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SECTION **EM**

ENGINE MECHANICAL

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SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting - Engine Valve Noise

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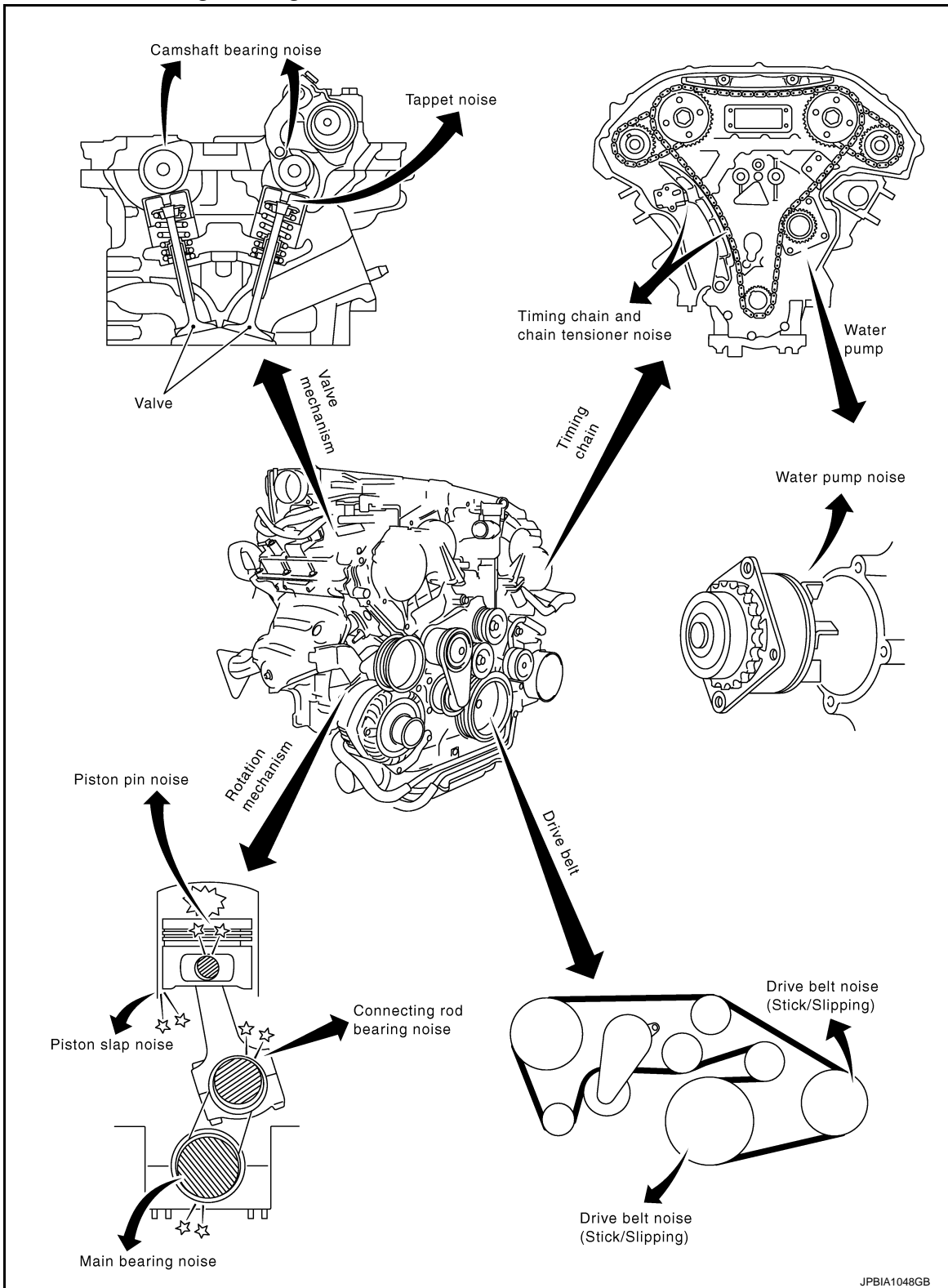
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Use the Chart Below to Help You Find the Cause of the Symptom

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1. Locate the area where noise occurs.

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

[REGULAR GRADE]

2. Confirm the type of noise.
3. Specify the operating condition of the 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-22 |
| | Rattle | C | A | — | A | B | C | Camshaft bearing noise | Camshaft runout Camshaft journal oil clearance | EM-145 |
| Crankshaft pulley Cylinder block (Side of engine) Oil pan | Slap or knock | — | A | — | B | B | — | Piston pin noise | Piston to piston pin oil clearance Connecting rod bushing oil clearance | EM-150 |
| | Slap or rap | A | — | — | B | B | A | Piston slap noise | Piston to cylinder bore clearance Piston ring side clearance Piston ring end gap Connecting rod bend and torsion | EM-150 |
| | Knock | A | B | C | B | B | B | Connecting rod bearing noise | Connecting rod bushing oil clearance Connecting rod bearing oil clearance | EM-150 EM-154 |
| | Knock | A | B | — | A | B | C | Main bearing noise | Main bearing oil clearance Crankshaft runout | EM-153 EM-150 |
| Front of engine Timing chain case | Tapping or ticking | A | A | — | B | B | B | Timing chain and timing chain tensioner noise | Timing chain cracks and wear Timing chain tensioner operation | EM-69 EM-56 |
| Front of engine | Squeaking or fizzing | A | B | — | B | — | C | Drive belt (Sticking or slipping) | Drive belt deflection | EM-17 |
| | Creaking | A | B | A | B | A | B | Drive belt (Slipping) | Idler pulley bearing operation | |
| | Squall Creak | A | B | — | B | A | B | Water pump noise | Water pump operation | CO-22 , "Exploded View" |

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

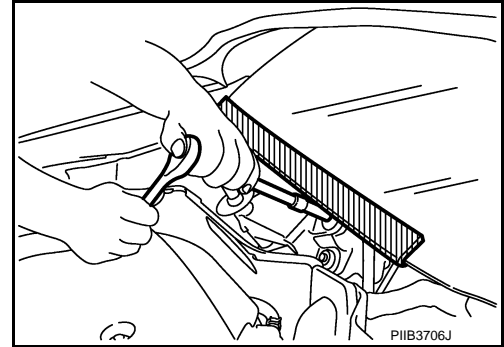
PRECAUTION

PRECAUTIONS
FOR USA AND CANADA

FOR USA AND CANADA : Precaution for Procedure without Cowl Top Cover

INFOID:000000008193850

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



FOR USA AND CANADA : Precautions Necessary for Steering Wheel Rotation After Battery Disconnection

INFOID:000000008193851

CAUTION:

Comply with the following cautions to prevent any error and malfunction.

- Before removing and installing any control units, first turn the ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

For vehicle with steering lock unit, if the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the operation procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.
 - NOTE:**
Supply power using jumper cables if battery is discharged.
2. Turn the ignition switch to ACC position.
(At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT.

FOR USA AND CANADA : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000008193852

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted.

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PRECAUTIONS

< PRECAUTION >

[REGULAR GRADE]

Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

FOR USA AND CANADA : Precaution for Battery Service

INFOID:000000008193853

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

FOR USA AND CANADA : Precautions For Engine Service

INFOID:000000008193854

DISCONNECTING FUEL PIPING

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

DRAINING ENGINE COOLANT

Drain engine coolant and engine oil when the engine is cooled.

INSPECTION, REPAIR AND REPLACEMENT

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

REMOVAL AND DISASSEMBLY

- When instructed to use SST, use specified tools. Always be careful to work safely, avoid forceful or uninstructed operations.
- Exercise maximum care to avoid damage to mating or sliding surfaces.
- Dowel pins are used for several parts alignment. When replacing and reassembling parts with dowel pins, check that dowel pins are installed in the original position.
- Must cover openings of engine system with a tape or equivalent, to seal out foreign materials.
- Mark and arrange disassembly parts in an organized way for easy troubleshooting and reassembly.
- When loosening nuts and bolts, as a basic rule, start with the one furthest outside, then the one diagonally opposite, and so on. If the order of loosening is specified, do exactly as specified. Power tools may be used in the step.

ASSEMBLY AND INSTALLATION

- Use torque wrench to tighten bolts or nuts to specification.

PRECAUTIONS

< PRECAUTION >

[REGULAR GRADE]

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

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FOR USA AND CANADA : Parts Requiring Angle Tightening

INFOID:000000008193856

- Use the angle wrench [SST: KV10112100 (BT8653-A)] for the final tightening of the following engine parts:
 - Cylinder head bolts
 - Lower cylinder block bolts
 - Connecting rod cap bolts
- 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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FOR USA AND CANADA : Liquid Gasket

INFOID:000000008193856

REMOVAL OF LIQUID GASKET SEALING

- After removing mounting bolts and nuts, separate the mating surface using the seal cutter [SST: KV10111100 (J-37228)] (A) and remove old liquid gasket sealing.

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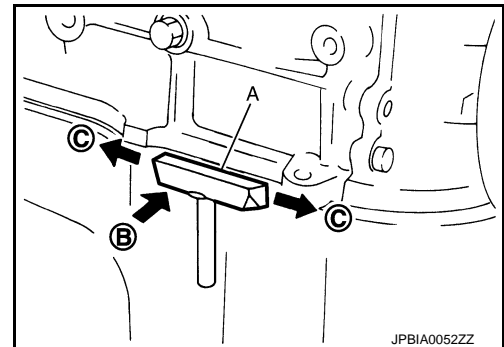
CAUTION:

Be careful not to damage the mating surfaces.

- Tap the seal cutter [SST: KV10111100 (J-37228)] to insert it (B), and then slide it (C) by tapping on the side as shown in the figure.
- In areas where the seal cutter [SST: KV10111100 (J-37228)] is difficult to use, lightly tap the parts using a plastic hammer to remove it.

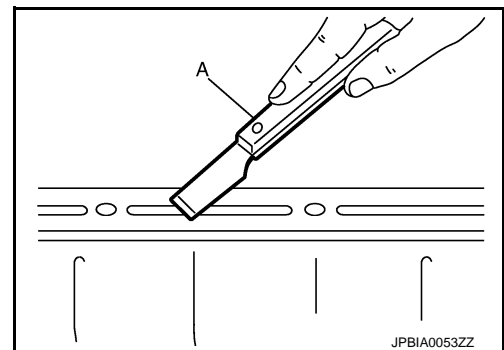
CAUTION:

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



LIQUID GASKET APPLICATION PROCEDURE

1. Using a scraper (A), remove old liquid gasket adhering to the liquid gasket application surface and the mating surface.
 - Remove liquid gasket completely from the groove of the liquid gasket application surface, mounting bolts and bolt holes.
2. Wipe the liquid gasket application surface and the mating surface with white gasoline (lighting and heating use) to remove adhering moisture, grease and foreign materials.

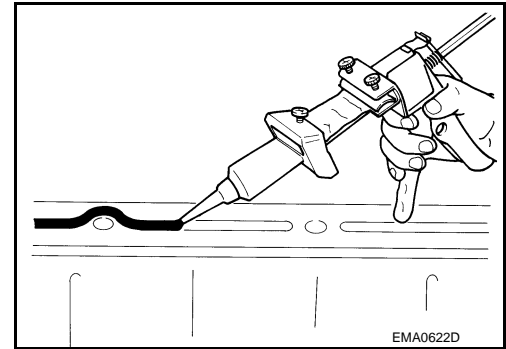


PRECAUTIONS

< PRECAUTION >

[REGULAR GRADE]

3. Attach liquid gasket tube to the tube presser (commercial service tool).
Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22. "Recommended Chemical Products and Sealants".
4. Apply liquid gasket without gaps to the specified location according to the specified dimensions.
 - If there is a groove for liquid gasket application, apply liquid gasket to the groove.

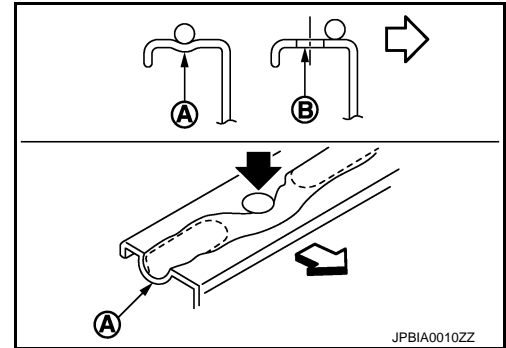


- As for bolt holes (B), normally apply liquid gasket inside the holes. Occasionally, it should be applied outside the holes. Check to read the text of this manual.

A : Groove

⇐ : Inside

- Within five minutes of liquid gasket application, install the mating component.
- If liquid gasket protrudes, wipe it off immediately.
- Do not retighten mounting bolts or nuts after the installation.
- After 30 minutes or more have passed from the installation, fill engine oil and engine coolant.



CAUTION:

If there are specific instructions in this manual, observe them.

FOR USA AND CANADA : Definitions of Bank Names

INFOID:000000008193857

- In this manual, each bank name is defined as follows:

A : Bank 1 (The conventional right bank)

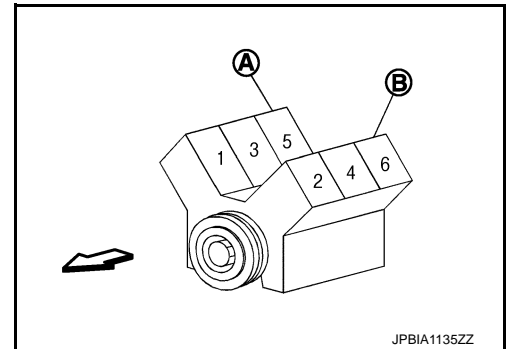
B : Bank 2 (The conventional left bank)

⇐ : Engine front

- For cylinder numbers and bank layout, refer to the illustration.

Bank 1 : The bank side including cylinder No. 1 (odd-numbered cylinder side)

Bank 2 : The other bank side of the above (even-numbered cylinder side)

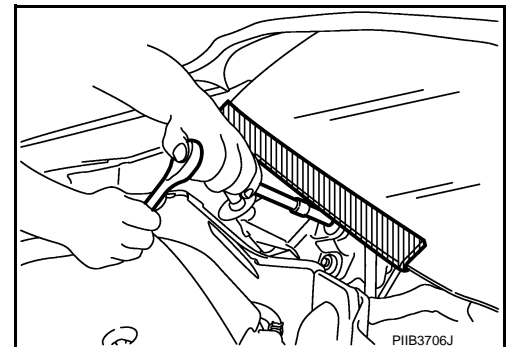


FOR MEXICO

FOR MEXICO : Precaution for Procedure without Cowl Top Cover

INFOID:000000008193858

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



FOR MEXICO : Precautions Necessary for Steering Wheel Rotation After Battery Dis-

PRECAUTIONS

< PRECAUTION >

[REGULAR GRADE]

connection

INFOID:000000008193859

CAUTION:

Comply with the following cautions to prevent any error and malfunction.

- Before removing and installing any control units, first turn the ignition switch to the LOCK position, then disconnect both battery cables.
- After finishing work, confirm that all control unit connectors are connected properly, then re-connect both battery cables.
- Always use CONSULT to perform self-diagnosis as a part of each function inspection after finishing work. If a DTC is detected, perform trouble diagnosis according to self-diagnosis results.

For vehicle with steering lock unit, if the battery is disconnected or discharged, the steering wheel will lock and cannot be turned.

If turning the steering wheel is required with the battery disconnected or discharged, follow the operation procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

2. Turn the ignition switch to ACC position.
(At this time, the steering lock will be released.)
3. Disconnect both battery cables. The steering lock will remain released with both battery cables disconnected and the steering wheel can be turned.
4. Perform the necessary repair operation.
5. When the repair work is completed, re-connect both battery cables. With the brake pedal released, turn the ignition switch from ACC position to ON position, then to LOCK position. (The steering wheel will lock when the ignition switch is turned to LOCK position.)
6. Perform self-diagnosis check of all control units using CONSULT.

FOR MEXICO : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000008193860

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

PRECAUTIONS

< PRECAUTION >

[REGULAR GRADE]

FOR MEXICO : Precaution for Battery Service

INFOID:000000008193861

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

FOR MEXICO : Precautions For Engine Service

INFOID:000000008193862

DISCONNECTING FUEL PIPING

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

DRAINING ENGINE COOLANT

Drain engine coolant and engine oil when the engine is cooled.

INSPECTION, REPAIR AND REPLACEMENT

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

REMOVAL AND DISASSEMBLY

- When instructed to use SST, use specified tools. Always be careful to work safely, avoid forceful or un instructed operations.
- Exercise maximum care to avoid damage to mating or sliding surfaces.
- Dowel pins are used for several parts alignment. When replacing and reassembling parts with dowel pins, check that dowel pins are installed in the original position.
- Must cover openings of engine system with a tape or equivalent, to seal out foreign materials.
- Mark and arrange disassembly parts in an organized way for easy troubleshooting and reassembly.
- When loosening nuts and bolts, as a basic rule, start with the one furthest outside, then the one diagonally opposite, and so on. If the order of loosening is specified, do exactly as specified. Power tools may be used in the step.

ASSEMBLY AND INSTALLATION

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

FOR MEXICO : Parts Requiring Angle Tightening

INFOID:000000008193863

- Use the angle wrench [SST: KV10112100 (BT8653-A)] for the final tightening of the following engine parts:
 - Cylinder head bolts
 - Lower cylinder block bolts
 - Connecting rod cap bolts
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

PRECAUTIONS

< PRECAUTION >

[REGULAR GRADE]

FOR MEXICO : Liquid Gasket

INFOID:00000008193864

REMOVAL OF LIQUID GASKET SEALING

- After removing mounting bolts and nuts, separate the mating surface using the seal cutter [SST: KV10111100 (J-37228)] (A) and remove old liquid gasket sealing.

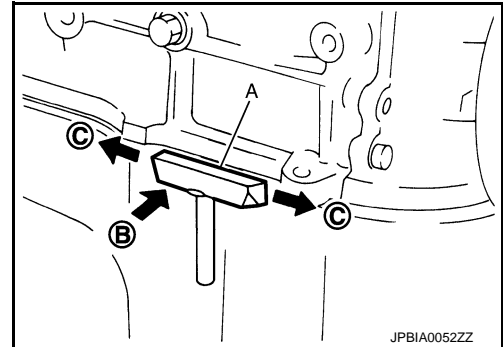
CAUTION:

Be careful not to damage the mating surfaces.

- Tap the seal cutter [SST: KV10111100 (J-37228)] to insert it (B), and then slide it (C) by tapping on the side as shown in the figure.
- In areas where the seal cutter [SST: KV10111100 (J-37228)] is difficult to use, lightly tap the parts using a plastic hammer to remove it.

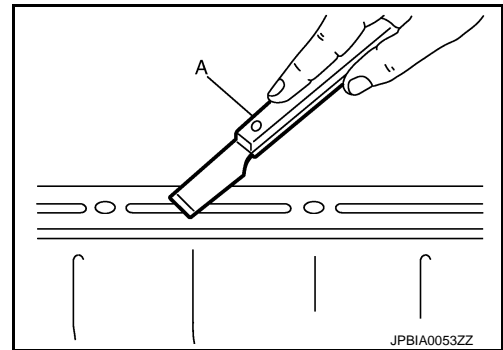
CAUTION:

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



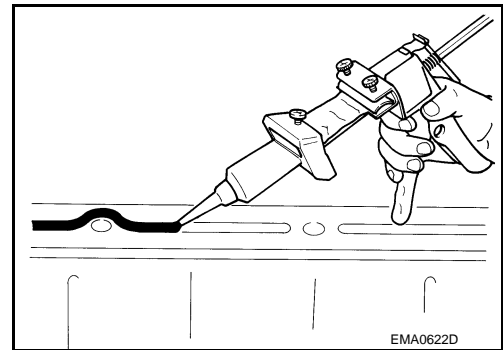
LIQUID GASKET APPLICATION PROCEDURE

1. Using a scraper (A), remove old liquid gasket adhering to the liquid gasket application surface and the mating surface.
 - Remove liquid gasket completely from the groove of the liquid gasket application surface, mounting bolts and bolt holes.
2. Wipe the liquid gasket application surface and the mating surface with white gasoline (lighting and heating use) to remove adhering moisture, grease and foreign materials.



3. Attach liquid gasket tube to the tube presser (commercial service tool).

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
4. Apply liquid gasket without gaps to the specified location according to the specified dimensions.
 - If there is a groove for liquid gasket application, apply liquid gasket to the groove.



- As for bolt holes (B), normally apply liquid gasket inside the holes. Occasionally, it should be applied outside the holes. Check to read the text of this manual.

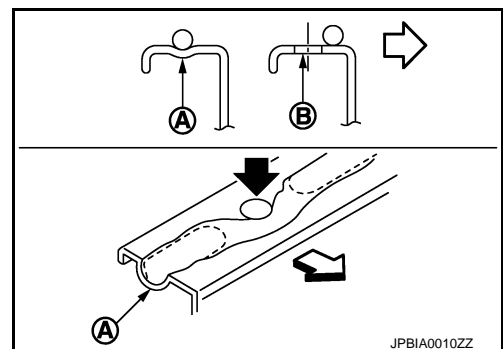
A : Groove

⇐ : Inside

- Within five minutes of liquid gasket application, install the mating component.
- If liquid gasket protrudes, wipe it off immediately.
- Do not retighten mounting bolts or nuts after the installation.
- After 30 minutes or more have passed from the installation, fill engine oil and engine coolant.

CAUTION:

If there are specific instructions in this manual, observe them.



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PRECAUTIONS

[REGULAR GRADE]

< PRECAUTION >

FOR MEXICO : Definitions of Bank Names

INFOID:000000008193865

- In this manual, each bank name is defined as follows:

A : Bank 1 (The conventional right bank)

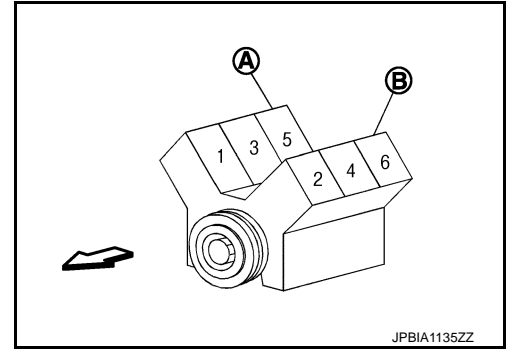
B : Bank 2 (The conventional left bank)

⇐ : Engine front

- For cylinder numbers and bank layout, refer to the illustration.

Bank 1 : The bank side including cylinder No. 1 (odd-numbered cylinder side)

Bank 2 : The other bank side of the above (even-numbered cylinder side)



PREPARATION

< PREPARATION >

[REGULAR GRADE]

PREPARATION

PREPARATION

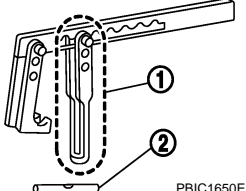
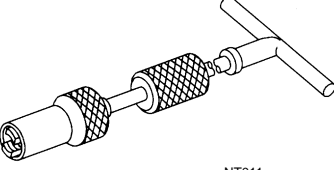
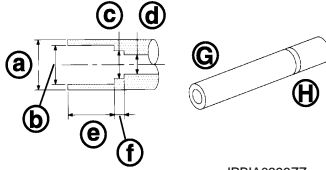
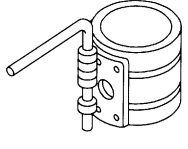
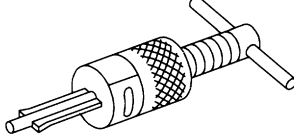
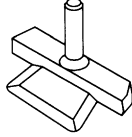
Special Service Tools

INFOID:000000008193866

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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 |
|--|---|
| KV10116200 (J-26336-A) Valve spring compressor 1. KV10115900 (J-26336-20) Attachment 2. KV10109220 (—) Adapter |  Disassembling valve mechanism Part (1) is a component of KV10116200 (J-26336-A), but Part (2) is not so. |
| KV10107902 (J-38959) Valve oil seal puller |  Replacing valve oil seal |
| KV10115600 (J-38958) Valve oil seal drift |  Installing valve oil seal Use side A (G). a: 20 (0.79) dia. d: 8 (0.31) dia. b: 13 (0.51) dia. e: 10.7 (0.421) c: 10.3 (0.406) dia. f: 5 (0.20) H: side B Unit: mm (in) |
| EM03470000 (J-8037) Piston ring compressor |  Installing piston assembly into cylinder bore |
| ST16610001 (J-23907) Pilot bushing puller |  Removing pilot converter |
| KV10111100 (J-37228) Seal cutter |  Removing oil pan (lower and upper), front and rear timing chain case, etc. |

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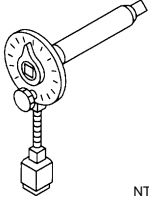
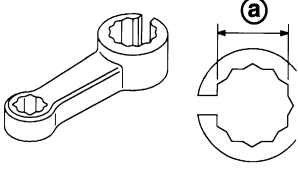
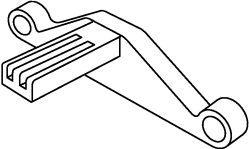
O

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PREPARATION

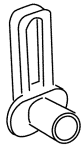
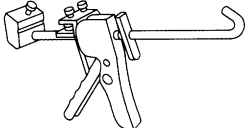
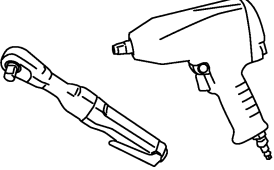
< PREPARATION >

[REGULAR GRADE]

| Tool number (Kent-Moore No.) Tool name | Description |
|--|--|
| KV10112100 (BT8653-A) Angle wrench  NT014 | Tightening bolts for connecting rod bearing cap, cylinder head, etc. at an angle |
| KV10114400 (J-38365) Heated oxygen sensor wrench  JPBIA0397ZZ | Loosening or tightening air fuel ratio sensor 1 a: 22 mm (0.87 in) |
| KV10118600 (J-48641) Ring gear stopper  JPBIA0409ZZ | Removing and installing crankshaft pulley |

Commercial Service Tools

INFOID:000000008193867

| (Kent-Moore No.) Tool name | Description |
|--|--|
| (J-45488) Quick connector release  PBIC0198E | Removing fuel tube quick connectors in engine room |
| (—) Tube presser  NT052 | Pressing the tube of liquid gasket |
| (—) Power tool  PBIC0190E | Loosening bolts and nuts |

PREPARATION

< PREPARATION >

[REGULAR GRADE]

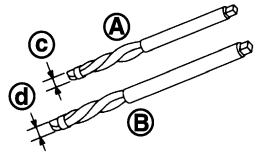
| (Kent-Moore No.) Tool name | Description | |
|---|---|---|
| (—) Manual lift table caddy | Removing and installing engine | A <div style="background-color: black; color: white; text-align: center; padding: 2px;">EM</div> C |
| (J-24239-01) Cylinder head bolt wrench | Loosening and tightening cylinder head bolt, and used with the angle wrench [SST: KV10112100 (BT8653-A)] a: 13 (0.51) dia. b: 12 (0.47) c: 10 (0.39) Unit: mm (in) | D E F |
| (—) 1. Compression gauge 2. Adapter | Checking compression pressure | G H |
| (—) Spark plug wrench | Removing and installing spark plug a: 14 mm (0.55 in) | I J |
| (—) Valve seat cutter set | Finishing valve seat (EXH) dimensions | K L M |
| (—) Piston ring expander | Removing and installing piston ring | N O |
| (—) Valve guide drift | Removing and installing valve guide (EXH) Exhaust: a: 9.5 mm (0.374 in) dia. b: 5.5 mm (0.217 in) dia. | P |

PREPARATION

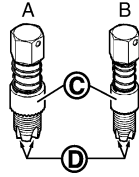
< PREPARATION >

[REGULAR GRADE]

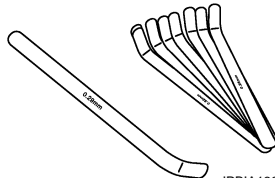
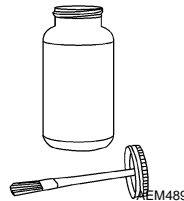
| (Kent-Moore No.) Tool name | Description |
|--|---|
| (—) Valve guide reamer | A: Reaming valve guide (EXH) inner hole B: Reaming hole for oversize valve guide (EXH) Exhaust: c: 6.0 mm (0.236 in) dia. d: 10.2 mm (0.402 in) dia. |
| (J-43897-18) (J-43897-12) Oxygen sensor thread cleaner | Reconditioning the exhaust system threads before installing a new air fuel ratio sensor and heated oxygen sensor (Use with anti-seize lubricant shown below.) A: J-43897-18 [18 mm (0.71 in) dia.] for zirconia heated oxygen sensor and air fuel ratio sensor B: J-43897-12 [12 mm (0.47 in) dia.] for titania heated oxygen sensor C: Mating surface shave cylinder D: Flutes |
| (—) Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specification MIL-A-907) | Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads |
| (—) Feeler gauge | Inspection valve clearance (Use a curved-tip gauge) |



JPBIA0401ZZ



JPBIA0238ZZ



JPBIA1362ZZ

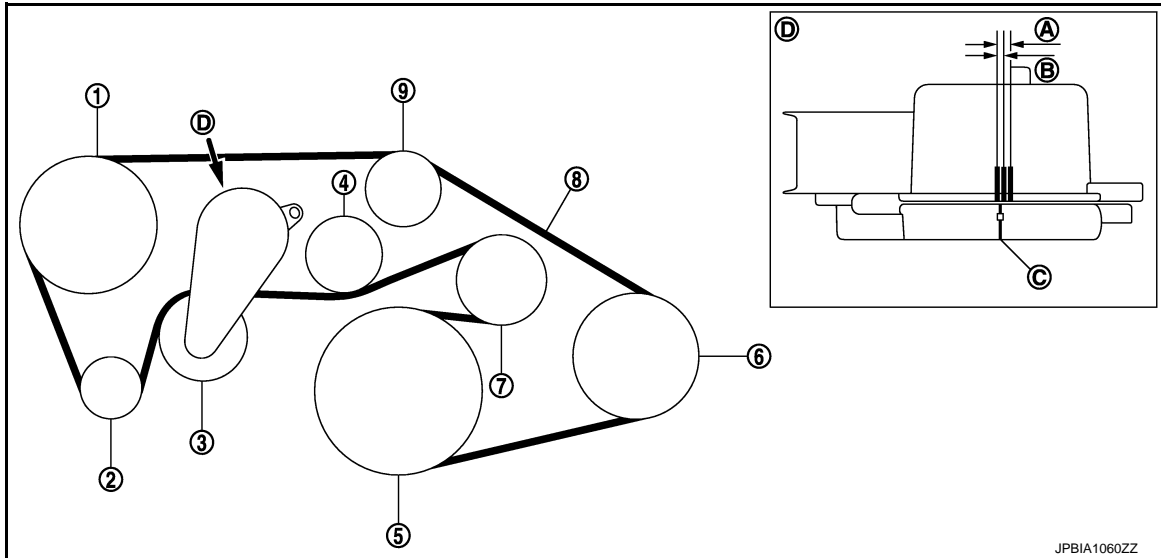
PERIODIC MAINTENANCE

DRIVE BELT

Exploded View

INFOID:000000008193868

A
EM



- | | | |
|----------------------------|---|------------------------------|
| 1. Power steering oil pump | 2. Alternator | 3. Drive belt auto-tensioner |
| 4. Idler pulley | 5. Crankshaft pulley | 6. A/C compressor |
| 7. Idler pulley | 8. Drive belt | 9. Idler pulley |
| A. Possible use range | B. Range when new drive belt is installed | C. Indicator |
| D. View D | | |

Checking

INFOID:000000008193869

WARNING:

Be sure to perform this step when engine is stopped.

- Check that the indicator (C) (notch on fixed side) of drive belt auto-tensioner is within the possible use range (A).

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NOTE:

- Check the drive belt auto-tensioner indication when the engine is cold.
- When new drive belt is installed, the indicator (notch on fixed side) should be within the range (B) in the figure.
- Visually check the entire drive belt for wear, damage or crack.
- If the indicator (notch on fixed side) is out of the possible use range or belt is damaged, replace drive belt.

Tension Adjustment

INFOID:000000008193870

Refer to [EM-144. "Drive Belt"](#).

Removal and Installation

INFOID:000000008193871

REMOVAL

1. Remove engine undercover with power tool.

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DRIVE BELT

< PERIODIC MAINTENANCE >

[REGULAR GRADE]

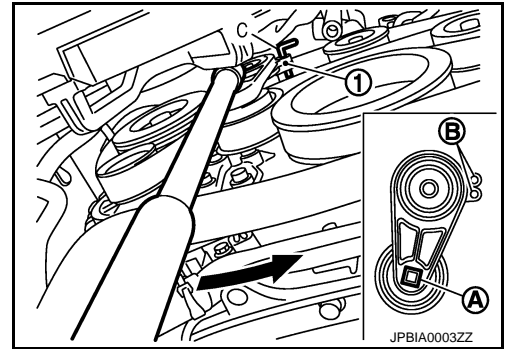
2. While securely holding the square hole (A) in pulley center of auto tensioner (1) with a spinner handle, move spinner handle in the direction of arrow (loosening direction of drive belt).

← : Loosening direction of drive belt

CAUTION:

Never place hand in a location where pinching may occur if the holding tool accidentally comes off.

3. Under the above condition, insert a metallic bar of approximately 6 mm (0.24 in) in diameter [hexagonal wrench (C) shown as example in the figure] through the holding boss (B) to lock auto-tensioner pulley arm.
4. Remove drive belt.



INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- Check drive belt is securely installed around all pulleys.
- Check drive belt is correctly engaged with the pulley groove.
- Check for engine oil and engine coolant are not adhered drive belt and pulley groove.

Inspection

INFOID:000000008193872

INSPECTION AFTER INSTALLATION

- Turn crankshaft pulley clockwise several times to equalize tension between each pulley, and then confirm tension of drive belt at indicator (notch on fixed side) is within the possible use range. Refer to [EM-17, "Exploded View"](#).

AIR CLEANER FILTER

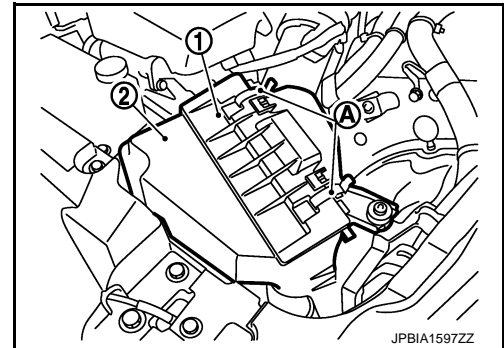
Removal and Installation

INFOID:000000008193873

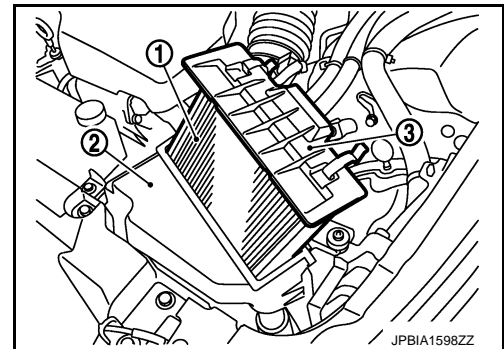
REMOVAL

1. Unhook clips (A).

- 1 : Holder
- 2 : Air cleaner case



2. Remove holder (3) from air cleaner case (2), and then remove air cleaner filter (1) from holder.



INSTALLATION

Note the following, and install in the reverse order of removal.

- Install the air cleaner filter by aligning the seal with the notch of air cleaner case.

Inspection (Viscous Paper Type)

INFOID:000000008832696

INSPECTION AFTER REMOVAL

Examine with eyes that there is no stain, clogging, or damage on air cleaner element.

- Remove dusts (such as dead leaves) on air cleaner element surface and inside cleaner case.
- If clogging or damage is observed, replace the air cleaner element.

CAUTION:

Never clean the viscous paper type air cleaner element by blowing as there is a risk of deterioration of its performance

MAINTENANCE INTERVAL

Refer to [MA-10, "FOR NORTH AMERICA : Introduction of Periodic Maintenance"](#) (For NORTH AMERICA) or [MA-13, "FOR MEXICO : Periodic Maintenance"](#) (For MEXICO).

SPARK PLUG

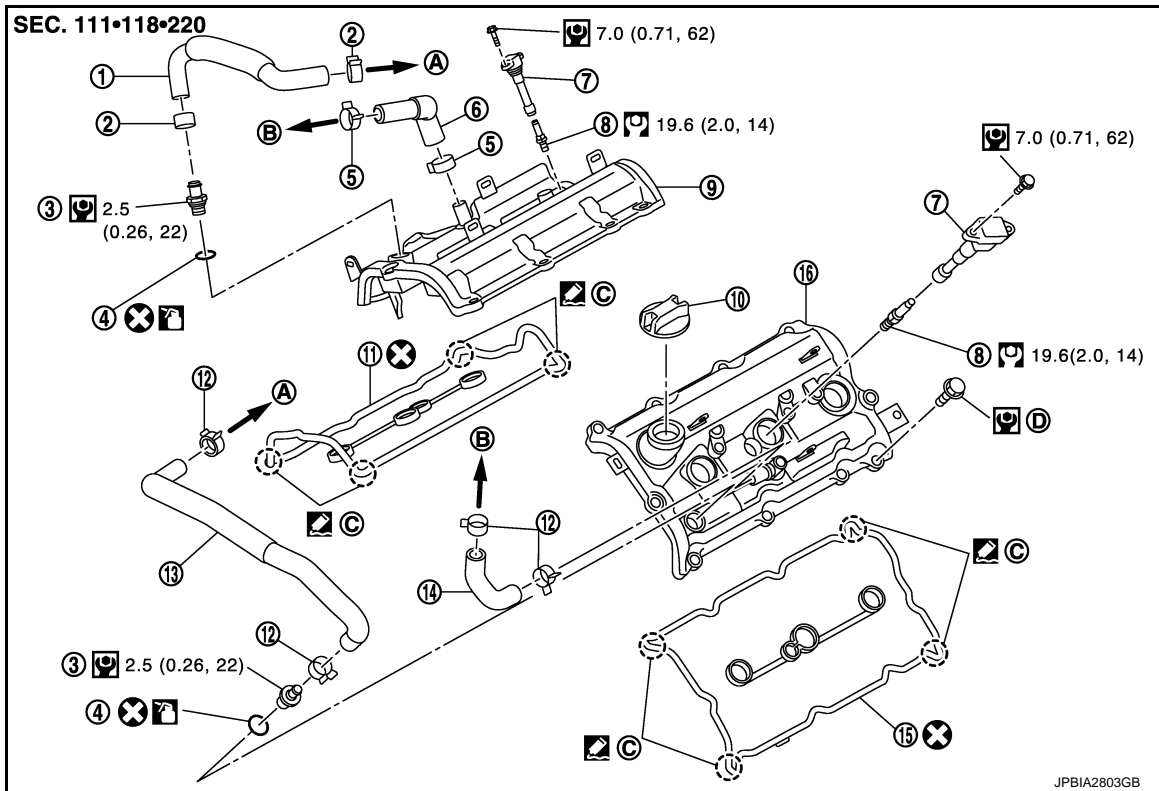
< PERIODIC MAINTENANCE >

[REGULAR GRADE]

SPARK PLUG

Exploded View

INFOID:000000008193874



- | | | |
|-----------------------------------|----------------------------------|----------------------------------|
| 1. PCV hose | 2. Clamp | 3. PCV valve |
| 4. O-ring | 5. Clamp | 6. PCV hose |
| 7. Ignition coil | 8. Spark plug | 9. Rocker cover (bank 1) |
| 10. Oil filler cap | 11. Rocker cover gasket (bank 1) | 12. Clamp |
| 13. PCV hose | 14. PCV hose | 15. Rocker cover gasket (bank 2) |
| 16. Rocker cover (bank 2) | | |
| A. To intake manifold collector | B. To air duct | C. VVEL ladder assembly side |
| D. Refer to EM-52 | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193875

REMOVAL

1. Remove engine cover with power tool. Refer to [EM-29, "Exploded View"](#).
2. Remove air cleaner case and air duct (RH and LH). Refer to [EM-31, "Exploded View"](#).
3. Remove electric throttle control actuator. Refer to [EM-33, "Exploded View"](#).
4. Remove ignition coil. Refer to [EM-52, "Removal and Installation"](#).

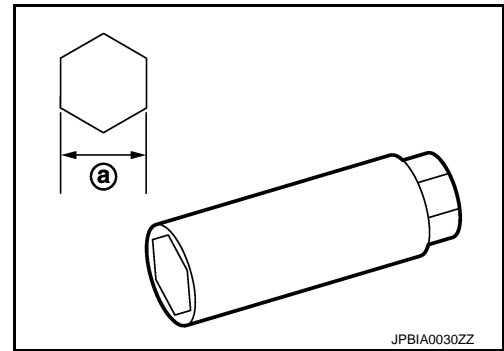
SPARK PLUG

< PERIODIC MAINTENANCE >

[REGULAR GRADE]

- Remove spark plug with a spark plug wrench (commercial service tool).

a : 14 mm (0.55 in)



INSTALLATION

Installation is the reverse order of removal.

Inspection

INFOID:000000008193876

INSPECTION AFTER REMOVAL

Use the standard type spark plug for normal condition.

Spark plug (Standard type) : Refer to [EM-144, "Spark Plug"](#).

CAUTION:

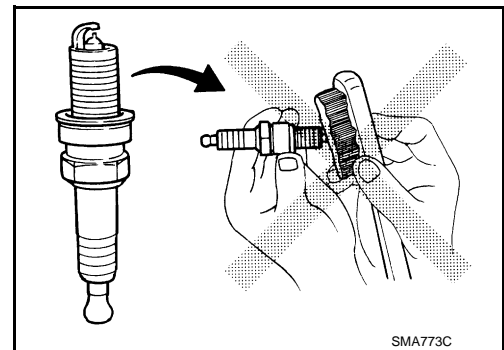
- Never drop or shock spark plug.
- Never use a wire brush for cleaning.
- If plug tip is covered with carbon, use spark plug cleaner to clean.

Cleaner air pressure

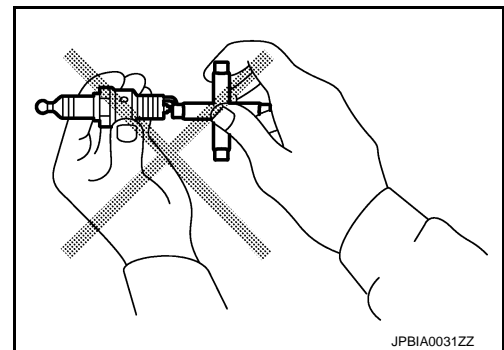
: Less than 588 kPa (6 kg/cm², 85 psi)

Cleaning time

: Less than 20 seconds



- Measure spark plug gap. When it exceeds the limit, replace spark plug even if it is within the specified replacement mileage. Refer to [EM-144, "Spark Plug"](#).
- Spark plug gap adjustment is not required between replacement intervals.



CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[REGULAR GRADE]

CAMSHAFT VALVE CLEARANCE

Inspection and Adjustment

INFOID:000000008193877

INSPECTION

Check valve clearance if applicable to the following cases:

Intake side:

- At the removal and installation of VVEL ladder assembly or valve-related parts, or at the occurrence of malfunction (poor starting, idle malfunction, and unusual noise) due to aged deterioration in valve clearance.

CAUTION:

Valve clearance check on the intake side is not required after replacing the VVEL ladder assembly & cylinder head assembly with a new one. (Install new VVEL ladder assembly & cylinder head assembly in factory-shipped condition because it is factory-adjusted and inspected.)

NOTE:

VVEL ladder assembly cannot be replaced as a single part, because it is machined together with cylinder head assembly.

Exhaust side:

- At the removal, installation, and replacement of camshaft (EXH) or valve-related parts, or at the occurrence of malfunction (poor starting, idle malfunction, and unusual noise) due to aged deterioration in valve clearance.

1. Remove rocker covers (bank 1 and bank 2). Refer to [EM-52. "Removal and Installation"](#).
2. Measure the valve clearance as follows:
 - Use the feeler gauge (commercial service tool) of curved-tip. This allows the feeler gauge to access the clearance between camshaft and valve lifter with ease.

Valve clearance : Refer to [EM-145. "Camshaft"](#).

NOTE:

Be sure to note the following points when measuring valve clearance on the intake side.

- Before measuring, check that the position of drive shaft nose is within the angle shown in the figure.

A : Bank 1

B : Feeler gauge (commercial service tool)

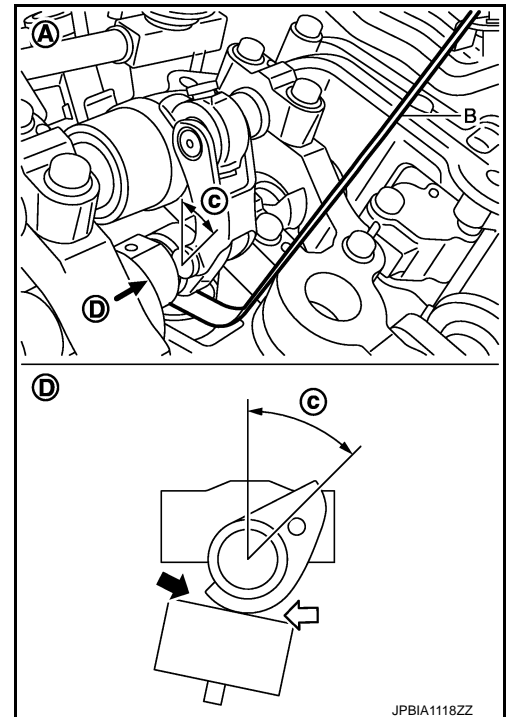
D : View D

c : 45 degrees (drive shaft nose angle)

⇨ : Insertion direction of feeler gauge on the bank 1

⇦ : Insertion direction of feeler gauge on the bank 2

- Refer to the illustration for the insertion direction of the feeler gauge since the direction depends on the bank.



- a. Set No. 1 cylinder at TDC of its compression stroke.

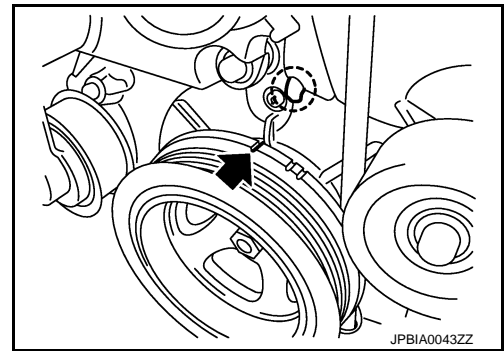
CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[REGULAR GRADE]

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

← : Timing mark (grooved line without color)

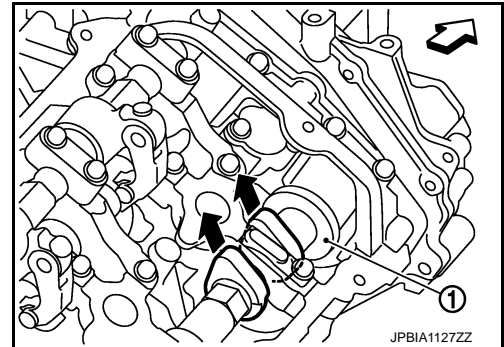


- Check that exhaust cam nose on No. 1 cylinder (engine front side of bank 1) is located as shown in the figure.

1 : Camshaft (EXH) (bank 1)

↔ : Engine front

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

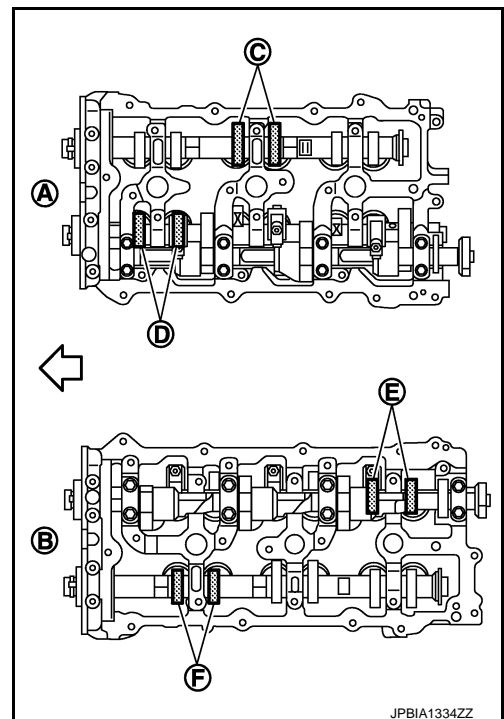


- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure).

↔ : Engine front

- No. 1 cylinder at compression TDC

| Measuring position [bank 1 (A)] | | No. 1 CYL. | No. 3 CYL. | No. 5 CYL. |
|-----------------------------------|-----|------------|------------|------------|
| No. 1 cylinder at compression TDC | EXH | | × (C) | |
| | INT | × (D) | | |
| Measuring position [bank 2 (B)] | | No. 2 CYL. | No. 4 CYL. | No. 6 CYL. |
| No. 1 cylinder at compression TDC | INT | | | × (E) |
| | EXH | × (F) | | |



- b. Rotate crankshaft 240 degrees clockwise (when viewed from engine front) to align No. 3 cylinder at TDC its compression stroke.

NOTE:

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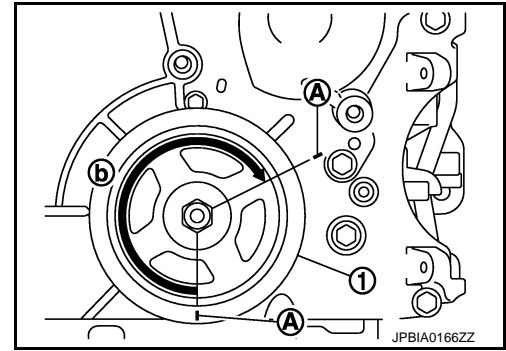
CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[REGULAR GRADE]

Mark a position 240 degrees (b) from a corner of the hexagonal part of crankshaft pulley mounting bolt as shown in the figure. Use the hexagonal part as a guide.

- 1 : Crankshaft pulley
- A : Paint mark

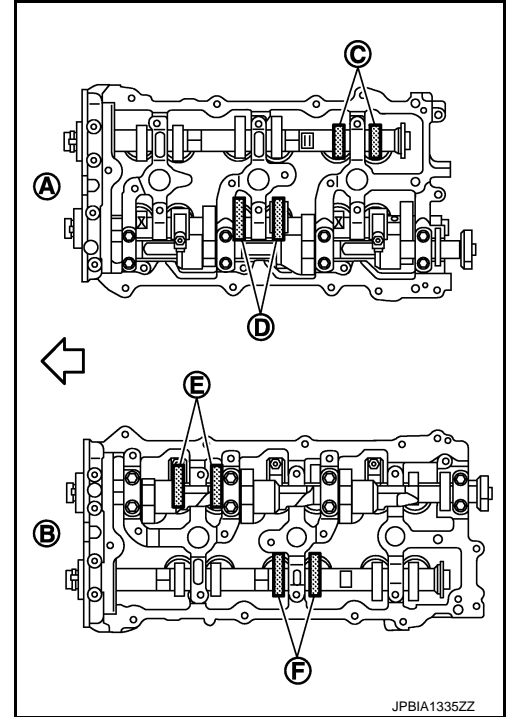


- By referring to the figure, measure the valve clearances at locations marked “x” as shown in the table below (locations indicated in the figure).

⇐ : Engine front

- No. 3 cylinder at compression TDC

| Measuring position [bank 1 (A)] | | No. 1 CYL. | No. 3 CYL. | No. 5 CYL. |
|-----------------------------------|-----|------------|------------|------------|
| No. 3 cylinder at compression TDC | EXH | | | × (C) |
| | INT | | × (D) | |
| Measuring position [bank 2 (B)] | | No. 2 CYL. | No. 4 CYL. | No. 6 CYL. |
| No. 3 cylinder at compression TDC | INT | × (E) | | |
| | EXH | | × (F) | |

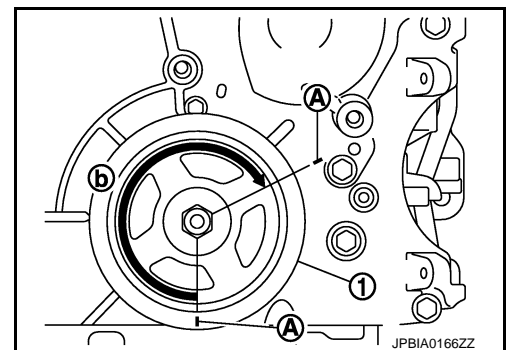


- c. Rotate crankshaft 240 degrees clockwise (when viewed from engine front) to align No. 5 cylinder at TDC of compression stroke.

NOTE:

Mark a position 240 degrees (b) from a corner of the hexagonal part of crankshaft pulley mounting bolt as shown in the figure. Use the hexagonal part as a guide.

- 1 : Crankshaft pulley
- A : Paint mark



CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

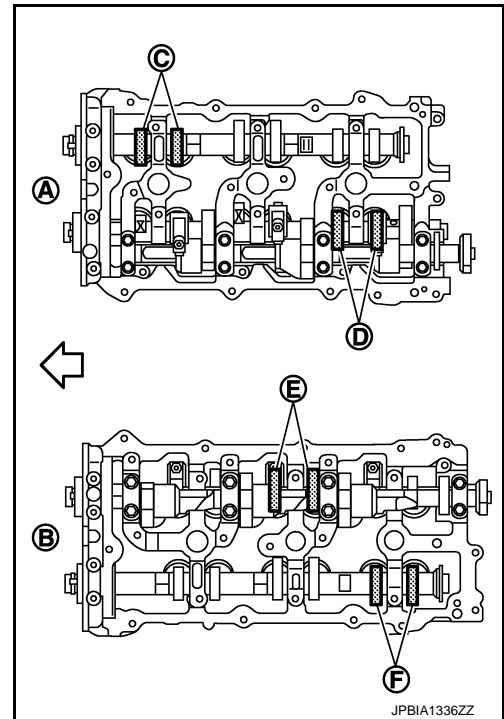
[REGULAR GRADE]

- By referring to the figure, measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the figure).

← : Engine front

- No. 5 cylinder at compression TDC

| Measuring position [bank 1 (A)] | | No. 1 CYL. | No. 3 CYL. | No. 5 CYL. |
|-----------------------------------|-----|------------|------------|------------|
| No. 5 cylinder at compression TDC | EXH | × (C) | | |
| | INT | | | × (D) |
| Measuring position [bank 2 (B)] | | No. 2 CYL. | No. 4 CYL. | No. 6 CYL. |
| No. 5 cylinder at compression TDC | INT | | × (E) | |
| | EXH | | | × (F) |



- Perform adjustment or replacement if the measured value is out of the standard.
 - If a valve clearance on the exhaust side is out of specification, adjust the valve clearance.
 - If a valve clearance on the intake side is out of specification, replace VVEL ladder assembly & cylinder head assembly. Refer to [EM-90. "Exploded View"](#).

CAUTION:

Never adjust valve clearance on the intake side.

NOTE:

Since the valve lifter (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.

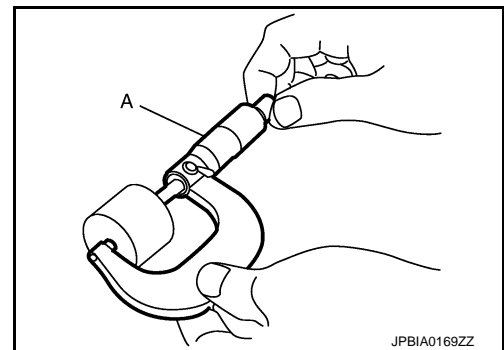
CAMSHAFT (EXH) VALVE CLEARANCE ADJUSTMENT

- Perform adjustment depending on selected head thickness of valve lifter (EXH).
- Measure the valve clearance. Refer to "INSPECTION".
 - Remove VVEL ladder assembly and camshaft (EXH). Refer to [EM-91. "Disassembly and Assembly"](#).

CAUTION:

Never loosen adjusting bolts and mounting bolts (black color) of VVEL ladder assembly.

- Remove valve lifter (EXH) at the locations that are out of the standard.
- Measure the center thickness of the removed valve lifters (EXH) with a micrometer (A).



- Use the equation below to calculate valve lifter (EXH) thickness for replacement.

Valve lifter (EXH) thickness calculation: $t = t_1 + (C_1 - C_2)$

t = Valve lifter (EXH) thickness to be replaced

t₁ = Removed valve lifter (EXH) thickness

CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[REGULAR GRADE]

C1 = Measured valve clearance

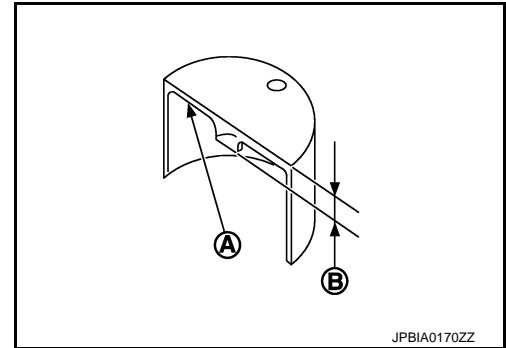
C2 = Standard valve clearance:

Exhaust : 0.33 mm (0.013 in)

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

A : Stamp

B : Thickness of valve lifter (EXH)



Available thickness of valve lifter (EXH): 27 sizes with range 7.88 to 8.40 mm (0.3102 to 0.3307 in) in steps of 0.02 mm (0.0008 in) (when manufactured at factory). Refer to [EM-145. "Camshaft"](#).

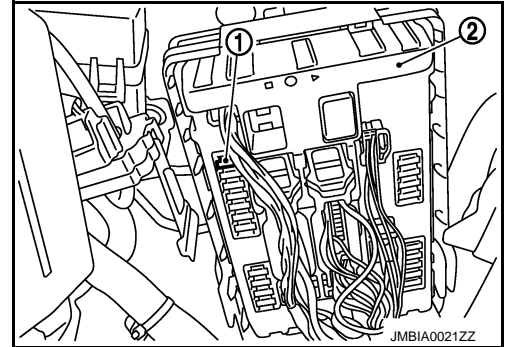
6. Install selected valve lifter (EXH).
7. Install VVEL ladder assembly and camshaft (EXH). Refer to [EM-91. "Disassembly and Assembly"](#).
8. Manually turn crankshaft pulley a few turns.
9. Check that the valve clearances for cold engine are within the specifications by referring to the specified values.
10. Install all removed parts in the reverse order of removal.
11. Warm up the engine, and check for unusual noise and vibration.

COMPRESSION PRESSURE

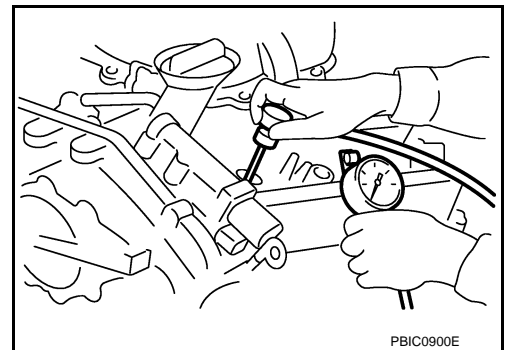
Inspection

INFOID:000000008193878

1. Warm up engine thoroughly. Then, stop it.
2. Release fuel pressure. Refer to [EC-599, "Inspection"](#).
3. Disconnect fuel pump fuse (1) from IPDM E/R (2) to avoid fuel injection during measurement.

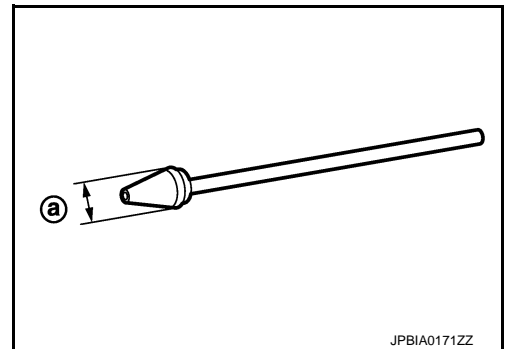


4. Remove engine cover with power tool. Refer to [EM-29, "Exploded View"](#).
5. Remove ignition coil and spark plug from each cylinder. Refer to [EM-52, "Exploded View"](#).
6. Connect engine tachometer (not required in use of CONSULT).
7. Install compression gauge with an adapter (commercial service tool) onto spark plug hole.



- Use the adapter whose picking up end inserted to spark plug hole is smaller than 20 mm (0.79 in) in diameter. Otherwise, it may be caught by cylinder head during removal.

a : 20 mm (0.79 in)



8. With accelerator pedal fully depressed, turn ignition switch to "START" for cranking. When the gauge pointer stabilizes, read the compression pressure and the engine rpm. Perform these steps to check each cylinder.

Compression pressure : Refer to [EM-144, "General Specification"](#).

CAUTION:

- **Measure a six-cylinder under the same conditions since a measurement depends on measurement conditions (engine water temperature, etc.).**
- **Always use a fully charged battery to obtain the specified engine speed.**
- If the engine speed is out of the specified range, check battery liquid for proper gravity. Check the engine speed again with normal battery gravity.

COMPRESSION PRESSURE

< PERIODIC MAINTENANCE >

[REGULAR GRADE]

- If compression pressure is below the minimum value, check valve clearances and parts associated with combustion chamber (valve, valve seat, piston, piston ring, cylinder bore, cylinder head, and cylinder head gasket). After checking, measure compression pressure again.
 - If a cylinder has low compression pressure, pour a small amount of engine oil into the spark plug hole of the cylinder to recheck it for compression.
 - If the added engine oil improves the compression, piston rings may be worn out or damaged. Check piston rings and replace if necessary.
 - If the compression pressure remains at low level despite the addition of engine oil, valves may be malfunctioning. Check valves for damage. Replace valve or valve seat accordingly.
 - If two adjacent cylinders have respectively low compression pressure and their compression remains low even after the addition of engine oil, cylinder head gaskets are leaking. In such a case, replace cylinder head gaskets.
9. After inspection is completed, install removed parts.
 10. Start the engine, and check that the engine runs smoothly.
 11. Perform trouble diagnosis. If DTC appears, erase it. Refer to [EC-143, "Diagnosis Description"](#).

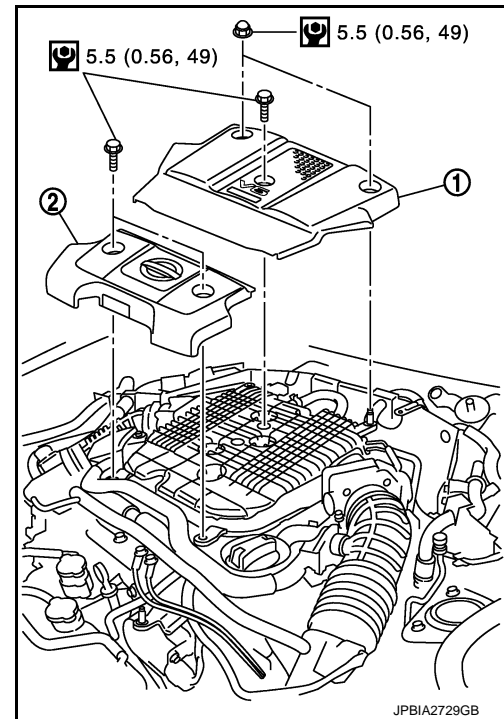
REMOVAL AND INSTALLATION

ENGINE COVER

Exploded View

INFOID:000000008193879

- 1 : Engine cover (rear)
 2 : Engine cover (front)
 Refer to [GI-4, "Components"](#) for symbols in the figure.



Removal and Installation

INFOID:000000008193880

CAUTION:

Never damage or scratch engine cover when installing or removing.

REMOVAL

1. Loosen mounting bolts of engine cover (front) with power tool.
2. Remove engine cover (front).
3. Loosen mounting bolts and nuts of engine cover (rear) with power tool.
4. Remove engine cover (rear).

INSTALLATION

Installation is the reverse order of removal.

DRIVE BELT AUTO TENSIONER AND IDLER PULLEY

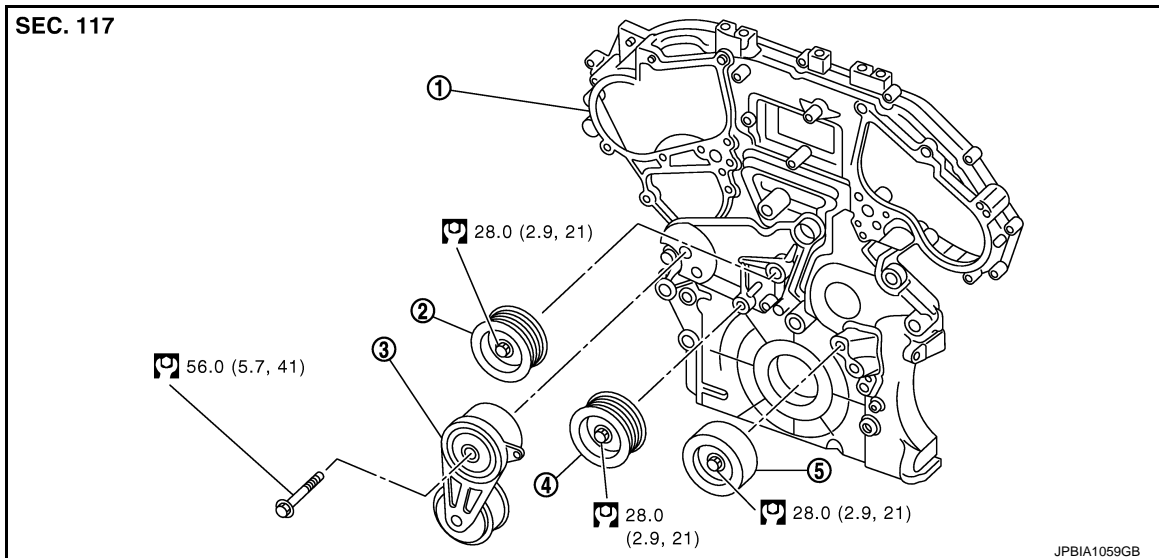
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

DRIVE BELT AUTO TENSIONER AND IDLER PULLEY

Exploded View

INFOID:000000008193881



- | | | |
|----------------------------|-----------------|------------------------------|
| 1. Front timing chain case | 2. Idler pulley | 3. Drive belt auto-tensioner |
| 4. Idler pulley | 5. Idler pulley | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193882

Removal

1. Remove drive belt. Refer to [EM-17, "Exploded View"](#).
 - Keep auto-tensioner pulley arm locked after drive belt is removed.
2. Remove auto-tensioner and idler pulley.
 - Keep auto-tensioner pulley arm locked to install or remove auto-tensioner.

Installation

Installation is the reverse order of removal.

CAUTION:

If there is damage greater than peeled paint, replace drive belt auto-tensioner.

AIR CLEANER AND AIR DUCT

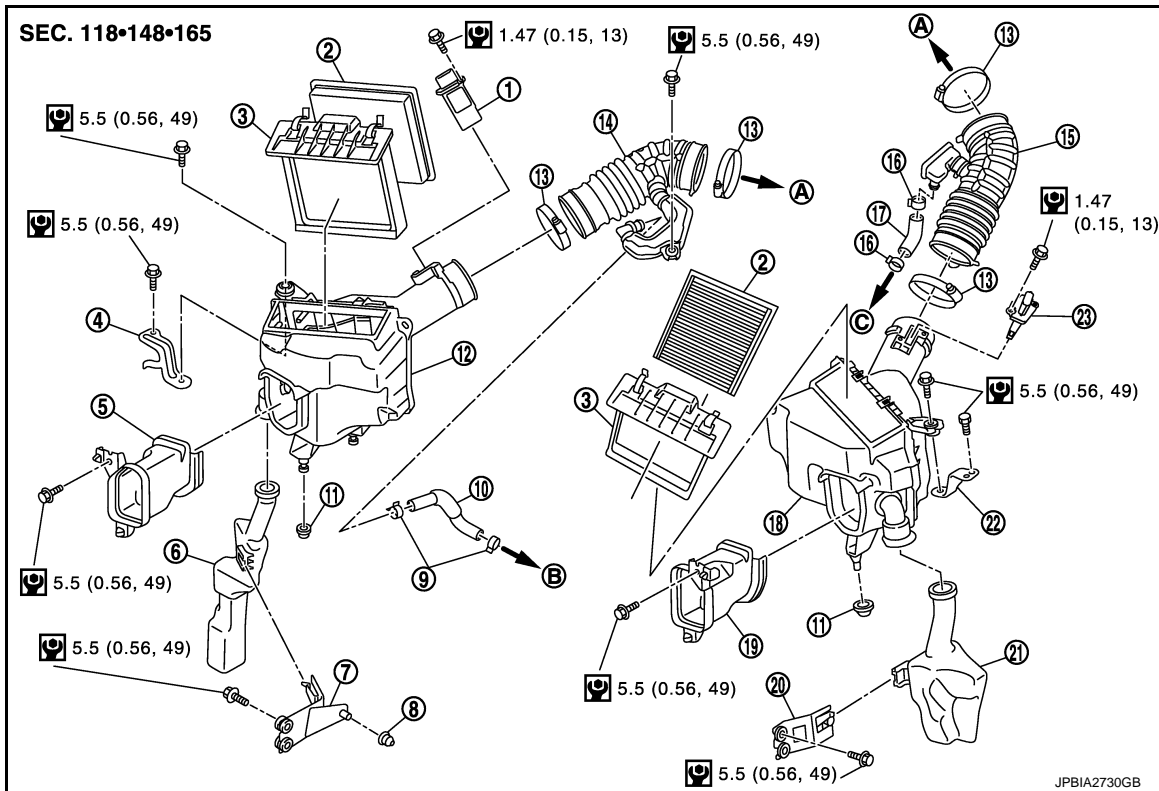
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

AIR CLEANER AND AIR DUCT

Exploded View

INFOID:000000008193883



- | | | |
|--|-----------------------------------|-----------------------------|
| 1. Mass air flow sensor (bank 1) | 2. Air cleaner filter | 3. Holder |
| 4. Bracket | 5. Air dust side duct (RH) | 6. Resonator (RH) |
| 7. Bracket | 8. Grommet | 9. Clamp |
| 10. PCV hose | 11. Grommet | 12. Air cleaner case (RH) |
| 13. Clamp | 14. Air duct (RH) | 15. Air duct (LH) |
| 16. Clamp | 17. PCV hose | 18. Air cleaner case (LH) |
| 19. Air dust side duct (LH) | 20. Bracket | 21. Resonator (LH) |
| 22. Bracket | 23. Mass air flow sensor (bank 2) | |
| A. To electric throttle control actuator | B. To rocker cover (bank 1) | C. To rocker cover (bank 2) |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193884

REMOVAL

NOTE:

Mass air flow sensor is removable under the car-mounted condition.

1. Disconnect mass air flow sensor harness connector.
2. Disconnect PCV hose.
3. Remove air cleaner case with mass air flow sensor and air duct, disconnecting each joints.
 - Add marks if necessary for easier installation.
4. Remove mass air flow sensor from air cleaner case if necessary.

CAUTION:

Handle mass air flow sensor according to the following instructions.

- Never shock mass air flow sensor
- Never disassemble mass air flow sensor.
- Never touch mass air flow sensor.

AIR CLEANER AND AIR DUCT

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

INSTALLATION

Note the following, and install in the reverse order of removal.

- Align marks. Attach each joint. Screw clamps firmly.

Inspection

INFOID:000000008193885

INSPECTION AFTER REMOVAL

Inspect air duct and resonator assembly for crack or tear.

- If anything is found, replace air duct and resonator assembly

INTAKE MANIFOLD COLLECTOR

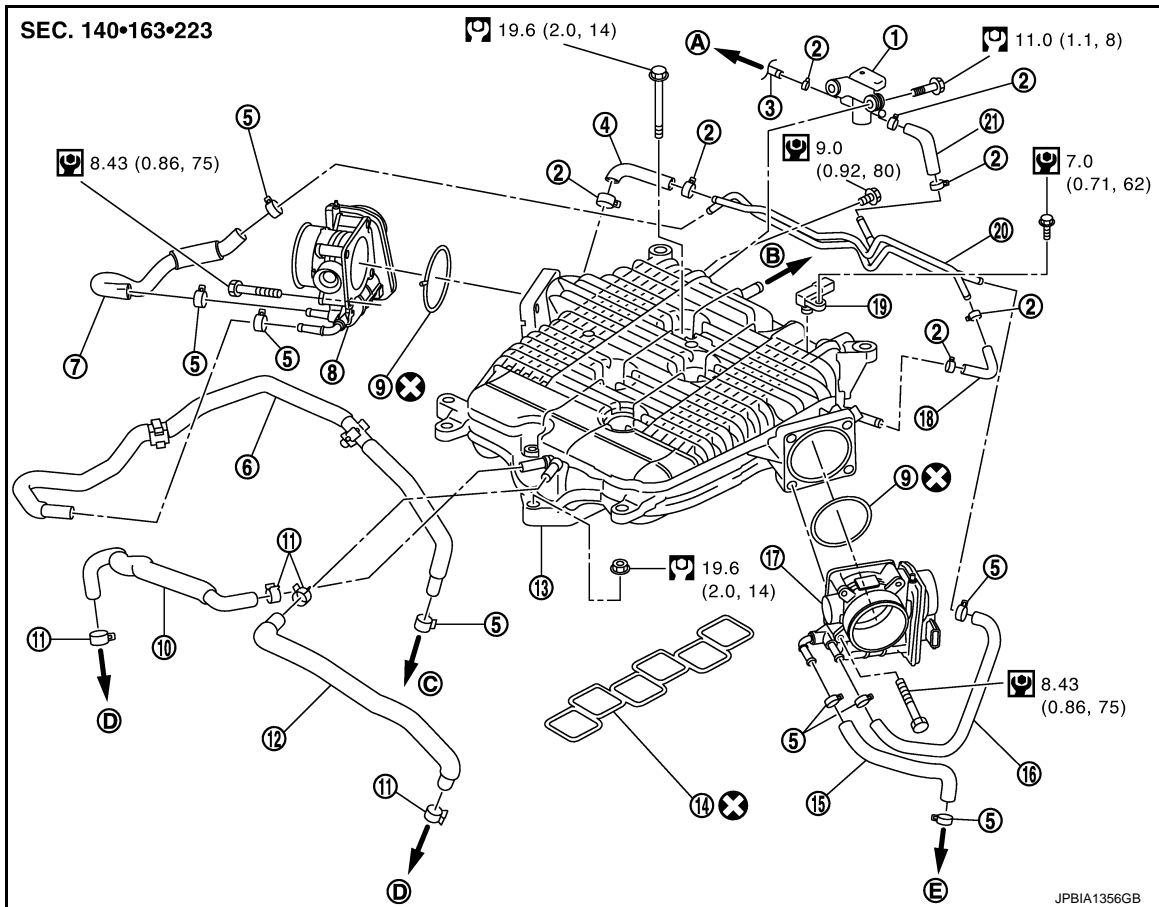
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

INTAKE MANIFOLD COLLECTOR

Exploded View

INFOID:000000008193886



- | | | |
|---|---|---------------------------|
| 1. EVAP canister purge control solenoid valve | 2. Clamp | 3. EVAP hose |
| 4. EVAP hose | 5. Clamp | 6. Water hose |
| 7. Water hose | 8. Electric throttle control actuator (bank 1) | 9. Gasket |
| 10. PCV hose | 11. Clamp | 12. PCV hose |
| 13. Intake manifold collector | 14. Gasket | 15. Water hose |
| 16. Water hose | 17. Electric throttle control actuator (bank 2) | 18. EVAP hose |
| 19. Manifold absolute pressure (MAP) sensor | 20. EVAP tube assembly | 21. EVAP hose |
| A. To vacuum pipe | B. To brake booster | C. To water outlet (rear) |
| D. To PCV valve | E. To heater pipe | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193887

REMOVAL

WARNING:

Never drain engine coolant when the engine is hot to avoid the danger of being scalded.

1. Remove front tower bar assembly. Refer to [FSU-20, "Exploded View"](#).
2. Remove engine cover with power tool. Refer to [EM-29, "Exploded View"](#).
3. Remove air cleaner case and air duct (RH and LH). Refer to [EM-31, "Exploded View"](#).
4. Remove electric throttle control actuator as follows:

INTAKE MANIFOLD COLLECTOR

[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

- Drain engine coolant. When water hoses are disconnected, attach plug to prevent engine coolant leakage.
CAUTION:
 - Perform this step when engine is cold.
 - Never spill engine coolant on drive belt.
- Disconnect water hoses from electric throttle control actuator. When engine coolant is not drained from radiator, attach plug to water hoses to prevent engine coolant leakage.
- Disconnect harness connector.

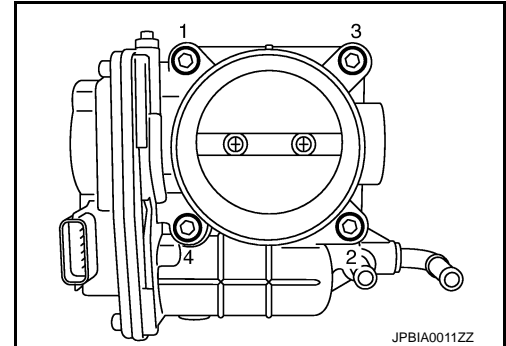
- Loosen mounting bolts in reverse order as shown in the figure.

NOTE:

- When removing only intake manifold collector, move electric throttle control actuator without disconnecting the water hose.
- The figure shows the electric throttle control actuator (bank 1) viewed from the air duct side.
- Viewed from the air duct side, the order of loosening mounting bolts of electric throttle control actuator (bank 2) is the same as that of the electric throttle control actuator (bank 1).

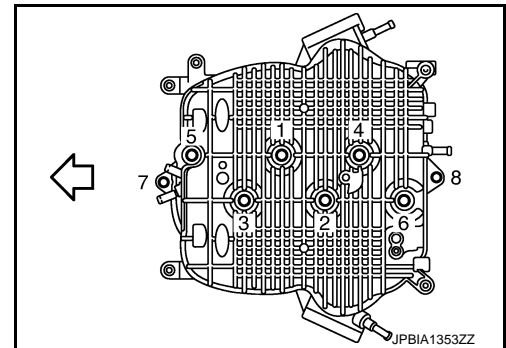
CAUTION:

Handle carefully to avoid any shock to electric throttle control actuator.



- Disconnect vacuum hose, PCV hose, and EVAP hose from intake manifold collector.
- Remove EVAP canister purge volume control solenoid valve and EVAP tube assembly from intake manifold collector.
- Loosen mounting bolts and nuts with power tool in the reverse order as shown in the figure to remove intake manifold collector.

← : Engine front




INSTALLATION

Note the following, and install in the reverse order of removal.

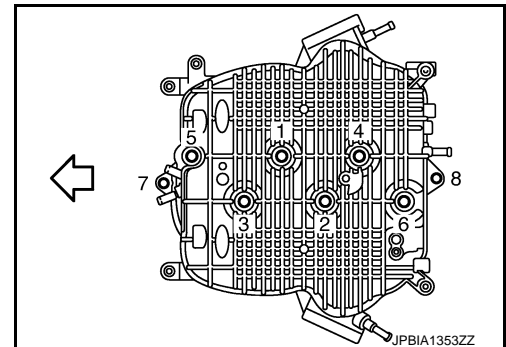
INTAKE MANIFOLD COLLECTOR

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

: 10.8 N·m (1.1 kg·m, 8 ft·lb)

- Tighten mounting bolts and nuts in numerical order as shown in the figure.

← : Engine front



WATER HOSE

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

INTAKE MANIFOLD COLLECTOR

< REMOVAL AND INSTALLATION >

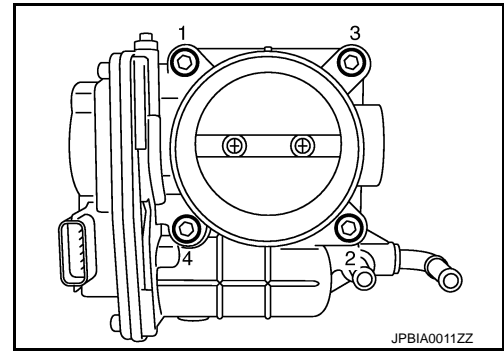
[REGULAR GRADE]

ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1 AND BANK 2)

- Tighten in numerical order as shown in the figure.

NOTE:

- The figure shows the electric throttle control actuator (bank 1) viewed from the air duct side.
- Viewed from the air duct side, the order of tightening mounting bolts of electric throttle control actuator (bank 2) is the same as that of the electric throttle control actuator (bank 1).
- Perform the "Throttle Valve Closed Position Learning" when harness connector of electric throttle control actuator is disconnected. Refer to [EC-20. "THROTTLE VALVE CLOSED POSITION LEARNING : Description"](#).
- Perform the "Idle Air Volume Learning" and "Throttle Valve Closed Position Learning" when electric throttle control actuator is replaced. Refer to [EC-20. "IDLE AIR VOLUME LEARNING : Description"](#) and [EC-20. "THROTTLE VALVE CLOSED POSITION LEARNING : Description"](#).



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INTAKE MANIFOLD

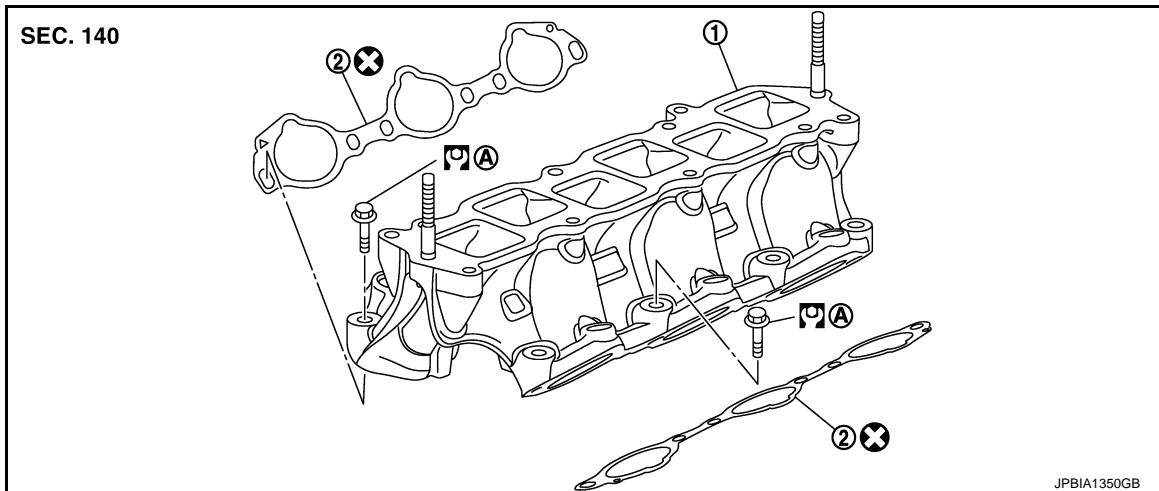
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

INTAKE MANIFOLD

Exploded View

INFOID:000000008193888



1. Intake manifold 2. Gasket

A. Refer to [EM-36](#)

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193889

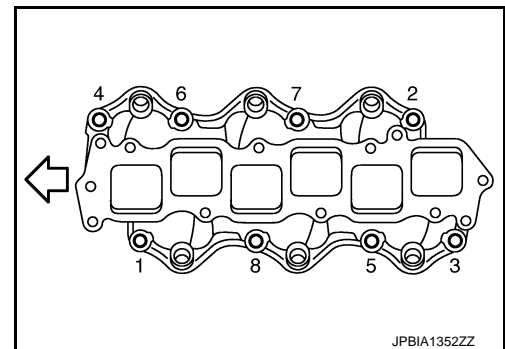
REMOVAL

1. Release fuel pressure. Refer to [EC-599, "Inspection"](#).
2. Remove intake manifold collector. Refer to [EM-33, "Exploded View"](#).
3. Remove fuel tube and fuel injector assembly. Refer to [EM-42, "Exploded View"](#).
4. Loosen mounting bolts in reverse order as shown in the figure to remove intake manifold with power tool.

← : Engine front

CAUTION:

- Cover engine openings to avoid entry of foreign materials.
- Put a mark on the intake manifold and the cylinder head with paint before removal because they need to be installed in the specified direction.



5. Remove gaskets.

INSTALLATION

Note the following, and install in the reverse order of removal.

INTAKE MANIFOLD

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

: 10.8 N·m (1.1 kg·m, 8 ft·lb)

INTAKE MANIFOLD

[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

- Tighten all mounting bolts to the specified torque in two or more steps in numerical order as shown in the figure.

← : Engine front

CAUTION:

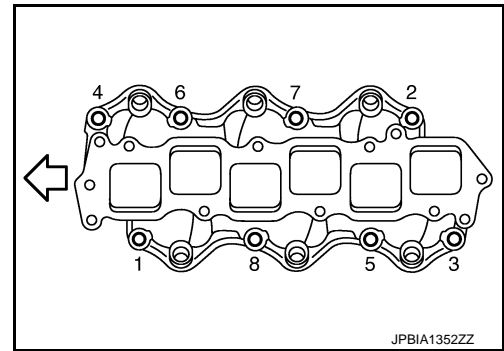
- Install intake manifold with the marks (put on the intake manifold and the cylinder head before removal) aligned.

1st step:

: 7.4 N·m (0.75 kg·m, 5 ft·lb)

2nd step and after:

: 25.5 N·m (2.6 kg·m, 19 ft·lb)



Inspection

INFOID:000000008193890

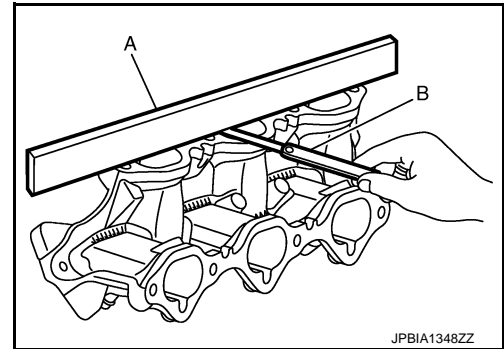
INSPECTION AFTER REMOVAL

Surface Distortion

- Check the surface distortion of the intake manifold mating surface with a straightedge (A) and a feeler gauge (B).

Limit : Refer to [EM-145, "Intake Manifold"](#).

- If it exceeds the limit, replace intake manifold.



EXHAUST MANIFOLD

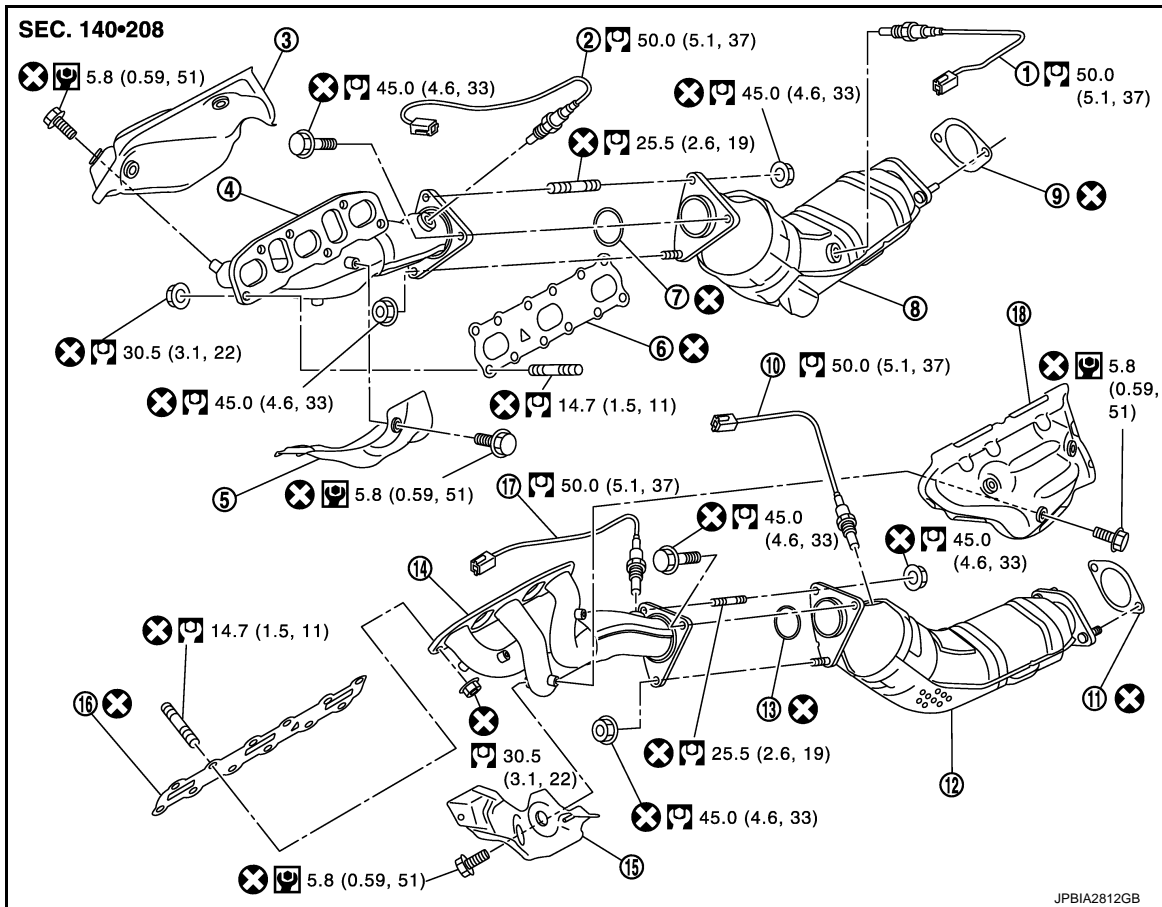
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

EXHAUST MANIFOLD

Exploded View

INFOID:000000008193891



- | | | |
|-------------------------------------|--------------------------------------|------------------------------------|
| 1. Heated oxygen sensor 2 (bank 1) | 2. Air fuel ratio sensor 1 (bank 1) | 3. Exhaust manifold cover (upper) |
| 4. Exhaust manifold (bank 1) | 5. Exhaust manifold cover (lower) | 6. Gasket |
| 7. Ring gasket | 8. Three way catalyst (bank 1) | 9. Gasket |
| 10. Heated oxygen sensor 2 (bank 2) | 11. Gasket | 12. Three way catalyst (bank 2) |
| 13. Ring gasket | 14. Exhaust manifold (bank 2) | 15. Exhaust manifold cover (lower) |
| 16. Gasket | 17. Air fuel ratio sensor 1 (bank 2) | 18. Exhaust manifold cover (upper) |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193892

REMOVAL

WARNING:

Perform the work when the exhaust and cooling system have completely cooled down.

NOTE:

When removing bank 1 side parts only, steps 2, 6, and 8 are unnecessary.

1. Remove engine undercover with power tool.
2. Drain engine coolant. Refer to [CO-10, "Draining"](#).
3. Remove front tower bar assembly. Refer to [FSU-20, "Exploded View"](#).
4. Remove engine cover with power tool. Refer to [EM-29, "Exploded View"](#).
5. Remove air cleaner case and air duct (RH and LH). Refer to [EM-31, "Exploded View"](#).
6. Remove heater pipe and water hose. Refer to [CO-27, "Exploded View"](#).
7. Remove exhaust front tube and three way catalysts (bank 1 and bank 2). Refer to [EX-5, "Exploded View"](#).

EXHAUST MANIFOLD

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

8. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft. Refer to [ST-17, "Exploded View"](#).
9. Disconnect air fuel ratio sensor 1 (bank 1 and bank 2) harness connectors and remove harness clip.
10. Using the heated oxygen sensor wrench [SST: KV10114400 (J-38365)] (C), remove air fuel ratio sensor 1 (bank 1 and bank 2).

- A : Bank 1
B : Bank 2

CAUTION:

- Be careful not to damage air fuel ratio sensor 1.
- Discard any air fuel ratio sensor 1 that has been dropped onto a hard surface such as a concrete floor. Replace with a new sensor.

NOTE:

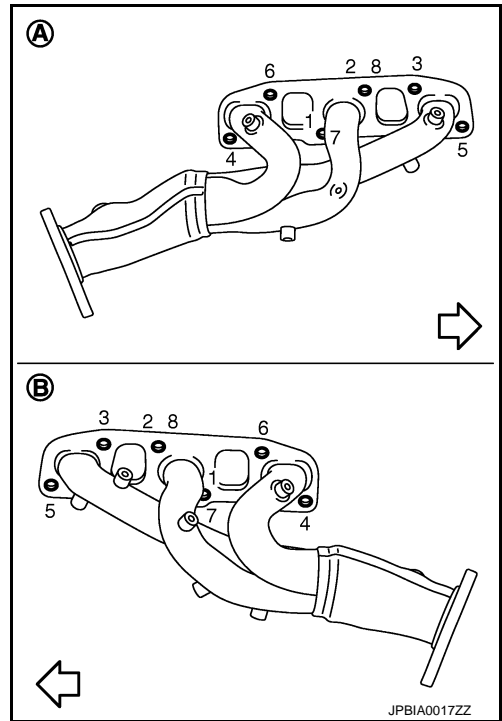
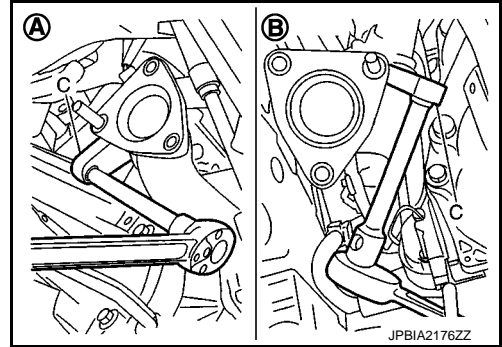
Exhaust manifold is removal without removing air fuel ratio sensor 1. (The harness connector must be disconnected.)

11. Remove exhaust manifold cover (upper) (bank 1 and bank 2).
12. Loosen mounting nuts in the reverse order as shown in the figure to remove exhaust manifold.

NOTE:

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

- A : Bank 1
B : Bank 2
⇐ : Engine front



13. Remove gaskets.

CAUTION:

Cover engine openings to avoid entry of foreign materials.

INSTALLATION

Note the following, and install in the reverse order of removal.

EXHAUST MANIFOLD GASKET

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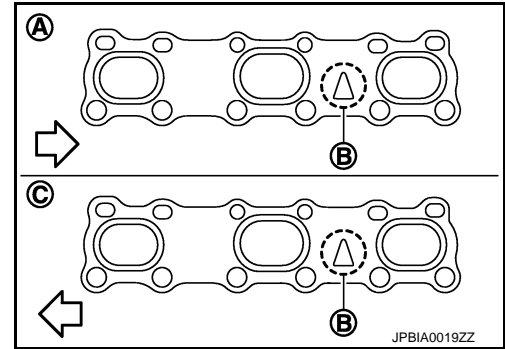
EXHAUST MANIFOLD

[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

- Install exhaust manifold gasket in direction shown in the figure. (Follow the same procedure for both banks.)

- A : Bank 1
- B : Triangle press
- C : Bank 2
- ⇐ : Engine front



EXHAUST MANIFOLD

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

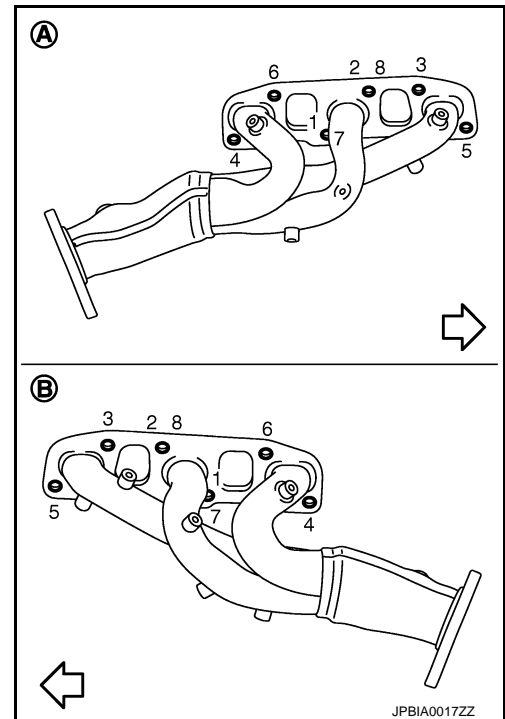
Tightening torque : Refer to [EM-38, "Exploded View"](#).

- Install exhaust manifold and tighten mounting nuts in numerical order as shown in the figure.

- A : Bank 1
- B : Bank 2
- ⇐ : Engine front

NOTE:

Tighten nuts the No. 1 and 2 in two steps. The numerical order No. 7 and 8 shows the second step.



AIR FUEL RATIO SENSOR 1

CAUTION:

- Before installing a new air fuel ratio sensor 1, clean exhaust system threads using heated oxygen sensor thread cleaner tool (commercial service tool: J-43897-18 or J-43897-12) and apply anti-seize lubricant.
- Never apply excessive torque to air fuel ratio sensor 1. Doing so may cause damage to air fuel ratio sensor 1, resulting in the "MIL" illuminating.
- Prevent rust preventives from adhering to the sensor body.

Inspection

INFOID:000000008193893

INSPECTION AFTER REMOVAL

Surface Distortion

EXHAUST MANIFOLD

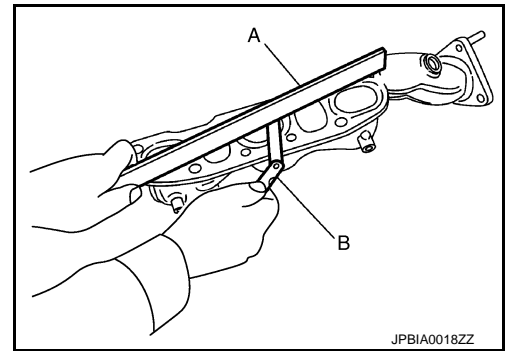
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

- Check the surface distortion of the exhaust manifold mating surface with a straightedge (A) and a feeler gauge (B).

Limit : Refer to [EM-145. "Exhaust Manifold"](#).

- If it exceeds the limit, replace exhaust manifold.



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FUEL INJECTOR AND FUEL TUBE

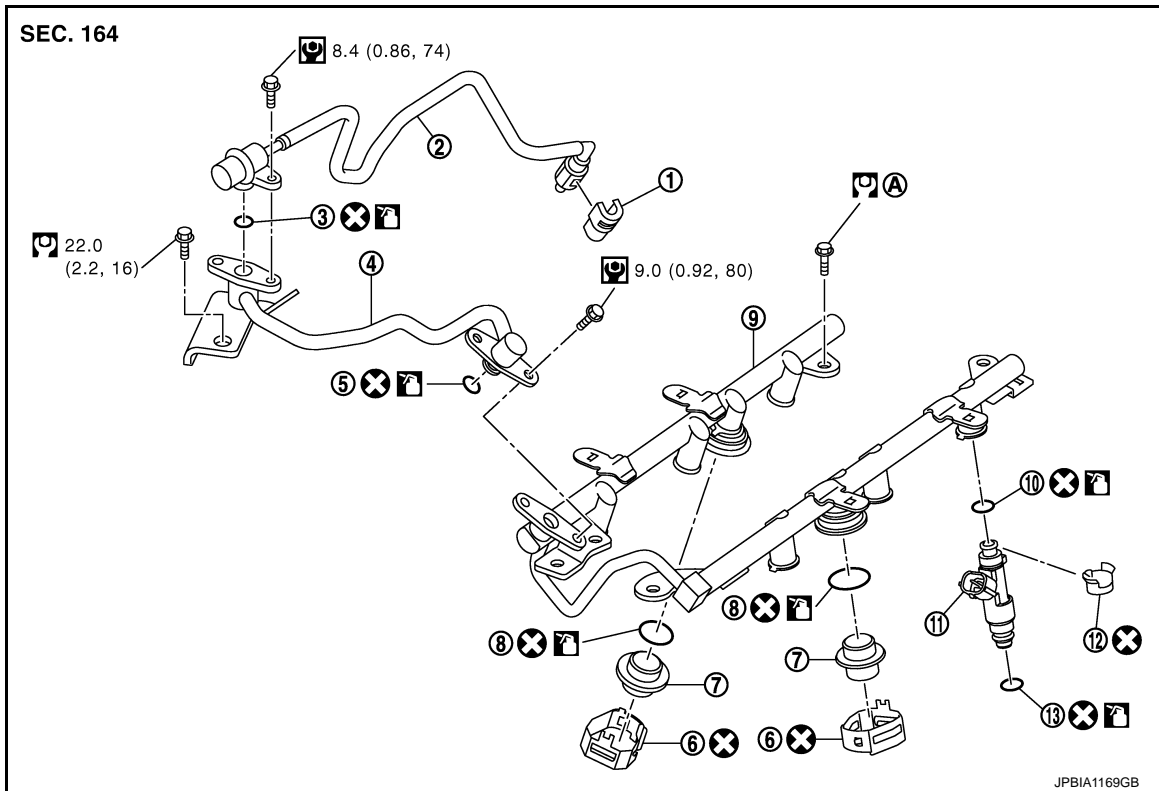
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

FUEL INJECTOR AND FUEL TUBE

Exploded View

INFOID:000000008193894



- | | | |
|-----------------------------------|---------------------------------|--------------|
| 1. Quick connector cap | 2. Fuel feed hose (with damper) | 3. O-ring |
| 4. Fuel sub tube | 5. O-ring | 6. Clip |
| 7. Fuel damper | 8. O-ring | 9. Fuel tube |
| 10. O-ring (black) | 11. Fuel injector | 12. Clip |
| 13. O-ring (green) | | |
| A. Refer to EM-42 | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

CAUTION:

Never remove or disassemble parts unless instructed as shown in the figure.

Removal and Installation

INFOID:000000008193895

REMOVAL

WARNING:

- Put a "CAUTION: FLAMMABLE" sign in the workshop.
 - Be sure to work in a well ventilated area and furnish workshop with a CO₂ fire extinguisher.
 - Never smoke while servicing fuel system. Keep open flames and sparks away from the work area.
 - Never drain engine coolant when the engine is hot to avoid the danger of being scalded.
1. Release fuel pressure. Refer to [EC-599, "Inspection"](#).
 2. Disconnect battery cable from the negative terminal. Refer to [PG-113, "Exploded View"](#).
 3. Remove engine cover with power tool. Refer to [EM-29, "Exploded View"](#).
 4. Remove air cleaner case and air duct (RH and LH). Refer to [EM-31, "Exploded View"](#).
 5. Remove intake manifold collector. Refer to [EM-33, "Exploded View"](#).

FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

6. Remove fuel feed hose (with damper) (1) from fuel sub-tube (2) and remove harness bracket (3).

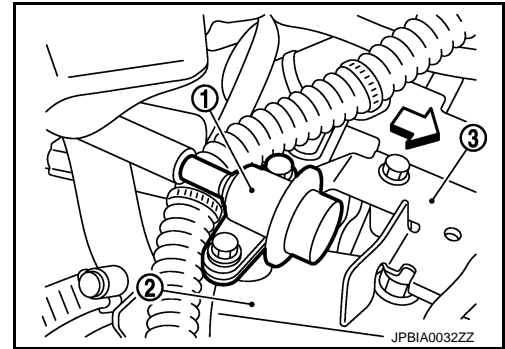
⇐ : Engine front

NOTE:

There is no fuel return route.

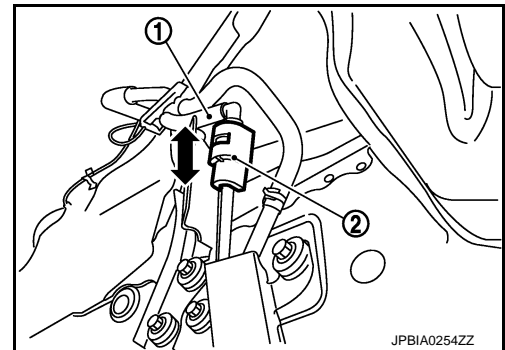
CAUTION:

- While hoses are disconnected, plug them to prevent fuel from draining.
- Never separate damper and hose.



7. When separating fuel feed hose (with damper) and centralized under-floor piping connection, disconnect quick connector as follows:

- Remove quick connector cap (2) from quick connector connection on right member side.
- Disconnect fuel feed hose (with damper) (1) from bracket hose clamp.



- Disconnect quick connector from centralized under-floor piping as follows:

CAUTION:

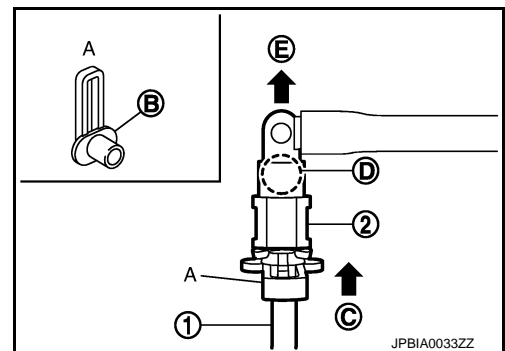
Disconnect quick connector by using quick connector release (commercial service tool: J-45488), not by picking out retainer tabs.

- With the sleeve side of quick connector release facing quick connector, install quick connector release onto centralized under-floor piping.
- Insert quick connector release (A) into quick connector (2) until sleeve (B) contacts and goes no further. Hold quick connector release on that position.

- 1 : Centralized under-floor piping
- C : Insert and retain
- D : Holding position
- E : Pull quick connector

CAUTION:

Inserting quick connector release hard will not disconnect quick connector. Hold quick connector release where it contacts and goes no further.



- Draw and pull out quick connector straight from centralized under-floor piping.

CAUTION:

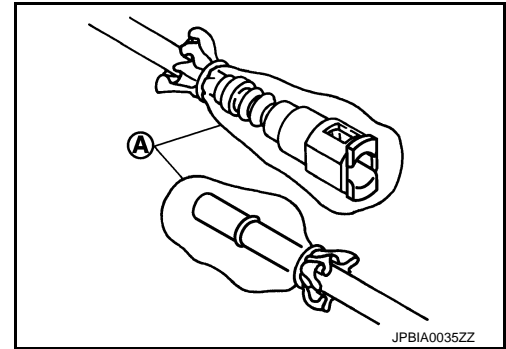
- Pull quick connector holding "D" position as shown in the figure.
- Never pull with lateral force applied. O-ring inside quick connector may be damaged.
- Prepare container and cloth beforehand because fuel will leak out.
- Avoid fire and sparks.
- Keep parts away from heat source. Especially, be careful when welding is performed around them.
- Never expose parts to battery electrolyte or other acids.
- Never bend or twist connection between quick connector and fuel feed hose (with damper) during installation/removal.

FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

- To keep the connecting portion clean and to avoid damage and foreign materials, cover them completely with plastic bags, etc. (A) or a similar item.

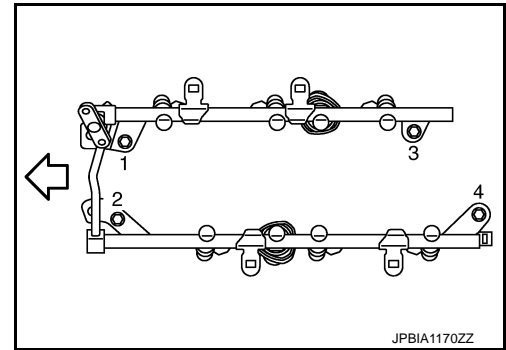


8. Remove fuel sub tube mounting bolt.
9. Disconnect harness connector from fuel injector.
10. Loosen mounting bolts in reverse order as shown in the figure, and remove fuel tube and fuel injector assembly.

⇐ : Engine front

CAUTION:

Never tilt fuel tube, or remaining fuel in pipes may flow out from pipes.



11. Remove fuel injector (2) from fuel tube (4) as follows:

3 : O-ring

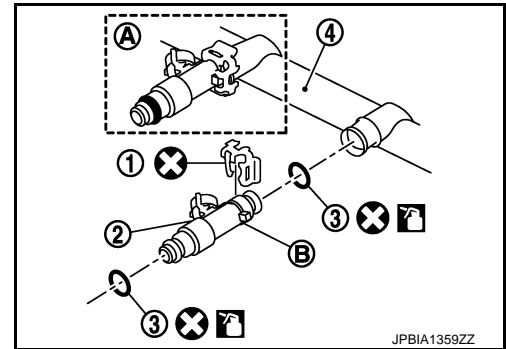
A : Installed condition

B : Clip mounting groove

- a. Open and remove clip (1).
- b. Remove fuel injector from fuel tube by pulling straight.

CAUTION:

- Be careful with remaining fuel that may go out from fuel tube.
- Be careful not to damage injector nozzles during removal.
- Never bump or drop fuel injector.
- Never disassemble fuel injector.



12. Remove fuel sub-tube and fuel damper, if necessary.

INSTALLATION

CAUTION:

Do not reuse O-rings.

FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

1. Install fuel damper (4) as follows:

- 2 : Cup
- 5 : Clip
- C : Cut-out

a. Install new O-ring (1) to fuel tube as shown. When handling new O-ring, pay attention to the following caution items:

CAUTION:

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

b. Install spacer (3) to fuel damper.

c. Insert fuel damper straight into fuel tube.

CAUTION:

- Insert straight, checking that the axis is lined up.
- Never pressure-fit with excessive force.

Reference value : 130 N (13.3 kg, 29.2 lb)

- Insert fuel damper until (A) is touching (B) of fuel tube.

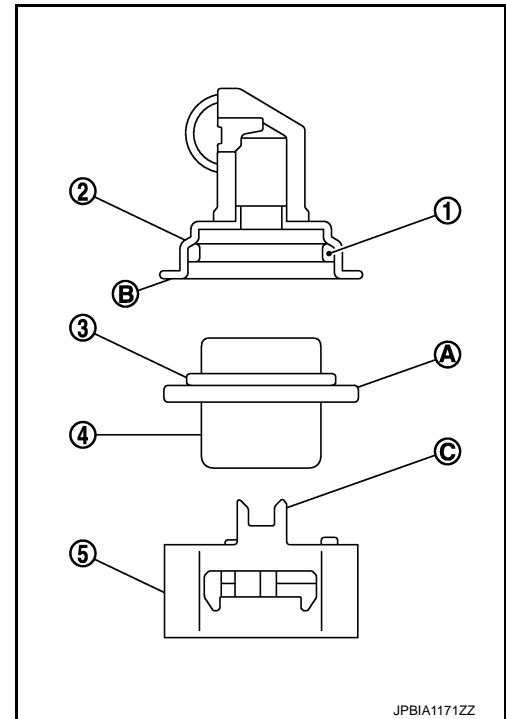
d. Install the cut-out (A) of the clip (2) to the projection (B), which ensures that the fuel tube does not move or rotate.

e. Unlock the clip after checking that the rib of the cup and the brim of the fuel damper are mated each other and positioned in the holes (C) of the clip.

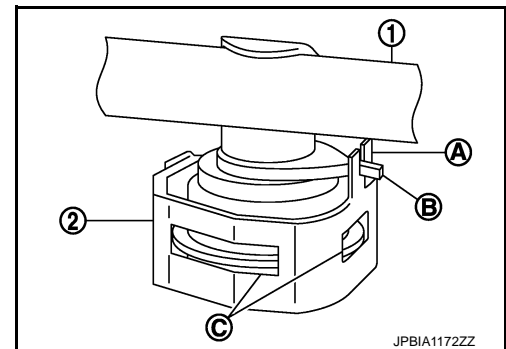
1 : Fuel tube

f. Check that the opening (B) and the slit (C) of the clip are positioned and fixed properly so it does not rotate or pull out.

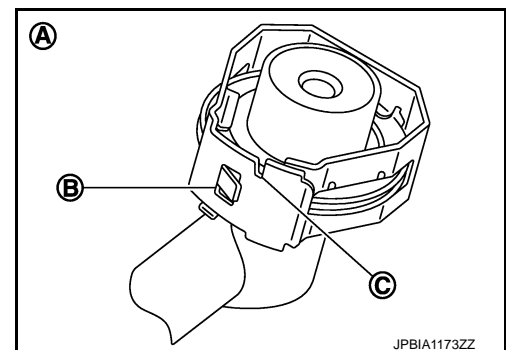
A : Under view



JPBIA1171ZZ



JPBIA1172ZZ



JPBIA1173ZZ

2. Install fuel sub-tube.

• When handling new O-rings, be careful of the following caution items:

CAUTION:

- Do not reuse O-rings.
- Handle O-ring with bare hands. Never wear gloves.
- Lubricate O-ring with new engine oil.
- Never clean O-ring with solvent.

A
EM
C
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FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

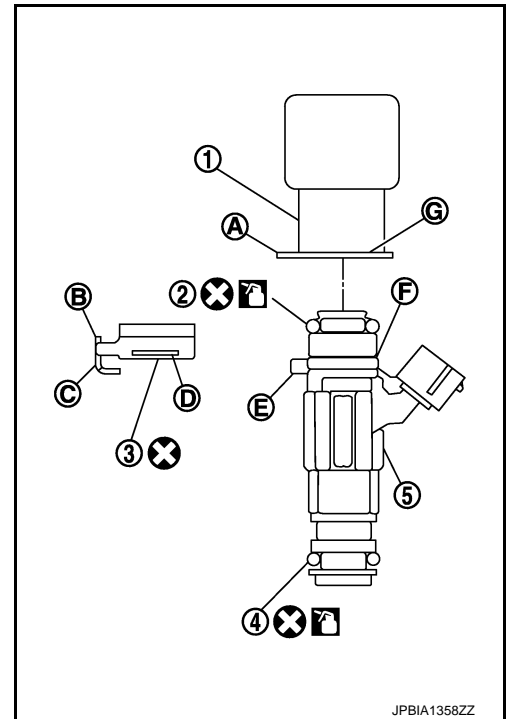
- Check that O-ring and its mating part are free of foreign material.
 - When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, never insert it quickly into fuel tube.
 - Insert new O-ring straight into fuel tube. Never decenter or twist it.
- Insert fuel sub-tube straight into fuel tube.
- Tighten mounting bolts evenly in turn.
 - After tightening mounting bolts, check that there is no gap between flange and fuel tube.
3. Install new O-rings to fuel injector, paying attention to the following items:
- CAUTION:**
- Do not reuse O-rings.
 - Upper and lower O-ring are different. Be careful not to confuse them.

Fuel tube side : Black

Nozzle side : Green

- Handle O-ring with bare hands. Never wear gloves.
 - Lubricate O-ring with new engine oil.
 - Never clean O-ring with solvent.
 - Check that O-ring and its mating part are free of foreign material.
 - When installing O-ring, be careful not to scratch it with tool or fingernails. Also be careful not to twist or stretch O-ring. If O-ring was stretched while it was being attached, never insert it quickly into fuel tube.
 - Insert O-ring straight into fuel injector. Never decenter or twist it.
4. Install fuel injector to fuel tube as follows:
- 2 : O-ring (Black)
- 4 : O-ring (Green)

- a. Insert clip (3) into clip mounting groove (F) on fuel injector (5).
- CAUTION:**
- Never reuse clip. Replace it with a new one.
 - Be careful to keep clip from interfering with O-ring. If interference occurs, replace O-ring.
 - Insert clip so that protrusion (E) of fuel injector matches cut-out (C) of clip.
- b. Insert fuel injector into fuel tube (1) with clip attached.
- Insert it while matching it to the axial center.
 - Insert fuel injector so that protrusion (A) of fuel tube matches cutout (B) of clip.
 - Check that fuel tube flange (G) is securely fixed in flange fixing groove (D) on clip.
- c. Check that installation is complete by checking that fuel injector does not rotate or come off.
- Check that protrusions of fuel injectors and fuel tube are aligned with cutouts of clips after installation.



5. Install fuel tube and fuel injector assembly to intake manifold.
- CAUTION:**
- Be careful not to let tip of injector nozzle come in contact with other parts.

FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

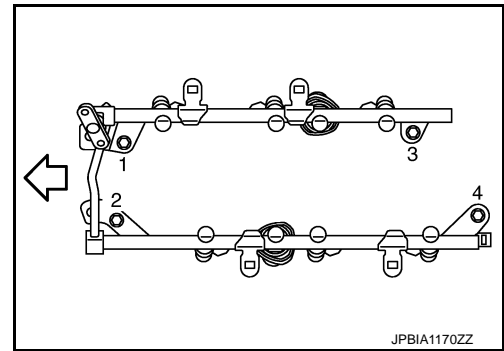
[REGULAR GRADE]

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

↩ : Engine front

 **1st step: 10.1 N·m (1.0 kg·m, 7 ft·lb)**

 **2nd step: 23.6 N·m (2.4 kg·m, 17 ft·lb)**



6. Connect injector sub-harness.
7. Install fuel sub tube mounting bolt.
8. Connect fuel feed hose (with damper).
 - Handling procedure of O-ring is the same as that of fuel damper and fuel sub-tube.
 - Insert fuel damper straight into fuel sub-tube.
 - Tighten mounting bolts evenly in turn.
 - After tightening mounting bolts, check that there is no gap between flange and fuel sub-tube.
9. Connect quick connector between fuel feed hose (with damper) and centralized under-floor piping connection as follows:
 - a. Check that no foreign substances are deposited in and around centralized under-floor piping and quick connector, and that there is no damage to them.
 - b. Thinly apply new engine oil around centralized under-floor piping from tip end to spool end.
 - c. Align center to insert quick connector (1) straightly into centralized under-floor piping.

B : Fitted condition

↩ : Upright insertion

- Insert quick connector to centralized under-floor piping until top spool (2) is completely inside quick connector and 2nd level spool (3) exposes just below quick connector.

CAUTION:

- **Hold (A) position as shown in the figure when inserting centralized under-floor piping into quick connector.**
- **Carefully align center to avoid inclined insertion to prevent damage to O-ring inside quick connector.**
- **Insert until a “click” sound is heard and the engagement is felt.**
- **To avoid misidentification of engagement with a similar sound, be sure to perform the next step.**

- d. Pull quick connector by hand holding (A) position. Check that it is completely engaged (connected) so that it does not come out from centralized under-floor piping.
- e. Install quick connector cap to quick connector connection.
 - Install quick connector cap (3) with arrow (A) on surface facing in the direction of quick connector (fuel feed hose side).

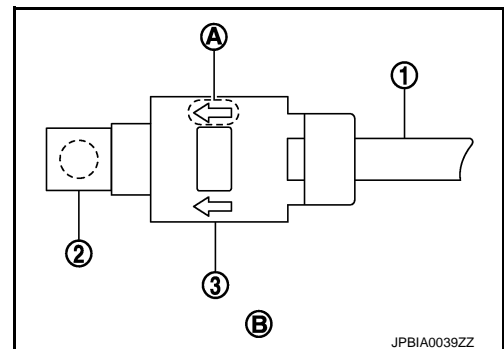
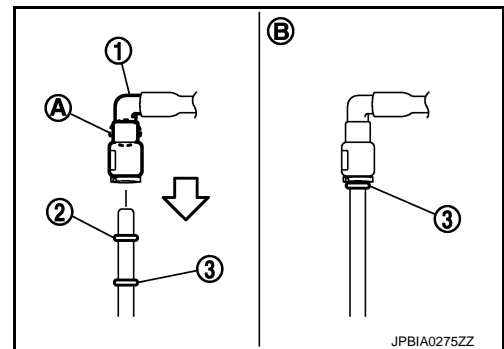
1 : Centralized under-floor piping

2 : Fuel feed hose

B : Under view

CAUTION:

If quick connector cap cannot be installed smoothly, quick connector may have not been installed correctly. Check the connection again.



10. Install in the reverse order of removal after this step.

FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

Inspection

INFOID:000000008193896

INSPECTION AFTER INSTALLATION

Check for Fuel Leakage

1. Turn ignition switch "ON" (with the engine stopped). With fuel pressure applied to fuel piping, check that there is no fuel leakage at connection points.

NOTE:

Use mirrors for checking at points out of clear sight.

2. Start the engine. With engine speed increased, check that again that there is no fuel leakage at connection points.

CAUTION:

Never touch the engine immediately after it is stopped because the engine is extremely hot.

OIL PAN (LOWER)

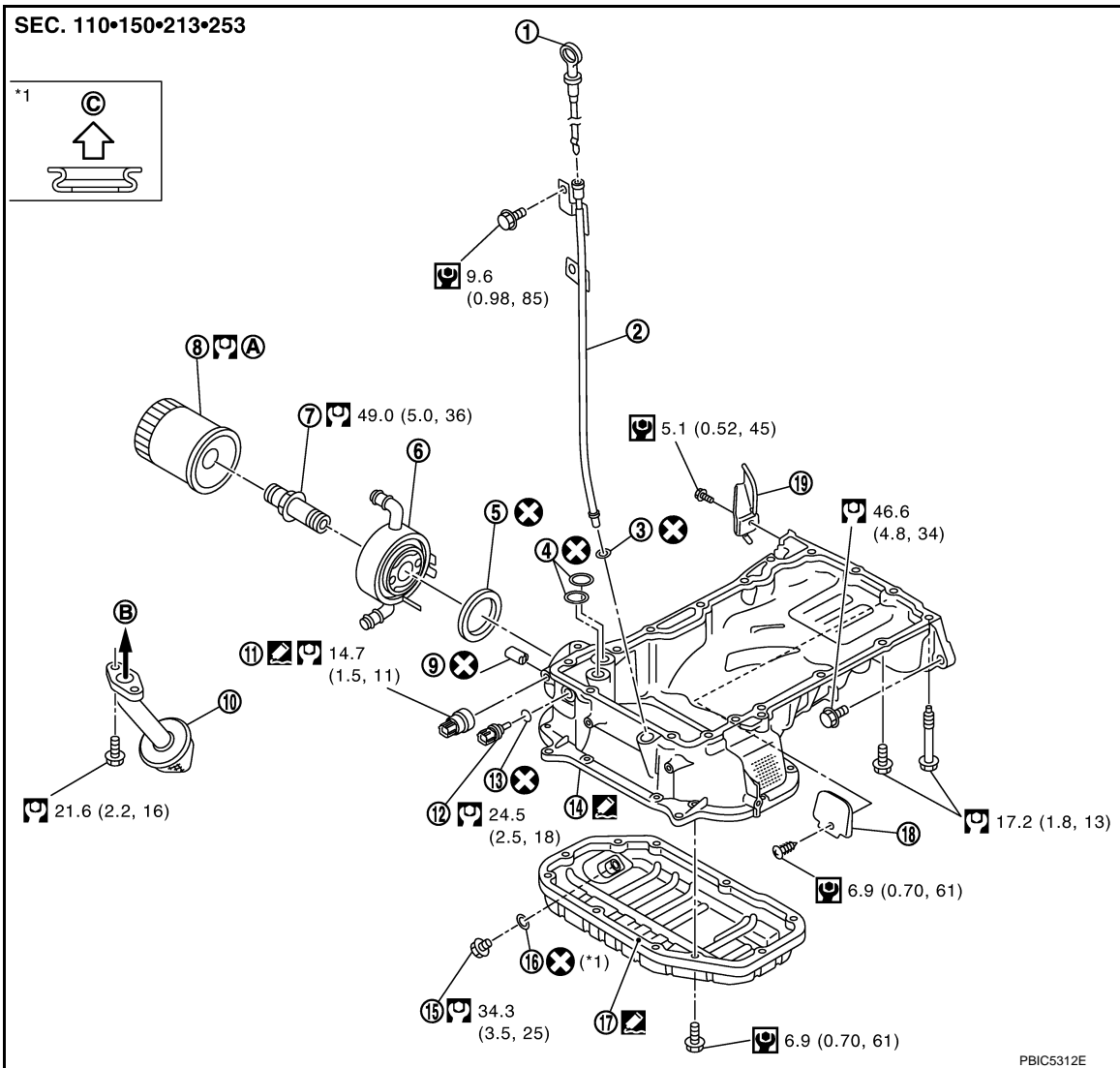
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

OIL PAN (LOWER)

Exploded View

INFOID:000000008193897



- | | | |
|-----------------------------------|--------------------------|----------------------------|
| 1. Oil level gauge | 2. Oil level gauge guide | 3. O-ring |
| 4. O-ring | 5. O-ring | 6. Oil cooler |
| 7. Connector bolt | 8. Oil filter | 9. Relief valve |
| 10. Oil strainer | 11. Oil pressure switch | 12. Oil temperature sensor |
| 13. Washer | 14. Oil pan (upper) | 15. Drain plug |
| 16. Drain plug washer | 17. Oil pan (lower) | 18. Rear plate cover |
| 19. Rear cover plate (M/T models) | | |
| A. Refer to LU-10 | B. To oil pump | C. Oil pan side |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193898

REMOVAL

CAUTION:

Never drain engine oil when the engine is hot to avoid the danger of being scalded.

1. Remove engine undercover with power tool.
2. Drain engine oil. Refer to [LU-8, "Draining"](#).

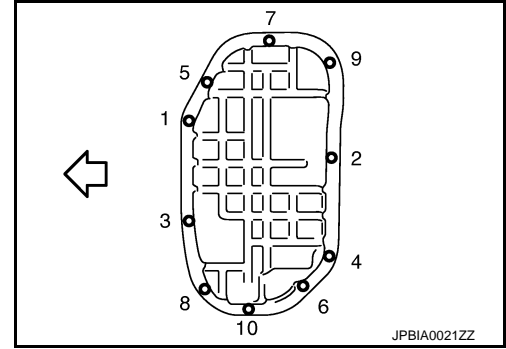
OIL PAN (LOWER)

[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

3. Remove oil pan (lower) as follows:
 - a. Loosen mounting bolts in reverse order as shown in the figure, and then remove mounting bolts.

⇐ : Engine front

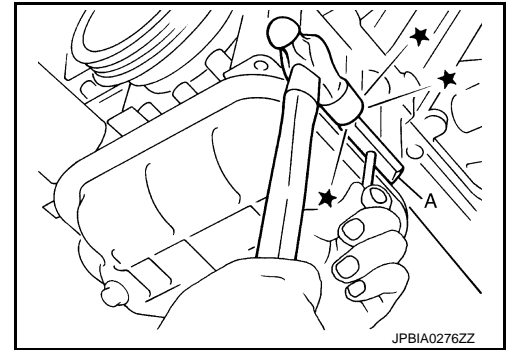


- b. Insert the seal cutter [SST: KV10111100 (J-37228)] (A) between oil pan (upper) and oil pan (lower).

CAUTION:

- Be careful not to damage the mating surfaces.
- Never insert a screwdriver. This damages the mating surfaces.

- c. Slide the seal cutter by tapping on the side of tool with a hammer. Remove oil pan (lower).



INSTALLATION

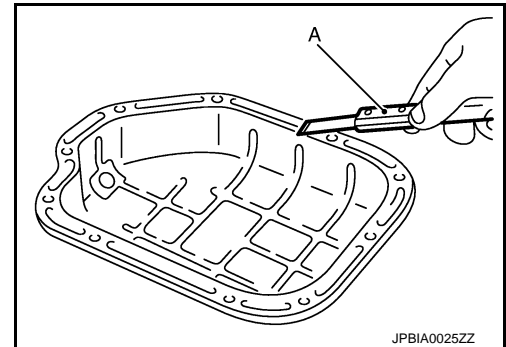
CAUTION:

Do not reuse washers.

1. Install oil pan (lower) as follows:
 - a. Use scraper (A) to remove old liquid gasket from mating surfaces.
 - Remove old liquid gasket from the bolt holes and thread.

CAUTION:

Never scratch or damage the mating surfaces when cleaning off old liquid gasket.



- b. Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to the oil pan (lower) as shown in the figure.

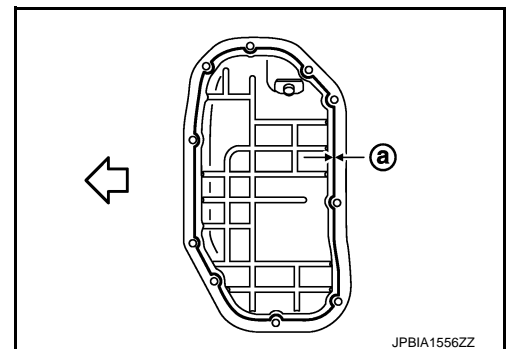
a : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

⇐ : Engine front

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22. "Recommended Chemical Products and Sealants"](#).

CAUTION:

Attaching should be done within 5 minutes after coating.



- c. Install oil pan (lower).

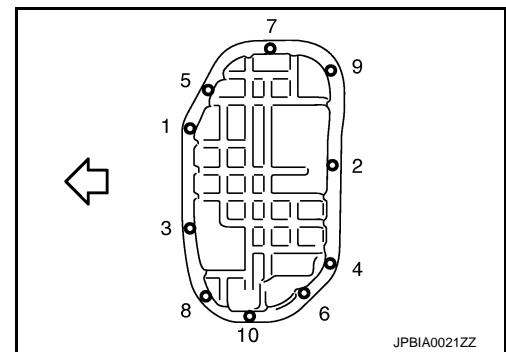
OIL PAN (LOWER)

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

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

⇐ : Engine front



2. Install oil pan drain plug.

CAUTION:

Do not reuse drain plug washer.

- Refer to the figure of the components of on the prior page for installation direction of drain plug washer. Refer to [EM-49, "Exploded View"](#).

3. Install in the reverse order of removal after this step.

NOTE:

Wait at least 30 minutes after oil pan is installed before pouring engine oil.

Inspection

INFOID:000000008193899

INSPECTION AFTER REMOVAL

Clean oil strainer if any object is attached.

INSPECTION AFTER INSTALLATION

1. Check the engine oil level and adjust engine oil. Refer to [LU-7, "Inspection"](#).
2. Start engine, and check there is no leakage of engine oil.
3. Stop engine and wait for 10 minutes.
4. Check the engine oil level again. Refer to [LU-7, "Inspection"](#).

IGNITION COIL, SPARK PLUG AND ROCKER COVER

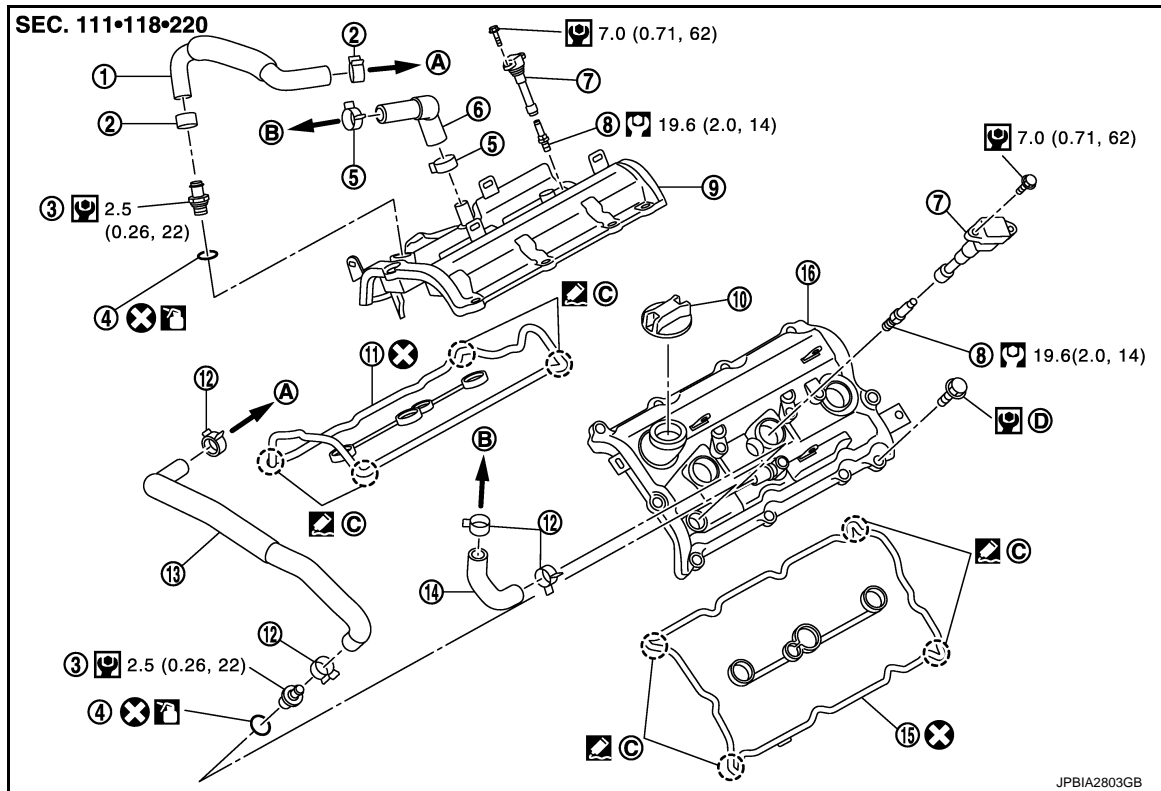
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

IGNITION COIL, SPARK PLUG AND ROCKER COVER

Exploded View

INFOID:000000008193900



- | | | |
|-----------------------------------|----------------------------------|----------------------------------|
| 1. PCV hose | 2. Clamp | 3. PCV valve |
| 4. O-ring | 5. Clamp | 6. PCV hose |
| 7. Ignition coil | 8. Spark plug | 9. Rocker cover (bank 1) |
| 10. Oil filler cap | 11. Rocker cover gasket (bank 1) | 12. Clamp |
| 13. PCV hose | 14. PCV hose | 15. Rocker cover gasket (bank 2) |
| 16. Rocker cover (bank 2) | | |
| A. To intake manifold collector | B. To air duct | C. VVEL ladder assembly side |
| D. Refer to EM-52 | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193901

REMOVAL

- Remove the following parts:
 - Engine cover: Refer to [EM-29, "Exploded View"](#).
 - Air cleaner case and air duct (RH and LH): Refer to [EM-31, "Exploded View"](#).
 - Intake manifold collector: Refer to [EM-33, "Exploded View"](#).
- Disconnect PCV hose from rocker cover.
- Remove PCV valve and O-ring from rocker cover, if necessary.
- Remove oil filler cap from rocker cover, if necessary.
- Remove ignition coil.
CAUTION:
Never shock it.
- Remove harness clips on the rocker cover.

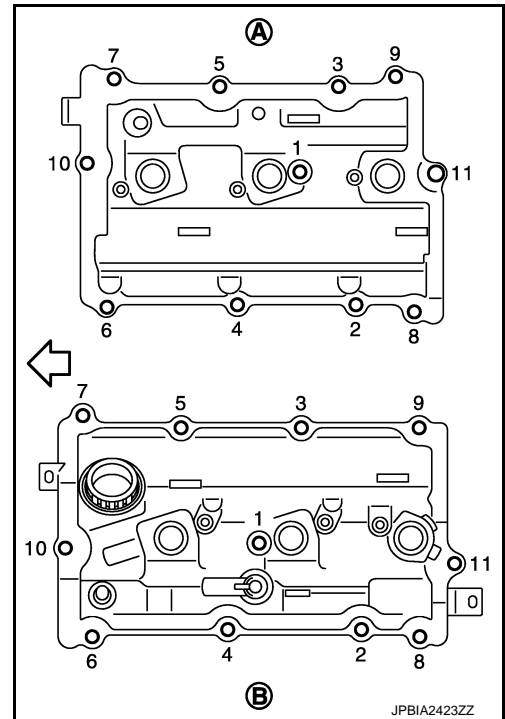
IGNITION COIL, SPARK PLUG AND ROCKER COVER

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

7. Loosen mounting bolts with power tool in reverse order as shown in the figure.

- A : Bank 1
- B : Bank 2
- ↔ : Engine front



8. Remove rocker cover gasket from rocker cover.
 9. Use scraper to remove all traces of liquid gasket from cylinder head and VVEL ladder assembly.

CAUTION:

Never scratch or damage the mating surface when cleaning off old liquid gasket.

INSTALLATION

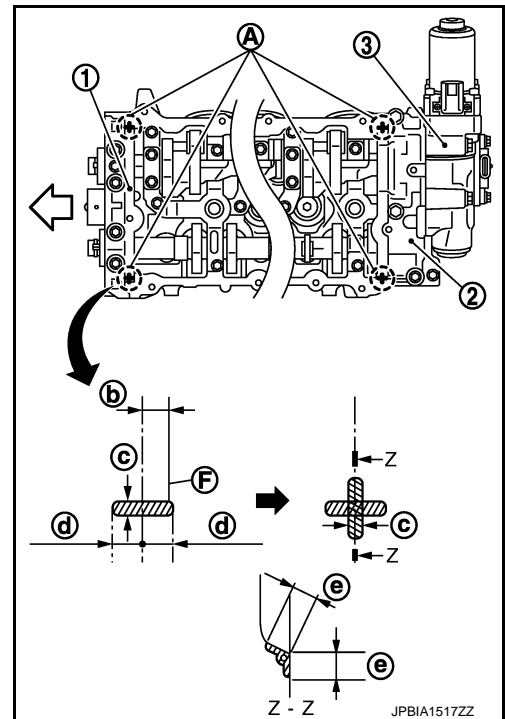
CAUTION:

Do not reuse O-rings.

1. Apply liquid gasket to the position shown in the figure with the following procedure:

- 2 : Actuator bracket (rear)
- 3 : VVEL actuator sub assembly
- A : Liquid gasket application point
- F : End surface of VVEL ladder assembly
- b : 4 mm (0.16 in)
- c : $\phi 2.5 - 3.5$ mm (0.098 - 0.138 in)
- d : 5 mm (0.20 in)
- e : 10 mm (0.39 in)
- ↔ : Engine front

- a. Refer to figure to apply liquid gasket to joint part of VVEL ladder assembly (1) and cylinder head.
 b. Refer to figure to apply liquid gasket in 90 degrees to figure. **Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).**



2. Install rocker cover gasket to rocker cover.
 3. Install rocker cover.
 • Check that rocker cover gasket does not drop from the installation groove of rocker cover.

IGNITION COIL, SPARK PLUG AND ROCKER COVER

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]


4. Tighten bolts in two steps separately in numerical order as shown in the figure.

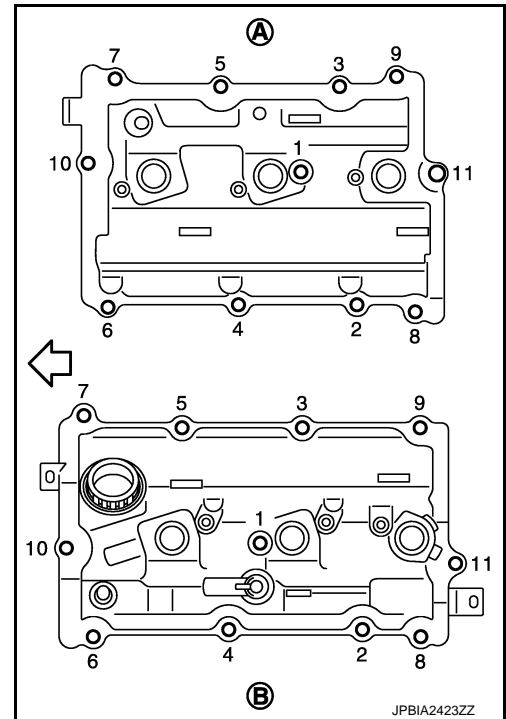
A : Bank 1

B : Bank 2

⇐ : Engine front

 **1st step: 2.0 N·m (0.20 kg-m, 18 in-lb)**

 **2nd step: 8.3 N·m (0.85 kg-m, 73 in-lb)**



5. Install in the reverse order of removal after this step.

TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

TIMING CHAIN

Exploded View

INFOID:00000008193902

A

EM

C

D

E

F

G

H

I

J

K

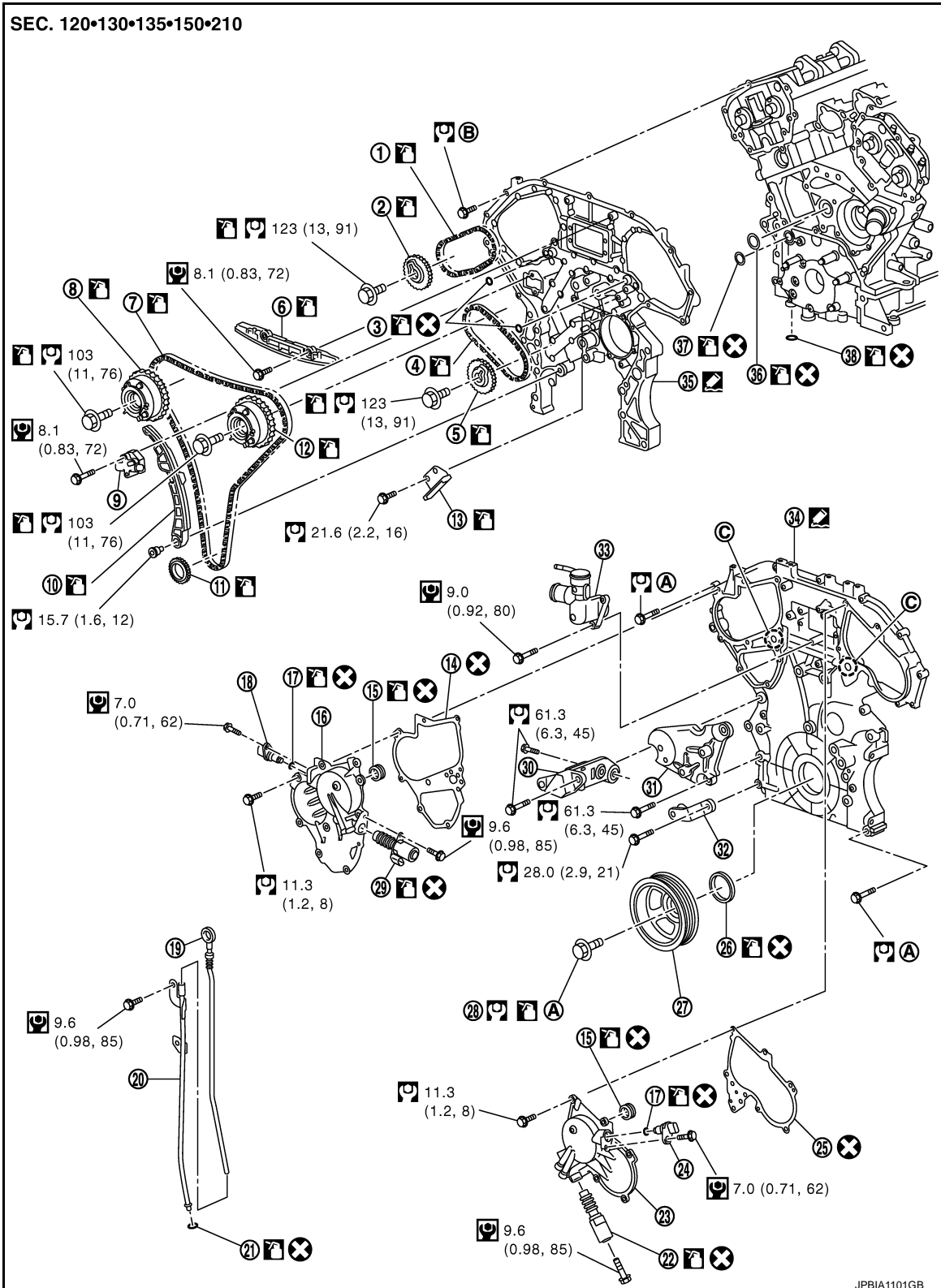
L

M

N

O

P



- | | | |
|--------------------------------------|-------------------------------------|-------------------------------------|
| 1. Timing chain (secondary) (bank 1) | 2. Camshaft sprocket (EXH) (bank 1) | 3. O-ring |
| 4. Timing chain (secondary) (bank 2) | 5. Camshaft sprocket (EXH) (bank 2) | 6. Internal chain guide |
| 7. Timing chain (primary) | 8. Camshaft sprocket (INT) (bank 1) | 9. Timing chain tensioner (primary) |

TIMING CHAIN

[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

- | | | |
|---|---|---|
| 10. Slack guide | 11. Crankshaft sprocket | 12. Camshaft sprocket (INT) (bank 2) |
| 13. Tension guide | 14. Intake valve timing control cover gasket (bank 1) | 15. Seal ring |
| 16. Intake valve timing control cover (bank 1) | 17. O-ring | 18. Camshaft position sensor (PHASE) (bank 1) |
| 19. Oil level gauge | 20. Oil level gauge guide | 21. O-ring |
| 22. Intake valve timing control solenoid valve (bank 2) | 23. Intake valve timing control cover (bank 2) | 24. Camshaft position sensor (PHASE) (bank 2) |
| 25. Intake valve timing control cover gasket (bank 2) | 26. Front oil seal | 27. Crankshaft pulley |
| 28. Crankshaft pulley bolt | 29. Intake valve timing control solenoid valve (bank 1) | 30. Power steering oil pump bracket |
| 31. Idler pulley bracket | 32. Alternator bracket | 33. Water outlet (front) |
| 34. Front timing chain case | 35. Rear timing chain case | 36. O-ring |
| 37. O-ring | 38. O-ring | |
| A. Refer to EM-56 | B. Refer to EM-86 | C. Oil filter |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193903

REMOVAL

1. Release the fuel pressure. Refer to [EC-599, "Inspection"](#).
2. Disconnect the battery cable from the negative terminal.
3. Remove engine undercover with power tool.
4. Drain engine coolant from radiator. Refer to [CO-10, "Draining"](#).
CAUTION:
 - Perform this step when the engine is cold.
 - Never spill engine coolant on drive belt.
5. Drain engine oil. Refer to [LU-8, "Draining"](#).
CAUTION:
Perform this step when the engine is cold.
6. Remove engine cover with power tool. Refer to [EM-29, "Exploded View"](#).
7. Remove radiator reservoir tank. Refer to [CO-16, "Exploded View"](#).
8. Remove air duct and air cleaner case assembly (RH and LH). Refer to [EM-31, "Exploded View"](#).
9. Remove radiator hose (upper and lower). Refer to [CO-16, "Exploded View"](#).
10. Remove radiator cooling fan assembly. Refer to [CO-20, "Exploded View"](#).
11. Remove drive belt. Refer to [EM-17, "Removal and Installation"](#).
12. Separate engine harnesses by removing their brackets from front timing chain case.
13. Remove intake manifold collector. Refer to [EM-33, "Exploded View"](#).
14. Remove fuel sub tube mounting bolt. Refer to [EM-42, "Exploded View"](#).
15. Remove oil level gauge and oil level gauge guide.
16. Remove A/C compressor from bracket with piping connected, and temporarily secure it aside. Refer to [HA-35, "Exploded View"](#).
17. Remove power steering oil pump from bracket with piping connected, and temporarily secure it aside. Refer to [ST-27, "Exploded View"](#).
18. Remove power steering oil pump bracket.
19. Remove idler pulley, drive belt auto-tensioner and bracket. Refer to [EM-30, "Exploded View"](#).
20. Remove alternator and alternator bracket. Refer to [CHG-27, "Exploded View"](#).
21. Remove water outlet (front). Refer to [CO-27, "Exploded View"](#).

TIMING CHAIN

< REMOVAL AND INSTALLATION >

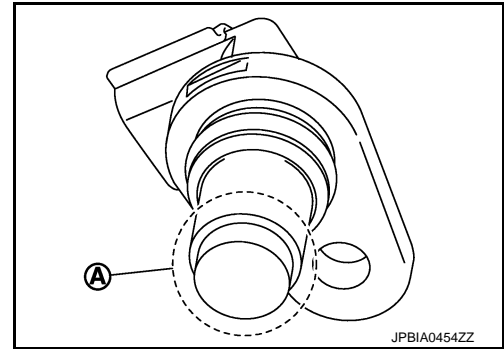
[REGULAR GRADE]

22. Remove camshaft position sensor (PHASE).

A : Keep free from magnetic materials

CAUTION:

- Handle carefully to avoid dropping and shocks.
- Never disassemble.
- Never allow metal powder to adhere to magnetic part at sensor tip.
- Never place sensors in a location where they are exposed to magnetism.



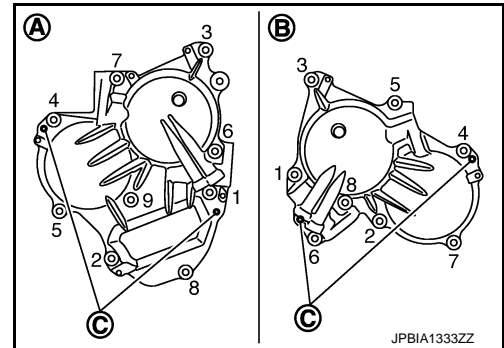
23. Remove intake valve timing control covers and gasket as follows:

- Disconnect intake valve timing control solenoid valve harness connector.
- Loosen mounting bolts in reverse order as shown in the figure.

A : Bank 1
 B : Bank 2
 C : Dowel pin hole

CAUTION:

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



- Shaft is engaged with camshaft sprocket (INT) center hole on inside. Pull straight out so that it does not tilt until the joint is disengaged.
24. Remove intake valve timing control solenoid valve, if necessary.

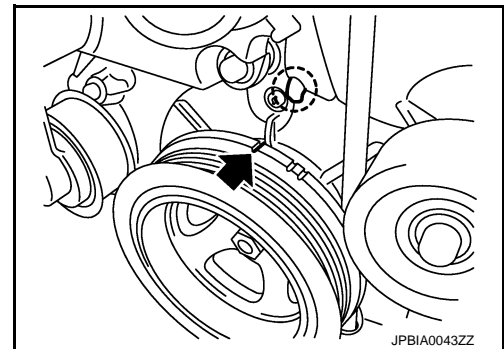
CAUTION:

Intake valve timing control solenoid valve is nonreusable. Never remove it unless required.

25. Remove rocker covers (bank 1 and bank 2). Refer to [EM-52. "Exploded View"](#).
26. Obtain No.1 cylinder at TDC of its compression stroke as follows:

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

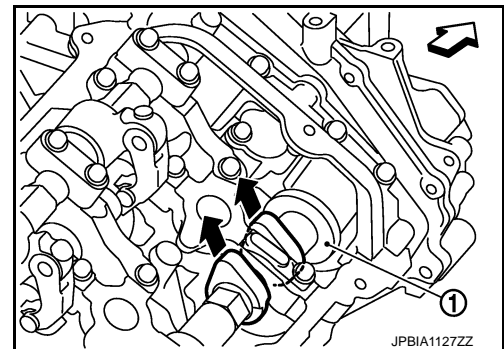
← : Timing mark (grooved line without color)



- Check that exhaust cam noses on No.1 cylinder (engine front side of bank 1) is located as shown in the figure.

1 : Camshaft (EXH) (bank 1)
 ⇐ : Engine front

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



27. Remove crankshaft pulley as follows:

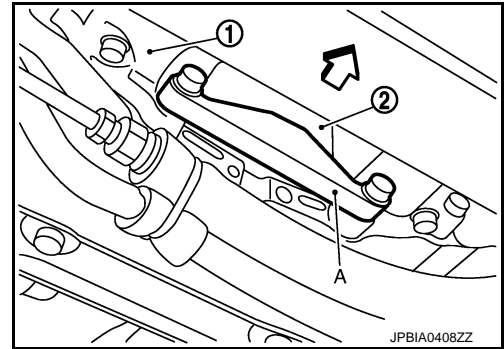
TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

- a. Remove rear cover plate and set the ring gear stopper [SST: KV10118600 (J-48641)] (A) as shown in the figure.

- 1 : Oil pan (upper)
2 : Flywheel (M/T models) or drive plate (A/T models)
⇐ : Vehicle front

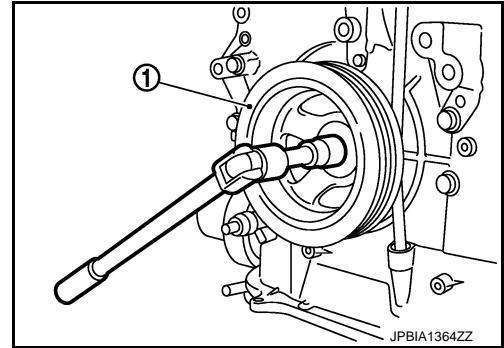


- b. Loosen crankshaft pulley bolt and rotate bolt seating surface at 10 mm (0.39 in) from its original position.

- 1 : Crankshaft pulley

CAUTION:

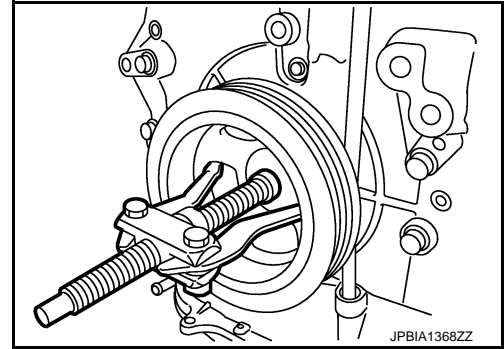
Never remove crankshaft pulley bolt because it is used as a supporting point for suitable puller.



- c. Place suitable puller tab on holes of crankshaft pulley, and pull crankshaft pulley through.

CAUTION:

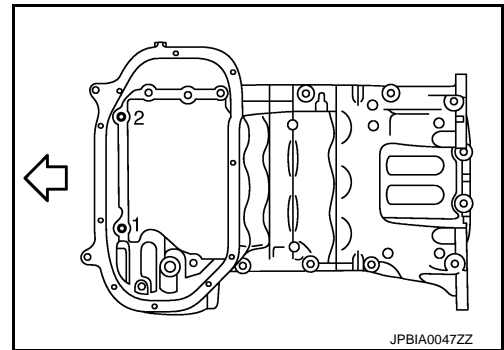
Never put suitable puller tab on crankshaft pulley periphery, because this damages internal damper.



28. Remove oil pan (lower). Refer to [EM-49. "Exploded View"](#).

29. Loosen two mounting bolts in front of oil pan (upper) with power tool in reverse order as shown in the figure.

- ⇐ : Engine front



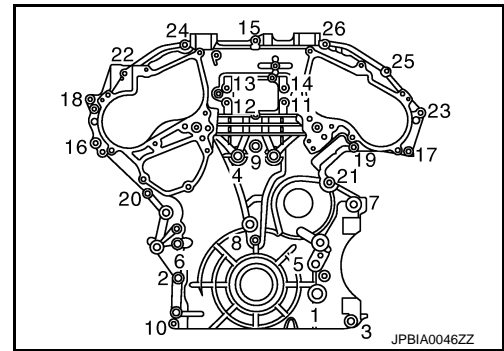
30. Remove front timing chain case as follows:

TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

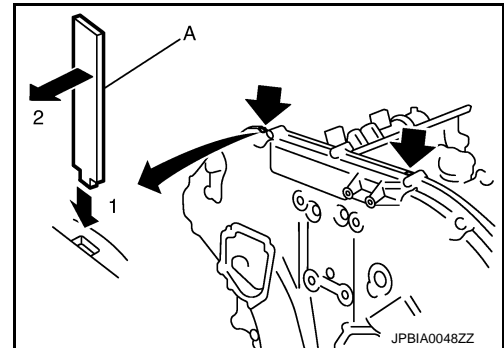
- a. Loosen mounting bolts in reverse order as shown in the figure.



- b. Insert a suitable tool (A) into the notch at the top of front timing chain case as shown.
 c. Pry off case by moving the suitable tool as shown.
 • Use the seal cutter [SST: KV10111100 (J-37228)] to cut liquid gasket for removal.

CAUTION:

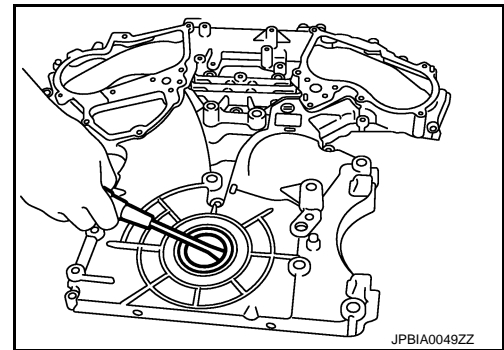
- Never use a screwdriver or a similar item.
- After removal, handle front timing chain case carefully so it does not tilt, cant, or warp under a load.



31. Remove front oil seal from front timing chain case using a suitable tool.
 • Use a screwdriver for removal.

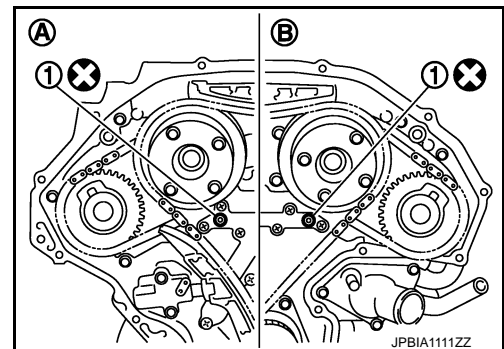
CAUTION:

Be careful not to damage front timing chain case.



32. Remove O-ring (1) from rear timing chain case.

- A : Bank 1
- B : Bank 2



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TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

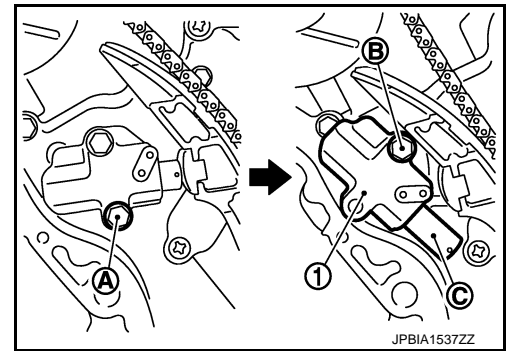
33. Remove timing chain tensioner (primary) (1) as follows:

- Remove lower mounting bolt (A).
- Loosen upper mounting bolt (B) slowly, and then turn timing chain tensioner (primary) on the upper mounting bolt so that plunger (C) is fully expanded.

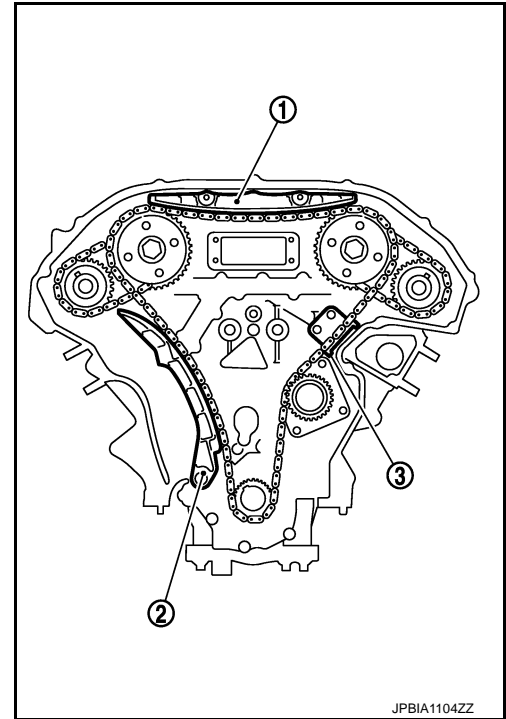
NOTE:

Even if plunger is fully expanded, it does not drop from the body of timing chain tensioner (primary).

- Remove upper mounting bolt, and then remove timing chain tensioner (primary).



34. Remove internal chain guide (1), slack guide (2), and tension guide (3).



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

CAUTION:

After removing timing chain (primary), never turn crankshaft and camshaft separately, or valves strike the piston heads.

36. Remove timing chain (secondary) and camshaft sprockets as follows:

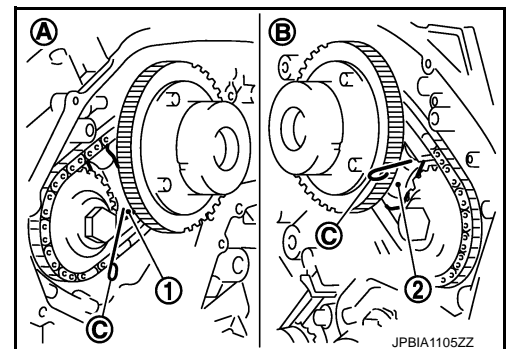
- Attach suitable stopper pin (C) to the timing chain tensioners (secondary) (1), (2).

A : Bank 1

B : Bank 2

NOTE:

- Use approximately 0.5 mm (0.020 in) dia. hard metal pin as a stopper pin.
- For removal of timing chain tensioners (secondary), refer to [EM-90, "Exploded View"](#). (Removing VVEL ladder assembly is required.)



- Remove camshaft sprocket (EXH) mounting bolt.
 - Secure the hexagonal portion of camshaft (EXH) using a wrench to loosen mounting bolt.

CAUTION:

Never loosen the mounting bolt by securing anything other than the camshaft (EXH) hexagonal portion or with tensioning the timing chain.

TIMING CHAIN

[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

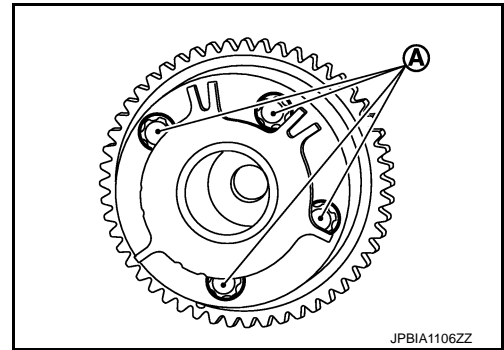
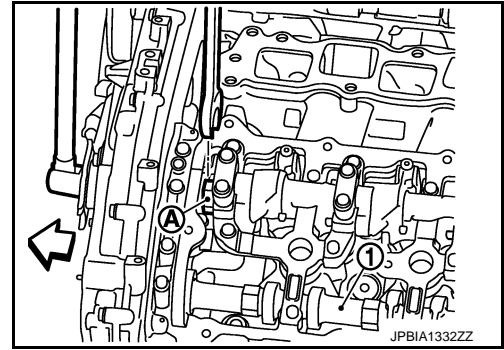
- c. Remove camshaft sprocket (INT) mounting bolt.
- Secure the hexagonal portion (located in between journal No. 1 and journal No. 2) of drive shaft (A) using a wrench to loosen mounting bolt.

1 : Camshaft (EXH) (bank 2)

↶ : Engine front

CAUTION:

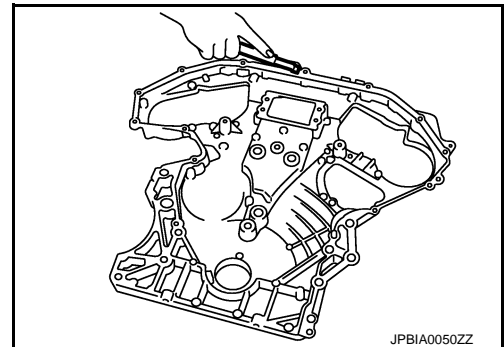
- Never loosen the mounting bolt by securing anything other than the drive shaft hexagonal portion or with tensioning the timing chain.
- When holding the hexagonal part of drive shaft on the intake side with a wrench, be careful not to allow the wrench to cause interference with other parts.
- Never disassemble camshaft sprocket (INT). [Never loosen bolts (A) as shown in the figure.]



- d. Remove timing chain (secondary) together with camshaft sprockets.
37. Use a scraper to remove all traces of old liquid gasket from front and rear timing chain cases and oil pan (upper), and liquid gasket mating surfaces.

CAUTION:

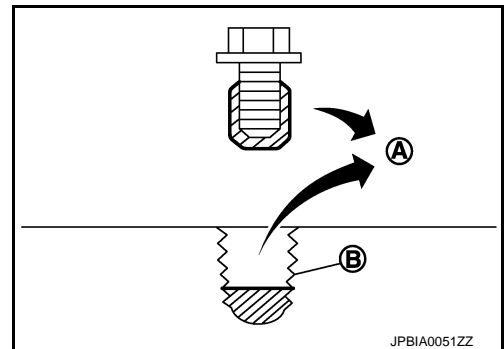
Be careful not to allow gasket fragments to enter oil pan.



38. Remove old liquid gasket from bolt hole and thread.

A : Remove old liquid gasket that is stuck

B : Bolt hole



INSTALLATION

CAUTION:

Do not reuse O-rings.

NOTE:

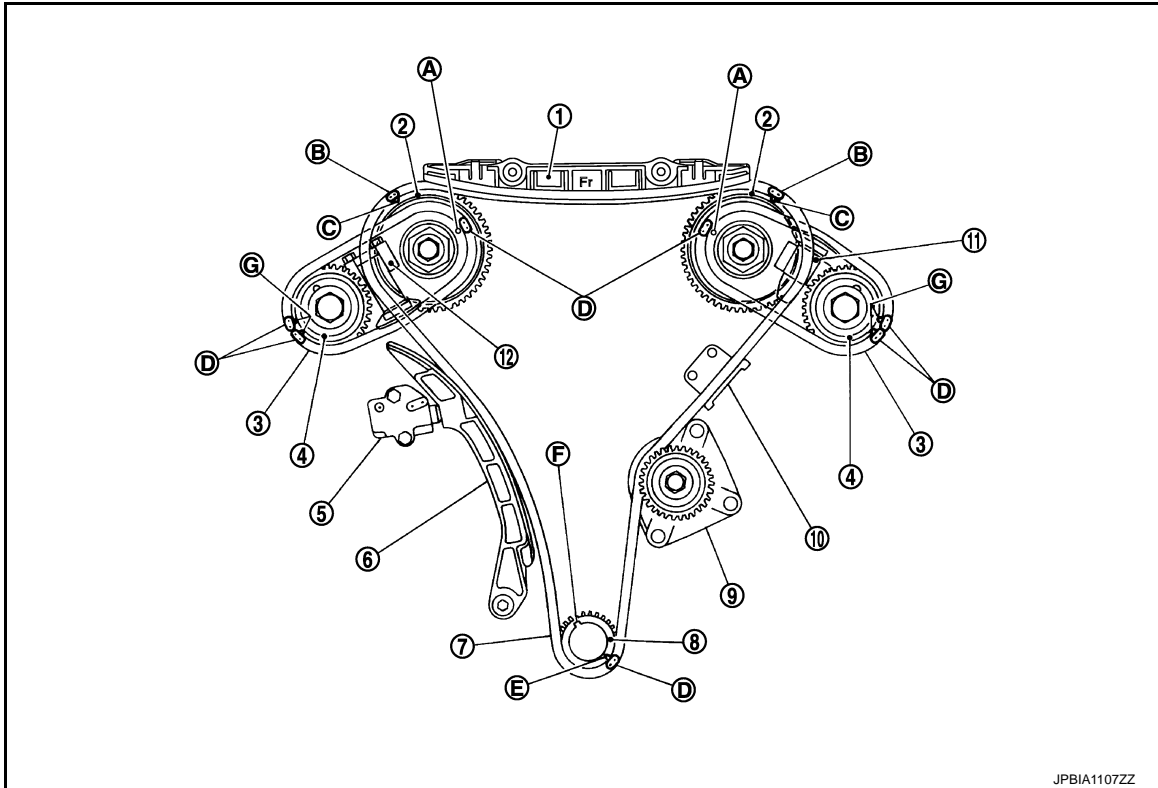
The figure below shows the relationship between the matching mark on each timing chain and that on the corresponding sprocket with the components installed.

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TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]



- | | | |
|--|---|---|
| 1. Internal chain guide | 2. Camshaft sprocket (INT) | 3. Timing chain (secondary) |
| 4. Camshaft sprocket (EXH) | 5. Timing chain tensioner (primary) | 6. Slack guide |
| 7. Timing chain (primary) | 8. Crankshaft sprocket | 9. Water pump |
| 10. Tension guide | 11. Timing chain tensioner (secondary) (bank 2) | 12. Timing chain tensioner (secondary) (bank 1) |
| A. Matching mark [punched (back side)] | B. Matching mark (yellow link) | C. Matching mark (punched) |
| D. Matching mark (orange link) | E. Matching mark (notched) | F. Crankshaft key |
| G. Matching mark [punched] | | |

1. Check that dowel pin (A) and crankshaft key (1) are located as shown in the figure. (No. 1 cylinder at compression TDC)

NOTE:

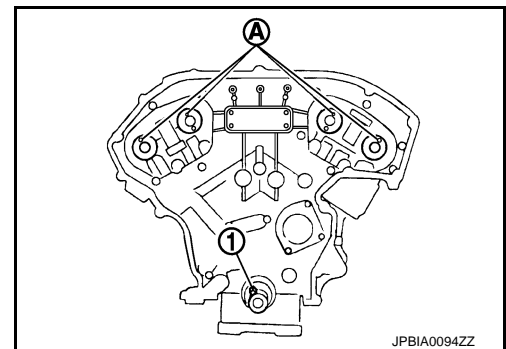
Though camshaft does not stop at the position as shown in the figure, for the placement of cam noses, it is generally accepted that camshaft is placed in the same direction as that of the figure.

Camshaft dowel pin

: At cylinder head upper face side in each bank.

Crankshaft key

: At cylinder head side of bank 1.



2. Install timing chains (secondary) and camshaft sprockets as follows:

CAUTION:

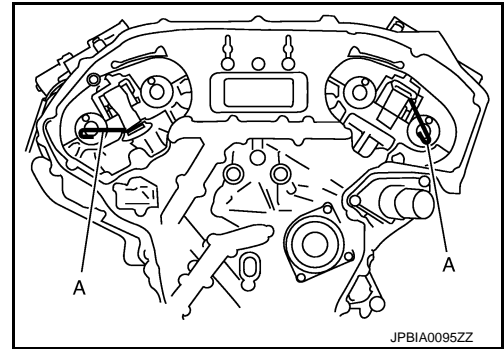
Matching marks between timing chain and sprockets slip easily. Confirm all matching mark positions repeatedly during the installation process.

TIMING CHAIN

[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

- a. Push plunger of timing chain tensioner (secondary) and keep it pressed in with a stopper pin (A).



- b. Install timing chains (secondary) and camshaft sprockets.

NOTE:

Figure shows bank 1 (rear view).

- A : Camshaft sprocket (INT) back face
- B : Orange link
- C : Dowel groove
- D : Matching mark (oval)
- E : Matching mark (2 oval: on front face)
- F : Matching mark (circle)
- G : Camshaft sprocket (EXH) back face
- H : Matching mark (2 circle: on front face)
- I : Timing chain (secondary)

- Align the matching marks on timing chain (secondary) (orange link) with the ones on intake and exhaust camshaft sprockets (punched), and install them.

NOTE:

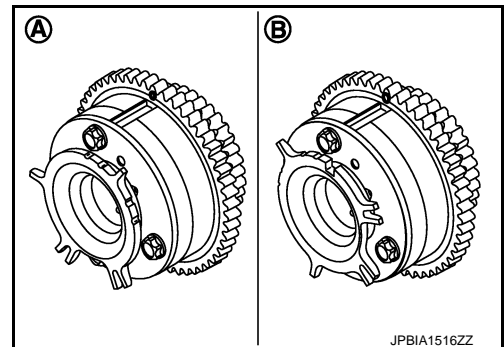
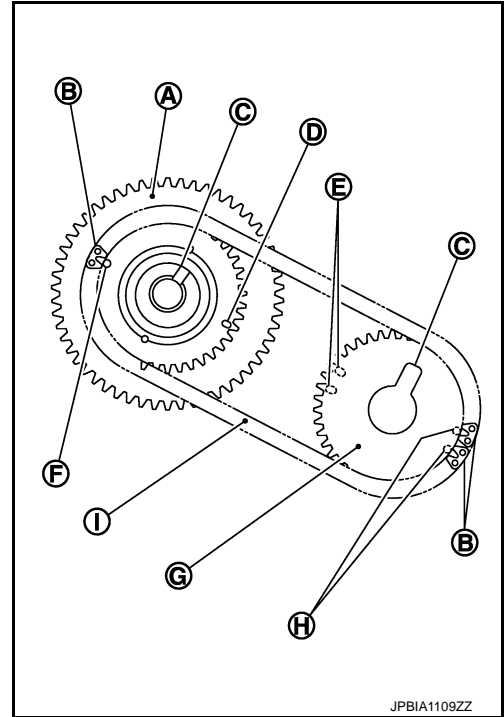
- Matching marks for camshaft sprockets (INT) are on the back side of camshaft sprockets (secondary).
- There are two types of matching marks, the circle and oval types. They should be used for the bank 1 and bank 2, respectively.

Bank 1 : Use circle type

Bank 2 : Use oval type

- Shape (orientation of signal plate) of camshaft sprocket (INT) varies depending on the bank position. See the right figure to install.

- A : Bank 1
- B : Bank 2



- Align dowel pin camshafts with the pin groove on sprockets, and install them.
- In case that positions of each matching mark and each dowel pin do not fit with matching parts, make fine adjustment to the position holding the hexagonal portion on camshaft (EXH) or drive shaft with wrench or equivalent tool.
- Mounting bolts for camshaft sprockets must be tightened in the next step. Tightening them by hand is sufficient to prevent the dislocation of dowel pins.

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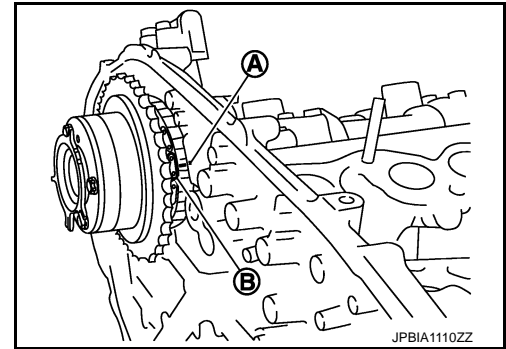
TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

- It may be difficult to visually check the dislocation of matching marks during and after installation. To make the matching easier, make a matching mark on the top of sprocket teeth and its extended line in advance with paint.

- A : Matching mark (painted)
- B : Matching mark (orange link)

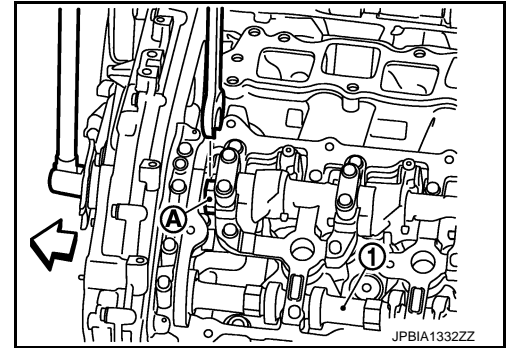


- c. Tighten camshaft sprocket (EXH) mounting bolt.
 - Secure camshaft (EXH) using a wrench at the hexagonal portion to tighten mounting bolt.
- d. After confirming the matching marks are aligned, tighten camshaft sprocket (INT) mounting bolt.
 - Secure the hexagonal portion (located in between journal No. 1 and journal No. 2) of drive shaft (A) using a wrench to tighten mounting bolt.

- 1 : Camshaft (EXH) (bank 2)
- ⇐ : Engine front

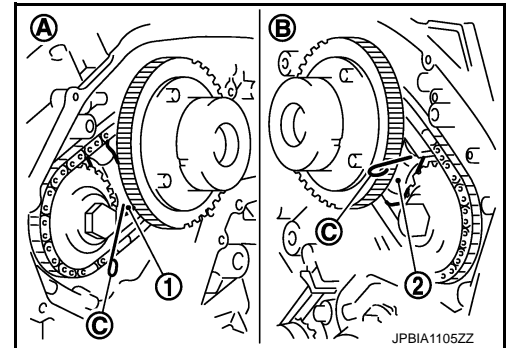
CAUTION:

When holding the hexagonal part of drive shaft on the intake side with a wrench, be careful not to allow the wrench to cause interference with other parts.



- e. Pull stopper pins (C) out from timing chain tensioners (secondary) (1), (2).

- A : Bank 1
- B : Bank 2

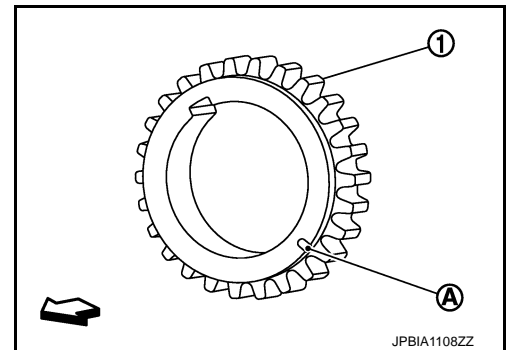


- 3. Install timing chain (primary) as follows:

- a. Install crankshaft sprocket (1).

- A : Matching mark (front side)
- ⇐ : Engine front

- Check that the matching marks on crankshaft sprocket face the front of the engine.



- b. Install timing chain (primary).

TIMING CHAIN

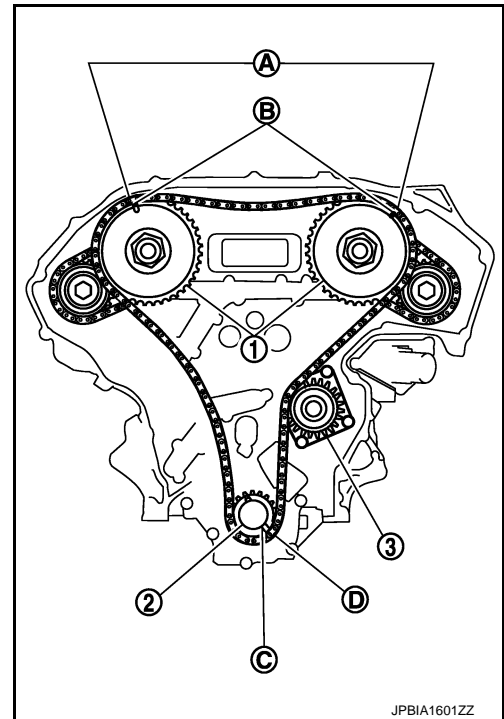
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

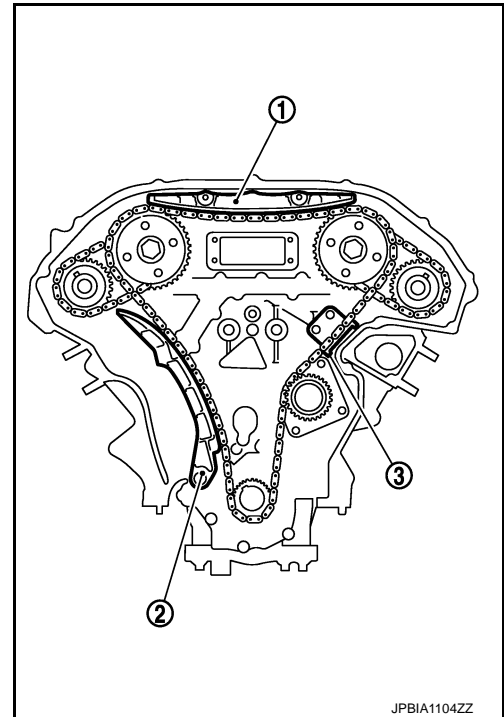
- Install timing chain (primary) so that the matching mark (punched) (B) on camshaft sprocket (INT) (1) is aligned with the yellow link (A) on timing chain, while the matching mark (notched) (C) on crankshaft sprocket (2) is aligned with the orange link (D) one on timing chain, as shown in the figure.

3 : Water pump

- When it is difficult to align matching marks of timing chain (primary) with each sprocket, gradually turn drive shaft using wrench on the hexagonal portion to align it with the matching marks.



4. Install internal chain guide (1), slack guide (2), and tension guide (3).



CAUTION:

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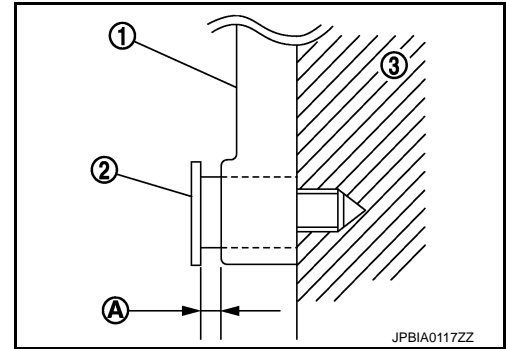
TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

Never overtighten slack guide mounting bolt (2). It is normal for a gap (A) to exist under the bolt seats when mounting bolt are tightened to the specification.

- 1 : Slack guide
- 3 : Cylinder block



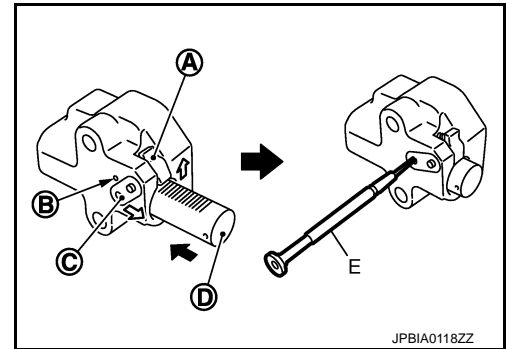
5. Install the timing chain tensioner (primary) with the following procedure:

- a. Pull plunger stopper tab (A) up (or turn lever downward) so as to remove plunger stopper tab from the ratchet of plunger (D).

NOTE:

Plunger stopper tab and lever (C) are synchronized.

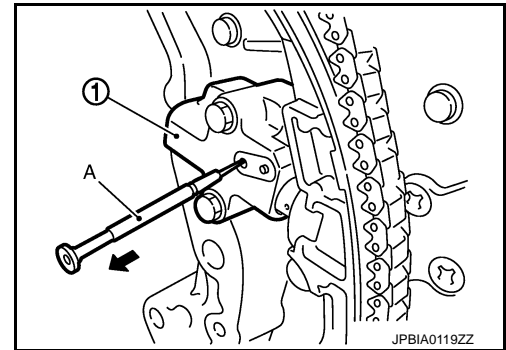
- b. Push plunger into the inside of tensioner body.
- c. Hold plunger in the fully compressed position by engaging plunger stopper tab with the tip of ratchet.
- d. To secure lever, insert stopper pin (E) through hole of lever into tensioner body hole (B).
 - The lever parts and the plunger stopper tab are synchronized. Therefore, the plunger is secured under this condition.



NOTE:

Figure shows the example of 1.2 mm (0.047 in) diameter thin screwdriver being used as the stopper pin.

- e. Install timing chain tensioner (primary) (1).
 - Remove any dirt and foreign materials completely from the back and the mounting surfaces of timing chain tensioner (primary).
- f. Pull out stopper pin (A) after installing, and then release plunger.

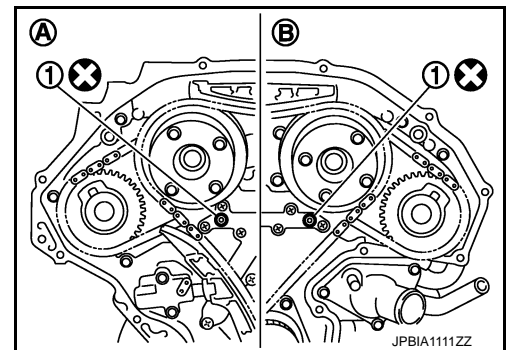


6. Check again that the matching marks on sprockets and timing chain have not slipped out of alignment.
7. Install new o-rings (1) on rear timing chain case.

CAUTION:

Do not reuse O-rings.

- A : Bank 1
- B : Bank 2



TIMING CHAIN

< REMOVAL AND INSTALLATION >

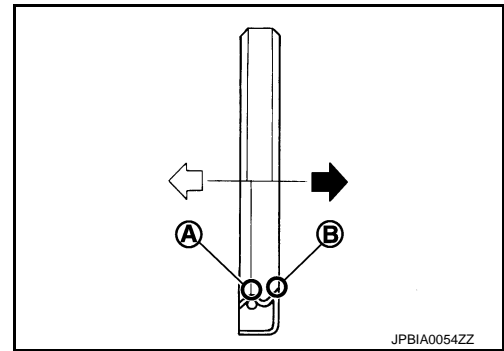
[REGULAR GRADE]

8. Install new front oil seal on front timing chain case.

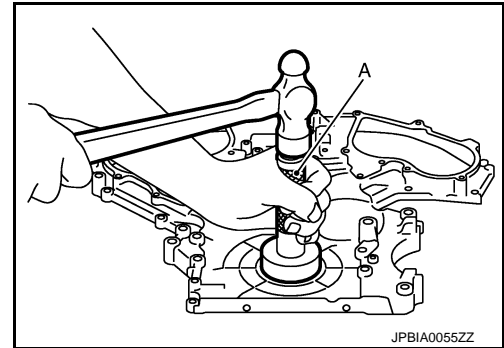
⇐ : Engine inside

➡ : Engine outside

- Apply new engine oil to both oil seal lip (A) and dust seal lip (B).
- Install it so that each seal lip is oriented as shown in the figure.



- Using a suitable drift [outer diameter: 60 mm (2.36 in)] (A), press-fit oil seal until it becomes flush with front timing chain case end face.
- Check that the garter spring is in position and seal lip is not inverted.



9. Install front timing chain case as follows:

- Check that O-rings stay in place during installation to rear timing chain case.

a. Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to front timing chain case back side as shown in the figure.

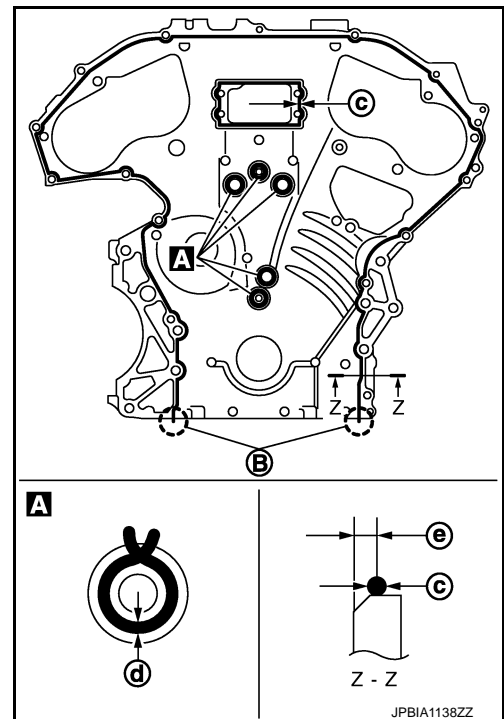
Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22, "Recommended Chemical Products and Sealants".

B : Protrusion

c : $\phi 3.4 - 4.4$ mm (0.134 - 0.173 in)

d : $\phi 2.6 - 3.6$ mm (0.102 - 0.142 in)

e : 4.0 - 5.6 mm (0.157 - 0.220 in)



TIMING CHAIN

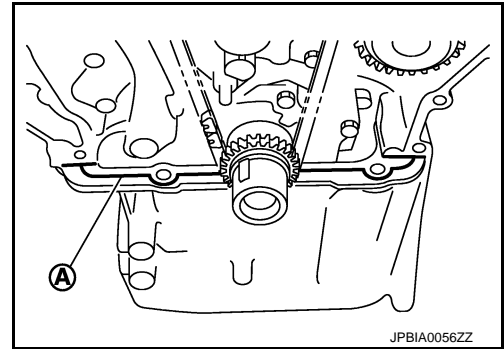
[REGULAR GRADE]

< REMOVAL AND INSTALLATION >

- b. Apply liquid gasket to top surface of oil pan (upper) as shown in the figure.

A : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

Use **Genuine RTV Silicone Sealant** or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

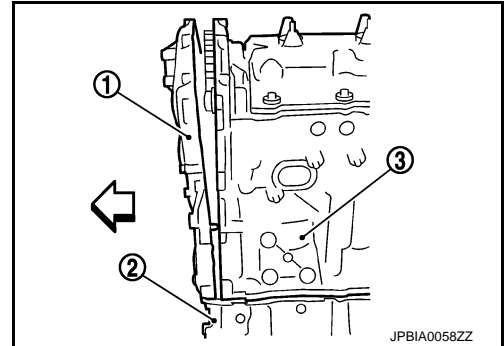


- c. Assemble front timing chain case.

- 1 : Front timing chain case
- 2 : Oil pan (upper)
- 3 : Cylinder block
- ⇐ : Engine front

CAUTION:

- Be careful not to damage front oil seal by interference with front end of crankshaft.
- Attaching should be done within 5 minutes after liquid gasket application.



- d. Install front timing chain case fitting its dowel pin hole together with dowel pin on rear timing chain case.

- e. Tighten mounting bolts to the specified torque in numerical order as shown in the figure.

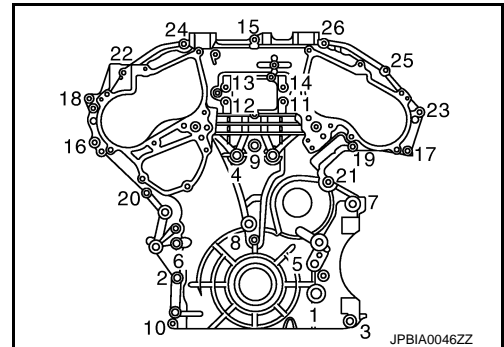
- There are two types of mounting bolts. Refer to the following for locating bolts.

M10 bolts : 1, 2, 3, 4, 5, 6, 7

: 55.0 N·m (5.6 kg·m, 41 ft·lb)

M6 bolts : Except the above

: 12.7 N·m (1.3 kg·m, 9 ft·lb)



- f. After all bolts are tightened, retighten them to the specified torque in numerical order shown in the figure.

CAUTION:

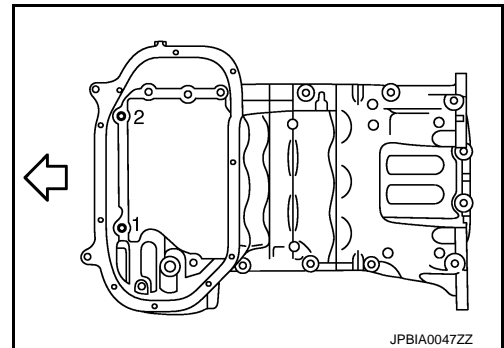
Be sure to wipe off any excessive liquid gasket leaking on surface mating with oil pan (upper).

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

⇐ : Engine front

Tightening torque

: Refer to [EM-82, "Exploded View"](#).



10. Install intake valve timing control covers as follows:

TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

- a. Install new seal rings (1) in shaft grooves.

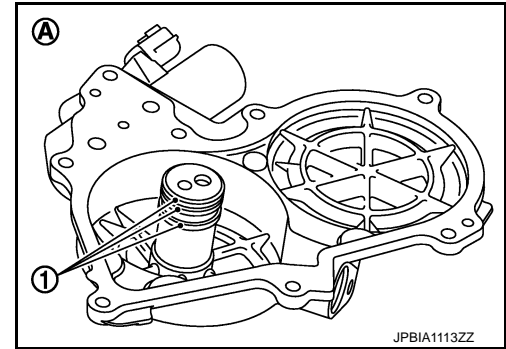
A : Bank 2

CAUTION:

When replacing seal ring, replace all rings with new ones.

NOTE:

The figure shows an example of bank 2.



- b. Install intake valve timing control cover with new gasket to front timing chain case.

CAUTION:

• Align the center of both shaft holes of the camshaft sprocket (INT) and the shaft, and then insert them.

• Be careful not to drop the seal ring from the shaft groove.

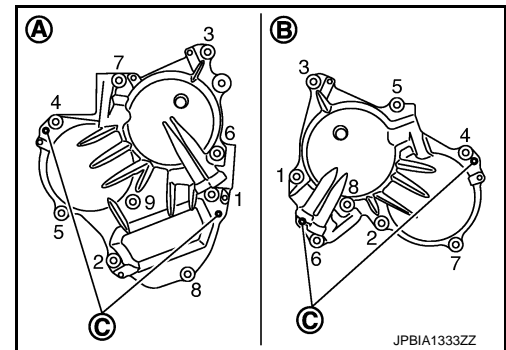
- c. Being careful not to move seal ring from the installation groove, align dowel pins on front timing chain case with dowel pin holes (C) to install intake valve timing control covers.

A : Bank 1

B : Bank 2

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

• After all bolts are tightened, tighten No. 1 bolt to the specified torque again.



11. Install oil pan (lower). Refer to [EM-49, "Exploded View"](#).

12. Install rocker covers (bank 1 and bank 2). Refer to [EM-52, "Exploded View"](#).

13. Install crankshaft pulley as follows:

- a. Fix crankshaft using the ring gear stopper [SST: KV10118600 (J-48641)].

- b. Install crankshaft pulley, taking care not to damage front oil seal.

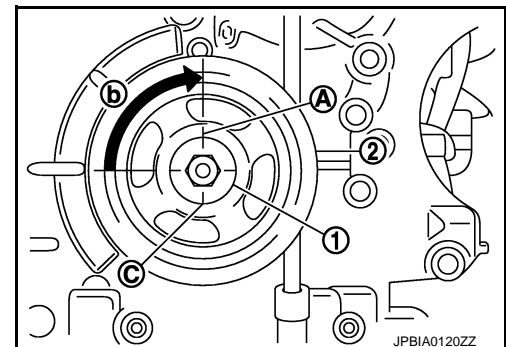
• When press-fitting crankshaft pulley with plastic hammer, tap on its center portion (not circumference).

- c. Tighten crankshaft pulley bolt.

: 44.1 N·m (4.5 kg·m, 33 ft·lb)

- d. Tighten the bolt 90 degrees (one mark) (b).

• Place a matching mark (A) on crankshaft pulley (2) aligning with the matching mark (C) of crankshaft pulley bolt (1).



- e. Rotate crankshaft pulley in normal direction (clockwise when viewed from engine front) to confirm it turns smoothly.

14. For the following operations, perform steps in the reverse order of removal.

Inspection

INFOID:000000008193904

INSPECTION AFTER REMOVAL

Timing Chain

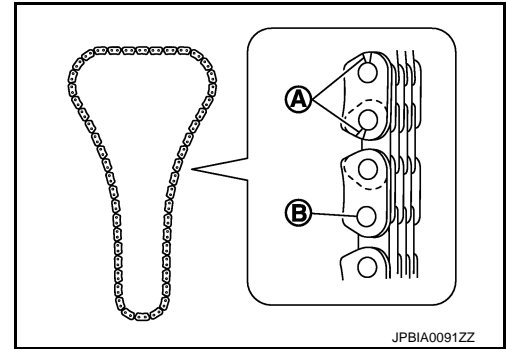
TIMING CHAIN

< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

Check for cracks and any excessive wear at link plates and roller links of timing chain. Replace timing chain if necessary.

- A : Crack
- B : Wear



INSPECTION AFTER INSTALLATION

Inspection for Leakage

The following are procedures for checking fluid leakage, lubricant leakage.

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If any are less than the required quantity, fill them to the specified level. Refer to [MA-16. "FOR NORTH AMERICA : Fluids and Lubricants"](#) (FOR NORTH AMERICA) or [MA-17. "FOR MEXICO : Fluids and Lubricants"](#) (EXCEPT FOR NORTH AMERICA).
- Follow the procedure below to check for fuel leakage.
 - Turn ignition switch to the "ON" position (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.

NOTE:

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

- Warm up engine thoroughly to check that there is no leakage of fuel, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill them to the specified level, if necessary.

Summary of the inspection items:

| Items | | Before starting engine | Engine running | After engine stopped |
|--------------------------------|-----------------|------------------------|-----------------|----------------------|
| Engine coolant | | Level | Leakage | Level |
| Engine oil | | Level | Leakage | Level |
| Transmission / transaxle fluid | AT & CVT Models | Leakage | Level / Leakage | Leakage |
| | MT Models | Level / Leakage | Leakage | Level / Leakage |
| Other oils and fluids* | | Level | Leakage | Level |
| Fuel | | Leakage | Leakage | Leakage |

* Power steering fluid, brake fluid, etc.

OIL SEAL
FRONT OIL SEAL

FRONT OIL SEAL : Removal and Installation

INFOID:000000008193905

A

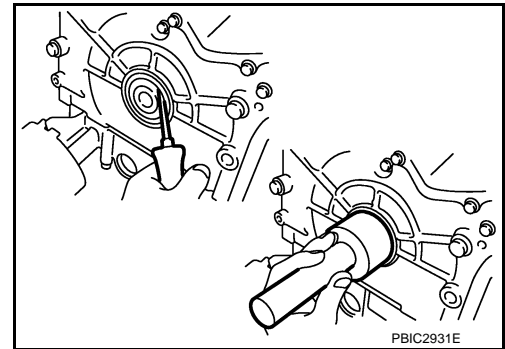
EM

REMOVAL

1. Remove the following parts:
 - Engine undercover with power tool.
 - Drive belt: Refer to [EM-17. "Exploded View"](#).
 - Crankshaft pulley: Refer to [EM-55. "Exploded View"](#).
2. Remove front oil seal using a suitable tool.

CAUTION:

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



C

D

E

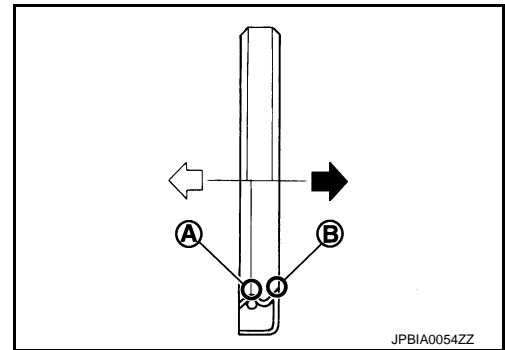
F

G

INSTALLATION

1. Apply new engine oil to both oil seal lip and dust seal lip of new front oil seal.
2. Install front oil seal.
 - Install front oil seal so that each seal lip is oriented as shown in the figure.

- A : Oil seal lip
- B : Dust seal lip
- ⇐ : Engine inside
- ➡ : Engine outside



H

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- Using a suitable drift, press-fit until the height of front oil seal is level with the mounting surface.
- Suitable drift: outer diameter 60 mm (2.36 in), inner diameter 50 mm (1.97 in).
- Check that the garter spring is in position and seal lips are not inverted.

CAUTION:

- **Be careful not to damage front timing chain case and crankshaft.**
- **Press-fit straight and avoid causing burrs or tilting oil seal.**

3. Install in the reverse order of removal after this step.

REAR OIL SEAL

REAR OIL SEAL : Removal and Installation

INFOID:000000008193906

REMOVAL

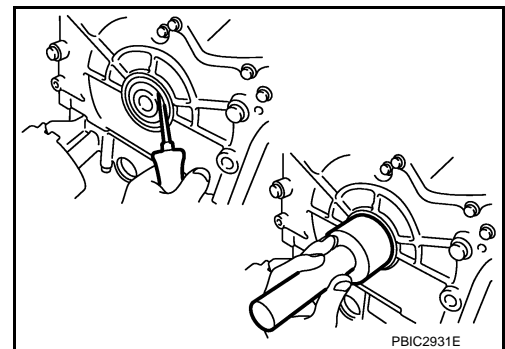
1. Remove transmission assembly, refer to the following:
 - M/T models

M

N

O

P



OIL SEAL

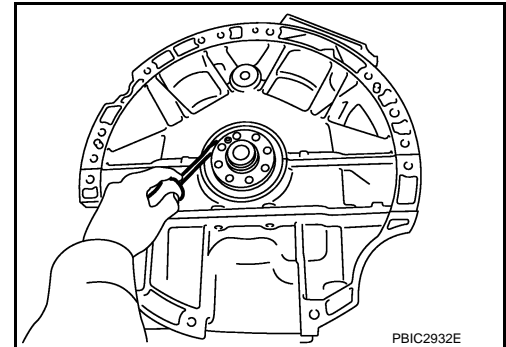
< REMOVAL AND INSTALLATION >

[REGULAR GRADE]

- [TM-38. "WITHOUT S-MODE : Exploded View"](#) (WITHOUT S-MODE)
 - [TM-41. "WITH S-MODE : Exploded View"](#) (WITH S-MODE)
 - A/T models
 - [TM-343. "Exploded View"](#)
2. Remove drive plate (A/T models) or fly wheel (M/T models). Refer to [EM-117. "Exploded View"](#).
3. Remove rear oil seal with a suitable tool.

CAUTION:

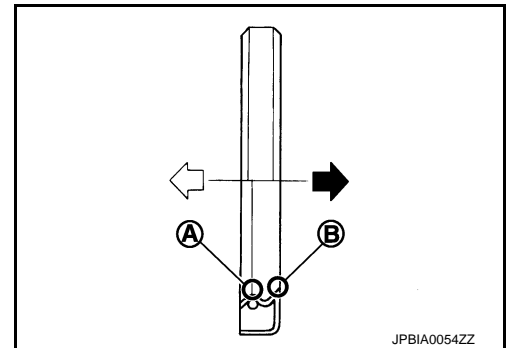
Be careful not to damage crankshaft and cylinder block.



INSTALLATION

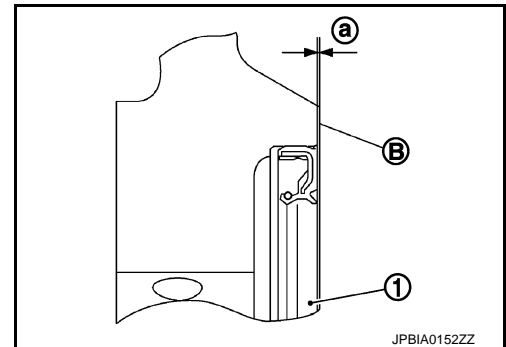
1. Install rear oil seal.
- Install rear oil seal so that each seal lip is oriented as shown in the figure.

- A : Oil seal lip
- B : Dust seal lip
- ⇐ : Engine inside
- ➡ : Engine outside



- Press in rear oil seal (1) to the position as shown in the figure.

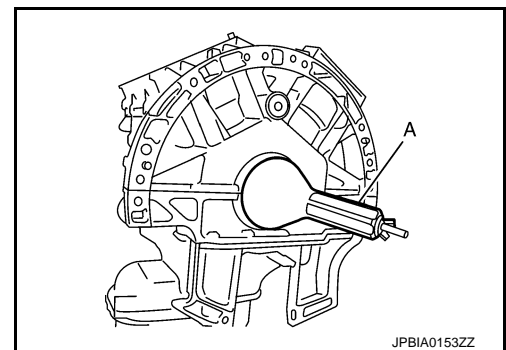
- B : Cylinder block rear end face
- a : 0 - 0.5 mm (0 - 0.020 in)



- Using a suitable drift (A), press-fit until the height of rear oil seal is level with the mounting surface.
- Suitable drift: outer diameter 100 mm (3.94 in), inner diameter 85 mm (3.35 in).

CAUTION:

- Be careful not to damage crankshaft and cylinder block.
- Press-fit straight and avoid causing burrs or tilting oil seal.



2. Install in the reverse order of removal after this step.

UNIT REMOVAL AND INSTALLATION

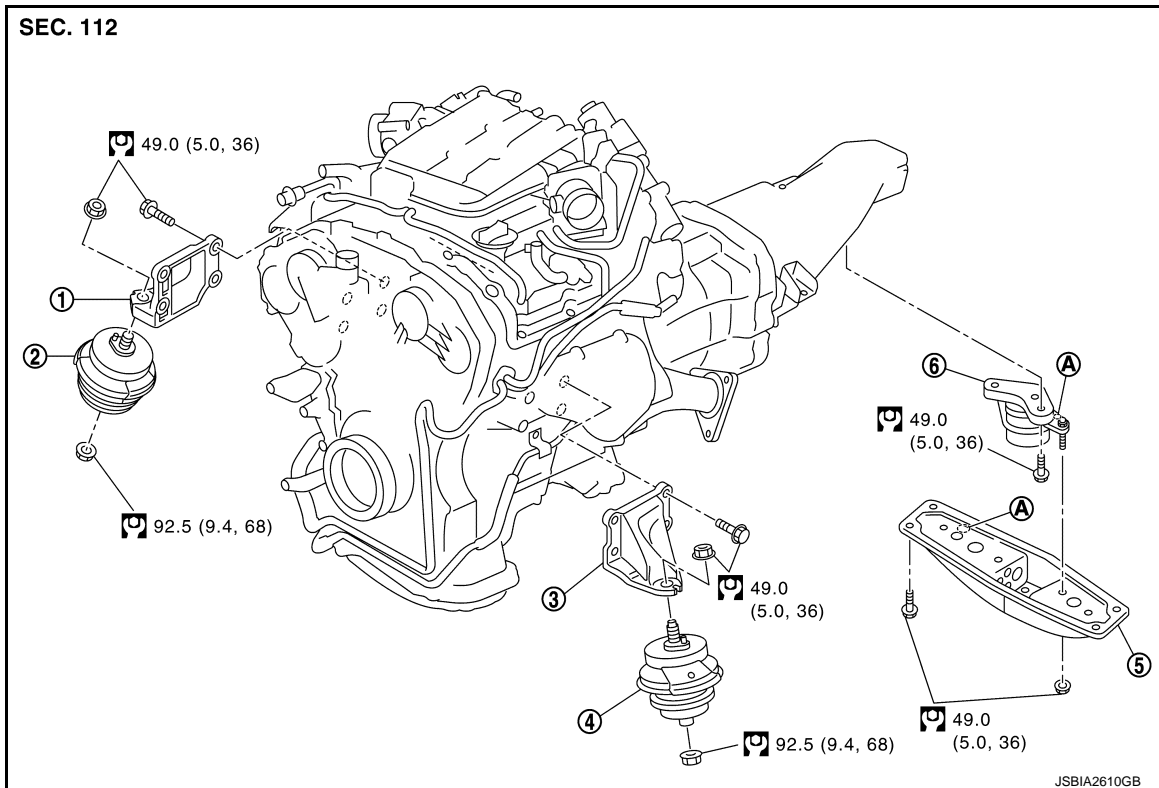
ENGINE ASSEMBLY

Exploded View

INFOID:000000008193907

A

EM



- | | | |
|-----------------------------------|-----------------------------------|-------------------------------------|
| 1. Engine mounting bracket (RH) | 2. Engine mounting insulator (RH) | 3. Engine mounting bracket (LH) |
| 4. Engine mounting insulator (LH) | 5. Rear engine mounting member | 6. Engine mounting insulator (rear) |
- A. Front mark

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000008193908

WARNING:

- Situate the vehicle on a flat and solid surface.
- Place chocks at the front and back of rear wheels.
- For engines not equipped with engine slingers, attach proper slingers and bolts described in PARTS CATALOG.

CAUTION:

- Always be careful to work safely, and avoid forceful or uninstructed operations.
- Never start working until exhaust system and engine coolant are cool enough.
- If items or work required are not covered by the engine section, refer to the applicable sections.
- Always use the support point specified for lifting.
- Use either 2-pole lift type or separate type lift as much as possible. If board-on type is used for unavoidable reasons, support at rear axle jacking point with transmission jack or similar tool before starting work, in preparation for the backward shift of the center of gravity.
- For supporting points for lifting and jacking point at rear axle, refer to [GI-37, "Garage Jack and Safety Stand and 2-Pole Lift"](#).

NOTE:

When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL

C

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P

ENGINE ASSEMBLY

[REGULAR GRADE]

< UNIT REMOVAL AND INSTALLATION >

Outline

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

Preparation

1. Release fuel pressure. Refer to [EC-599, "Inspection"](#).
2. Disconnect both battery cables. Refer to [PG-113, "Exploded View"](#).
3. Drain engine coolant from radiator. Refer to [CO-10, "Draining"](#).
CAUTION:
 - Perform this step when engine is cold.
 - Never spill engine coolant on drive belt.
4. Remove the following parts:
 - Engine undercover (power tool)
 - Front road wheel and tires (power tool)
 - Front tower bar assembly: Refer to [FSU-20, "Exploded View"](#).
 - Engine cover: Refer to [EM-29, "Exploded View"](#).
 - Radiator reservoir tank: Refer to [CO-16, "Exploded View"](#).
 - Air duct and air cleaner case assembly (RH and LH): Refer to [EM-31, "Exploded View"](#).
 - Cowl top cover: Refer to [EXT-22, "Exploded View"](#).
5. Discharge refrigerant from A/C circuit. Refer to [HA-28, "Recycle Refrigerant"](#).
6. Disconnect radiator hoses (upper and lower) at engine side. Refer to [CO-16, "Exploded View"](#).

Engine Room LH

1. Disconnect heater hose at vehicle side, and fit a plug onto hose end to prevent engine coolant leakage.
2. Disconnect A/C piping from A/C compressor, and temporarily fasten it on vehicle with a rope. Refer to [HA-39, "Exploded View"](#).
3. Disconnect brake booster vacuum hose.
4. Disconnect ground cable.

Engine Room RH

1. Disconnect bonding wire from exhaust manifold (bank 1).
2. Disconnect heater hose at vehicle side, and fit a plug onto hose end to prevent engine coolant leakage.
3. Disconnect battery positive cable at vehicle side and temporarily fasten it on engine.
4. Disconnect all clips and connectors of the engine room harness from engine back side.
5. Disconnect fuel feed hose (with damper) and EVAP hose. Refer to [EM-42, "Exploded View"](#).
CAUTION:
Fit plugs onto disconnected hoses to prevent fuel leakage.
6. Drain power steering fluid from reservoir tank of power steering oil pump.
CAUTION:
Be careful not to spill power steering fluid in engine room.
7. Disconnect power steering oil pump suction hose at power steering oil pump side. Refer to [ST-27, "Exploded View"](#).
CAUTION:
Never spill power steering fluid on drive belt.

Vehicle Inside

Follow the procedure below to disconnect engine room harness connectors at passenger room side, and temporarily secure them on engine.

1. Remove passenger-side kicking plate and dash side finisher. Refer to [INT-18, "Exploded View"](#).
2. Disconnect engine room harness connectors at unit side and other locations.
3. Disengage intermediate fixing point. Pull out engine room harnesses to engine room side, and temporarily secure them on engine.
CAUTION:
 - When pulling out harnesses, take care not to damage harnesses and connectors.
 - After temporarily securing, cover connectors with vinyl or similar material to protect against adhesion of foreign materials.

Vehicle Underbody (M/T models)

ENGINE ASSEMBLY

[REGULAR GRADE]

< UNIT REMOVAL AND INSTALLATION >

1. Disconnect heated oxygen sensor 2 harness. Refer to [EM-38, "Exploded View"](#).
2. Remove exhaust front tube and center muffler. Refer to [EX-5, "Exploded View"](#).
3. Remove rear propeller shaft. Refer to [DLN-7, "Exploded View"](#).
4. Separate control rod from control lever assembly, and then remove control lever assembly. Refer to [TM-38, "WITHOUT S-MODE : Removal and Installation"](#) (WITHOUT S-MODE) or [TM-41, "WITH S-MODE : Removal and Installation"](#) (WITH S-MODE).
5. Disconnect clutch hose from clutch tube. Refer to [CL-16, "Exploded View"](#).
6. Remove suspension member stay. Refer to [FSU-21, "Exploded View"](#).
7. Remove rear plate cover from oil pan (upper). Refer to [EM-82, "Exploded View"](#).
8. Remove transmission joint bolts that pierce at oil pan (upper) lower rear side. Refer to [TM-38, "WITHOUT S-MODE : Exploded View"](#) (WITHOUT S-MODE) or [TM-41, "WITH S-MODE : Exploded View"](#) (WITH S-MODE).
9. Disconnect power steering oil pump oil cooler hoses. Refer to [ST-33, "Exploded View"](#).
10. Remove front wheel sensor for ABS from steering knuckle. Refer to [BRC-105, "FRONT WHEEL SENSOR : Exploded View"](#). (RH and LH)
11. Remove front stabilizer connecting rod from transverse link. Refer to [FSU-19, "Exploded View"](#). (RH and LH)
12. Separate steering outer sockets from steering knuckle. Refer to [ST-19, "Exploded View"](#). (RH and LH)
13. Separate lower ends of steering knuckle from transverse link. Refer to [FAX-7, "Exploded View"](#). (RH and LH)
14. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft. Refer to [ST-17, "Exploded View"](#).

Vehicle Underbody (A/T models)

1. Disconnect heated oxygen sensor 2 harness. Refer to [EM-38, "Exploded View"](#).
2. Remove exhaust front tube and center muffler. Refer to [EX-5, "Exploded View"](#).
3. Remove rear propeller shaft. Refer to [DLN-7, "Exploded View"](#).
4. Disengage A/T control rod at A/T shift selector side. Then, temporarily secure it on the transmission assembly, so that it does not sag. Refer to [TM-317, "Exploded View"](#).
5. Remove suspension member stay. Refer to [FSU-21, "Exploded View"](#).
6. Remove rear plate cover from oil pan (upper). Refer to [EM-82, "Exploded View"](#).
7. Then remove bolts fixing drive plate to torque converter. Refer to [TM-343, "Exploded View"](#).
8. Remove transmission joint bolts that pierce at oil pan (upper) lower rear side. Refer to [TM-343, "Exploded View"](#).
9. Disconnect A/T fluid cooler hoses. Refer to [TM-340, "Exploded View"](#).
10. Disconnect power steering oil pump oil cooler hoses. Refer to [ST-33, "Exploded View"](#).
11. Remove front wheel sensor for ABS from steering knuckle. Refer to [BRC-105, "FRONT WHEEL SENSOR : Exploded View"](#). (RH and LH)
12. Remove front stabilizer connecting rod from transverse link. Refer to [FSU-19, "Exploded View"](#). (RH and LH)
13. Separate steering outer sockets from steering knuckle. Refer to [ST-19, "Exploded View"](#). (RH and LH)
14. Separate lower ends of steering knuckle from transverse link. Refer to [FAX-7, "Exploded View"](#). (RH and LH)
15. Disconnect steering lower joint at power steering gear assembly side, and release steering lower shaft. Refer to [ST-17, "Exploded View"](#).

Removal Work

ENGINE ASSEMBLY

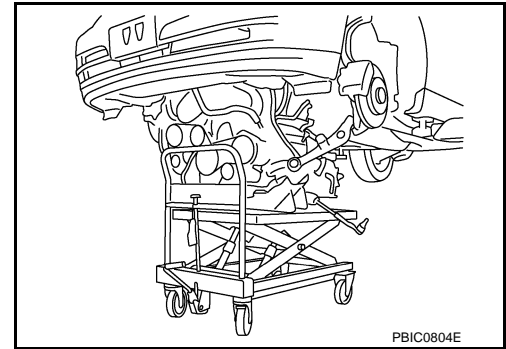
< UNIT REMOVAL AND INSTALLATION >

[REGULAR GRADE]

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

CAUTION:

- Use a piece of wood or a similar item as the supporting surface to secure a completely stable condition.
- Never support the three way catalyst.



2. Remove rear engine mounting member bolts.
3. Remove front suspension member mounting bolts and nuts. Refer to [FSU-21, "Exploded View"](#).
4. Carefully lower jack, or raise lift, to remove the engine, the transmission assembly and front suspension member. When performing work, observe the following caution items:

CAUTION:

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

Separation Work

1. Install engine slingers into front of cylinder head (bank 1) and rear of cylinder head (bank 2).

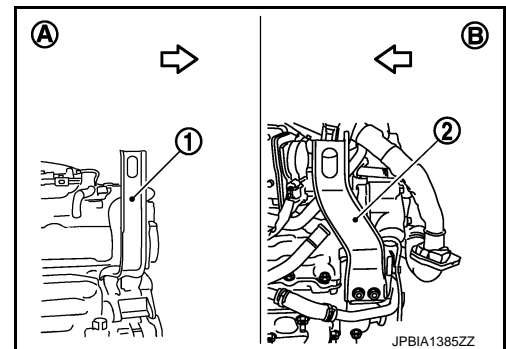
1 : Engine front slinger

2 : Engine rear slinger

A : Bank 1

B : Bank 2

↔: Engine front



Slinger bolts:

: 28.0 N·m (2.9 kg·m, 21 ft·lb)

2. Remove power steering oil pump from engine. Refer to [ST-27, "Exploded View"](#).
3. Remove three way catalyts (bank 1 and bank 2).
4. Remove engine mounting insulators (RH and LH) under side nuts with power tool.
5. Lift with hoist and separate the engine and the transmission assembly from front suspension member.
CAUTION:
 - Before and during this lifting, always check that any harnesses are left connected.
 - Never damage engine mounting insulator and avoid oil/grease smearing or spills onto engine mounting insulator.
6. Remove crankshaft position sensor. Refer to [EM-117, "Exploded View"](#).
CAUTION:
 - Handle crankshaft position sensor carefully and avoid impacts.
 - Never disassemble.
 - Never place crankshaft position sensor in a location where it is exposed to magnetism.
7. Remove starter motor. Refer to [STR-18, "Exploded View"](#).
8. Separate the engine from the transmission assembly, refer to the following:
 - M/T models
 - [TM-38, "WITHOUT S-MODE : Exploded View"](#) (WITHOUT S-MODE)
 - [TM-41, "WITH S-MODE : Exploded View"](#) (WITH S-MODE)
 - A/T models
 - [TM-343, "Exploded View"](#)
9. Remove each engine mounting insulator and each engine mounting bracket from the engine with power tool.

ENGINE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

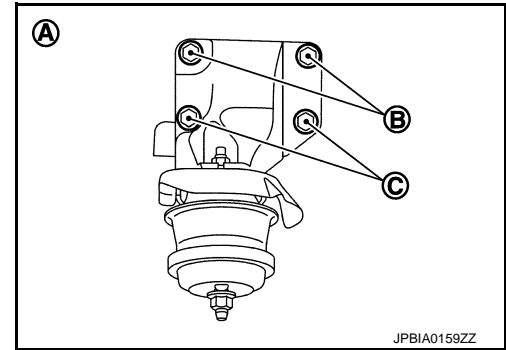
[REGULAR GRADE]

INSTALLATION

Note the following, and install in the reverse order of removal.

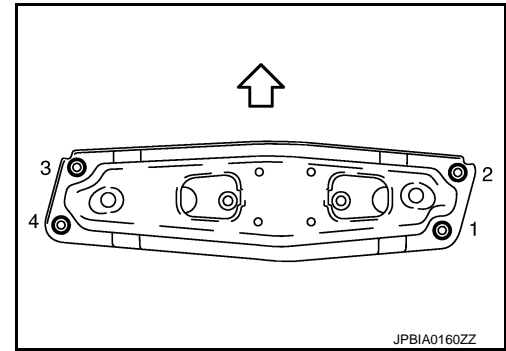
- Do not damage engine mounting insulator and do not spill oil on it.
- For a location with a positioning pin, insert it securely into hole of mating part.
- For a part with a specified installation orientation, refer to component figure in [EM-73. "Exploded View"](#).
- When installing engine mounting bracket (RH and LH) on cylinder block, tighten two upper bolts [shown as (B) in the figure] first. Then tighten two lower bolts [shown as (C) in the figure].

A : Example Left



- Check that all engine mounting insulators are seated properly, and then tighten mounting nuts.
- Tighten rear engine mounting member bolts in numerical order as shown in the figure.

← : Vehicle front



INFOID:000000008193909

Inspection

INSPECTION AFTER INSTALLATION

Inspection for Leakage

The following are procedures for checking fluid leakage, lubricant leakage.

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If any are less than the required quantity, fill them to the specified level. Refer to [MA-16. "FOR NORTH AMERICA : Fluids and Lubricants"](#) (FOR NORTH AMERICA) or [MA-17. "FOR MEXICO : Fluids and Lubricants"](#) (EXCEPT FOR NORTH AMERICA).
- Follow the procedure below to check for fuel leakage.
 - Turn ignition switch to the "ON" position (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.

NOTE:

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

- Warm up engine thoroughly to check that there is no leakage of fuel, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill them to the specified level, if necessary.

Summary of the inspection items:

| Items | Before starting engine | Engine running | After engine stopped |
|----------------|------------------------|----------------|----------------------|
| Engine coolant | Level | Leakage | Level |
| Engine oil | Level | Leakage | Level |

ENGINE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[REGULAR GRADE]

| | | | | |
|-----------------------------------|-----------------|-----------------|-----------------|-----------------|
| Transmission / transaxle fluid | AT & CVT Models | Leakage | Level / Leakage | Leakage |
| | MT Models | Level / Leakage | Leakage | Level / Leakage |
| Other oils and fluids* | | Level | Leakage | Level |
| Fuel | | Leakage | Leakage | Leakage |

* Power steering fluid, brake fluid, etc.

UNIT DISASSEMBLY AND ASSEMBLY

ENGINE STAND SETTING

Setting

INFOID:000000008193910

EM

NOTE:

Explained here is how to disassemble with engine stand supporting transmission surface. When using a different type of engine stand, note the difference in the steps, etc.

1. Remove the engine assembly from the vehicle. Refer to [EM-73, "Exploded View"](#).
2. Remove the parts that may restrict installation of engine to a widely use engine stand.

NOTE:

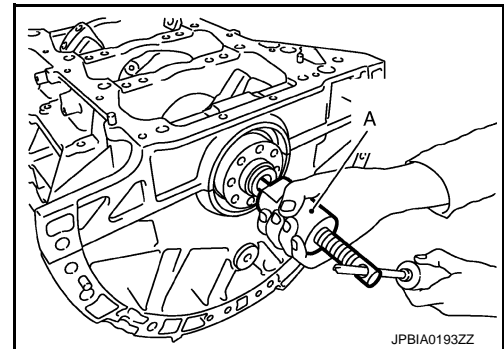
The procedure is described assuming that you use a widely use engine stand holding the surface, to which transmission is installed.

- Remove clutch cover and clutch disc (M/T models). Refer to [CL-22, "Exploded View"](#).
- Remove drive plate (A/T models) or flywheel (M/T models) with power tool. Fix crankshaft with a ring gear stopper [SST: KV10118600 (J-48641)], and remove mounting bolts.
- Loosen mounting bolts in diagonal order.
- Check for deformation or damage of drive plate (A/T models) or flywheel (M/T models).

CAUTION:

- **Never disassemble drive plate (A/T models) or flywheel (M/T models).**
- **Never place drive plate (A/T models) or flywheel (M/T models) with signal plate facing down.**
- **When handling signal plate, take care not to damage or scratch it.**
- **Handle signal plate in a manner that prevents it from becoming magnetized.**

3. Remove pilot converter (A/T models) using the pilot bushing puller [SST: ST16610001 (J-23907)] (A) if necessary.



4. Lift the engine with hoist to install it onto the widely use engine stand.

CAUTION:

Use an engine stand that has a load capacity [220 kg (485 lb) or more] large enough for supporting the engine weight.

- If the load capacity of the stand is not adequate, remove the following parts beforehand to reduce the potential risk of overturning the stand.
 - Remove alternator. Refer to [CHG-27, "Exploded View"](#).
 - Remove A/C compressor. Refer to [HA-35, "Exploded View"](#).
 - Remove intake manifold collector. Refer to [EM-33, "Exploded View"](#).
 - Remove fuel injector and fuel tube assembly. Refer to [EM-42, "Exploded View"](#).
 - Remove intake manifold. Refer to [EM-36, "Exploded View"](#).
 - Remove ignition coil. Refer to [EM-52, "Exploded View"](#).
 - Remove rocker cover. Refer to [EM-52, "Exploded View"](#).
 - Remove exhaust manifold. Refer to [EM-38, "Exploded View"](#).
 - Other removable brackets.

NOTE:

ENGINE STAND SETTING

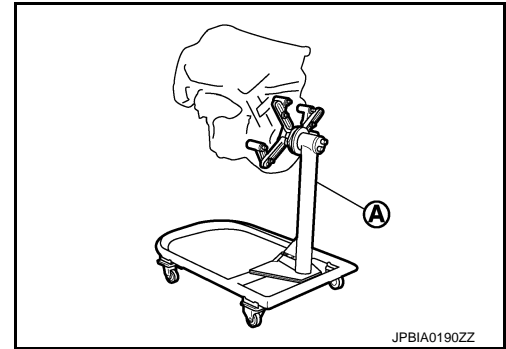
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

The figure shows an example of widely use engine stand (A) that can hold mating surface of transmission with drive plate (A/T models) or flywheel (M/T models) removed.

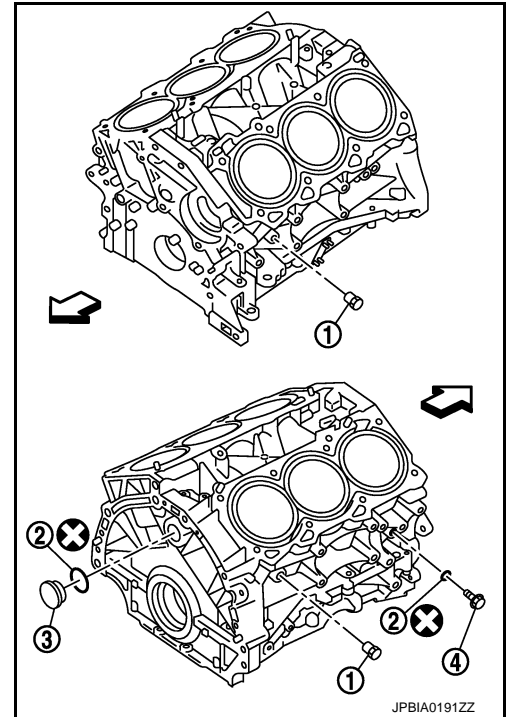
CAUTION:

Before removing the hanging chains, check the engine stand is stable and there is no risk of overturning.



5. Remove alternator. Refer to [CHG-27. "Exploded View"](#).
6. Remove A/C compressor. Refer to [HA-35. "Exploded View"](#).
7. Drain engine oil. Refer to [LU-8. "Draining"](#).
8. Drain engine coolant by removing water drain plug (1) from both sides of the cylinder block as shown in the figure.

- 2 : Washer
- 3 : Plug
- 4 : Drain plug
- ↔ : Engine front



ENGINE UNIT

Disassembly

INFOID:000000008193911

1. Remove intake manifold collector. Refer to [EM-33, "Exploded View"](#).
2. Remove fuel injector and fuel tube. Refer to [EM-42, "Exploded View"](#).
3. Remove intake manifold. Refer to [EM-36, "Exploded View"](#).
4. Remove exhaust manifold. Refer to [EM-38, "Exploded View"](#).
5. Remove oil pan (lower). Refer to [EM-49, "Exploded View"](#).
6. Remove ignition coil, spark plug, and rocker cover. Refer to [EM-52, "Exploded View"](#).
7. Remove timing chain. Refer to [EM-55, "Exploded View"](#).
8. Remove rear timing chain case. Refer to [EM-85, "Exploded View"](#).
9. Remove camshaft (EXH) and VVEL ladder assembly. Refer to [EM-90, "Exploded View"](#).
10. Remove cylinder head. Refer to [EM-107, "Exploded View"](#).

Assembly

INFOID:000000008193912

Assemble in the reverse order of disassembly.

A

EM

C

D

E

F

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H

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K

L

M

N

O

P

OIL PAN (UPPER) AND OIL STRAINER

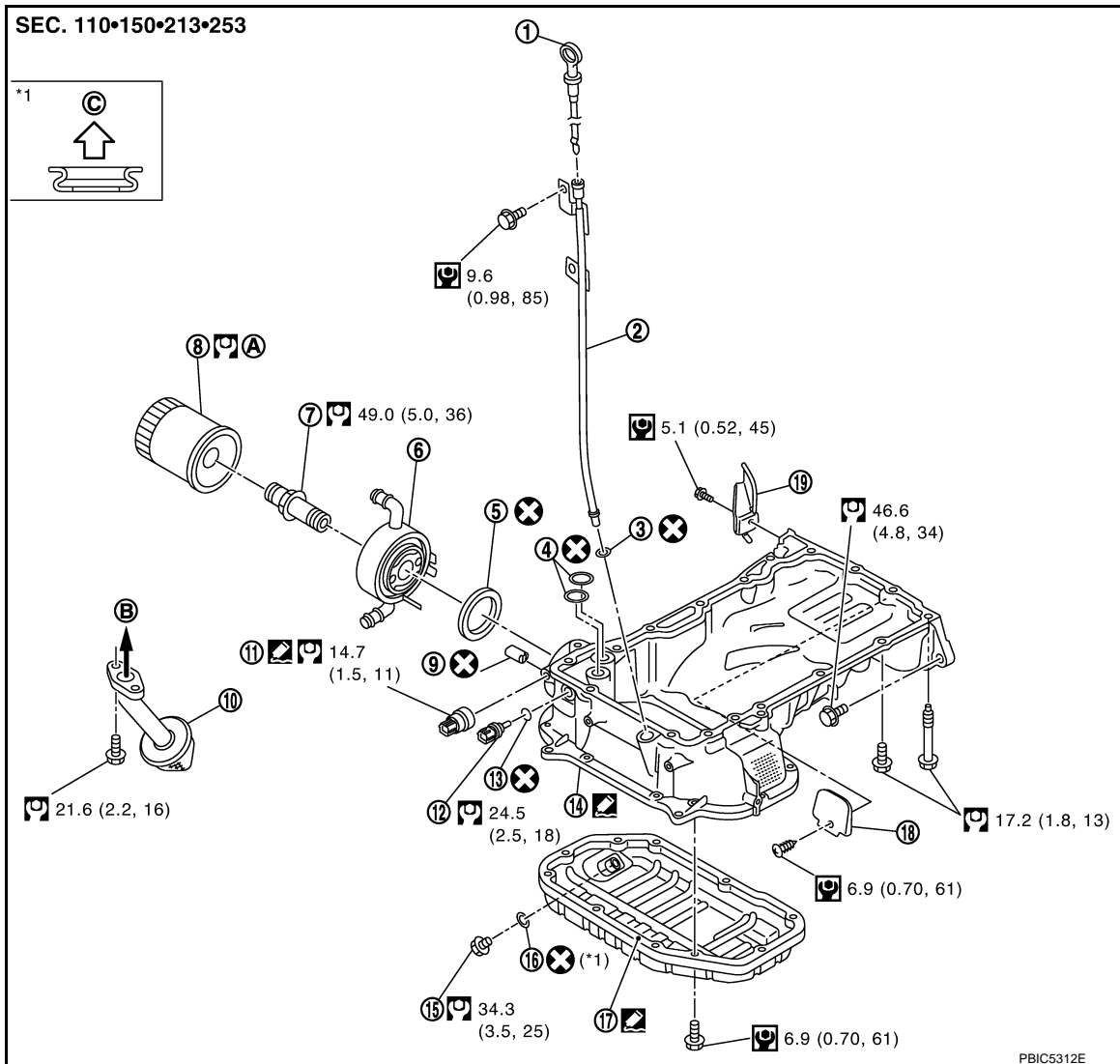
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

OIL PAN (UPPER) AND OIL STRAINER

Exploded View

INFOID:000000008193913



- | | | |
|-----------------------------------|--------------------------|----------------------------|
| 1. Oil level gauge | 2. Oil level gauge guide | 3. O-ring |
| 4. O-ring | 5. O-ring | 6. Oil cooler |
| 7. Connector bolt | 8. Oil filter | 9. Relief valve |
| 10. Oil strainer | 11. Oil pressure switch | 12. Oil temperature sensor |
| 13. Washer | 14. Oil pan (upper) | 15. Drain plug |
| 16. Drain plug washer | 17. Oil pan (lower) | 18. Rear plate cover |
| 19. Rear cover plate (M/T models) | | |
| A. Refer to LU-10 | B. To oil pump | C. Oil pan side |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Disassembly and Assembly

INFOID:000000008193914

REMOVAL

CAUTION:

Never drain engine oil when the engine is hot to avoid the danger of being scalded.

1. Remove oil cooler pipe. Refer to [LU-11, "Exploded View"](#).
2. Remove oil level gauge, oil pressure switch and oil temperature sensor.

OIL PAN (UPPER) AND OIL STRAINER

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

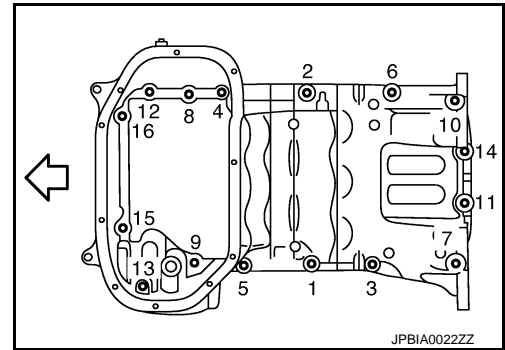
- Remove oil pan (lower). Refer to [EM-49. "Exploded View"](#).
- Remove oil strainer.
- Loosen mounting bolts in the reverse order as shown in the figure with power tool to remove.

↩ : Engine front

- Insert the seal cutter [SST: KV10111100 (J-37228)] between oil pan (upper) and lower cylinder block. Slide seal cutter by tapping on the side of tool with a hammer. Remove oil pan (upper).

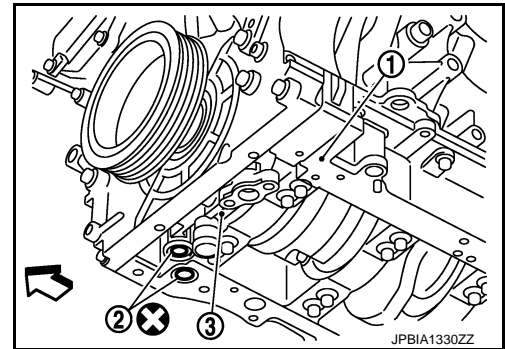
CAUTION:

- Be careful not to damage the mating surfaces.
- Never insert a screwdriver, because this damages the mating surfaces.



- Remove O-rings (2) from bottom of lower cylinder block (1) and oil pump (3).

↩ : Engine front



INSTALLATION

CAUTION:

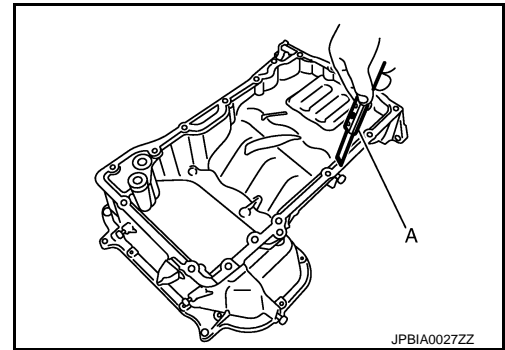
Do not reuse O-rings or washers.

- Install oil pan (upper) as follows:
 - Use a scraper (A) to remove old liquid gasket from mating surfaces.

CAUTION:

Never scratch or damage the mating surfaces when cleaning off old liquid gasket.

- Also remove old liquid gasket from mating surface of lower cylinder block.
- Remove old liquid gasket from the bolt holes and threads.

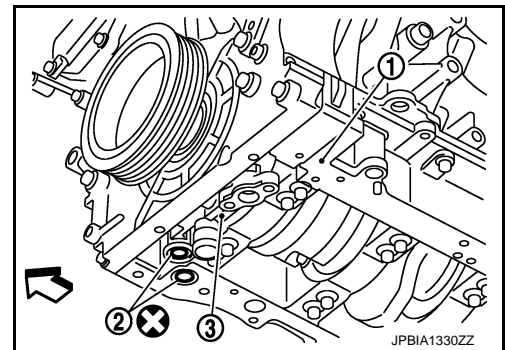


- Install new O-rings (2) on the bottom of lower cylinder block (1) and oil pump (3).

CAUTION:

Do not reuse O-rings.

↩ : Engine front



OIL PAN (UPPER) AND OIL STRAINER

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- c. Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to the cylinder block mating surface of oil pan (upper) to a limited portion as shown in the figure.

a : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

↩ : Engine front

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

CAUTION:

- For bolt holes with ▲ marks (7 locations), apply liquid gasket outside the holes.
- Attaching should be done within 5 minutes after coating.

- d. Install oil pan (upper).

CAUTION:

Never misalign both O-rings during installation.

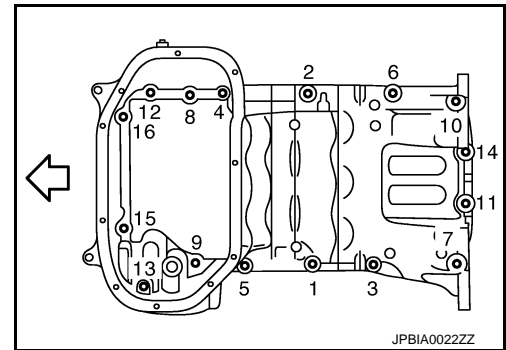
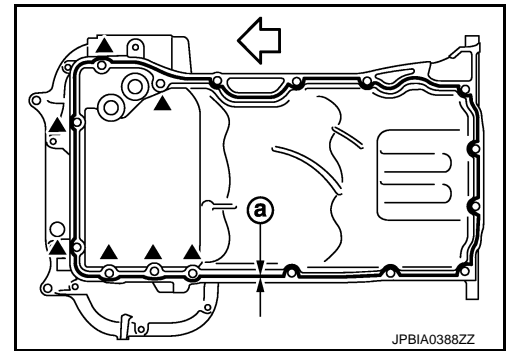
- Tighten mounting bolts in numerical order as shown in the figure.

↩ : Engine front

- There are two types of mounting bolts. Refer to the following for locating bolts.

M8 × 90 mm (3.54 in) : 7, 10, 13

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



2. Install oil strainer to oil pump.
3. Install oil pan (lower). Refer to [EM-49, "Exploded View"](#).
4. Install oil pan drain plug.
 - Refer to the figure of components on the prior page for installation direction of drain plug washer. Refer to [EM-49, "Exploded View"](#).

5. Install in the reverse order of removal after this step.

NOTE:

Wait at least 30 minutes after oil pan is installed before pouring engine oil.

Inspection

INFOID:000000008193915

INSPECTION AFTER REMOVAL

Clean oil strainer if any object is attached.

INSPECTION AFTER INSTALLATION

1. Check the engine oil level and adjust engine oil. Refer to [LU-7, "Inspection"](#).
2. Start engine, and check there is no leakage of engine oil.
3. Stop engine and wait for 10 minutes.
4. Check the engine oil level again. Refer to [LU-7, "Inspection"](#).

REAR TIMING CHAIN CASE

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

REAR TIMING CHAIN CASE

Exploded View

INFOID:00000008193916

A

EM

C

D

E

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G

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K

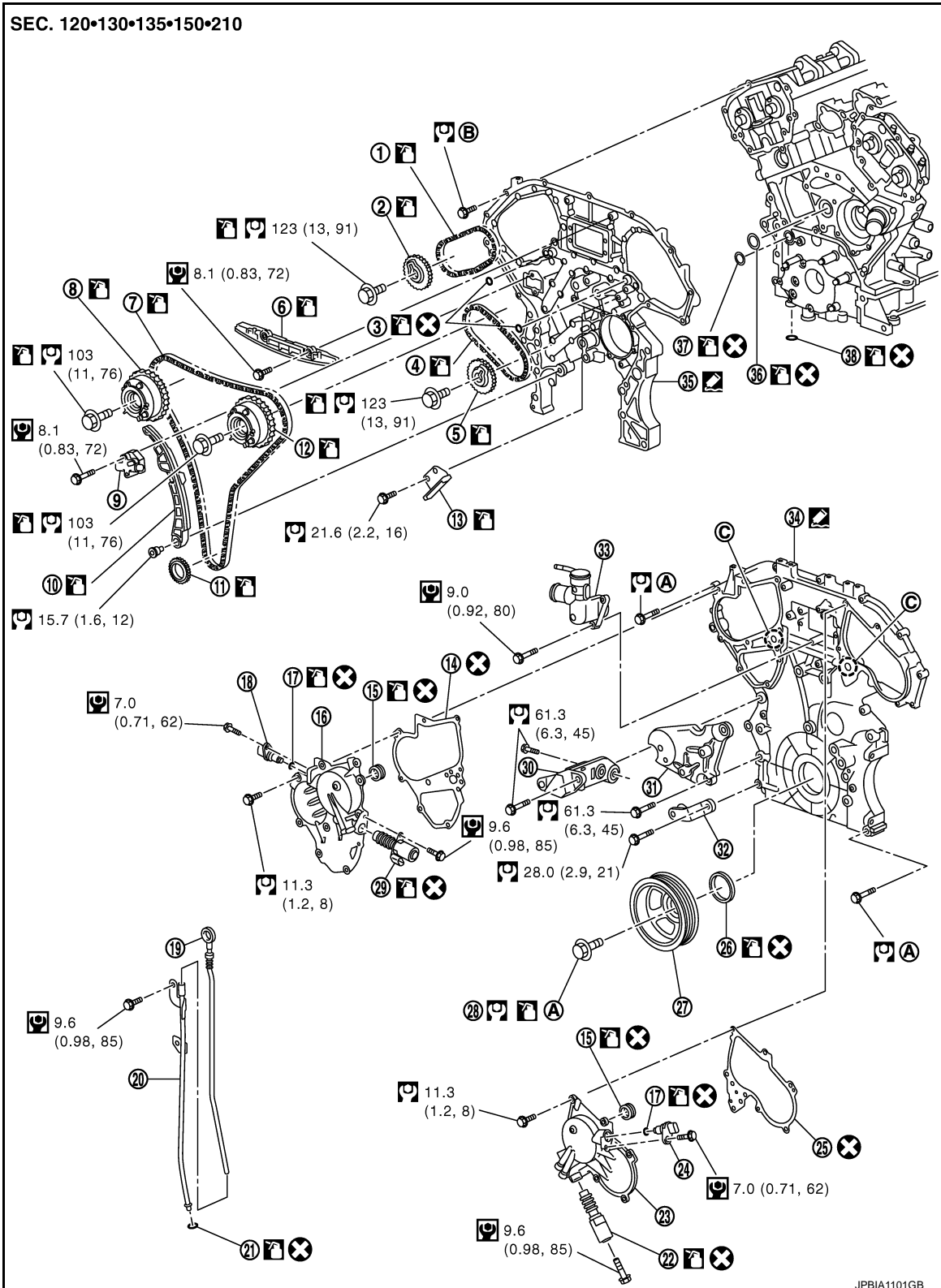
L

M

N

O

P



- | | | |
|--------------------------------------|-------------------------------------|-------------------------------------|
| 1. Timing chain (secondary) (bank 1) | 2. Camshaft sprocket (EXH) (bank 1) | 3. O-ring |
| 4. Timing chain (secondary) (bank 2) | 5. Camshaft sprocket (EXH) (bank 2) | 6. Internal chain guide |
| 7. Timing chain (primary) | 8. Camshaft sprocket (INT) (bank 1) | 9. Timing chain tensioner (primary) |

REAR TIMING CHAIN CASE

[REGULAR GRADE]

< UNIT DISASSEMBLY AND ASSEMBLY >

- | | | |
|---|---|---|
| 10. Slack guide | 11. Crankshaft sprocket | 12. Camshaft sprocket (INT) (bank 2) |
| 13. Tension guide | 14. Intake valve timing control cover gasket (bank 1) | 15. Seal ring |
| 16. Intake valve timing control cover (bank 1) | 17. O-ring | 18. Camshaft position sensor (PHASE) (bank 1) |
| 19. Oil level gauge | 20. Oil level gauge guide | 21. O-ring |
| 22. Intake valve timing control solenoid valve (bank 2) | 23. Intake valve timing control cover (bank 2) | 24. Camshaft position sensor (PHASE) (bank 2) |
| 25. Intake valve timing control cover gasket (bank 2) | 26. Front oil seal | 27. Crankshaft pulley |
| 28. Crankshaft pulley bolt | 29. Intake valve timing control solenoid valve (bank 1) | 30. Power steering oil pump bracket |
| 31. Idler pulley bracket | 32. Alternator bracket | 33. Water outlet (front) |
| 34. Front timing chain case | 35. Rear timing chain case | 36. O-ring |
| 37. O-ring | 38. O-ring | |
| A. Refer to EM-56 | B. Refer to EM-86 | C. Oil filter |

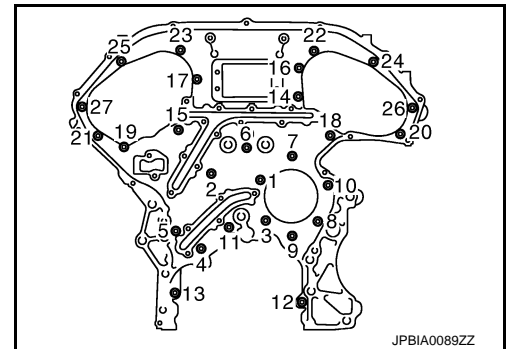
Refer to [GI-4, "Components"](#) for symbols in the figure.

Disassembly and Assembly

INFOID:000000008193917

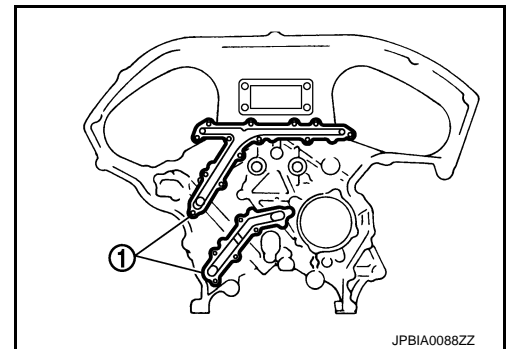
DISASSEMBLY

1. Remove front timing chain case and timing chain. Refer to [EM-56, "Removal and Installation"](#).
2. Remove water pump. Refer to [CO-22, "Exploded View"](#).
3. Remove oil pan (upper). Refer to [EM-82, "Exploded View"](#).
4. Remove rear timing chain case as follows:
 - a. Loosen mounting bolts in reverse order as shown in the figure.
 - b. Cut liquid gasket using the seal cutter [SST: KV10111100 (J-37228)] and remove rear timing chain case.



CAUTION:

- Never remove plate metal cover (1) of oil passage.
- After removal, handle rear timing chain case carefully so it does not tilt, cant, or warp under a load.



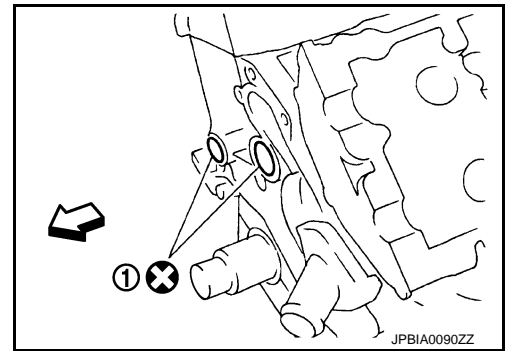
REAR TIMING CHAIN CASE

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

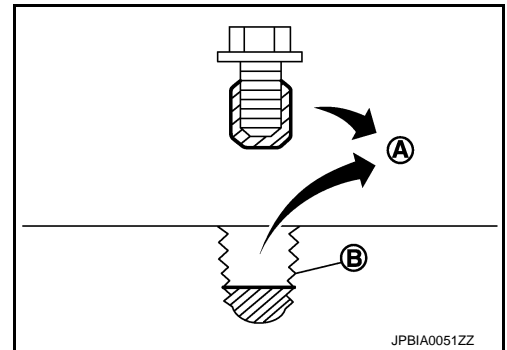
5. Remove O-rings (1) from cylinder block.

⇐ : Engine front



6. Use a scraper to remove all traces of liquid gasket from rear timing chain cases and opposite mating surfaces.
7. Remove old liquid gasket from bolt hole and thread.

A : Remove old liquid gasket that is stuck
B : Bolt hole



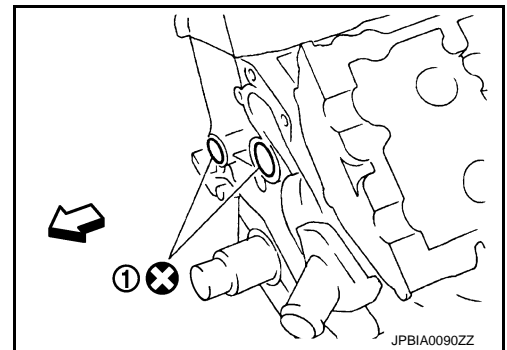
ASSEMBLY

CAUTION:
Do not reuse O-rings.

1. Install rear timing chain case as follows:
a. Install new O-rings (1) onto cylinder block.

CAUTION:
Do not reuse O-rings.

⇐ : Engine front



- b. Apply liquid gasket with the tube presser (commercial service tool) to rear timing chain case back side as shown in the figure.

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22. "Recommended Chemical Products and Sealants"](#).

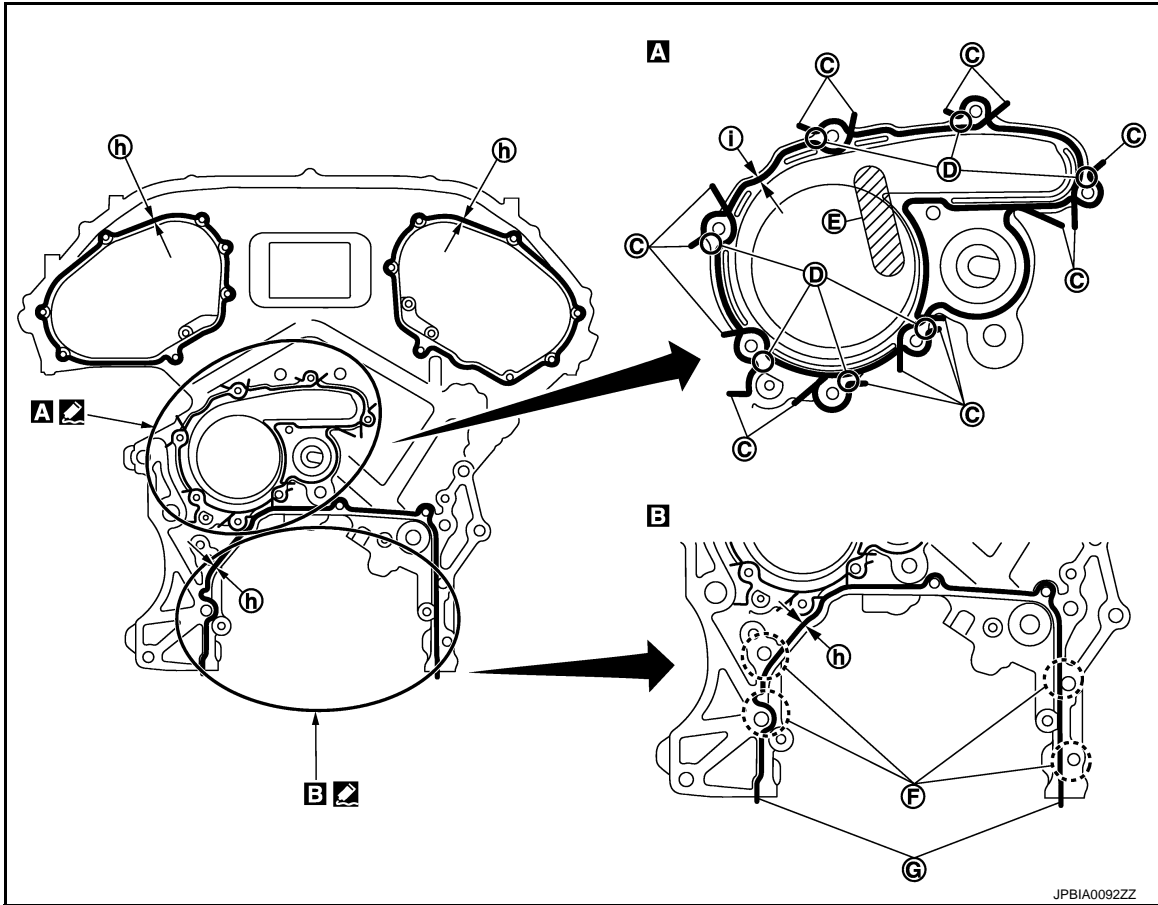
CAUTION:

- For **A** in the figure, completely wipe off liquid gasket extended on a portion touching at engine coolant.
- Apply liquid gasket on installation position of water pump and cylinder head completely.

REAR TIMING CHAIN CASE

< UNIT DISASSEMBLY AND ASSEMBLY >



[REGULAR GRADE]

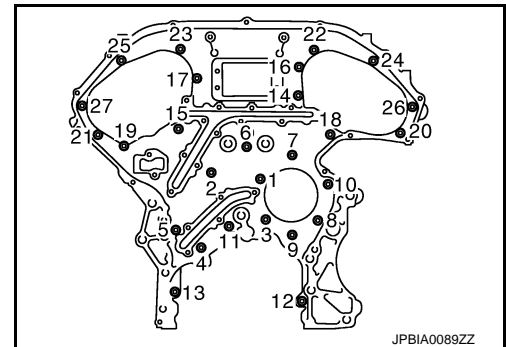


- | | | |
|---|---|---------------------------------|
| C. Protrusion | D. Clearance 1 mm (0.04 in) | E. Do not protrude in this area |
| F. Run along bolt hole inner side | G. Protrusions at beginning and end of gasket | |
| h. ϕ 3.4 - 4.4 mm (0.134 - 0.173 in) | i. ϕ 2.6 - 2.8 mm (0.102 - 0.110 in) | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

- c. Align rear timing chain case with dowel pins (bank 1 and bank 2) on cylinder block and install rear timing chain case.
 - Check that O-rings stay in place during installation to cylinder block.
- d. Tighten mounting bolts in numerical order as shown in the figure.
 - There are three types of mounting bolts. Refer to the following for locating bolts.

- | | |
|------------------------|--|
| Bolt length: | Bolt position |
| 20 mm (0.79 in) | : 1, 2, 3, 6, 7, 8, 9, 10 |
| 16 mm (0.63 in) | : 4, 5, 11, 12, 13 |
| |  : 12.7 N·m (1.3 kg·m, 9 ft·lb) |
| 16 mm (0.63 in) | : Except the above |
| |  : 15.0 N·m (1.5 kg·m, 11 ft·lb) |



- e. After all bolts are tightened, retighten them to the specified torque in numerical order shown in the figure.
 - If liquid gasket protrudes, wipe it off immediately.

REAR TIMING CHAIN CASE

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- f. After installing rear timing chain case, check the surface height difference between the following parts on the oil pan (upper) mounting surface.

- 1 : Rear timing chain case
- 2 : Lower cylinder block

Standard

Rear timing chain case to lower cylinder block:

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

- If not within the standard, repeat the installation procedure.
- 2. Install water pump with new O-rings. Refer to [CO-22, "Exploded View"](#).

CAUTION:

Do not reuse O-rings.

- 3. Install timing chains, camshaft sprockets, and front timing chain case. Refer to [EM-56, "Removal and Installation"](#).

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

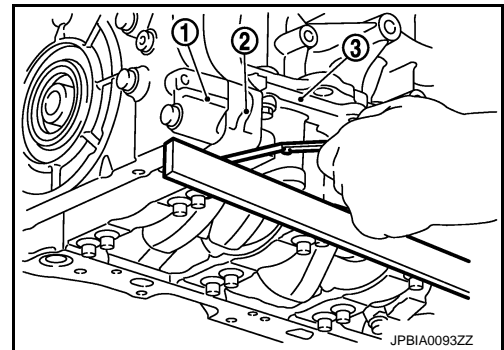
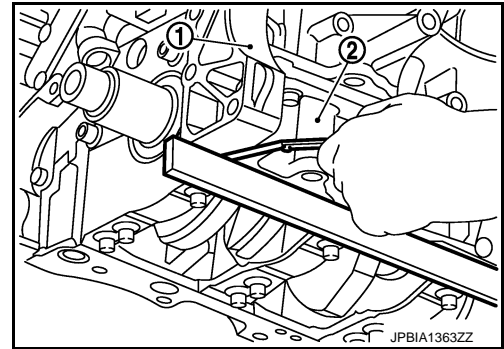
- 1 : Front timing chain case
- 2 : Rear timing chain case
- 3 : Lower cylinder block

Standard

Front timing chain case to rear timing chain case:

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

- If not within the standard, repeat the installation procedure.
- 4. Install oil pan (upper). Refer to [EM-82, "Exploded View"](#).
- 5. Install in the reverse order of removal after this step.



A
EM
C
D
E
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K
L
M
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O
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CAMSHAFT

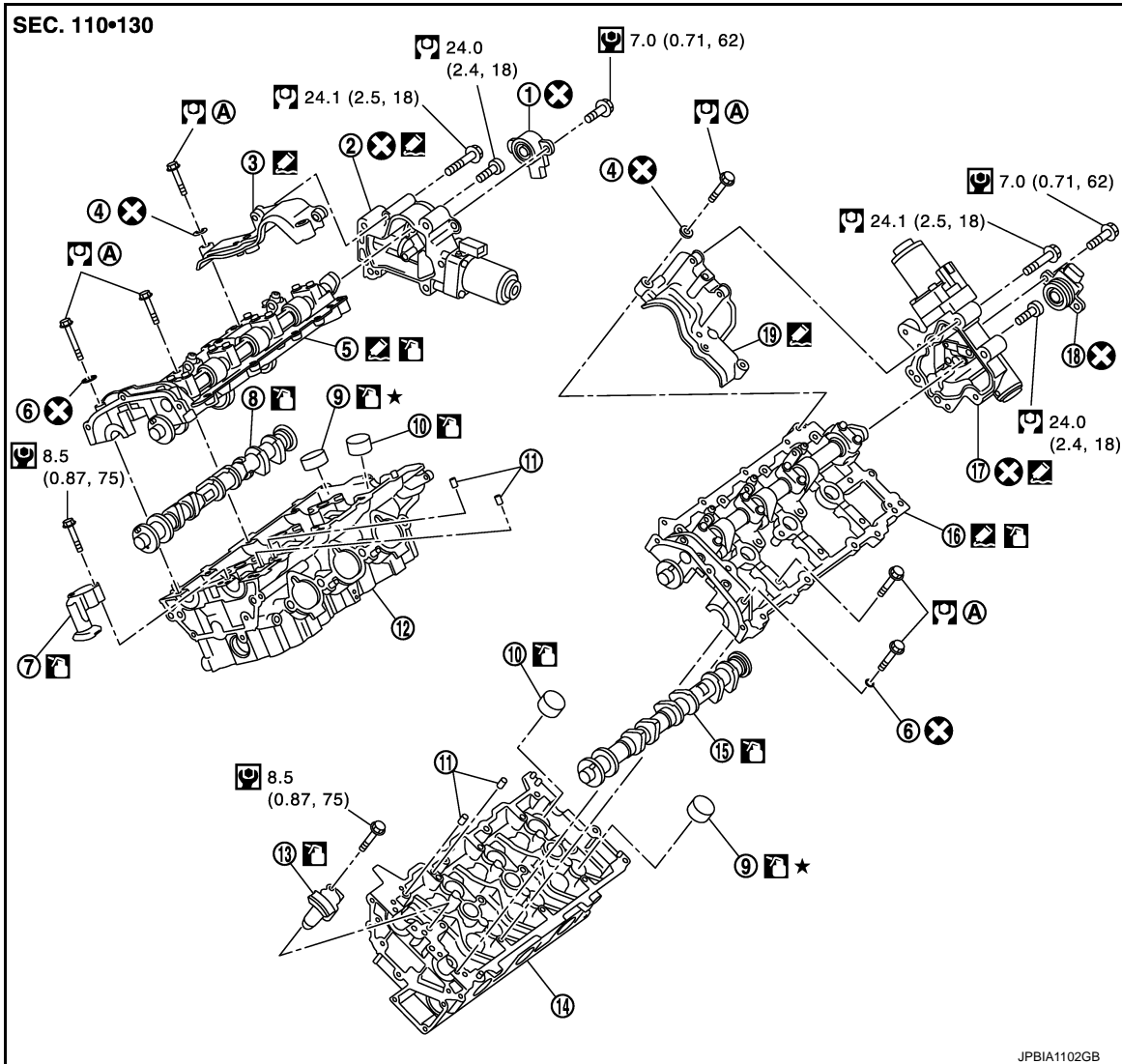
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

CAMSHAFT

Exploded View

INFOID:000000008193918



- | | | |
|---|---|---|
| 1. VVEL control shaft position sensor (bank 1) | 2. VVEL actuator sub assembly (bank 1) | 3. Actuator bracket (rear) (bank 1) |
| 4. Washer | 5. VVEL ladder assembly (bank 1) | 6. Washer |
| 7. Timing chain tensioner (secondary) (bank 1) | 8. Camshaft (EXH) (bank 1) | 9. Valve lifter (EXH) |
| 10. Valve lifter (INT) | 11. Oil filter | 12. Cylinder head (bank 1) |
| 13. Timing chain tensioner (secondary) (bank 2) | 14. Cylinder head (bank 2) | 15. Camshaft (EXH) (bank 2) |
| 16. VVEL ladder assembly (bank 2) | 17. VVEL actuator sub assembly (bank 2) | 18. VVEL control shaft position sensor (bank 2) |
| 19. Actuator bracket (rear) (bank 2) | | |

A. Refer to [EM-91](#)

Refer to [GI-4, "Components"](#) for symbols in the figure.

CAUTION:

A high degree of precision is required for a valve on the intake side. Never remove the valve related parts unless necessary.

NOTE:

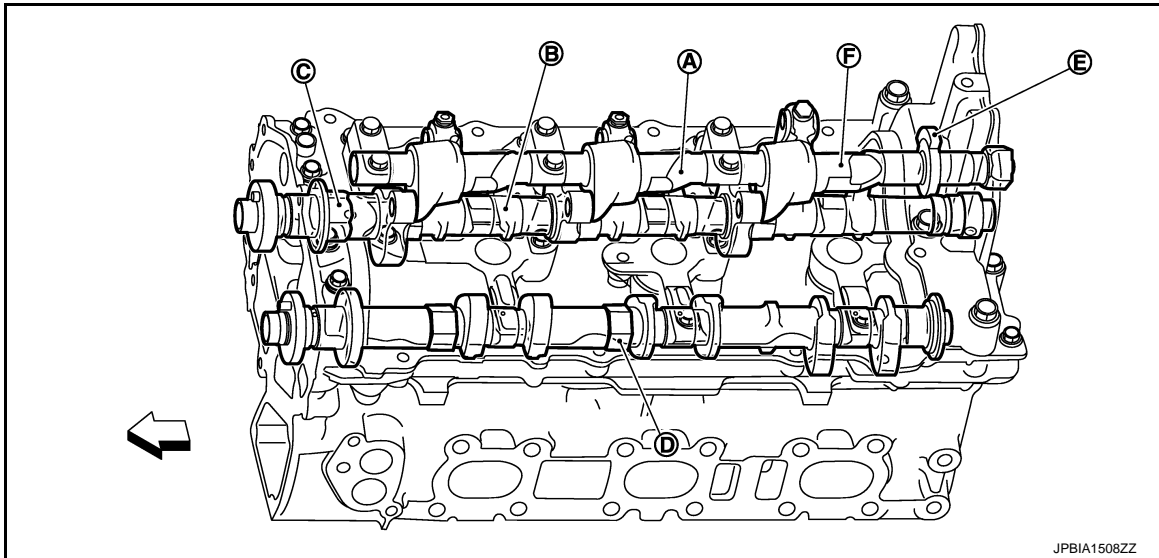
CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- As for replacement of parts on the intake side as shown in the exploded view, replace VVEL ladder assembly & cylinder head assembly.
- VVEL ladder assembly cannot be replaced as a single part, because it is machined together with cylinder head assembly.

VVEL Ladder Assembly & Cylinder Head Assembly Features



- | | | |
|---|-----------------------------|---|
| A. Control shaft | B. Drive shaft | C. Hexagonal part of drive shaft (for holding) |
| D. Hexagonal part of camshaft (EXH) (for holding) | E. Stopper of control shaft | F. Two flat area of control shaft (for holding) |
- ⇐ : Engine front

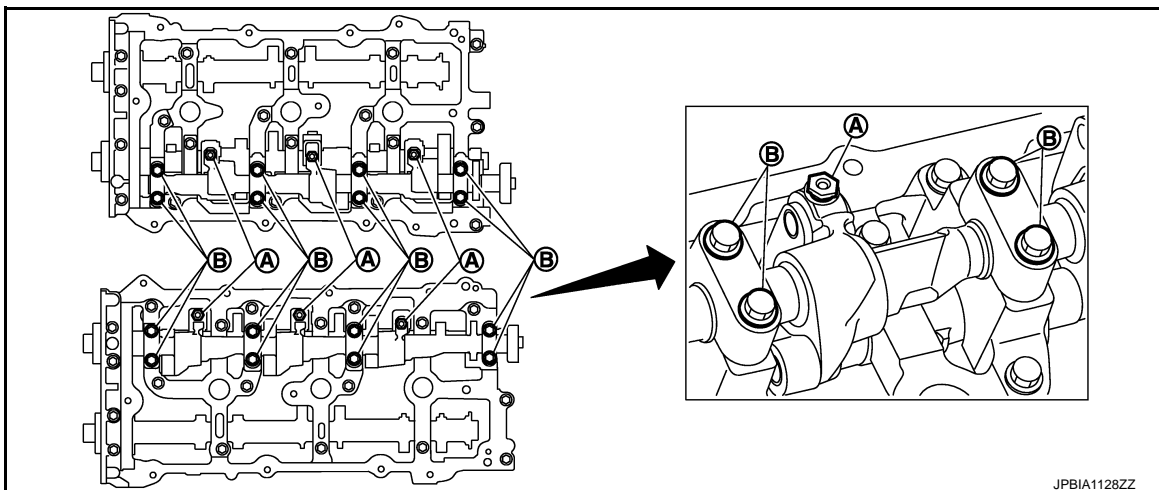
NOTE:

The figure shows an example of bank 2.

Disassembly and Assembly

INFOID:000000008193919

DISASSEMBLY



CAUTION:

Never loosen adjusting bolts (A) and mounting bolts (black color) (B) of VVEL ladder assembly. If loosened, the stroke of cam lift becomes out of adjustment. In such case, replacement of VVEL ladder assembly and cylinder head assembly is required.

NOTE:

VVEL ladder assembly cannot be replaced as a single part, because it is machined together with cylinder head assembly.

1. Remove rocker covers (bank 1 and bank 2). Refer to [EM-52, "Exploded View"](#).

CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

2. Remove VVEL actuator sub assembly as follows:

CAUTION:

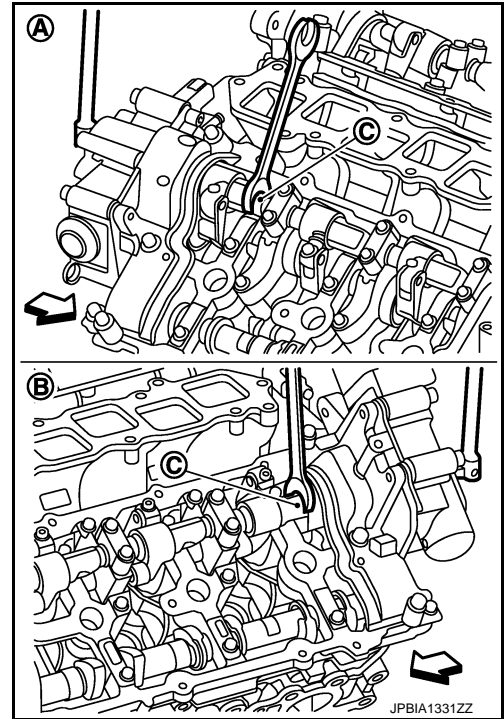
VVEL actuator sub assembly and VVEL control shaft position sensor are nonreusable. Never remove them unless they are required.

- a. Remove VVEL control shaft position sensor.
b. Fix two flat areas (C) of control shaft with a wrench to remove mounting bolts of control shaft.

- A : Bank 1
B : Bank 2
⇐ : Engine front

CAUTION:

- During the operation, never allow a wrench to interfere with other parts.
- Fix control shaft to prevent the interference of the stopper surface.

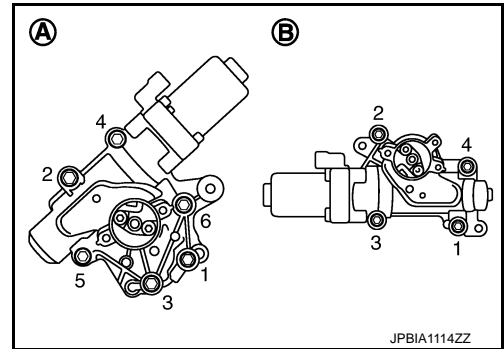


- c. Remove VVEL actuator sub assembly.
• Loosen mounting bolts in the reverse order as shown in the figure.

- A : Bank 2
B : Bank 1

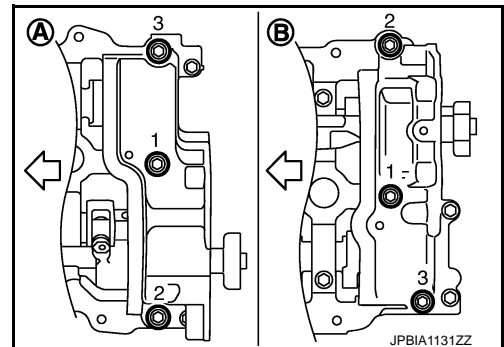
CAUTION:

- When removing, prepare wastes because oil spills.
- When installing, be careful with VVEL actuator sub assembly (bank 2) mounting bolt No. 1 because its length is different.



- d. Remove actuator bracket (rear).
• Loosen mounting bolts in the reverse order as shown in the figure.

- A : Bank 1
B : Bank 2
⇐ : Engine front



3. Remove front timing chain case, camshaft sprockets, and timing chain. Refer to [EM-55, "Exploded View"](#).
4. Remove rear timing chain case. Refer to [EM-85, "Exploded View"](#).
5. Remove VVEL ladder assembly.

CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Loosen mounting bolts (gold color) in the reverse order as shown in the figure.

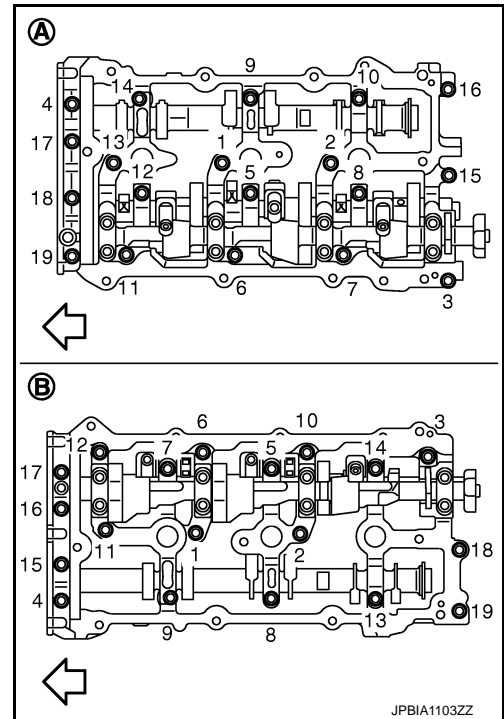
A : Bank 1

B : Bank 2

← : Engine front

CAUTION:

- Never loosen adjusting bolts and mounting bolts (black color).
- When removing VVEL ladder assembly, hold the drive shaft from below so as not to drop it.



- Remove camshaft (EXH).
- Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
- Remove timing chain tensioners (secondary) (1) from cylinder head.

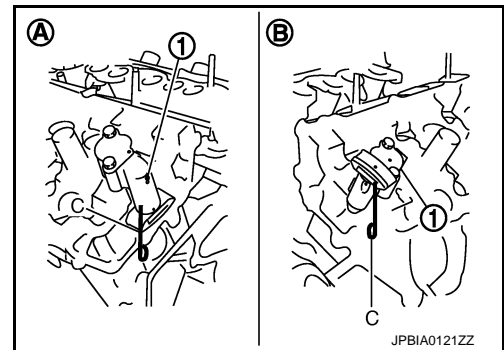
A : Bank 1

B : Bank 2

- Remove timing chain tensioners (secondary) with its stopper pin (C) attached.

NOTE:

Stopper pin should be attached when timing chain (secondary) is removed.



- Remove oil filter from cylinder head, if necessary.

ASSEMBLY

CAUTION:

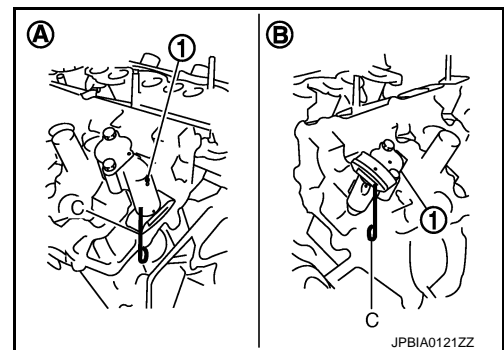
Do not reuse washers.

- Install timing chain tensioners (secondary) (1) on both sides of cylinder head.

A : Bank 1

B : Bank 2

- Install timing chain tensioner with its stopper pin (C) attached.
- Install timing chain tensioner with sliding part facing downward on cylinder head (bank 1), and with sliding part facing upward on cylinder head (bank 2).

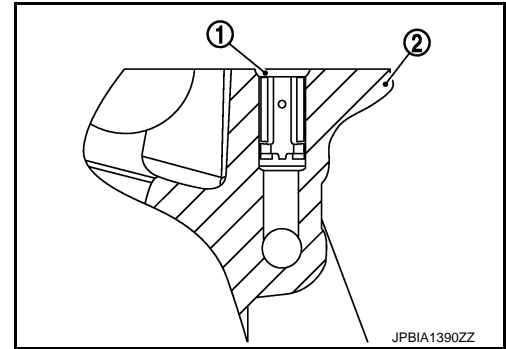


CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

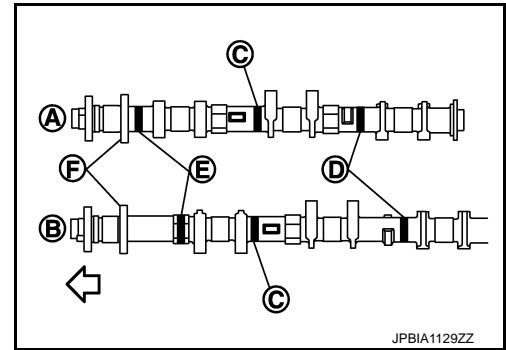
[REGULAR GRADE]

2. Install oil filter (1), if removed.
 - Do not project from the cylinder head (2) surface.



3. Install valve lifter.
 - Install it in the original position.
4. Install camshaft (EXH).
 - Distinction between camshaft (EXH) (bank 1 and bank 2) is performed with the identification mark.

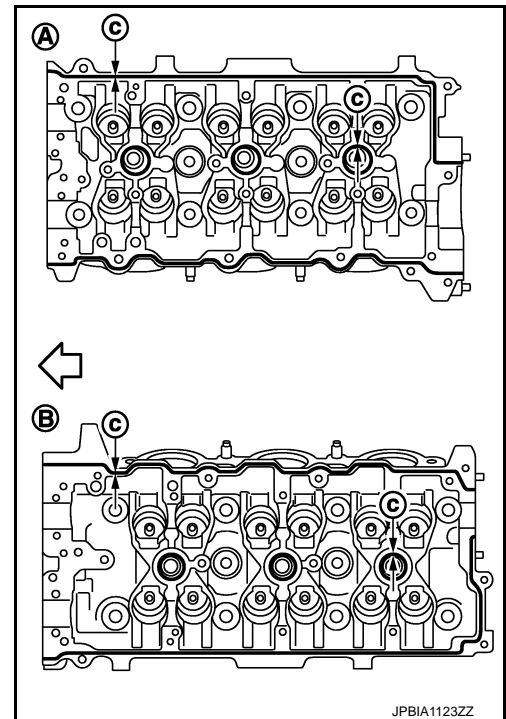
| Bank | Paint marks | | | Identification mark (F) |
|------------|-------------|--------|------------|-------------------------|
| | M1 (C) | M2 (D) | M3 (E) | |
| Bank 1 (A) | No | Blue | Light blue | 1N |
| Bank 2 (B) | No | Blue | Light blue | 1P |



5. Install VVEL ladder assembly as follows:
 - a. Apply a continuous bead of liquid gasket with tube presser (commercial service tool) to the cylinder head as shown in the figure.

- A : Bank 1
- B : Bank 2
- c : $\phi 3.4 - 4.4$ mm (0.134 - 0.173 in)
- ↔ : Engine front

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).



CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- b. Tighten mounting bolts in the following step, in numerical order as shown in the figure.

CAUTION:

Do not reuse washers.

A : Bank 1

B : Bank 2

⇐ : Engine front


- i. Tighten bolts in numerical order as shown.

 : 1.96 N·m (0.20 kg·m, 1 ft·lb)

- ii. Tighten bolts in numerical order as shown.

 : 5.88 N·m (0.60 kg·m, 4 ft·lb)

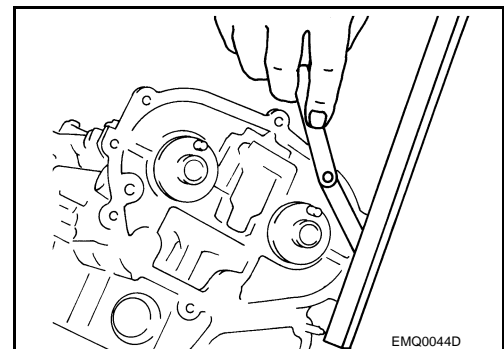
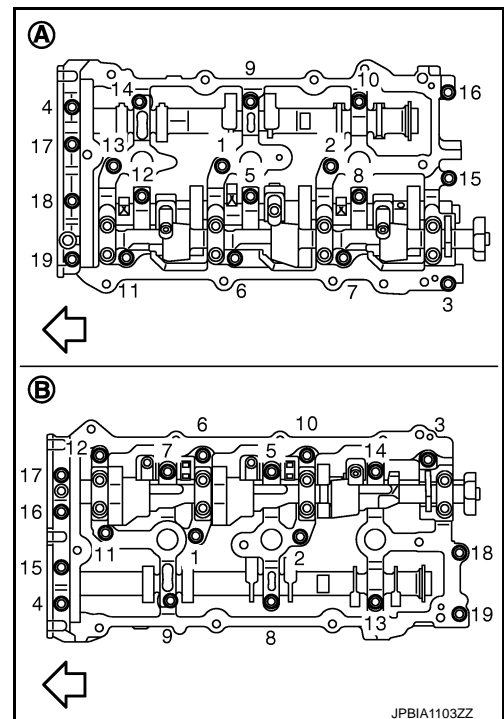
- iii. Tighten bolts in numerical order as shown.

 : 10.4 N·m (1.1 kg·m, 8 ft·lb)

6. Measure difference in levels between front end faces of VVEL ladder assembly and cylinder head.

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

- Measure two positions (both intake and exhaust side) for a single bank.
- If the measured value is out of the standard, reinstall VVEL ladder assembly.



7. Install rear timing chain case. Refer to [EM-85, "Exploded View"](#).
 8. Install camshaft sprockets and timing chains. Refer to [EM-55, "Exploded View"](#).
 9. Install actuator bracket (rear) as follows:

- a. Apply a continuous bead of liquid gasket with tube presser (commercial service tool) to the actuator bracket (rear) as shown in the figure.

A : Bank 1

B : Bank 2

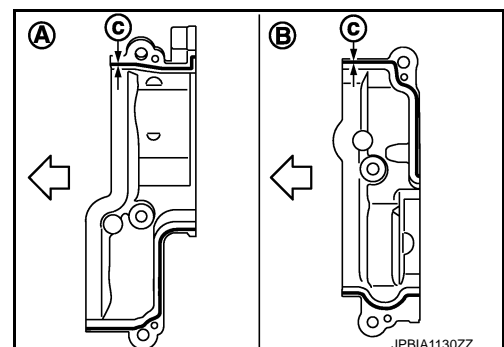
c : $\phi 3.4 - 4.4$ mm (0.134 - 0.173 in)

⇐ : Engine front

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

CAUTION:

Never apply gasket to the oil passage.



CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- b. Tighten mounting bolts in the following steps, in numerical order as shown in the figure.

A : Bank 1

B : Bank 2

↔ : Engine front


- i. Tighten bolts in numerical order as shown.

 : 1.96 N·m (0.20 kg·m, 1 ft·lb)

- ii. Tighten bolts in numerical order as shown.

 : 5.88 N·m (0.60 kg·m, 4 ft·lb)

- iii. Tighten bolts in numerical order as shown.

 : 31.4 N·m (3.2 kg·m, 23 ft·lb)

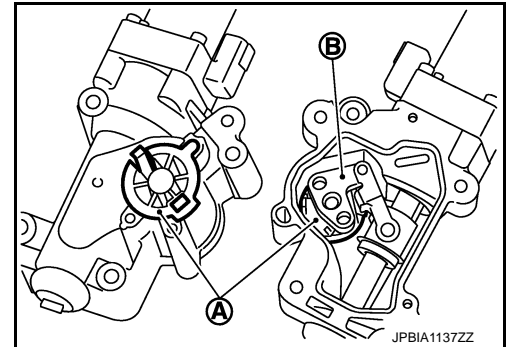
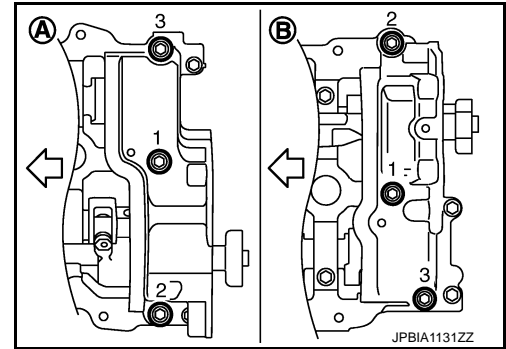
10. Install new VVEL actuator sub assembly as follows:

CAUTION:

Regarding replacement, because VVEL actuator sub assembly and VVEL control shaft position sensor are controlled on a one-on-one basis, replace them as a set.

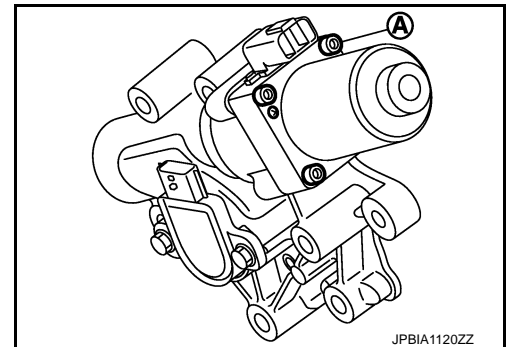
NOTE:

- VVEL actuator arm (B) is factory-fixed at 5.5 degrees from the small lift with a holding jig (A).
- The holding jig is supplied in the new VVEL actuator sub assembly.



CAUTION:

- Never disassemble VVEL actuator sub assembly. [Never loosen actuator motor mounting bolts (A) shown in the figure]
- Never shock VVEL actuator sub assembly.



CAMSHAFT

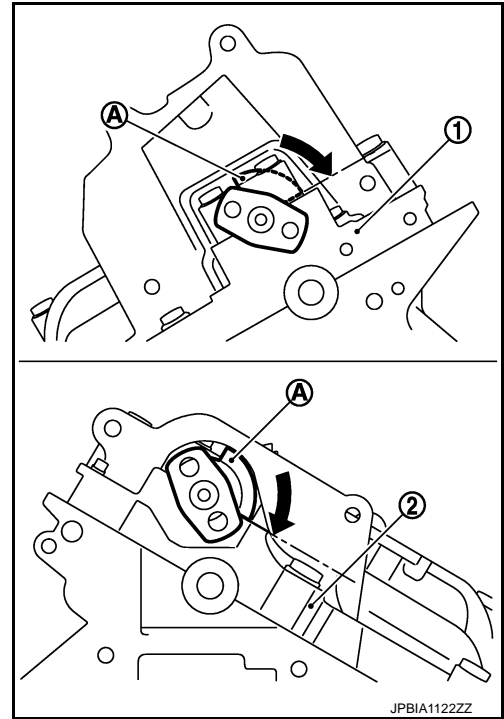
[REGULAR GRADE]

< UNIT DISASSEMBLY AND ASSEMBLY >

- a. Move control shaft to the position of small lift stopper.
- The position where a part of the stopper of control shaft contacts VVEL ladder bracket.

- 1 : VVEL ladder assembly (bank 2)
- 2 : VVEL ladder assembly (bank 1)
- A : Stopper of control shaft
- ← : Small lift side

CAUTION:
Be careful not to damage the stopper surface.



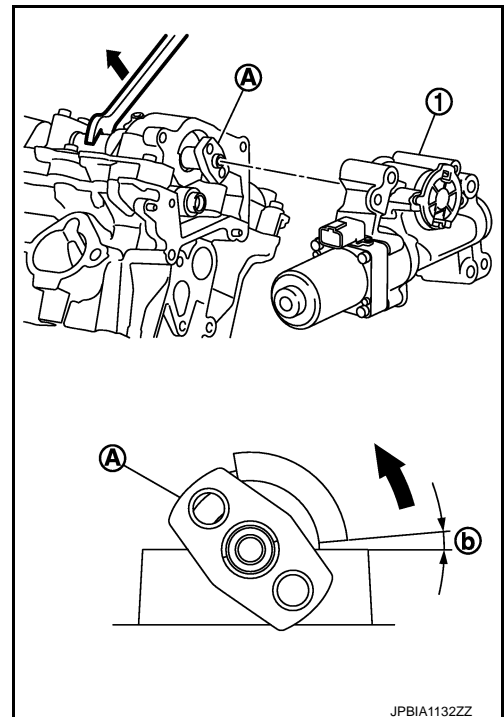
- If control shaft cannot be moved, set crankshaft in position referring to the information below. (To displace cam nose)

Bank 1 : Turn 120 degrees from No. 1 cylinder at TDC

Bank 2 : No. 1 cylinder at TDC

- b. Hold two flat areas of control shaft with a wrench, and rotate the control shaft (5.5 degrees from the stopper) to the large lift side. (This is for aligning the bolt hole of control shaft and the hole of VVEL actuator arm.)

- 1 : VVEL actuator sub assembly (bank 1)
- A : Control shaft
- b : 5.5 degrees
- ← : Large lift side



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CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

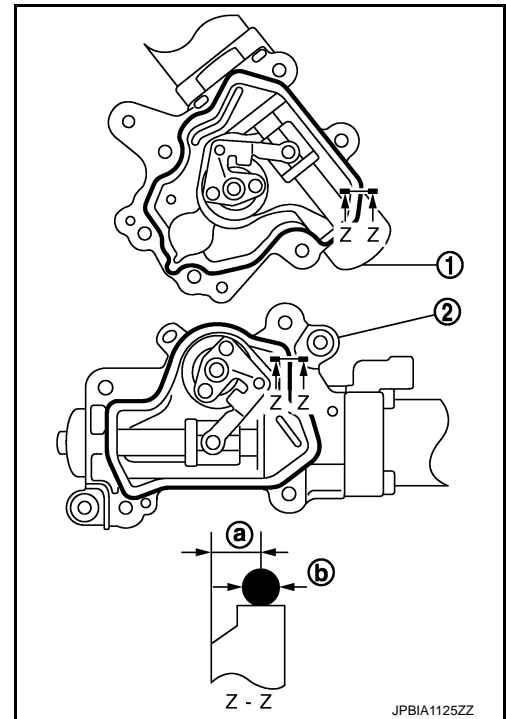
- c. Apply a continuous bead of liquid gasket with tube presser (commercial service tool) to the VVEL actuator sub assembly as shown in the figure.

- 1 : VVEL actuator sub assembly (bank 2)
- 2 : VVEL actuator sub assembly (bank 1)
- a : 4.0 - 5.6 mm (0.157 - 0.220 in)
- b : $\phi 3.4 - 4.4$ mm (0.134 - 0.173 in)

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

CAUTION:

Never apply gasket to the oil passage.

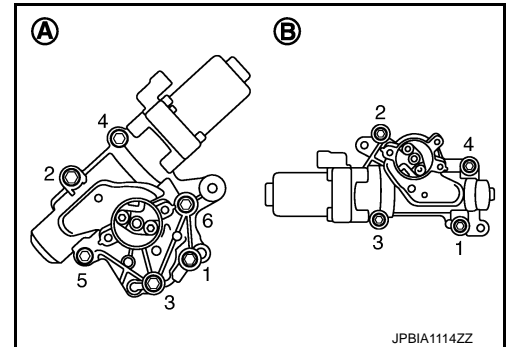


- d. Install new VVEL actuator sub assembly.
- Tighten mounting bolts in the following step, in numerical order as shown in the figure.

- A : Bank 2
- B : Bank 1

CAUTION:

- When installing, be careful with VVEL actuator sub assembly (bank 2) mounting bolt No. 1 because its length is different.
- Be sure to check that the VVEL actuator sub assembly is in contact with the cylinder head before tightening the mounting bolts.



- e. Remove holding jig.
- f. Check that VVEL actuator arm bolt hole is aligned with control shaft tapped hole. If it is not aligned, turn control shaft for alignment.

CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

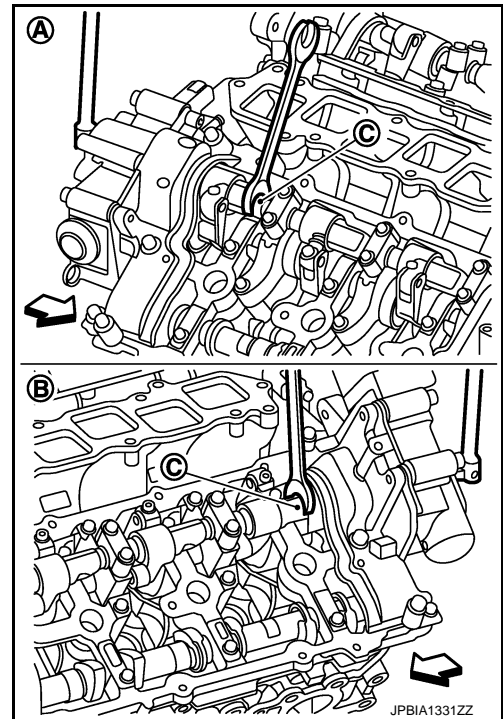
[REGULAR GRADE]

- g. Fix two flat areas (C) of control shaft with a wrench to install mounting bolts of control shaft.

- A : Bank 1
B : Bank 2
⇐ : Engine front

CAUTION:

- During the operation, never allow a wrench to interfere with other parts.
- Fix control shaft to prevent the interference of the stopper surface.



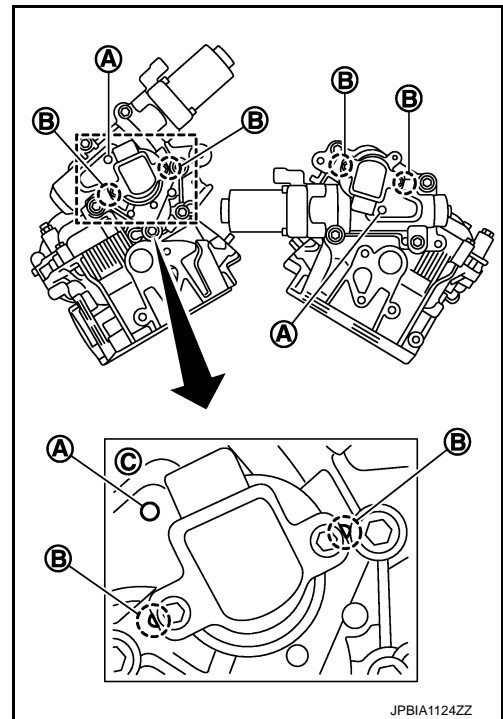
11. Install new VVEL control shaft position sensor as follows:

CAUTION:

Regarding replacement, because VVEL actuator sub assembly and VVEL control shaft position sensor are controlled on a one-on-one basis, replace them as a set.

- a. Apply engine oil to O-ring or contact surface of O-ring.
b. Align matching marks (B) of VVEL control shaft position sensor and upper housing.
• Face connector toward matching mark (A).

- C : Bank 2



- c. Temporarily tighten bolt.
d. Adjust VVEL control shaft position sensor after setting the engine assembly in the vehicle. Refer to [EC-22, "VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT : Description"](#).

CAUTION:

Be sure to adjust VVEL control shaft position sensor.

- e. After adjusting VVEL control shaft position sensor, tighten bolts to the specified torque.

CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

12. Inspect the valve clearance. Refer to [EM-22, "Inspection and Adjustment"](#).

13. Install in the reverse order of removal after this step.

Inspection

INFOID:000000008193920

INSPECTION AFTER REMOVAL (EXHAUST SIDE)

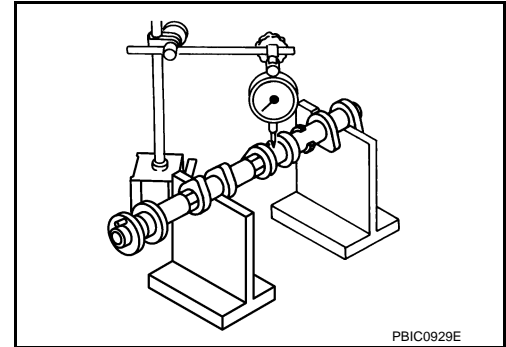
Camshaft (EXH) Runout

1. Put V-block on precise flat table, and support No. 2 and 4 journals of camshaft.

CAUTION:

Never support No. 1 journal (on the side of camshaft sprocket) because it has a different diameter from the other three locations.

2. Set a dial indicator vertically to No. 3 journal.
3. Turn camshaft (EXH) to one direction with hands, and measure the camshaft runout on a dial indicator. (Total indicator reading)



Standard and limit

: Refer to [EM-145, "Camshaft"](#).

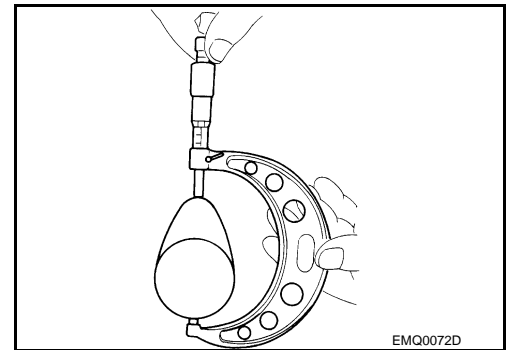
4. If it exceeds the limit, replace camshaft (EXH).

Camshaft (EXH) Cam Height

- Measure the camshaft (EXH) cam height with a micrometer.

Standard Refer to [EM-145, "Camshaft"](#).

- If wear exceeds the limit, replace camshaft (EXH).

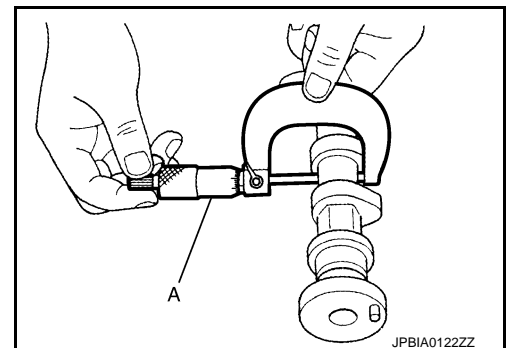


Camshaft (EXH) Journal Oil Clearance

CAMSHAFT (EXH) JOURNAL DIAMETER

- Measure the outer diameter of camshaft (EXH) journal with a micrometer (A).

Standard : Refer to [EM-145, "Camshaft"](#).



VVEL LADDER ASSEMBLY (EXH SIDE) INNER DIAMETER

- Tighten VVEL ladder assembly bolts to the specified torque. Refer to "INSTALLATION" for the tightening procedure.

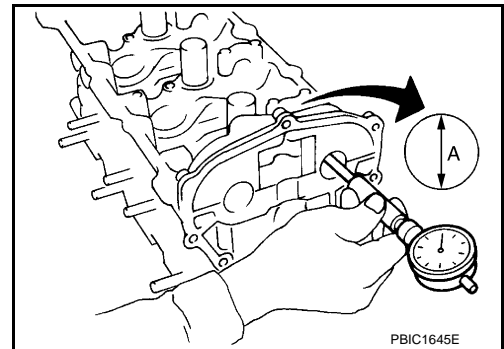
CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Measure inner diameter (A) of VVEL ladder assembly (Exhaust side) with a bore gauge.

Standard : Refer to [EM-145, "Camshaft"](#).



CAMSHAFT (EXH) JOURNAL OIL CLEARANCE

- (Oil clearance) = [VVEL ladder assembly (Exhaust side) inner diameter] – [Camshaft (EXH) journal diameter]

Standard and limit : Refer to [EM-145, "Camshaft"](#).

- If the calculated value exceeds the limit, replace either or both camshaft (EXH) and VVEL ladder assembly & cylinder head assembly.

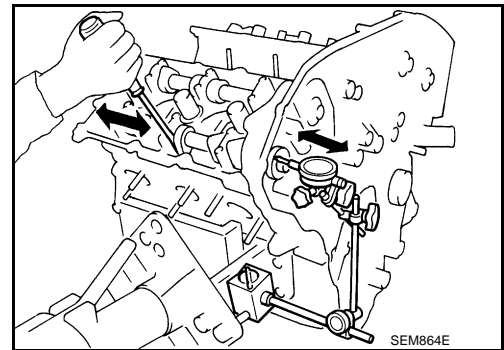
NOTE:

VVEL ladder assembly cannot be replaced as a single part, because it is machined together with cylinder head assembly.

Camshaft (EXH) End Play

- Install a dial indicator in thrust direction on front end of camshaft. Measure the end play of a dial indicator when camshaft (EXH) is moved forward/backward (in direction of axis).

Standard and limit : Refer to [EM-145, "Camshaft"](#).



- Measure the following parts if out of the limit.
 - Dimension "A" for camshaft (EXH) No. 1 journal

Standard : 27.500 - 27.548 mm (1.0827 - 1.0846 in)

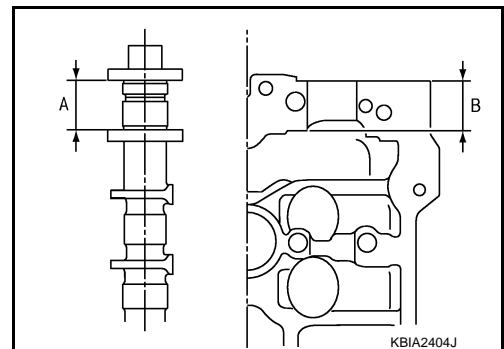
- Dimension "B" for cylinder head No. 1 journal bearing

Standard : 27.360 - 27.385 mm (1.0772 - 1.0781 in)

- Refer to the standards above, and then replace camshaft (EXH) and/or VVEL ladder assembly & cylinder head assembly.

NOTE:

Cylinder head assembly cannot be replaced as a single part, because it is machined together with VVEL ladder assembly.



Camshaft Sprocket (EXH) Runout

1. Put V-block on precise flat table, and support No. 2 and 4 journals of camshaft (EXH).

CAUTION:

Never support No. 1 journal (on the side of camshaft sprocket) because it has a different diameter from the other three locations.

CAMSHAFT

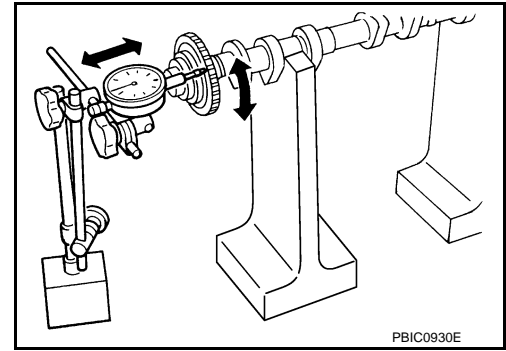
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

2. Measure the camshaft sprocket (EXH) runout with a dial indicator. (Total indicator reading)

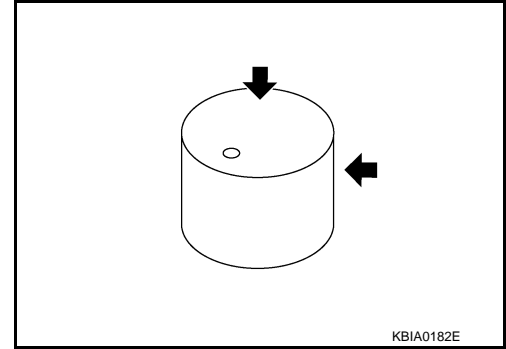
Limit : Refer to [EM-145, "Camshaft"](#).

3. If it exceeds the limit, replace camshaft sprocket (EXH).



Valve Lifter (EXH)

- Check if surface of valve lifter has any wear or crack.
- If wear or crack is found, replace valve lifter (EXH). Refer to [EM-145, "Camshaft"](#).

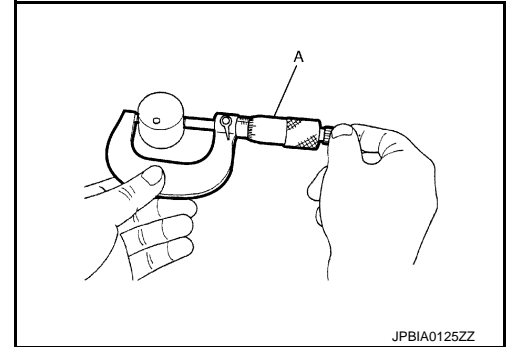


Valve Lifter Clearance (EXH)

VALVE LIFTER OUTER DIAMETER

- Measure the outer diameter at 1/2 height of valve lifter with a micrometer (A) since valve lifter is in barrel shape.

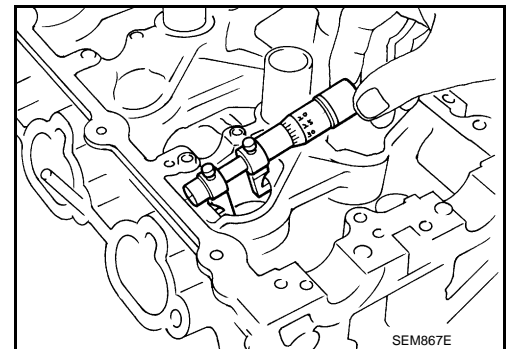
Standard : Refer to [EM-145, "Camshaft"](#).



VALVE LIFTER HOLE DIAMETER

- Measure the inner diameter of valve lifter hole of cylinder head with an inside micrometer.

Standard : Refer to [EM-145, "Camshaft"](#).



VALVE LIFTER CLEARANCE

- (Valve lifter clearance) = (Valve lifter hole diameter) – (Valve lifter outer diameter)

Standard : Refer to [EM-145, "Camshaft"](#).

- If the calculated value is out of the standard, referring to each standard of valve lifter outer diameter and valve lifter hole diameter, replace either or both valve lifter and VVEL ladder assembly & cylinder head assembly.

CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

NOTE:

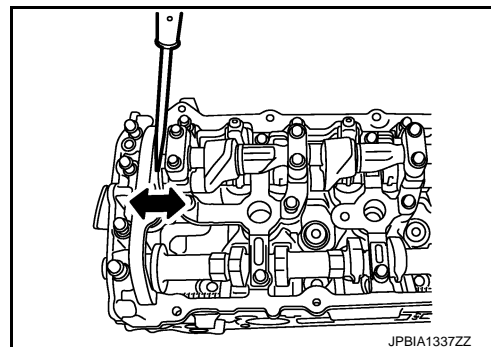
Cylinder head assembly cannot be replaced as a single part, because it is machined together with VVEL ladder assembly.

INSPECTION AFTER REMOVAL (INTAKE SIDE)

Drive Shaft End Play

- Install a dial indicator in thrust direction on front end of drive shaft. Measure the end play of a dial indicator when drive shaft is moved forward/backward (in direction of axis).

Standard and limit : Refer to [EM-145, "Camshaft"](#).



- Measure the following parts if out of the limit.

- Dimension "A" for drive shaft No. 1 journal

Standard : 27.500 - 27.548 mm (1.0827 - 1.0846 in)

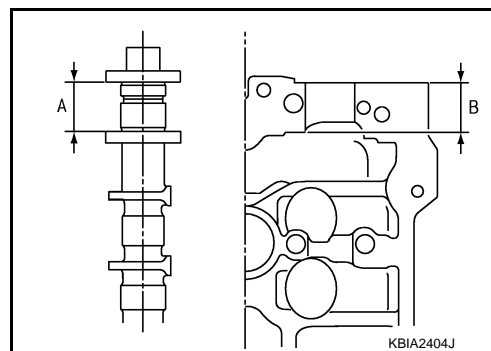
- Dimension "B" for cylinder head No. 1 journal bearing

Standard : 27.360 - 27.385 mm (1.0772 - 1.0781 in)

- If it exceeds the limit, replace VVEL ladder assembly & cylinder head assembly.

NOTE:

Cylinder head assembly cannot be replaced as a single part, because it is machined together with VVEL ladder assembly.



Camshaft Sprocket (INT) Runout

1. Put V-block on precise flat table, and support No. 2 and 4 journals of drive shaft.

CAUTION:

Never support No. 1 journal (on the side of camshaft sprocket) because it has a different diameter from the other three locations.

2. Measure the camshaft sprocket (INT) runout with a dial indicator. (Total indicator reading)

Limit : Refer to [EM-145, "Camshaft"](#).

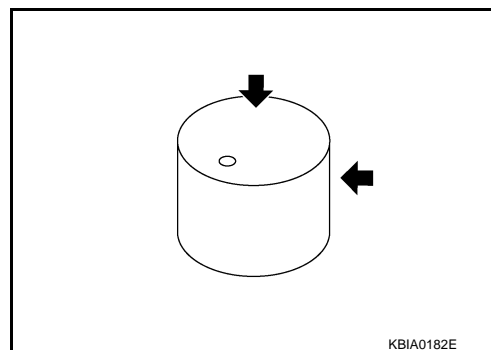
3. If it exceeds the limit, replace camshaft sprocket (INT).

Valve Lifter (INT)

- Check if surface of valve lifter has any wear or crack.
- If wear or crack is found, replace VVEL ladder assembly & cylinder head assembly. Refer to [EM-145, "Camshaft"](#).

NOTE:

Since the valve lifter (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.



Valve Lifter Clearance (INT)

VALVE LIFTER OUTER DIAMETER

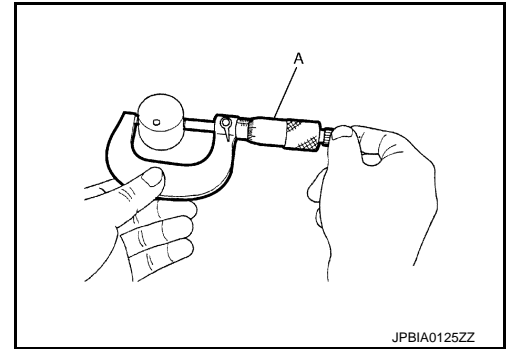
CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Measure the outer diameter at 1/2 height of valve lifter (INT) with a micrometer (A) since valve lifter is in barrel shape.

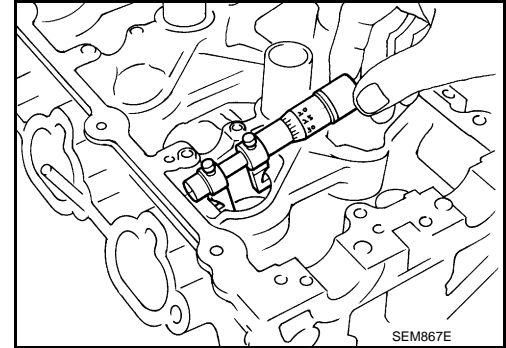
Standard : Refer to [EM-145, "Camshaft"](#).



VALVE LIFTER HOLE DIAMETER

- Measure the inner diameter of valve lifter hole of cylinder head with an inside micrometer.

Standard : Refer to [EM-145, "Camshaft"](#).



VALVE LIFTER CLEARANCE

- (Valve lifter clearance) = (Valve lifter hole diameter) – (Valve lifter outer diameter)

Standard : Refer to [EM-145, "Camshaft"](#).

- If the calculated value is out of the standard, replace VVEL ladder assembly & cylinder head assembly.

NOTE:

Since the valve lifter (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.

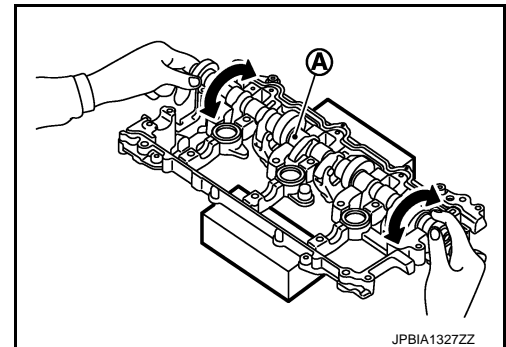
VVEL Ladder Assembly

DRIVE SHAFT OPERATIONAL CHECK

- Hold the both ends of the drive shaft (A) and rotate it to check that it rotates smoothly.

CAUTION:

Turn VVEL ladder assembly upside down to prevent the drive shaft from dropping off.



CONTROL SHAFT OPERATIONAL CHECK

CAMSHAFT

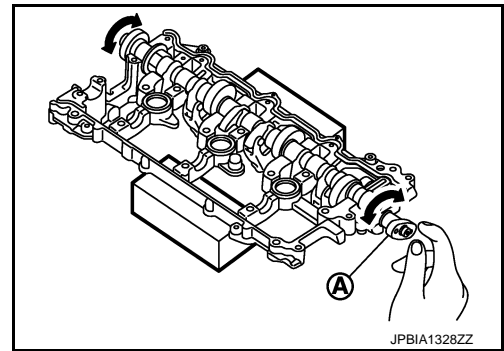
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Move control shaft (A) to the small stopper and large stopper to check that the control shaft functions smoothly.

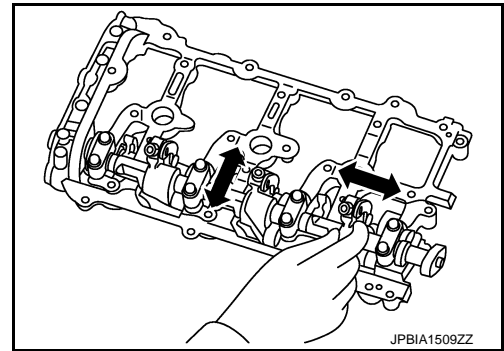
CAUTION:

Turn VVEL ladder assembly upside down to prevent the drive shaft from dropping off.



LINK CHECK FOR BACK-LASH (BONDING)

- Check that the link and the shaft of drive shaft and control shaft are not fixed.
- Check this by moving drive shaft and control shaft in the axial and rotation directions.



- If there is an unusualness related to the above three, replace VVEL ladder assembly & cylinder head assembly.

NOTE:

VVEL ladder assembly cannot be replaced as a single part, because it is machined together with cylinder head assembly.

INSPECTION AFTER INSTALLATION

Inspection of Camshaft Sprocket (INT) Oil Groove

CAUTION:

- Perform this inspection only when DTC P0011, P0021 is detected in self-diagnostic results of CONSULT and it is directed according to inspection procedure of EC section. Refer to [EC-183, "DTC Logic"](#).

- Check when engine is cold to prevent burns from the splashing engine oil.

1. Check engine oil level. Refer to [LU-7, "Inspection"](#).
2. Perform the following procedure to prevent the engine from being unintentionally started while checking.
 - a. Release the fuel pressure. Refer to [EC-599, "Inspection"](#).
 - b. Disconnect ignition coil and injector harness connectors. Refer to [EM-52, "Exploded View"](#).
 - c. Remove intake valve timing control solenoid valve. Refer to [EM-55, "Exploded View"](#).
3. Crank engine, and then check that engine oil comes out from intake valve timing control solenoid valve hole (A). End crank after checking.

1 : Intake valve timing control cover (bank 1)

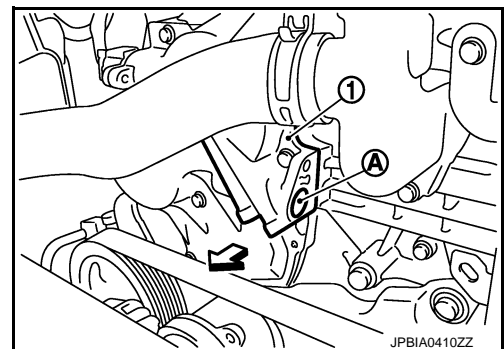
↔ : Engine front

WARNING:

Be careful not to touch rotating parts (drive belt, idler pulley, and crankshaft pulley, etc.).

CAUTION:

- Prevent splashing by using a shop cloth to prevent the worker from injury from engine oil and to prevent engine oil contamination.



CAMSHAFT

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- **Prevent splashing by using a shop cloth to prevent engine oil from being splashed to engine and vehicle. Especially, be careful no to apply engine oil to rubber parts of drive belt, engine mounting insulator, etc. Wipe engine oil off immediately if it is splashed.**
5. Perform the following inspection if engine oil does not come out from intake valve timing control solenoid valve oil hole of the cylinder head.
 - Remove oil filter, and then clean it. Refer to [EM-55, "Exploded View"](#).
 - Clean oil groove between oil strainer and intake valve timing control solenoid valve. Refer to [LU-2, "Engine Lubrication System"](#).
 6. Remove components between intake valve timing control solenoid valve and camshaft sprocket (INT), and then check each oil groove for clogging.
 - Clean oil groove if necessary. Refer to [LU-2, "Engine Lubrication System"](#).
 7. After inspection, install removed parts in the reverse order.

Inspection for Leakage

The following are procedures for checking fluid leakage, lubricant leakage.

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If any are less than the required quantity, fill them to the specified level. Refer to [MA-16, "FOR NORTH AMERICA : Fluids and Lubricants"](#) (FOR NORTH AMERICA) or [MA-17, "FOR MEXICO : Fluids and Lubricants"](#) (EXCEPT FOR NORTH AMERICA).
- Follow the procedure below to check for fuel leakage.
 - Turn ignition switch to the "ON" position (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.

NOTE:

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

- Warm up engine thoroughly to check that there is no leakage of fuel, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill them to the specified level, if necessary.

Summary of the inspection items:

| Items | | Before starting engine | Engine running | After engine stopped |
|--------------------------------|-----------------|------------------------|-----------------|----------------------|
| Engine coolant | | Level | Leakage | Level |
| Engine oil | | Level | Leakage | Level |
| Transmission / transaxle fluid | AT & CVT Models | Leakage | Level / Leakage | Leakage |
| | MT Models | Level / Leakage | Leakage | Level / Leakage |
| Other oils and fluids* | | Level | Leakage | Level |
| Fuel | | Leakage | Leakage | Leakage |

* Power steering fluid, brake fluid, etc.

CYLINDER HEAD

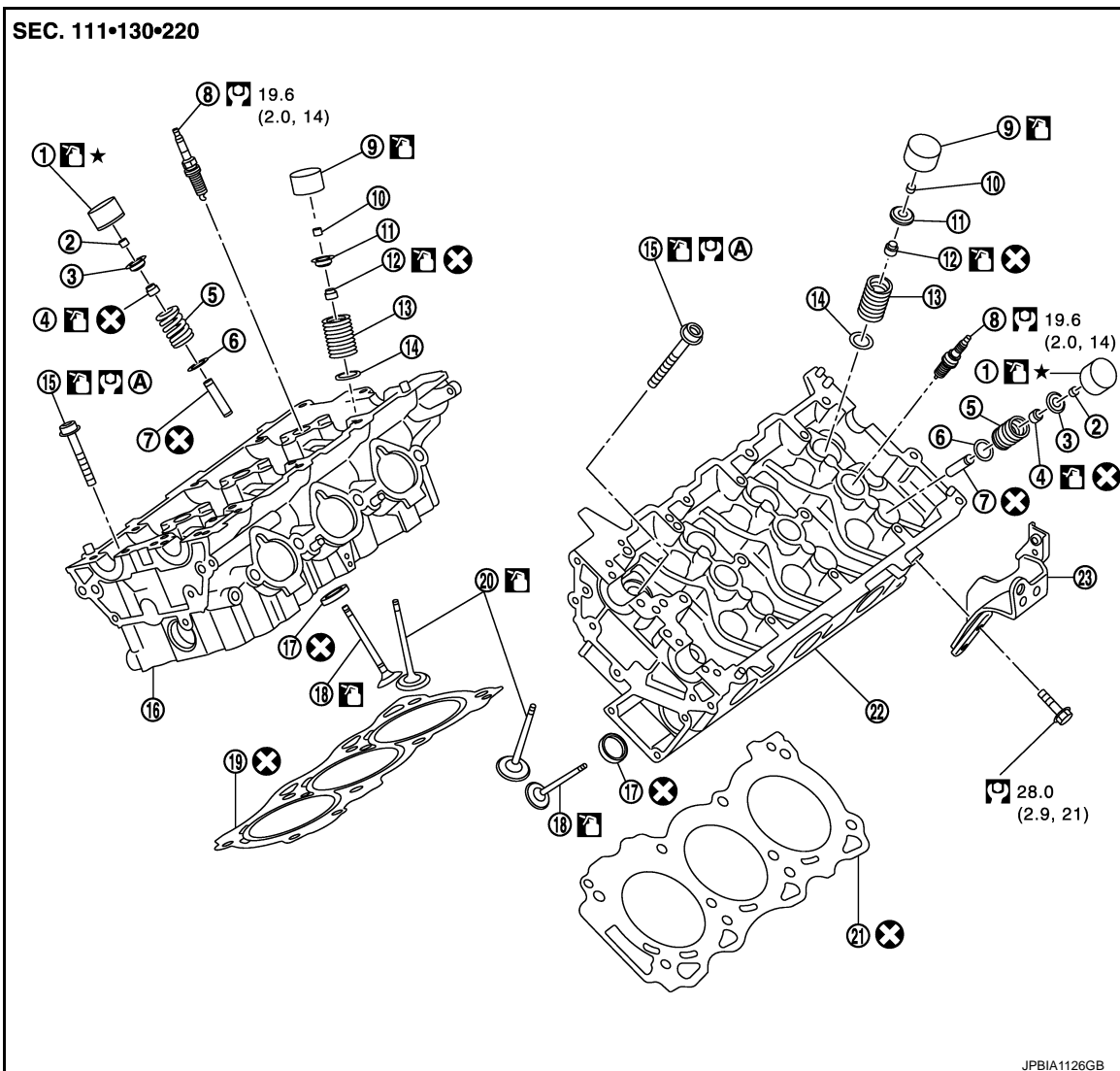
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

CYLINDER HEAD

Exploded View

INFOID:000000008193921



- | | | |
|-----------------------------------|---------------------------------|-----------------------------------|
| 1. Valve lifter (EXH) | 2. Valve collet (EXH) | 3. Valve spring retainer (EXH) |
| 4. Valve oil seal (EXH) | 5. Valve spring (EXH) | 6. Valve spring seat (EXH) |
| 7. Valve guide (EXH) | 8. Spark plug | 9. Valve lifter (INT) |
| 10. Valve collet (INT) | 11. Valve spring retainer (INT) | 12. Valve oil seal (INT) |
| 13. Valve spring (INT) | 14. Valve spring seat (INT) | 15. Cylinder head bolt |
| 16. Cylinder head (bank 1) | 17. Valve seat (EXH) | 18. Valve (EXH) |
| 19. Cylinder head gasket (bank 1) | 20. Valve (INT) | 21. Cylinder head gasket (bank 2) |
| 22. Cylinder head (bank 2) | 23. Engine rear lower slinger | |

A. Refer to [EM-108](#)

Refer to [GI-4, "Components"](#) for symbols in the figure.

CAUTION:

A high degree of precision is required for a valve on the intake side. Never remove the valve related parts unless necessary.

NOTE:

- As for replacement of parts on the intake side as shown in the exploded view, replace VVEL ladder assembly & cylinder head assembly. (Only valve oil seals are replaceable as a single part.)

CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- VVEL ladder assembly cannot be replaced as a single part, because it is machined together with cylinder head assembly.

Disassembly and Assembly

INFOID:000000008193922

DISASSEMBLY

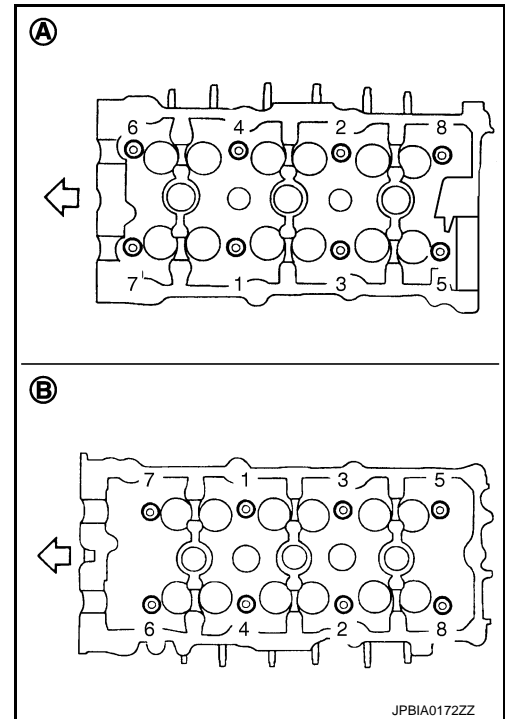
1. Remove the following parts:
 - Intake manifold collector: Refer to [EM-33, "Exploded View"](#).
 - Fuel tube and fuel injector assembly: Refer to [EM-42, "Exploded View"](#).
 - Intake manifold: Refer to [EM-36, "Exploded View"](#).
 - Rocker cover: Refer to [EM-52, "Exploded View"](#).
 - Exhaust manifold: Refer to [EM-38, "Exploded View"](#).
 - Water inlet and thermostat assembly: Refer to [CO-25, "Exploded View"](#).
 - Water outlet, water pipe and heater pipe: Refer to [CO-27, "Exploded View"](#).
 - Timing chain: Refer to [EM-55, "Exploded View"](#).
 - Rear timing chain case: Refer to [EM-85, "Exploded View"](#).
 - Camshaft (EXH) and VVEL ladder assembly: Refer to [EM-90, "Exploded View"](#).
2. Remove cylinder head.
 - Loosen mounting bolts in reverse order as shown in the figure.

A : Bank 1

B : Bank 2

⇐ : Engine front

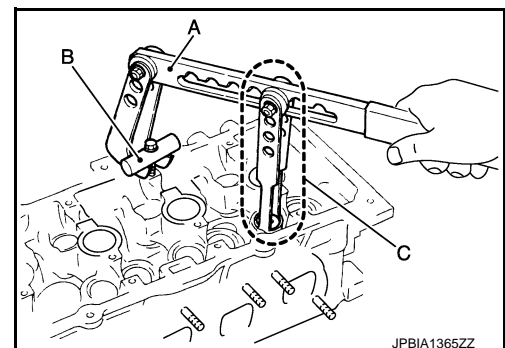
- Use the cylinder head bolt wrench (commercial service tool: J-24239-01) and power tool.



3. Remove cylinder head gaskets.
4. Remove spark plug with spark plug wrench (commercial service tool).
5. Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
6. Remove valve collet.
 - Compress valve spring with the valve spring compressor [SST: KV10116200 (J-26336-A)] (A), the attachment [SST: KV10115900 (J-26336-20)] (C), and the adapter [SST: KV10109220 (—)] (B). Remove valve collet with a magnet hand.

CAUTION:

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

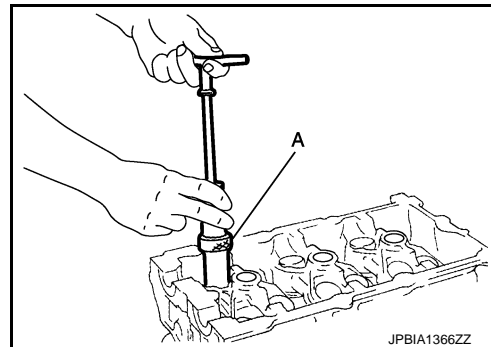


CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

7. Remove valve spring retainer, valve spring and valve spring seat.
8. Push valve stem to combustion chamber side, and remove valve.
 - Identify installation positions, and store them without mixing them up.
9. Remove valve oil seal using the valve oil seal puller [SST: KV10107902 (J-38959)] (A).

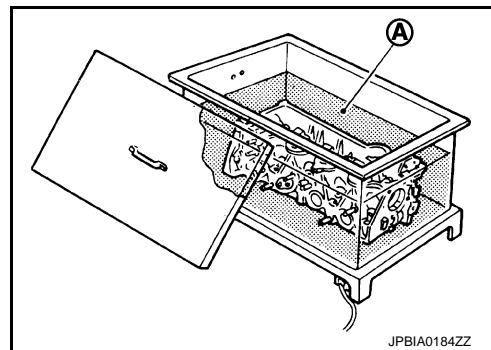


10. Remove valve seat (EXH), if valve seat (EXH) must be replaced.
 - Bore out old seat until it collapses. Boring should not continue beyond the bottom face of the seat recess in cylinder head. Set the machine depth stop to ensure this. Refer to [EM-147. "Cylinder Head"](#).

CAUTION:

Prevent to scratch cylinder head by excessive boring.

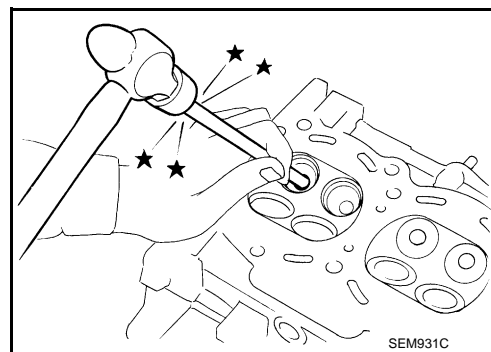
11. Remove valve guide (EXH), if valve guide (EXH) must be replaced.
 - a. To remove valve guide (EXH), heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil (A).



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

WARNING:

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



ASSEMBLY

1. If valve guide (EXH) is removed in step 11 (DISASSEMBLY), install it. Replace with oversized [0.2 mm (0.008 in)] valve guide (EXH).

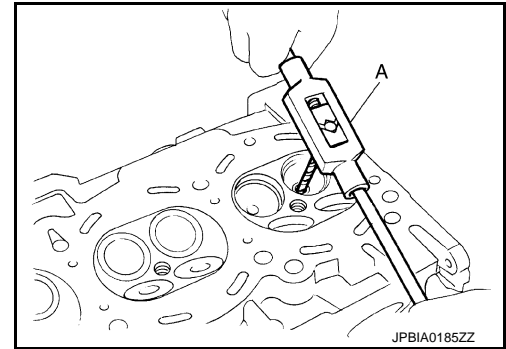
CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

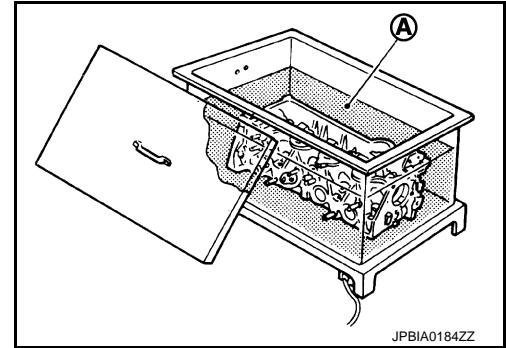
[REGULAR GRADE]

- a. Using the valve guide reamer (commercial service tool) (A), ream cylinder head valve guide (EXH) hole.

Oversize (service) [0.2 mm (0.008 in)]:
: Refer to [EM-147, "Cylinder Head"](#).



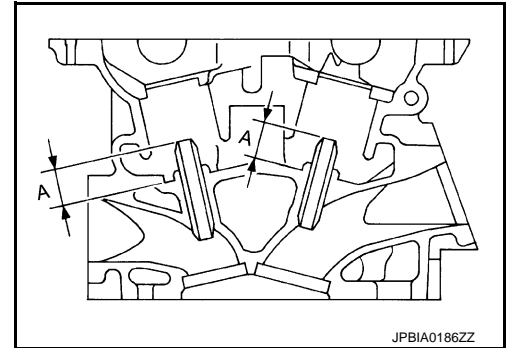
- b. Heat cylinder head to 110 to 130°C (230 to 266°F) by soaking in heated oil (A).



- c. Using the valve guide drift (commercial service tool), press valve guide (EXH) from camshaft side to the dimensions as shown in the figure.

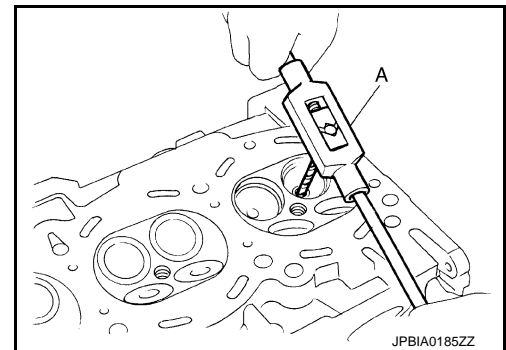
Projection (A)
: Refer to [EM-147, "Cylinder Head"](#).

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



- d. Using the valve guide reamer (commercial service tool) (A), apply reamer finish to valve guide (EXH).

Standard : Refer to [EM-147, "Cylinder Head"](#).



2. If valve seat (EXH) is removed in step 10 (DISASSEMBLY), install it. Replace with oversize [0.5 mm (0.020 in)] valve seat (EXH).

CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

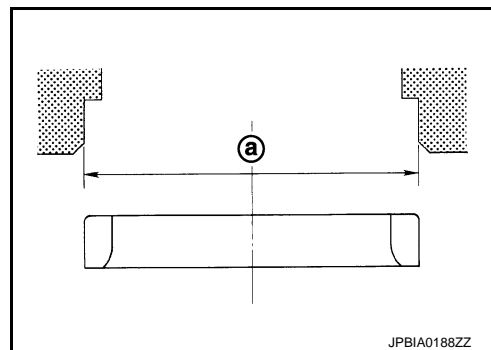
[REGULAR GRADE]

- a. Ream cylinder head recess diameter (a) for service valve seat (EXH).

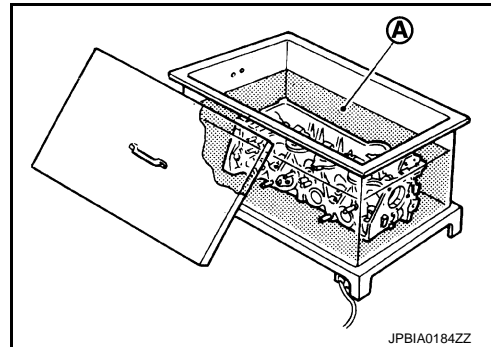
Oversize (service) [0.5 mm (0.020 in)]:

: Refer to [EM-147, "Cylinder Head"](#).

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



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



- c. Provide valve seats (EXH) cooled well with dry ice. Force fit valve seat (EXH) into cylinder head.

WARNING:

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

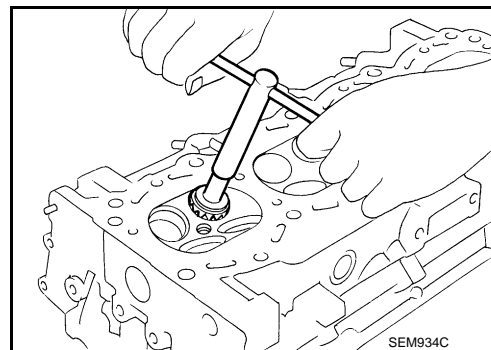
CAUTION:

Avoid directly touching cold valve seats.

- d. Using the valve seat cutter set (commercial service tool) or valve seat grinder, finish seat to the specified dimensions. Refer to [EM-147, "Cylinder Head"](#).

CAUTION:

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



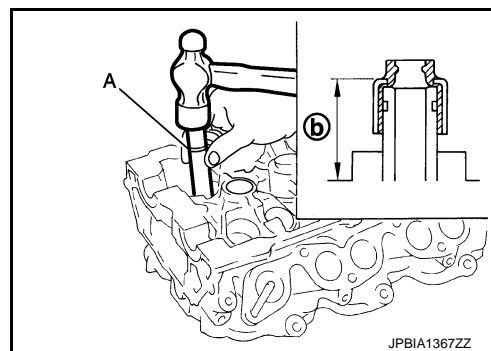
- e. Using compound, grind to adjust valve fitting.
f. Check again for normal contact. Refer to "VALVE SEAT CONTACT".
3. Install new valve oil seals as follows.

- a. Apply new engine oil on new valve oil seal joint and seal lip.
b. Using the valve oil seal drift [SST: KV10115600 (J-38958)] (A), press fit valve seal to height (b) shown in figure.

NOTE:

Dimension: Height measured before valve spring seat installation

Height (b) : 14.3 - 14.9 mm (0.563 - 0.587 in)



4. Install valve spring seat.

CYLINDER HEAD

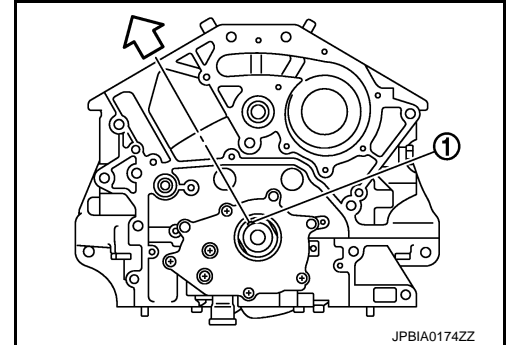
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

5. Install valve.
NOTE:
Larger diameter valves are for intake side.
6. Install new cylinder head gaskets.
7. Turn crankshaft until No. 1 piston is set at TDC.
 - Crankshaft key should line up with the cylinder center line (bank 1) as shown in the figure.

1 : Crankshaft key

↔ : Bank 1 side



JPBIA0174ZZ

8. Install cylinder head, and tighten cylinder head bolts in numerical order as shown in figure as follows:

A : Bank 1

B : Bank 2

↔ : Engine front

- Use the cylinder head bolt wrench (commercial service tool: J-24239-01) and power tool.

CAUTION:

- If cylinder head bolts are reused, check their outer diameters before installation. Refer to [EM-113, "Inspection"](#).
- Before installing cylinder head, inspect cylinder head distortion. Refer to [EM-113, "Inspection"](#).

- a. Apply new engine oil to threads and seat surfaces of cylinder head bolts.
- b. Tighten all cylinder head bolts.

: 105 N·m (11 kg·m, 77 ft·lb)

- c. Completely loosen all cylinder head bolts.

: 0 N·m (0 kg·m, 0 ft·lb)

CAUTION:

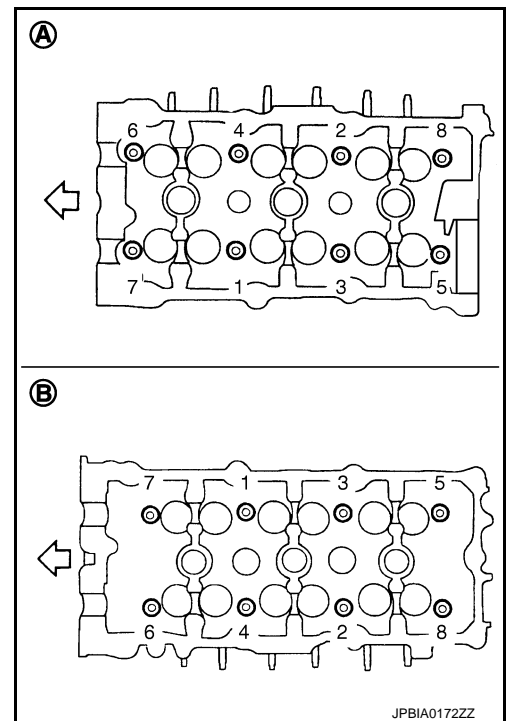
In step "c", loosen bolts in the reverse order of that indicated in the figure.

- d. Tighten all cylinder head bolts.

: 40.0 N·m (4.1 kg·m, 30 ft·lb)

- e. Turn all cylinder head bolts 95 degrees clockwise (angle tightening).

CAUTION:



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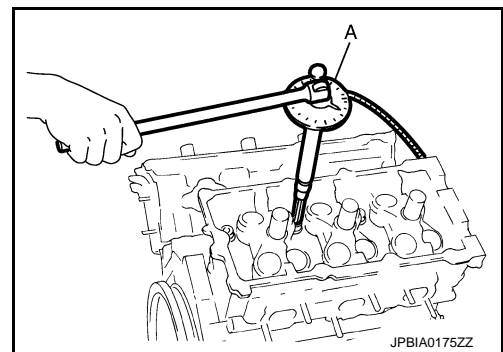
CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

Check the tightening angle using the angle wrench [SST: KV10112100 (BT8653-A)] (A). Never make judgment by visual inspection.

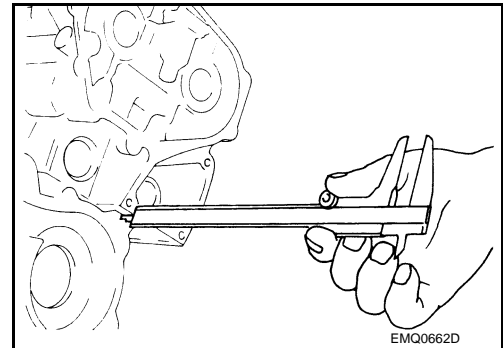
- Check tightening angle indicated on the angle wrench indicator plate.
- f. Turn all cylinder head bolts 95 degrees clockwise again (angle tightening).



9. After installing cylinder head, measure distance between front end faces of cylinder block and cylinder head (bank 1 and bank 2).

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

- If measured value is out of the standard, reinstall cylinder head.



10. Install valve spring (uneven pitch type).
- Install narrow pitch (B) end [paint mark (C)] to cylinder head side (valve spring seat side).

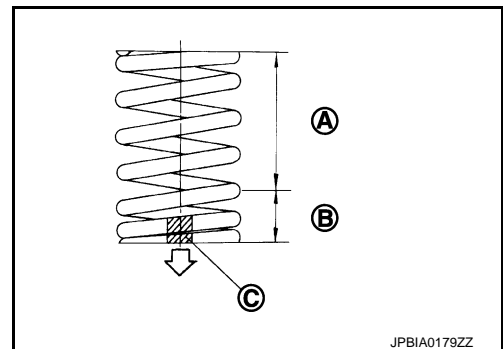
A : Wide pitch

⇐ : Cylinder head side

Paint mark color

Intake : Purple

Exhaust : Yellowish green



11. Install valve spring retainer.

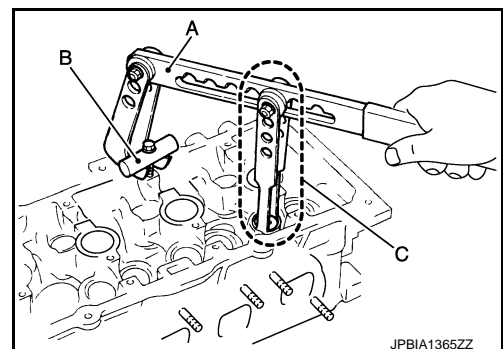
12. Install valve collet.

- Compress valve spring with the valve spring compressor [SST: KV10116200 (J-26336-A)] (A), the attachment [SST: KV10115900 (J-26336-20)] (C), and the adapter [SST: KV10109220 (—)] (B). Install valve collet with a magnet hand.

CAUTION:

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

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



13. Install valve lifter.

- Install it in the original position.

14. Install spark plug with spark plug wrench (commercial service tool).

15. Install in the reverse order of removal after this step.

Inspection

INFOID:000000008193923

INSPECTION AFTER DISASSEMBLY

CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

Cylinder Head Bolts Outer Diameter

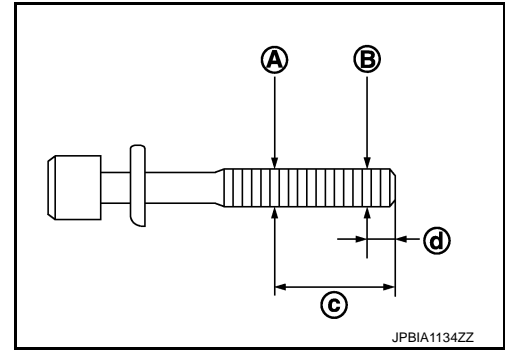
- Cylinder head bolts are tightened by plastic zone tightening method. Whenever the size difference between (B) and (A) exceeds the limit, replace them with new one.

Limit [(B) - (A)] : 0.18 mm (0.0071 in)

c : 48 mm (1.89 in)

d : 11 mm (0.43 in)

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



Cylinder Head Distortion

NOTE:

When performing this inspection, cylinder block distortion should be also checked. Refer to [EM-127, "Inspection"](#).

1. Using a scraper, wipe off oil, scale, gasket, sealant, and carbon deposits from surface of cylinder head.

CAUTION:

Never allow gasket fragments to enter engine oil or engine coolant passages.

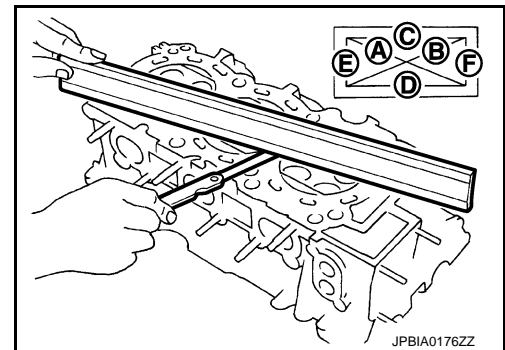
2. At each of several locations on bottom surface of cylinder head, measure the distortion in six directions (A), (B), (C), (D), (E), and (F).

Limit : Refer to [EM-147, "Cylinder Head"](#).

- If it exceeds the limit, replace VVEL ladder assembly & cylinder head assembly.

NOTE:

Cylinder head assembly cannot be replaced as a single part, because it is machined together with VVEL ladder assembly.



Valve Dimensions

- Check the dimensions of each valve. For the dimensions, refer to [EM-147, "Cylinder Head"](#).
- If dimensions are out of the standard.
 - Replace valve (EXH) and check valve seat contact. Refer to "VALVE SEAT CONTACT". (Exhaust side)
 - Replace VVEL ladder assembly & cylinder head assembly. Refer to [EM-90, "Exploded View"](#). (Intake side)

NOTE:

Since the valve (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.

Valve Guide Clearance

Valve Stem Diameter

- Measure the diameter of valve stem with micrometer (A).

Standard : Refer to [EM-147, "Cylinder Head"](#).

Valve Guide Inner Diameter

- Measure the inner diameter of valve guide with bore gauge.

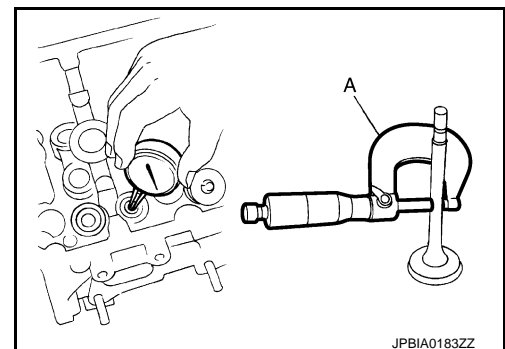
Standard : Refer to [EM-147, "Cylinder Head"](#).

Valve Guide Clearance

- (Valve guide clearance) = (Valve guide inner diameter) – (Valve stem diameter)

Standard : Refer to [EM-147, "Cylinder Head"](#).

- If the calculated value exceeds the limit.
 - Replace valve (EXH) and/or valve guide (EXH). Refer to [EM-107, "Exploded View"](#). (Exhaust side)
 - Replace VVEL ladder assembly & cylinder head assembly. Refer to [EM-90, "Exploded View"](#). (Intake side)



CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

NOTE:

Since the valve (INT) and valve guide (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.

Valve Seat Contact

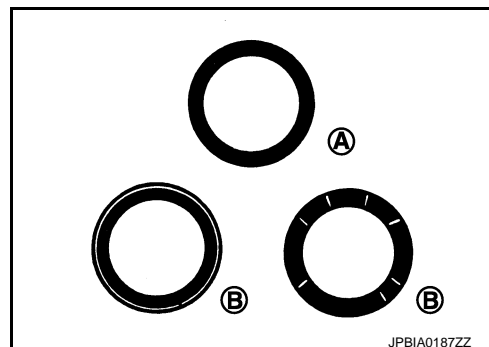
- After confirming that the dimensions of valve guides and valves are within the specifications, perform this procedure.
- Apply prussian blue (or white lead) onto contacting surface of valve seat to check the condition of the valve contact on the surface.
- Check if the contact area band is continuous all around the circumference.

A : OK

- If not, grind to adjust valve fitting and check again. If the contacting surface still has "NG" conditions (B) even after the recheck, replace valve seat (EXH). Refer to [EM-107, "Exploded View"](#). (Exhaust side)
- If not, replace VVEL ladder assembly & cylinder head assembly. Refer to [EM-90, "Exploded View"](#). (Intake side)

NOTE:

Since the valve seat (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.



Valve Spring Squareness

- Set a try square (A) along the side of valve spring and rotate spring. Measure the maximum clearance between the top of spring and try square.

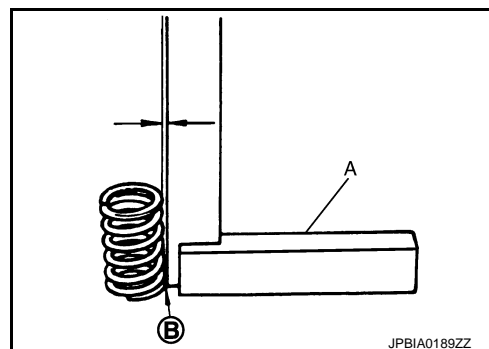
B : Contact

Limit : Refer to [EM-147, "Cylinder Head"](#).

- If it exceeds the limit.
- Replace valve spring (EXH). Refer to [EM-107, "Exploded View"](#). (Exhaust side)
- Replace VVEL ladder assembly & cylinder head assembly. Refer to [EM-90, "Exploded View"](#). (Intake side)

NOTE:

Since the valve spring (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.



Valve Spring Dimensions and Valve Spring Pressure Load

- Check the valve spring pressure at specified spring height.

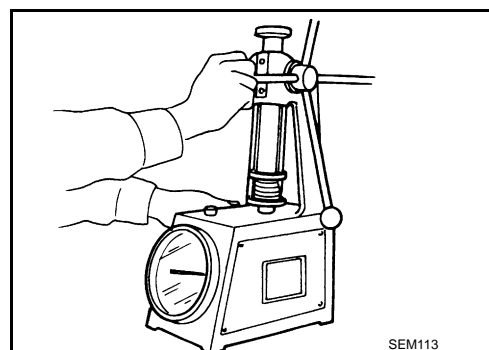
Standard

: Refer to [EM-147, "Cylinder Head"](#).

- If the installation load or load with valve open is out of the standard.
- Replace valve spring (EXH). Refer to [EM-107, "Exploded View"](#). (Exhaust side)
- Replace VVEL ladder assembly & cylinder head assembly. Refer to [EM-90, "Exploded View"](#). (Intake side)

NOTE:

Since the valve spring (INT) cannot be replaced by the piece, VVEL ladder assembly & cylinder head assembly replacement are required.



INSPECTION AFTER INSTALLATION

Inspection for Leakage

The following are procedures for checking fluid leakage, lubricant leakage.

CYLINDER HEAD

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If any are less than the required quantity, fill them to the specified level. Refer to [MA-16, "FOR NORTH AMERICA : Fluids and Lubricants"](#) (FOR AMERICA) or [MA-17, "FOR MEXICO : Fluids and Lubricants"](#) (EXCEPT FOR NORTH AMERICA).
- Follow the procedure below to check for fuel leakage.
 - Turn ignition switch to the "ON" position (with engine stopped). With fuel pressure applied to fuel piping, check for fuel leakage at connection points.
 - Start engine. With engine speed increased, check again for fuel leakage at connection points.
- Run engine to check for unusual noise and vibration.

NOTE:

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

- Warm up engine thoroughly to check that there is no leakage of fuel, or any oil/fluids including engine oil and engine coolant.
- Bleed air from lines and hoses of applicable lines, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill them to the specified level, if necessary.

Summary of the inspection items:

| Items | | Before starting engine | Engine running | After engine stopped |
|-----------------------------------|-----------------|------------------------|-----------------|----------------------|
| Engine coolant | | Level | Leakage | Level |
| Engine oil | | Level | Leakage | Level |
| Transmission / transaxle fluid | AT & CVT Models | Leakage | Level / Leakage | Leakage |
| | MT Models | Level / Leakage | Leakage | Level / Leakage |
| Other oils and fluids* | | Level | Leakage | Level |
| Fuel | | Leakage | Leakage | Leakage |

* Power steering fluid, brake fluid, etc.

CYLINDER BLOCK

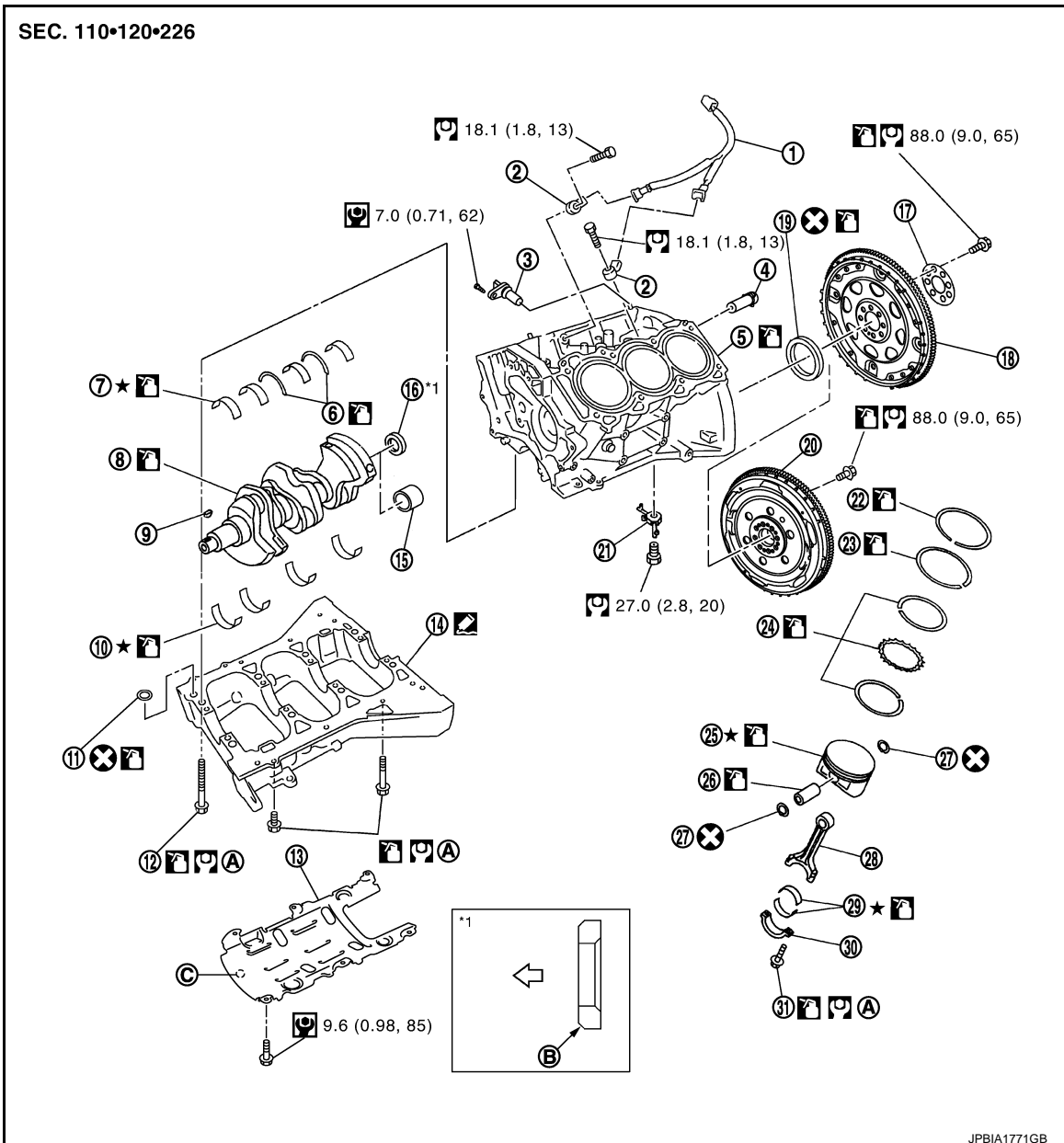
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

CYLINDER BLOCK

Exploded View

INFOID:000000008193924



- | | | |
|---------------------------------------|--------------------------------------|--------------------------------|
| 1. Sub harness | 2. Knock sensor | 3. Crankshaft position sensor |
| 4. Cylinder block heater (for Canada) | 5. Cylinder block | 6. Thrust bearing |
| 7. Main bearing (upper) | 8. Crankshaft | 9. Crankshaft key |
| 10. Main bearing (lower) | 11. O-ring | 12. Lower cylinder block bolt |
| 13. Baffle plate | 14. Lower cylinder block | 15. Pilot bush (M/T models) |
| 16. Pilot converter (A/T models) | 17. Reinforcement plate (A/T models) | 18. Drive plate (A/T models) |
| 19. Rear oil seal | 20. Flywheel (M/T models) | 21. Oil jet |
| 22. Top ring | 23. Second ring | 24. Oil ring |
| 25. Piston | 26. Piston pin | 27. Snap ring |
| 28. Connecting rod | 29. Connecting rod bearing | 30. Connecting rod bearing cap |
| 31. Connecting rod bolt | | |

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

A. Refer to [EM-118](#)

B. Chamfered

C. Front mark

↶ : Crankshaft side

Disassembly and Assembly

INFOID:000000008193925

DISASSEMBLY

1. Remove the following parts:
 - Oil pans (lower and upper): Refer to [EM-82, "Exploded View"](#).
 - Front and rear timing chain case: Refer to [EM-55, "Exploded View"](#) and [EM-85, "Exploded View"](#).
 - Cylinder head: Refer to [EM-107, "Exploded View"](#).
2. Remove knock sensor.
CAUTION:
Carefully handle sensor avoiding shocks.
3. Remove baffle plate from lower cylinder block.
4. Remove piston and connecting rod assembly with the following procedure:
 - Before removing piston and connecting rod assembly, check the connecting rod side clearance. Refer to [EM-127, "Inspection"](#).

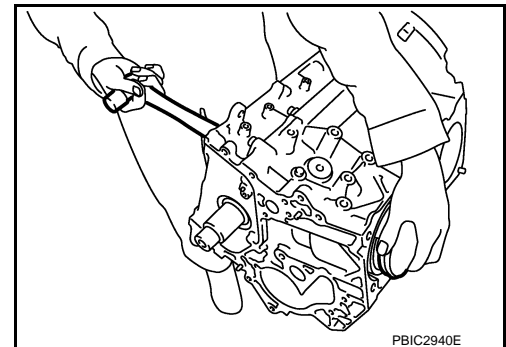
CAUTION:

Be careful not to drop connecting rod bearing, and to scratch the surface.

- a. Position crankshaft pin corresponding to connecting rod to be removed onto the bottom dead center.
- b. Remove connecting rod bearing cap.
- c. Using a hammer handle or similar tool, push piston and connecting rod assembly out to the cylinder head side.

CAUTION:

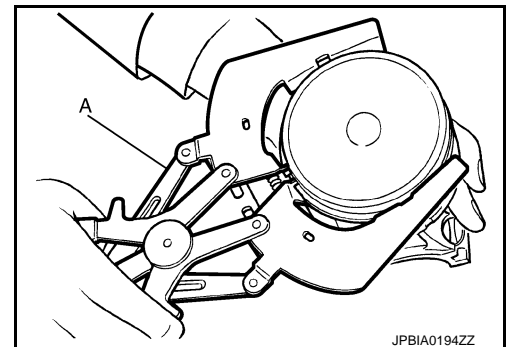
Be careful not to damage the cylinder wall and crankshaft pin, resulting from an interference of the connecting rod big end.



5. Remove connecting rod bearings from connecting rod and connecting rod bearing cap.
CAUTION:
 - **Be careful not to drop connecting rod bearing, and to scratch the surface.**
 - **Identify installation positions, and store them without mixing them up.**
6. Remove piston rings from piston.
 - Before removing piston rings, check the piston ring side clearance. Refer to [EM-127, "Inspection"](#).
 - Use a piston ring expander (commercial service tool) (A).

CAUTION:

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



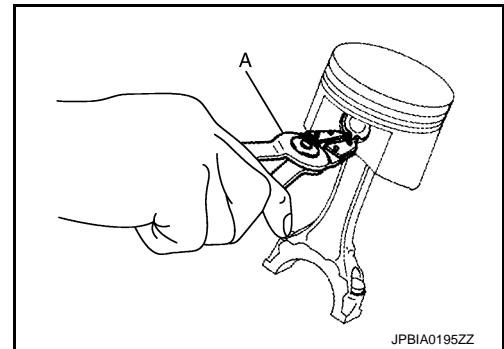
7. Remove piston from connecting rod as follows:

CYLINDER BLOCK

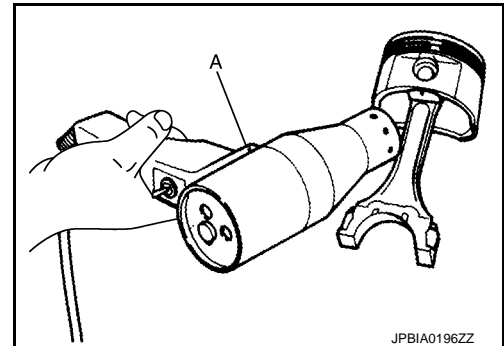
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

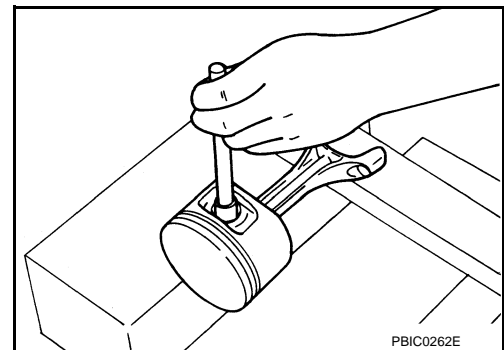
- a. Using snap ring pliers (A), remove snap rings.



- b. Heat piston to 60 to 70°C (140 to 158°F) with an industrial use dryer (A) or equivalent.

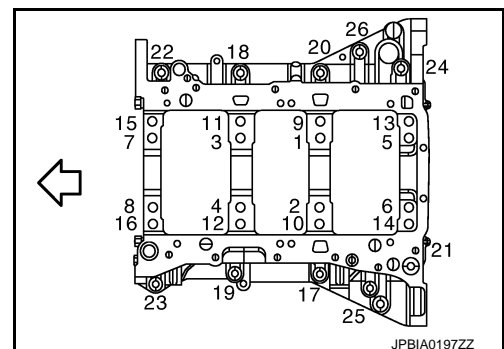


- c. Push out piston pin using a stick that has an outer diameter of approximately 20 mm (0.79 in).



8. Remove lower cylinder block bolts.
- Before loosening lower cylinder block bolts, measure the crankshaft end play. Refer to [EM-127. "Inspection"](#).
 - Loosen lower cylinder block bolts in the reverse order shown in the figure in several different steps.

← : Engine front



9. Remove lower cylinder block as follows:

A
EM
C
D
E
F
G
H
I
J
K
L
M
N
O
P

CYLINDER BLOCK

[REGULAR GRADE]

< UNIT DISASSEMBLY AND ASSEMBLY >

Screw M8 bolt [pitch: 1.25 mm (0.0492 in) length: approximately 50 mm (1.97 in)] into bolt holes (A). Then equally tighten each bolt, and remove lower cylinder block.

⇐ : Engine front

CAUTION:

- Be careful not to damage the mounting surfaces.
- Never tighten bolts excessively.
- Never insert screwdriver, this will damage the mating surface.

10. Remove crankshaft.

11. Pull rear oil seal out from rear end of crankshaft.

12. Remove main bearings and thrust bearings from cylinder block and lower cylinder block.

CAUTION:

- Be careful not to drop main bearing, and to scratch the surface.
- Identify installation positions, and store them without mixing them up.

13. Remove oil jet.

ASSEMBLY

CAUTION:

Do not reuse O-rings or washers.

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

CAUTION:

Use goggles to protect your eyes.

2. Install each plug to cylinder block as shown in the figure.

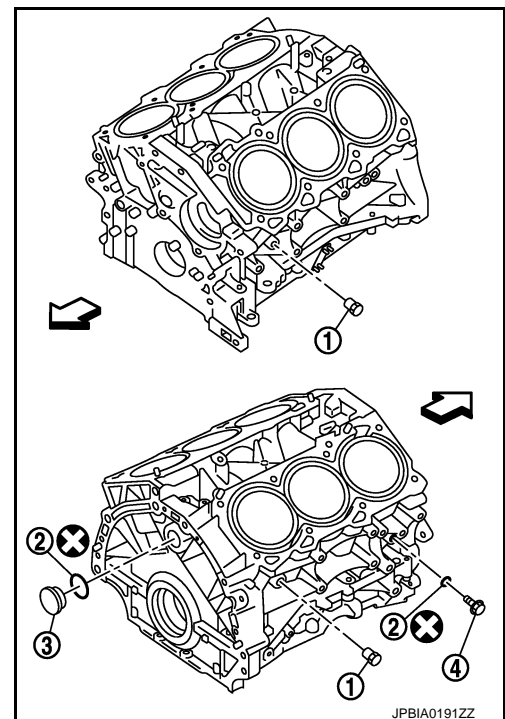
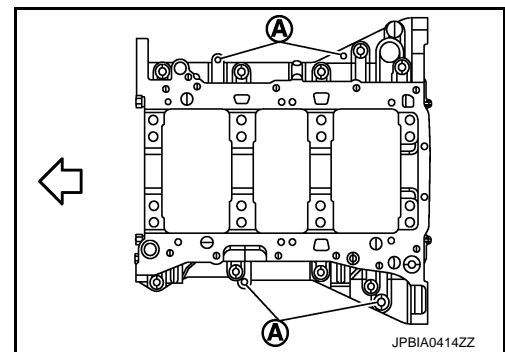
3 : plug

⇐ : Engine front

- Apply sealant to the thread of water drain plug (1).
Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
- Apply sealant to the thread of plug (4).
Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
- Replace washers (2) with new ones.

CAUTION:

Do not reuse washers.



- Tighten each plug as specified below.

Unit: N·m (kg·m, ft·lb)

| Part | Washer | Tightening torque |
|------|--------|-------------------|
| 1 | No | 19.6 (2.0, 14) |
| 3 | Yes | 78.0 (8.0, 58) |
| 4 | Yes | 12.3 (1.3, 9) |

3. Install oil jet.

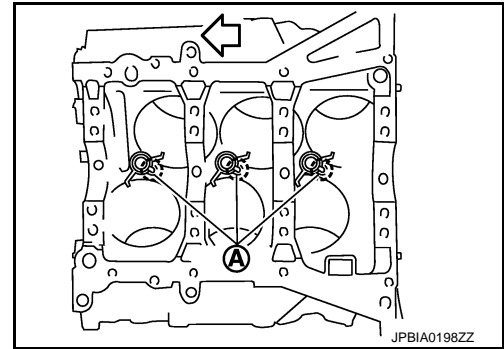
CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Insert oil jet dowel pin (A) into cylinder block dowel pin hole, and tighten mounting bolts.

↶ : Engine front



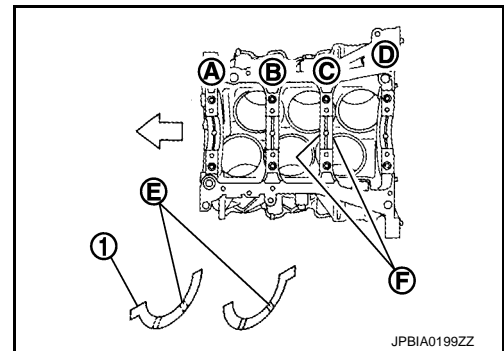
4. Install main bearings and thrust bearings as follows:

CAUTION:

Be careful not to drop main bearing, and to scratch the surface.

- a. Remove dust, dirt, and engine oil on bearing mating surfaces of cylinder block and lower cylinder block.
- b. Install thrust bearings (1) to both sides of the No. 3 journal housing on cylinder block.

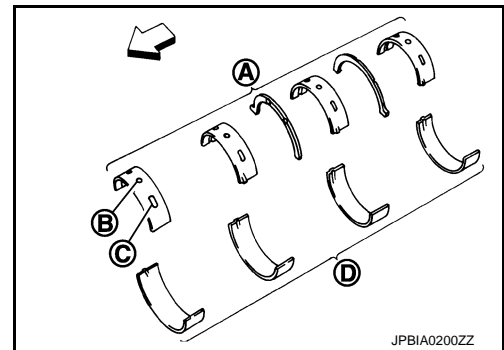
- A : No. 1
 - B : No. 2
 - C : No. 3
 - D : No. 4
 - F : Thrust bearing installation position
- ↶ : Engine front



- Install thrust bearings with the oil groove (E) facing crankshaft arm (outside).

- c. Install main bearings paying attention to the direction.

- A : Cylinder block side
 - D : Lower cylinder block side
- ↶ : Engine front



- Main bearing with oil hole (B) and groove (C) goes on cylinder block. The one without them goes on lower cylinder block.
- Before installing main bearings, apply engine oil to the bearing surface (inside). Do not apply engine oil to the back surface, but thoroughly clean it.
- When installing, align main bearing stopper protrusion to cut-out of cylinder block and lower cylinder block.
- Ensure the oil holes on cylinder block and those on the corresponding bearing are aligned.

5. Install crankshaft to cylinder block.
 - While turning crankshaft by hand, check that it turns smoothly.
6. Install lower cylinder block.

CAUTION:

Do not reuse O-rings.

NOTE:

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

A
EM
C
D
E
F
G
H
I
J
K
L
M
N
O
P

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

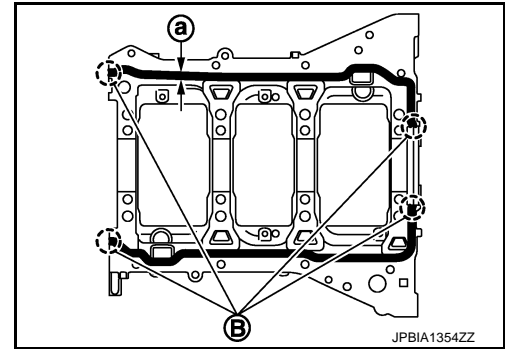
[REGULAR GRADE]

- Apply a continuous bead of liquid gasket with the tube presser (commercial service tool) to lower cylinder block as shown in the figure.

B : Apply to end

a : $\phi 4.0 - 5.0$ mm (0.157 - 0.197 in)

Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).



7. Inspect the outer diameter of lower cylinder block bolt. Refer to [EM-127, "Inspection"](#).
8. Install lower cylinder block bolts as follows:
 - a. Apply new engine oil to threads and seat surfaces of lower cylinder block bolts.
 - b. Tighten bolts (No. 17 to 26) in numerical order as shown in the figure.

← : Engine front

: **25.0 N-m (2.6 kg-m, 18 ft-lb)**

- c. Repeat step b.
- d. Tighten bolts (No. 1 to 16) in numerical order as shown in the figure.

NOTE:

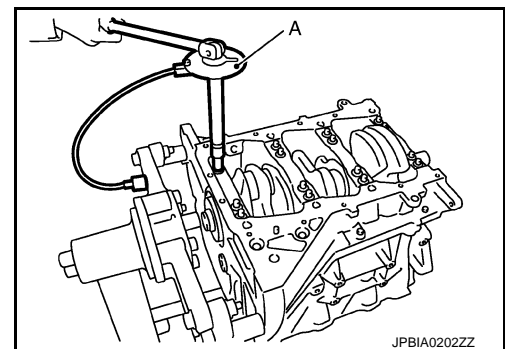
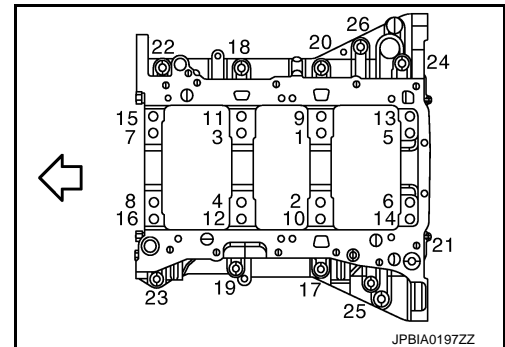
Use TORX socket for bolts No.1 to 16.

: **35.3 N-m (3.6 kg-m, 26 ft-lb)**

- e. Turn bolts (No. 1 to 16) 90 degrees clockwise (angle tightening).

CAUTION:

Use the angle wrench [SST: KV10112100 (BT8653-A)] (A) to check tightening angle. Never make judgment by visual inspection.



- After installing lower cylinder block bolts, check that crankshaft can be rotated smoothly by hand.
 - Check the crankshaft end play. Refer to [EM-127, "Inspection"](#).
9. Install piston to connecting rod as follows:
 - a. Using snap ring pliers, install new snap ring to the groove of piston rear side.
 - Insert it fully into groove to install.
 - b. Install piston to connecting rod.
 - Using an industrial use dryer or similar tool, heat piston until piston pin can be pushed in by hand without excess force [approximately 60 to 70°C (140 to 158°F)]. From the front to the rear, insert piston pin into piston and connecting rod.

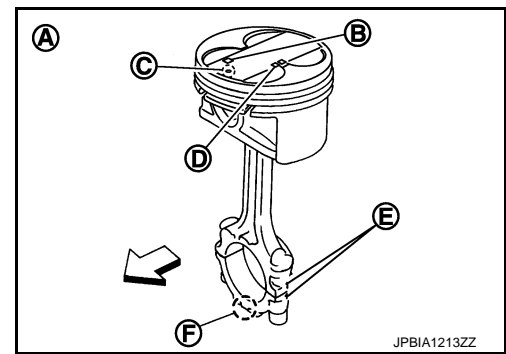
CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Assemble so that the front mark on the piston head and the cylinder number on connecting rod are positioned as shown in the figure.

- A : Example RH
- B : Piston grade number
- C : Front mark
- D : Pin grade number
- E : Cylinder number
- F : Front mark
- ↶ : Engine front

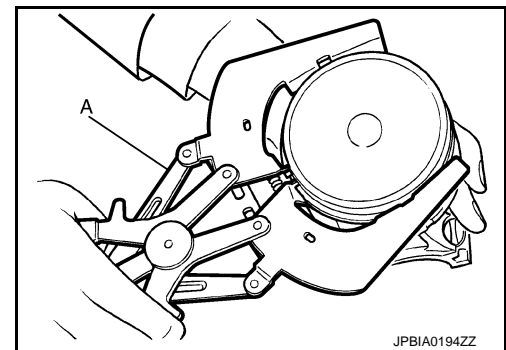


- c. Install new snap ring to the groove of the piston front side.
 - Insert it fully into groove to install.
 - After installing, check that connecting rod moves smoothly.

10. Using a piston ring expander (commercial service tool) (A), install piston rings.

CAUTION:

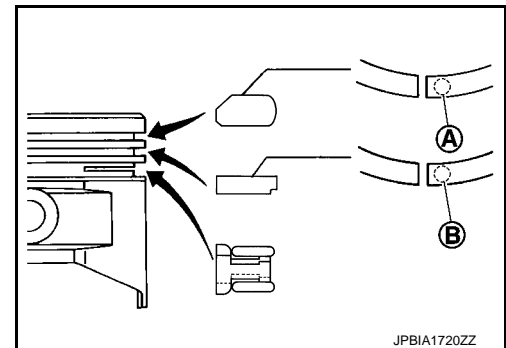
- When installing piston rings, be careful not to damage piston.
- Be careful not to damage piston rings by expanding them excessively.



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

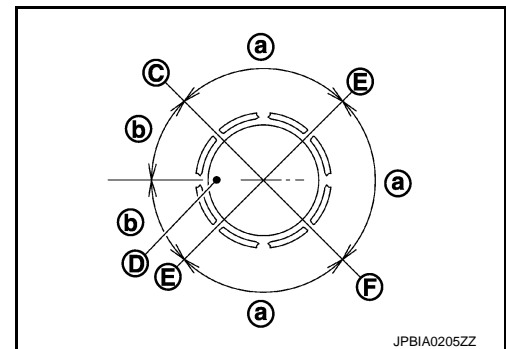
Stamped mark:

- Top ring (A) : 1 N
- Second ring (B) : 2 N



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

- C : Top ring gap
- E : Oil ring upper or lower rail gap (either of them)
- F : Second ring and oil ring spacer gap
- a : 90 degrees
- b : 45 degrees



- Check the piston ring side clearance. Refer to [EM-127, "Inspection"](#).

11. Install connecting rod bearings to connecting rod and connecting rod bearing cap.

CAUTION:

Be careful not to drop connecting rod bearing, and to scratch the surface.

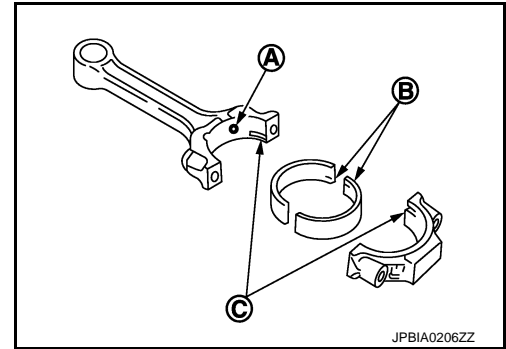
- Before installing connecting rod bearings, apply engine oil to the bearing surface (inside). Do not apply engine oil to the back surface, but thoroughly clean it.

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- When installing, align connecting rod bearing stopper protrusion (B) with cutout (C) of connecting rods and connecting rod bearing caps to install.
- Ensure the oil hole (A) on connecting rod and that on the corresponding bearing are aligned.

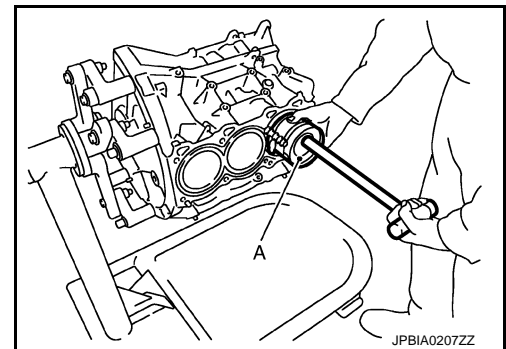


12. Install piston and connecting rod assembly to crankshaft.

- Position crankshaft pin corresponding to connecting rod to be installed onto the bottom dead center.
- Apply engine oil sufficiently to the cylinder bore, piston and crankshaft pin journal.
- Match the cylinder position with the cylinder number on connecting rod to install.
- Be sure that front mark on piston crown is facing the front of the engine.
- Using a piston ring compressor [SST: EM03470000 (J-8037)] (A) or suitable tool, install piston with the front mark on the piston crown facing the front of the engine.

CAUTION:

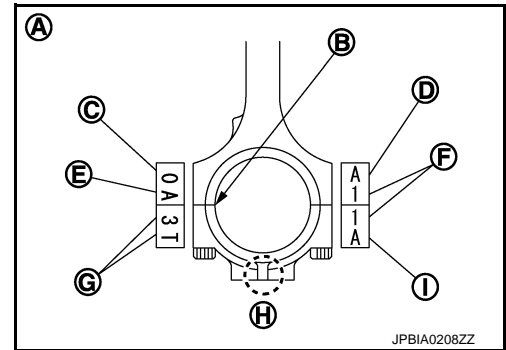
Be careful not to damage the cylinder wall and crankshaft pin, resulting from an interference of the connecting rod big end.



13. Install connecting rod bearing cap.

- Match the stamped cylinder number marks on connecting rod with those on connecting rod bearing cap to install.

- A : Sample codes
- B : Bearing stopper groove
- C : Small-end diameter grade
- D : Big-end diameter grade
- E : Weight grade
- F : Cylinder No.
- G : Management code
- I : Management code



- Be sure that front mark (H) on connecting rod bearing cap is facing the front of the engine.

14. Tighten connecting rod bolt as follows:

- Inspect the outer diameter of connecting rod bolt. Refer to [EM-127, "Inspection"](#).
- Apply engine oil to the threads and seats of connecting rod bolts.
- Tighten connecting rod bolts.

: 28.4 N·m (2.9 kg-m, 21 ft-lb)

- Completely loosen connecting rod bolts.

: 0 N·m (0 kg-m, 0 ft-lb)

- Tighten connecting rod bolts.

: 24.5 N·m (2.5 kg-m, 18 ft-lb)

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

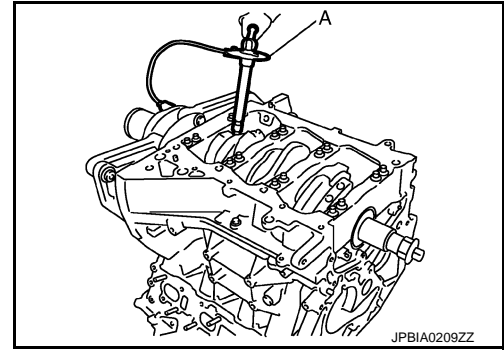
[REGULAR GRADE]

- f. Then turn connecting rod bolts 90 degrees clockwise (angle tightening).

CAUTION:

Always use the angle wrench [SST: KV10112100 (BT8653-A)] (A). Never make judgment by visual inspection.

- After tightening connecting rod bolts, check that crankshaft rotates smoothly.
- Check the connecting rod side clearance. Refer to [EM-127, "Inspection"](#).



15. Install baffle plate.

16. Install new rear oil seal. Refer to [EM-71, "REAR OIL SEAL : Removal and Installation"](#).

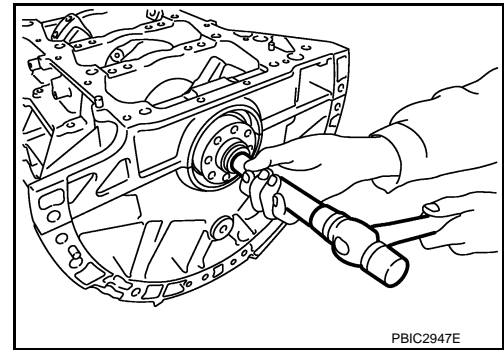
- Apply new engine oil to both oil seal lip and dust seal lip.

17. Install pilot converter (A/T models) or pilot bushing (M/T models).

- With a drift of the following outer diameter, press-fit as far as it will go.

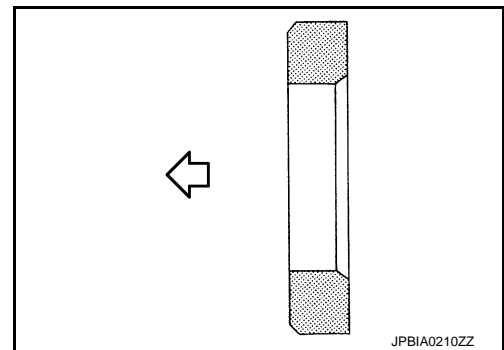
Pilot bushing : Approximately 17 mm (0.67 in)

Pilot converter : Approximately 33 mm (1.30 in)



- Press-fit pilot converter with its chamfer facing crankshaft as shown in the figure. (A/T models)

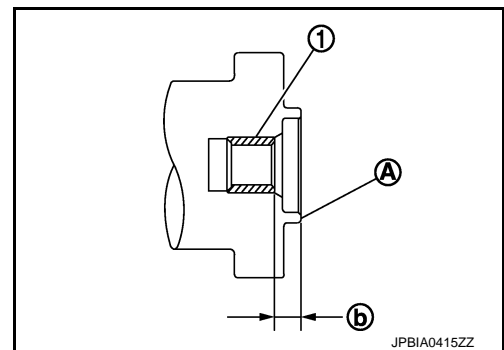
← : Crankshaft side



- Press-fit pilot bushing (1) as the dimension shown in the figure. (M/T models)

A : Crankshaft (rear end surface)

b : 10.20 – 10.85 mm (0.4016 – 0.4272 in)
[Target: 10.20 mm (0.4016 in)]



CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

18. Install knock sensors.

- A : Bank 1
- B : Bank 2
- ⇐ : Engine front

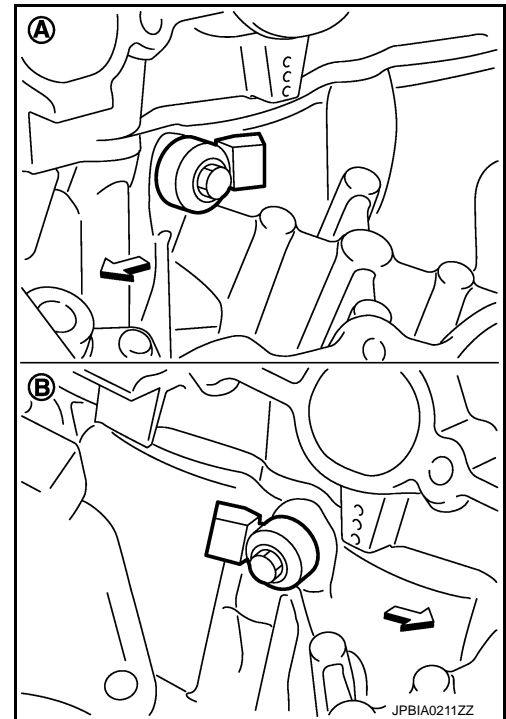
- Install knock sensor so that connector faces the rear of the engine.
- After installing knock sensor, connect harness connector, and lay it out to rear of the engine.

CAUTION:

- **Never tighten mounting bolts while holding connector.**
- **If any impact by dropping is applied to knock sensor, replace it with new one.**

NOTE:

- Check that there is no foreign material on the cylinder block mating surface and the back surface of knock sensor.
- Check that knock sensor does not interfere with other parts.



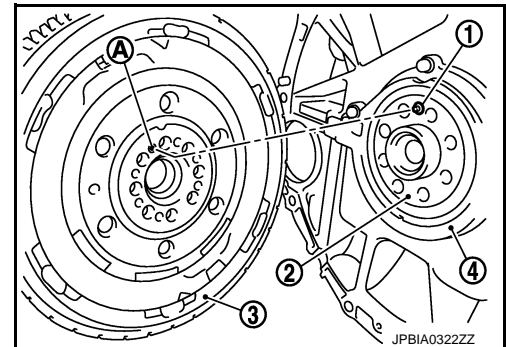
19. Note the following, assemble in the reverse order of disassembly after this step.

Flywheel (M/T models)

- Ensure the dowel pin (1) is installed in the crankshaft.

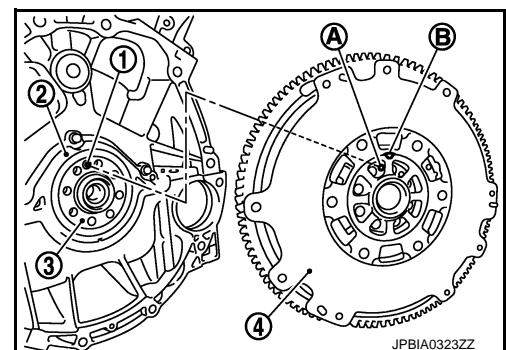
- 4 : Rear oil seal

- When installing flywheel (3) to crankshaft (2), be sure to correctly align crankshaft side dowel pin and flywheel side dowel pin hole (A).



- There is a matching mark (B) on the clutch cover side of flywheel (4). Refer it during installation.

- 1 : Dowel pin
- 2 : Rear oil seal
- 3 : Crankshaft
- A : Hole



Drive plate (A/T models)

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

CAUTION:

If these are not aligned correctly, engine runs roughly and “MIL” illuminates.

CYLINDER BLOCK

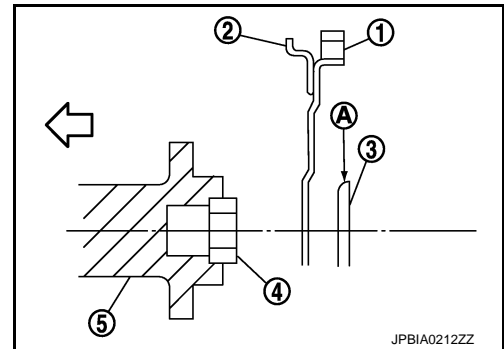
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Install drive plate (2) and reinforcement plate (3) as shown in the figure.

- 1 : Ring gear
- 4 : Pilot converter
- 5 : Crankshaft
- A : Rounded
- ⇐ : Engine front

- Holding ring gear with the ring gear stopper [SST: KV10118600 (J-48641)].
- Tighten the mounting bolts crosswise over several times.



Inspection

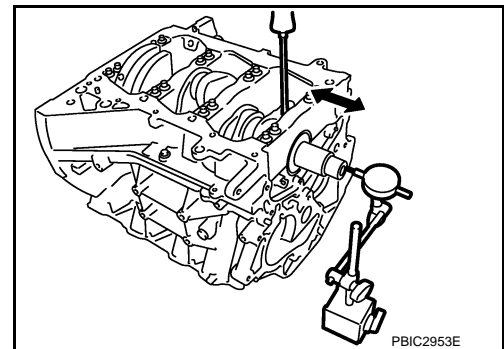
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CRANKSHAFT END PLAY

- Measure the clearance between thrust bearings and crankshaft arm when crankshaft is moved fully forward or backward with a dial indicator.

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

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

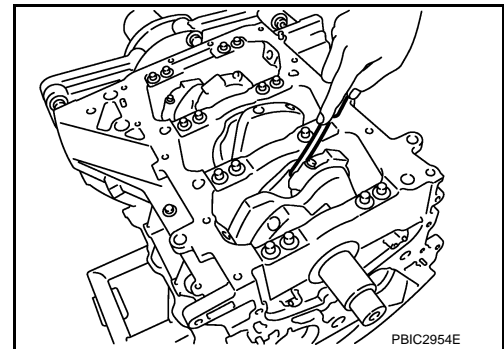


CONNECTING ROD SIDE CLEARANCE

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

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

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

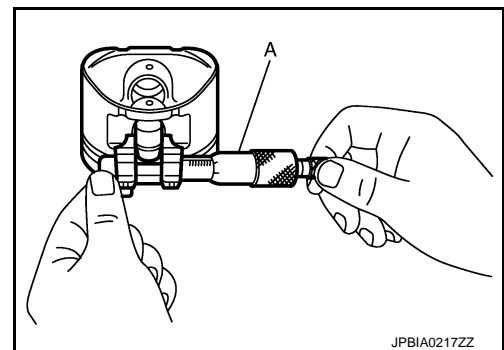


PISTON TO PISTON PIN OIL CLEARANCE

Piston Pin Hole Diameter

Measure the inner diameter of piston pin hole with an inside micrometer (A).

Standard : Refer to [EM-150, "Cylinder Block"](#).



Piston Pin Outer Diameter

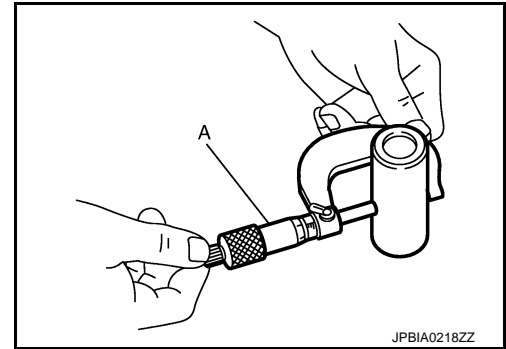
CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

Measure the outer diameter of piston pin with a micrometer (A).

Standard : Refer to [EM-150, "Cylinder Block"](#).



Piston to Piston Pin Oil Clearance

(Piston to piston pin oil clearance) = (Piston pin hole diameter) – (Piston pin outer diameter)

Standard : Refer to [EM-150, "Cylinder Block"](#).

- If the calculated value is out of the standard, replace piston and piston pin assembly.
- When replacing piston and piston pin assembly, refer to [EM-138, "Description"](#).

NOTE:

- Piston is available together with piston pin as assembly.
- Piston pin (piston pin hole) grade is provided only for the parts installed at the plant. For service parts, no piston pin grades can be selected. (Only "0" grade is available.)

PISTON RING SIDE CLEARANCE

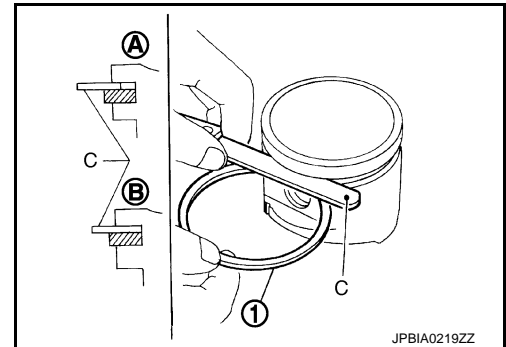
- Measure the side clearance of piston ring (1) and piston ring groove with a feeler gauge (C).

A : NG

B : OK

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

- If the measured value exceeds the limit, replace piston ring, and measure again. If it still exceeds the limit, replace piston also.



PISTON RING END GAP

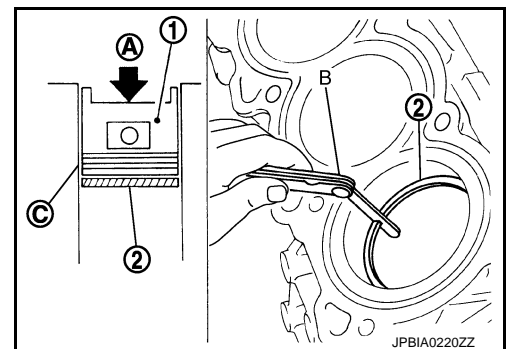
- Check that the cylinder bore inner diameter is within the specification. Refer to [EM-118, "Disassembly and Assembly"](#).
- Lubricate with new engine oil to piston (1) and piston ring (2), and then insert piston ring until middle of cylinder with piston, and measure the piston ring end gap with a feeler gauge (B).

A : Press-fit

C : Measuring point

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

- If the measured value exceeds the limit, replace piston ring, and measure again. If it still exceeds the limit, rebore cylinder and use oversize piston and piston rings.



CONNECTING ROD BEND AND TORSION

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

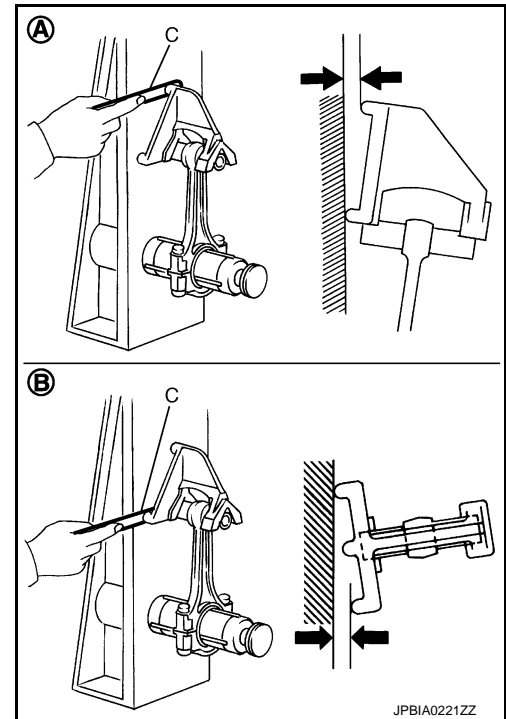
[REGULAR GRADE]

- Check with a connecting rod aligner.

A : Bend
B : Torsion
C : Feeler gauge

Bend limit
Torsion limit : Refer to [EM-150, "Cylinder Block"](#).

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



CONNECTING ROD BIG END DIAMETER

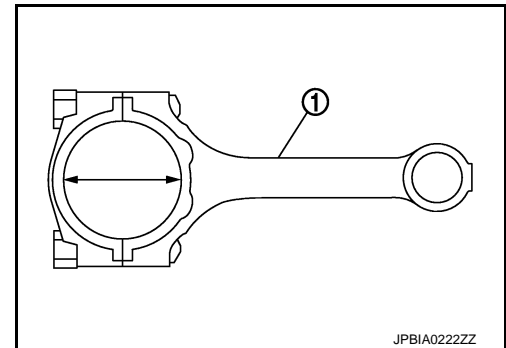
- Install connecting rod bearing cap without installing connecting rod bearing, and tighten connecting rod bolts to the specified torque. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.

1 : Connecting rod

- Measure the inner diameter of connecting rod big end with an inside micrometer.

Standard : Refer to [EM-150, "Cylinder Block"](#).

- If out of the standard, replace connecting rod assembly.

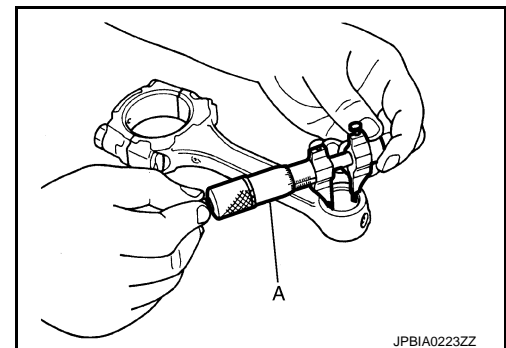


CONNECTING ROD BUSHING OIL CLEARANCE

Connecting Rod Bushing Inner Diameter

Measure the inner diameter of connecting rod bushing with an inside micrometer (A).

Standard : Refer to [EM-150, "Cylinder Block"](#).



Piston Pin Outer Diameter

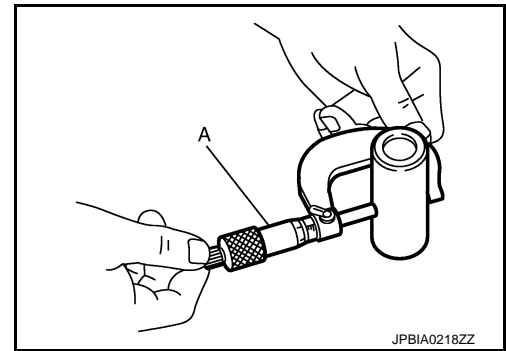
CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

Measure the outer diameter of piston pin with a micrometer (A).

Standard : Refer to [EM-150, "Cylinder Block"](#).



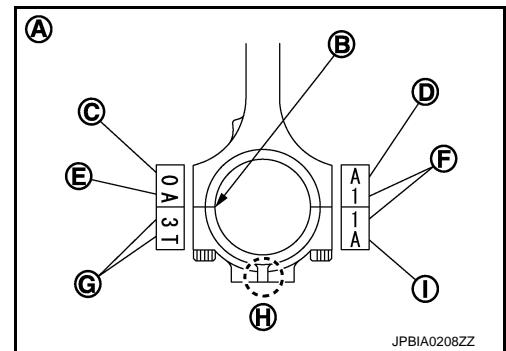
Connecting Rod Bushing Oil Clearance

(Connecting rod bushing oil clearance) = (Connecting rod bushing inner diameter) – (Piston pin outer diameter)

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

- If the calculated value exceeds the limit, replace connecting rod assembly and/or piston and piston pin assembly.
- If replacing piston and piston pin assembly, refer to [EM-138, "Description"](#).
- If replacing connecting rod assembly, refer to [EM-139, "Connecting Rod Bearing"](#) to select the connecting rod bearing.

- A : Sample codes
- B : Bearing stopper groove
- C : Small-end diameter grade
- D : Big-end diameter grade
- E : Weight grade
- F : Cylinder No.
- G : Management code
- H : Front mark
- I : Management code



Factory installed parts grading:

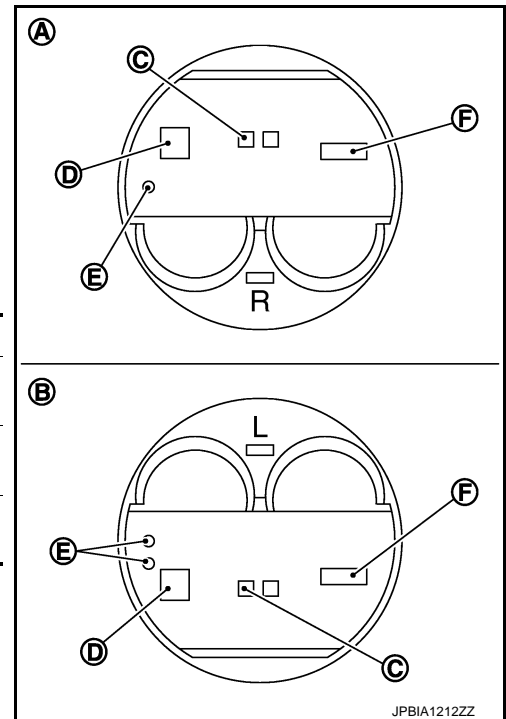
- Service parts apply only to grade "0".

- A : RH
- B : LH
- C : Piston pin grade number
- D : Piston grade number
- E : Front mark
- F : Identification code

Unit: mm (in)

| Grade | 0 | 1 |
|---|--------------------------------------|--------------------------------------|
| Connecting rod bushing inner diameter * | 22.000 - 22.006 (0.8661 - 0.8664) | 22.006 - 22.012 (0.8664 - 0.8666) |
| Piston pin hole diameter | 21.993 - 21.999 (0.8659 - 0.8661) | 21.999 - 22.005 (0.8661 - 0.8663) |
| Piston pin outer diameter | 21.989 - 21.995 (0.8657 - 0.8659) | 21.995 - 22.001 (0.8659 - 0.8662) |

*: After installing in connecting rod



CYLINDER BLOCK DISTORTION

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

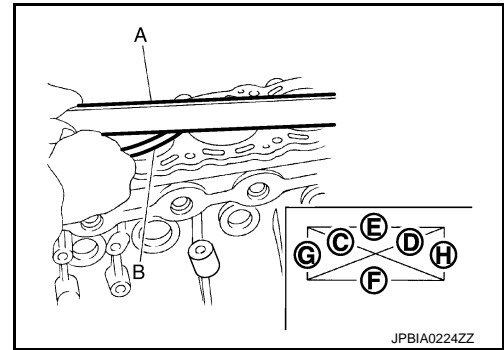
[REGULAR GRADE]

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

CAUTION:

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

- Measure the distortion on the cylinder block upper face at some different points in six directions (C), (D), (E), (F), (G), and (H) with a straightedge (A) and a feeler gauge (B).

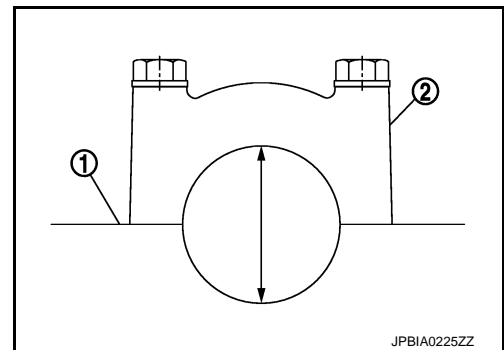


Limit : Refer to [EM-150, "Cylinder Block"](#).

- If it exceeds the limit, replace cylinder block.

MAIN BEARING HOUSING INNER DIAMETER

- Install lower cylinder block (2) without installing main bearings, and tighten lower cylinder block bolts to the specified torque. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of main bearing housing with a bore gauge.



Standard : Refer to [EM-150, "Cylinder Block"](#).

- If out of the standard, replace cylinder block (1) and lower cylinder block as assembly.

NOTE:

Cylinder block cannot be replaced as a single part, because it is machined together with lower cylinder block.

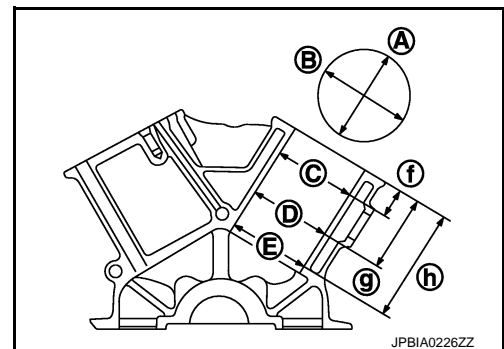
PISTON TO CYLINDER BORE CLEARANCE

Cylinder Bore Inner Diameter

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

- f** : 10 mm (0.39 in)
- g** : 60 mm (2.36 in)
- h** : 125 mm (4.92 in)

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

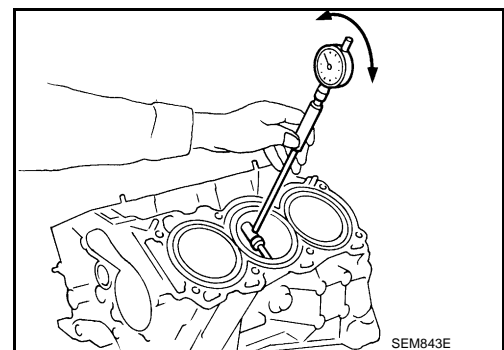


- If the measured value exceeds the limit, or if there are scratches and/or seizure on the cylinder inner wall, hone or rebore the inner wall.
- Oversize piston is provided. When using oversize piston, rebore cylinder so that the clearance of the piston-to-cylinder bore satisfies the standard.

CAUTION:

When using oversize piston, use oversize pistons for all cylinders with oversize piston rings.

Oversize (O/S) : 0.2 mm (0.008 in)



Piston Skirt Diameter

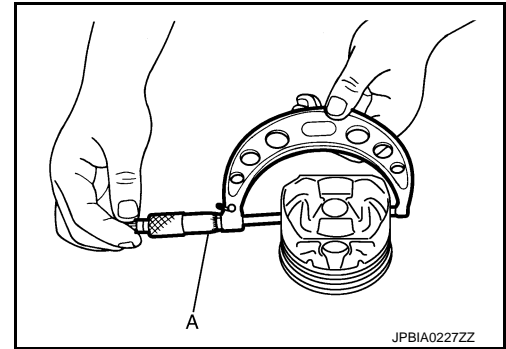
CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

Measure the outer diameter of piston skirt with a micrometer (A).

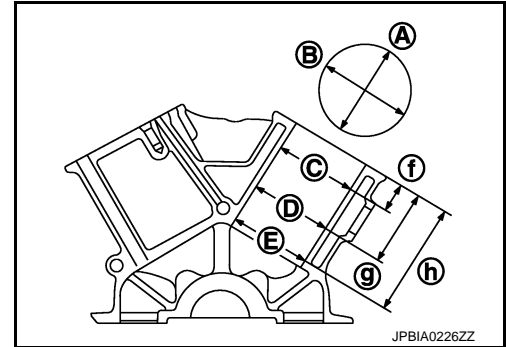
Measure point
Standard : Refer to [EM-150, "Cylinder Block"](#).



Piston-to-Cylinder Bore Clearance

Calculate by piston skirt diameter and cylinder bore inner diameter [direction (B), position (D)].

A : Longitudinal direction
C : Top position
E : Bottom position
f : 10 mm (0.39 in)
g : 60 mm (2.36 in)
h : 125 mm (4.92 in)



(Clearance) = (Cylinder bore inner diameter) – (Piston skirt diameter).

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

- If the calculated value exceeds the limit, replace piston and piston pin assembly. Refer to [EM-150, "Cylinder Block"](#).

Reboring Cylinder Bore

1. Cylinder bore size is determined by adding piston to cylinder bore clearance to piston skirt diameter.

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

A: Piston skirt diameter as measured

B: Piston to cylinder bore clearance (standard value)

C: Honing allowance 0.02 mm (0.0008 in)

D: Bored diameter

2. Install lower cylinder block, and tighten to the specified torque. Otherwise, cylinder bores may be distorted in final assembly.

3. Cut cylinder bores.

NOTE:

- When any cylinder needs boring, all other cylinders must also be bored.
- Do not cut too much out of cylinder bore at a time. Cut only 0.05 mm (0.0020 in) or so in diameter at a time.

- 4.hone cylinders to obtain the specified piston to cylinder bore clearance.

5. Measure finished cylinder bore for the out-of-round and taper.

NOTE:

Perform measurement after cylinder bore cools down.

CRANKSHAFT MAIN JOURNAL DIAMETER

- Measure the outer diameter of crankshaft main journals with a micrometer.

Standard : Refer to [EM-150, "Cylinder Block"](#).

- If out of the standard, measure the main bearing oil clearance. Then use undersize bearing. Refer to [EM-142, "Main Bearing"](#).

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

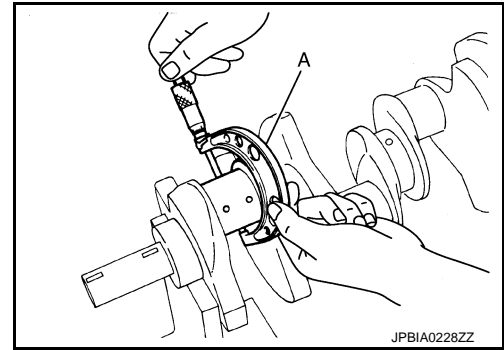
[REGULAR GRADE]

CRANKSHAFT PIN JOURNAL DIAMETER

- Measure the outer diameter of crankshaft pin journal with a micrometer (A).

Standard : Refer to [EM-150, "Cylinder Block"](#).

- If out of the standard, measure the connecting rod bearing oil clearance. Then use undersize bearing. Refer to [EM-139, "Connecting Rod Bearing"](#).

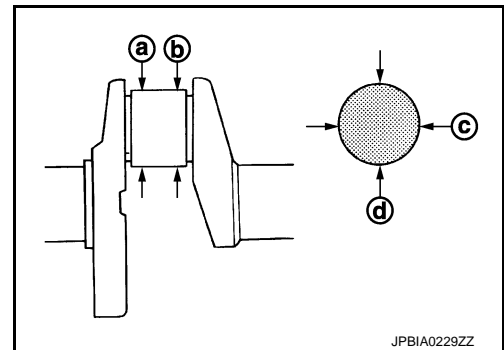


CRANKSHAFT OUT-OF-ROUND AND TAPER

- Measure the dimensions at four different points as shown in the figure on each main journal and pin journal with a micrometer.
- Out-of-round is indicated by the difference in the dimensions between (d) and (c) at (a) and (b).
- Taper is indicated by the difference in the dimensions between.

Limit : Refer to [EM-150, "Cylinder Block"](#).

- If the measured value exceeds the limit, correct or replace crankshaft.
- If corrected, measure the bearing oil clearance of the corrected main journal and/or pin journal. Then select the main bearing and/or connecting rod bearing. Refer to [EM-142, "Main Bearing"](#) and/or [EM-139, "Connecting Rod Bearing"](#).

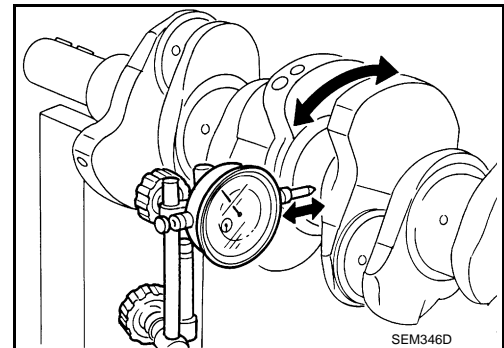


CRANKSHAFT RUNOUT

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

Standard and limit : Refer to [EM-150, "Cylinder Block"](#).

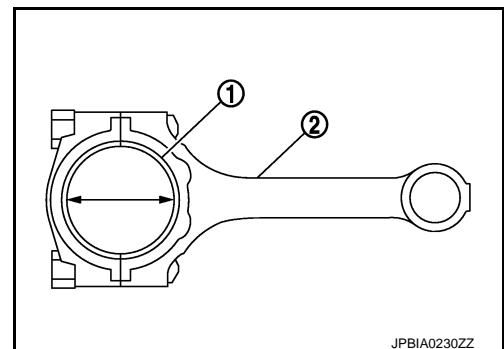
- If it exceeds the limit, replace crankshaft.



CONNECTING ROD BEARING OIL CLEARANCE

Method by Calculation

- Install connecting rod bearings (1) to connecting rod (2) and connecting rod cap, and tighten connecting rod bolts to the specified torque. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.



- Measure the inner diameter of connecting rod bearing with an inside micrometer.
(Oil clearance) = (Connecting rod bearing inner diameter) – (Crankshaft pin journal diameter)

Standard and limit : Refer to [EM-154, "Connecting Rod Bearing"](#).

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- If the calculated value exceeds the limit, select proper connecting rod bearing according to connecting rod big end diameter and crankshaft pin journal diameter to obtain the specified bearing oil clearance. Refer to [EM-138, "Description"](#).

Method of Using Plastigage

- Remove oil and dust on crankshaft pin journal and the surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install connecting rod bearings to connecting rod and connecting rod bearing cap, and tighten connecting rod bolts to the specified torque. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.

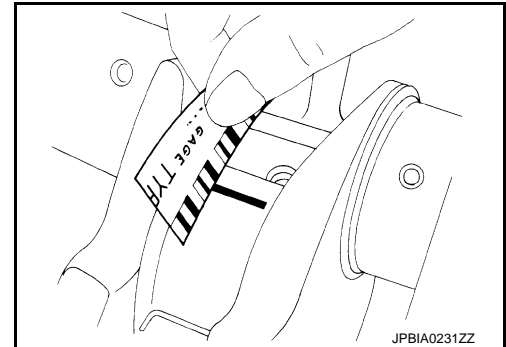
CAUTION:

Never rotate crankshaft.

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

NOTE:

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



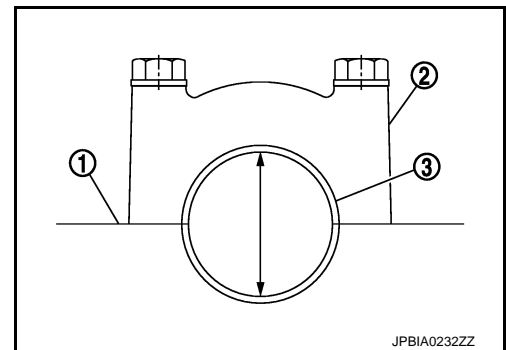
MAIN BEARING OIL CLEARANCE

Method by Calculation

- Install main bearings (3) to cylinder block (1) and lower cylinder block (2), and tighten lower cylinder block bolts to the specified torque. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of main bearing with a bore gauge.
(Oil clearance) = (Main bearing inner diameter) – (Crankshaft main journal diameter)

Standard and limit : Refer to [EM-153, "Main Bearing"](#).

- If the calculated value exceeds the limit, select proper main bearing according to main bearing inner diameter and crankshaft main journal diameter to obtain the specified bearing oil clearance. Refer to [EM-138, "Description"](#).



Method of Using Plastigage

- Remove engine oil and dust on crankshaft journal and the surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install main bearing to cylinder block and lower cylinder block, and tighten lower cylinder block bolts with lower cylinder block to the specified torque. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.

CAUTION:

Never rotate crankshaft.

CYLINDER BLOCK

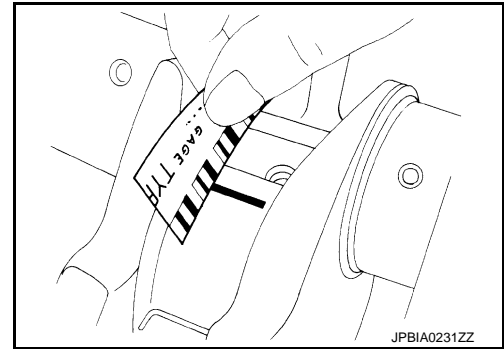
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Remove lower cylinder block and bearings, and using the scale on the plastigage bag, measure the plastigage width.

NOTE:

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



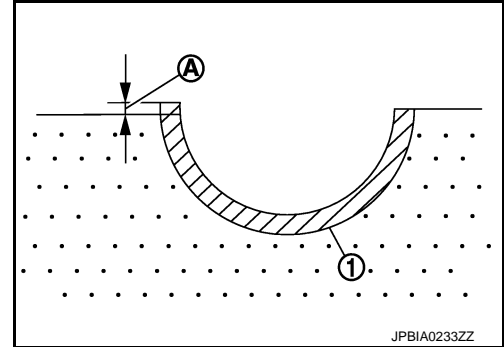
MAIN BEARING CRUSH HEIGHT

- When lower cylinder block is removed after being tightened to the specified torque with main bearings (1) installed, the tip end of bearing must protrude. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.

A : Crush height

Standard : There must be crush height.

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



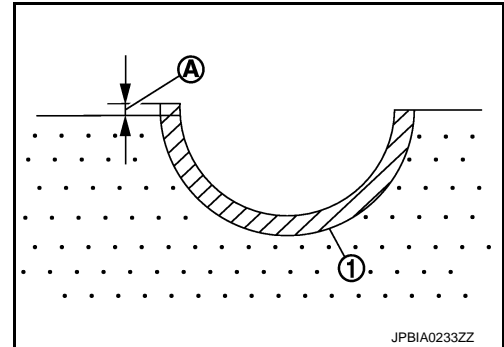
CONNECTING ROD BEARING CRUSH HEIGHT

- When connecting rod bearing cap is removed after being tightened to the specified torque with connecting rod bearings (1) installed, the tip end of bearing must protrude. Refer to [EM-118, "Disassembly and Assembly"](#) for the tightening procedure.

A : Crush height

Standard : There must be crush height.

- If the standard is not met, replace connecting rod bearings.



LOWER CYLINDER BLOCK BOLT OUTER DIAMETER

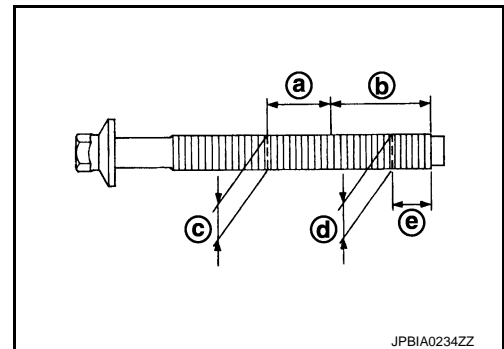
- Measure the outer diameters (c), (d) at two positions as shown in the figure.

- a : 20 mm (0.79 in)
- b : 30 mm (1.18 in)
- e : 10 mm (0.39 in)

- If reduction appears in (a) range, regard it (c).

Limit [(d) – (c)] : 0.11 mm (0.0043 in)

- If it exceeds the limit (large difference in dimensions), replace lower cylinder block bolt with new one.



CONNECTING ROD BOLT OUTER DIAMETER

A
EM
C
D
E
F
G
H
I
J
K
L
M
N
O
P

CYLINDER BLOCK

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

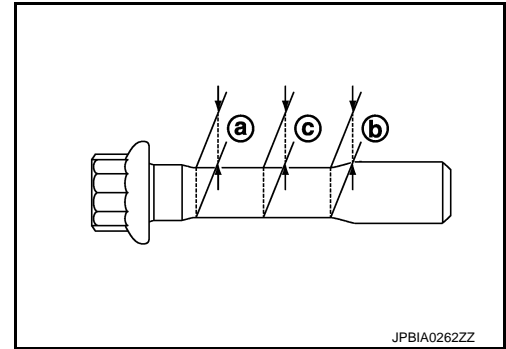
1. Measure the outer diameters [(a), (b), and (c)] at the position shown in the figure.

- a : Value at the end of the smaller diameter of the bolt
- b : Value at the end of the smaller diameter of the bolt [opposite side of (a)]
- c : Value of the smallest diameter of the smaller of the bolt

2. Obtain a mean value (d) of (a) and (b).
3. Subtract (c) from (d).

Limit [(d) – (c)] : 0.09 mm (0.0035 in)

4. If it exceeds the limit (large difference in dimensions), replace the bolt with new one.

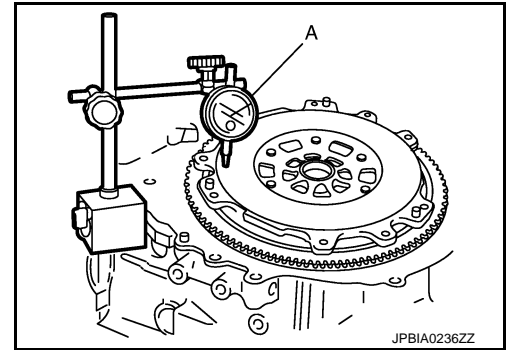


FLYWHEEL DEFLECTION (M/T models)

- Measure the deflection of flywheel contact surface to clutch with a dial indicator (A).
- Measure the deflection at 210 mm (8.27 in) dia.

Standard : 0.45 mm (0.0177 in) or less.

- If measured value is out of the standard, replace flywheel.



MOVEMENT AMOUNT OF FLYWHEEL (M/T models)

CAUTION:

Never disassemble double mass flywheel.

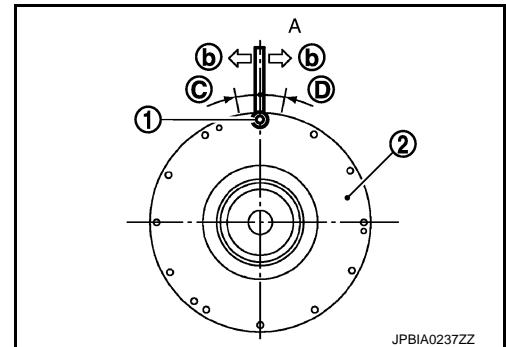
Movement Amount in Radial (Rotation) Direction

Check the movement amount of radial (rotation) direction with the following procedure:

1. Install a bolt to clutch cover mounting hole, and place a torque wrench on the extended line of the flywheel center line.
 - Tighten bolt at a force of 9.8 N·m (1.00 kg·m, 87 in·lb) to keep it from loosening.
2. Put a matching mark on circumferences of the two flywheel masses without applying any load (measurement standard points).

- 1 : Clutch cover mounting bolt
- 2 : Flywheel (transmission side)
- A : Torque wrench
- b : 9.8 N·m (1.00 kg·m, 87 in·lb)

3. Apply a force of 9.8 N·m (1.00 kg·m, 87 in·lb) in each direction, and mark the movement amount on the mass on the transaxle side.
4. Measure the dimensions of movement amounts (C) and (D) on circumference of the flywheel on the transaxle side.



Standard: Less than 29.9 mm (1.177 in)

- If measured value is out of the standard, replace flywheel.

DRIVE PLATE (A/T models)

CYLINDER BLOCK

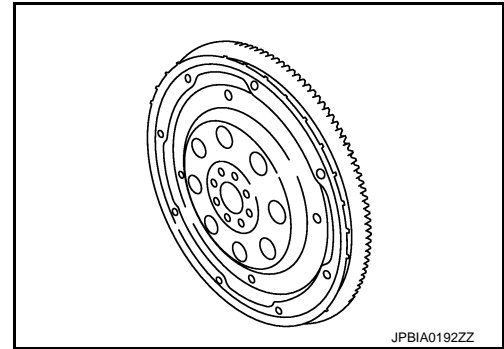
< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

- Check drive plate and signal plate for deformation or damage.

CAUTION:

- **Never disassemble drive plate.**
- **Never place drive plate with signal plate facing down.**
- **When handling signal plate, take care not to damage or scratch it.**
- **Handle signal plate in a manner that prevents it from becoming magnetized.**
- If anything is found, replace drive plate.

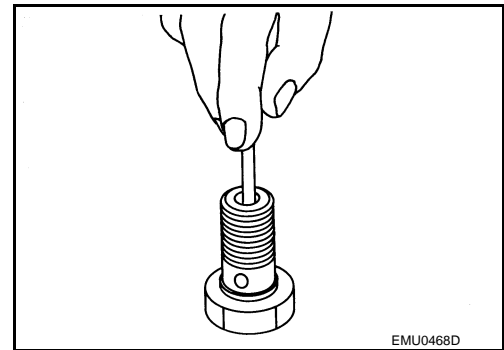


OIL JET

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

OIL JET RELIEF VALVE

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



A

EM

C

D

E

F

G

H

I

J

K

L

M

N

O

P

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

HOW TO SELECT PISTON AND BEARING

Description

INFOID:000000008193927

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

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

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

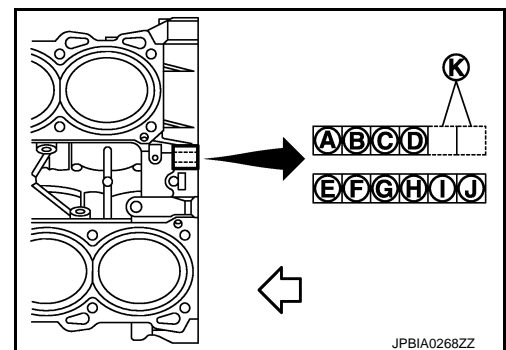
Piston

INFOID:000000008193928

WHEN NEW CYLINDER BLOCK IS USED

Check the cylinder bore grade ("1", "2" or "3") on rear side of cylinder block, and select piston of the same grade.

- A : Bearing housing grade No. 1
- B : Bearing housing grade No. 2
- C : Bearing housing grade No. 3
- D : Bearing housing grade No. 4
- E : Cylinder bore grade No. 1
- F : Cylinder bore grade No. 2
- G : Cylinder bore grade No. 3
- H : Cylinder bore grade No. 4
- I : Cylinder bore grade No. 5
- J : Cylinder bore grade No. 6
- K : Identification
- ⇐ : Engine front



NOTE:

Piston is available with piston pin as a set for the service part. (Only "0" grade piston pin is available.)

WHEN CYLINDER BLOCK IS REUSED

1. Measure the cylinder bore inner diameter. Refer to [EM-127, "Inspection"](#).

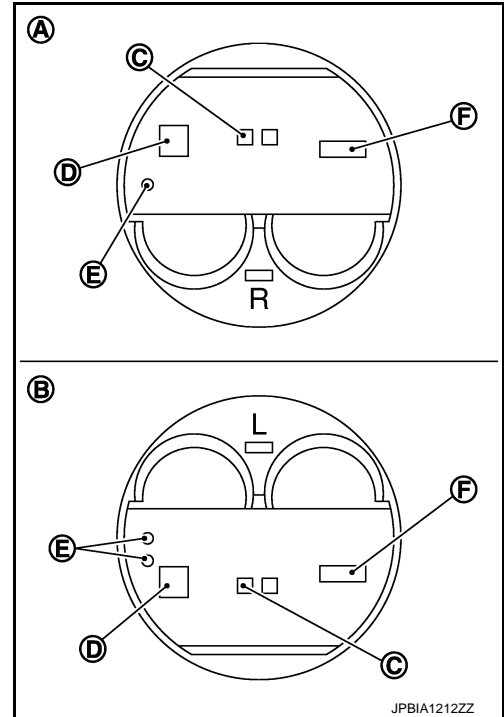
HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

2. Determine the bore grade by comparing the measurement with the values under the cylinder bore inner diameter of the "PISTON SELECTION TABLE".

- A : RH
- B : LH
- C : Piston pin grade number
- D : Piston grade number
- E : Front mark
- F : Identification code



3. Select piston of the same grade.

PISTON SELECTION TABLE

Unit: mm (in)

| Grade | 1 | 2 | 3 |
|------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| Cylinder bore inner diameter | 95.500 - 95.510 (3.7598 - 3.7602) | 95.510 - 95.520 (3.7602 - 3.7606) | 95.520 - 95.530 (3.7606 - 3.7610) |
| Piston skirt diameter | 95.480 - 95.490 (3.7590 - 3.7594) | 95.490 - 95.500 (3.7594 - 3.7598) | 95.500 - 95.510 (3.7598 - 3.7602) |

NOTE:

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

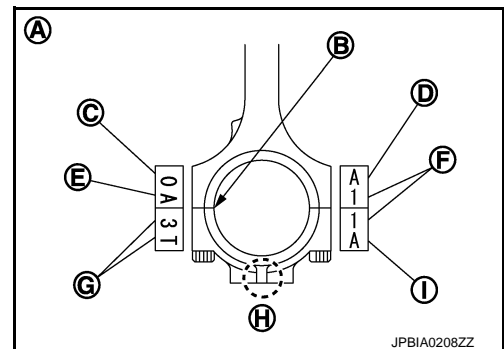
Connecting Rod Bearing

INFOID:000000008193929

WHEN NEW CONNECTING ROD AND CRANKSHAFT ARE USED

1. Apply connecting rod big end diameter grade stamped (D) on connecting rod side face to the row in the "CONNECTING ROD BEARING SELECTION TABLE".

- A : Sample codes
- B : Bearing stopper groove
- C : Small-end diameter grade
- E : Weight grade
- F : Cylinder No.
- G : Management code
- H : Front mark
- I : Management code



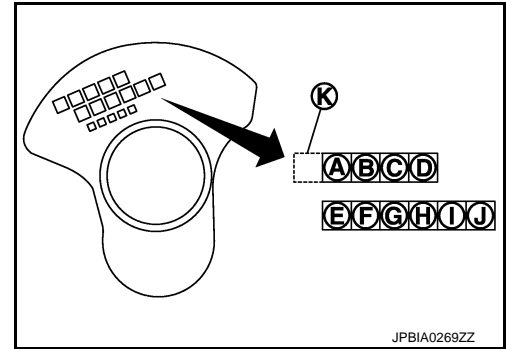
HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

2. Apply crankshaft pin journal diameter grade stamped on crankshaft front side to the column in the "CONNECTING ROD BEARING SELECTION TABLE"

- A : Journal diameter grade No. 1
- B : Journal diameter grade No. 2
- C : Journal diameter grade No. 3
- D : Journal diameter grade No. 4
- E : Pin diameter grade No. 1
- F : Pin diameter grade No. 2
- G : Pin diameter grade No. 3
- H : Pin diameter grade No. 4
- I : Pin diameter grade No. 5
- J : Pin diameter grade No. 6
- K : Identification



3. Read the symbol at the cross point of selected row and column in the "CONNECTING ROD BEARING SELECTION TABLE".
4. Apply the symbol obtained to the "CONNECTING ROD BEARING GRADE TABLE" to select connecting rod bearing.

WHEN CONNECTING ROD AND CRANKSHAFT ARE REUSED

1. Measure connecting rod big end diameter and crankshaft pin journal diameter. Refer to [EM-127. "Inspection"](#).
2. Correspond the measured dimension in "connecting rod big end diameter" row of "CONNECTING ROD BEARING SELECTION TABLE".
3. Correspond the measured dimension in "crankshaft pin diameter" column of "CONNECTING ROD BEARING SELECTION TABLE".
4. Follow step 3 and later in "WHEN NEW CONNECTING ROD AND CRANKSHAFT ARE USED".

CONNECTING ROD BEARING SELECTION TABLE

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

| Mark | Axle diameter | Connecting rod big end diameter Unit: mm (in) | | Crankshaft pin journal diameter Unit: mm (in) | | | | | | | | | | | | | |
|------|-----------------------------------|--|---|--|---|---|---|---|---|---|---|---|---|---|---|---|--|
| | | Hole diameter | | Mark | | | | | | | | | | | | | |
| | | | | A | B | C | D | E | F | G | H | J | K | L | M | N | |
| A | 53.974 - 53.973 (2.1250 - 2.1249) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | |
| B | 53.973 - 53.972 (2.1249 - 2.1249) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | |
| C | 53.972 - 53.971 (2.1249 - 2.1248) | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | |
| D | 53.971 - 53.970 (2.1248 - 2.1248) | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | |
| E | 53.970 - 53.969 (2.1248 - 2.1248) | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | |
| F | 53.969 - 53.968 (2.1248 - 2.1247) | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| G | 53.968 - 53.967 (2.1247 - 2.1247) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | |
| H | 53.967 - 53.966 (2.1247 - 2.1246) | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | |
| J | 53.966 - 53.965 (2.1246 - 2.1246) | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | |
| K | 53.965 - 53.964 (2.1246 - 2.1246) | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | |
| L | 53.964 - 53.963 (2.1246 - 2.1245) | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | |
| M | 53.963 - 53.962 (2.1245 - 2.1245) | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| N | 53.962 - 53.961 (2.1245 - 2.1244) | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | |
| P | 53.961 - 53.960 (2.1244 - 2.1244) | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | |
| R | 53.960 - 53.959 (2.1244 - 2.1244) | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | |
| S | 53.959 - 53.958 (2.1244 - 2.1243) | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | |
| T | 53.958 - 53.957 (2.1243 - 2.1243) | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | |
| U | 53.957 - 53.956 (2.1243 - 2.1242) | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |

PBIC5435E

CONNECTING ROD BEARING GRADE TABLE

Connecting rod bearing grade table : Refer to [EM-154, "Connecting Rod Bearing"](#).

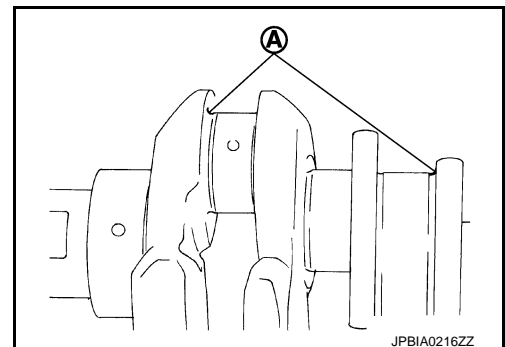
UNDERSIZE BEARING USAGE GUIDE

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

CAUTION:

In grinding crankshaft pin to use undersize bearings, keep the fillet R (A) [1.5 - 1.7 mm (0.059 - 0.067 in)].

Bearing undersize table : Refer to [EM-154, "Connecting Rod Bearing"](#).



JPBIA0216ZZ

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

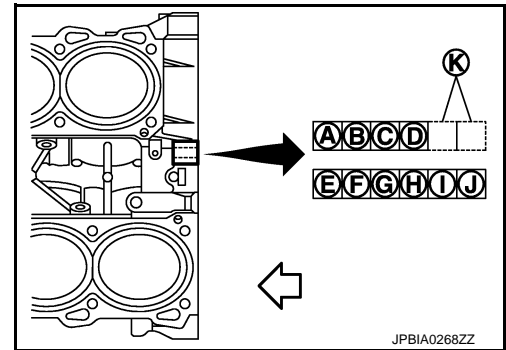
Main Bearing

INFOID:000000008193930

WHEN NEW CYLINDER BLOCK AND CRANKSHAFT ARE USED

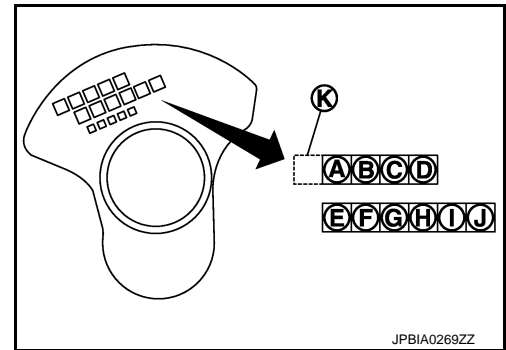
1. "MAIN BEARING SELECTION TABLE" rows correspond to bearing housing grade on rear side of cylinder block.

- A : Bearing housing grade No. 1
- B : Bearing housing grade No. 2
- C : Bearing housing grade No. 3
- D : Bearing housing grade No. 4
- E : Cylinder bore grade No. 1
- F : Cylinder bore grade No. 2
- G : Cylinder bore grade No. 3
- H : Cylinder bore grade No. 4
- I : Cylinder bore grade No. 5
- J : Cylinder bore grade No. 6
- K : Identification code
- ⇐ : Engine front



2. "MAIN BEARING SELECTION TABLE" columns correspond to journal diameter grade on front side of crankshaft.

- A : Journal diameter grade No. 1
- B : Journal diameter grade No. 2
- C : Journal diameter grade No. 3
- D : Journal diameter grade No. 4
- E : Pin diameter grade No. 1
- F : Pin diameter grade No. 2
- G : Pin diameter grade No. 3
- H : Pin diameter grade No. 4
- I : Pin diameter grade No. 5
- J : Pin diameter grade No. 6
- K : Identification code



3. Select main bearing grade at the point where selected row and column meet in "MAIN BEARING SELECTION TABLE".
4. Apply sign at crossing in above step 3 to "MAIN BEARING GRADE TABLE".

NOTE:

- "MAIN BEARING GRADE TABLE" applies to all journals.
- Service parts are available as a set of both upper and lower.

WHEN CYLINDER BLOCK AND CRANKSHAFT ARE REUSED

1. Measure cylinder block main bearing housing inner diameter and crankshaft main journal diameter. Refer to [EM-127. "Inspection"](#).
2. Correspond the measured dimension in "Cylinder block main bearing housing inner diameter" row of "MAIN BEARING SELECTION TABLE".
3. Correspond the measured dimension in "Crankshaft main journal diameter" column of "MAIN BEARING SELECTION TABLE".
4. Follow step 3 and later in "When New Cylinder Block and Crankshaft are Used".

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[REGULAR GRADE]

MAIN BEARING SELECTION TABLE

| Mark | Axle diameter (mm (in)) | Cylinder block main bearing housing inner diameter Unit: mm (in) | | Crankshaft main journal diameter Unit: mm (in) | |
|------|-----------------------------------|---|------|---|------|
| | | Hole diameter | Mark | Hole diameter | Mark |
| A | 64.975 - 64.974 (2.5581 - 2.5580) | 69.993 - 69.994 (2.7556 - 2.7557) | A | 69.993 - 69.994 (2.7556 - 2.7557) | A |
| B | 64.974 - 64.973 (2.5580 - 2.5580) | 69.994 - 69.995 (2.7557 - 2.7557) | B | 69.994 - 69.995 (2.7557 - 2.7557) | B |
| C | 64.973 - 64.972 (2.5580 - 2.5579) | 69.995 - 69.996 (2.7557 - 2.7557) | C | 69.995 - 69.996 (2.7557 - 2.7557) | C |
| D | 64.972 - 64.971 (2.5579 - 2.5579) | 69.996 - 69.997 (2.7557 - 2.7558) | D | 69.996 - 69.997 (2.7557 - 2.7558) | D |
| E | 64.971 - 64.970 (2.5579 - 2.5578) | 69.997 - 69.998 (2.7558 - 2.7558) | E | 69.997 - 69.998 (2.7558 - 2.7558) | E |
| F | 64.970 - 64.969 (2.5579 - 2.5578) | 69.998 - 69.999 (2.7558 - 2.7559) | F | 69.998 - 69.999 (2.7558 - 2.7559) | F |
| G | 64.969 - 64.968 (2.5578 - 2.5578) | 69.999 - 70.000 (2.7559 - 2.7559) | G | 69.999 - 70.000 (2.7559 - 2.7559) | G |
| H | 64.968 - 64.967 (2.5578 - 2.5578) | 70.000 - 70.001 (2.7559 - 2.7560) | H | 70.000 - 70.001 (2.7559 - 2.7560) | H |
| J | 64.967 - 64.966 (2.5578 - 2.5577) | 70.001 - 70.002 (2.7559 - 2.7560) | J | 70.001 - 70.002 (2.7559 - 2.7560) | J |
| K | 64.966 - 64.965 (2.5577 - 2.5577) | 70.002 - 70.003 (2.7560 - 2.7560) | K | 70.002 - 70.003 (2.7560 - 2.7560) | K |
| L | 64.965 - 64.964 (2.5577 - 2.5576) | 70.003 - 70.004 (2.7560 - 2.7561) | L | 70.003 - 70.004 (2.7560 - 2.7561) | L |
| M | 64.964 - 64.963 (2.5576 - 2.5576) | 70.004 - 70.005 (2.7561 - 2.7561) | M | 70.004 - 70.005 (2.7561 - 2.7561) | M |
| N | 64.963 - 64.962 (2.5576 - 2.5576) | 70.005 - 70.006 (2.7561 - 2.7561) | N | 70.005 - 70.006 (2.7561 - 2.7561) | N |
| P | 64.962 - 64.961 (2.5576 - 2.5575) | 70.006 - 70.007 (2.7562 - 2.7562) | P | 70.006 - 70.007 (2.7562 - 2.7562) | P |
| R | 64.961 - 64.960 (2.5575 - 2.5575) | 70.007 - 70.008 (2.7562 - 2.7562) | R | 70.007 - 70.008 (2.7562 - 2.7562) | R |
| S | 64.960 - 64.959 (2.5575 - 2.5574) | 70.008 - 70.009 (2.7562 - 2.7563) | S | 70.008 - 70.009 (2.7562 - 2.7563) | S |
| T | 64.959 - 64.958 (2.5574 - 2.5574) | 70.009 - 70.010 (2.7563 - 2.7563) | T | 70.009 - 70.010 (2.7563 - 2.7563) | T |
| U | 64.958 - 64.957 (2.5574 - 2.5574) | 70.010 - 70.011 (2.7563 - 2.7563) | U | 70.010 - 70.011 (2.7563 - 2.7563) | U |
| V | 64.957 - 64.956 (2.5574 - 2.5573) | 70.011 - 70.012 (2.7563 - 2.7564) | V | 70.011 - 70.012 (2.7563 - 2.7564) | V |
| W | 64.956 - 64.955 (2.5573 - 2.5573) | 70.012 - 70.013 (2.7564 - 2.7564) | W | 70.012 - 70.013 (2.7564 - 2.7564) | W |
| X | 64.955 - 64.954 (2.5573 - 2.5572) | 70.013 - 70.014 (2.7564 - 2.7565) | X | 70.013 - 70.014 (2.7564 - 2.7565) | X |
| Y | 64.954 - 64.953 (2.5572 - 2.5572) | 70.014 - 70.015 (2.7565 - 2.7565) | Y | 70.014 - 70.015 (2.7565 - 2.7565) | Y |
| 4 | 64.953 - 64.952 (2.5572 - 2.5572) | 70.015 - 70.016 (2.7565 - 2.7565) | 4 | 70.015 - 70.016 (2.7565 - 2.7565) | 4 |
| 7 | 64.952 - 64.951 (2.5572 - 2.5571) | 70.016 - 70.017 (2.7565 - 2.7566) | 7 | 70.016 - 70.017 (2.7565 - 2.7566) | 7 |

JPBIA0264ZZ

MAIN BEARING GRADE TABLE (ALL JOURNALS)

Main bearing grade table (All journals) : Refer to [EM-153, "Main Bearing"](#).

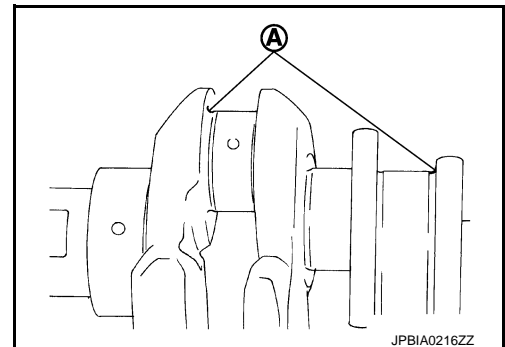
UNDERSIZE BEARING USAGE GUIDE

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

CAUTION:

In grinding crankshaft main journal to use undersize bearings, keep the fillet R (A) [1.5 - 1.7 mm (0.059 - 0.067 in)].

Bearing undersize table : Refer to [EM-153, "Main Bearing"](#).



JPBIA0216ZZ

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

SERVICE DATA AND SPECIFICATIONS (SDS)

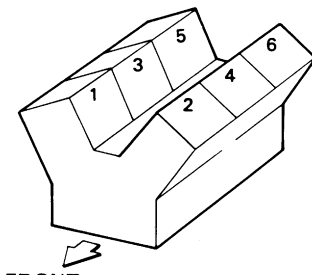
SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

INFOID:000000008193931

GENERAL SPECIFICATIONS

| | | |
|--|--------------------------------------|------------------------------------|
| Cylinder arrangement | V-6 | |
| Displacement cm ³ (cu in) | 3,696 (225.53) | |
| Bore and stroke mm (in) | 95.5 x 86.0 (3.760 x 3.386) | |
| 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 | 11 | |
| Compression pressure kPa (kg/cm ² , psi)/200 rpm | Standard | 1,667 - 2,354 (17 - 24, 242 - 341) |
| | Minimum | 1,226 (12.5, 178) |
| | Differential limit between cylinders | 98 (1.0, 14) |

| | | |
|-----------------|---|--|
| Cylinder number |  <p style="text-align: right;">SEM713A</p> | |
|-----------------|---|--|

| | | |
|--------------|----------------------------|----------|
| Valve timing | Intake valve open (BTDC) | 63 - -64 |
| | Intake valve close (ABDC) | -73 - 82 |
| | Exhaust valve open (BBDC) | 64 |
| | Exhaust valve close (ATDC) | 12 |

Unit: degree

Drive Belt

INFOID:000000008193932

DRIVE BELT

| | |
|-----------------------|--|
| Tension of drive belt | Belt tension is not necessary, as it is automatically adjusted by drive belt auto-tensioner. |
|-----------------------|--|

Spark Plug

INFOID:000000008193933

SPARK PLUG

| | |
|---------------|-----------|
| Make | DENSO |
| Standard type | FXE24HR11 |

Unit: mm (in)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

| | | |
|---------------|----------|-------------|
| Gap (Nominal) | Standard | 1.1 (0.043) |
| | Limit | 1.4 (0.055) |

Intake Manifold

INFOID:000000008193934

INTAKE MANIFOLD

Unit: mm (in)

| Items | | Limit |
|--------------------|-----------------|-------------|
| Surface distortion | Intake manifold | 0.1 (0.004) |

Exhaust Manifold

INFOID:000000008193935

EXHAUST MANIFOLD

Unit: mm (in)

| Items | | Limit |
|--------------------|------------------|-------------|
| Surface distortion | Exhaust manifold | 0.7 (0.028) |

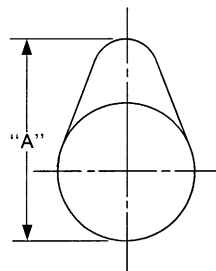
Camshaft

INFOID:000000008193936

CAMSHAFT (EXH)

Unit: mm (in)

| Items | | Standard | Limit |
|---|-------------|-----------------------------------|----------------|
| Camshaft (EXH) journal oil clearance | No. 1 | 0.045 - 0.086 (0.0018 - 0.0034) | 0.150 (0.0059) |
| | No. 2, 3, 4 | 0.035 - 0.076 (0.0014 - 0.0030) | |
| VVEL ladder assembly bracket inner diameter (EXH) | No. 1 | 26.000 - 26.021 (1.0236 - 1.0244) | — |
| | No. 2, 3, 4 | 23.500 - 23.521 (0.9252 - 0.9260) | — |
| Camshaft (EXH) journal diameter | No. 1 | 25.935 - 25.955 (1.0211 - 1.0218) | — |
| | No. 2, 3, 4 | 23.445 - 23.465 (0.9230 - 0.9238) | — |
| Camshaft (EXH) end play | | 0.115 - 0.188 (0.0045 - 0.0074) | 0.24 (0.0094) |
| Camshaft (EXH) cam height "A" | Bank 1 | 45.015 - 45.205 (1.7722 - 1.7797) | 0.2 (0.008)*1 |
| | Bank 2 | 46.735 - 46.925 (1.8400 - 1.8474) | |
| Camshaft (EXH) runout [TIR*2] | | Less than 0.02 (0.0008) | 0.05 (0.0020) |
| Camshaft sprocket (EXH) runout [TIR*2] | | — | 0.15 (0.0059) |



*1: Cam wear limit

*2: Total indicator reading

CAMSHAFT (INT)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

Unit: mm (in)

| Items | Standard | Limit |
|---|---------------------------------|---------------|
| Drive shaft end play | 0.115 - 0.188 (0.0045 - 0.0074) | 0.24 (0.0094) |
| Camshaft sprocket (INT) runout [TIR* ¹] | — | 0.15 (0.0059) |

*¹: Total indicator reading

VALVE LIFTER

Unit: mm (in)

| Items | Standard |
|-----------------------------|-----------------------------------|
| Valve lifter outer diameter | 33.980 - 33.990 (1.3378 - 1.3382) |
| Valve lifter hole diameter | 34.000 - 34.016 (1.3386 - 1.3392) |
| Valve lifter clearance | 0.010 - 0.036 (0.0004 - 0.0014) |

VALVE CLEARANCE

Unit: mm (in)

| Items | 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 VALVE LIFTER

Unit: mm (in)

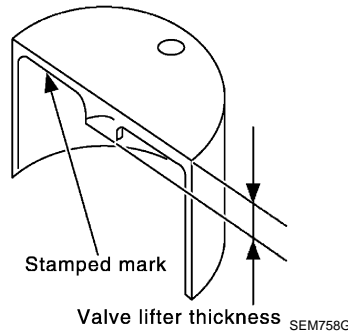
| Identification (stamped) mark | Thickness |
|-------------------------------|---------------|
| 788 | 7.88 (0.3102) |
| 790 | 7.90 (0.3110) |
| 792 | 7.92 (0.3118) |
| 794 | 7.94 (0.3126) |
| 796 | 7.96 (0.3134) |
| 798 | 7.98 (0.3142) |
| 800 | 8.00 (0.3150) |
| 802 | 8.02 (0.3157) |
| 804 | 8.04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

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

| Identification (stamped) mark | Thickness |
|-------------------------------|---------------|
| 838 | 8.38 (0.3299) |
| 840 | 8.40 (0.3307) |



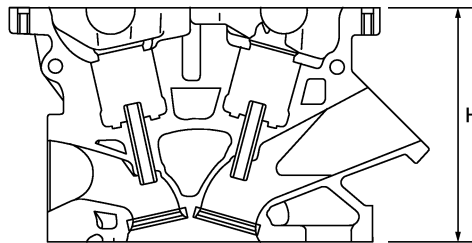
Cylinder Head

INFOID:000000008193937

CYLINDER HEAD

Unit: mm (in)

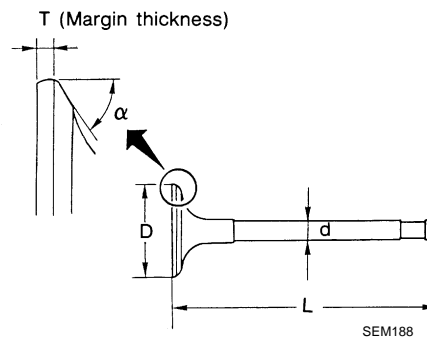
| Items | Standard | Limit |
|---------------------------------|-------------------------|-------------|
| Head surface distortion | Less than 0.03 (0.0012) | 0.1 (0.004) |
| Normal cylinder head height "H" | 126.4 (4.98) | — |



PBIC0924E

VALVE DIMENSIONS

Unit: mm (in)



| | | |
|-------------------------|---------|-----------------------------|
| Valve head diameter "D" | Intake | 36.6 - 36.9 (1.441 - 1.453) |
| | Exhaust | 30.2 - 30.5 (1.189 - 1.201) |
| Valve length "L" | Intake | 100.11 (3.94) |
| | Exhaust | 94.67 (3.7272) |

SERVICE DATA AND SPECIFICATIONS (SDS)

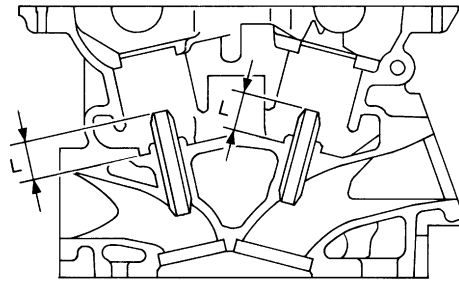
< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

| | | |
|---------------------------------------|---------|---------------------------------|
| Valve stem diameter "d" | Intake | 5.965 - 5.980 (0.2348 - 0.2354) |
| | Exhaust | 5.962 - 5.970 (0.2347 - 0.2350) |
| Valve seat angle "α" | Intake | 45°15' - 45°45' |
| | Exhaust | |
| Valve margin "T" | Intake | 1.1 (0.043) |
| | Exhaust | 1.3 (0.051) |
| Valve margin "T" limit | | 0.5 (0.020) |
| Valve stem end surface grinding limit | | 0.2 (0.008) |

VALVE GUIDE

Unit: mm (in)



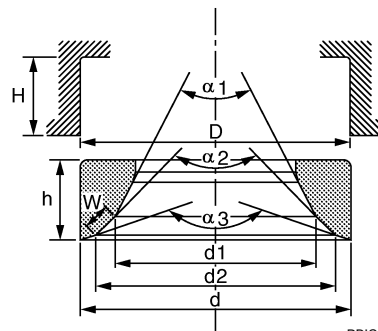
SEM950E

| Items | | Standard | Oversize (Service) [0.2 (0.008)]* |
|---|--------------------------------|-----------------------------------|------------------------------------|
| Valve guide | Outer diameter | 10.023 - 10.034 (0.3946 - 0.3950) | 10.223 - 10.234 (0.4025 - 0.4029)* |
| | Inner diameter (Finished size) | 6.000 - 6.018 (0.2362 - 0.2369) | |
| Cylinder head valve guide hole diameter | | 9.975 - 9.996 (0.3927 - 0.3935) | 10.175 - 10.196 (0.4006 - 0.4014)* |
| Interference fit of valve guide | | 0.027 - 0.059 (0.0011 - 0.0023) | |
| Items | | Standard | Limit |
| Valve guide clearance | Intake | 0.020 - 0.053 (0.0008 - 0.0021) | 0.08 (0.0031) |
| | Exhaust | 0.030 - 0.056 (0.0012 - 0.0022) | 0.09 (0.0035) |
| Projection length "L" | | 12.6 - 12.8 (0.496 - 0.504) | |

*: Parts settings are for exhaust side only

VALVE SEAT

Unit: mm (in)



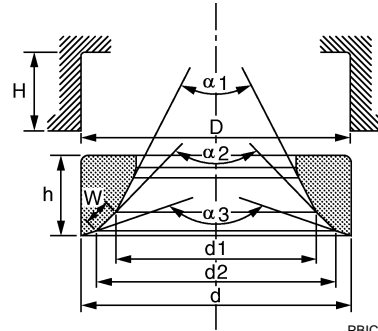
PBIC2745E

| Items | | Standard | Oversize (Service) [0.5 (0.020)] *4 |
|--|---------|-----------------------------------|-------------------------------------|
| Cylinder head seat recess diameter "D" | Intake | 38.000 - 38.016 (1.4961 - 1.4967) | — |
| | Exhaust | 31.600 - 31.616 (1.2441 - 1.2447) | 32.100 - 32.116 (1.2638 - 1.2644)*4 |

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]



| Items | | Standard | Oversize (Service) [0.5 (0.020)] *4 |
|-------------------------------|---------|-----------------------------------|-------------------------------------|
| Valve seat outer diameter "d" | Intake | 38.097 - 38.113 (1.4999 - 1.5005) | — |
| | Exhaust | 31.680 - 31.696 (1.2472 - 1.2479) | 32.180 - 32.196 (1.2669 - 1.2676)*4 |
| Valve seat interference fit | Intake | 0.081 - 0.113 (0.0032 - 0.0044) | |
| | Exhaust | 0.064 - 0.096 (0.0025 - 0.0038) | |
| Diameter "d1"*1 | Intake | 34.6 (1.362) | |
| | Exhaust | 27.7 (1.091) | |
| Diameter "d2"*2 | Intake | 35.9 - 36.4 (1.413 - 1.433) | |
| | Exhaust | 29.3 - 29.8 (1.154 - 1.173) | |
| Angle "α1" | Intake | 60° | |
| | Exhaust | 60° | |
| Angle "α2" | Intake | 88°45' - 90°15' | |
| | Exhaust | 88°45' - 90°15' | |
| Angle "α3" | Intake | 120° | |
| | Exhaust | 120° | |
| Contacting width "W"*3 | Intake | 1.0 - 1.4 (0.039 - 0.055) | |
| | Exhaust | 1.2 - 1.6 (0.047 - 0.063) | |
| Height "h" | Intake | 5.9 - 6.0 (0.232 - 0.236) | — |
| | Exhaust | 5.9 - 6.0 (0.232 - 0.236) | 4.95 - 5.05 (0.1949 - 0.1988)*4 |
| Depth "H" | | | 6.0 (0.236) |

*1: Diameter made by intersection point of conic angles "α1" and "α2"

*2: Diameter made by intersection point of conic angles "α2" and "α3"

*3: Machining data

*4: Parts settings are for exhaust side only

VALVE SPRING

| Items | | Standard | |
|----------------------|--------------|---|---|
| | | Intake | Exhaust |
| Free height | | 45.66 mm (1.7976 in) | 43.85 mm (1.7264 in) |
| Pressure | Installation | 191.1 - 215.5 N (19.5 - 22 kg, 43 - 48 lb) at 40.90 mm (1.6102 in) | 166 - 188 N (16.9 - 19.2 kg, 37 - 42 lb) at 37.00 mm (1.4567 in) |
| | Valve open | 830.9 - 936.9 N (84.8 - 95.6 kg, 187 - 211 lb) at 28.07 mm (1.1051 in) | 502 - 566 N (51.2 - 57.7 kg, 113 - 127 lb) at 26.80 mm (1.0551 in) |
| Identification color | | Purple | Yellowish green |

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

Unit: mm (in)

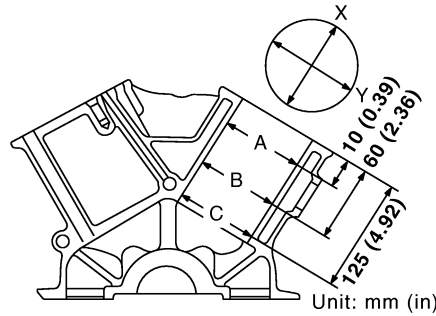
| Items | Limit | |
|---------------|-------------|-------------|
| | Intake | Exhaust |
| Out-of-square | 2.0 (0.079) | 1.9 (0.075) |

Cylinder Block

INFOID:000000008193938

CYLINDER BLOCK

Unit: mm (in)



JPBIA1050GB

| | | | | |
|---|-----------------------------------|-------------|-----------------------------------|-----------------------------------|
| Surface flatness | | Standard | Less than 0.03 (0.0012) | |
| | | Limit | 0.1 (0.004) | |
| Main bearing housing inner diameter | | Standard | 69.993 - 70.017 (2.7556 - 2.7566) | |
| Cylinder bore | Inner diameter | Standard | Grade No. 1 | 95.500 - 95.510 (3.7598 - 3.7602) |
| | | | Grade No. 2 | 95.510 - 95.520 (3.7602 - 3.7606) |
| | | | Grade No. 3 | 95.520 - 95.530 (3.7606 - 3.7610) |
| | | Wear limit | 0.2 (0.008) | |
| Out-of-round | | Limit | 0.015 (0.0006) | |
| Taper | | | 0.010 (0.0004) | |
| Main bearing housing inner diameter grade (Without bearing) | | Grade No. A | 69.993 - 69.994 (2.7556 - 2.7557) | |
| | | Grade No. B | 69.994 - 69.995 (2.7557 - 2.7557) | |
| | | Grade No. C | 69.995 - 69.996 (2.7557 - 2.7557) | |
| | | Grade No. D | 69.996 - 69.997 (2.7557 - 2.7558) | |
| | | Grade No. E | 69.997 - 69.998 (2.7558 - 2.7558) | |
| | | Grade No. F | 69.998 - 69.999 (2.7558 - 2.7559) | |
| | | Grade No. G | 69.999 - 70.000 (2.7559 - 2.7559) | |
| | | Grade No. H | 70.000 - 70.001 (2.7559 - 2.7559) | |
| | | Grade No. J | 70.001 - 70.002 (2.7559 - 2.7560) | |
| | | Grade No. K | 70.002 - 70.003 (2.7560 - 2.7560) | |
| | | Grade No. L | 70.003 - 70.004 (2.7560 - 2.7561) | |
| | | Grade No. M | 70.004 - 70.005 (2.7561 - 2.7561) | |
| | | Grade No. N | 70.005 - 70.006 (2.7561 - 2.7561) | |
| | | Grade No. P | 70.006 - 70.007 (2.7561 - 2.7562) | |
| | | Grade No. R | 70.007 - 70.008 (2.7562 - 2.7562) | |
| | | Grade No. S | 70.008 - 70.009 (2.7562 - 2.7563) | |
| | | Grade No. T | 70.009 - 70.010 (2.7563 - 2.7563) | |
| Grade No. U | 70.010 - 70.011 (2.7563 - 2.7563) | | | |
| Grade No. V | 70.011 - 70.012 (2.7563 - 2.7564) | | | |
| Grade No. W | 70.012 - 70.013 (2.7564 - 2.7564) | | | |
| Grade No. X | 70.013 - 70.014 (2.7564 - 2.7565) | | | |
| Grade No. Y | 70.014 - 70.015 (2.7565 - 2.7565) | | | |
| Grade No. 4 | 70.015 - 70.016 (2.7565 - 2.7565) | | | |
| Grade No. 7 | 70.016 - 70.017 (2.7565 - 2.7566) | | | |
| Difference in inner diameter between cylinders | | Standard | Less than 0.03 (0.0012) | |

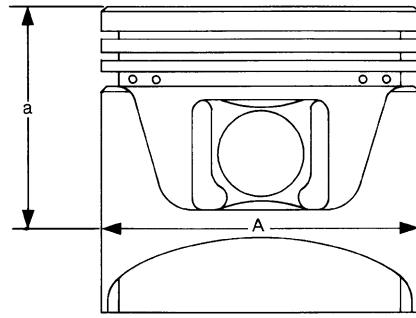
AVAILABLE PISTON

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

Unit: mm (in)



SEM882E

| Items | Standard | Oversize (Service) [0.2 (0.008)] |
|-----------------------------------|-------------|-----------------------------------|
| Piston skirt diameter "A" | Grade No. 1 | 95.480 - 95.490 (3.7590 - 3.7594) |
| | Grade No. 2 | 95.490 - 95.500 (3.7594 - 3.7598) |
| | Grade No. 3 | 95.500 - 95.510 (3.7598 - 3.7602) |
| | Service | — |
| Items | | Limit |
| "a" dimension | | 38.8 (1.528) |
| Piston pin hole diameter | Grade No. 0 | 21.993 - 21.999 (0.8659 - 0.8661) |
| | Grade No. 1 | 21.999 - 22.005 (0.8661 - 0.8663) |
| Piston to cylinder bore clearance | | 0.010 - 0.030 (0.0004 - 0.0012) |

PISTON RING

Unit: mm (in)

| Items | Standard | Limit |
|----------------|-----------------|---------------------------------|
| Side clearance | Top | 0.040 - 0.080 (0.0016 - 0.0031) |
| | 2nd | 0.030 - 0.070 (0.0012 - 0.0028) |
| | Oil ring | 0.055 - 0.155 (0.0022 - 0.0061) |
| End gap | Top | 0.23 - 0.33 (0.0091 - 0.0130) |
| | 2nd | 0.23 - 0.33 (0.0091 - 0.0130) |
| | Oil (rail ring) | 0.17 - 0.47 (0.0067 - 0.0185) |

PISTON PIN

Unit: mm (in)

| Items | Standard | Limit |
|--------------------------------------|-------------|-----------------------------------|
| 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) |
| Piston to piston pin oil clearance | | 0.002 - 0.006 (0.0001 - 0.0002) |
| Connecting rod bushing oil clearance | | 0.005 - 0.017 (0.0002 - 0.0007) |

CONNECTING ROD

Unit: mm (in)

| Items | Standard | Limit |
|--|-------------|-----------------------------------|
| Center distance | | 149.45 - 149.55 (5.88 - 5.89) |
| Bend [per 100 (3.94)] | | — |
| Torsion [per 100 (3.94)] | | 0.15 (0.0059) |
| Connecting rod 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) |

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

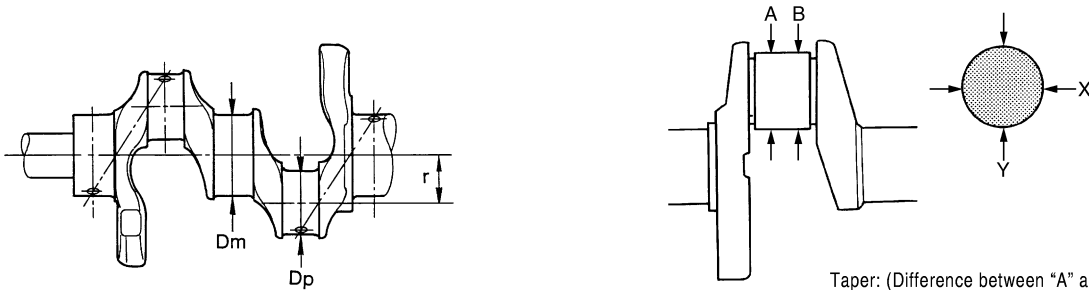
[REGULAR GRADE]

| | | |
|---|----------------|-----------------------------------|
| Connecting rod big end diameter (Without bearing) | Grade No. A | 57.000 - 57.001 (2.2441 - 2.2441) |
| | Grade No. B | 57.001 - 57.002 (2.2441 - 2.2442) |
| | Grade No. C | 57.002 - 57.003 (2.2442 - 2.2442) |
| | Grade No. D | 57.003 - 57.004 (2.2442 - 2.2442) |
| | Grade No. E | 57.004 - 57.005 (2.2442 - 2.2443) |
| | Grade No. F | 57.005 - 57.006 (2.2443 - 2.2443) |
| | Grade No. G | 57.006 - 57.007 (2.2443 - 2.2444) |
| | Grade No. H | 57.007 - 57.008 (2.2444 - 2.2444) |
| | Grade No. J | 57.008 - 57.009 (2.2444 - 2.2444) |
| | Grade No. K | 57.009 - 57.010 (2.2444 - 2.2445) |
| | Grade No. L | 57.010 - 57.011 (2.2445 - 2.2445) |
| | Grade No. M | 57.011 - 57.012 (2.2445 - 2.2446) |
| | Grade No. N | 57.012 - 57.013 (2.2446 - 2.2446) |
| | Side clearance | 0.20 - 0.35 (0.0079 - 0.0138) |

*: After installing in connecting rod

CRANKSHAFT

Unit: mm (in)



SEM645

SBIA0535E

| | | | |
|----------------------------------|-----------------------------------|-------------|-----------------------------------|
| Main journal diameter "Dm" grade | Standard | Grade No. A | 64.975 - 64.974 (2.5581 - 2.5580) |
| | | Grade No. B | 64.974 - 64.973 (2.5580 - 2.5580) |
| | | Grade No. C | 64.973 - 64.972 (2.5580 - 2.5579) |
| | | Grade No. D | 64.972 - 64.971 (2.5579 - 2.5579) |
| | | Grade No. E | 64.971 - 64.970 (2.5579 - 2.5579) |
| | | Grade No. F | 64.970 - 64.969 (2.5579 - 2.5578) |
| | | Grade No. G | 64.969 - 64.968 (2.5578 - 2.5578) |
| | | Grade No. H | 64.968 - 64.967 (2.5578 - 2.5578) |
| | | Grade No. J | 64.967 - 64.966 (2.5578 - 2.5577) |
| | | Grade No. K | 64.966 - 64.965 (2.5577 - 2.5577) |
| | | Grade No. L | 64.965 - 64.964 (2.5577 - 2.5576) |
| | | Grade No. M | 64.964 - 64.963 (2.5576 - 2.5576) |
| | | Grade No. N | 64.963 - 64.962 (2.5576 - 2.5576) |
| | | Grade No. P | 64.962 - 64.961 (2.5576 - 2.5575) |
| | | Grade No. R | 64.961 - 64.960 (2.5575 - 2.5575) |
| | | Grade No. S | 64.960 - 64.959 (2.5575 - 2.5574) |
| | | Grade No. T | 64.959 - 64.958 (2.5574 - 2.5574) |
| | | Grade No. U | 64.958 - 64.957 (2.5574 - 2.5574) |
| | | Grade No. V | 64.957 - 64.956 (2.5574 - 2.5573) |
| | | Grade No. W | 64.956 - 64.955 (2.5573 - 2.5573) |
| Grade No. X | 64.955 - 64.954 (2.5573 - 2.5572) | | |
| Grade No. Y | 64.954 - 64.953 (2.5572 - 2.5572) | | |
| Grade No. 4 | 64.953 - 64.952 (2.5572 - 2.5572) | | |
| Grade No. 7 | 64.952 - 64.951 (2.5572 - 2.5571) | | |

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

| | | | | |
|---|-----------------------------------|-------------|-----------------------------------|----|
| Pin journal diameter "Dp" grade | Standard | Grade No. A | 53.974 - 53.973 (2.1250 - 2.1249) | A |
| | | Grade No. B | 53.973 - 53.972 (2.1249 - 2.1249) | |
| | | Grade No. C | 53.972 - 53.971 (2.1249 - 2.1248) | |
| | | Grade No. D | 53.971 - 53.970 (2.1248 - 2.1248) | |
| | | Grade No. E | 53.970 - 53.969 (2.1248 - 2.1248) | EM |
| | | Grade No. F | 53.969 - 53.968 (2.1248 - 2.1247) | |
| | | Grade No. G | 53.968 - 53.967 (2.1247 - 2.1247) | C |
| | | Grade No. H | 53.967 - 53.966 (2.1247 - 2.1246) | |
| | | Grade No. J | 53.966 - 53.965 (2.1246 - 2.1246) | D |
| | | Grade No. K | 53.965 - 53.964 (2.1246 - 2.1246) | |
| | | Grade No. L | 53.964 - 53.963 (2.1246 - 2.1245) | |
| | | Grade No. M | 53.963 - 53.962 (2.1245 - 2.1245) | E |
| | | Grade No. N | 53.962 - 53.961 (2.1245 - 2.1244) | |
| | | Grade No. P | 53.961 - 53.960 (2.1244 - 2.1244) | F |
| | | Grade No. R | 53.960 - 53.959 (2.1244 - 2.1244) | |
| | | Grade No. S | 53.959 - 53.958 (2.1244 - 2.1243) | |
| | | Grade No. T | 53.958 - 53.957 (2.1243 - 2.1243) | G |
| Grade No. U | 53.957 - 53.956 (2.1243 - 2.1242) | | | |
| Center distance "r" | | | 42.96 - 43.04 (1.6913 - 1.6945) | |
| Taper (Difference between "A" and "B") | Limit | | 0.0025 (0.0001) | H |
| Out-of-round (Difference between "X" and "Y") | | | 0.0025 (0.0001) | |
| Crankshaft runout [TIR*] | Standard | | Less than 0.05 (0.0020) | I |
| | Limit | | 0.10 (0.0039) | |
| Crankshaft end play | Standard | | 0.10 - 0.25 (0.0039 - 0.0098) | J |
| | Limit | | 0.30 (0.0118) | |

*: Total indicator reading

Main Bearing

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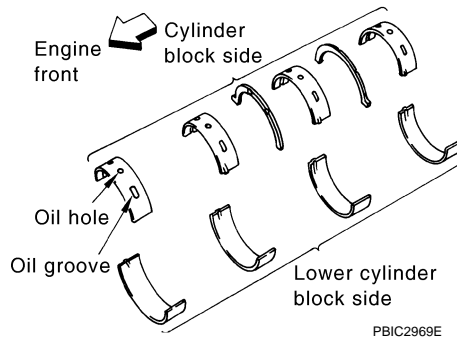
MAIN BEARING

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

Unit: mm (in)



| Grade number | | Thickness | Width | Identification color | Remarks |
|--------------|-----|---------------------------------|--------------------------------|----------------------|---|
| 0 | | 2.500 - 2.503 (0.0984 - 0.0985) | 19.9 - 20.1 (0.783 - 0.791) | Black | Grade is the same for upper and lower bearings. |
| 1 | | 2.503 - 2.506 (0.0985 - 0.0987) | | Brown | |
| 2 | | 2.506 - 2.509 (0.0987 - 0.0988) | | Green | |
| 3 | | 2.509 - 2.512 (0.0988 - 0.0989) | | Yellow | |
| 4 | | 2.512 - 2.515 (0.0989 - 0.0990) | | Blue | |
| 5 | | 2.515 - 2.518 (0.0990 - 0.0991) | | Pink | |
| 6 | | 2.518 - 2.521 (0.0991 - 0.0993) | | Purple | |
| 7 | | 2.521 - 2.524 (0.0993 - 0.0994) | | White | Grade and color are different for upper and lower bearings. |
| 01 | UPR | 2.503 - 2.506 (0.0985 - 0.0987) | | Brown | |
| | LWR | 2.500 - 2.503 (0.0984 - 0.0985) | | Black | |
| 12 | UPR | 2.506 - 2.509 (0.0987 - 0.0988) | | Green | |
| | LWR | 2.503 - 2.506 (0.0985 - 0.0987) | | Brown | |
| 23 | UPR | 2.509 - 2.512 (0.0988 - 0.0989) | | Yellow | |
| | LWR | 2.506 - 2.509 (0.0987 - 0.0988) | | Green | |
| 34 | UPR | 2.512 - 2.515 (0.0989 - 0.0990) | Blue | | |
| | LWR | 2.509 - 2.512 (0.0988 - 0.0989) | Yellow | | |
| 45 | UPR | 2.515 - 2.518 (0.0990 - 0.0991) | Pink | | |
| | LWR | 2.512 - 2.515 (0.0989 - 0.0990) | Blue | | |
| 56 | UPR | 2.518 - 2.521 (0.0991 - 0.0993) | Purple | | |
| | LWR | 2.515 - 2.518 (0.0990 - 0.0991) | Pink | | |
| 67 | UPR | 2.521 - 2.524 (0.0993 - 0.0994) | White | | |
| | LWR | 2.518 - 2.521 (0.0991 - 0.0993) | Purple | | |

UNDERSIZE

Unit: mm (in)

| Items | Thickness | Main journal diameter |
|---------------|---------------------------------|---|
| 0.25 (0.0098) | 2.633 - 2.641 (0.1037 - 0.1040) | Grind so that bearing clearance is the specified value. |

MAIN BEARING OIL CLEARANCE

Unit: mm (in)

| Items | Standard | Limit |
|----------------------------|----------------------------------|----------------|
| Main bearing oil clearance | 0.035 - 0.045 (0.0014 - 0.0018)* | 0.065 (0.0026) |

*: Actual clearance

Connecting Rod Bearing

INFOID:000000008193940

CONNECTING ROD BEARING

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[REGULAR GRADE]

Unit: mm (in)

| Grade number | Thickness | Identification color (mark) |
|--------------|---------------------------------|-----------------------------|
| 0 | 1.497 - 1.500 (0.0589 - 0.0591) | Black |
| 1 | 1.500 - 1.503 (0.0591 - 0.0592) | Brown |
| 2 | 1.503 - 1.506 (0.0592 - 0.0593) | Green |
| 3 | 1.506 - 1.509 (0.0593 - 0.0594) | Yellow |
| 4 | 1.509 - 1.512 (0.0594 - 0.0595) | Blue |

UNDERSIZE

Unit: mm (in)

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

CONNECTING ROD BEARING OIL CLEARANCE

Unit: mm (in)

| Items | Standard | Limit |
|--------------------------------------|----------------------------------|----------------|
| Connecting rod bearing oil clearance | 0.040 - 0.053 (0.0016 - 0.0021)* | 0.070 (0.0028) |

*: Actual clearance

A
EM
C
D
E
F
G
H
I
J
K
L
M
N
O
P

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[Nismo 370Z]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Spark Plug

INFOID:000000008193941

SPARK PLUG

Unit: mm (in)

| | | |
|---------------|----------|-------------|
| Make | | DENSO |
| Standard type | | FXE24HR11 |
| Gap (Nominal) | Standard | 1.1 (0.043) |
| | Limit | 1.3 (0.051) |