0.3157)
Exhaust		8.000 to 8.018 (0.3150 to 0.3157)
Valve guide outer diameter (standard)	mm (in)	
Intake		12.023 to 12.034 (0.4733 to 0.4738)
Exhaust		12.023 to 12.034 (0.4733 to 0.4738)
Valve guide to stem clearance	mm (in)	
Intake		0.020 to 0.053 (0.0008 to 0.0021)
Exhaust		0.040 to 0.073 (0.0016 to 0.0029)
Valve seat width	mm (in)	
Intake		1.4 to 1.6 (0.055 to 0.063)
Exhaust		1.8 to 2.2 (0.071 to 0.087)
Valve seat angle		
Intake		45°
Exhaust		45°
Valve seat interference fit	mm (in)	
Intake		0.081 to 0.113 (0.0032 to 0.0044)
Exhaust		0.064 to 0.096 (0.0025 to 0.0038)
Valve guide interference fit	mm (in)	0.027 to 0.049 (0.0011 to 0.0019)

b) Camshaft and timing chain

Camshaft end play	mm (in)	0.08 to 0.38 (0.0031 to 0.0150)
Camshaft lobe lift	mm (in)	
Intake		7.00 (0.2756)
Exhaust		7.00 (0.2756)
Camshaft journal diameter	mm (in)	
1st		47.949 to 47.962 (1.8878 to 1.8883)
2nd		47.949 to 47.962 (1.8878 to 1.8883)
3rd		47.949 to 47.962 (1.8878 to 1.8883)
4th		47.949 to 47.962 (1.8878 to 1.8883)
5th		47.949 to 47.962 (1.8878 to 1.8883)
Camshaft bend	mm (in)	0.02 (0.0008)
Camshaft journal to bearing clearance	mm (in)	0.038 to 0.067 (0.0015 to 0.0026)
Camshaft bearing inner diameter	mm (in)	
1st		48.000 to 48.016 (1.8898 to 1.8904)
2nd		48.000 to 48.016 (1.8898 to 1.8904)
3rd		48.000 to 48.016 (1.8898 to 1.8904)
4th		48.000 to 48.016 (1.8898 to 1.8904)

c) Rocker arm lever ratio			1.5
d) Connecting rod			
Center distance	mm (in)		130.35 (5.1319)
Bearing material			F770
Bearing thickness (S.T.D.)	mm (in)		1.493 to 1.506 (0.0588 to 0.0593)
Big end play	mm (in)		0.20 to 0.30 (0.0079 to 0.0118)
Connecting rod bearing clearance	mm (in)		0.025 to 0.055 (0.0010 to 0.0022)
Connecting rod bend or torsion (per 100 mm or 3.937 in)	mm (in)		less than 0.03 (0.0012)
e) Crankshaft and main bearing			
Journal diameter	mm (in)		54.942 to 54.953 (2.1631 to 2.1636)
Journal taper & out-of-round	mm (in)		less than 0.01 (0.0004)
Crankshaft free end play	mm (in)		0.05 to 0.18 (0.0020 to 0.0071)
Wear limit of dished play	mm (in)		0.3 (0.0118)
Crank pin diameter	mm (in)		49.961 to 49.974 (1.9670 to 1.9675)
Crank pin taper & out-of-round	mm (in)		less than 0.01 (0.0004)
Main bearing material			F770
Main bearing thickness (S.T.D.)			1.822 to 1.835 (0.0717 to 0.0722)
Main bearing clearance	mm (in)		0.020 to 0.072 (0.0008 to 0.0028)
Wear limit of dished clearance	mm (in)		0.12 (0.0047)
Crankshaft bend	mm (in)		0.05 (0.0020)
f) Piston			
Piston diameter (S.T.D.)	mm (in)		82.985 to 83.035 (3.2671 to 3.2691)
0.50 (0.0197) Oversize	mm (in)		83.465 to 83.515 (3.2860 to 3.2880)
1.00 (0.0394) Oversize	mm (in)		83.965 to 84.015 (3.3057 to 3.3077)
Ellipse difference	mm (in)		0.32 to 0.35 (0.0126 to 0.0138)
Ring groove width	mm (in)		
Top			2.0 (0.079)
Second			2.0 (0.079)
Oil			4.0 (0.0157)
Piston to bore clearance	mm (in)		0.025 to 0.045 (0.0010 to 0.0018)
Piston pin hole off-set	mm (in)		0.95 to 1.05 (0.0374 to 0.0413)
Piston pin hole diameter	mm (in)		21.001 to 21.008 (0.8268 to 0.8271)

g) Piston pin

Pin diameter	mm (in)	20.993 to 20.998 (0.8265 to 0.8267)
Pin length	mm (in)	72.00 to 72.25 (2.8346 to 2.8445)
Piston pin to piston clearance	mm (in)	0.006 to 0.013 (0.0002 to 0.0051)
Interference fit of piston pin to connecting rod bushing	mm (in)	0.015 to 0.033 (0.0006 to 0.0013)

h) Piston ring

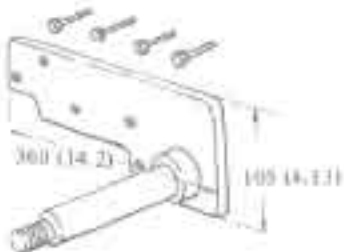
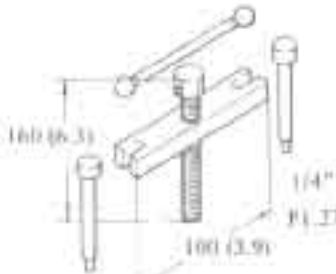
Ring height	mm (in)	
Top		1.977 (0.0778)
Second		1.977 (0.0778)
Side clearance	mm (in)	
Top		0.045 to 0.080 (0.0018 to 0.0031)
Second		0.030 to 0.070 (0.0012 to 0.0028)
Ring gap	mm (in)	
Top		0.23 to 0.38 (0.0091 to 0.0150)
Second		0.15 to 0.30 (0.0059 to 0.0118)
Oil		0.15 to 0.30 (0.0059 to 0.0118)

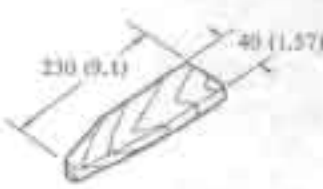
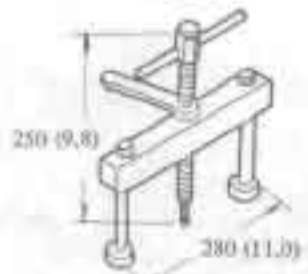
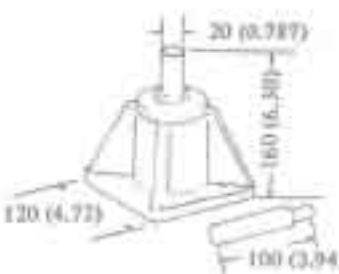
TROUBLE DIAGNOSES AND CORRECTIONS

Condition	Probable cause	Corrective action
I. Noisy engine		
Knocking of crankshaft and bearing.	Loose main bearing. Seized bearing. Bent crankshaft. Uneven wear of journal. Excessive crankshaft end play.	Replace. Replace. Repair or replace. Correct. Replace center bearing.
Piston and connecting rod knocking.	Loose bearing. Seized bearing. Loose piston pin. Loose piston in cylinder. Broken piston ring. Improper connecting rod alignment.	Replace. Replace. Replace pin or bushing. Recondition cylinder. Replace. Realign.
Camshaft knocking.	Loose bearing. Excessive axial play. Rough gear teeth. Broken cam gear.	Replace. Replace bearing thrust plate. Repair. Replace.
Timing chain noise.	Improper chain tension. Worn and/or damaged chain. Worn sprocket. Worn and/or broken tension adjusting mechanism. Excessive camshaft and bearing clearance.	Adjust. Replace. Replace. Replace. Replace.
Camshaft and valve mechanism knocking.	Improper valve clearance. Worn adjusting screw. Worn rocker face. Loose valve stem in guide. Weakened valve spring. Seized valve.	Adjust. Replace. Replace. Replace guide. Replace. Repair or replace.
Water pump knocking.	Improper shaft end play. Broken impeller.	Replace. Replace.
II. Other mechanical troubles		
Stuck valve.	Improper valve clearance. Insufficient clearance between valve stem and guide. Weakened or broken valve spring. Seized or damage of valve stem. Poor quality fuel.	Adjust. Clean stem or ream guide. Replace. Replace or clean. Use good fuel.

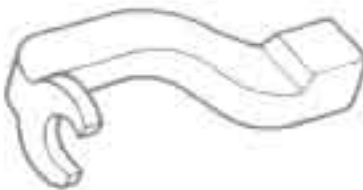
Condition	Probable cause	Corrective action
Seized valve seat.	Improper valve clearance. Weakened valve spring. Thin valve head edge. Narrow valve seat. Overheating. Over speeding. Stuck valve guide.	Adjust. Replace. Replace valve. Reface. Repair or replace. Drive at proper speed. Repair.
Excessively worn cylinder and piston.	Shortage of engine oil. Dirty engine oil. Poor quality of oil. Overheating. Wrong assembly of piston with connecting rod. Improper piston ring clearance. Broken piston ring. Dirty air cleaner. Mixture too rich. Engine over run. Stuck choke valve. Overchoking.	Add or replace oil. Clean crankcase, replace oil and oil filter element. Use proper oil. Repair or replace. Repair or replace. Adjust. Replace. Clean. Adjust. Drive at proper speeds. Clean and adjust. Start correct way.
Faulty connecting rod.	Shortage of engine oil. Low oil pressure. Poor quality engine oil. Rough surface of crankshaft. Clogged oil passage. Bearing worn or eccentric. Bearing improperly assembled. Loose bearing. Incorrect connecting rod alignment.	Add oil. Correct. Use proper oil. Grind and replace bearing. Clean. Replace. Correct. Replace. Repair or replace.
Faulty crankshaft bearing	Shortage of engine oil. Low oil pressure. Poor quality engine oil. Crankshaft journal worn or out of round. Clogged oil passage in crankshaft. Bearing worn or eccentric. Bearing improperly assembled. Eccentric crankshaft or bearing.	Add or replace. Correct. Use specified oil. Repair. Clean. Replace. Correct. Replace.

SPECIAL SERVICE TOOLS

No.	Tool number & tool name	Description Unit: mm (in)	For use on	Reference page or figure No.
1.	ST19320000 Oil filter wrench	Used to take out oil filter. In tightening the filter, do not use this tool. To prevent excess tightening, always install by hand.  SE187	All models	Page EM-4
2.	ST05340000 Engine attachment	Attachment for setting the engine on the engine stand.  SE292	L20A L24 L26	Fig. EM-9 Page EM-22
3.	ST05018000 Engine stand assembly — ST05011000 Engine stand — ST05012000 Base	Used for disassembling or assembling engine block or differential carrier throughout 360° in all directions.  SE184	All models	Fig. EM-9 Page EM-22
4.	ST16540000 Puller crank pulley	For removing the crank pulley with damper.  SE293	L20A L24 L26	Fig. EM-13

No.	Tool number & tool name	Description Unit: mm (in)	For use on	Reference page or figure No.
5.	ST17420001 Chain stopper	Used to prevent chains from falling out of place in removing cylinder heads or cam gears and shafts.  SE106	All L-series	Fig. EM-14 Page EM-5
6.	ST10120000 Cylinder head bolt wrench	Special hollow set bolts are used in tightening cylinder heads in L-series engines. This wrench is used to torque cylinder head bolts and its head can be inserted into the torque wrench.  SE106	All L-series	Fig. EM-15 Fig. EM-102
7.	ST16518000 Crankshaft main bearing cap puller. ST16511000 Body ST16512001 Adapter	Used to remove the cap from main bearing. When using this tool, turn its adapter into the threaded hole in main bearing cap.  SE100	All L-series	Fig. EM-21
8.	ST13030001 Piston pin press stand	Used with a press to drive pin into, or out of, connecting rod.  SE108	All L-series	Fig. EM-83

No.	Tool number & tool name	Description	Unit: mm (in)	For use on	Reference page or figure No.
9.	ST12070000 Valve lifter	Used to compress valve spring by the combined action of its cam and lever, thereby facilitating the removal or installation of collect (for general use).		All models	Fig. EM-28 Fig. EM-77
10.	ST1103S000 Valve guide reamer set -ST11031000 Reamer (12.2 mm dia.) -ST11032000 Reamer (8.0 mm dia.) -ST11033000 Drift	This guide is used for: o Pressing used guide out of place. o Driving a new guide into place. o Finishing the bore of new guide.		All L-series	Fig. EM-39
11.	ST11650001 Cutter set (valve seat)	For correcting the valve seat insert.		L24 L20A L16 L13	Fig. EM-40 Page EM-11
12.	ST16610001 Pilot bush puller	Used to push pilot bush out of place.		All L-Series	Fig. EM-61

No.	Tool number & tool name	Description	Unit: mm (in)	For use on	Reference page or figure No.
13.	ST15310000 Crankshaft rear oil seal drift	Used to push a lip type rear oil seal for L-series engine into place by giving hammer blows.		All L-series	Fig. EM-90
14.	EM03470000 Piston ring compressor	Used to compress piston rings while piston is being inserted into cylinder.		All models	Fig. EM-92
15.	ST10640001 Pivot adjuster	Used together with a torque wrench in tightening pivot lock nut for valve clearance adjustment.		All L-series	Fig. EM-106
16.	ST20630000 Clutch aligning	For centering the clutch disc.		S30	Fig. EM-107