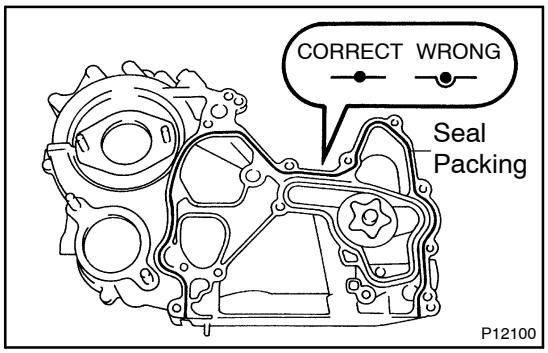
LU0I2–01

INSTALLATION

1. INSTALL OIL PUMP (TIMING GEAR CASE)

(a) Remove any old packing (FIPG) material and be careful not to drop any oil on the contact surfaces of the timing gear case and cylinder block.

- Using a razor blade and gasket scraper, remove all the old packing (FIPG) material from the gasket surfaces and sealing groove.
- Thoroughly clean all components to remove all the loose material.
- Using a non–residue solvent, clean both sealing surfaces.



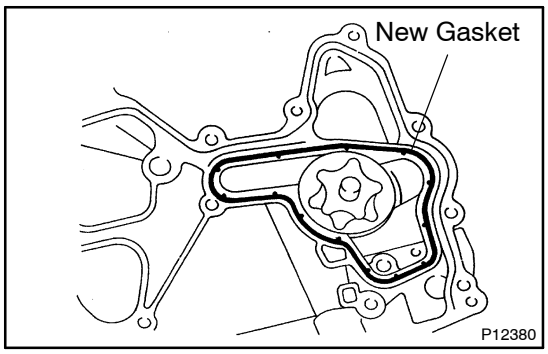
(b) Apply seal packing to the timing gear case as shown in the illustration.

Seal packing: Part No. 08826–00080 or equivalent

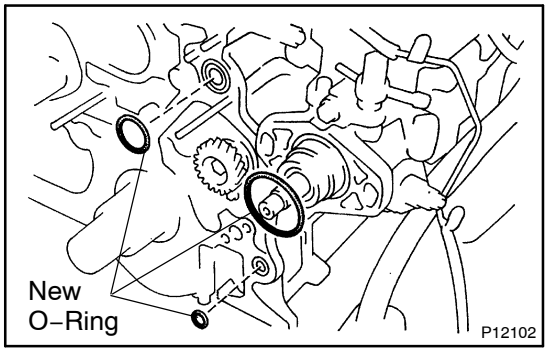
NOTICE:

Aroid applying an excessive amount to the surface.

- Install a nozzle that has been cut to a 3 – 5 mm (0.12 – 0.20 in.) opening.
- Parts must be assembled within 3 minutes of application. Otherwise the material must be removed and reapplied.
- Immediately remove nozzle from the tube and reinstall cap.

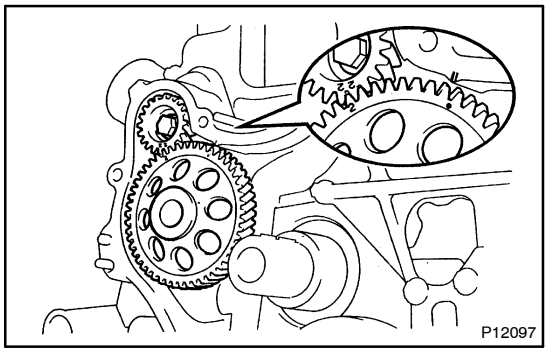


(c) Place a new gasket into the groove of the timing gear case as shown in the illustration.



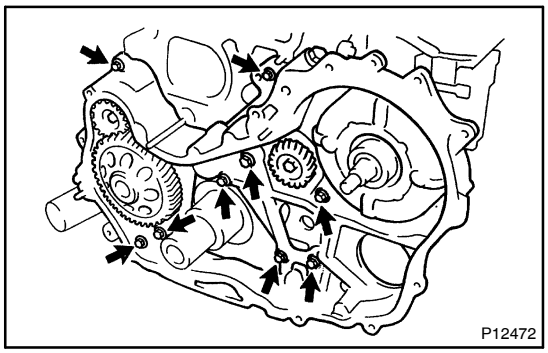
(d) Install 3 new O–rings to the cylinder block and injection pump.

(e) Install the timing gear case.

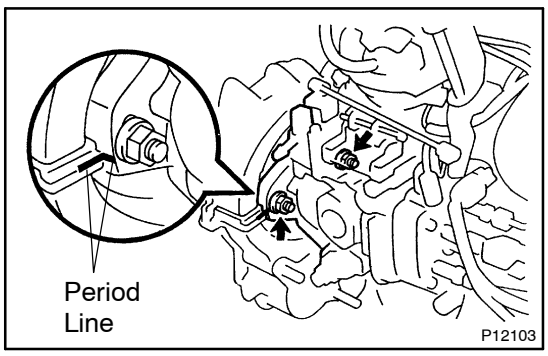


(f) The matchmark on the No.1 balance shaft driven gear should be aligned with the ”2” mark.

(g) Align the mark on the oil pump drive gear with the mark on the timing gear case.

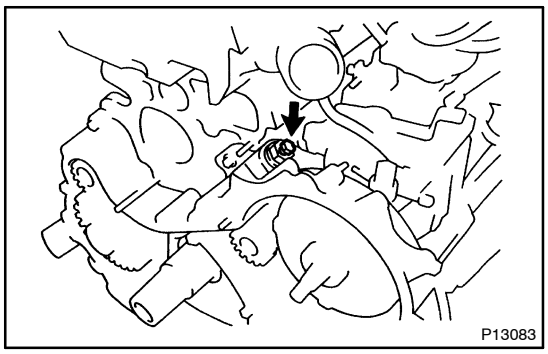


(h) Install the 8 bolts and union bolt.
Torque:
13 N·m (130 kgf·cm, 9 ft·lbf) for Bolt
16 N·m (160 kgf·cm, 12 ft·lbf) for Union bolt



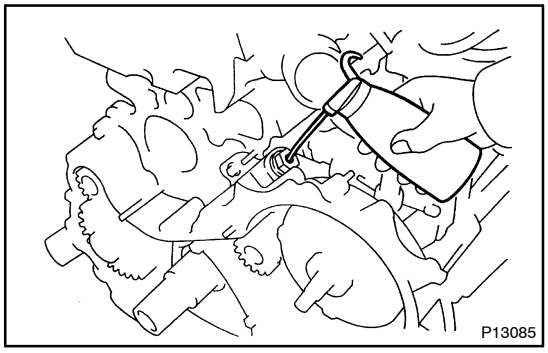
(i) Install the 2 nuts holding the injection pump to the timing gear case.
Torque: 21 N·m (210 kgf·cm, 15 ft·lbf) for bolt

(j) Check that the injection pump period lines (or matchmarks) are aligned by tilting the injection pump.

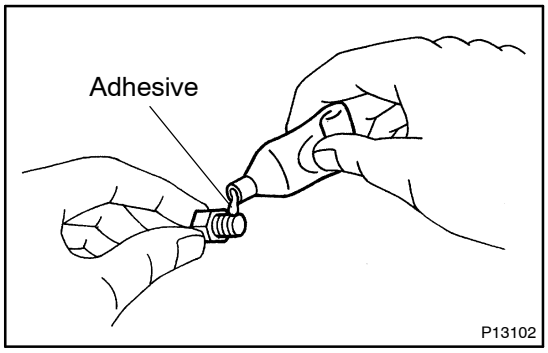


2. POUR ENGINE OIL INTO OIL PUMP

(a) Remove the taper screw plug.

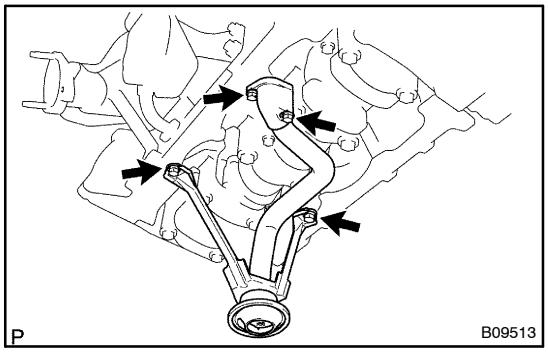


(b) Pour in approx. 20 cc (0.12 cu in.) of engine oil into the oil pump.



(c) Apply adhesive to 2 or 3 threads of the taper screw.
Adhesive:
Part No. 08833–00080, THREE BOND 1344, LOCTITE 242 or equivalent.

(d) Install the taper screw plug.



3. INSTALL OIL STRAINER

Install a new gasket and the oil strainer with the 2 bolts and 2 nuts.

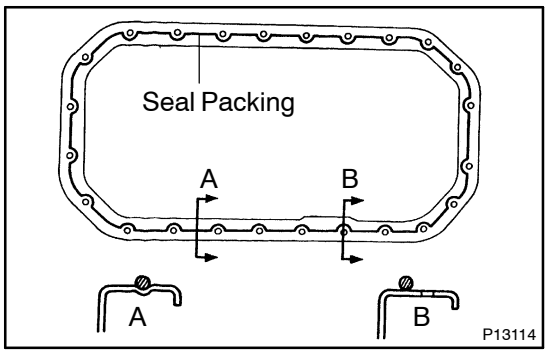
Torque: 8 N·m (80 kgf·cm, 69 in.·lbf)

4. INSTALL OIL PAN

(a) Remove any old packing (FIPG) material and be careful not to drop any oil on the contact surfaces of the oil pan and cylinder block.

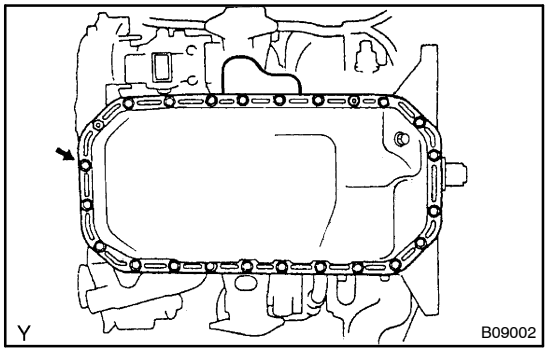
- Using a razor blade and gasket scraper, remove all the old packing (FIPG) material from the gasket surfaces and sealing groove.
- Thoroughly clean all components to remove all the loose material.
- Using a non–residue solvent, clean both sealing surfaces.

NOTICE:
Do not use a solvent which will affect the painted surfaces.

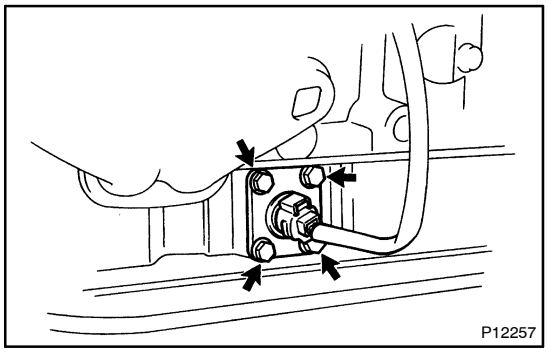


(b) Apply seal packing to the oil pan as shown in the illustration.
Seal packing: Part No. 08826 –00080 or equivalent

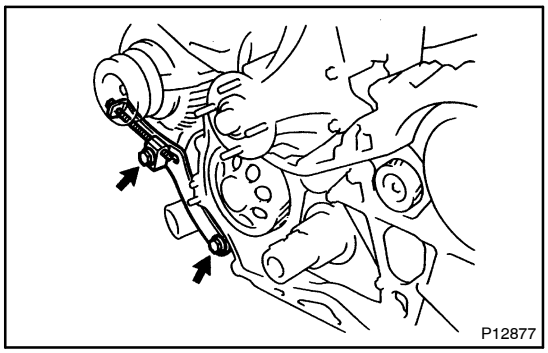
- Install a nozzle that has been cut to a 3 – 5 mm (0.12 – 0.20 in.) opening.
- Parts must be assembled within 5 minutes of application. Otherwise the material must be removed and reapplied.
- Immediately remove nozzle from the tube and reinstall cap.



(c) Install the oil pan with the 22 bolts and 2 nuts.
Torque: 16 N·m (165 kgf·cm, 12 ft·lbf)



5. INSTALL OIL LEVEL SENSOR
(a) Install the oil level sensor with the 4 bolts.
(b) Connect the oil level sensor connector.
6. INSTALL WATER PUMP (See page CO–8)
7. INSTALL ALTERNATOR AND ALTERNATOR BRACKET (See page CO–8)



8. INSTALL ALTERNATOR ADJUSTING BAR
Install the adjusting bar with the bolt and lock bolt.
Torque: 21 N·m (210 kgf·cm, 15 ft·lbf)
9. INSTALL TIMING GEARS (See page EM–34)
10. INSTALL TIMING BELT (See page EM–18)
11. INSTALL WATER PUMP PULLEY, FAN AND DRIVE BELT (See page CO–8)
12. FILL WITH ENGINE OIL
13. FILL WITH ENGINE COOLANT
14. START ENGINE AND CHECK FOR OIL LEAKS
15. RECHECK ENGINE OIL LEVEL