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PRECAUTIONS

PRECAUTIONS

PPF:00001

Precautions for Battery Service

ABS0035Y

This vehicle is equipped with the automatic window adjusting function. When a door is opened, the window automatically lowers slightly to avoid contact between the window and the side roof panel. After the door is closed, the window will automatically raise slightly.

On vehicles equipped with the automatic window adjusting function, lower both the driver and front passenger side windows before disconnecting the battery cables. This will prevent interference between the side window and the roof panel when either door is opened/closed.

CAUTION:

After the battery cables are disconnected, do not open/close the driver and/or front passenger door with the window in the full up position. The automatic window adjusting function will not work and the side roof panel may be damaged.

Precautions for Draining Coolant

ABS000P3

- Drain coolant when engine is cooled.

Precautions for Disconnecting Fuel Piping

ABS000P4

- Before starting work, make sure no fire or spark producing items are in the work area.
- Release fuel pressure before disassembly.
- After disconnecting pipes, plug openings to stop fuel leakage.

Precautions for Removal and Disassembly

ABS000P5

- When instructed to use special service tools, use the specified tools. Always be careful to work safely, avoid forceful or uninstructed operations.
- Exercise maximum care to avoid damage to mating or sliding surfaces.
- Cover openings of engine system with tape or the equivalent, if necessary, to seal out foreign materials.
- Mark and arrange disassembly parts in an organized way for easy troubleshooting and assembly.
- When loosening nuts and bolts, as a basic rule, start with the one furthest outside, then the one diagonally opposite, and so on. If the order of loosening is specified, do exactly as specified. Power tools may be used where noted in the step.

Precautions for Inspection, Repair and Replacement

ABS000P6

- Before repairing or replacing, thoroughly inspect parts. Inspect new replacement parts in the same way, and replace if necessary.

Precautions for Assembly and Installation

ABS000P7

- Use torque wrench to tighten bolts or nuts to specification.
- When tightening nuts and bolts, as a basic rule, equally tighten in several different steps starting with the ones in center, then ones on inside and outside diagonally in this order. If the order of tightening is specified, do exactly as specified.
- Replace with new gasket, packing, oil seal or O-ring.
- Thoroughly wash, clean, and air-blow each part. Carefully check oil or coolant passages for any restriction and blockage.
- Avoid damaging sliding or mating surfaces. Completely remove foreign materials such as cloth lint or dust. Before assembly, oil sliding surfaces well.
- Release air within route when refilling after draining coolant.
- After repairing, start engine and increase engine speed to check coolant, fuel, oil, and exhaust systems for leakage.

PRECAUTIONS

Parts Requiring Angular Tightening

ABS000P8

- Use an angle wrench for the final tightening of the following engine parts:
 - Cylinder head bolts
 - Main bearing cap bolts
 - Connecting rod cap nuts
 - Crankshaft pulley bolt (No angle wrench is required as the bolt flange is provided with notches for angular tightening)
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

Precautions for Liquid Gasket

REMOVAL OF LIQUID GASKET SEALING

ABS000P9

- After removing the mounting bolts and nuts, separate the mating surface using a seal cutter and remove the liquid gasket sealing.

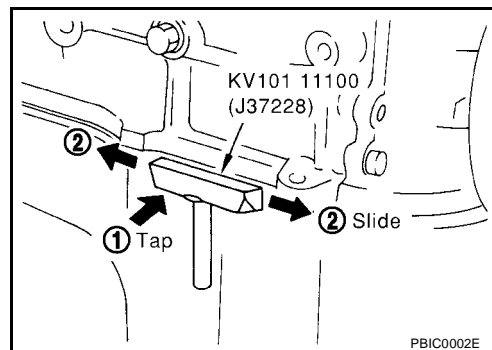
CAUTION:

Be careful not to damage the mating surfaces.

- In areas where the cutter is difficult to use, use a plastic hammer to lightly tap the areas where the RTV Silicone Sealant is applied.

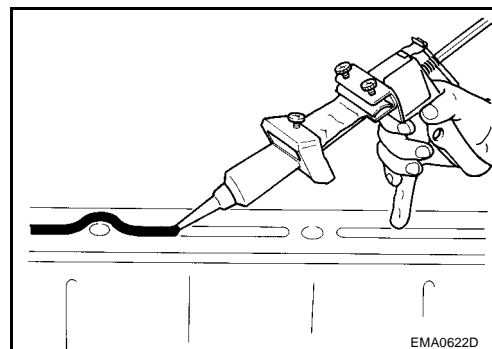
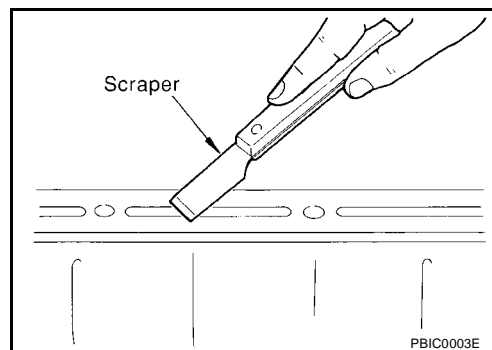
CAUTION:

If for some unavoidable reason a tool such as a flat-bladed screwdriver is used, be careful not to damage the mating surfaces.



LIQUID GASKET APPLICATION PROCEDURE

1. Using a scraper, remove the old RTV Silicone Sealant adhering to the gasket application surface and the mating surface.
- Remove the RTV Silicone Sealant completely from the groove of the gasket application surface, mounting bolts, and bolt holes.
2. Thoroughly clean the gasket application surface and the mating surface removing any adhering moisture, grease and foreign material.
3. Attach the RTV Silicone Sealant tube to the tube presser.
- Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
4. Apply the sealant without breaks to the specified location with the specified dimensions.
- If there is a groove for the sealant application, apply the gasket to the groove.

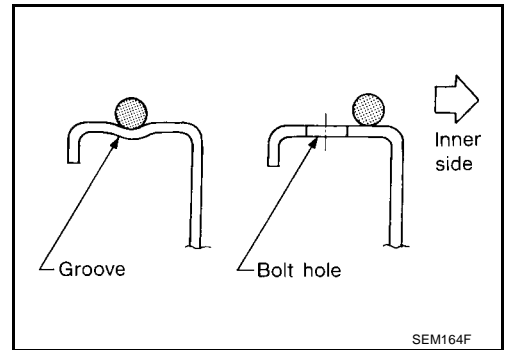


PRECAUTIONS

- As for the bolt holes, normally apply the gasket inside the holes. Occasionally, it should be applied outside the holes. Make sure to read the text of this manual.
- Within five minutes of gasket application, install the mating component.
- If the RTV Silicone Sealant protrudes, wipe it off immediately.
- Do not retighten after the installation.
- Wait 30 minutes or more after installation before filling the engine with oil and coolant.

CAUTION:

Follow all specific instructions in this manual.



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PREPARATION

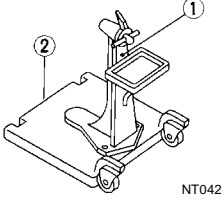
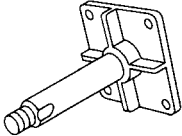
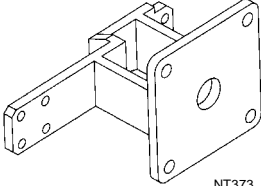
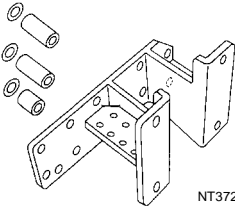
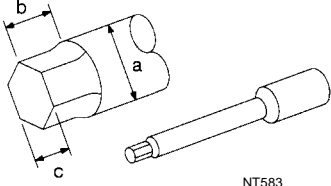
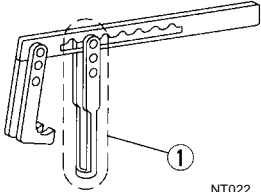
PREPARATION

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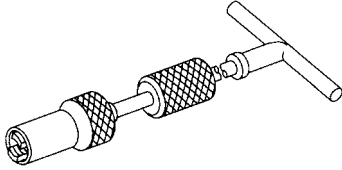
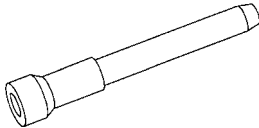
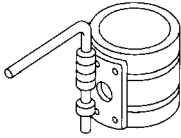
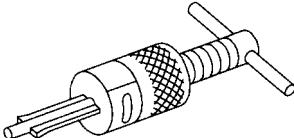
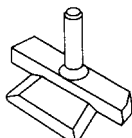
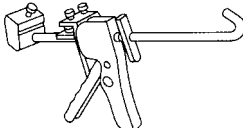
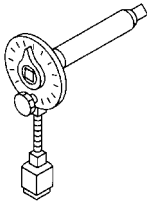
Special Service Tools

ABS000PA

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

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

PREPARATION

Tool number (Kent-Moore No.) Tool name	Description	A
KV10107902 (J38959) Valve oil seal puller	Replacing valve lip seal	EM
 NT011		C
(J39386) Valve oil seal drift	Installing valve oil seal	D
 NT024		E
EM03470000 (J8037) Piston ring compressor	Installing piston assembly into cylinder bore	F
 NT044		G
ST16610001 (J23907) Pilot bushing puller	Removing crankshaft pilot bushing	H
 NT045		I
KV10111100 (J37228) Seal cutter	Removing steel oil pan and rear timing chain case	J
 NT046		K
WS39930000 (—) Tube presser	Pressing the tube of liquid gasket	L
 NT052		M
KV10112100 (BT8653-A) Angle wrench	Tightening bolts for bearing cap, cylinder head, etc. in angle	
 NT014		

PREPARATION

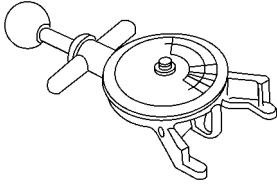
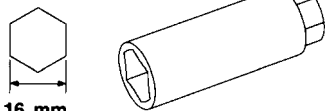
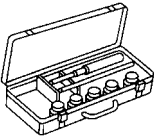
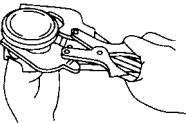
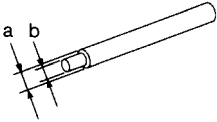
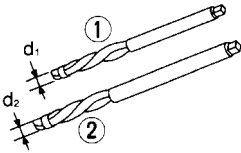
Tool number (Kent-Moore No.) Tool name	Description
KV10117100 (J3647-A) Heated oxygen sensor wrench	Loosening or tightening heated oxygen sensor For 22 mm (0.87 in) width hexagon nut
KV10114400 (J38365) Heated oxygen sensor wrench	Loosening or tightening rear heated oxygen sensor a: 22 mm (0.87 in)
KV10117700 (J44716) Ring gear stopper	Removing and installing crankshaft pulley

Commercial Service Tools

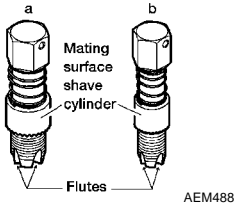

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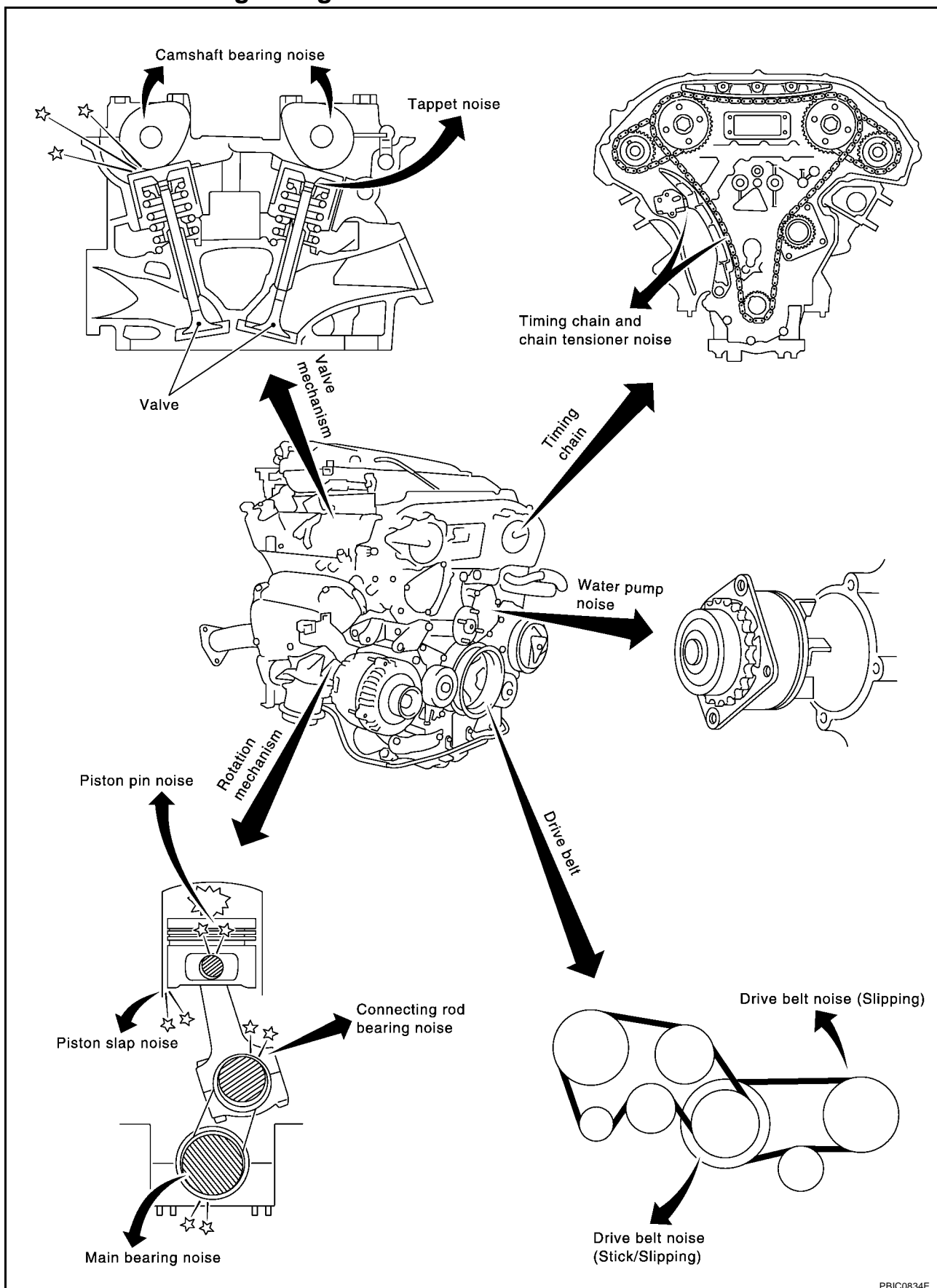
(Kent-Moore No.) Tool name	Description
Power tool	Loosening bolts and nuts
Torx socket	Removing and installing flywheel or drive plate Size: T55
Manual lift table caddy	Removing and installing engine

PREPARATION

(Kent-Moore No.) Tool name		Description	A
(BT3373-F) Belt tension gauge	 AMA126	Checking drive belt tension	EM
Spark plug wrench	 16 mm (0.63 in) NT047	Removing and installing spark plug	C D E
Valve seat cutter set	 NT048	Finishing valve seat dimensions	F G
Piston ring expander	 NT030	Removing and installing piston ring	H I
Valve guide drift	 NT015	Removing and installing valve guide Intake & Exhaust: a = 9.5 mm (0.374 in) dia. b = 5.5 mm (0.217 in) dia.	J K
Valve guide reamer	 NT016	Reaming valve guide with 1 or hole for oversize valve guide with 2 Intake & Exhaust: d1 = 6.0 mm (0.236 in) dia. d2 = 10.2 mm (0.402 in) dia.	L M

PREPARATION

(Kent-Moore No.) Tool name	Description
(J-43897-18) (J-43897-12) Heated xygen sensor thread cleaner	<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>Reconditioning the exhaust system threads before installing a new heated oxygen sensor (Use with anti-seize lubricant shown below.)</p> <p>a = J-43897-18 [18 mm (0.71 in) dia.] for zirconia heated oxygen sensor</p> <p>b = J-43897-12 [12 mm (0.47 in) dia.] for titania heated oxygen sensor</p> </div> </div>
Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907)	<div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <p>Lubricating heated oxygen sensor thread cleaning tool when reconditioning exhaust system threads</p> </div> </div>



NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

Use the Chart Below to Help You Find the Cause of the Symptom.

ABS000PD

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

If necessary, repair or replace these parts.

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference page
		Before warm-up	After warm-up	When starting	When idling	When racing	While driving			
Top of engine Rocker cover Cylinder head	Ticking or clicking	C	A	—	A	B	—	Tappet noise	Valve clearance	EM-71
	Rattle	C	A	—	A	B	C	Camshaft bearing noise	Camshaft runout Camshaft journal clearance	EM-66 EM-66
Crankshaft pulley Cylinder block (Side of engine) Oil pan	Slap or knock	—	A	—	B	B	—	Piston pin noise	Piston and piston pin clearance Connecting rod bushing clearance	EM-110 EM-112
	Slap or rap	A	—	—	B	B	A	Piston slap noise	Piston-to-bore clearance Piston ring side clearance Piston ring end gap Connecting rod bend and torsion	EM-114 EM-111 EM-111 EM-111
	Knock	A	B	C	B	B	B	Connecting rod bearing noise	Connecting rod bushing clearance (Small end) Connecting rod bearing clearance (Big end)	EM-112 EM-112
	Knock	A	B	—	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	EM-116 EM-115
Front of engine Timing chain cover	Tapping or ticking	A	A	—	B	B	B	Timing chain and chain tensioner noise	Timing chain cracks and wear Timing chain tensioner operation	EM-55 EM-48
Front of engine	Squeaking or fizzing	A	B	—	B	—	C	Drive belts (Sticking or slipping)	Drive belts deflection	EM-13
	Creaking	A	B	A	B	A	B	Drive belts (Slipping)	Idler pulley bearing operation	
	Squall Creak	A	B	—	B	A	B	Water pump noise	Water pump operation	CO-19

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

DRIVE BELTS

DRIVE BELTS

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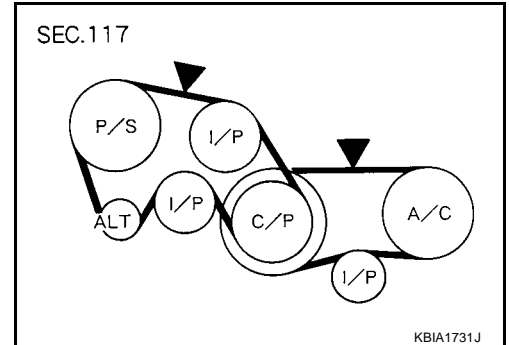
Checking Drive Belts

ABS000PE

WARNING:

Be sure to perform when the engine is stopped.

1. Inspect belts for cracks, fraying, wear and oil. If necessary, replace.
2. Inspect drive belt deflection or tension at a point on the belt mid-way between pulleys.
 - Inspection should be done only when engine is cold, or over 30 minutes after engine is stopped.
 - Measure belt tension with tension gauge (BT3373-F or equivalent) at points marked ▼ shown in the figure.
 - When measuring deflection, apply 98 N (10 kg, 22 lb) at the ▼ marked point.
 - Adjust if belt deflection exceeds the limit or if belt tension is not within specifications.



CAUTION:

- When checking belt deflection or tension immediately after installation, first adjust it to the specified value. Then, after turning the crankshaft two turns or more, re-adjust to the specified value to avoid variation in deflection between pulleys.
- Tighten idler pulley lock nut by hand and measure deflection or tension without looseness.

Belt Deflection and Tension

	Deflection adjustment		Unit: mm (in)	Tension adjustment*		Unit: N (kg, lb)
	Used belt		New belt	Used belt		New belt
	Limit	After adjustment		Limit	After adjustment	
Alternator and power steering pump belt	7 (0.28)	4 - 5 (0.16 - 0.20)	3.5 - 4.5 (0.138 - 0.177)	294 (30, 66)	730 - 818 (74.5 - 83.5, 164 - 184)	838 - 926 (85.5 - 94.5, 188 - 208)
Air conditioning compressor	12 (0.47)	9 - 10 (0.35 - 0.39)	8 - 9 (0.31 - 0.35)	196 (20, 44)	348 - 436 (35.5 - 44.5, 78 - 98)	470 - 559 (48 - 57, 106 - 126)
Applied pushing force	98 N (10 kg, 22 lb)			—		

*: If belt tension gauge cannot be installed at check points shown, check drive belt tension at different location on the belt.

Tension Adjustment

ABS000PF

Portion	Belt tightening method for adjustment
Alternator and power steering pump belt	Adjusting bolt on idler pulley
Air conditioner compressor belt	Adjusting bolt on idler pulley


CAUTION:

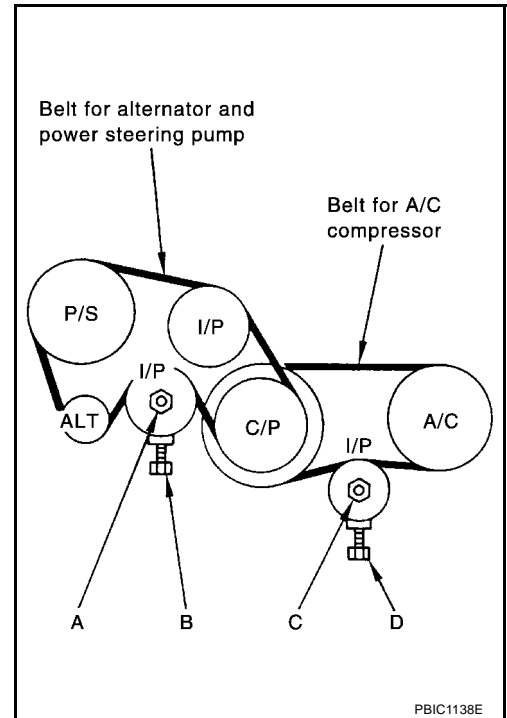
- When belt is replaced with a new one, adjust it to value for “New belt” to accommodate for insufficient adaptability with pulley grooves.
- When deflection or tension of belt being used exceeds “Used belt limit”, adjust it to value for “Used belt”.
- When checking belt deflection or tension immediately after installation, first adjust it to the specified value. Then, after turning the crankshaft two turns or more, re-adjust to the specified value to avoid variation in deflection between pulleys.
- When installing belt, make sure that it is correctly engaged with pulley groove.
- Keep oil and water away from belt.
- Do not twist or bend belt excessively.

DRIVE BELTS

ALTERNATOR AND POWER STEERING PUMP BELT


1. Remove undercover with power tool.
2. Loosen idler pulley lock nut (A) and adjust tension by turning adjusting bolt (B).
 - For specified belt tension, refer to [EM-13, "Checking Drive Belts"](#).
3. Tighten nut (A).

 : 31.4 - 38.2 N·m (3.2 - 3.9 kg-m, 24 - 28 ft-lb)



AIR CONDITIONER COMPRESSOR BELT

1. Remove undercover with power tool.
2. Loosen idler pulley lock nut (C) and adjust tension by turning adjusting bolt (D).
 - For specified belt tension, refer to [EM-13, "Checking Drive Belts"](#).
3. Tighten nut (C).

 : 30.4 - 39.2 N·m (3.1 - 4.0 kg-m, 23 - 28 ft-lb)

Removal and Installation

REMOVAL

1. Remove alternator and power steering pump belt. Refer to [EM-14, "ALTERNATOR AND POWER STEERING PUMP BELT"](#).
2. Remove air conditioner compressor belt. Refer to [EM-14, "AIR CONDITIONER COMPRESSOR BELT"](#).

CAUTION:

Grease is applied to idler pulley adjusting bolt. Be careful to keep grease away from the belt.

INSTALLATION

1. Install belts to pulley in reverse order of removal.
 - CAUTION:
 - Make sure belt is correctly engaged with the pulley groove.
 - Check for oil and coolant on belt and each pulley groove.
2. Adjust belt tension. Refer to [EM-13, "Tension Adjustment"](#).
3. Tighten each adjusting bolt and nut to the specified torque.
4. Make sure that tension of each belt is within the standard.

ABS000PG

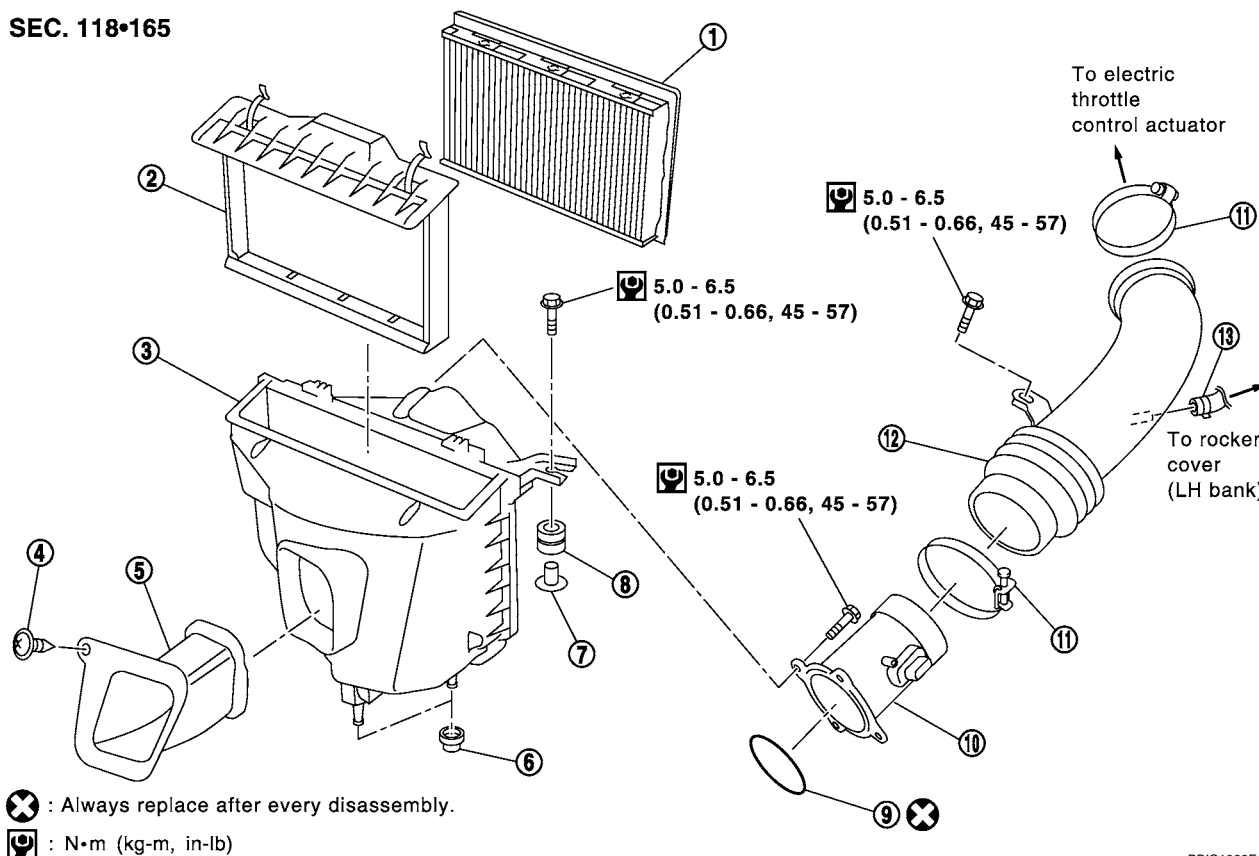
AIR CLEANER AND AIR DUCT

PFP:16500

Removal and Installation

ABS000PH

SEC. 118•165



PBIC1088E

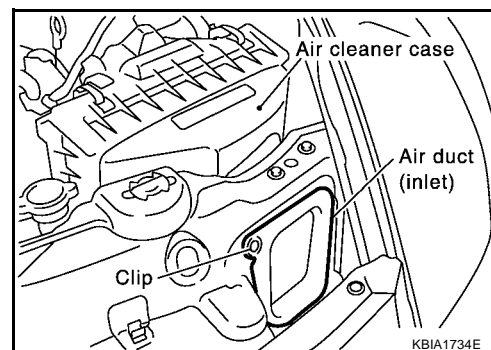
- | | | |
|--------------------------|---------------------|---------------------|
| 1. Air cleaner filter | 2. Holder | 3. Air cleaner case |
| 4. Clip | 5. Air duct (inlet) | 6. Grommet |
| 7. Collar | 8. Grommet | 9. O-ring |
| 10. Mass air flow sensor | 11. Clamp | 12. Air duct |
| 13. PCV hose | | |

REMOVAL

1. Remove clips, and slide air duct (inlet) frontward, disengage clips and air cleaner case.

NOTE:

When removing air duct (inlet), remove front bumper and bumper stay (LH). Refer to [EI-14, "FRONT BUMPER"](#).



KBIA1734E

2. Disconnect the harness connector from the mass air flow sensor.
3. Remove air cleaner case/mass air flow sensor assembly and air duct assembly disconnecting their joints.
 - Add marks as necessary for easier installation.
4. Remove mass air flow sensor from air cleaner case.

CAUTION:

Handle mass air flow sensor with care.

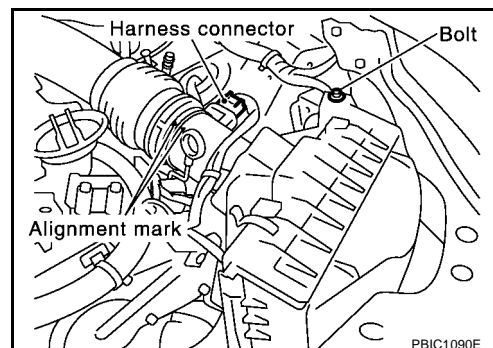
- Do not shock it.

AIR CLEANER AND AIR DUCT

- Do not disassemble it.
- Do not touch its sensor.

INSTALLATION

1. Install in the reverse order of removal paying attention to the following.
 - Align marks. Attach each joint. Screw clamps firmly.
 - Position mass air flow sensor as shown in the figure.

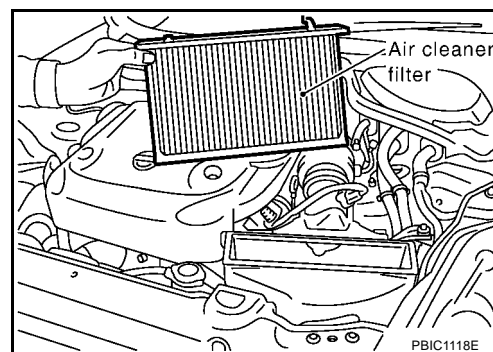


ABS000PI

Changing Air Cleaner Filter

REMOVAL

- Remove clips, and lift holder. Remove air cleaner filter.



INSTALLATION

Install in the reverse order of removal.

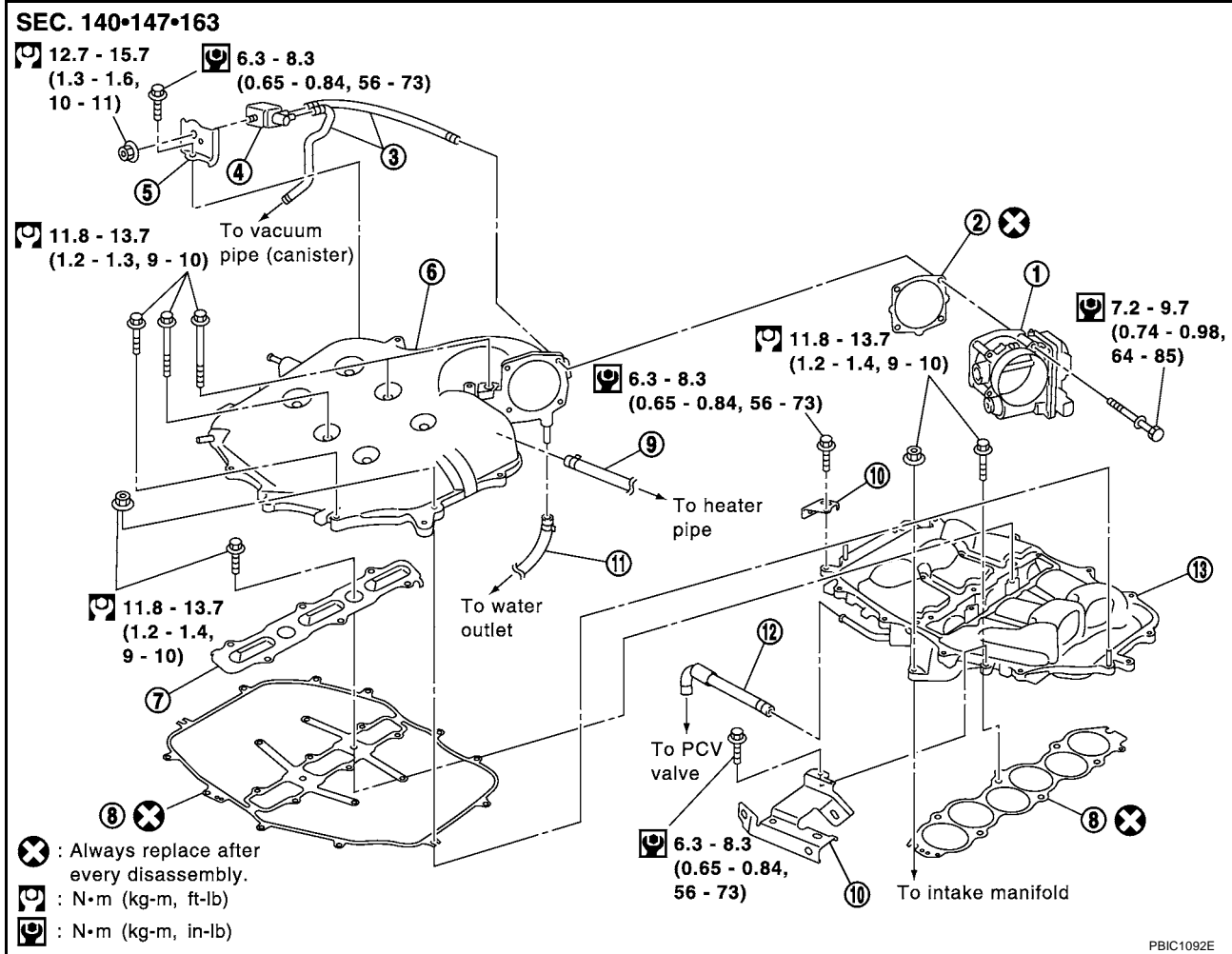
INTAKE MANIFOLD COLLECTOR

INTAKE MANIFOLD COLLECTOR

PFP:14003

Removal and Installation

ABS000PJ



REMOVAL

WARNING:

- To avoid the danger of being scalded, never drain the coolant when the engine is hot.
- Gasket for intake manifold collector (upper) is secured together with mounting bolt for intake manifold collector (lower). Thus, even when only gasket for upper side is replaced, gasket for lower side must be also replaced.

INTAKE MANIFOLD COLLECTOR

1. When removing intake manifold collector (upper) after servicing, remove strut tower bar. Refer to [FSU-20, "TOWER BAR"](#).
2. Remove engine cover with power tool.

CAUTION:

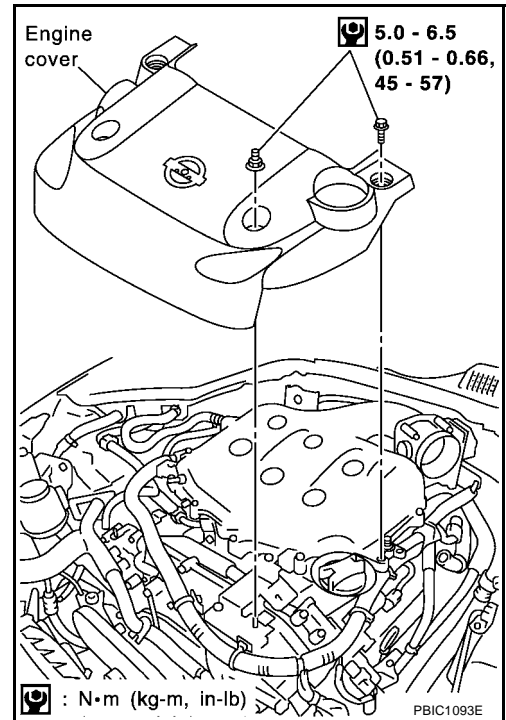
When removing/installing engine cover with strut tower bar installed, remove and install carefully in order to prevent damage to top surface.

3. Drain engine coolant, or when water hose is disconnected, attach plug to prevent coolant leakage. Refer to [CO-8, "Changing Engine Coolant"](#).

CAUTION:

Perform when engine is cold.

4. Remove air cleaner case and air duct. Refer to [EM-15, "AIR CLEANER AND AIR DUCT"](#).

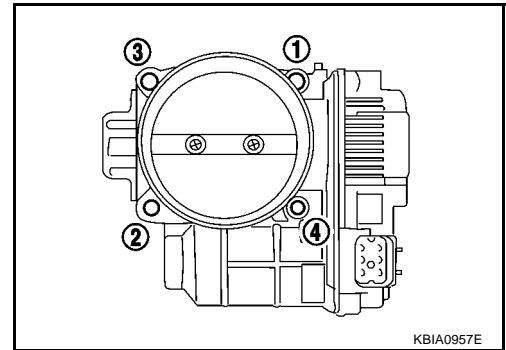


5. Remove electric throttle control actuator.

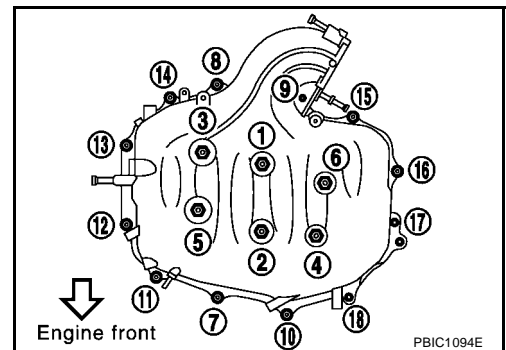
- Loosen bolts in the reverse order of that shown in the figure.

CAUTION:

- Handle carefully to avoid any shock to the electric throttle control actuator.
- Do not disassemble.



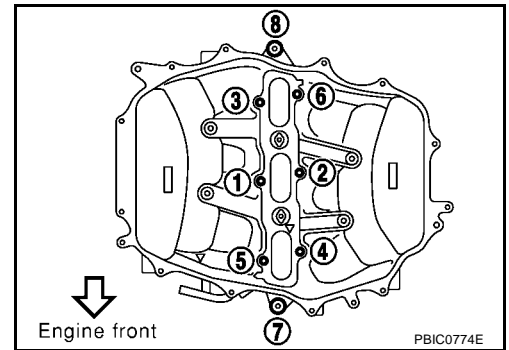
6. Remove fuel sub-tube mounting bolt to disconnect from rear of intake manifold collector (lower). Refer to [EM-33, "FUEL INJECTOR AND FUEL TUBE"](#).
7. Disconnect vacuum hose and water hose from intake manifold collector.
8. Disconnect EVAP canister purge volume control solenoid valve bracket mounting bolt from intake manifold collector.
9. Loosen bolts in reverse order of illustration to remove intake manifold collector (upper) with power tool.



10. Remove PCV hose (between intake manifold collector and RH rocker cover).

INTAKE MANIFOLD COLLECTOR

11. Loosen bolts in reverse order of illustration, and remove the intake manifold collector cover, gasket, intake manifold collector (lower) and gasket with power tool.

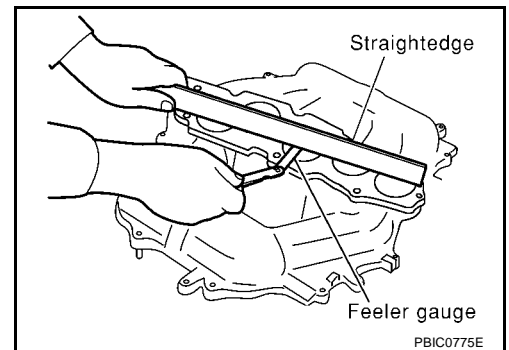


INSPECTION AFTER REMOVAL

Surface Distortion

- Using straightedge and feeler gauge, inspect the surface distortion of both the intake manifold collector (upper) and (lower).

Limit : 0.1 mm (0.004 in)

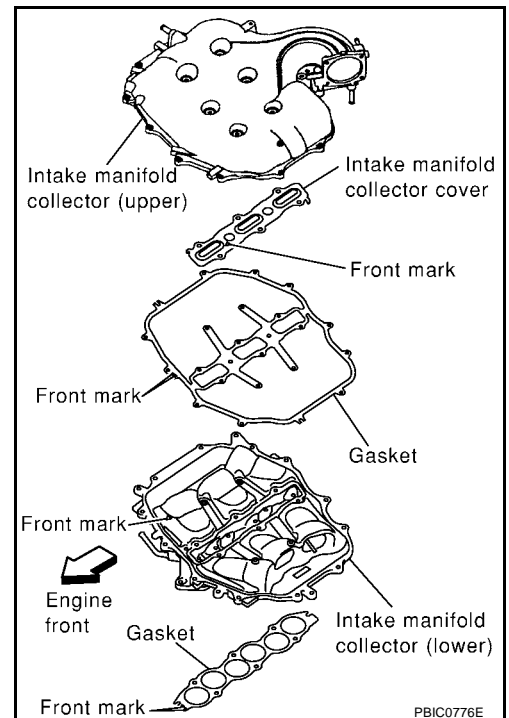


INSTALLATION

- Install in the reverse order of removal paying attention to the following.

Indication of Part Installation Direction

- Referring to front marks, install parts shown in figure.



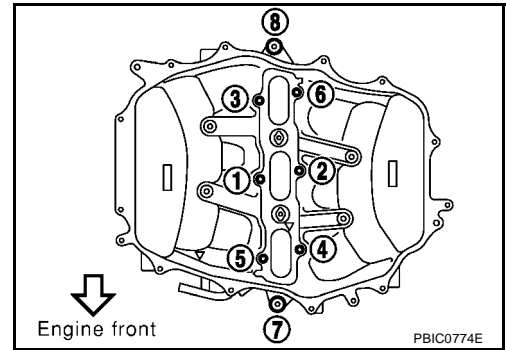
INTAKE MANIFOLD COLLECTOR

Installation of Intake Manifold Collector (Lower)

- Tighten in numerical order as shown in the figure.

NOTE:

Tighten mounting bolts to secure gasket (lower), intake manifold collector (lower), gasket (upper), and intake manifold collector cover.



Installation of Intake Manifold Collector (Upper)

- If stud bolts were removed, install them and tighten to the torque specified below.

 : 4.9 - 6.9 N·m (0.5 - 0.7 kg-m, 44 - 61 in-lb)

- Shank length under bolt head varies with bolt location. Install bolts while referring to numbers shown below and in figure. (Bolt length does not include pilot portion.)

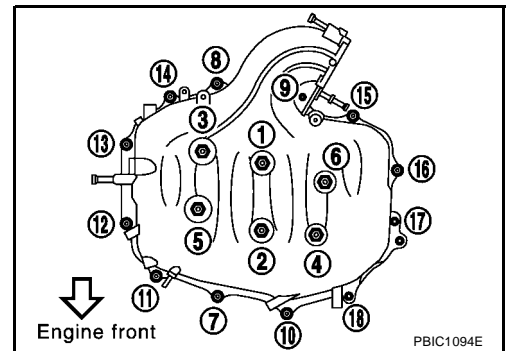
M6 Nut : 12, 17

M6 × 25 mm (0.98 in) : 7, 8, 10, 11, 13, 14, 15, 16, 18

M6 × 45 mm (1.77 in) : 2, 4, 5

M6 × 60 mm (2.36 in) : 1, 3, 6, 9

- Tighten in numerical order as shown in the figure.

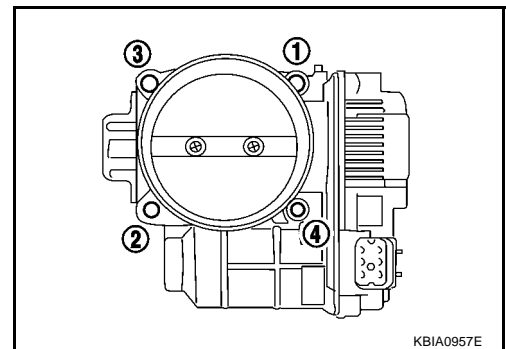


Installation of Water Hose

- Insert hose by 27 to 32 mm (1.06 to 1.26 in) from connector end.
- Clamp hose at location of 3 to 7 mm (0.12 to 0.28 in) from hose end.

Installation of Electric Throttle Control Actuator

- Install gasket with three protrusions for installation check facing any direction other than upward.
- Tighten in numerical order as shown in the figure.
- Perform the "Throttle Valve Closed Position Learning" when harness connector of the electric throttle control actuator is disconnected. Refer to [EC-51, "Throttle Valve Closed Position Learning"](#).
- Perform the "Idle Air Volume Learning" and "Throttle Valve Closed Position Learning" when the electric throttle control actuator is replaced. Refer to [EC-51, "Idle Air Volume Learning"](#).



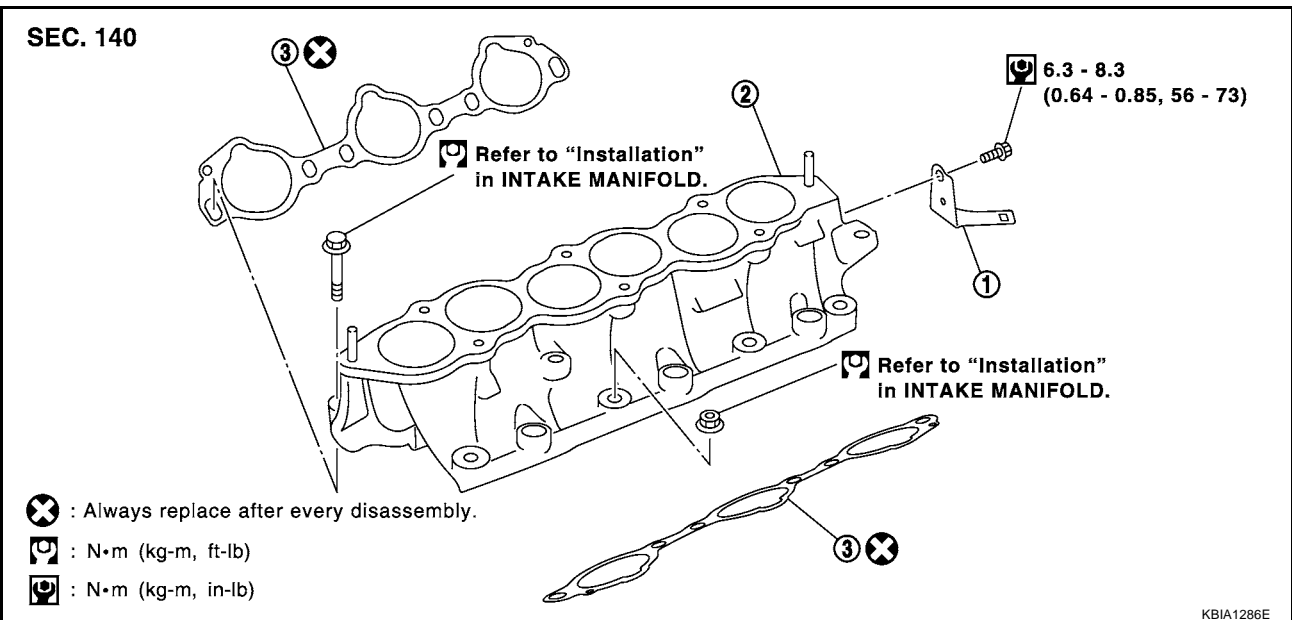
INTAKE MANIFOLD

INTAKE MANIFOLD

PFP:14003

Removal and Installation

ABS000PK



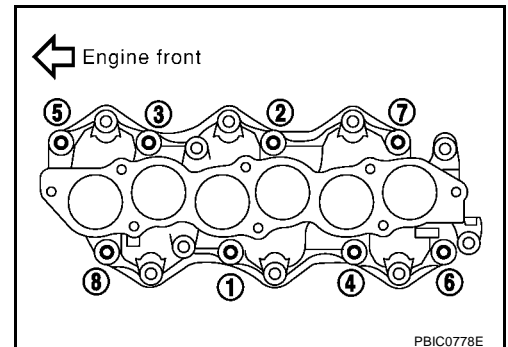
1. Harness bracket

2. Intake manifold

3. Gasket

REMOVAL

1. Release fuel pressure. Refer to [EC-53, "FUEL PRESSURE RELEASE"](#).
2. Remove intake manifold collector (upper) and (lower). Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
3. Remove fuel tube and fuel injector assembly. Refer to [EM-33, "FUEL INJECTOR AND FUEL TUBE"](#).
4. Loosen bolts and nuts in reverse order of illustration to remove intake manifold assembly with power tool.

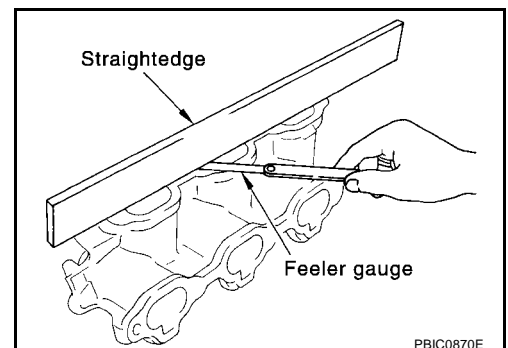


INSPECTION AFTER REMOVAL

Surface Distortion

- Using straightedge and feeler gauge, inspect the surface distortion of each surface on intake manifold.

Limit : 0.1 mm (0.04 in)




INTAKE MANIFOLD

INSTALLATION

Install in the reverse order of removal paying attention to the following.

Installation of Intake Manifold


- If stud bolts were removed, install them and tighten to the torque specified below.

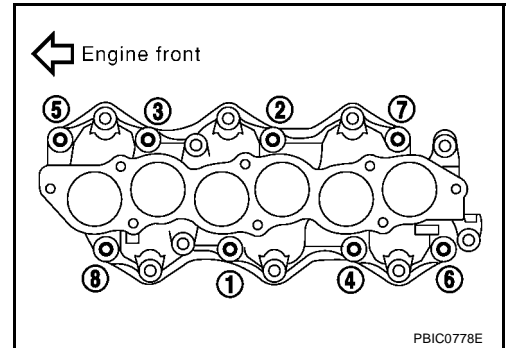
 : 9.8 - 11.8 N·m (1.0 - 1.2 kg-m, 87 - 104 in-lb)

- Tighten all mounting bolts and nuts to specified torque in three or more steps in numerical order shown in figure.

 1st step : 4.9 - 9.8 N·m (0.5 - 1.0 kg-m, 4 - 7 ft-lb)

 2nd step : 26.5 - 31.4 N·m (2.7 - 3.2 kg-m, 20 - 23 ft-lb)

 3rd step and after : 26.5 - 31.4 N·m (2.7 - 3.2 kg-m, 20 - 23 ft-lb)



EXHAUST MANIFOLD AND THREE WAY CATALYST

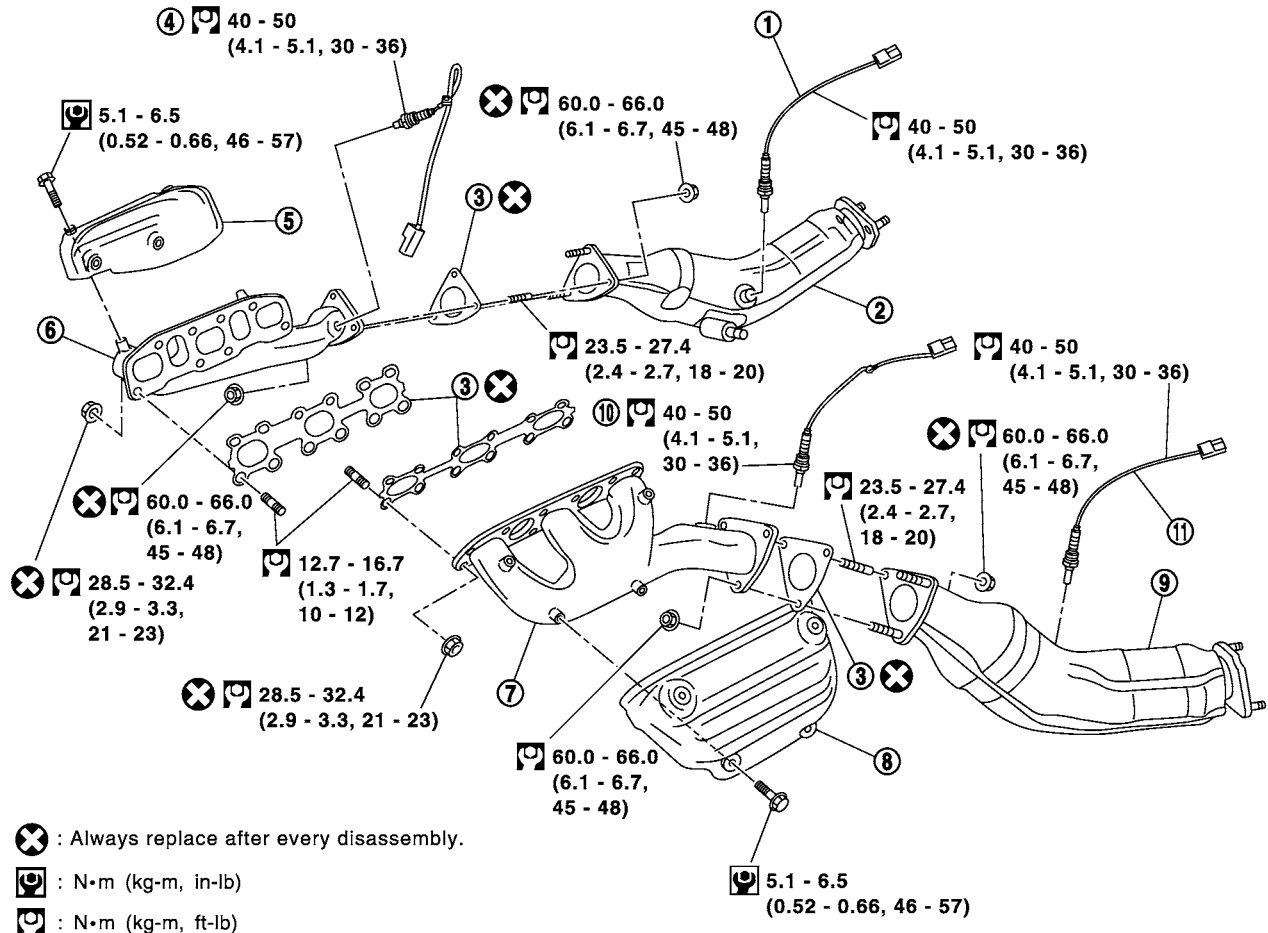
EXHAUST MANIFOLD AND THREE WAY CATALYST

PPF:14004

Removal and Installation

ABS000PL

SEC. 140•147•208•226



PBIC1095E

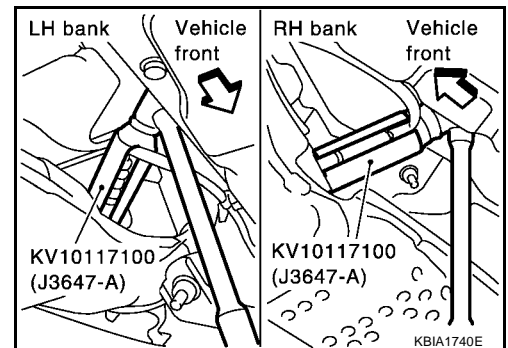
- | | | |
|-------------------------------------|-------------------------------------|---------------------------------|
| 1. Heated oxygen sensor 2 (bank 1) | 2. Three way catalyst (RH bank) | 3. Gasket |
| 4. Heated oxygen sensor 1 (bank 1) | 5. Exhaust manifold cover (RH bank) | 6. Exhaust manifold (RH bank) |
| 7. Exhaust manifold (LH bank) | 8. Exhaust manifold cover (LH bank) | 9. Three way catalyst (LH bank) |
| 10. Heated oxygen sensor 1 (bank 2) | 11. Heated oxygen sensor 2 (bank 2) | |

REMOVAL

1. Remove strut tower bar. Refer to [FSU-20, "TOWER BAR"](#).
2. Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
3. Remove air cleaner case and air duct. Refer to [EM-15, "AIR CLEANER AND AIR DUCT"](#).
4. Remove undercover with power tool.
5. Using heated oxygen sensor wrench (special service tool), remove rear heated oxygen sensors.

CAUTION:

Be careful not to damage heated oxygen sensor.



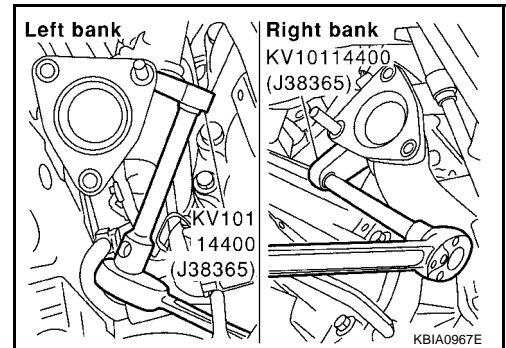
EXHAUST MANIFOLD AND THREE WAY CATALYST

6. Remove bracket between right/left catalytic converter and transmission. Refer to [EX-3, "EXHAUST SYSTEM"](#).
7. Remove three way catalyst.
8. Using heated oxygen sensor wrench (special service tool), remove front heated oxygen sensors.

CAUTION:

Be careful not to damage heated oxygen sensor.

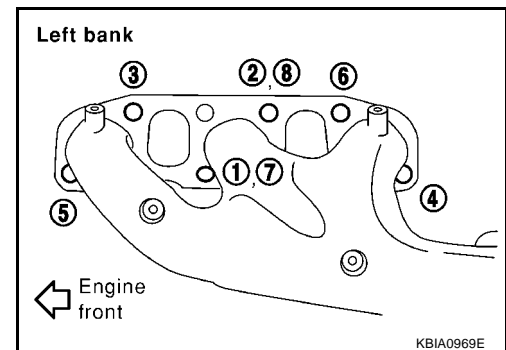
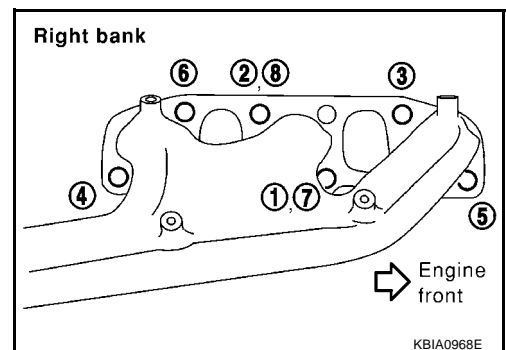
9. Remove water pipes on both RH and LH side. Refer to [CO-24, "WATER OUTLET AND WATER PIPING"](#).



10. Remove exhaust manifold cover.
11. Loosen nuts in the reverse order of illustration to remove exhaust manifold with power tool.

CAUTION:

Disregard the numerical order No. 7 and No. 8 in removal.

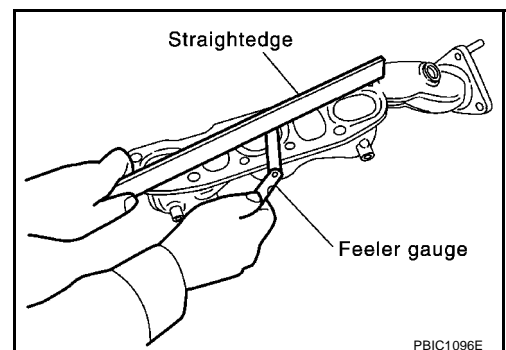


INSPECTION AFTER REMOVAL

Surface Distortion

- Use a reliable straightedge and feeler gauge to check the flatness of exhaust manifold fitting surface.

Limit : 0.3 mm (0.012 in)



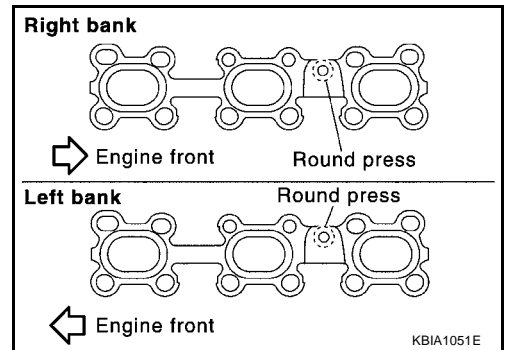
EXHAUST MANIFOLD AND THREE WAY CATALYST

INSTALLATION

- Install in the reverse order of removal paying attention to the following.


Installation of Exhaust Manifold Gasket

- Install in direction shown below. (Follow same procedure for both banks.)
- Locate thick side of port connecting part on right side from technician's view.
- Locate round press in thick side of port connecting part above center level line of port.

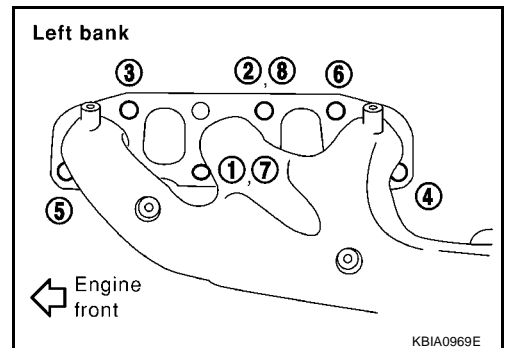
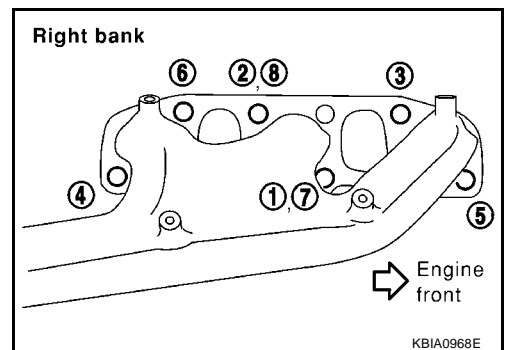


Installation of Exhaust Manifold

- If stud bolts were removed, install them and tighten to the torque specified below.

 : 12.7 - 16.7 N·m (1.3 - 1.7 kg-m, 10 - 12 ft-lb)

- Install exhaust manifold in the numerical order as shown in the figure.
- Tighten nuts No. 1 and No. 2 in two steps. The numerical order No. 7 and No. 8 shows second step.



Installation of Heated Oxygen Sensor

CAUTION:

- When using heated oxygen sensor wrench (KV10114400), tighten to the middle of specified torque because length of tool may induce slight indication increase. Do not tighten to the maximum specified torque.
- Before installing a new heated oxygen sensor, clean exhaust system threads using heated oxygen sensor thread cleaner tool, J-43897-18 or J-43897-12, and apply anti-seize lubricant.
- Do not over torque the heated oxygen sensor. Doing so may cause damage to the heated oxygen sensor, resulting in the MIL coming on.

OIL PAN AND OIL STRAINER

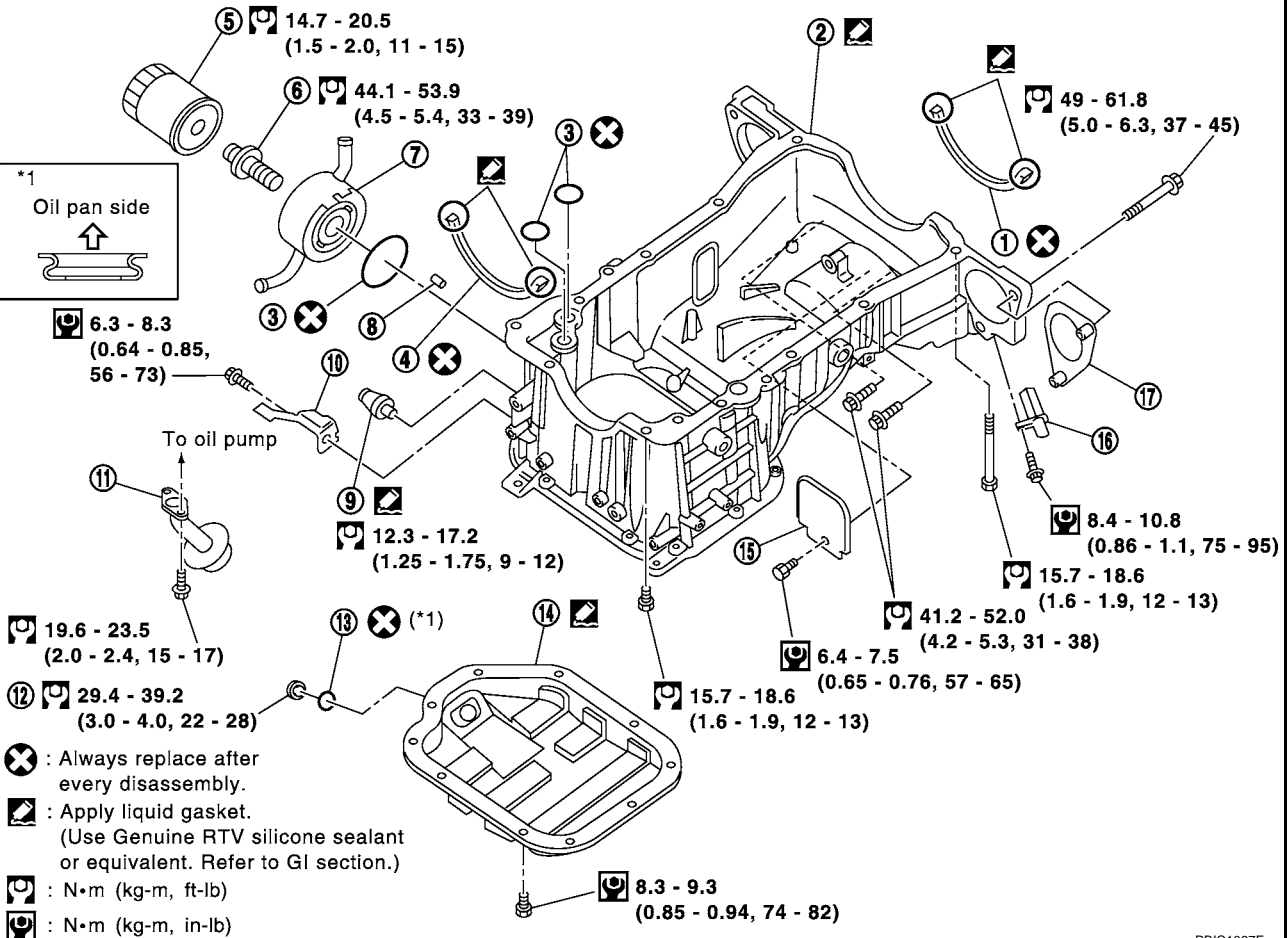
PFP:11110

OIL PAN AND OIL STRAINER

Removal and Installation

ABS000PM

SEC. 110•150•213•253



- | | | |
|--------------------------------------|----------------------|------------------------|
| 1. Oil pan gasket | 2. Oil pan (upper) | 3. O-ring |
| 4. Oil pan gasket | 5. Oil filter | 6. Connector bolt |
| 7. Oil cooler | 8. Relief valve | 9. Oil pressure sensor |
| 10. Bracket | 11. Oil strainer | 12. Drain plug |
| 13. Drain plug washer | 14. Oil pan (lower) | 15. Rear plate |
| 16. Crankshaft position sensor (POS) | 17. Rear cover plate | |

REMOVAL

NOTE:

To remove oil pan (lower) only, take step 5, then step 18. Removal of engine hood (step 1) and step 2 to 4 is unnecessary.

1. Remove engine hood and undercover with power tool.
2. Remove strut tower bar. Refer to [FSU-20, "TOWER BAR"](#).
3. Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
4. Remove air duct. Refer to [EM-15, "AIR CLEANER AND AIR DUCT"](#).
5. Drain engine oil.
6. Drain engine coolant. Refer to [CO-8, "Changing Engine Coolant"](#).

CAUTION:

Perform when engine is cold.

7. Install engine slinger to sling engine assembly for positioning. Refer to [EM-89, "ENGINE ASSEMBLY"](#).
8. Remove front suspension member. Refer to [FSU-19, "Removal and Installation"](#).

OIL PAN AND OIL STRAINER

9. Remove belt for alternator and power steering pump. Refer to [PS-29, "Removal and Installation"](#) .
10. Remove alternator. Refer to CHARGING SYSTEM [SC-30, "Removal and Installation"](#) .
11. Remove starter motor. Refer to STARTING SYSTEM [SC-18, "Removal and Installation"](#) .
12. Remove idler pulley and bracket assembly.
13. Disconnect A/T oil cooler hoses (A/T models), and remove oil cooler water pipe mounting bolt. Refer to [LU-10, "OIL COOLER"](#) .
14. Disconnect A/T fluid cooler tube (A/T models).
15. Remove crankshaft position sensor (POS).

CAUTION:

- Handle carefully to avoid dropping and shocks.
- Do not disassemble.
- Do not allow metal powder to adhere to magnetic part at sensor tip.
- Do not place sensors in a location where they are exposed to magnetism.

16. Remove oil filter, as necessary. Refer to [LU-9, "OIL FILTER"](#) .
17. Remove oil cooler, as necessary. Refer to [LU-10, "OIL COOLER"](#) .
18. Loosen oil pan (lower) bolts with power tool in reverse order of illustration to remove.

- Insert seal cutter (special service tool) between oil pan (upper) and oil pan (lower). Slide seal cutter by tapping on the side of the tool with a hammer. Remove oil pan (lower).

CAUTION:

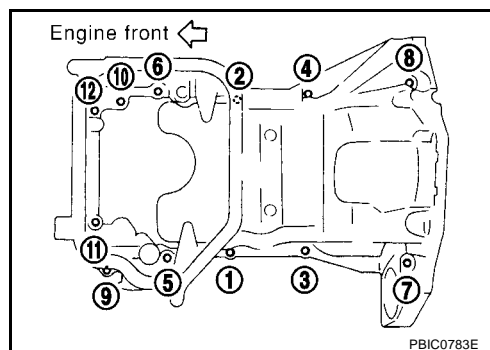
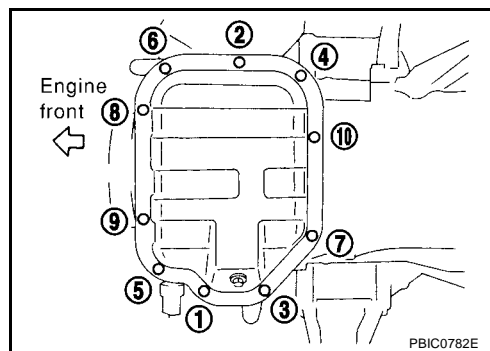
Exercise care not to damage mating surface.

19. Remove oil strainer.
20. Remove transmission joint bolts which pierce oil pan (upper). Refer to [MT-15, "Removal and Installation from Vehicle"](#) (M/T models) or [AT-188, "Removal and Installation"](#) (A/T models).
21. Remove rear cover plate.
22. Loosen oil pan (upper) bolts with power tool in reverse order of illustration to remove.

- Insert seal cutter (special service tool) between oil pan (upper) and cylinder block. Slide seal cutter by tapping on the side of the tool with a hammer. Remove oil pan (upper).

CAUTION:

Exercise care not to damage mating surface.

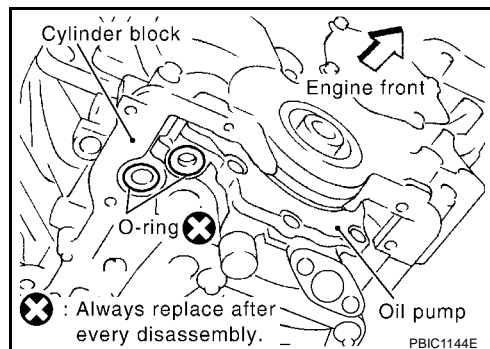


INSPECTION AFTER REMOVAL

- Clean oil strainer if any object attached.

INSTALLATION

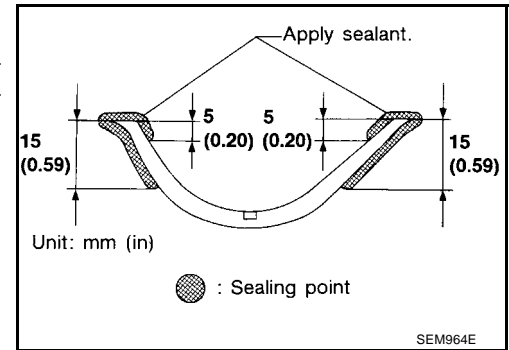
1. Install oil pan (upper) in the order below.
 - a. Install O-ring to cylinder block and oil pump side.



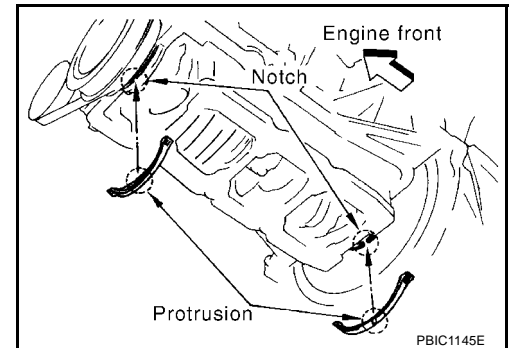
OIL PAN AND OIL STRAINER

b. Install oil pan gasket.

- Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).



- To install, align protrusion of oil pan gasket with notches of front timing chain case and rear oil seal retainer.
- Install oil pan gasket with smaller arc to front timing chain case side.

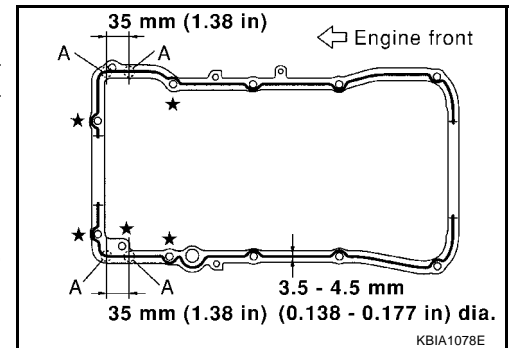


c. Apply liquid gasket thoroughly as in illustration.

- Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

CAUTION:

- For bolt holes with ★ marks (5 locations), apply liquid gasket outside the holes.
- Apply a bead of 4.5 to 5.5 mm (0.177 to 0.217 in) in diameter to area "A".

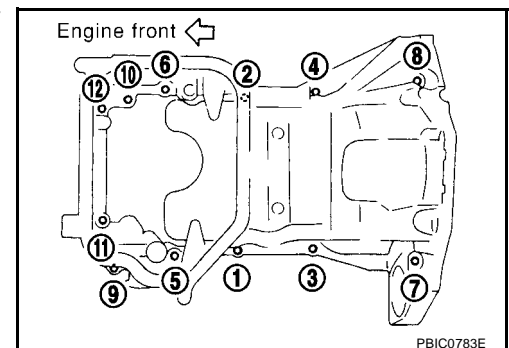


d. Tighten bolts in numerical order as shown in the figure.

- Install oil pan gasket and O-ring while maintaining proper position.
- Be careful not to damage oil strainer during installation.
- There are two types of mounting bolts. Refer to the following for locating bolts.

M8 × 100 mm (3.97 in) : 5, 7, 8, 11

M8 × 25 mm (0.98 in) : Except the above

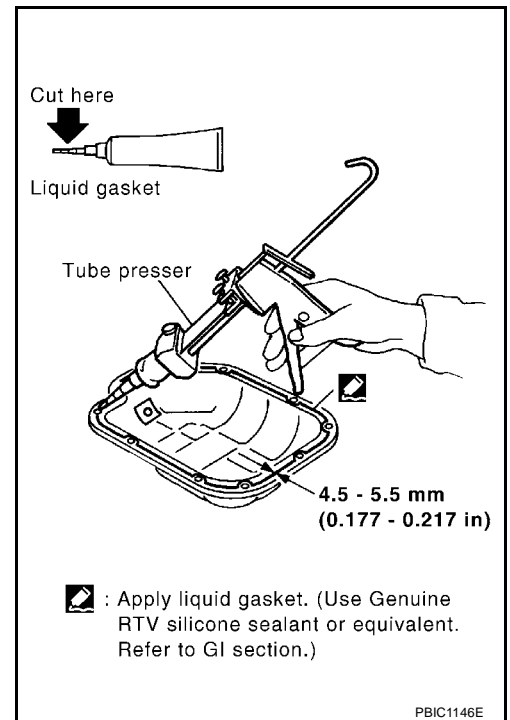


e. Tighten transmission joint bolts. Refer to [MT-15, "Removal and Installation from Vehicle"](#) (M/T models) or [AT-188, "Removal and Installation"](#) (A/T models).

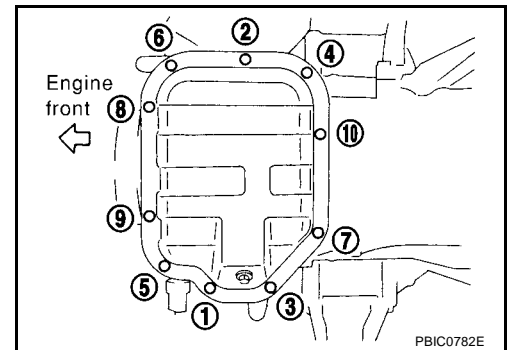
2. Install oil strainer to oil pump.

OIL PAN AND OIL STRAINER

3. Install oil pan (lower) in the order below.
 - a. Apply liquid gasket thoroughly as in illustration.
 - Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).



- b. Tighten bolts in numerical order as shown in the figure.



4. Install oil pan drain plug.
 - Refer to illustration of components of former page for installation direction of washer.
5. Install in the reverse order of removal after this step.
6. At least 30 minutes after oil pan is installed, pour engine oil.

INSPECTION AFTER INSTALLATION

- Inspection the engine oil level. Refer to [LU-6, "ENGINE OIL"](#).
- Start the engine, and check there is no leak of engine oil. Refer to [LU-6, "ENGINE OIL"](#).

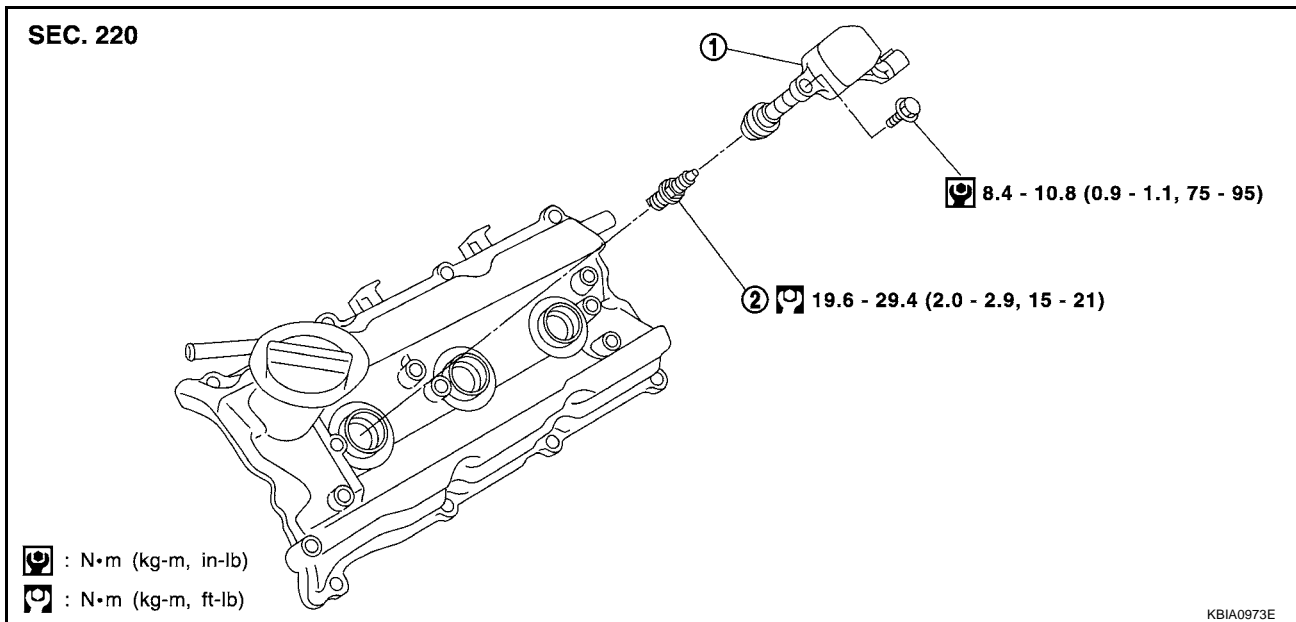
IGNITION COIL

IGNITION COIL

PFP:22448

Removal and Installation

ABS000PN



1. Ignition coil

2. Spark plug

REMOVAL

1. Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
2. Remove air cleaner case and air duct (for ignition coil of LH bank side). Refer to [EM-15, "AIR CLEANER AND AIR DUCT"](#).
3. Move aside harness, harness bracket, and hoses located above ignition coil.
4. Remove harness connector from ignition coil.
5. Remove ignition coil.

CAUTION:

Do not shock it.

6. Using spark plug wrench (commercial service tool), remove spark plug. Refer to [EM-31, "SPARK PLUG \(PLATINUM-TIPPED TYPE\)"](#).

INSTALLATION

1. Install in the reverse order of removal.

SPARK PLUG (PLATINUM-TIPPED TYPE)

SPARK PLUG (PLATINUM-TIPPED TYPE)

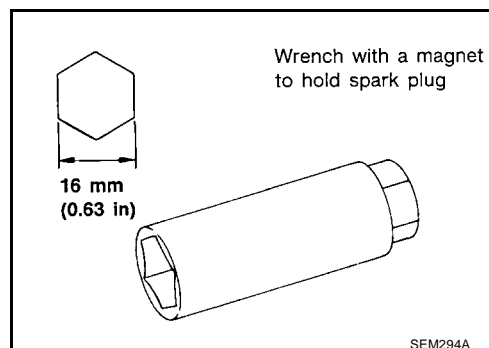
PFP:22401

Removal and Installation

ABS000PO

REMOVAL

1. Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#) .
2. Remove ignition coil. Refer to [EM-30, "IGNITION COIL"](#) .
3. Remove spark plug using spark plug wrench (commercial service tool).



INSPECTION AFTER REMOVAL

- Use standard type spark plug for normal condition.

The hot type spark plug is suitable when fouling occurs with the standard type spark plug under conditions such as:

- Frequent engine starts
- Low ambient temperatures

The cold type spark plug is suitable when spark plug knock occurs with the standard type spark plug under conditions such as:

- Extended highway driving
- Frequent high engine revolution

Make	NGK
Standard type	PLFR5A-11
Hot type	PLFR4A-11
Cold type	PLFR6A-11

Gap (Nominal) : 1.1 mm (0.043 in)

CAUTION:

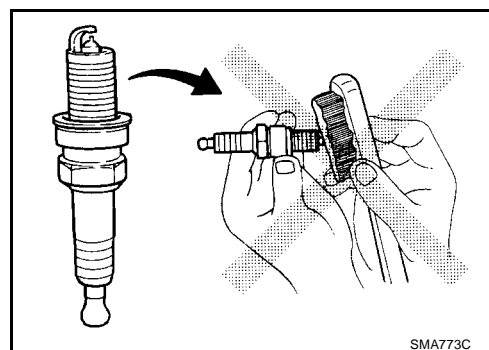
- Do not use a wire brush for cleaning.
- If plug tip is covered with carbon, spark plug cleaner may be used.

Cleaner air pressure:

Less than 588 kPa (6 kg/cm² , 85 psi)

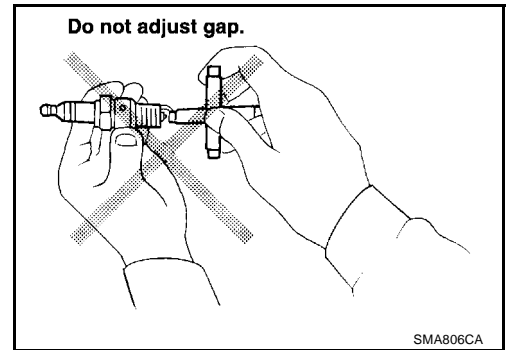
Cleaning time:

Less than 20 seconds



SPARK PLUG (PLATINUM-TIPPED TYPE)

- Checking and adjusting plug gap is not required between change intervals.



INSTALLATION

- Install in the reverse order of removal.

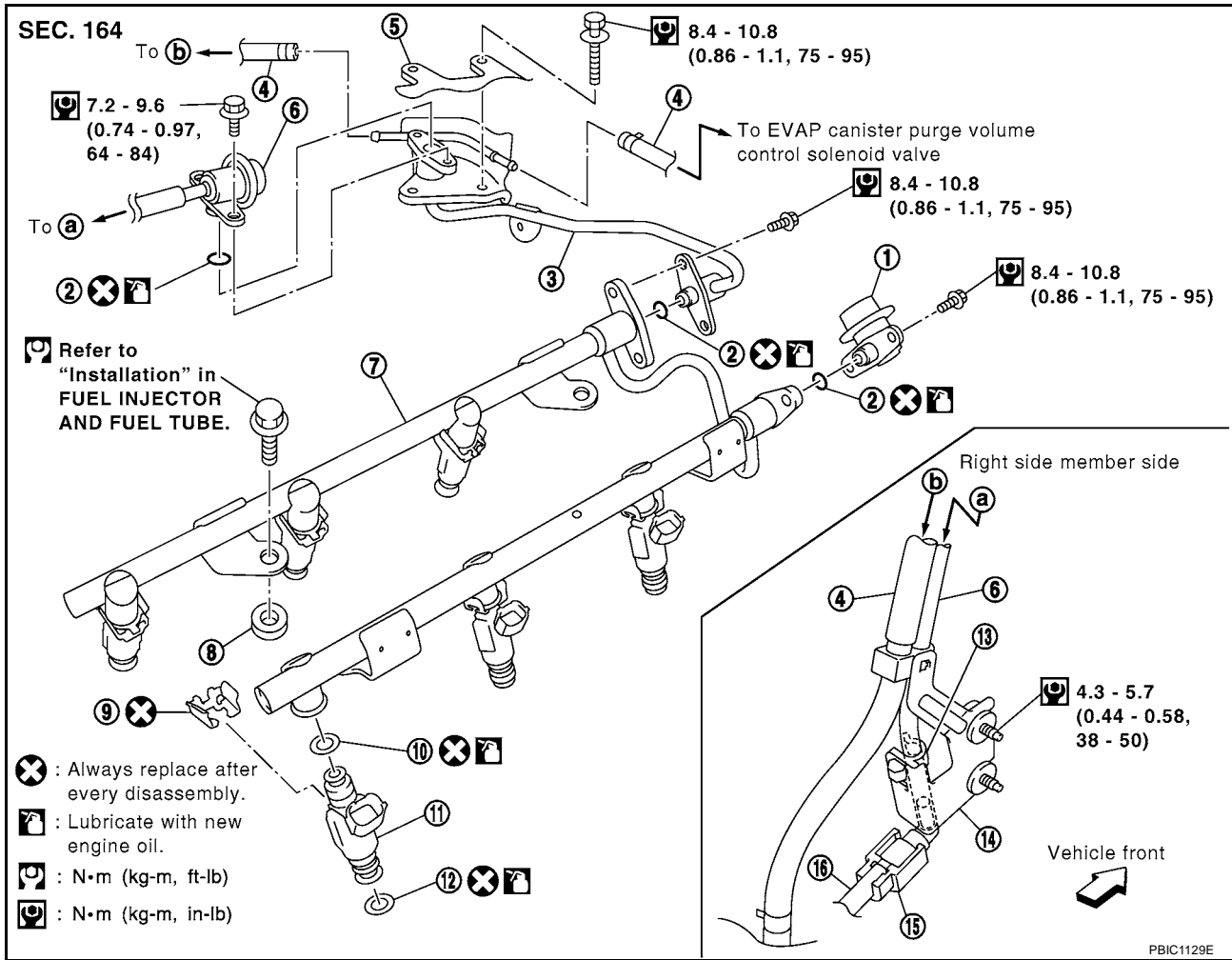
FUEL INJECTOR AND FUEL TUBE

PFP:16600

ABS000PP

FUEL INJECTOR AND FUEL TUBE

Removal and Installation



- | | | |
|------------------------------------|--|---------------------------------|
| 1. Fuel damper | 2. O-ring | 3. Fuel sub-tube |
| 4. EVAP hose | 5. Intake manifold collector (lower) rear right side | 6. Fuel feed hose (with damper) |
| 7. Fuel tube | 8. Insulator | 9. Clip |
| 10. O-ring (black) | 11. Fuel injector | 12. O-ring (green) |
| 13. Hose clamp | 14. Bracket | 15. Quick connector cap |
| 16. Centralized under-floor piping | | |

CAUTION:

- Apply new engine oil when installing the parts that specified to do so in the figure.
- Do not remove or disassemble parts unless instructed as shown in the figure.

FUEL INJECTOR AND FUEL TUBE

REMOVAL

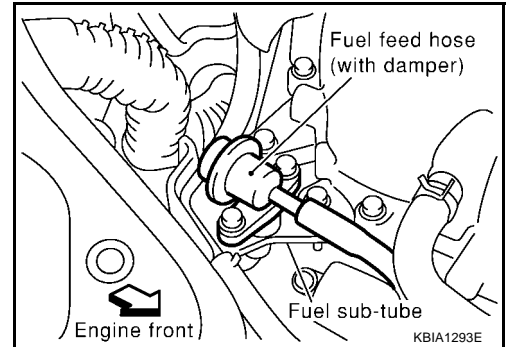
1. Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#) .
2. Release fuel pressure. Refer to [EC-53, "FUEL PRESSURE RELEASE"](#) .
3. Remove fuel feed hose (with damper) from fuel sub-tube.

NOTE:

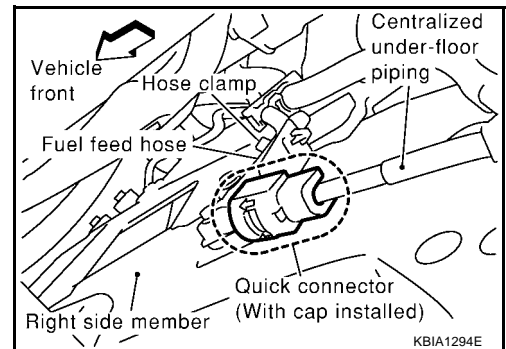
There is no fuel return route.

CAUTION:

- While hoses are disconnected, plug them to prevent fuel from draining.
- Do not separate damper and hose.



4. When separating fuel feed hose and centralized under-floor piping connection, disconnect quick connector with the following procedure.
 - a. Remove quick connector cap from quick connector connection on right side member.
 - b. Disconnect fuel feed hose from bracket hose clamp.

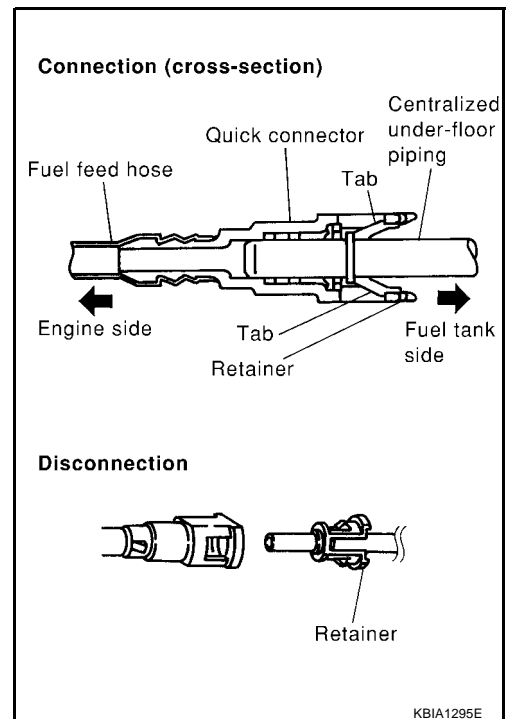


- c. Remove the quick connectors as follows.
 - Pick out retainer tab by hand and remove.
 - If connector and centralized under-floor piping connection are stuck, push and pull several times until they start to move. Then disconnect them by pulling.

CAUTION:

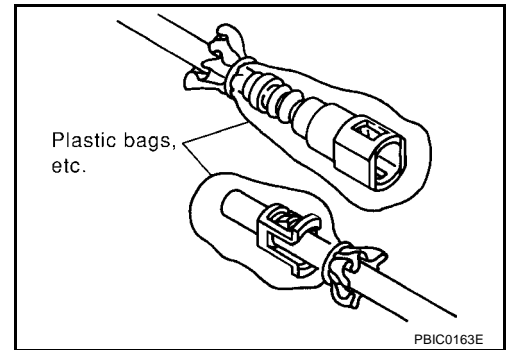
- Keep parts away from heat source. Especially, be careful when welding is performed around them.
- Do not expose parts to battery electrolyte or other acids.
- Do not bend or twist connection between quick connector and fuel hose during installation/removal.
- Do not remove retainer.
- When replacing centralized under-floor piping, always replace retainer with a new one.
- When replacing retainer, use same color retainer as was originally installed.

Retainer color : Green



FUEL INJECTOR AND FUEL TUBE

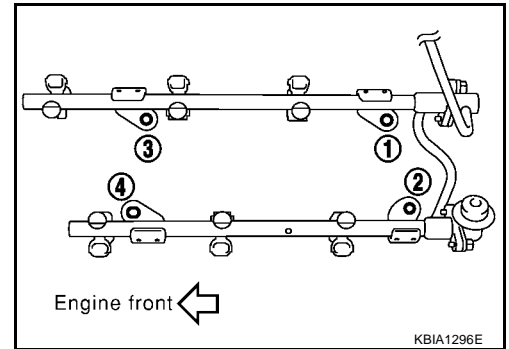
- To keep clean the connecting portion and to avoid damage and foreign materials, cover them completely with plastic bags or something similar.



5. Remove intake manifold collector (upper) and (lower). Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
6. Remove harness connector from fuel injector.
7. Loosen mounting bolts in the reverse order in the figure, and remove fuel tube and fuel injector assembly.

CAUTION:

Do not tilt it, or remaining fuel in pipes may flow out from pipes.

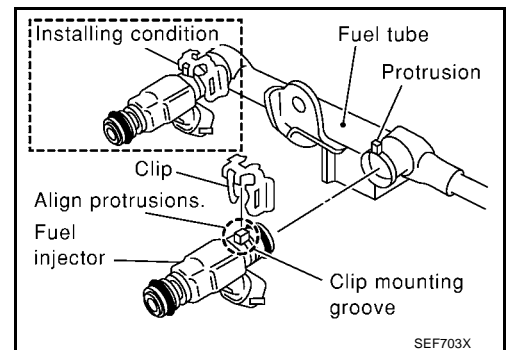


8. Remove fuel injector from fuel tube with following procedure.
 - a. Open and remove clip.
 - b. Remove fuel injector from the fuel tube by pulling straight.

CAUTION:

- Be careful with remaining fuel that may go out from fuel tube.
- Be careful not to damage injector nozzles during removal.
- Do not bump or drop fuel injectors.
- Do not disassemble fuel injectors.

9. Remove fuel sub-tube and fuel damper.



INSTALLATION

1. Install fuel damper and fuel sub-tube.
 - When handling O-rings, be careful of the following:

CAUTION:

 - Handle O-ring with bare hands. Never wear gloves.
 - Lubricate O-ring with new engine oil.
 - Do not clean O-ring with solvent.
 - Make sure that O-ring and its mating part are free of foreign material.
 - When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, do not insert it quickly into fuel tube.
 - Insert O-ring straight into fuel tube. Do not decenter or twist it.
 - Insert fuel damper and fuel sub-tube straight into fuel tube.
 - Tighten mounting bolts evenly in turn.
 - After tightening mounting bolts, make sure that there is no gap between flange and fuel tube.
2. Install O-rings to fuel injector paying attention to the items below.

FUEL INJECTOR AND FUEL TUBE

CAUTION:

- Upper and lower O-ring are different. Be careful not to confuse them.

Fuel tube side : Black

Nozzle side : Green

- Handle O-ring with bare hands. Never wear gloves.
- Lubricate O-ring with new engine oil.
- Do not clean O-ring with solvent.
- Make sure that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, do not insert it quickly into fuel tube.
- Insert O-ring straight into fuel tube. Do not decenter or twist it.

3. Install fuel injector to fuel tube with the following procedure.

a. Insert clip into clip mounting groove on fuel injector.

- Insert clip so that lug "A" of fuel injector matches notch "A" of the clip.

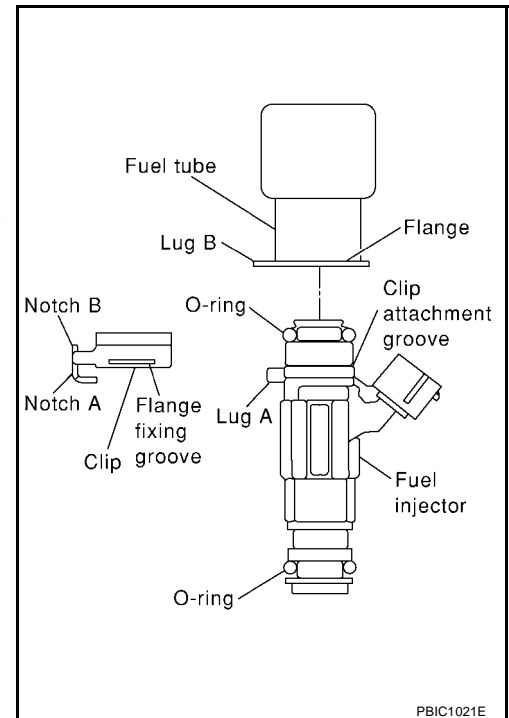
CAUTION:

- Do not reuse clip. Replace it with a new one.
- Be careful to keep clip from interfering with O-ring. If interference occurs, replace O-ring.

b. Insert fuel injector into fuel tube with clip attached.

- Insert it while matching it to the axial center.
- Insert fuel injector so that lug "B" of fuel tube matches notch "B" of the clip.
- Make sure that fuel tube flange is securely fixed in flange fixing groove on clip.

c. Make sure that installation is complete by checking that fuel injector does not rotate or come off.




4. Install fuel tube and fuel injector assembly to intake manifold.

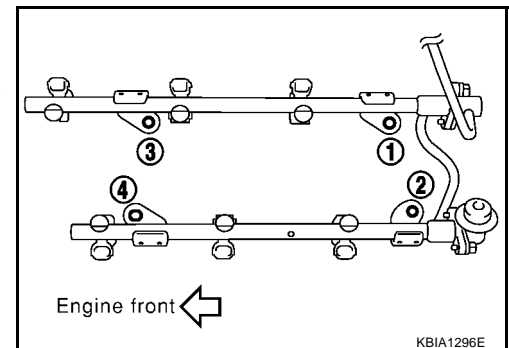
CAUTION:

Be careful not to let tip of injector nozzle come in contact with other parts.

- Tighten mounting bolts in two steps in numerical order shown in figure.

 1st step : 9.3 - 10.8 N·m (0.95 - 1.1 kg-m, 6.9 - 7.9 ft-lb)

 2nd step : 20.6 - 26.5 N·m (2.1 - 2.7 kg-m, 16 - 19 ft-lb)



5. Connect injector sub-harness.

6. Install intake manifold collector (upper) and (lower). Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#)

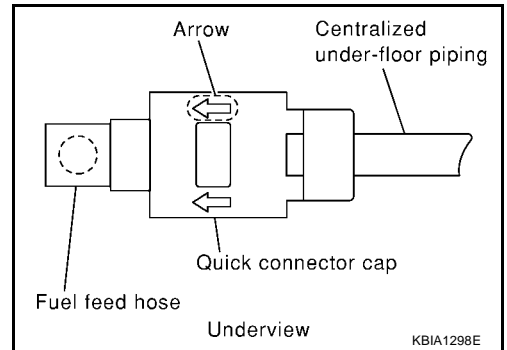
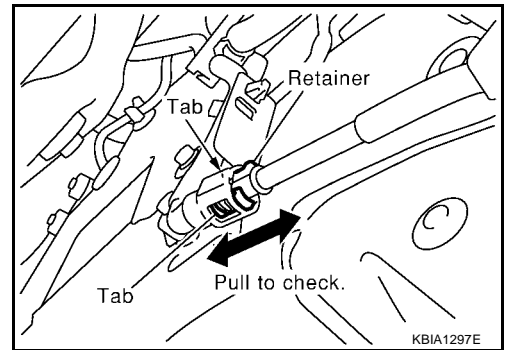
7. Install fuel sub-tube on rear end of intake manifold collector (lower).

8. Connect fuel feed hose (with damper).

- Handling procedure of O-ring is the same as that of fuel damper and fuel sub-tube.
- Insert fuel damper straight into fuel sub-tube.
- Tighten mounting bolts evenly in turn.
- After tightening mounting bolts, make sure that there is no gap between flange and fuel sub-tube.

FUEL INJECTOR AND FUEL TUBE

9. Connect quick connector between fuel feed hose and centralized under-floor piping connection with the following procedure:
 - a. Check the connection for damage and foreign materials.
 - b. Align the connector with the tube, then insert the connector straight into the tube until a click is heard.
 - c. After connecting the quick connector, use the following method to make sure it is full connected.
 - Visually confirm that the two retainer tabs are connected to the connector.
 - Pull the tube and the connector to make sure they are securely connected.
 - d. Install quick connector cap to quick connector connection.
 - Install quick connector cap with arrow on surface facing in direction of quick connector (fuel feed hose side).
- CAUTION:**
If cap cannot be installed smoothly, quick connector may have not been installed correctly. Check connection again.
- e. Secure fuel feed hose to clamp.
 10. Install in the reverse order of removal after this step.



INSPECTION AFTER INSTALLATION

- Check for fuel leakage with following procedure.
 1. Turn ignition switch ON (do not start engine), and check connections for leakage by applying fuel pressure to fuel piping.
 2. Start engine, and re-check connections for fuel leakage by increasing engine speed.

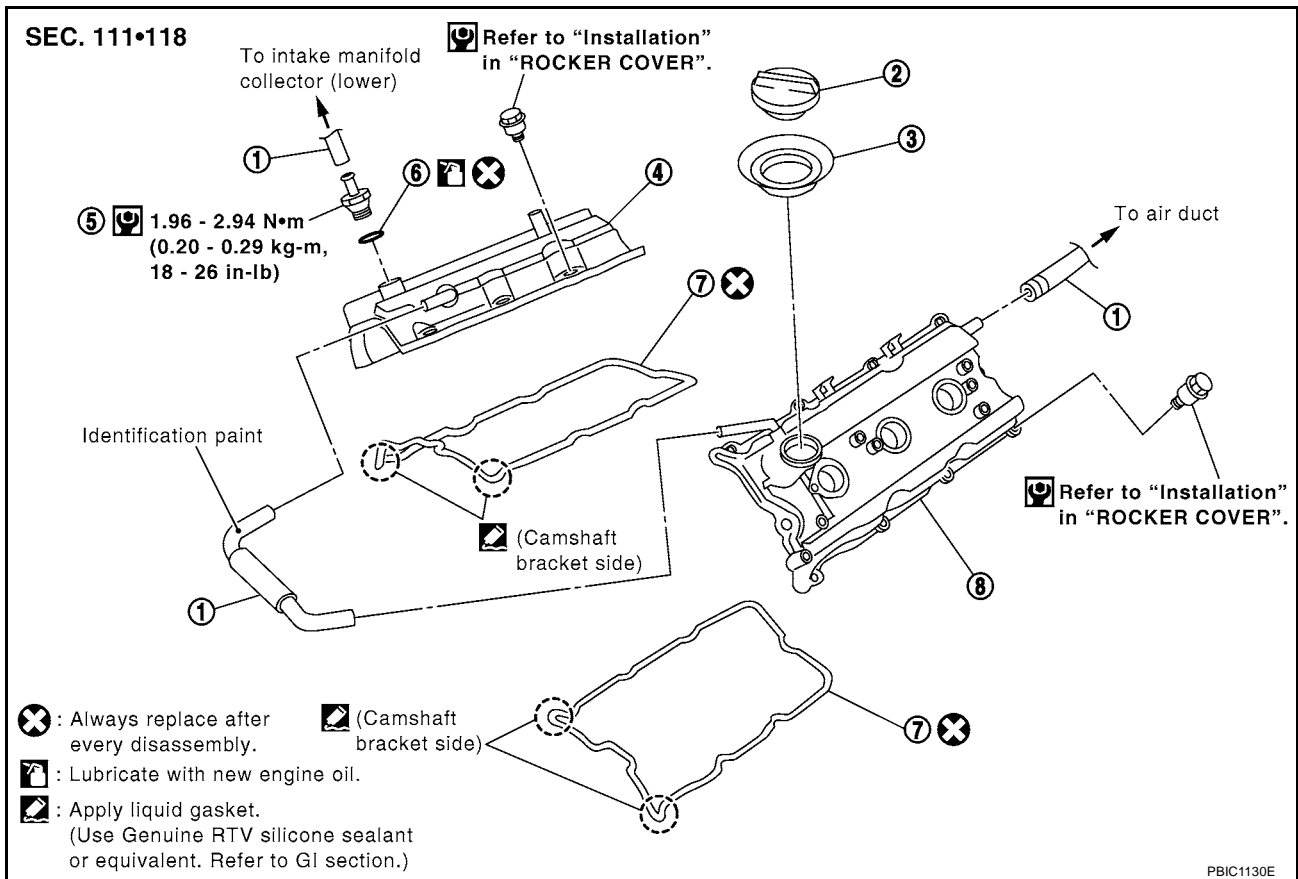
ROCKER COVER

ROCKER COVER

PFP:13264

Removal and Installation

ABS000PQ



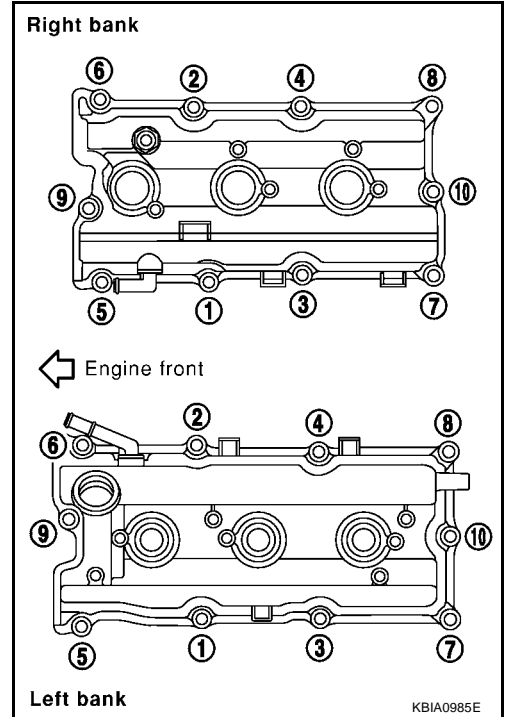
- | | | |
|---------------------------|---------------------------|----------------|
| 1. PCV hose | 2. Oil filler cap | 3. Oil catcher |
| 4. Rocker cover (RH bank) | 5. PCV valve | 6. O-ring |
| 7. Rocker cover gasket | 8. Rocker cover (LH bank) | |

REMOVAL

1. Remove the intake manifold collector with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
2. Remove the ignition coil. Refer to [EM-30, "IGNITION COIL"](#).
3. Remove PCV hoses from rocker covers.

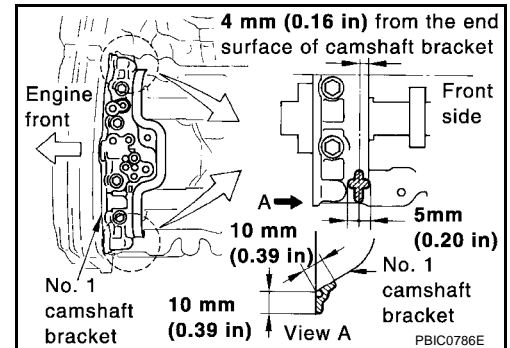
ROCKER COVER

4. Loosen bolts in the reverse order shown in the figure (with power tool).



INSTALLATION


1. Apply liquid gasket of 3.0 mm (0.12 in) diameter to position shown in the figure (both edges of No.1 camshaft bracket) (on both banks).
 - First, apply it to engine longitudinal direction [5.0 mm (0.197 in) + 5.0 mm (0.197 in) side in figure].
 - Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).




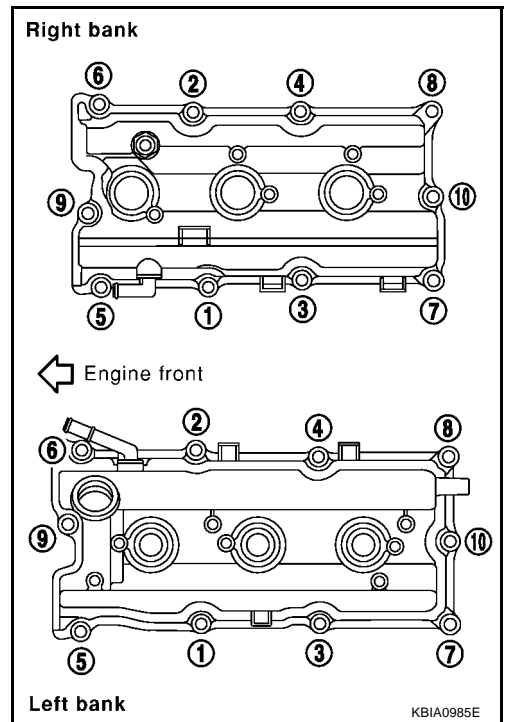
2. Install rocker cover.
 - Check if rocker cover gasket is dropped from installation groove of rocker cover.

ROCKER COVER

3. Tighten bolts two steps separately in order numbers in illustration.

 1st step : 0.96 - 2.96 N·m (0.10 - 0.30 kg-m, 9 - 26 in-lb)

 2nd step : 7.33 - 9.33 N·m (0.75 - 0.95 kg-m, 65 - 82 in-lb)



4. Install PCV hose.
- Insert PCV hose by 25 to 30 mm (0.98 to 1.18 in) from connector end.
 - When installing, be careful not to twist or come in contact with other parts.
 - Install PCV hose between right and left rocker covers with its identification paint facing upward (right rocker cover side). Refer to component figure in [EM-38, "Removal and Installation"](#) .
5. Install in the reverse order of removal after this step.

FRONT TIMING CHAIN CASE

PFP:13599

Removal and Installation

ABS0029M

NOTE:

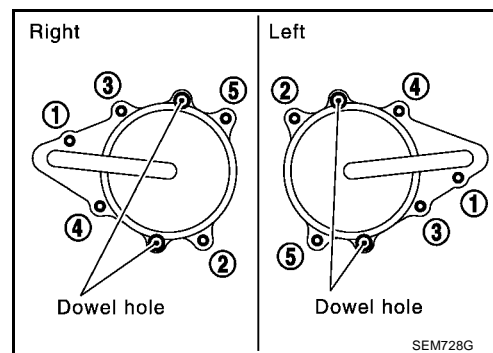
- This section describes removal/installation procedure of front timing chain case and timing chain related parts without removing oil pan (upper) on vehicle.
- When oil pan (upper) needs to be removed or installed, or when rear timing chain case is removed or installed, remove oil pans (upper and lower) first. Then remove front timing chain case, timing chain related parts, and rear timing chain case in this order, and install in reverse order of removal. Refer to [EM-48, "TIMING CHAIN"](#) .
- Refer to [EM-48, "TIMING CHAIN"](#) for component parts location.

REMOVAL

1. Place vehicle onto lift.
2. Disconnect battery ground cable.
3. Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#) .
4. Remove air cleaner case assembly. Refer to [EM-15, "AIR CLEANER AND AIR DUCT"](#) .
5. Remove undercover with power tool.
6. Drain engine coolant from radiator. Refer to [CO-8, "Changing Engine Coolant"](#) .
7. Drain engine oil from oil pan. Refer to [LU-8, "Changing Engine Oil"](#) .
8. Remove engine harnesses.
9. Remove intake manifold collector (upper) and (lower) with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#) .
10. Remove radiator cooling fan assembly. Refer to [CO-11, "RADIATOR"](#) .
11. Remove A/C compressor from bracket, and temporarily secure it aside. Refer to [ATC-133, "Components"](#) .
12. Remove power steering oil pump from bracket, and temporarily secure it aside. Refer to [PS-29, "Removal and Installation"](#) .
13. Remove power steering oil pump bracket. Refer to [PS-29, "Removal and Installation"](#) .
14. Remove alternator. Refer to [SC-30, "Removal and Installation"](#) .
15. Remove water bypass hose, water hose clamp and idler pulley bracket from front timing chain case.
16. Remove oil pan (lower). Refer to [EM-26, "OIL PAN AND OIL STRAINER"](#) .
17. Remove the RH and LH intake valve timing control covers.
 - Loosen bolts in reverse order as shown.
 - Use seal cutter (special service tool) or an equivalent tool to cut liquid gasket for removal.

CAUTION:

Shaft is internally jointed with intake camshaft sprocket center hole. When removing, keep it horizontal until it is completely disconnected.



18. Remove RH and LH rocker covers with power tool. Refer to [EM-38, "ROCKER COVER"](#) .

NOTE:

When secondary timing chain is not removed/installed, this step is not required.

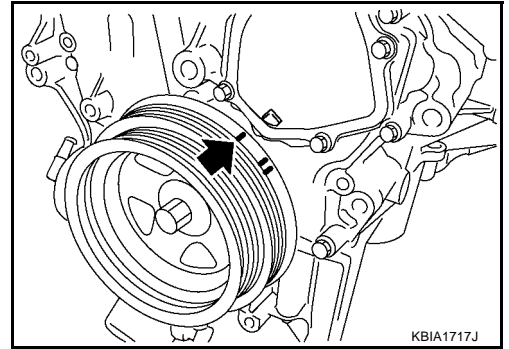
FRONT TIMING CHAIN CASE

19. Obtain compression TDC of No.1 cylinder as follows:

NOTE:

When timing chain is not removed/installed, this step is not required.

- a. Rotate crankshaft pulley clockwise to align timing mark (grooved line without color) with timing indicator.

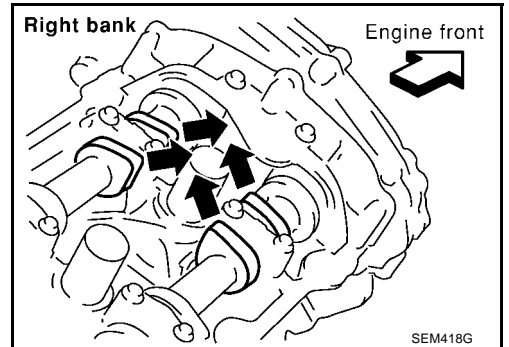


- b. Check that intake and exhaust cam noses on No. 1 cylinder (engine front side of RH bank) are located as shown.

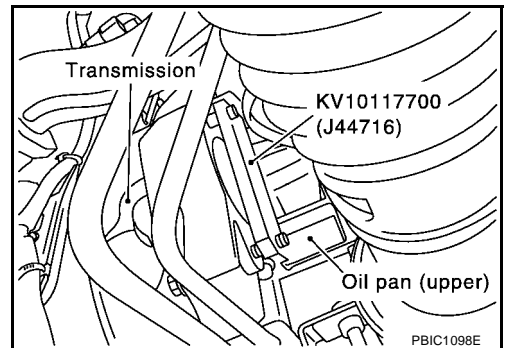
- If not, turn the crankshaft one revolution (360°) and align as shown.

NOTE:

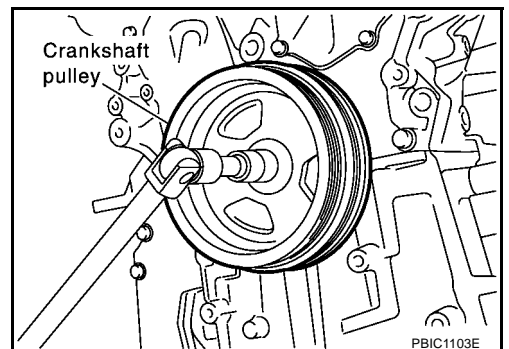
When only primary timing chain is removed, rocker cover does not need to be removed. To confirm that No. 1 cylinder is at its compression TDC, remove front timing chain case first. Then check mating marks on camshaft sprockets. Refer to [EM-48](#), "TIMING CHAIN".



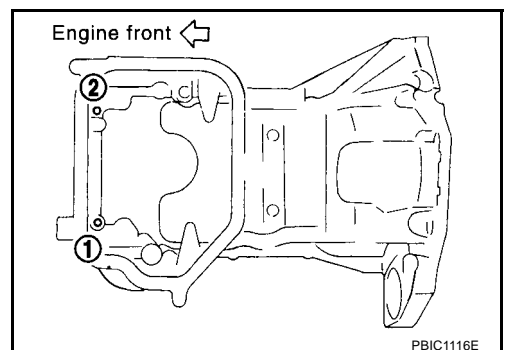
20. Remove starter motor and set ring gear stopper (special service tool) as shown.



21. Remove crankshaft pulley.



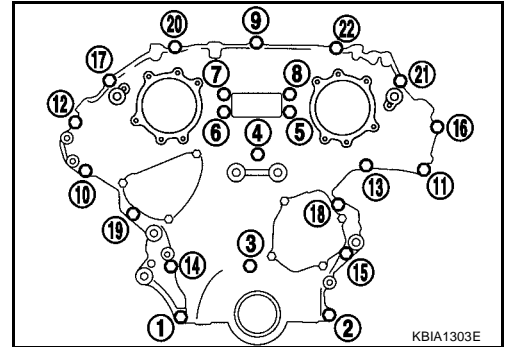
22. Loosen two mounting bolts in front of oil pan (upper) in reverse order shown in figure.



FRONT TIMING CHAIN CASE

23. Remove front timing chain case.

a. Loosen mounting bolts in reverse order as shown.



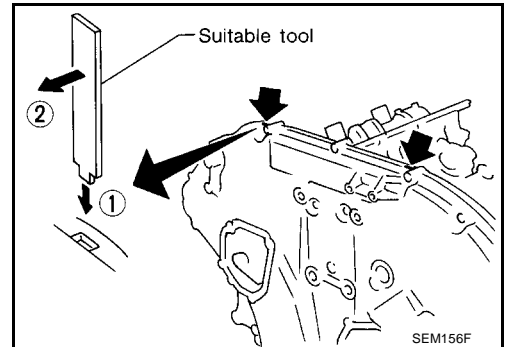
b. Insert the appropriate size tool into the notch at the top of the front timing chain case as shown (1).

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

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

CAUTION:

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

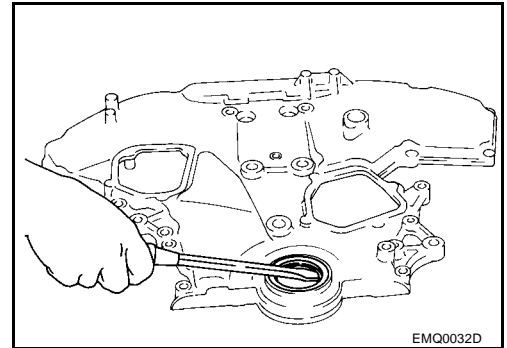


24. Remove water pump cover and chain tensioner cover from front timing chain case.

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

25. Remove the front oil seal from the front timing chain case using a suitable tool.

- Use screwdriver for removal.
- Exercise care not to damage front timing chain case.



26. Remove timing chain and related parts. Refer to [EM-48, "TIMING CHAIN"](#).

27. Remove residual gasket from front timing chain case and liquid gasket mating surface.

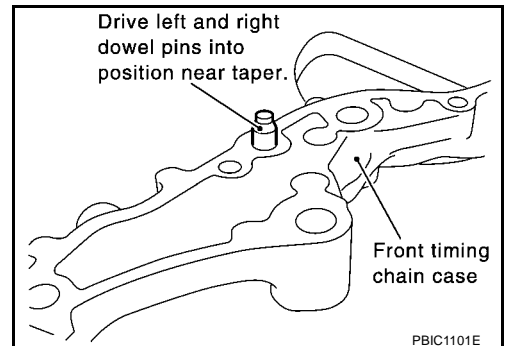
CAUTION:

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

INSTALLATION

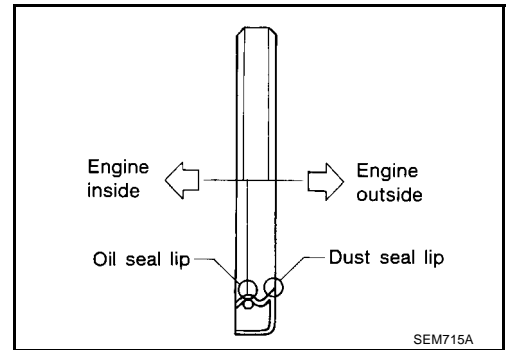
1. Install timing chain and related parts. Refer to [EM-48, "TIMING CHAIN"](#).

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

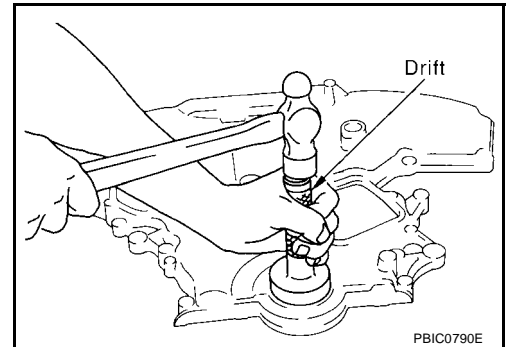


FRONT TIMING CHAIN CASE

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

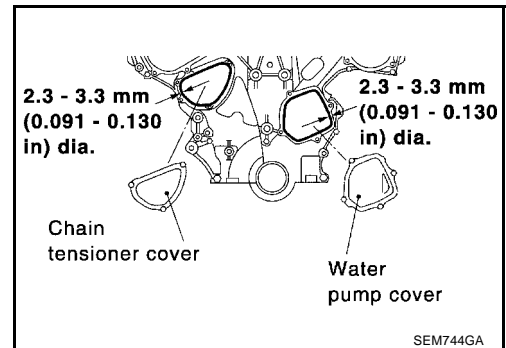


- Using a suitable drift, press-fit oil seal until it becomes flush with timing chain case end face.
- Make sure the garter spring is in position and seal lip is not inverted.

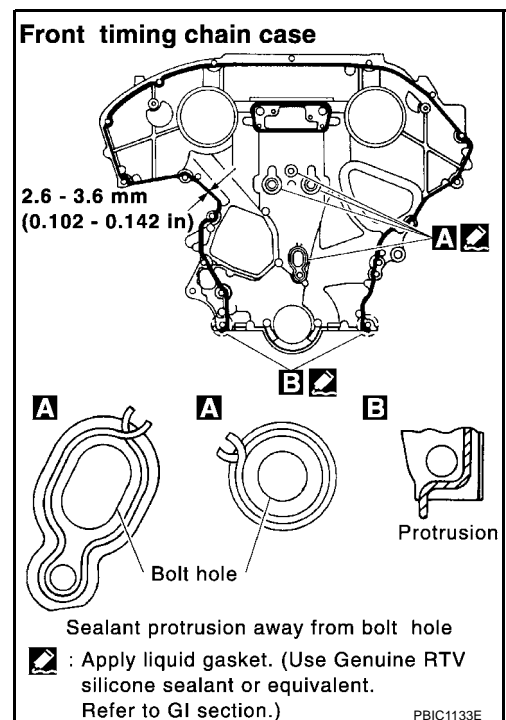


4. Install the water pump cover and the chain tensioner cover to front cover.

- Apply RTV Silicone Sealant or equivalent. Refer to GI-48. "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".



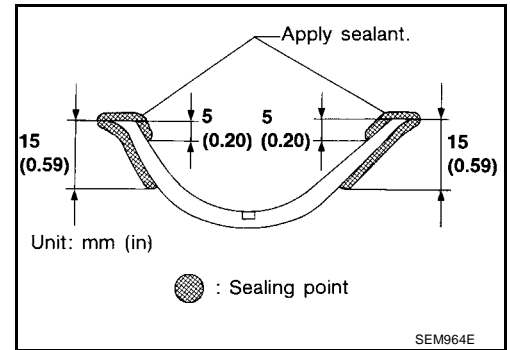
5. Install front timing chain case as follows:
 - a. Apply liquid gasket to front timing chain case back side as shown.
 - Apply RTV Silicone Sealant or equivalent. Refer to GI-48. "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".



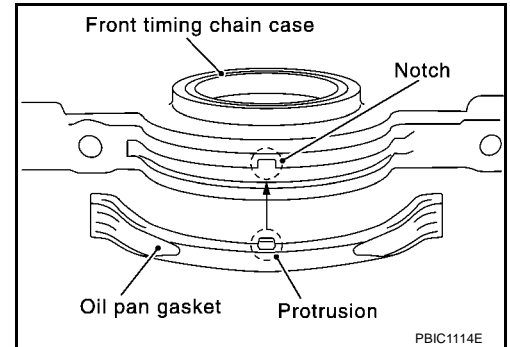
FRONT TIMING CHAIN CASE

b. Install oil pan gasket.

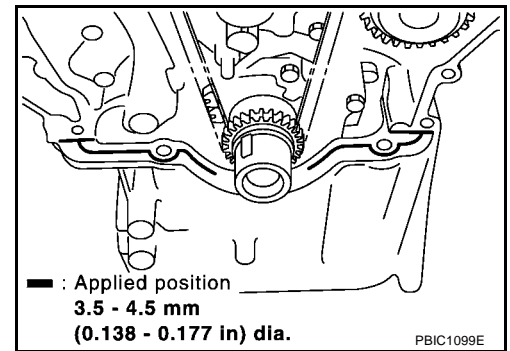
- Apply RTV Silicone Sealant or equivalent. Refer to [GI-48](#), "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".



- Align notch of front timing chain case with protrusion of oil pan gasket.



- Apply liquid gasket to top surface of oil pan (upper) as shown in figure.
- Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48](#), "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

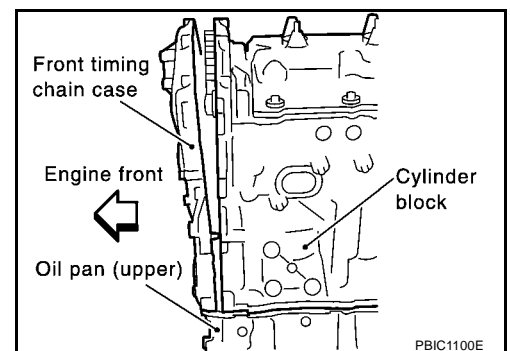


c. Assemble front timing chain case.

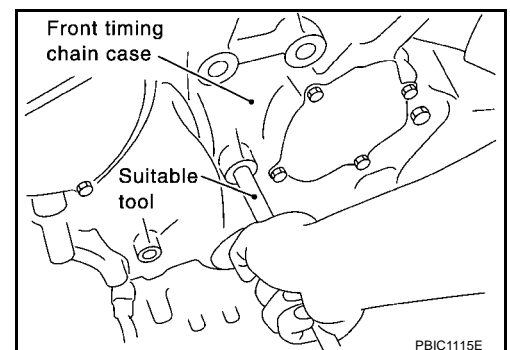
- Fit lower end of front timing chain case tightly onto top face of oil pan (upper). From the fitting point, make entire front timing chain case contact rear timing chain case completely.

CAUTION:

Be careful that oil pan gasket is in place.



- While pressing front timing chain case from its front and top as shown in figure, install bolts and temporarily tighten them. For bolt length and positions, refer to the step 6.
- Hammer dowel pin until the outer end becomes flush with surface.



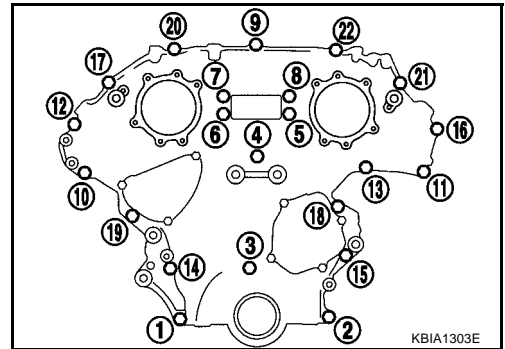
FRONT TIMING CHAIN CASE

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


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

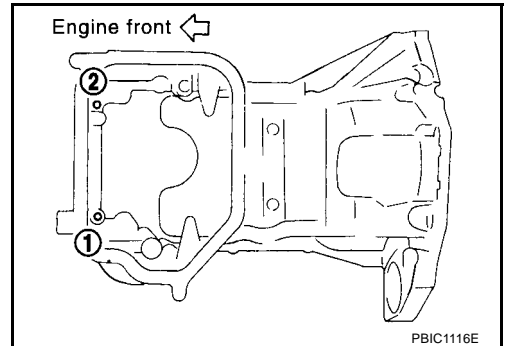
6 mm (0.24 in) dia. bolts : Except the above

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



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

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

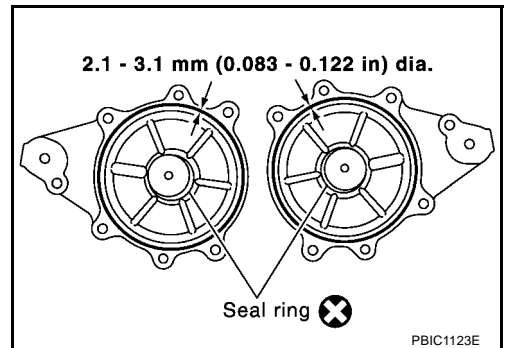


8. Install RH and LH intake valve timing control covers as follows:

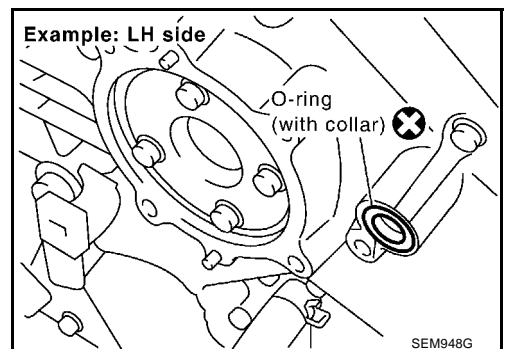
a. Install seal rings in shaft grooves.

b. Apply liquid gasket to the intake valve timing control covers.

- Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

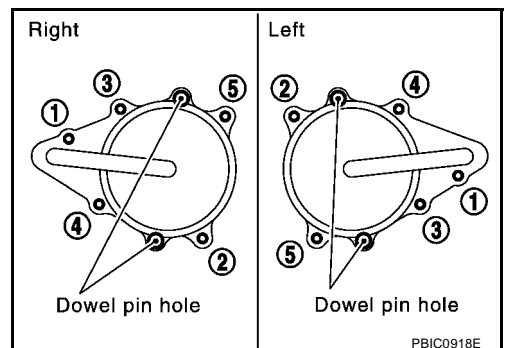


- c. Install collared O-ring in front cover oil hole (LH and RH sides).



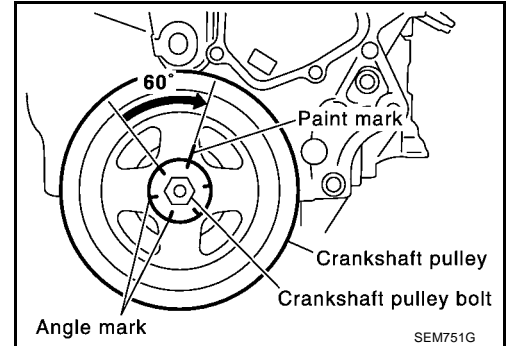
- d. Being careful not to move the seal ring from the installation groove, align the dowel pins on the chain case with the holes to install the intake valve timing control covers.

- e. Tighten bolts in the numerical order as shown.



FRONT TIMING CHAIN CASE

9. Install crankshaft pulley as follows:
 - a. Fix crankshaft using a suitable tool.
 - b. Install crankshaft pulley, taking care not to damage front oil seal.
 - When press-fitting crankshaft pulley with a plastic hammer, tap on its center portion (not circumference).
 - c. Tighten bolt to 39.2 to 49.0 N·m (4.0 to 5.0 kg-m, 29 to 36 ft-lb).
 - d. Put a paint mark on crankshaft pulley aligning with angle mark on crankshaft pulley bolt. Then, further retighten bolt by 60 to 66 degrees [Target: 60 degrees (equivalent to one graduation)].



10. Rotate crankshaft pulley in normal direction (clockwise when viewed from front) to confirm it turns smoothly.
11. For the following operations, perform steps in the reverse order of removal.

NOTE:

If hydraulic pressure inside chain tensioner drops after removal/installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

TIMING CHAIN

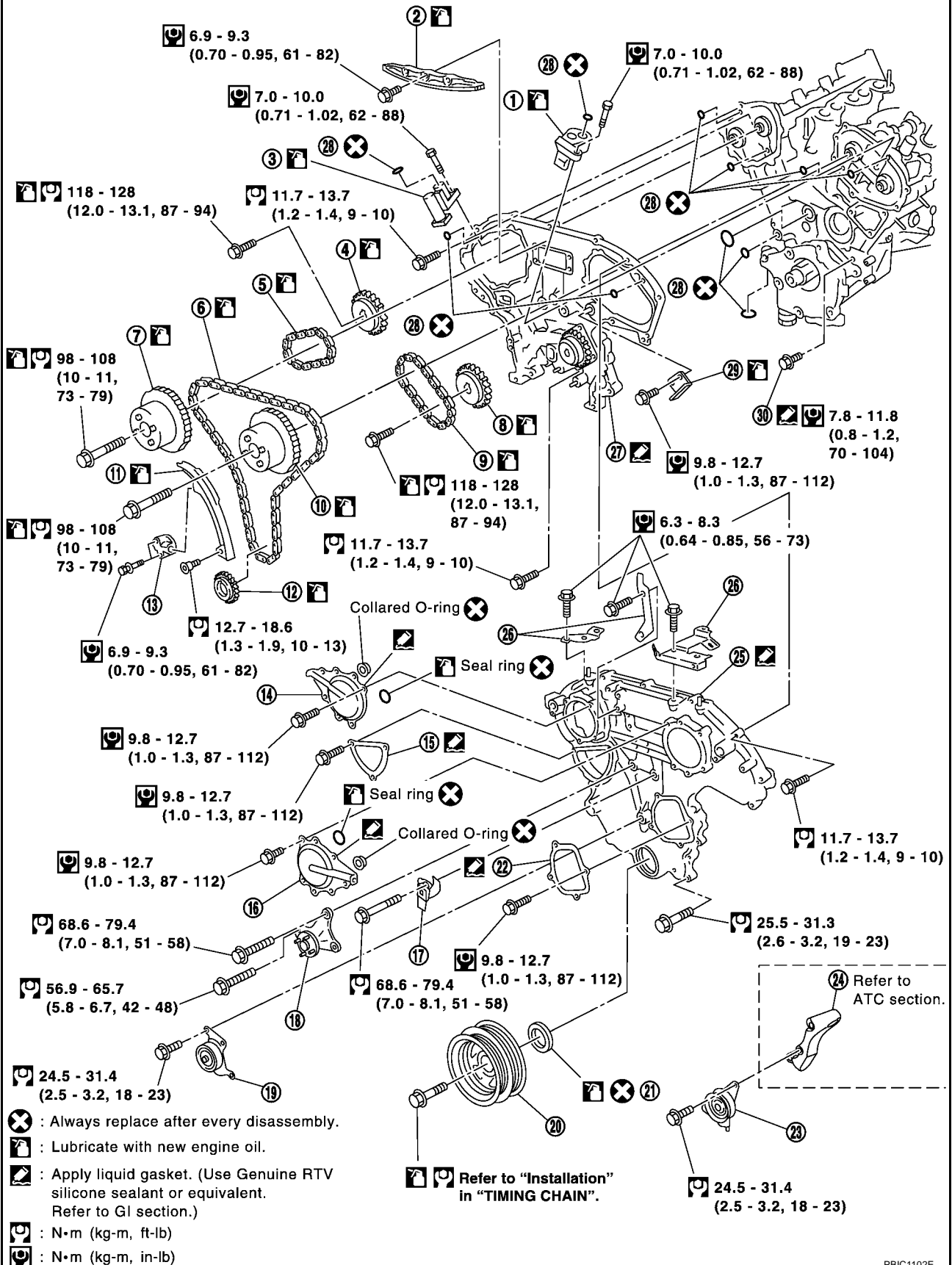
TIMING CHAIN

PFP:13028

Removal and Installation

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SEC. 120•130•150•210•275



PBIC1102E

TIMING CHAIN

- | | | |
|---------------------------------------|---------------------------------------|---------------------------------------|
| 1. Timing chain tensioner (secondary) | 2. Internal chain guide | 3. Timing chain tensioner (secondary) |
| 4. Camshaft sprocket (EXH) | 5. Timing chain (secondary) | 6. Timing chain (primary) |
| 7. Camshaft sprocket (INT) | 8. Camshaft sprocket (EXH) | 9. Timing chain (secondary) |
| 10. Camshaft sprocket (INT) | 11. Slack guide | 12. Crankshaft sprocket |
| 13. Timing chain tensioner (primary) | 14. Intake valve timing control cover | 15. Chain tensioner cover |
| 16. Intake valve timing control cover | 17. Water hose clamp | 18. Idler pulley bracket |
| 19. Idler pulley | 20. Crankshaft pulley | 21. Front oil seal |
| 22. Water pump cover | 23. Idler pulley | 24. A/C compressor bracket |
| 25. Front timing chain case | 26. Bracket | 27. Rear timing chain case |
| 28. O-ring | 29. Tension guide | 30. Water drain plug |

CAUTION:

- When installing camshafts, chain tensioners, oil seals, or other sliding parts, lubricate contacting surfaces with new engine oil.
- Apply new engine oil to bolt threads and seat surfaces when installing camshaft sprockets, camshaft brackets, and crankshaft pulley.

NOTE:

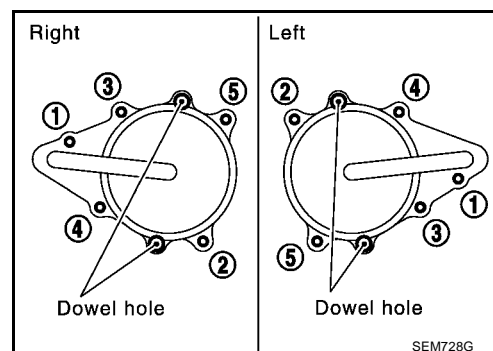
- This section describes procedures for removing/installing front timing chain case and timing chain related parts, and rear timing chain case, when oil pan (upper) needs to be removed/installed for engine overhaul, etc.
- To remove/install front timing chain case, timing chain, and its related parts without removing oil pan (upper), refer to [EM-41, "FRONT TIMING CHAIN CASE"](#).

REMOVAL

- Place vehicle onto lift.
- Disconnect battery ground cable.
- Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
- Remove air cleaner case assembly. Refer to [EM-15, "AIR CLEANER AND AIR DUCT"](#).
- Remove undercover with power tool.
- Drain engine coolant from radiator. Refer to [CO-8, "Changing Engine Coolant"](#).
- Drain engine oil from oil pan. Refer to [LU-8, "Changing Engine Oil"](#).
- Remove engine harnesses.
- Remove intake manifold collector (upper) and (lower) with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
- Remove radiator cooling fan assembly. Refer to [CO-11, "RADIATOR"](#).
- Remove A/C compressor from bracket, and temporarily secure it aside. Refer to [ATC-133, "Components"](#).
- Remove power steering oil pump from bracket, and temporarily secure it aside. Refer to [PS-29, "Removal and Installation"](#).
- Remove power steering oil pump bracket. Refer to [PS-29, "Removal and Installation"](#).
- Remove alternator. Refer to [SC-30, "Removal and Installation"](#).
- Remove water bypass hose, water hose clamp and idler pulley bracket from front timing chain case.
- Remove oil pan (upper) and (lower). Refer to [EM-26, "OIL PAN AND OIL STRAINER"](#).
- Remove the RH and LH intake valve timing control covers.
 - Loosen bolts in reverse order as shown.
 - Use seal cutter (special service tool) or an equivalent tool to cut liquid gasket for removal.

CAUTION:

Shaft is internally jointed with intake camshaft sprocket center hole. When removing, keep it horizontal until it is completely disconnected.

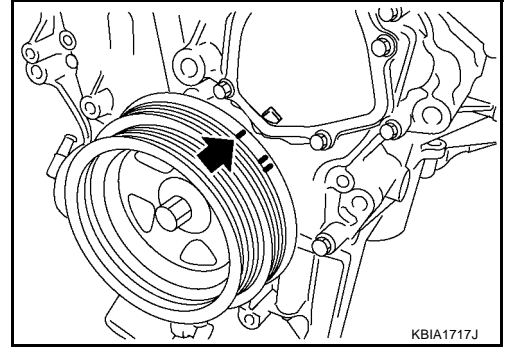


TIMING CHAIN

18. Remove RH and LH rocker covers with power tool. Refer to [EM-38, "ROCKER COVER"](#).

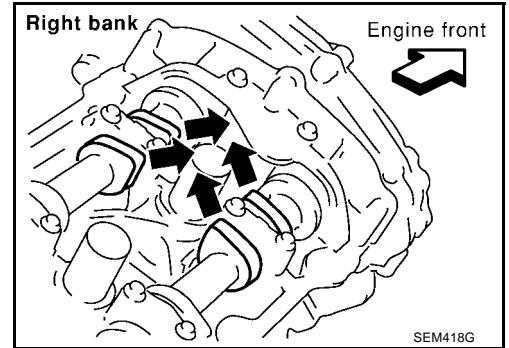
19. Obtain compression TDC of No.1 cylinder as follows:

- a. Rotate crankshaft pulley clockwise to align timing mark (grooved line without color) with timing indicator.

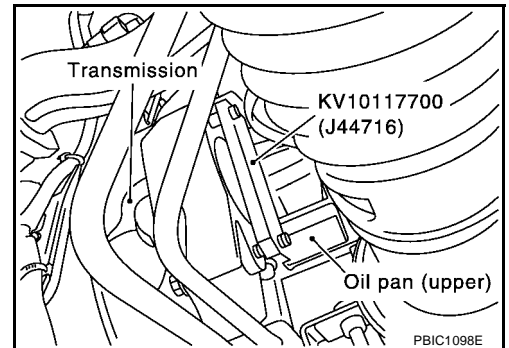


- b. Check that intake and exhaust cam noses on No. 1 cylinder (engine front side of RH bank) are located as shown.

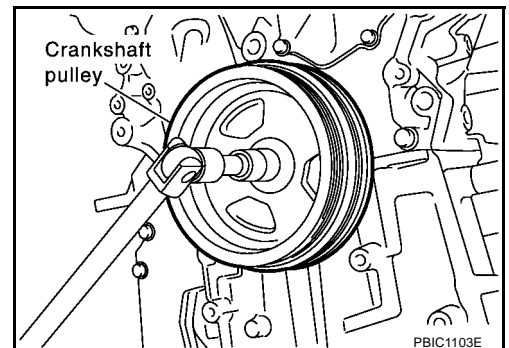
- If not, turn the crankshaft one revolution (360°) and align as shown.



- c. Remove starter motor and set ring gear stopper (special service tool) as shown.



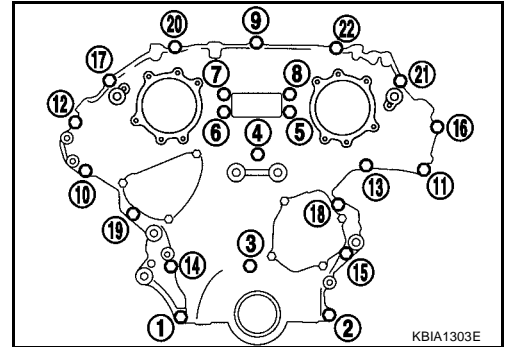
20. Remove crankshaft pulley.



TIMING CHAIN

21. Remove front timing chain case.

- a. Loosen mounting bolts in reverse order as shown.



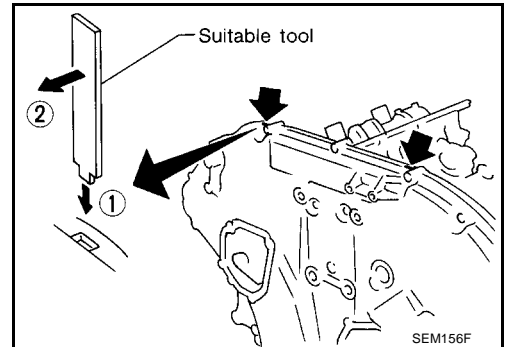
- b. Insert the appropriate size tool into the notch at the top of the front timing chain case as shown (1).

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

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

CAUTION:

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

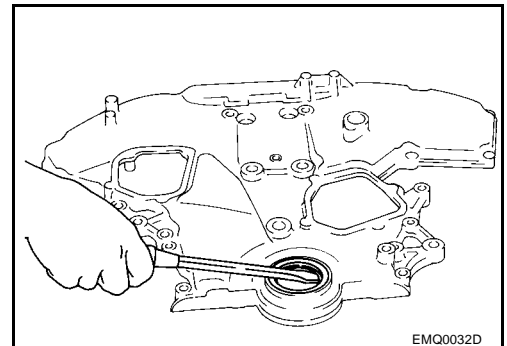


22. Remove water pump cover and chain tensioner cover from front timing chain case.

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

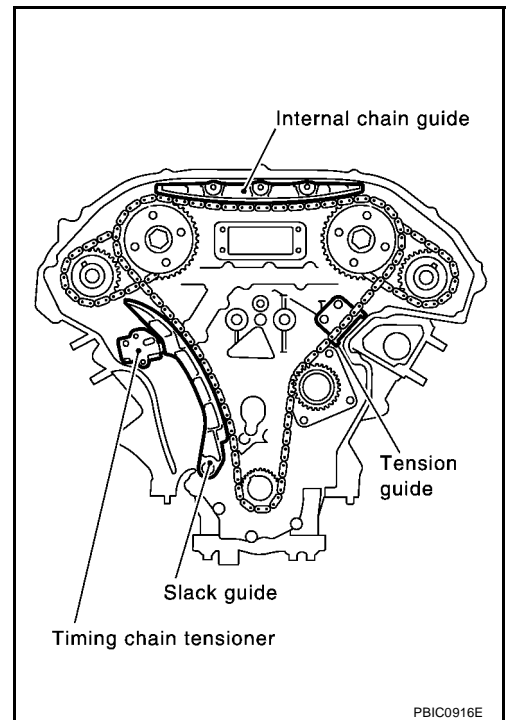
23. Remove the front oil seal from the front timing chain case using a suitable tool.

- Use screwdriver for removal.
- Exercise care not to damage front timing chain case.



TIMING CHAIN

24. Remove internal chain guide, timing chain tensioner, tension guide and slack guide.

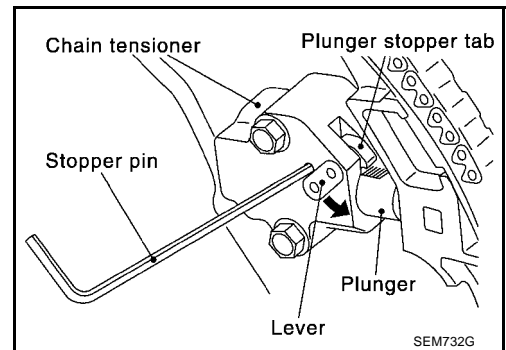


- Remove timing chain tensioner as follows:

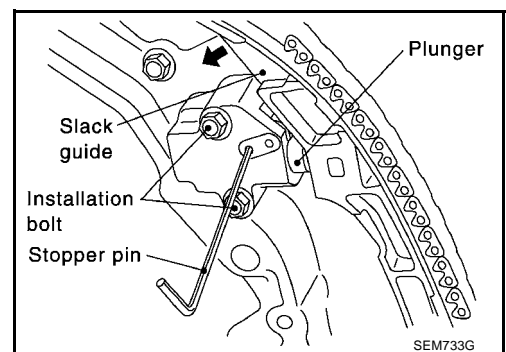
- a. Pull lever down and release plunger stopper tab.
 - Plunger stopper tab can be pushed up to release (coaxial structure with lever).
- b. Insert stopper pin into tensioner body hole to hold lever, and keep the tab released.

NOTE:

An Allen wrench [2.5 mm (0.098 in)] is used for a stopper pin as an example.



- c. Insert plunger into tensioner body by pressing the slack guide.
- d. Keep the slack guide pressed and hold it by pushing the stopper pin through the lever hole and body hole.
- e. Remove the mounting bolts and remove the timing chain tensioner.



25. Remove timing chain (primary) and crankshaft sprocket.

CAUTION:

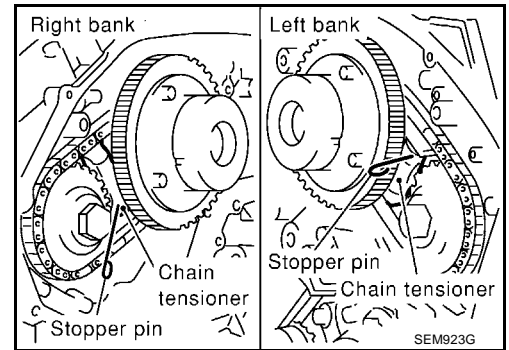
- After removing timing chain, do not turn the crankshaft and camshaft separately, or the valves will strike the piston heads.

TIMING CHAIN

26. Attach a suitable stopper pin to the RH and LH camshaft chain tensioners (for secondary timing chains).

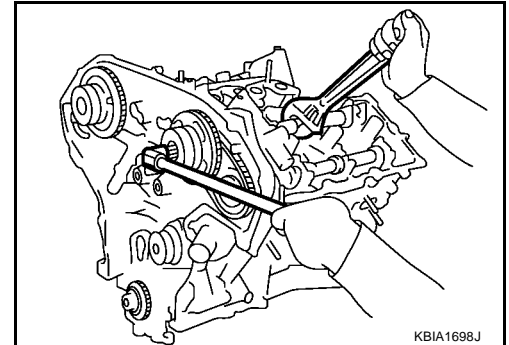
NOTE:

For removal and installation of secondary chain tensioner, refer to [EM-64, "CAMSHAFT"](#) . (Removing No. 1 camshaft bracket is required.)



27. Remove intake and exhaust camshaft sprocket bolts.

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



28. Remove secondary timing chain together with camshaft sprockets.

- Turn camshaft slightly to secure slackness of timing chain on chain tensioner side.
- Insert 0.5 mm (0.020 in)-thick metal or resin plate between timing chain and chain tensioner plunger (guide). Remove secondary timing chain together with camshaft sprockets with timing chain loose from guide groove.

CAUTION:

Be careful of plunger coming-off when removing timing chain. This is because plunger of chain tensioner moves during operation, leading to coming-off of fixed stopper pin.

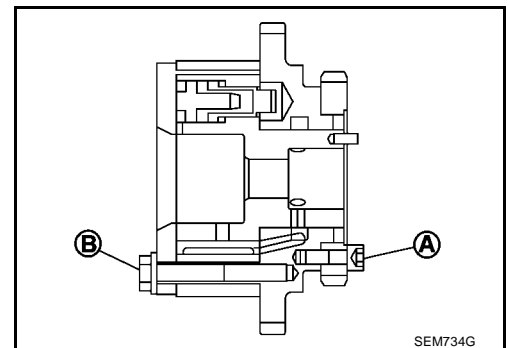
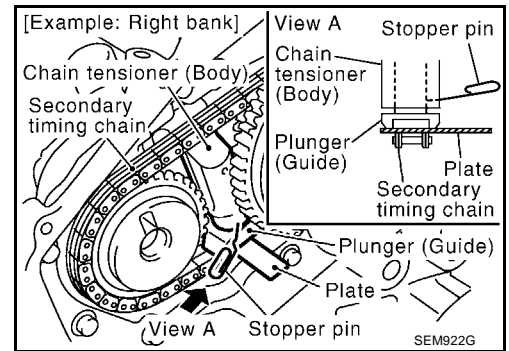
NOTE:

Camshaft sprocket (INT) is two-for-one structure of primary and secondary sprockets.

- When handling camshaft sprocket (INT), be careful of the following:

CAUTION:

- Handle carefully to avoid any shock to camshaft sprocket.
- Do not disassemble. (Never loosen bolts "A" and "B" as shown).

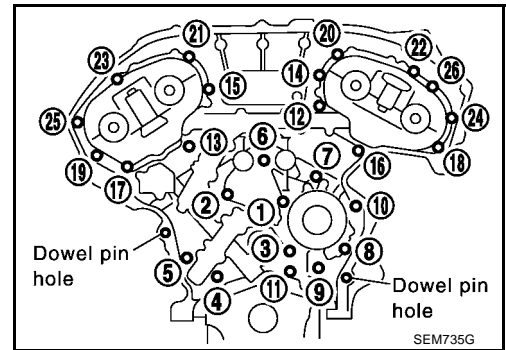


29. Remove chain tension guide.

TIMING CHAIN

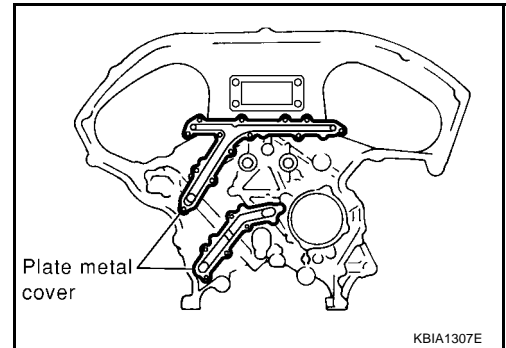
30. Remove rear timing chain case as follows:

- Loosen and remove mounting bolts in reverse order as shown.
- Cut the sealant using a seal cutter (special service tool) or an equivalent tool and remove rear timing chain case.



CAUTION:

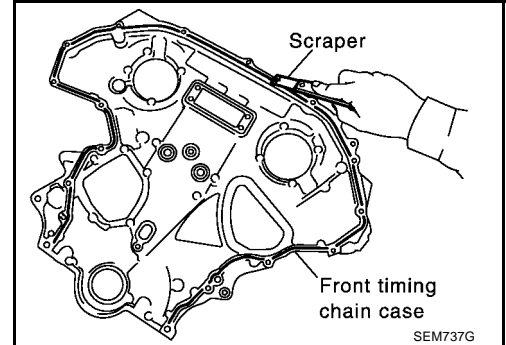
- Do not remove plate metal cover of oil passage.
- After removing chain case, do not apply any load which affects flatness.



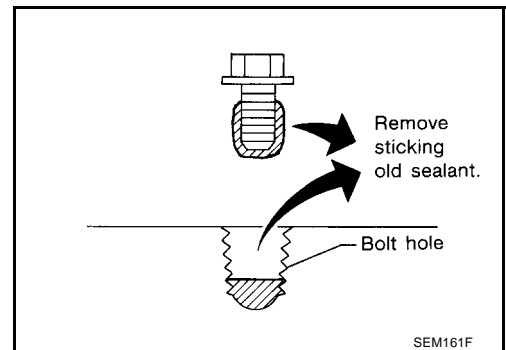
31. Remove RH and LH camshaft chain tensioners from cylinder head as follows if necessary.

- Remove No.1 camshaft brackets. Refer to [EM-49, "REMOVAL"](#).
- Remove chain tensioners with stopper pin attached.

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

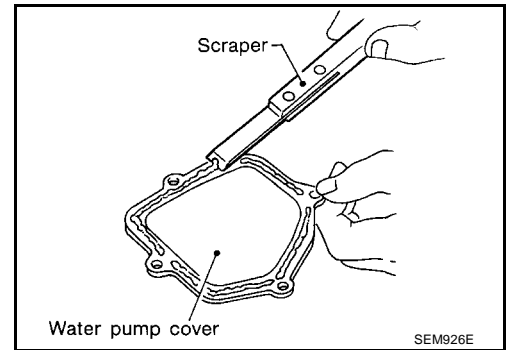


- Remove old liquid gasket from the bolt hole and thread.



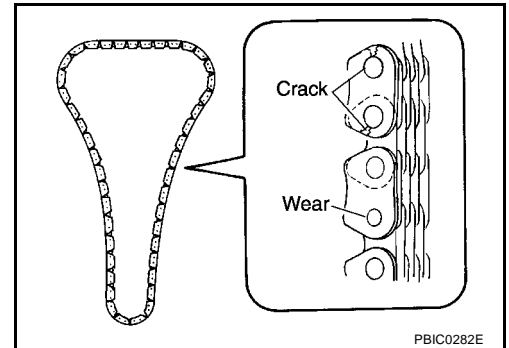
TIMING CHAIN

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



INSPECTION AFTER REMOVAL

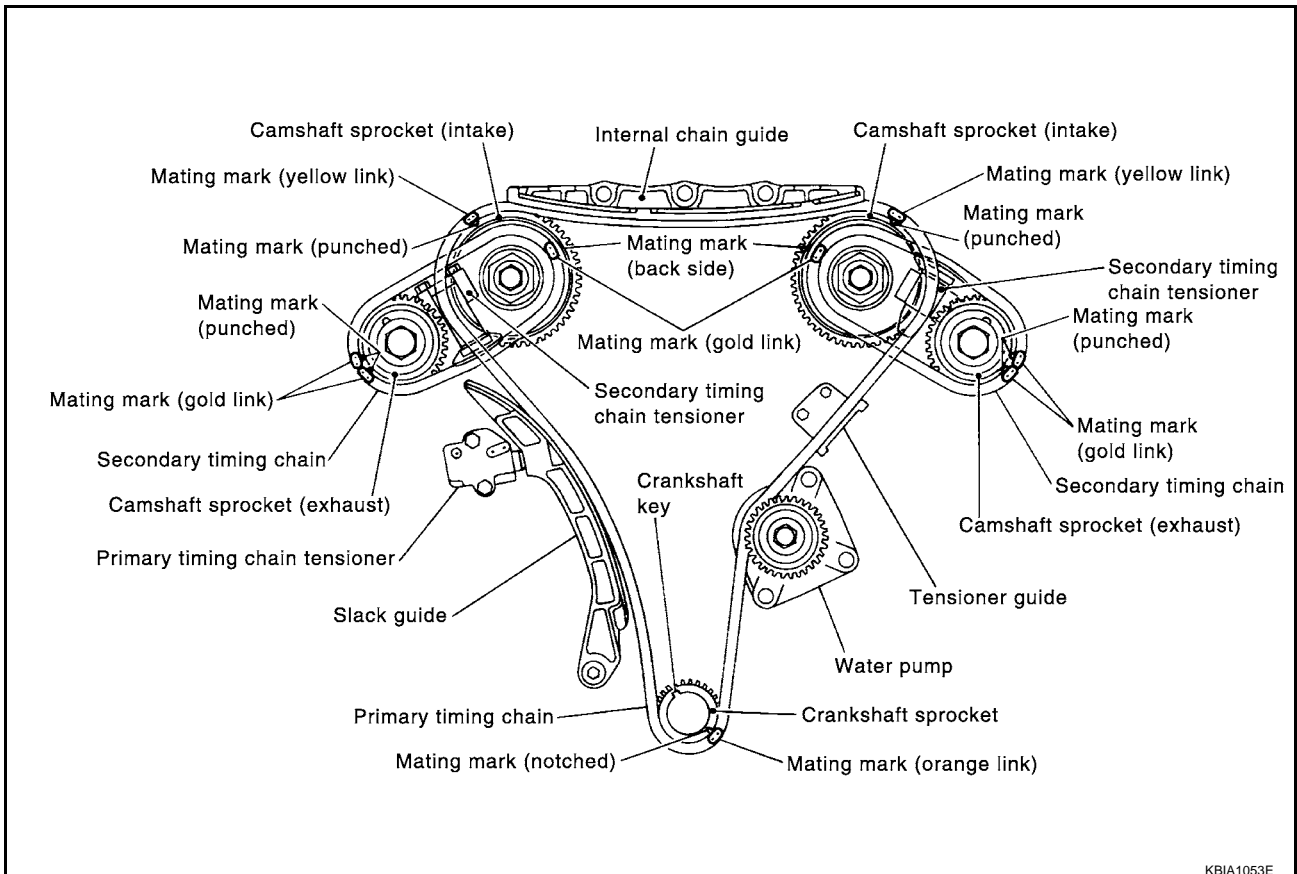
Check for cracks and any excessive wear at the roller links of the timing chain. Replace the timing chain as necessary.



INSTALLATION

NOTE:

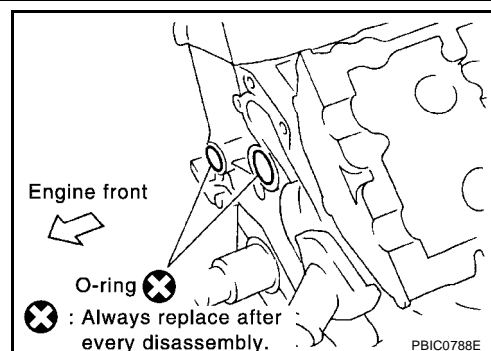
The below figure shows the relationship between the mating mark on each timing chain and that on the corresponding sprocket, with the components installed.



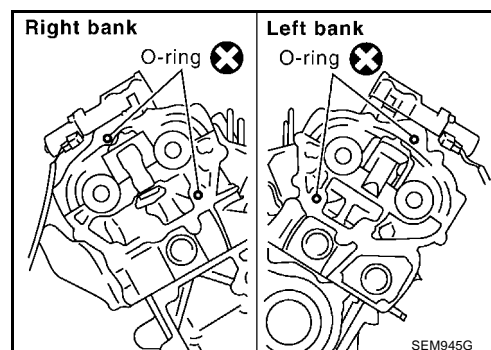
1. Install RH and LH camshaft chain tensioners to cylinder head as follows if removed. Refer to [EM-68](#), "INSTALLATION".

TIMING CHAIN

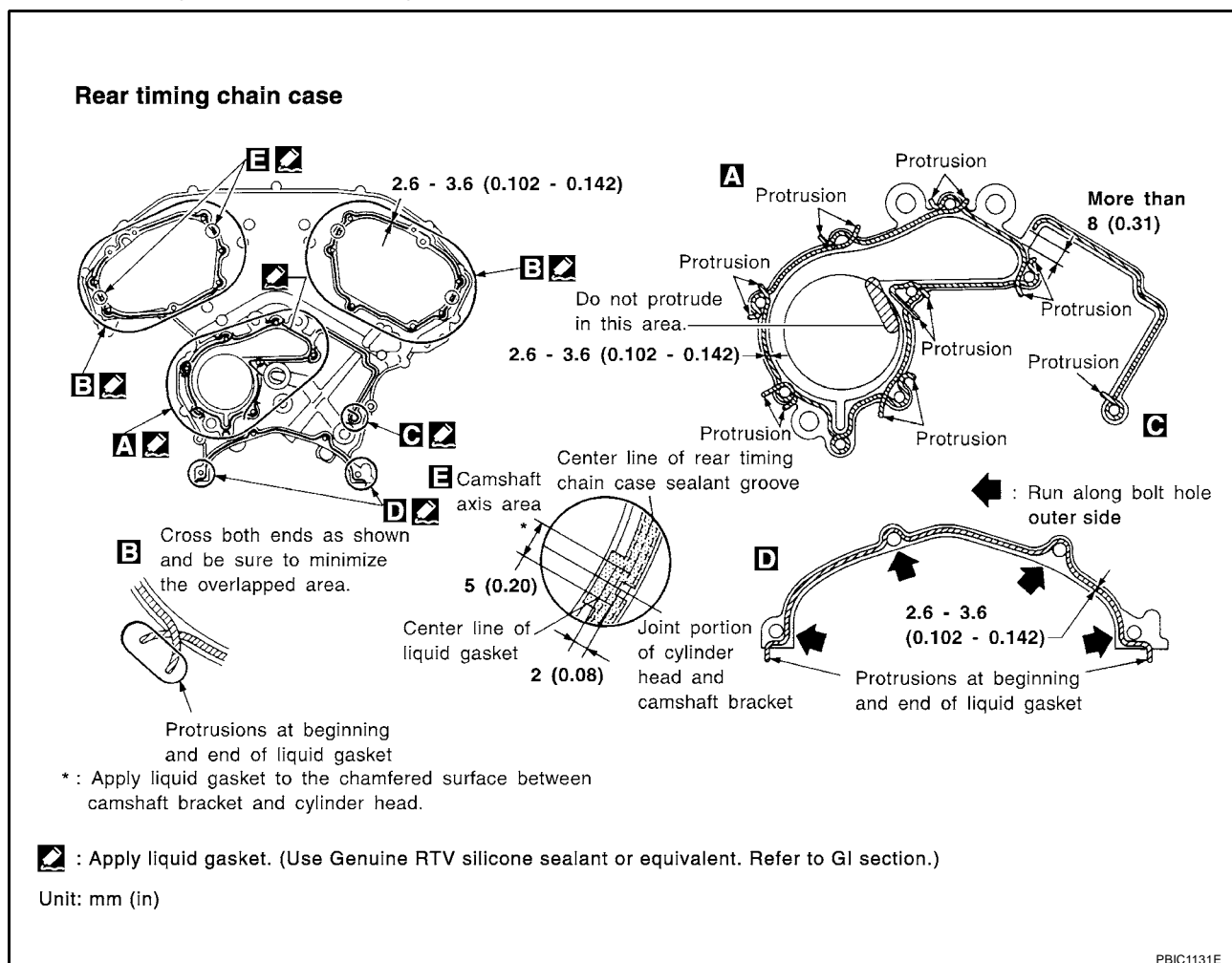
- a. Install chain tensioners with stopper pin attached and new O-ring.
- b. Install No.1 camshaft brackets.
2. Install O-rings onto cylinder block.



3. Install O-rings to cylinder head.



4. Apply liquid gasket to rear timing chain case back side as shown.



- Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

TIMING CHAIN

5. Align the rear timing chain case and water pump assembly with the dowel pins (RH and LH) on the cylinder block and install the case.
 - Make sure the O-rings stay in place during installation to cylinder block and cylinder head.
- a. Tighten the mounting bolts in the numerical order as shown.
 - There are two bolt lengths used. Follow the below for proper bolt length specifications.

Bolt length:	Bolt position
20 mm (0.79 in)	: 1, 2, 3, 6, 7, 8, 9, 10
16 mm (0.63 in)	: Except the above

- b. After all bolts are temporarily tightened, retighten them to the specification in the numerical order as shown.
 - If the RTV Silicone Sealant protrudes, wipe it off immediately.
6. After installing rear timing chain case, check surface height difference between following parts on oil pan mounting surface.

Standard

Rear timing chain case to cylinder block:

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

- If not within standard, repeat above installation procedure.
7. Install chain tension guide.
 8. Position the crankshaft so No. 1 piston is set at TDC on the compression stroke.
 - Make sure that the dowel pin hole, dowel pin and crankshaft key are located as shown.

Camshaft dowel pin hole (intake side)

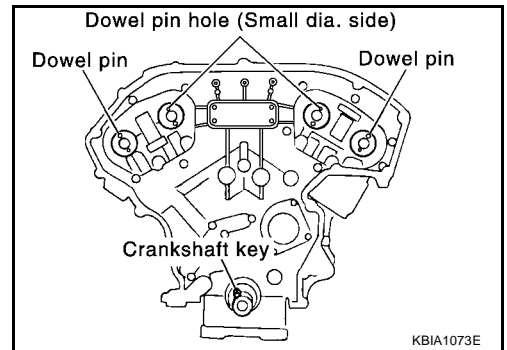
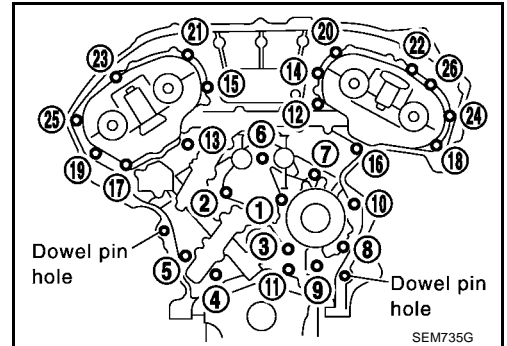
: At cylinder head upper face side in each bank.

Camshaft dowel pin (exhaust side)

: At cylinder head upper face side in each bank.

Crankshaft key

: At cylinder head side of RH bank.



CAUTION:

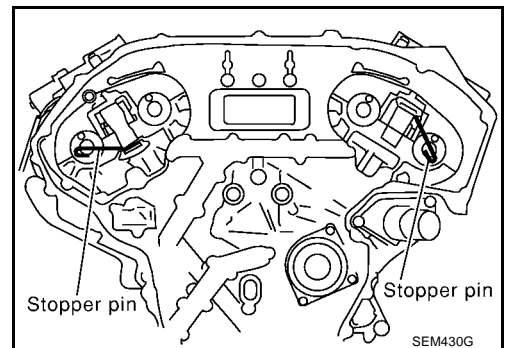
Hole on small dia. side must be used for intake side dowel pin hole. Do not misidentify (ignore big dia. side).

9. Install the timing chains (secondary) and camshaft sprockets.

CAUTION:

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

- a. Push the plunger of the secondary chain tensioner and keep it pressed in with a stopper pin.



TIMING CHAIN

b. Install secondary timing chains and camshaft sprockets.

- Align the mating marks on the secondary timing chain (gold link) with the ones on the intake and exhaust sprockets (stamped), and install them.

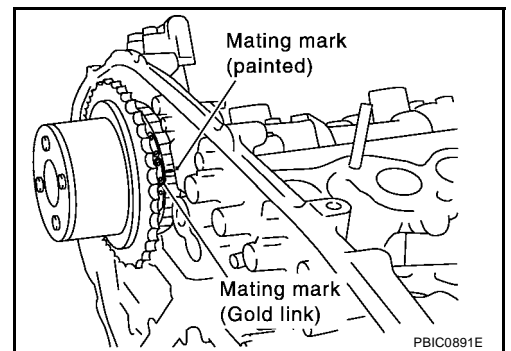
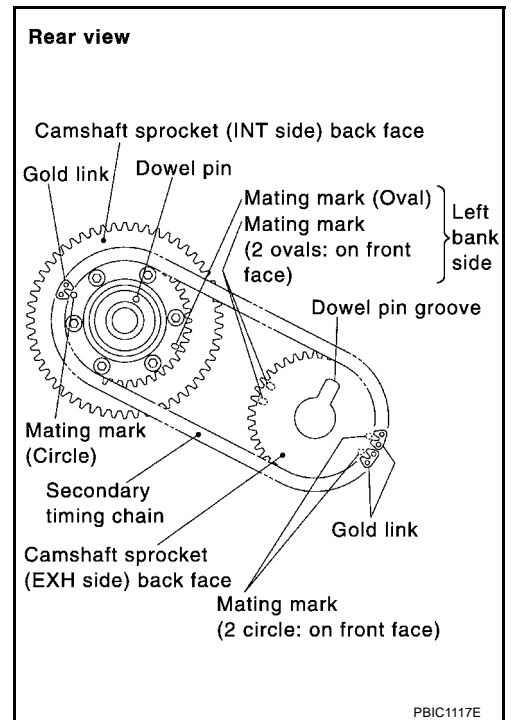
NOTE:

- Mating marks for the intake sprocket are on the back side of the secondary camshaft sprocket.
- There are two types of mating marks, circle and oval types. They should be used for the RH and LH banks, respectively.

RH bank : use circle type.

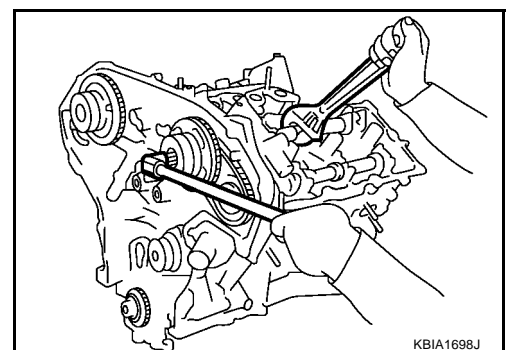
LH bank : use oval type.

- Align the dowel pin and pin hole on the camshaft with the groove and dowel pin on the sprocket, and install them.
- On the intake side, align the pin hole on the small diameter side of the camshaft front end with the dowel pin on the back side of the camshaft sprocket, and install them.
- On the exhaust side, align the dowel pin on the camshaft front end with the pin groove on the camshaft sprocket, and install them.
- Mounting bolts for the camshaft sprockets must be tightened in the next step. Tightening them by hand is enough to prevent the dislocation of the dowel pins.
- It may be difficult to visually check the dislocation of mating marks during and after installation. To make the matching easier, make a mating mark on the top of sprocket teeth and its extended line in advance with paint.

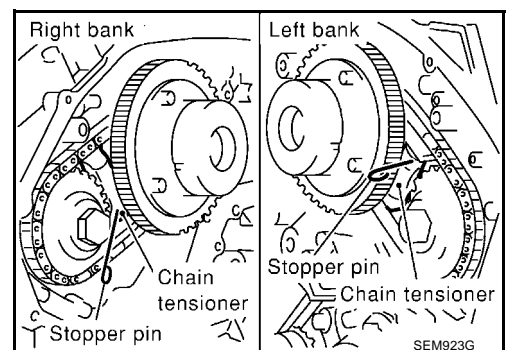


10. After confirming the mating marks are aligned, tighten the camshaft sprocket mounting bolts.

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



11. Pull the stopper pins out from the secondary timing chain tensioners.

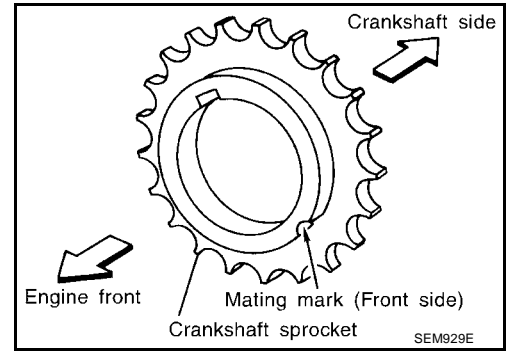


TIMING CHAIN

12. Install the primary timing chain as follows:

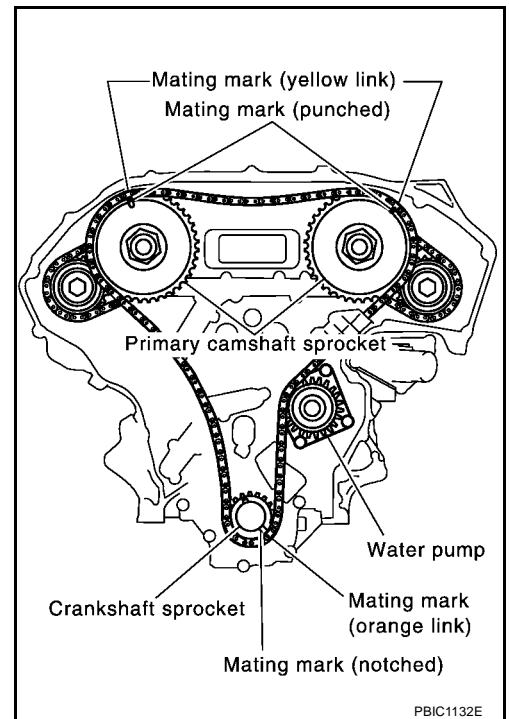
a. Install the crankshaft sprocket.

- Make sure the mating marks on the crankshaft sprocket face the front of the engine.



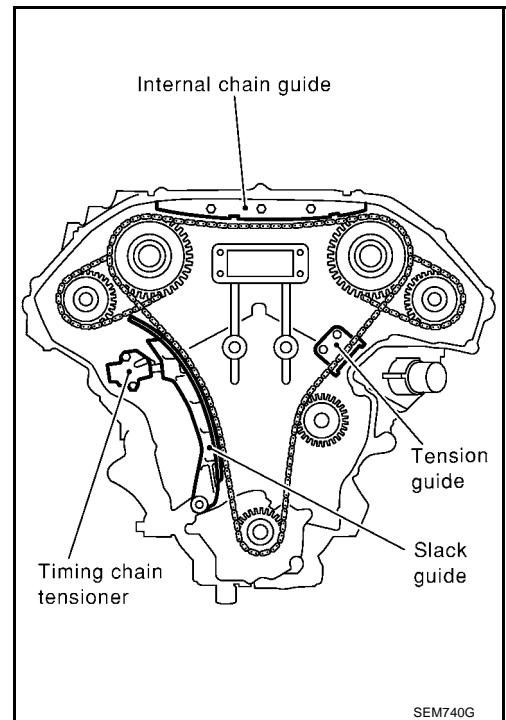
b. Install the primary timing chain.

- Install primary timing chain so the mating mark (punched) on camshaft sprocket is aligned with the yellow link on the timing chain, while the mating mark (notched) on the crankshaft sprocket is aligned with the orange one on the timing chain, as shown.
- When it is difficult to align mating marks of the primary timing chain with each sprocket, gradually turn the camshaft using a wrench on the hexagonal portion to align it with the mating marks.
- During alignment, be careful to prevent dislocation of mating mark alignments of the secondary timing chains.

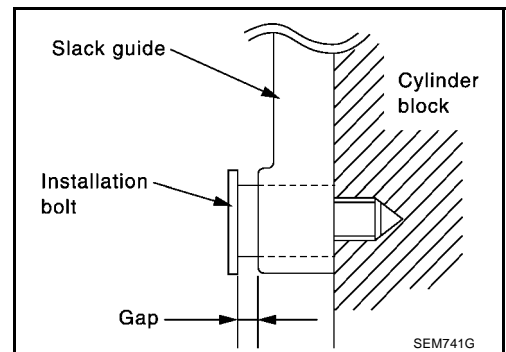


TIMING CHAIN

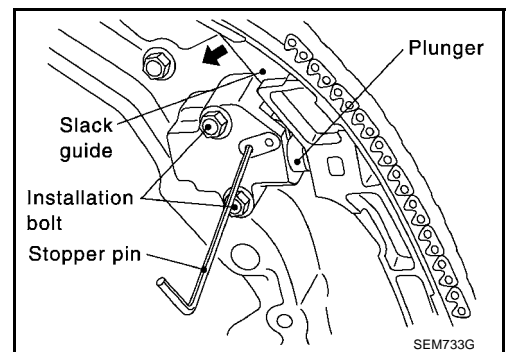
13. Install the internal chain guide and tension guide.
14. Install slack guide.



- Do not overtighten the slack guide mounting bolts. It is normal for a gap to exist under the bolt seats when the mounting bolts are tightened to specification.



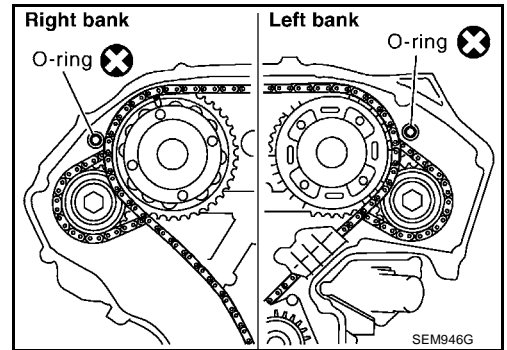
15. Install chain tensioner for slack guide.
 - When installing the chain tensioner, push in the sleeve and keep it pressed in with the stopper pin.
 - Remove any dirt and foreign materials completely from the back and the mounting surfaces of the chain tensioner.
 - After installation, pull out the stopper pin by pressing the slack guide.



16. Reconfirm that the mating marks on the sprockets and the timing chain have not slipped out of alignment.

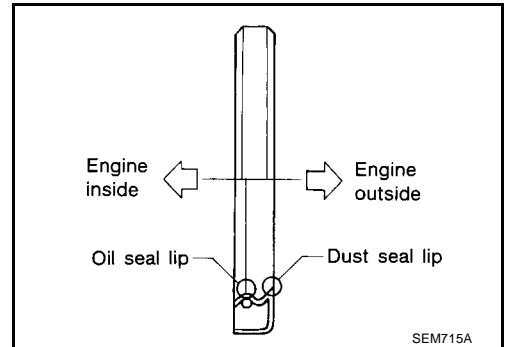
TIMING CHAIN

17. Install new O-rings on the rear timing chain case.

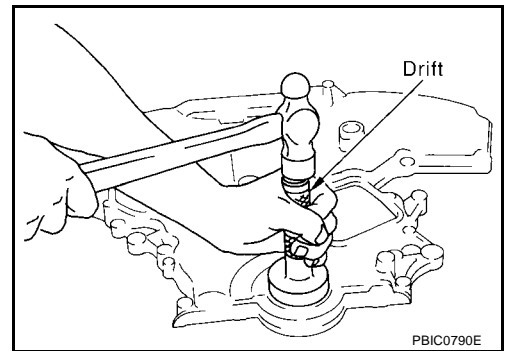


18. Install the front oil seal on the front timing chain case. Apply new engine oil to the oil seal edges.

- Install it so that each seal lip is oriented as shown in figure.

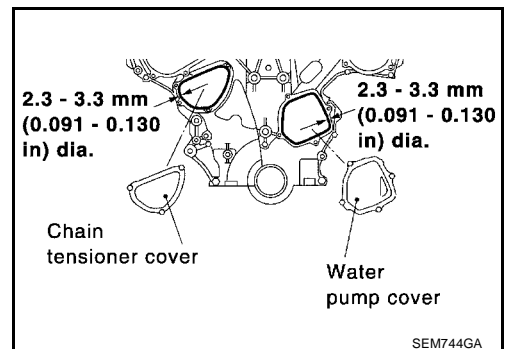


- Using a suitable drift, press-fit oil seal until it becomes flush with front timing chain case end face.
- Make sure the garter spring is in position and seal lip is not inverted.



19. Install the water pump cover and the chain tensioner cover to front timing chain case.

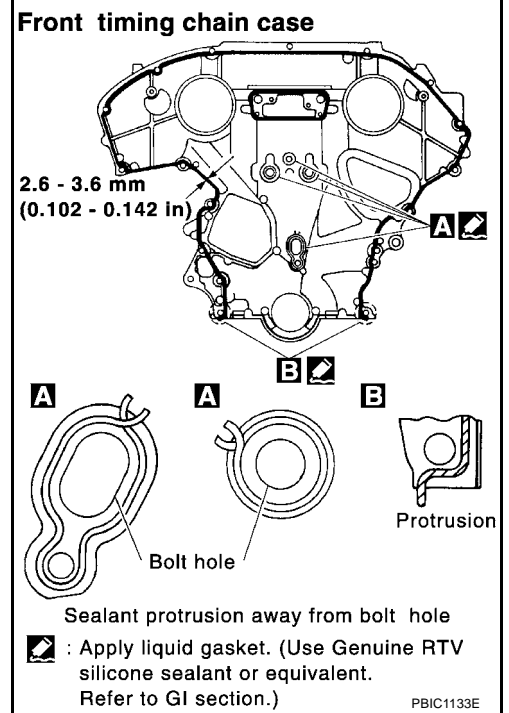
- Apply RTV Silicone Sealant or equivalent. Refer to GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".



TIMING CHAIN

20. Install front timing chain case as follows:

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



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

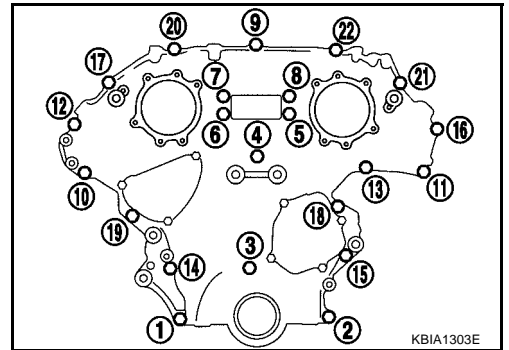
8 mm (0.31 in) dia. bolts : 1, 2

: **25.5 - 31.3 N·m (2.6 - 3.2 kg-m, 19 - 23 ft-lb)**

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

: **11.7 - 13.7 N·m (1.2 - 1.4 kg-m, 9 - 10 ft-lb)**

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



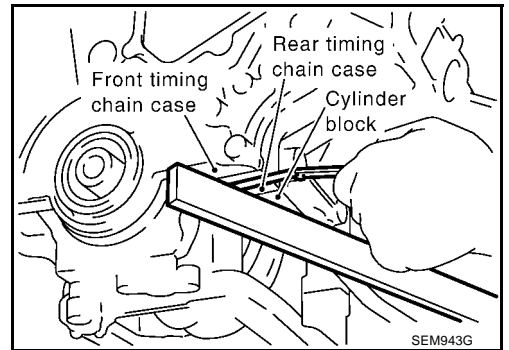
21. After installing the front timing chain case, check the surface height difference between the following parts on the oil pan mounting surface.

- If not within specification, repeat the installation procedure.

Standard

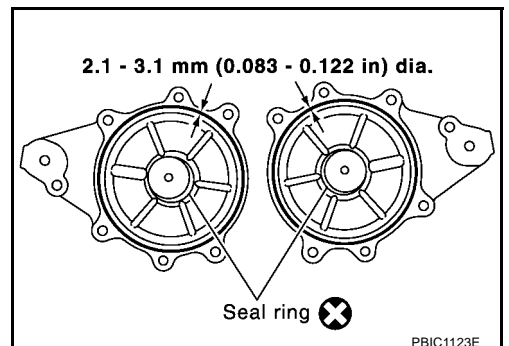
Front timing chain case to rear timing chain case:

-0.14 to 0.14 mm (-0.005 to 0.0055 in)



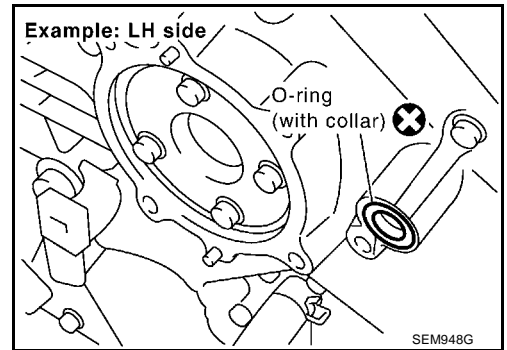
22. Install RH and LH intake valve timing control covers as follows:

- a. Install seal rings in shaft grooves.
- b. Apply liquid gasket to the intake valve timing control covers.
 - Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

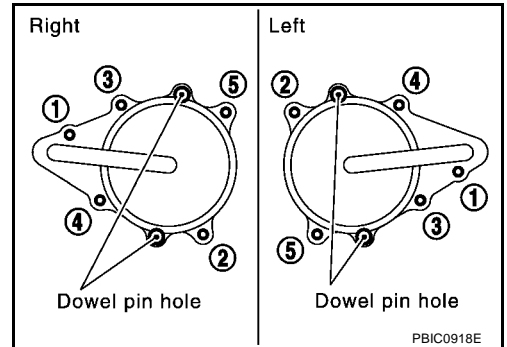


TIMING CHAIN

- c. Install collared O-ring in front cover oil hole (LH and RH sides).

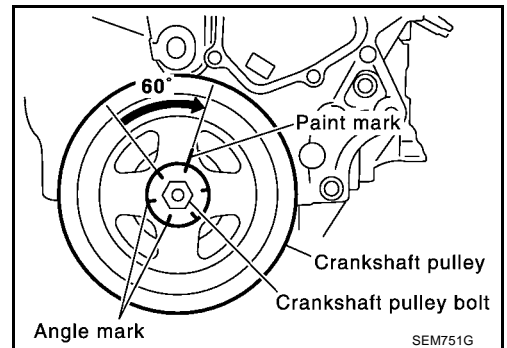


- d. Being careful not to move the seal ring from the installation groove, align the dowel pins on the chain case with the holes to install the intake valve timing control covers.
- e. Tighten bolts in the numerical order as shown.



23. Install crankshaft pulley as follows:

- Fix crankshaft using a hammer shaft or an equivalent tool.
- Install crankshaft pulley, taking care not to damage front oil seal.
 - When press-fitting crankshaft pulley with a plastic hammer, tap on its center portion (not circumference).
- Tighten bolt to 39.2 to 49.0 N·m (4.0 to 5.0 kg-m, 29 to 36 ft-lb).
- Put a paint mark on crankshaft pulley aligning with angle mark on crankshaft pulley bolt. Then, further retighten bolt by 60 to 66 degrees [Target: 60 degrees (equivalent to one graduation)].



24. Rotate crankshaft pulley in normal direction (clockwise when viewed from front) to confirm it turns smoothly.
25. For the following operations, perform steps in the reverse order of removal.

NOTE:

If hydraulic pressure inside chain tensioner drops after removal/installation, slack in the guide may generate a pounding noise during and just after engine start. However, this does not indicate an unusualness. Noise will stop after hydraulic pressure rises.

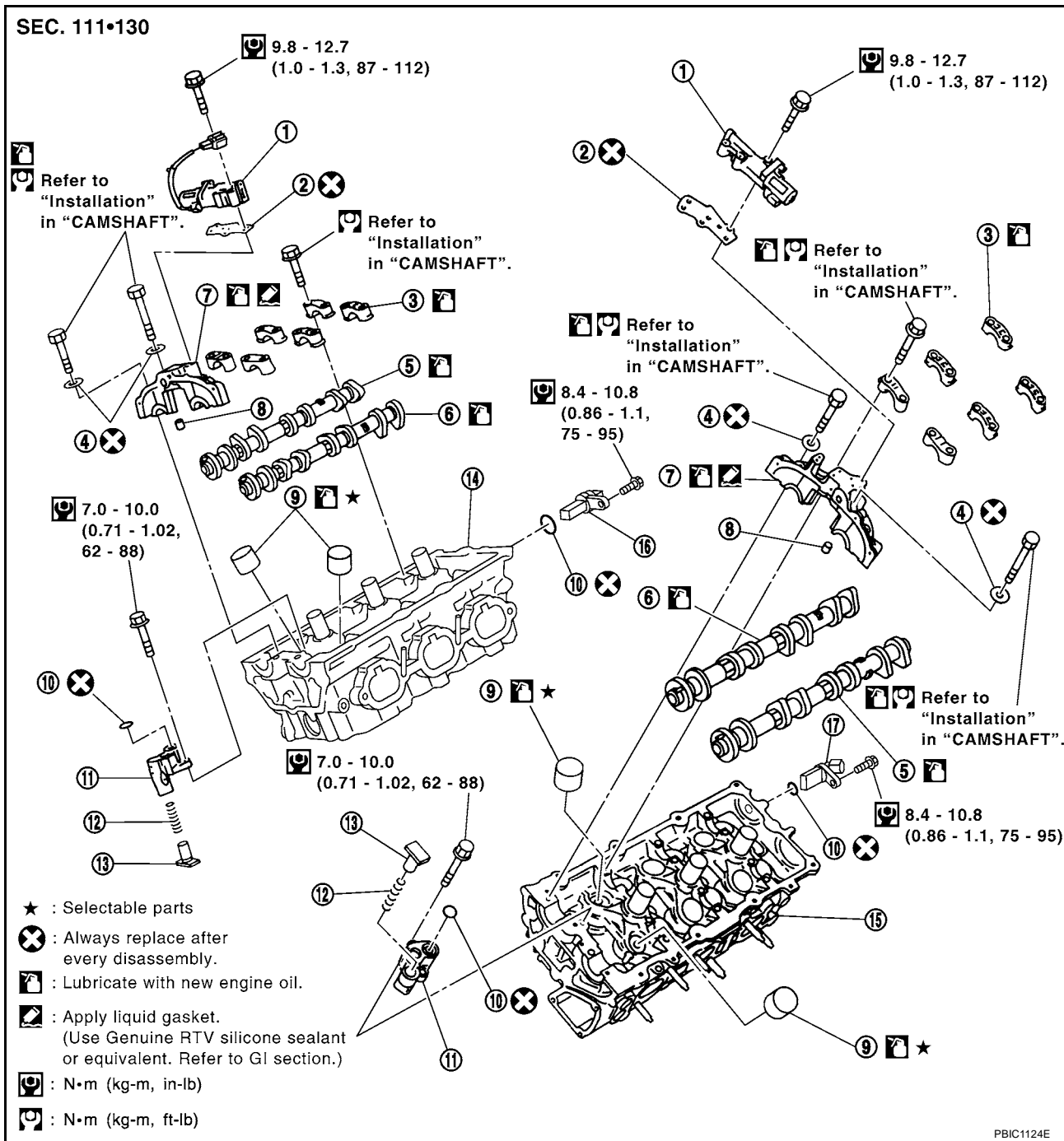
CAMSHAFT

CAMSHAFT

PFP:13001

Removal and Installation

ABS000PS



- | | | |
|--|--|------------------------------------|
| 1. Intake valve timing control solenoid valve | 2. Gasket | 3. Camshaft bracket (No.2 to No.4) |
| 4. Seal washer | 5. Camshaft (EXH) | 6. Camshaft (INT) |
| 7. Camshaft bracket (No.1) | 8. Dowel pin | 9. Valve lifter |
| 10. O-ring | 11. Chain tensioner | 12. Spring |
| 13. Plunger | 14. Cylinder head (RH bank) | 15. Cylinder head (LH bank) |
| 16. Camshaft position sensor (PHASE) (RH bank) | 17. Camshaft position sensor (PHASE) (LH bank) | |

CAUTION:

Apply new engine oil to parts marked in illustration before installation.

CAMSHAFT

REMOVAL

1. Remove front timing chain case, camshaft sprocket, timing chain and rear timing chain case. Refer to [EM-48, "TIMING CHAIN"](#).

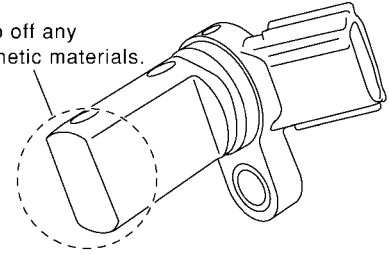
2. If necessary, remove camshaft position sensor (PHASE) (RH and LH banks) from cylinder head back side.

CAUTION:

- Handle carefully to avoid dropping and shocks.
- Do not disassemble.
- Do not allow metal powder to adhere to magnetic part at sensor tip.
- Do not place sensors in a location where they are exposed to magnetism.

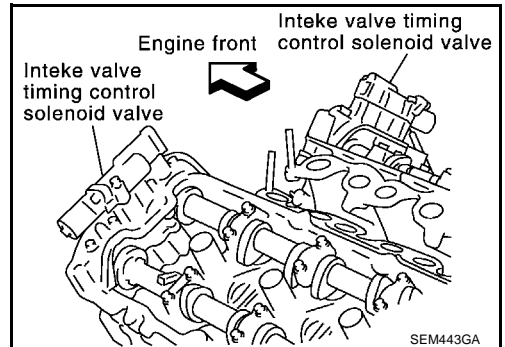
Example: Left bank

Keep off any magnetic materials.



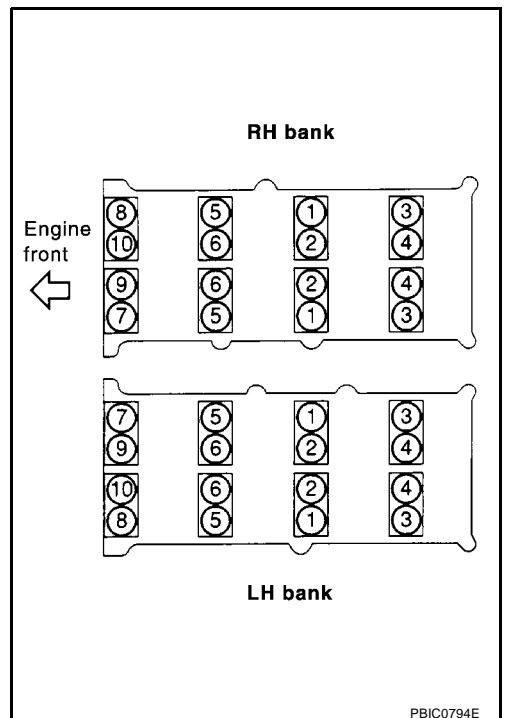
KBIA1046E

3. Remove intake valve timing control solenoid valve from No.1 camshaft bracket.



SEM443GA

4. Remove the intake and exhaust camshaft brackets.
 - Mark the camshafts, camshaft brackets, and bolts so they are placed in the same position and direction for installation.
 - Equally loosen the camshaft bracket bolts in several steps in the reverse order as shown.



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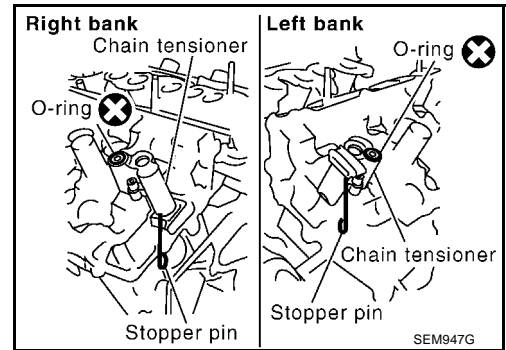
5. Remove camshaft.
6. Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.

CAMSHAFT

- Remove secondary timing chain tensioner from cylinder head.
 - Remove chain tensioner with its stopper pin attached.

NOTE:

Stopper pin was attached when secondary timing chain was removed.



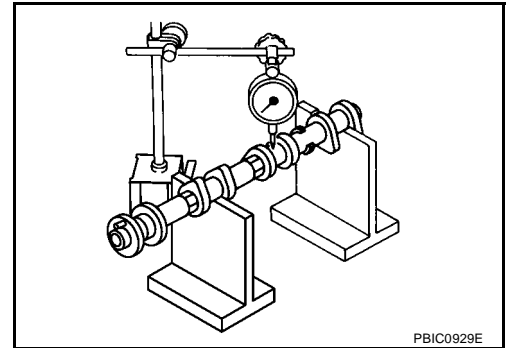
INSPECTION AFTER REMOVAL

Camshaft Runout

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

Limit : 0.05 mm (0.0020 in)

- If it exceeds the limit, replace camshaft.



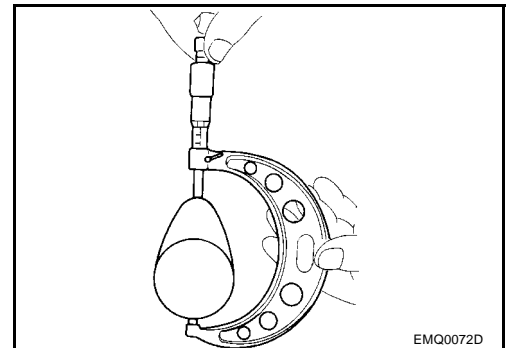
Camshaft Cam Height

- Measure camshaft cam height.

**Standard cam height (intake and exhaust)
: 44.865 - 45.055 mm (1.7663 - 1.7738 in)**

**Cam wear limit
: 0.2 mm (0.008 in)**

- If wear is beyond the limit, replace camshaft.



Camshaft Journal Clearance

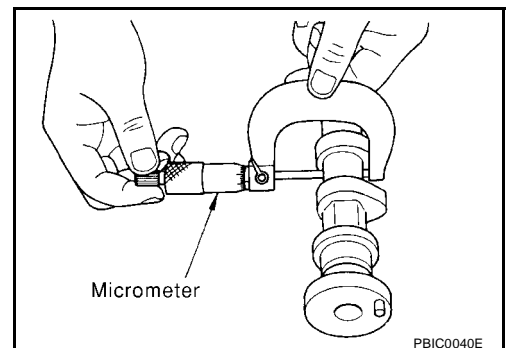
Outer Diameter of Camshaft Journal

- Measure outer diameter of camshaft journal.

Standard outer diameter:

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

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



CAMSHAFT

Inner Diameter of Camshaft Bracket

- Tighten camshaft bracket bolt with specified torque.
- Using inside micrometer, measure inner diameter "A" of camshaft bracket.

Standard inner diameter:

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

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

Calculation of Camshaft Journal Clearance

(Journal clearance) = (inner diameter of camshaft bracket) – (outer diameter of camshaft journal).

Standard:

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

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

Limit : 0.15 mm (0.0059 in)

- When out of the limit, replace either or both camshaft and cylinder head.

NOTICE:

Inner diameter of camshaft bracket is manufactured together with cylinder head. Replace the whole cylinder head assembly.

Camshaft End Play

- Install dial gauge in thrust direction on front end of camshaft. Measure end play of dial gauge when camshaft is moved forward/backward (in direction to axis).

Standard : 0.115 - 0.188 mm (0.0045 - 0.0074 in)

Limit : 0.24 mm (0.0094 in)

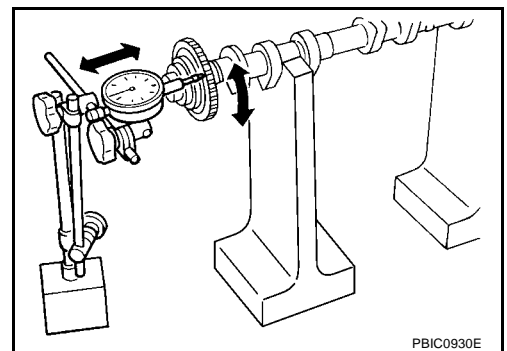
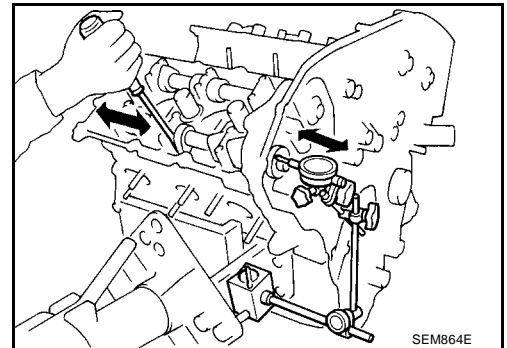
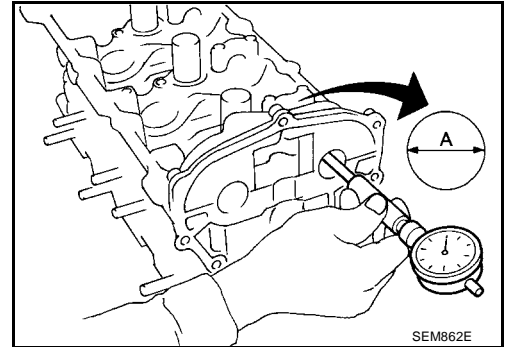
- When out of the limit, replace with new camshaft and measure again.
- When out of the limit again, replace with new cylinder head.

Camshaft Sprocket Runout

- Using dial gauge and measure camshaft sprocket runout. (Total indicator reading)

Limit : 0.15 mm (0.0059 in)

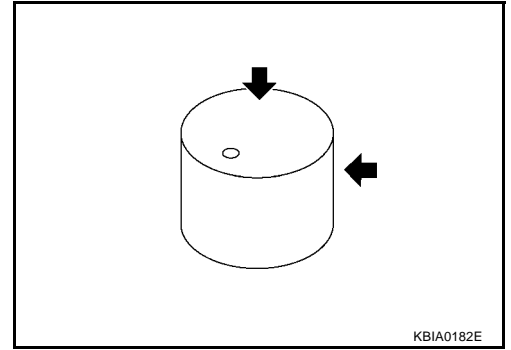
- If it exceeds the limit, replace camshaft sprocket.



CAMSHAFT

Valve Lifter

- Check if surface of valve lifter has any wear or cracks.

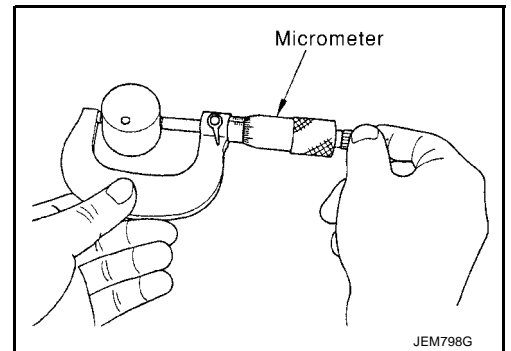


Valve Lifter Clearance

Outer Diameter of Valve Lifter

- Measure outer diameter of valve lifter.

Valve lifter outer diameter (Intake and exhaust)
: 33.977 - 33.987mm (1.3377 - 1.3381 in)



Valve Lifter Hole Diameter

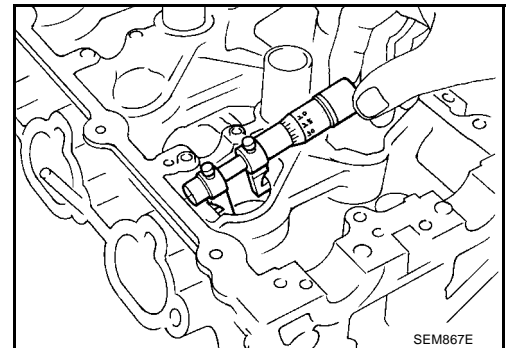
- Using inside micrometer, measure diameter of valve lifter hole of cylinder head.

Standard (Intake and exhaust)
: 34.000 - 34.016 mm (1.3386 - 1.3392 in)

Calculation of Valve Lifter Clearance

(Valve lifter clearance) = (hole diameter of valve lifter) – (outer diameter of valve lifter).

Standard (Intake and exhaust)
: 0.013 - 0.039 mm (0.0005 - 0.0015 in)

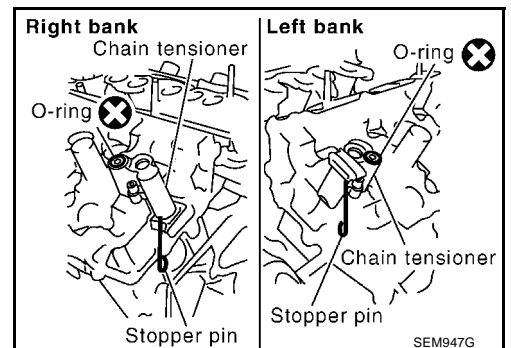


- When out of specified range, referring to each specification of outer and inner diameter, replace either or both valve lifter and cylinder head.

INSTALLATION

1. Install secondary chain tensioners on both sides of cylinder head.

- Install chain tensioner with its stopper pin attached.
- Install tensioner with sliding part facing downward on right-side cylinder head, and with sliding part facing upward on left-side cylinder head.
- Install O-ring as shown.

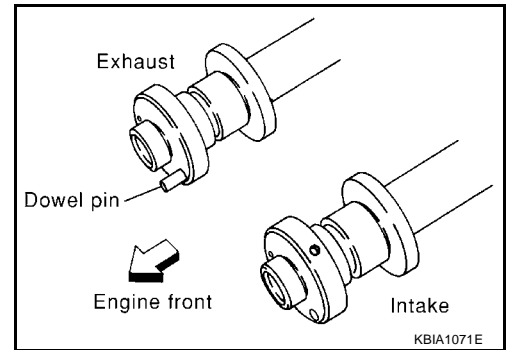


2. Install valve lifter.
 - Install it in the original position.

CAMSHAFT

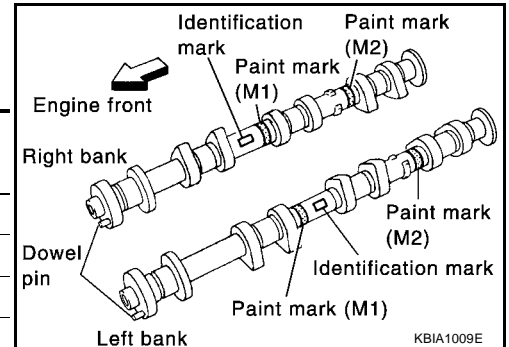
3. Install camshafts.

- Install camshaft with dowel pin attached to its front end face on the exhaust side.



- Follow your identification marks made during removal, or follow the identification marks that are present on the new camshafts for proper placement and direction.

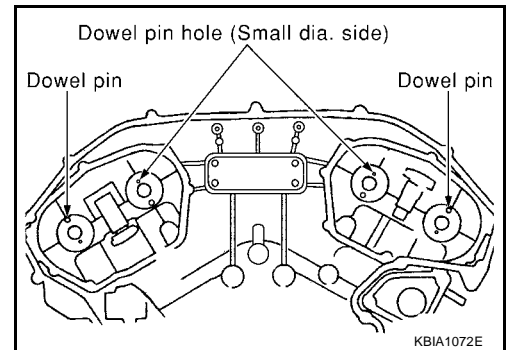
Bank	INT/EXH	Dowel pin	Paint marks		ID mark
			M1	M2	
RH	INT	No	Pink	No	RE
	EXH	Yes	No	Orange	RE
LH	INT	No	Pink	No	LH
	EXH	Yes	No	Orange	LH



- Install camshaft so that dowel pin hole and dowel pin on front end face are positioned as shown in figure. (No. 1 cylinder TDC on its compression stroke)

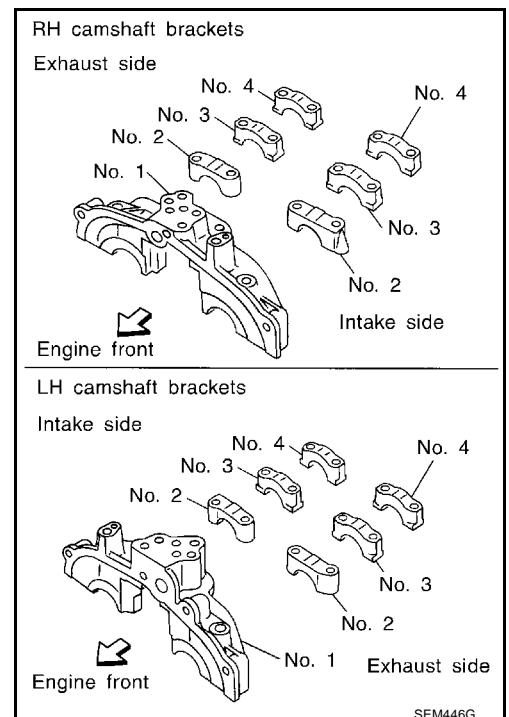
NOTE:

Large- and small-pin holes are located on front end face of intake camshaft, at intervals of 180°. Face small dia. side pin hole upward (in cylinder head upper face direction).



4. Install camshaft brackets.

- Remove foreign material completely from camshaft bracket backside and from cylinder head installation face.
- Install camshaft bracket in original position and direction as shown in figure.

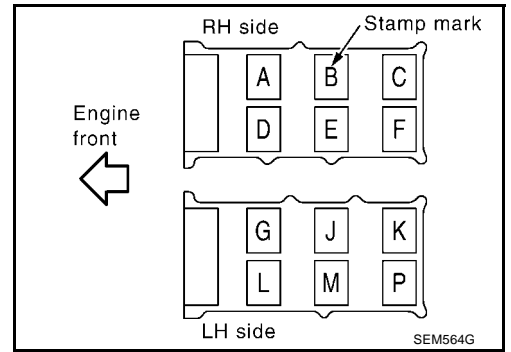


CAMSHAFT

- Install No.2 to 4 camshaft brackets aligning the stamp marks as shown.

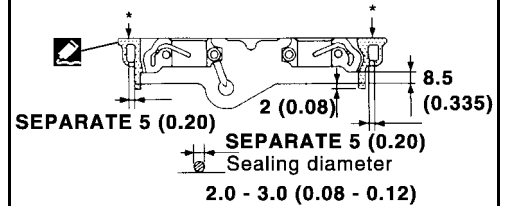
NOTE:

There are no identification marks indicating left and right for No. 1 camshaft bracket.




- Apply sealant to mating surface of No.1 camshaft bracket as shown on RH and LH banks.
- Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

Camshaft bracket



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

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

Unit: mm (in)

PBIC0915E

5. Tighten the camshaft brackets in the following steps, in numerical order as shown.


- a. Tighten No. 7 to 10, then tighten No.1 to 6 in order as shown.

 : 1.96 N·m (0.2 kg-m, 17 in-lb)


- b. Tighten No.1 to 10 in numerical order as shown.

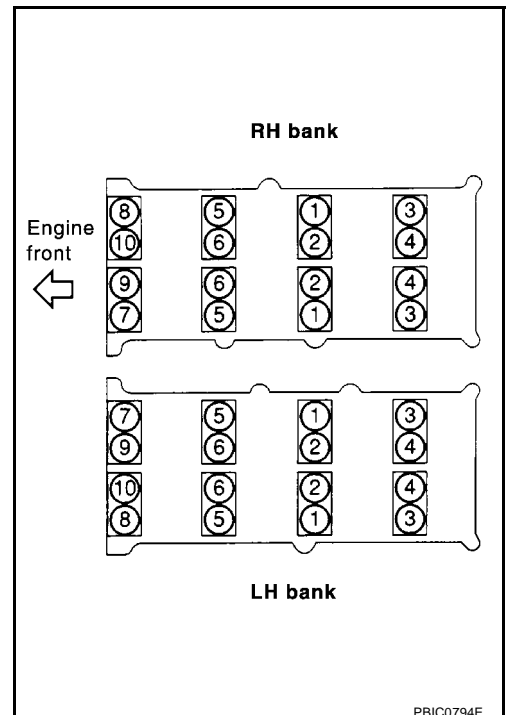
 : 5.88 N·m (0.6 kg-m, 52 in-lb)

- c. Tighten No. 1 to 6 in the numerical order as shown.

 : 9.02 - 11.8 N·m (0.92 - 1.20 kg-m, 80 - 104 in-lb)

- d. Tighten No. 7 to 10 in the numerical order as shown.

 : 8.3 - 10.3 N·m (0.85 - 1.0 kg-m, 74 - 91 in-lb)

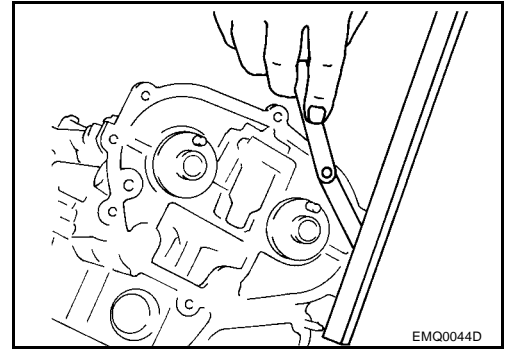


CAMSHAFT

6. Measure difference in levels between front end faces of No. 1 camshaft bracket and cylinder head.

Standard : -0.14 to 0.14 mm (-0.0055 to 0.0055 in)

- If measurement is outside the specified range, re-install camshaft and camshaft bracket.

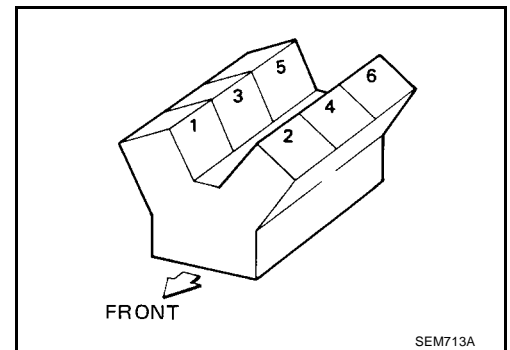


7. Inspect and adjust valve clearance. Refer to [EM-71, "Valve Clearance"](#) .
8. Install in the reverse order of removal after this step.

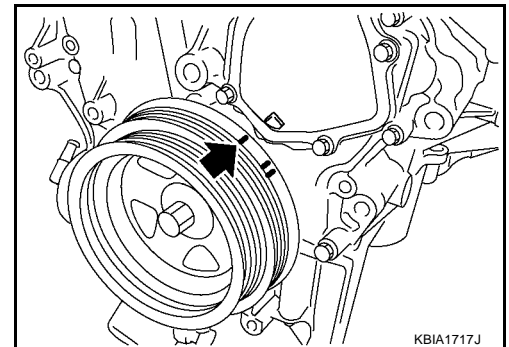
Valve Clearance INSPECTION

ABS000PT

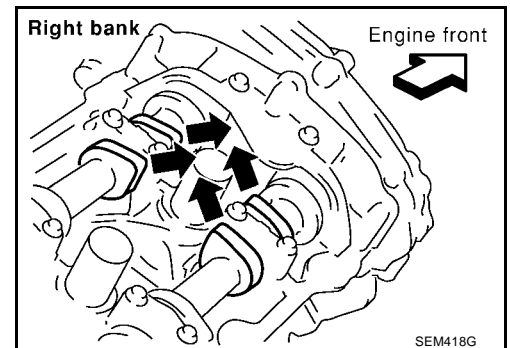
- Perform inspection as follows after removal, installation or replacement of camshaft or valve-related parts, or if there is unusual engine conditions regarding valve clearance.



1. Remove RH and LH rocker covers with power tool. Refer to [EM-38, "ROCKER COVER"](#) .
2. Measure valve clearance as below:
- a. Set No.1 cylinder at TDC of its compression stroke.
 - Align crankshaft pulley timing mark (grooved line without color) with timing indicator.



- Check that No. 1 cylinder intake and exhaust cam nose is facing in direction shown in figure.
- If not, rotate crankshaft pulley 360° clockwise (when viewed from front).



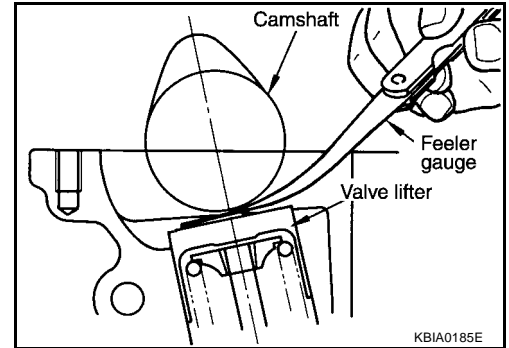
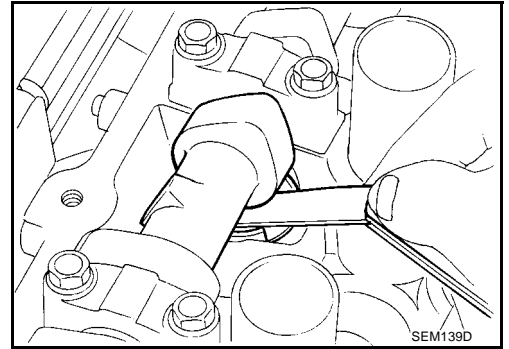
CAMSHAFT

- b. Using a feeler gauge, measure valve clearance.

Valve clearance standard:

Cold	Intake	: 0.26 - 0.34 mm (0.010 - 0.013 in)
	Exhaust	: 0.29 - 0.37 mm (0.011 - 0.015 in)
Hot*	Intake	: 0.304 - 0.416 mm (0.012 - 0.016 in)
	Exhaust	: 0.308 - 0.432 mm (0.012 - 0.016 in)

*: Approximately 80°C (176°F) (Reference data)

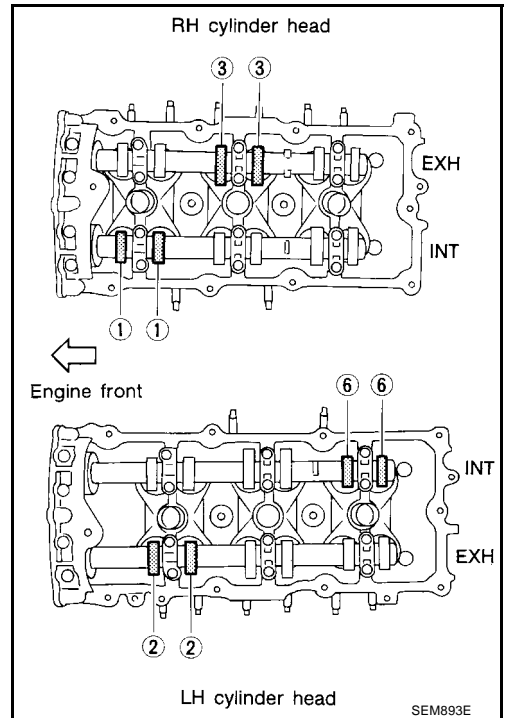


- No.1 cylinder at compression TDC

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

CAUTION:

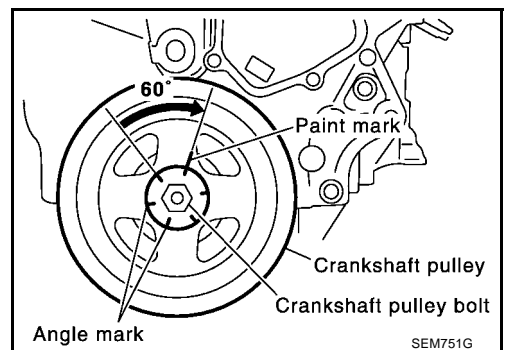
If inspection was carried out with cold engine, check that values with fully warmed up engine are still within specifications.



- c. Rotate crankshaft by 240° clockwise (when viewed from front) to align No. 3 cylinder at TDC of its compression stroke.

NOTE:

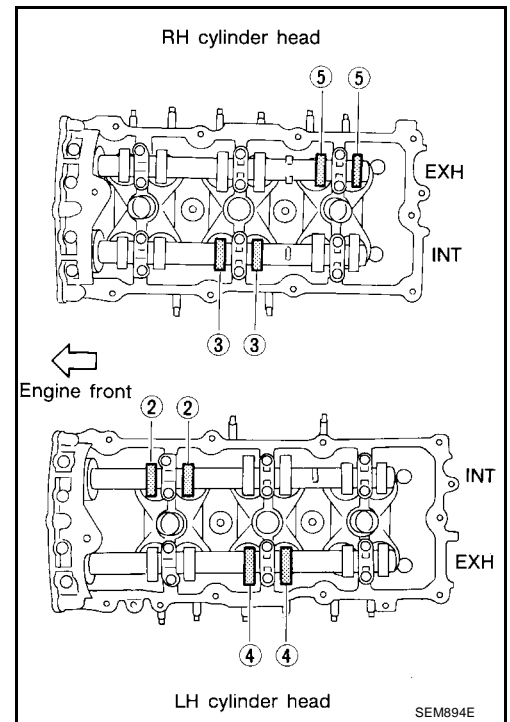
Crankshaft pulley mounting bolt flange has a stamped line every 60°. They can be used as a guide to rotation angle.



CAMSHAFT

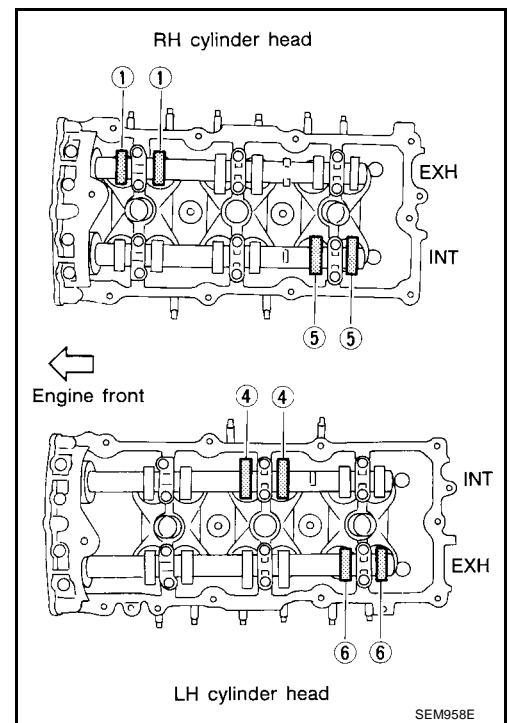
- No.3 cylinder at compression TDC

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



- d. Turn crankshaft pulley clockwise by 240° from the position of No. 5 cylinder at compression TDC.

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



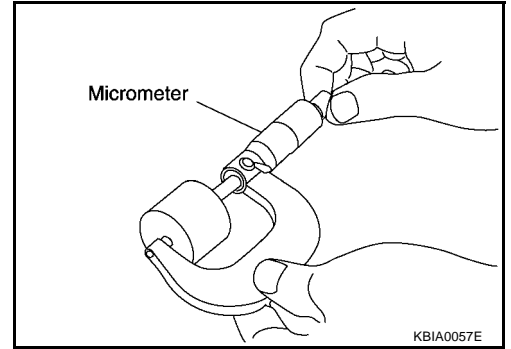
3. For measurements that are outside the specified range, perform adjustment below.

ADJUSTMENT

- Perform adjustment depending on selected head thickness of valve lifter.
 - The specified valve lifter thickness is the dimension at normal temperatures. Ignore dimensional differences caused by temperature. Use the specifications for hot engine condition to adjust.
1. Remove camshaft. Refer to [EM-64, "Removal and Installation"](#) .
 2. Remove the valve lifters at the locations that are outside the standard.

CAMSHAFT

3. Measure the center thickness of the removed valve lifters with a micrometer.



4. Use the equation below to calculate valve lifter thickness for replacement.

- Valve lifter thickness calculation:
 Thickness of replacement valve lifter = $t_1 + (C_1 - C_2)$
 t_1 = Thickness of removed valve lifter
 C_1 = Measured valve clearance
 C_2 = Standard valve clearance:

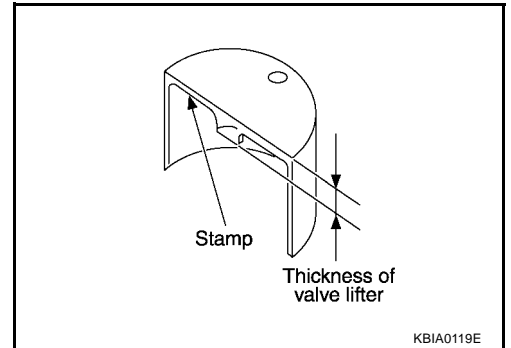
Intake : 0.30 mm (0.012 in)

Exhaust : 0.33 mm (0.013 in)

- Thickness of a new valve lifter can be identified by stamp marks on the reverse side (inside the cylinder).
 Stamp mark 788U or 788R indicates 7.88 mm (0.3102 in) in thickness.

NOTE:

2 types of stamp marks are used for parallel setting.



Available thickness of valve lifter: 27 sizes with range 7.88 to 8.40 mm (0.3102 to 0.3307 in) in steps of 0.02 mm (0.0008 in) (when manufactured at factory).

5. Install the selected valve lifter.
6. Install camshaft.
7. Manually turn crankshaft pulley a few turns.
8. Check that valve clearances for cold engine are within specifications by referring to the specified values.
9. After completing the repair, check valve clearances again with the specifications for warmed engine. Make sure the values are within specifications.

Valve clearance:

Unit: mm (in)

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

*: Approximately 80°C (176°F)

OIL SEAL

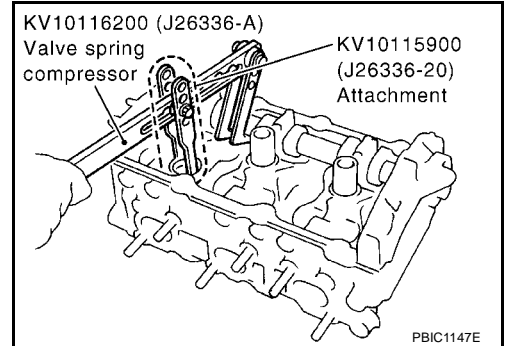
PFP:00100

Removal and Installation of Valve Oil Seal

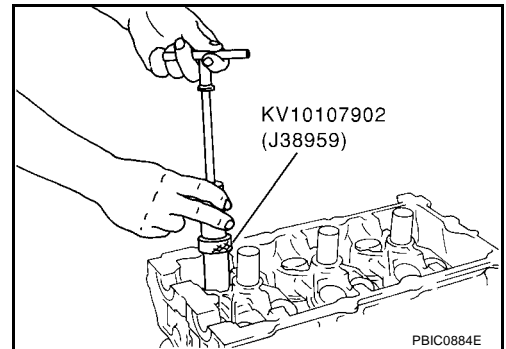
ABS000PU

REMOVAL

1. Remove camshaft relating to valve oil seal to be removed. Refer to [EM-64, "CAMSHAFT"](#) .
2. Remove valve lifters. Refer to [EM-64, "CAMSHAFT"](#) .
3. Turn crankshaft until the cylinder requiring new oil seals is at TDC. This will prevent the valve from dropping into the cylinder.
4. Using valve spring compressor (special service tool), remove valve collet. Then remove valve spring and valve spring seat.



5. Remove valve oil seal using valve oil seal puller (special service tool).



INSTALLATION

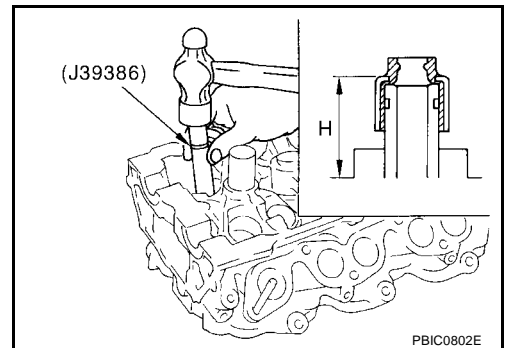
1. Apply engine oil on new valve oil seal joint and seal lip.
2. Using valve oil seal drift (special service tool), press fit valve seal to height "H" shown in figure.

NOTE:

Dimension "H": Height measured before valve spring seat installation

Intake and exhaust : 14.3 - 14.9 mm (0.563 - 0.587 in)

3. Perform steps in the reverse order of removal for the following operations.

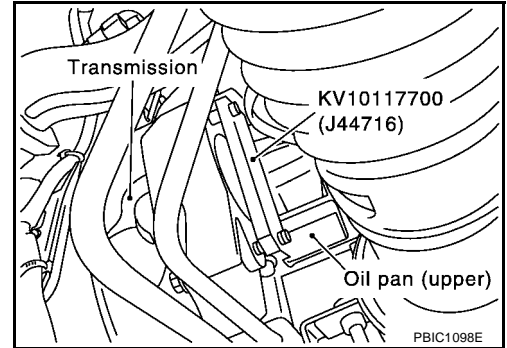


OIL SEAL

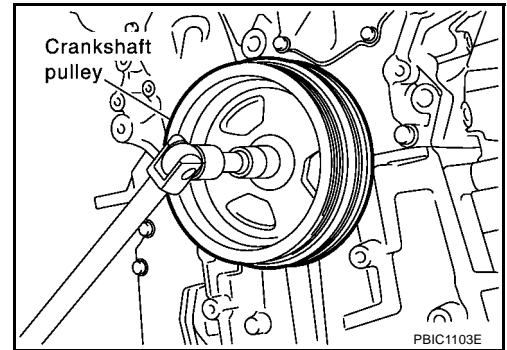
ABS000PV

Removal and Installation of Front Oil Seal REMOVAL

1. Remove the following parts:
 - Undercover
 - Drive belt; Refer to [EM-13, "DRIVE BELTS"](#) .
 - Radiator shroud; Refer to [CO-11, "RADIATOR"](#) .
 - Starter motor; Refer to [SC-18, "Removal and Installation"](#) .
2. Remove crankshaft pulley as follows:
 - a. Set ring gear stopper (special service tool).



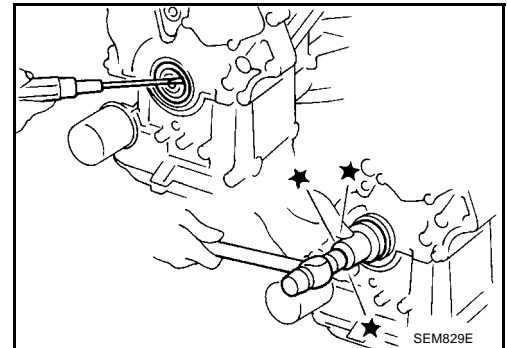
- b. Loosen crankshaft pulley mounting bolt and locate bolt seating surface at 10 mm (0.39 in) from its original position.



- c. Remove crankshaft pulley.
3. Remove front oil seal using a suitable tool.

CAUTION:

Be careful not to damage front timing chain case and crankshaft.



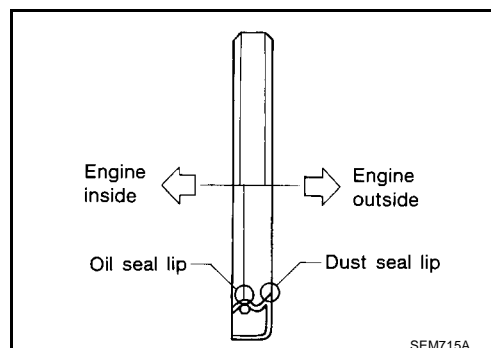
OIL SEAL

INSTALLATION

1. Apply engine oil on new front oil seal.
2. Using a suitable drift, press fit until the height of front oil seal is level with the mounting surface.
 - Suitable drift: outer diameter 59 mm (2.32 in), inner diameter 49 mm (1.93 in).

CAUTION:

- Press fit straight and avoid causing burrs or tilting the oil seal.



3. Perform steps in the reverse order of removal for the following operations.

Removal and Installation of Rear Oil Seal

ABS000PW

1. Remove oil pan (upper). Refer to [EM-26, "OIL PAN AND OIL STRAINER"](#).
2. Remove transmission assembly. Refer to [MT-15, "TRANSMISSION ASSEMBLY"](#) (M/T models) or [AT-188, "TRANSMISSION ASSEMBLY"](#) (A/T models).

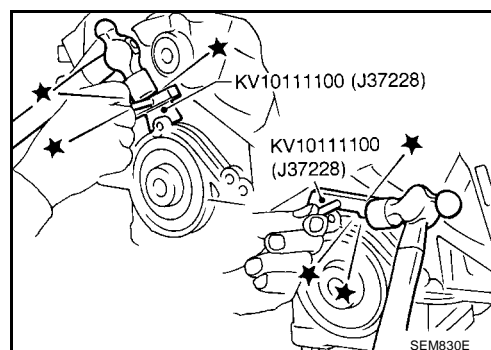
3. Use a seal cutter (special service tool) to cut away liquid gasket and remove rear oil seal retainer.

CAUTION:

Be careful not to damage mounting surface.

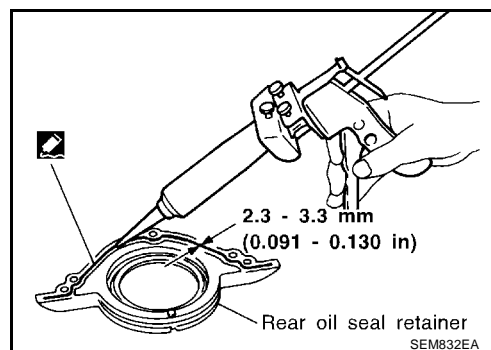
NOTE:

Rear oil seal and retainer form a single part and are handled as an assembly.



INSTALLATION

1. Remove old liquid gasket on mating surface of cylinder block and oil pan using scraper.
2. Apply liquid gasket to rear oil seal retainer using tube presser (special service tool) as shown in the figure.
 - Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
 - Assembly should be done within 5 minutes after coating.



3. Install rear oil seal retainer to cylinder block.
4. Perform steps in the reverse order of removal for the following operations.

CYLINDER HEAD

CYLINDER HEAD

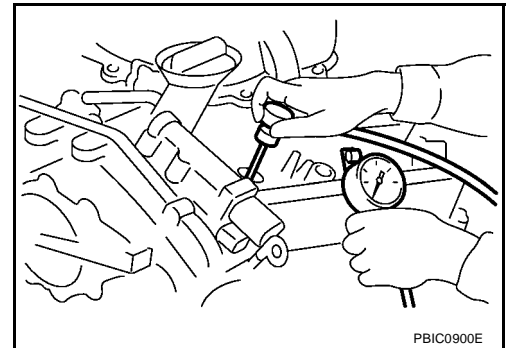
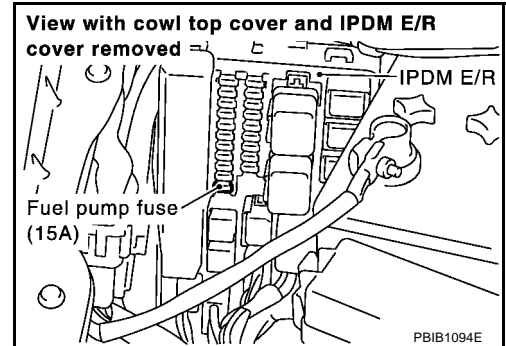
PFP:11041

On-Vehicle Service

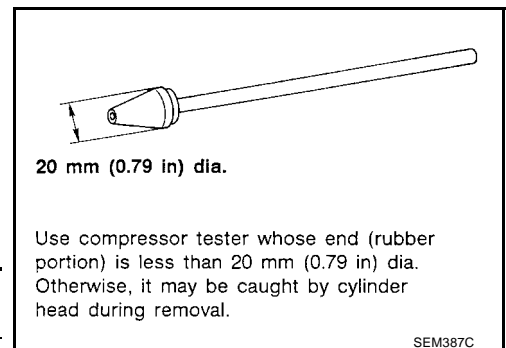
CHECKING COMPRESSION PRESSURE

ABS000PX

1. Warm up engine thoroughly. Then, stop it.
2. Release fuel pressure. Refer to [EC-53, "FUEL PRESSURE RELEASE"](#).
3. Disconnect fuel pump fuse to avoid fuel injection during measurement.
4. Remove engine cover with power tool. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#).
5. Remove ignition coil and spark plug from each cylinder. Refer to [EM-30, "IGNITION COIL"](#) and [EM-31, "SPARK PLUG \(PLATINUM-TIPPED TYPE\)"](#).
6. Connect engine tachometer (not required in use of CONSULT-II).
7. Install compression tester with adapter onto spark plug hole.



- Use compression gauge whose picking up end inserted to spark plug hole is smaller than 20 mm (0.79 in) in diameter. Otherwise, it may be caught by cylinder head during removal.
- 8. With accelerator pedal fully depressed, turn ignition switch to "START" for cranking. When the gauge pointer stabilizes, read the compression pressure and engine rpm. Perform these steps to check each cylinder.



Unit: kPa (kg/cm², psi) /rpm

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

CAUTION:

Always use a fully charged battery to obtain specified engine speed.

- If the engine speed is out of specified range, check battery liquid for proper gravity. Check engine speed again with normal battery gravity.
- If compression pressure is below minimum value, check valve clearances and parts associated with combustion chamber (valve, valve seat, piston, piston ring, cylinder bore, cylinder head, cylinder head gasket). After the checking, measure compression pressure again.
- If some cylinders have low compression pressure, pour small amount of engine oil into the spark plug hole of the cylinder to re-check it for compression.
- If the added engine oil improves the compression, the piston rings may be worn out or damaged. Check the piston rings and replace if necessary.
- If the compression pressure remains at low level despite the addition of engine oil, the valves may be malfunctioning. Check the valves for damage. Replace the valve or valve seat accordingly.

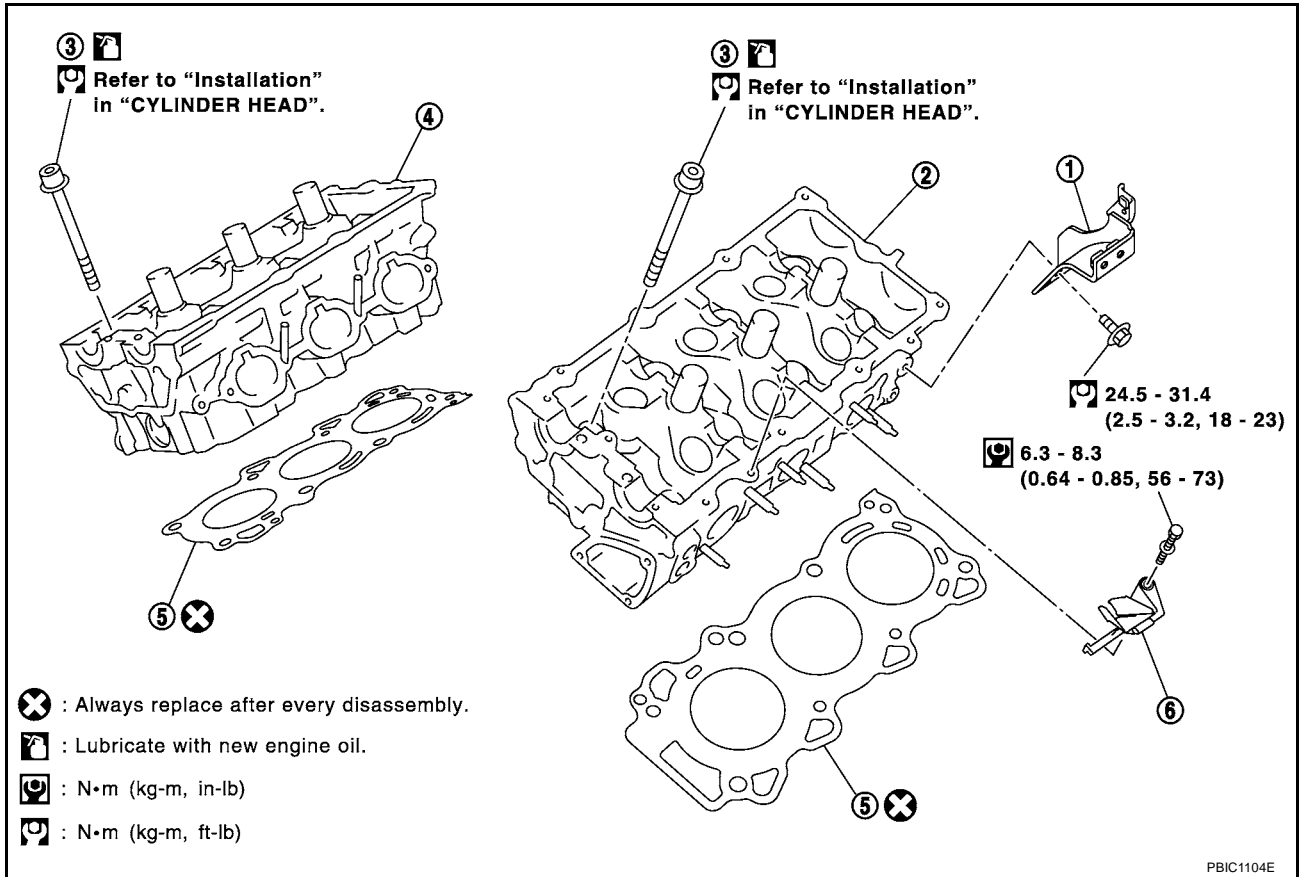
CYLINDER HEAD

- If two adjacent cylinders have respectively low compression pressure and their compression remains low even after the addition of engine oil, the gaskets are leaking. In such a case, replace the cylinder head gaskets.
9. After inspection is completed, install removed parts.

Removal and Installation

ABS000PY

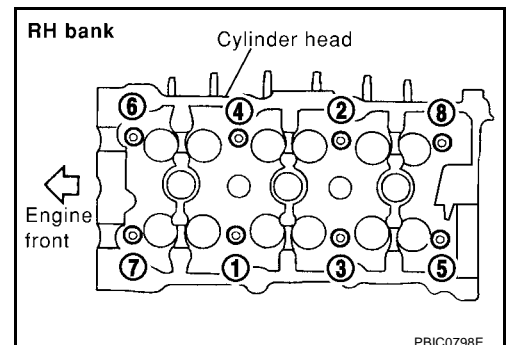
EM



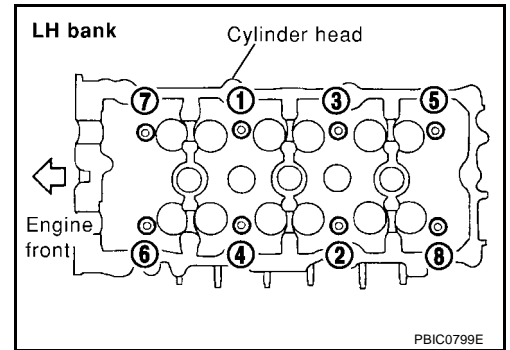
- | | | |
|------------------------------|----------------------------|--------------------------|
| 1. Engine rear lower slinger | 2. Cylinder head (LH bank) | 3. Cylinder head bolt |
| 4. Cylinder head (RH bank) | 5. Cylinder head gasket | 6. Oil level gauge guide |

REMOVAL

1. Remove camshaft. Refer to [EM-64, "CAMSHAFT"](#).
2. Remove the following components and related parts:
 - Fuel tube and fuel injector assembly. Refer to [EM-33, "FUEL INJECTOR AND FUEL TUBE"](#).
 - Intake manifold. Refer to [EM-21, "INTAKE MANIFOLD"](#).
 - Exhaust manifold. Refer to [EM-23, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#).
 - Water inlet and thermostat housing. Refer to [CO-23, "THERMOSTAT AND THERMOSTAT HOUSING"](#).
 - Water outlet and water piping. Refer to [CO-24, "WATER OUTLET AND WATER PIPING"](#).
3. Remove cylinder head loosening bolts in reverse order shown in the figure.



CYLINDER HEAD



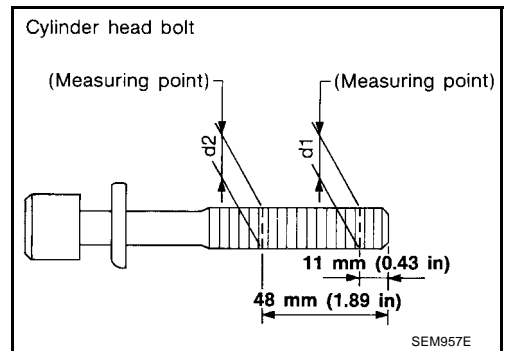
INSPECTION AFTER REMOVAL

Outer Diameter of Cylinder Head Bolts

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

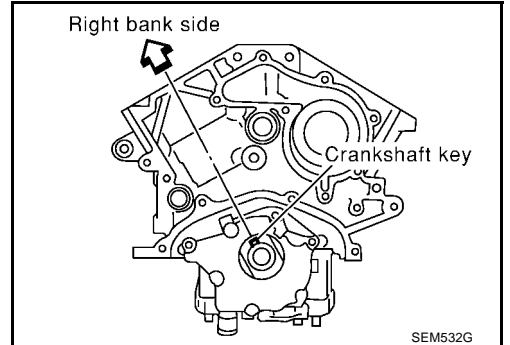
Limit (d1 - d2) : 0.11 mm (0.0043 in)

- If reduction of outer diameter appears in a position other than d2, use it as d2 point.



INSTALLATION

- Install cylinder head gasket.
- Turn the crankshaft until No. 1 piston is set at TDC on the compression stroke.
 - The crankshaft key should line up with the right bank cylinder center line as shown.

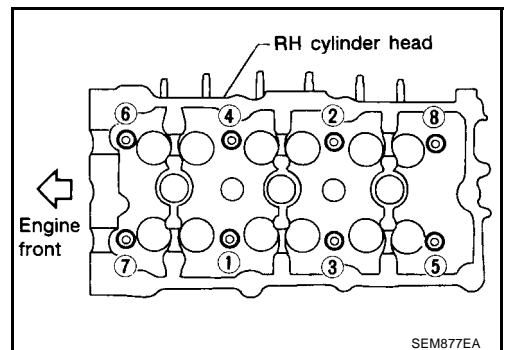


- Install cylinder head follow the steps below to tighten cylinder head bolts in the order shown in figure.
 - Tighten all bolts to 98.1 N·m (10 kg-m, 72 ft-lb).
 - Completely loosen to 0 N·m (0 kg-m, 0 ft-lb).

CAUTION:

In step "b", loosen bolts in the reverse order of that indicated in figure.

- Tighten all bolts to 34.3 to 44.1 N·m (3.5 to 4.4 kg-m, 26 to 32 ft-lb).
- Turn all bolts 90 to 95 degrees clockwise [target: 90 degrees (angle tightening)].

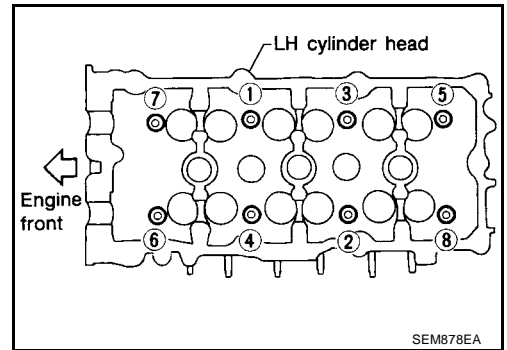


CYLINDER HEAD

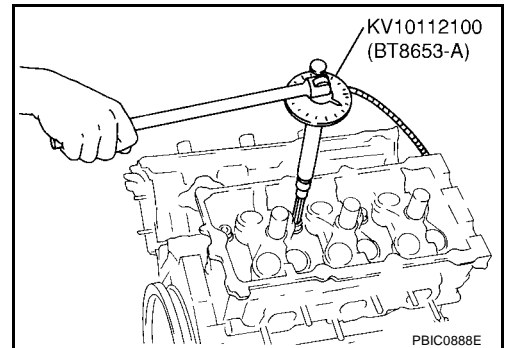
- e. Turn all bolts 90 to 95 degrees clockwise again [target: 90 degrees (angle tightening)].

CAUTION:

Check and confirm the tightening angle by using angle wrench (special service tool). Avoid judgment by visual inspection without the tool.



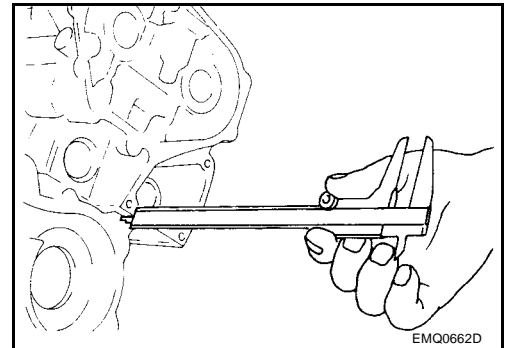
- Check tightening angle indicated on the angle wrench indicator plate.



4. After installing cylinder head, measure distance between front end faces of cylinder block and cylinder head (left and right banks).

Standard : 14.1 - 14.9 mm (0.555 - 0.587 in)

- If measurement is outside the specified range, re-install cylinder head.



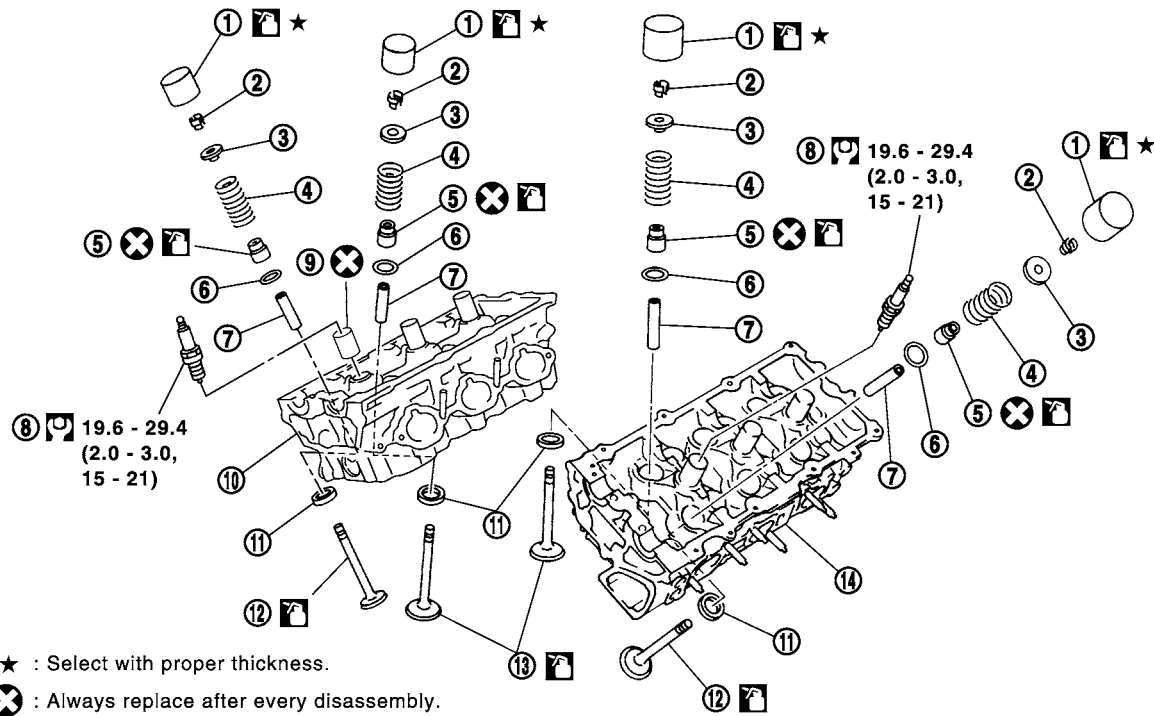
5. Perform steps in reverse order of removal for the following operations.

CYLINDER HEAD

Disassembly and Assembly

ABS000PZ

SEC. 111•130•220



★ : Select with proper thickness.

✕ : Always replace after every disassembly.

🛢 : Lubricate with new engine oil.

🔧 : N·m (kg-m, ft-lb)

PBIC1199E

- | | | |
|-----------------------------|-----------------------------|--------------------------|
| 1. Valve lifter | 2. Valve collet | 3. Valve spring retainer |
| 4. Valve spring | 5. Valve oil seal | 6. Valve spring seat |
| 7. Valve guide | 8. Spark plug | 9. Spark plug tube |
| 10. Cylinder head (RH bank) | 11. Valve seat | 12. Valve (EXH) |
| 13. Valve (INT) | 14. Cylinder head (LH bank) | |

DISASSEMBLY

- Remove spark plug with spark plug wrench (commercial service tool).
- Remove valve lifter.
 - Mark position on valve lifter for assembly.

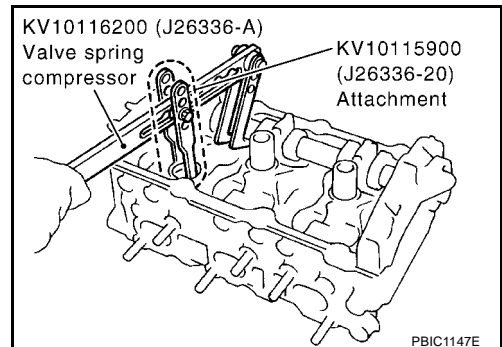
- Remove valve collet.

- Compress valve spring with valve spring compressor (special service tool). Remove valve collet with magnet hand.

CAUTION:

When working, take care not to damage valve lifter holes.

- Remove valve spring retainer and valve spring.
- Push valve stem to combustion chamber side, and remove valve.
 - Inspect valve guide clearance before removal. Refer to [EM-83. "VALVE GUIDE CLEARANCE"](#).
 - Mark position on valve for assembly.



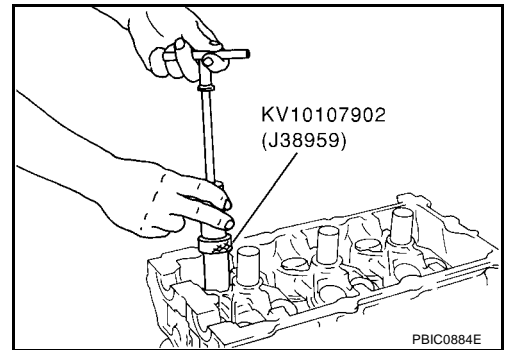
PBIC1147E

CYLINDER HEAD

6. Remove valve oil seals using valve oil seal puller (special service tool).
7. Remove valve spring seat.
8. If valve seat must be replaced, refer to [EM-85, "VALVE SEAT CONTACT"](#).
9. If valve guide must be replaced, refer to [EM-83, "VALVE GUIDE CLEARANCE"](#).
10. Remove spark plug tube, as necessary.
 - Using a pair of pliers, pull spark plug tube out of cylinder head.

CAUTION:

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

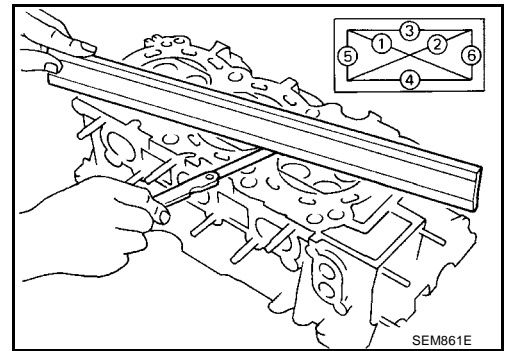


Inspection After Disassembly CYLINDER HEAD DISTORTION

ABS000Q0

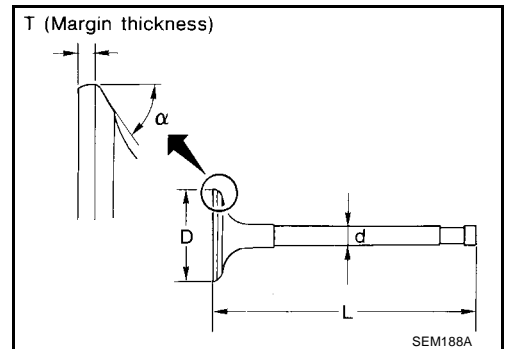
- At each of several locations on bottom surface of cylinder head, measure distortion in six directions.

Limit : 0.1mm (0.004 in)



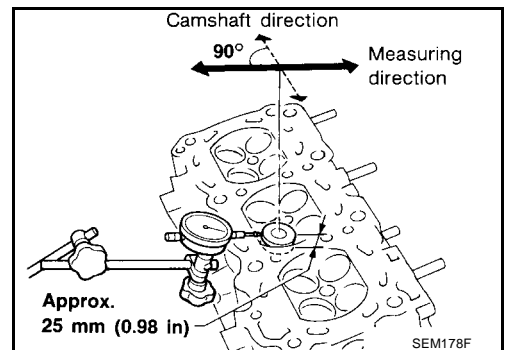
VALVE DIMENSIONS

- Check dimensions of each valve. For dimensions, refer to [EM-122, "VALVE"](#).



VALVE GUIDE CLEARANCE

- Perform this inspection before removing valve guide.
- Make sure that the valve stem diameter is within the specification. Refer to [EM-122, "VALVE"](#).
- Push the valve out by approx. 25 mm (0.98 in) toward the combustion chamber side to measure the valve's run-out volume (in the direction of dial gauge) with dial gauge.
- The half of the run-out volume accounts for the valve guide clearance.



CYLINDER HEAD

- On the another way, measure valve stem diameter and valve guide inner diameter to calculate the clearance.

Valve guide clearance:

Standard

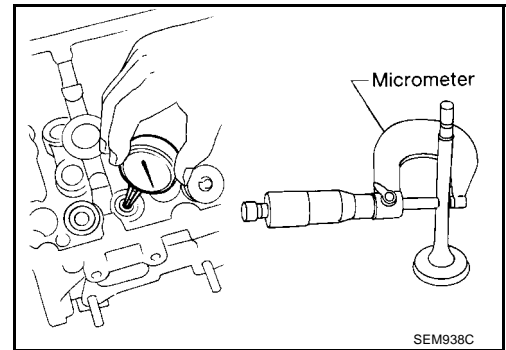
Intake : 0.020 - 0.053 mm (0.0008 - 0.0021 in)

Exhaust : 0.030 - 0.063 mm (0.0012 - 0.0025 in)

Limit

Intake : 0.08 mm (0.003 in)

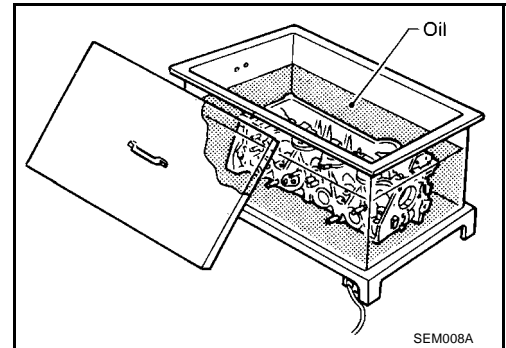
Exhaust : 0.09 mm (0.004 in)



VALVE GUIDE REPLACEMENT

When valve guide is removed, replace with oversized (0.2 mm, 0.008 in) valve guide.

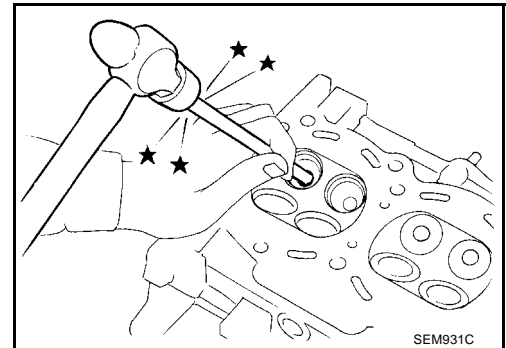
- To remove valve guide, heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil.



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

CAUTION:

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

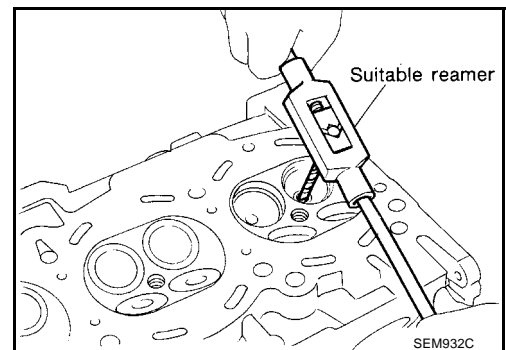


- Using valve guide reamer, ream cylinder head valve guide hole.

Valve guide hole diameter (for service parts):

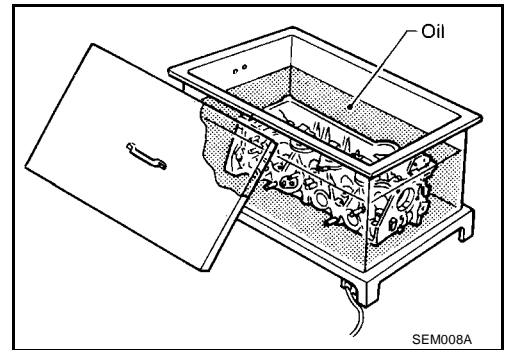
Intake and exhaust

: 10.175 - 10.196 mm (0.4006 - 0.4014 in)



CYLINDER HEAD

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



5. Press valve guide from camshaft side to dimensions as in illustration.

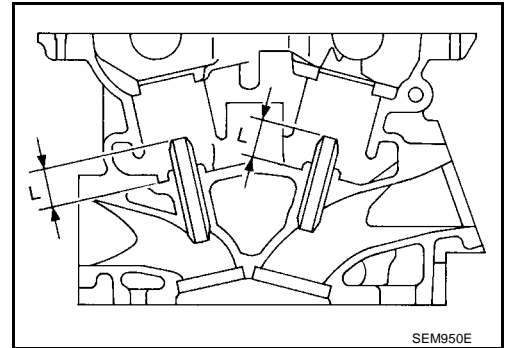
Projection "L"

Intake and exhaust

: 12.6 - 12.8 mm (0.496 - 0.504 in)

CAUTION:

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

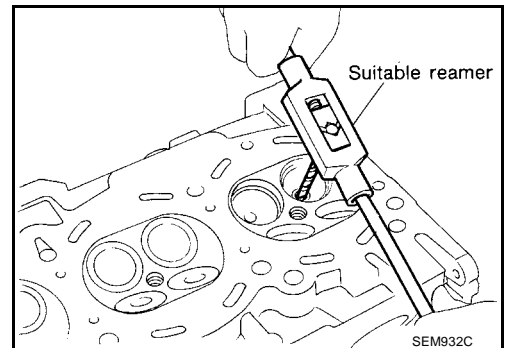


6. Using valve guide reamer, apply reamer finish to valve guide.

Standard:

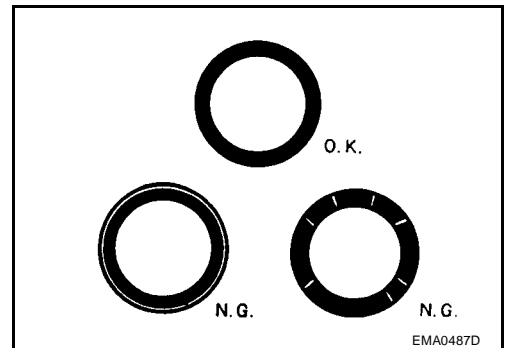
Intake and exhaust

: 6.000 - 6.018 mm (0.2362 - 0.2369 in)



VALVE SEAT CONTACT

- After confirming that the dimensions of valve guides and valves are within specifications, perform this procedure.
- Apply prussian blue (or white lead) onto contacting surface of valve seat to check the condition of the valve contact on the surface.
- Check if the contact area band is continuous all around the circumference.
- If not, grind to adjust valve fitting and check again. If the contacting surface still has N.G. conditions even after the re-check, replace valve seat.



CYLINDER HEAD

VALVE SEAT REPLACEMENT

When valve seat is removed, replace with oversized (0.5 mm, 0.020 in) valve seat.

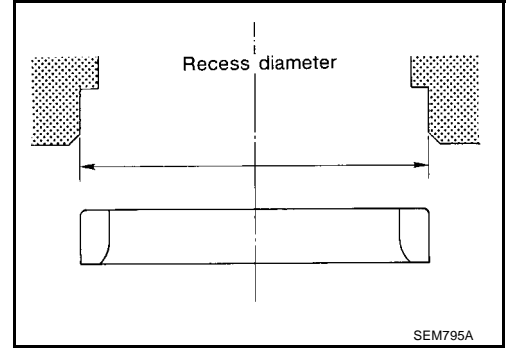
1. Bore out old seat until it collapses. Boring should not continue beyond the bottom face of the seat recess in cylinder head. Set the machine depth stop to ensure this.
2. Ream cylinder head recess diameter for service valve seat.

Oversize [0.5 mm (0.020 in)]

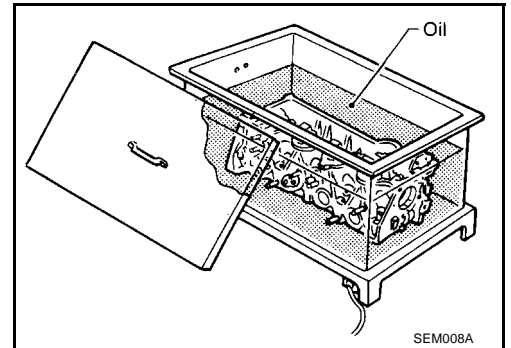
Intake : 38.500 - 38.516 mm (1.5157 - 1.5164 in)

Exhaust : 32.700 - 32.716 mm (1.2874 - 1.2880 in)

- Be sure to ream in circles concentric to the valve guide center. This will enable valve to fit correctly.



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



4. Provide valve seats cooled well with dry ice. Force fit valve seat into cylinder head.

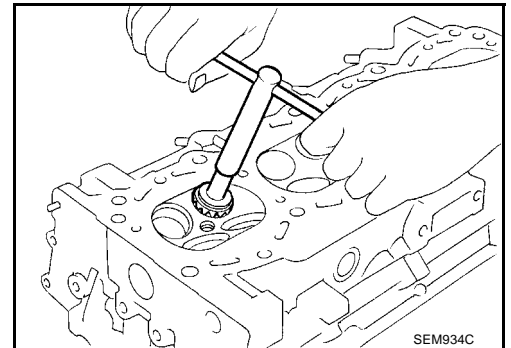
CAUTION:

- Avoid directly touching cold valve seats.
- Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

5. Using valve seat cutter set (commercial service tool) or valve seat grinder, finish the seat to the specified dimensions.

CAUTION:

When using valve seat cutter, firmly grip the cutter handle with both hands. Then, press on the contacting surface all around the circumference to cut in a single drive. Improper pressure on with the cutter or cutting many different times may result in stage valve seat.



Grind to obtain the dimensions indicated in figure.

Standard :

D1 dia. : 35 mm (1.38 in)*¹

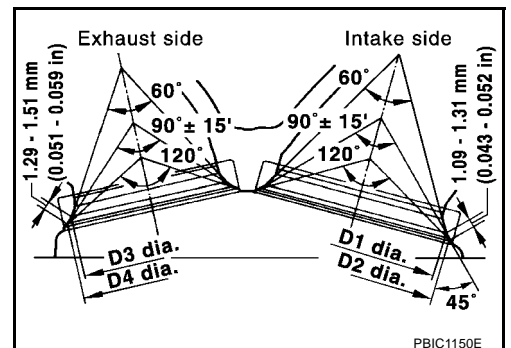
D2 dia. : 36.6 - 36.8 mm (1.441 - 1.449 in)*²

D3 dia. : 28.7 mm (1.130 in)*¹

D4 dia. : 30.6 - 30.8 mm (1.205 - 1.213 in)*²

*¹ : Diameter made by crossing of conic angles 60° and 90°

*² : Diameter made by crossing of conic angles 90° and 120°



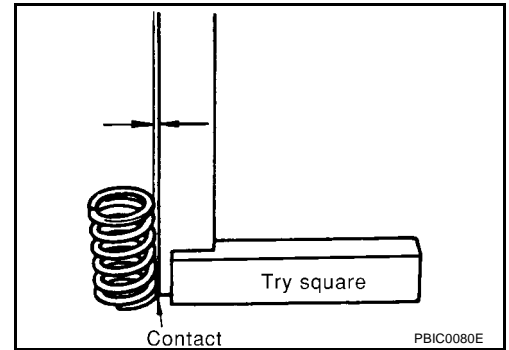
CYLINDER HEAD

6. Using compound, grind to adjust valve fitting.
7. Check again for normal contact.

VALVE SPRING SQUARENESS

Set try square along the side of valve spring and rotate the spring. Measure the maximum clearance between the top face of spring and try square.

Limit : 2.0 mm (0.079 in)



VALVE SPRING DIMENSIONS AND VALVE SPRING PRESSURE LOAD

Check valve spring pressure at specified spring height.

Standard:

Intake and exhaust

Free height:

45.62 mm (1.7961 in)

Installation height:

37.00 mm (1.4567 in)

Installation load:

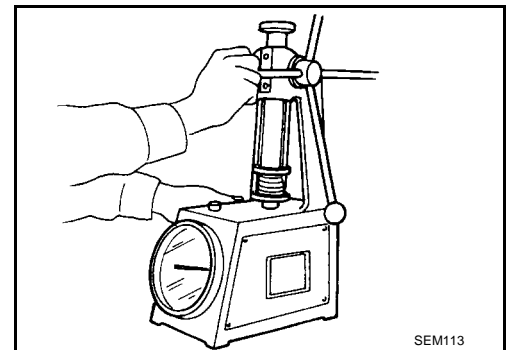
184 - 208 N (18.8 - 21.2 kg, 41.4 - 46.8 lb)

Height during valve open:

27.80 mm (1.0945 in)

Load with valve open:

407 - 459 N (41.5 - 46.8 kg, 91.5 - 103.2 lb)



ASSEMBLY

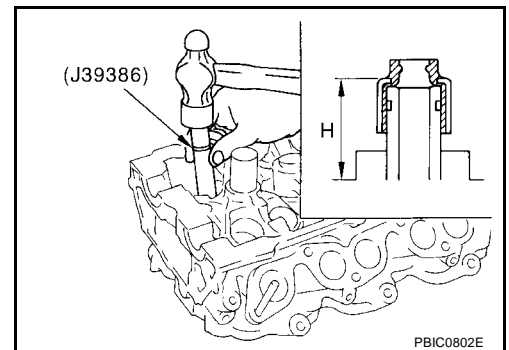
1. When valve guide is removed, install it. Refer to [EM-83, "VALVE GUIDE CLEARANCE"](#).
2. When valve seat is removed, install it. Refer to [EM-85, "VALVE SEAT CONTACT"](#).
3. Install valve oil seals.

- Install with valve oil seal drift (special service tool) to match dimension in illustration.

Height "H" (Without valve spring seat installed)

Intake and exhaust : 14.3 - 14.9 mm (0.563 - 0.587 in)

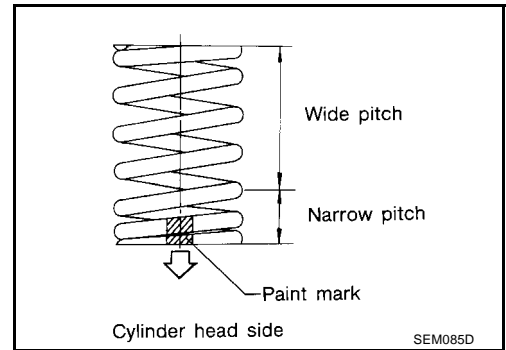
4. Install valve spring seat.



5. Install the valves.
 - Larger diameter valves are for intake side.

CYLINDER HEAD

6. Install valve spring (uneven pitch type).
 - Install smaller pitch end (paint mark) to cylinder head side (valve spring seat side).
7. Install valve spring retainer.

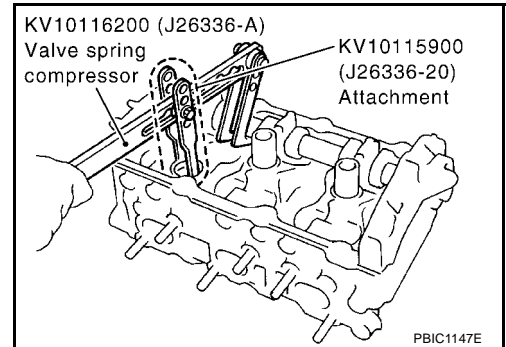


8. Install valve collet.
 - Compress valve spring with valve spring compressor (special service tool). Install valve collet with magnet hand.

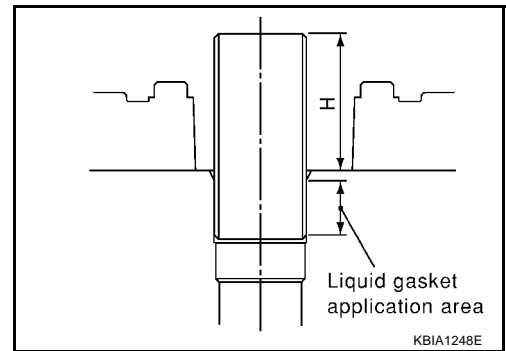
CAUTION:

When working, take care not to damage valve lifter holes.

- Tap valve stem edge lightly with plastic hammer after installation to check its installed condition.
9. Install valve lifter.



10. Install spark plug tube.
 - Press-fit spark plug tube following procedure below.
- a. Remove old liquid gasket adhering to cylinder-head mounting hole.
- b. Apply liquid gasket to area within approximately 12 mm (0.47 in) from edge of spark plug tube press-fit side.
 - Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).
- c. Using a drift, press-fit spark plug tube so that its height "H" is as specified in the figure.



Standard press-fit height "H" :

: 38.55 - 38.65 mm (1.5177 - 1.5217 in)

CAUTION:

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

EM

A

C

D

E

F

G

H

I

J

K

L

M

PFP:10001

ABS000Q1



- K
L
M

M

ENGINE ASSEMBLY

REMOVAL

Outline

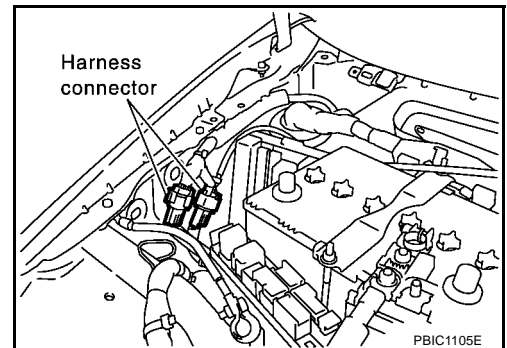
At first, remove engine and transmission assembly with suspension member downward. Then separate engine from transmission.

Preparation

1. Release fuel pressure. Refer to [EC-53, "FUEL PRESSURE RELEASE"](#) .
2. Disconnect both battery cables.
3. Remove the following parts:
 - Engine hood. Refer to [BL-12, "HOOD"](#) .
 - Strut tower bar. Refer to [FSU-20, "TOWER BAR"](#) .
 - Engine cover. Refer to [EM-17, "INTAKE MANIFOLD COLLECTOR"](#) .
 - Battery cover and brake booster cover.
 - Wiper arm and cowl top cover. Refer to [EI-20, "COWL TOP"](#) .
 - Drive belts. Refer to [EM-13, "DRIVE BELTS"](#) .
 - LH/RH front wheel. Refer to [WT-37, "REMOVAL AND INSTALLATION"](#) .
4. Drain engine coolant from radiator. Refer to [CO-8, "Changing Engine Coolant"](#) .
5. Remove air duct and air cleaner case assembly. Refer to [EM-15, "AIR CLEANER AND AIR DUCT"](#) .
6. Discharge refrigerant from A/C circuit. Refer to [ATC-131, "REFRIGERANT LINES"](#) .
7. Remove radiator assembly, reservoir tank and hoses. Refer to [CO-11, "RADIATOR"](#) .

Engine Room

1. Disconnect heater hose at engine-side, and fit a plug onto hose end to prevent coolant leak.
2. Disconnect grounding wire (between vehicle to LH cylinder head).
3. Disconnect battery plus harness at vehicle side and temporarily fasten it on engine.
4. Disconnect A/C piping from A/C compressor, and temporarily fasten it on vehicle with a rope.
5. Remove engine room harness connectors shown in the figure.



6. Disconnect body ground cables.
7. Disconnect brake booster vacuum hose.
8. Disconnect fuel feed hose and EVAP hose.

CAUTION:

Fit plugs onto disconnected hoses to prevent fuel leak.

9. Remove reservoir tank of power steering oil pump, and piping from vehicle, and temporarily secure them on engine.

CAUTION:

When temporarily securing, keep the reservoir tank upright to avoid a fluid leak.

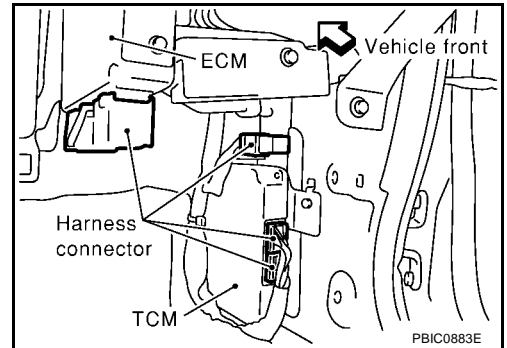
ENGINE ASSEMBLY

Passenger Room Side

1. Follow procedure below to disconnect engine room harness connectors at passenger room side, and temporarily secure them on engine.
- a. Remove passenger-side kicking plate, dashboard side trim, and glove box.
- b. Disconnect engine room harness connectors at unit sides TCM, ECM and other.
- c. Disengage intermediate fixing point. Pull out engine room harnesses to engine room side, and temporarily secure them on engine.

CAUTION:

- When pulling out harnesses, take care not to damage harnesses and connectors.
- After temporarily securing, cover connectors with vinyl or similar material to protect against foreign material adhesion.



Vehicle Underbody

1. Remove exhaust front tube. Refer to [EX-3, "Removal and Installation"](#).
2. Disconnect steering lower joint, and release steering shaft. Refer to [PS-9, "STEERING COLUMN"](#).
3. Remove propeller shaft. Refer to [PR-7, "Removal and Installation"](#).

CAUTION:

Do not impact or damage propeller shaft tube.

4. Disengage shift control linkage at selector lever side. Then, temporarily secure it on transmission, so that it does not sag.
5. Remove rear plate cover from upper oil pan. Then, remove bolts fixing drive plate to torque converter.
6. Remove bolts fixing transmission to lower rear side of upper oil pan.
7. Remove front stabilizer. Refer to [RSU-16, "Removal and Installation"](#).
8. Remove left and right end ball joint of steering linkage. Refer to [PS-17, "POWER STEERING GEAR AND LINKAGE"](#).
9. Remove left and right transverse link from suspension member. Refer to [FSU-13, "TRANSVERSE LINK"](#).

Removal Work

1. Use a manual lift table caddy (commercial service tool) or equivalently rigid tool such as a transmission jack. Securely support bottom of suspension member and transaxle.

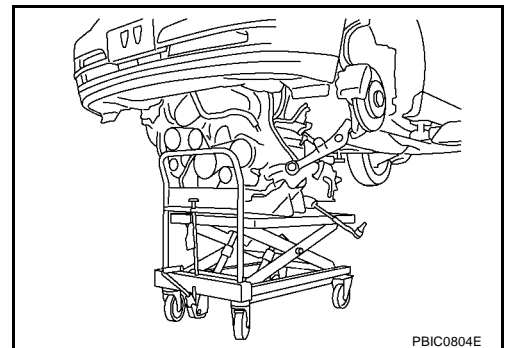
CAUTION:

- Put a piece of wood or something similar as the supporting surface, secure a completely stable condition.

2. Remove rear engine mounting member mounting bolt.
3. Remove suspension member mounting bolt and nut. Refer to [FSU-9, "Removal and Installation"](#).
4. Carefully lower jack, or raise lift to remove engine, transmission, and suspension member assembly. When performing work, observe the following:

CAUTION:

- Confirm there is no interference with vehicle.
- Check that all connection points have been disconnected.
- Keep in mind the center of vehicle gravity changes. If necessary, use jack(s) to support vehicle at rear jacking point(s) to prevent it from falling off the lift.




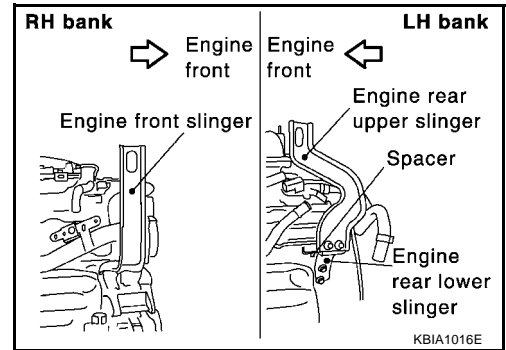
ENGINE ASSEMBLY

Separation Work

1. Install engine slingers into front of right bank cylinder head and rear of left bank cylinder head.

Slinger bolts:

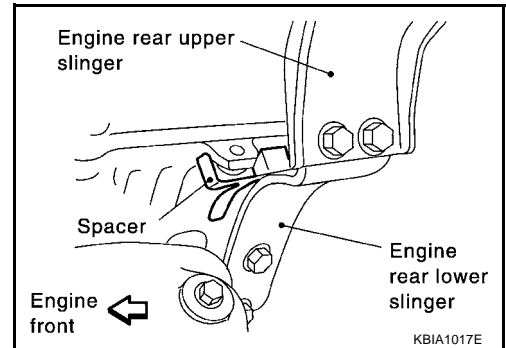
 : 24.5 - 31.4 N·m (2.5 - 3.2 kg·m, 18 - 23 ft-lb)



- To protect rocker cover against damage caused by tilting of engine slinger, insert spacer between cylinder head and engine rear lower slinger, in direction shown in figure.

NOTE:

- Spacer is a component part of engine rear upper slinger assembly.



2. Remove power steering oil pump from engine side. Refer to [PS-29, "Removal and Installation"](#).
3. Remove engine mounting insulator under side nut.
4. Lift with hoist and separate engine and transmission assembly from suspension member.

CAUTION:

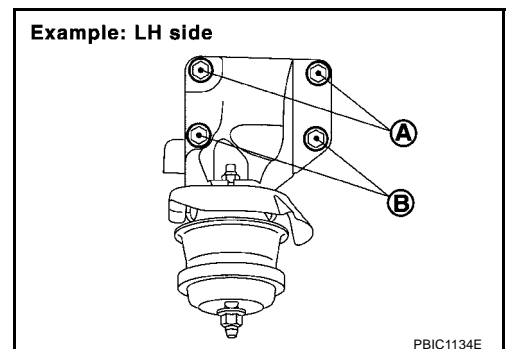
- Before and during this lifting, always check if any harnesses are left connected.
- Avoid damage to and oil/grease smearing or spills onto engine mounting insulator.

5. Remove alternator. Refer to [SC-30, "Removal and Installation"](#).
6. Remove starter motor. Refer to [SC-18, "Removal and Installation"](#).
7. Separate engine from transmission assembly. Refer to [MT-15, "TRANSMISSION ASSEMBLY"](#) (M/T models) or [AT-188, "TRANSMISSION ASSEMBLY"](#) (A/T models).
8. Remove engine mounting insulator and bracket.

INSTALLATION

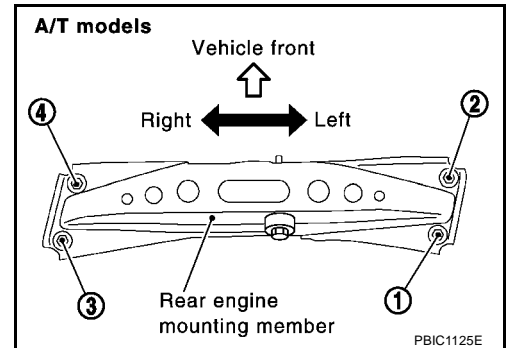
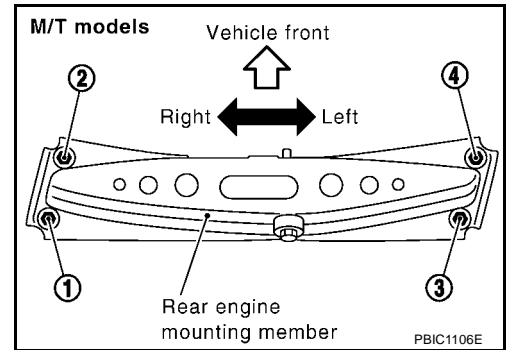
Install in the reverse order of removal paying attention to the following.

- For a location with a positioning pin, insert it securely into hole of mating part.
- For a part with a specified installation orientation, refer to component figure in [EM-89, "Removal and Installation"](#).
- When installing front engine mounting bracket on cylinder block, tighten 2 upper bolts (shown as A in figure) first. Then tighten 2 lower bolts (shown as B in figure). (Left and right sides)



ENGINE ASSEMBLY

- Tighten rear engine mounting member mounting bolts in numerical order shown in figure.



INSPECTION AFTER INSTALLATION

- Before starting engine, check the levels of coolant, lubrications and working oils. If less than required quantity, fill to the specified level.
- Use procedure below to check for fuel leakage.
 - a. Turn ignition switch ON (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - b. Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.
- Warm up engine thoroughly to make sure there is no leakage of coolant, lubricants, working oil, fuel and exhaust gas.
- Bleed air from passages in pipes and tubes of applicable lines, such as in cooling system.
- After cooling down engine, again check amounts of coolant, lubricants, oil, and fluid. Refill to specified level, if necessary.

CYLINDER BLOCK

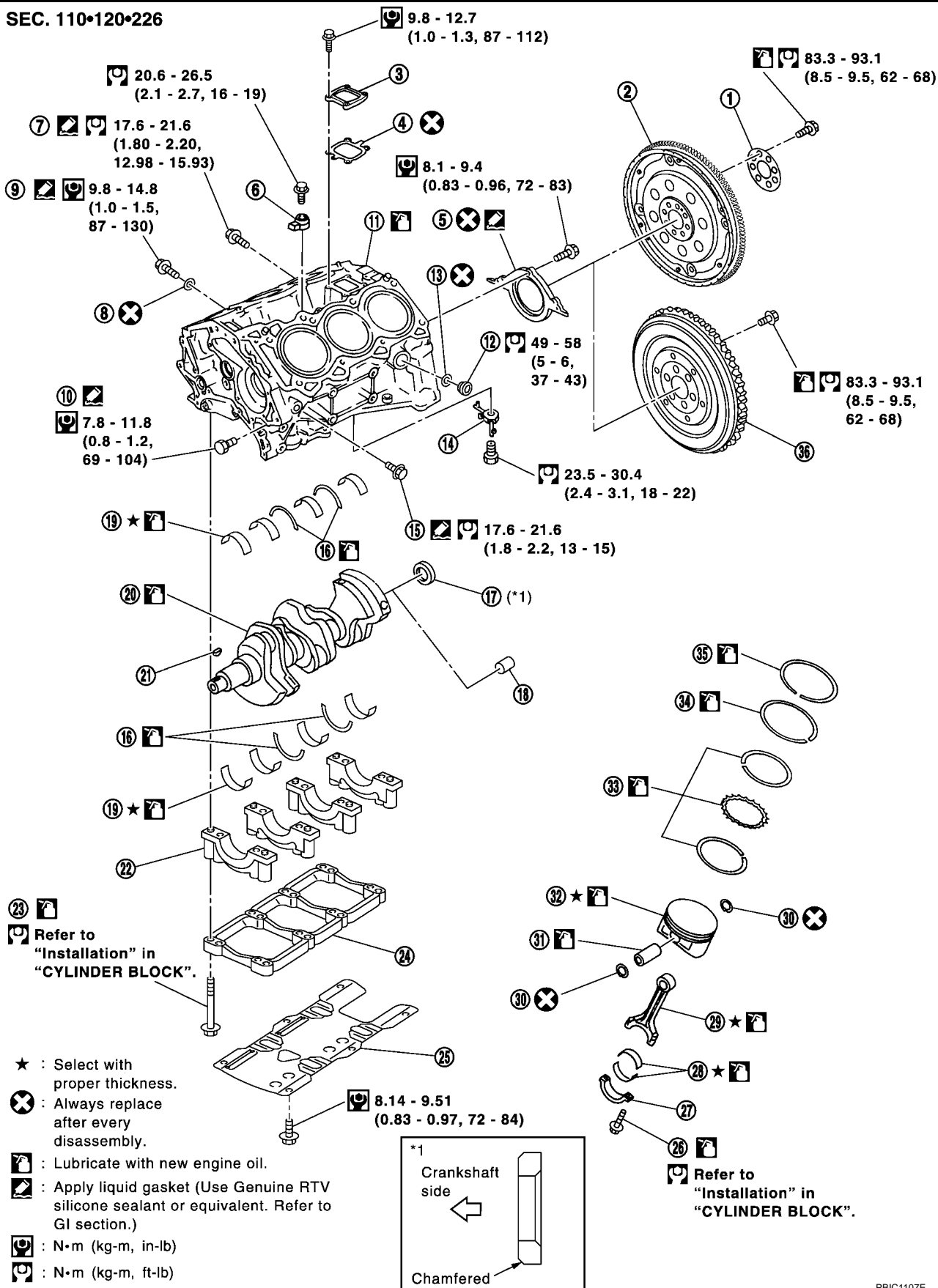
CYLINDER BLOCK

PFP:11010

Disassembly and Assembly

ABS000Q2

SEC. 110•120•226



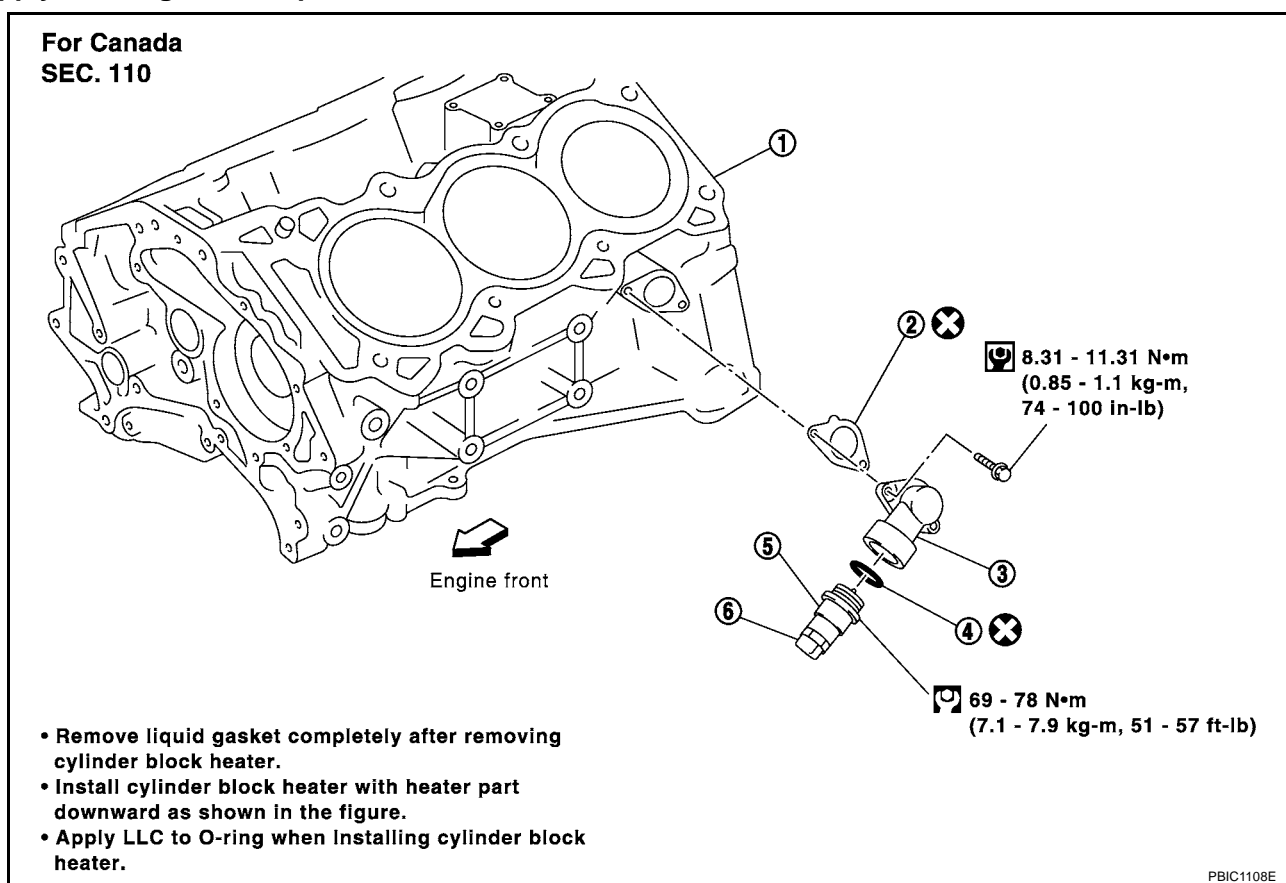
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CYLINDER BLOCK

- | | | |
|-------------------------------|----------------------------------|--------------------------------|
| 1. Reinforcement plate | 2. Drive plate (A/T models) | 3. Cover |
| 4. Gasket | 5. Rear oil seal retainer | 6. Knock sensor |
| 7. Water drain plug (RH side) | 8. Gasket | 9. Plug (RH side) |
| 10. Water drain plug (Front) | 11. Cylinder block | 12. Plug (LH side) |
| 13. Gasket | 14. Oil jet | 15. Water drain plug (LH side) |
| 16. Thrust bearing | 17. Pilot converter (A/T models) | 18. Pilot bushing (M/T models) |
| 19. Main bearing | 20. Crankshaft | 21. Key |
| 22. Main bearing cap | 23. Main bearing cap bolt | 24. Main bearing beam |
| 25. Baffle plate | 26. Connecting rod bolt | 27. Connecting rod bearing cap |
| 28. Connecting rod bearing | 29. Connecting rod | 30. Snap ring |
| 31. Piston pin | 32. Piston | 33. Oil ring |
| 34. Second ring | 35. Top ring | 36. Flywheel (M/T models) |

CAUTION:

Apply new engine oil to parts marked in illustration before installation.



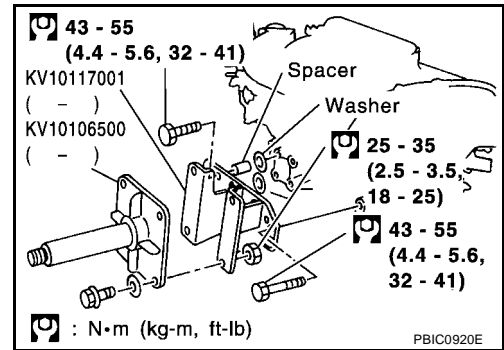
- | | | |
|-------------------|--------------------------|----------------------------|
| 1. Cylinder block | 2. Gasket | 3. Water connector |
| 4. O-ring | 5. Cylinder block heater | 6. Connector protector cap |

DISASSEMBLY

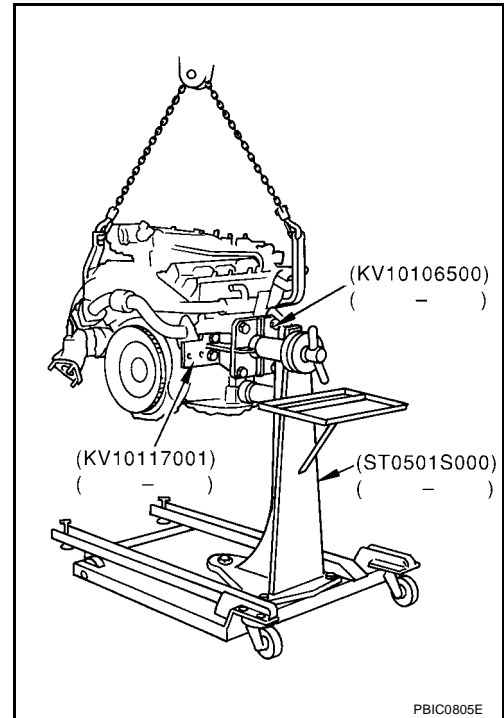
1. Remove engine assembly from vehicle, and separate transaxle from engine. Refer to [EM-89, "ENGINE ASSEMBLY"](#).
2. Remove engine mounting bracket. Refer to [EM-89, "ENGINE ASSEMBLY"](#).
3. Remove RH exhaust manifold. Refer to [EM-23, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#).

CYLINDER BLOCK

4. Install engine sub-attachment to right side of cylinder block.
 - Use spacer to engine rear side.



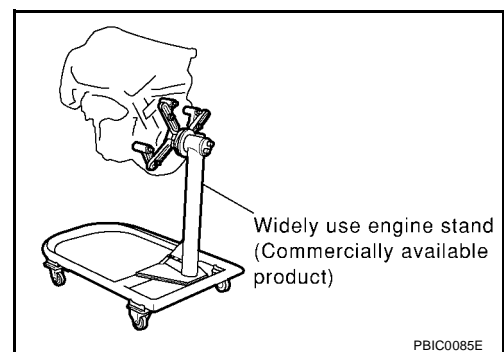
5. Lift engine, and mount it onto the engine stand.



- A commercial engine stand can be used.

NOTE:

- This example is an engine stand for holding at transaxle mounting side with the drive plate removed.



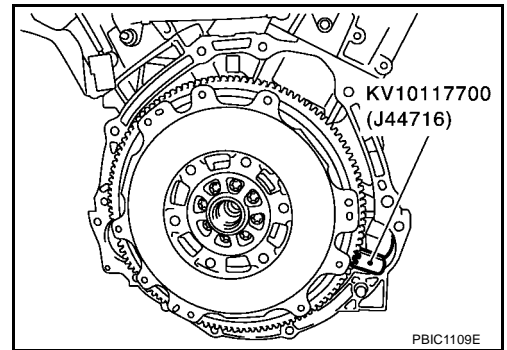
6. Drain engine oil and coolant from inside of engine.
7. Remove cylinder head. Refer to [EM-79, "Removal and Installation"](#).
8. Remove knock sensor.

CAUTION:

Carefully handle the sensor avoiding shocks.

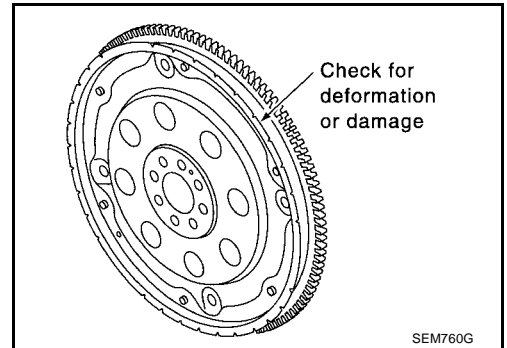
CYLINDER BLOCK

9. Remove flywheel (M/T models) or drive plate (A/T models). Fix crankshaft with a ring gear stopper (special service tool), and remove mounting bolts.
- Loosen mounting bolts in diagonal order.
 - TORX socket (size: T55, commercial service tool)



CAUTION:

- Do not disassemble drive plate.
- Never place the drive plate with signal plate facing down.
- When handling signal plate, take care not to damage or scratch it.
- Handle signal plate in a manner that prevents it from becoming magnetized.



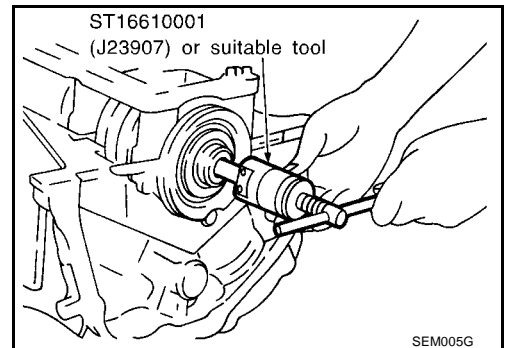
10. Remove pilot bushing (M/T models) or pilot converter (A/T models) using pilot bushing puller (special service tool) or suitable tool as necessary.
11. Remove rear oil seal retainer.
- Remove by inserting a screwdriver between main bearing cap and rear oil seal retainer.

CAUTION:

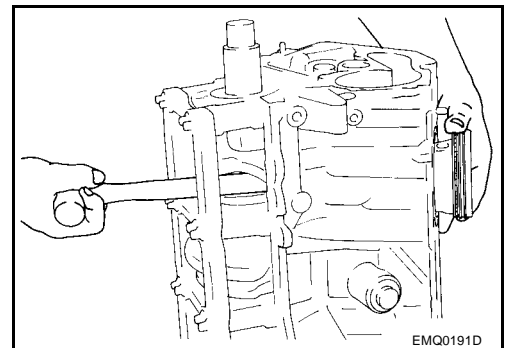
If rear oil seal retainer is removed, replace it with a new one.

NOTE:

Rear oil seal and retainer make up a single part and are removed as an assembly.



12. Remove baffle plate from main bearing beam.
13. Remove the piston and connecting rod assembly.
- Before removing the piston and connecting rod assembly, check the connecting rod side clearance. Refer to [EM-110](#), "CONNECTING ROD SIDE CLEARANCE".
- a. Position the crankshaft pin corresponding to the connecting rod to be removed onto the bottom dead center.
- b. Remove the connecting rod cap.
- c. Using a hammer handle or similar tool, push the piston and connecting rod assembly out to the cylinder head side.
14. Remove the connecting rod bearings from connecting rod and connecting rod cap.



CAUTION:

- When removing them, note the installation position. Keep them in the correct order.

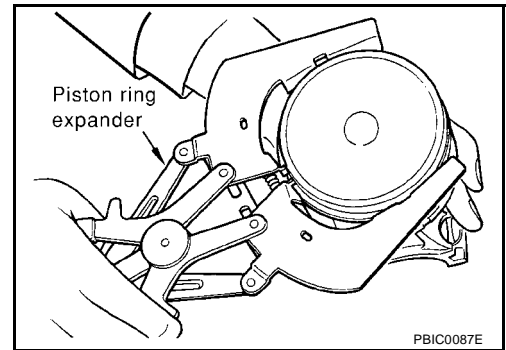
CYLINDER BLOCK

15. Remove the piston rings from the piston.

- Use a piston ring expander (commercial service tool).

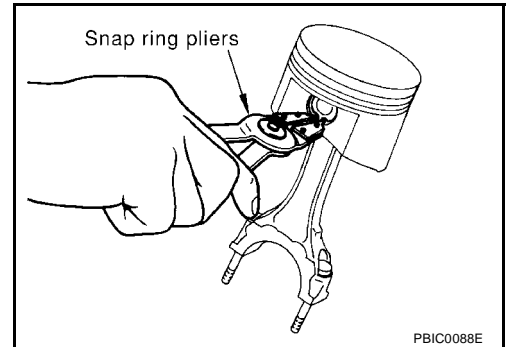
CAUTION:

- **When removing the piston rings, be careful not to damage the piston.**
- **Be careful not to damage piston rings by expanding them excessively.**

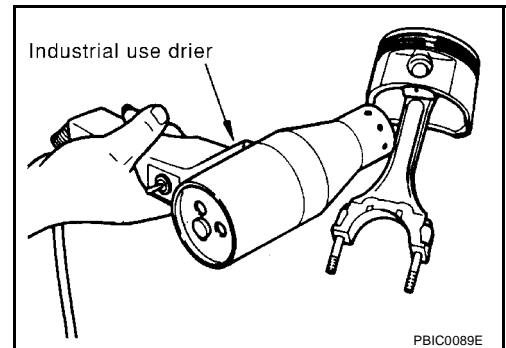


16. Remove the piston from the connecting rod as follows.

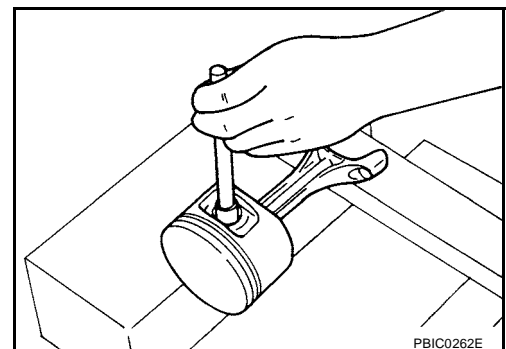
a. Using a snap ring pliers, remove the snap ring.



b. Heat piston to 60 to 70°C (140 to 158°F) with drier or equivalent.



c. Push out piston pin with stick of outer diameter approximately 20 mm (0.79 in).

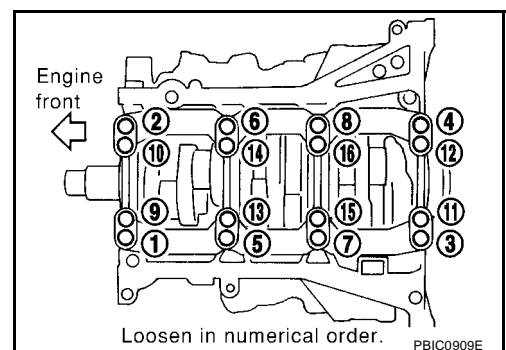


17. Remove main bearing cap bolt.

NOTE:

Use TORX socket (size E14).

- Before loosening main bearing cap bolts, measure crankshaft side clearance. Refer to [EM-110, "CRANKSHAFT SIDE CLEARANCE"](#).
- Loosen them in the numerical order shown in the figure in several different steps.



CYLINDER BLOCK

18. Remove main bearing beam.
19. Remove main bearing cap.
 - Using main bearing cap bolts, remove main bearing cap while shaking it back-and-forth.
20. Remove crankshaft.
21. Remove main bearings and thrust bearings from cylinder block and main bearing cap.

CAUTION:

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

22. Remove oil jet.

ASSEMBLY

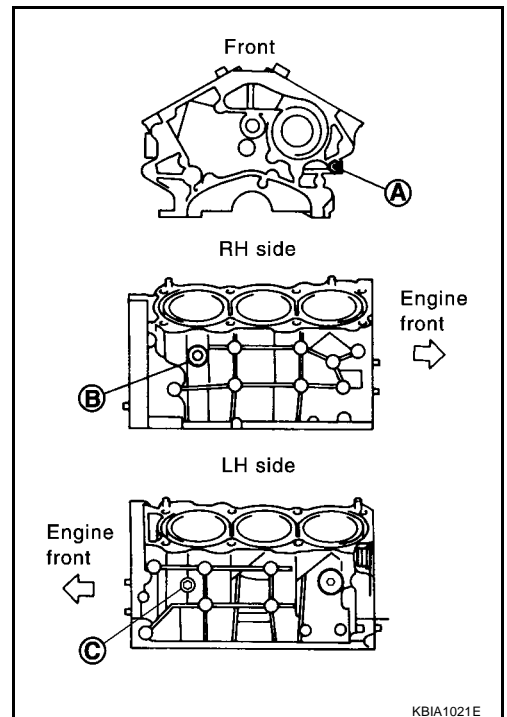
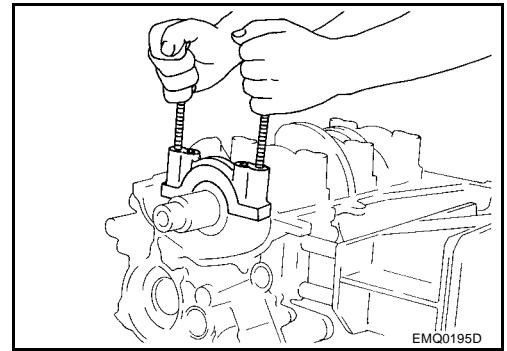
1. Fully air-blow the coolant and oil passages in the cylinder block, the cylinder bore and the crankcase to remove any foreign material.

CAUTION:

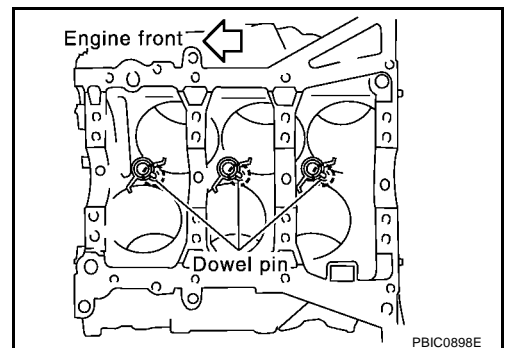
Use a goggles to protect your eye.

2. Install each plug to the cylinder block as shown.
 - Apply liquid gasket.
Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48](#), "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

Part	Washer	Tightening torque
A	No	7.8 - 11.8 N·m (0.8 - 1.2 kg-m, 69 - 104 in-lb)
B	No	17.6 - 21.6 N·m (1.8 - 2.2 kg-m, 13 - 15 ft-lb)
C	No	17.6 - 21.6 N·m (1.8 - 2.2 kg-m, 13 - 15 ft-lb)

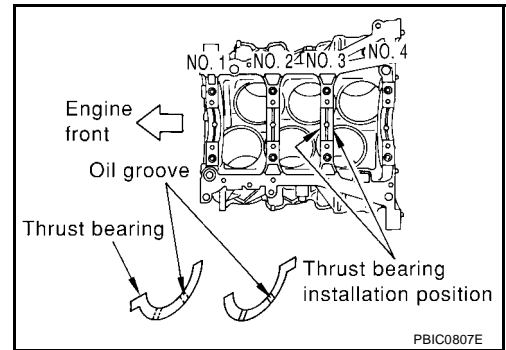


3. Install oil jet.
 - Insert oil jet dowel pin into the cylinder block dowel pin hole, and tighten the mounting bolts.

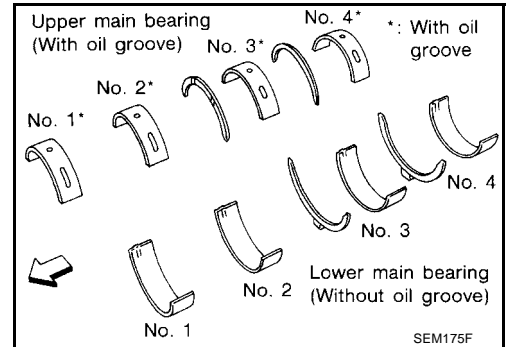


CYLINDER BLOCK

4. Install the main bearings and the thrust bearings.
 - a. Remove dust, dirt, and oil on the bearing mating surfaces of the cylinder block and the main bearing cap.
 - b. Install the thrust bearings to the both sides of the No. 3 journal housing on the cylinder block and the main bearing cap.
 - Install the thrust bearings with the oil groove facing the crankshaft arm (outside).
 - Install bearing with a projection on one end on cylinder block, and bearing with a projection at center on cap. Align each projection with mating notch.



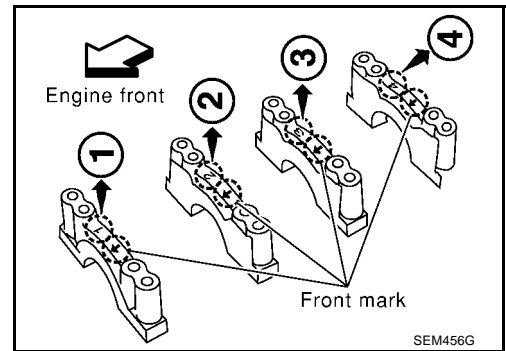
- c. Install the main bearings paying attention to the direction.
 - The main bearing with an oil hole and groove goes on the cylinder block. The one without them goes on the main bearing cap.
 - Before installing the bearings, apply engine oil to the bearing surface (inside). Do not apply oil to the back surface, but thoroughly clean it.
 - When installing, align the bearing stopper to the notch.
 - Ensure the oil holes on cylinder block and those on the corresponding bearing are aligned.



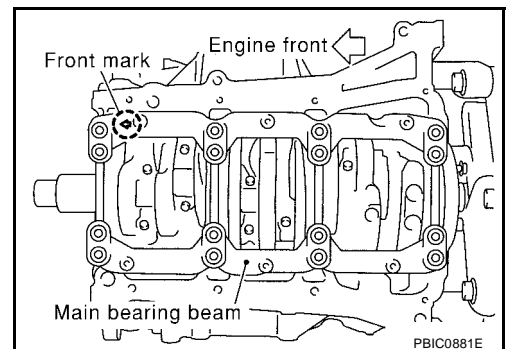
5. Install the crankshaft to the cylinder block.
 - While turning the crankshaft by hand, check that it turns smoothly.
6. Install main bearing cap.
 - Main bearing caps are identified by identification mark cast on them. For installation, face front mark to front side.

NOTE:

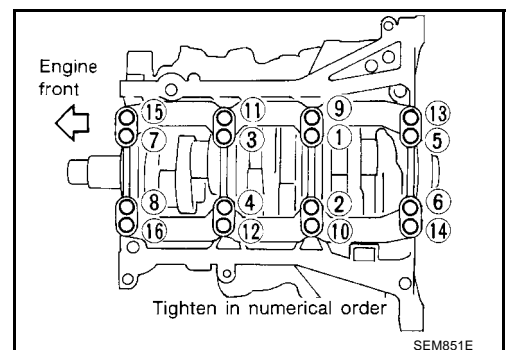
Main bearing cap cannot be replaced as a single part, because it is machined together with cylinder block.



7. Install main bearing beam.
 - Install main bearing beam with front mark facing downward (oil pan side).
 - Install main bearing beam with front mark facing front of engine.
8. Inspect outer diameter of main bearing cap bolt. Refer to [EM-117, "OUTER DIAMETER OF MAIN BEARING CAP BOLT"](#).



9. Install main bearing cap bolt.
 - a. Apply new engine oil to threads and seat surfaces of mounting bolts.
 - b. Tighten bolts in numerical order with tightening torque 32.3 to 38.3 N·m (3.3 to 3.9 kg·m, 24 to 28 ft·lb) in several different steps.



CYLINDER BLOCK

- c. Turn all bolts another 90 to 95 degrees clockwise [Target: 90 degrees (Angle tightening)].

CAUTION:

Use an angle wrench (special service tool) to check tightening angle. Do not make judgment by visual inspection.

- After installing mounting bolts, make sure that crankshaft can be rotated smoothly by hand.
- Check crankshaft side clearance. Refer to [EM-110, "CRANK-SHAFT SIDE CLEARANCE"](#).

10. Inspect outer diameter of connecting rod bolt. Refer to [EM-117, "OUTER DIAMETER OF CONNECTING ROD BOLT"](#).

11. Install the piston to the connecting rod.

- a. Using a snap ring pliers, install the snap ring to the grooves of the piston rear side.

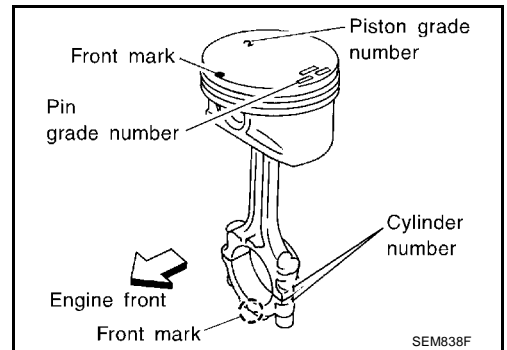
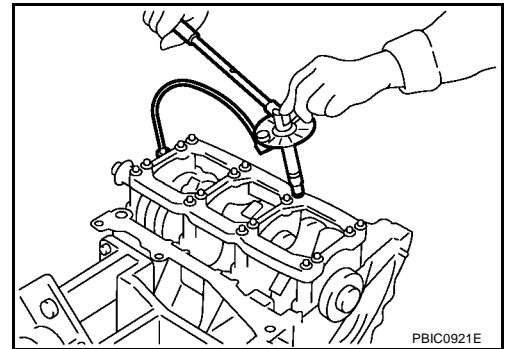
- Insert it fully into groove to install.

- b. Install the piston to the connecting rod.

- Using an industrial drier or similar tool, heat the piston until the piston pin can be pushed in by hand without excess force [approx. 60 to 70 °C (140 to 158 °F)]. From the front to the rear, insert the piston pin into the piston and the connecting rod.
- Assemble so that the front mark on the piston crown and the cylinder number on the connecting rod are positioned as shown in the figure.

- c. Install the snap rings to the front of the piston.

- Insert it fully into groove to install.
- After installing, check that the connecting rod moves smoothly.



12. Using a piston ring expander (commercial service tool), install the piston rings.

- If there is stamped mark on ring, mount it with marked side up.

NOTE:

If there is no stamp on ring, no specific orientation is required for installation.

Stamped mark:

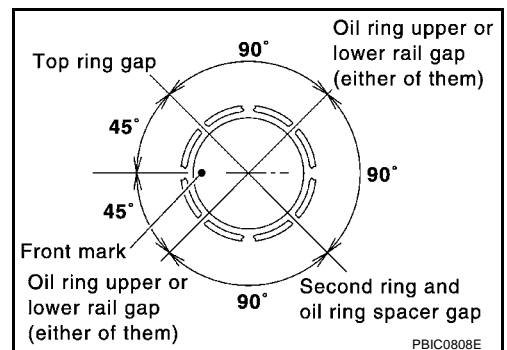
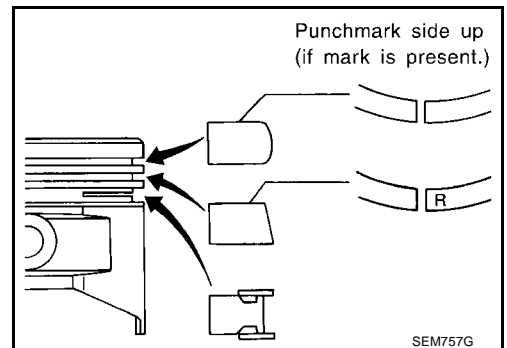
Top ring : —

Second ring : R

CAUTION:

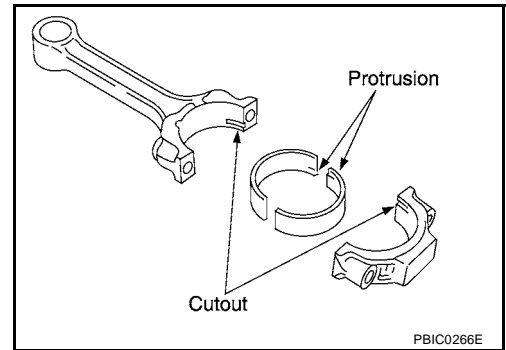
Be careful not to damage the piston.

- Position each ring with the gap as shown in the figure referring to the piston front mark.

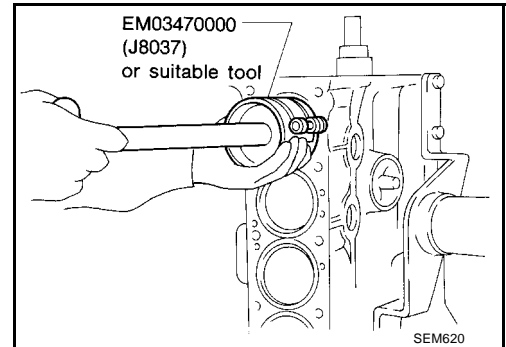


CYLINDER BLOCK

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



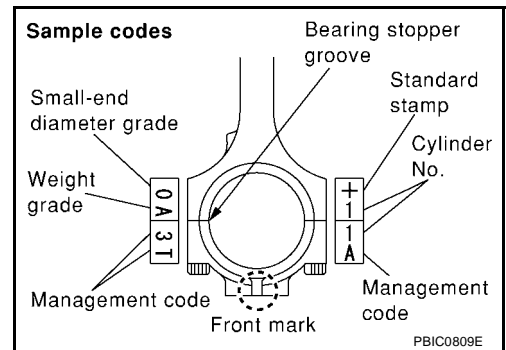
14. Install the piston and connecting rod assembly to the crankshaft.
- Position the crankshaft pin corresponding to the connecting rod to be installed onto the bottom dead center.
 - Apply engine oil sufficiently to the cylinder bore, piston and crankshaft pin.
 - Match the cylinder position with the cylinder number on the connecting rod to install.
 - Using a piston ring compressor (special service tool) or suitable tool, install the piston with the front mark on the piston crown facing the front of the engine.



CAUTION:

Be careful not to damage the cylinder wall and crankshaft pin, resulting from an interference of the connecting rod big end.

15. Install the connecting rod cap.
- Match the stamped cylinder number marks on the connecting rod with those on the cap to install.
 - Be sure that front mark on connecting rod cap is facing front of engine.

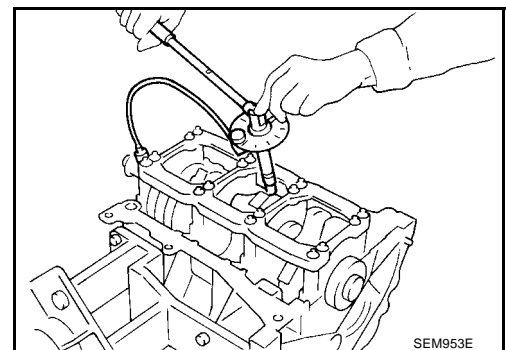


16. Tighten the connecting rod bolt as follows.
- a. Apply engine oil to the threads and seats of the connecting rod bolts.
 - b. Tighten bolts to 18.6 to 20.6 N·m (1.9 to 2.1 kg-m, 14 to 15 ft-lb).
 - c. Then tighten all bolts 90 to 95 degrees clockwise [target: 90 degrees (Angle tightening)].

CAUTION:

Always use an angle wrench (special service tool). Avoid tightening based on visual check alone.

- After tightening the bolt, make sure that the crankshaft rotates smoothly.
- Check the connecting rod side clearance. Refer to [EM-110, "CONNECTING ROD SIDE CLEARANCE"](#)



17. Install baffle plate to main bearing beam.

CYLINDER BLOCK

18. Apply liquid gasket and install rear oil seal retainer.

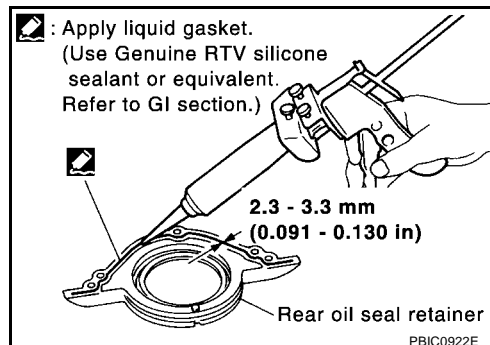
- Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-48, "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS"](#).

CAUTION:

Replace with the new parts.

NOTE:

Rear oil seal with rear oil seal retainer.



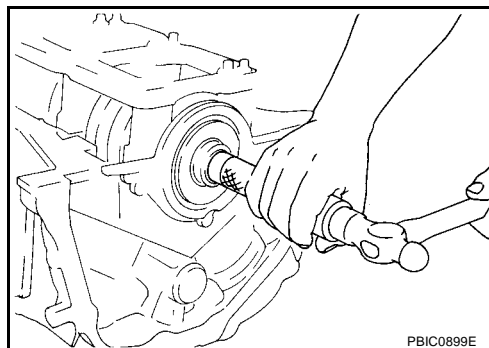
19. Install pilot bushing (M/T models) or pilot converter (A/T models) using suitable tool.

- Outer diameter of drift

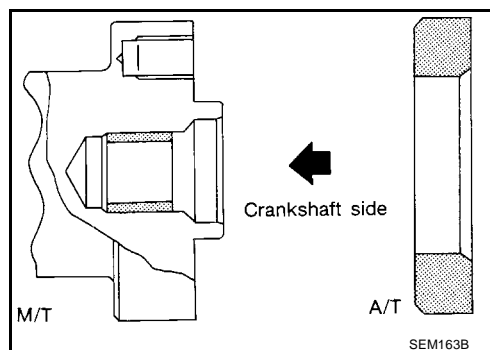
Pilot bushing : Approx. 17 mm (0.67 in)

Pilot converter : Approx. 33 mm (1.30 in)

- Press-fit pilot bushing or pilot converter with its chamfer facing crankshaft.

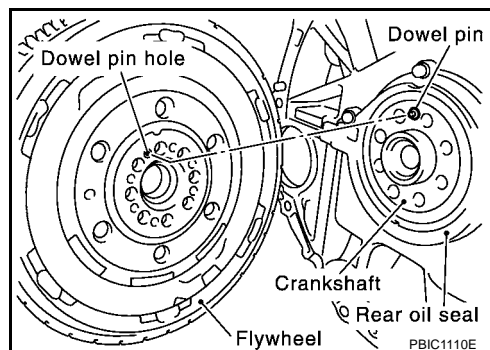


- Install pilot bushing or pilot converter as shown.



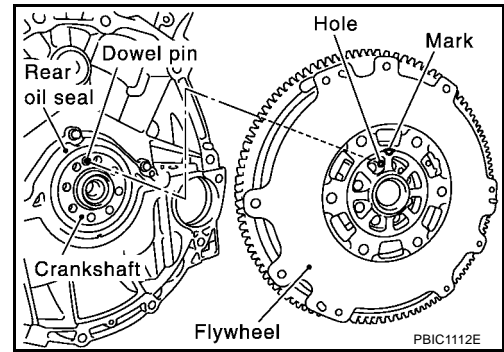
20. Install flywheel (M/T models) or drive plate (A/T models).

- When installing flywheel to crankshaft, be sure to correctly align crankshaft side dowel pin and flywheel side dowel pin hole.

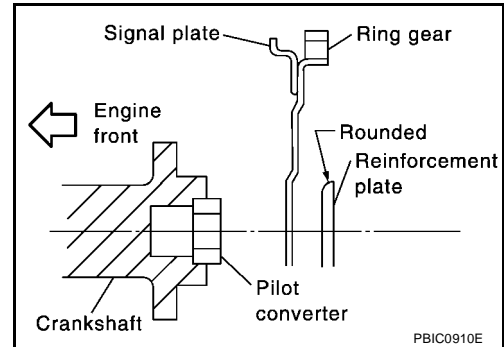


CYLINDER BLOCK

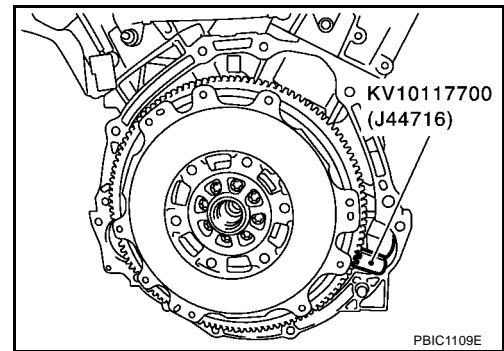
- There is a mating mark on the clutch cover side of flywheel. Refer it during installation.



- Install drive plate and reinforcement plate as shown in figure.
- Secure the crankshaft using a ring gear stopper (special service tool).
- Tighten the installation bolts crosswise over several times.



- Holding ring gear with ring stopper (special service tool), tighten securing bolts with TORX socket (size: T55, commercial service tool).
- Tighten bolts uniformly in a crisscross manner.



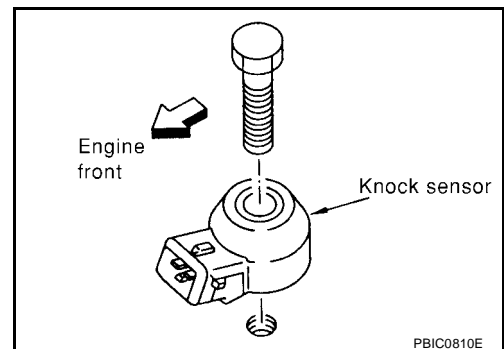
21. Install knock sensor.

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

CAUTION:

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

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



22. Install followings in reverse order of removal.

CYLINDER BLOCK

How to Select Piston and Bearing

ABS000Q3

Selection points	Selection parts	Selection items	Selection methods
Between cylinder block and crankshaft	Main bearing	Main bearing grade (bearing thickness)	Determined by match of cylinder block bearing housing grade (inner diameter of housing) and crankshaft journal grade (outer diameter of journal)
Between crankshaft and connecting rod	Connecting rod bearing	Connecting rod bearing grade (bearing thickness)	Combining service grades for connecting rod big end inner diameter and crankshaft pin outer diameter determine connecting rod bearing selection.
Between cylinder block and piston	Piston and piston pin assembly (The piston is available together with piston pin as an assembly.)	Piston grade (piston outer diameter)	Piston grade = cylinder bore grade (inner diameter of bore)
*Between piston and connecting rod	—	—	—

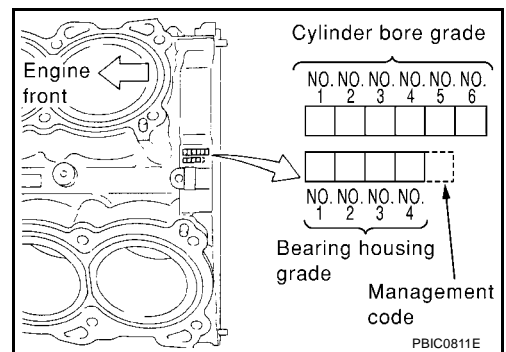
*For the service parts, the grade for fitting cannot be selected between a piston pin and a connecting rod. (Only 0 grade is available.) The information at the shipment from the plant is described as a reference.

- The identification grade stamped on each part is the grade for the dimension measured in new condition. This grade cannot apply to reused parts.
- For reused or repaired parts, measure the dimension accurately. Determine the grade by comparing the measurement with the values of each selection table.
- For details of the measurement method of each part, the reuse standards and the selection method of the selective fitting parts, refer to the text.

HOW TO SELECT PISTON

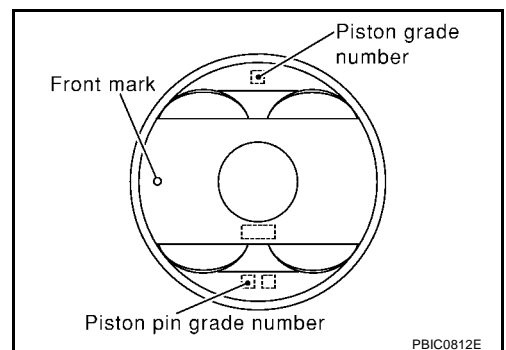
When New Cylinder Block is Used

- Check the cylinder bore grade (1, 2, or 3) on rear side of cylinder block, and select a piston of the same grade.
- The piston is available with piston pin as a set for the service part. (Only 0 grade piston pin is available.)



When Cylinder Block is Reused

1. Measure the cylinder block bore inner diameter.
2. Determine the bore grade by comparing the measurement with the values under the cylinder bore inner diameter of the "Piston Selection Table".
3. Select the piston of the same grade.



CYLINDER BLOCK

Piston Selection Table

Unit: mm (in)

Grade	1	2 (or no mark)	3
Inner diameter of cylinder bore	95.500 / 95.510 (3.7598 / 3.7602)	95.510 / 95.520 (3.7602 / 3.7606)	95.520 / 95.530 (3.7606 / 3.7610)
Outer diameter of piston	95.480 / 95.490 (3.7590 / 3.7594)	95.490 / 95.500 (3.7594 / 3.7598)	95.500 / 95.510 (3.7598 / 3.7602)

NOTE:

- The piston is available together with piston pin as an assembly.
- The piston pin (piston pin bore) grade is provided only for the parts installed at the plant. For service parts, no piston pin grades can be selected. (Only 0 grade is available.)
- No second grade mark is available on piston.

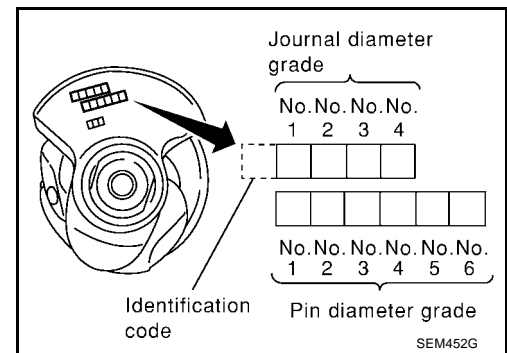
HOW TO SELECT CONNECTING ROD BEARING

When New Connecting Rod and Crankshaft are Used

- Check pin diameter grade number (0, 1, or 2) stamped in front of crankshaft, and select connecting rod bearing of same grade number.

NOTE:

There is no grading for connecting rod big end inner diameter.



When Crankshaft and Connecting Rod are Reused

1. Measure dimensions of the big end inner diameter of connecting rod and outer diameter of crankshaft pin individually.
2. Confirm the big end inner diameter of connecting rod is within the standard value.
3. Apply the measured dimension to the "Connecting Rod Bearing Selection Table".
4. Determine the grade of crankshaft pin diameter grade by comparing the measurement with the values under the crankshaft pin outer diameter of the "Connecting Rod Bearing Selection Table".
5. Select the connecting rod bearing of the same grade.

Connecting Rod Bearing Selection Table

Unit: mm (in)

Connecting rod big end inner diameter		55.000 - 55.013 (2.1654 - 2.1659)
Crankshaft pin outer diameter	Grade (Mark)	— (No grade)
51.968 - 51.974 (2.0460 - 2.0462)	0	Bearing grade No. STD 0 Bearing thickness range: 1.500 - 1.503 (0.00591 - 0.00592) Color: Black
51.962 - 51.968 (2.0457 - 2.0460)	1	Bearing grade No. STD 1 Bearing thickness range: 1.503 - 1.506 (0.00592 - 0.00593) Color: Brown
51.956 - 51.962 (2.0455 - 2.0457)	2	Bearing grade No. STD 2 Bearing thickness range: 1.506 - 1.509 (0.00593 - 0.00594) Color: Green

Undersize Bearings Usage Guide

- When the specified oil clearance is not obtained with standard size connecting rod bearings, use undersize (US) bearings.
- When using undersize bearing, measure the bearing inner diameter with bearing installed, and grind the crankshaft pin so that the oil clearance satisfies the standard.

CYLINDER BLOCK

Bearing undersize table

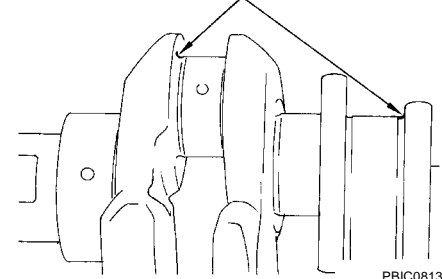
Unit: mm (in)

Size	Thickness
US 0.25 (0.0098)	1.626 - 1.634 (0.0640 - 0.0643)

CAUTION:

In grinding the crankshaft pin to use undersize bearings, keep the fillet R (All crankshaft pins).

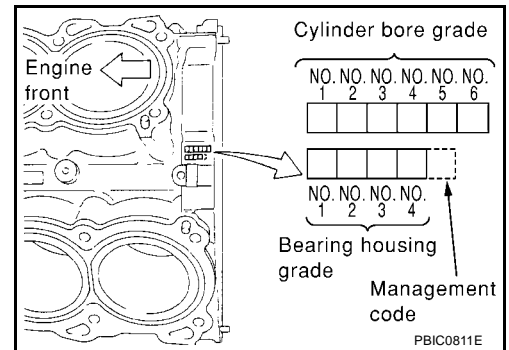
Fillet R 1.5 mm (0.059 in)
(All journals and all crankshaft pins)



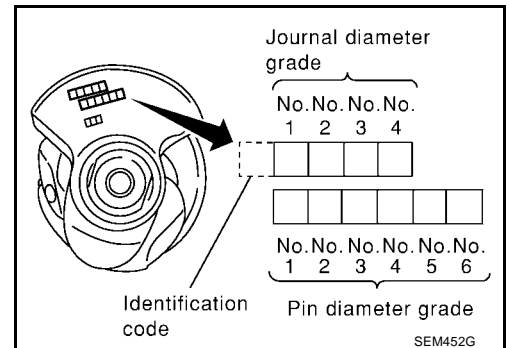
HOW TO SELECT MAIN BEARING

When New Cylinder Block and Crankshaft are Used

1. "Main Bearing Selection Table" rows correspond to bearing housing grade on rear left side of cylinder block.



2. Apply journal diameter grade stamped on crankshaft front side to column in "Main Bearing Selection Table".
3. Find sign (main bearing grade) at crossing of row and column in "Main Bearing Selection Table".



When Cylinder Block and Crankshaft are Reused

1. Measure inner diameter of cylinder block main bearing housing and outer diameter of crankshaft journal.
2. Find measured dimension in "Cylinder block bearing housing inner diameter" row of "Main Bearing Selection Table".
3. Find the measured dimension in "Crankshaft main journal diameter" column in the following selection table.
4. Select main bearing grade at the point where selected row and column meet in following selection table.

CYLINDER BLOCK

Main Bearing Selection Table

<div>Cylinder block bearing housing inner diameter Unit: mm (in)</div> <div>Crankshaft main journal diameter Unit: mm (in)</div>		Mark																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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		63.993 - 63.994 (2.5194 - 2.5194)	63.994 - 63.995 (2.5194 - 2.5195)	63.995 - 63.996 (2.5195 - 2.5195)	63.996 - 63.997 (2.5195 - 2.5196)	63.997 - 63.998 (2.5196 - 2.5196)	63.998 - 63.999 (2.5196 - 2.5196)	63.999 - 64.000 (2.5196 - 2.5197)	64.000 - 64.001 (2.5197 - 2.5197)	64.001 - 64.002 (2.5197 - 2.5198)	64.002 - 64.003 (2.5198 - 2.5198)	64.003 - 64.004 (2.5198 - 2.5198)	64.004 - 64.005 (2.5198 - 2.5199)	64.005 - 64.006 (2.5199 - 2.5199)	64.006 - 64.007 (2.5199 - 2.5200)	64.007 - 64.008 (2.5200 - 2.5200)	64.008 - 64.009 (2.5200 - 2.5200)	64.009 - 64.010 (2.5200 - 2.5201)	64.010 - 64.011 (2.5201 - 2.5201)	64.011 - 64.012 (2.5201 - 2.5202)	64.012 - 64.013 (2.5202 - 2.5202)	64.013 - 64.014 (2.5202 - 2.5202)	64.014 - 64.015 (2.5202 - 2.5203)	64.015 - 64.016 (2.5203 - 2.5203)	64.016 - 64.017 (2.5203 - 2.5203)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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A	59.975 - 59.974 (2.3612 - 2.3612)		0	0	0	0	01	01	01	1	1	1	1	1	1	1	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12

PBIC0814E

CYLINDER BLOCK

Main Bearing Grade Table (All Journals)

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

Undersize Bearing Usage Guide

- Use undersize (US) bearing when oil clearance with standard size main bearing is not within specification.
- When using undersize (US) bearing, measure the bearing inner diameter with bearing installed, and grind journal until oil clearance falls within specification.

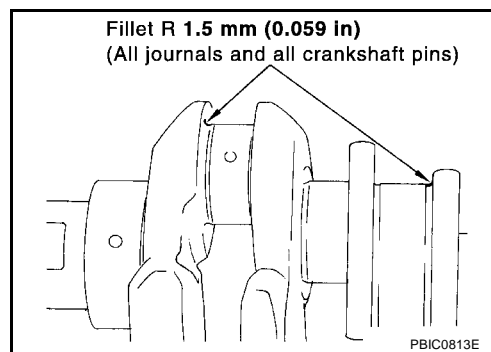
Bearing undersize table

Unit: mm (in)

Size	Thickness
US 0.25 (0.0098)	2.132 - 2.140 (0.0839 - 0.0843)

CAUTION:

Keep fillet R when grinding crankshaft journal in order to use undersize bearing (All journals).



CYLINDER BLOCK

ABS000Q4

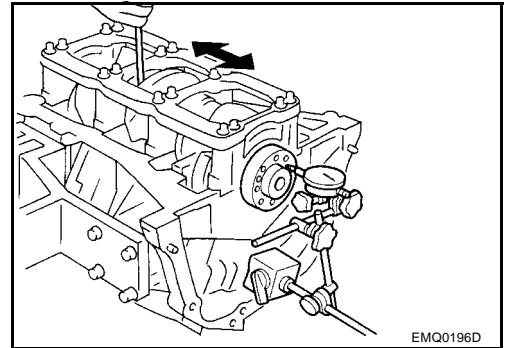
Inspection After Disassembly CRANKSHAFT SIDE CLEARANCE

- Using a dial gauge, measure the clearance between the thrust bearings and the crankshaft arm when the crankshaft is moved fully forward or backward.

Standard : 0.10 - 0.25 mm (0.0039 - 0.0098 in)

Limit : 0.30 mm (0.0118 in)

- If the measured value exceeds the limit, replace the thrust bearings, and measure again. If it still exceeds the limit, replace the crankshaft also.



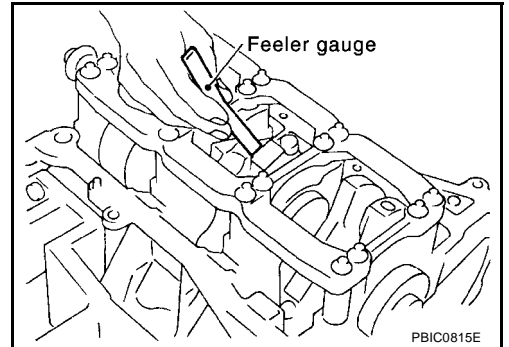
CONNECTING ROD SIDE CLEARANCE

- Measure side clearance between connecting rod and crankshaft arm with feeler gauge.

Standard : 0.20 - 0.35 mm (0.0079 - 0.0138 in)

Limit : 0.40 mm (0.016 in)

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

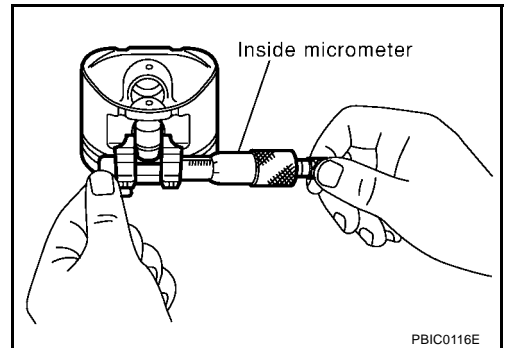


PISTON AND PISTON PIN CLEARANCE

Inner Diameter of Piston Pin

- Measure the inner diameter of piston pin bore with an inside micrometer.

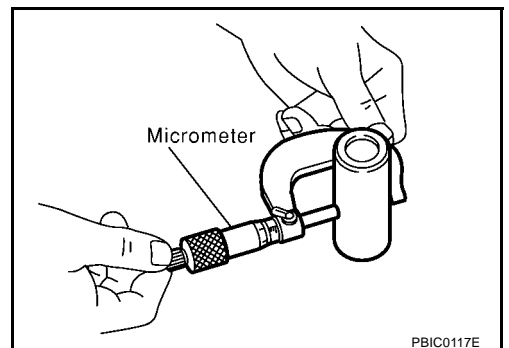
Standard : 21.993 - 22.005 mm (0.8659 - 0.8663 in)



Outer Diameter of Piston Pin

- Measure outer diameter of piston pin with a micrometer.

Standard : 21.989 - 22.001 mm (0.8657 - 0.8662 in)



CYLINDER BLOCK

Piston and Piston Pin Clearance

(Piston pin clearance) = (Piston pin bore diameter) – (Outer diameter of piston pin)

Standard : 0.002 - 0.006 mm (0.0001 - 0.0002 in)

- If clearance exceeds specification, replace piston/piston pin assembly with reference to specification of each parts.
- When replacing piston/piston pin assembly, refer to [EM-114, "PISTON TO CYLINDER BORE CLEARANCE"](#).

PISTON RING SIDE CLEARANCE

- Measure side clearance of piston ring and piston ring groove with feeler gauge.

Standard:

Top ring : 0.045 - 0.080 mm (0.0016 - 0.0031 in)

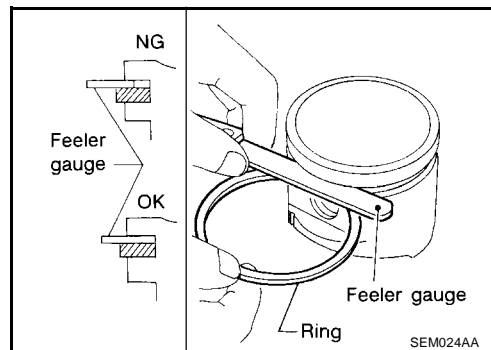
2nd ring : 0.030 - 0.070 mm (0.0012 - 0.0028 in)

Oil ring : 0.065 - 0.135 mm (0.0026 - 0.0053 in)

Limit:

Top ring : 0.11 mm (0.0043 in)

2nd ring : 0.1 mm (0.004 in)



- If out of specification, replace piston and/or piston ring assembly.

PISTON RING END GAP

- Check if inner diameter of cylinder bore is within specification. Refer to [EM-114, "PISTON TO CYLINDER BORE CLEARANCE"](#).
- Insert piston ring until middle of cylinder with piston, and measure gap.

Standard:

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

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

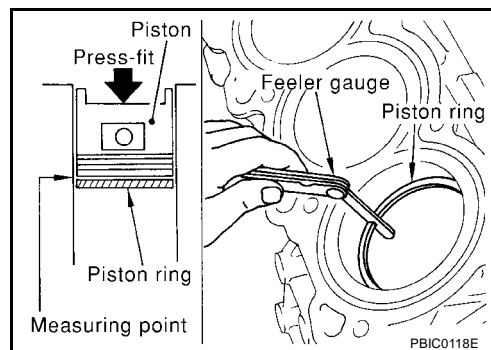
Oil ring : 0.20 - 0.50 mm (0.0079 - 0.0197 in)

Limit:

Top ring : 0.54 mm (0.0213 in)

2nd ring : 0.80 mm (0.0315 in)

Oil ring : 0.95 mm (0.0374 in)



- If out of specification, replace piston ring. If gap still exceeds the limit even with a new ring, re-bore cylinder and use oversized piston and piston ring.

CONNECTING ROD BEND AND TORSION

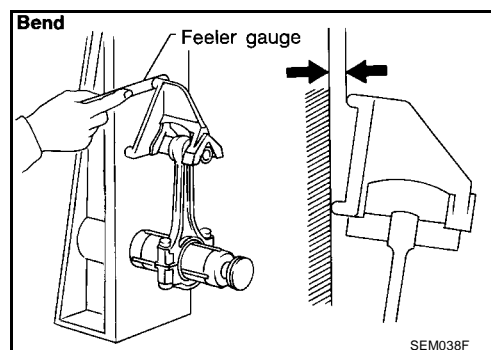
- Check with connecting rod aligner.

Bend:

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

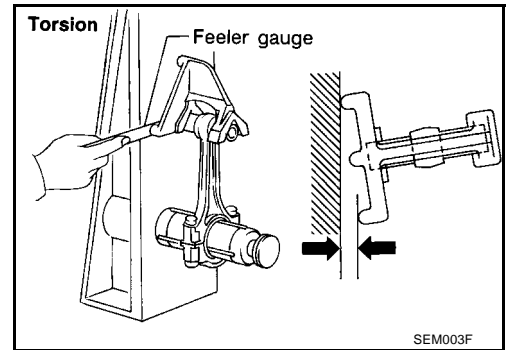
Torsion:

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



CYLINDER BLOCK

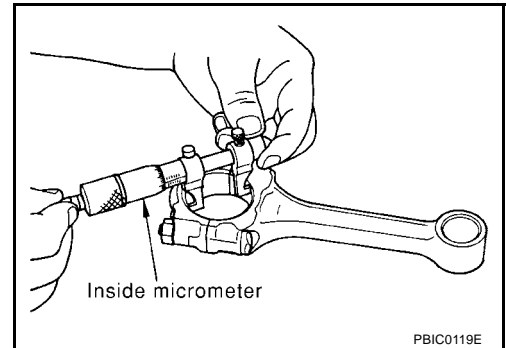
- If it exceeds the limit, replace connecting rod assembly.



CONNECTING ROD BEARING HOUSING DIAMETER (BIG END)

- Install the connecting rod cap without the connecting rod bearing installed. After tightening the connecting rod bolt to the specified torque, measure the connecting rod big end inner diameter using an inside micrometer. Refer to [EM-99, "ASSEMBLY"](#) for the tightening procedure.

Standard : 55.000 - 55.013 mm (2.1654 - 2.1659 in)

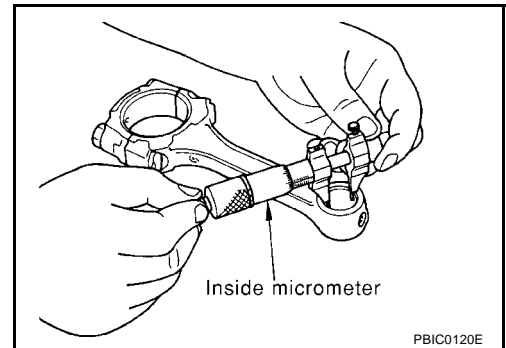


CONNECTING ROD BUSHING OIL CLEARANCE (SMALL END)

Inner Diameter of Connecting Rod (Small End)

- Measure inner diameter of bushing.

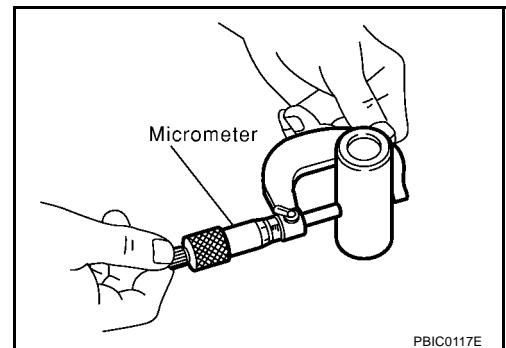
Standard : 22.000 - 22.012 mm (0.8661 - 0.8666 in)



Outer Diameter of Piston Pin

- Measure outer diameter of piston pin.

Standard : 21.989 - 22.001 mm (0.8657 - 0.8662 in)



CYLINDER BLOCK

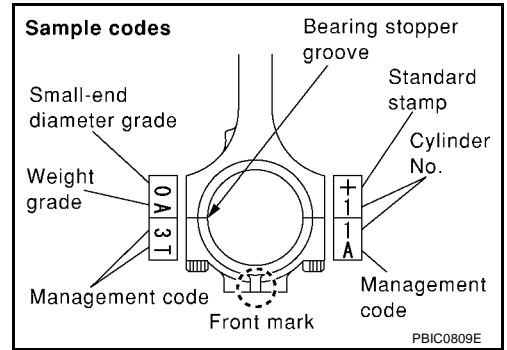
Connecting Rod Bushing Oil Clearance (Small End)

(Connecting rod small end oil clearance) = (Inner diameter of connecting rod small end) – (Outer diameter of piston pin)

Standard : 0.005 - 0.017 mm (0.0002 - 0.0007 in)

Limit : 0.030 mm (0.0012 in)

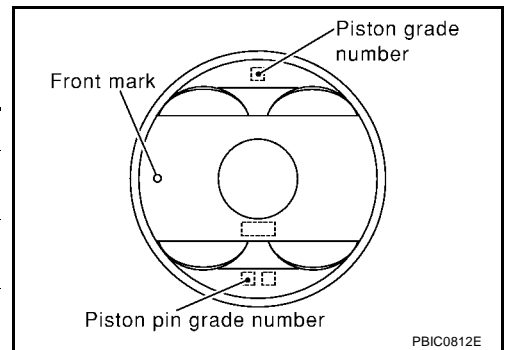
- If the measured value exceeds the standard, replace the connecting rod assembly and/or piston and piston pin assembly.
- If replacing the piston and piston pin assembly, refer to [EM-114, "PISTON TO CYLINDER BORE CLEARANCE"](#).
- If replacing the connecting rod assembly, refer to [EM-116, "OIL CLEARANCE OF CONNECTING ROD BEARING"](#).



Factory installed parts grading:

- Service parts apply only to grade 0.

Unit: mm (in)		
Grade	0	1
Connecting rod small end inner diameter	22.000 - 22.006 (0.8661 - 0.8664)	22.006 - 22.012 (0.8664 - 0.8666)
Piston pin bore diameter	21.993 - 21.999 (0.8659 - 0.8661)	21.999 - 22.005 (0.8661 - 0.8663)
Piston pin outer diameter	21.989 - 21.995 (0.8657 - 0.8659)	21.995 - 22.001 (0.8659 - 0.8662)



CYLINDER BLOCK DISTORTION

- Using a scraper, remove gasket on the cylinder block surface, and also remove oil, scale, carbon, or other contamination.

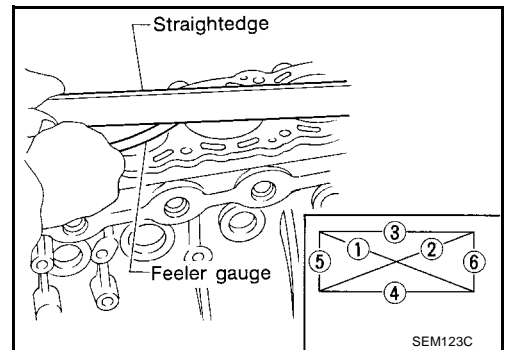
CAUTION:

Be careful not to allow gasket flakes to enter the oil or coolant passages.

- Measure the distortion on the block upper face at some different points in 6 directions.

Limit : 0.1 mm (0.004 in)

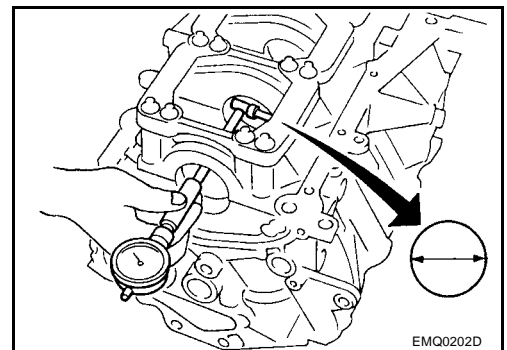
- If out of the distortion limit, replace the cylinder block.



INNER DIAMETER OF MAIN BEARING HOUSING

- Install the main bearing caps and main bearing beam with the main bearings removed, and tighten the mounting bolts to the specified torque. Refer to [EM-99, "ASSEMBLY"](#) for the tightening procedure.
- Using a bore gauge, measure the inner diameter of the main bearing housing.

Standard : 63.993 - 64.017 mm (2.5194 - 2.5203 in)



CYLINDER BLOCK

PISTON TO CYLINDER BORE CLEARANCE

Inner Diameter of Cylinder Bore

- Using a bore gauge, measure cylinder bore for wear, out-of-round and taper at 6 different points on each cylinder. (X and Y directions at A, B and C) (Y is in longitudinal direction of engine)

Standard inner diameter:

95.500 - 95.530 mm (3.7598 - 3.7610 in)

Wear limit:

0.2 mm (0.008 in)

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

0.015 mm (0.0006 in)

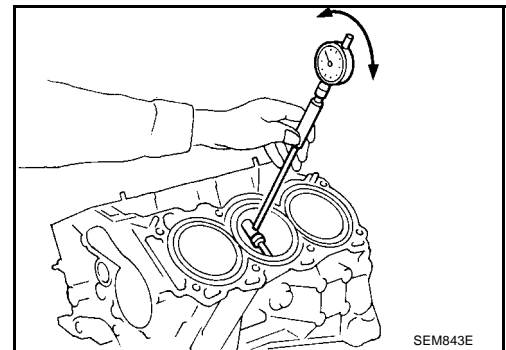
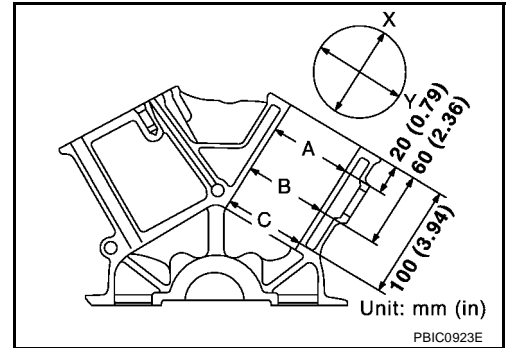
Taper limit (Difference between A and C):

0.01 mm (0.0004 in)

- If the measured value exceeds the limit, or if there are scratches and/or seizure on the cylinder inner wall, hone or rebore the inner wall.
- An oversize piston is provided. When using an oversize piston, rebore the cylinder so that the clearance of the piston-to-cylinder bore satisfies the standard.

Oversize (OS) : 0.2 mm (0.008 in)

- When using an oversize piston, use it for all cylinders with oversize piston rings.



Outer Diameter of Piston

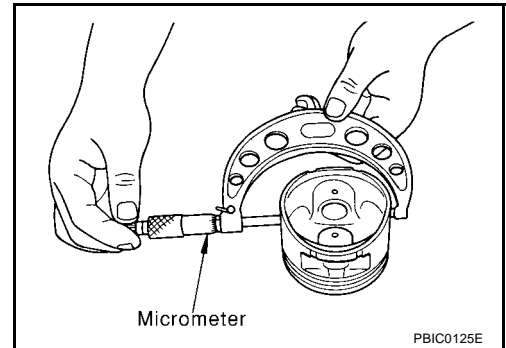
- Measure piston skirt outer diameter using micrometer.

Measure point

: Distance from the top 41.0 mm (1.614 in)

Standard

: 95.480 - 95.510 mm (3.7590 - 3.7602 in)



Piston-to-Cylinder Bore Clearance

- Calculate by outer diameter of piston skirt and inner diameter of cylinder (direction X, position B).
(Clearance) = (Inner diameter of cylinder) – (Outer diameter of piston skirt).

Standard : 0.010 - 0.030 mm (0.0004 - 0.0012 in)

Limit : 0.08 mm (0.0031 in)

- If it exceeds the limit, replace piston/piston pin assembly. Refer to [EM-105, "HOW TO SELECT PISTON"](#).

Reboring Cylinder Bore

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

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

where,

D: Bored diameter

A: Piston diameter as measured

B: Piston - to - cylinder bore clearance (standard value)

C: Honing allowance 0.02 mm (0.0008 in)

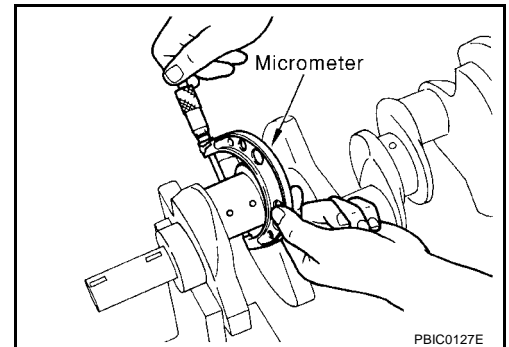
CYLINDER BLOCK

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

OUTER DIAMETER OF CRANKSHAFT JOURNAL

- Measure outer diameter of crankshaft journals.

Standard : 59.951 - 59.975 mm (2.3603 - 2.3612 in) dia.



OUTER DIAMETER OF CRANKSHAFT PIN

- Measure outer diameter of crankshaft pin.

Standard : 51.956 - 51.974 mm (2.0455 - 2.0462 in) dia.

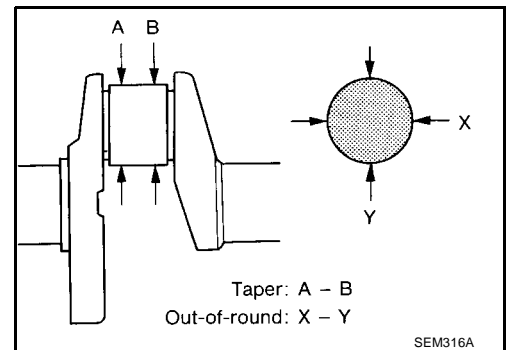
OUT-OF-ROUND AND TAPER OF CRANKSHAFT

- Using a micrometer, measure the dimensions at 4 different points shown in the figure on each journal and pin.
- Out-of-round is indicated by the difference in dimensions between X and Y at A and B.
- Taper is indicated by the difference in dimension between A and B at X and Y.

Limit:

Out-of-round (X - Y) : 0.002 mm (0.0001 in)

Taper (A - B) : 0.002 mm (0.0001 in)

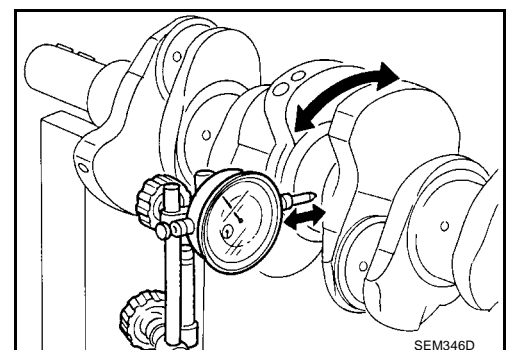


CRANKSHAFT RUNOUT

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

Standard : Less than 0.025 mm (0.0010 in)

Limit : 0.10 mm (0.004 in)



CYLINDER BLOCK

OIL CLEARANCE OF CONNECTING ROD BEARING

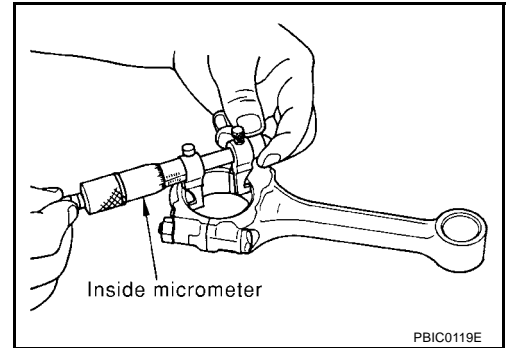
Method by Calculation

- Install the connecting rod bearings to the connecting rod and the cap, and tighten the connecting rod bolts to the specified torque. Using a inside micrometer measure the inner diameter of connecting rod bearing. Refer to [EM-99, "ASSEMBLY"](#) for the tightening procedure.

(Oil clearance) = (Inner diameter of connecting rod bearing) – (Outer diameter of crankshaft pin)

Standard : 0.034 - 0.059 mm (0.0014 - 0.0018 in)
(actual clearance)

Limit : 0.070 mm (0.0026 in)



- If clearance cannot be adjusted within the standard, grind crankshaft pin and use undersized bearing. Refer to [EM-106, "HOW TO SELECT CONNECTING ROD BEARING"](#).

Method of Using Plastigage

- Remove oil and dust on the crankshaft pin and the surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install the connecting rod bearings to the connecting rod cap, and tighten the connecting rod bolts to the specified torque. Refer to [EM-99, "ASSEMBLY"](#) for the tightening procedure.

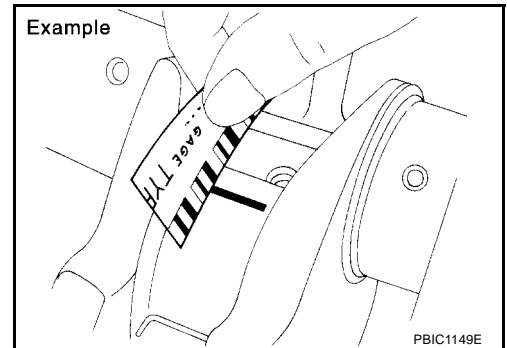
CAUTION:

Never rotate the crankshaft.

- Remove the connecting rod cap and bearings, and using the scale on the plastigage bag, measure the plastigage width.

NOTE:

The procedure when the measured value exceeds the limit is same as that described in the "Method by Calculation".



OIL CLEARANCE OF MAIN BEARING

Method by Calculation

- Install the main bearings to the cylinder block and bearing cap. Measure the main bearing inner diameter with the bearing cap bolt tightened with main bearing beam to the specified torque. Refer to [EM-99, "ASSEMBLY"](#) for the tightening procedure.

(Oil clearance) = (Inner diameter of main bearing) – (Outer diameter of crankshaft journal)

Standard : 0.035 - 0.045 mm (0.0014 - 0.0018 in) (actual clearance)

Limit : 0.065 mm (0.0026 in)

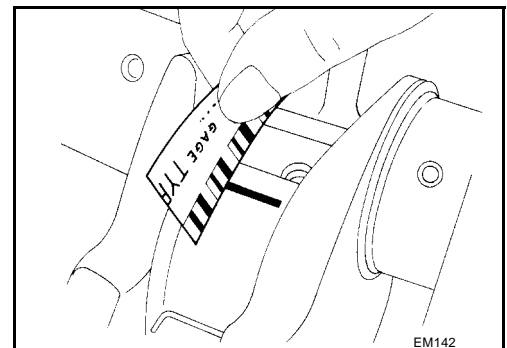
- If the measured value exceeds the limit, select main bearings referring to the main bearing inner diameter and crankshaft journal outer diameter, so that the oil clearance satisfies the standard. Refer to [EM-107, "HOW TO SELECT MAIN BEARING"](#).

Method of Using Plastigage

- Remove oil and dust on the crankshaft journal and the surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Tighten the main bearing bolts with main bearing beam to the specified torque. Refer to [EM-99, "ASSEMBLY"](#) for the tightening procedure.

CAUTION:

Never rotate the crankshaft.



CYLINDER BLOCK

- Remove the bearing cap and bearings, and using the scale on the plastigage bag, measure the plastigage width.

NOTE:

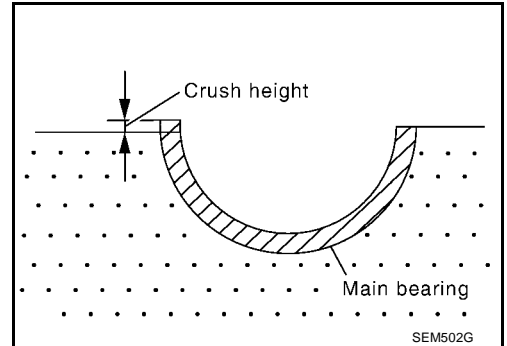
The procedure when the measured value exceeds the limit is same as that described in the "Method by Calculation".

CRUSH HEIGHT OF MAIN BEARING

- When the bearing cap is removed after being tightened to the specified torque with main bearings installed, the tip end of bearing must protrude. Refer to [EM-99, "ASSEMBLY"](#) for the tightening procedure.

Standard : There must be crush height.

- If the standard is not met, replace main bearings.

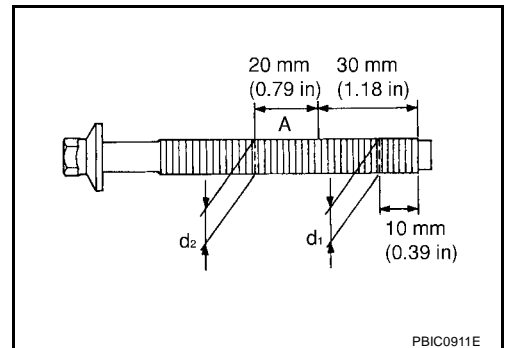


OUTER DIAMETER OF MAIN BEARING CAP BOLT

- Measure outer diameters (d1, d2) at two positions shown in the figure.
- Measure d2 at a point within block A.

Limit : 0.11 mm (0.0051 in)

- When the value of d1- d2 exceeds the limit (a large difference in dimensions), replace the bolt with a new one.



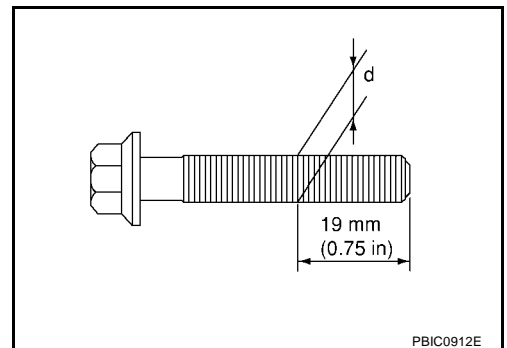
OUTER DIAMETER OF CONNECTING ROD BOLT

- Measure outer diameter "d" at position shown in the figure.

Standard : 7.90 - 8.00 mm (0.3110 - 0.3150 in)

Limit : 7.75 mm (0.3051 in)

- When "d" exceeds the limit (when it becomes thinner), replace the bolt with a new one.



MOVEMENT AMOUNT OF FLYWHEEL (M/T MODELS)

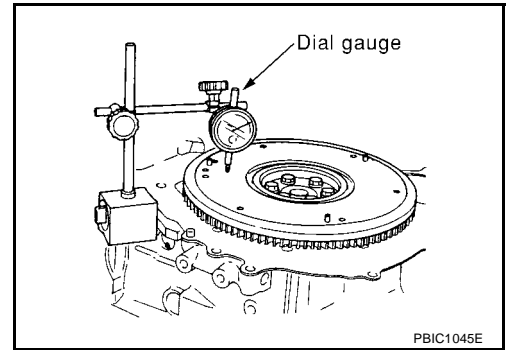
NOTE:

- Inspect for double mass flywheel only.
- Do not disassembly double mass flywheel.

CYLINDER BLOCK

Flywheel Deflection

- Measure deflection of flywheel contact surface to the clutch with a dial gauge.
- Measure deflection at 210 mm (8.27 in) dia.
Standard : 0.45 mm (0.0177 in) or less
Limit : 1.3 mm (0.051 in) or less
- When measured value exceeds the limit, replace it with a new one.

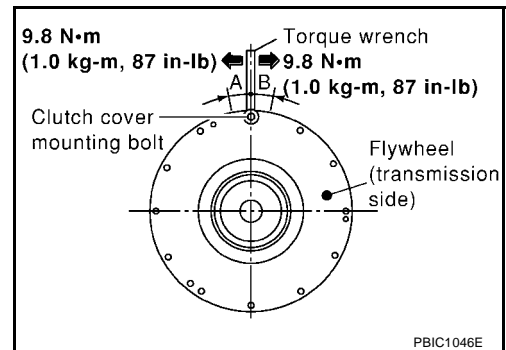


Movement Amount in Rotation Direction

- Check the movement amount in the following procedure.
1. Install a bolt to clutch cover mounting hole, and place a torque wrench on the extended line of the flywheel center line.
 - Tighten bolt at a force of 9.8 N·m (1 kg-m, 87 in-lb) to keep it from loosening.
 2. Put a mating mark on circumferences of the two flywheel masses without applying any load (Measurement standard points).
 3. Apply a force of 9.8 N·m (1 kg-m, 87 in-lb) in each direction, and mark the movement amount on the mass on the transmission side.
 4. Measure dimensions of movement amounts A and B on circumference of the flywheel on the transmission side.

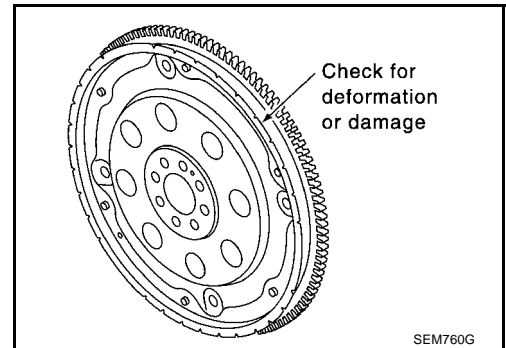
Standard : 24 mm (0.94 in) or less

- When measured value is outside the standard, replace flywheel.



SIGNAL PLATE (A/T MODELS)

- Check the drive plate and signal plate for deformation or cracks.



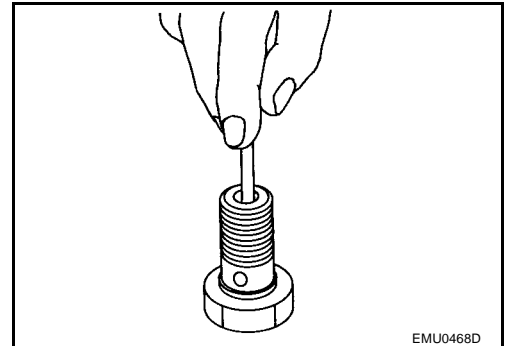
CYLINDER BLOCK

OIL JET

- Check nozzle for deformation and damage.
- Blow compressed air from nozzle, and check for clogs.
- If it is not satisfied, clean or replace oil jet.

OIL JET RELIEF VALVE

- Using a clean plastic stick, press check valve in oil jet relief valve. Make sure that valve moves smoothly with proper reaction force.
- If it is not satisfied, replace oil jet relief valve.



A

EM

C

D

E

F

G

H

I

J

K

L

M

SERVICE DATA AND SPECIFICATIONS (SDS)

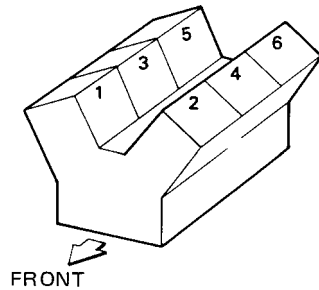
SERVICE DATA AND SPECIFICATIONS (SDS)

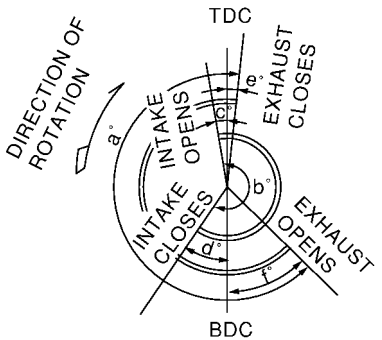
PFP:00100

Standard and Limit GENERAL SPECIFICATIONS

ABS000Q5

Cylinder arrangement		V-6
Displacement cm^3 (cu in)		3,498 (213.45)
Bore and stroke mm (in)		95.5 x 81.4 (3.76 x 3.205)
Valve arrangement		DOHC
Firing order		1-2-3-4-5-6
Number of piston rings	Compression	2
	Oil	1
Number of main bearings		4
Compression ratio		10.3
Compression pressure kPa (kg/cm^2 , psi)/300 rpm	Standard	1,275 (13.0, 185)
	Minimum	981 (10.0, 142)
	Differential limit between cylinders	98 (1.0, 14)

Cylinder number	 <p>FRONT</p> <p>SEM713A</p>
-----------------	---

Valve timing (Intake valve timing control - OFF)	 <p>PBIC0187E</p>
---	---

Unit: degree

a	b	c	d	e	f
240	238	- 6	64	8	52

INTAKE MANIFOLD COLLECTOR, INTAKE MANIFOLD AND EXHAUST MANIFOLD

Unit: mm (in)

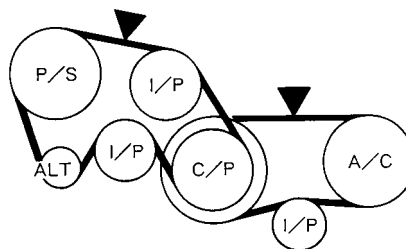
		Limit
Surface distortion	Intake manifold collector upper	0.1 (0.004)
	Intake manifold collector lower	0.1 (0.004)
	Intake manifold	0.1 (0.004)
	Exhaust manifold	0.3 (0.012)

SERVICE DATA AND SPECIFICATIONS (SDS)

DRIVE BELT

	Deflection adjustment		Unit: mm (in)	Tension adjustment*			Unit: N (kg, lb)
	Used belt		New belt	Used belt		New belt	
	Limit	After adjustment		Limit	After adjustment		
Alternator and power steering pump belt	7 (0.28)	4 - 5 (0.16 - 0.20)	3.5 - 4.5 (0.138 - 0.177)	294 (30, 66)	730 - 818 (74.5 - 83.5, 164 - 184)	838 - 926 (85.5 - 94.5, 188 - 208)	
Air conditioning compressor	12 (0.47)	9 - 10 (0.35 - 0.39)	8 - 9 (0.31 - 0.35)	196 (20, 44)	348 - 436 (35.5 - 44.5, 78 - 98)	470 - 559 (48 - 57, 106 - 126)	
Applied pushing force	98 (10, 22)			—			

SEC.117



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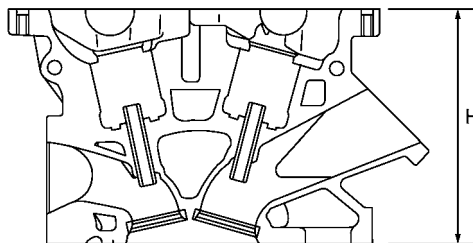
*: If belt tension gauge cannot be installed at check points shown, check drive belt tension at different location on the belt.

SPARK PLUG

Make	NGK
Standard type	PLFR5A-11
Hot type	PLFR4A-11
Cold type	PLFR6A-11
Gap (nominal)	1.1 mm (0.043 in)

CYLINDER HEAD

	Unit: mm (in)
	Limit
Head surface distortion	0.1 (0.004)
Normal cylinder head height "H"	126.3 - 126.5 (4.972 - 4.980)



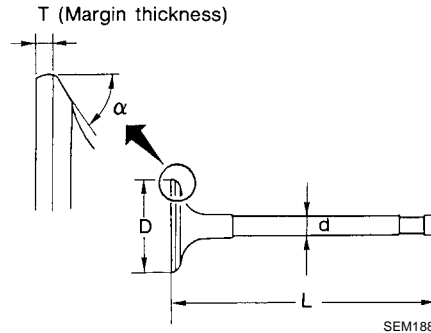
PBIC0924E

SERVICE DATA AND SPECIFICATIONS (SDS)

VALVE

Valve Dimensions

Unit: mm (in)



Valve head diameter "D"	Intake	37.0 - 37.3 (1.4567 - 1.4685)
	Exhaust	31.2 - 31.5 (1.228 - 1.240)
Valve length "L"	Intake	96.37 (3.7941)
	Exhaust	93.90 (3.6968)
Valve stem diameter "d"	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.955 - 5.970 (0.2344 - 0.2350)
Valve seat angle "α"	Intake	45°15' - 45°45'
	Exhaust	
Valve margin "T"	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)
Valve margin "T" limit		More than 0.5 (0.020)
Valve stem end surface grinding limit		Less than 0.2 (0.008)

Valve Clearance

Unit: mm (in)

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

*: Approximately 80°C (176°F)

Valve Spring

Free height mm (in)		45.62 (1.7961)
Pressure N (kg, lb) at height mm (in)	Installation	184 - 208 (18.8 - 21.2, 41.4 - 46.8) at 37.0 (1.457)
	Valve open	407 - 459 (41.5 - 46.8, 91.5 - 103.2) at 27.8 (1.094)
Out-of-square mm (in)		Less than 2.0 (0.079)

Valve Lifter

Unit: mm (in)

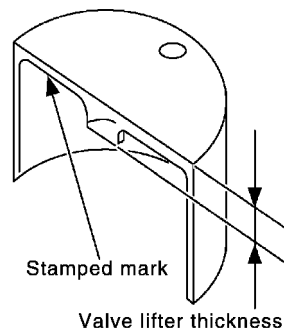
Valve lifter outer diameter	33.977 - 33.987 (1.3377 - 1.3381)
Lifter guide inner diameter	34.000 - 34.016 (1.3386 - 1.3392)
Clearance between lifter and lifter guide	0.013 - 0.039 (0.0005 - 0.0015)

SERVICE DATA AND SPECIFICATIONS (SDS)

Available Valve Lifter

Unit: mm (in)

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

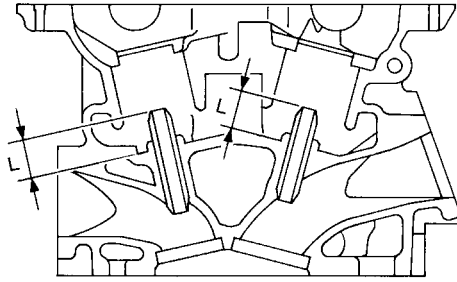


SEM758G

SERVICE DATA AND SPECIFICATIONS (SDS)

Valve Guide

Unit: mm (in)



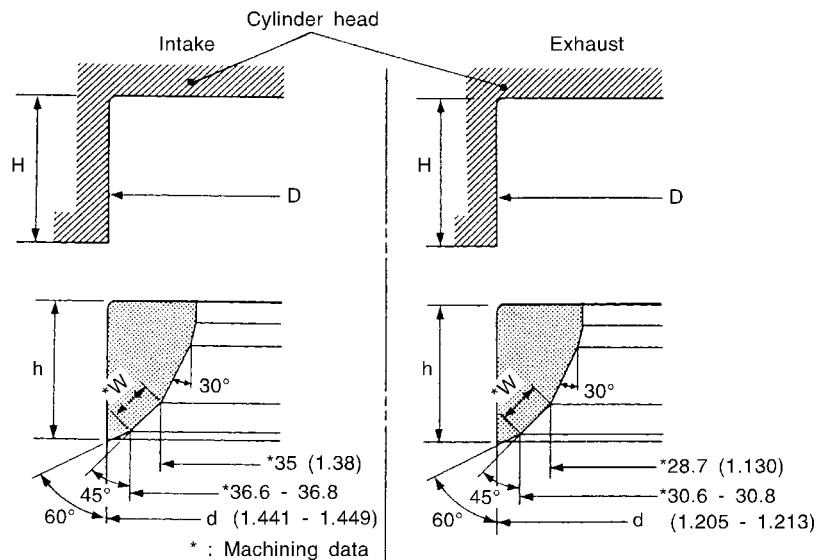
SEM950E

		Standard	Service
Valve guide	Outer diameter	10.023 - 10.034 (0.3946 - 0.3950)	10.223 - 10.234 (0.4025 - 0.4029)
	Inner diameter (Finished size)	6.000 - 6.018 (0.2362 - 0.2369)	
Cylinder head valve guide hole diameter		9.975 - 9.996 (0.3927 - 0.3935)	10.175 - 10.196 (0.4006 - 0.4014)
Interference fit of valve guide		0.027 - 0.059 (0.0011 - 0.0023)	
		Standard	Max. tolerance
Stem to guide clearance	Intake	0.020 - 0.053 (0.0008 - 0.0021)	0.08 (0.0031)
	Exhaust	0.040 - 0.073 (0.0016 - 0.0029)	0.1 (0.004)
Projection length "L"		12.6 - 12.8 (0.496 - 0.504)	

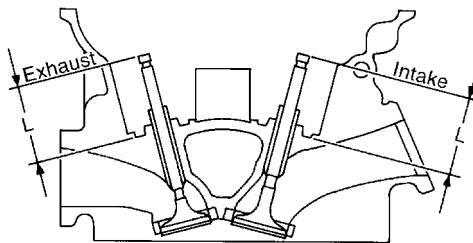
SERVICE DATA AND SPECIFICATIONS (SDS)

Valve Seat

Unit: mm (in)



SEM021EB



SEM621F

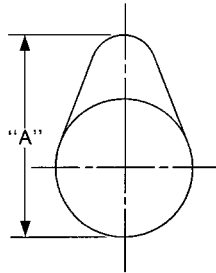
		Standard	Service
Cylinder head seat recess diameter (D)	Intake	38.000 - 38.016 (1.4961 - 1.4967)	38.500 - 38.516 (1.5157 - 1.5164)
	Exhaust	32.200 - 32.216 (1.2677 - 1.2683)	32.700 - 32.716 (1.2874 - 1.2880)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.064 - 0.096 (0.0025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

SERVICE DATA AND SPECIFICATIONS (SDS)

CAMSHAFT AND CAMSHAFT BEARING

Unit: mm (in)

	Standard	Limit
Camshaft journal to bearing clearance	No. 1 0.045 - 0.086 (0.0018 - 0.0034) No. 2, 3, 4 0.035 - 0.076 (0.0014 - 0.0030)	—
Inner diameter of camshaft bearing	No. 1 26.000 - 26.021 (1.0236 - 1.0244) No. 2, 3, 4 23.500 - 23.521 (0.9252 - 0.9260)	—
Outer diameter of camshaft journal	No. 1 25.935 - 25.955 (1.0211 - 1.0218) No. 2, 3, 4 23.445 - 23.465 (0.9230 - 0.9238)	—
Camshaft end play	0.115 - 0.188 (0.0045 - 0.0074)	0.24 (0.0094)



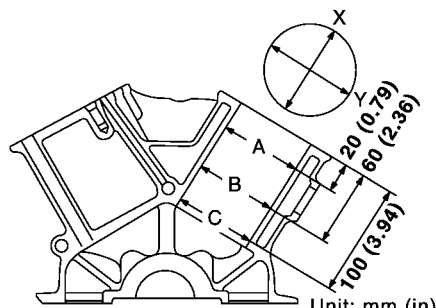
SEM671

Cam height "A"	Intake and exhaust	44.865 - 45.055 (1.7663 - 1.7738)	—
Camshaft runout [TIR*]		Less than 0.05 (0.0020)	—
Camshaft sprocket runout [TIR*]		—	0.15 (0.0059)

*: Total indicator reading

CYLINDER BLOCK

Unit: mm (in)



PBIC0923E

Surface flatness	Limit			0.10 (0.0039)
Cylinder bore	Inner diameter	Standard	Grade No. 1	95.500 - 95.510 (3.7598 - 3.7602)
			Grade No. 2	95.510 - 95.520 (3.7602 - 3.7606)
			Grade No. 3	95.520 - 95.530 (3.7606 - 3.7610)
		Wear limit		0.20 (0.0079)
Out-of-round (Difference between X and Y)				Less than 0.015 (0.0006)
Taper (Difference between A and C)				Less than 0.010 (0.0004)

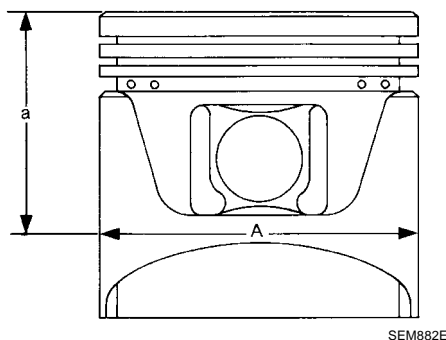
SERVICE DATA AND SPECIFICATIONS (SDS)

Main journal inner diameter grade (Without bearing)	Grade No. A	63.993 - 63.994 (2.5194 - 2.5194)
	Grade No. B	63.994 - 63.995 (2.5194 - 2.5195)
	Grade No. C	63.995 - 63.996 (2.5195 - 2.5195)
	Grade No. D	63.996 - 63.997 (2.5195 - 2.5196)
	Grade No. E	63.997 - 63.998 (2.5196 - 2.5196)
	Grade No. F	63.998 - 63.999 (2.5196 - 2.5196)
	Grade No. G	63.999 - 64.000 (2.5196 - 2.5197)
	Grade No. H	64.000 - 64.001 (2.5197 - 2.5197)
	Grade No. J	64.001 - 64.002 (2.5197 - 2.5198)
	Grade No. K	64.002 - 64.003 (2.5198 - 2.5198)
	Grade No. L	64.003 - 64.004 (2.5198 - 2.5198)
	Grade No. M	64.004 - 64.005 (2.5198 - 2.5199)
	Grade No. N	64.005 - 64.006 (2.5199 - 2.5199)
	Grade No. P	64.006 - 64.007 (2.5199 - 2.5200)
	Grade No. R	64.007 - 64.008 (2.5200 - 2.5200)
	Grade No. S	64.008 - 64.009 (2.5200 - 2.5200)
	Grade No. T	64.009 - 64.010 (2.5200 - 2.5201)
	Grade No. U	64.010 - 64.011 (2.5201 - 2.5201)
	Grade No. V	64.011 - 64.012 (2.5201 - 2.5202)
	Grade No. W	64.012 - 64.013 (2.5202 - 2.5202)
	Grade No. X	64.013 - 64.014 (2.5202 - 2.5202)
	Grade No. Y	64.014 - 64.015 (2.5202 - 2.5203)
	Grade No. 4	64.015 - 64.016 (2.5203 - 2.5203)
	Grade No. 7	64.016 - 64.017 (2.5203 - 2.5203)
Difference in inner diameter between cylinders	Standard	Less than 0.03 (0.0012)

PISTON, PISTON RING AND PISTON PIN

Available Piston

Unit: mm (in)



Piston skirt diameter “A”	Standard	Grade No. 1	95.480 - 95.490 (3.7590 - 3.7594)
		Grade No. 2	95.490 - 95.500 (3.7594 - 3.7598)
		Grade No. 3	95.500 - 95.510 (3.7598 - 3.7602)
		0.20 (0.0079) oversize (Service)	95.680 - 95.710 (3.7669 - 3.7681)
“a” dimension			41.0 (1.614)
Piston pin hole diameter	Grade No. 0		21.993 - 21.999 (0.8659 - 0.8661)
	Grade No. 1		21.999 - 22.005 (0.8661 - 0.8663)
Piston clearance to cylinder block	Standard		0.010 - 0.030 (0.0004 - 0.0012)
	Limit		0.08 (0.0031)

SERVICE DATA AND SPECIFICATIONS (SDS)

Piston Ring

Unit: mm (in)

		Standard	Limit
Side clearance	Top	0.045 - 0.080 (0.0018 - 0.0031)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	0.1 (0.004)
	Oil ring	0.065 - 0.135 (0.0026 - 0.0053)	—
End gap	Top	0.23 - 0.33 (0.0091 - 0.0130)	0.54 (0.0213)
	2nd	0.33 - 0.48 (0.0130 - 0.0189)	0.80 (0.0315)
	Oil (rail ring)	0.20 - 0.50 (0.0079 - 0.0197)	0.95 (0.0374)

Piston Pin

Unit: mm (in)

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

CONNECTING ROD

Unit: mm (in)

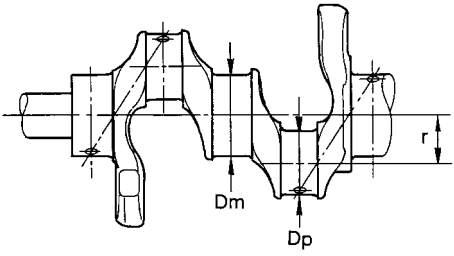
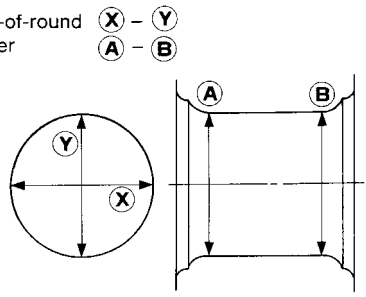
Center distance		144.15 - 144.25 (5.6752 - 5.6791)
Bend [per 100 (3.94)]	Limit	0.15 (0.0059)
Torsion [per 100 (3.94)]	Limit	0.30 (0.0118)
Connecting rod small end inner diameter		23.980 - 24.000 (0.9441 - 0.9449)
Piston pin bushing inner diameter*	Grade No. 0	22.000 - 22.006 (0.8661 - 0.8664)
	Grade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

*: After installing in connecting rod

SERVICE DATA AND SPECIFICATIONS (SDS)

CRANKSHAFT

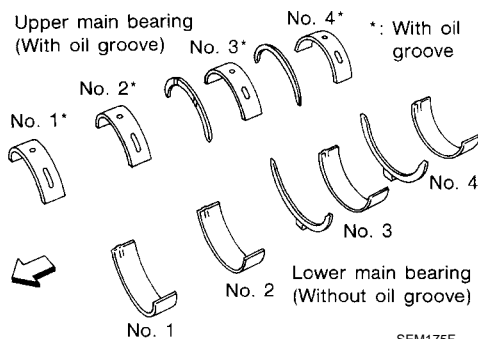
Unit: mm (in)

Main journal dia. "Dm" grade	Grade No. A	59.975 - 59.974 (2.3612 - 2.3612)
	Grade No. B	59.974 - 59.973 (2.3612 - 2.3611)
	Grade No. C	59.973 - 59.972 (2.3611 - 2.3611)
	Grade No. D	59.972 - 59.971 (2.3611 - 2.3611)
	Grade No. E	59.971 - 59.970 (2.3611 - 2.3610)
	Grade No. F	59.970 - 59.969 (2.3610 - 2.3610)
	Grade No. G	59.969 - 59.968 (2.3610 - 2.3609)
	Grade No. H	59.968 - 59.967 (2.3609 - 2.3609)
	Grade No. J	59.967 - 59.966 (2.3609 - 2.3609)
	Grade No. K	59.966 - 59.965 (2.3609 - 2.3608)
	Grade No. L	59.965 - 59.964 (2.3608 - 2.3608)
	Grade No. M	59.964 - 59.963 (2.3608 - 2.3607)
	Grade No. N	59.963 - 59.962 (2.3607 - 2.3607)
	Grade No. P	59.962 - 59.961 (2.3607 - 2.3607)
	Grade No. R	59.961 - 59.960 (2.3607 - 2.3606)
	Grade No. S	59.960 - 59.959 (2.3606 - 2.3606)
	Grade No. T	59.959 - 59.958 (2.3606 - 2.3605)
	Grade No. U	59.958 - 59.957 (2.3605 - 2.3605)
	Grade No. V	59.957 - 59.956 (2.3605 - 2.3605)
	Grade No. W	59.956 - 59.955 (2.3605 - 2.3604)
	Grade No. X	59.955 - 59.954 (2.3604 - 2.3604)
	Grade No. Y	59.954 - 59.953 (2.3604 - 2.3603)
	Grade No. 4	59.953 - 59.952 (2.3603 - 2.3603)
	Grade No. 7	59.952 - 59.951 (2.3603 - 2.3603)
Pin journal dia. "Dp"	Grade No. 0	51.968 - 51.974 (2.0460 - 2.0462)
	Grade No. 1	51.962 - 51.968 (2.0457 - 2.0460)
	Grade No. 2	51.956 - 51.962 (2.0445 - 2.0457)
Center distance "r"		40.36 - 40.44 (1.5890 - 1.5921)
Out-of-round (X - Y)	Standard	Less than 0.002 (0.0001)
Taper (A - B)	Standard	Less than 0.002 (0.0001)
Runout [TIR*]	Limit	Less than 0.10 (0.0039)
Free end play	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Limit	0.30 (0.0118)
 <p>SEM645</p>		<p>Out-of-round (X - Y) Taper (A - B)</p>  <p>SEM715</p>

*: Total indicator reading

SERVICE DATA AND SPECIFICATIONS (SDS)

AVAILABLE MAIN BEARING



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

Undersize

Unit: mm (in)

	Thickness	Main journal diameter "Dm"
0.25 (0.0098)	2.132 - 2.140 (0.0839 - 0.0843)	Grind so that bearing clearance is the specified value.

CONNECTING ROD BEARING

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

SERVICE DATA AND SPECIFICATIONS (SDS)

Undersize

Unit: mm (in)

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

BEARING CLEARANCE

Unit: mm (in)

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

*: Actual clearance

Tightening torque

ABS00006

*1: Parts to be tightened in particular orders.

1):- Order of tightening when tightening two or more times separately.

Unit: N·m (kg-m, ft-lb)

Unit: N·m (kg-m, in-lb)*2

Air cleaner and air duct	5.0 - 6.5 (0.51 - 0.66, 45 - 57)*2
Mass air flow sensor	5.0 - 6.5 (0.51 - 0.66, 45 - 57)*2
Engine cover	5.0 - 6.5 (0.51 - 0.66, 45 - 57)*2
*1 Intake manifold collector (upper)	11.8 - 13.7 (1.2 - 1.3, 9 - 10)
*1 Intake manifold collector (lower)	11.8 - 13.7 (1.2 - 1.3, 9 - 10)
*1 Intake manifold	1) 4.9 - 9.8 (0.50 - 1.0, 4 - 7) 2) 26.5 - 31.4 (2.7 - 3.2, 20 - 23) 3) 26.5 - 31.4 (2.7 - 3.2, 20 - 23)
*1 Electric throttle control actuator	7.2 - 9.7 (0.74 - 0.98, 64 - 85)*2
EVAP canister purge volume control solenoid valve	12.7 - 15.7 (1.3 - 1.6, 10 - 11)
Exhaust manifold cover	5.1 - 6.5 (0.52 - 0.66, 46 - 57)*2
Exhaust manifold stud	12.7 - 16.7 (1.3 - 1.7, 10 - 12)
*1 Exhaust manifold	28.5 - 32.4 (2.9 - 3.3, 21 - 23)
Heated oxygen sensor 1	40 - 50 (4.1 - 5.1, 30 - 36)
Heated oxygen sensor 2	40 - 50 (4.1 - 5.1, 30 - 36)
*1 Oil pan (lower)	8.3 - 9.3 (0.85 - 0.94, 74 - 82)*2
*1 Oil pan (upper)	15.7 - 18.6 (1.6 - 1.9, 12 - 13)
Oil strainer	19.6 - 23.5 (2.0 - 2.4, 15 - 17)
Oil pan drain plug	29.4 - 39.2 (3.0 - 4.0, 22 - 28)
Rear plate cover	6.4 - 7.5 (0.65 - 0.76, 57 - 65)*2
Crankshaft position sensor (POS)	8.4 - 10.8 (0.86 - 1.1, 75 - 95)*2
Fuel hose clamp bracket (right side member)	4.3 - 5.7 (0.44 - 0.58, 38 - 50)*2
Fuel feed hose (with damper)	7.2 - 9.6 (0.74 - 0.97, 64 - 84)*2
Fuel sub-tube	8.4 - 10.8 (0.86 - 1.1, 75 - 95)*2
Fuel damper	8.4 - 10.8 (0.86 - 1.1, 75 - 95)*2
*1 Fuel tube	1) 9.3 - 10.8 (0.95 - 1.1, 6.9 - 7.9) 2) 20.6 - 26.5 (2.1 - 2.7, 16 - 19)
Ignition coil	8.4 - 10.8 (0.86 - 1.1, 75 - 95)*2

SERVICE DATA AND SPECIFICATIONS (SDS)

Spark plug			19.6 - 29.4 (2.0 - 2.9, 15 - 21)
1	Rocker cover	1)	0.96 - 2.96 (0.10 - 0.30, 9 - 26) ²
		2)	7.33 - 9.33 (0.75 - 0.95, 65 - 82)* ²
1	PCV valve		1.96 - 2.94 (0.20 - 0.29, 18 - 26) ²
	Intake valve timing control cover		9.8 - 12.7 (1.0 - 1.3, 87 - 112)* ²
	Camshaft sprocket (INT)		98.1 - 107.9 (10.0 - 11.0, 73 - 78)
	Camshaft sprocket (EXH)		118 - 128 (12.0 - 13.1, 87 - 94)
	Timing chain tensioner (primary)		6.9 - 9.3 (0.70 - 0.95, 61 - 82)* ²
	Timing chain tensioner (secondary)		7.0 - 10.0 (0.71 - 1.02, 62 - 88)* ²
	Internal chain guide		6.9 - 9.3 (0.70 - 0.95, 61 - 82)* ²
	Tension guide		9.8 - 12.7 (1.0 - 1.3, 87 - 112)* ²
	Slack guide		12.7 - 18.6 (1.3 - 1.9, 10 - 13)
	Crankshaft pulley	1)	39.2 - 49.0 (4.0 - 5.0, 29 - 36)
		2)	60° - 66° (angle tightening)
	Chain tensioner cover		9.8 - 12.7 (1.0 - 1.3, 87 - 112)* ²
	Water pump cover		9.8 - 12.7 (1.0 - 1.3, 87 - 112)* ²
	Water hose clamp mounting bolt		68.6 - 79.4 (7.0 - 8.1, 51 - 58)
*1	Front timing chain case	M6 bolt	11.7 - 13.7 (1.2 - 1.4, 9 - 10)
		M8 bolt	25.5 - 31.3 (2.6 - 3.2, 19 - 23)
*1	Rear timing chain case		11.7 - 13.7 (1.2 - 1.4, 9 - 10)
1	Camshaft bracket	1)	1.96 (0.2, 17) ²
		2)	5.88 (0.6, 52)* ²
		(No.1 to 6) 3)	9.02 - 11.8 (0.92 - 1.20, 80 - 104)* ²
		(No.7 to 10) 3)	8.3 - 10.3 (0.85 - 1.0, 74 - 91)* ²
	Camshaft position sensor (PHASE)		8.4 - 10.8 (0.86 - 1.1, 75 - 95)* ²
	Intake valve timing control solenoid valve		9.8 - 12.7 (1.0 - 1.3, 87 - 112)* ²
*1	Cylinder head	1)	98.1 (10.0, 72)
		2)	0 (0.0, 0)
		3)	34.3 - 44.1 (3.5 - 4.4, 26 - 32)
		4)	90° - 95° (angle tightening)
		5)	90° - 95° (angle tightening)
*1	Main bearing cap	1)	32.3 - 38.3 (3.3 - 3.9, 24 - 28)
		2)	90° - 95° (angle tightening)
	Connecting rod	1)	18.6 - 20.6 (1.9 - 2.1, 14 - 15)
		2)	90° - 95° (angle tightening)
	Oil jet		23.5 - 30.4 (2.4 - 3.1, 18 - 22)
	Knock sensor		20.6 - 26.5 (2.1 - 2.7, 16 - 19)
	Flywheel		83.3 - 93.1 (8.5 - 9.5, 62 - 68)
	Drive plate		83.3 - 93.1 (8.5 - 9.5, 62 - 68)
	Rear oil seal retainer		8.1 - 9.4 (0.83 - 0.96, 72 - 83)* ²