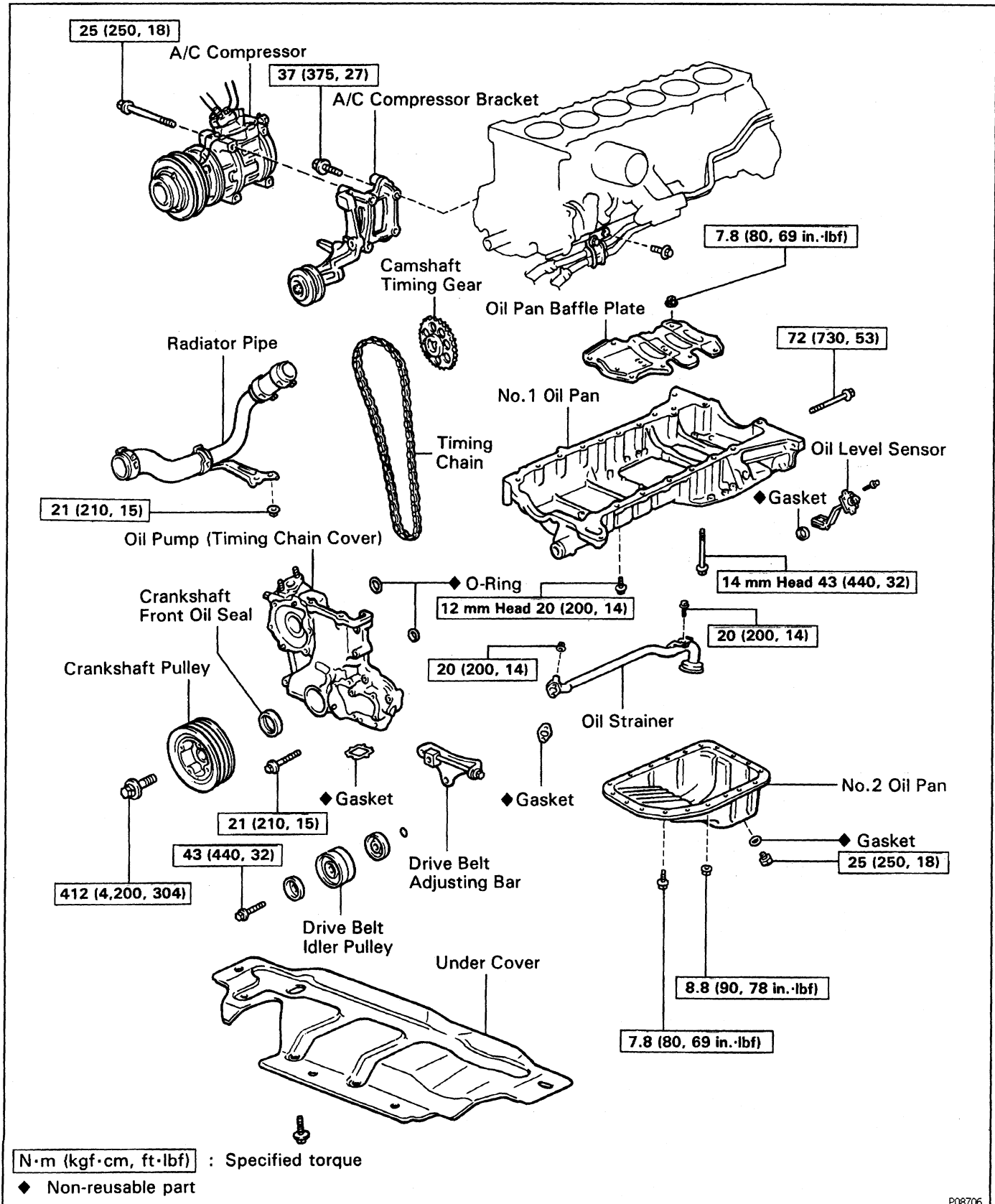


OIL PUMP

COMPONENTS FOR REMOVAL AND INSTALLATION

EG07X-06



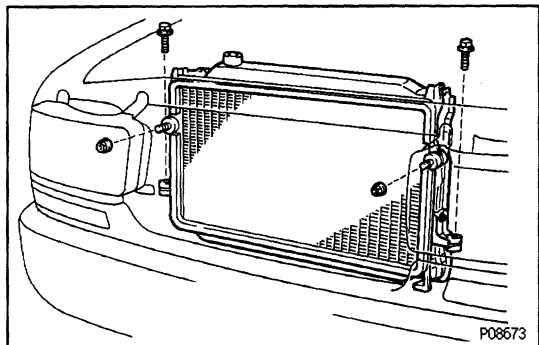
OIL PUMP REMOVAL

(See Components for Removal and Installation)

HINT: When repairing the oil pump, the oil pan and strainer should be removed and cleaned.

1. DRAIN ENGINE OIL
2. REMOVE ENGINE UNDER COVER
3. DRAIN ENGINE COOLANT

4. REMOVE RADIATOR
(SEE PAGE [EG-339](#))

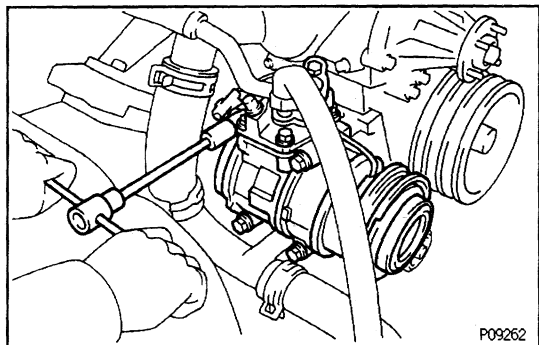


5. DISCONNECT A/C COMPRESSOR AND BRACKET

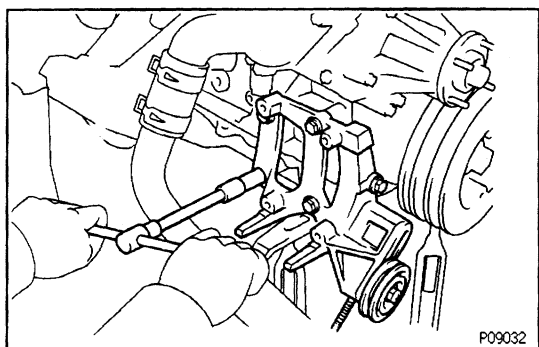
(a) Loosen the idler pulley nut and adjusting bolt, and remove the drive belt.

(b) Remove the 4 mounting bolts, and disconnect the compressor from the bracket.

HINT: Put aside the compressor, and suspend it.



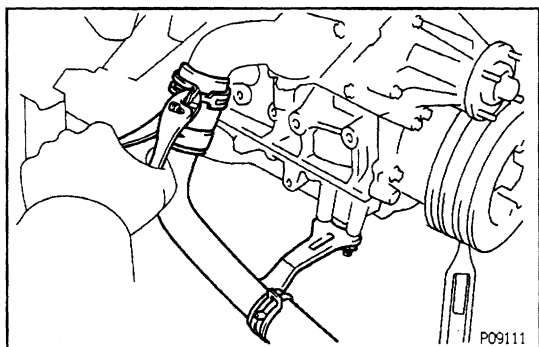
(c) Remove the 5 bolts and A/C compressor bracket.

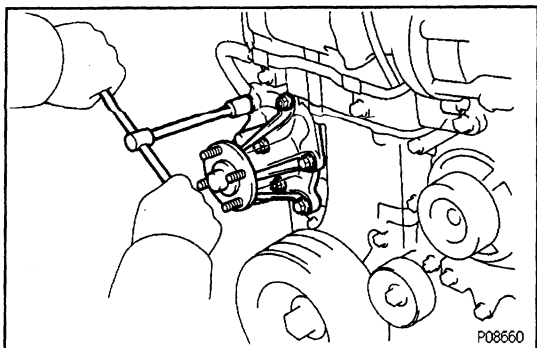


6. REMOVE RADIATOR PIPE

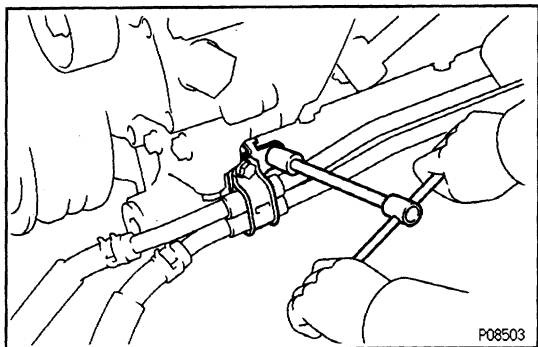
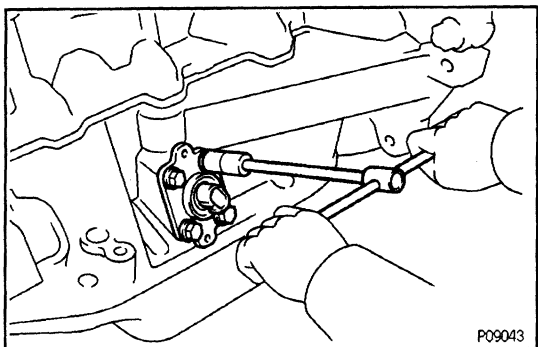
(a) Disconnect the No.2 radiator hose from the water inlet.

(b) Remove the 2 nuts and radiator pipe.

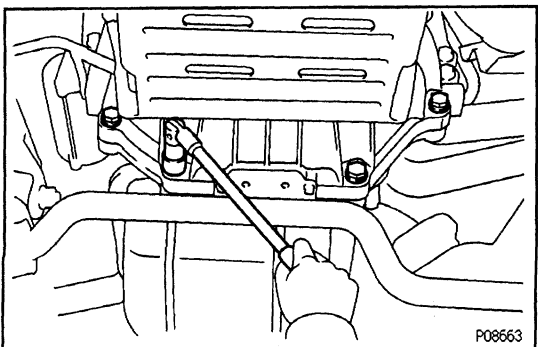


**7. REMOVE WATER PUMP**

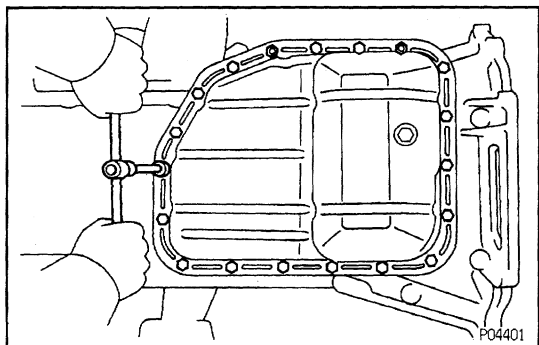
Remove the 4 bolts, 2 nuts, water pump and gasket.

**8. REMOVE CYLINDER HEAD
(SEE PAGE [EG-33](#))****9. DISCONNECT OIL COOLER PIPE BRACKET FROM
NO.1 OIL PAN****10. REMOVE OIL LEVEL SENSOR**

- (a) Remove the 4 bolts and level sensor.
- (b) Remove the gasket from the level sensor.

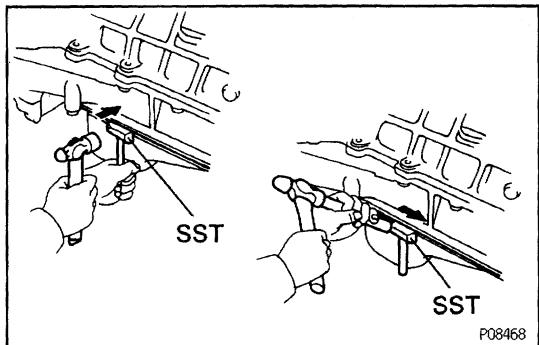
**11. REMOVE BOLTS HOLDING NO.1 OIL PAN TO
TRANSMISSION HOUSING**

Remove the 4 bolts.



12. REMOVE NO.2 OIL PAN

(a) Remove the 17 mounting bolts and 2 nuts.

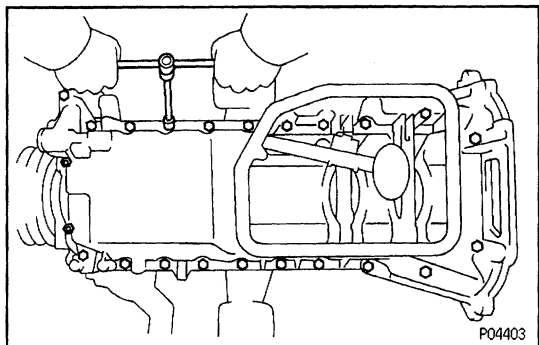


(b) Insert the blade of SST between the No. 1 and No.2 oil pans, cut off applied sealer and remove the No.2 oil pan.

SST 09032 - 00100

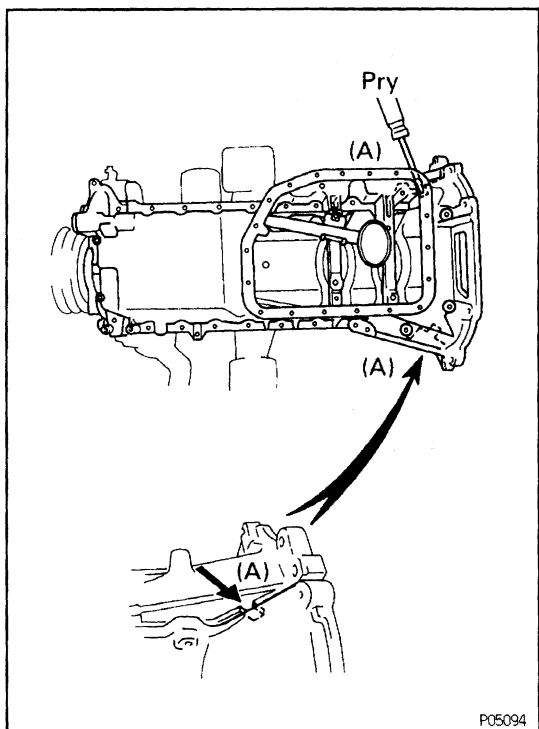
NOTICE:

- Be careful not to damage the No.2 oil pan contact surface of the No.1 oil pan.
- Be careful not to damage the oil pan flange.



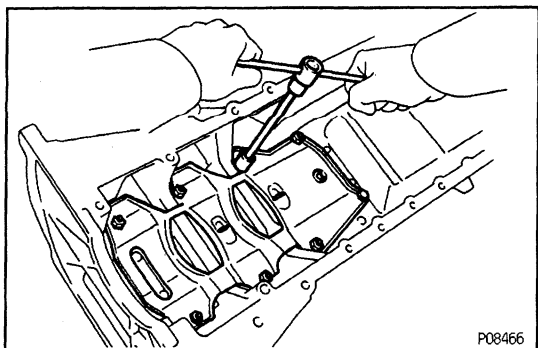
13. REMOVE NO.1 OIL PAN

(a) Remove the 21 mounting bolts and 2 nuts.

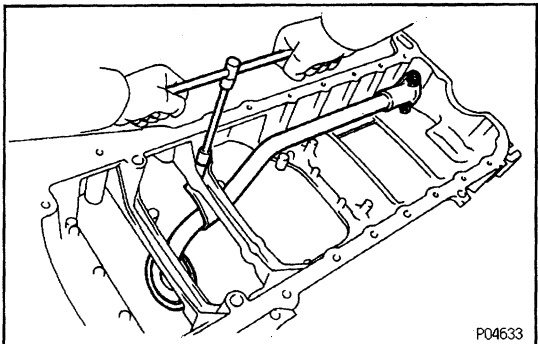


(b) Remove the No.1 oil pan by prying the portions (A) between the cylinder block and No.1 oil pan with a screwdriver.

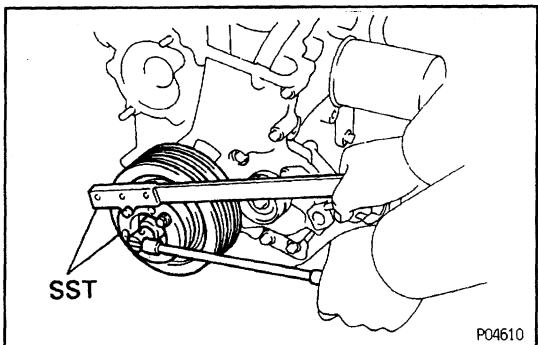
NOTICE: Be careful not to damage the contact surfaces the cylinder block and No.1 oil pan.

**14. REMOVE OIL PAN BAFFLE PLATE**

Remove the bolt, 7 nuts and baffle plate.

**15. REMOVE OIL STRAINER**

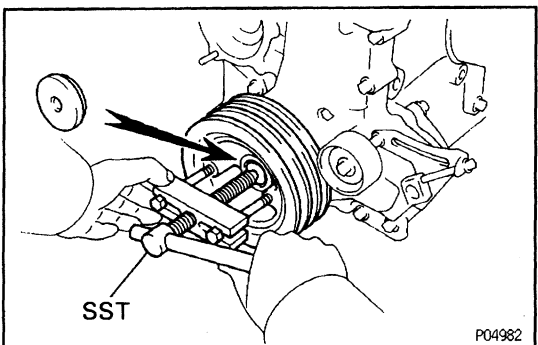
Remove the bolt, 2 nuts, oil strainer and gasket.

**16. REMOVE CRANKSHAFT PULLEY**

(a) Using SST, remove the pulley bolt.

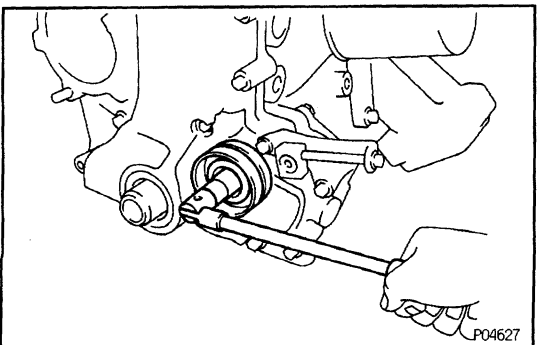
SST 09213-58012, 09330-00021

(b) Remove the crankshaft pulley.

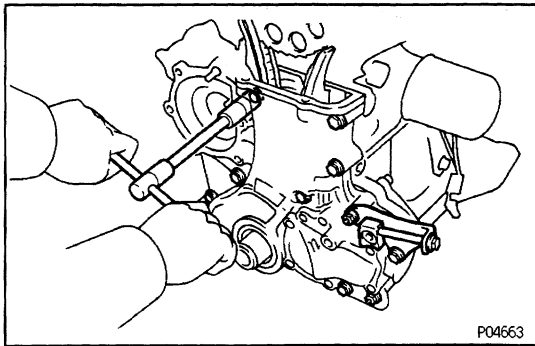


HINT: If necessary, remove the pulley with SST.

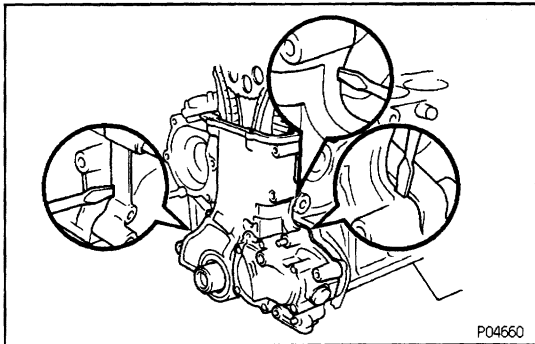
SST 09213-60017 (09213-00020, 09213-00030, 09213-00060), 09950-20017

**17. REMOVE DRIVE BELT IDLER PULLEY**

Remove the bolt and idler pulley.

**18. REMOVE OIL PUMP (TIMING CHAIN COVER)**

(a) Remove the 9 mounting bolts, 2 mounting nuts and drive belt adjusting bar.

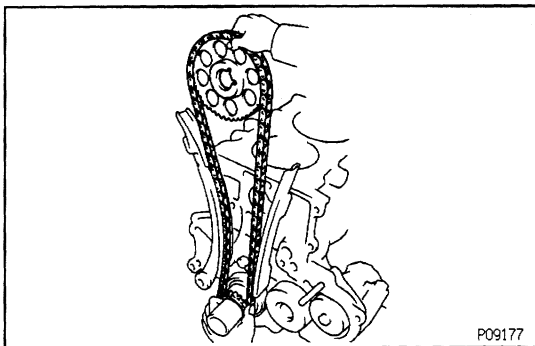


(b) Remove the oil pump by prying the portions between the cylinder block and oil pump with a screwdriver.

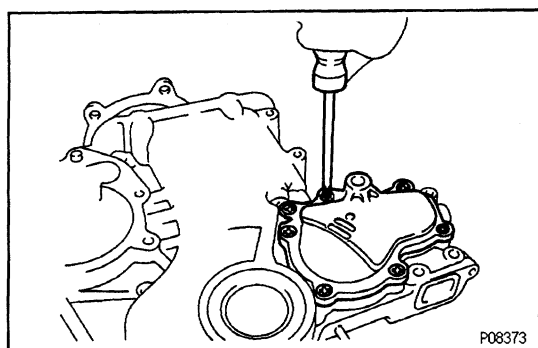
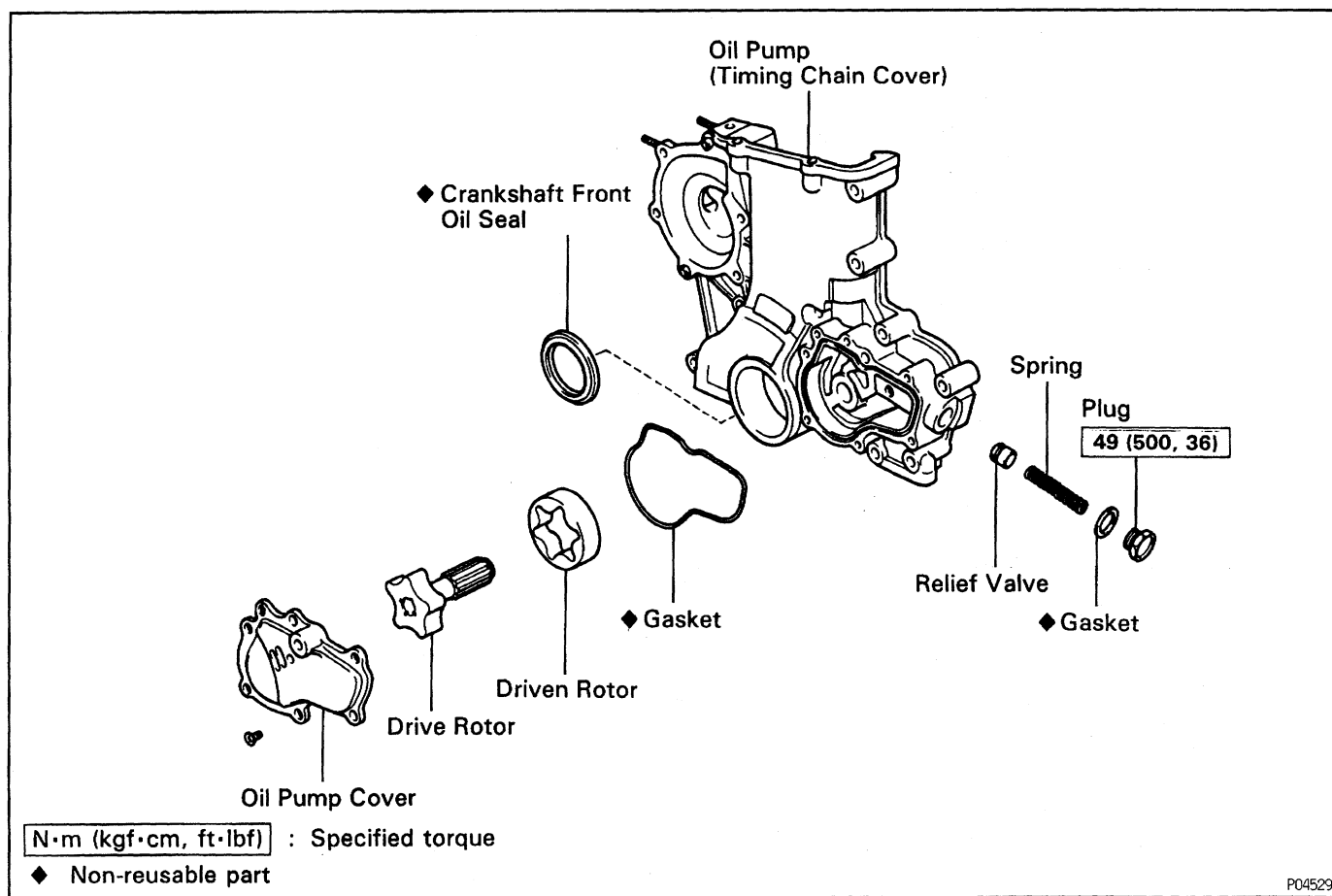
NOTICE: Be careful not to damage the contact surfaces of the cylinder block and oil pump.

(c) Remove the O-rings from the oil pump.

(d) Remove the gasket from the oil pump.

**19. REMOVE TIMING CHAIN AND CAMSHAFT TIMING GEAR**

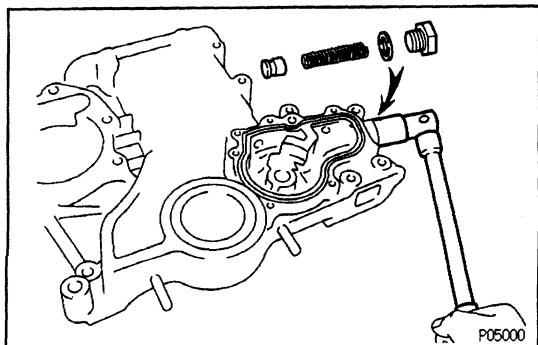
COMPONENTS FOR DISASSEMBLY AND ASSEMBLY



OIL PUMP DISASSEMBLY

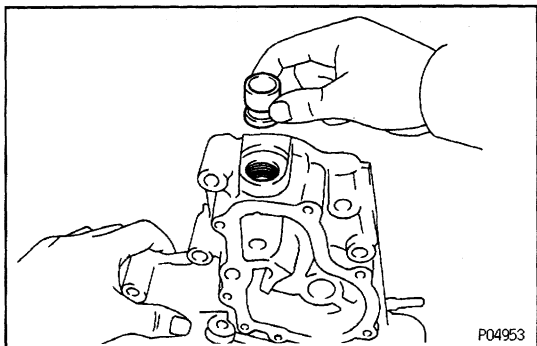
1. REMOVE DRIVE AND DRIVEN ROTORS

Remove the 7 screws, pump cover, drive rotor, driven rotor and gasket.



2. REMOVE RELIEF VALVE

Remove the plug, gasket, spring and relief valve.

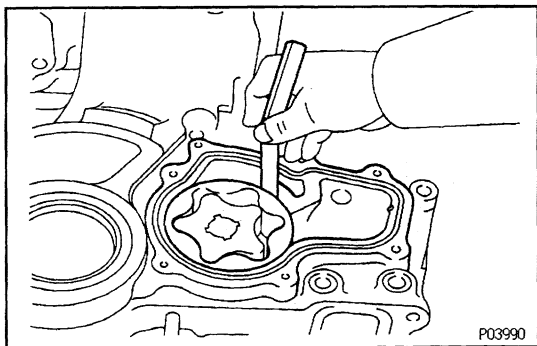


OIL PUMP INSPECTION

1. INSPECT RELIEF VALVE

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

If it does not, replace the relief valve. If necessary, replace the oil pump assembly.



2. INSPECT DRIVE AND DRIVEN ROTORS

A. Inspect rotor body clearance

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

Standard body clearance:

0.100 – 0.170 mm (0.0039 – 0.0067 in.)

Maximum body clearance:

0.30 mm (0.0118 in.)

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

B. Inspect rotor side clearance

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

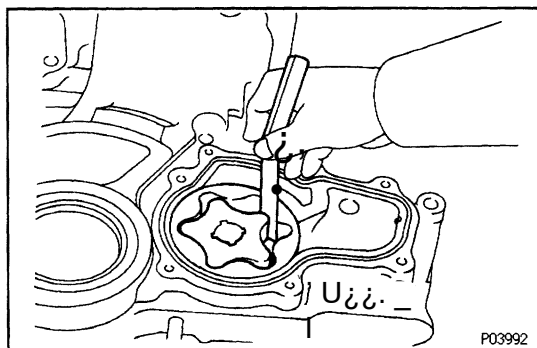
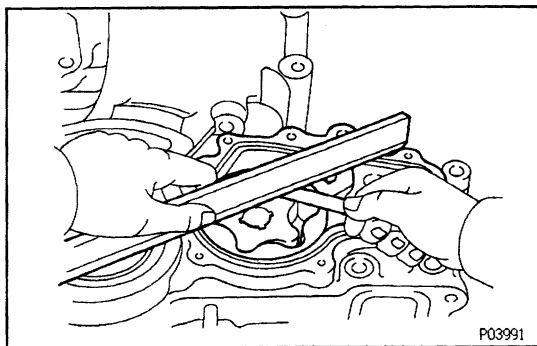
Standard side clearance:

0.030 – 0.090 mm (0.0012 – 0.0035 in.)

Maximum side clearance:

0.15 mm (0.0059 in.)

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



C. Inspect rotor tip clearance

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

Standard tip clearance:

0.030 – 0.160 mm (0.0012 – 0.0063 in.)

Maximum tip clearance:

0.25 mm (0.0098 in.)

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

CRANKSHAFT FRONT OIL SEAL

EG081-07

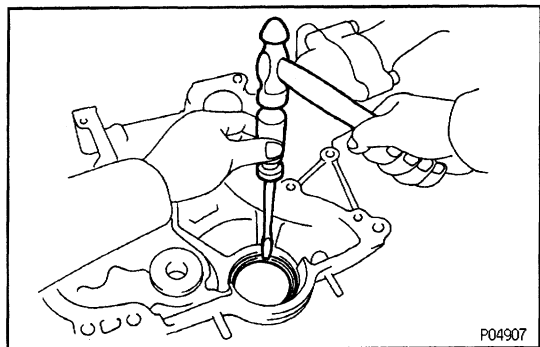
REPLACEMENT

HINT: There are 2 methods (A and B) to replace the oil seal which are as follows:

REPLACE CRANKSHAFT FRONT OIL SEAL

A. If oil pump is removed from cylinder block:

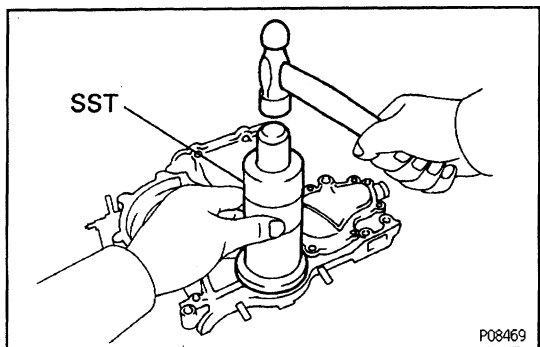
(a) Using a screwdriver and a hammer, tap out the oil seal.



(b) Using SST and a hammer, tap in a new oil seal until its surface is flush with the oil pump case edge.

SST 09316-60010 (09316-00010, 09316-00050)

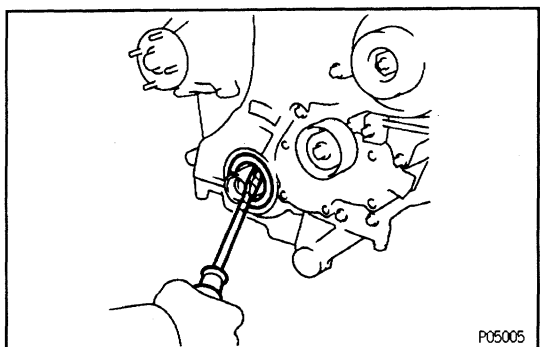
(c) Apply MP grease to the oil seal lip.



B. If oil pump is installed to the cylinder block:

(a) Using a screwdriver, pry out the oil seal.

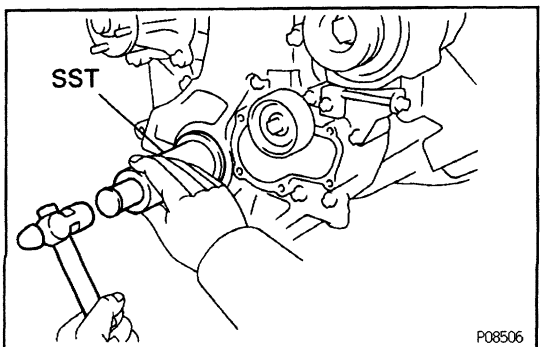
NOTICE: Be careful not to damage the crankshaft. Tape the screwdriver tip.

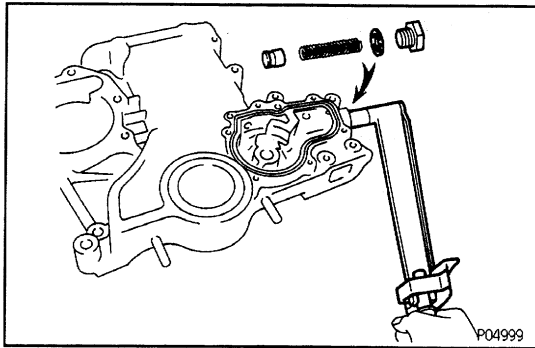


(b) Apply MP grease to a new oil seal lip.

(c) Using SST and a hammer, tap in the oil seal until its surface is flush with the oil pump case edge.

SST 09316-60010 (09316-00010, 09316-00050)





OIL PUMP ASSEMBLY

(See Components for Disassembly and Assembly)

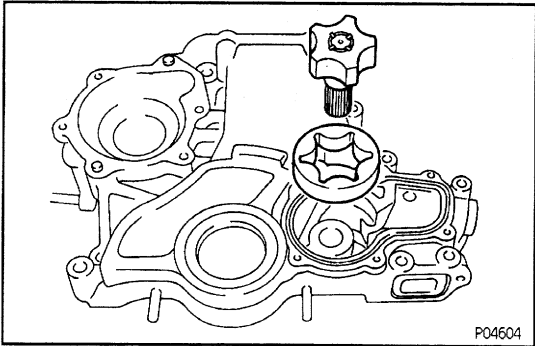
1. INSTALL RELIEF VALVE

(a) Insert the relief valve and spring into the pump body hole.

(b) Install a new gasket to the plug.

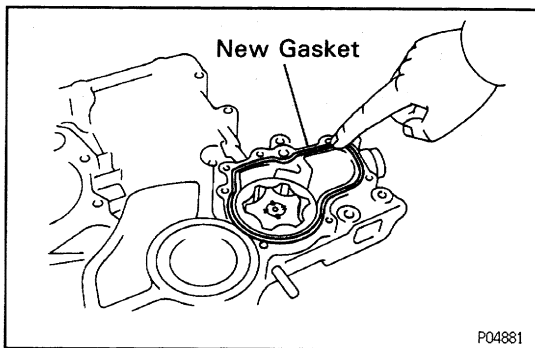
(c) Install and torque the plug.

Torque: 49 N-m (500 kgf-cm, 36 ft-lbf)

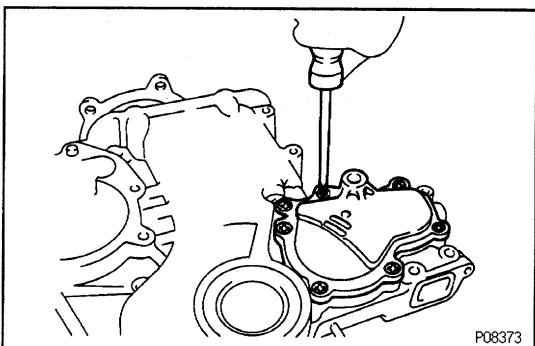


2. INSTALL DRIVE AND DRIVEN ROTORS

(a) Place the drive and driven rotors into the pump body.



(b) Place a new gasket on the pump body.



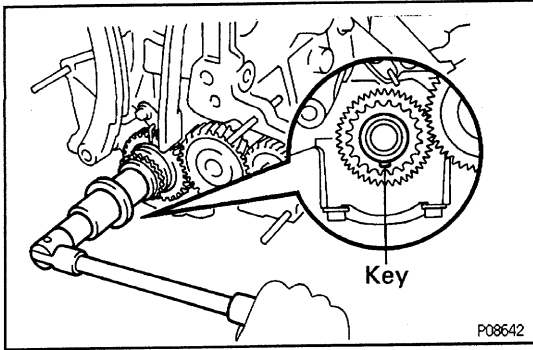
(c) Install the pump cover with the 7 screws.

OIL PUMP INSTALLATION

(See Components for Removal and Installation)

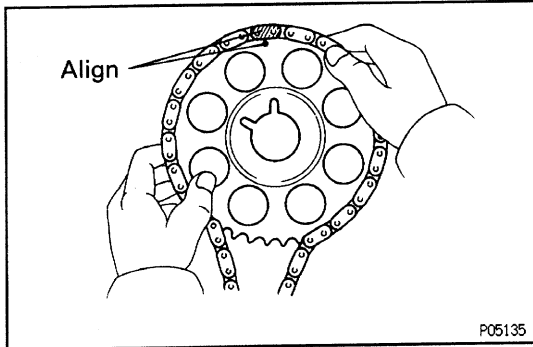
1. SET CRANKSHAFT

Turn the crankshaft until the set key on the crankshaft facing downward.

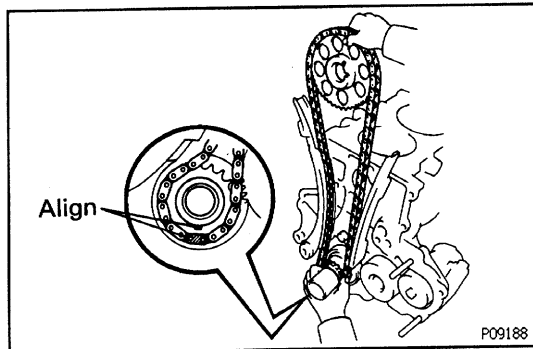


2. INSTALL TIMING CHAIN AND CAMSHAFT TIMING GEAR

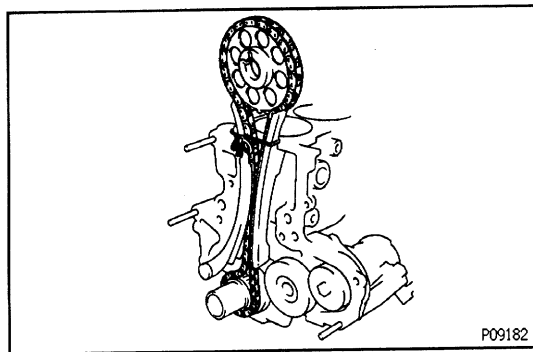
(a) Install the timing chain on the camshaft timing gear with the bright link aligned with the timing mark on the camshaft timing gear.



(b) Install the timing chain on the crankshaft timing gear with the other bright link aligned with the timing mark on the crankshaft timing gear.



(c) Tie the timing chain with a cord as shown in the illustration and make sure it doesn't come loose.

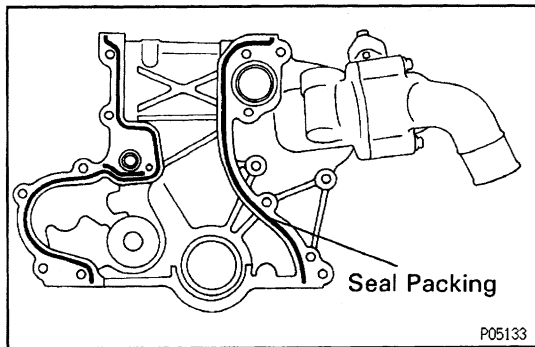


3. INSTALL OIL PUMP (TIMING CHAIN COVER)

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

Using a razor blade and gasket scraper, remove all the old packing (FIPG) material from the gasket surfaces and sealing grooves.

- 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 oil pump as shown in the illustration.

Seal packing:

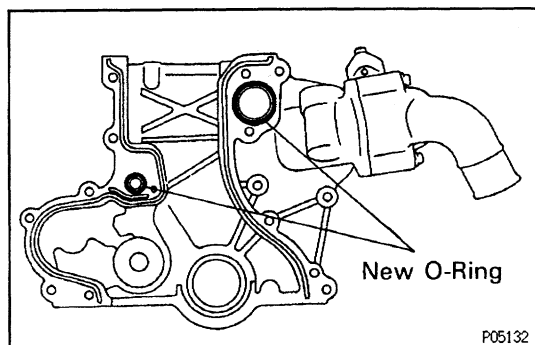
Part No. 08826-00080 or equivalent

Install a nozzle that has been cut to a 2 – 3 mm (0.08 – 0.12 in.) opening.

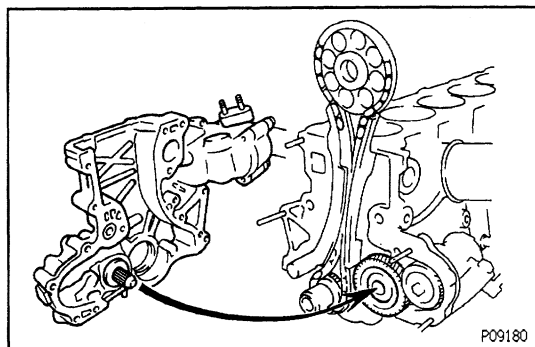
HINT: Avoid applying an excessive amount to the surface.

Parts must be assembled within 5 minutes of application. Otherwise the material must be removed and reapplied.

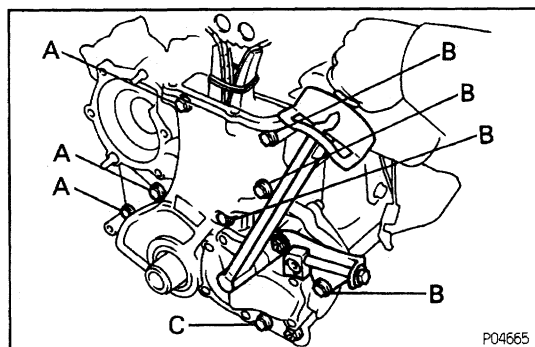
Immediately remove nozzle from the tube and reinstall cap.



(c) Place 2 new O-ring in position on the oil pump.



(d) Engage the gear of the oil pump drive rotor with the gear of the oil pump drive gear, and slide the oil pump.



(e) Install the oil pump and drive belt adjusting bar with the 9 bolts and 2 nuts.

Torque: 21 N-m (210 kgf-cm, 15 ftYbf)

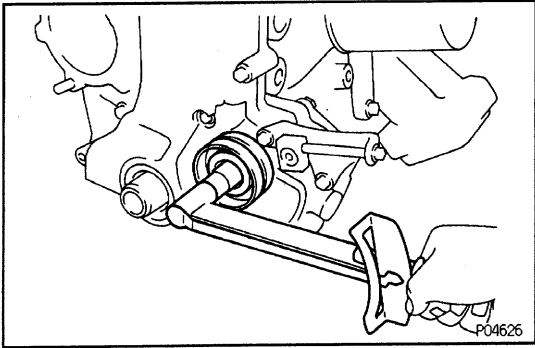
HINT: Each bolt length is indicated in the illustration.

A 30 mm (1.18 in.)

B 50 mm (1.97 in.)

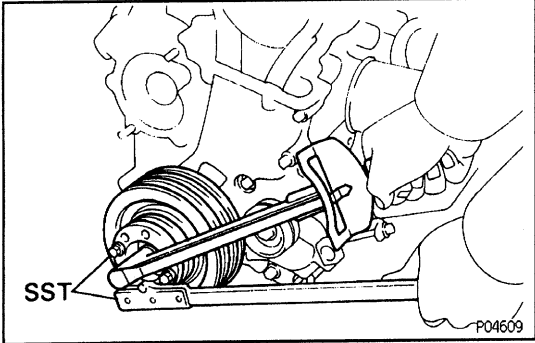
C 60 mm (2.38 in.)

(f) Remove the cord from the chain.

**4. INSTALL DRIVE BELT IDLER PULLEY**

Install the pulley with the bolt.

Torque: 43 N-m (44Q kgf-cm, 32 ft-lbf)

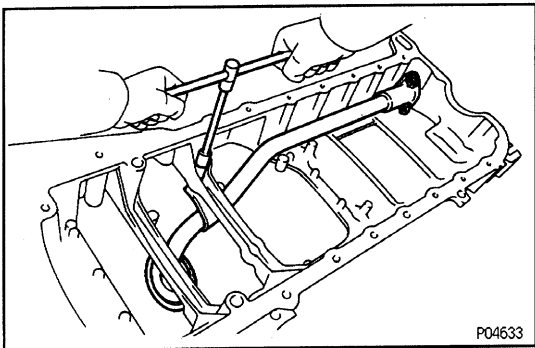
**5. INSTALL CRANKSHAFT PULLEY**

(a) Align the pulley set key with the key groove of the pulley, and slide on the pulley.

(b) Using SST, install and torque the pulley bolt.

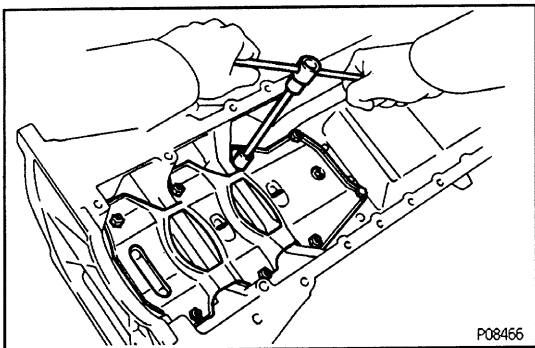
SST 09213-58012, 09330-00021

Torque: 412 N-m (4,200 kgf-cm, 304 ft-lbf)

**6. INSTALL OIL STRAINER**

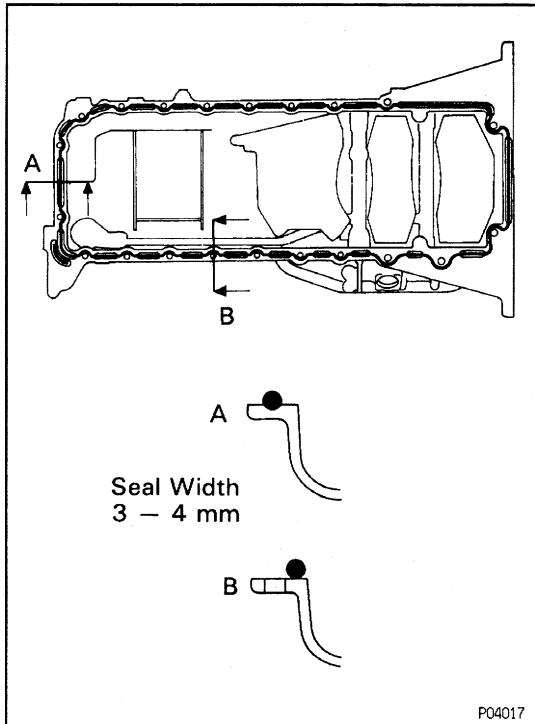
Install a new gasket and the oil strainer with the bolt and 2 nuts.

Torque: 20 N-m (200 kgf-cm, 14 ft-lbf)

**7. INSTALL OIL PAN BAFFLE PLATE**

Install the baffle plate with the bolt and 7 nuts.

Torque: 7.8 N-m (80 kgf-cm, 69 in.-lbf)



8. INSTALL NO.1 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, oil pump and cylinder block.

Using a razor blade and gasket scraper, remove all the old packing (FIPG) material from the gasket surfaces and sealing grooves.

- 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 No. 1 oil pan as shown in the illustration.

Seal packing:

Part No. 08826-00080 or equivalent

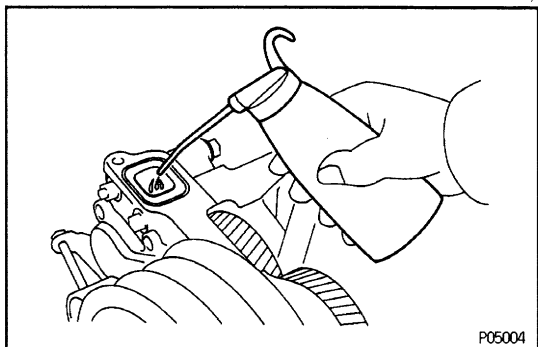
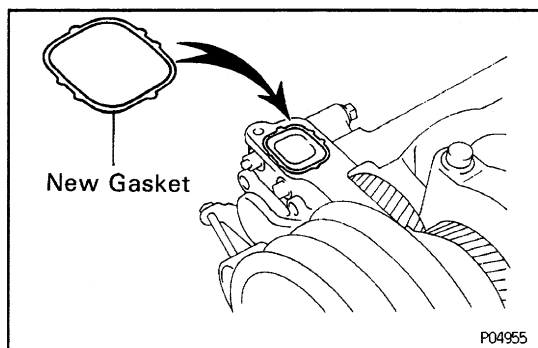
Install a nozzle that has been cut to a 3 – 4 mm – 0.16 in.) opening.

HINT: Avoid applying an excessive amount to the surface.

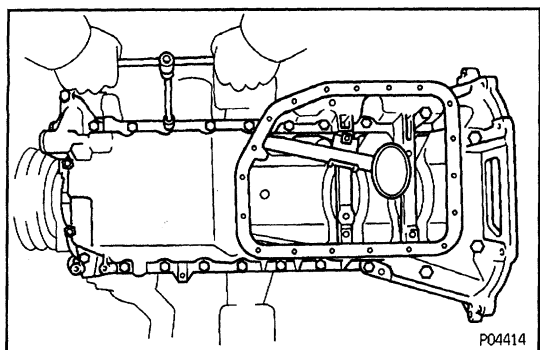
Parts must be assembled within 5 minutes of application. Otherwise the material must be removed and reapplied.

Immediately remove nozzle from the tube and reinstall cap.

(c) Install a new gasket in to oil pump hole.



(d) Pour in approximately 15 cm³ (0.9 cu in.) of engine oil in to oil pump hole.



(e) Install the No.1 oil pan with the 21 bolts and 2 nuts.

Torque:

43 N-m (440 kgf-cm, 32 ft-lbf) for 14 mm head

20 N-m (200 kgf-cm, 14 ft-lbf) for 12 mm head

9. INSTALL NO.2 OIL PAN

(a) Remove any old packing (FIPG) material and be careful not to drop any oil on the contact surface of the No.1 oil pan.

- Using a razor blade and gasket scraper, remove all the old packing (FIPG) material from the gasket surfaces and sealing grooves
- 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 No.2 oil pan as shown in the illustration.

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

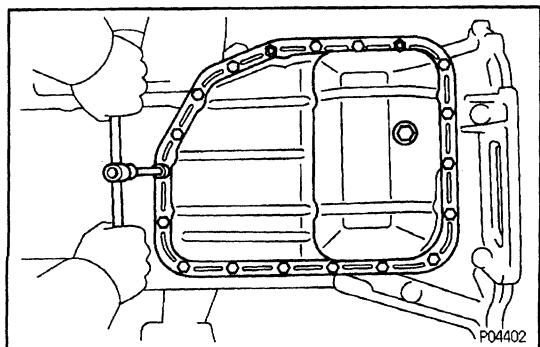
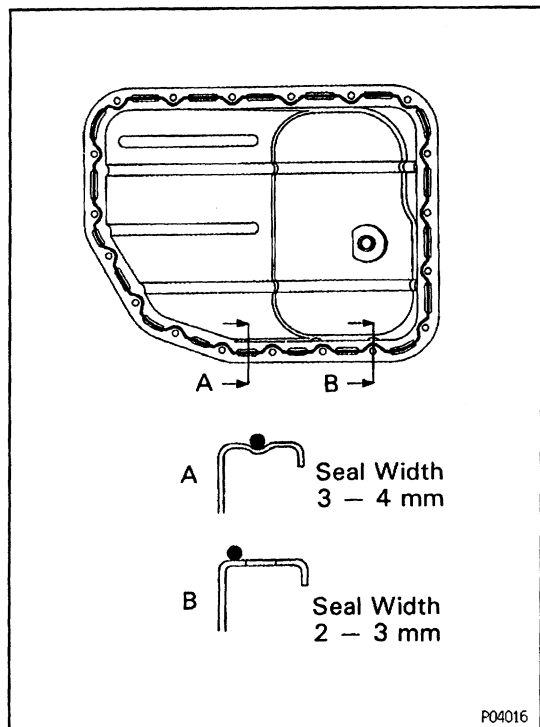
Seal packing:

Part No. 08826-00080 or equivalent

- Install a nozzle that has been cut to a 2 – 3 mm (0.08 – 0.12 in.) opening or 3 – 4 mm (0.012 – 0.016 in.) opening.

HINT: Avoid applying an excessive amount to the surface.

- 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.

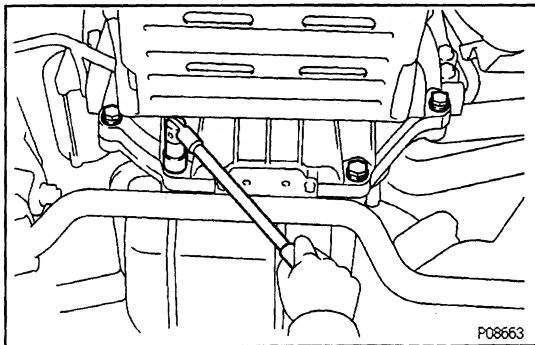


(c) Install the No.2 oil pan with the 17 bolts and 2 nuts.

Torque:

7.8 N-m (80 kgf-cm, 69 in.-lbf) for bolt

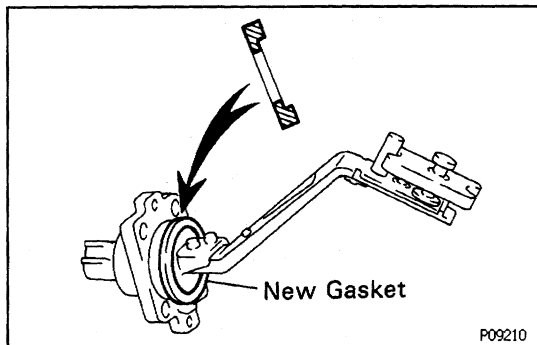
8.8 N-m (90 kgf-cm, 78 in.-lbf) for nut



10. INSTALL BOLTS HOLDING NO.1 OIL PAN TO TRANSMISSION HOUSING

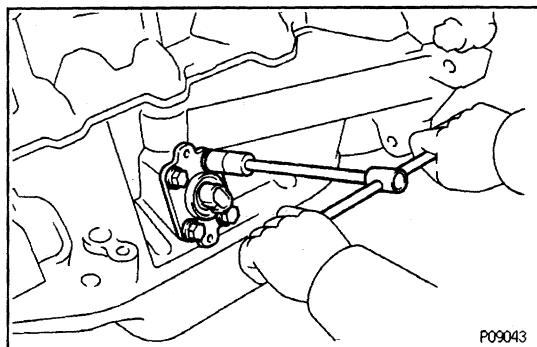
Install the 4 bolts.

Torque: 72 N-m (730 kgf-cm, 53 ft-lbf)



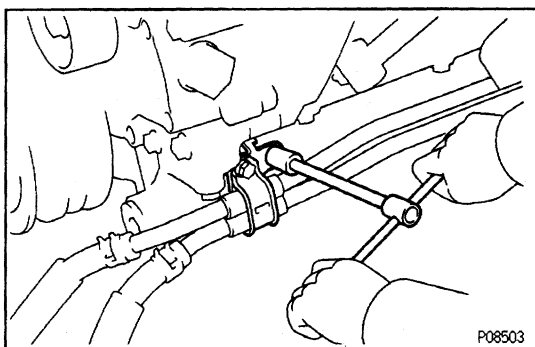
11. INSTALL OIL LEVEL SENSOR

(a) Install a new gasket to the level sensor.



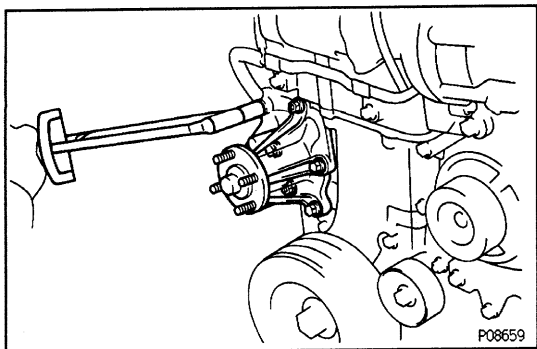
(b) Install the level sensor with the 4 bolts.

Torque: 5.4 N-m (55 kgf-cm, 48 in..lbf)



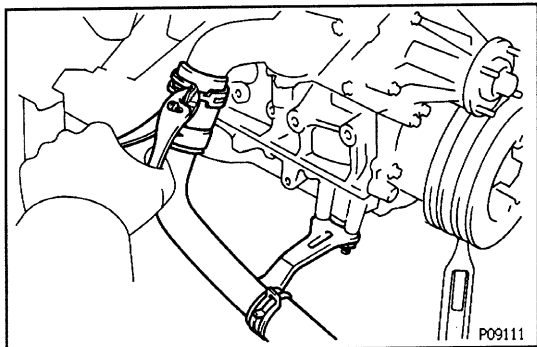
12. CONNECT OIL COOLER PIPE BRACKET TO NO.1 OIL PAN

13. INSTALL CYLINDER HEAD (SEE PAGE [EG-66](#))

**14. INSTALL WATER PUMP**

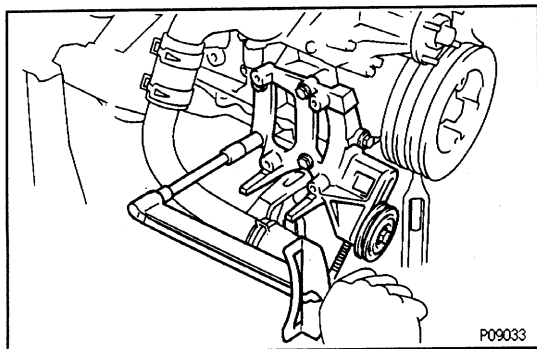
Install a new gasket and water pump with the 4 bolts and 2 nuts.

Torque: 21 N-m (210 kgf-cm, 15 ft-lbf)

**15. INSTALL RADIATOR PIPE**

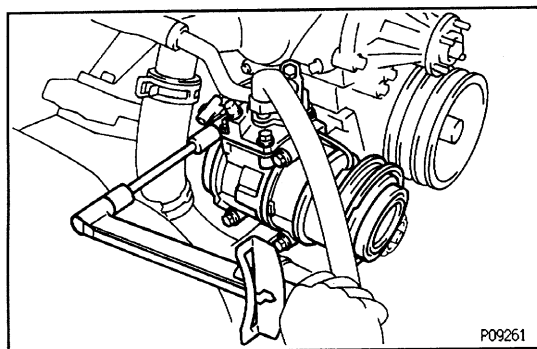
- (a) Connect the No.2 radiator hose to the water inlet.
- (b) Install the 2 nuts holding the radiator pipe to the No. 1 oil pan.

Torque: 21 N-m (210 kgf-cm, 15 ft-lbf)

**16. INSTALL A/C COMPRESSOR AND BRACKET**

- (a) Install the A/C compressor bracket with the 5 bolts.

Torque: 37 N-m (375 kgf-cm, 27 ft-lbf)

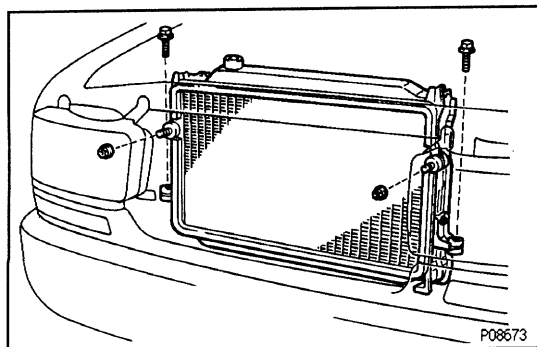


- (b) Install the A/C compressor with the 4 bolts.

Torque: 25 N-m (250 kgf-cm, 18 ft-lbf)

- (c) Install and adjust the drive belt.

(See AC section:)

**17. INSTALL RADIATOR**

(SEE PAGE [EG-246](#))

18. INSTALL ENGINE UNDER COVER**19. FILL WITH ENGINE OIL****20. START ENGINE AND CHECK FOR LEAKS**