

ENGINE MECHANICAL

SECTION **EM**

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CONTENTS

| | | | |
|---|----|---|----|
| PRECAUTIONS | 3 | CAMSHAFT SPROCKET RUNOUT | 42 |
| Parts Requiring Angular Tightening..... | 3 | VALVE GUIDE CLEARANCE | 43 |
| Liquid Gasket Application Procedure | 3 | VALVE GUIDE REPLACEMENT..... | 43 |
| PREPARATION | 4 | VALVE SEATS..... | 44 |
| Special Service Tools | 4 | REPLACING VALVE SEAT FOR SERVICE PARTS | 44 |
| Commercial Service Tools | 6 | VALVE DIMENSIONS..... | 45 |
| NOISE, VIBRATION AND HARSHNESS (NVH) | | VALVE SPRING..... | 45 |
| TROUBLESHOOTING | 7 | VALVE LIFTER | 45 |
| NVH Troubleshooting — Engine Noise..... | 8 | Assembly | 46 |
| OUTER COMPONENT PARTS | 9 | Installation..... | 46 |
| Removal and Installation | 9 | Valve Clearance..... | 51 |
| TIGHTENING PROCEDURES..... | 11 | CHECKING | 51 |
| MEASUREMENT OF COMPRESSION PRESSURE | 12 | ADJUSTING | 53 |
| OIL PAN | 13 | ENGINE ASSEMBLY | 56 |
| Components..... | 13 | Removal and Installation | 56 |
| Removal..... | 13 | REMOVAL..... | 57 |
| Installation..... | 16 | INSTALLATION..... | 58 |
| TIMING CHAIN | 19 | CYLINDER BLOCK | 59 |
| Components..... | 19 | Components..... | 59 |
| POSITION FOR APPLYING LIQUID GASKET | 20 | Cylinder Block Heater..... | 60 |
| Removal..... | 22 | Removal and Installation | 60 |
| Inspection..... | 29 | Disassembly..... | 60 |
| Installation..... | 29 | PISTON AND CRANKSHAFT..... | 60 |
| OIL SEAL | 35 | Inspection..... | 61 |
| Replacement..... | 35 | PISTON AND PISTON PIN CLEARANCE | 61 |
| VALVE OIL SEAL..... | 35 | PISTON RING SIDE CLEARANCE | 61 |
| OIL SEAL INSTALLATION DIRECTION | 36 | PISTON RING END GAP..... | 62 |
| FRONT OIL SEAL..... | 36 | CONNECTING ROD BEND AND TORSION | 62 |
| REAR OIL SEAL..... | 37 | CYLINDER BLOCK DISTORTION AND WEAR..... | 63 |
| CYLINDER HEAD | 38 | PISTON-TO-BORE CLEARANCE | 63 |
| Components..... | 38 | CRANKSHAFT..... | 64 |
| Removal..... | 39 | BEARING CLEARANCE | 65 |
| Disassembly..... | 39 | CONNECTING ROD BUSHING CLEARANCE | |
| Inspection..... | 41 | (SMALL END)..... | 67 |
| CYLINDER HEAD DISTORTION | 41 | REPLACEMENT OF CONNECTING ROD | |
| CAMSHAFT VISUAL CHECK | 41 | BUSHING (SMALL END) | 68 |
| CAMSHAFT RUNOUT..... | 41 | FLYWHEEL/DRIVE PLATE RUNOUT | 68 |
| CAMSHAFT CAM HEIGHT | 41 | Assembly | 68 |
| CAMSHAFT JOURNAL CLEARANCE | 42 | PISTON | 68 |
| CAMSHAFT END PLAY..... | 42 | CRANKSHAFT..... | 69 |

CONTENTS (Cont'd)

| | | | |
|---|----|--|----|
| REPLACEMENT OF PILOT BUSHING (M/T) OR PILOT CONVERTER (A/T)..... | 71 | Cylinder Block..... | 78 |
| SERVICE DATA AND SPECIFICATIONS (SDS) | 72 | Piston, Piston Ring and Piston Pin | 79 |
| General Specifications..... | 72 | AVAILABLE PISTON | 79 |
| Compression Pressure | 72 | PISTON RING | 80 |
| Cylinder Head..... | 72 | PISTON PIN | 80 |
| Valve | 73 | Connecting Rod..... | 80 |
| VALVE | 73 | Crankshaft..... | 81 |
| VALVE CLEARANCE..... | 73 | Available Main Bearing..... | 82 |
| AVAILABLE SHIMS | 73 | UNDERSIZE | 82 |
| VALVE SPRING | 75 | Available Connecting Rod Bearing..... | 83 |
| VALVE LIFTER | 75 | CONNECTING ROD BEARING | 83 |
| VALVE GUIDE | 76 | UNDERSIZE | 83 |
| Valve Seat..... | 76 | Miscellaneous Components..... | 83 |
| Camshaft and Camshaft Bearing | 77 | BEARING CLEARANCE | 83 |

PRECAUTIONS

Parts Requiring Angular Tightening

Parts Requiring Angular Tightening

NFEM0001

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

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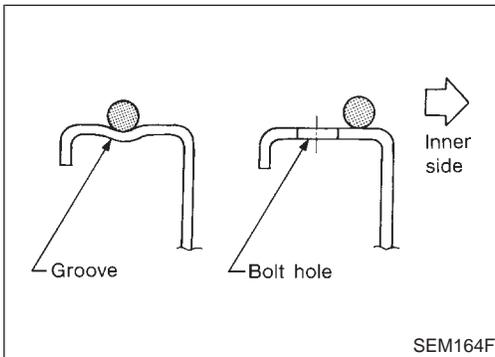
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Liquid Gasket Application Procedure

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1. Use a scraper to remove all traces of old liquid gasket from mating surfaces and grooves. Also, completely clean any oil from these areas.
2. Apply a continuous bead of liquid gasket to mating surfaces. (Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.)
 - Be sure liquid gasket diameter is as specified.
3. Apply liquid gasket around the inner side of bolt holes (unless otherwise specified).
4. Assembly should be done within 5 minutes after coating.
5. Wait at least 30 minutes before refilling engine oil and engine coolant.

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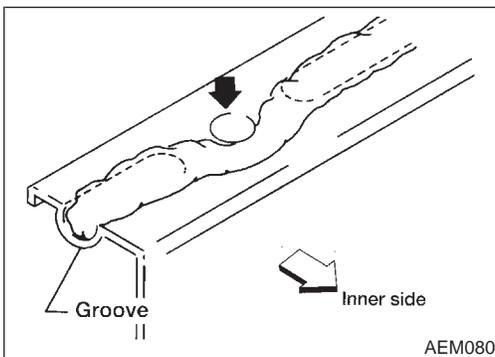
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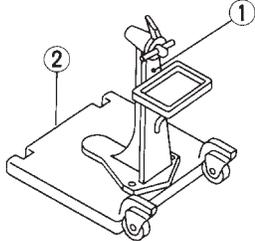
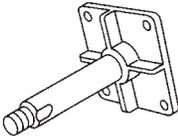
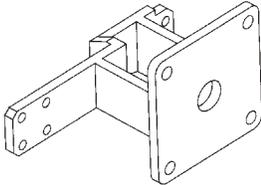
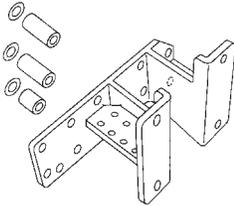
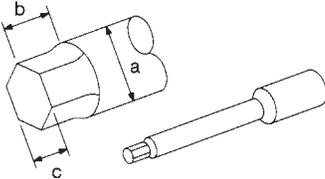
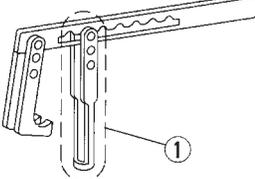
PREPARATION

Special Service Tools

Special Service Tools

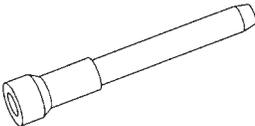
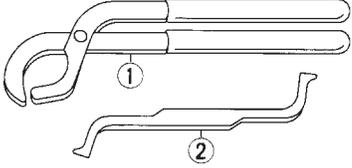
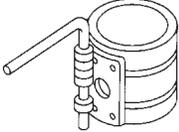
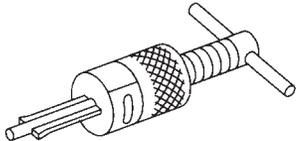
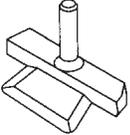
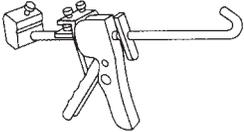
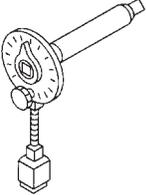
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The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

| Tool number (Kent-Moore No.) Tool name | Description | |
|--|--|--|
| ST0501S000 (—) Engine stand assembly 1 ST05011000 (—) Engine stand 2 ST05012000 (—) Base |  <p>NT042</p> | Disassembling and assembling |
| KV10106500 (—) Engine stand shaft |  <p>NT028</p> | |
| KV10117000 (J41262) Engine sub-attachment |  <p>NT373</p> | KV10117000 has been replaced with KV10117001 (KV10117000 is no longer in production, but it is usable). |
| KV10117001 (—) Engine sub-attachment |  <p>NT372</p> | Installing on the cylinder block |
| ST10120000 (J24239-01) Cylinder head bolt wrench |  <p>NT583</p> | Loosening and tightening cylinder head bolt 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 |  <p>NT022</p> | Disassembling valve mechanism |

PREPARATION

Special Service Tools (Cont'd)

| Tool number (Kent-Moore No.) Tool name | Description | |
|---|---|-----------------------|
| (J39386) Valve oil seal drift |  | GI MA EM |
| KV101151S0 (J38972) Lifter stopper set 1 KV10115110 (J38972-1) Camshaft pliers 2 KV10115120 (J38972-2) Lifter stopper |  | LC EC FE |
| EM03470000 (J8037) Piston ring compressor |  | CL MT |
| ST16610001 (J23907) Pilot bushing puller |  | AT AX SU |
| KV10111100 (J37228) Seal cutter |  | BR ST |
| WS39930000 (—) Tube presser |  | RS BT |
| KV10112100 (BT8653-A) Angle wrench |  | HA SC EL |

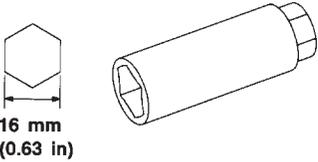
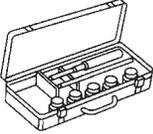
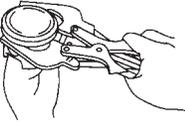
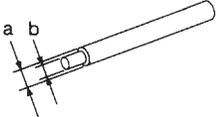
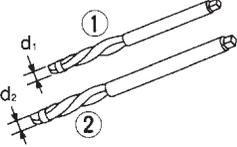
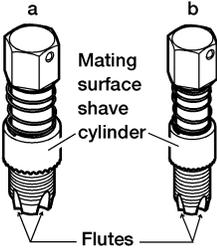
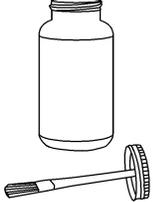
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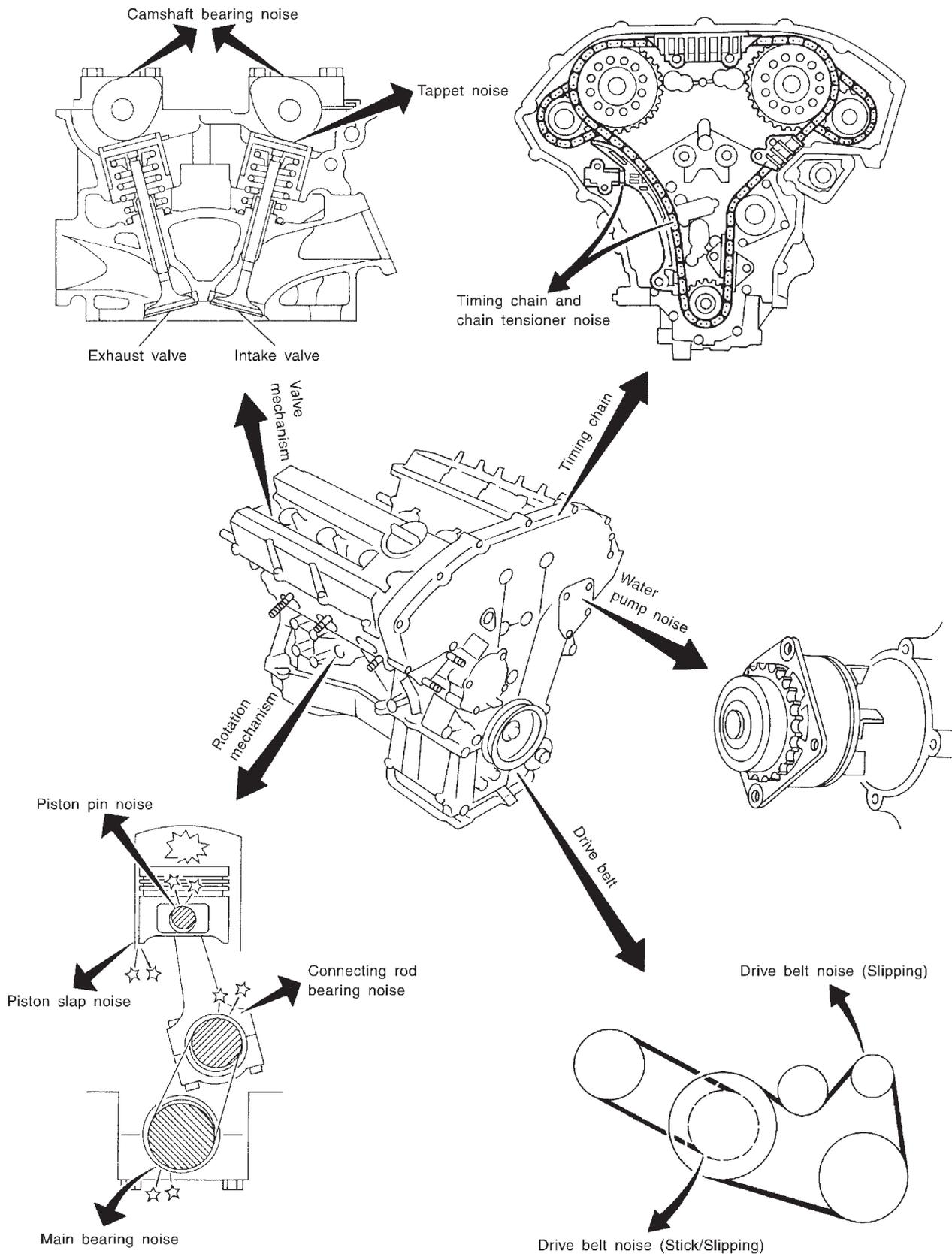
Commercial Service Tools

Commercial Service Tools

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| Tool number (Kent-Moore No.) Tool name | Description | |
|--|---|---|
| Spark plug wrench |  <p>16 mm (0.63 in)</p> <p>NT047</p> | Removing and installing spark plug |
| Valve seat cutter set |  <p>NT048</p> | Finishing valve seat dimensions |
| Piston ring expander |  <p>NT030</p> | Removing and installing piston ring |
| Valve guide drift |  <p>NT015</p> | Removing and installing valve guide Intake & Exhaust: a = 9.5 mm (0.374 in) dia. b = 5.5 mm (0.217 in) dia. |
| Valve guide reamer |  <p>NT016</p> | Reaming valve guide 1 or hole for oversize valve guide 2 Intake & Exhaust: d₁ = 6.0 mm (0.236 in) dia. d₂ = 10.2 mm (0.402 in) dia. |
| (J-43897-18) (J-43897-12) Oxygen sensor thread cleaner |  <p>AEM488</p> | Reconditioning the exhaust system threads before installing a new oxygen sensor (Use with anti-seize lubricant shown below.) a = J-43897-18 (18 mm dia.) for zirconia oxygen sensor b = J-43897-12 (12 mm dia.) for titania oxygen sensor |
| Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907) |  <p>AEM489</p> | Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads |

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING



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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting — Engine Noise

NVH Troubleshooting — Engine Noise

NFEM0005S01

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

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

If necessary, repair or replace these parts.

| Location of noise | Type of noise | Operating condition of engine | | | | | | Source of noise | Check item | Reference page |
|--|----------------------|-------------------------------|---------------|---------------|-------------|-------------|---------------|--|--|---|
| | | Before warm-up | After warm-up | When starting | When idling | When racing | While driving | | | |
| Top of engine Rocker cover Cylinder head | Ticking or clicking | C | A | — | A | B | — | Tappet noise | Valve clearance | EM-53 |
| | Rattle | C | A | — | A | B | C | Camshaft bearing noise | Camshaft journal clearance Camshaft runout | EM-41, 42 |
| 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-61, 67 |
| | 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-61, 62, 62, 63 |
| | Knock | A | B | C | B | B | B | Connecting rod bearing noise | Connecting rod bushing clearance (Small end) Connecting rod bearing clearance (Big end) | EM-67, 67 |
| | Knock | A | B | — | A | B | C | Main bearing noise | Main bearing oil clearance Crankshaft runout | EM-64, 65 |
| 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-29, 19 |
| Front of engine | Squeaking or fizzing | A | B | — | B | — | C | Other drive belts (Sticking or slipping) | Drive belts deflection | MA section ("Checking Drive Belts", "ENGINE MAINTENANCE") |
| | Creaking | A | B | A | B | A | B | Other drive belts (Slipping) | Idler pulley bearing operation | "ENGINE MAINTENANCE") |
| | Squall Creak | A | B | — | B | A | B | Water pump noise | Water pump operation | LC section ("Water Pump Inspection", "ENGINE COOLING SYSTEM") |

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

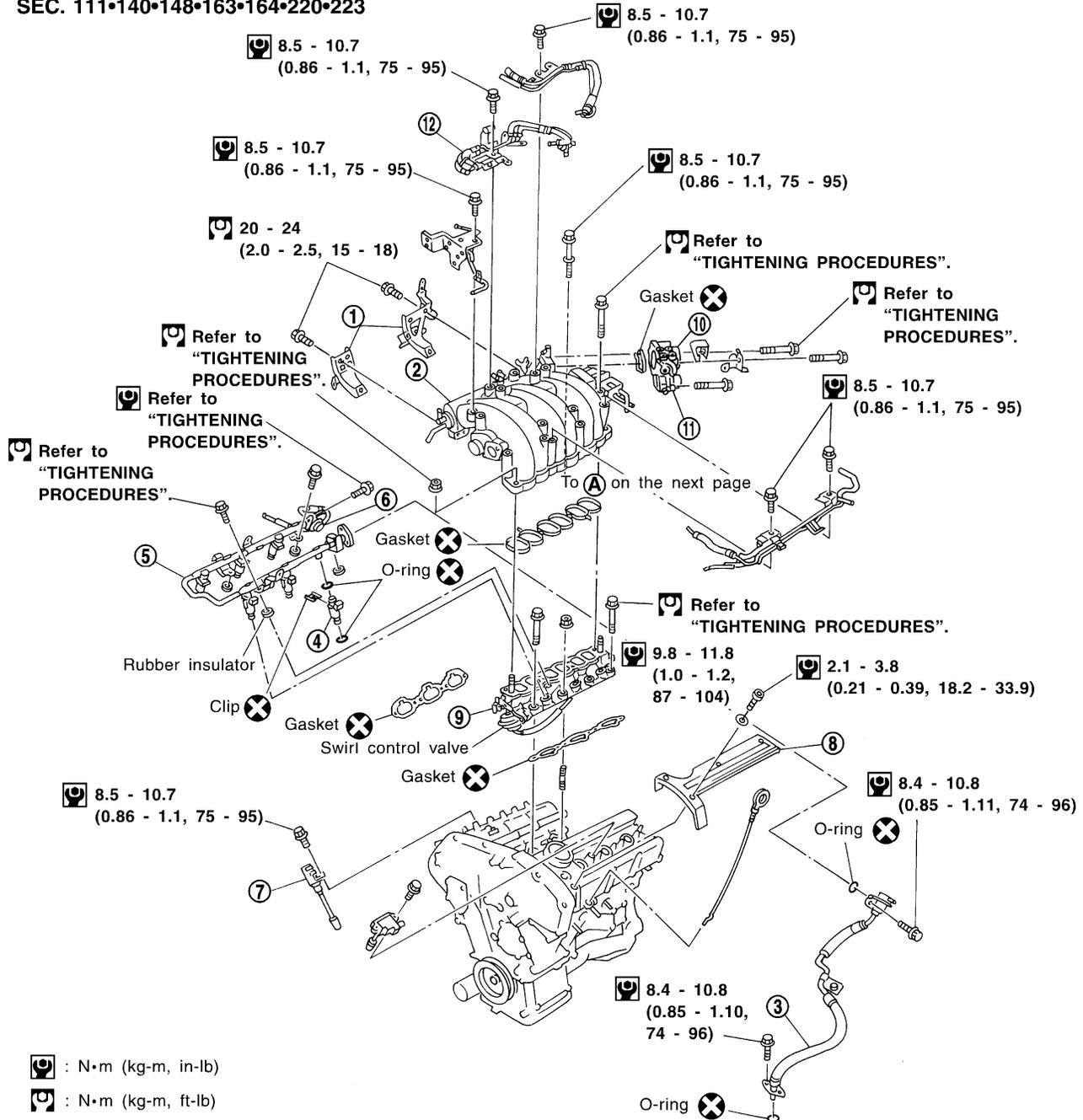
OUTER COMPONENT PARTS

Removal and Installation

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Removal and Installation

SEC. 111•140•148•163•164•220•223



SEM585G

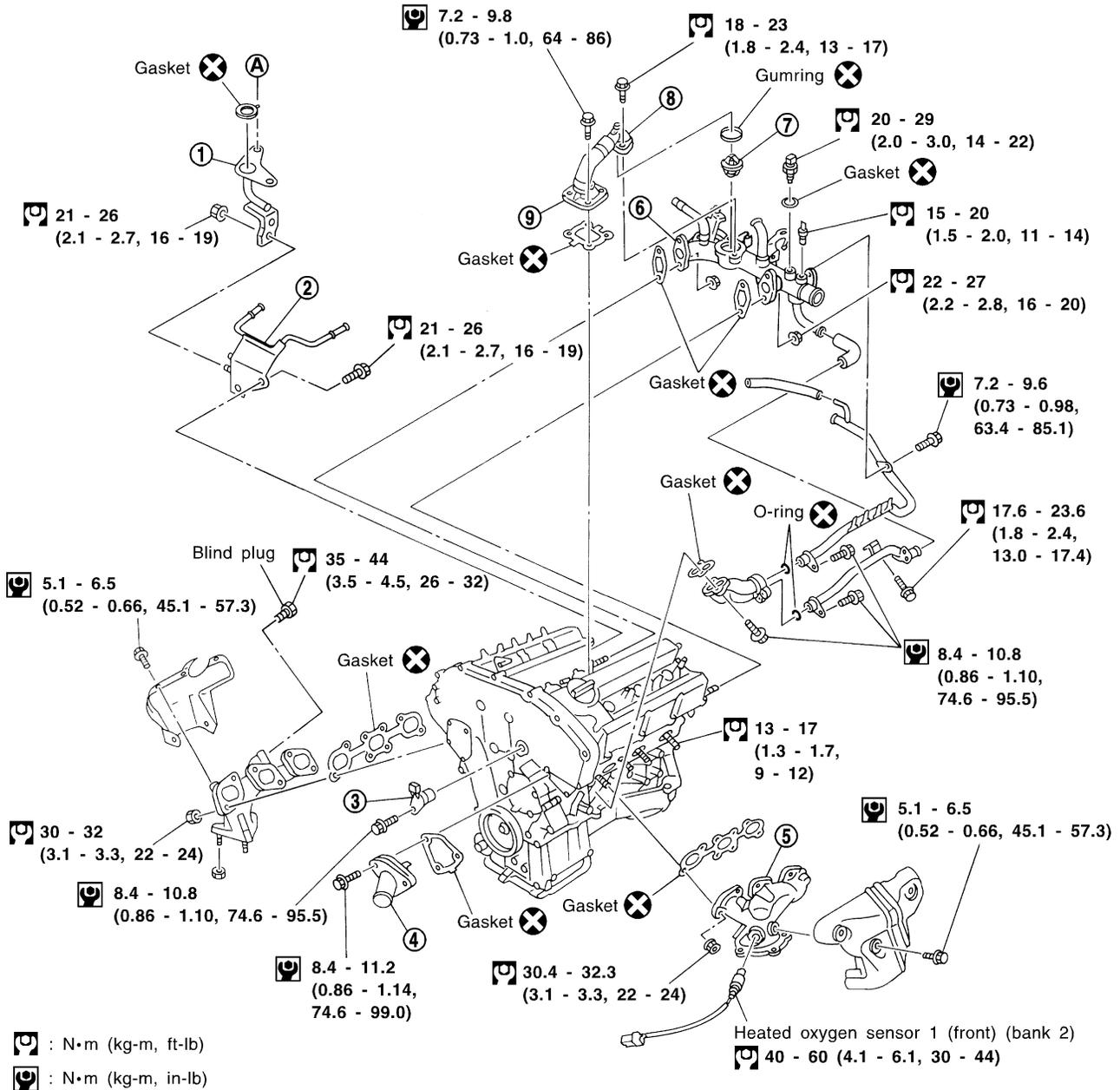
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| 1. Intake manifold collector support | 5. Fuel tube assembly | 9. Intake manifold |
| 2. Intake manifold collector | 6. Fuel pressure regulator | 10. Throttle body |
| 3. Fuel damper and fuel feed hose assembly | 7. Ignition coil with power transistor | 11. IACV-AAC valve |
| 4. Injector | 8. Ornament cover | 12. EVAP canister purge volume control solenoid valve |

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OUTER COMPONENT PARTS

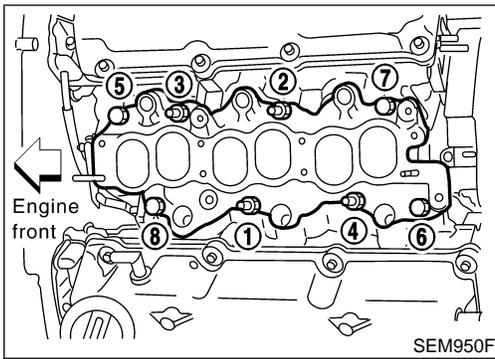
Removal and Installation (Cont'd)

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SEM586G

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|-------------------------------------|--------------------------------|--------------------------------|
| 1. Intake manifold upper support | 4. Thermostat with water inlet | 7. Water control valve |
| 2. Intake manifold lower support | 5. Exhaust manifold | 8. Water connector |
| 3. Camshaft position sensor (PHASE) | 6. Water outlet | 9. Cylinder block water outlet |



TIGHTENING PROCEDURES

Intake Manifold

NFEM0006S01

NFEM0006S0101

- Tighten in numerical order shown in the figure.

1. Tighten all bolts and nuts to 5 to 10 N·m (0.5 to 1.0 kg·m, 44 to 86 in·lb).
2. Finally tighten all bolts and nuts to 26 to 31 N·m (2.7 to 3.2 kg·m, 20 to 23 ft·lb).

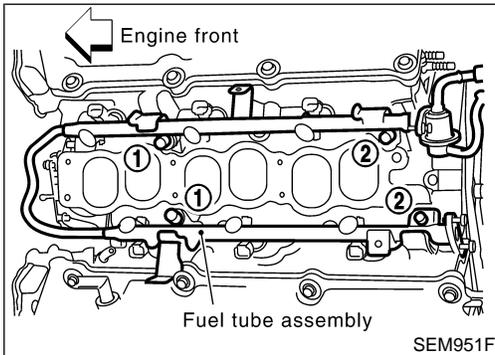
- Tighten all bolts and nuts to the final torque, evenly dividing the tightening into at least five steps.

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Fuel Tube

NFEM0006S0102

- Tighten in numerical order shown in the figure.

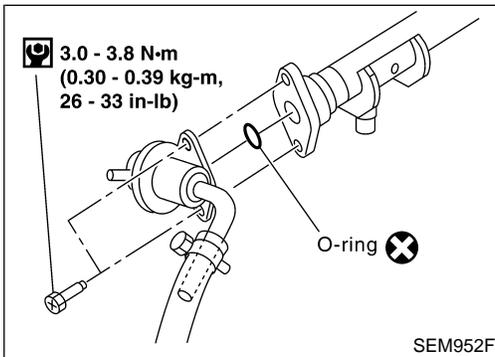
1. Tighten all bolts to 9.3 to 10.8 N·m (0.95 to 1.1 kg·m, 83 to 95 in·lb).
2. Then tighten all bolts to 21 to 26 N·m (2.1 to 2.7 kg·m, 15 to 20 ft·lb).

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Fuel Pressure Regulator

NFEM0006S0103

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

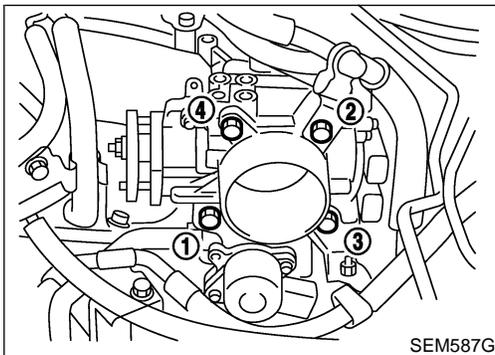
- Tighten screws evenly several times to have the fuel pressure regulator tightened at the specified torque.
- Always replace O-ring with new ones.
- Lubricate O-ring with new engine oil.

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Throttle Body

NFEM0006S0105

- Tighten in numerical order shown in the figure.

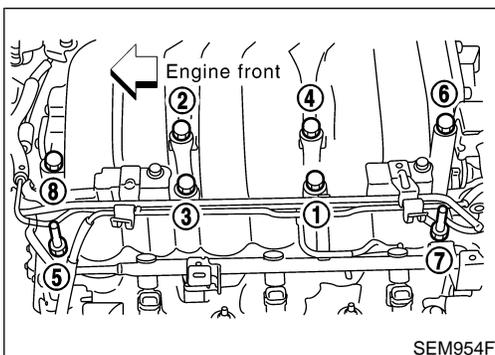
1. Tighten all bolts to 8.8 to 10.8 N·m (0.9 to 1.1 kg·m, 79 to 95 in·lb).
2. Then tighten all bolts to 17.7 to 21.6 N·m (1.8 to 2.2 kg·m, 13 to 16 ft·lb).

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Intake Manifold Collector

NFEM0006S0107

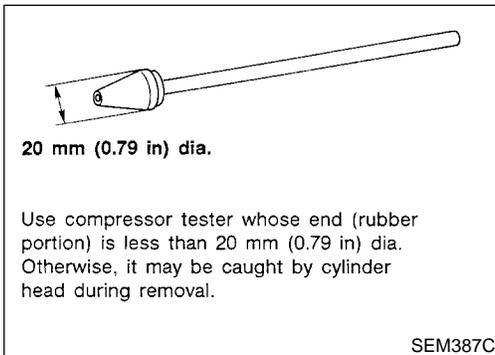
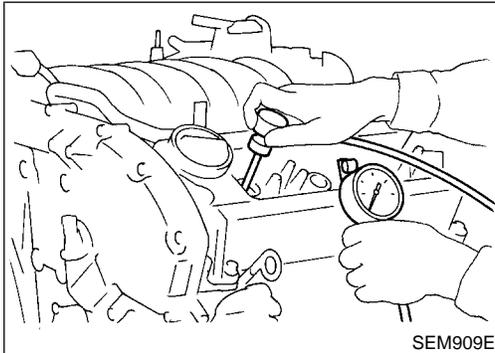
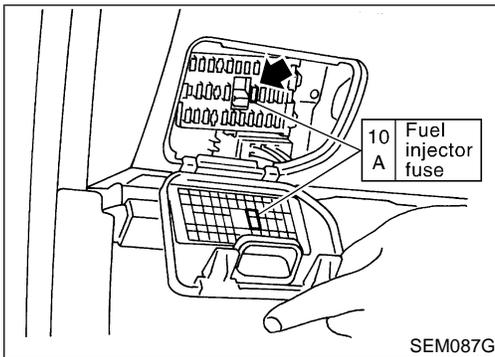
Tighten bolts and nuts to 11 to 15 N·m (1.1 to 1.6 kg·m, 8 to 11 ft·lb) in numerical order shown in the figure.

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MEASUREMENT OF COMPRESSION PRESSURE



1. Warm up engine.
 2. Turn ignition switch OFF.
 3. Release fuel pressure.
Refer to EC-49, "Fuel Pressure Release".
 4. Disconnect ignition coil with power transistor harness connectors, then remove ignition coils.
 5. Remove all spark plugs.
 6. Remove fuse for fuel injector.
 7. Attach a compression tester to No. 1 cylinder.
 8. Depress accelerator pedal fully to keep throttle valve wide open.
 9. Crank engine and record highest gauge indication.
 10. Repeat the measurement on each cylinder as shown above.
- **Always use a fully-charged battery to obtain specified engine speed.**

Unit: kPa (kg/cm², psi)/rpm

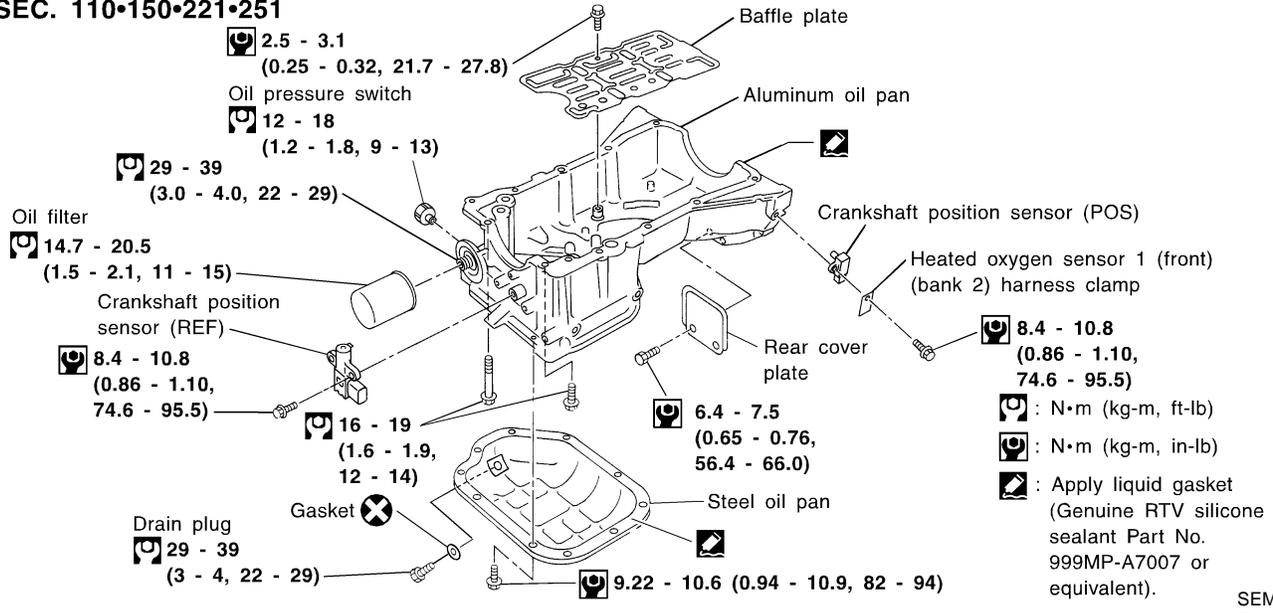
| Standard | Minimum | Difference limit between cylinders |
|-----------------------|---------------------|------------------------------------|
| 1,275 (13.0, 185)/300 | 981 (10.0, 142)/300 | 98 (1.0, 14)/300 |

11. If compression in one or more cylinders is low:
 - a. Pour a small amount of engine oil into cylinders through spark plug holes.
 - b. Retest compression.
 - **If adding oil helps compression, piston rings may be worn or damaged. If so, replace piston rings after checking piston.**
 - **If pressure stays low, a valve may be sticking or seating improperly. Inspect and repair valve and valve seat. (Refer to SDS, EM-73 and EM-76.) If valve or valve seat is damaged excessively, replace them.**
 - **If compression stays low in two cylinders that are next to each other:**
 - a) The cylinder head gasket may be leaking, or
 - b) Both cylinders may have valve component damage. Inspect and repair as necessary.

Components

NFEM0008

SEC. 110•150•221•251



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Removal

NFEM0009

CAUTION:

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

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

1. Remove engine undercover.
2. Drain engine oil.

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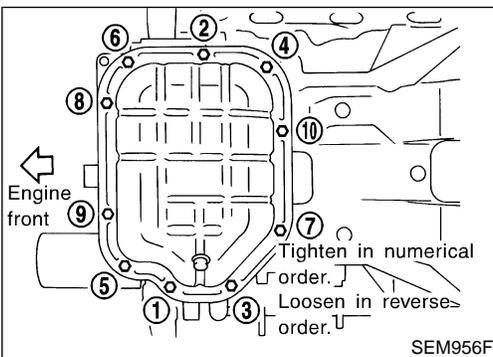
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3. Remove steel oil pan bolts.

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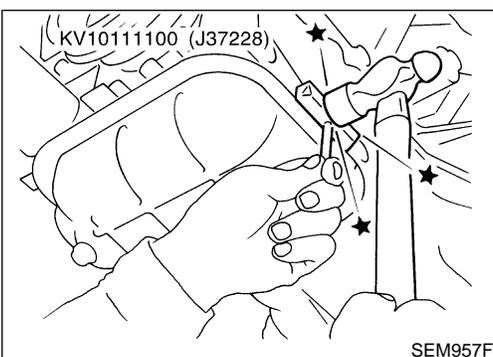
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4. Remove steel oil pan.
 - a. Insert Tool between aluminum oil pan and steel oil pan.
 - Be careful not to damage aluminum mating surface.
 - Do not insert screwdriver, or oil pan flange will be deformed.

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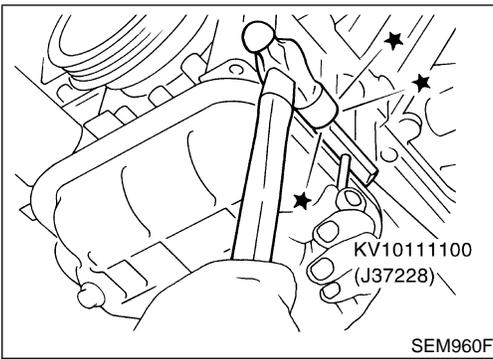
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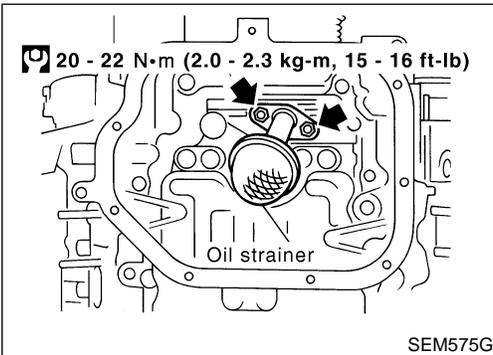
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OIL PAN

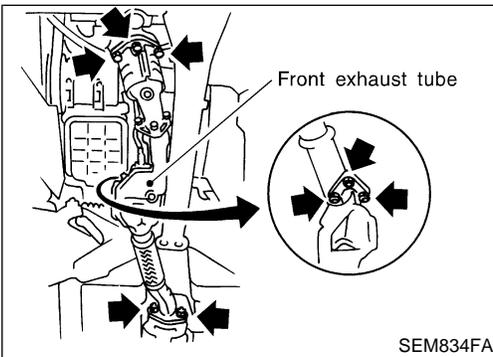
Removal (Cont'd)



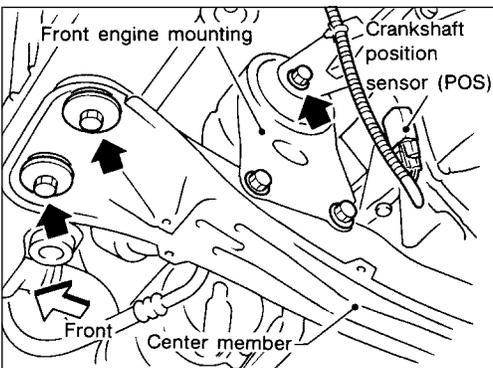
- b. Slide Tool by tapping on the side of the Tool with a hammer.
- c. Remove steel oil pan.



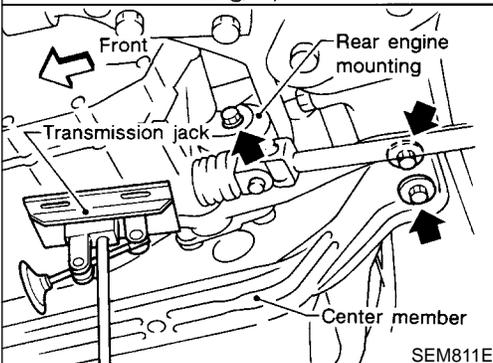
5. Remove oil strainer.



6. Remove front exhaust tube and its support. Refer to FE-10, "Removal and Installation".

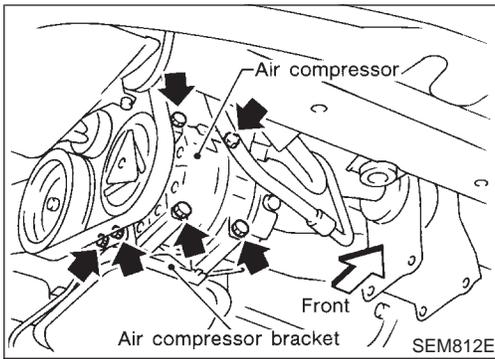


7. Set a suitable transmission jack under transaxle and hoist engine with engine slinger.
8. Remove crankshaft position sensors (POS and REF) from oil pan.
9. Remove front and rear engine mounting nuts and bolts.
10. Remove center member.

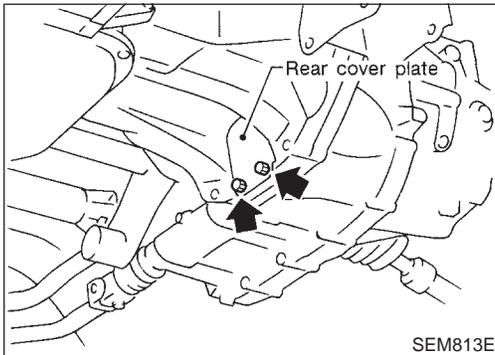


OIL PAN

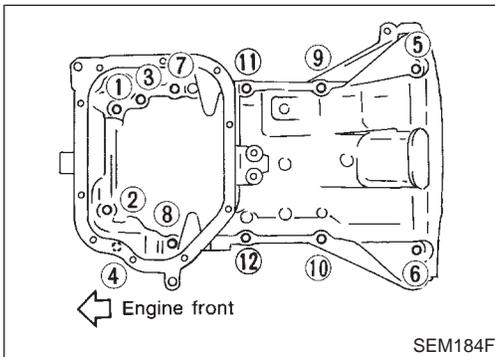
Removal (Cont'd)



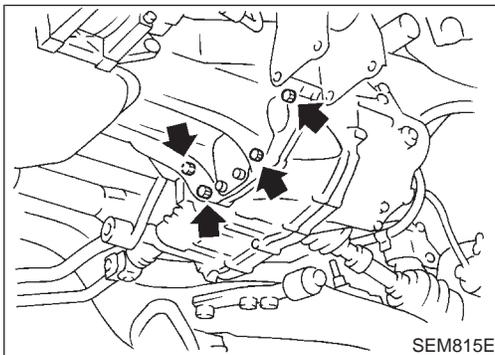
11. Remove drive belts.
12. Remove air compressor and bracket.



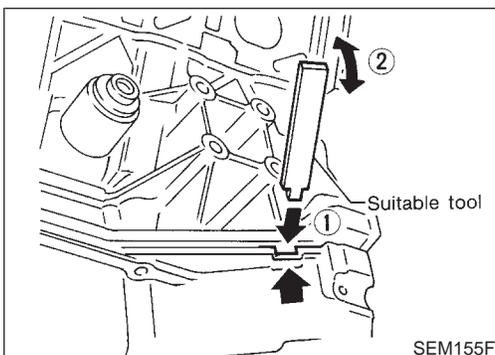
13. Remove rear cover plate.



14. Remove aluminum oil pan bolts in numerical order.



15. Remove four engine-to-transaxle bolts.

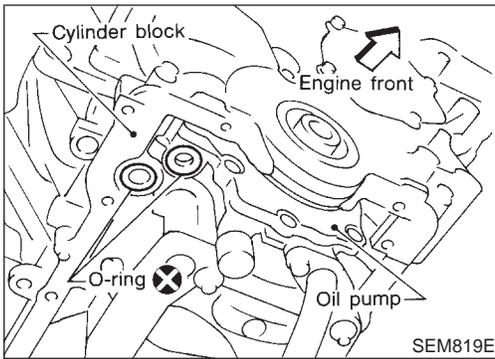


16. Remove aluminum oil pan.
 - a. Insert an appropriate size tool into the notch of aluminum oil pan as shown in the figure.
 - **Be careful not to damage aluminum mating surface.**
 - **Do not insert screwdriver, or oil pan flange will be deformed.**
 - b. Pry off aluminum oil pan by moving the tool up and down.
 - c. Remove aluminum oil pan.

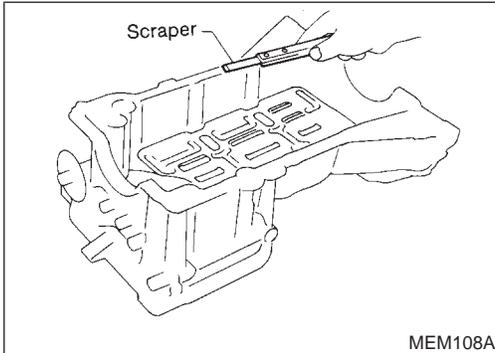
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OIL PAN

Removal (Cont'd)



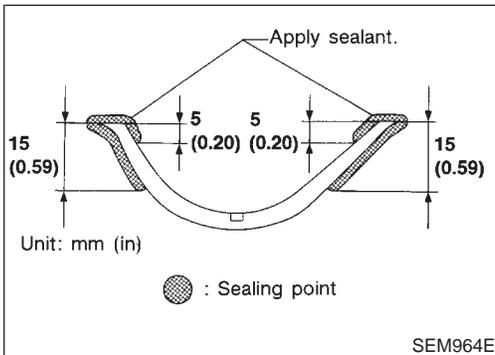
17. Remove O-rings from cylinder block and oil pump body.



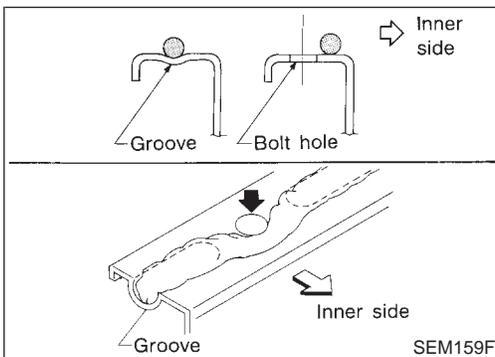
Installation

NFEM0010

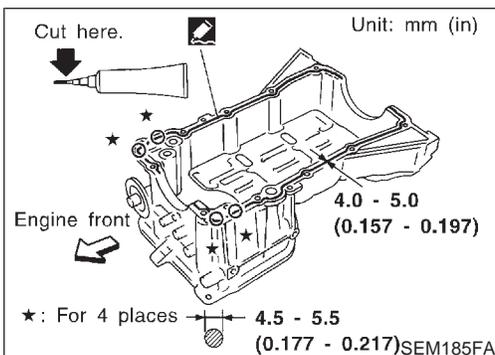
1. Install aluminum oil pan.
 - a. Use a scraper to remove old liquid gasket from mating surfaces.
 - Also remove old liquid gasket from mating surface of cylinder block, front cover and steel oil pan.
 - Remove old liquid gasket from the bolt hole and thread.



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



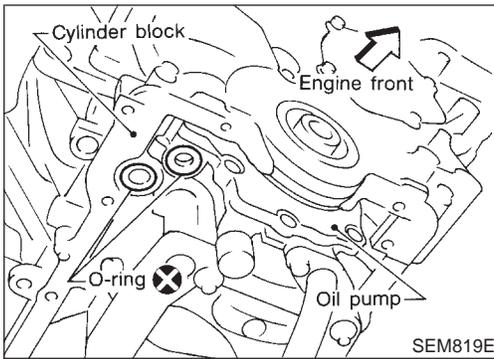
- c. Apply a continuous bead of liquid gasket to mating surface of aluminum oil pan.
 - Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.



- d. Apply liquid gasket to inner sealing surface as shown in figure.
 - Be sure liquid gasket is 4.0 to 5.0 mm (0.157 to 0.197 in) or 4.5 to 5.5 mm (0.177 to 0.217 in) wide.
 - Attaching should be done within 5 minutes after coating.

OIL PAN

Installation (Cont'd)



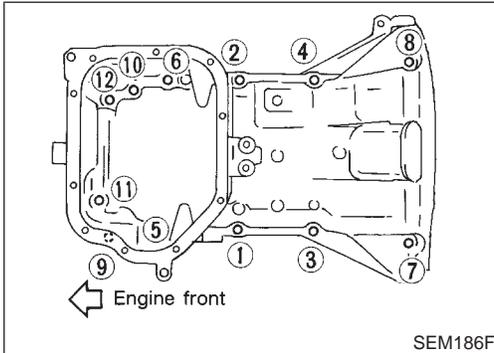
e. Install O-rings, cylinder block and oil pump body.

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f. Install aluminum oil pan.

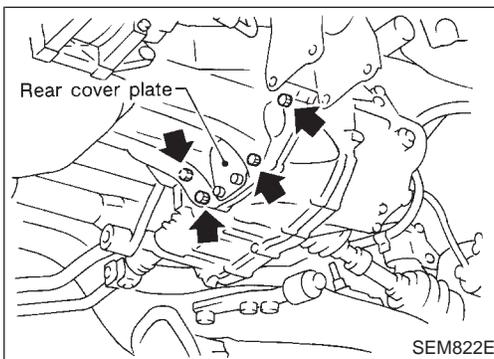
- Tighten bolts in numerical order.
- **Wait at least 30 minutes before refilling engine oil.**

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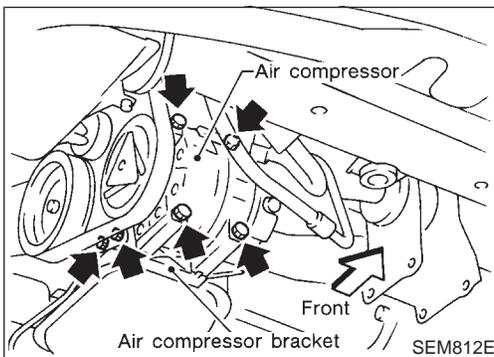
2. Install the four engine-to-transaxle bolts. For tightening torque, refer to MT-10 or AT-284, "Installation".
3. Install rear cover plate.

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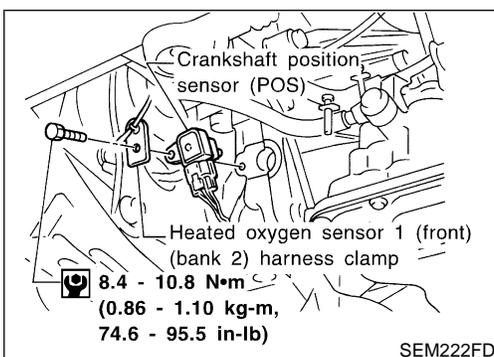
4. Install air compressor and bracket. Refer to HA-113, "REMOVAL AND INSTALLATION", "Compressor".
5. Install drive belts.
6. Install center member.
7. Install front and rear engine mounting insulator nuts and bolts.

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

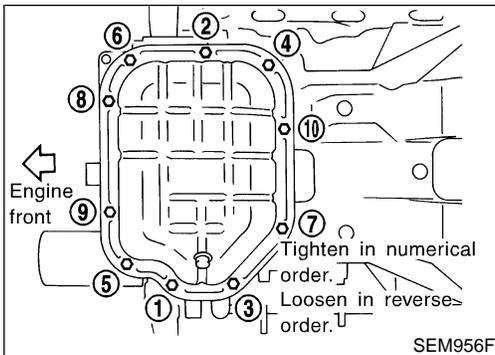
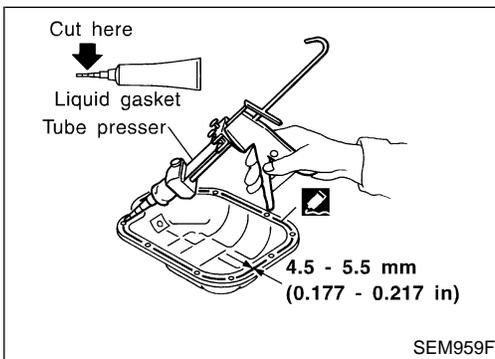
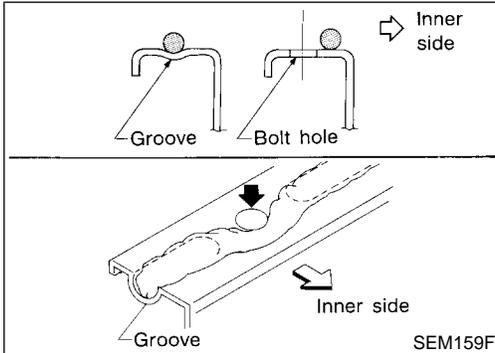
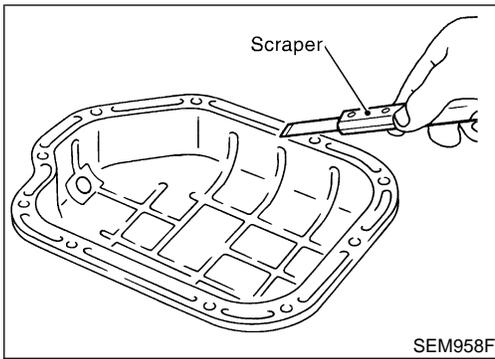
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OIL PAN

Installation (Cont'd)



11. Install steel oil pan.

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

- b. Apply a continuous bead of liquid gasket to mating surface of steel oil pan.
 - **Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.**

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

c. Install steel oil pan.

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

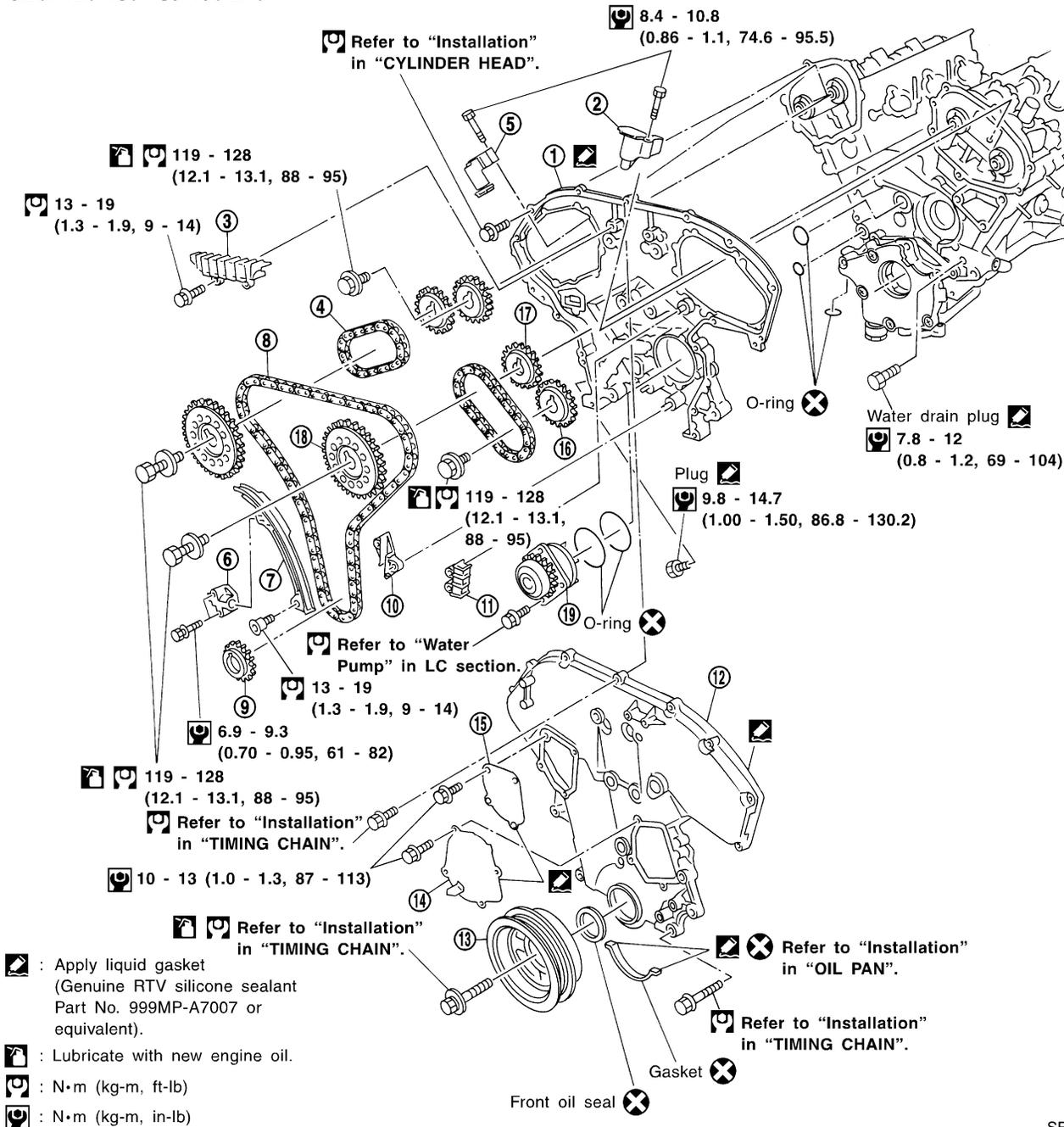
TIMING CHAIN

Components

NFEM0011

SEC. 120•130•135•150•210

Components



- | | | |
|-----------------------------------|-----------------------------|-----------------------------------|
| 1. Rear timing chain case | 8. Timing chain | 14. Water pump cover |
| 2. Left camshaft chain tensioner | 9. Crankshaft sprocket | 15. Chain tensioner cover |
| 3. Internal chain guide | 10. Lower chain guide | 16. Exhaust camshaft sprocket 2ND |
| 4. Camshaft chain | 11. Upper chain guide | 17. Intake camshaft sprocket 2ND |
| 5. Right camshaft chain tensioner | 12. Front timing chain case | 18. Camshaft sprocket 1ST |
| 6. Timing chain tensioner | 13. Crankshaft pulley | 19. Water pump |
| 7. Slack side chain guide | | |

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TIMING CHAIN

Components (Cont'd)

POSITION FOR APPLYING LIQUID GASKET

=NFEM0011S01

Refer to "Installation" in "OIL PAN", EM-16.

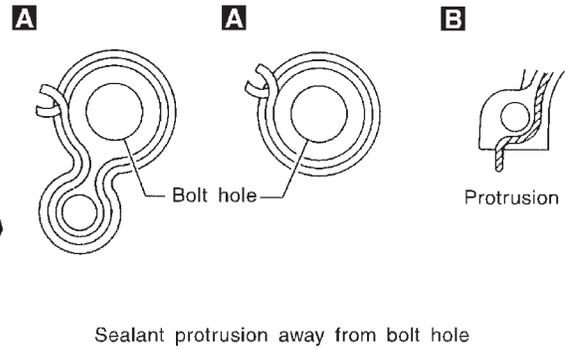
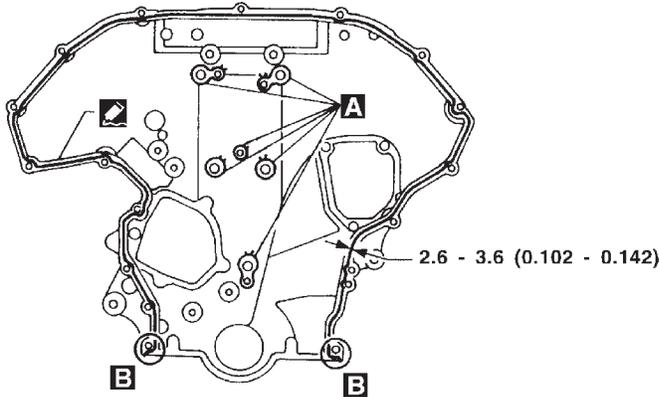
- Before installation, wipe off the protruding sealant.

TIMING CHAIN

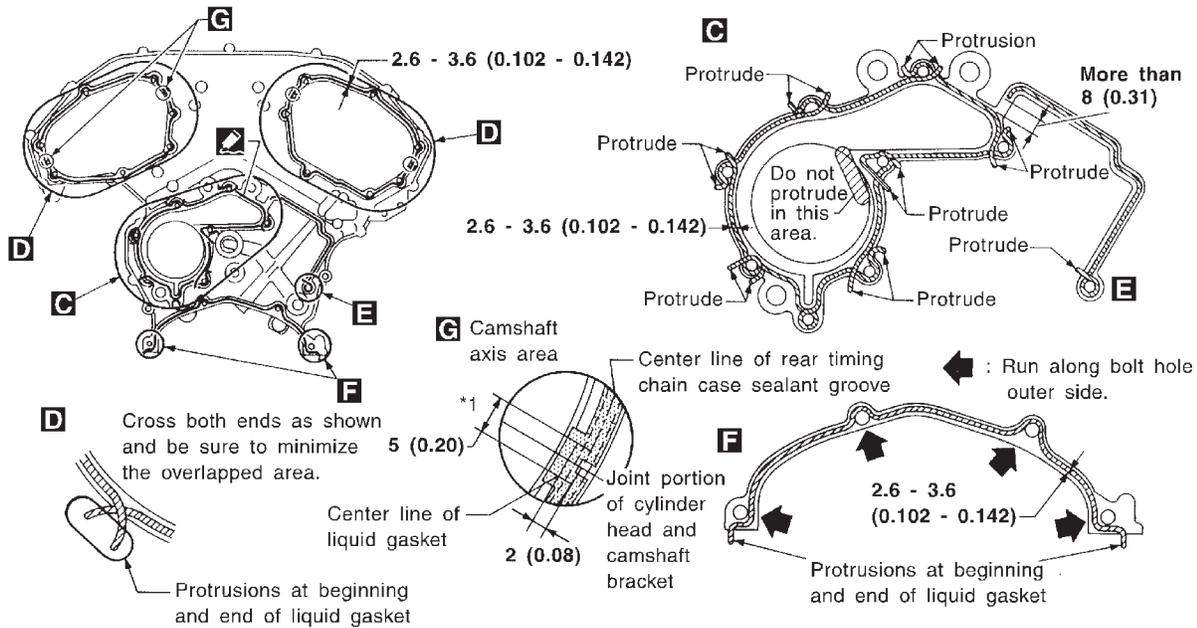
Components (Cont'd)

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Front timing chain case

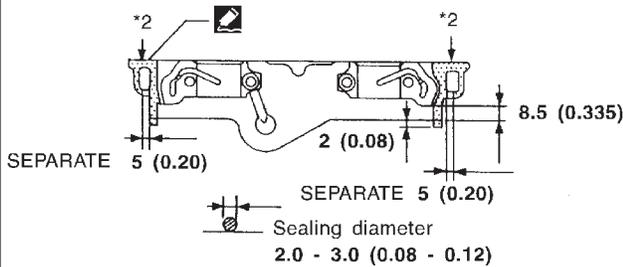


Rear timing chain case



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

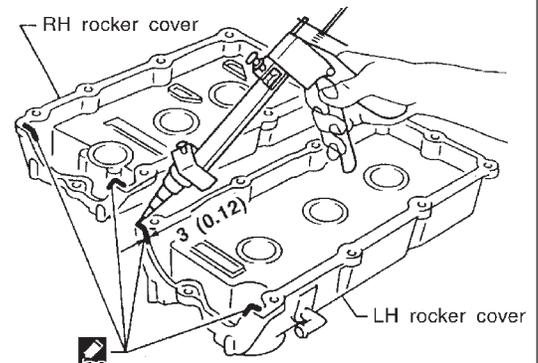
Camshaft bracket



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

Unit: mm (in)

Rocker cover



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TIMING CHAIN

Components (Cont'd)

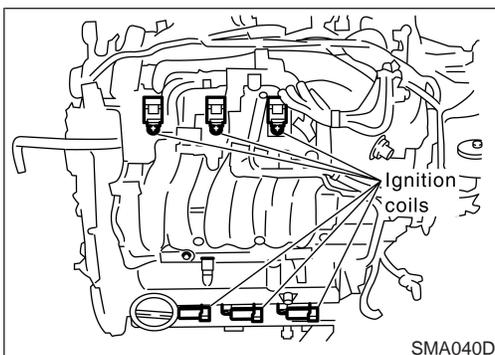
CAUTION:

- After removing timing chain, do not turn crankshaft and camshaft separately, or valves will strike piston heads.
- When installing camshafts, chain tensioners, oil seals, or other sliding parts, lubricate contacting surfaces with new engine oil.
- Apply new engine oil to bolt threads and seat surfaces when installing cylinder head, camshaft sprockets, crankshaft pulley, and camshaft brackets.
- Before disconnecting fuel hose, release fuel pressure. Refer to EC-49, "Fuel Pressure Release".
- When removing the oil pans, oil pump assembly and timing chain from engine, first remove the camshaft position sensor (PHASE) and the crankshaft position sensors (REF)/(POS) from the assembly. Be careful not to damage sensor edges.
- Do not spill engine coolant on drive belts.

Removal

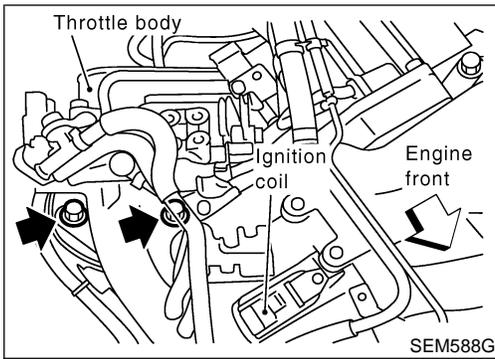
NFEM0012

1. Drain engine oil.
2. Release fuel pressure. Refer to EC-49, "Fuel Pressure Release".
3. Drain coolant by removing cylinder block drain plugs. Refer to MA-14, "Changing Engine Coolant".
4. Remove left side ornament cover.
5. Remove air duct to intake manifold, collector, blow-by hose, vacuum hoses, fuel hoses, wires, harness, connectors and so on.
6. Remove the following.
 - Vacuum hoses
 - Water hoses
 - EVAP canister purge hose
 - Blow-by hose
7. Remove RH and LH ignition coils.

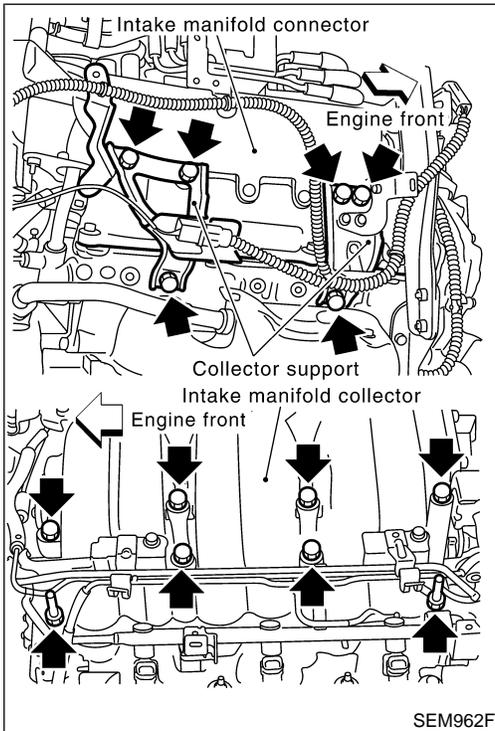


TIMING CHAIN

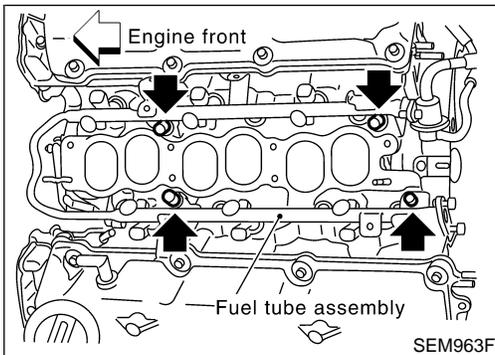
Removal (Cont'd)



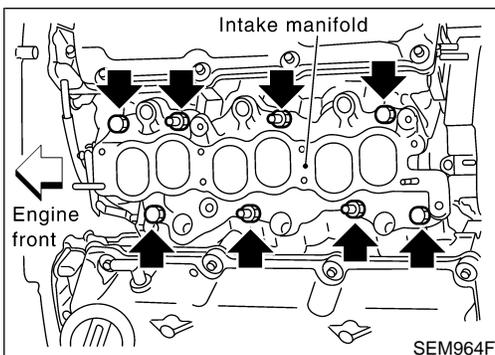
8. Remove intake manifold upper support bolts.



9. Remove intake manifold collector supports and intake manifold collector (RH cylinder head only).



10. Remove fuel tube assembly. Refer to EC-51, "Injector Removal and Installation".



11. Remove intake manifold in reverse order of installation. Refer to "TIGHTENING PROCEDURES", EM-11.

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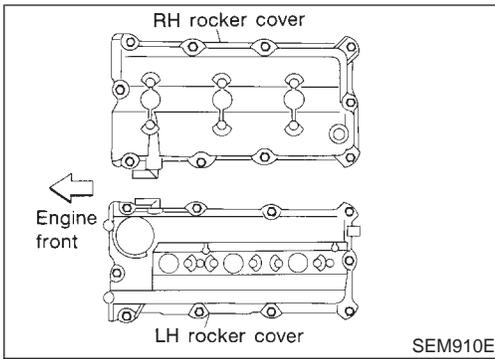
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TIMING CHAIN

Removal (Cont'd)

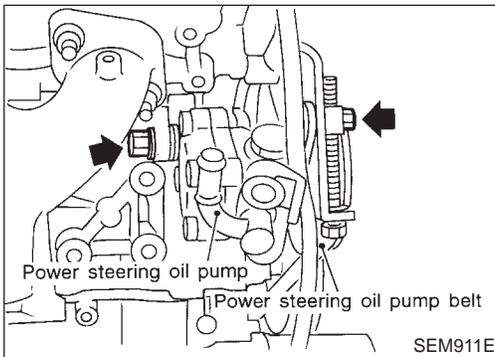


12. Remove RH and LH rocker covers from cylinder head.

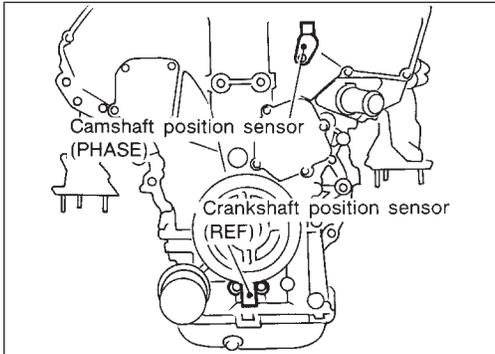
13. Remove engine undercover.

14. Remove front RH wheel and engine side cover.

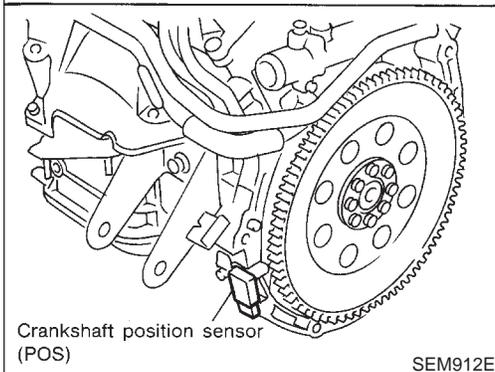
15. Remove drive belts and idler pulley bracket.



16. Remove power steering oil pump belt and power steering oil pump assembly.

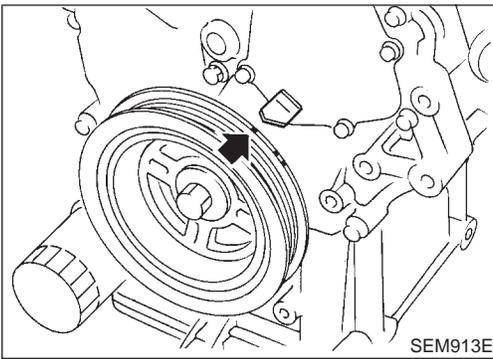


17. Remove camshaft position sensor (PHASE) and crankshaft position sensors (REF)/(POS).

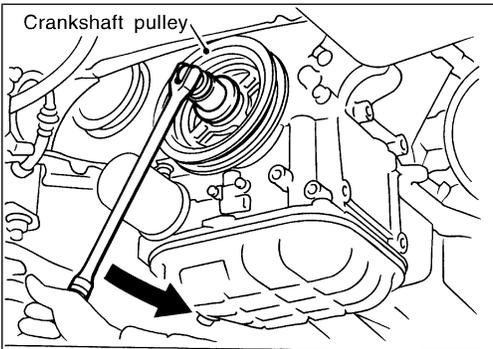


TIMING CHAIN

Removal (Cont'd)

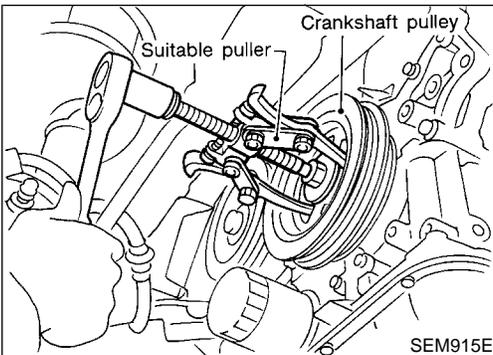
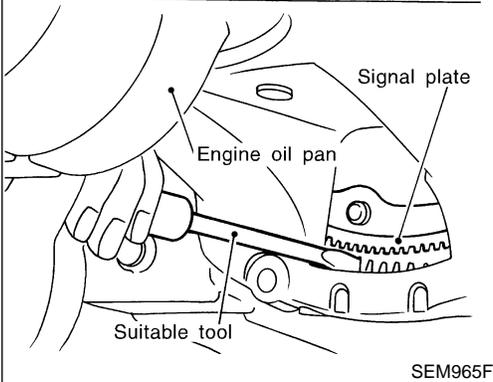


18. Set No. 1 piston at TDC on the compression stroke by rotating crankshaft.

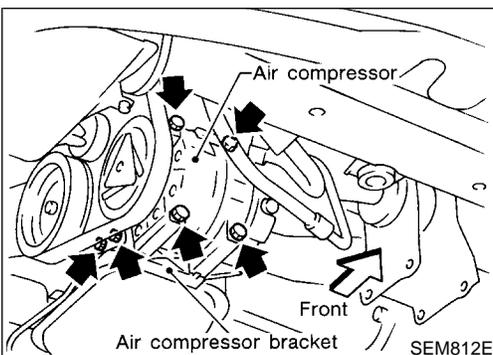


19. Loosen crankshaft pulley bolt. (At this time remove oil pan rear cover plate and set a suitable tool to ring gear so that crankshaft cannot rotate.)

- Be careful not to damage the signal plate teeth.



20. Remove crankshaft pulley with a suitable puller.



21. Remove air compressor and bracket.
22. Remove front exhaust tube and its support.
23. Hang engine at right and left side engine slingers with a suitable hoist.
24. Remove right side engine mounting, mounting bracket and nuts.
25. Remove center member assembly.
26. Remove upper and lower oil pans.
- For procedures described in steps 21 through 26, refer to "Removal", EM-13.

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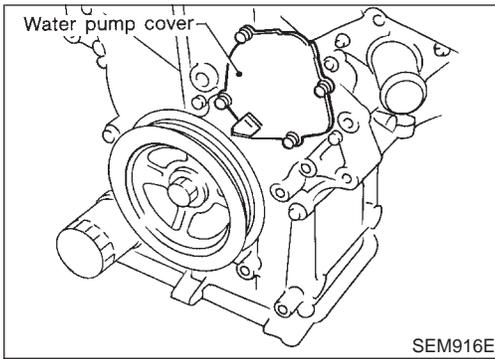
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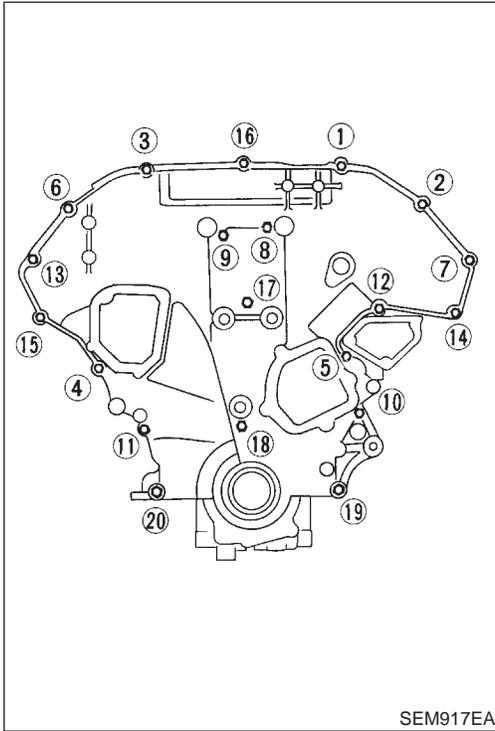
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TIMING CHAIN

Removal (Cont'd)

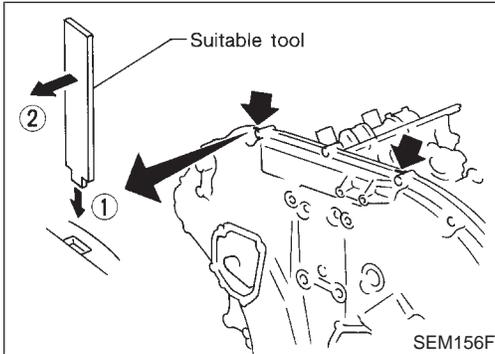


27. Remove water pump cover.



28. Remove front timing chain case bolts.

- Loosen bolts in numerical order as shown in the figure.

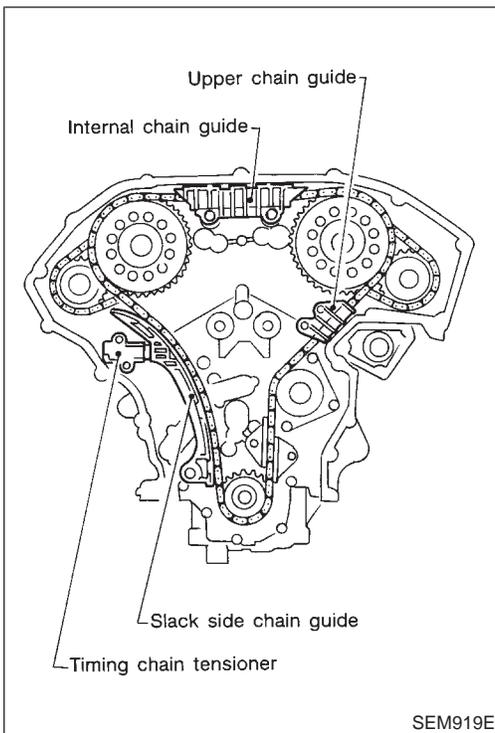


29. Remove front timing chain case.

- Do not scratch sealing surfaces.

TIMING CHAIN

Removal (Cont'd)



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

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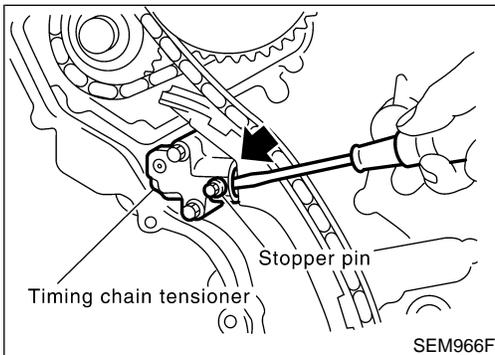
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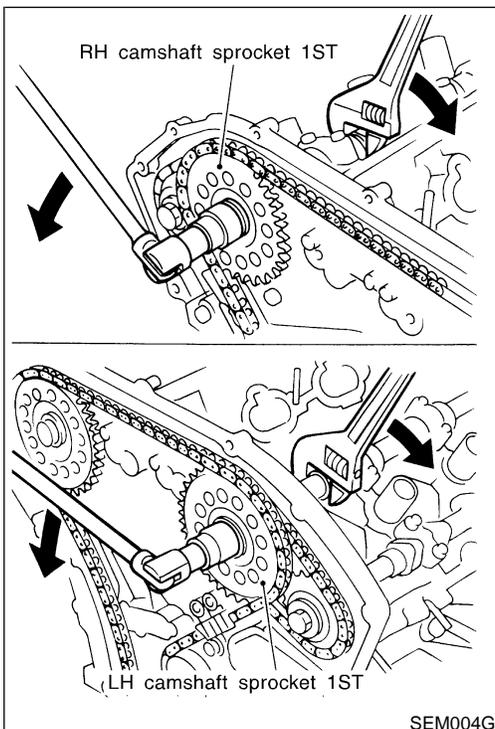
- Remove timing chain tensioner. (Push piston and insert a suitable pin into pinhole.)

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33. Remove RH & LH camshaft sprocket 1ST bolts.
34. Remove camshaft sprockets 1ST on both sides, crankshaft sprocket and timing chain.

ST

- Apply paint to timing chain and camshaft sprockets 1ST for alignment during installation.

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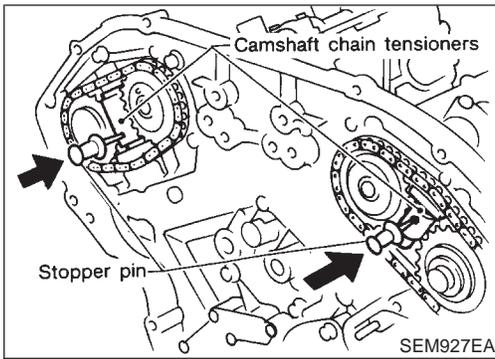
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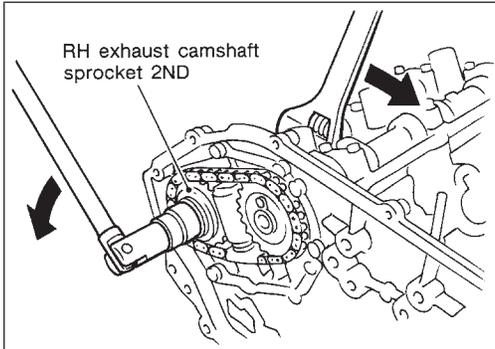
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TIMING CHAIN

Removal (Cont'd)

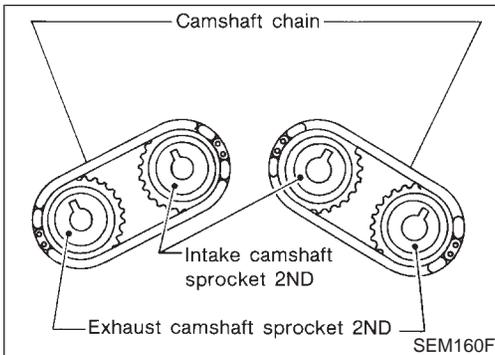
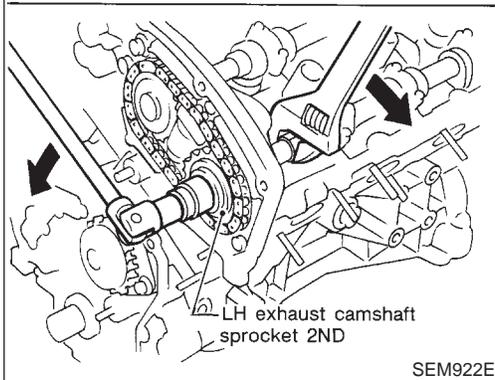


35. Attach a suitable stopper pin to RH and LH camshaft chain tensioners.

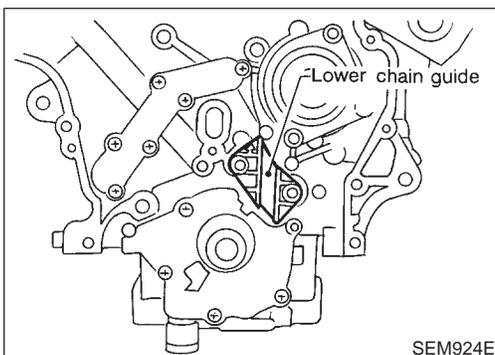


36. Remove exhaust camshaft sprocket 2ND bolts on both sides.

- **Apply paint to timing chain and camshaft sprockets 2ND for alignment during installation.**



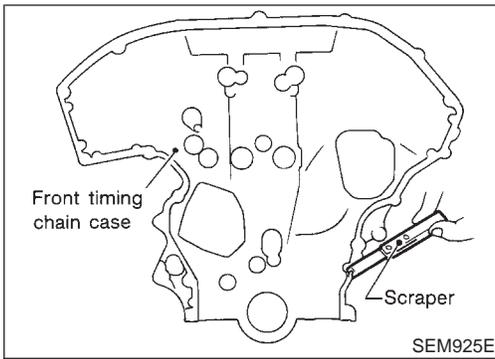
37. Remove exhaust camshaft sprockets 2ND, intake camshaft sprockets 2ND and camshaft chains on both sides.



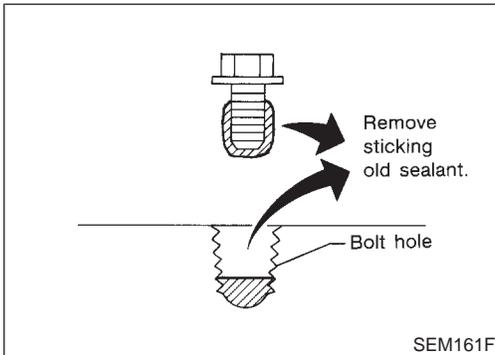
38. Remove lower chain guide.

TIMING CHAIN

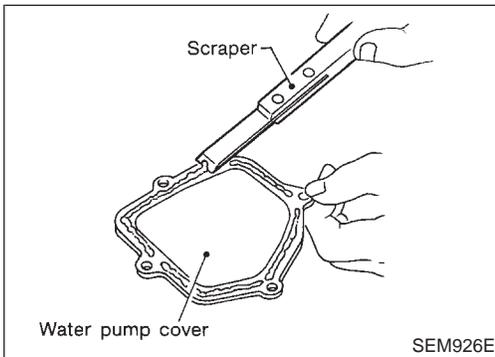
Removal (Cont'd)



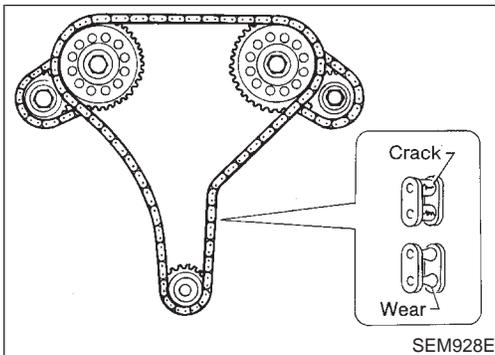
39. Use a scraper to remove all traces of liquid gasket from front timing chain case.



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

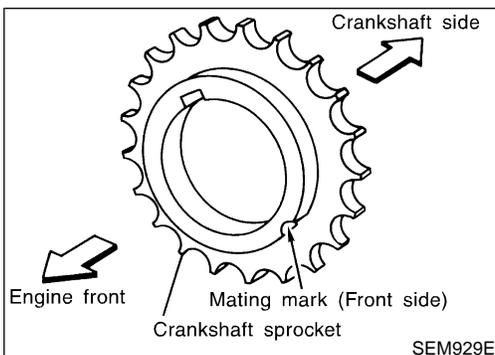


40. Use a scraper to remove all traces of liquid gasket from water pump cover.



Inspection

Check for cracks and excessive wear at roller links. ^{NFEM0013} Replace chain if necessary.



Installation

1. Install crankshaft sprocket on crankshaft.

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

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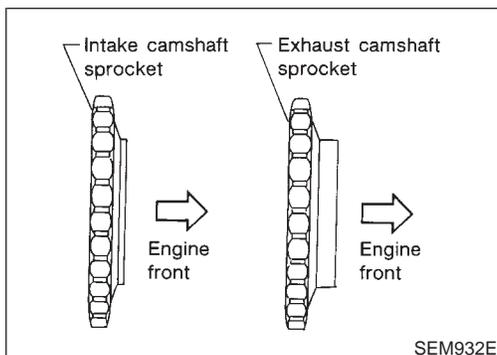
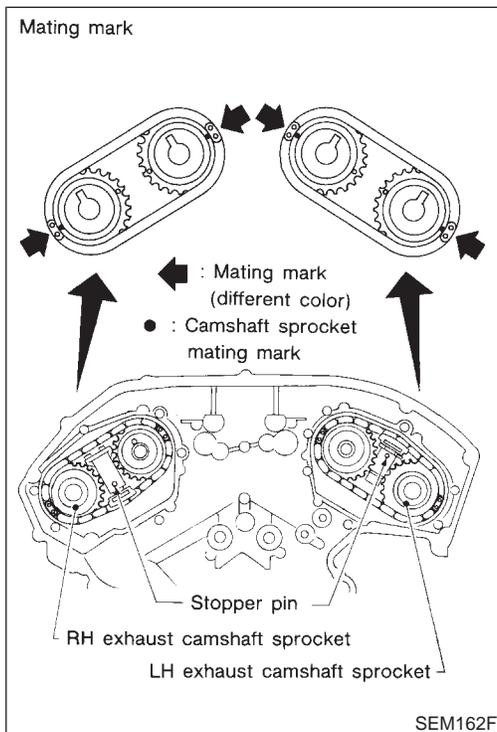
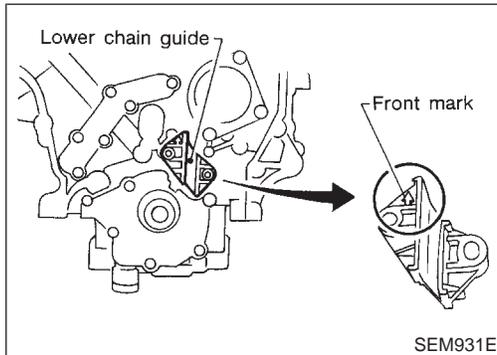
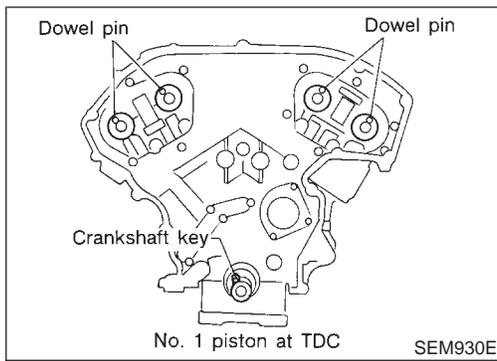
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TIMING CHAIN

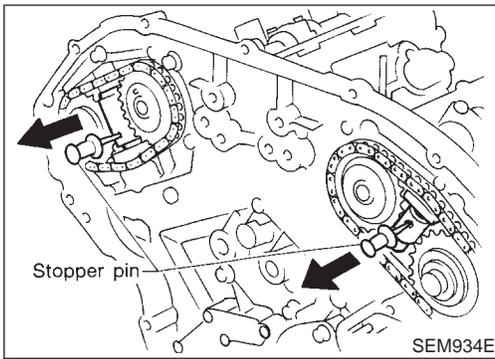
Installation (Cont'd)



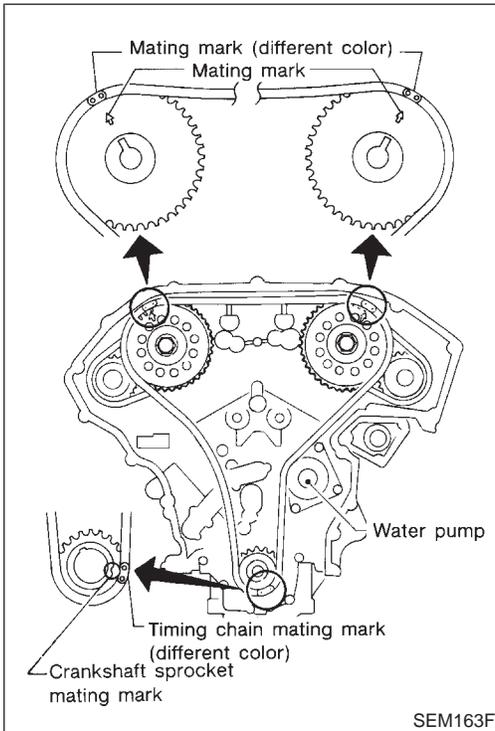
2. Position crankshaft so that No. 1 piston is set at TDC on compression stroke.
 3. Install lower chain guide on dowel pin, with front mark on the guide facing upside.
 4. Align the marks on RH and LH intake camshaft sprockets 2ND, exhaust camshaft sprockets 2ND and camshaft chain, as shown.
 5. Put LH camshaft dowel pin into camshaft sprocket dowel groove and install these on camshaft. Tighten LH exhaust camshaft sprocket 2ND bolt.
 6. Put RH camshaft dowel pin in camshaft sprocket dowel groove and install sprocket on camshaft.
 7. Tighten RH exhaust camshaft sprocket 2ND bolt.
- **Make sure that the timing marks on RH and LH intake camshaft sprockets 2ND are aligned with the camshaft chain mark.**
 - **Lubricate threads and seat surfaces of camshaft sprocket bolts with new engine oil.**
-
- **Be careful not to confuse intake and exhaust camshaft sprockets 2ND (their thicknesses are different).**

TIMING CHAIN

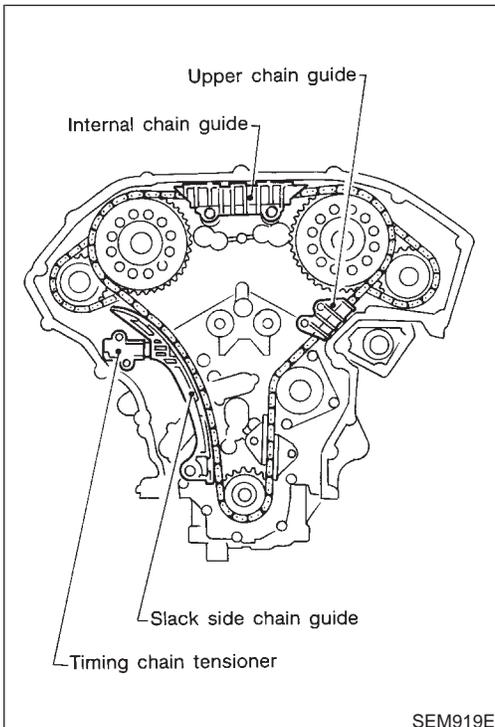
Installation (Cont'd)



8. Remove RH and LH camshaft chain tensioner stopper pins.



9. Align mating mark on crankshaft sprocket with matchmark on chain as shown.
10. Attach lower timing chain on the water pump sprocket.
11. Install RH and LH camshaft sprockets 1ST onto camshafts by matching sprocket dowel grooves with camshaft.
12. Tighten RH and LH camshaft sprocket 1ST bolts.
 - Lubricate threads and seat surfaces of the bolts with new engine oil.
13. Install timing chain. Make sure that mating marks on crankshaft sprocket and RH and LH camshaft sprockets are aligned with matchmarks on timing chain.

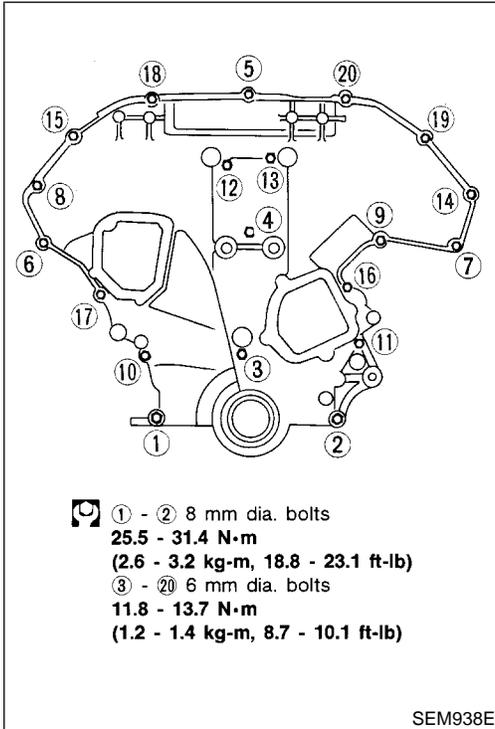
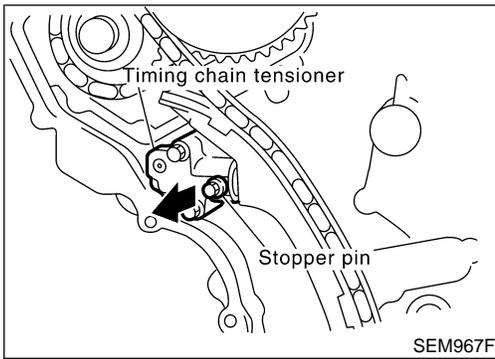


14. Install internal chain guide.
15. Install upper chain guide and slack side chain guide.

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TIMING CHAIN

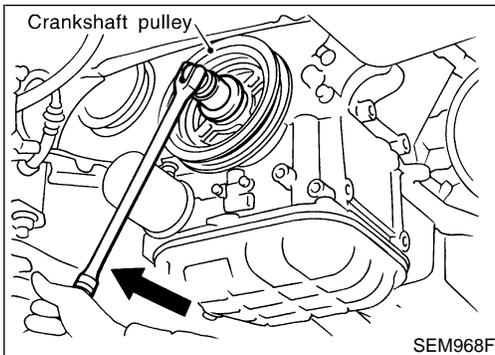
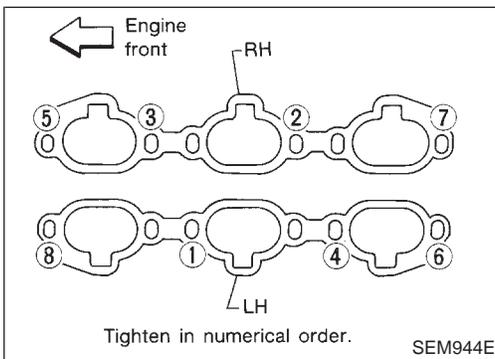
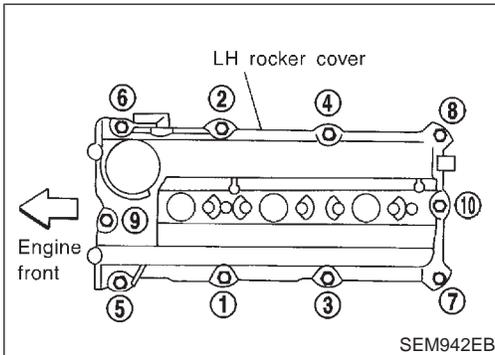
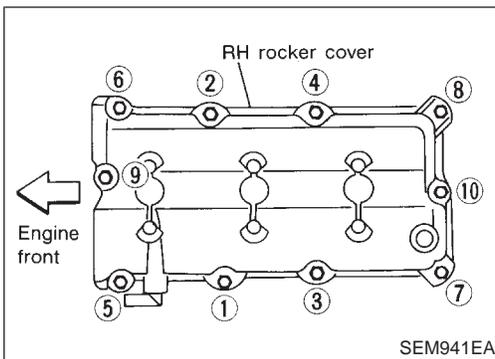
Installation (Cont'd)



16. Install timing chain tensioner, then remove the stopper pin.
 - **When installing the timing chain tensioner, engine oil should be applied to the oil hole and tensioner.**
17. Apply liquid gasket to front timing chain case.
 - Refer to "POSITION FOR APPLYING LIQUID GASKET", EM-20.
 - **Before installation, wipe off the protruding sealant.**
18. Install rear case pin into dowel pin hole on front timing chain case.
19. Tighten bolts to the specified torque in order shown in the figure.
 - **Leave the bolts unattended for 30 minutes or more after tightening.**
20. Apply liquid gasket to water pump cover.
 - Apply a continuous bead of liquid gasket to mating surface of water pump cover. Refer to LC-13, "Water Pump Installation".
21. Install water pump cover.
22. Apply liquid gasket to RH and LH rocker covers.
 - Use genuine liquid gasket or equivalent.
 - Refer to "POSITION FOR APPLYING LIQUID GASKET", EM-20.

TIMING CHAIN

Installation (Cont'd)



23. Install RH and LH rocker covers.

Rocker cover tightening procedure:

● **Tighten in numerical order as shown in the figure.**

- a. Tighten bolts 1 to 10 in that order to 6.9 to 8.8 N·m (0.7 to 0.9 kg-m, 61 to 78 in-lb).
- b. Then tighten bolts 1 to 10 as indicated in figure to 6.9 to 8.8 N·m (0.7 to 0.9 kg-m, 61 to 78 in-lb).

24. Install intake manifold. Tighten intake manifold nuts and bolts. Refer to "TIGHTENING PROCEDURES", EM-11.

25. Install fuel tube assembly.

26. Install intake manifold collector gasket.

27. Install intake manifold collector supports and intake manifold collector bolt.

28. Install intake manifold upper support bolts.

29. Install RH and LH ignition coils.

30. Install rocker cover ornament on left side.

31. Install crankshaft pulley to crankshaft.

● **Lubricate thread and seat surface of the bolt with new engine oil.**

a. Tighten to 39 to 49 N·m (4.0 to 5.0 kg-m, 29 to 36 ft-lb).

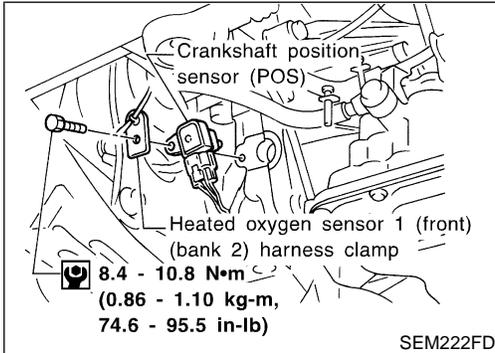
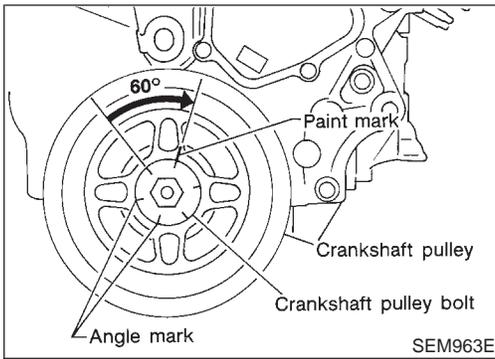
b. Put a paint mark on the crankshaft pulley.

c. Again tighten by turning 60° to 66°, about the angle from one hexagon bolt head corner to another.

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TIMING CHAIN

Installation (Cont'd)



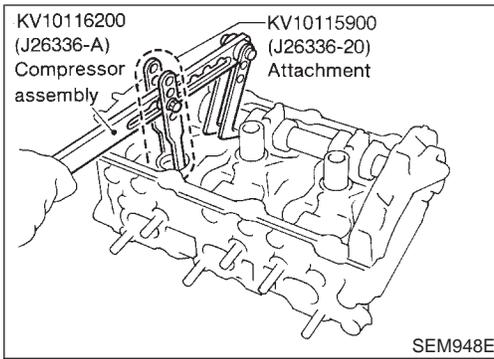
32. Install camshaft position sensor (PHASE), crankshaft position sensors (REF)/(POS) and heated oxygen sensor 1 (front) (bank 2) harness clamp.

- **Make sure that crankshaft position sensor (POS) and heated oxygen sensor 1 (front) (bank 2) harness clamp are installed correctly as shown in figure.**

33. Reinstall removed parts in reverse order of removal.

- When installing fuel tube assembly. Refer to EC-51, "Injector Removal and Installation".
- **After starting engine, keep idling for three minutes. Then rev engine up to 3,000 rpm under no load to purge air from the high-pressure chamber of the chain tensioners. The engine may produce a rattling noise. This indicates that air still remains in the chamber and is not a matter of concern.**

NFEM0015



Replacement

CAUTION:

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

Be careful not to damage sensor edges.

VALVE OIL SEAL

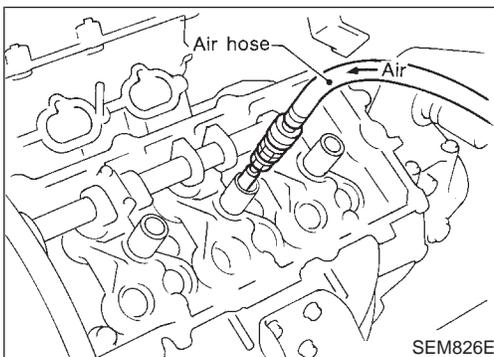
NFEM0015S01

1. Remove LH ornament cover.
2. Remove RH and LH ignition coils.
3. Remove intake manifold collector supports and intake manifold collector (RH cylinder head only).
4. Remove RH and LH rocker covers from cylinder head.
5. Remove camshaft position sensor (PHASE) and crankshaft position sensors (REF)/(POS).
6. Remove oil pan. Refer to "Removal", EM-13.
7. Remove timing chain. Refer to "Removal, EM-22.
8. Remove camshaft brackets and camshaft. Refer to "Disassembly", EM-39.
9. Remove valve lifters and shims.
10. Remove valve spring with Tool.
11. Reinstall any parts removed in reverse order of removal.

Before removing valve spring, fix valve as follows.

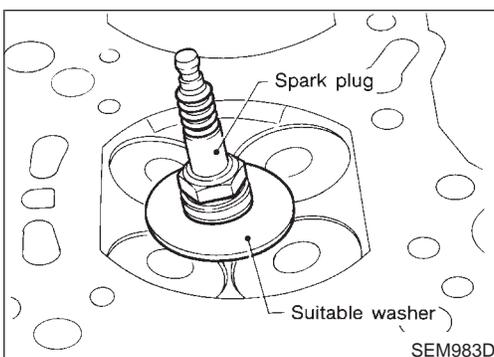
Method A:

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



Method B:

Remove spark plug, then install air hose adapter into spark plug hole and apply air pressure to hold valves in place. Apply a pressure of 490 kPa (5 kg/cm², 71 psi).



Method C:

Install spark plug with suitable washer into spark plug hole from combustion chamber side.

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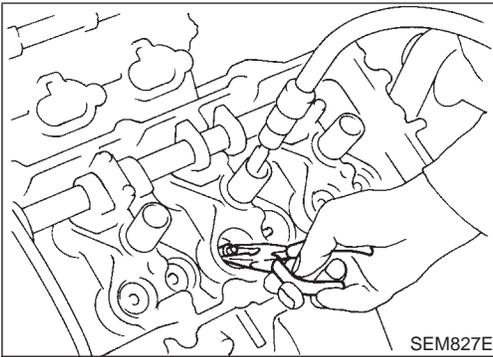
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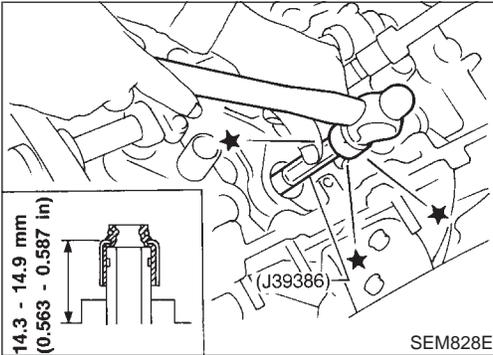
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OIL SEAL

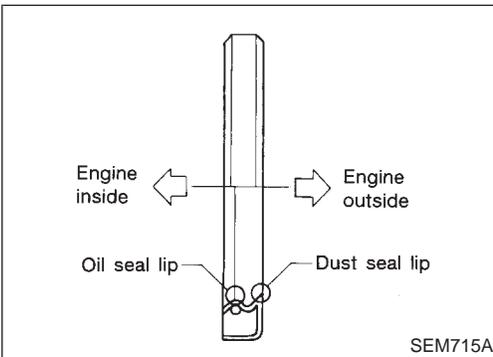
Replacement (Cont'd)



12. Remove valve oil seal.



13. Apply engine oil to new valve oil seal and install it with Tool.



OIL SEAL INSTALLATION DIRECTION

NFEM0015S02

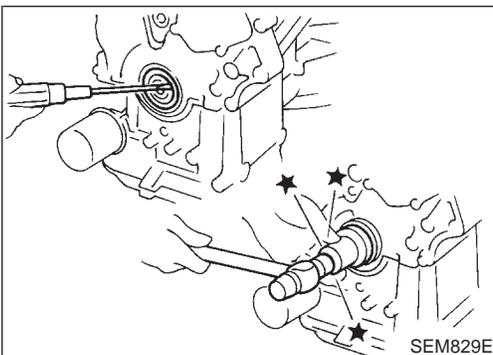
- Install new oil seal in the direction shown in the figure.

FRONT OIL SEAL

NFEM0015S03

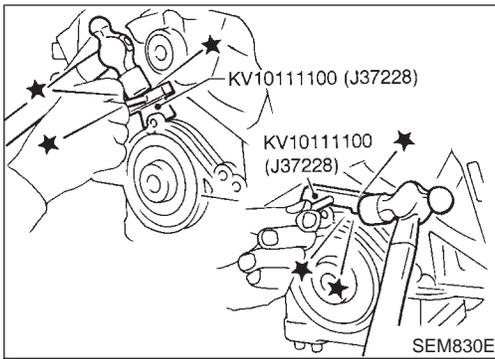
1. Remove the following parts:
 - Engine undercover
 - Front RH wheel and engine side cover
 - Drive belts
 - Crankshaft position sensor (REF)
 - Crankshaft pulley

Be careful not to damage sensor edge.



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

NFEM0015S04



REAR OIL SEAL

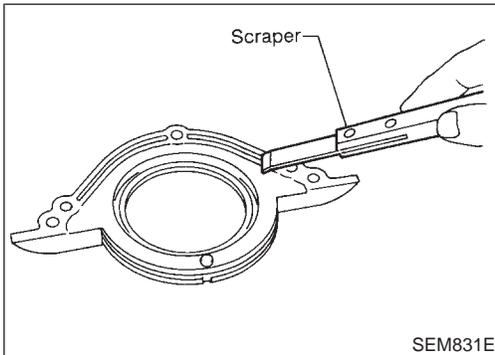
1. Remove transaxle. Refer to MT-10 or AT-284.
2. Remove flywheel or drive plate.
3. Remove oil pan. Refer to EM-13.
4. Remove rear oil seal retainer.

GI

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EM

LC



5. Remove old liquid gasket using scraper.

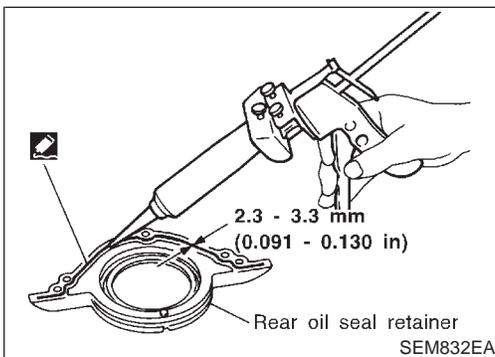
- **Remove old liquid gasket from the bolt hole and thread.**

EC

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6. Apply liquid gasket to rear oil seal retainer.

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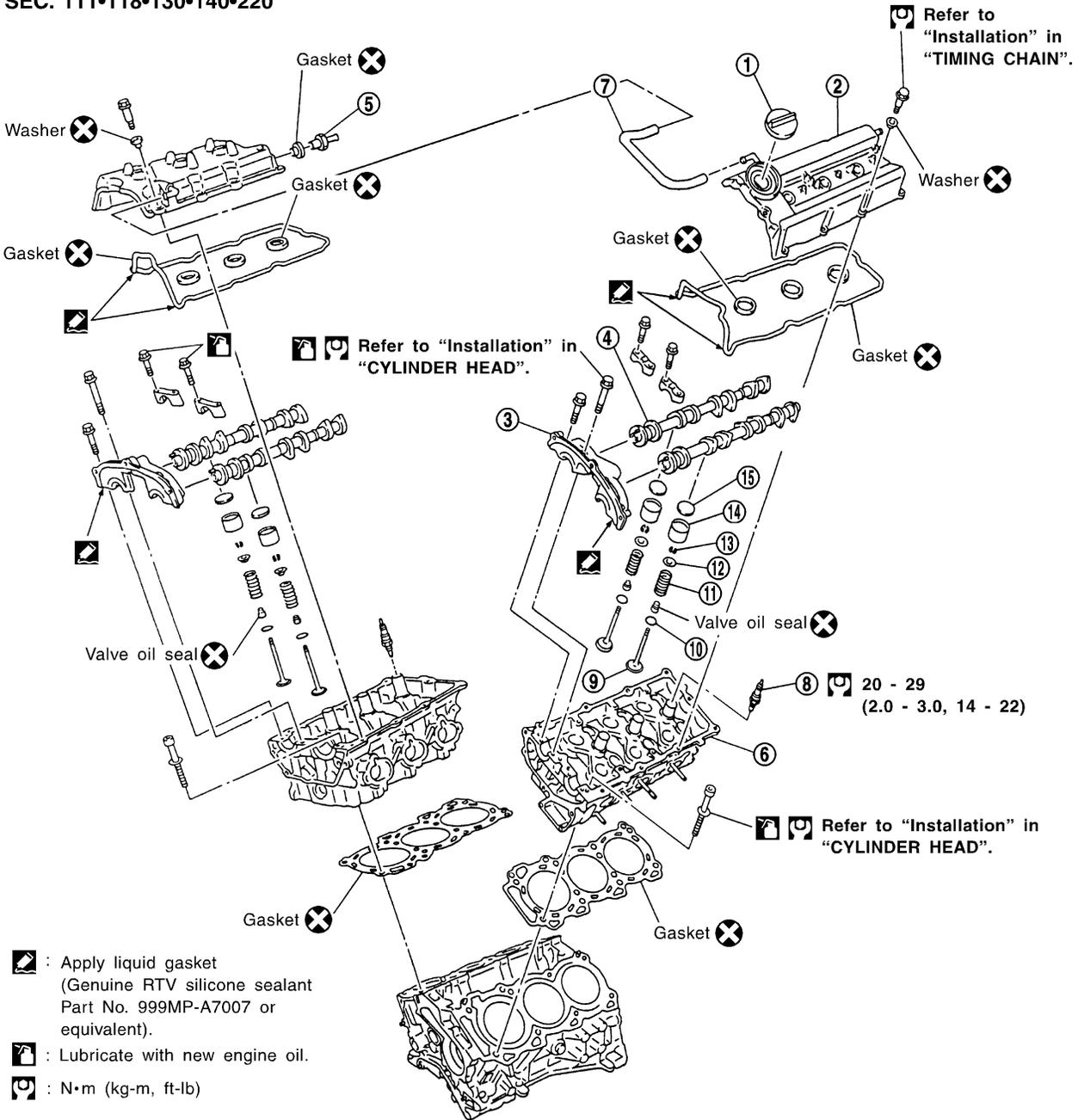
CYLINDER HEAD

Components

Components

NFEM0016

SEC. 111•118•130•140•220



SEM278G

- | | | |
|---------------------|-----------------------|---------------------------|
| 1. Oil filler cap | 6. Cylinder head | 11. Valve spring |
| 2. Rocker cover | 7. Blow-by hose | 12. Valve spring retainer |
| 3. Camshaft bracket | 8. Spark plug | 13. Valve collet |
| 4. Camshaft | 9. Valve | 14. Valve lifter |
| 5. PCV valve | 10. Valve spring seat | 15. Shim |

CAUTION:

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

GI

MA

EM

LC

Removal

- This removal is the same procedure as that for timing chain. Refer to “Removal”, EM-22.
- Apply paint to camshaft sprockets for alignment during installation.

NFEM0017

EC

FE

CL

MT

Disassembly

1. Remove rear timing chain case bolts.

NFEM0018

AT

AX

SU

BR

2. Remove rear timing chain case.

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3. Remove intake and exhaust camshafts and camshaft brackets.

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

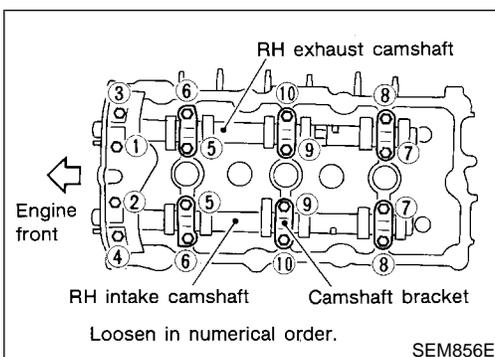
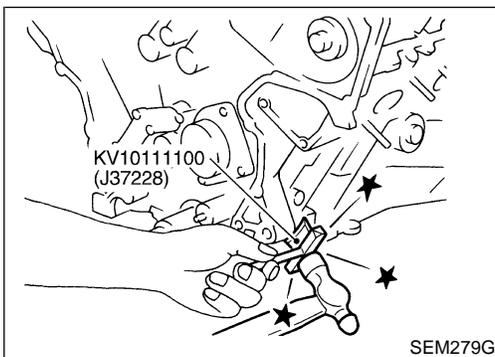
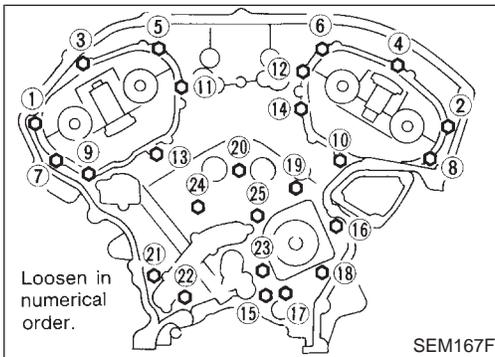
For reinstallation, be sure to put marks on camshaft bracket before removal.

4. Remove valve component parts. Refer to “VALVE OIL SEAL”, EM-35.

SC

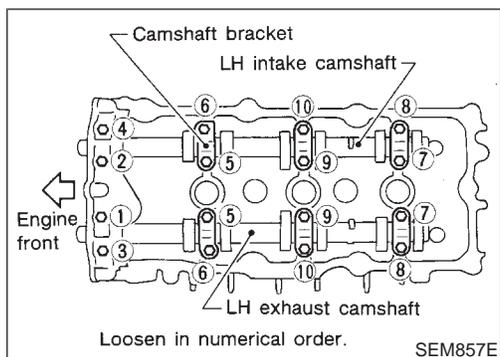
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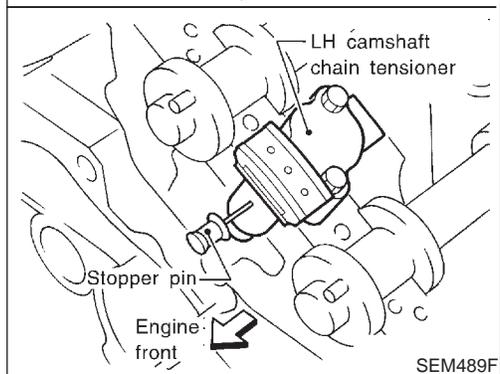
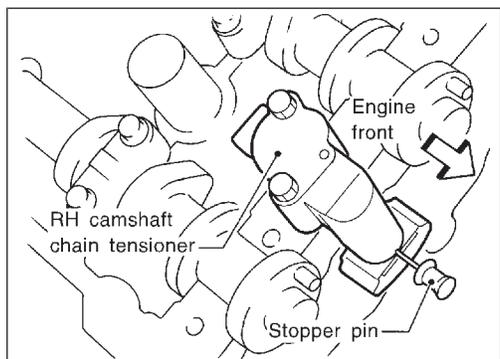


CYLINDER HEAD

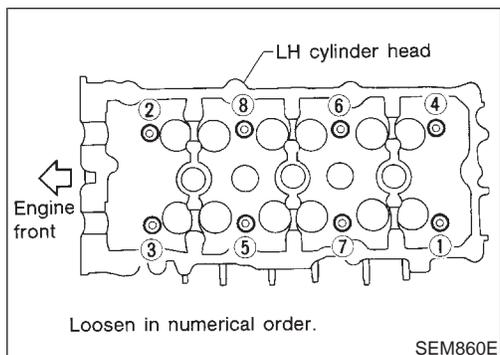
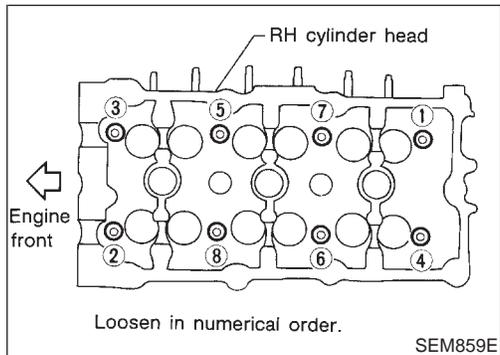
Disassembly (Cont'd)

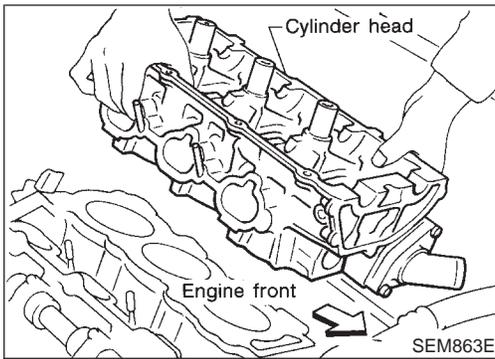


- Remove RH and LH camshaft chain tensioners from cylinder head.

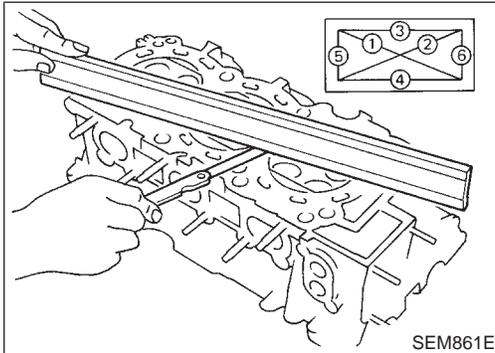


- Remove cylinder head bolts.
 - Cylinder head bolts should be loosened in two or three steps.
 - A warped or cracked cylinder head could result from removing in incorrect order.





7. Remove cylinder head.



Inspection

CYLINDER HEAD DISTORTION

NFEM0019
NFEM0019S01

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

Head surface flatness: Limit 0.1 mm (0.004 in)

If beyond the specified limit, resurface or replace it.
The limit for cylinder head resurfacing is determined by the cylinder block resurfacing.

Resurfacing limit:

Amount of cylinder head resurfacing is "A".

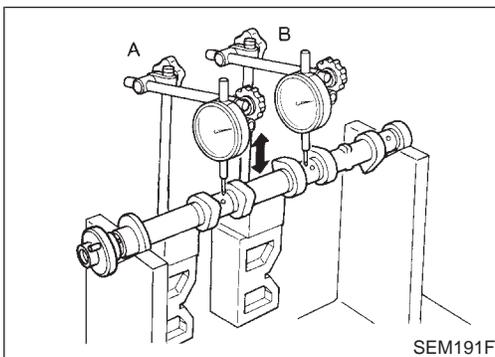
Amount of cylinder block resurfacing is "B".

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

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

Nominal cylinder head height:

126.3 - 126.5 mm (4.972 - 4.980 in)



CAMSHAFT VISUAL CHECK

NFEM0019S02

Check camshaft for scratches, seizure and wear.

CAMSHAFT RUNOUT

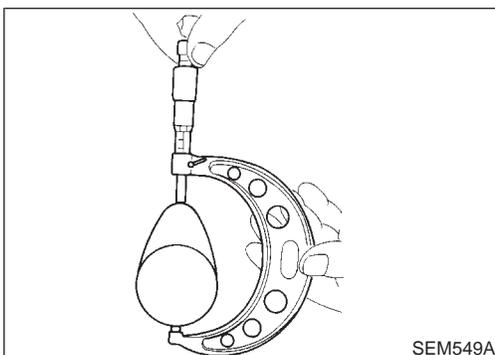
NFEM0019S03

1. Measure camshaft runout at A and B as shown in the figure.

Runout (Total indicator reading):

Limit 0.05 mm (0.0020 in)

2. If it exceeds the limit, replace camshaft.



CAMSHAFT CAM HEIGHT

NFEM0019S04

1. Measure camshaft cam height.

Standard cam height:

Intake 43.940 - 44.130 mm (1.7299 - 1.7374 in)

Exhaust 44.465 - 44.655 mm (1.7506 - 1.7581 in)

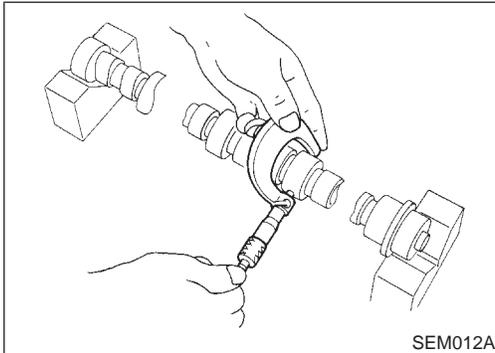
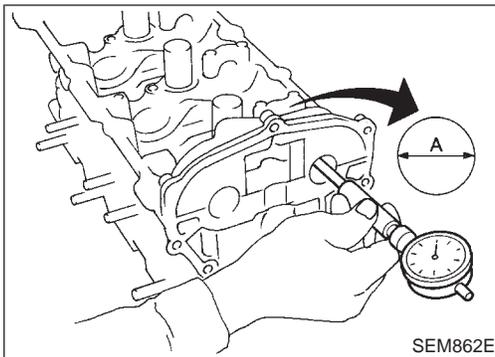
Cam wear limit:

0.2 mm (0.008 in)

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

CYLINDER HEAD

Inspection (Cont'd)



CAMSHAFT JOURNAL CLEARANCE

NFEM0019S05

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

Standard inner diameter:

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

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

3. Measure outer diameter of camshaft journal.

Standard outer diameter:

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

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

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

Camshaft journal clearance:

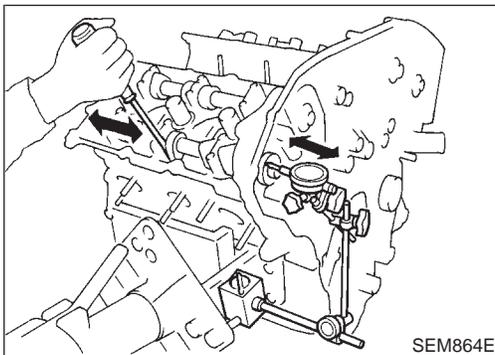
Standard

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

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

Limit

0.15 mm (0.0059 in)



CAMSHAFT END PLAY

NFEM0019S06

1. Install camshaft in cylinder head.
2. Measure camshaft end play.

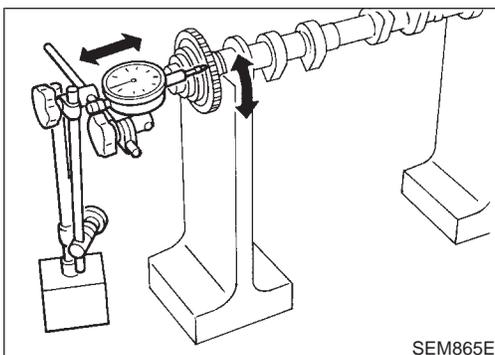
Camshaft end play:

Standard

0.115 - 0.188 mm (0.0045 - 0.0074 in)

Limit

0.24 mm (0.0094 in)



CAMSHAFT SPROCKET RUNOUT

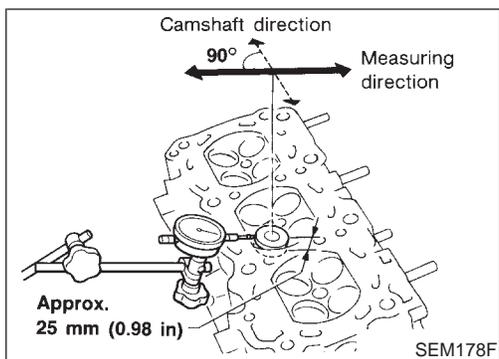
NFEM0019S07

1. Install sprocket on camshaft.
2. Measure camshaft sprocket runout.

Runout (Total indicator reading):

Less than 0.15 mm (0.0059 in)

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



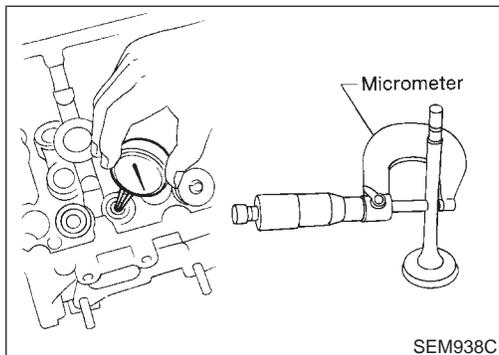
VALVE GUIDE CLEARANCE

1. Measure valve deflection as shown in the figure. (Valve and valve guide mostly wear in this direction.) NFEM0019S08

Valve deflection limit (Dial gauge reading):

Intake 0.24 mm (0.0094 in)

Exhaust 0.28 mm (0.0110 in)



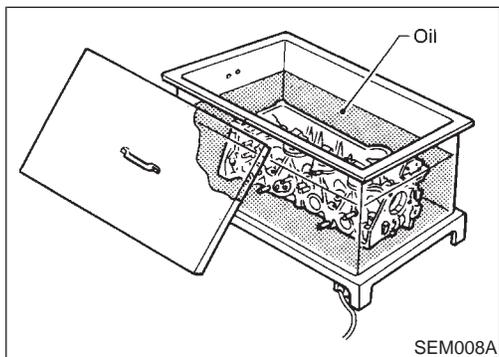
2. If it exceeds the limit, check valve to valve guide clearance.
 - a. Measure valve stem diameter and valve guide inner diameter.
 - b. Check that clearance is within specification.

Valve to valve guide clearance limit:

Intake 0.08 mm (0.0031 in)

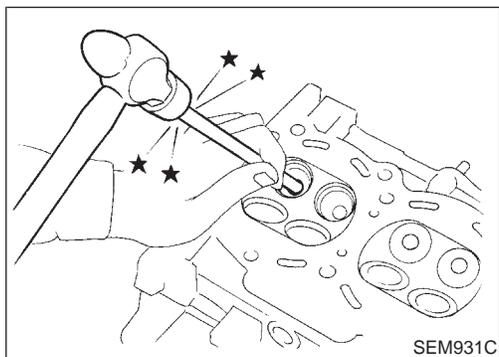
Exhaust 0.1 mm (0.004 in)

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

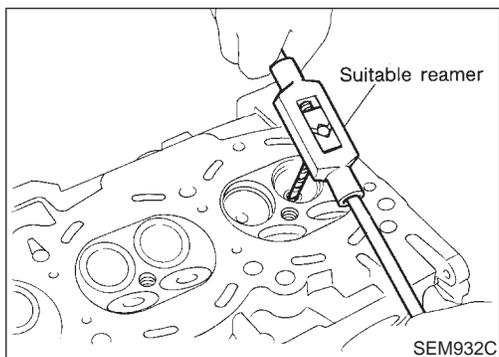


VALVE GUIDE REPLACEMENT

1. To remove valve guide, heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil. NFEM0019S09



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



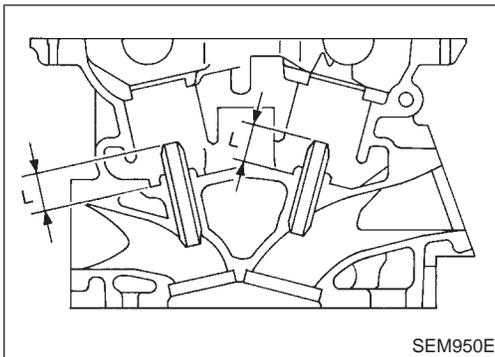
3. Ream cylinder head valve guide hole.

Valve guide hole diameter (for service parts):

10.185 - 10.196 mm (0.4010 - 0.4014 in)

CYLINDER HEAD

Inspection (Cont'd)



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

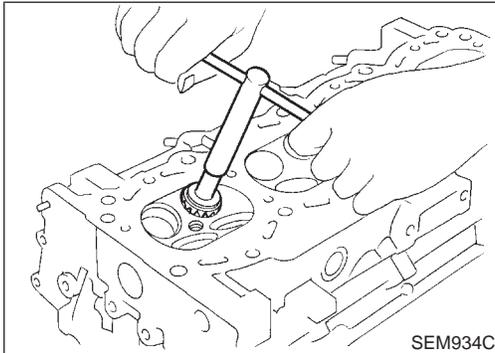
Projection "L":

12.6 - 12.8 mm (0.496 - 0.504 in)

- Ream valve guide.

Finished size:

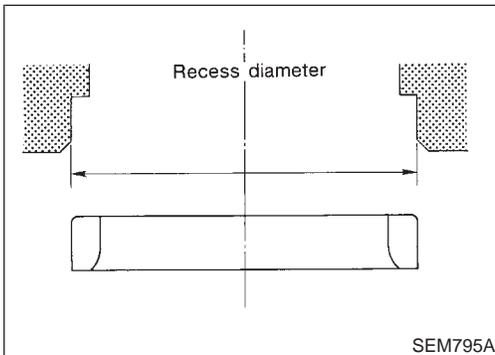
6.000 - 6.018 mm (0.2362 - 0.2369 in)



VALVE SEATS

Check valve seats for any evidence of pitting at valve contact surface, and reseat or replace if it has worn out excessively. NFEM0019S10

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



REPLACING VALVE SEAT FOR SERVICE PARTS

- 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.
- Ream cylinder head recess for service valve seat.

Upsize [0.5 mm (0.020 in)]:

Intake 37.500 - 37.516 mm (1.4764 - 1.4770 in)

Exhaust 32.700 - 32.716 mm (1.2874 - 1.2880 in)

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

This will enable valve seat to fit correctly.

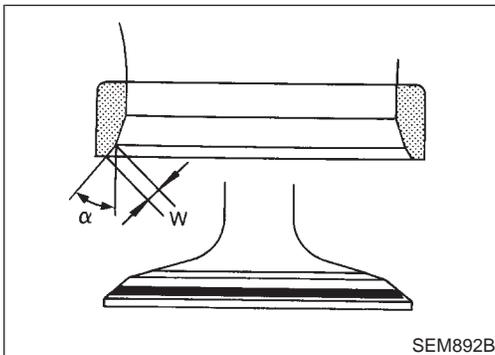
- Heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil.
- Press fit valve seat until it seats on the bottom.
- Cut or grind valve seat using suitable tool to the specified dimensions as shown in SDS (EM-76).
- After cutting, lap valve seat with abrasive compound.
- Check valve seating condition.

Seat face angle "α": 45°

Contacting width "W":

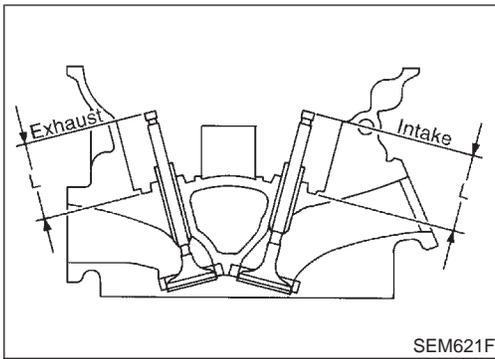
Intake 1.09 - 1.31 mm (0.0429 - 0.0516 in)

Exhaust 1.29 - 1.51 mm (0.0508 - 0.0594 in)



CYLINDER HEAD

Inspection (Cont'd)

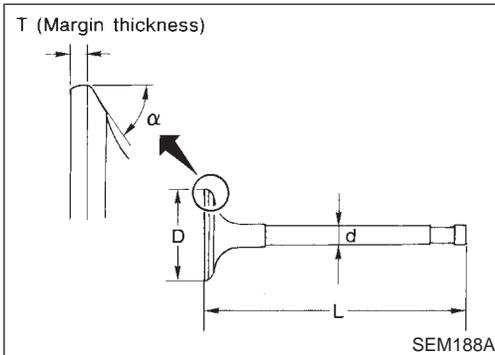


8. Use a depth gauge to measure the distance between the mounting surface of the cylinder head spring seat and the valve stem end. If the distance is shorter than specified, repeat step 5 above to adjust it. If it is longer, replace the valve seat with a new one.

Valve seat resurface limit "L":

Intake 41.07 - 41.67 mm (1.6169 - 1.6405 in)

Exhaust 41.00 - 41.60 mm (1.6142 - 1.6378 in)

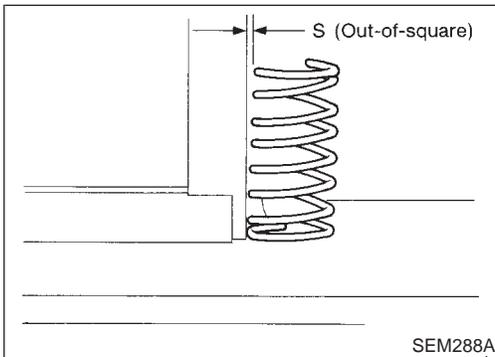


VALVE DIMENSIONS

Check dimensions of each valve. For dimensions, refer to SDS (EM-73). NFEM0019S12

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

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



VALVE SPRING

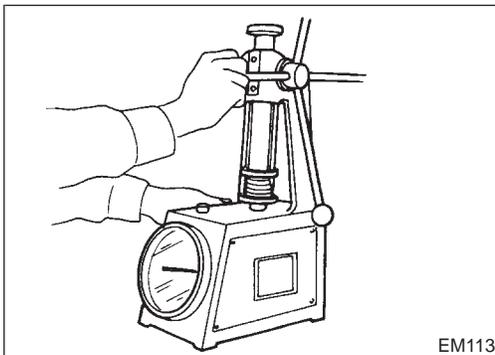
Squareness

1. Measure dimension "S".

Out-of-square "S":

Less than 2.0 mm (0.079 in)

2. If it exceeds the limit, replace spring.



Pressure

Check valve spring pressure at specified spring height. NFEM0019S1302

Pressure:

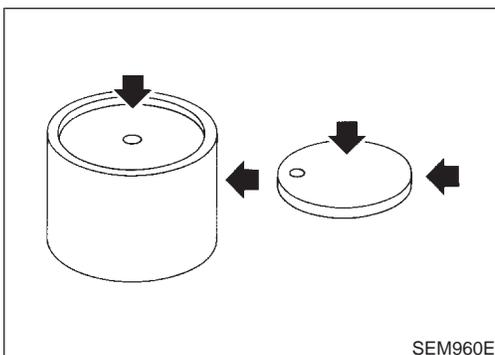
Standard

202 N (20.6 kg, 45.4 lb) at height 37.0 mm (1.457 in)

Limit

More than 436 N (44.5 kg, 98.1 lb) at height 28.2 mm (1.110 in)

If it exceeds the limit, replace spring.



VALVE LIFTER

1. Check contact and sliding surfaces for wear or scratches. NFEM0019S14

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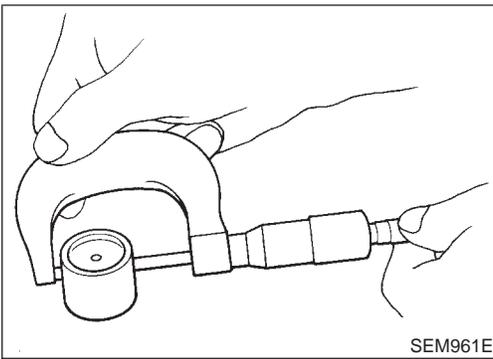
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CYLINDER HEAD

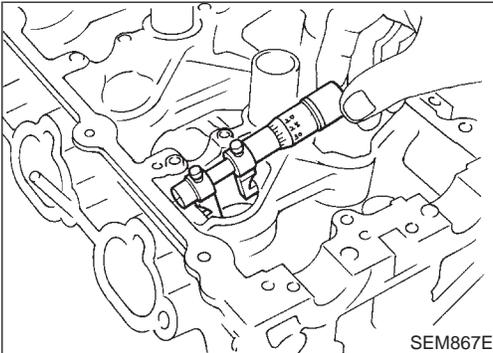
Inspection (Cont'd)



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

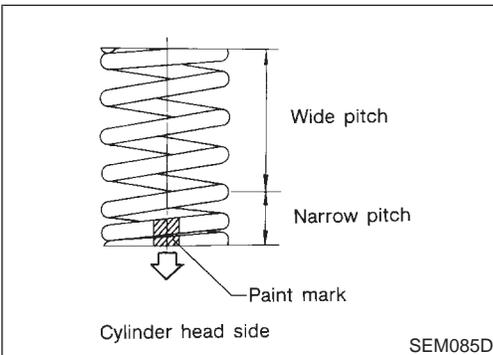
Valve lifter outer diameter:

34.960 - 34.975 mm (1.3764 - 1.3770 in)



Lifter guide bore diameter:

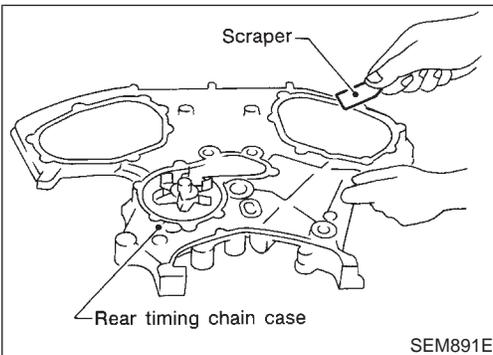
35.000 - 35.021 mm (1.3780 - 1.3788 in)



Assembly

NFEM0020

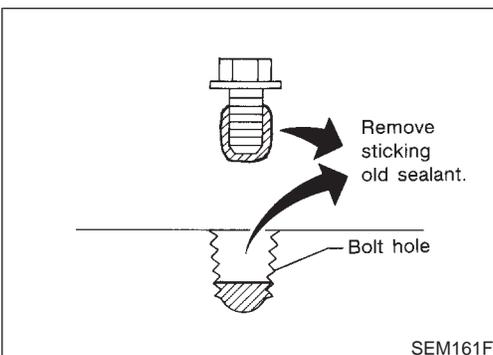
1. Install valve component parts.
 - **Always use new valve oil seal. Refer to “VALVE OIL SEAL”, EM-35.**
 - **Before installing valve oil seal, install valve spring seat.**
 - **Install valve spring (uneven pitch type) with its narrow pitch side toward cylinder head side (paint mark).**
 - **After installing valve component parts, tap valve stem tip with plastic hammer to assure a proper fit.**



Installation

NFEM0021

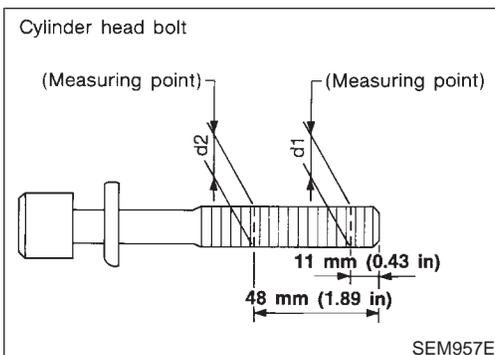
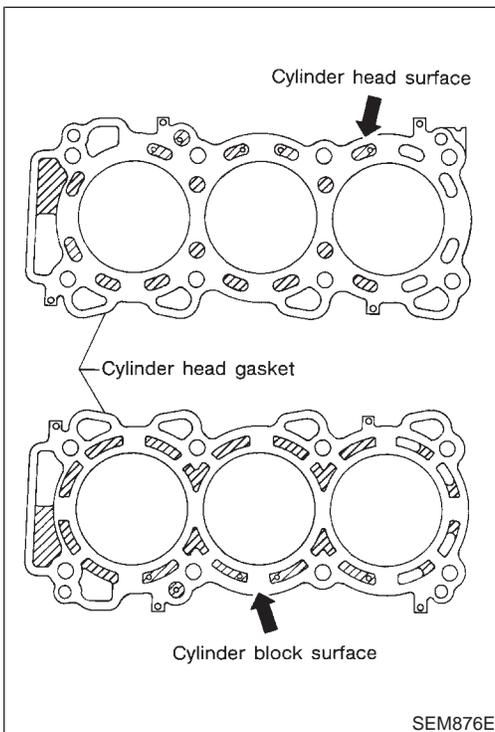
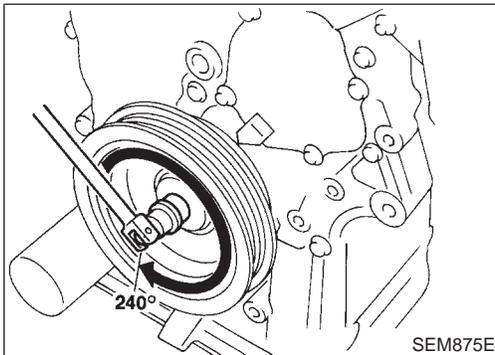
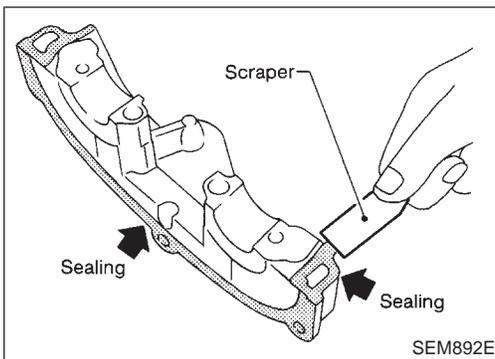
1. Before installing rear timing chain case, remove old liquid gasket from mating surface using a scraper.
 - Also remove old liquid gasket from mating surface of cylinder block.



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

CYLINDER HEAD

Installation (Cont'd)



2. Before installing cam bracket, remove old liquid gasket from mating surface using a scraper.
3. Remove O-rings from cylinder block.

4. Turn crankshaft until No. 1 piston is set at approximately 240° before TDC on compression stroke to prevent interference of valves and pistons.

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

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

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

- Lubricate threads and seat surfaces of the bolts with new engine oil.

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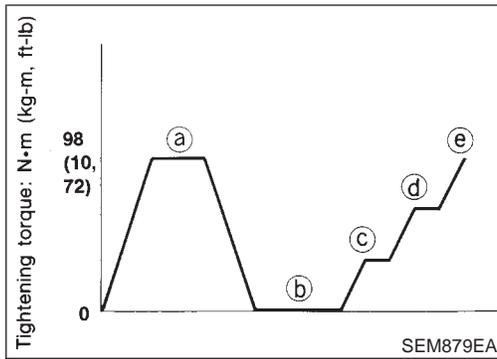
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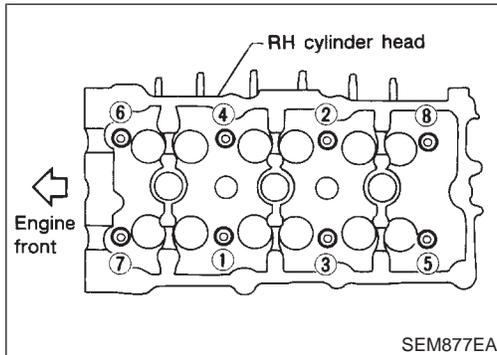
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CYLINDER HEAD

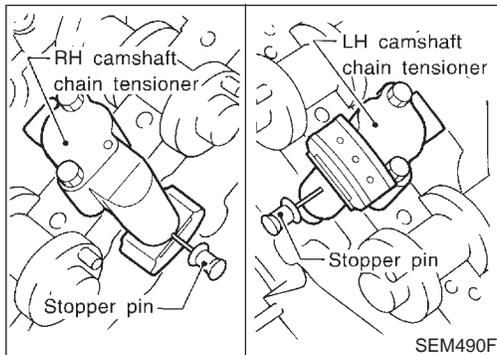
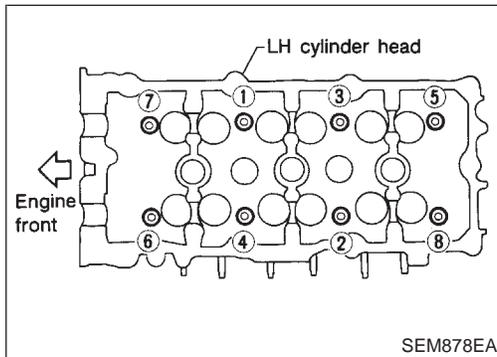
Installation (Cont'd)



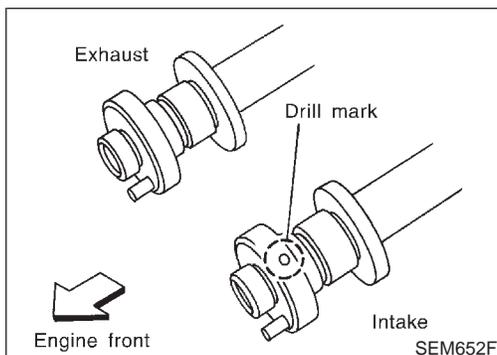
- **Tightening procedure:**
 - a. Tighten all bolts to 98 N-m (10 kg-m, 72 ft-lb).
 - b. Completely loosen all bolts.
 - c. Tighten all bolts to 34 to 44 N-m (3.5 to 4.5 kg-m, 25 to 33 ft-lb).
 - d. Turn all bolts 90 to 95 degrees clockwise.
 - e. Turn all bolts 90 to 95 degrees clockwise.



- **Tighten in numerical order shown in the figure.**



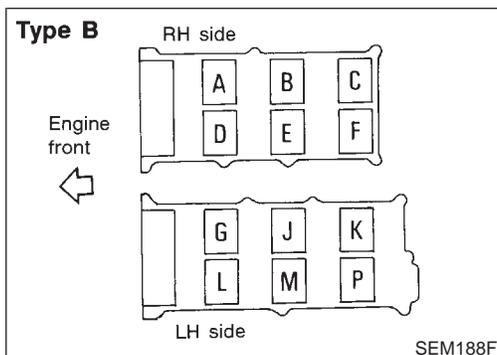
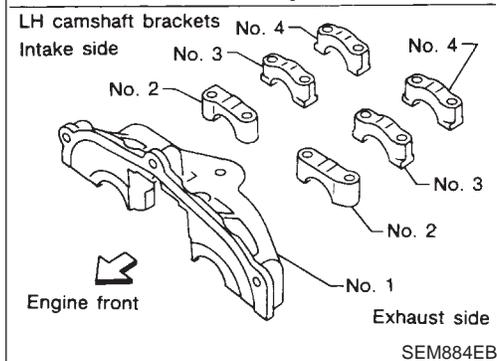
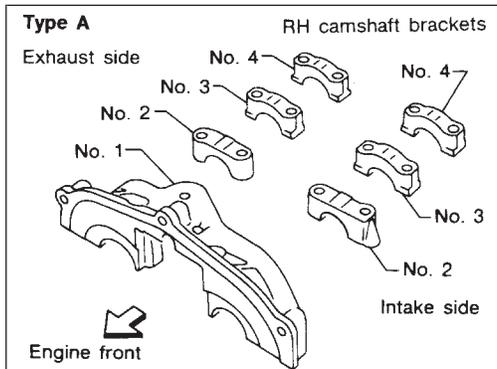
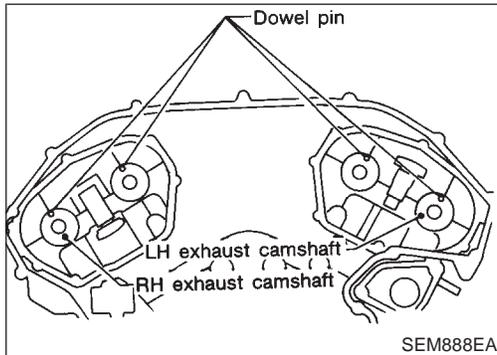
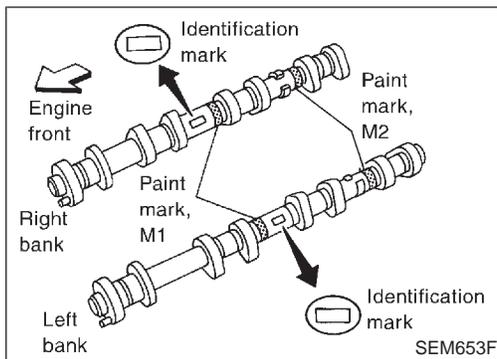
6. Install camshaft chain tensioners on both sides of cylinder head.



7. Install exhaust and intake camshafts and camshaft brackets.
 - **Intake camshaft has a drill mark on camshaft sprocket mounting flange. Install it on the intake side.**

CYLINDER HEAD

Installation (Cont'd)



● Identification marks are present on camshafts.

| Bank | INT/EXH | ID mark | Drill mark | Paint mark | |
|------|---------|---------|------------|------------|-----|
| | | | | M1 | M2 |
| RH | INT | R3 | Yes | Yes | No |
| | EXH | R3 | No | No | Yes |
| LH | INT | L3 | Yes | Yes | No |
| | EXH | L3 | No | No | Yes |

● Position camshaft

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

8. Before installing camshaft brackets, apply sealant to mating surface of No. 1 journal head.

- Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.
- Refer to "POSITION FOR APPLYING LIQUID GASKET", EM-20.
- Install camshaft brackets in their original positions.
- Tighten camshaft bracket bolts gradually in two or three stages.
- If any part of valve assembly or camshaft is replaced, check valve clearance according to reference data. After completing assembly check valve clearance. Refer to "Checking" and "Adjusting" in "VALVE CLEARANCE", EM-51 and 53.

Reference data valve clearance (Cold):

Intake

0.26 - 0.34 mm (0.010 - 0.013 in)

Exhaust

0.29 - 0.37 mm (0.011 - 0.015 in)

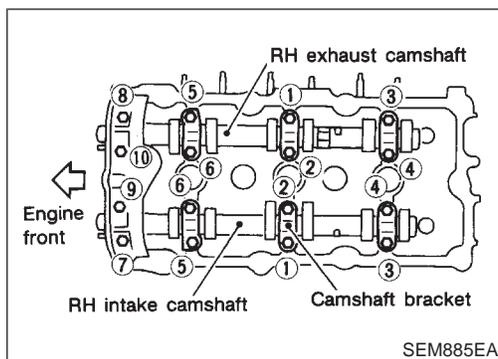
- Lubricate threads and seat surfaces of camshaft bracket bolts with new engine oil before installing them.

- Align stamp mark as shown in the figure.

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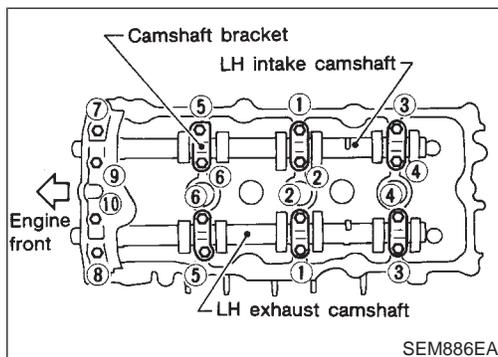
CYLINDER HEAD

Installation (Cont'd)

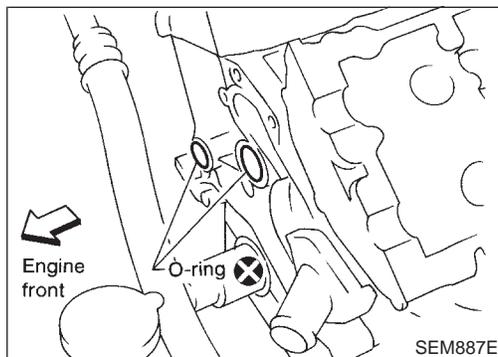


- Tighten the camshaft brackets in the following steps.

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



9. Install O-rings to cylinder block.

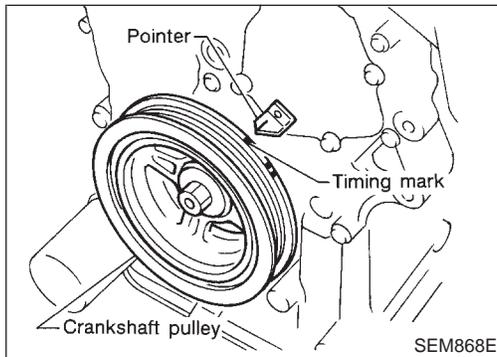
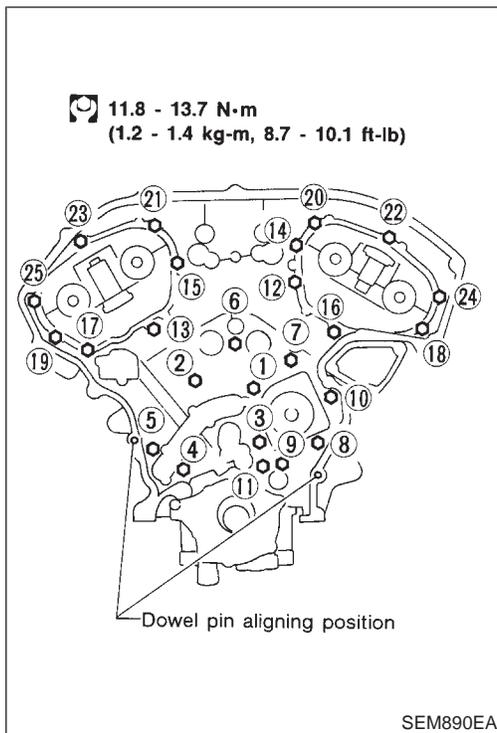


10. Apply sealant to the hatched portion of rear timing chain case.

- Apply continuous bead of liquid gasket to mating surface of rear timing chain case. Refer to "POSITION FOR APPLYING LIQUID GASKET", EM-20.
- Before installation, wipe off the protruding sealant.

CYLINDER HEAD

Installation (Cont'd)



11. Align rear timing chain case with dowel pins, then install on cylinder head and block.
12. Tighten rear chain case bolts.
 - a. Tighten bolts in numerical order shown in the figure.
 - b. Repeat above step a.
 - This installation is the same procedure as that for timing chain. Refer to "Installation", EM-29.

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Valve Clearance

CHECKING

NFEM0022

AT

NFEM0022S01

Check valve clearance while engine is cold and not running.

1. Remove intake manifold collector.
 2. Remove rocker cover ornament.
 3. Remove RH and LH rocker covers.
 4. Remove all spark plugs.
 5. Set No. 1 cylinder at TDC on its compression stroke.
 - Align pointer with TDC mark on crankshaft pulley.
 - Check that valve lifters on No. 1 cylinder are loose and valve lifters on No. 4 are tight.
- If not, turn crankshaft one revolution (360°) and align as above.

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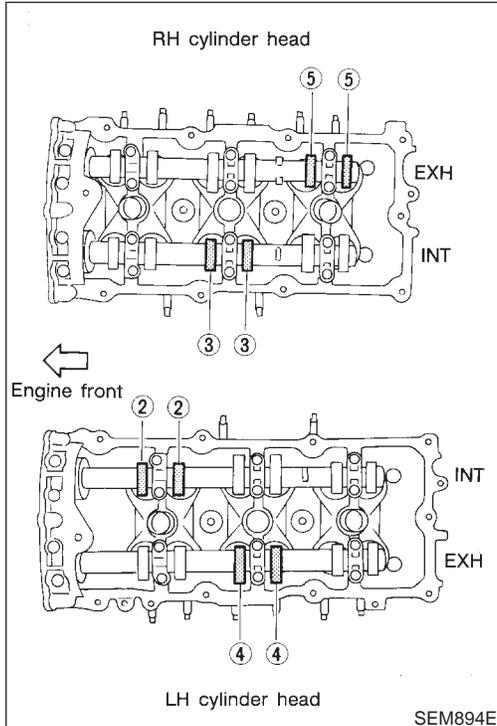
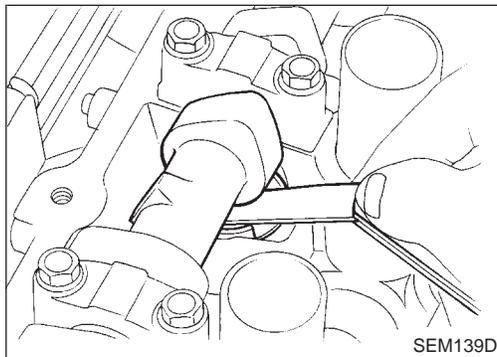
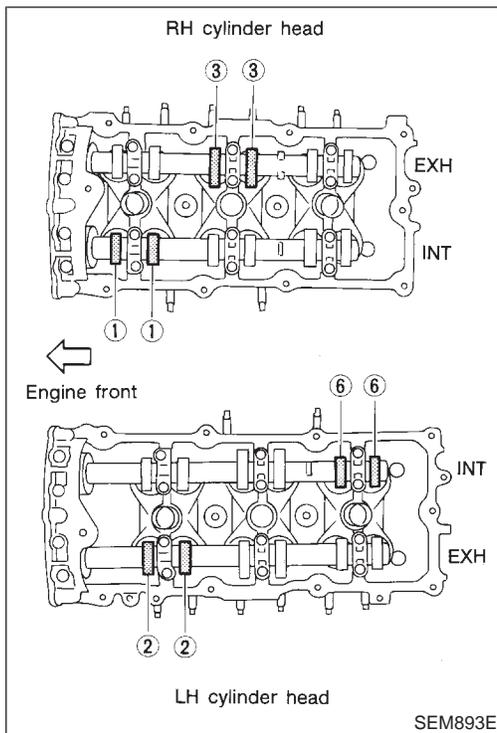
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CYLINDER HEAD

Valve Clearance (Cont'd)



6. Check only those valves shown in the figure.

| Crank position | Valve | | | | | | | | | | | | |
|----------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|--|
| | No. 1 | | No. 2 | | No. 3 | | No. 4 | | No. 5 | | No. 6 | | |
| | INT | EXH | |
| No. 1 TDC | ○ | | | ○ | | ○ | | | | | | ○ | |

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

Valve clearance for checking (Cold):

Intake

0.26 - 0.34 mm (0.010 - 0.013 in)

Exhaust

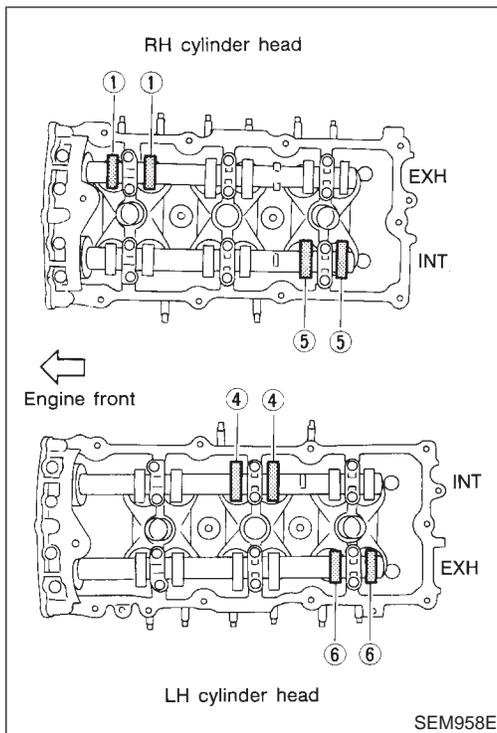
0.29 - 0.37 mm (0.011 - 0.015 in)

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

| Crank position | Valve | | | | | | | | | | | | |
|----------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|--|
| | No. 1 | | No. 2 | | No. 3 | | No. 4 | | No. 5 | | No. 6 | | |
| | INT | EXH | |
| No. 3 TDC | | | ○ | | ○ | | | ○ | | ○ | | | |

CYLINDER HEAD

Valve Clearance (Cont'd)

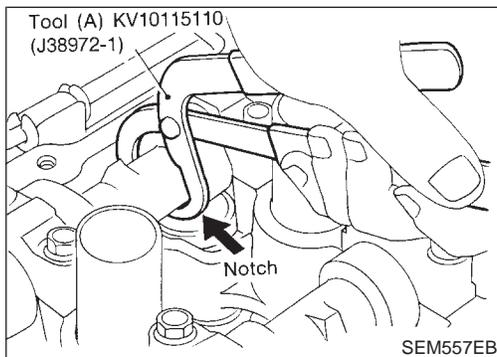


10. Turn crankshaft 240° and align as above.
11. Set No. 5 cylinder at TDC on its compression stroke.
12. Check only those valves shown in the figure.

| Crank position | Valve | | | | | | | | | | | |
|----------------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|
| | No. 1 | | No. 2 | | No. 3 | | No. 4 | | No. 5 | | No. 6 | |
| | INT | EXH |
| No. 5 TDC | | ○ | | | | | ○ | | ○ | | | ○ |

13. If all valve clearances are within specification, install the following parts.

- Intake manifold collector
- RH and LH rocker covers
- All spark plugs
- Rocker cover ornament



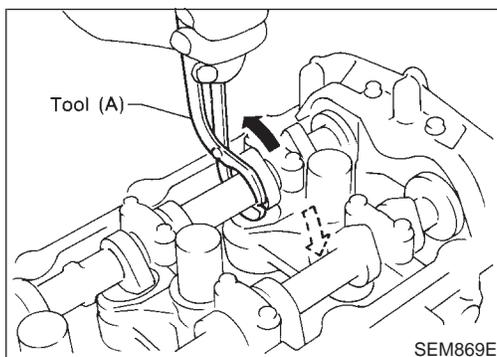
ADJUSTING

NFEM0022S02

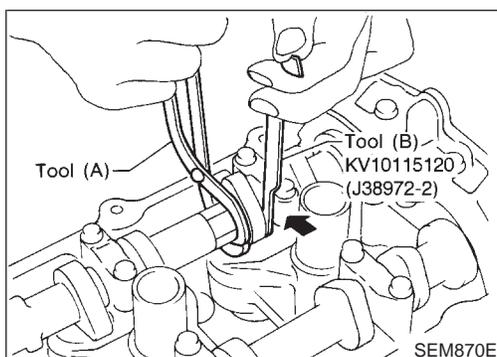
Adjust valve clearance while engine is cold.

1. Turn crankshaft, to position cam lobe on camshaft of valve that must be adjusted upward.
2. Place Tool (A) around camshaft as shown in figure. **Before placing Tool (A), rotate notch toward center of cylinder head (See figure.), to simplify shim removal later.**

CAUTION:
Be careful not to damage cam surface with Tool (A).



3. Rotate Tool (A) (See figure.) so that valve lifter is pushed down.

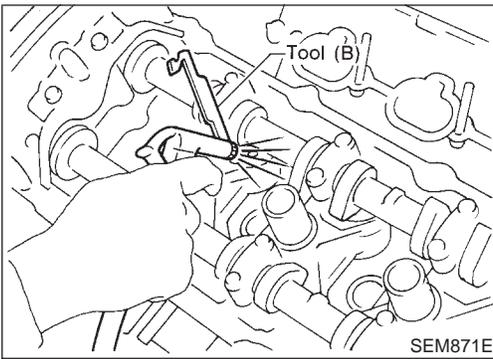


4. Place Tool (B) between camshaft and the edge of the valve lifter to retain valve lifter.

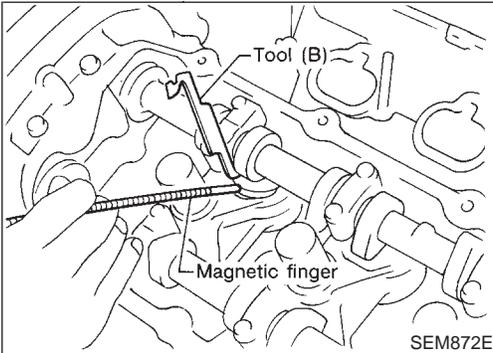
- CAUTION:**
- Tool (B) must be placed as close to camshaft bracket as possible.
 - Be careful not to damage cam surface with Tool (B).
5. Remove Tool (A).

CYLINDER HEAD

Valve Clearance (Cont'd)



6. Blow air into the hole to separate adjusting shim from valve lifter.



7. Remove adjusting shim using a small screwdriver and a magnetic finger.
8. Determine replacement adjusting shim size following formula.
 - Using a micrometer determine thickness of removed shim.
 - Calculate thickness of new adjusting shim so valve clearance comes within specified values. R = Thickness of removed shim
 N = Thickness of new shim
 M = Measured valve clearance

Intake:

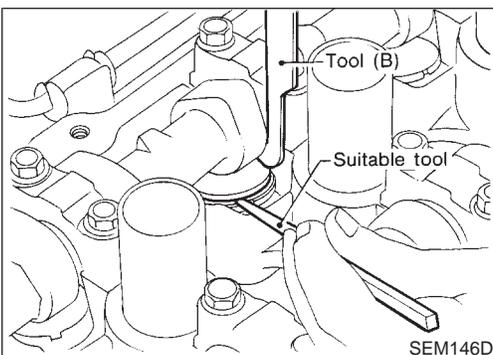
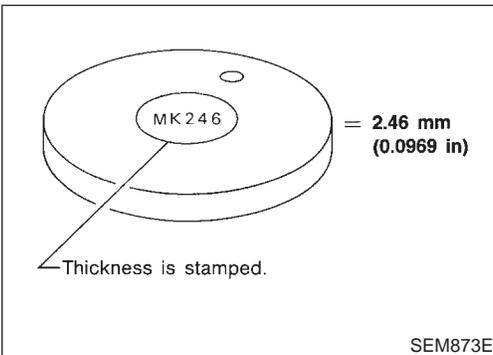
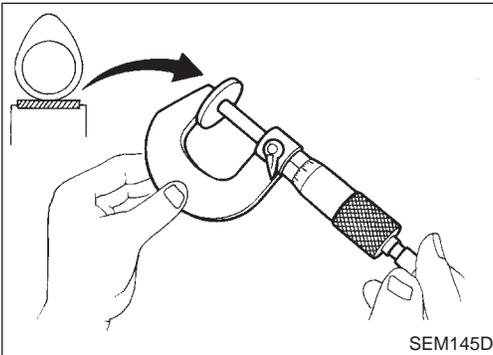
$$N = R + [M - 0.30 \text{ mm (0.0118 in)}]$$

Exhaust:

$$N = R + [M - 0.33 \text{ mm (0.0130 in)}]$$

Shims are available in 64 sizes from 2.32 mm (0.0913 in) to 2.95 mm (0.1161 in), in steps of 0.01 mm (0.0004 in).

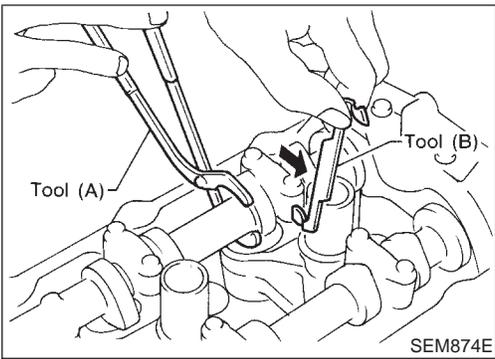
- Select new shim with thickness as close as possible to calculated value.



9. Install new shim using a suitable tool.
 - Install with the surface on which the thickness is stamped facing down.

CYLINDER HEAD

Valve Clearance (Cont'd)



10. Place Tool (A) as mentioned in steps 2 and 3.
11. Remove Tool (B).
12. Remove Tool (A).
13. Recheck valve clearance.

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)

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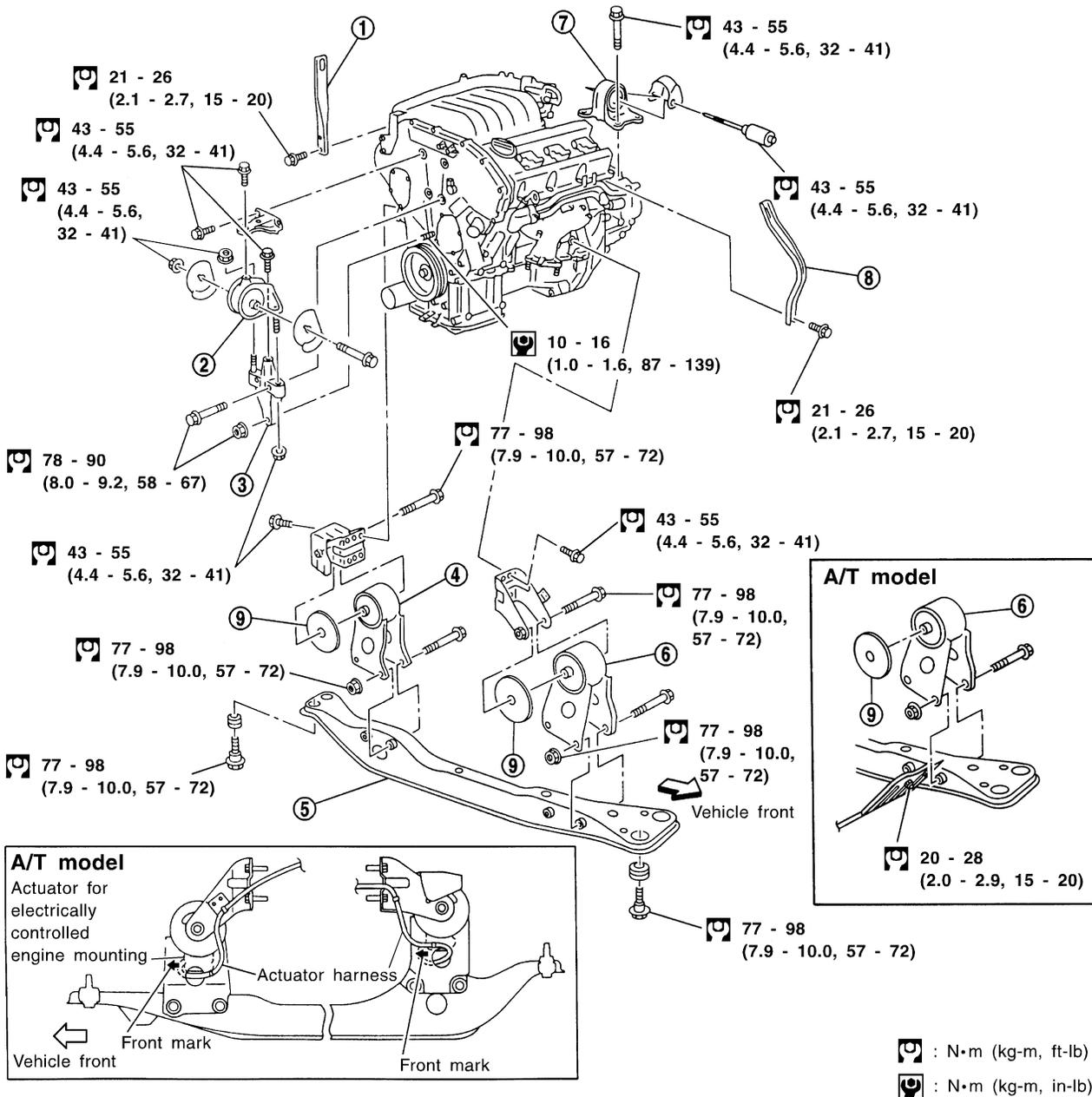
ENGINE ASSEMBLY

Removal and Installation

Removal and Installation

NFEM0023

SEC. 112



SEM306GA

- | | | |
|-------------------------------|---------------------------------------|------------------------|
| 1. Front upper engine slinger | 4. Rear engine mounting (Fluid type) | 7. LH engine mounting |
| 2. RH engine mounting | 5. Center member | 8. Rear engine slinger |
| 3. Mounting bracket | 6. Front engine mounting (Fluid type) | 9. Insulator |

WARNING:

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

EM-56

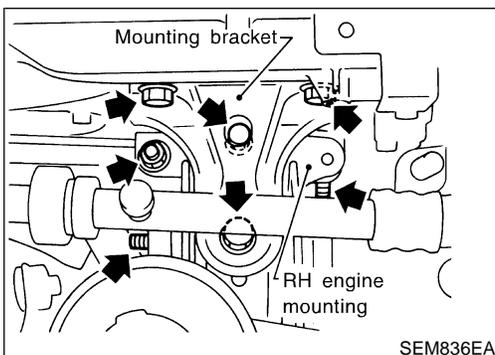
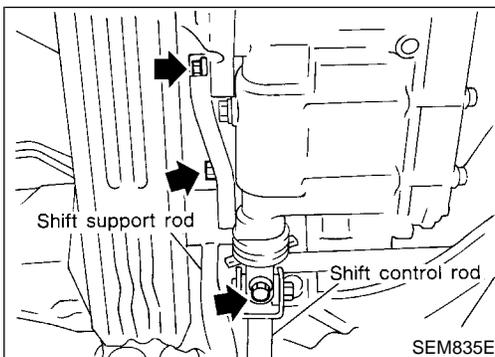
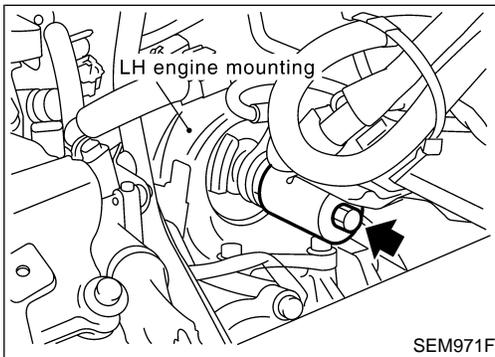
ENGINE ASSEMBLY

Removal and Installation (Cont'd)

- Before disconnecting fuel hose, release fuel pressure from fuel line.
Refer to EC-49, "Fuel Pressure Release".
- Before removing front axle from transaxle, place safety stands under designated front supporting points. Refer to GI-46, "Garage Jack and Safety Stand".
- Be sure to hoist engine and transaxle in a safe manner.
- For engines not equipped with engine slingers, attach proper slingers and bolts described in PARTS CATALOG.

CAUTION:

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



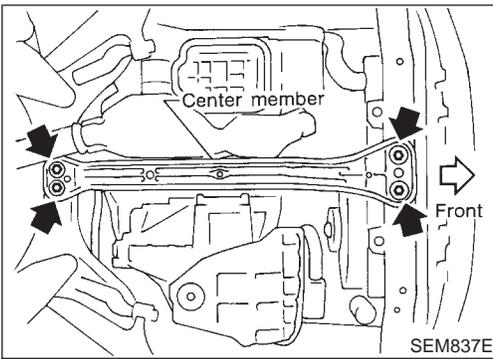
REMOVAL

NFEM0023S01

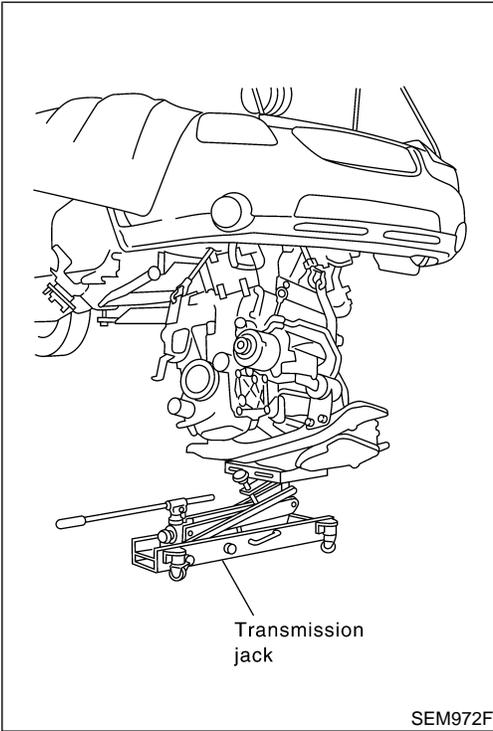
1. Remove engine undercover and hood.
2. Drain coolant from both cylinder block and radiator. Refer to MA-14, "Changing Engine Coolant".
3. Remove vacuum hoses, fuel hoses, wires, harnesses, connectors and so on.
4. Remove front exhaust tubes, ball joints and drive shafts.
5. Remove radiator and fans.
6. Remove drive belts.
7. Remove alternator, compressor and power steering oil pump from engine.
8. Set a suitable transmission jack under transaxle. Hoist engine with engine slinger.
9. Remove LH engine mounting.
10. Disconnect control rod and support rod from transaxle (M/T model).
11. Disconnect control cable from transaxle (A/T model).
12. Remove RH engine mounting.

ENGINE ASSEMBLY

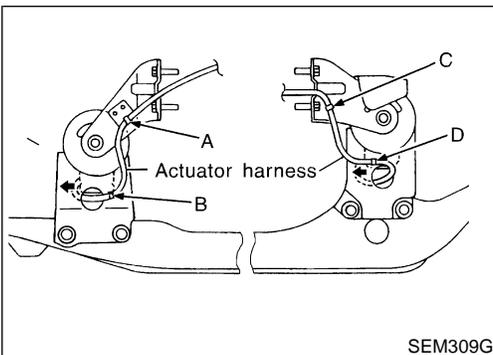
Removal and Installation (Cont'd)



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



14. Remove engine with transaxle as shown.



INSTALLATION

NFEM0023S02

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

Front (A — B):
170 mm (6.69 in)

Rear (C — D):
130 mm (5.12 in)

CYLINDER BLOCK

Components

NFEM0024

SEC. 110•120•226

Components

GI

MA

EM

LC

EC

FE

CL

MT

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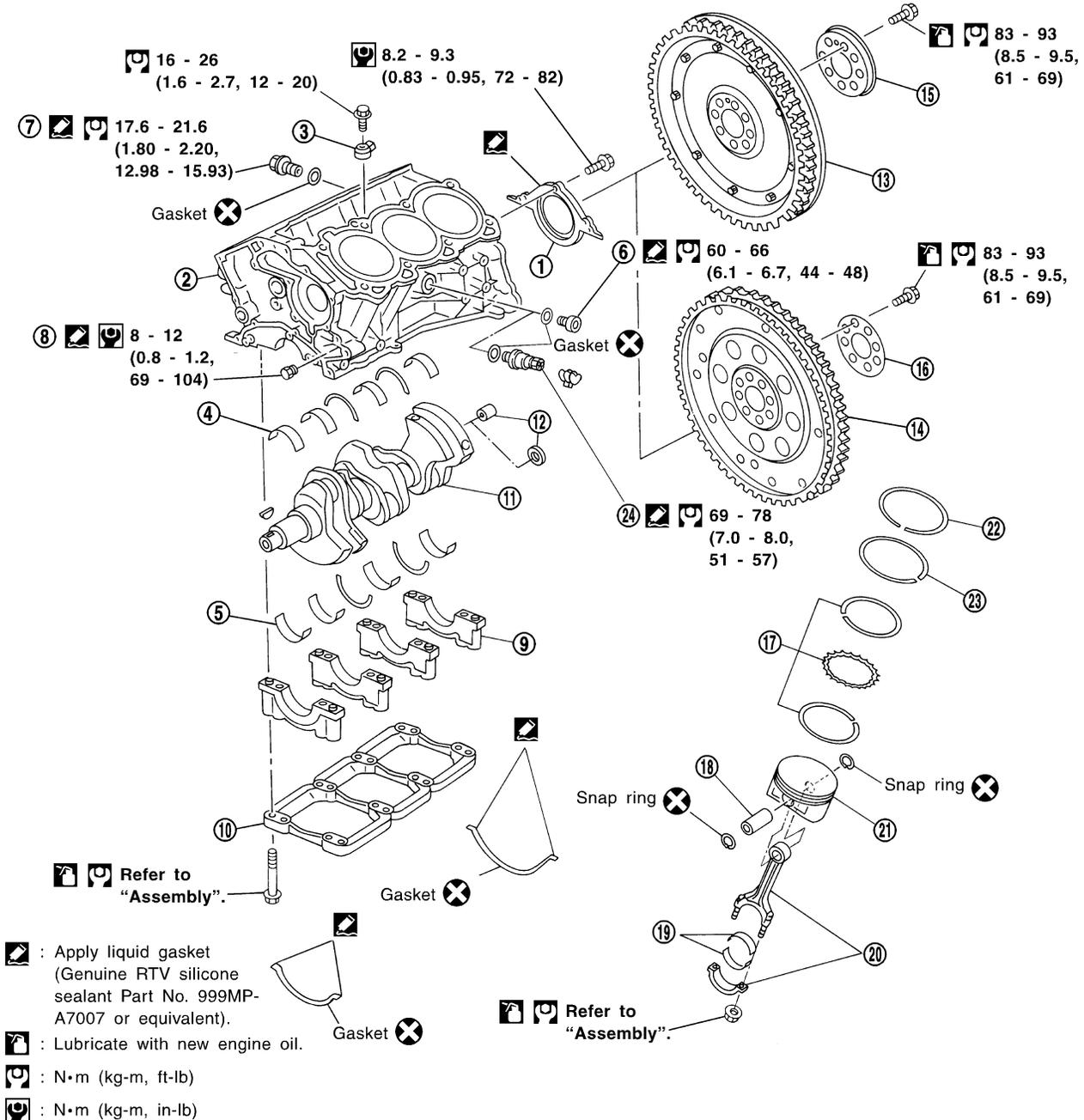
BT

HA

SC

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IDX



SEM603G

- | | | |
|---------------------------------------|---|--|
| 1. Rear oil seal retainer | 10. Main bearing beam | 18. Piston pin |
| 2. Cylinder block | 11. Crankshaft | 19. Connecting rod bearing |
| 3. Knock sensor | 12. Pilot bushing or pilot converter | 20. Connecting rod |
| 4. Upper main bearing | 13. Flywheel with signal plate (M/T models) | 21. Piston |
| 5. Lower main bearing | 14. Drive plate with signal plate (A/T model) | 22. Top ring |
| 6. Water drain plug (LH side) | 15. Flywheel reinforcement | 23. 2nd ring |
| 7. Water drain plug (RH side) | 16. Drive plate reinforcement | 24. Cylinder block heater (For Canada) |
| 8. Water drain plug (Water pump side) | 17. Oil ring | |
| 9. Main bearing cap | | |

CYLINDER BLOCK

Cylinder Block Heater

Cylinder Block Heater

NFEM0042

**For Canada
SEC. 110**

Gasket

Connector protector cap

69 - 78 N·m
(7.0 - 8.0 kg-m, 51 - 57 ft-lb)

Cylinder block heater

Engine front

- Remove liquid gasket completely after removing cylinder block heater.
- Install cylinder block heater with heater part downward as shown in the figure.
- Apply liquid gasket to gasket when installing cylinder block heater.

SEM578G

43 - 55
(4.4 - 5.6, 32 - 41)

KV10117001
(-)

KV101065007
(-)

Spacer

Washer

43 - 55
(4.4 - 5.6, 32 - 41)

25 - 35
(2.5 - 3.5, 18 - 25)

: N·m (kg-m, ft-lb)

SEM180FA

Engine front

KV10117000
(J41262)

SEM190FA

Removal and Installation

NFEM0025

CAUTION:

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

Disassembly

NFEM0026

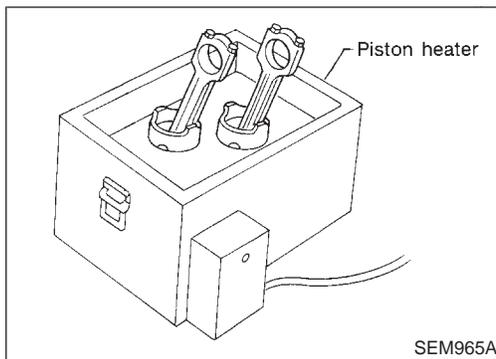
PISTON AND CRANKSHAFT

NFEM0026S01

1. Remove engine. Refer to "Removal and Installation", EM-56.
2. Place engine on a work stand.
3. Drain coolant and oil.
4. Remove oil pan. Refer to "Removal", EM-13.
5. Remove timing chain. Refer to "Removal", EM-22.
6. Remove cylinder head. Refer to "Removal", EM-39.

CYLINDER BLOCK

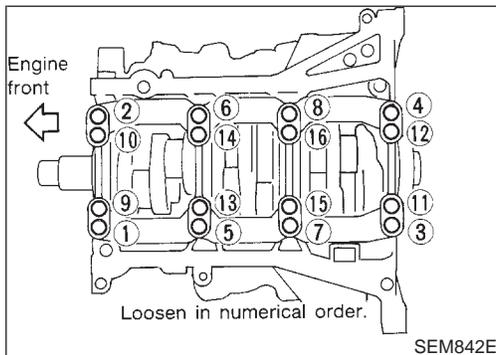
Disassembly (Cont'd)



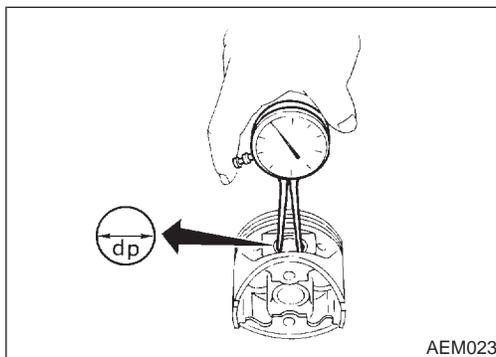
7. Remove pistons with connecting rods.
 - When disassembling piston and connecting rod, remove snap ring first, then heat piston to 60 to 70°C (140 to 158°F).
8. Remove rear oil seal retainer.

CAUTION:

- When piston rings are not replaced, make sure that piston rings are mounted in their original positions.
- When replacing piston rings, if there is no punchmark, install with either side up.



9. Loosen bolts in numerical order as shown and remove main bearing beam, bearing cap and crankshaft.
 - Before removing bearing beam and bearing cap, measure crankshaft end play. Refer to EM-69.
 - Bolts should be loosened in two or three steps.



Inspection

PISTON AND PISTON PIN CLEARANCE

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

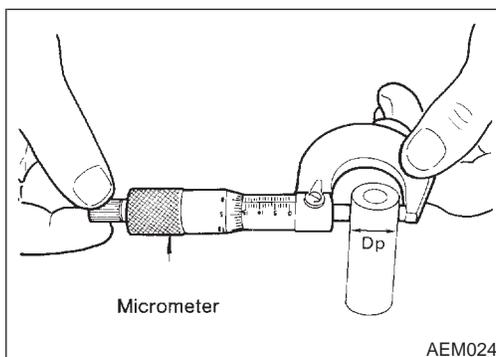
Standard diameter "dp":

Grade No. 0

21.993 - 21.999 mm (0.8659 - 0.8661 in)

Grade No. 1

21.999 - 22.005 mm (0.8661 - 0.8663 in)



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

Standard diameter "Dp":

Grade No. 0

21.989 - 21.995 mm (0.8657 - 0.8659 in)

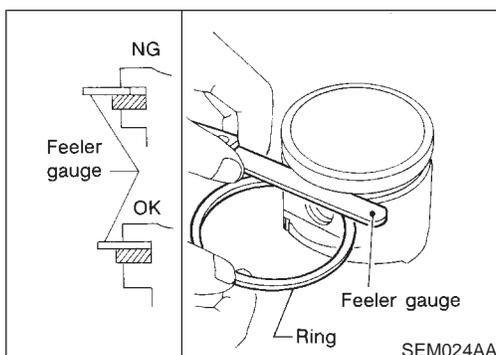
Grade No. 1

21.995 - 22.001 mm (0.8659 - 0.8662 in)

3. Calculate interference fit of piston pin to piston.

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

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



PISTON RING SIDE CLEARANCE

Side clearance:

Top ring

0.040 - 0.080 mm (0.0016 - 0.0031 in)

2nd ring

0.030 - 0.070 mm (0.0012 - 0.0028 in)

Oil ring

0.015 - 0.185 mm (0.0006 - 0.0073 in)

Max. limit of side clearance:

Top ring 0.11 mm (0.0043 in)

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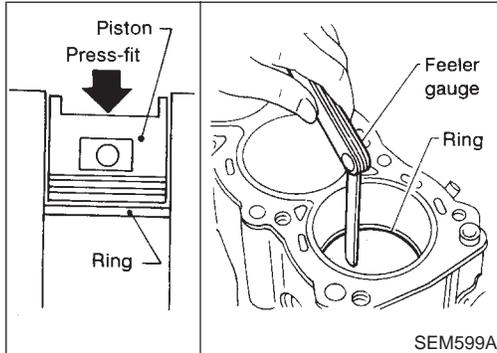
IDX

CYLINDER BLOCK

Inspection (Cont'd)

2nd ring 0.1 mm (0.004 in)

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



PISTON RING END GAP

NFEM0027S03

End gap:

Top ring 0.22 - 0.32 mm (0.0087 - 0.0126 in)

2nd ring 0.32 - 0.47 mm (0.0126 - 0.0185 in)

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

Max. limit of ring gap:

Top ring 0.55 mm (0.0217 in)

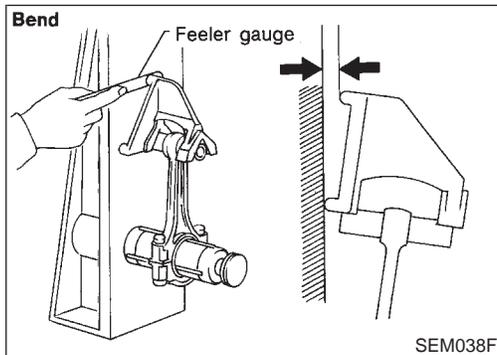
2nd ring 0.85 mm (0.0335 in)

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, do the following. Rebore cylinder and use oversized piston and piston rings.

Refer to SDS (EM-79).

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



CONNECTING ROD BEND AND TORSION

NFEM0027S04

Bend:

Limit 0.15 mm (0.0059 in)

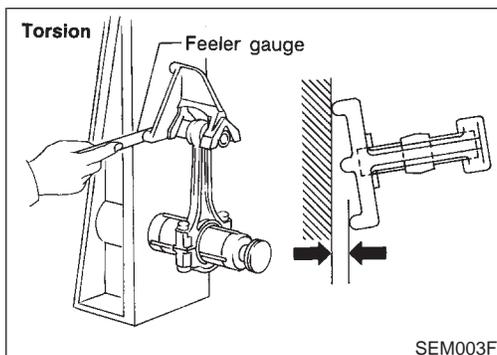
per 100 mm (3.94 in) length

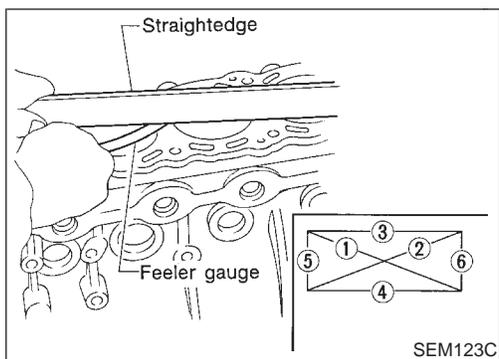
Torsion:

Limit 0.30 mm (0.0118 in)

per 100 mm (3.94 in) length

If it exceeds the limit, replace connecting rod assembly.





CYLINDER BLOCK DISTORTION AND WEAR

NFEM0027S05

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

Distortion limit: 0.10 mm (0.0039 in)

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

Resurfacing limit:

Amount of cylinder head resurfacing is "A".

Amount of cylinder block resurfacing is "B".

The maximum limit is as follows:

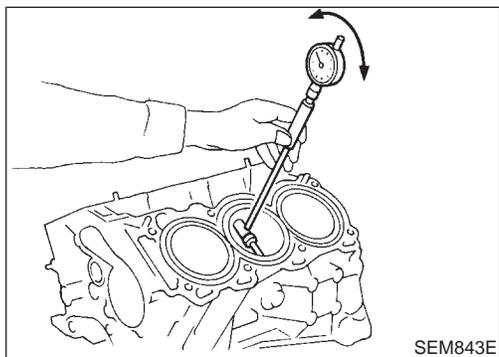
A + B = 0.2 mm (0.008 in)

Nominal cylinder block height from crankshaft center:

214.95 - 215.05 mm (8.4626 - 8.4665 in)

Refer to SDS (EM-78).

- If necessary, replace cylinder block.



PISTON-TO-BORE CLEARANCE

NFEM0027S06

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

Cylinder bore inner diameter

| Grade No. | Standard inner diameter | Wear limit |
|-----------|---|---------------------|
| No. 1 | 93.000 - 93.010 mm (3.6614 - 3.6618 in) | 0.20 mm (0.0079 in) |
| No. 2 | 93.011 - 93.020 mm (3.6618 - 3.6622 in) | |
| No. 3 | 93.021 - 93.030 mm (3.6622 - 3.6626 in) | |

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

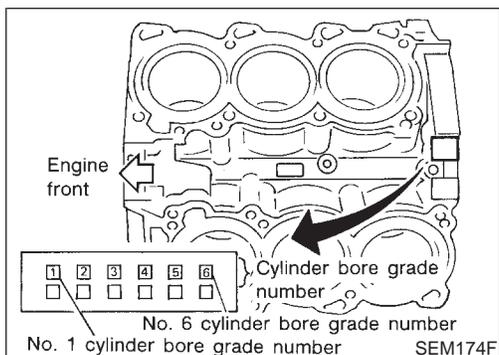
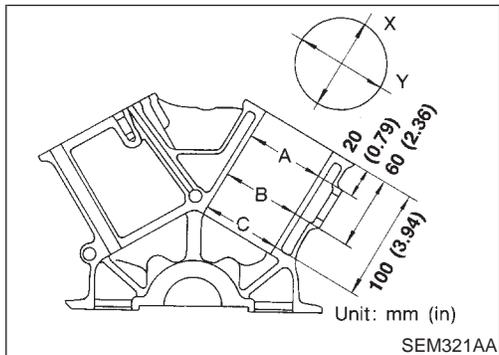
Out-of-round (X - Y):

Limit 0.015 mm (0.0006 in)

Taper (A - B - C):

Limit 0.015 mm (0.0006 in)

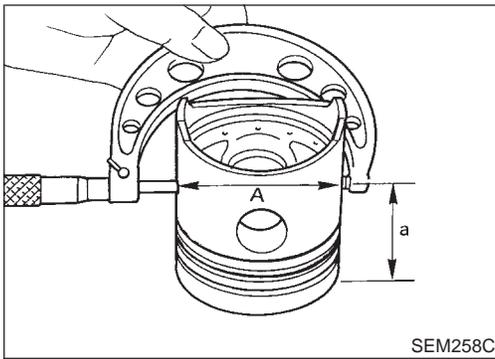
2. Check for scratches and seizure. If seizure is found, hone it.



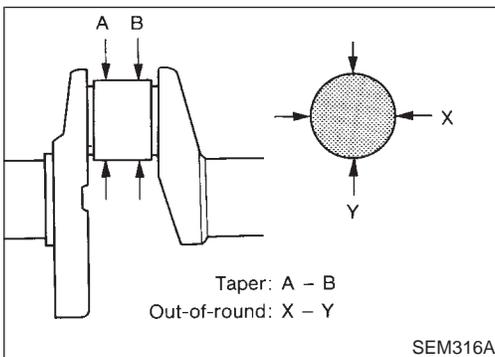
- If both cylinder block and piston are replaced with new ones, select piston of the same grade number punched on cylinder block rear position. These numbers are punched in either Arabic or Roman numerals.

CYLINDER BLOCK

Inspection (Cont'd)



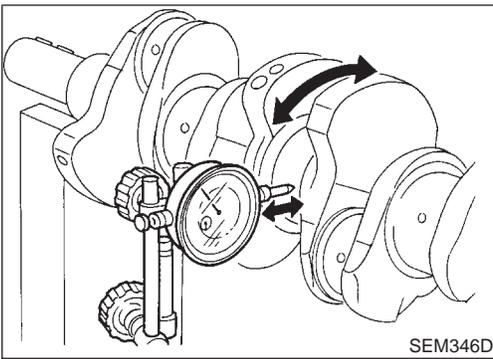
3. Measure piston skirt diameter.
Piston diameter "A": Refer to SDS (EM-79).
Measuring point "a" (Distance from the top):
45.4 mm (1.787 in)
4. Check that piston-to-bore clearance is within specification.
Piston-to-bore clearance "B":
0.010 - 0.032 mm (0.0004 - 0.0013 in)
5. Determine piston oversize according to amount of cylinder wear.
Oversize pistons are available for service.
Refer to SDS (EM-79).
6. Cylinder bore size is determined by adding piston-to-bore clearance to piston diameter "A".
Rebored size calculation: $D = A + B - C$
where,
D: Bored diameter
A: Piston diameter as measured
B: Piston-to-bore clearance
C: Honing allowance 0.02 mm (0.0008 in)
7. Install main bearing caps, and tighten to the specified torque. Otherwise, cylinder bores may be distorted in final assembly.
8. Cut cylinder bores.
 - **When any cylinder needs boring, all other cylinders must also be bored.**
 - **Do not cut too much out of cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so in diameter at a time.**
- 9.hone cylinders to obtain specified piston-to-bore clearance.
10. Measure finished cylinder bore for out-of-round and taper.
 - **Measurement should be done after cylinder bore cools down.**



CRANKSHAFT

NFEM0027S07

1. Check crankshaft main and pin journals for score, wear or cracks.
2. With a micrometer, measure journals for taper and out-of-round.
Out-of-round (X - Y):
Standard
0.002 mm (0.0001 in)
Taper (A - B):
Standard
0.002 mm (0.0001 in)



SEM346D

3. Measure crankshaft runout.

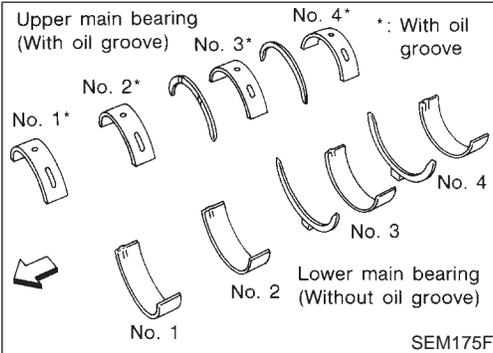
Runout (Total indicator reading):
Limit 0.10 mm (0.0039 in)

GI

MA

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SEM175F

BEARING CLEARANCE

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

NFEM0027S08

EC

Method A (Using bore gauge & micrometer)

Main bearing

NFEM0027S0801

FE

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

CL

MT

2. Install main bearing cap and bearing beam to cylinder block. **Tighten all bolts in correct order.**

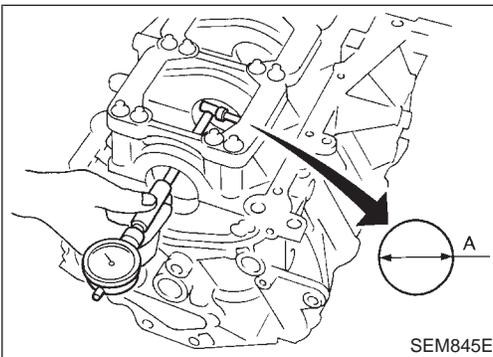
AT

3. Measure inner diameters "A" of each main bearing.

AX

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SEM845E

4. Measure outer diameters "Dm" of each crankshaft main journal.

ST

5. Calculate main bearing clearance.

Main bearing clearance = A - Dm

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

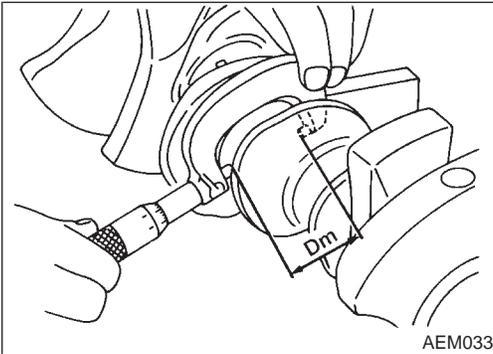
RS

Limit: 0.065 mm (0.0026 in)

BT

- If it exceeds the limit, replace bearing.
- If clearance cannot be adjusted using any standard bearing grade, grind crankshaft journal and use undersized bearing.

HA



AEM033

a. When grinding crankshaft journal, confirm that "L" dimension in fillet roll is more than the specified limit.

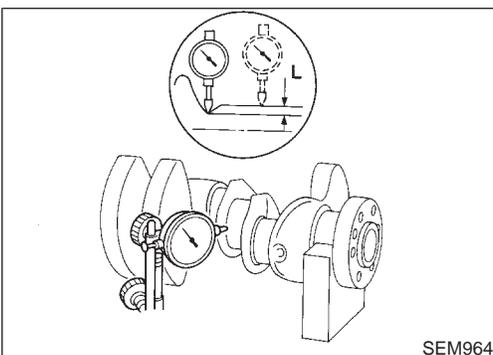
SC

"L": 0.1 mm (0.004 in)

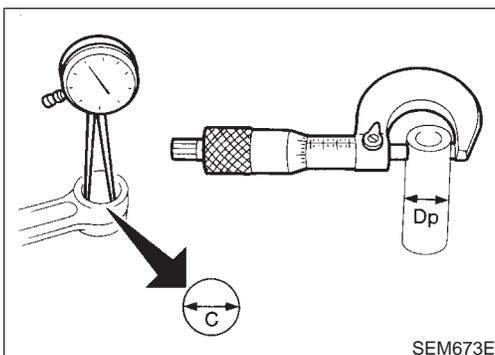
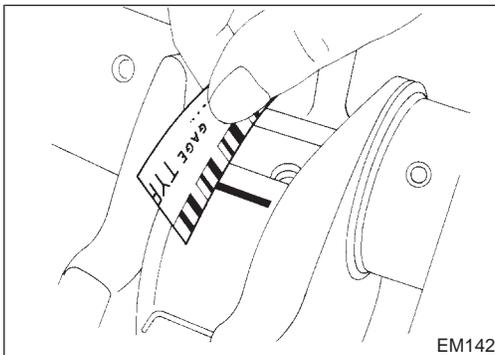
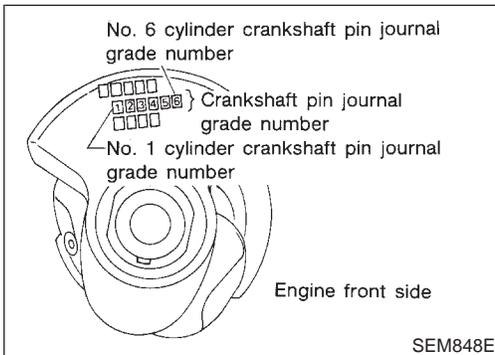
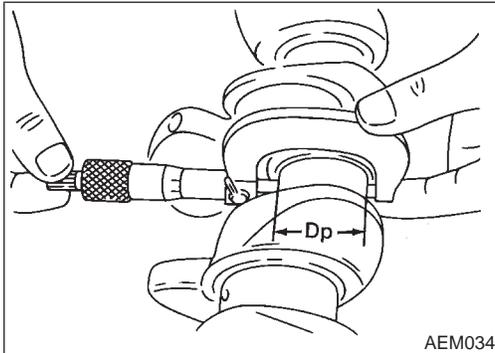
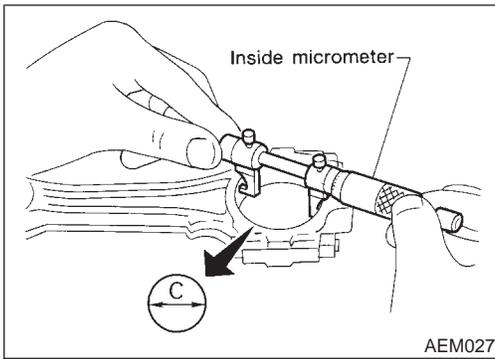
EL

b. Refer to SDS for grinding crankshaft and available service parts.

IDX



SEM964



Connecting Rod Bearing (Big end)

NFEM0027S0802

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

GI

MA

EM

LC

4. Measure outer diameter "Dp" of each crankshaft pin journal.
5. Calculate connecting rod bearing clearance.

Connecting rod bearing clearance = C - Dp

Standard: 0.034 - 0.059 mm (0.0013 - 0.0023 in) (actual clearance)

Limit: 0.070 mm (0.0028 in)

EC

FE

6. If it exceeds the limit, replace bearing.
7. If clearance cannot be adjusted within the standard of any bearing, grind crankshaft journal and use undersized bearing. Refer to "BEARING CLEARANCE — Main bearing", EM-65.

CL

MT

8. If crankshaft is replaced with a new one, select connecting rod bearing according to the following table.

Connecting rod bearing grade number (Identification color):

These numbers are punched in either Arabic or Roman numerals.

AT

AX

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

SU

BR

ST

Method B (Using plastigage)

CAUTION:

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

RS

BT

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CONNECTING ROD BUSHING CLEARANCE (SMALL END)

NFEM0027S09

1. Measure inner diameter "C" of bushing.
2. Measure outer diameter "Dp" of piston pin.
3. Calculate connecting rod bushing clearance.

Connecting rod bushing clearance = C - Dp

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

Limit: 0.030 mm (0.0012 in)

SC

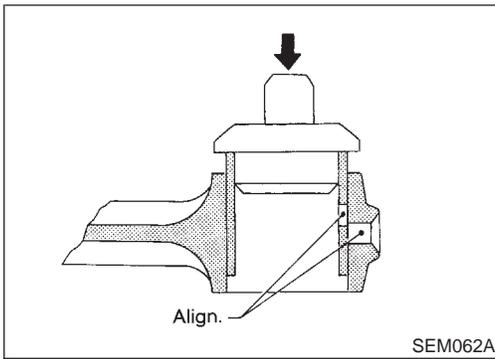
EL

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

CYLINDER BLOCK

Inspection (Cont'd)

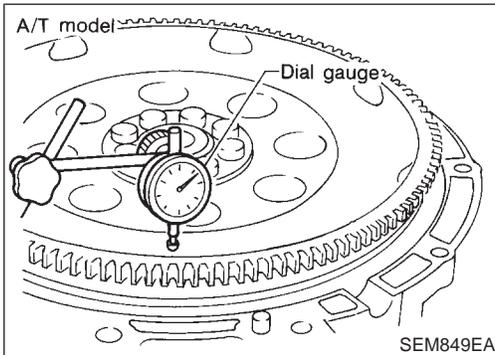


REPLACEMENT OF CONNECTING ROD BUSHING (SMALL END)

NFEM0027S10

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

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



FLYWHEEL/DRIVE PLATE RUNOUT

NFEM0027S11

Runout (Total indicator reading):

Flywheel (M/T model)★

Less than 0.15 mm (0.0059 in)

Drive plate (A/T model)

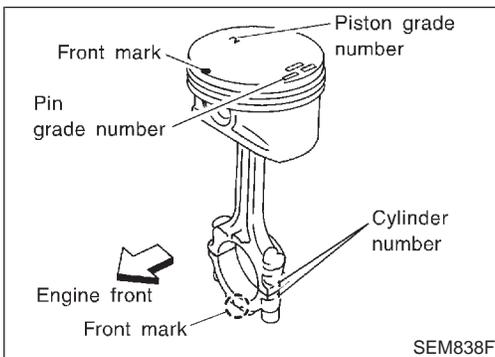
Less than 0.15 mm (0.0059 in)

★ Measurement position:

Approximately 145 mm (5.71 in) from the crankshaft center

CAUTION:

- The signal plate is built into the flywheel assembly. Be careful not to damage the signal plate, especially the teeth.
- Check the drive plate and signal plate for deformation or cracks.
- Never place the flywheel assembly with the signal plate facing down.
- Keep any magnetized objects away from the signal plate.
- Do not allow any magnetic materials to contact the signal plate teeth.
- Do not surface flywheel. Replace as necessary.



Assembly

NFEM0028

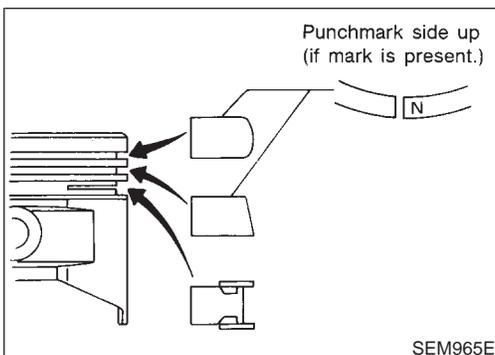
PISTON

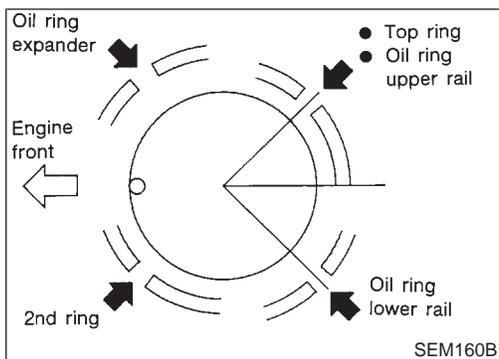
NFEM0028S01

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

CAUTION:

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





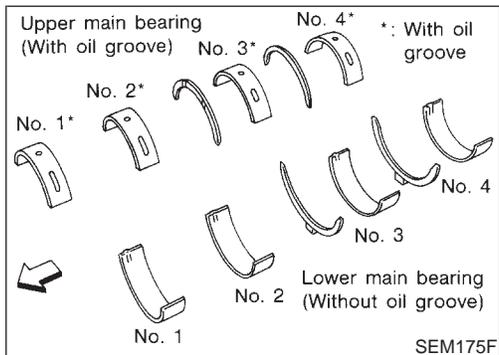
- Align piston rings so that end gaps are positioned as shown in the figure.

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EM

LC



CRANKSHAFT

NFEM0028S02

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

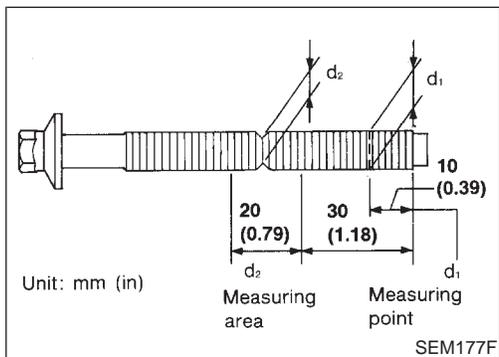
EC

- Confirm that correct main bearings are used. Refer to "Inspection" of this section.

FE

CL

MT



2. Instructions for re-use of main bearing cap bolts.

- A plastic zone tightening method is used for tightening main bearing cap bolts. Measure d_1 and d_2 as shown in the figure.

AT

d_2 : Select minimum diameter in the measuring area.

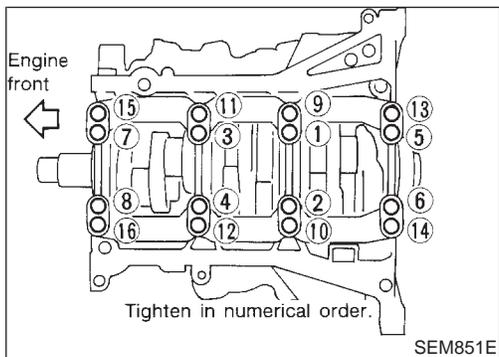
AX

If the difference between d_1 and d_2 exceeds the limit, replace the bolts with new ones.

Limit ($d_1 - d_2$): 0.11 mm (0.0043 in)

SU

BR



3. After installing crankshaft, main bearing cap, main bearing beam and bearing cap bolts, tighten bearing cap bolts in numerical order as shown.

ST

- Tightening procedure

RS

- a) Tighten all bolts to 32 to 38 N·m (3.3 to 3.9 kg·m, 24 to 28 ft·lb).

BT

- b) Turn all bolts 90 to 95 degrees clockwise with angle wrench.

HA

- Prior to tightening bearing cap bolts, place bearing beam in its proper position by shifting crankshaft in the axial direction.

SC

- After securing bearing cap bolts, make sure crankshaft turns smoothly by hand.

EL

- Lubricate threads and seat surfaces of the bolts with new engine oil.

4. Measure crankshaft end play.

Crankshaft end play:

Standard

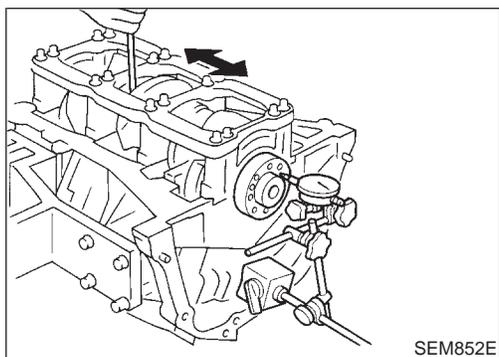
0.10 - 0.25 mm (0.0039 - 0.0098 in)

Limit

0.30 mm (0.0118 in)

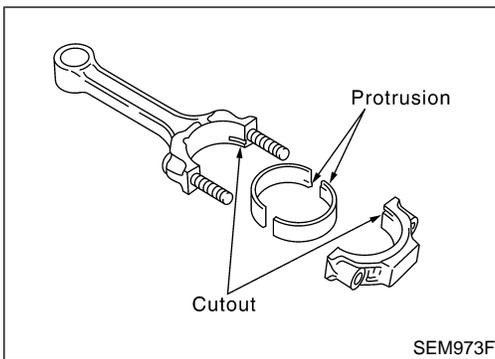
IDX

If beyond the limit, replace bearing with a new one.

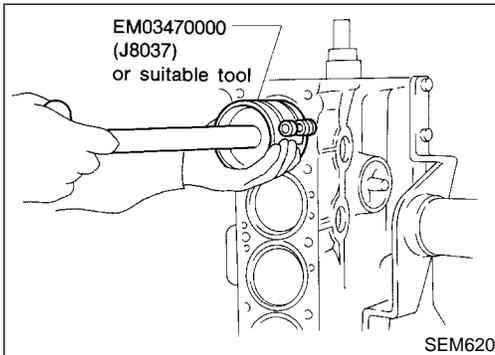


CYLINDER BLOCK

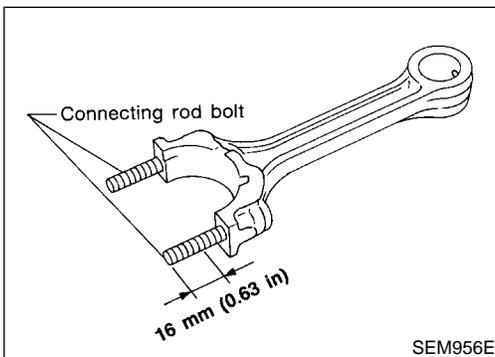
Assembly (Cont'd)



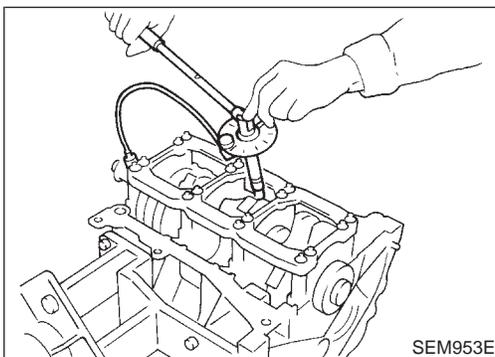
5. Install connecting rod bearings in connecting rods and connecting rod caps.
 - **Confirm that correct bearings are used.**



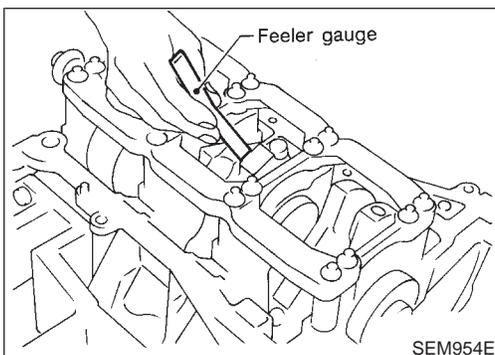
6. Install pistons with connecting rods.
 - a. Install them into corresponding cylinders with Tool.
 - **Be careful not to scratch cylinder wall with the connecting rod.**
 - **Arrange so that front mark on piston head faces toward engine front.**



- b. A plastic zone tightening method is used for tightening connecting rod bolts and nuts. Check the old bolts for deformation before re-using them.
 - **Ensure that the connecting rod nut can be screwed smoothly as far as the bolt thread end.**
 - **If this is not possible, use slide calipers to measure the outside diameter of the narrowest thread part of the bolt at 16 mm (0.63 in) from the thread end. Replace the connecting rod bolt and nut, if under the limit.**
 - Standard: 7.90 - 8.00 mm (0.3110 - 0.3150 in)**
 - Limit: 7.75 mm (0.3051 in)**



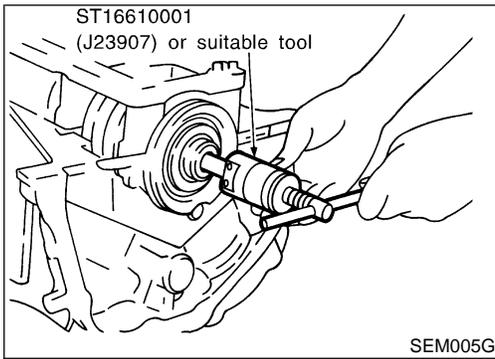
- c. Install connecting rod caps.
 - **Lubricate threads and seat surfaces with new engine oil.** Tighten connecting rod bearing cap nuts to the specified torque.
 - Connecting rod bearing nut:**
 - (1) Tighten nuts to 19 to 21 N·m (1.9 to 2.1 kg·m, 14 to 15 ft·lb).
 - (2) Turn nuts 90 to 95 degrees clockwise with angle wrench.



7. Measure connecting rod side clearance.
 - Connecting rod side clearance:**
 - Standard**
 - 0.20 - 0.35 mm (0.0079 - 0.0138 in)**
 - Limit**
 - 0.40 mm (0.0157 in)**
 - If beyond the limit, replace connecting rod and/or crankshaft.
8. Install rear oil seal retainer.

CYLINDER BLOCK

Assembly (Cont'd)



REPLACEMENT OF PILOT BUSHING (M/T) OR PILOT CONVERTER (A/T)

1. Remove pilot bushing or pilot converter using tool or suitable tool.

NFEM0028S04

GI

MA

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RS

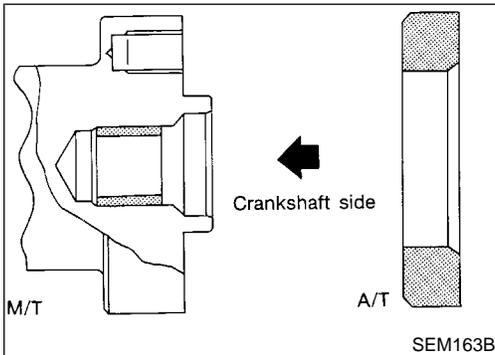
BT

HA

SC

EL

IDX



2. Install pilot bushing or pilot converter as shown.

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

General Specifications

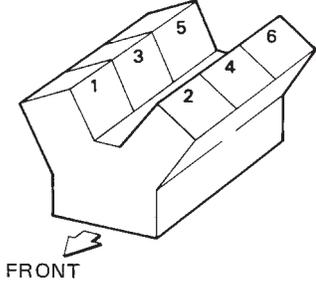
NFEM0029

| | | |
|--------------------------------------|-------------|--------------------------|
| Cylinder arrangement | | V-6 |
| Displacement cm ³ (cu in) | | 2,988 (182.33) |
| Bore and stroke mm (in) | | 93 x 73.3 (3.66 x 2.886) |
| 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 | | 10.0 |

Compression Pressure

Unit: kPa (kg/cm², psi)/300 rpm ^{NFEM0030}

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

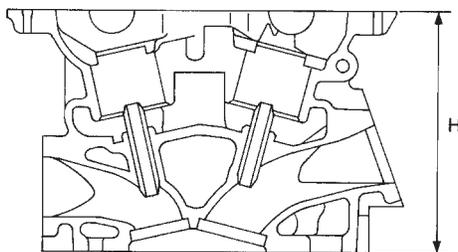
| | | |
|-----------------|--|--|
| Cylinder number |  <p style="text-align: center;">FRONT</p> | |
|-----------------|--|--|

SEM713A

Cylinder Head

Unit: mm (in) ^{NFEM0031}

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



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

SEM949E

SERVICE DATA AND SPECIFICATIONS (SDS)

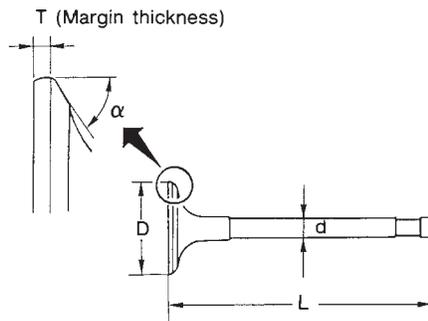
Valve

Valve

VALVE

NFEM0032

NFEM0032S01
Unit: mm (in)



SEM188

| | | |
|---------------------------------------|---------|---------------------------------|
| Valve head diameter "D" | Intake | 36.0 - 36.3 (1.417 - 1.429) |
| | Exhaust | 31.2 - 31.5 (1.228 - 1.240) |
| Valve length "L" | Intake | 97.32 - 97.82 (3.8315 - 3.8512) |
| | Exhaust | 94.85 - 95.35 (3.7342 - 3.7539) |
| Valve stem diameter "d" | Intake | 5.965 - 5.980 (0.2348 - 0.2354) |
| | Exhaust | 5.945 - 5.960 (0.2341 - 0.2346) |
| Valve seat angle "α" | Intake | 45°15' - 45°45' |
| | Exhaust | |
| Valve margin "T" | Intake | 0.95 - 1.25 (0.0374 - 0.0492) |
| | Exhaust | 1.15 - 1.45 (0.0453 - 0.0571) |
| Valve margin "T" limit | | More than 0.5 (0.020) |
| Valve stem end surface grinding limit | | Less than 0.2 (0.008) |
| Valve clearance (Cold) | Intake | 0.26 - 0.34 (0.010 - 0.013) |
| | Exhaust | 0.29 - 0.37 (0.011 - 0.015) |

VALVE CLEARANCE

NFEM0032S02
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)

AVAILABLE SHIMS

NFEM0032S03

| Thickness mm (in) | Identification mark |
|-------------------|---------------------|
| 2.32 (0.0913) | 232 |
| 2.33 (0.0917) | 233 |
| 2.34 (0.0921) | 234 |
| 2.35 (0.0925) | 235 |
| 2.36 (0.0929) | 236 |
| 2.37 (0.0933) | 237 |
| 2.38 (0.0937) | 238 |
| 2.39 (0.0941) | 239 |

SERVICE DATA AND SPECIFICATIONS (SDS)

Valve (Cont'd)

| Thickness mm (in) | Identification mark |
|-------------------|---------------------|
| 2.40 (0.0945) | 240 |
| 2.41 (0.0949) | 241 |
| 2.42 (0.0953) | 242 |
| 2.43 (0.0957) | 243 |
| 2.44 (0.0961) | 244 |
| 2.45 (0.0965) | 245 |
| 2.46 (0.0969) | 246 |
| 2.47 (0.0972) | 247 |
| 2.48 (0.0976) | 248 |
| 2.49 (0.0980) | 249 |
| 2.50 (0.0984) | 250 |
| 2.51 (0.0988) | 251 |
| 2.52 (0.0992) | 252 |
| 2.53 (0.0996) | 253 |
| 2.54 (0.1000) | 254 |
| 2.55 (0.1004) | 255 |
| 2.56 (0.1008) | 256 |
| 2.57 (0.1012) | 257 |
| 2.58 (0.1016) | 258 |
| 2.59 (0.1020) | 259 |
| 2.60 (0.1024) | 260 |
| 2.61 (0.1028) | 261 |
| 2.62 (0.1031) | 262 |
| 2.63 (0.1035) | 263 |
| 2.64 (0.1039) | 264 |
| 2.65 (0.1043) | 265 |
| 2.66 (0.1047) | 266 |
| 2.67 (0.1051) | 267 |
| 2.68 (0.1055) | 268 |
| 2.69 (0.1059) | 269 |
| 2.70 (0.1063) | 270 |
| 2.71 (0.1067) | 271 |
| 2.72 (0.1071) | 272 |
| 2.73 (0.1075) | 273 |
| 2.74 (0.1079) | 274 |
| 2.75 (0.1083) | 275 |
| 2.76 (0.1087) | 276 |
| 2.77 (0.1091) | 277 |
| 2.78 (0.1094) | 278 |
| 2.79 (0.1098) | 279 |

SERVICE DATA AND SPECIFICATIONS (SDS)

Valve (Cont'd)

| Thickness mm (in) | Identification mark |
|-------------------|---------------------|
| 2.80 (0.1102) | 280 |
| 2.81 (0.1106) | 281 |
| 2.82 (0.1110) | 282 |
| 2.83 (0.1114) | 283 |
| 2.84 (0.1118) | 284 |
| 2.85 (0.1122) | 285 |
| 2.86 (0.1126) | 286 |
| 2.87 (0.1130) | 287 |
| 2.88 (0.1134) | 288 |
| 2.89 (0.1138) | 289 |
| 2.90 (0.1142) | 290 |
| 2.91 (0.1146) | 291 |
| 2.92 (0.1150) | 292 |
| 2.93 (0.1154) | 293 |
| 2.94 (0.1157) | 294 |
| 2.95 (0.1161) | 295 |

GI

MA

EM

LC

EC

FE

CL

MT

AT

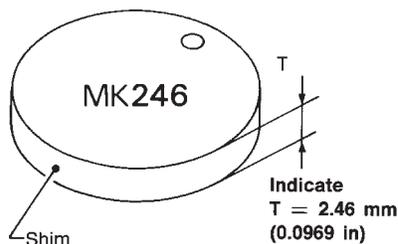
AX

SU

BR

SEM966E

ST



VALVE SPRING

NFEM0032S04

| | | |
|---------------------------------------|----------|----------------------------------|
| Free height mm (in) | | 47.10 (1.8543) |
| Pressure N (kg, lb) at height mm (in) | Standard | 202 (20.6, 45.4) at 37.0 (1.457) |
| | Limit | 436 (44.5, 98.1) at 28.2 (1.110) |
| Out-of-square mm (in) | | Less than 2.0 (0.079) |

RS

BT

HA

VALVE LIFTER

NFEM0032S05
Unit: mm (in)

| | |
|---|-----------------------------------|
| Valve lifter outer diameter | 34.960 - 34.975 (1.3764 - 1.3770) |
| Lifter guide inner diameter | 35.000 - 35.021 (1.3780 - 1.3788) |
| Clearance between lifter and lifter guide | 0.025 - 0.061 (0.0010 - 0.0024) |

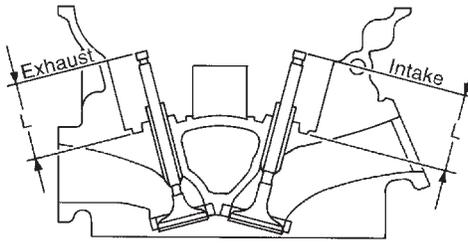
SC

EL

IDX

SERVICE DATA AND SPECIFICATIONS (SDS)

Valve Seat (Cont'd)



SEM621F

| | | Standard | Service |
|--|---------|-----------------------------------|-----------------------------------|
| Cylinder head seat recess diameter (D) | Intake | 37.000 - 37.016 (1.4567 - 1.4573) | 37.500 - 37.516 (1.4764 - 1.4770) |
| | 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 | 37.097 - 37.113 (1.4605 - 1.4611) | 37.597 - 37.613 (1.4802 - 1.4808) |
| | 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) | |

Camshaft and Camshaft Bearing

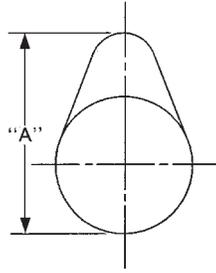
NFEM0034
Unit: mm (in)

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

*: Total indicator reading

SERVICE DATA AND SPECIFICATIONS (SDS)

Camshaft and Camshaft Bearing (Cont'd)



EM671

| | | |
|--------------------------|---------|-----------------------------------|
| Cam height "A" | Intake | 43.940 - 44.130 (1.7299 - 1.7374) |
| | Exhaust | 44.465 - 44.655 (1.7506 - 1.7581) |
| Wear limit of cam height | | 0.2 (0.008) |

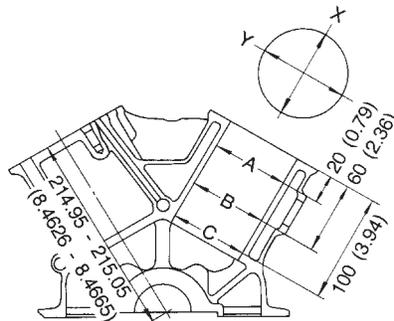
| | | | | | |
|--------------|--|--|--|--|--|
| Valve timing | | | | | |
|--------------|--|--|--|--|--|

Unit: degree

| a | b | c | d | e | f |
|-----|-----|---|----|---|----|
| 232 | 224 | 3 | 41 | 3 | 49 |

Cylinder Block

NFEM0035
Unit: mm (in)



SEM022EA

| | | | | |
|----------------------|----------------|----------|--------------------------|-----------------------------------|
| Surface flatness | Standard | | Less than 0.03 (0.0012) | |
| | Limit | | 0.10 (0.0039) | |
| Cylinder bore | Inner diameter | Standard | Grade No. 1 | 93.000 - 93.010 (3.6614 - 3.6618) |
| | | | Grade No. 2 | 93.011 - 93.020 (3.6618 - 3.6622) |
| | | | Grade No. 3 | 93.021 - 93.030 (3.6622 - 3.6626) |
| | Wear limit | | 0.20 (0.0079) | |
| Out-of-round (X - Y) | | | Less than 0.015 (0.0006) | |
| Taper (A - B - C) | | | Less than 0.015 (0.0006) | |

SERVICE DATA AND SPECIFICATIONS (SDS)

Cylinder Block (Cont'd)

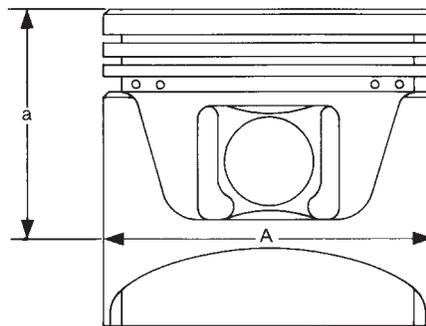
| | | | | |
|---|-----------------------------------|-----------------------------------|----|----|
| Main journal inner diameter grade (Without bearing) | Grade No. A | 63.993 - 63.994 (2.5194 - 2.5194) | GI | |
| | Grade No. B | 63.994 - 63.995 (2.5194 - 2.5195) | | |
| | Grade No. C | 63.995 - 63.996 (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) | | MA |
| | 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) | | EM |
| | 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) | | LC |
| | 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) | | EC |
| 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) | FE | | |
| 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) | CL | | |
| Difference in inner diameter between cylinders | Standard | Less than 0.03 (0.0012) | MT | |

Piston, Piston Ring and Piston Pin

AVAILABLE PISTON

NFEM0036

NFEM0036S01
Unit: mm (in)



SEM882E

| | | | | |
|------------------------------------|----------|----------------------------------|-----------------------------------|----|
| Piston skirt diameter "A" | Standard | Grade No. 1 | 92.979 - 92.988 (3.6606 - 3.6609) | RS |
| | | Grade No. 2 | 92.988 - 93.000 (3.6609 - 3.6614) | |
| | | Grade No. 3 | 93.000 - 93.009 (3.6614 - 3.6618) | |
| | | 0.20 (0.0079) oversize (Service) | 93.179 - 93.209 (3.6685 - 3.6696) | |
| "a" dimension | | | 45.4 (1.787) | |
| Piston pin hole diameter | | Grade No. 0 | 21.993 - 21.999 (0.8659 - 0.8661) | SC |
| | | Grade No. 1 | 21.999 - 22.005 (0.8661 - 0.8663) | |
| Piston clearance to cylinder block | | | 0.010 - 0.032 (0.0004 - 0.0013) | EL |

IDX

SERVICE DATA AND SPECIFICATIONS (SDS)

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

PISTON RING

^{=NFEM0036S02}
Unit: mm (in)

| | | Standard | Limit |
|----------------|-----------------|---------------------------------|---------------|
| Side clearance | Top | 0.040 - 0.080 (0.0016 - 0.0031) | 0.11 (0.0043) |
| | 2nd | 0.030 - 0.070 (0.0012 - 0.0028) | 0.1 (0.004) |
| | Oil ring | 0.015 - 0.185 (0.0006 - 0.0073) | — |
| End gap | Top | 0.22 - 0.32 (0.0087 - 0.0126) | 0.55 (0.0217) |
| | 2nd | 0.32 - 0.47 (0.0126 - 0.0185) | 0.85 (0.0335) |
| | Oil (rail ring) | 0.20 - 0.60 (0.0079 - 0.0236) | 0.95 (0.0374) |

PISTON PIN

^{NFEM0036S03}
Unit: mm (in)

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

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

Connecting Rod

^{NFEM0037}
Unit: mm (in)

| | | |
|---|-------------|-----------------------------------|
| Center distance | | 147.60 - 147.70 (5.8110 - 5.8149) |
| 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 | | 48.000 - 48.013 (1.8898 - 1.8903) |
| Side clearance | Standard | 0.20 - 0.35 (0.0079 - 0.0138) |
| | Limit | 0.40 (0.0157) |

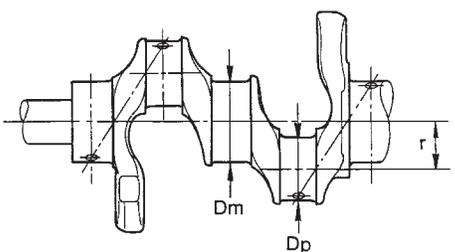
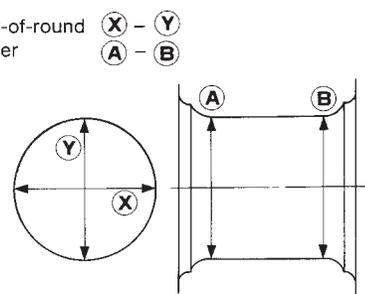
*: After installing in connecting rod

SERVICE DATA AND SPECIFICATIONS (SDS)

Crankshaft

Crankshaft

Unit: mm (in) ^{NFEM0038}

| | | | |
|---|-----------------------------------|---|----|
| Main journal dia. "Dm" grade | Grade No. A | 59.975 - 59.974 (2.3612 - 2.3612) | GI |
| | Grade No. B | 59.974 - 59.973 (2.3612 - 2.3611) | |
| | Grade No. C | 59.973 - 59.972 (2.3611 - 2.3611) | MA |
| | 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) | EM |
| | 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) | LC |
| | 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) | EC |
| | 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) | FE |
| | 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) | CL | |
| 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) | MT | |
| Pin journal dia. "Dp" | Grade No. 0 | 44.968 - 44.974 (1.7704 - 1.7706) | |
| | Grade No. 1 | 44.962 - 44.968 (1.7702 - 1.7704) | AT |
| | Grade No. 2 | 44.956 - 44.962 (1.7699 - 1.7702) | |
| Center distance "r" | | 36.61 - 36.69 (1.4413 - 1.4445) | |
| Out-of-round (X - Y) | Standard | Less than 0.002 (0.0001) | AX |
| Taper (A - B) | Standard | Less than 0.002 (0.0001) | SU |
| Runout [TIR*] | Limit | Less than 0.10 (0.0039) | |
| Free end play | Standard | 0.10 - 0.25 (0.0039 - 0.0098) | BR |
| | Limit | 0.30 (0.0118) | |
|  <p>SEM645</p> | | <p>Out-of-round $\text{X} - \text{Y}$ Taper $\text{A} - \text{B}$</p>  <p>EM715</p> | |

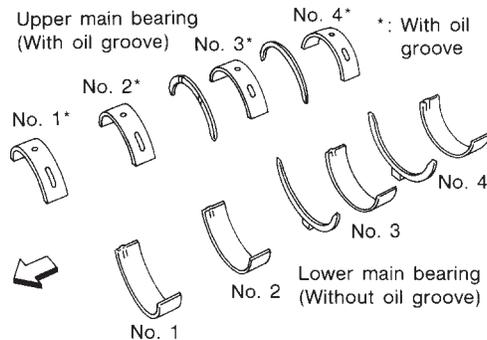
*: Total indicator reading

SERVICE DATA AND SPECIFICATIONS (SDS)

Available Main Bearing

Available Main Bearing

NFEM0039



SEM175F

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

UNDERSIZE

NFEM0039S01
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. |

SERVICE DATA AND SPECIFICATIONS (SDS)

Available Connecting Rod Bearing

Available Connecting Rod Bearing

NFEM0040

CONNECTING ROD BEARING

NFEM0040S01

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

UNDERSIZE

NFEM0040S02
Unit: mm (in)

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

Miscellaneous Components

NFEM0041
Unit: mm (in)

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

*: Total indicator reading

BEARING CLEARANCE

NFEM0041S01
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

GI

MA

EM

LC

EC

FE

CL

MT

AT

AX

SU

BR

ST

RS

BT

HA

SC

EL

IDX

NOTES