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SECTION **EM**

ENGINE MECHANICAL

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PRECAUTION

PRECAUTIONS

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

INFOID:000000007827553

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. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which 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 the SR section.
- Do not 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:

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT 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.

Precaution for Drain Engine Coolant

INFOID:000000007322342

Drain engine coolant when engine is cooled.

Precaution for Disconnecting Fuel Piping

INFOID:000000007322343

- Before starting work, make sure 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.

Precaution for Removal and Disassembly

INFOID:000000007322344

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

Precaution for Inspection, Repair and Replacement

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

PRECAUTIONS

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Precaution for Assembly and Installation

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- 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.
- Release air within route when refilling after draining engine coolant.
- Before starting engine, apply fuel pressure to fuel lines with turning ignition switch ON (with engine stopped). Then make sure that there are no leaks at fuel line connections.
- After repairing, start engine and increase engine speed to check engine coolant, fuel, engine oil, and exhaust gasses for leakage.

Parts Requiring Angle Tightening

INFOID:000000007322347

- For the final tightening of the following engine parts use Tool:

Tool number : KV10112100 (BT-8653-A)

- Cylinder head bolts
- Lower cylinder block bolts
- Connecting rod cap bolts
- Crankshaft pulley bolt (No angle wrench is required as bolt flange is provided with notches for angle tightening)
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

Precaution for Liquid Gasket

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REMOVAL OF LIQUID GASKET

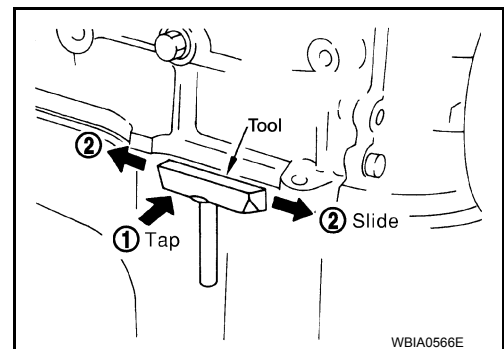
- After removing the bolts and nuts, separate the mating surface and remove the old liquid gasket using Tool.

Tool number : KV10111100 (J-37228)

CAUTION:

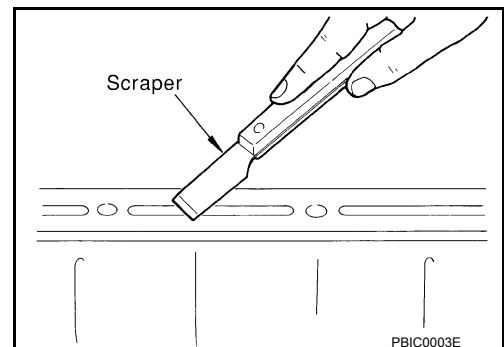
Do not damage the mating surfaces.

- Tap the seal cutter to insert it (1).
- In areas where the Tool is difficult to use, lightly tap to slide it (2).



LIQUID GASKET APPLICATION PROCEDURE

1. Remove the old liquid gasket adhering to the gasket application surface and the mating surface using suitable tool.
 - Remove the liquid gasket completely from the groove of the liquid gasket application surface, bolts, and bolt holes.
2. Thoroughly clean the mating surfaces and remove adhering moisture, grease and foreign material.



PRECAUTIONS

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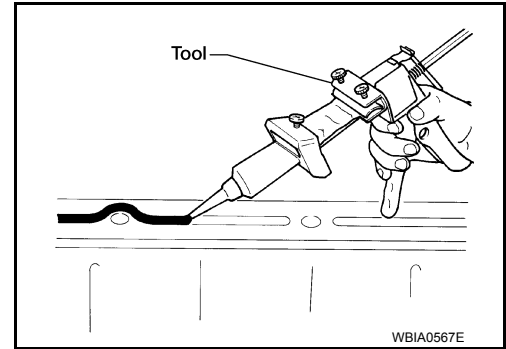
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3. Attach the liquid gasket tube to the Tool.

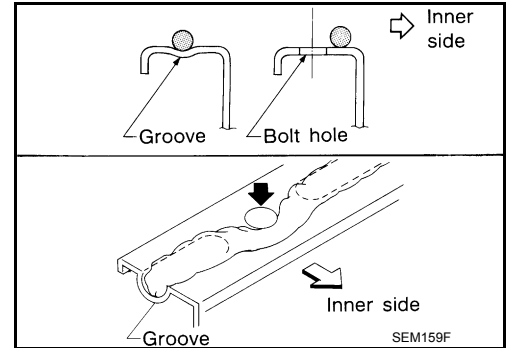
Tool number : WS39930000 (—)

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

4. Apply the liquid gasket without breaks to the specified location with the specified dimensions.



- If there is a groove for the liquid gasket application, apply the liquid gasket to the groove.
- Normally apply the liquid gasket on the inside edge of the bolt holes. Also apply to the outside edge of the bolt holes when specified in the procedure.
- Within five minutes of liquid gasket application, install the mating component.
- If the liquid gasket protrudes, wipe it off immediately.
- Do not retighten after the installation.
- Wait 30 minutes or more after installation before refilling the engine with oil or coolant.



CAUTION:

Carefully follow all of the warnings, cautions, notes, and procedures contained in this manual.

PREPARATION

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Special Service Tool

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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
KV1011100 (J-37228) Seal cutter	Removing oil pan and front cover, etc.
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.
KV10112100 (BT-8653-A) Angle wrench	Tightening bolts for cylinder head, main bearing cap and connecting rod cap
KV10117100 (J-36471-A) Heated oxygen sensor wrench	Loosening or tightening air fuel ratio sensor 1 For 22 mm (0.87 in) width hexagon nut
KV10107902 (J-38959) Valve oil seal puller	Replacing valve oil seal
KV10115600 (J-38958) Valve oil seal drift	Installing valve oil seal

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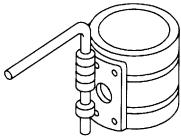
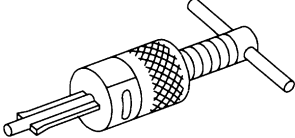
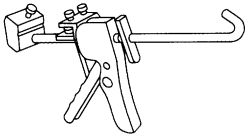
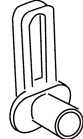
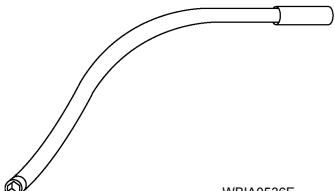
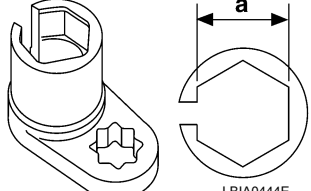
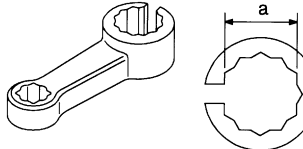
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[QR25DE]

Tool number (Kent-Moore No.) Tool name	Description
EM03470000 (J-8037) Piston ring compressor	Installing piston assembly into cylinder bore  <p style="text-align: center;">NT044</p>
ST16610001 (J-23907) Pilot bushing puller	Removing pilot bushing (M/T models) or pilot converter (A/T models)  <p style="text-align: center;">NT045</p>
WS39930000 (—) Tube presser	Pressing the tube of liquid gasket  <p style="text-align: center;">NT052</p>
16441 6N210 (J-45488) Quick connector release	Removing fuel tube quick connectors in engine room.  <p style="text-align: center;">PBIC0198E</p>
— (J-46535) Drive belt tension releaser	Releasing drive belt tension  <p style="text-align: center;">WBIA0536E</p>
KV991J0050 (J-44626) Air fuel sensor Socket	Loosening or tightening air fuel ratio A/F sensor a: 22 mm (0.87 in)  <p style="text-align: center;">LBIA0444E</p>
KV10114400 (J-38365) Heated oxygen sensor wrench	Loosening or tightening heated oxygen sensor 1 a: 22 mm (0.87 in)  <p style="text-align: center;">NT636</p>


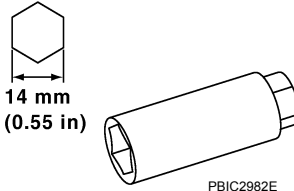

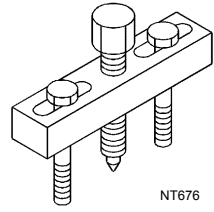
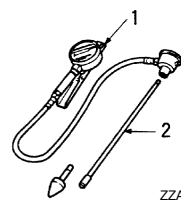
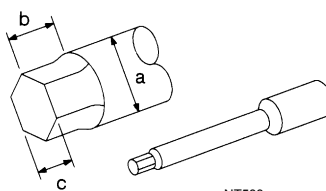
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Commercial Service Tool

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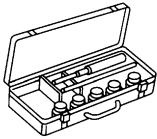
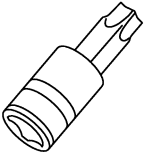
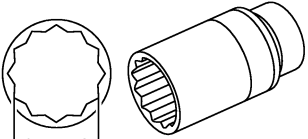
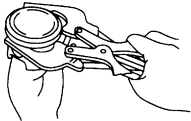
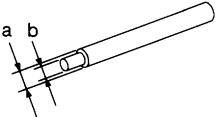
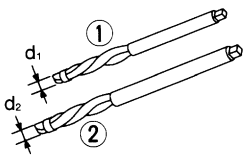
(Kent-Moore No.) Tool name	Description
Power tool	Loosening nuts, screws and bolts
 PIIB1407E	
(—) Spark plug wrench	Removing and installing spark plug
 PBIC2982E	
(—) Pulley holder	Removing and installing crankshaft pulley
 ZZA1010D	
(—) Pulley puller	Removing crankshaft pulley
 NT676	
(—) 1. Compression tester 2. Adapter	Checking compression pressure
 ZZA0008D	
(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)
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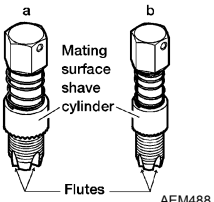

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(Kent-Moore No.) Tool name	Description
(—) Valve seat cutter set  <p style="text-align: center;">S-NT048</p>	Finishing valve seat dimensions
Socket  <p style="text-align: center;">PBIC1113E</p>	Removing and installing flywheel Size: T55
Deep socket  <p style="text-align: center;">PBIC2072E</p>	Removing and installing oil pressure switch a: 27 mm (1.06 in)
(—) Piston ring expander  <p style="text-align: center;">S-NT030</p>	Removing and installing piston ring
(—) Valve guide drift  <p style="text-align: center;">S-NT015</p>	Removing and installing valve guide Intake and Exhaust: a: 9.5 mm (0.374 in) dia. b: 5.5 mm (0.217 in) dia.
(—) Valve guide reamer  <p style="text-align: center;">S-NT016</p>	1: Reaming valve guide inner hole 2: Reaming hole for oversize valve guide Intake and Exhaust: d1: 6.0 mm (0.236 in) dia. d2: 10.2 mm (0.402 in) dia.

PREPARATION

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(Kent-Moore No.) Tool name	Description
a: (J-43897-18) b: (J-43897-12) Oxygen sensor thread cleaner	 <p>Reconditioning the exhaust system threads before installing a new heated oxygen sensor (Use with anti-seize lubricant shown below.) a = 18 mm (0.71 in) dia. for zirconia heated oxygen sensor b = 12 mm (0.47 in) dia. for titania heated oxygen sensor</p>
(—) Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)	 <p>Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads</p>

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NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

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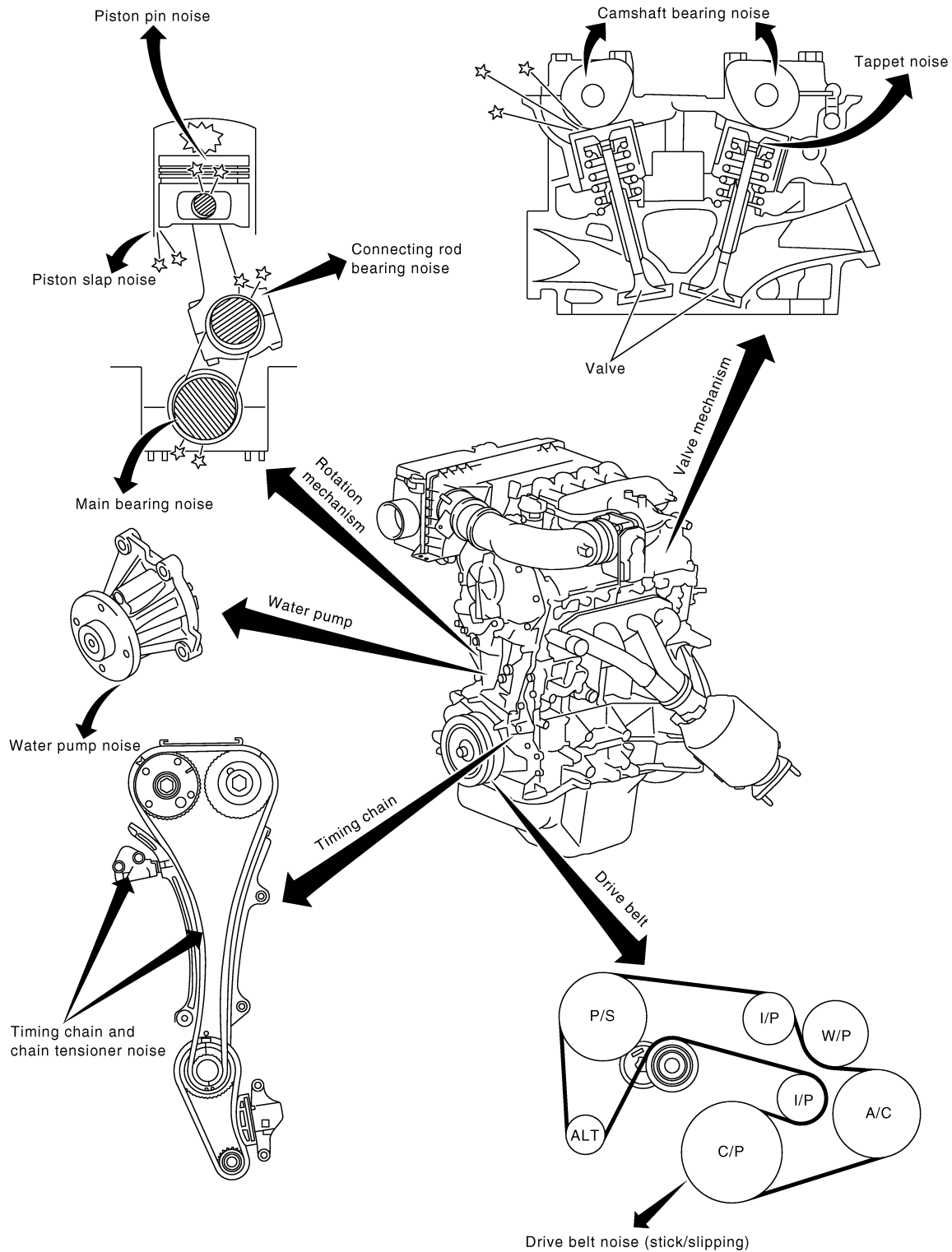
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SYSTEM DESCRIPTION

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting - Engine Noise

INFOID:000000007322351



PBIC2983E

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYSTEM DESCRIPTION >

[QR25DE]

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

INFOID:000000007322352

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

If necessary, repair or replace these parts.

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference page
		Before warm-up	After warm-up	When starting	When idling	When racing	While driving			
Top of engine Rocker cover Cylinder head	Ticking or clicking	C	A	—	A	B	—	Tappet noise	Valve clearance	EM-107
	Rattle	C	A	—	A	B	C	Camshaft bearing noise	Camshaft journal oil clearance Camshaft runout	EM-54 EM-54
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-90 EM-90
	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-90 EM-90 EM-90 EM-90
	Knock	A	B	C	B	B	B	Connecting rod bearing noise	Connecting rod bushing oil clearance Connecting rod bearing oil clearance	EM-90 EM-90
	Knock	A	B	—	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	EM-90 EM-90
Front of engine Front cover	Tapping or ticking	A	A	—	B	B	B	Timing chain and chain tensioner noise	Timing chain cracks and wear Timing chain tensioner operation	EM-46 EM-46
Front of engine	Squeaking or fizzing	A	B	—	B	—	B	Drive belt (Sticking or slipping)	Drive belt deflection	EM-14
	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-21

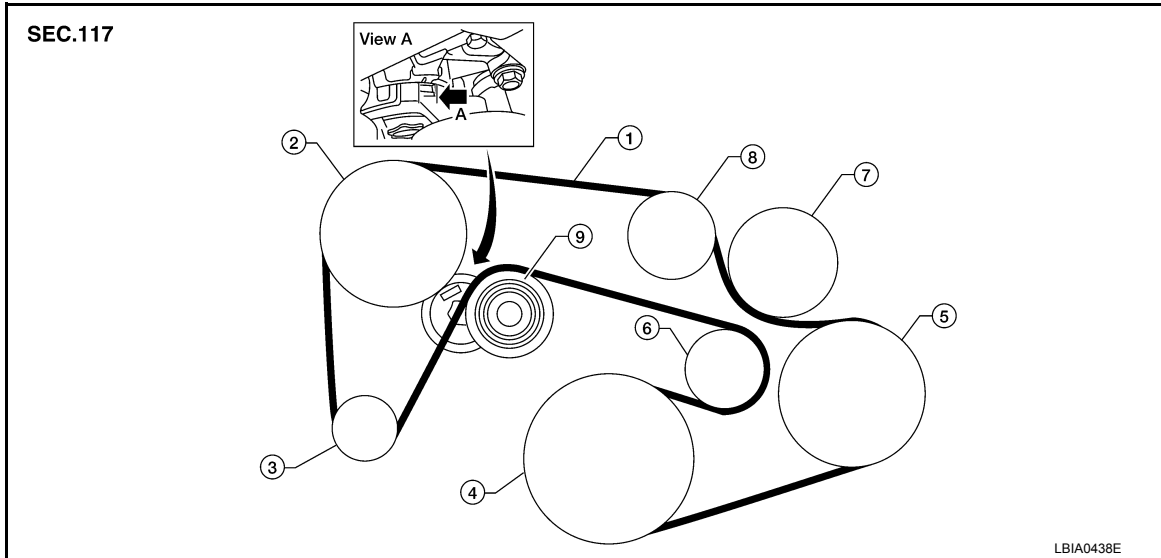
A: Closely related B: Related C: Sometimes related —: Not related

PERIODIC MAINTENANCE

DRIVE BELTS

Exploded View

INFOID:000000007322353



- | | | |
|----------------------------|---|------------------------------|
| 1. Drive belt | 2. Power steering oil pump pulley | 3. Generator pulley |
| 4. Crankshaft pulley | 5. A/C compressor (if equipped) or idler pulley | 6. Idler pulley |
| 7. Water pump | 8. Idler pulley | 9. Drive belt auto-tensioner |
| A. Allowable working range | | |

Checking Drive Belts

INFOID:000000007322354

WARNING:

Be sure to perform when the engine is stopped.

1. Remove air duct and resonator assembly when inspecting drive belt. Refer to [EM-140, "Removal and Installation"](#).
2. Make sure that the auto-tensioner indicator is within the allowable working range.
3. Visually check entire belt for wear, damage or cracks.
4. If the indicator is out of allowable working range or drive belt is damaged, replace the drive belt. Refer to [EM-128, "Removal and Installation"](#).

Adjustment

INFOID:000000007322355

There is no manual drive belt tension adjustment. The drive belt tension is automatically adjusted by the drive belt auto-tensioner.

Removal and Installation

INFOID:000000007322356

REMOVAL

DRIVE BELTS

< PERIODIC MAINTENANCE >

[QR25DE]

1. Install Tool on auto-tensioner pulley bolt and move in the direction of arrow (loosening direction of tensioner).

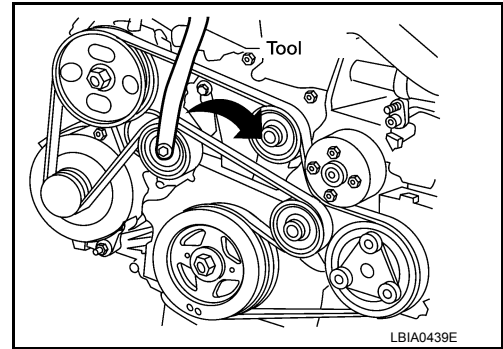
Tool number : — (J-46535)

WARNING:

- Avoid placing hand in a location where pinching may occur if the holding tool accidentally comes off.

CAUTION:

- Do not loosen the auto-tensioner pulley bolt. (Do not turn it counterclockwise.) If turned counterclockwise, the complete auto-tensioner must be replaced as a unit, including pulley.



2. Remove drive belt.

INSTALLATION

Installation is in the reverse order of removal.

WARNING:

- Avoid placing hand in a location where pinching may occur if the holding tool accidentally comes off.

CAUTION:

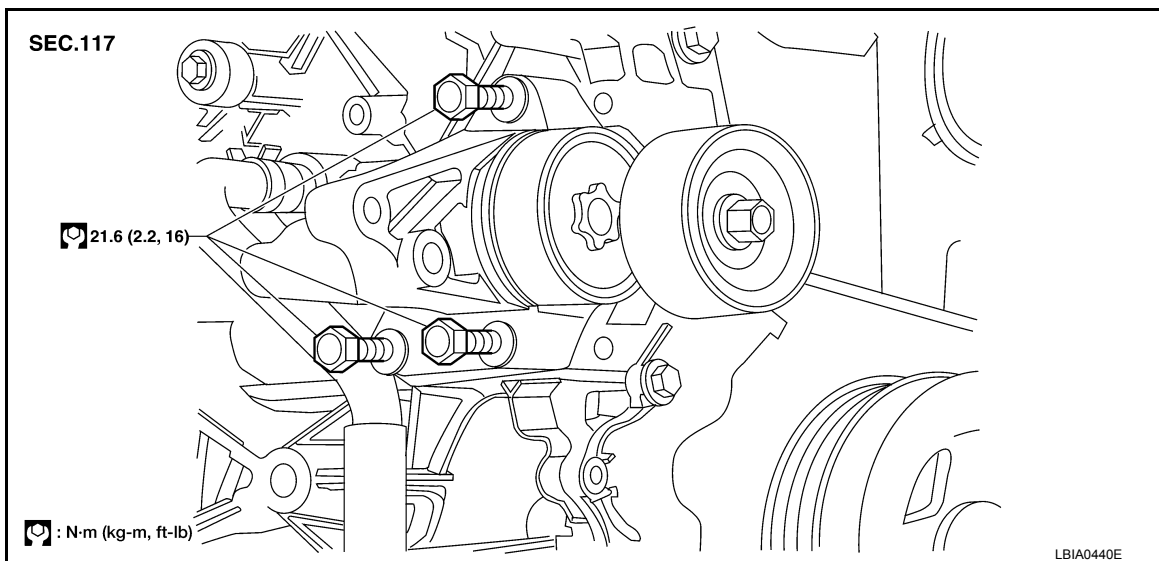
- Do not loosen the auto-tensioner pulley bolt. (Do not turn it counterclockwise.) If turned counterclockwise, the complete auto-tensioner must be replaced as a unit, including pulley.
- Confirm belts are completely set on the pulleys.
- Check that there is no engine oil or engine coolant on the drive belt or pulley grooves.

NOTE:

- Turn crankshaft pulley clockwise several times to equalize tension between each pulley.
- Confirm tension of drive belt indicator (fixed side) is within the allowable working range.

Removal and Installation of Drive Belt Auto-Tensioner

INFOID:000000007322357



REMOVAL

NOTE:

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

1. Disconnect battery negative terminal. Refer to [PG-80, "Removal and Installation"](#).
2. Partially drain engine coolant. Refer to [CO-12, "Changing Engine Coolant"](#).
3. Remove air cleaner and air duct. Refer to [EM-25, "Removal and Installation"](#).
4. Remove drive belt. Refer to [EM-14, "Removal and Installation"](#).
5. Disconnect upper radiator hose from radiator.

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DRIVE BELTS

[QR25DE]

< PERIODIC MAINTENANCE >

6. Disconnect coolant reservoir hose from radiator.
7. Remove lower and upper shrouds. Refer to [CO-16, "Exploded View"](#).
8. Remove the power steering oil pump and position aside. Refer to [ST-18, "Removal and Installation"](#).
9. Remove generator. Refer to [CHG-28, "Removal and Installation - QR25DE Models"](#).
10. Remove drive belt auto-tensioner.

INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

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

AIR CLEANER FILTER

< PERIODIC MAINTENANCE >

[QR25DE]

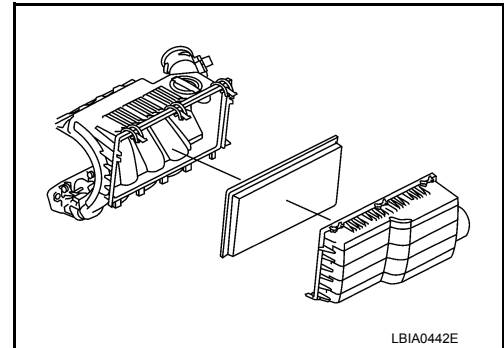
AIR CLEANER FILTER

Removal and Installation

INFOID:000000007322358

REMOVAL

1. Unfasten clips and lift up air cleaner case (upper).
2. Remove air cleaner filter.



INSTALLATION

Installation is in the reverse order of removal.

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SPARK PLUG

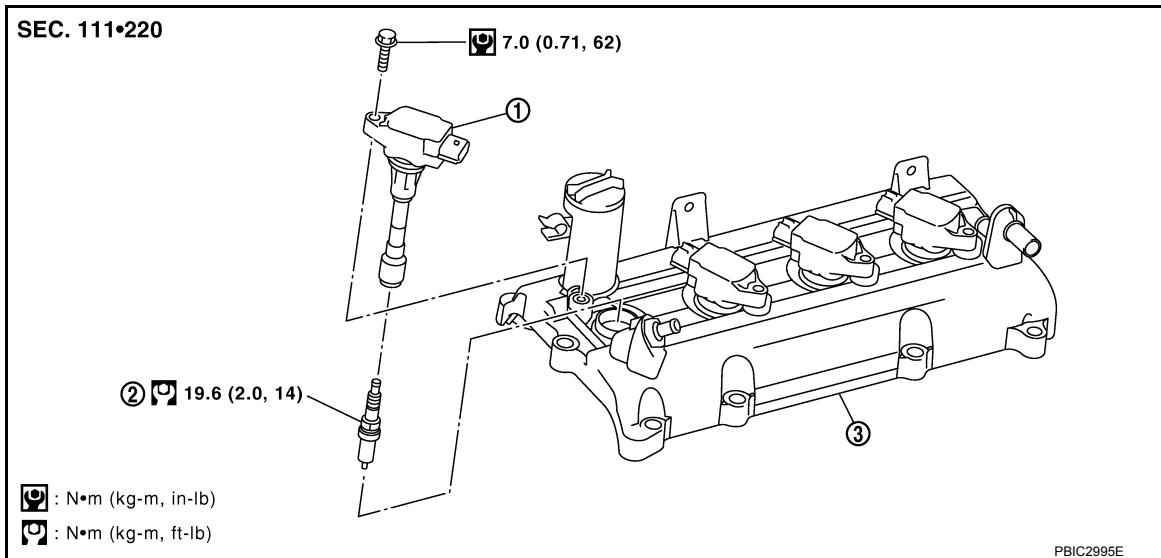
< PERIODIC MAINTENANCE >

[QR25DE]

SPARK PLUG

Exploded View

INFOID:000000007322359



1. Ignition coil

2. Spark plug

3. Rocker cover

Removal and Installation

INFOID:000000007322360

WARNING:

Be sure the engine and ignition switch are off and that the parking brake is engaged securely.

CAUTION:

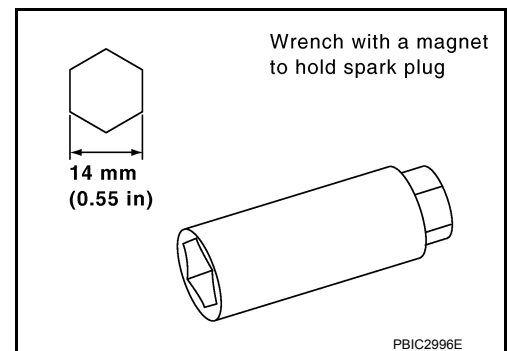
Be sure to use the correct socket to remove the spark plugs. An incorrect socket can damage the spark plugs.

REMOVAL

1. Remove the ignition coil. Refer to [EM-36](#).
2. Remove the spark plug using a suitable tool.

CAUTION:

Do not drop or shock it.



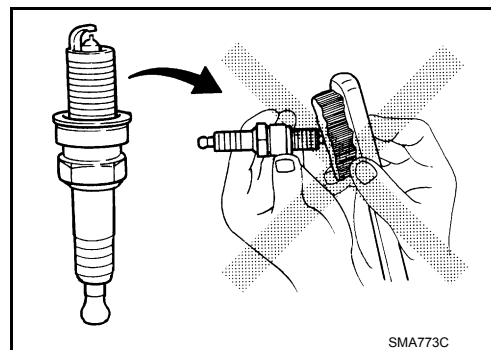
INSPECTION AFTER REMOVAL

SPARK PLUG

< PERIODIC MAINTENANCE >

[QR25DE]

- Do not use a wire brush for cleaning.

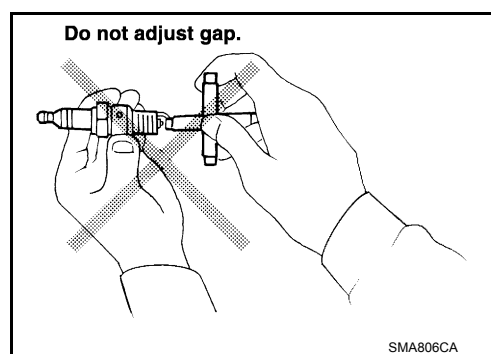


- If the spark plug tip is covered with carbon, spark plug cleaner may be used.

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

Cleaning time : Less than 20 seconds

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



INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Do not drop or shock the spark plug.

Make	NGK
Standard type*	PLZKAR6A-11
Gap (nominal)	1.1 mm (0.043 in)

* : Always check with the Parts Department for the latest parts information.

CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[QR25DE]

CAMSHAFT VALVE CLEARANCE

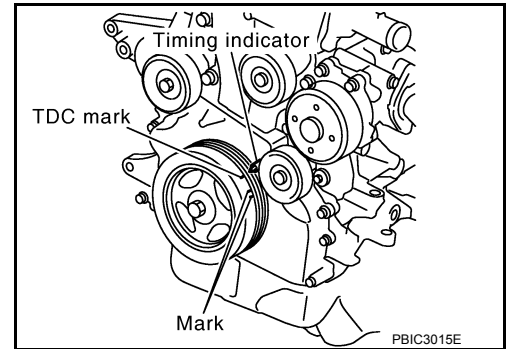
Valve Clearance

INFOID:000000007322361

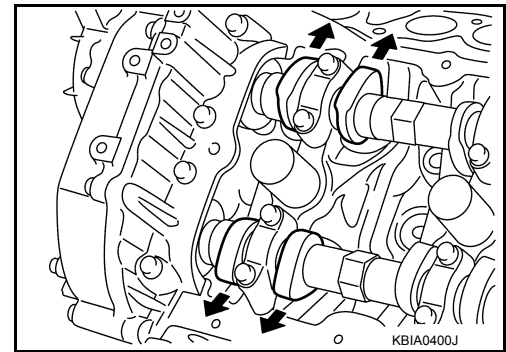
INSPECTION

Perform the following inspection after removal, installation or replacement of camshaft or valve-related parts, or if there are unusual engine conditions due to changes in valve clearance over time (starting, idling or noise).

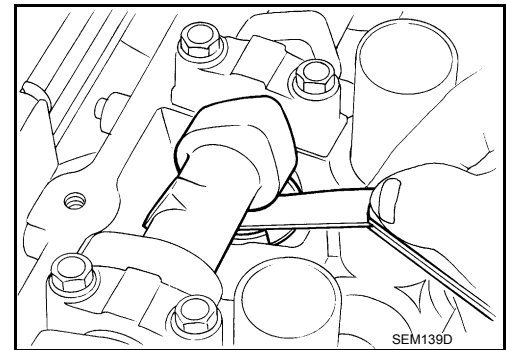
1. Remove rocker cover. Refer to [EM-37. "Removal and Installation"](#).
2. Remove engine under cover. Refer to [EXT-15. "Removal and Installation"](#).
3. Remove radiator shroud (lower). Refer to [CO-16. "Exploded View"](#).
4. Measure the valve clearance as follows:
 - a. Set No. 1 cylinder at TDC of its compression stroke.
 - Rotate crankshaft pulley clockwise and align TDC mark to timing indicator on front cover.



- Make sure that intake and exhaust cam noses of No. 1 cylinder are located as shown.
- If not, rotate crankshaft one revolution (360°) and align as shown.



- b. Use a feeler gauge to measure the clearance between valve lifter and camshaft.



Valve clearance:

Unit: mm (in)

	Cold ¹ (reference data)	Hot ² (reference data)
Intake	0.24 - 0.32 (0.009 - 0.013)	0.304 - 0.416 (0.012 - 0.016)
Exhaust	0.26 - 0.34 (0.010 - 0.013)	0.308 - 0.432 (0.012 - 0.017)

¹: Approximately 20°C (68°F)

²: Approximately 80°C (176°F)

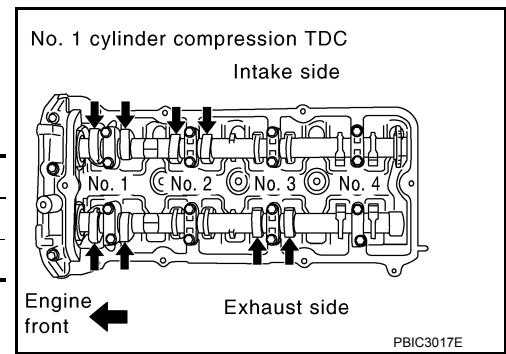
CAMSHAFT VALVE CLEARANCE

[QR25DE]

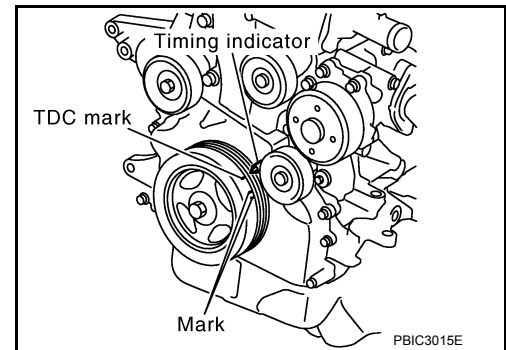
< PERIODIC MAINTENANCE >

- Measure the valve clearances at locations marked "x" as shown in the table below (locations indicated with black arrow shown) with feeler gauge.
- No. 1 cylinder compression TDC

Measuring position		No. 1 CYL.	No. 2 CYL.	No. 3 CYL.	No. 4 CYL.
No. 1 cylinder at compression TDC	INT	x	x		
	EXH	x		x	

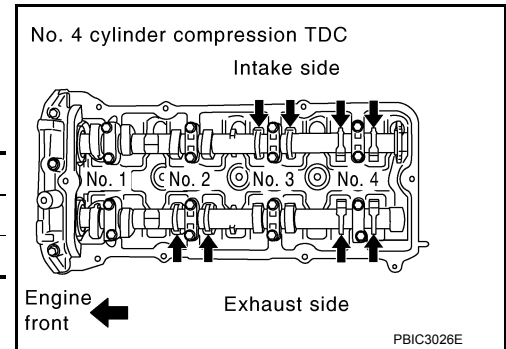


- c. Rotate crankshaft one revolution (360°) and align TDC mark to timing indicator on front cover.



- Measure the valve clearance at locations marked "x" as shown in the table below (locations indicated with black arrow shown) with feeler gauge.
- No. 4 cylinder compression TDC

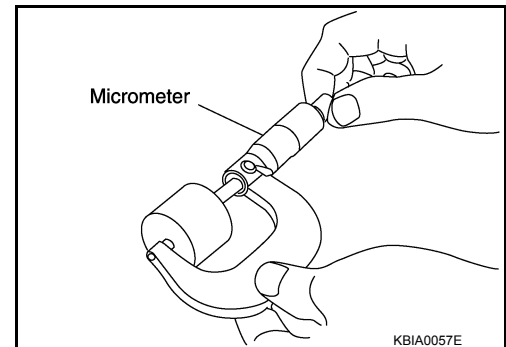
Measuring position		No. 1 CYL.	No. 2 CYL.	No. 3 CYL.	No. 4 CYL.
No. 4 cylinder at compression TDC	INT			x	x
	EXH		x		x



5. If out of standard, perform adjustment.

ADJUSTMENT

- Perform adjustment depending on selected head thickness of valve lifter.
 1. Measure the valve clearance.
 2. Remove camshaft. Refer to [EM-54, "Removal and Installation"](#).
 3. Remove valve lifters at the locations that are out of the standard.
 4. Measure the center thickness of the removed valve lifters with a micrometer.



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

CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[QR25DE]

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

t = Valve lifter thickness to be replaced

t₁ = Removed valve lifter thickness

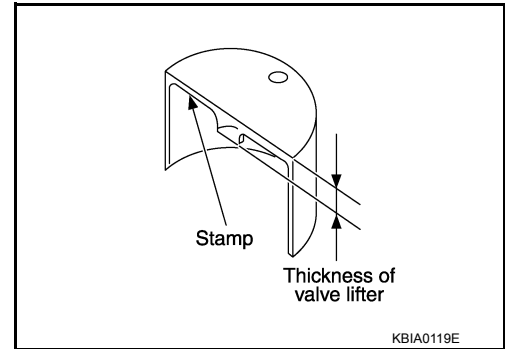
C₁ = Measured valve clearance

C₂ = Standard valve clearance:

Intake : 0.28 mm (0.011 in)

Exhaust : 0.30 mm (0.012 in)

- Thickness of new valve lifter can be identified by stamp marks on the reverse side (inside the cylinder). Stamp mark "696" indicates 6.96 mm (0.2740 in) in thickness.



NOTE:

Available thickness of valve lifter: 26 sizes range 6.96 to 7.46 mm (0.2740 to 0.2937 in) in steps of 0.02 mm (0.0008 in) (when manufactured at factory). Refer to [EM-107, "Standard and Limit"](#).

6. Install the selected valve lifter.
7. Install camshaft. Refer to [EM-54, "Removal and Installation"](#).
8. Manually rotate crankshaft pulley a few rotations.
9. Make sure that the valve clearances for cold engine are within specifications by referring to the specified values.
10. Installation of the remaining components is in the reverse order of removal.
11. Start the engine, and check for unusual noise and vibration.

COMPRESSION PRESSURE

< PERIODIC MAINTENANCE >

[QR25DE]

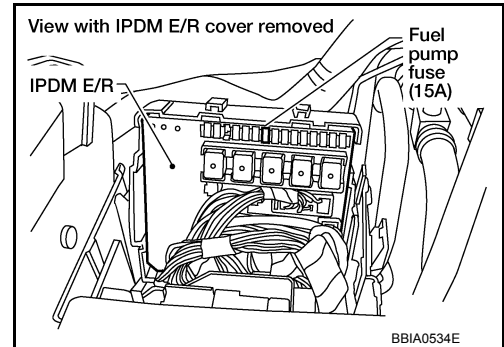
COMPRESSION PRESSURE

Compression Pressure

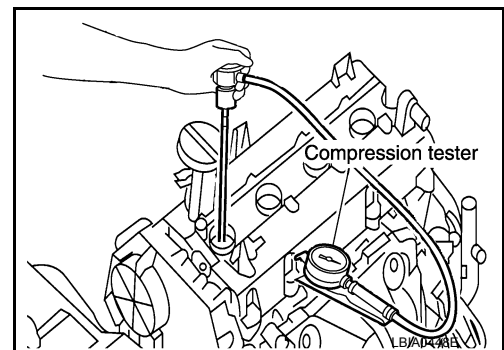
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CHECKING COMPRESSION PRESSURE

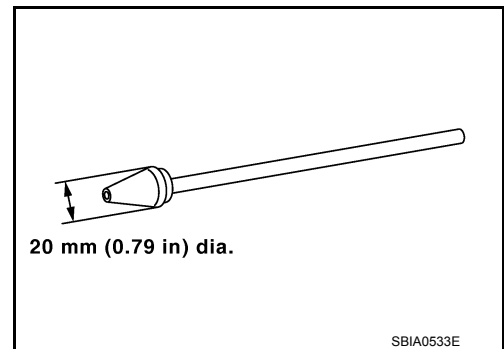
1. Warm up engine thoroughly.
2. Release fuel pressure. Refer to [EC-448, "Fuel Pressure Check"](#).
3. Disconnect fuel pump fuse to avoid fuel injection during measurement.



4. Remove spark plug from each cylinder. Refer to [EM-18, "Removal and Installation"](#).
5. Connect engine tachometer (not required in use of CONSULT).
6. Install compression tester with an adapter into spark plug hole.



- Use the adapter whose pick 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.



7. 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:

Unit: kPa (kg/cm², psi) /rpm

Standard	Minimum	Differential limit between cylinders
1,304 (13.3, 189) / 250	1,108 (11.3, 161) / 250	100 (1.0, 14) / 250

CAUTION:

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

- If the engine speed is out of the specified range check the battery and recharge as necessary. Check the engine speed again with the battery properly charged.

COMPRESSION PRESSURE

[QR25DE]

< PERIODIC MAINTENANCE >

- If some cylinders have low compression pressure, pour a small amount of engine oil into the spark plug hole of the cylinder to re-check it for compression.
 - If the added engine oil improves the compression, piston rings may be worn out or damaged. Check the piston rings and replace if necessary
 - If the compression pressure remains at a low level despite the addition of engine oil, the valves may be malfunctioning. Check the valves for damage. Replace the valve or valve seat accordingly.
 - If two adjacent cylinders have low compression pressure and their compression remains low even after the addition of engine oil, cylinder head gaskets may be leaking.
 - If the compression pressure is below the minimum value, check the valve clearances and parts associated with the combustion chamber (valve, valve seat, piston, piston ring, cylinder bore, cylinder head, cylinder head gasket). After repairing as necessary, measure the compression pressure again.
8. After inspection is completed, install removed parts.
 9. Start engine, and make sure that engine runs smoothly.
 10. Perform trouble diagnosis. If DTC appears, erase it. Refer to [EC-117, "Inspection Procedure"](#).

AIR CLEANER AND AIR DUCT

< REMOVAL AND INSTALLATION >

[QR25DE]

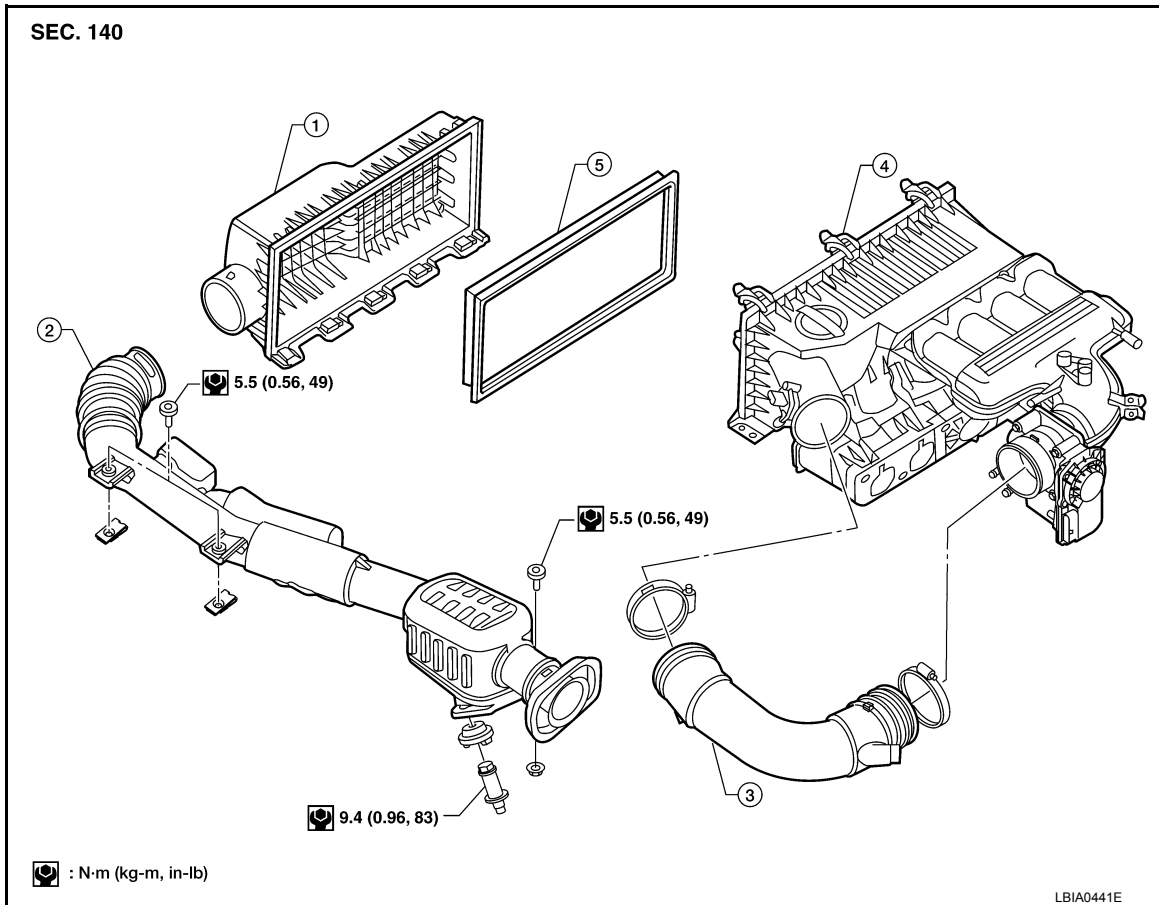
REMOVAL AND INSTALLATION

AIR CLEANER AND AIR DUCT

Exploded View

INFOID:000000007322363

EM



1. Air cleaner case
2. Air duct and resonator assembly
3. Air duct
4. Intake manifold
5. Air cleaner filter

Removal and Installation

INFOID:000000007322364

NOTE:

Add mating marks as necessary for easier installation.

REMOVAL

1. Remove the breather hose from the air duct.
2. Disconnect MAF sensor.
3. Loosen the air duct clamps and remove the air duct.
4. Remove the air duct and resonator assembly bolts and remove air duct and resonator assembly.
 - Remove resonator in fender lifting left fender protector, as necessary.
5. Remove air cleaner case.
6. Remove MAF sensor, if necessary.

INSPECTION AFTER REMOVAL

Inspect air duct and air duct and resonator assembly for cracks or tears.

- Replace air duct and air duct and resonator assembly, if necessary.

INSTALLATION

Installation is in the reverse order of removal.

AIR CLEANER AND AIR DUCT

< REMOVAL AND INSTALLATION >

[QR25DE]

- Align marks. Attach each joint. Tighten clamps firmly.
- Install air duct and resonator assembly to air cleaner case by aligning "LOCK-UNLOCK" upward.

INTAKE MANIFOLD

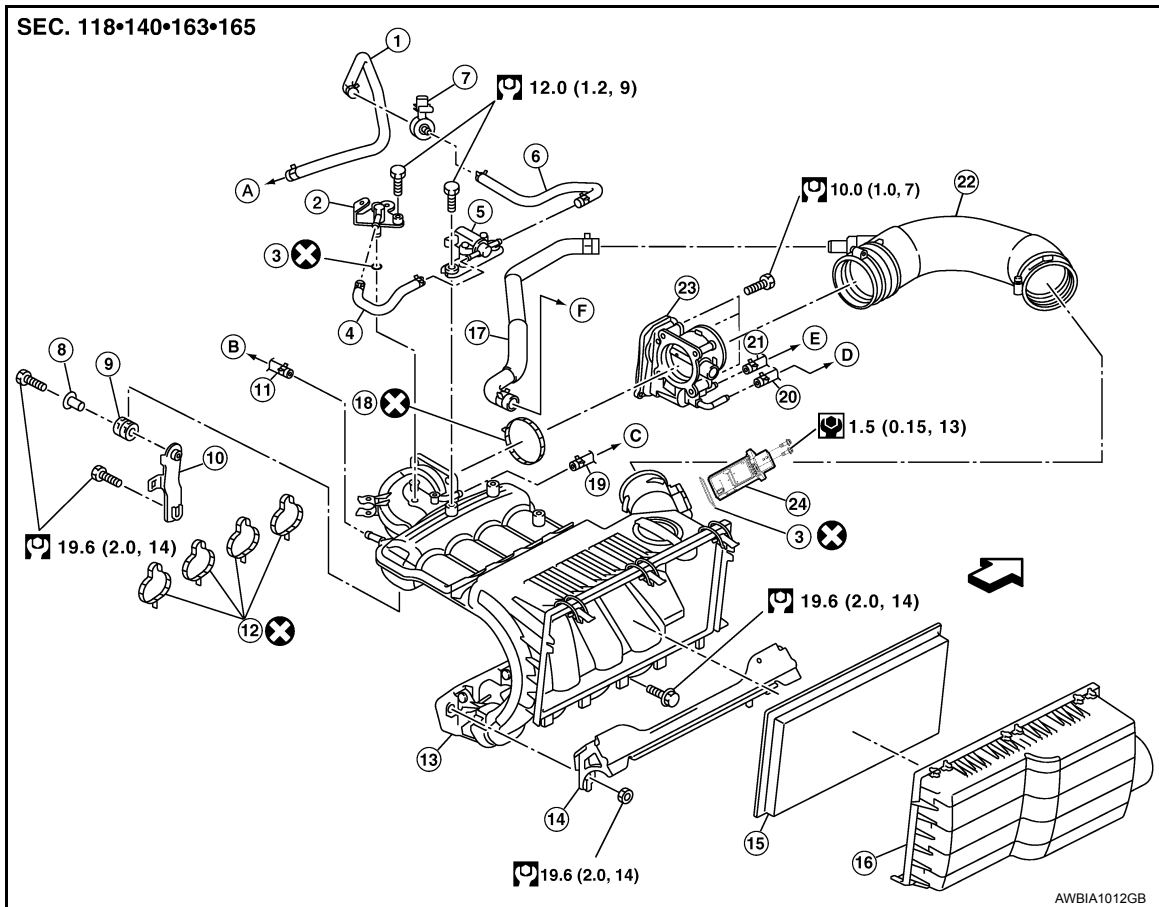
< REMOVAL AND INSTALLATION >

[QR25DE]

INTAKE MANIFOLD

Exploded View

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- | | | |
|-----------------------------------|--|--------------------------|
| 1. Vacuum hose | 2. Vacuum hose adapter | 3. O-ring |
| 4. Vacuum hose | 5. EVAP canister purge volume control solenoid valve | 6. Vacuum hose |
| 7. Service port | 8. Collar | 9. Grommet |
| 10. Intake manifold support | 11. Vacuum hose | 12. Gasket |
| 13. Intake manifold | 14. Fuel tube protector | 15. Air cleaner filter |
| 16. Air cleaner case | 17. PCV hose | 18. Gasket |
| 19. PCV hose | 20. Water hose | 21. Water hose |
| 22. Air duct | 23. Electric throttle control actuator | 24. Mass air flow sensor |
| A. To vacuum pipe (EVAP canister) | B. To brake booster | C. To PCV valve |
| D. To heater outlet | E. To heater pipe | F. To rocker cover |
- ⇐ Engine front

Removal and Installation

INFOID:000000007322366

CAUTION:

Do not remove or disassemble parts unless instructed as shown.

REMOVAL

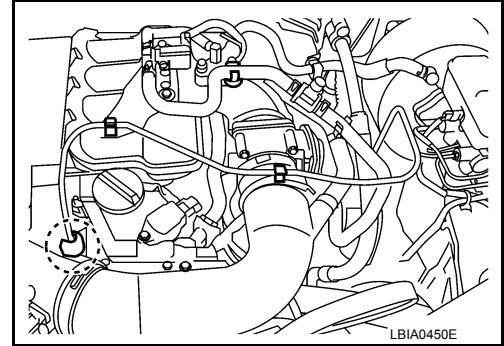
1. Release fuel pressure. Refer to [EC-448. "Fuel Pressure Check"](#).
2. Disconnect battery negative terminal. Refer to [PG-80. "Removal and Installation"](#).
3. Partially drain engine coolant. Refer to [CO-12. "Changing Engine Coolant"](#).

INTAKE MANIFOLD

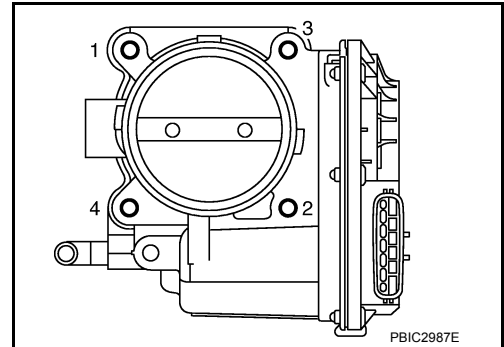
[QR25DE]

< REMOVAL AND INSTALLATION >

4. Remove air cleaner case, air cleaner filter and air duct and resonator assembly. Refer to [EM-25](#), "Exploded View".
5. Disconnect water hoses from electric throttle control actuator.
CAUTION:
 - Perform this step when engine is cold.
 - Do not spill engine coolant on drive belt.
6. Remove mass air flow sensor from intake manifold.
CAUTION:
Handle the mass air flow sensor with care:
 - Do not shock it.
 - Do not disassemble it.
 - Do not touch the internal sensor.
7. Remove quick connector cap, and disconnect quick connector at the engine side. Refer to [EM-39](#).

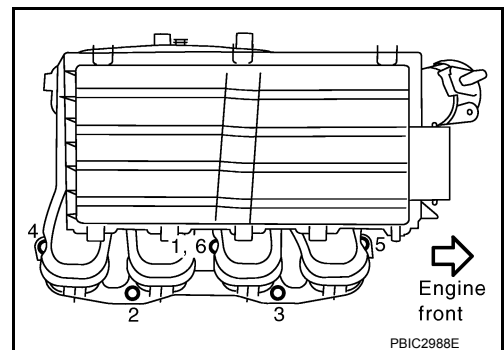


8. Remove electric throttle control actuator as follows:
 - a. Disconnect harness connector.
 - b. Loosen bolts in reverse order as shown, and remove electric throttle control actuator and gasket.
CAUTION:
 - Handle carefully to avoid any shock to electric throttle control actuator.
 - Do not disassemble.



9. Disconnect harness, vacuum hoses and PCV hoses from intake manifold, and move them aside.
10. Remove intake manifold support.
11. Loosen nuts and bolts in reverse order as shown, and remove intake manifold, fuel tube protector and gasket.

- CAUTION:**
- Cover engine openings to avoid entry of foreign materials.
 - Do not disassemble intake manifold.
- NOTE:**
Disregard No. 6 when loosening.



12. Remove EVAP canister purge volume control solenoid valve and vacuum hose adapter from intake manifold, if necessary.
13. Disconnect sub-harness from fuel injector. Refer to [EM-39](#).
14. Remove fuel tube and fuel injector assembly from intake manifold. Refer to [EM-39](#).

INSTALLATION

INTAKE MANIFOLD

[QR25DE]

< REMOVAL AND INSTALLATION >

Installation in the reverse order of removal.

Intake Manifold and Fuel Tube Protector

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

Intake manifold stud : 9.4 N·m (0.96 kg-m, 83 in-lb)

- Tighten in numerical order as shown.

NOTE:

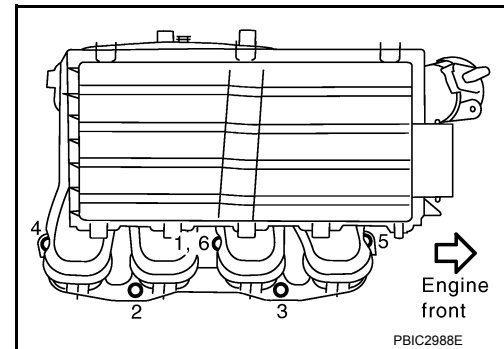
No. 6 means double tightening of bolt No. 1.

Use the following for locating bolts and nuts.

M8 x 38 mm (1.50 in) (Color green) : No. 1, 6

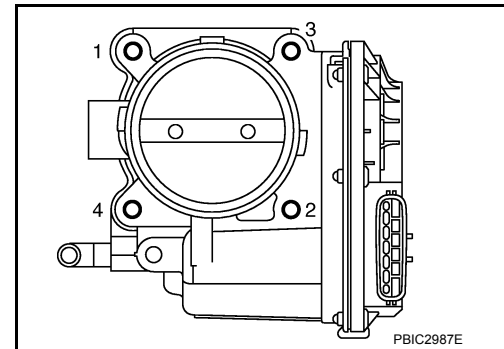
M8 x 35 mm (1.38 in) : No. 2, 3

Nut : No. 4, 5



Electric Throttle Control Actuator

- Tighten bolts equally and diagonally in several steps and in numerical order as shown.
- Perform the “Throttle Valve Closed Position Learning” when harness connector of electric throttle control actuator is disconnected. Refer to [EC-109, "Throttle Valve Closed Position Learning"](#).
- Perform the “Idle Air Volume Learning” and “Throttle Valve Closed Position Learning” when electric throttle control actuator is replaced. Refer to [EC-109, "Idle Air Volume Learning"](#).



INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level

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INTAKE MANIFOLD

< REMOVAL AND INSTALLATION >

[QR25DE]

Item	Before starting engine	Engine running	After engine stopped
Fuel	Leakage	Leakage	Leakage
Exhaust gas	—	Leakage	—

*Power steering fluid, brake fluid, etc.

EXHAUST MANIFOLD AND THREE WAY CATALYST

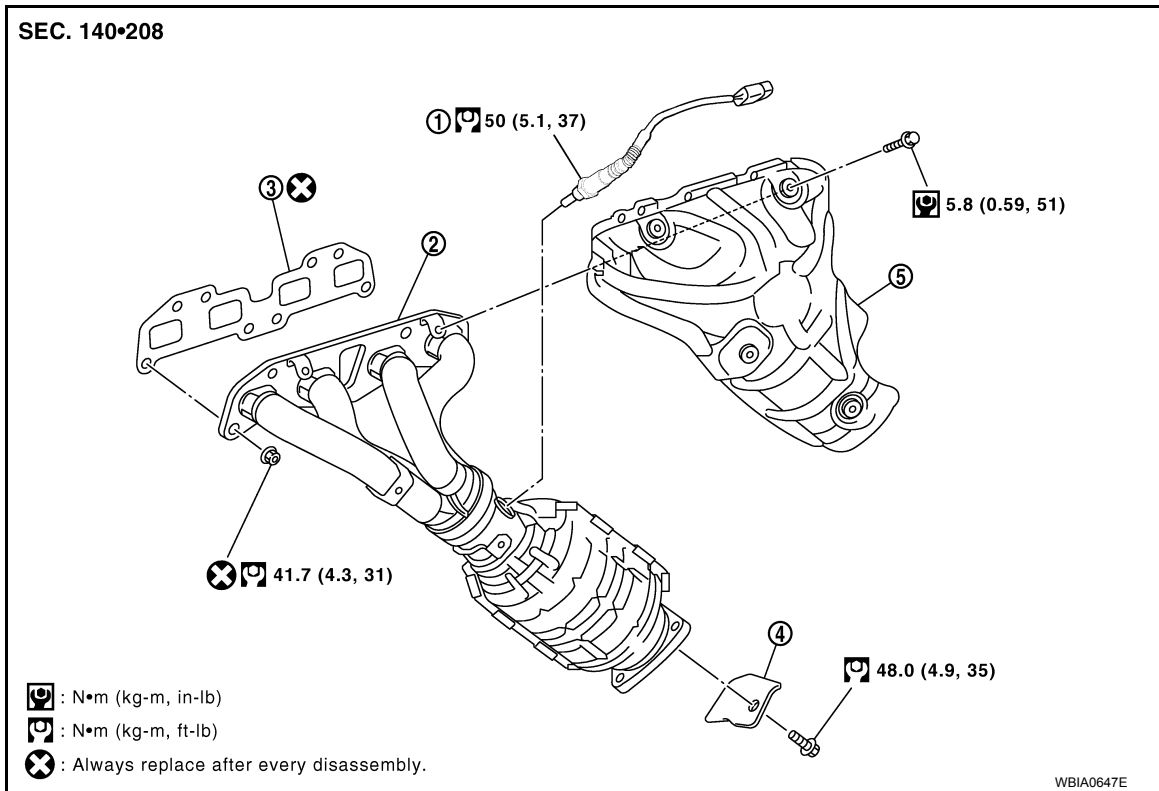
< REMOVAL AND INSTALLATION >

[QR25DE]

EXHAUST MANIFOLD AND THREE WAY CATALYST

Exploded View

INFOID:000000007322367



1. Air fuel ratio sensor 1
2. Exhaust manifold and three way catalyst assembly
3. Gasket
4. Bracket
5. Exhaust manifold cover

Removal and Installation

INFOID:000000007322368

REMOVAL

1. Disconnect harness connector of air fuel ratio sensor 1, and harness from bracket and middle clamp.
2. Remove air fuel ratio sensor 1 using Tool.

Tool number : — (J-44626)

CAUTION:

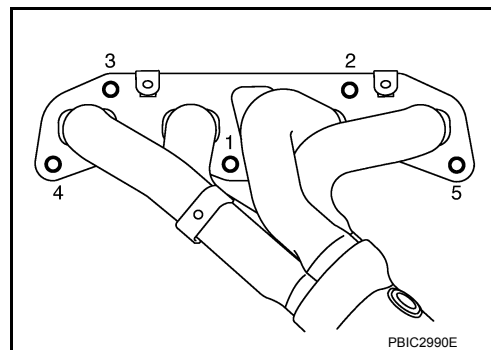
- Be careful not to damage air fuel ratio sensor 1.
 - Discard any air fuel ratio sensor 1 which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; replace with a new one.
3. Remove exhaust front tube. Refer to [EX-5, "Exploded View"](#).
 4. Remove exhaust manifold cover.
 5. Remove bracket between exhaust manifold–three way catalyst assembly and transmission assembly.

EXHAUST MANIFOLD AND THREE WAY CATALYST

< REMOVAL AND INSTALLATION >

[QR25DE]

- Loosen nuts in reverse order as shown to remove exhaust manifold and three way catalyst assembly.



- Remove gasket.

CAUTION:

Cover engine openings to avoid entry of foreign materials.

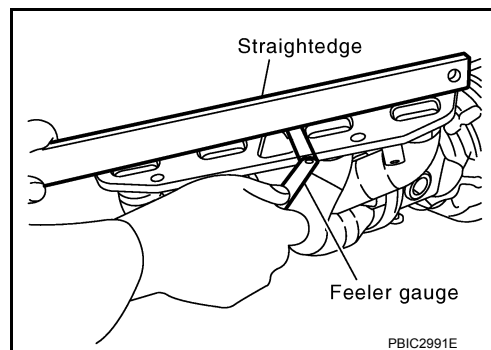
INSPECTION AFTER REMOVAL

Surface Distortion

- Check the surface distortion of exhaust manifold and three way catalyst assembly mating surface with straightedge and feeler gauge.

Limit : 0.3 mm (0.012 in)

- If it exceeds the limit, replace exhaust manifold and three way catalyst assembly.



INSTALLATION

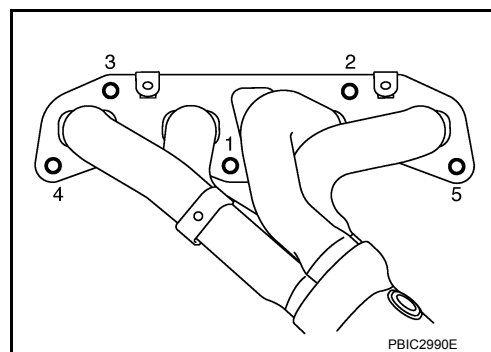
installation is in the reverse order of removal.

Exhaust Manifold

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

Exhaust manifold stud bolt : 14.7 N·m (1.5 kg·m, 11 ft-lb)

- Tighten nuts in numerical order as shown.
- Tighten nuts in numerical order as shown again.



Air Fuel Ratio Sensor 1

CAUTION:

- Do not over tighten air fuel ratio sensor 1. Doing so may cause damage to air fuel ratio sensor 1, resulting in the "MIL" coming on.
- Before installing new air fuel ratio sensor 1, clean exhaust system threads using suitable tool and apply anti-seize lubricant.

Oxygen sensor thread cleaner : — (J-43897-12)

Oxygen sensor thread cleaner : — (J-43897-18)

OIL PAN

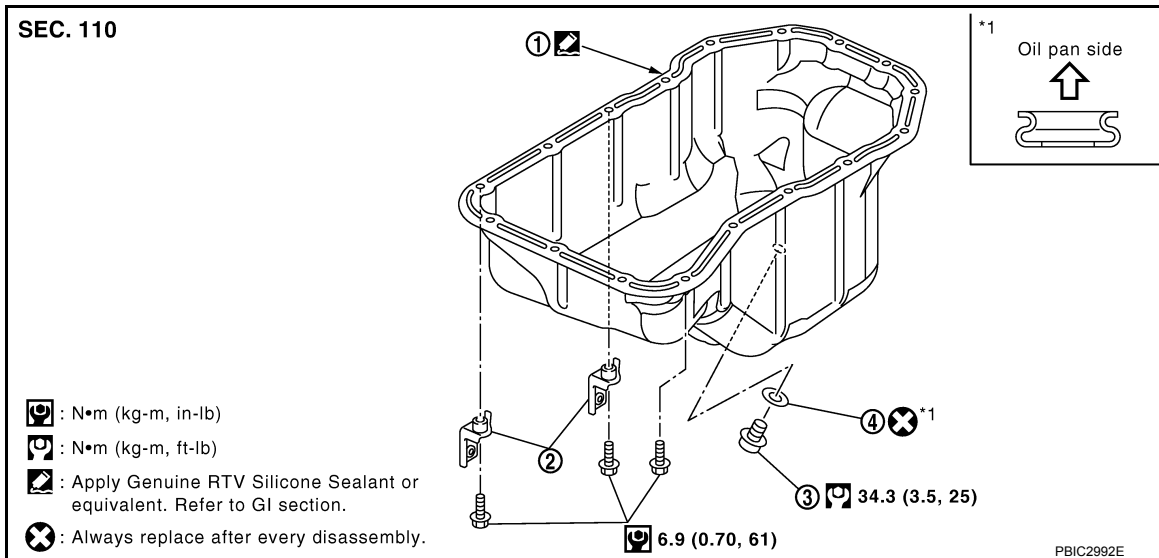
< REMOVAL AND INSTALLATION >

[QR25DE]

OIL PAN

Exploded View

INFOID:000000007322369



1. Oil pan
2. A/T fluid cooler tube bracket (A/T models)
3. Drain plug
4. Drain plug washer

Removal and Installation

INFOID:000000007322370

REMOVAL

WARNING:

To avoid the danger of being scalded, do not drain engine oil when engine is hot.

NOTE:

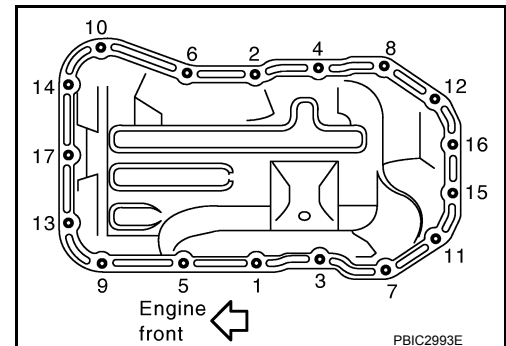
When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

1. Remove engine under cover. Refer to [EXT-15. "Removal and Installation"](#).
2. Drain engine oil. Refer to [LU-10. "Changing Engine Oil"](#).

CAUTION:

- Perform this step when the engine is cold.
- Do not spill engine oil on drive belt.

3. Remove 3rd crossmember assembly.
4. Remove lower joint shaft pinch bolt at steering gear. Refer to [ST-12. "Removal and Installation"](#).
5. Remove steering gear bolts. Refer to [ST-15. "Removal and Installation"](#).
6. Remove oil pan with the following procedure:
- a. Loosen bolts in reverse order as shown with power tool. Remove A/T fluid cooler tube bracket (A/T models).



OIL PAN

[QR25DE]

< REMOVAL AND INSTALLATION >

- b. Insert Tool between the oil pan and the cylinder block and remove oil pan.

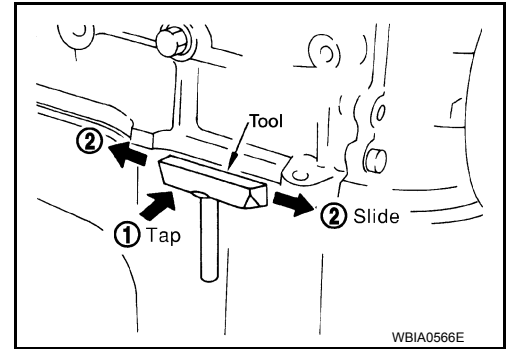
Tool number : KV10111100 (J-37228)

CAUTION:

- Be careful not to damage the mating surfaces.
- Do not insert a screwdriver, this will damage the mating surfaces.

NOTE:

Tap (1) Tool to insert it and then slide (2) it by tapping on the side of the Tool as shown.



INSPECTION AFTER REMOVAL

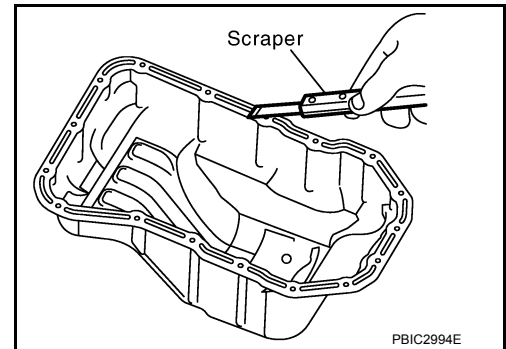
Clean oil strainer if any object attached.

INSTALLATION

1. Install oil pan with the following procedure:
 - a. Use a scraper to remove old liquid gasket from mating surfaces.
 - Also remove the old liquid gasket from mating surface of cylinder block.
 - Remove old liquid gasket from the bolt holes and threads.

CAUTION:

Do not scratch or damage the mating surfaces when cleaning off old liquid gasket.



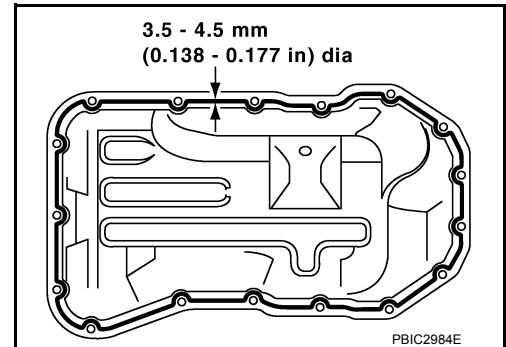
- b. Apply a continuous bead of liquid gasket using Tool as shown.

Tool number : WS39930000 (—)

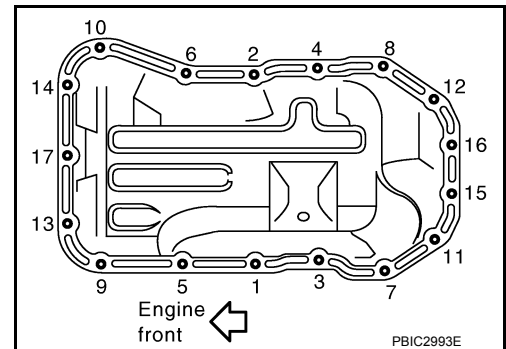
Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

CAUTION:

Attaching should be done within 5 minutes after coating.



- c. Tighten bolts in numerical order as shown.
 - Install A/T fluid cooler tube bracket with bolts No.1 and 9 as shown (A/T models).



2. Install oil pan drain plug. Refer to [LU-10, "Changing Engine Oil"](#).
3. Installation is in the reverse order of removal after this step.

NOTE:

Pour engine oil at least 30 minutes after oil pan is installed.

OIL PAN

< REMOVAL AND INSTALLATION >

[QR25DE]

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

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IGNITION COIL

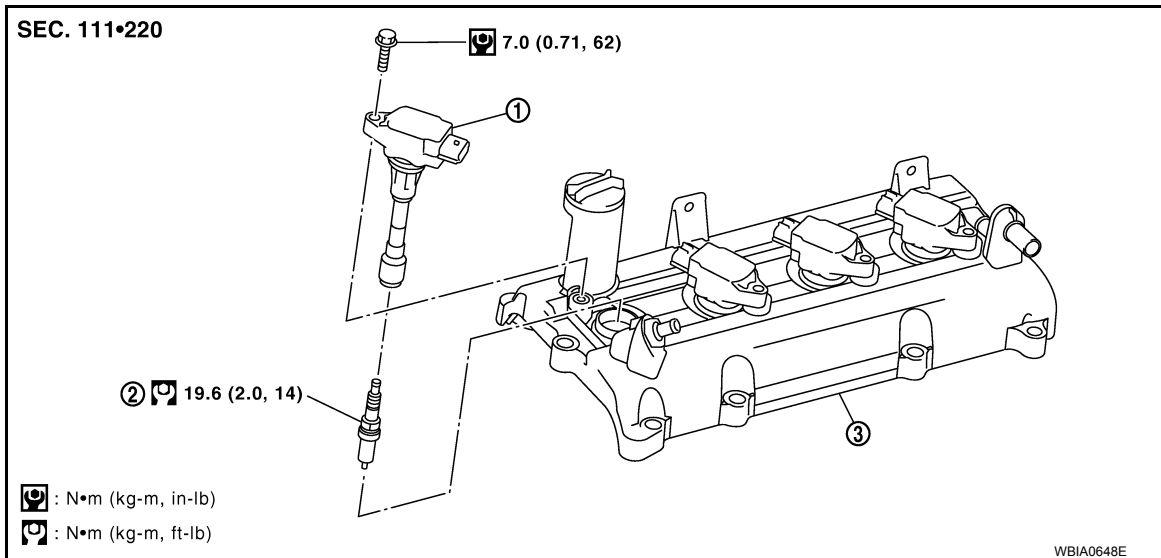
< REMOVAL AND INSTALLATION >

[QR25DE]

IGNITION COIL

Exploded View

INFOID:000000007322371



1. Ignition coil

2. Spark plug

3. Rocker cover

Removal and Installation

INFOID:000000007322372

REMOVAL

1. Remove intake manifold. Refer to [EM-27](#).
2. Disconnect harness connector from ignition coil.
3. Remove ignition coil.

CAUTION:

Do not shock ignition coil.

INSTALLATION

Installation is in the reverse order of removal.

ROCKER COVER

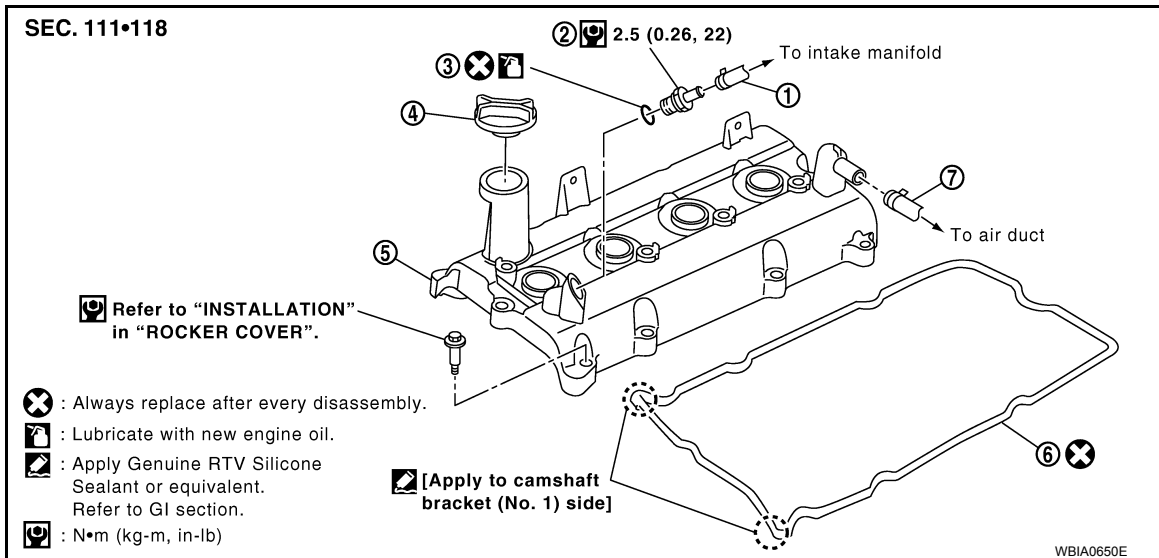
< REMOVAL AND INSTALLATION >

[QR25DE]

ROCKER COVER

Exploded View

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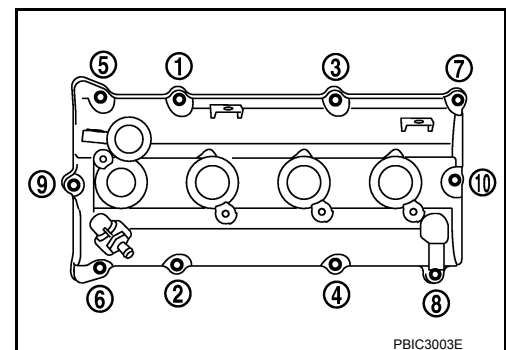
- | | | |
|-------------------|-----------------|------------------------|
| 1. PCV hose | 2. PCV valve | 3. O-ring |
| 4. Oil filler cap | 5. Rocker cover | 6. Rocker cover gasket |
| 7. PCV hose | | |

Removal and Installation

INFOID:000000007322374

REMOVAL

1. Remove intake manifold. Refer to [EM-27](#).
2. Disconnect PCV hose from rocker cover.
3. Remove ignition coils. Refer to [EM-36](#).
4. Remove PCV valve and O-ring from rocker cover, if necessary.
CAUTION:
Do not reuse O-rings.
5. Remove oil filler cap from rocker cover, if necessary.
6. Loosen bolts in reverse order as shown.



7. Remove rocker cover gasket from rocker cover.
8. Use scraper to remove all traces of liquid gasket from cylinder head and camshaft bracket (No. 1).
CAUTION:
Do not scratch or damage the mating surface when cleaning off old liquid gasket.

INSTALLATION

ROCKER COVER

[QR25DE]

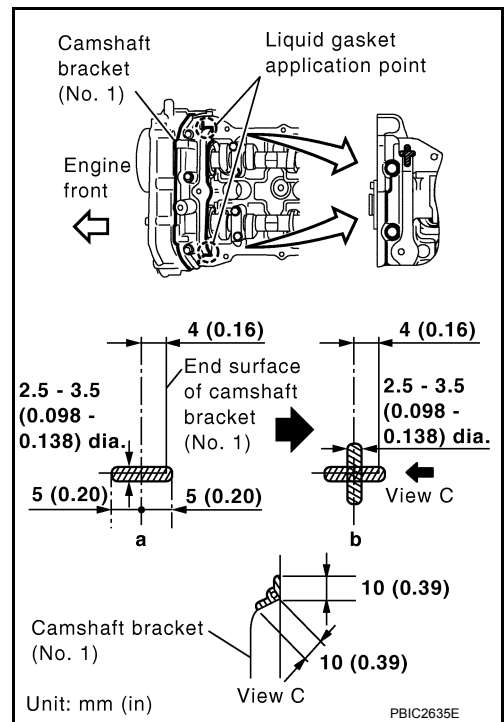
< REMOVAL AND INSTALLATION >

1. Apply liquid gasket using Tool to joint of rocker cover, cylinder head and camshaft bracket (No. 1) as follows:

Tool number : WS39930000 (—)

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

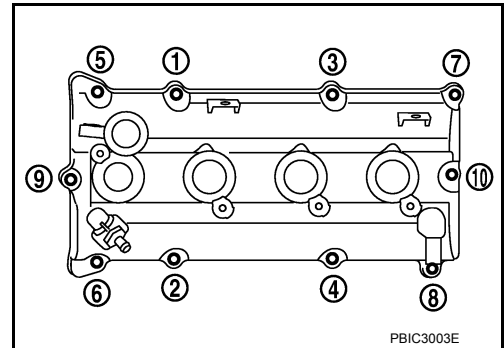
- a. Apply liquid gasket to joint part of camshaft bracket (a) (No. 1) and cylinder head.
- b. Apply liquid gasket (b) 90° to figure (a).



2. Install new rocker cover gasket to rocker cover.
3. Install rocker cover.
 - Check to be sure rocker cover gasket is not dropped from installation groove of rocker cover.
4. Tighten bolts in two steps in numerical order as shown.

1st step : 2.0 N·m (0.2 kg-m, 18 in-lb)

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



5. Installation of the remaining components is in the reverse order of removal.

FUEL INJECTOR AND FUEL TUBE

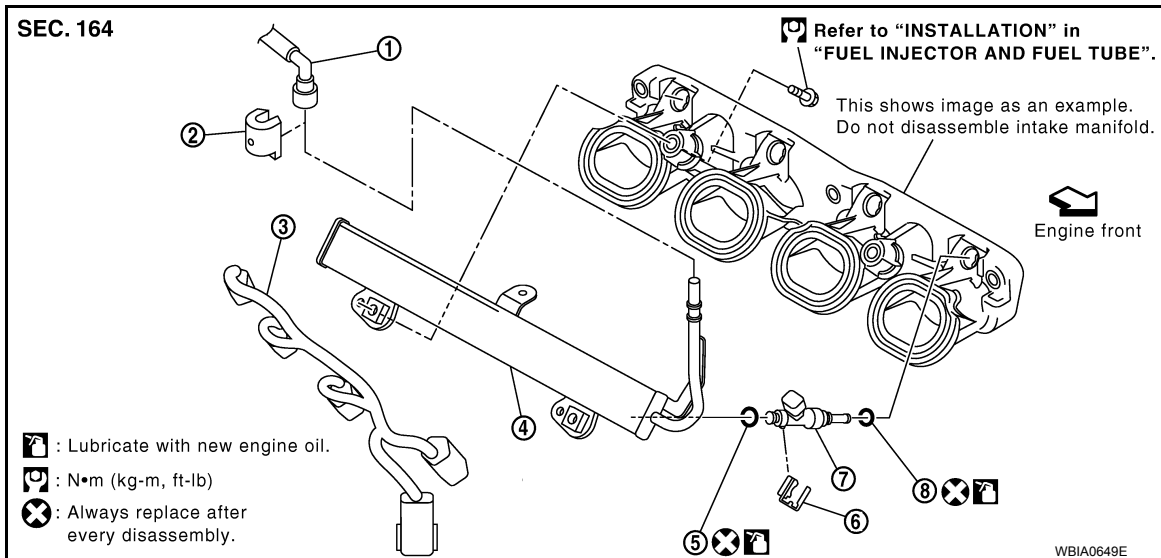
< REMOVAL AND INSTALLATION >

[QR25DE]

FUEL INJECTOR AND FUEL TUBE

Exploded View

INFOID:000000007322375



- | | | |
|-------------------|--------------------------------------|----------------|
| 1. Fuel feed hose | 2. Quick connector cap (engine side) | 3. Sub-harness |
| 4. Fuel tube | 5. O-ring (black) | 6. Clip |
| 7. Fuel injector | 8. O-ring (green) | |

Removal and Installation

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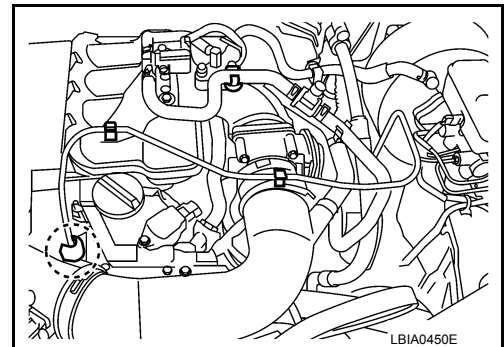
CAUTION:
Do not remove or disassemble parts unless instructed.

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.
- Do not smoke while servicing fuel system. Keep open flames and sparks away from the work area.

1. Release fuel pressure. Refer to [EC-448. "Fuel Pressure Check"](#).
2. Disconnect the fuel quick connector on the engine side.

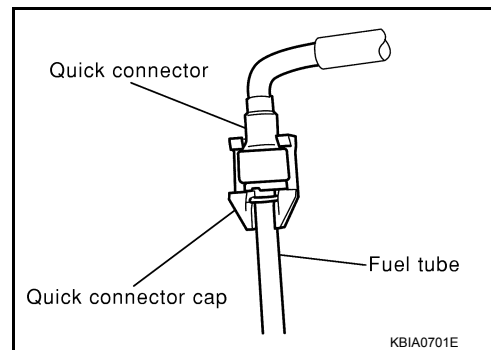


FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[QR25DE]

- a. Remove quick connector cap.



- b. With the sleeve side of Tool facing quick connector, install Tool onto fuel tube.

Tool number : — (J-45488)

- c. Insert Tool into quick connector until sleeve contacts and goes no further. Hold the Tool on that position.

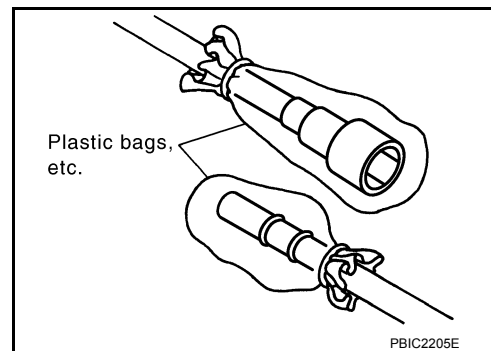
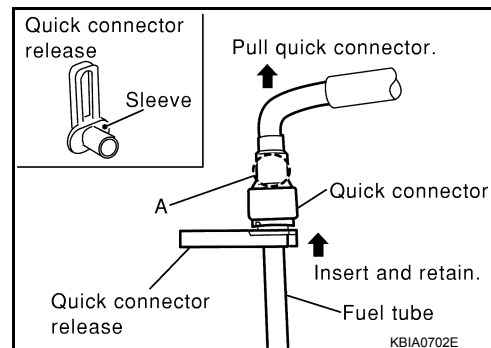
CAUTION:

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

- d. Pull the quick connector out straight from the fuel tube.

CAUTION:

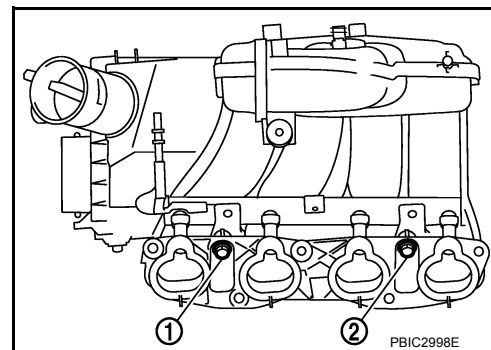
- Pull quick connector holding it at the (A) position, as shown.
- Do not pull with lateral force applied. O-ring inside quick connector may be damaged.
- Do not reuse O-rings.
- Prepare container and cloth beforehand as fuel will leak out.
- Avoid fire and sparks.
- Do not expose parts to battery electrolyte or other acids.
- Do not bend or twist connection between quick connector and fuel feed hose during removal and installation.
- Be sure to cover openings of disconnected pipes with plug or plastic bag to avoid fuel leakage and entry of foreign materials.



3. Remove intake manifold. Refer to [EM-27. "Removal and Installation"](#).
4. Disconnect harness connector from fuel injector.
5. Loosen bolts in reverse order as shown and remove fuel tube and fuel injector assembly.

CAUTION:

- Be careful to avoid any interference with fuel injector.
- Use a shop cloth to absorb any fuel leaks from fuel tube.



FUEL INJECTOR AND FUEL TUBE

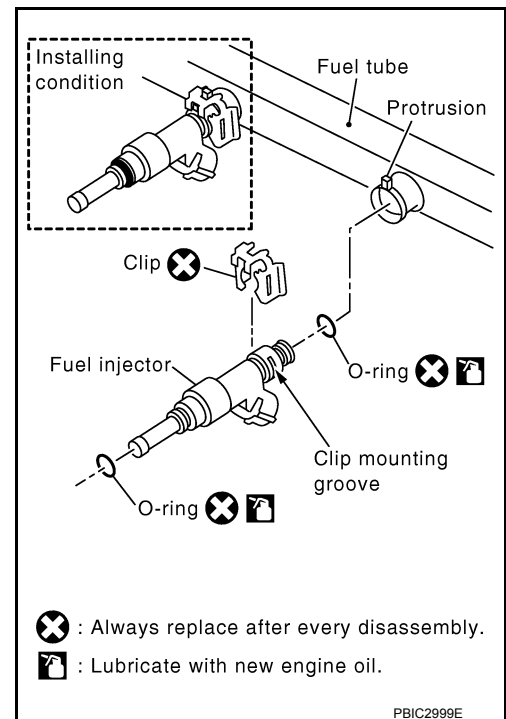
[QR25DE]

< REMOVAL AND INSTALLATION >

6. Remove fuel injector from fuel tube as follows:
 - a. Carefully open and remove clip.
 - b. Remove fuel injector from fuel tube by pulling straight.

CAUTION:

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



INSTALLATION

1. Install new O-rings to fuel injector, paying attention to the following.

CAUTION:

- Upper and lower O-rings are different colors.

Fuel tube side : Black

Nozzle side : Green

- Handle O-ring with bare hands. Do not wear gloves.
- Lubricate O-ring with new engine oil.
- Do not reuse O-rings.
- Do not clean O-ring with solvent.
- Make sure that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails.
- Do not twist or stretch O-ring. If O-ring was stretched while it was being attached, allow it to retract before inserting it into fuel tube.
- Insert new O-ring straight into fuel tube. Do not angle or twist it.

FUEL INJECTOR AND FUEL TUBE

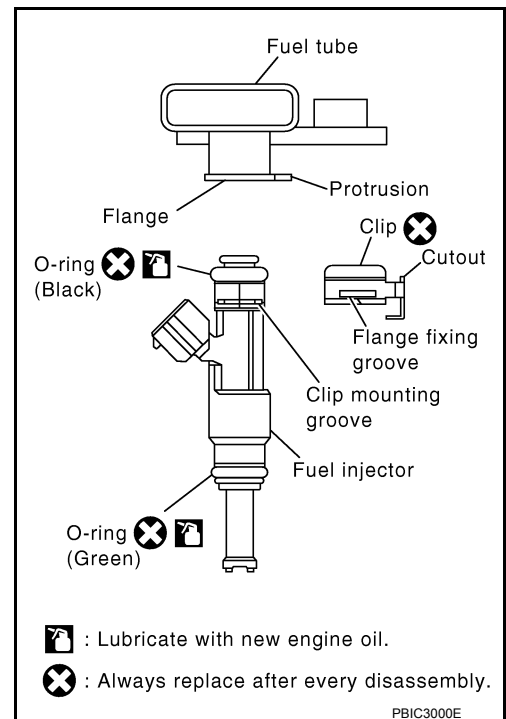
[QR25DE]

< REMOVAL AND INSTALLATION >

2. Install fuel injector to fuel tube.
 - a. Insert clip into clip mounting groove on fuel injector.
 - Insert new clip so that protrusion of fuel injector matches cut-out of clip.

CAUTION:

 - Do not reuse clip. Replace it with a new one.
 - Do not reuse O-rings.
 - Do not allow the clip to interfere with the O-ring. If interference occurs, replace O-ring.
 - b. Insert the fuel injector into the fuel tube with the clip attached.
 - Insert it while matching it to the axial center.
 - Insert fuel injector so that protrusion of fuel tube matches cut-out of clip.
 - Make sure that fuel tube flange is securely fixed in flange fixing groove on clip.
 - c. Make sure that installation is complete by checking that the fuel injector does not rotate or come off.
 - Make sure that protrusions of the fuel injectors are aligned with cutouts of clips after installation.



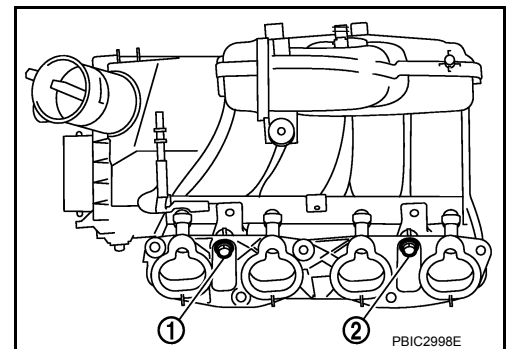
3. Install fuel tube and fuel injector assembly as follows:

CAUTION:
Do not let the tip of the injector nozzle come in contact with other parts.

 - a. Insert the tip of each fuel injector into intake manifold.
 - b. Tighten bolts in two steps in numerical order as shown.

Fuel tube bolts

- | | |
|----------|---------------------------------|
| 1st step | : 12.8 N·m (1.3 kg-m, 9 ft-lb) |
| 2nd step | : 28.0 N·m (2.9 kg-m, 21 ft-lb) |



4. Connect harness connectors to fuel injectors.
5. Install intake manifold. Refer to [EM-27, "Removal and Installation"](#).
6. Connect quick connector at the engine side as follows:
 - a. Check the connection for foreign material and damage.
 - b. Align center to insert quick connector straight into fuel tube.

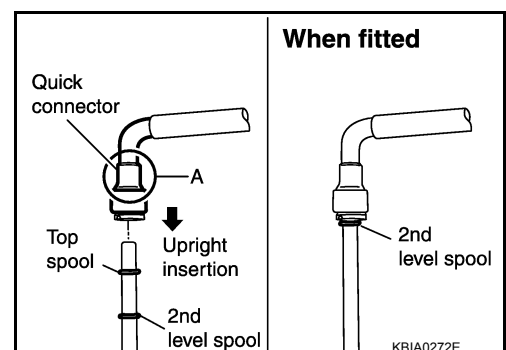
NOTE:

The figure shows the engine side as an example.

- Insert quick connector to fuel tube until the top spool on fuel tube is inserted completely and the second level spool is positioned slightly below quick connector bottom end.

CAUTION:

- Hold (A) position as shown when inserting fuel tube into quick connector.
- Do not reuse O-rings.
- Carefully align center to avoid inclined insertion to prevent damage to O-ring inside quick connector.
- Insert until you hear a "click" sound and actually feel the engagement.
- To avoid misidentification of engagement with a similar sound, be sure to perform the next step.

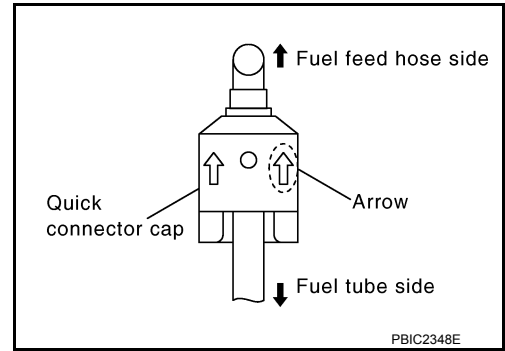


FUEL INJECTOR AND FUEL TUBE

[QR25DE]

< REMOVAL AND INSTALLATION >

- c. Before clamping fuel feed hose with quick connector cap, pull quick connector hard by hand holding (A) position. Make sure it is completely engaged (connected) so that it does not come out from fuel feed tube.
- d. Install quick connector cap to quick connector connection. (engine side)
 - Install so that the arrow mark on the side faces up.
 - CAUTION:**
 - **Make sure that quick connector and fuel tube are securely fit into quick connector cap installation groove.**
 - **If quick connector cap cannot be installed smoothly, quick connector may have not been installed correctly. Check the connection again.**
- 7. Install fuel feed hose to hose clamp.
- 8. Installation is in the reverse order of removal after this step.



INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.
- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

INTAKE VALVE TIMING CONTROL

< REMOVAL AND INSTALLATION >

[QR25DE]

INTAKE VALVE TIMING CONTROL

Intake Valve Timing Control Solenoid Valve

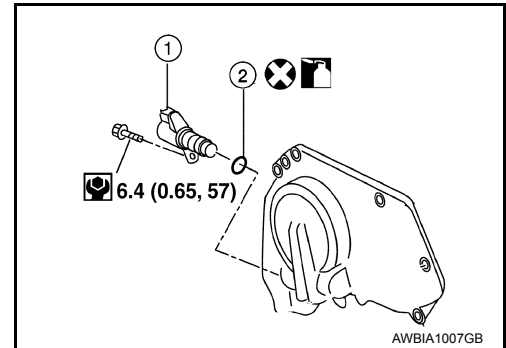
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REMOVAL

1. Disconnect intake valve timing control solenoid valve connector.
2. Remove intake valve timing control solenoid valve bolt.
3. Remove intake valve timing control solenoid valve (1) and O-ring (2) from intake valve timing control solenoid valve cover.

CAUTION:

Do not reuse O-ring.



INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

- Do not reuse O-rings.
- Lubricate the new O-ring for the intake valve timing control solenoid valve with clean engine oil before installing.

TIMING CHAIN

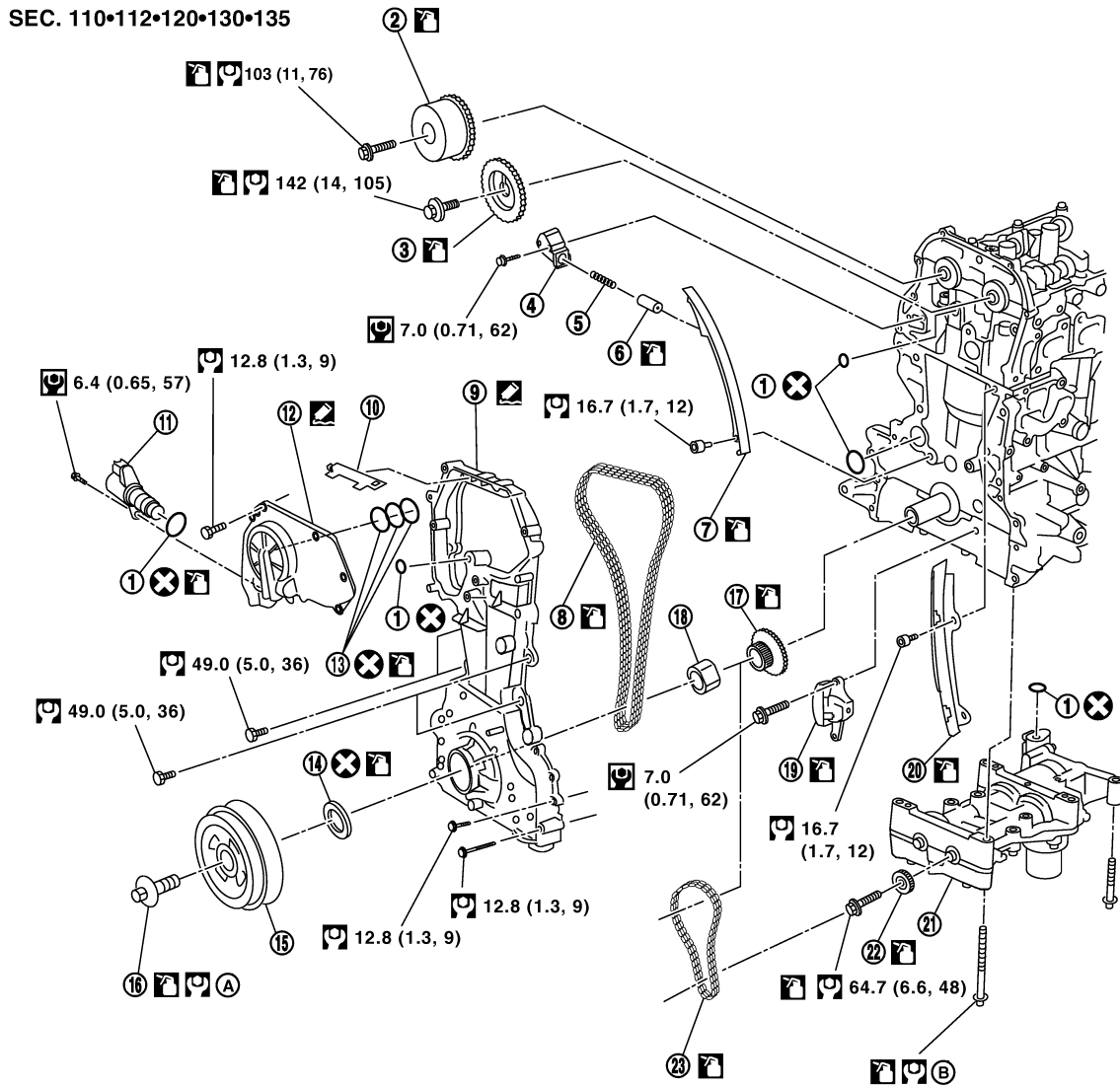
< REMOVAL AND INSTALLATION >

[QR25DE]

TIMING CHAIN

Exploded View

INFOID:000000007322378



WBIA0834E

- | | | |
|--|--|---|
| 1. O-ring | 2. Camshaft sprocket (INT) | 3. Camshaft sprocket (EXH) |
| 4. Chain tensioner | 5. Spring | 6. Chain tensioner plunger |
| 7. Timing chain slack guide | 8. Timing chain | 9. Front cover |
| 10. Chain guide | 11. Intake valve timing control solenoid valve | 12. Intake valve timing control cover |
| 13. Oil ring | 14. Front oil seal | 15. Crankshaft pulley |
| 16. Crankshaft pulley bolt | 17. Crankshaft sprocket | 18. Spacer |
| 19. Balancer unit timing chain tensioner | 20. Timing chain tension guide | 21. Balancer unit |
| 22. Balancer unit sprocket | 23. Balancer unit timing chain | A. Refer to EM-46, "Removal and Installation" |
| | | B. Refer to EM-46, "Removal and Installation" |

TIMING CHAIN

< REMOVAL AND INSTALLATION >

[QR25DE]

Removal and Installation

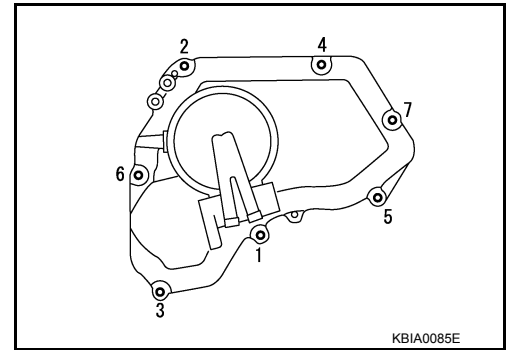
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REMOVAL

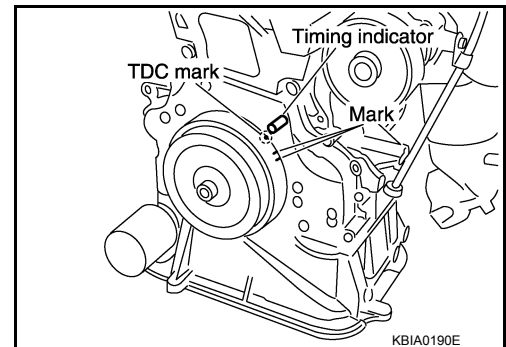
1. Remove engine under cover. Refer to [EXT-15, "Removal and Installation"](#).
2. Release the fuel pressure. Refer to [EC-448, "Fuel Pressure Check"](#).
3. Remove the air cleaner case and air duct and resonator assembly. Refer to [EM-25, "Removal and Installation"](#).
4. Remove the spark plugs. Refer to [EM-18, "Removal and Installation"](#).
5. Remove the rocker cover. Refer to [EM-37, "Removal and Installation"](#).
6. Remove the coolant overflow reservoir tank.
7. Remove the drive belt auto-tensioner. Refer to [EM-15, "Removal and Installation of Drive Belt Auto-Tensioner"](#).
8. Remove the generator. Refer to [CHG-28, "Removal and Installation - QR25DE Models"](#).
9. Remove the strut tower brace. Refer to [FSU-13, "Component"](#).
10. Dismount and position aside the A/C compressor with the piping attached.
11. Dismount and position aside the power steering pump and reservoir tank with the piping attached.
12. Remove the oil pan, and oil strainer. Refer to [EM-33, "Removal and Installation"](#).
13. Remove IVT control cover bolts in the order as shown.
14. Remove the IVT control cover by cutting the sealant using Tool.

Tool number : KV10111100 (J-37228)

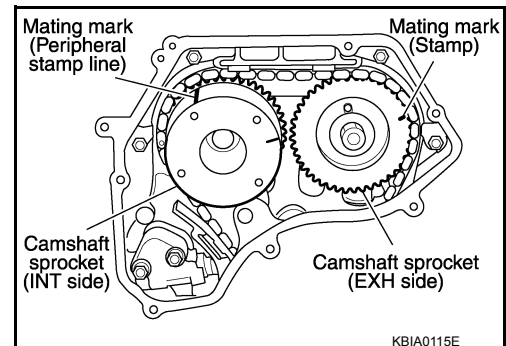
15. Pull chain guide between camshaft sprockets out through front cover.



16. Set the No.1 cylinder at TDC on the compression stroke with the following procedure:
 - a. Rotate the crankshaft pulley clockwise and align the mating marks to the timing indicator on the front cover.



- b. At the same time, make sure that the mating marks on the camshaft sprockets are lined up as shown.
 - If not lined up, rotate the crankshaft pulley one more turn to line up the mating marks to the positions as shown.



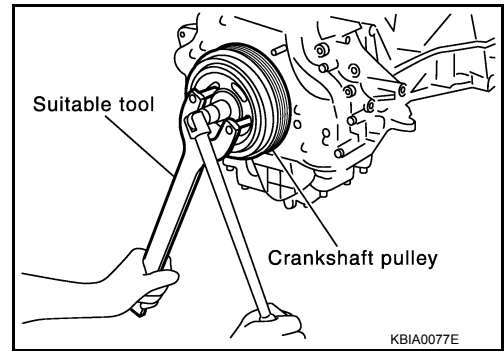
TIMING CHAIN

< REMOVAL AND INSTALLATION >

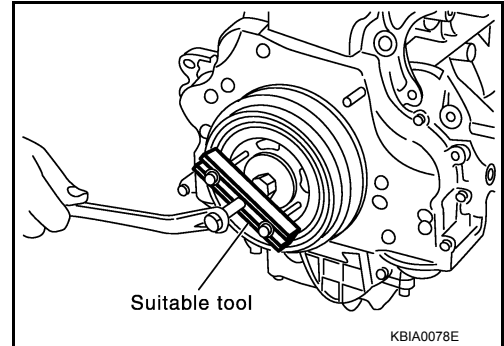
[QR25DE]

17. Remove crankshaft pulley with the following procedure:

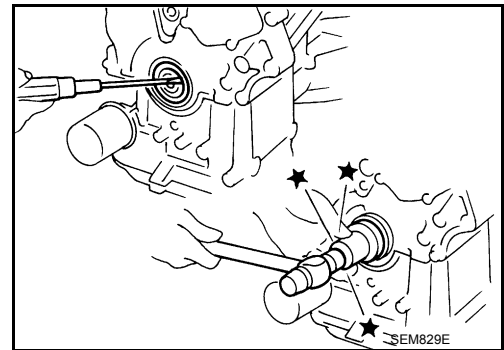
- a. Hold the crankshaft pulley with a suitable tool, then loosen the crankshaft pulley bolt, and pull the pulley out about 10 mm (0.39 in). Remove the crankshaft pulley bolt.



- b. Attach a pulley puller in the M6 (0.24 in diameter) thread hole on crankshaft pulley, and remove crankshaft pulley.



18. If the front oil seal needs to be replaced, remove it using a suitable tool.

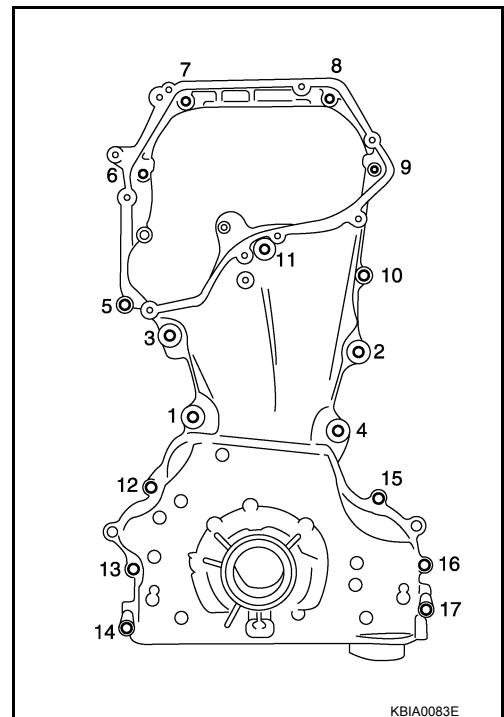


19. Remove the front cover as follows:

- a. Loosen the front cover bolts in the reverse order as shown, and remove them.
- b. Remove the front cover.

CAUTION:

- Be careful not to damage the mating surface.



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TIMING CHAIN

< REMOVAL AND INSTALLATION >

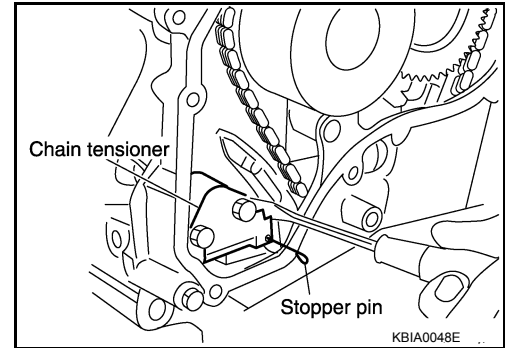
[QR25DE]

20. Remove timing chain with the following procedure:

- a. Push in chain tensioner plunger. Insert a stopper pin into hole on chain tensioner body to secure chain tensioner plunger and remove chain tensioner.

NOTE:

Use approximately 0.5 mm (0.02 in) dia. hard metal pin as a stopper pin.



- b. Remove timing chain.

CAUTION:

Do not rotate crankshaft or camshaft while timing chain is removed. It causes interference between valve and piston.

21. Remove camshaft sprockets. Refer to [EM-54](#).

22. Remove timing chain slack guide, timing chain tension guide and spacer.

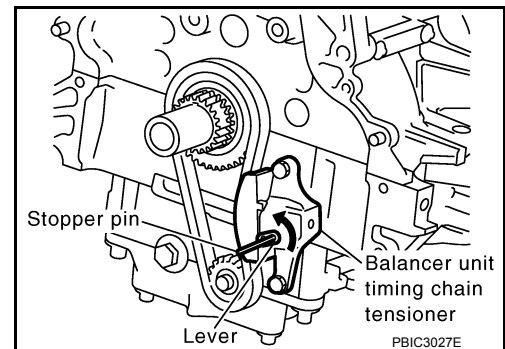
23. Remove balancer unit timing chain tensioner with the following procedure:

- a. Lift lever up, and release ratchet claw for return proof.
- b. Push tensioner sleeve in, and hold it.
- c. Matching the hole on lever with the one on body, insert a stopper pin to secure tensioner sleeve.

NOTE:

Use approximately 1 mm (0.04 in) dia. hard metal pin as a stopper pin.

- d. Remove balancer unit timing chain tensioner.



24. Secure the hexagonal portion of the balancer shaft using a suitable tool. Loosen the balancer unit sprocket bolt.

25. Remove balancer unit timing chain, balancer unit sprocket and crankshaft sprocket.

NOTE:

When removing balancer unit timing chain, remove crankshaft sprocket and balancer unit sprocket at the same time.

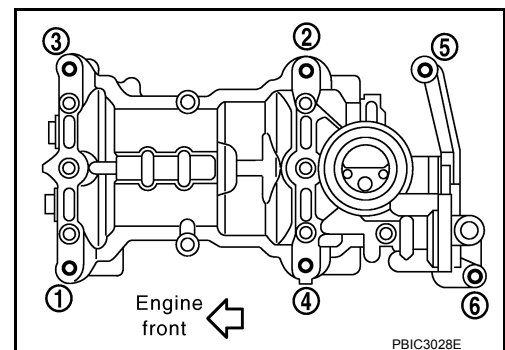
26. Loosen bolts in reverse order as shown, and remove balancer unit.

CAUTION:

Do not disassemble balancer unit.

NOTE:

Use socket (size E14) for bolts No.1 to 4.



INSPECTION AFTER REMOVAL

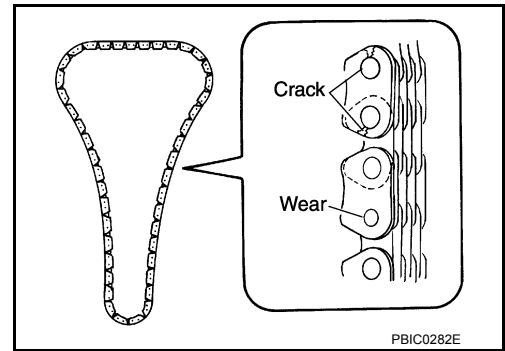
Timing Chain

TIMING CHAIN

[QR25DE]

< REMOVAL AND INSTALLATION >

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

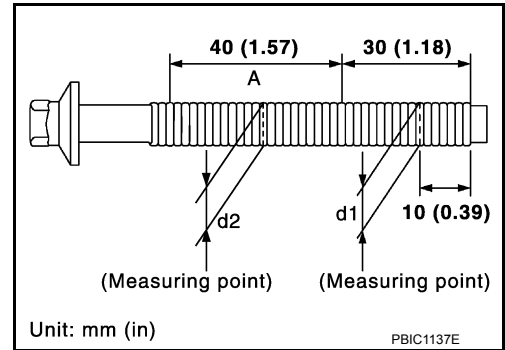


Balancer Unit Bolt Outer Diameter

- Measure outer diameters [(d1), (d2)] at two positions as shown.
- If reduction appears in (A) range, regard it as (d2).

Limit [(d1) – (d2)] : 0.15 mm (0.0059 in)

- If it exceeds the limit (large difference in dimensions), replace balancer unit bolt with a new one.



Balancer Unit Bolt Length

Measure balancer unit bolt length. If it exceeds the limit, replace balancer unit bolt with a new one.

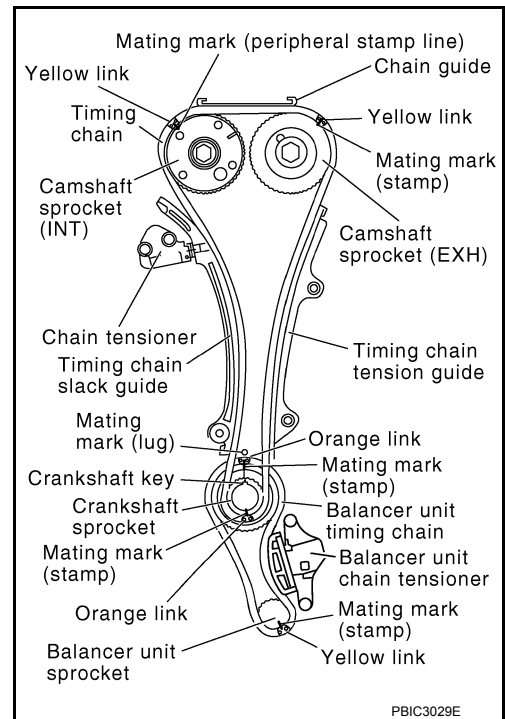
Limit : 172 mm (6.77 in)

INSTALLATION

NOTE:

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

1. Make sure that crankshaft key points straight up.



2. Install O-ring to balancer unit.

CAUTION:

Do not reuse O-ring.

TIMING CHAIN

[QR25DE]

< REMOVAL AND INSTALLATION >

- Tighten bolts in numerical order as shown with the following procedure to install balancer unit, using Tool.

Tool number : KV10112100 (BT8653-A)

CAUTION:

If bolts are re-used, check their outer diameter before installation. Follow the "Balancer Unit Bolt Outer Diameter" procedure.

CAUTION:

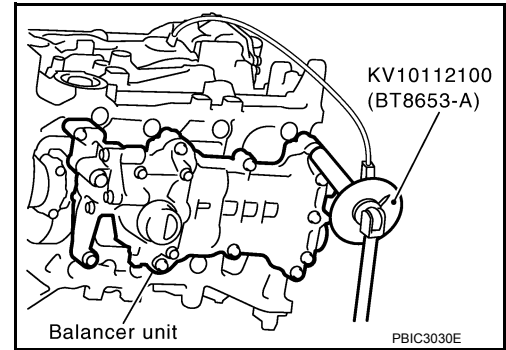
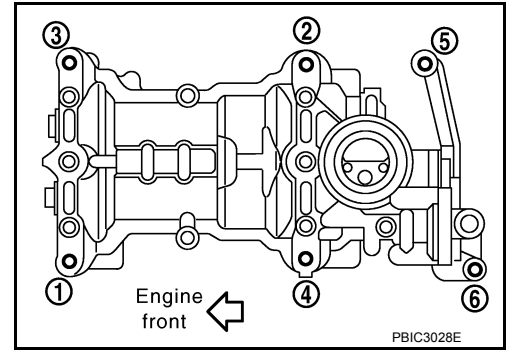
- Check tightening angle using Tool or a protractor. Do not make judgment by visual check alone.
- In step 3, loosen bolts in reverse order as shown.

NOTE:

Apply new engine oil to threads and seat surfaces of bolts.

Balancer bolt torque

- Step 1 bolts 1 - 4 : 48.1 N·m (4.9 kg-m, 35 ft-lb)
- Step 2 bolts 1 - 4 : 100° clockwise
- Step 3 bolts 1 - 4 : 0 N·m (0 kg-m, 0 ft-lb)
- Step 4 bolts 1 - 4 : 48.1 N·m (4.9 kg-m, 35 ft-lb)
- Step 5 bolts 1 - 4 : 100° clockwise
- Step 6 bolts 5 - 6 : 30.1 N·m (3.1 kg-m, 22 ft-lb)

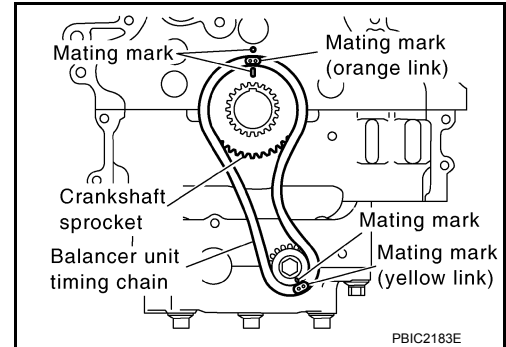


- Install crankshaft sprocket, balancer unit sprocket and balancer unit timing chain.

- Make sure that crankshaft sprocket is positioned with mating marks on cylinder block and crankshaft sprocket meeting at the top.
- Install it by aligning mating marks on each sprocket and balancer unit timing chain.
- Secure the hexagonal portion of the balancer shaft using a suitable tool. Tighten the balancer unit sprocket bolt to the specified torque.

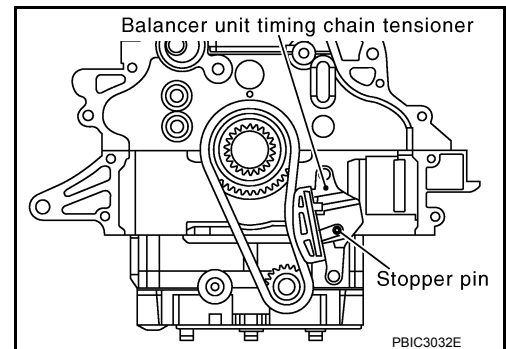
NOTE:

Install crankshaft sprocket, balancer unit sprocket and balancer unit timing chain at the same time.



- Install balancer unit timing chain tensioner.

- After installation, make sure the mating marks have not slipped, then remove stopper pin and release tensioner sleeve.



TIMING CHAIN

[QR25DE]

< REMOVAL AND INSTALLATION >

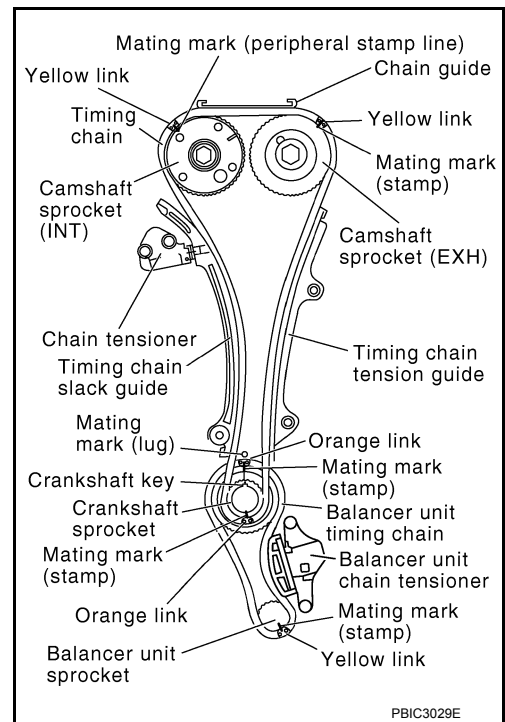
6. Install timing chain and related parts.
 - Install by aligning mating marks on each sprocket and timing chain.
 - Before and after installing chain tensioner, check again to make sure that mating marks have not slipped.
 - After installing chain tensioner, remove stopper pin, and make sure that tensioner moves freely.

CAUTION:

- For the following note, after the mating marks are aligned, keep them aligned by holding them with a hand.
- To avoid skipped teeth, do not rotate crankshaft and camshaft until front cover is installed.

NOTE:

Before installing chain tensioner, it is possible to change the position of mating mark on timing chain for that on each sprocket for alignment.



7. Install front oil seal to front cover. Refer to [EM-63. "Removal and Installation of Front Oil Seal"](#).
8. Install O-rings to cylinder head and cylinder block.

CAUTION:

Do not reuse O-rings.

9. Apply a continuous bead of liquid gasket with the tube presser to front cover as shown, using Tool.

Tool number : WS39930000 (—)

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

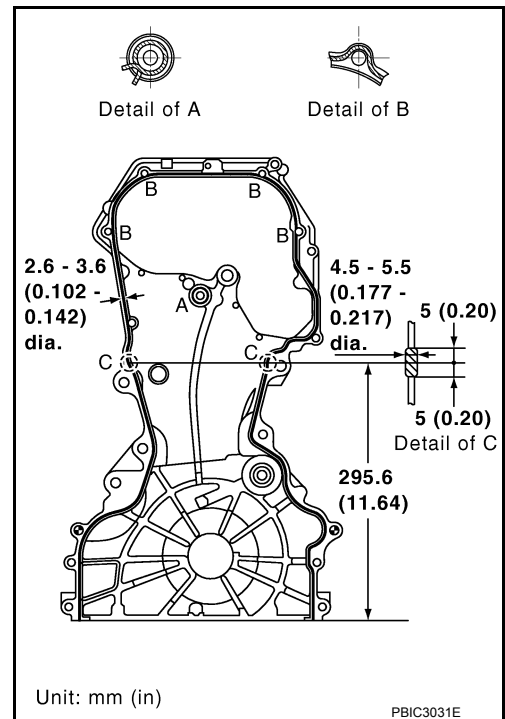
NOTE:

Application instruction differs depending on the position.

Detail of A : Cross over the start of the application and the end.

Detail of B : Apply liquid gasket outside of bolt holes. (For all bolt holes other than B, apply to the inside.)

Detail of C : Between here only, apply 4.5 - 5.5 mm (0.177 - 0.217 in) dia.



10. Make sure that mating marks of timing chain and each sprocket are still aligned. Then install front cover.

CAUTION:

Be careful not to damage front oil seal by interference with front end of crankshaft.

TIMING CHAIN

[QR25DE]

< REMOVAL AND INSTALLATION >

11. Tighten bolts in numerical order as shown.

- Use the following for locating M6 bolts.

Bolt position	Bolt length
5, 10, 14, 17	: 45 mm (1.77 in)
Except the above (Except 1 through 4)	: 20 mm (0.79 in)

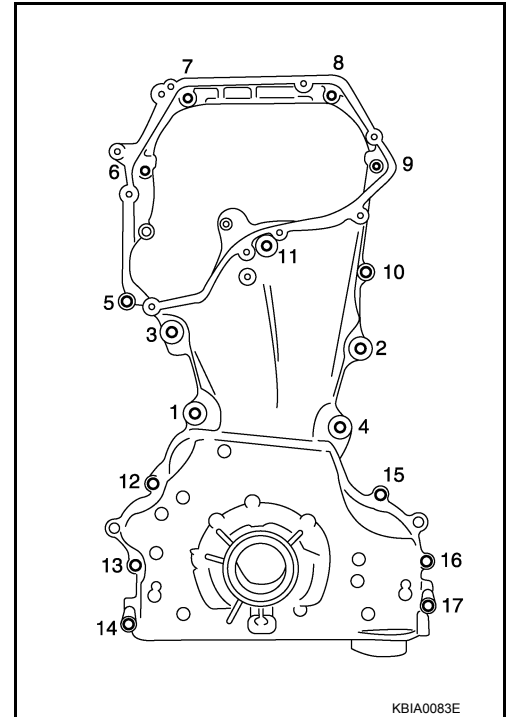
- Tighten bolts to the specified torque.

Bolt position	Torque specification
5 through 17	: 12.8 N·m (1.3 kg-m, 9 ft-lb)
1 through 4	: 49.0 N·m (5.0 kg-m, 36 ft-lb)

12. After all bolts are tightened, retighten them to the specified torque in numerical order as shown.

CAUTION:

Be sure to wipe off any excessive liquid gasket leaking to surface for fitting oil pan.



13. Install chain guide between camshaft sprockets.

14. Install O-rings to the camshaft sprocket (INT) insertion points on backside of intake valve timing control cover.

CAUTION:

Do not reuse O-ring.

15. Install O-ring to front cover.

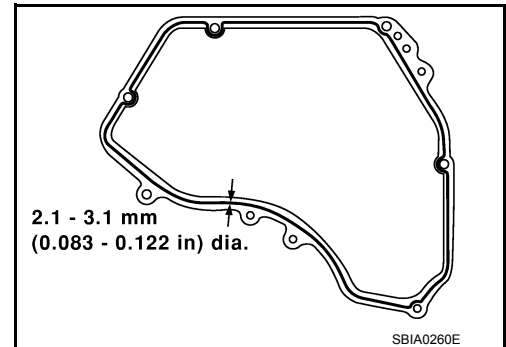
CAUTION:

Do not reuse O-ring.

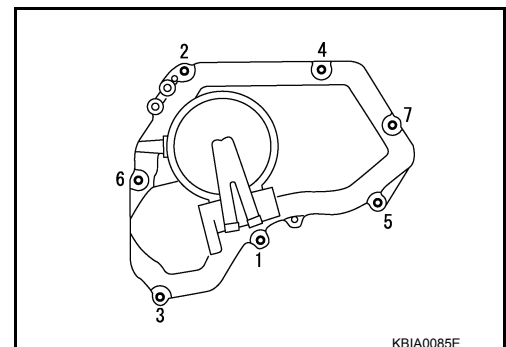
16. Apply a continuous bead of liquid gasket using Tool to intake valve timing control cover as shown.

Tool number : WS39930000 (—)

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



17. Tighten bolts in numerical order as shown.



18. Install intake valve timing control solenoid valve to intake valve timing control cover if removed.

19. Connect ground cables, and install harness clip.

20. Insert crankshaft pulley by aligning with crankshaft key.

TIMING CHAIN

< REMOVAL AND INSTALLATION >

[QR25DE]

- When inserting crankshaft pulley with a plastic hammer, tap on its center portion (not circumference).

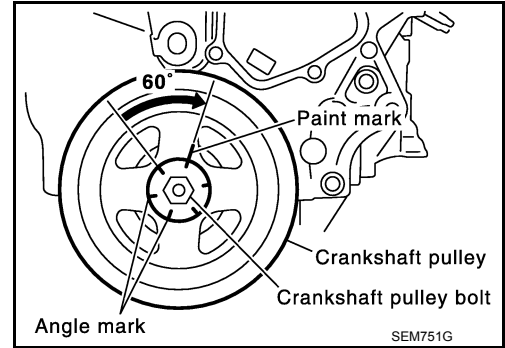
CAUTION:

Do not damage front oil seal lip section.

21. Tighten crankshaft pulley bolt.
 - Secure crankshaft pulley using suitable tool, and tighten crankshaft pulley bolt.
- a. Apply new engine oil to thread and seat surfaces of crankshaft pulley bolt.
- b. Tighten crankshaft pulley bolt.

: 42.1 N·m (4.3 kg-m, 31 ft-lb)

- c. Put a paint mark on crankshaft pulley, mating with any one of six easy to recognize angle marks on bolt flange.
- d. Turn another 60° degrees clockwise (angle tightening).
 - Check the tightening angle with movement of one angle mark.



22. Installation is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

CAMSHAFT

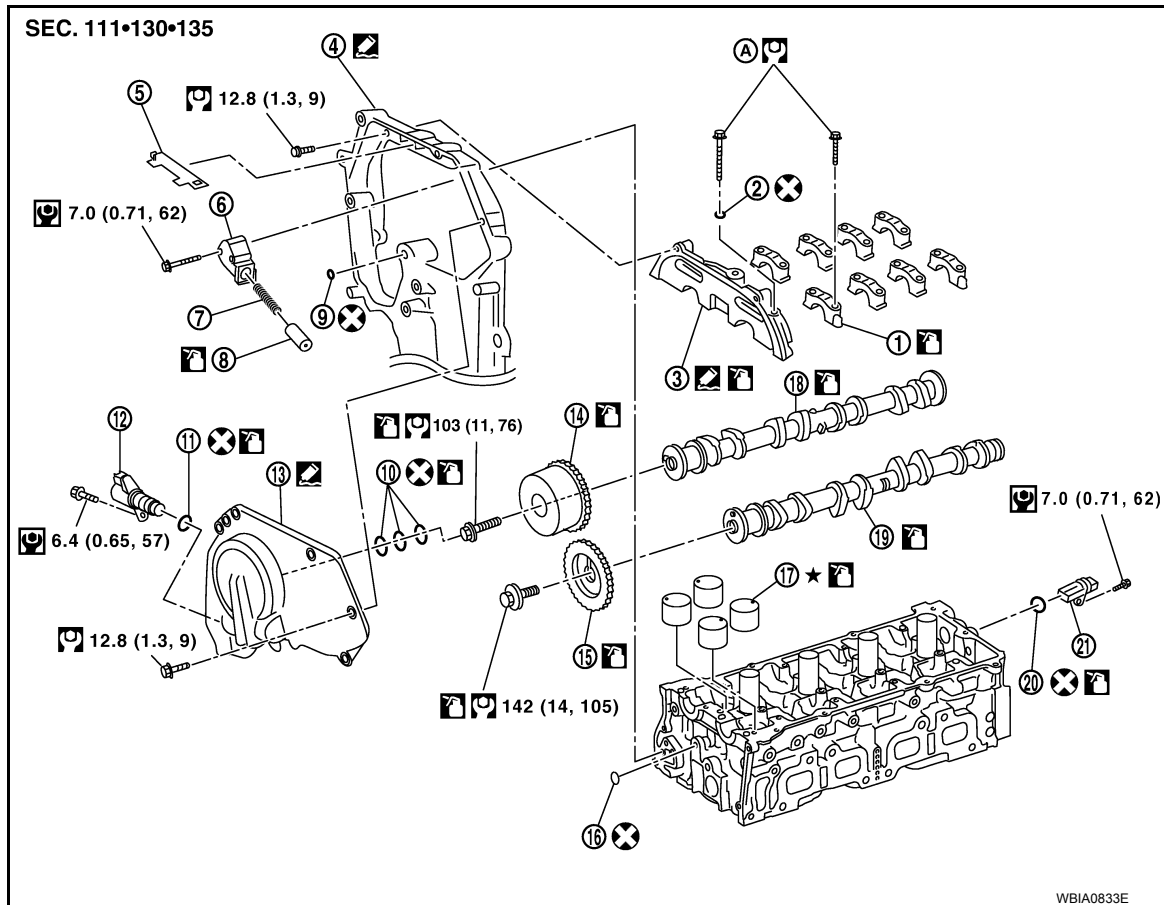
< REMOVAL AND INSTALLATION >

[QR25DE]

CAMSHAFT

Exploded View

INFOID:000000007322380



- | | | |
|---------------------------------------|-----------------------------|--|
| 1. Camshaft bracket (No. 2 to 5) | 2. Seal washer | 3. Camshaft bracket (No. 1) |
| 4. Front cover | 5. Chain guide | 6. Chain tensioner |
| 7. Spring | 8. Chain tensioner plunger | 9. O-ring |
| 10. Oil ring | 11. O-ring | 12. Intake valve timing control solenoid valve |
| 13. Intake valve timing control cover | 14. Camshaft sprocket (INT) | 15. Camshaft sprocket (EXH) |
| 16. O-ring | 17. Valve lifter | 18. Camshaft (INT) |
| 19. Camshaft (EXH) | 20. O-ring | 21. Camshaft position sensor (PHASE) |
- A. Refer to [EM-54, "Removal and Installation"](#)

Removal and Installation

INFOID:000000007322381

NOTE:

This section describes removal/installation procedure of camshaft without removing front cover. If front cover is removed or installed, refer to [EM-46](#).

REMOVAL

1. Remove the rocker cover. Refer to [EM-37, "Removal and Installation"](#).
2. Remove the drive belt. Refer to [EM-14, "Removal and Installation"](#).
3. Disconnect and remove the camshaft position sensor (PHASE).
4. Disconnect the IVT control solenoid electrical connector.
5. Disconnect the ground electrical connections from the front cover.

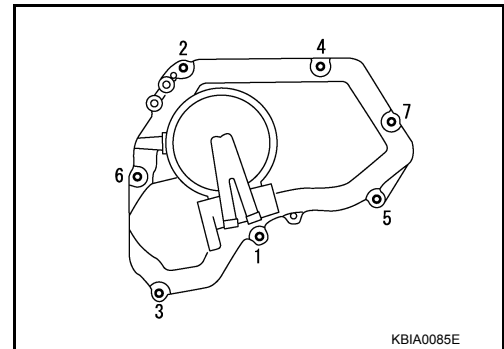
CAMSHAFT

[QR25DE]

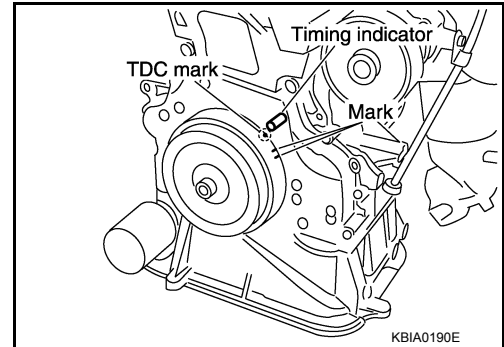
< REMOVAL AND INSTALLATION >

6. Remove IVT control cover bolts in the order as shown.
7. Remove the IVT control cover by cutting the sealant using Tool.

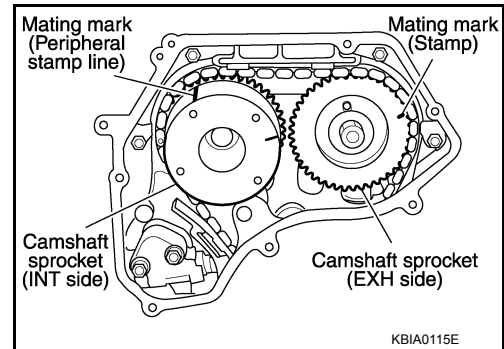
Tool number : KV10111100 (J-37228)



8. Set the No.1 cylinder at TDC on its compression stroke as follows:
 - a. Rotate crankshaft pulley clockwise, and align mating marks for TDC with timing indicator on front cover, as shown.



- b. Make sure that the mating marks on camshaft sprockets are lined up with the yellow links in the timing chain, as shown.
 - If not, rotate crankshaft pulley one more turn to line up the mating marks to the yellow links, as shown.



9. Pull the timing chain guide out between the camshaft sprockets through front cover.
10. Line up the mating marks on camshaft sprockets with the yellow links in the timing chain, and paint an indelible mating mark on the sprocket and timing chain link plate.

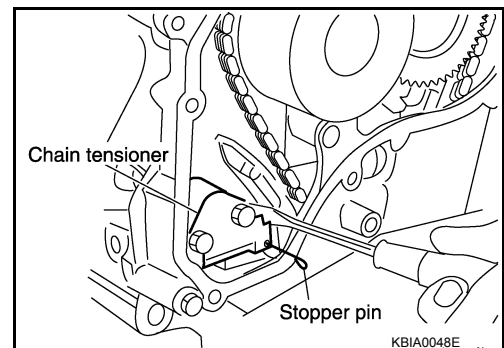
CAUTION:

Do not rotate the crankshaft or camshaft while the timing chain is removed. It causes interference between valve and piston.

NOTE:

Maintaining chain tension is not necessary. Crankshaft sprocket and timing chain do not disconnect structurally while front cover is attached.

11. Push in the tensioner plunger and hold. Insert a stopper pin into the hole on tensioner body to hold the chain tensioner. Remove the timing chain tensioner.
 - Use a wire with 0.5 mm (0.02 in) diameter for a stopper pin.

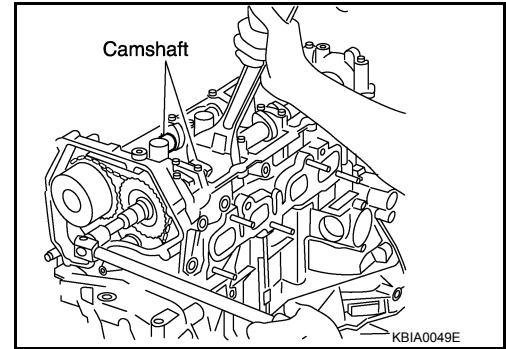


CAMSHAFT

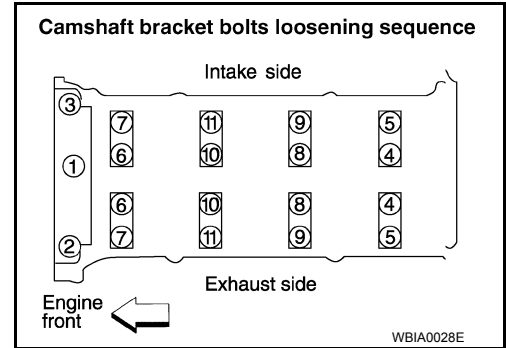
[QR25DE]

< REMOVAL AND INSTALLATION >

- Secure the camshaft using a suitable tool as shown. Loosen the camshaft sprocket bolts and remove the camshaft sprockets.



- Loosen the camshaft bracket bolts in the order as shown, and remove the camshaft brackets and camshafts.
 - Remove No.1 camshaft bracket by slightly tapping it with a rubber mallet.
 - Note positions, and set them aside in the order removed.
- Remove the valve lifters.
 - Note positions, and set them aside in the order removed.



INSPECTION AFTER REMOVAL

Camshaft Runout

- Put V-block on a precise flat table, and support No. 2 and 5 journals of camshaft.
CAUTION:
Do not support No. 1 journal (on the side of camshaft sprocket) because it has a different diameter from the other four locations.
- Set a dial indicator vertically to No. 3 journal.
- Turn camshaft to one direction with hands, and measure the camshaft runout on the dial indicator. (Total indicator reading)

Standard: Less than 0.02 mm (0.0008 in).

- If out of the standard, replace camshaft.

Camshaft Cam Height

- Measure the camshaft cam height with a micrometer.

Standard:

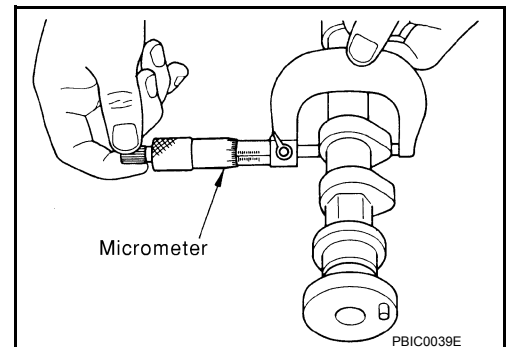
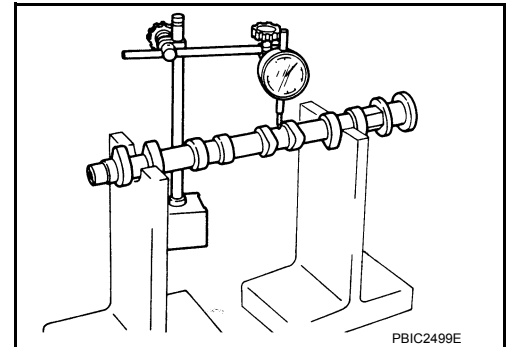
Intake : 45.015 - 45.205 mm (1.7722 - 1.7797 in)

Exhaust : 43.975 - 44.165 mm (1.7313 - 1.7388 in)

Cam wear limit

: 0.2 mm (0.008 in)

- If wear is beyond the limit, replace camshaft.



Camshaft Journal Oil Clearance

CAMSHAFT JOURNAL DIAMETER

CAMSHAFT

< REMOVAL AND INSTALLATION >

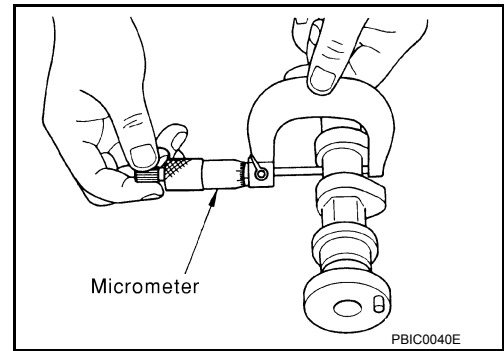
[QR25DE]

Measure the outer diameter of camshaft journal with a micrometer.

Standard:

No. 1 : 27.935 - 27.955 mm (1.0998 - 1.1006 in)

No. 2, 3, 4, 5 : 23.435 - 23.455 mm (0.9226 - 0.9234 in)



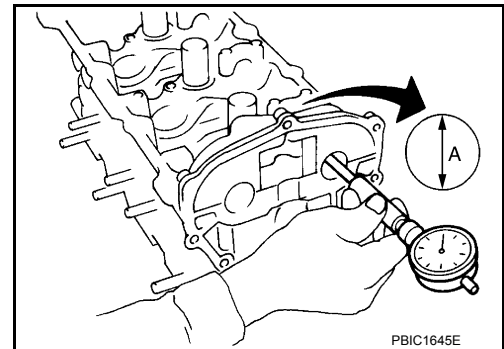
CAMSHAFT BRACKET INNER DIAMETER

- Tighten camshaft bracket bolts with the specified torque. Refer to [EM-54, "Removal and Installation"](#).
- Measure inner diameter "A" of camshaft bracket with a bore gauge.

Standard:

No. 1 : 28.000 - 28.021 mm (1.1024 - 1.1032 in)

No. 2, 3, 4, 5 : 23.500 - 23.521 mm (0.9252 - 0.9260 in)



CAMSHAFT JOURNAL OIL CLEARANCE

- (Oil clearance) = (Camshaft bracket inner diameter) – (Camshaft journal diameter)

Standard : 0.045 - 0.086 mm (0.0018 - 0.0034 in)

- If out of the standard, replace either or both camshaft and cylinder head.

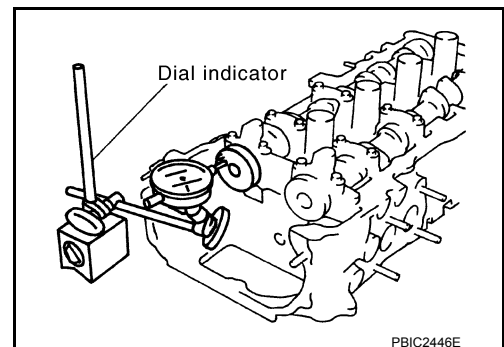
NOTE:

Camshaft brackets cannot be replaced as single parts, because they are machined together with cylinder head. Replace whole cylinder head assembly.

Camshaft End Play

1. Install camshaft in cylinder head. Refer to [EM-54, "Removal and Installation"](#).
2. Install a dial indicator in thrust direction on front end of camshaft. Measure the camshaft end play on the dial indicator when camshaft is moved forward/backward (in direction to axis).

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



CAMSHAFT

[QR25DE]

< REMOVAL AND INSTALLATION >

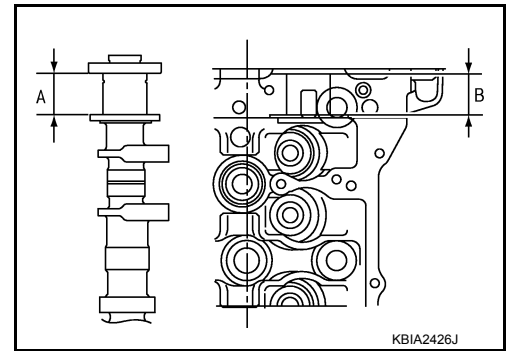
- Measure the following parts if out of the standard.
 - Dimension "A" for camshaft No. 1 journal

Standard : 25.800 - 25.848 mm (1.0157 - 1.0176 in)

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

Standard : 25.660 - 25.685 mm (1.0102 - 1.0112 in)

- Use the standards above, and then replace camshaft and/or cylinder head, if necessary.



Camshaft Sprocket Runout

1. Put V-block on precise flat table, and support No. 2 and 5 journals of camshaft.

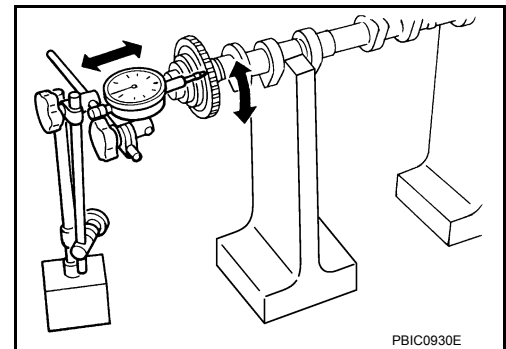
CAUTION:

Do not support No. 1 journal (on the side of camshaft sprocket) because it has a different diameter from the other four locations.

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

Limit : 0.15 mm (0.0059 in)

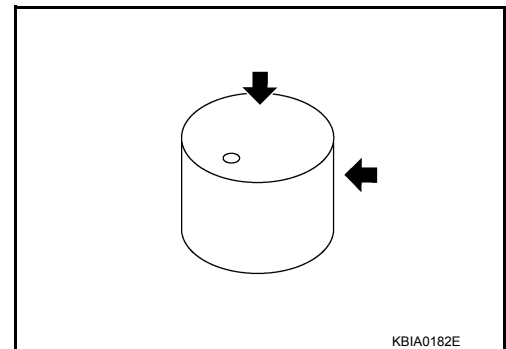
- If it exceeds the limit, replace camshaft sprocket.



Valve Lifter

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

- If anything above is found, replace valve lifter. Refer to [EM-107](#). "[Standard and Limit](#)".

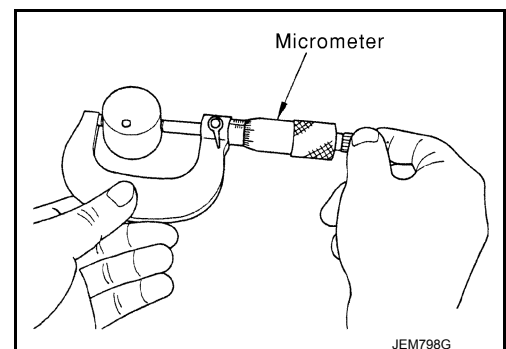


Valve Lifter Clearance

VALVE LIFTER OUTER DIAMETER

- Measure the outer diameter of valve lifter with a micrometer.

Standard : 33.965 - 33.980 mm (1.3372 - 1.3378 in)



VALVE LIFTER HOLE DIAMETER

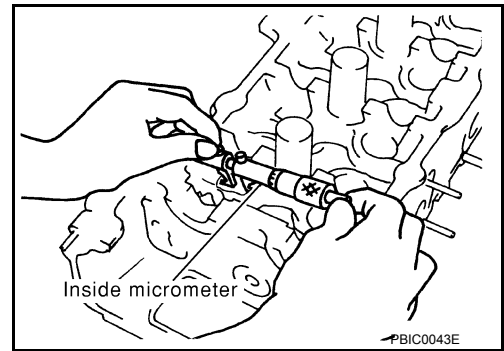
CAMSHAFT

< REMOVAL AND INSTALLATION >

[QR25DE]

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

Standard : 34.000 - 34.021 mm (1.3386 - 1.3394 in)



VALVE LIFTER CLEARANCE

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

Standard : 0.020 - 0.056 mm (0.0008 - 0.0022 in)

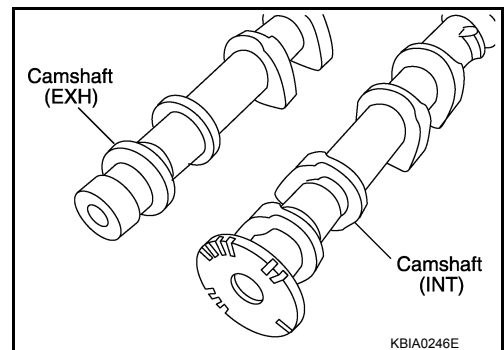
• If out of the standard, referring to the standard of valve lifter outer diameter and valve lifter hole diameter, replace either or both valve lifter and cylinder head.

INSTALLATION

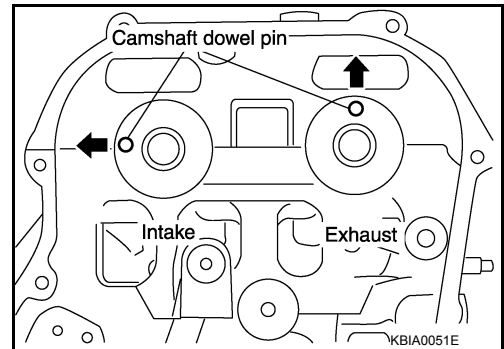
1. Install valve lifters.
 - Install them in the original positions.
2. Install camshafts.
 - Distinction between intake and exhaust camshafts is performed with the different shapes of rear end.

Intake : Signal plate shape for camshaft position sensor (PHASE)

Exhaust : Cone end shape



- Install camshafts so that camshaft dowel pins on the front side are positioned as shown.



3. Install camshaft brackets with the following procedure:
 - a. Remove foreign material completely from camshaft bracket backside and from cylinder head installation face.

CAMSHAFT

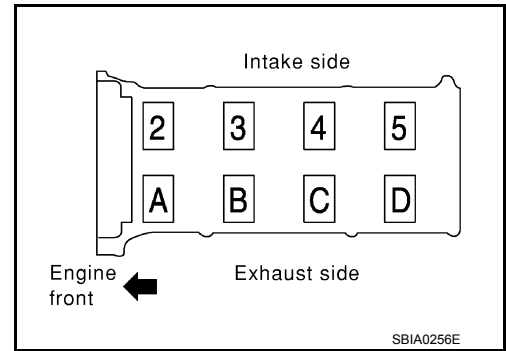
[QR25DE]

< REMOVAL AND INSTALLATION >

- b. Install camshaft brackets (No. 2 to 5) aligning the identification marks on upper surface as shown.

NOTE:

Install so that identification mark can be correctly read when viewed from the exhaust side.

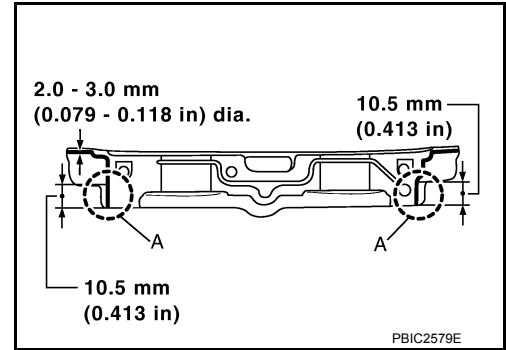


- c. Install camshaft bracket (No. 1) with the following procedure:

- i. Apply liquid gasket to camshaft bracket (No. 1) as shown. Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

CAUTION:

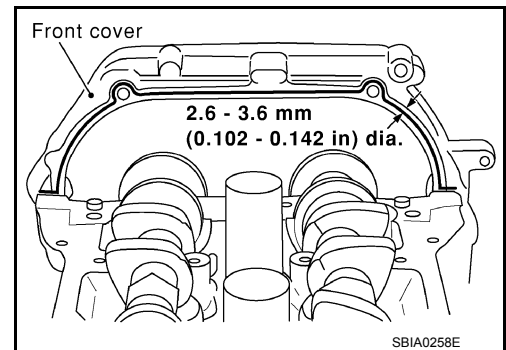
After installation, be sure to wipe off any excessive liquid gasket leaking from part (A).



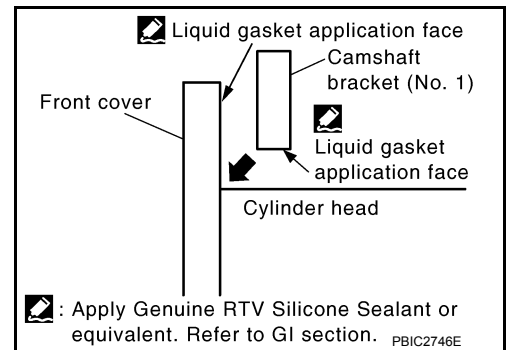
- ii. Apply liquid gasket to camshaft bracket (No. 1) contact surface on the front cover backside.

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

- Apply liquid gasket to the outside of bolt hole on front cover.



- iii. Locate camshaft bracket (No. 1) near installation position, and install it without disturbing the liquid gasket applied to the surfaces.



4. Tighten bolts of camshaft brackets in the following steps, in numerical order as shown.

CAMSHAFT

< REMOVAL AND INSTALLATION >

[QR25DE]

- Step 1 (bolts 9 - 11) : 2.0 N·m (0.2 kg-m, 17 in-lb)
- Step 2 (bolts 1 - 8) : 2.0 N·m (0.2 kg-m, 17 in-lb)
- Step 3 (bolts 1 - 11) : 5.9 N·m (0.6 kg-m, 52 in-lb)
- Step 4 (bolts 1 - 11) : 10.4 N·m (1.1 kg-m, 92 in-lb)

CAUTION:

After tightening bolts of camshaft brackets, be sure to wipe off excessive liquid gasket from the parts.

5. Install camshaft position sensor (PHASE).
6. Install camshaft sprockets.
 - Install them by aligning the mating marks on each camshaft sprocket with the paint marks on the timing chain link plates during removal.

CAUTION:

- Aligned mating marks could slip. Therefore, after matching them, hold the timing chain in place by hand.
- Before and after installing chain tensioner, make sure again that mating marks have not slipped.

NOTE:

Before installation of chain tensioner, it is possible to re-match the marks on timing chain with the ones on each sprocket.

7. Install chain tensioner.

CAUTION:

After installation, pull the stopper pin off completely, and make sure that chain tensioner plunger is released.

8. Install chain guide.
9. Install O-rings to the camshaft sprocket (INT) insertion points on backside of intake valve timing control cover.

CAUTION:

Do not reuse O-rings.

10. Install O-ring to front cover.

CAUTION:

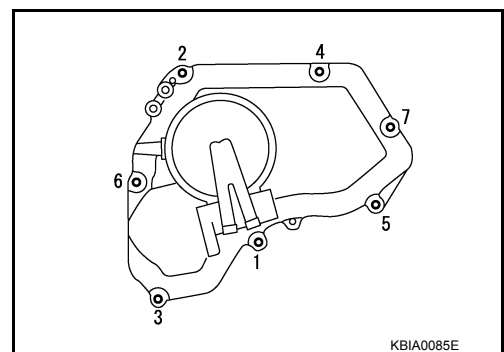
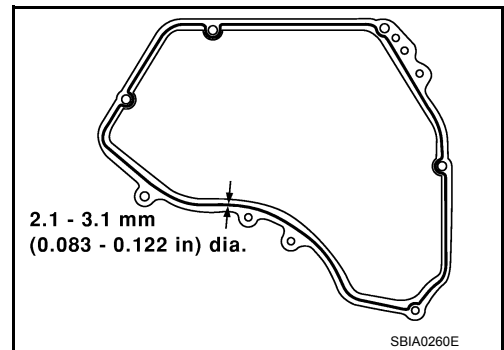
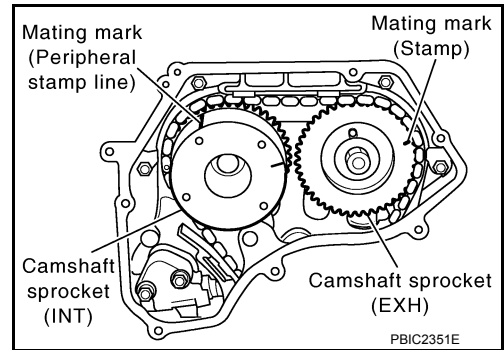
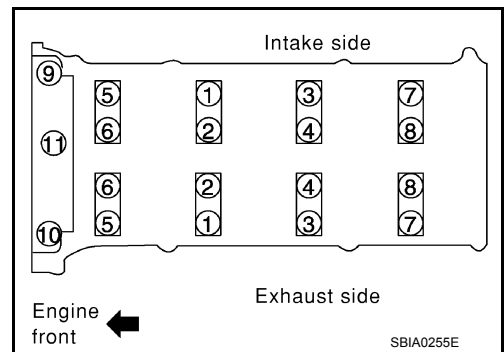
Do not reuse O-ring.

11. Apply liquid gasket using Tool to intake valve timing control cover as shown.

Tool number : WS39930000 (—)

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

12. Tighten bolts in numerical order as shown.



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

CAMSHAFT

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< REMOVAL AND INSTALLATION >

13. Install intake valve timing control solenoid valve to intake valve timing control cover if removed.
14. Connect ground cables, and install harness clip.
15. Check and adjust valve clearance. Refer to [EM-107, "Standard and Limit"](#).
16. Installation is in the reverse order of removal after this step.

NOTE:

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

INSPECTION AFTER INSTALLATION

Inspection of Camshaft Sprocket (INT) Oil Groove

CAUTION:

- Perform this inspection only when DTC P0011 is detected in self-diagnostic results of CONSULT and it is directed according to inspection procedure of EC section. Refer to [EC-134, "Component Inspection"](#).
- Check when the engine is cold so as to prevent burns from any splashing engine oil.

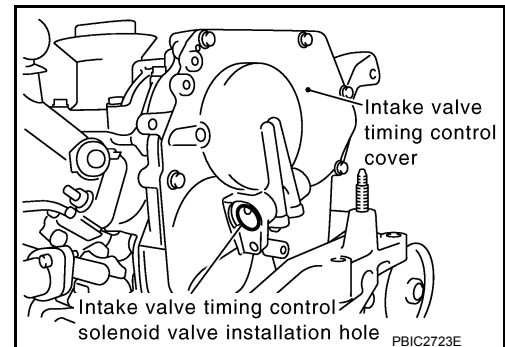
1. Check the engine oil level. Refer to [LU-9, "Inspection"](#).
2. Perform the following procedure so as to prevent the engine from being unintentionally started while checking.
 - a. Release fuel pressure. Refer to [EC-448, "Fuel Pressure Check"](#).
 - b. Disconnect ignition coil and injector harness connectors.
 - c. Remove drive belt. Refer to [EM-14, "Removal and Installation"](#).
3. Remove intake valve timing control solenoid valve. Refer to [EM-45, "Exploded View"](#).
4. Crank the engine, and then make sure that engine oil comes out from intake valve timing control cover oil hole. Stop cranking after checking.

WARNING:

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

CAUTION:

Engine oil may squirt from intake valve timing control solenoid valve installation hole during cranking. Use a shop cloth to protect the engine components and the vehicle. Do not allow engine oil to get on rubber components such as drive belt or engine mount insulators. Immediately wipe off any splashed engine oil.



- Clean oil groove between oil strainer and intake valve timing control solenoid valve if engine oil does not come out from intake valve timing control cover oil hole. Refer to [LU-7, "Lubrication Circuit"](#).
5. 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-7, "Lubrication Circuit"](#).
 6. Installation is in the reverse order of removal.

OIL SEAL

Removal and Installation of Valve Oil Seal

INFOID:000000007322382

REMOVAL

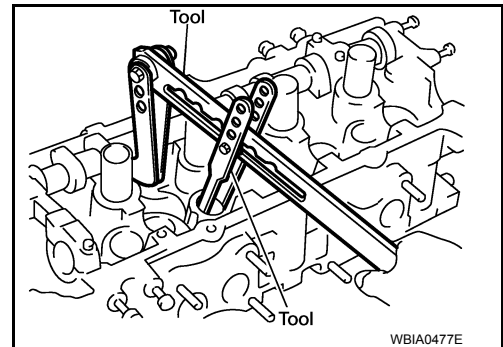
1. Remove fan shroud (lower). Refer to [CO-16. "Exploded View"](#).
2. Turn crankshaft until the cylinder requiring new oil seals is at TDC. This will prevent valve from dropping into cylinder.
3. Remove camshaft relating to valve oil seal to be removed. Refer to [EM-54](#).
4. Remove valve lifters. Refer to [EM-54](#).
5. Remove valve collet, valve spring retainer and valve spring using Tool.

CAUTION:

- When working, be careful not to damage valve lifter holes.
- Do not remove valve spring seat from valve spring.

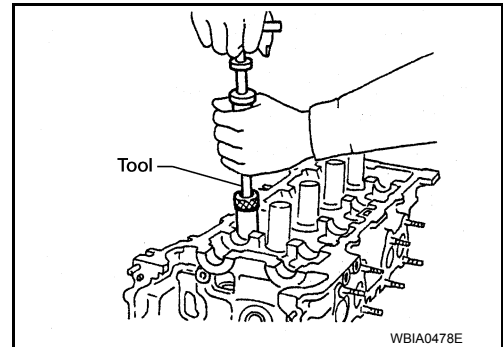
Tool numbers : KV10116200 (J-26336-A)
: KV10115900 (J-26336-20)

- Compress valve spring using Tool. Remove valve collet with magnetic hand.



6. Remove valve oil seal using Tool.

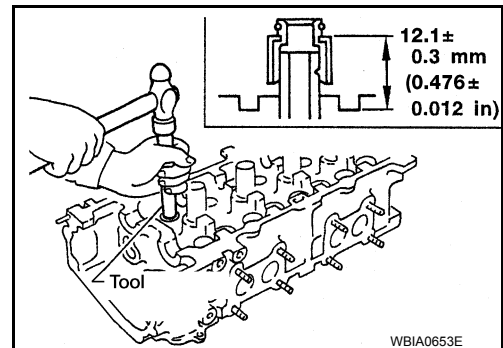
Tool numbers : KV10107902 (J-38959)



INSTALLATION

1. Apply new engine oil to valve oil seal joint surface and seal lip.
2. Press in valve oil seal to the height (H) as shown using Tool.

Tool numbers : KV10115600 (J-38958)



3. Installation of the remaining components is in the reverse order of removal.

Removal and Installation of Front Oil Seal

INFOID:000000007322383

REMOVAL

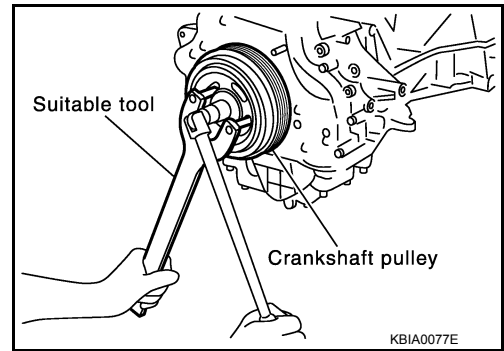
1. Remove engine under cover. Refer to [EXT-15. "Removal and Installation"](#).
2. Remove fan shroud (lower). Refer to [CO-16. "Exploded View"](#)
3. Remove cooling fan. Refer to [CO-19. "Removal and Installation \(Crankshaft driven type\)"](#).
4. Remove drive belt. Refer to [EM-14. "Removal and Installation"](#).

OIL SEAL

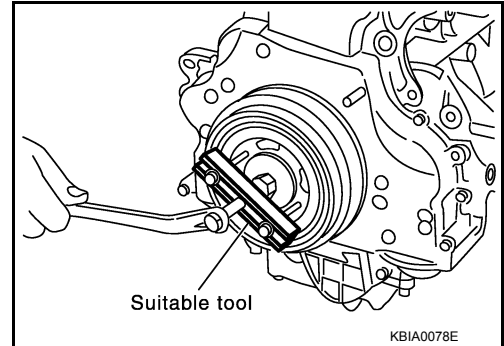
[QR25DE]

< REMOVAL AND INSTALLATION >

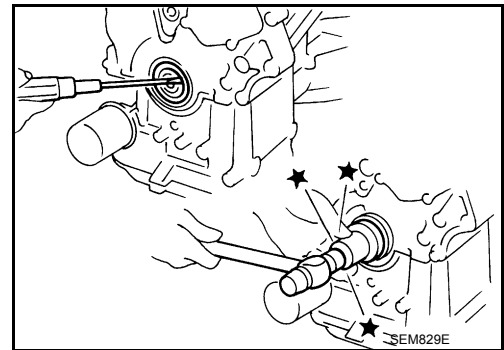
5. Remove crankshaft pulley with the following procedure:
 - a. Hold the crankshaft pulley with a suitable tool, then loosen the crankshaft pulley bolt, and pull the pulley out about 10 mm (0.39 in). Remove the crankshaft pulley bolt.



- b. Attach a pulley puller in the M6 (0.24 in diameter) thread hole on crankshaft pulley, and remove crankshaft pulley.

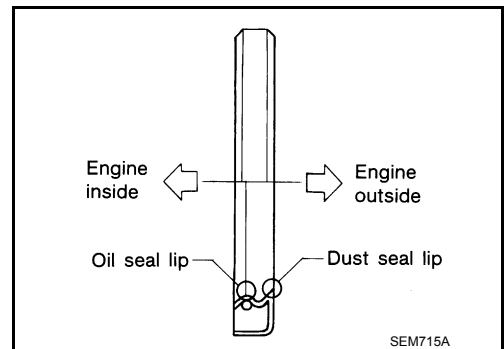


6. Remove front oil seal using a suitable tool.
CAUTION:
Be careful not to damage front cover and crankshaft.



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.



OIL SEAL

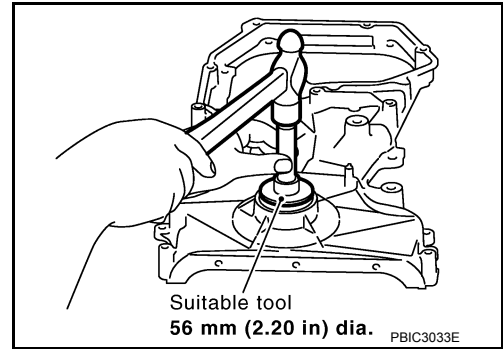
[QR25DE]

< REMOVAL AND INSTALLATION >

- Press-fit front oil seal until it is flush with front end surface of front cover using suitable tool.

CAUTION:

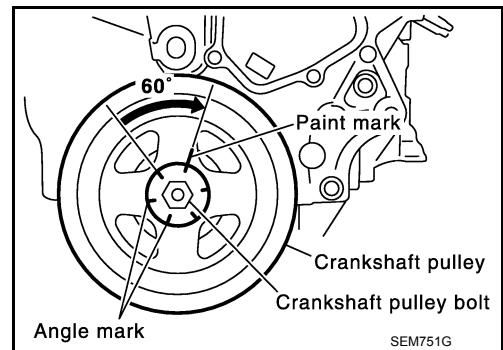
- **Be careful not to damage front cover and crankshaft.**
- **Press-fit straight and avoid causing burrs or tilting oil seal.**



3. Tighten crankshaft pulley bolt.
 - Secure crankshaft pulley using suitable tool, and tighten crankshaft pulley bolt.
- a. Apply new engine oil to thread and seat surfaces of crankshaft pulley bolt.
- b. Tighten crankshaft pulley bolt.

: 42.1 N·m (4.3 kg-m, 31 ft-lb)

- c. Put a paint mark on crankshaft pulley, mating with any one of six easy to recognize angle marks on bolt flange.
- d. Turn another 60° degrees clockwise (angle tightening).
 - Check the tightening angle with movement of one angle mark.



4. Installation is in the reverse order of removal after this step.

Removal and Installation of Rear Oil Seal

INFOID:000000007322384

REMOVAL

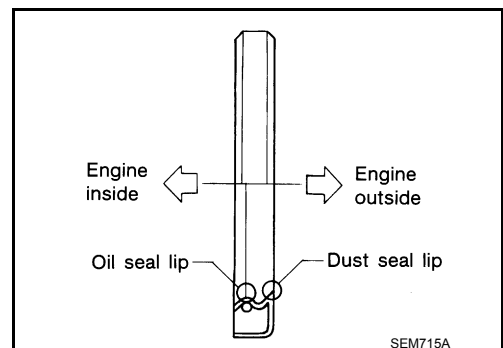
1. Remove transmission assembly. Refer to [TM-21. "Removal and Installation from Vehicle"](#) (M/T models), [TM-303. "Removal and Installation for QR25DE"](#) (A/T models).
2. Remove clutch cover and clutch disk (M/T models). Refer to [CL-19. "5M/T : Removal and Installation"](#).
3. Remove drive plate (A/T models) or flywheel (M/T models) with power tool. Refer to [EM-80. "Exploded View"](#).
4. Remove rear oil seal with a suitable tool.

CAUTION:

Be careful not to damage crankshaft and cylinder block.

INSTALLATION

1. Apply new engine oil to new rear oil seal joint surface and seal lip.
2. Install rear oil seal so that each seal lip is oriented as shown.



OIL SEAL

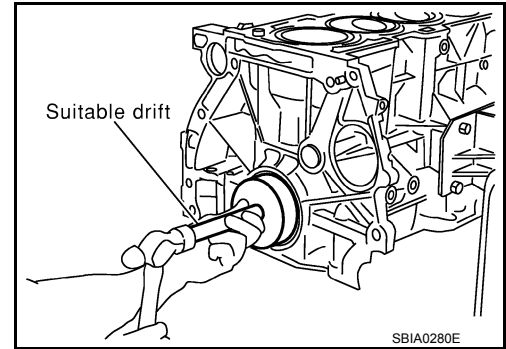
< REMOVAL AND INSTALLATION >

[QR25DE]

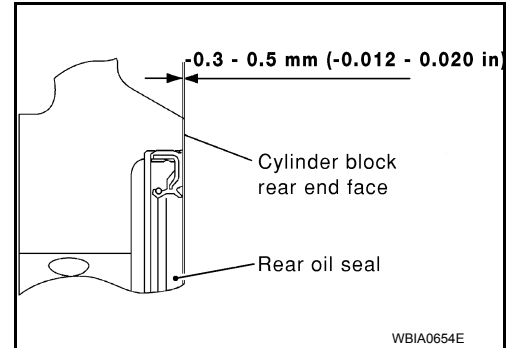
- Install new rear oil seal using suitable tool. [outside diameter 102 mm (4.02 in), inside diameter 86 mm (3.39 in)].

CAUTION:

- **Be careful not to damage crankshaft and cylinder block.**
- **Press-fit oil seal straight to avoid causing burrs or tilting.**
- **Do not touch grease applied onto oil seal lip.**



- Press in rear oil seal to the position as shown.



3. Installation of the remaining components is in the reverse order of removal.

CAUTION:

- **When replacing an engine or transmission you must make sure the dowels are installed correctly during reassembly.**
- **Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drivetrain components.**

CYLINDER HEAD

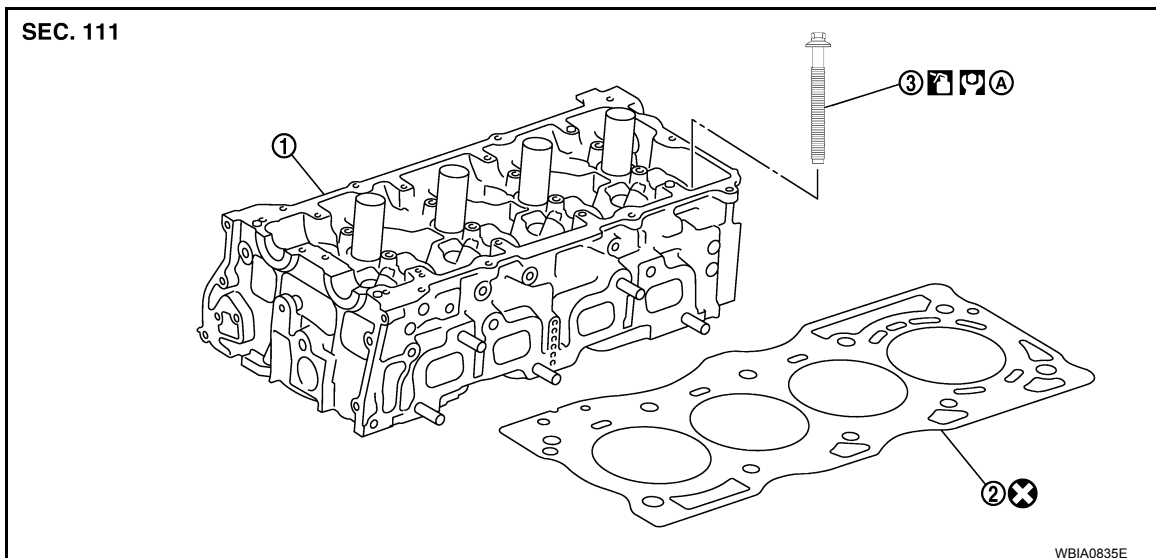
< REMOVAL AND INSTALLATION >

[QR25DE]

CYLINDER HEAD

Exploded View

INFOID:000000007322385



1. Cylinder head assembly
 2. Cylinder head gasket
 3. Cylinder head bolt
- A. Refer to [EM-67, "Removal and Installation"](#)

Removal and Installation

INFOID:000000007322386

NOTE:

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

REMOVAL

1. Release fuel pressure. Refer to [EC-448, "Fuel Pressure Check"](#).
2. Drain engine coolant. Refer to [CO-12, "Changing Engine Coolant"](#).
CAUTION:
 - Perform this step when the engine is cold.
 - Do not spill engine coolant on drive belt.
3. Drain engine oil. Refer to [LU-10, "Changing Engine Oil"](#).
CAUTION:
 - Perform this step when the engine is cold.
 - Do not spill engine oil on drive belt.
4. Remove intake manifold. Refer to [EM-27](#).
5. Remove fuel injector and fuel tube assembly. Refer to [EM-39](#).
6. Remove exhaust manifold and three way catalyst assembly. Refer to [EM-31](#).
7. Remove water outlet. Refer to [CO-28, "Removal and Installation"](#).
8. Remove heater outlet. Refer to [CO-28, "Exploded View"](#).
NOTE:

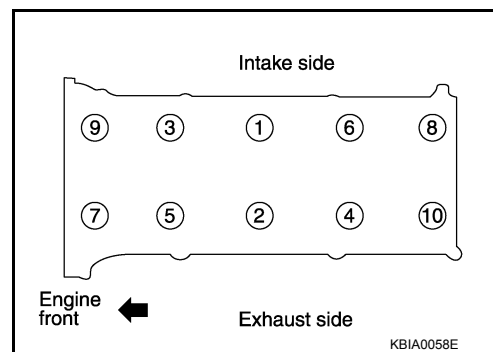
Can be removed and installed even when assembled with cylinder head.
9. Remove front cover and timing chain. Refer to [EM-46](#).
10. Remove camshafts. Refer to [EM-54](#).

CYLINDER HEAD

[QR25DE]

< REMOVAL AND INSTALLATION >

11. Loosen cylinder head bolts in reverse order as shown using power tool.
12. Remove cylinder head.
13. Remove cylinder head gasket.



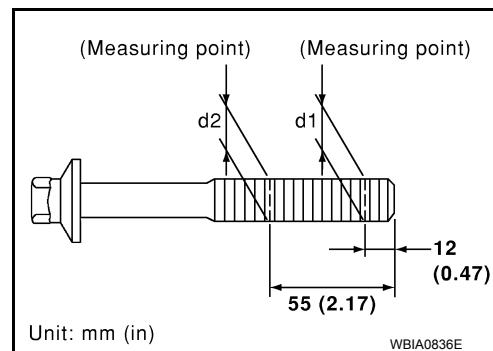
INSPECTION AFTER REMOVAL

Cylinder Head Bolts Outer Diameter

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

Limit [(d1) (d2)]: 0.23 mm (0.0091 in)

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



Cylinder Head Distortion

NOTE:

When performing this inspection, cylinder block distortion should also be checked. Refer to [EM-90, "Inspection After Disassembly"](#).

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

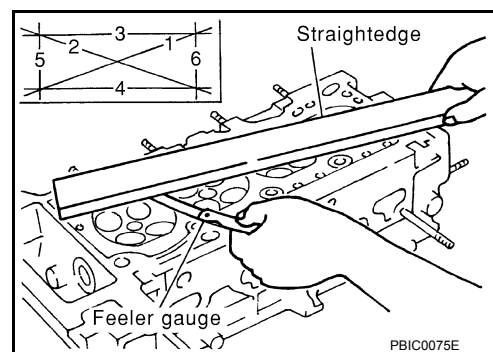
CAUTION:

Do not 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.

Limit : 0.1 mm (0.004 in)

- If it exceeds the limit, replace cylinder head.



INSTALLATION

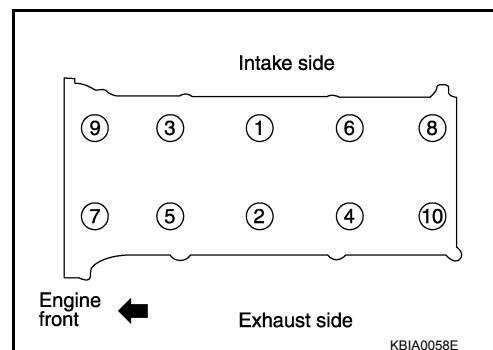
1. Install new cylinder head gasket.
2. Install cylinder head following the steps below to tighten cylinder head bolts in numerical order as shown.

CAUTION:

If cylinder head bolts re-used, check their outer diameters before installation. Follow the "Cylinder Head Bolts Outer Diameter" procedure.

NOTE:

Apply new engine oil to threads and seating surfaces of bolts.



CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[QR25DE]

- Measure the tightening angle using Tool.

Tool number : KV10112100 (BT-8653-A)

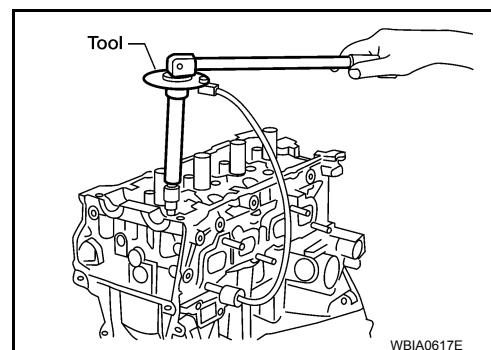
Step a : 55.0 N·m (5.6 kg-m, 41 ft-lb)

Step b : Loosen to 0 N·m in the reverse order of tightening.

Step c : 39.2 N·m (4.0 kg-m, 29 ft-lb)

Step d : 75° clockwise

Step e : 75° clockwise



3. Installation of the remaining parts is in reverse order of removal.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

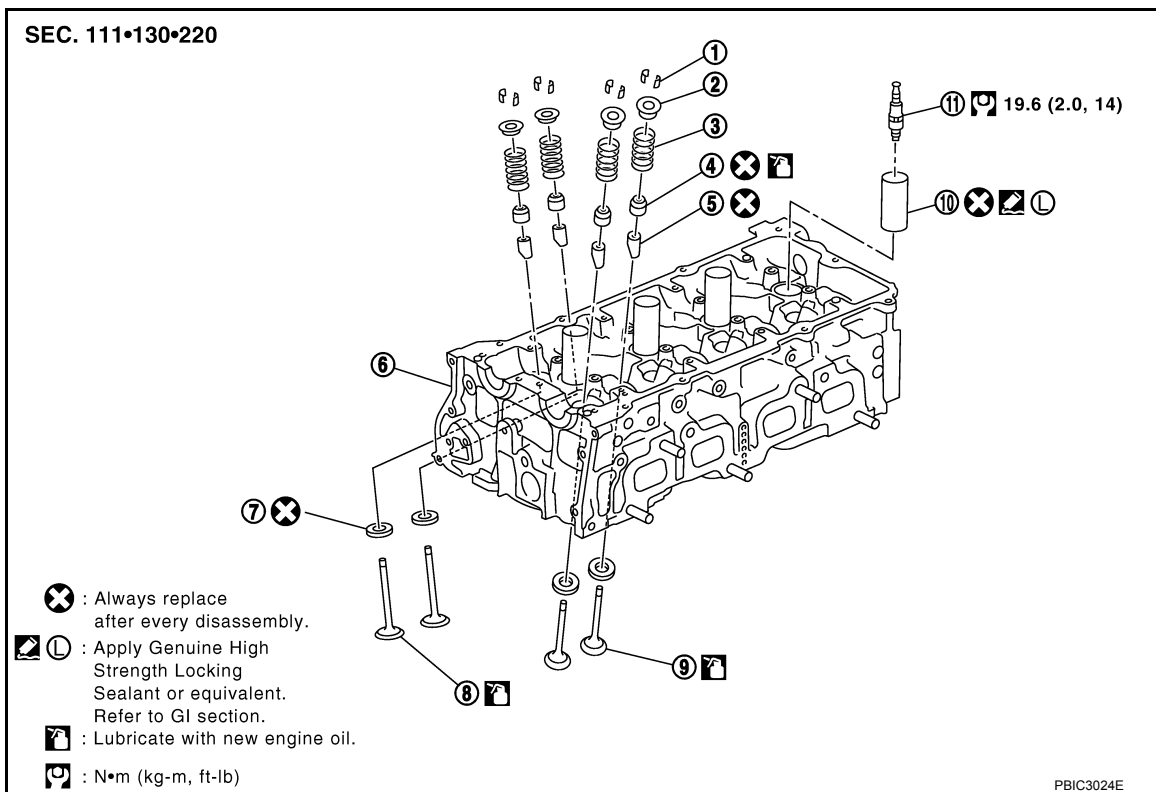
CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[QR25DE]

Exploded View

INFOID:000000007322387



- | | | |
|---------------------|--------------------------|--|
| 1. Valve collet | 2. Valve spring retainer | 3. Valve spring (with valve spring seat) |
| 4. Valve oil seal | 5. Valve guide | 6. Cylinder head |
| 7. Valve seat | 8. Valve (INT) | 9. Valve (EXH) |
| 10. Spark plug tube | 11. Spark plug | |

Disassembly and Assembly

INFOID:000000007322388

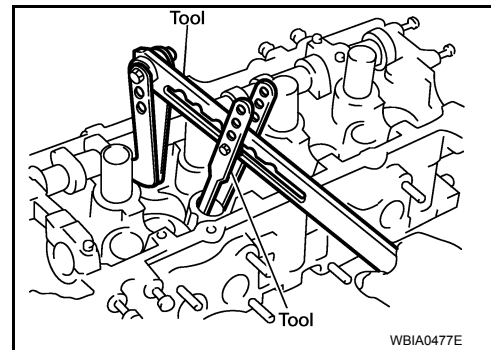
DISASSEMBLY

- Remove spark plug.
- Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
- Remove valve collet, valve spring retainer and valve spring using Tool.

Tool numbers : KV10116200 (J-26336-A)
 : KV10115900 (J-26336-20)

CAUTION:

- When working, be careful not to damage valve lifter holes.
- Do not remove valve spring seat from valve spring.



- Push valve stem to combustion chamber side, and remove valve.
 - Identify installation positions, and store them without mixing them up.

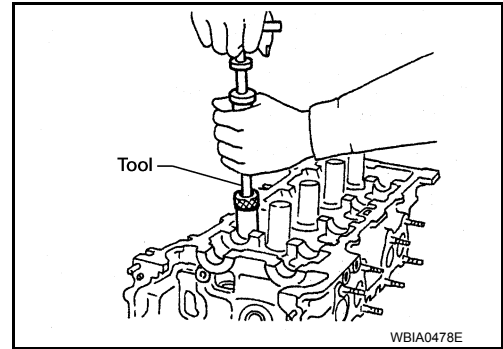
CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[QR25DE]

5. Remove valve oil seal using Tool.

Tool numbers : KV10115600 (J-38958)



6. When valve seat must be replaced, refer to [EM-72, "Inspection After Disassembly"](#).
7. When valve guide must be replaced, refer to [EM-72, "Inspection After Disassembly"](#).
8. Remove spark plug tube, if necessary.
 - Remove it from cylinder head using suitable tool.

CAUTION:

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

ASSEMBLY

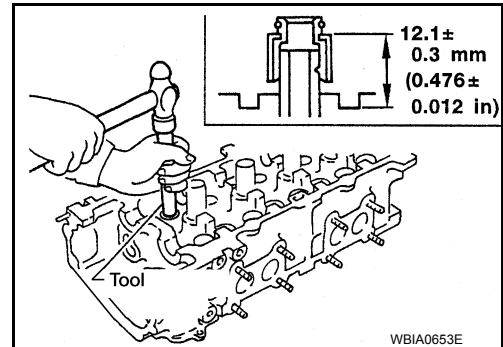
1. Install valve guide if removed. Refer to [EM-72, "Inspection After Disassembly"](#).
2. Install valve seat if removed. Refer to [EM-72, "Inspection After Disassembly"](#).
3. Install valve oil seal using Tool.

Tool numbers : KV10115600 (J-38958)

NOTE:

Install with the valve oil seal to match dimension as shown.

Height (H) : 11.8 - 12.4 mm (0.465 - 0.488 in)



4. Install valve.

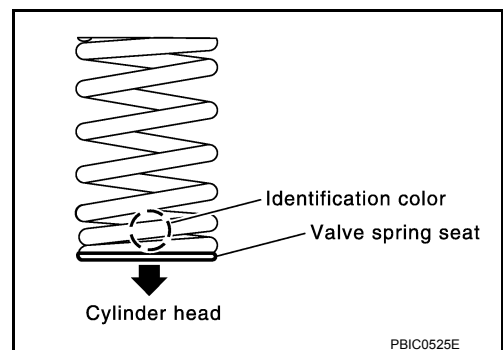
NOTE:
Install larger diameter to intake side.
5. Install valve spring (with valve spring seat).

NOTE:

 - Install smaller pitch (valve spring seat side) to cylinder head side.
 - Confirm identification color of valve spring.

Intake : Blue

Exhaust : Yellow



6. Install valve spring retainer.
7. Install valve collet using Tool.

Tool numbers : KV10116200 (J-26336-A)

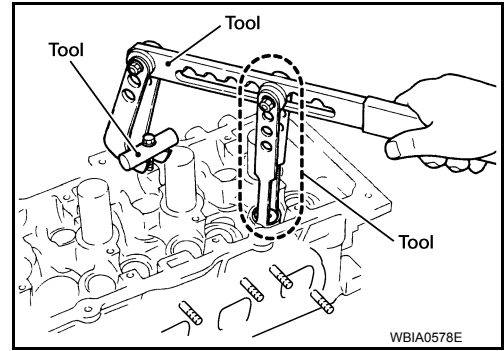
: KV10115900 (J-26336-20)

CYLINDER HEAD

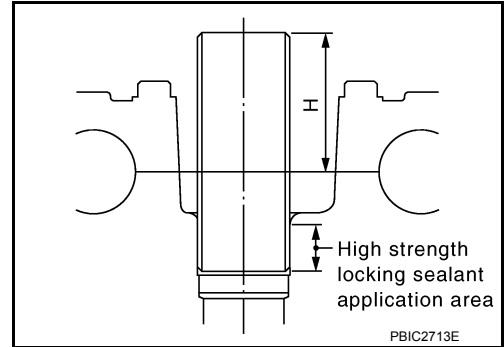
< REMOVAL AND INSTALLATION >

[QR25DE]

- Install valve collet with a magnet hand.
- CAUTION:**
When working, be careful not to damage valve lifter holes.
- Tap valve stem edge lightly with a plastic hammer after installation to check its installed condition.



8. Install valve lifter.
 - Install it in the original position.
9. Install spark plug tube if removed.
 - Press-fit it into cylinder head as follows:
 - a. Remove old sealant from cylinder head side installation hole.
 - b. Apply sealant within approximately 12 mm (0.47 in) from edge of spark plug tube press-fit side.
Use Genuine High Strength Locking Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
 - c. Press-fit spark plug tube so that its height (H) is as specified using suitable tool.



Standard press-fit height (H) : 41.2 - 42.2 mm (1.622 - 1.661 in)

CAUTION:

- **When press-fitting, be careful not to deform spark plug tube.**
- **After press-fitting, wipe off any protruding sealant on top surface of cylinder head.**

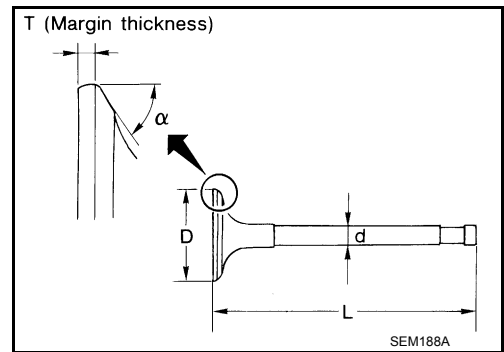
10. Install spark plug.

Inspection After Disassembly

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VALVE DIMENSIONS

- Check dimensions of each valve. For dimensions, refer to [EM-107, "Standard and Limit"](#).
- If dimensions are out of the standard, replace valve and check the valve seat contact.



VALVE GUIDE CLEARANCE

Valve Stem Diameter

CYLINDER HEAD

< REMOVAL AND INSTALLATION >

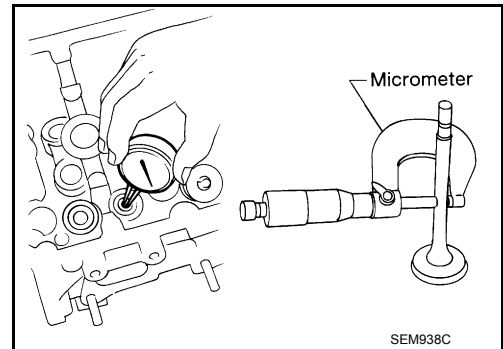
[QR25DE]

Measure the diameter of valve stem with micrometer.

Standard

Intake : 5.965 - 5.980 mm (0.2348 - 0.2354 in)

Exhaust : 5.955 - 5.970 mm (0.2344 - 0.2350 in)



Valve Guide Inner Diameter

Measure the inner diameter of valve guide with inside micrometer.

Standard

Intake and Exhaust

: 6.000 - 6.018 mm (0.2362 - 0.2369 in)

Valve Guide Clearance

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

Valve guide clearance:

Standard

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

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

Limit

Intake : 0.08 mm (0.003 in)

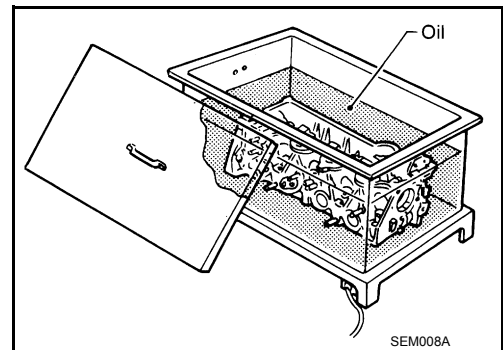
Exhaust : 0.09 mm (0.004 in)

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

VALVE GUIDE REPLACEMENT

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

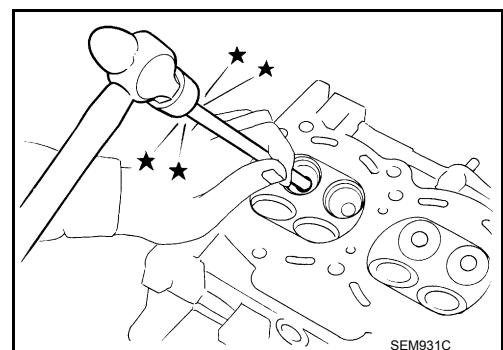
1. To remove valve guide, heat cylinder head to 110° to 130°C (230° to 266°F) by soaking in heated oil.



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

WARNING:

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



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CYLINDER HEAD

< REMOVAL AND INSTALLATION >

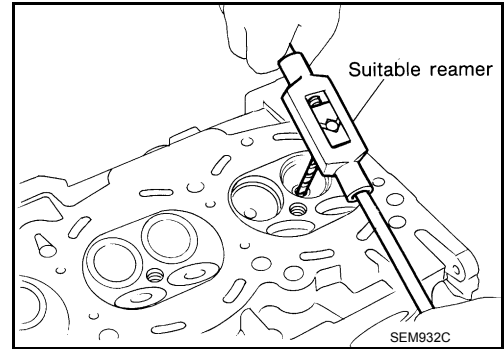
[QR25DE]

3. Ream cylinder head valve guide hole using suitable tool.

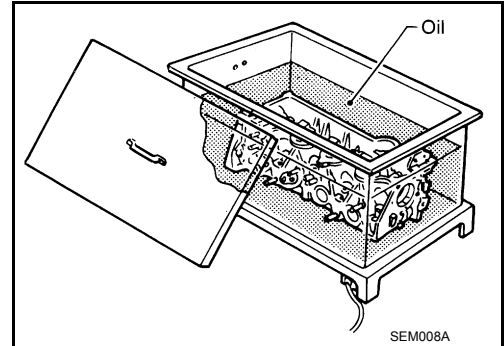
Valve guide hole diameter (for service parts):

Intake and exhaust

: 10.175 - 10.196 mm (0.4006 - 0.4014 in)



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



5. Press valve guide from camshaft side to the dimensions as shown using suitable tool.

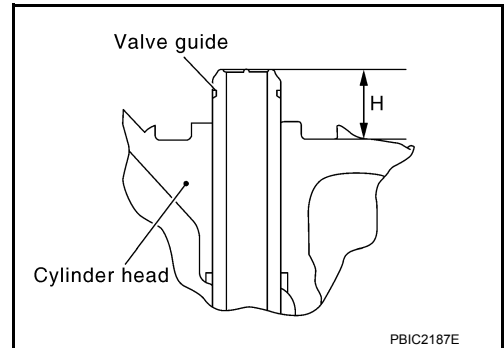
Projection (H)

Intake : 10.1 - 10.3 mm (0.398 - 0.406 in)

Exhaust : 10.0 - 10.4 mm (0.394 - 0.409 in)

WARNING:

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

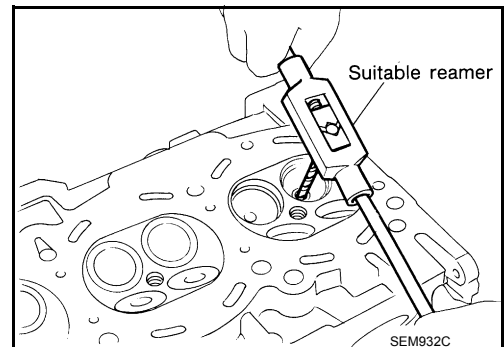


6. Apply reamer finish to valve guide using suitable tool.

Standard

Intake and exhaust:

6.000 - 6.018 mm (0.2362 - 0.2369 in)



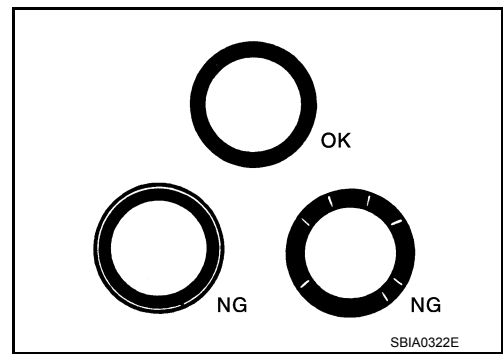
VALVE SEAT CONTACT

CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[QR25DE]

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



VALVE SEAT REPLACEMENT

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

1. Bore out old seat until it collapses. Boring should not continue beyond the bottom face of the seat recess in cylinder head. Set the machine depth stop to ensure this. Refer to [EM-107, "Standard and Limit"](#).

CAUTION:

Prevent scratching cylinder head by excessive boring.

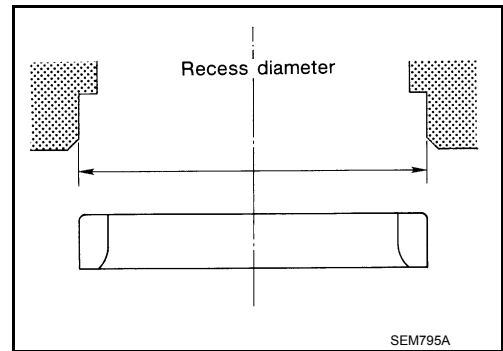
2. Ream cylinder head recess diameter for service valve seat.

Oversize [0.5 mm (0.020 in)]

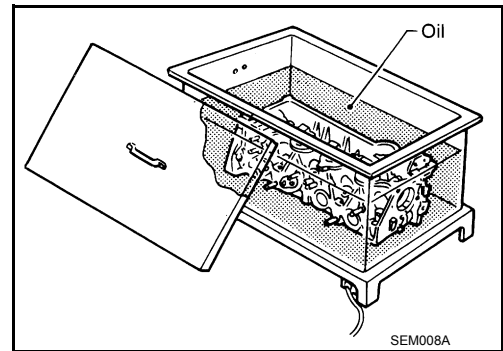
Intake : 37.000 - 37.016 mm (1.4567 - 1.4573 in)

Exhaust : 32.000 - 32.016 mm (1.2598 - 1.2605 in)

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



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



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

WARNING:

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

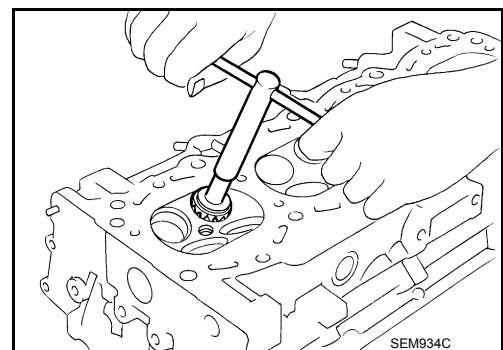
CAUTION:

• **Avoid directly touching cold valve seats.**

5. Finish seat to the specified dimensions using suitable tool. Refer to [EM-107, "Standard and Limit"](#).

CAUTION:

When using 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 the cutter or cutting many different times may result in staged valve seat.



CYLINDER HEAD

[QR25DE]

< REMOVAL AND INSTALLATION >

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

VALVE SPRING SQUARENESS

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

CAUTION:

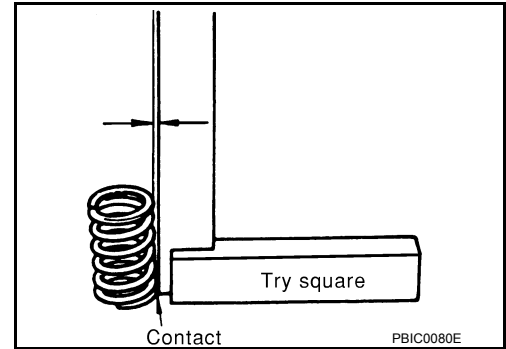
Do not remove valve spring seat from valve spring.

Limit

Intake : 1.8 mm (0.071 in)

Exhaust : 1.9 mm (0.075 in)

- If it exceeds the limit, replace valve spring.



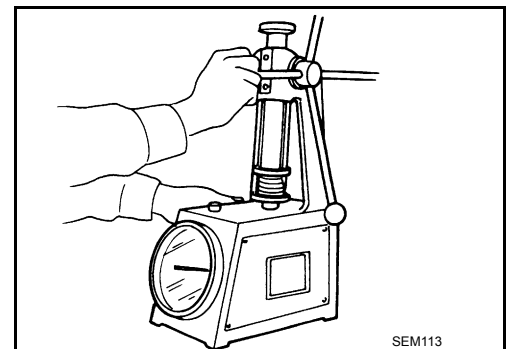
VALVE SPRING DIMENSIONS AND VALVE SPRING PRESSURE LOAD

- Check valve spring pressure with valve spring seat installed at the specified spring height. Refer to [EM-107, "Standard and Limit"](#).

CAUTION:

Do not remove valve spring seat from valve spring.

- If the installation load or load with valve open is out of the standard, replace valve spring.



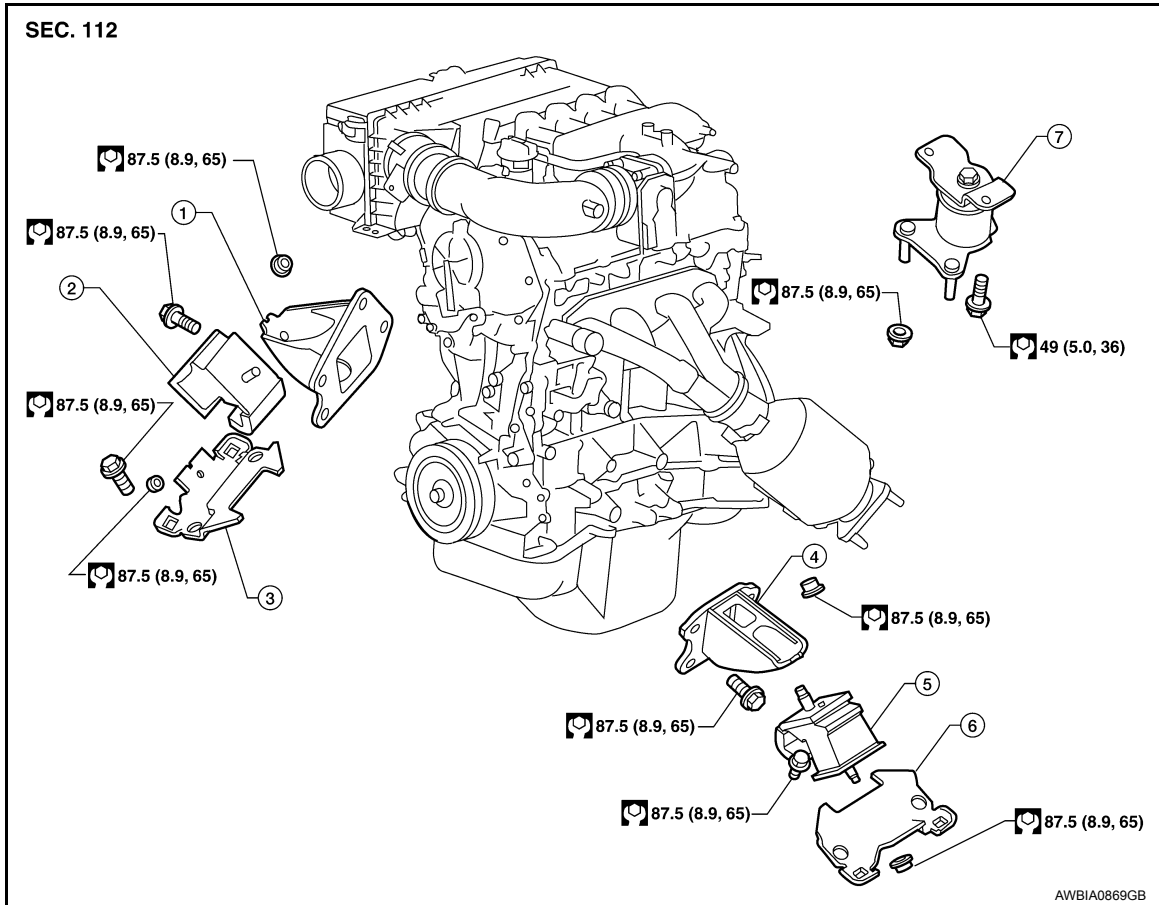
UNIT REMOVAL AND INSTALLATION

ENGINE ASSEMBLY

Exploded View

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|---------------------------------------|---------------------------------|---------------------------------------|
| 1. RH engine mounting bracket (upper) | 2. RH engine mounting insulator | 3. RH engine mounting bracket (lower) |
| 4. LH engine mounting bracket (upper) | 5. LH engine mounting insulator | 6. LH engine mounting bracket (lower) |
| 7. Rear engine mounting insulator | | |

Removal and Installation

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WARNING:

- Situate vehicle on a flat and solid surface.
- Place chocks at 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, avoid forceful or uninstructed operations.
- Do not start working until exhaust system and engine coolant are cooled sufficiently.
- If items or work required are not covered by the engine section, follow the procedures in the applicable procedures.
- Always use the support point specified for lifting.
- Use either 2-pole lift type or separate type lift. If board-on type is used for unavoidable reasons, support at the rear axle jacking point with transmission jack or similar tool before starting work, in preparation for the backward shift of center of gravity.
- For supporting points for lifting and jacking point at rear axle, refer to [GI-38, "Garage Jack and Safety Stand"](#).

NOTE:

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ENGINE ASSEMBLY

[QR25DE]

< UNIT REMOVAL AND INSTALLATION >

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

REMOVAL

1. Remove engine under cover. Refer to [EXT-15, "Removal and Installation"](#).
2. Drain engine coolant. Refer to [CO-12, "Changing Engine Coolant"](#).
3. Release fuel pressure. Refer to [EC-448, "Fuel Pressure Check"](#).
4. Disconnect battery negative terminal. Refer to [PG-80, "Removal and Installation"](#).
5. Remove the engine hood. Refer to [DLK-131, "Removal and Installation of Hood Assembly"](#).
6. Remove the air duct and resonator assembly and air cleaner case. Refer to [EM-25, "Removal and Installation"](#).
7. Disconnect vacuum hose between vehicle and engine and set it aside.
8. Remove the radiator assembly and hoses. Refer to [CO-16, "Removal and Installation"](#).
9. Remove the drive belt. Refer to [EM-14, "Removal and Installation"](#).
10. Remove the engine cooling fan. Refer to [CO-19, "Removal and Installation \(Crankshaft driven type\)"](#).
11. Disconnect the engine room harness from the engine side and set it aside for easier work.
12. Disconnect the engine harness grounds.
13. Disconnect the reservoir tank for power steering from engine compartment without disconnecting the hoses and move it aside for easier work.
14. Disconnect power steering oil pump from engine and position out of the way for easier work. Refer to [ST-18, "Removal and Installation"](#).
15. Remove the A/C compressor bolts and set aside. Refer to [HA-28, "Removal and Installation for Compressor"](#).
16. Disconnect brake booster vacuum line.
17. Disconnect EVAP line.
18. Disconnect the fuel hose at the engine side connection. Refer to [EM-39, "Removal and Installation"](#).
19. Disconnect the heater hoses at cowl.
20. Remove the A/T oil level indicator and indicator tube (A/T models).
21. Remove front exhaust pipe. Refer to [EM-31, "Removal and Installation"](#).
22. Install front and rear engine slingers.

Engine slinger torque

Front engine slinger : 48.1 N·m (4.9 kg-m, 35 ft-lb)

Rear engine slinger : 22.0 N·m (2.2 kg-m, 16 ft-lb)

23. Remove transmission. Refer to [TM-21, "Removal and Installation from Vehicle"](#) (M/T models), [TM-303, "Removal and Installation for QR25DE"](#) (A/T models).
24. Lift with hoist and secure the engine in position.
25. Remove engine assembly from vehicle, avoiding interference with vehicle body.

CAUTION:

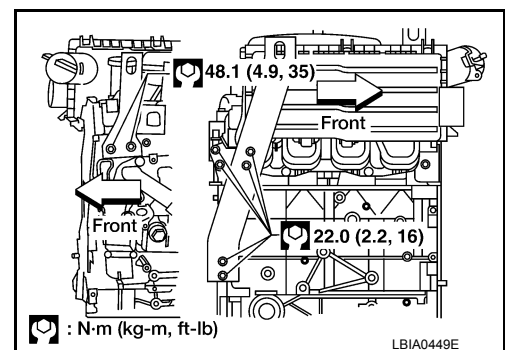
- Before and during this lifting, always check if any harnesses are left connected.

INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

- When replacing an engine or transmission you must make sure the dowels are installed correctly during reassembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drivetrain components.
- Do not allow engine oil to get on engine mounting insulator. Be careful not to damage engine mounting insulator.
- When installation directions are specified, install parts according to the direction marks on them referring to the figure of components.



ENGINE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[QR25DE]

- Make sure that each mounting insulator is seated properly, and tighten nuts and bolts.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18. "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) or [MA-20. "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

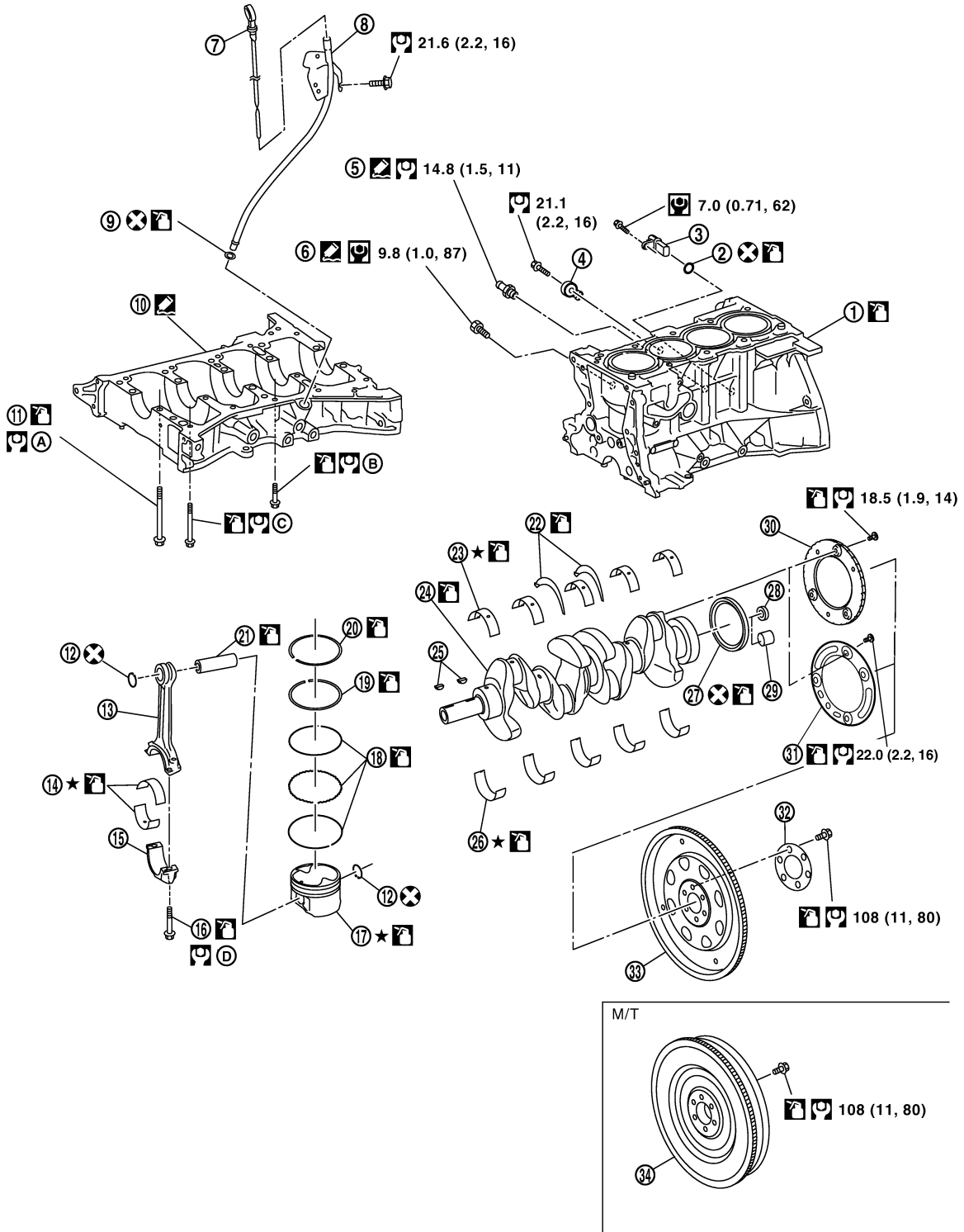
UNIT DISASSEMBLY AND ASSEMBLY

ENGINE UNIT

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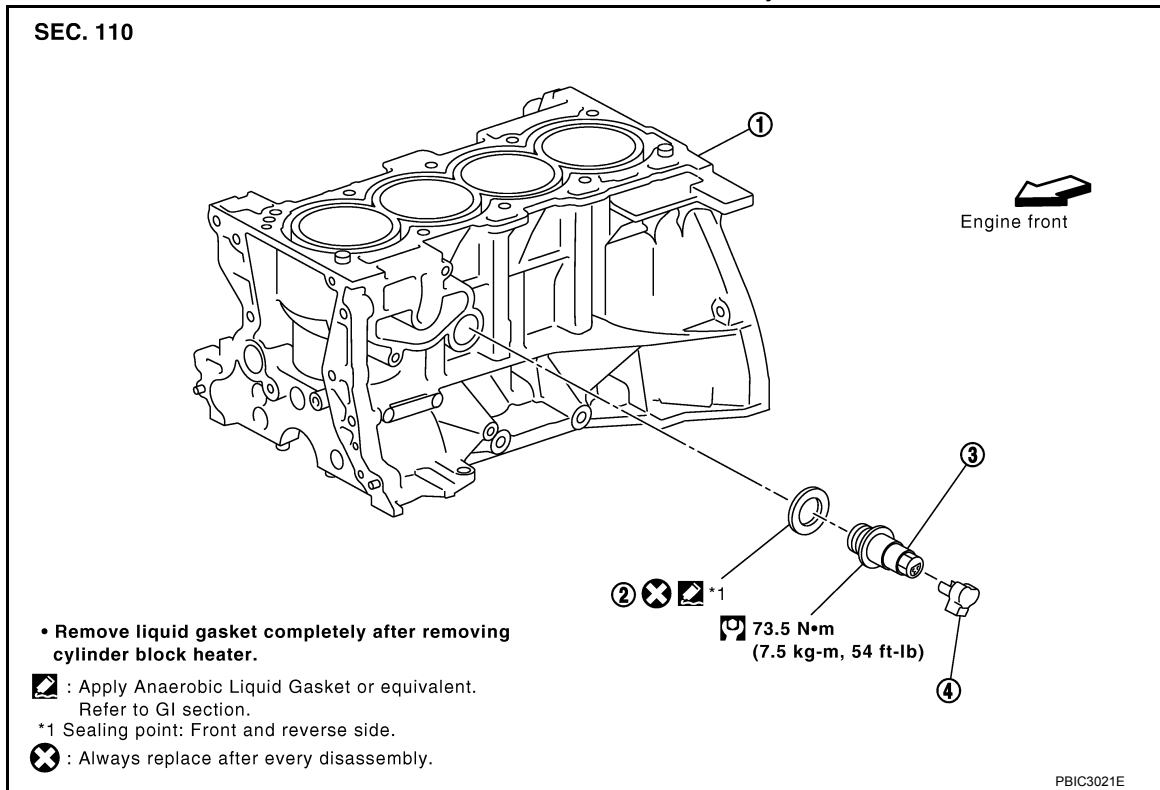
ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

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|---|---|---|----|
| 1. Cylinder block | 2. O-ring | 3. Crankshaft position sensor (POS) | A |
| 4. Knock sensor | 5. Oil pressure switch | 6. Water drain plug | |
| 7. Oil level gauge | 8. Oil level gauge guide | 9. O-ring | |
| 10. Lower cylinder block | 11. Lower cylinder block mounting bolt | 12. Snap ring | EM |
| 13. Connecting rod | 14. Connecting rod bearing | 15. Connecting rod bearing cap | |
| 16. Connecting rod bolt | 17. Piston | 18. Oil ring | |
| 19. Second ring | 20. Top ring | 21. Piston pin | C |
| 22. Thrust bearing | 23. Main bearing upper | 24. Crankshaft | |
| 25. Crankshaft key | 26. Main bearing lower | 27. Rear oil seal | |
| 28. Pilot convertor (A/T models) | 29. Pilot bushing (M/T models) | 30. Signal plate (type 1) | D |
| 31. Signal plate (type 2) | 32. Reinforcement plate (A/T models) | 33. Drive plate (A/T models) | |
| 34. Flywheel (M/T models) | A. Refer to EM-81. "Disassembly and Assembly" | B. Refer to EM-81. "Disassembly and Assembly" | E |
| C. Refer to EM-81. "Disassembly and Assembly" | D. Refer to EM-81. "Disassembly and Assembly" | | F |

Block Heater — Canada Only



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| 1. Cylinder block | 2. Gasket | 3. Cylinder block heater | N |
| 4. Connector protector cap | | | |

Disassembly and Assembly

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DISASSEMBLY

NOTE:

The following procedures explain how to disassemble the engine with the engine stand fastened to the bell housing. Some steps may be different if using a different type of engine stand.

1. Remove the engine and the transmission assembly from the vehicle, and separate the transmission assembly from the engine. Refer to [EM-77](#).
2. Remove clutch cover and clutch disc (M/T models). Refer to [CL-19. "5M/T : Removal and Installation"](#).

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

3. Remove flywheel (M/T models) or drive plate (A/T models) with suitable tool.
 - Secure crankshaft with a stopper plate, and remove bolts using a suitable tool.

Flywheel (M/T models)

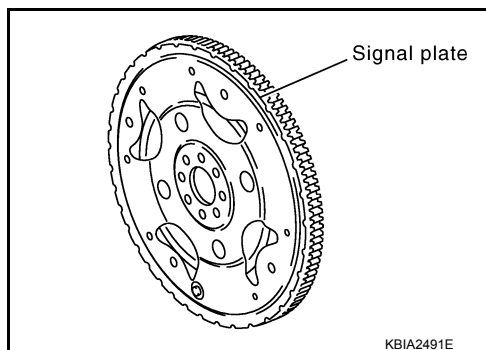
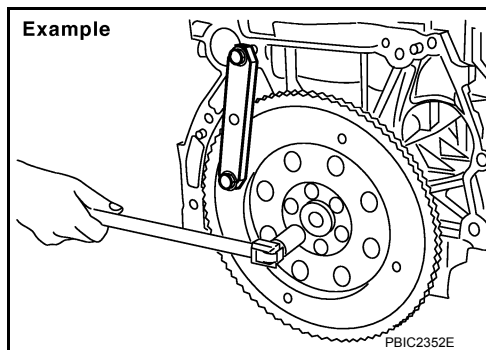
: size T55 (commercial service tool)

Drive plate (A/T models)

: size E20

CAUTION:

- Be careful not to damage or scratch drive plate (A/T models) and contact surface for clutch disc of flywheel (M/T models).
- Place the drive plate or flywheel with signal plate surface facing other than downward.
- Keep magnetic materials away from signal plate.



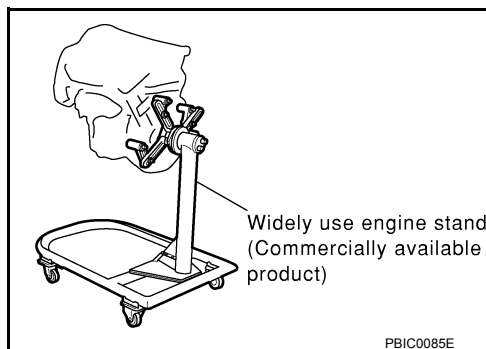
NOTE:

The flywheel, two block construction, allows movement in response to transmission side pressure, or when rotated. Therefore, some amount of noise is normal.

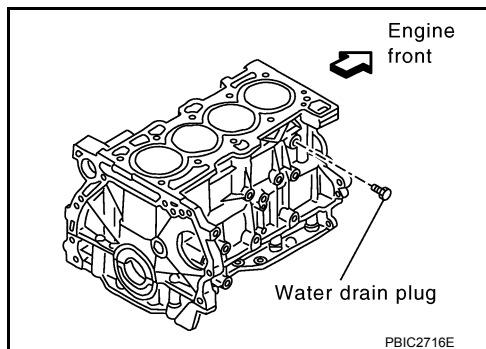
4. Remove the parts that may restrict installation of engine to engine stand.
 - a. Remove drive plate (A/T models) or flywheel (M/T models).
 - Holding crankshaft pulley bolts, lock crankshaft to remove flywheel or drive plate bolts.
 - Loosen bolts diagonally.
 - b. Remove generator. Refer to [CHG-28. "Removal and Installation - QR25DE Models"](#).
 - c. Remove engine mounting insulator bracket (upper) with power tool.
5. Lift engine, and mount to engine stand. Any commercially available engine stand can be used.

CAUTION:

- Use an engine stand that has a load capacity [approximately 240kg (529 lb) or more] large enough for supporting the engine weight.
- Before removing the hanging chains, make sure the engine stand is stable and there is no risk of overturning.



6. Drain engine oil. Refer to [LU-10. "Changing Engine Oil"](#).
7. Drain engine coolant by removing water drain plug from side of the engine.



ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

8. Remove cylinder head. Refer to [EM-67. "Removal and Installation"](#).
9. Remove knock sensor.

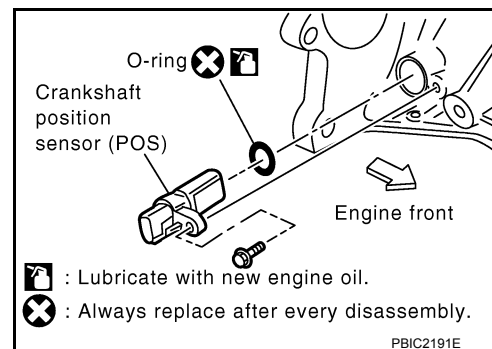
CAUTION:

Carefully handle knock sensor avoiding shocks.

10. Remove crankshaft position sensor (POS).

CAUTION:

- Avoid impacts such as a dropping.
- Do not disassemble.
- Keep it away from metal particles.
- Do not place the sensor in a location where it is exposed to magnetism.



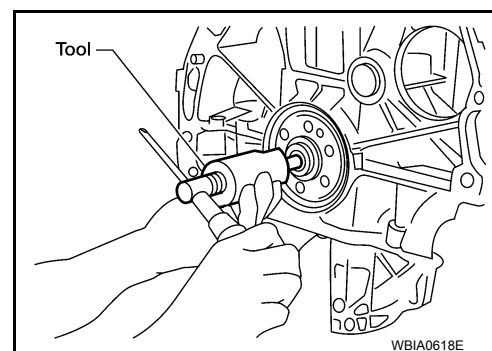
11. Remove oil pressure switch using a suitable tool.

CAUTION:

Do not drop or shock oil pressure switch.

12. Remove pilot converter (A/T models) or pilot bushing (M/T models) using Tool.

Tool number : ST16610001 (J-23907)



13. Remove piston and connecting rod assembly as follows:

- Before removing piston and connecting rod assembly, check the connecting rod side clearance. Refer to [EM-90. "Inspection After Disassembly"](#).

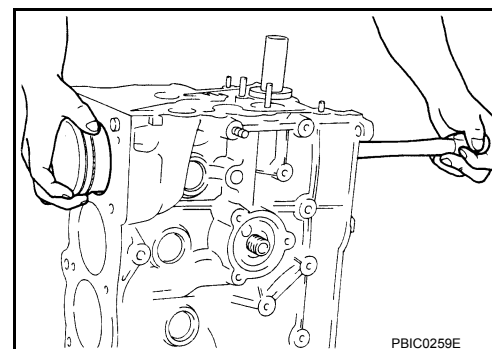
CAUTION:

Be careful no to drop connecting rod bearing, and to scratch the surface.

14. Position crankshaft pin corresponding to connecting rod to be removed onto the bottom dead center.
15. Remove connecting rod bearing cap.
16. Push piston and connecting rod assembly out to the cylinder head side using suitable tool.

CAUTION:

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



17. Remove connecting rod bearings from connecting rod and connecting rod bearing cap.

CAUTION:

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

18. Remove piston rings from piston.

- Before removing piston rings, check the piston ring side clearance. Refer to [EM-90. "Inspection After Disassembly"](#).

ENGINE UNIT

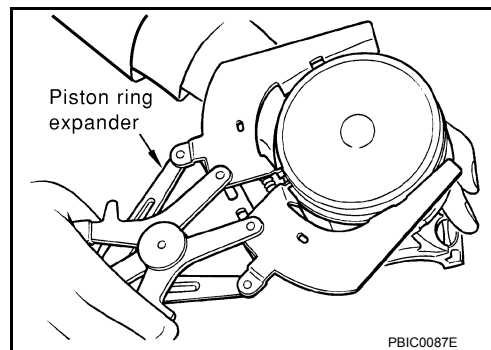
< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

- Remove piston rings using piston ring expander or suitable tool.

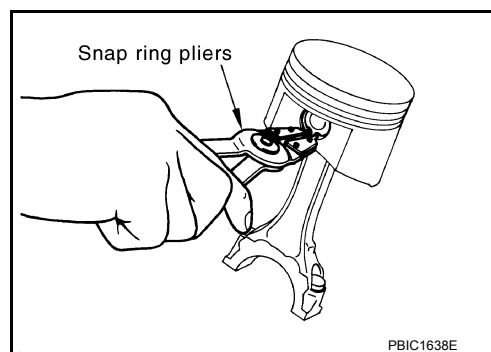
CAUTION:

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

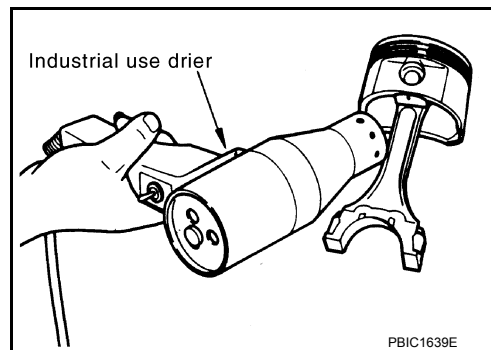


19. Remove piston from connecting rod as follows:

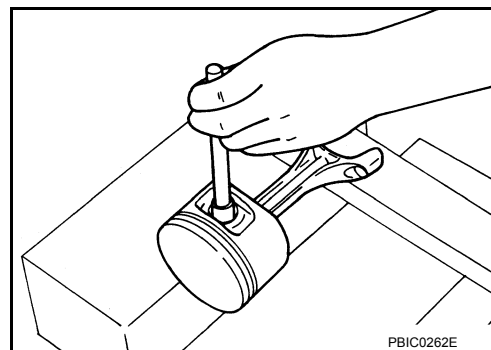
- a. Remove snap rings using snap ring pliers.



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



- c. Push out piston pin with stick of outer diameter approximately 19 mm (0.75 in).



20. Remove lower cylinder block bolts.

ENGINE UNIT

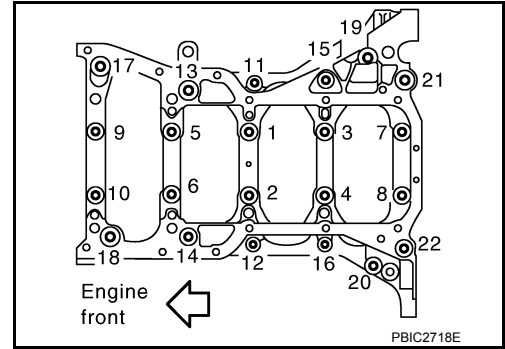
< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

- Before loosening lower cylinder block bolts, measure crankshaft end play. Refer to [EM-90, "Inspection After Disassembly"](#).
- Loosen lower cylinder block bolts in reverse order as shown in several different steps.

NOTE:

Use socket (size E14) for bolts No. 1 to 10.



21. Remove lower cylinder block.
- Use Tool to cut liquid gasket for removal.

Tool number : KV10111100 (J-37228)

CAUTION:

Be careful not to damage the mounting surfaces.

22. Remove crankshaft.

CAUTION:

- **Be careful not damage or deform signal plate mounted on crankshaft.**
- **When setting crankshaft on a flat floor surface, use a block of wood to avoid interference between signal plate and the floor surface.**
- **Do not remove signal plate unless it is necessary to do so.**

NOTE:

When removing or installing signal plate, use socket (size T30).

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

NOTE:

When replacing rear oil seal without removing lower cylinder block, use a suitable tool to remove the oil seal installed between crankshaft and cylinder block out.

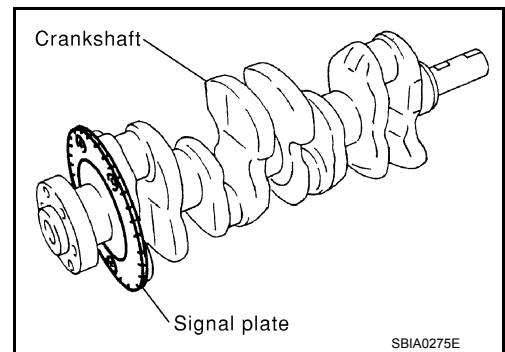
CAUTION:

Be careful not to damage crankshaft and cylinder block.

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

CAUTION:

- **Do not drop main bearing, or scratch the surface.**
- **Identify installation positions, and store them without mixing them up.**



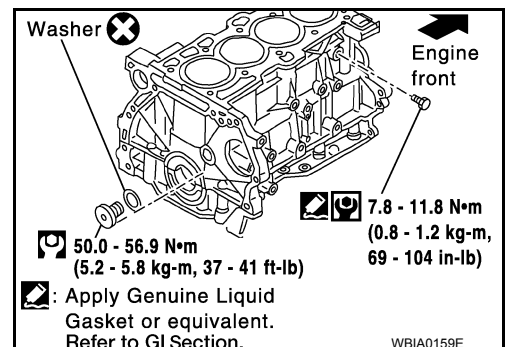
ASSEMBLY

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

WARNING:

Use approved safety glasses to protect your eyes.

2. Apply Silicone RTV Sealant to the drain plugs. Install the drain plugs on the cylinder block.
- Use Genuine Silicone RTV Sealant, or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
 - Replace the copper washers with new ones.

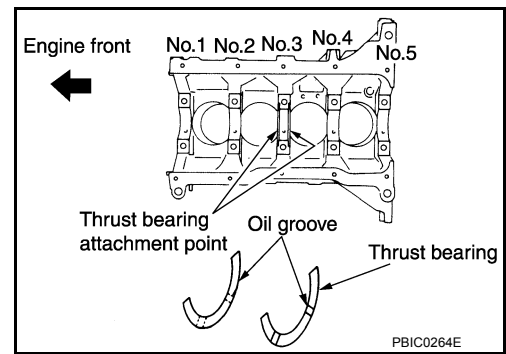


ENGINE UNIT

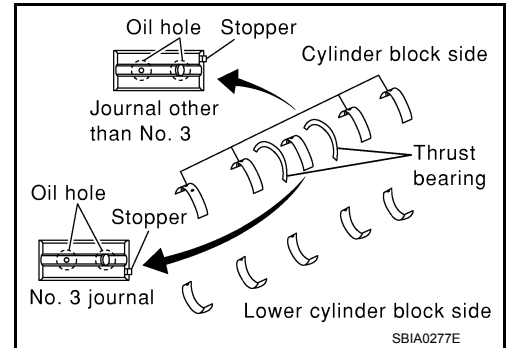
< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

3. Install main bearings and thrust bearings as follows:
 - a. Remove dust, dirt, and engine oil from the bearing mating surfaces of the cylinder block and lower cylinder block.
 - b. Install the thrust bearings to both sides of the No. 3 main bearing journal on the cylinder block.
 - Install the thrust bearings with the oil groove facing the crankshaft arm (outside).



- c. Install the main bearings paying attention to their position and direction.
 - The main bearing with an oil hole and groove goes on the cylinder block. The one without them goes on the lower cylinder block.
 - Only the main bearing (on the cylinder block) for No. 3 journal has different specifications.
 - Before installing the bearings, apply engine oil to the bearing friction surface (inside). Do not apply oil to the back surface, but thoroughly clean it.
 - When installing, align the bearing stopper to the notch.
 - Make sure that the oil holes on the cylinder block and those on the corresponding bearing are aligned.



4. Install the signal plate to the crankshaft.
 - a. Position the crankshaft and signal plate using a positioning dowel pin, and tighten the signal plate bolts to specification.

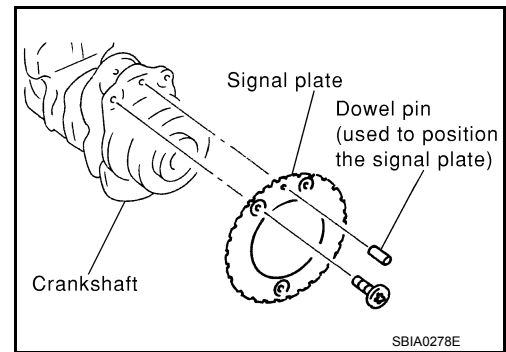
Signal plate bolts

Type 1 : 18.5 N·m (1.9 kg-m, 14 ft-lb)

Type 2 : 22.0 N·m (2.2 kg-m, 16 ft-lb)

- b. Remove the dowel pin.

CAUTION:
Be sure to remove dowel pin before installing the crankshaft.



NOTE:

Dowel pins for the crankshaft and signal plate are supplied as a set for each.

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

CAUTION:

Do not install rear oil seal at this time.

6. Apply a continuous bead of liquid gasket using Tool to positions shown and install the lower cylinder block.

Tool number : WS39930000 (—)

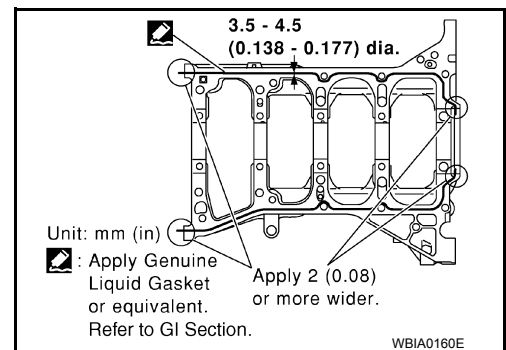
- Use Genuine RTV Silicone Sealant, or equivalent. Refer to [GI-22. "Recommended Chemical Products and Sealants"](#).

CAUTION:

After liquid gasket is applied, the lower cylinder block installation must be finished within 5 minutes.

NOTE:

Cylinder block and lower cylinder block are machined together. Neither of them can be replaced separately.



ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

7. Tighten lower cylinder block bolts in three steps in the order as shown using Tool.

NOTE:

- Apply new engine oil to threads and seat surfaces of the bolts.

Tool number : KV10112100 (BT-8653-A)

CAUTION:

There are more processes to complete the tightening of lower cylinder bolts. However stop procedure after step 1 and install rear oil seal.

Lower cylinder block bolts

Step 1 (bolts 11 - 22) : 25.1 N·m (2.6 kg-m, 19 ft-lb)

Step 2 (bolts 1 - 10) : 39.2 N·m (4.0 kg-m, 29 ft-lb)

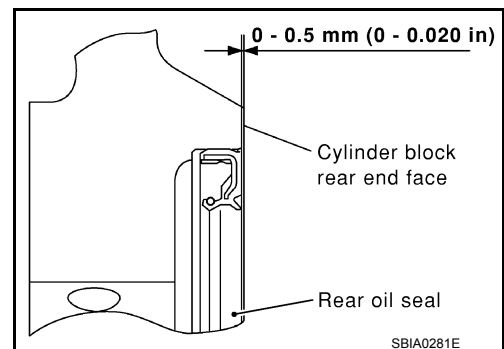
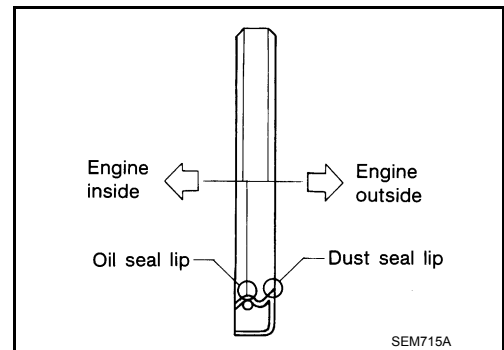
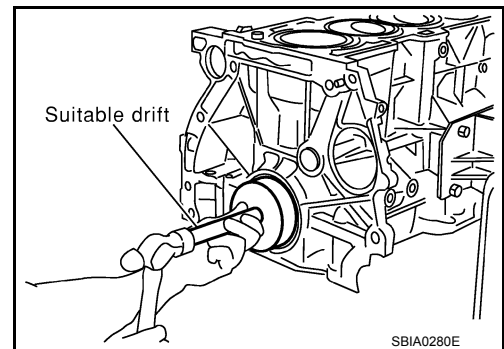
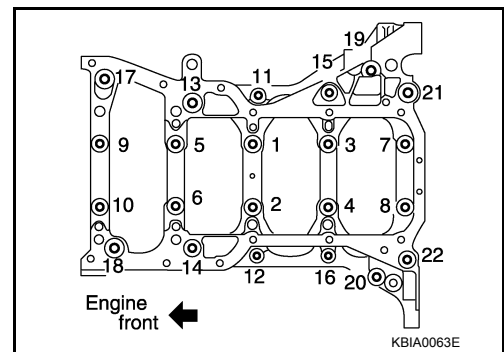
Step 3 (bolts 1 - 10) : 60° - 65° (target: 60°)

Apply new engine oil to new rear oil seal and install it using a suitable tool.

CAUTION:

- Do not touch grease applied onto oil seal lip.
- Be careful not to damage crankshaft and/or cylinder block.
- Press fit oil seal straight to avoid causing burrs or tilting.

- Install new oil seal in the direction shown.



CAUTION:

ENGINE UNIT

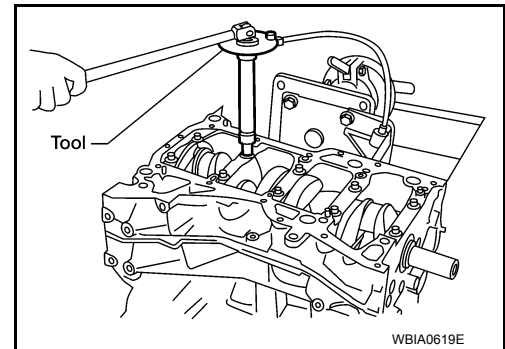
< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

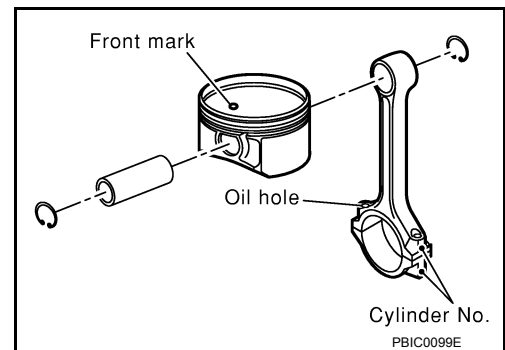
Check tightening angle using Tool. Do not tighten by visual inspection.

Tool number : KV10112100 (BT-8653-A)

- Wipe off completely any protruding Silicone RTV Sealant on the exterior of engine.
- Check crankshaft side clearance. Refer to [EM-107. "Standard and Limit"](#).
- After installing the bolts, make sure that the crankshaft can be rotated smoothly by hand.



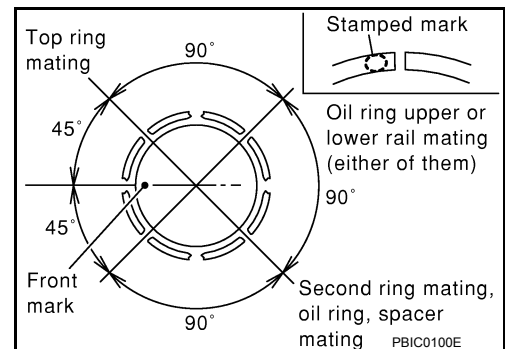
8. Install the piston to the connecting rod. Assemble the components in their original positions.
 - a. Using a snap ring pliers, install the snap ring into the grooves of the piston's rear side.
 - Insert the piston pin snap ring fully into groove.
 - b. Install the piston to the connecting rod.
 - Using a heat gun, heat the piston [approximately 60° - 70° C (140° - 158° F)] until the piston pin can be pushed in by hand without excessive force. From the front to the rear, insert the piston pin into the piston and the connecting rod.
 - Assemble so that the front mark on the piston crown and the oil holes and the cylinder No. on the connecting rod are positioned as shown.
 - c. Install the piston pin snap ring into the front of the piston.
 - Check that the connecting rod moves smoothly.



9. Using a piston ring expander, install the piston rings. Assemble the components in their original positions.

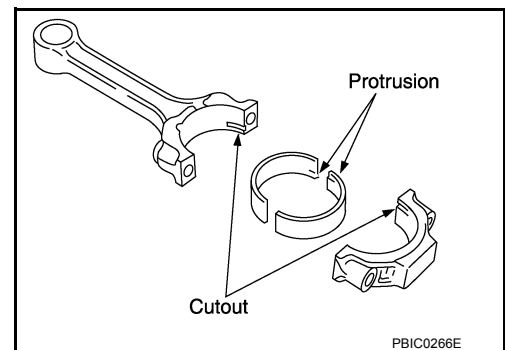
CAUTION:

 - **When installing piston rings, be careful not to damage piston.**
 - **Be careful not to damage piston rings by expanding them excessively.**
 - Position each ring with the gap as shown, referencing the piston front mark as the starting point.
 - Install the top ring and the second ring with the stamped surface facing upward.



Stamped mark : 2ND (second ring)

10. Install the connecting rod bearings to the connecting rod and the connecting rod cap. Assemble the components in their original positions.
 - When installing the connecting rod bearings, apply engine oil to the bearing friction surface (inside). Do not apply oil to the back surface, but thoroughly clean the back.
 - When installing, align the connecting rod bearing stopper protrusion with the notch of the connecting rod to install.
 - Check the oil holes on the connecting rod and those on the corresponding bearing are aligned.



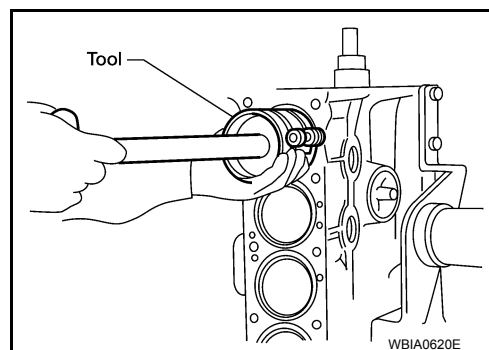
ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

11. Install the piston and connecting rod assembly to the crankshaft. Assemble the components in their original positions.
- Rotate the crankshaft so the pin corresponding to the connecting rod to be installed is at the bottom dead center position.
 - Apply engine oil sufficiently to the cylinder bore, piston, and crankshaft pin.
 - Match the cylinder position number with the cylinder No. on the connecting rod for installation.
 - Install the piston with the front mark on the piston crown facing the front of the engine using Tool.

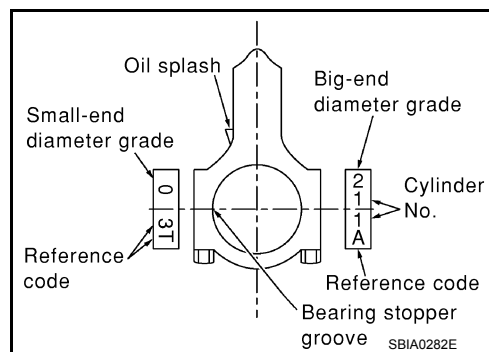
Tool number : EM03470000 (J-8037)



CAUTION:

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

12. Install the connecting rod bearing caps. Assemble the components in their original positions.
- Match the stamped cylinder number marks on the connecting rod with those on the cap to install.



13. Tighten the connecting rod bolts using Tool in four steps as follows:

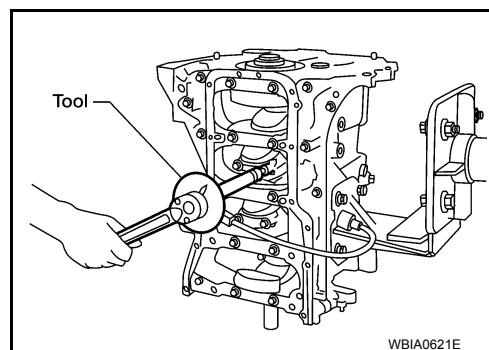
Tool number : KV10112100 (BT-8653-A)

- Apply engine oil to the threads and seats of the connecting rod bolts.

CAUTION:

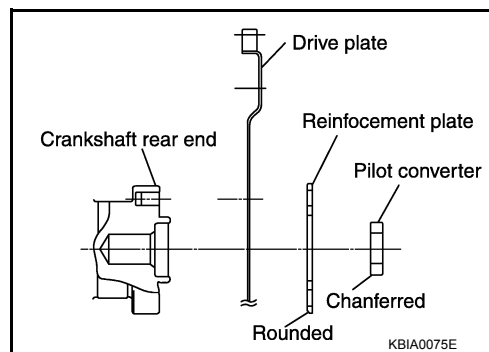
Always use either an angle wrench or protractor. Avoid tightening based on visual check alone.

- Step 1** : 27.4 N·m (2.8 kg-m, 20 ft-lb)
- Step 2** : 0 N·m (0 kg-m, 0 ft-lb)
- Step 3** : 19.6 N·m (2.0 kg-m, 14 ft-lb)
- Step 4** : 90° - 95° (target 90° degrees)



- Check the connecting rod side clearance. Refer to [EM-90. "Inspection After Disassembly"](#).
- After tightening the bolts, make sure that the crankshaft rotates smoothly.

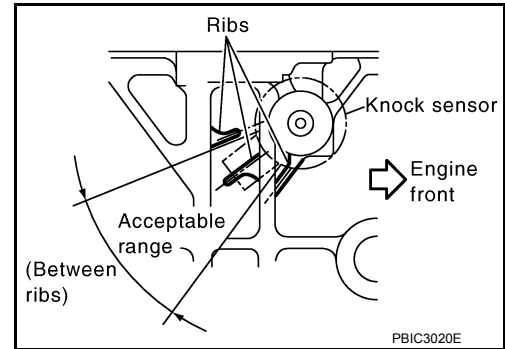
14. Install flywheel (M/T Models), or drive plate (A/T Models).
- Install drive plate, reinforcement plate and pilot converter as shown.
 - Using a drift with 33 mm (1.30 in) diameter, push pilot converter into the end of the crankshaft.
 - Press fit pilot bushing into the crankshaft as shown; using a suitable drift of 19 mm (0.75 in)



15. Install the cylinder block heater (if equipped).

Cylinder block heater : 73.5 N·m (7.5 kg-m, 54 ft-lb)

16. Install the knock sensor.
 - Make sure that there is no foreign material on the cylinder block mating surface and the back surface of the knock sensor.
 - Install the knock sensor with the connector facing lower left by 45° as shown.
 - Do not tighten the knock sensor bolt while holding the connector.
 - Make sure that the knock sensor does not interfere with other components.



Knock sensor bolt : 21.1 N·m (2.2 kg-m, 16 ft-lb)

CAUTION:

If the knock sensor is dropped, replace it with new one.

17. Install the crankshaft position sensor (POS).

Crankshaft position sensor bolt : 7.0 N·m (0.71 kg-m, 62 in-lb)

18. Installation of remaining components is in reverse order of removal.

Inspection After Disassembly

INFOID:000000007322394

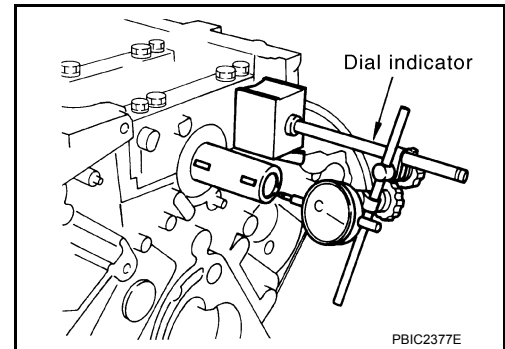
CRANKSHAFT END PLAY

- Measure the clearance between thrust bearings and crankshaft arm when crankshaft is moved fully forward or backward with a dial indicator.

Standard : 0.10 - 0.26 mm (0.0039 - 0.0102 in)

Limit : 0.30 mm (0.0118 in)

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



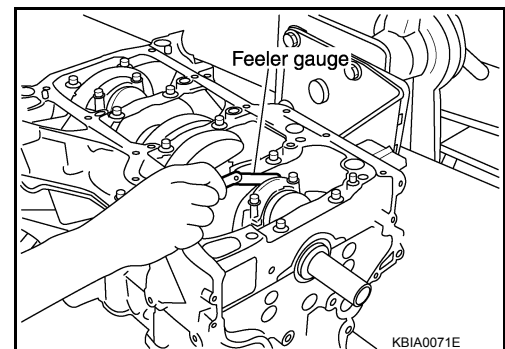
CONNECTING ROD SIDE CLEARANCE

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

Standard : 0.20 - 0.35 mm (0.0079 - 0.138 in)

Limit : 0.50 mm (0.0197 in)

- 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

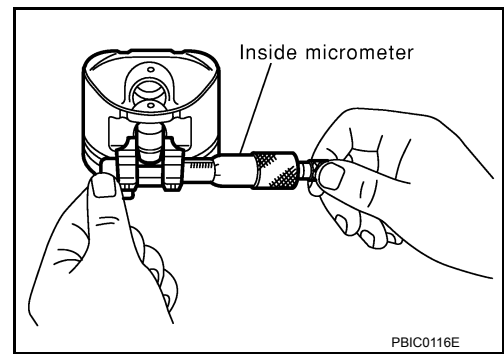
ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

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

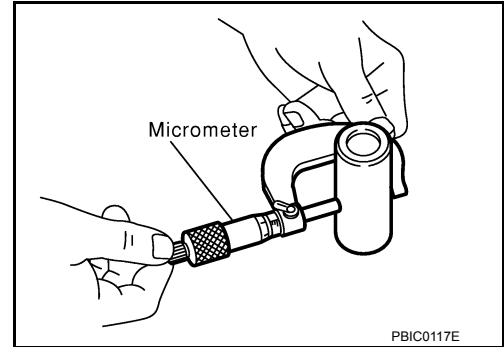
Standard: 19.993 - 20.005 mm (0.7871 - 0.7876 in)



Piston Pin Outer Diameter

Measure the outer diameter of piston pin with a micrometer.

Standard: 19.989 - 20.001 mm (0.7870 - 0.7874 in)



Piston to Piston Pin Oil Clearance

(Piston to piston pin oil clearance) = (Piston pin hole diameter) – (Piston pin outer diameter)

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

- If oil clearance is out of the standard, replace piston and piston pin assembly.
- When replacing piston and piston pin assembly, refer to [EM-107, "Standard and Limit"](#).

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 grades can be selected. (Only grade "0" is available.)

PISTON RING SIDE CLEARANCE

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

Standard:

Top ring : 0.045 - 0.080 mm (0.0018 - 0.0031 in)

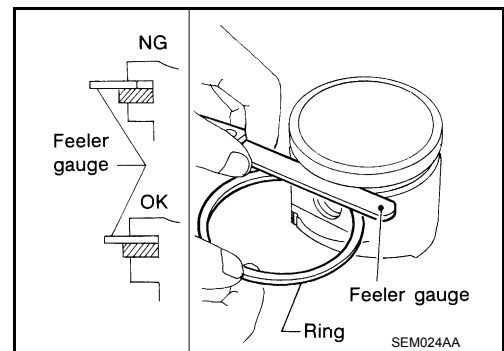
2nd ring : 0.030 - 0.070 mm (0.0012 - 0.0028 in)

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

Limit:

Top ring : 0.11 mm (0.0043 in)

2nd ring : 0.10 mm (0.0039 in)



- If the measured value exceeds the limit, replace piston ring, and measure again. If it still exceeds the limit, replace piston also.

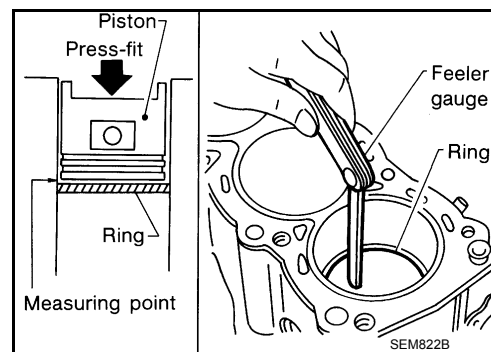
PISTON RING END GAP

ENGINE UNIT

[QR25DE]

< UNIT DISASSEMBLY AND ASSEMBLY >

- Make sure that cylinder bore inner diameter is within the specification. Refer to [EM-107, "Standard and Limit"](#).
- Lubricate with new engine oil to piston and piston ring, and then insert piston ring until middle of cylinder with piston, and measure piston ring end gap with a feeler gauge.



Standard:

Top ring	: 0.21 - 0.31 mm (0.0083 - 0.0122 in)
2nd ring	: 0.32 - 0.47 mm (0.0126 - 0.0185 in)
Oil ring (rail ring)	: 0.20 - 0.60 mm (0.0079 - 0.0236 in)

Limit:

Top ring	: 0.54 mm (0.0213 in)
2nd ring	: 0.65 mm (0.0256 in)
Oil ring (rail ring)	: 0.95 mm (0.0374 in)

- If the measured value exceeds the limit, replace piston ring, and measure again.

CONNECTING ROD BEND AND TORSION

- Check with a connecting rod aligner.

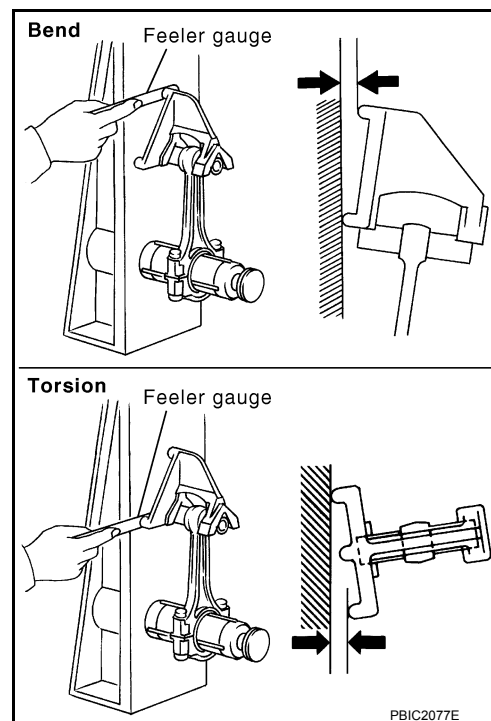
Bend:

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

Torsion:

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

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

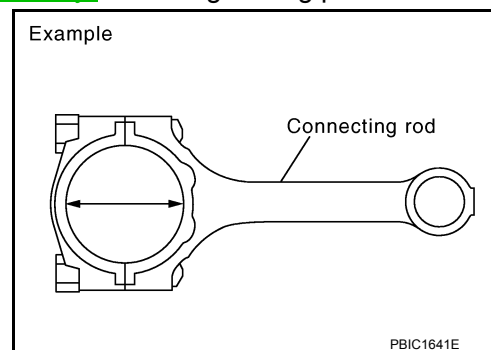


CONNECTING ROD BIG END DIAMETER

- Install connecting rod bearing cap without connecting rod bearing installed, and tightening connecting rod bolts to the specified torque. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of connecting rod big end with an inside micrometer.

Standard: 48.000 - 48.013 mm (1.8898 - 1.8903 in)

- If out of the standard, replace connecting rod assembly.



CONNECTING ROD BUSHING OIL CLEARANCE

ENGINE UNIT

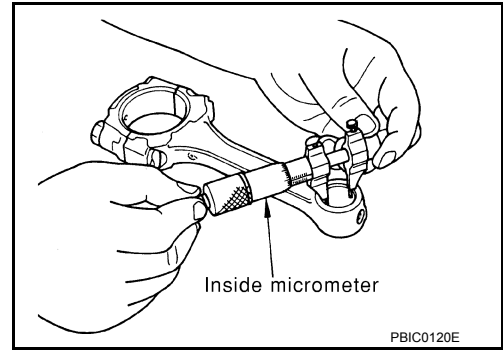
< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

Connecting Rod Bushing Inner Diameter

Measure the inner diameter of connecting rod bushing with an inside micrometer.

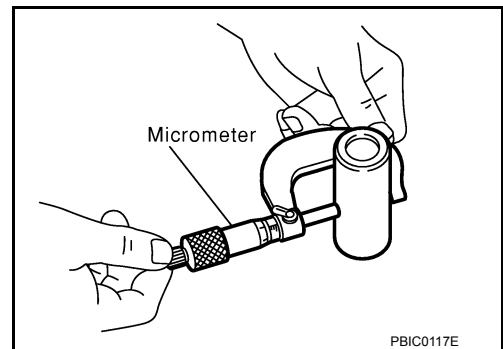
Standard: 20.000 - 20.012 mm (0.7874 - 0.7879 in)



Piston Pin Outer Diameter

Measure the outer diameter of piston pin with a micrometer.

Standard: 19.989 - 20.001 mm (0.7870 - 0.7874 in)

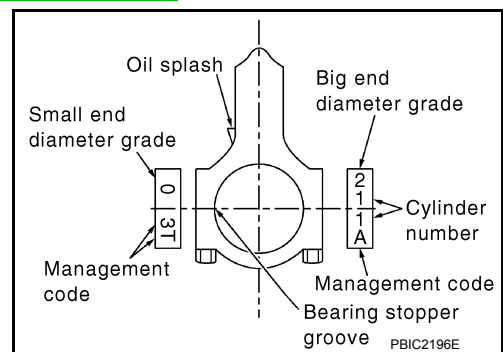


Connecting Rod Bushing Oil Clearance

(Connecting rod bushing oil clearance) = (Connecting rod bushing inner diameter) – (Piston pin outer diameter)

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

- If the measured value is out of the standard, replace connecting rod assembly and/or piston and piston pin assembly.
- If replacing piston and piston pin assembly, refer to [EM-107. "Standard and Limit"](#).
- If replacing connecting rod assembly, refer to [EM-107. "Standard and Limit"](#) to select connecting rod bearing.

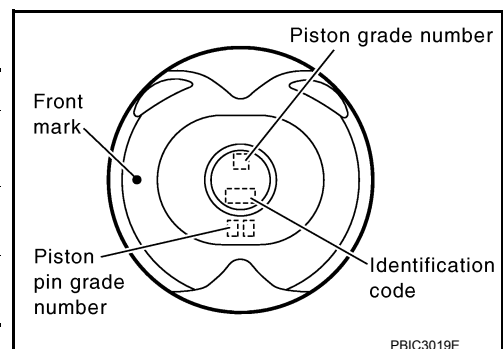


Factory installed parts grading:

- Service parts apply only to grade "0".

Grade	Unit: mm (in)	
	0	1
Connecting rod bushing inner diameter*	20.000 - 20.006 (0.7874 - 0.7876)	20.006 - 20.012 (0.7876 - 0.7879)
Piston pin hole diameter	19.993 - 19.999 (0.7871 - 0.7874)	19.999 - 20.005 (0.7874 - 0.7876)
Piston pin outer diameter	19.989 - 19.995 (0.7870 - 0.7872)	19.995 - 20.001 (0.7872 - 0.7874)

*: After installing in connecting rod.



ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

CYLINDER BLOCK DISTORTION

- Remove gasket on the cylinder block surface, and also remove engine oil, scale, carbon, or other contamination; using suitable tool.

CAUTION:

Do not allow any debris to enter engine oil or engine coolant passages.

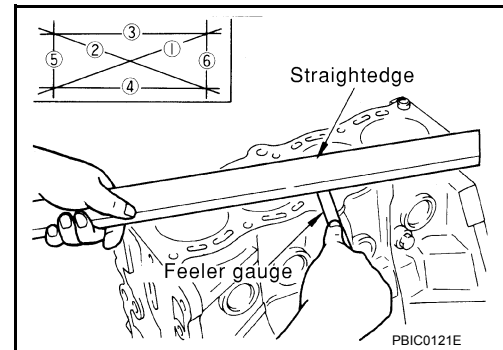
- Measure the distortion on the cylinder block upper face at some different points in six directions with straightedge and feeler gauge.

Limit: 0.1 mm (0.004 in)

- If it exceeds the limit, replace cylinder block and lower cylinder block assembly.

NOTE:

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



MAIN BEARING HOUSING INNER DIAMETER

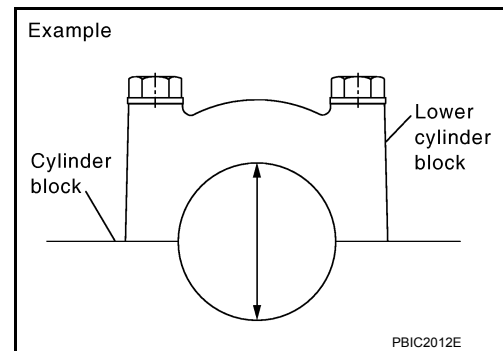
- Install lower cylinder block without main bearings installed, and tighten lower cylinder block bolts to the specified torque. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of main bearing housing with a bore gauge.

Standard: 58.944 - 58.968 mm (2.3206 - 2.3216 in)

- If out of the standard, replace cylinder block and lower cylinder block 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 the cylinder bore for wear, out-of-round and taper at six different points on each cylinder. [(X) and (Y) directions at (A), (B) and (C)] [(Y) is in longitudinal direction of the engine].

NOTE:

When determining cylinder bore grade, measure cylinder bore at (B) position.

Standard inner diameter:

89.010 - 89.030 mm (3.5043 - 3.5051 in)

Wear limit:

0.2 mm (0.008 in)

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

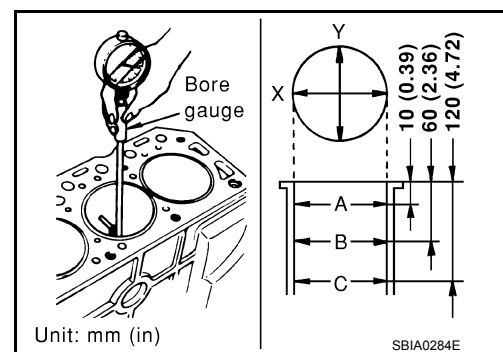
0.015 mm (0.0006 in)

Taper limit [Difference between (A) and (C)]:

0.01 mm (0.0004 in)

- If the measured value exceeds the limit, or if there are scratches and/or seizure on the cylinder inner wall, hone or re-bore the cylinder inner wall.

Piston Skirt Diameter



ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

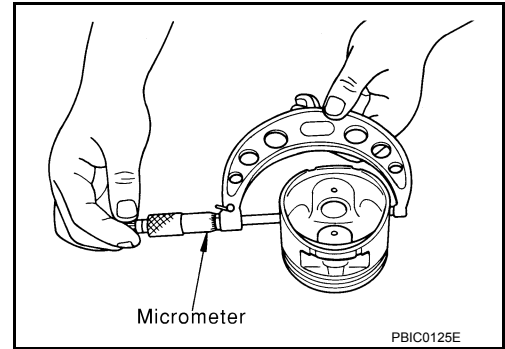
Measure the outer diameter of piston skirt with a micrometer.

Measure point

: Distance from the top 42.98 mm (1.692 in)

Standard

: 88.990 - 89.010 mm (3.5035 - 3.5043 in)



Piston to Cylinder Bore Clearance

Calculate by piston skirt diameter and cylinder bore inner diameter [direction (X), position (B)].

(Clearance) = (Cylinder bore inner diameter) – (Piston skirt diameter)

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

Limit : 0.08 mm (0.0031 in)

- If it exceeds the limit, replace piston and piston pin assembly. Refer to [EM-100, "How to Select Piston and Bearing"](#).

Re-boring Cylinder Bore

1. Cylinder bore size is determined by adding piston to cylinder bore clearance to piston skirt diameter.

Re-bored size calculation: $D = A + B - C$

where,

D: Bored diameter

A: Piston diameter as measured

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

C: Honing allowance 0.02 mm (0.0008 in)

2. Install lower cylinder block, and tighten bolts to the specified torque. Otherwise, cylinder bores may be distorted in final assembly. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.

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 the finished cylinder bore for out-of-round and taper.

NOTE:

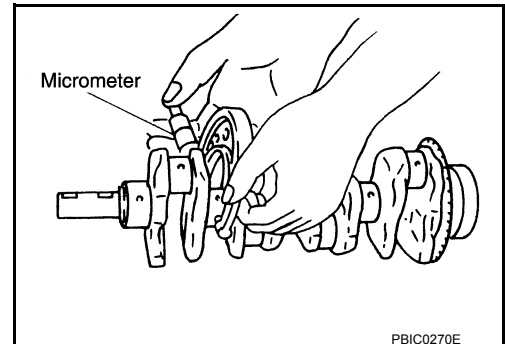
Measurement should be done after cylinder bore cools down.

CRANKSHAFT MAIN JOURNAL DIAMETER

- Measure the outer diameter of crankshaft main journals with a micrometer.

Standard: 54.955 - 54.979 mm (2.1636 - 2.1645 in) dia.

- If out of the standard, measure the main bearing oil clearance. Then use undersize bearing. Refer to [EM-107, "Standard and Limit"](#).



CRANKSHAFT PIN JOURNAL DIAMETER

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

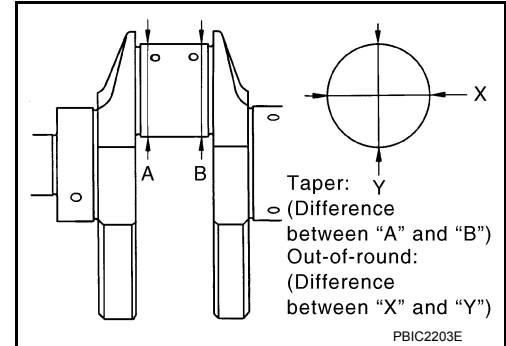
- Measure the outer diameter of crankshaft pin journal with a micrometer.

Standard: 44.956 - 44.974 mm (1.7699-1.7706 in) dia.

- If out of the standard, measure the connecting rod bearing oil clearance. Then use undersize bearing. Refer to [EM-107, "Standard and Limit"](#).

OUT-OF-ROUND AND TAPER OF CRANKSHAFT

- Measure the dimensions at four different points as shown on each main journal and pin journal with a micrometer.
- Out-of-round is indicated by the difference in dimensions between (X) and (Y) at (A) and (B).
- Taper is indicated by the difference in dimension between (A) and (B) at (X) and (Y).



Limit:

Out-of-round [Difference between (X) and (Y)]

: 0.0025 mm (0.0001 in)

Taper [Difference between (A) and (B)]

: 0.0025 mm (0.0001 in)

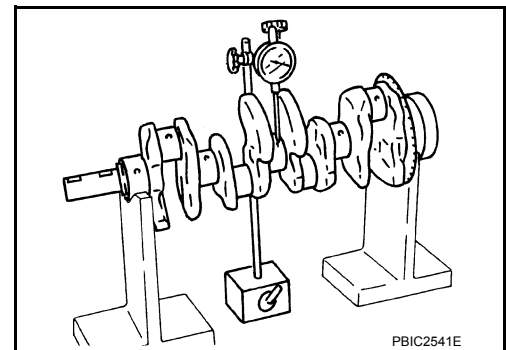
- If the measured value exceeds the limit, correct or replace crankshaft.
- If corrected, measure the bearing oil clearance of the corrected main journal and/or pin journal. Then select main bearing and/or connecting rod bearing. Refer to [EM-107, "Standard and Limit"](#).

CRANKSHAFT RUNOUT

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

Limit : 0.05 mm (0.0020 in)

- If it exceeds the limit, replace crankshaft.



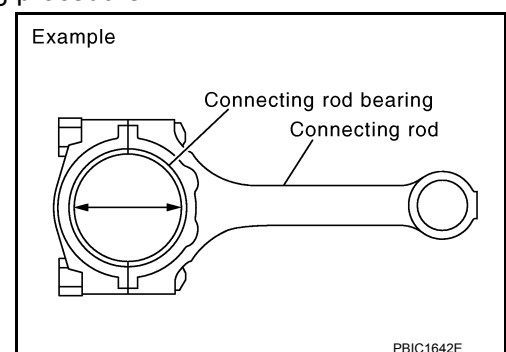
CONNECTING ROD BEARING OIL CLEARANCE

Method by Calculation

- Install connecting rod bearings to connecting rod and cap, and tighten connecting rod bolts to the specified torque. Refer to [EM-81, "Disassembly and Assembly"](#) for tightening procedure.
- Measure the inner diameter of connecting rod bearing with an inside micrometer.
(Bearing oil clearance) = (Connecting rod bearing inner diameter) – (Crankshaft pin journal diameter)

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

- If the clearance 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-100, "How to Select Piston and Bearing"](#).



Method of Using Plastigage

- Remove engine oil and dust on crankshaft pin and the surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install connecting rod bearings to connecting rod and cap, and tighten connecting rod bolts to the specified torque. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

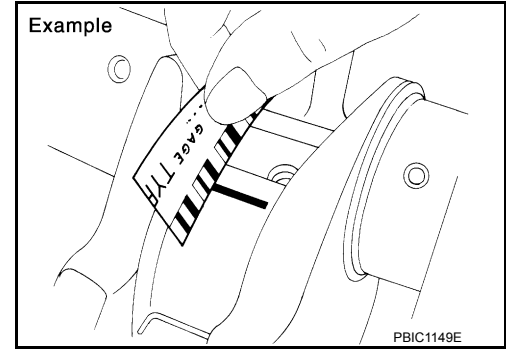
CAUTION:

Do not rotate crankshaft.

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

NOTE:

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



MAIN BEARING OIL CLEARANCE

Method by Calculation

- Install main bearings to cylinder block and lower cylinder block, and tighten lower cylinder block bolts to the specified torque. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of main bearing with a bore gauge.
(Bearing oil clearance) = (Main bearing inner diameter) – (Crankshaft main journal diameter)

Standard:

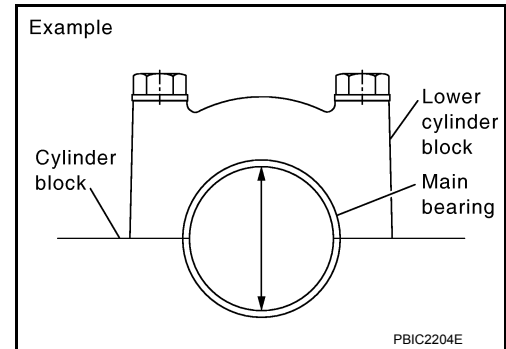
No. 1, 3 and 5 journals

: 0.028 - 0.042 mm (0.0011 - 0.0017 in)

No. 2 and 4 journals

: 0.041 - 0.056 mm (0.0016 - 0.0022 in)

Limit : 0.1 mm (0.004 in)



- If the clearance 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-100, "How to Select Piston and Bearing"](#).

Method of Using Plastigage

- Remove engine oil and dust on crankshaft main 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 bearings to cylinder block and lower cylinder block, and tighten lower cylinder block bolts to the specified torque. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.

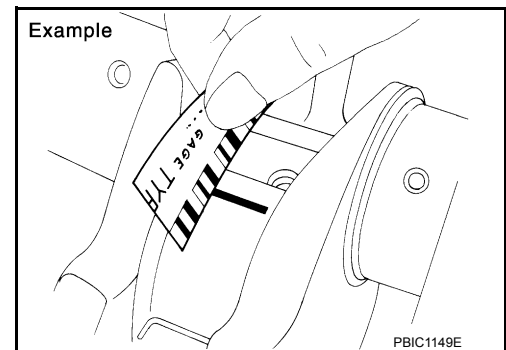
CAUTION:

Do not rotate crankshaft.

- 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 same as that described in the "Method by Calculation".



MAIN BEARING CRUSH HEIGHT

ENGINE UNIT

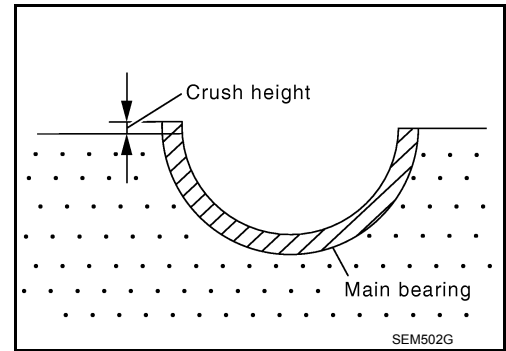
[QR25DE]

< UNIT DISASSEMBLY AND ASSEMBLY >

- When lower cylinder block is removed after being tightened to the specified torque with main bearings installed, the tip end of bearing must protrude. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.

Standard: There must be crush height.

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

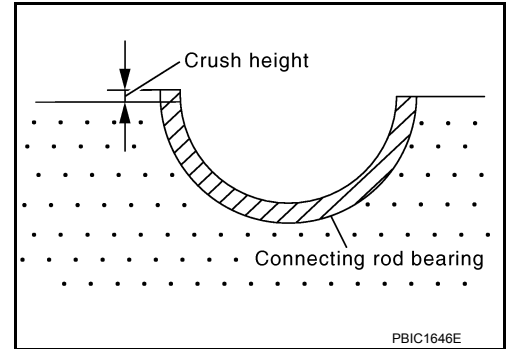


CONNECTING ROD BEARING CRUSH HEIGHT

- When connecting rod bearing cap is removed after being tightened to the specified torque with connecting rod bearings installed, the tip end of bearing must protrude. Refer to [EM-81, "Disassembly and Assembly"](#) for the tightening procedure.

Standard: There must be crush height.

- If the standard is not met, replace connecting rod bearings.

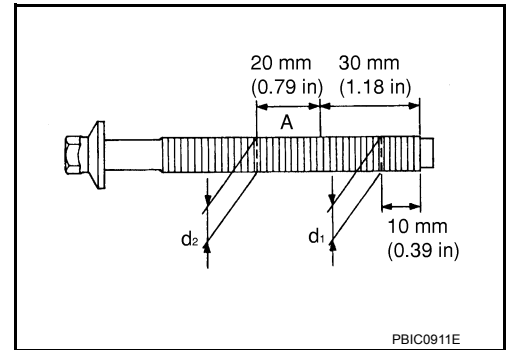


LOWER CYLINDER BLOCK BOLT OUTER DIAMETER

- Perform only with M10 bolts.
- Measure the outer diameters [(d1), (d2)] at two positions as shown.
- If reduction appears in (A) range, regard it as (d2).

Limit [(d1)– (d2)]: 0.13 mm (0.0051 in)

- If it exceeds the limit (a large difference in dimensions), replace lower cylinder block bolt with a new one.

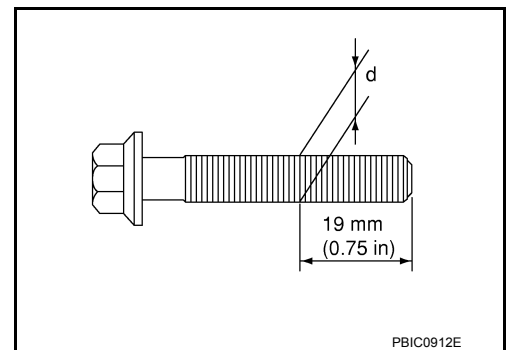


CONNECTING ROD BOLT OUTER DIAMETER

- Measure the outer diameter (d) at position as shown.
- If reduction appears in a position other than (d), regard it as (d).

Limit: 7.75 mm (0.3051 in)

- When (d) falls below the limit (when it becomes thinner), replace connecting rod bolt with a new one.



MOVEMENT AMOUNT OF FLYWHEEL (M/T MODELS)

CAUTION:

Do not disassemble double mass flywheel.

Movement Amount of Thrust (Fore-and-Aft) Direction

- Measure the movement amount of thrust (fore-and-aft) direction when 100 N (10.2 kg, 22 lb) force is added at the portion of 125 mm (4.92 in) radius from the center of flywheel.

Standard : 1.3 mm (0.051 in) or less

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

- If measured value is out of the standard, replace 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 (1.0 kg-m, 87 in-lb) to keep it from loosening.
2. Put a mating mark on circumferences of the two flywheel masses without applying any load (Measurement standard points).
3. Apply a force of 9.8 N·m (1.0 kg-m, 87 in-lb) in each direction, and mark the movement amount on the mass on the transmission side.
4. Measure the dimensions of movement amounts (A) and (B) on circumference of flywheel on the transmission side.

Standard: 44.3 mm (1.744 in) or less.

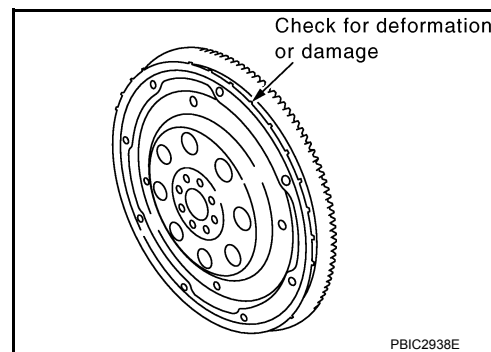
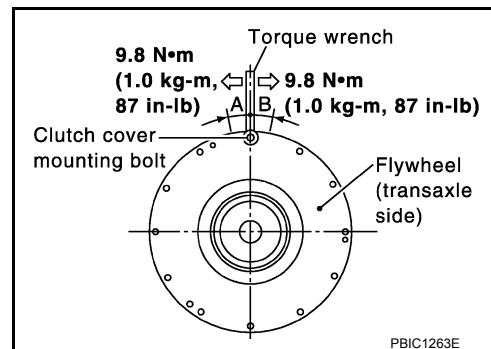
- If measured value is out of the standard, replace flywheel.

DRIVE PLATE (A/T MODELS)

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

CAUTION:

- **Do not disassemble drive plate.**
 - **Do not 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.



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HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

HOW TO SELECT PISTON AND BEARING

How to Select Piston and Bearing

INFOID:000000007322395

DESCRIPTION

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 an assembly.)	Piston grade (piston skirt diameter)	Piston grade = cylinder bore grade (inner diameter of bore)
Between piston and connecting rod*	—	—	—

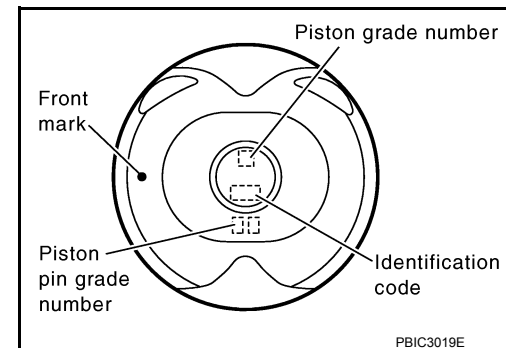
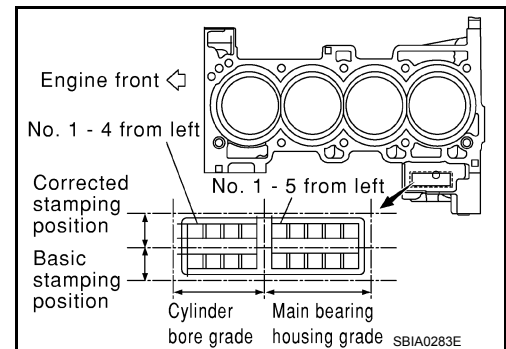
*For the service parts, the grade for fitting cannot be selected between piston pin and connecting rod. (Only grade "0" is available.) The information at the shipment from the plant is described as a reference.

- 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, follow the applicable procedures.

HOW TO SELECT PISTON

When New Cylinder Block Is Used

- Check the cylinder bore grade on rear-left side of cylinder block, and select piston of the same grade.
- If there is a corrected stamp mark on cylinder block, use it as a correct reference.



When Cylinder Block Is Reused

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

1. Measure the cylinder bore inner diameter. Refer to [EM-90. "Inspection After Disassembly"](#).
2. Determine the bore grade by comparing the measurement with the values under the cylinder bore inner diameter of the "Piston Selection Table".
3. Select piston of the same grade.

Piston Selection Table

Unit: mm (in)

Grade number (Mark)	2 (or no mark)	3
Cylinder bore Inner diameter	89.010 - 89.020 (3.5043 - 3.5047)	89.020 - 89.030 (3.5047 - 3.5051)
Piston skirt diameter	88.990 - 89.000 (3.5035 - 3.5039)	89.000 - 89.010 (3.5039 - 3.5043)

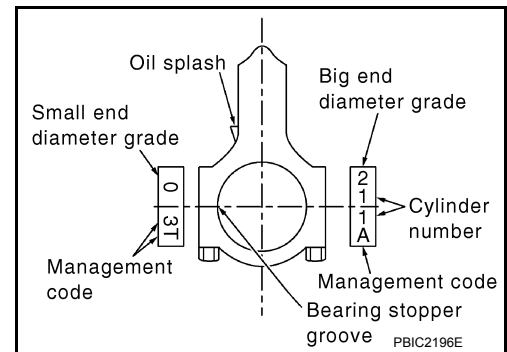
NOTE:

- There is no piston grade "1".
- Piston is available together with piston pin as an assembly.
- The piston pin (piston pin hole) grade is provided only for the parts installed at the plant. For service parts, no grades can be selected. (Only grade "0" is available.)

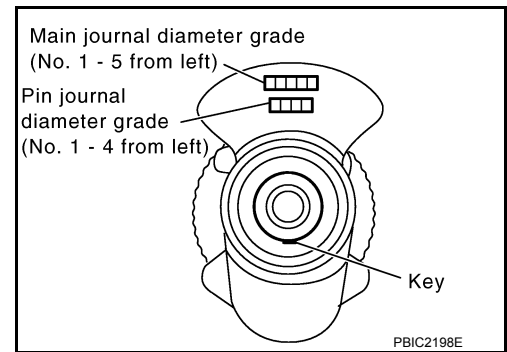
HOW TO SELECT CONNECTING ROD BEARING

When New Connecting Rod and Crankshaft Are Used

1. Apply connecting rod big end diameter grade stamped on connecting rod side face to the row in the "Connecting Rod Bearing Selection Table".



2. Apply crankshaft pin journal diameter grade stamped on crankshaft front side to the column in the "Connecting Rod Bearing Selection Table".



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 Crankshaft and Connecting Rod Are Reused

1. Measure the dimensions of the connecting rod big end diameter and crankshaft pin journal diameter individually. Refer to [EM-90. "Inspection After Disassembly"](#) and [EM-90. "Inspection After Disassembly"](#).
2. Apply the measured dimension to the "Connecting Rod Bearing Selection Table".
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.

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

Connecting Rod Bearing Selection Table

Connecting rod big end diameter		Mark	0	1	2	3	4	5	6	7	8	9	A	B	C
			Inner diameter Unit: mm (in)												
Mark	Crankshaft pin journal diameter		Outer diameter Unit: mm (in)												
			48.000 - 48.001 (1.8898 - 1.8898)	48.001 - 48.002 (1.8898 - 1.8898)	48.002 - 48.003 (1.8898 - 1.8899)	48.003 - 48.004 (1.8899 - 1.8899)	48.004 - 48.005 (1.8899 - 1.8900)	48.005 - 48.006 (1.8900 - 1.8900)	48.006 - 48.007 (1.8900 - 1.8900)	48.007 - 48.008 (1.8900 - 1.8901)	48.008 - 48.009 (1.8901 - 1.8901)	48.009 - 48.010 (1.8901 - 1.8902)	48.010 - 48.011 (1.8902 - 1.8902)	48.011 - 48.012 (1.8902 - 1.8902)	48.012 - 48.013 (1.8902 - 1.8903)
A	44.974 - 44.973 (1.7706 - 1.7706)		0	0	0	0	01	01	01	1	1	1	12	12	12
B	44.973 - 44.972 (1.7706 - 1.7705)		0	0	0	01	01	01	1	1	1	12	12	12	2
C	44.972 - 44.971 (1.7705 - 1.7705)		0	0	01	01	01	1	1	1	12	12	12	2	2
D	44.971 - 44.970 (1.7705 - 1.7705)		0	01	01	01	1	1	1	12	12	12	2	2	2
E	44.970 - 44.969 (1.7705 - 1.7704)		01	01	01	1	1	1	12	12	12	2	2	2	23
F	44.969 - 44.968 (1.7704 - 1.7704)		01	01	1	1	1	12	12	12	2	2	2	23	23
G	44.968 - 44.967 (1.7704 - 1.7704)		01	1	1	1	12	12	12	2	2	2	23	23	23
H	44.967 - 44.966 (1.7704 - 1.7703)		1	1	1	12	12	12	2	2	2	23	23	23	3
J	44.966 - 44.965 (1.7703 - 1.7703)		1	1	12	12	12	2	2	2	23	23	23	3	3
K	44.965 - 44.964 (1.7703 - 1.7702)		1	12	12	12	2	2	2	23	23	23	3	3	3
L	44.964 - 44.963 (1.7702 - 1.7702)		12	12	12	2	2	2	23	23	23	3	3	3	34
M	44.963 - 44.962 (1.7702 - 1.7701)		12	12	2	2	2	23	23	23	3	3	3	34	34
N	44.962 - 44.961 (1.7702 - 1.7701)		12	2	2	2	23	23	23	3	3	3	34	34	34
P	44.961 - 44.960 (1.7701 - 1.7701)		2	2	2	23	23	23	3	3	3	34	34	34	4
R	44.960 - 44.959 (1.7701 - 1.7700)		2	2	23	23	23	3	3	3	34	34	34	4	4
S	44.959 - 44.958 (1.7700 - 1.7700)		2	23	23	23	3	3	3	34	34	34	4	4	4
T	44.958 - 44.957 (1.7700 - 1.7700)		23	23	23	3	3	3	34	34	34	4	4	4	4
U	44.957 - 44.956 (1.7700 - 1.7699)		23	23	3	3	3	34	34	34	4	4	4	4	4

WBIA0838E

Connecting Rod Bearing Grade Table

Unit: mm (in)

Grade number*	0	1	2	3	4
Thickness	1.493 - 1.496 (0.0588 - 0.0589)	1.496 - 1.499 (0.0589 - 0.0590)	1.499 - 1.502 (0.0590 - 0.0591)	1.502 - 1.505 (0.0591 - 0.0593)	1.505 - 1.508 (0.0593 - 0.0594)
Identification color	Black	Brown	Green	Yellow	Blue

*: Always check with the Parts Department for the latest parts information.

Undersize Bearings 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 the crankshaft pin so that the connecting rod bearing oil clearance satisfies the standard.

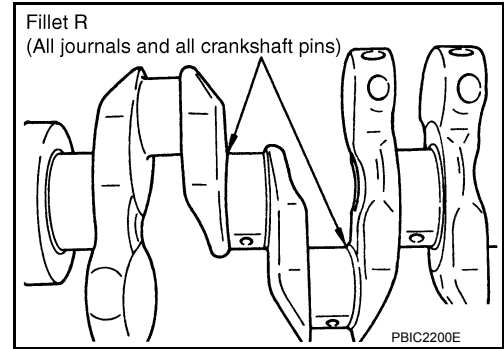
CAUTION:

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

In grinding crankshaft pin to use undersize bearings, keep the fillet R [1.5 - 1.7 mm (0.059 - 0.067 in)].



Bearing undersize table

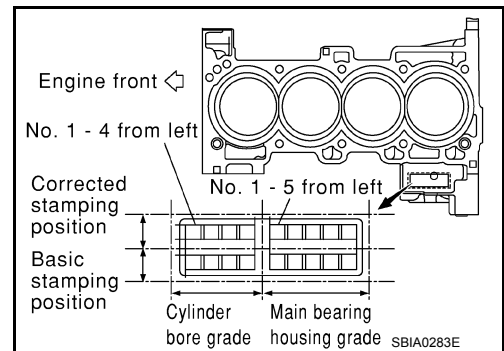
Unit: mm (in)

Size	Thickness
US 0.25 (0.0098)	1.624 - 1.632 (0.0639 - 0.0642)

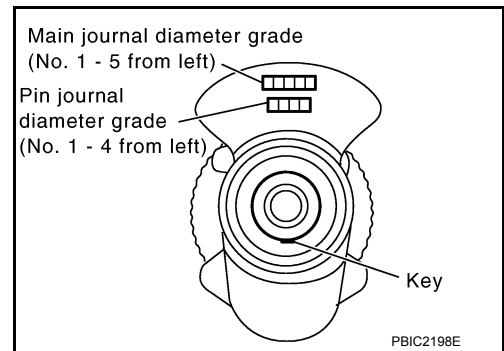
HOW TO SELECT MAIN BEARING

When New Cylinder Block and Crankshaft Are Used

1. "Main Bearing Selection Table" rows correspond to main bearing housing grade on rear-left side of cylinder block.
 - If there is a corrected stamp mark on cylinder block, use it as a correct reference.



2. Apply main journal diameter grade stamped on crankshaft front side to column in the "Main Bearing Selection Table".



3. Read the symbol at the cross point of selected row and column in the "Main Bearing Selection Table".

CAUTION:

There are two main bearing selection tables. One is for odd-numbered journals (No. 1, 3 and 5) and the other is for even-numbered journals (No. 2 and 4). Make certain to use the appropriate table. This is due to differences in the specified clearances.

4. Apply the symbol obtained to the "Main Bearing Grade Table" to select main bearing.

NOTE:

Service part is available as a set of both upper and lower.

When Cylinder Block and Crankshaft Are Reused

1. Measure the dimensions of the cylinder block main bearing housing inner diameter and crankshaft main journal diameter individually. Refer to [EM-90. "Inspection After Disassembly"](#) and [EM-90. "Inspection After Disassembly"](#).
2. Apply the measured dimension to the "Main Bearing Selection Table".
3. Read the symbol at the cross point of selected row and column in the "Main Bearing Selection Table".

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[QR25DE]

Grade number*		Thickness	Identification color	Remarks
01	UPR	1.973 - 1.976 (0.0777 - 0.0778)	Black	Grade and color are different for upper and lower bearings.
	LWR	1.976 - 1.979 (0.0778 - 0.0779)	Brown	
12	UPR	1.976 - 1.979 (0.0778 - 0.0779)	Brown	
	LWR	1.979 - 1.982 (0.0779 - 0.0780)	Green	
23	UPR	1.979 - 1.982 (0.0779 - 0.0780)	Green	
	LWR	1.982 - 1.985 (0.0780 - 0.0781)	Yellow	
34	UPR	1.982 - 1.985 (0.0780 - 0.0781)	Yellow	
	LWR	1.985 - 1.988 (0.0781 - 0.0783)	Blue	
45	UPR	1.985 - 1.988 (0.0781 - 0.0783)	Blue	
	LWR	1.988 - 1.991 (0.0783 - 0.0784)	Pink	
56	UPR	1.988 - 1.991 (0.0783 - 0.0784)	Pink	
	LWR	1.991 - 1.994 (0.0784 - 0.0785)	Purple	
67	UPR	1.991 - 1.994 (0.0784 - 0.0785)	Purple	
	LWR	1.994 - 1.997 (0.0785 - 0.0786)	White	

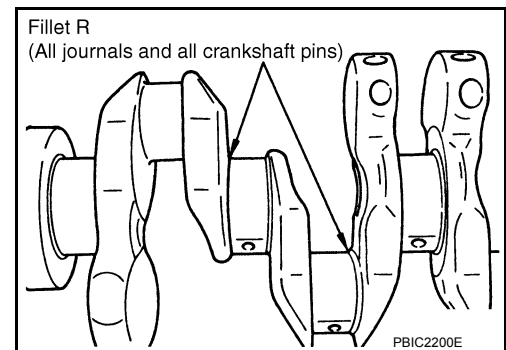
*: Always check with the Parts Department for the latest parts information.

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 fillet R [1.5 - 1.7 mm (0.059 - 0.067 in)].



Bearing undersize table

Unit: mm (in)

Size	Thickness
US 0.25 (0.0098)	2.106 - 2.114 (0.0829 - 0.0832)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Standard and Limit

INFOID:000000007322396

A

EM

GENERAL SPECIFICATIONS

Cylinder arrangement		In-line 4
Displacement	cm ³ (cu in)	2,488 (151.82)
Bore and stroke	mm (in)	89.0 x 100.0 (3.504 x 3.937)
Valve arrangement		DOHC
Firing order		1-3-4-2
Number of piston rings	Compression	2
	Oil	1
Compression ratio		9.5
Compression pressure kPa (kg/cm ² , psi) / 250 rpm	Standard	1,304 (13.3, 189)
	Minimum	1,108 (11.3, 161)
	Differential limit between cylinders	100 (1.0, 14)

C

D

E

F

G

DRIVE BELT

Tension of drive belt	Auto adjustment by auto-tensioner
-----------------------	-----------------------------------

H

EXHAUST MANIFOLD AND THREE WAY CATALYST ASSEMBLY

Unit: mm (in)

Item	Limit
Surface distortion	0.3 (0.012)

I

J

SPARK PLUG

Make	NGK
Standard type*	PLZKAR6A-11
Gap (nominal)	1.1 mm (0.043 in)

K

L

*: Always check with the Parts Department for the latest parts information.

CYLINDER HEAD

Unit: mm (in)

Items	Limit
Head surface distortion	0.1 (0.004)
Items	Standard

M

N

O

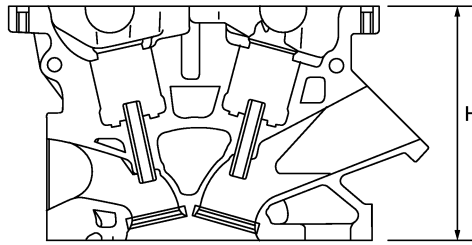
P

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

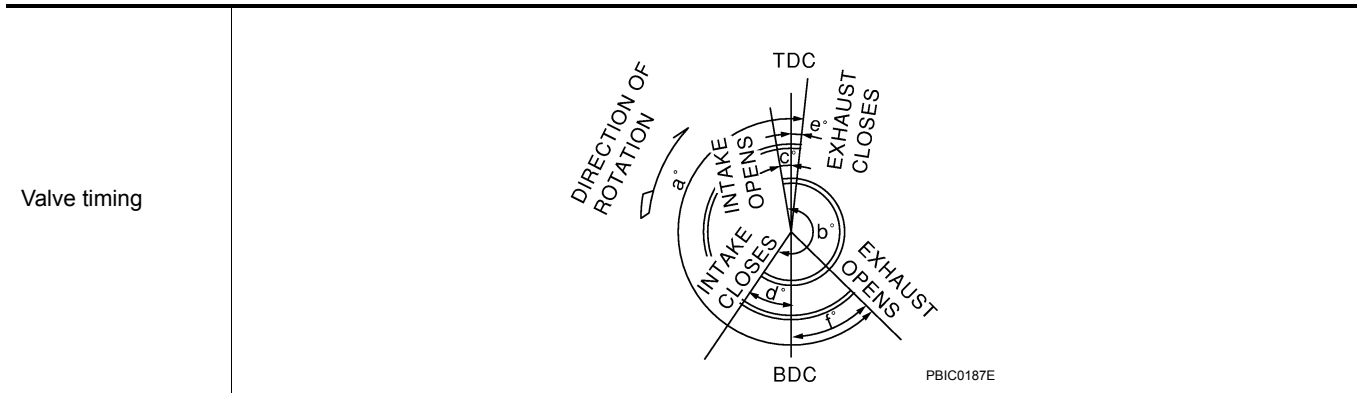
[QR25DE]

Items	Limit
Camshaft bearing surface length	25.660 - 25.685 (1.0102 - 1.0112)



VALVE

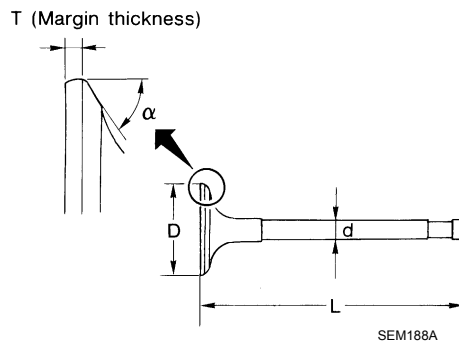
Valve Timing



Unit: degree					
a	b	c	d	e	f
236	224	-4	60	32	37

Valve Dimensions

Unit: mm (in)



Valve head diameter "D"	Intake	35.5 - 35.8 (1.398 - 1.409)
	Exhaust	30.5 - 30.8 (1.201 - 1.213)
Valve length "L"	Intake	97.16 (3.8252)
	Exhaust	98.82 (3.8905)
Valve stem diameter "d"	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.955 - 5.970 (0.2344 - 0.2350)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Valve seat angle "α"	Intake	45°15' - 45°45'
	Exhaust	
Valve margin "T"	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)

Valve Clearance

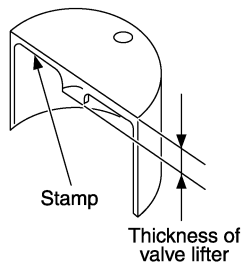
Unit: mm (in)

Items	Cold	Hot* (reference data)
Intake	0.24 - 0.32 (0.009 - 0.013)	0.304 - 0.416 (0.012 - 0.016)
Exhaust	0.26 - 0.34 (0.010 - 0.013)	0.308 - 0.432 (0.012 - 0.017)

*: Approximately 80°C (176°F)

Available Valve Lifter

Thickness mm (in)	Identification mark*
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KBIA0119E

6.96 (0.2740)	696
6.98 (0.2748)	698
7.00 (0.2756)	700
7.02 (0.2764)	702
7.04 (0.2772)	704
7.06 (0.2780)	706
7.08 (0.2787)	708
7.10 (0.2795)	710
7.12 (0.2803)	712
7.14 (0.2811)	714
7.16 (0.2819)	716
7.18 (0.2827)	718
7.20 (0.2835)	720
7.22 (0.2843)	722
7.24 (0.2850)	724
7.26 (0.2858)	726
7.28 (0.2866)	728
7.30 (0.2874)	730
7.32 (0.2882)	732
7.34 (0.2890)	734
7.36 (0.2898)	736
7.38 (0.2906)	738
7.40 (0.2913)	740

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Thickness mm (in)	Identification mark*
7.42 (0.2921)	742
7.44 (0.2929)	744
7.46 (0.2937)	746

*: Always check with the Parts Department for the latest parts information.

Valve Spring

Items	Intake	Exhaust
Free height	43.72 - 43.92 mm (1.7213 - 1.7291 in)	45.29 - 45.49 mm (1.7831 - 1.7909 in)
Installation height	35.30 mm (1.390 in)	35.30 mm (1.390 in)
Installation load	151 - 175 N (15.4 - 17.8 kg, 34 - 39 lb)	151 - 175 N (15.4 - 17.8 kg, 34 - 39 lb)
Height during valve open	25.3 mm (0.996 in)	26.76 mm (1.0535 in)
Load with valve open	351 - 394 N (35.8 - 40.2 kg, 79 - 89 lb)	318 - 362 N (32.4 - 36.9 kg, 71 - 81 lb)
Identification color	Pink	Green
Squareness limit	1.8 mm (0.071 in)	1.9 mm (0.075 in)

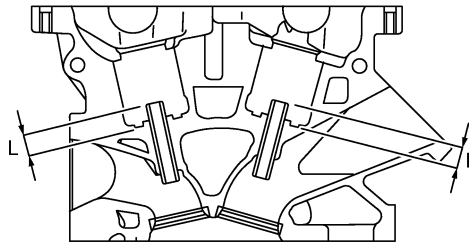
Valve Lifter

Unit: mm (in)

Items	Standard
Valve lifter outer diameter	33.965 - 33.980 (1.3372 - 1.3378)
Valve lifter hole diameter	34.000 - 34.021 (1.3386 - 1.3394)
Valve lifter clearance	0.020 - 0.056 (0.0008 - 0.0022)

Valve Guide

Unit: mm (in)



PBIC0184E

Items	Standard part	Service part
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 (0.003)
	Exhaust	0.030 - 0.063 (0.0012 - 0.0025) 0.09 (0.004)
Projection length "L"	Intake	10.1 - 10.3 (0.398 - 0.406)
	Exhaust	10.0 - 10.4 (0.394 - 0.409)

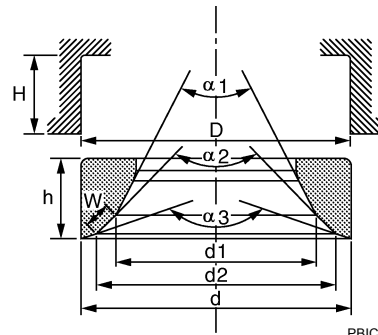
Valve Seat

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Unit: mm (in)



PBIC2745E

Items		Standard	Oversize [0.5 (0.02)] (Service)
Cylinder head seat recess diameter "D"	Intake	36.500 - 36.516 (1.4370 - 1.4376)	37.000 - 37.016 (1.4567 - 1.4573)
	Exhaust	31.500 - 31.516 (1.2402 - 1.2408)	32.000 - 32.016 (1.2598 - 1.2605)
Valve seat outer diameter "d"	Intake	36.597 - 36.613 (1.4408 - 1.4415)	37.097 - 37.113 (1.4605 - 1.4611)
	Exhaust	31.600 - 31.616 (1.2441 - 1.2447)	32.100 - 32.116 (1.2638 - 1.2644)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.084 - 0.116 (0.0033 - 0.0046)	
Diameter "d1"*1	Intake	33.5 (1.319)	
	Exhaust	28.0 (1.102)	
Diameter "d2"*2	Intake	35.1 - 35.3 (1.382 - 1.390)	
	Exhaust	29.9 - 30.1 (1.177 - 1.185)	
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	1.05 - 1.35 (0.0413 - 0.0531)	
	Exhaust	1.25 - 1.55 (0.0492 - 0.0610)	
Height "h"	Intake	5.9 - 6.0 (0.232 - 0.236)	5.0 - 5.1 (0.197 - 0.201)
	Exhaust	5.9 - 6.0 (0.232 - 0.236)	4.91 - 5.01 (0.1933 - 0.1972)
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

Valve Seal

Unit: mm (in)

Items	Standard
Valve seal installed height	11.8 - 12.4 (0.465 - 0.488)

Spark Plug Tube

Unit: mm (in)

Items	Standard
Spark plug tube installed height	41.2 - 42.2 (1.622 - 1.661)

CAMSHAFT AND CAMSHAFT BEARING

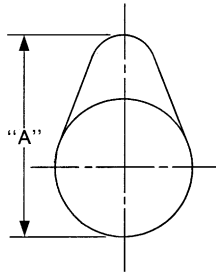
SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Unit: mm (in)

Items	Standard	Limit
Camshaft journal oil clearance	0.045 - 0.086 (0.0018 - 0.0034)	—
Camshaft bracket inner diameter	No. 1	28.000 - 28.021 (1.1024 - 1.1032)
	No. 2, 3, 4, 5	23.500 - 23.521 (0.9252 - 0.9260)
Camshaft journal outer diameter	No. 1	27.935 - 27.955 (1.0998 - 1.1006)
	No. 2, 3, 4, 5	23.435 - 23.455 (0.9226 - 0.9234)
Camshaft journal length	No. 1	25.800 - 25.848 (1.0157 - 1.0176)
Camshaft end play	0.115 - 0.188 (0.0045 - 0.0074)	—
Camshaft cam height "A"	Intake	45.015 - 45.205 (1.7722 - 1.7797)
	Exhaust	43.975 - 44.165 (1.7313 - 1.7388)
Camshaft runout [TIR* ²]	Less than 0.02 (0.0008)	—
Camshaft sprocket runout [TIR* ²]	—	0.15 (0.0059)



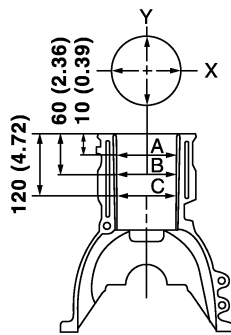
SEM671

*1: Cam wear limit

*2: Total indicator reading

CYLINDER BLOCK

Unit: mm (in)



PBIC0281E

Surface distortion		Limit	0.1 (0.004)	
Cylinder bore	Inner diameter	Standard*	Grade No. 2	89.010 - 89.020 (3.5043 - 3.5047)
			Grade No. 3	89.020 - 89.030 (3.5047 - 3.5051)
		Wear limit	0.2 (0.008)	
Out-of-round (Difference between "X" and "Y")		Limit	0.015 (0.0006)	
Taper (Difference between "A" and "C")			0.01 (0.0004)	

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

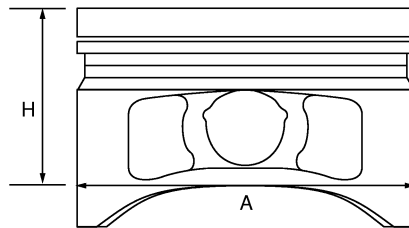
[QR25DE]

Main bearing housing inner diameter grade	Grade No. A	58.944 - 58.945 (2.3206 - 2.3207)
	Grade No. B	58.945 - 58.946 (2.3207 - 2.3207)
	Grade No. C	58.946 - 58.947 (2.3207 - 2.3207)
	Grade No. D	58.947 - 58.948 (2.3207 - 2.3208)
	Grade No. E	58.948 - 58.949 (2.3208 - 2.3208)
	Grade No. F	58.949 - 58.950 (2.3208 - 2.3209)
	Grade No. G	58.950 - 58.951 (2.3209 - 2.3209)
	Grade No. H	58.951 - 58.952 (2.3209 - 2.3209)
	Grade No. J	58.952 - 58.953 (2.3209 - 2.3210)
	Grade No. K	58.953 - 58.954 (2.3210 - 2.3210)
	Grade No. L	58.954 - 58.955 (2.3210 - 2.3211)
	Grade No. M	58.955 - 58.956 (2.3211 - 2.3211)
	Grade No. N	58.956 - 58.957 (2.3211 - 2.3211)
	Grade No. P	58.957 - 58.958 (2.3211 - 2.3212)
	Grade No. R	58.958 - 58.959 (2.3212 - 2.3212)
	Grade No. S	58.959 - 58.960 (2.3212 - 2.3213)
	Grade No. T	58.960 - 58.961 (2.3213 - 2.3213)
	Grade No. U	58.961 - 58.962 (2.3213 - 2.3213)
Grade No. V	58.962 - 58.963 (2.3213 - 2.3214)	
Grade No. W	58.963 - 58.964 (2.3214 - 2.3214)	
Grade No. X	58.964 - 58.965 (2.3214 - 2.3215)	
Grade No. Y	58.965 - 58.966 (2.3215 - 2.3215)	
Grade No. 4	58.966 - 58.967 (2.3215 - 2.3215)	
Grade No. 7	58.967 - 58.968 (2.3215 - 2.3216)	
Difference in inner diameter between cylinders	Standard	Less than 0.03 (0.0012)

PISTON, PISTON RING AND PISTON PIN

Available Piston

Unit: mm (in)



PBIC0188E

Piston skirt diameter "A"	Standard	Grade*	Dimension
		Grade No. 2	88.990 - 89.000 (3.5035 - 3.5039)
		Grade No. 3	89.000 - 89.010 (3.5039 - 3.5043)
Piston height "H" dimension			42.98 (1.692)
Piston pin hole diameter		Grade No. 0	19.993 - 19.999 (0.7871 - 0.7874)
		Grade No. 1	19.999 - 20.005 (0.7874 - 0.7876)
Piston to cylinder bore clearance		Standard	0.010 - 0.030 (0.0004 - 0.0012)
		Limit	0.08 (0.0031)

*: Always check with the Parts Department for the latest parts information.

Piston Ring

Unit: mm (in)

Items		Standard	Limit
Side clearance	Top	0.045 - 0.080 (0.0018 - 0.0031)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	0.10 (0.0039)
	Oil ring (rail ring)	0.065 - 0.135 (0.0026 - 0.0053)	—

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

End gap	Top	0.21 - 0.31 (0.0083 - 0.0122)	0.54 (0.0213)
	2nd	0.32 - 0.47 (0.0126 - 0.0185)	0.65 (0.0256)
	Oil ring (rail ring)	0.20 - 0.60 (0.0079 - 0.0236)	0.95 (0.0374)

Piston Pin

Unit: mm (in)

	Grade*	Dimension
Piston pin outer diameter	Grade No. 0	19.989 - 19.995 (0.7870 - 0.7872)
	Grade No. 1	19.995 - 20.001 (0.7872 - 0.7874)
	Standard	0.002 - 0.006 (0.0001 - 0.0002)
Piston to piston pin oil clearance	Standard	0.002 - 0.006 (0.0001 - 0.0002)
Connecting rod bushing oil clearance	Standard	0.005 - 0.017 (0.0002 - 0.0007)

*: Always check with the Parts Department for the latest parts information.

CONNECTING ROD

Unit: mm (in)

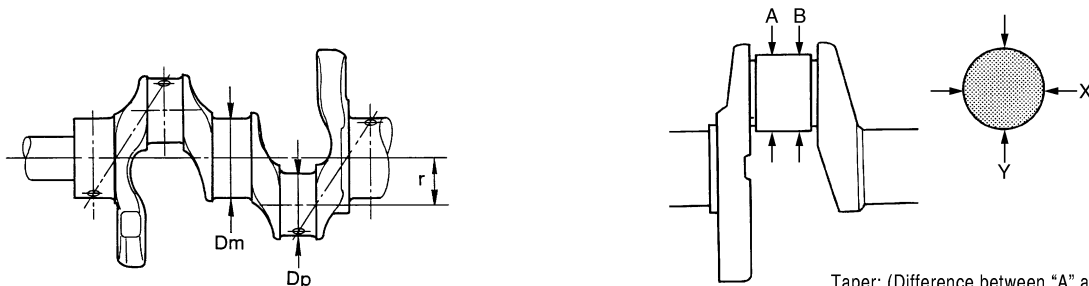
Items	Grade ¹	
Center distance		143.00 - 143.10 (5.630 - 5.634)
Bend [per 100 (3.94)]	Limit	0.15 (0.0059)
Torsion [per 100 (3.94)]	Limit	0.30 (0.0118)
Connecting rod bushing inner diameter ²	Grade No. 0	20.000 - 20.006 (0.7874 - 0.7876)
	Grade No. 1	20.006 - 20.012 (0.7876 - 0.7879)
Side clearance	Standard	0.20 - 0.35 (0.0079 - 0.0138)
	Limit	0.50 (0.0197)
Connecting rod big end diameter	Grade No. 0	48.000 - 48.001 (1.8898 - 1.8898)
	Grade No. 1	48.001 - 48.002 (1.8898 - 1.8898)
	Grade No. 2	48.002 - 48.003 (1.8898 - 1.8899)
	Grade No. 3	48.003 - 48.004 (1.8899 - 1.8899)
	Grade No. 4	48.004 - 48.005 (1.8899 - 1.8900)
	Grade No. 5	48.005 - 48.006 (1.8900 - 1.8900)
	Grade No. 6	48.006 - 48.007 (1.8900 - 1.8900)
	Grade No. 7	48.007 - 48.008 (1.8900 - 1.8901)
	Grade No. 8	48.008 - 48.009 (1.8901 - 1.8901)
	Grade No. 9	48.009 - 48.010 (1.8901 - 1.8902)
	Grade No. A	48.010 - 48.011 (1.8902 - 1.8902)
Grade No. B	48.011 - 48.012 (1.8902 - 1.8902)	
Grade No. C	48.012 - 48.013 (1.8902 - 1.8903)	

¹: Always check with the Parts Department for the latest parts information.

²: After installing in connecting rod

CRANKSHAFT

Unit: mm (in)



SEM645

SBIA0535E

Center distance "r"	49.96 - 50.04 (1.9669 - 1.9701)
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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Out-of-round (Difference between "X" and "Y")	Limit	0.0025 (0.0001)	A
Taper (Difference between "A" and "B")	Limit	0.0025 (0.0001)	A
Runout [TIR ¹]	Limit	0.05 (0.0020)	
Crankshaft end play	Standard	0.10 - 0.26 (0.0039 - 0.0102)	EM
	Limit	0.30 (0.0118)	
Pin journal diameter grade. "DP"	Grade	Dimension	
	Grade No. A	44.974 - 44.973 (1.7706 - 1.7706)	C
	Grade No. B	44.973 - 44.972 (1.7706 - 1.7705)	
	Grade No. C	44.972 - 44.971 (1.7705 - 1.7705)	D
	Grade No. D	44.971 - 44.970 (1.7705 - 1.7705)	
	Grade No. E	44.970 - 44.969 (1.7705 - 1.7704)	E
	Grade No. F	44.969 - 44.968 (1.7704 - 1.7704)	
	Grade No. G	44.968 - 44.967 (1.7704 - 1.7703)	F
	Grade No. H	44.967 - 44.966 (1.7703 - 1.7703)	
	Grade No. J	44.966 - 44.965 (1.7703 - 1.7702)	G
	Grade No. K	44.965 - 44.964 (1.7702 - 1.7702)	
	Grade No. L	44.964 - 44.963 (1.7702 - 1.7702)	H
	Grade No. M	44.963 - 44.962 (1.7702 - 1.7701)	
	Grade No. N	44.962 - 44.961 (1.7701 - 1.7701)	I
	Grade No. P	44.961 - 44.960 (1.7701 - 1.7700)	
	Grade No. R	44.960 - 44.959 (1.7700 - 1.7700)	J
	Grade No. S	44.959 - 44.958 (1.7700 - 1.7700)	
Grade No. T	44.958 - 44.957 (1.7700 - 1.7700)	K	
Grade No. U	44.957 - 44.956 (1.7700 - 1.7699)		
Main journal diameter grade. "Dm"	Grade No. A	54.979 - 54.978 (2.1645 - 2.1645)	L
	Grade No. B	54.978 - 54.977 (2.1645 - 2.1644)	
	Grade No. C	54.977 - 54.976 (2.1644 - 2.1644)	M
	Grade No. D	54.976 - 54.975 (2.1644 - 2.1644)	
	Grade No. E	54.975 - 54.974 (2.1644 - 2.1643)	N
	Grade No. F	54.974 - 54.973 (2.1643 - 2.1643)	
	Grade No. G	54.973 - 54.972 (2.1643 - 2.1642)	O
	Grade No. H	54.972 - 54.971 (2.1642 - 2.1642)	
	Grade No. J	54.971 - 54.970 (2.1642 - 2.1642)	P
	Grade No. K	54.970 - 54.969 (2.1642 - 2.1641)	
	Grade No. L	54.969 - 54.968 (2.1641 - 2.1641)	A
	Grade No. M	54.968 - 54.967 (2.1641 - 2.1641)	
	Grade No. N	54.967 - 54.966 (2.1641 - 2.1640)	B
	Grade No. P	54.966 - 54.965 (2.1640 - 2.1640)	
	Grade No. R	54.965 - 54.964 (2.1640 - 2.1639)	C
	Grade No. S	54.964 - 54.963 (2.1639 - 2.1639)	
	Grade No. T	54.963 - 54.962 (2.1639 - 2.1639)	D
Grade No. U	54.962 - 54.961 (2.1639 - 2.1638)		
Grade No. V	54.961 - 54.960 (2.1638 - 2.1638)	E	
Grade No. W	54.960 - 54.959 (2.1638 - 2.1637)		
Grade No. X	54.959 - 54.958 (2.1637 - 2.1637)	F	
Grade No. Y	54.958 - 54.957 (2.1637 - 2.1637)		
Grade No. 4	54.957 - 54.956 (2.1637 - 2.1636)	G	
Grade No. 7	54.956 - 54.955 (2.1636 - 2.1636)		

¹: Total indicator reading

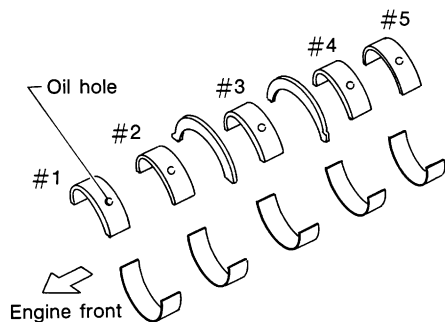
MAIN BEARING

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Unit: mm (in)



SEM685D

Grade number*		Thickness	Identification color	Remarks
0		1.973 - 1.976 (0.0777 - 0.0778)	Black	Grade and color are the same for upper and lower bearings.
1		1.976 - 1.979 (0.0778 - 0.0779)	Brown	
2		1.979 - 1.982 (0.0779 - 0.0780)	Green	
3		1.982 - 1.985 (0.0780 - 0.0781)	Yellow	
4		1.985 - 1.988 (0.0781 - 0.0783)	Blue	
5		1.988 - 1.991 (0.0783 - 0.0784)	Pink	
6		1.991 - 1.994 (0.0784 - 0.0785)	Purple	
7		1.994 - 1.997 (0.0785 - 0.0786)	White	
01	UPR	1.973 - 1.976 (0.0777 - 0.0778)	Black	Grade and color are different for upper and lower bearings.
	LWR	1.976 - 1.979 (0.0778 - 0.0779)	Brown	
12	UPR	1.976 - 1.979 (0.0778 - 0.0779)	Brown	
	LWR	1.979 - 1.982 (0.0779 - 0.0780)	Green	
23	UPR	1.979 - 1.982 (0.0779 - 0.0780)	Green	
	LWR	1.982 - 1.985 (0.0780 - 0.0781)	Yellow	
34	UPR	1.982 - 1.985 (0.0780 - 0.0781)	Yellow	
	LWR	1.985 - 1.988 (0.0781 - 0.0783)	Blue	
45	UPR	1.985 - 1.988 (0.0781 - 0.0783)	Blue	
	LWR	1.988 - 1.991 (0.0783 - 0.0784)	Pink	
56	UPR	1.988 - 1.991 (0.0783 - 0.0784)	Pink	
	LWR	1.991 - 1.994 (0.0784 - 0.0785)	Purple	
67	UPR	1.991 - 1.994 (0.0784 - 0.0785)	Purple	
	LWR	1.994 - 1.997 (0.0785 - 0.0786)	White	

*: Always check with the Parts Department for the latest parts information.

Undersize

Unit: mm (in)

Item	Thickness	Main journal diameter
US 0.25 (0.0098)	2.106 - 2.114 (0.0829 - 0.0832)	Grind so that bearing clearance is the specified value.

Bearing Oil Clearance

Unit: mm (in)

Main bearing oil clearance	Standard	No. 1, 3 and 5	0.028 - 0.042 (0.0011 - 0.0017)
		No. 2 and 4	0.041 - 0.056 (0.0016 - 0.0022)
	Limit		

CONNECTING ROD BEARING

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[QR25DE]

Grade number*	Thickness mm (in)	Identification color
0	1.493 - 1.496 (0.0588 - 0.0589)	Black
1	1.496 - 1.499 (0.0589 - 0.0590)	Brown
2	1.499 - 1.502 (0.0590 - 0.0591)	Green
3	1.502 - 1.505 (0.0591 - 0.0593)	Yellow
4	1.505 - 1.508 (0.0593 - 0.0594)	Blue

*: Always check with the Parts Department for the latest parts information.

Undersize

Unit: mm (in)

Item	Thickness	Crank pin journal diameter
US 0.25 (0.0098)	1.624 - 1.632 (0.0639 - 0.0643)	Grind so that bearing clearance is the specified value.

Bearing Oil Clearance

Unit: mm (in)

Connecting rod bearing oil clearance	Standard	0.035 - 0.045 (0.0014 - 0.0018)
	Limit	0.10 (0.0039)

PRECAUTION

PRECAUTIONS

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

INFOID:000000007827554

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. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which 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 the SR section.
- Do not 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:

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT 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.

Precaution for Drain Engine Coolant

INFOID:000000007322398

Drain engine coolant when engine is cooled.

Precaution for Disconnecting Fuel Piping

INFOID:000000007322399

- Before starting work, make sure 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.

Precaution for Removal and Disassembly

INFOID:000000007322400

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

Precaution for Inspection, Repair and Replacement

INFOID:000000007322401

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

PRECAUTIONS

< PRECAUTION >

[VQ40DE]

Precaution for Assembly and Installation

INFOID:000000007322402

- 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.
- Release air within route when refilling after draining engine coolant.
- Before starting engine, apply fuel pressure to fuel lines with turning ignition switch ON (with engine stopped). Then make sure that there are no leaks at fuel line connections.
- After repairing, start engine and increase engine speed to check engine coolant, fuel, engine oil, and exhaust gasses for leakage.

Parts Requiring Angle Tightening

INFOID:000000007322403

- For the final tightening of the following engine parts use Tool:

Tool number : KV10112100 (BT-8653-A)

- Cylinder head bolts
- Lower cylinder block bolts
- Connecting rod cap bolts
- Crankshaft pulley bolt (No angle wrench is required as bolt flange is provided with notches for angle tightening)
- Do not use a torque value for final tightening.
- The torque value for these parts are for a preliminary step.
- Ensure thread and seat surfaces are clean and coated with engine oil.

Precaution for Liquid Gasket

INFOID:000000007322404

REMOVAL OF LIQUID GASKET

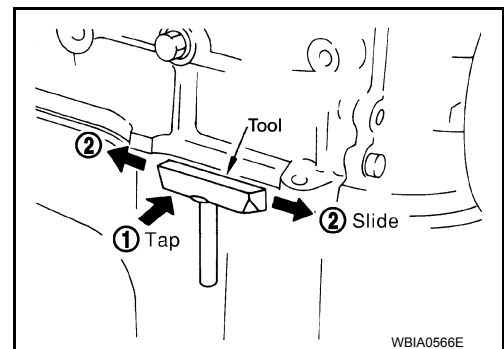
- After removing the bolts and nuts, separate the mating surface and remove the old liquid gasket using Tool.

Tool number : KV10111100 (J-37228)

CAUTION:

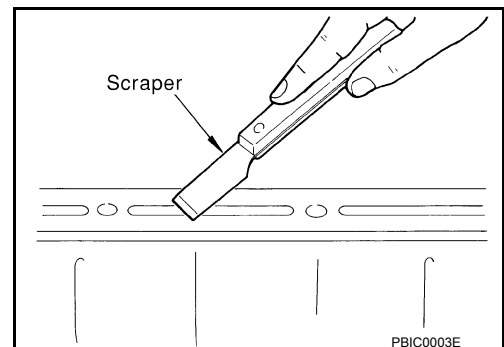
Do not damage the mating surfaces.

- Tap the seal cutter to insert it (1).
- In areas where the Tool is difficult to use, lightly tap to slide it (2).



LIQUID GASKET APPLICATION PROCEDURE

1. Remove the old liquid gasket adhering to the gasket application surface and the mating surface using suitable tool.
 - Remove the liquid gasket completely from the groove of the liquid gasket application surface, bolts, and bolt holes.
2. Thoroughly clean the mating surfaces and remove adhering moisture, grease and foreign material.



PRECAUTIONS

[VQ40DE]

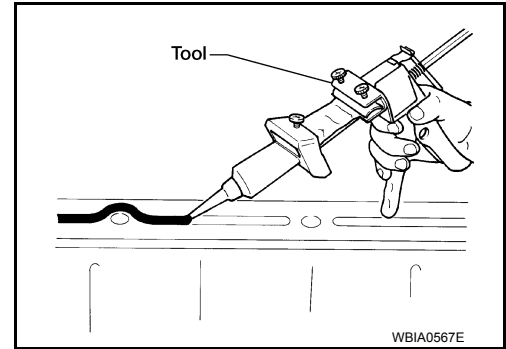
< PRECAUTION >

3. Attach the liquid gasket tube to the Tool.

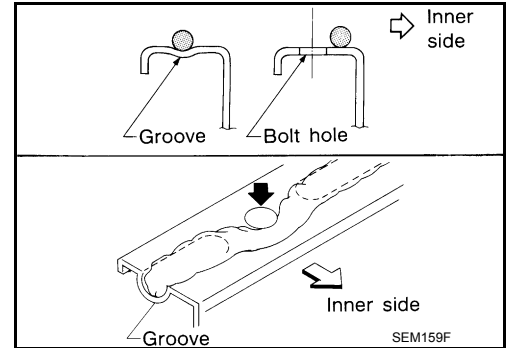
Tool number : WS39930000 (—)

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

4. Apply the liquid gasket without breaks to the specified location with the specified dimensions.



- If there is a groove for the liquid gasket application, apply the liquid gasket to the groove.
- Normally apply the liquid gasket on the inside edge of the bolt holes. Also apply to the outside edge of the bolt holes when specified in the procedure.
- Within five minutes of liquid gasket application, install the mating component.
- If the liquid gasket protrudes, wipe it off immediately.
- Do not retighten after the installation.
- Wait 30 minutes or more after installation before refilling the engine with oil or coolant.



CAUTION:

Carefully follow all of the warnings, cautions, notes, and procedures contained in this manual.

PREPARATION

< PREPARATION >

[VQ40DE]

PREPARATION

PREPARATION

Special Service Tool

INFOID:000000007322405

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

Tool number (Kent-Moore No.) Tool name	Description
ST0501S000 (—) Engine stand assembly 1. ST05011000 (—) Engine stand 2. ST05012000 (—) Base	Disassembling and assembling engine
16441 6N210 (J-45488) Quick connector release	Removing fuel tube quick connectors in engine room.
KV10111100 (J-37228) Seal cutter	Removing oil pan (lower and upper), front and rear timing chain case, etc.
WS39930000 (—) Tube presser	Pressing the tube of liquid gasket
KV991J0050 (J-44626) Air fuel sensor Socket	Loosening or tightening air fuel ratio A/F sensor a: 22 mm (0.87 in)
KV10114400 (J-38365) Heated oxygen sensor wrench	Loosening or tightening heated oxygen sensor 1 a: 22 mm (0.87 in)

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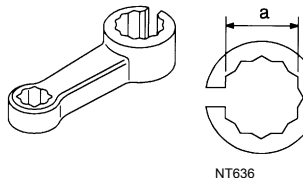
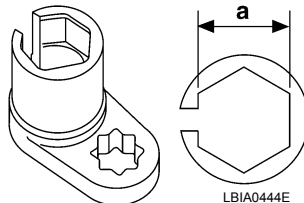
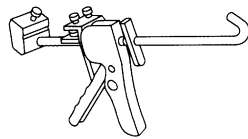
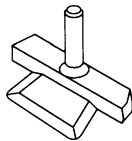
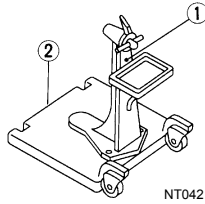
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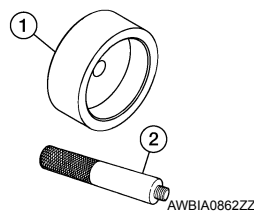
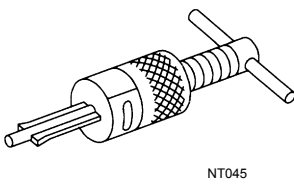
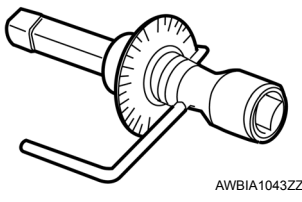
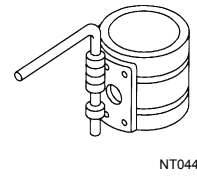
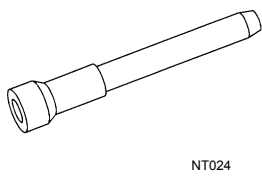
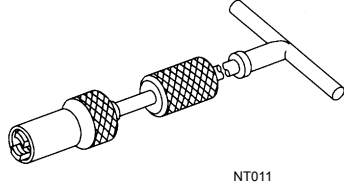
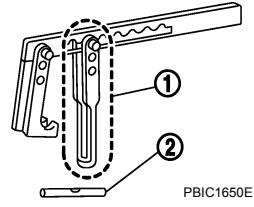


PREPARATION

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[VQ40DE]

Tool number (Kent-Moore No.) Tool name	Description
KV10116200 (J-26336-B) Valve spring compressor 1. KV10115900 (J-26336-20) Attachment 2. KV10109220 (—) Adapter	Disassembling valve mechanism Part (1) is a component of KV10116200 (J-26336-B), but Part (2) is not so.
KV10107902 (J-38959) Valve oil seal puller	Replacing valve oil seal
— (J-39386) Valve oil seal drift	Installing valve oil seal
EM0347000 (J-8037) Piston ring compressor	Installing piston assembly into cylinder bore
KV10112100 (BT-8653-A) Angle wrench	Tightening bolts for cylinder head, main bearing cap and connecting rod cap
ST16610001 (J-23907) Pilot bushing puller	Removing pilot converter
— 1. (J-49815) 2. (J-8092) Seal installer and driver handle	Installing rear main seal



PREPARATION

< PREPARATION >

[VQ40DE]

Tool number (Kent-Moore No.) Tool name	Description
— (J-48761) Ring gear stopper	Removing and installing crankshaft pulley
— (J-50246) Tensioner shoe installer and chain tensioner pins	Installing secondary timing chain tensioner shoes and locking chain tensioners in compressed position

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Commercial Service Tool

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Tool number (Kent-Moore No.) Tool name	Description
1. Crowfoot 2. Torque wrench	Installing exhaust manifold nuts a: 14 mm (0.55 in)
Power tool	Loosening nuts, screws and bolts
KV991J0100 (J-46531) Socket	Removing and installing flywheel Size: T55
(—) Spark plug wrench	Removing and installing spark plug

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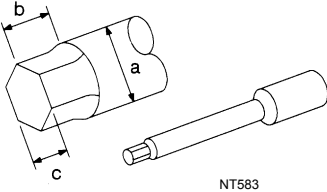
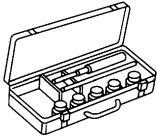
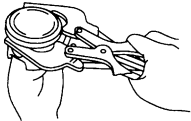
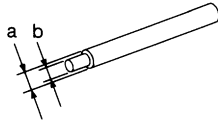
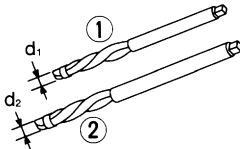
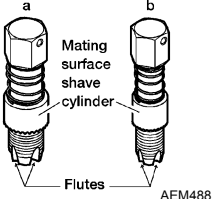
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PREPARATION

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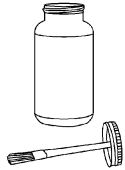
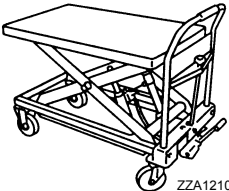
[VQ40DE]

Tool number (Kent-Moore No.) Tool name	Description	
(J-24239-01) Cylinder head bolt wrench	 <p style="text-align: center; margin-top: 5px;">NT583</p>	Loosening and tightening cylinder head bolt, and used with angle wrench [SST: KV10112100 (BT8653-A)] a: 13 (0.51) dia. b: 12 (0.47) c: 10 (0.39) Unit: mm (in)
(—) Valve seat cutter set	 <p style="text-align: center; margin-top: 5px;">NT048</p>	Finishing valve seat dimensions
(—) Piston ring expander	 <p style="text-align: center; margin-top: 5px;">NT030</p>	Removing and installing piston ring
(—) Valve guide drift	 <p style="text-align: center; margin-top: 5px;">NT015</p>	Removing and installing valve guide Intake and Exhaust: a: 9.5 mm (0.374 in) dia. b: 5.5 mm (0.217 in) dia.
(—) Valve guide reamer	 <p style="text-align: center; margin-top: 5px;">NT016</p>	(1): Reaming valve guide inner hole (2): Reaming hole for oversize valve guide Intake and Exhaust: d1: 6.0 mm (0.236 in) dia. d2: 10.175 - 10.196 mm (0.4006 - 0.4014 in) dia.
(J-43897-18) (J-43897-12) Oxygen sensor thread cleaner	 <p style="text-align: center; margin-top: 5px;">AEM488</p>	Reconditioning the exhaust system threads before installing a new 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 b: J-43897-12 [12 mm (0.47 in) dia.] for titania heated oxygen sensor

PREPARATION

< PREPARATION >

[VQ40DE]

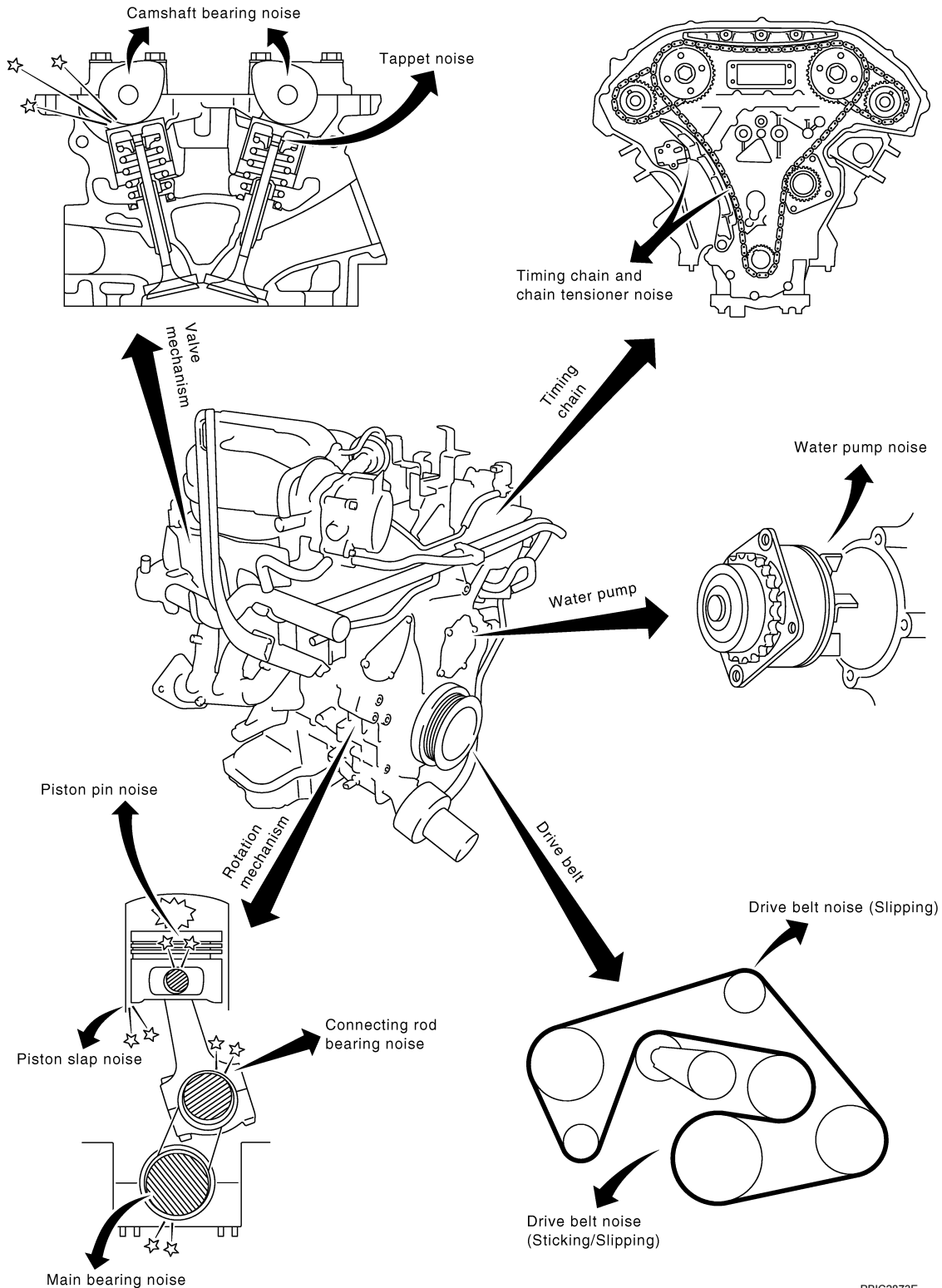
Tool number (Kent-Moore No.) Tool name	Description	
(—) Anti-seize lubricant (Permatex 133AR or equivalent meeting MIL specifica- tion MIL-A-907)	 AEM489 Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads	A EM C
(—) Manual lift table caddy	 ZZA1210D Removing and installing engine	D E F

SYSTEM DESCRIPTION

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting - Engine Noise

INFOID:000000007322407



PBIC2873E

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

INFOID:000000007322408

1. Locate the area where noise occurs.

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYSTEM DESCRIPTION >

[VQ40DE]

2. Confirm the type of noise.
 3. Specify the operating condition of engine.
 4. Check specified noise source.
- If necessary, repair or replace these parts.

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference page
		Before warm-up	After warm-up	When starting	When idling	When racing	While driving			
Top of engine Rocker cover Cylinder head	Ticking or clicking	C	A	—	A	B	—	Tappet noise	Valve clearance	EM-133
	Rattle	C	A	—	A	B	C	Camshaft bearing noise	Camshaft runout Camshaft journal oil clearance	EM-192 EM-192
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-229 EM-229
	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-229 EM-229 EM-229 EM-229
	Knock	A	B	C	B	B	B	Connecting rod bearing noise	Connecting rod bushing oil clearance Connecting rod bearing oil clearance	EM-229 EM-229
	Knock	A	B	—	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	EM-229 EM-229
Front of engine Timing chain case	Tapping or ticking	A	A	—	B	B	B	Timing chain and chain tensioner noise	Timing chain cracks and wear Timing chain tensioner operation	EM-175 EM-183
Front of engine	Squeaking or fizzing	A	B	—	B	—	C	Drive belts (Sticking or slipping)	Drive belts deflection	EM-128
	Creaking	A	B	A	B	A	B	Drive belts (Slipping)	Idler pulley bearing operation	
	Squall Creak	A	B	—	B	A	B	Water pump noise	Water pump operation	CO-50
	Rattle	—	—	A	—	—	—	VTC	VTC lock pin clearance	EM-192

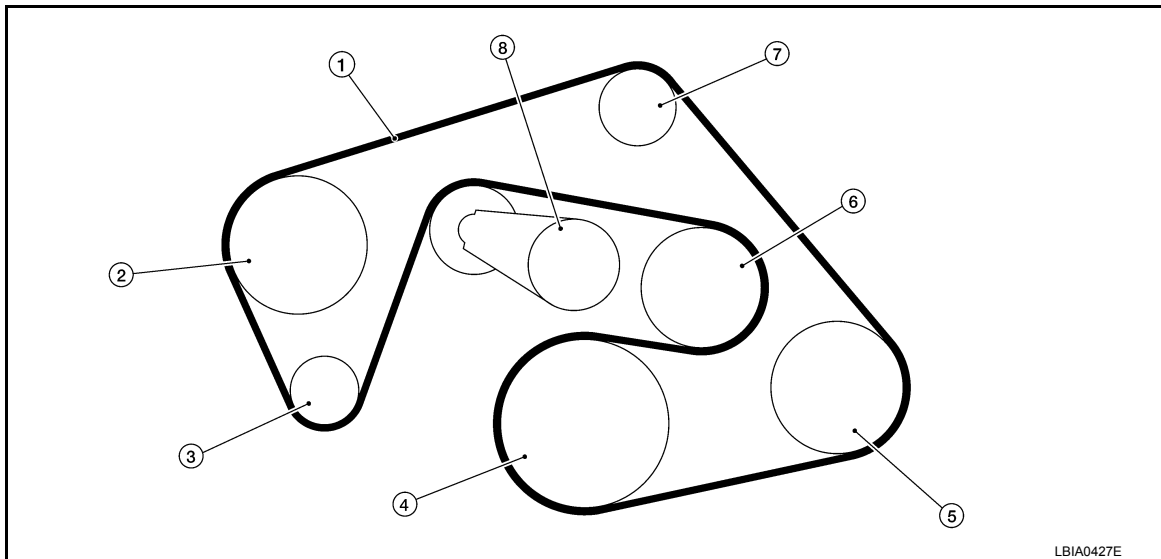
A: Closely related B: Related C: Sometimes related —: Not related

PERIODIC MAINTENANCE

DRIVE BELTS

Exploded View

INFOID:000000007322409



LBIA0427E

- | | | |
|----------------------|-----------------------------------|-----------------------|
| 1. Drive belt | 2. Power steering oil pump pulley | 3. Generator pulley |
| 4. Crankshaft pulley | 5. A/C compressor | 6. Cooling fan pulley |
| 7. Idler pulley | 8. Drive belt tensioner | |

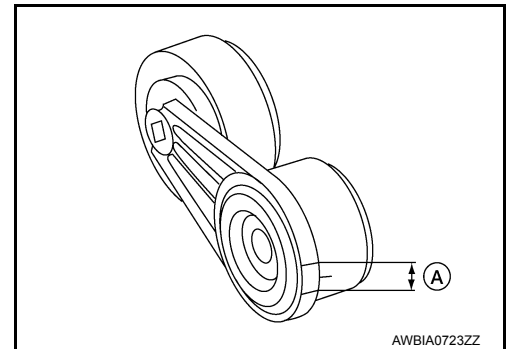
Checking Drive Belts

INFOID:000000007322410

WARNING:

Be sure to perform when the engine is stopped.

1. Remove air duct and resonator assembly when inspecting drive belt. Refer to [EM-140. "Removal and Installation"](#).
2. Make sure that the auto-tensioner indicator is within the allowable working range (A) as shown.
3. Visually check entire belt for wear, damage or cracks.
4. If the indicator is out of allowable working range or drive belt is damaged, replace the drive belt. Refer to [EM-128. "Removal and Installation"](#).



AWBIA0723ZZ

Adjustment

INFOID:000000007322411

There is no manual drive belt tension adjustment. The drive belt tension is automatically adjusted by the drive belt auto-tensioner.

Removal and Installation

INFOID:000000007322412

REMOVAL

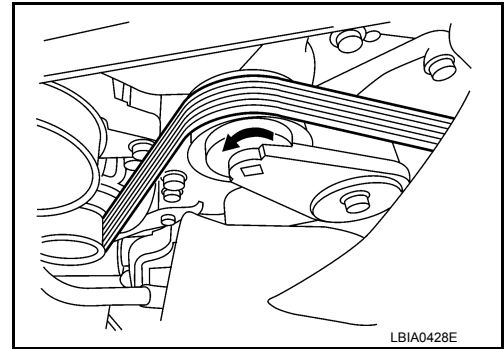
1. Remove air duct and resonator assembly. Refer to [EM-140. "Removal and Installation"](#).

DRIVE BELTS

[VQ40DE]

< PERIODIC MAINTENANCE >

2. Rotate the drive belt auto-tensioner in the direction of arrow (loosening direction of tensioner) as shown, using suitable tool.
WARNING:
Avoid placing hand in a location where pinching may occur if the tool accidentally comes off.
3. Remove the drive belt.



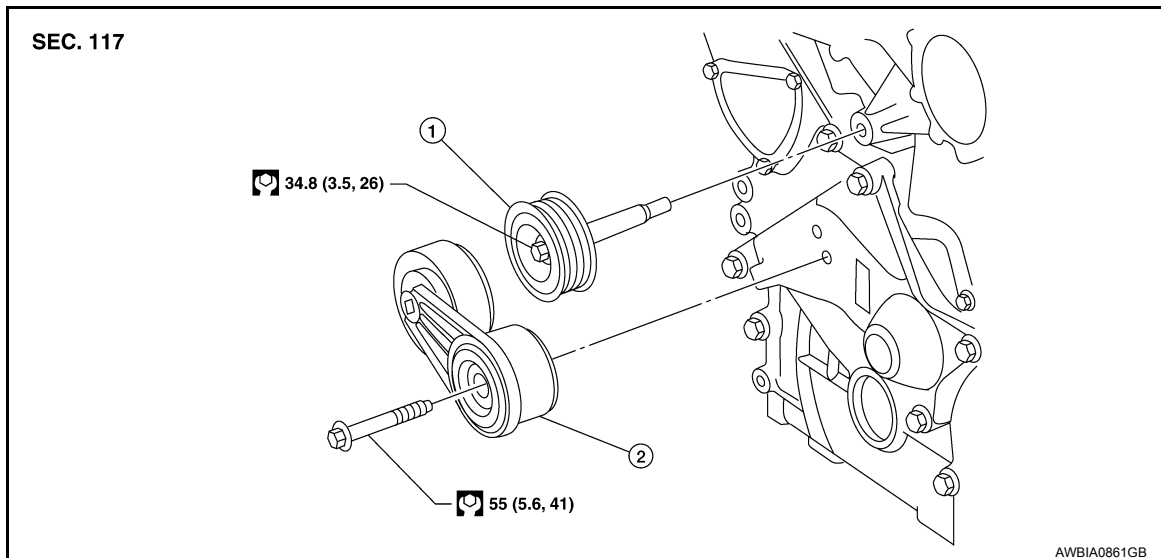
INSTALLATION

Installation is in the reverse order of removal.

CAUTION:
Make sure belt is securely installed around all pulleys.

Drive Belt Auto-Tensioner and Idler Pulley

INFOID:000000007322413



1. Idler pulley
2. Drive belt auto-tensioner

REMOVAL

1. Remove air duct and resonator assembly. Refer to [EM-140, "Removal and Installation"](#).
2. Remove drive belt. Refer to [EM-128, "Removal and Installation"](#).
3. Remove drive belt auto-tensioner and idler pulley.

INSTALLATION

Installation is in the reverse order of removal.

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

AIR CLEANER FILTER

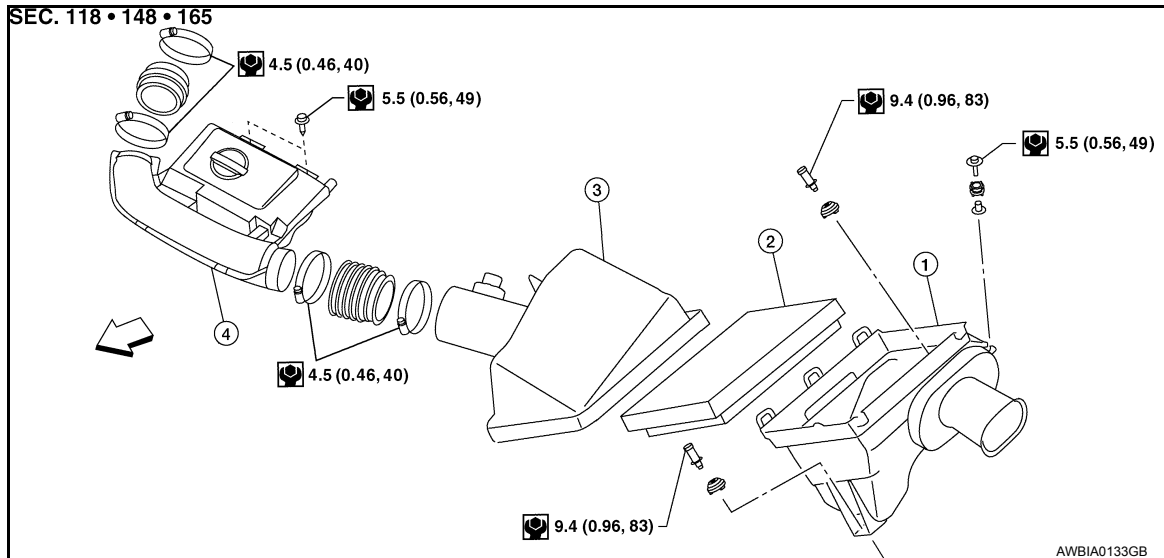
< PERIODIC MAINTENANCE >

[VQ40DE]

AIR CLEANER FILTER

Exploded View

INFOID:000000007322414



- 1. Air cleaner case (lower)
 - 2. Air cleaner filter
 - 3. Air cleaner case (upper)
 - 4. Air duct and resonator
- ← Front

Removal and Installation

INFOID:000000007322415

REMOVAL

1. Disconnect air duct and resonator from the air cleaner case (upper).
2. Disconnect MAF/IAT sensor.
3. Unhook clips, and lift air cleaner case (upper).
4. Remove air cleaner filter.

INSTALLATION

Installation is in the reverse order of removal.

SPARK PLUG

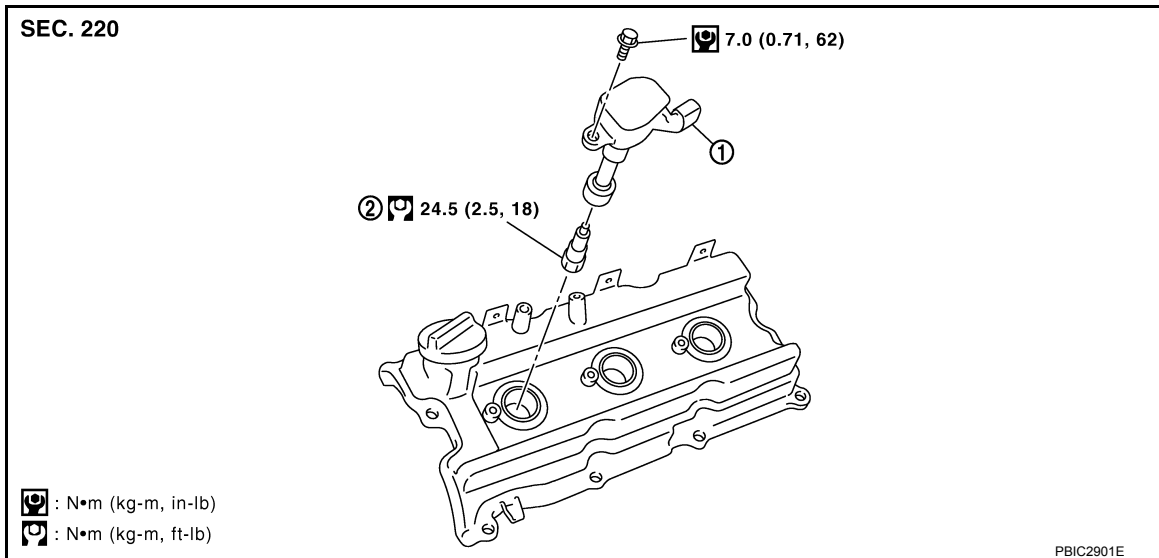
< PERIODIC MAINTENANCE >

[VQ40DE]

SPARK PLUG

Exploded View

INFOID:000000007322416



1. Ignition coil

2. Spark plug

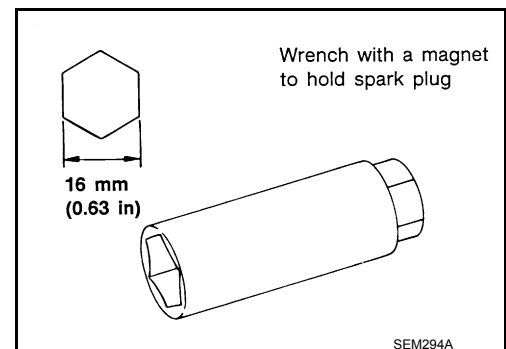
Removal and Installation

INFOID:000000007322417

REMOVAL

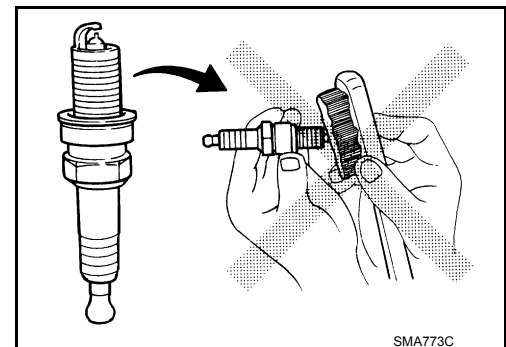
1. Remove ignition coil. Refer to [EM-156. "Removal and Installation"](#).
2. Remove spark plug using suitable tool.

CAUTION:
Do not drop or shock it.



INSPECTION AFTER REMOVAL

- Do not use a wire brush for cleaning.



- If the spark plug tip is covered with carbon, spark plug cleaner may be used.

SPARK PLUG

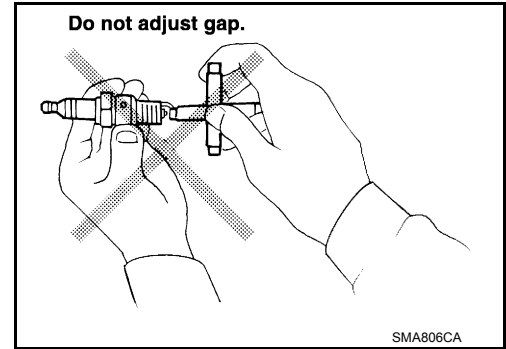
< PERIODIC MAINTENANCE >

[VQ40DE]

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

Cleaning time : Less than 20 seconds

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



INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

Do not drop or shock the spark plug.

Make	NGK
Standard type*	DILFR5A-11
Gap (nominal)	1.1 mm (0.043 in)

*: Always check with the Parts Department for the latest parts information.

CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[VQ40DE]

CAMSHAFT VALVE CLEARANCE

Valve Clearance

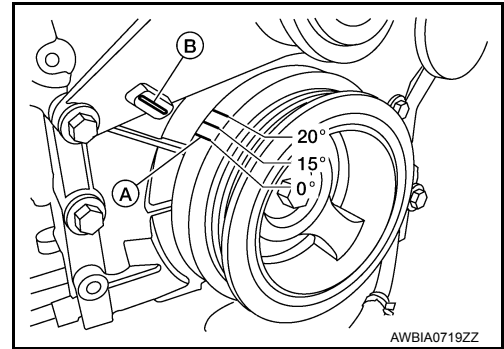
INFOID:000000007322418

INSPECTION

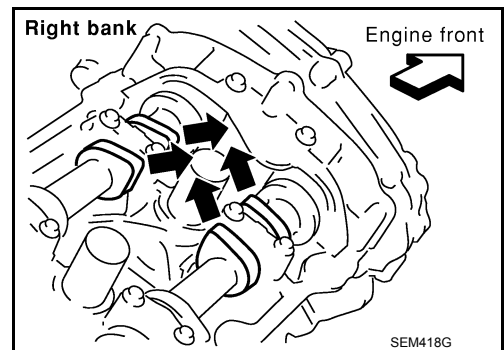
NOTE:

Perform the following inspection after removal, installation or replacement of camshaft or valve-related parts, or if there are unusual engine conditions due to changes in valve clearance over time (starting, idling, and/or noise).

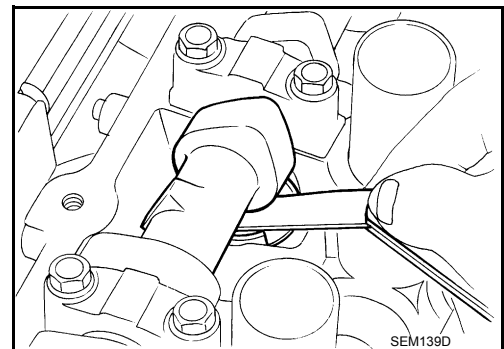
1. Remove the engine room cover using power tool. Refer to [EM-139, "Removal and Installation"](#).
2. Remove the air cleaner and air duct assembly. Refer to [EM-140, "Removal and Installation"](#).
3. Remove rocker covers (RH and LH banks). Refer to [EM-157, "Removal and Installation"](#).
4. Measure the valve clearance as follows:
 - a. Set No. 1 cylinder at TDC of its compression stroke.
 - Rotate crankshaft pulley clockwise to align timing mark (A) (grooved line without color) with timing indicator (B).



- Make sure that intake and exhaust cam noses on No. 1 cylinder (engine front side of RH bank) are located as shown.
- If not, rotate crankshaft one revolution (360°) and align as shown.



- b. Use feeler gauge, measure the clearance between valve lifter and camshaft.



Valve Clearance

Unit: mm (in)

	Cold ¹ (reference data)	Hot ² (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)

¹: Approximately 20°C (68°F)

CAMSHAFT VALVE CLEARANCE

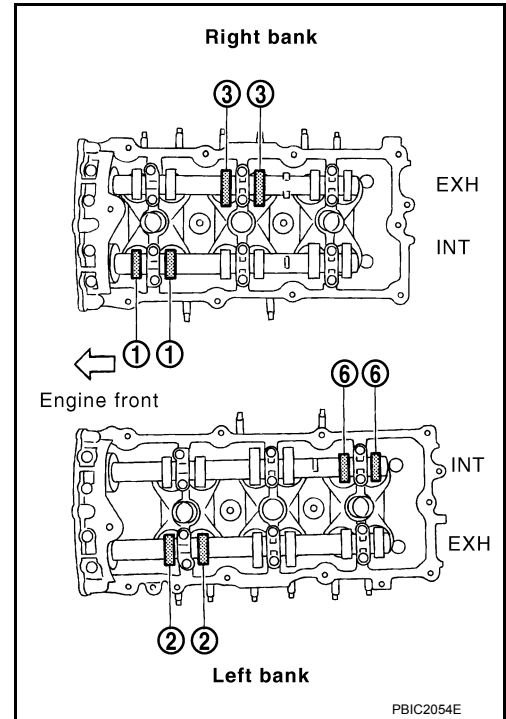
[VQ40DE]

< PERIODIC MAINTENANCE >

²: Approximately 80°C (176°F)

- Measure the valve clearances at locations marked “x” as shown in the table below (locations indicated in the illustration) with feeler gauge.
- No. 1 cylinder at compression TDC

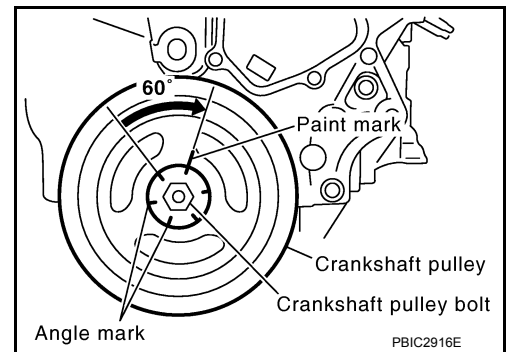
Measuring position (RH bank)		No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
No. 1 cylinder at compression TDC	EXH		x	
	INT	x		
Measuring position (LH bank)		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
No. 1 cylinder at compression TDC	INT			x
	EXH	x		



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

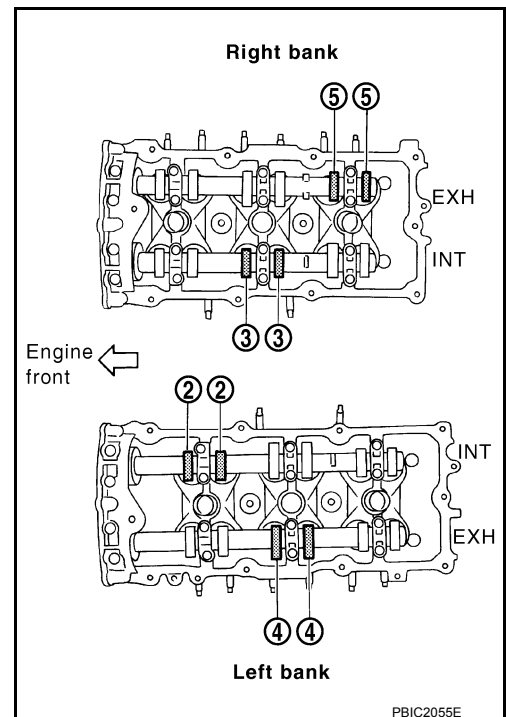
NOTE:

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



- Measure the valve clearances at locations marked “x” as shown in the table below (locations indicated in the illustration) with feeler gauge.
- No. 3 cylinder at compression TDC

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

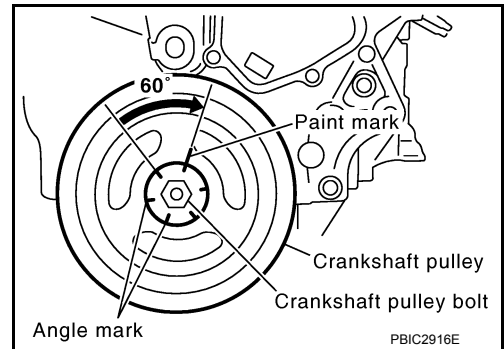


CAMSHAFT VALVE CLEARANCE

[VQ40DE]

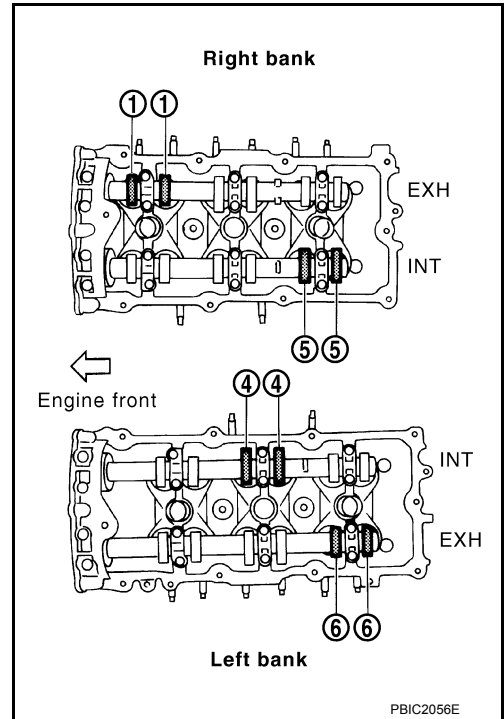
< PERIODIC MAINTENANCE >

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



- Measure the valve clearances at locations marked "x" as shown in the table below (locations indicated in the illustration) with feeler gauge.
- No. 5 cylinder at compression TDC

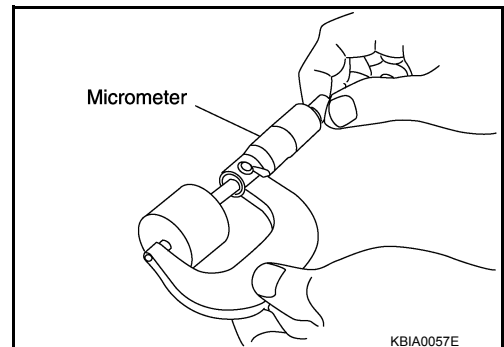
Measuring position (RH bank)		No. 1 CYL.	No. 3 CYL.	No. 5 CYL.
No. 5 cylinder at compression TDC	EXH	x		
	INT			x
Measuring position (LH bank)		No. 2 CYL.	No. 4 CYL.	No. 6 CYL.
No. 5 cylinder at compression TDC	INT		x	
	EXH			x



5. For the measured value out of the standard, perform adjustment.

ADJUSTMENT

- Perform adjustment depending on selected head thickness of valve lifter.
1. Measure the valve clearance.
 2. Remove camshaft. Refer to [EM-192, "Removal and Installation"](#).
 3. Remove valve lifters at the locations that are out of the standard.
 4. Measure the center thickness of removed valve lifters with micrometer.



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

CAMSHAFT VALVE CLEARANCE

< PERIODIC MAINTENANCE >

[VQ40DE]

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

t = Valve lifter thickness to be replaced

t₁ = Removed valve lifter thickness

C₁ = Measured valve clearance

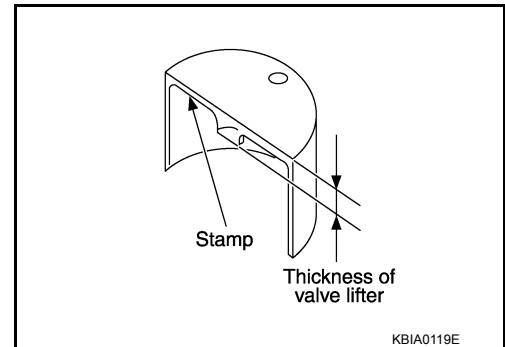
C₂ = Standard valve clearance:

Intake : 0.30 mm (0.012 in)*

Exhaust : 0.33 mm (0.013 in)*

***: Approximately 20°C (68°F)**

- Thickness of new valve lifter can be identified by stamp marks on the reverse side (inside the cylinder).



Intake

Stamp mark	Thickness
788U	7.88 mm (0.3102 in)
790U	7.90 mm (0.3110 in)
.	.
.	.
840U	8.40 mm (0.3307 in)

Available thickness of valve lifter: 27 sizes with range 7.88 to 8.40 mm (0.3102 to 0.3307 in) in steps of 0.02 mm (0.0008 in) (when manufactured at factory). Refer to [EM-246, "Standard and Limit"](#).

Exhaust

Stamp mark	Thickness
N788	7.88 mm (0.3102 in)
N790	7.90 mm (0.3110 in)
.	.
.	.
N836	8.36 mm (0.3291 in)

Available thickness of valve lifter: 25 sizes with range 7.88 to 8.36 mm (0.3102 to 0.3291 in) in steps of 0.02 mm (0.0008 in) (when manufactured at factory). Refer to [EM-246, "Standard and Limit"](#).

CAUTION:

Install identification letter at the end and top, "U" and "N", at each of proper positions. (Be careful of mis-installation between intake and exhaust.)

6. Install selected valve lifter.
7. Install camshaft. Refer to [EM-192, "Removal and Installation"](#).
8. Manually turn crankshaft pulley a few turns.
9. Make sure that the valve clearances for cold engine are within the specifications by referring to the specified values.
10. Installation of the remaining components is in the reverse order of removal.
11. Start the engine, and check for unusual noise and vibration.

COMPRESSION PRESSURE

< PERIODIC MAINTENANCE >

[VQ40DE]

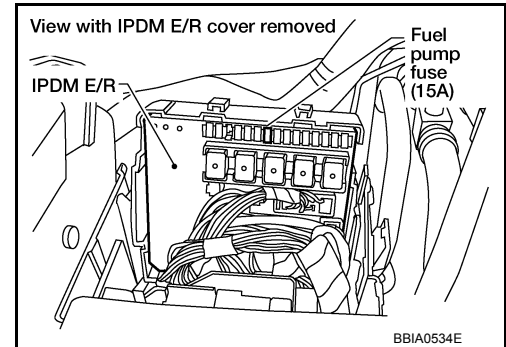
COMPRESSION PRESSURE

Compression Pressure

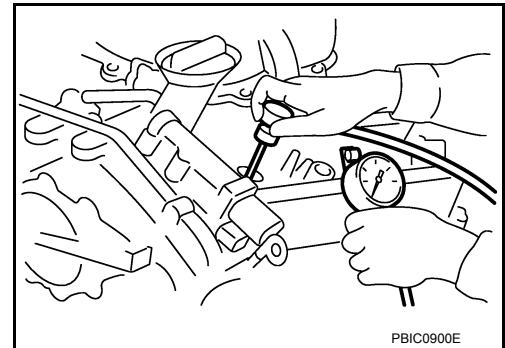
INFOID:000000007322419

CHECKING COMPRESSION PRESSURE

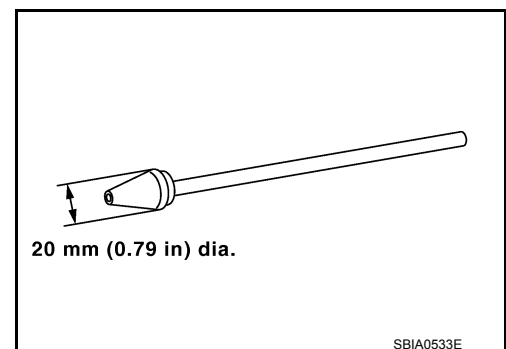
1. Warm up engine thoroughly.
2. Release fuel pressure. Refer to [EC-937, "Fuel Pressure Check"](#).
3. Disconnect fuel pump fuse to avoid fuel injection during measurement.



4. Remove intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).
5. Remove spark plug from each cylinder. Refer to [EM-131, "Removal and Installation"](#).
6. Connect engine tachometer (not required in use of CONSULT).
7. Install compression tester with adapter onto spark plug hole.



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



8. Turn ignition switch to "START" for cranking. When the gauge pointer stabilizes, read the compression pressure and engine rpm. Perform these steps to check each cylinder.

Compression pressure:

Unit: kPa (kg/cm², psi) /rpm

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

CAUTION:

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

- If the engine speed is out of the specified range check the battery and recharge as necessary. Check the engine speed again with the battery properly charged.

COMPRESSION PRESSURE

[VQ40DE]

< PERIODIC MAINTENANCE >

- If some cylinders have low compression pressure, pour a small amount of engine oil into the spark plug hole of the cylinder to re-check it for compression.
 - If the added engine oil improves the compression, piston rings may be worn out or damaged. Check the piston rings and replace if necessary
 - If the compression pressure remains at a low level despite the addition of engine oil, the valves may be malfunctioning. Check the valves for damage. Replace the valve or valve seat accordingly.
 - If two adjacent cylinders have low compression pressure and their compression remains low even after the addition of engine oil, cylinder head gaskets may be leaking.
 - If the compression pressure is below the minimum value, check the valve clearances and parts associated with the combustion chamber (valve, valve seat, piston, piston ring, cylinder bore, cylinder head, cylinder head gasket). After repairing as necessary, measure the compression pressure again.
9. Install the components in the reverse order of removal.
 10. Start the engine, and confirm that it runs smoothly.
 11. Perform trouble diagnosis. If DTC appears, erase it. Refer to [EC-579, "Description"](#).

REMOVAL AND INSTALLATION

ENGINE ROOM COVER

Removal and Installation

INFOID:000000007322420

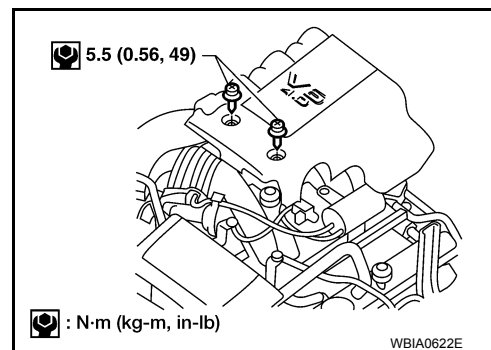
EM

CAUTION:

Do not damage or scratch cover when installing or removing.

REMOVAL

1. Remove the engine room cover bolts using power tool.
2. Lift up on engine cover firmly to dislodge snap fit mounts.



INSTALLATION

Installation is in the reverse order of removal.

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AIR CLEANER AND AIR DUCT

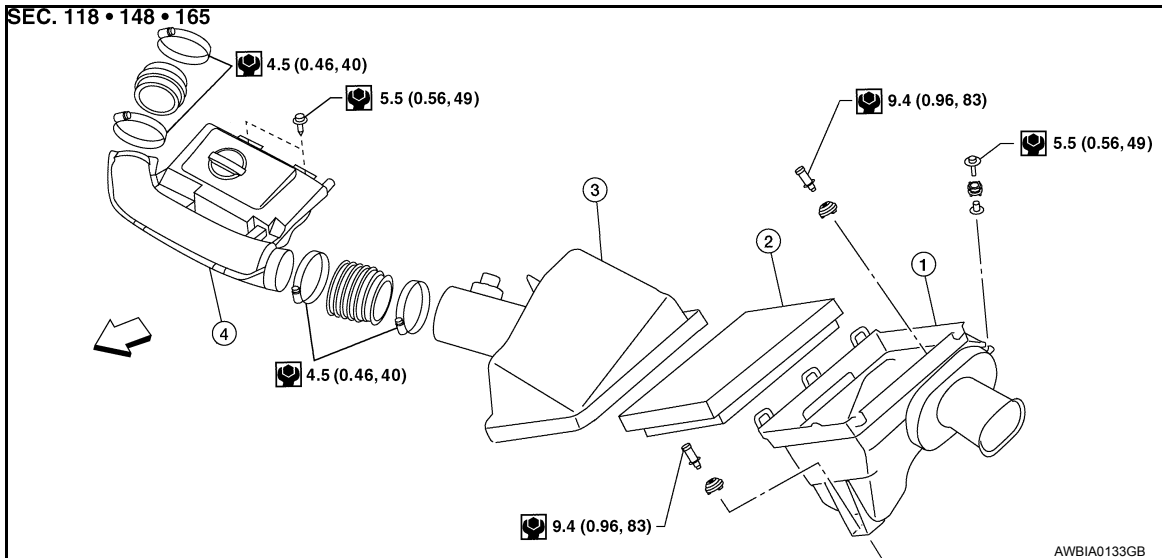
< REMOVAL AND INSTALLATION >

[VQ40DE]

AIR CLEANER AND AIR DUCT

Exploded View

INFOID:000000007322421



1. Air cleaner case (lower)
 2. Air cleaner filter
 3. Air cleaner case (upper)
 4. Air duct and resonator assembly
- ⇐ Front

Removal and Installation

INFOID:000000007322422

CAUTION:

Handle mass air flow sensor with care.

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

NOTE:

Add marks as necessary for easier installation.

REMOVAL

1. Remove the engine room cover using power tool. Refer to [EM-139. "Removal and Installation"](#).
2. Disconnect the harness connector from air cleaner case (upper).
3. Disconnect crankcase ventilation hose.
4. Remove the air duct and resonator assembly and air cleaner case (upper).
5. Remove air cleaner filter and air cleaner case (lower).

INSPECTION AFTER REMOVAL

Inspect air duct and resonator assembly for cracks or tears.

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

INSTALLATION

Installation is in the reverse order of removal.

INTAKE MANIFOLD COLLECTOR

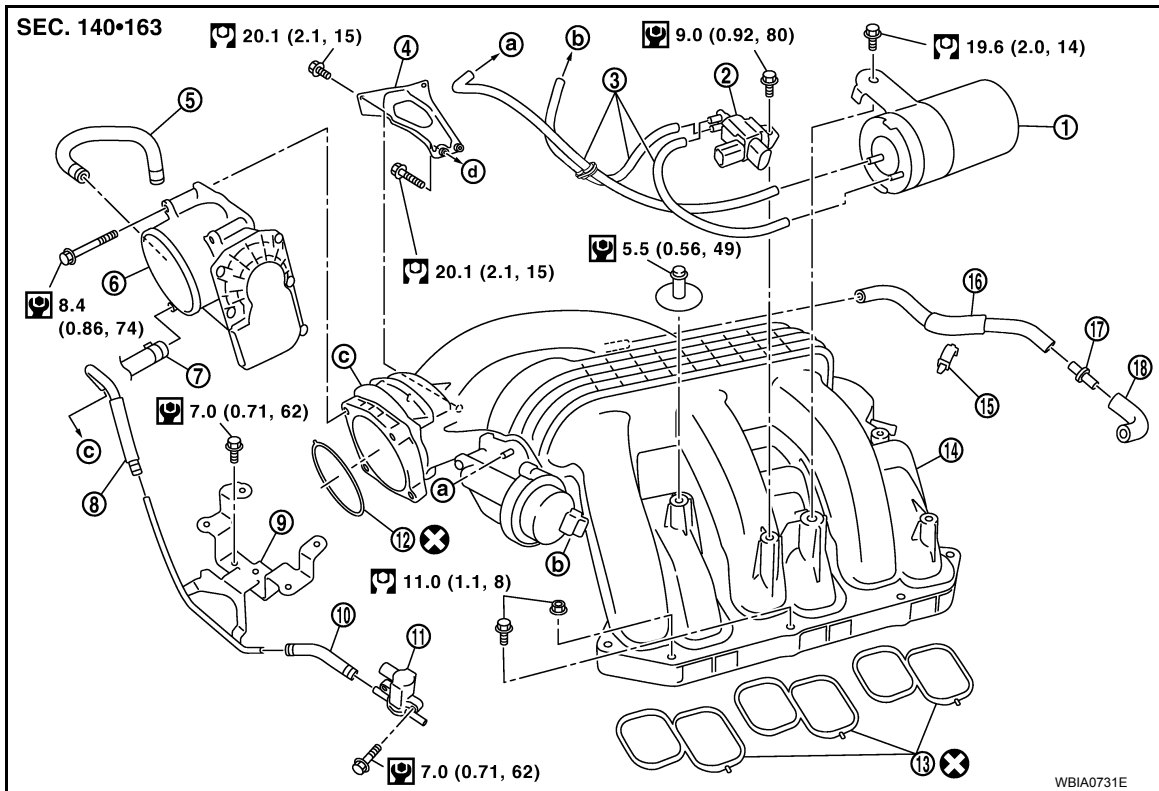
< REMOVAL AND INSTALLATION >

[VQ40DE]

INTAKE MANIFOLD COLLECTOR

Exploded View

INFOID:000000007322423



- | | | |
|--------------------------------------|---|---------------------------------------|
| 1. Vacuum tank | 2. VIAS control solenoid valve | 3. Vacuum hose |
| 4. Intake manifold collector support | 5. Water hose | 6. Electric throttle control actuator |
| 7. Water hose | 8. EVAP hose | 9. Bracket |
| 10. EVAP hose | 11. EVAP canister purge volume control solenoid valve | 12. Gasket |
| 13. Gasket | 14. Intake manifold collector | 15. Clip |
| 16. PCV hose | 17. Connector | 18. PCV hose |
| a. To intake manifold collector | b. To power valve | c. To throttle body |
| d. To cylinder head (RH bank) | | |

Removal and Installation

INFOID:000000007322424

REMOVAL

1. Remove engine room cover using power tool. Refer to [EM-139, "Removal and Installation"](#).
2. Remove air duct and resonator assembly. Refer to [EM-140, "Removal and Installation"](#).
3. Remove electric throttle control actuator as follows:
 - a. Partially drain engine coolant. Refer to [CO-40, "Changing Engine Coolant"](#).

WARNING:

To avoid the danger of being scalded, do not drain engine coolant when engine is hot.

CAUTION:

- Perform when engine is cold.
 - Do not spill engine coolant on drive belt.
- b. Disconnect water hoses from electric throttle control actuator.
 - c. Disconnect harness connector.

INTAKE MANIFOLD COLLECTOR

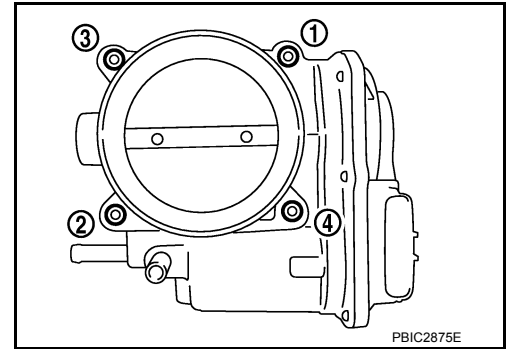
[VQ40DE]

< REMOVAL AND INSTALLATION >

d. Loosen bolts in reverse order as shown.

CAUTION:

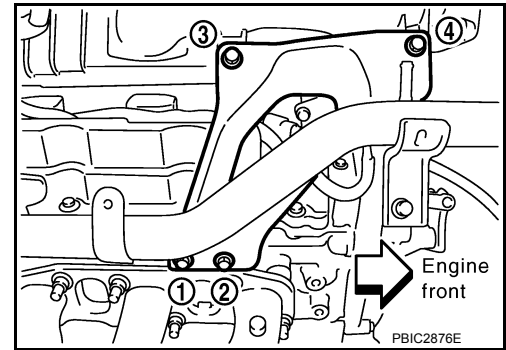
- Handle carefully to avoid any shock to electric throttle control actuator.
- Do not disassemble.



4. Remove the following parts:

- Vacuum hose (to brake booster)
- PCV hose

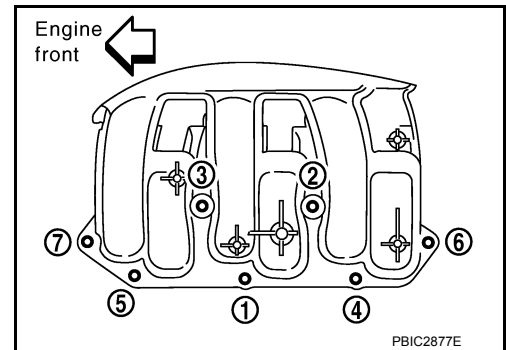
5. Loosen bolts in reverse order as shown to remove intake manifold collector support.



6. Disconnect EVAP hoses and harness connector from EVAP canister purge volume control solenoid valve.
7. Remove EVAP canister purge volume control solenoid valve.
8. Remove VIAS control solenoid valve and vacuum tank.
- Add mating marks as necessary for easier installation.
9. Loosen nuts and bolts in reverse order as shown with power tool, and remove intake manifold collector.

CAUTION:

Cover engine openings to avoid entry of foreign materials.



INSTALLATION

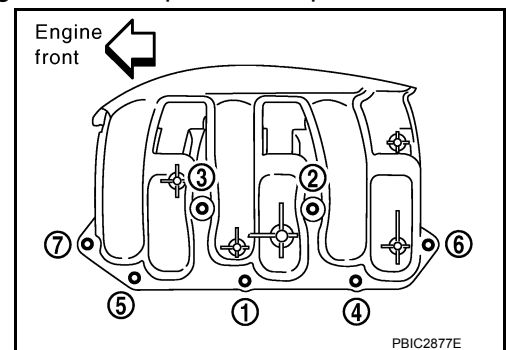
Installation is in the reverse order of removal. Note the following:

Intake Manifold Collector

- If stud bolts were removed from intake manifold, install them and tighten to the specified torque.
- Tighten nuts and bolts in numerical order as shown.

Intake manifold collector bolts and nuts : 11.0 N·m (1.1 kg-m, 8 ft-lb)

Stud bolts : 6.9 N·m (0.7 kg-m, 61 in-lb)



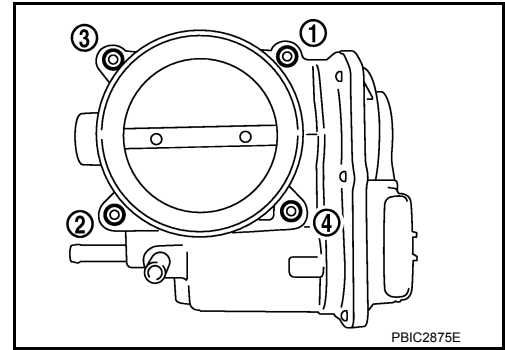
INTAKE MANIFOLD COLLECTOR

< REMOVAL AND INSTALLATION >

[VQ40DE]

Electric Throttle Control Actuator

- Tighten bolts in numerical order as shown.
- Perform the "Throttle Valve Closed Position Learning" when harness connector of electric throttle control actuator is disconnected. Refer to [EC-564. "Throttle Valve Closed Position Learning"](#).
- Perform the "Idle Air Volume Learning" and "Throttle Valve Closed Position Learning" when electric throttle control actuator is replaced. Refer to [EC-564. "Idle Air Volume Learning"](#).



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INTAKE MANIFOLD

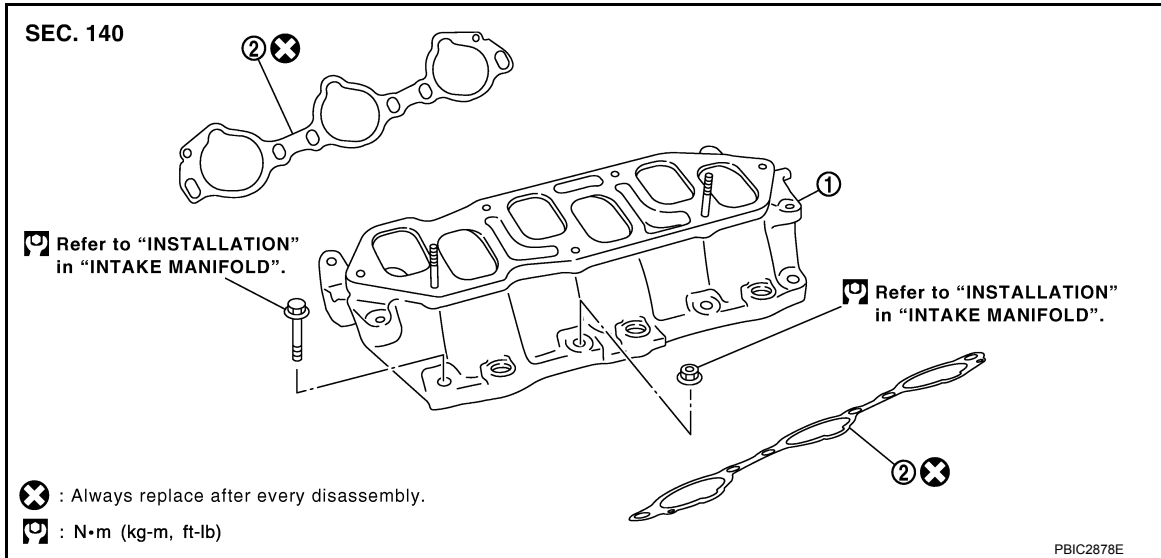
< REMOVAL AND INSTALLATION >

[VQ40DE]

INTAKE MANIFOLD

Exploded View

INFOID:000000007322425



1. Intake manifold

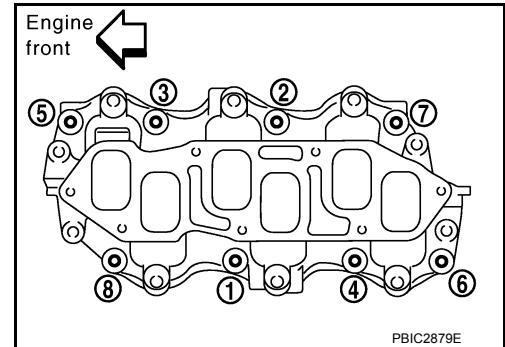
2. Gasket

Removal and Installation

INFOID:000000007322426

REMOVAL

1. Remove intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).
2. Remove fuel tube and fuel injector assembly. Refer to [EM-161, "Removal and Installation"](#).
3. Loosen nuts and bolts with power tool in reverse order as shown to remove intake manifold.



4. Remove gaskets.

CAUTION:

Cover engine openings to avoid entry of foreign materials.

INSPECTION AFTER REMOVAL

Surface Distortion

INTAKE MANIFOLD

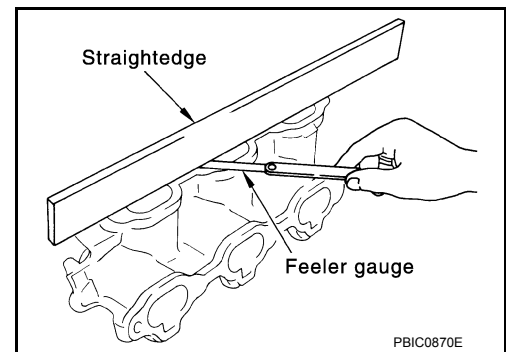
[VQ40DE]

< REMOVAL AND INSTALLATION >

- Check the surface distortion of the intake manifold mating surface with straightedge and feeler gauge.

Limit : 0.1 mm (0.004 in)

- If it exceeds the limit, replace intake manifold.



INSTALLATION

Installation is in the reverse order of removal. Note the following:

Intake Manifold

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

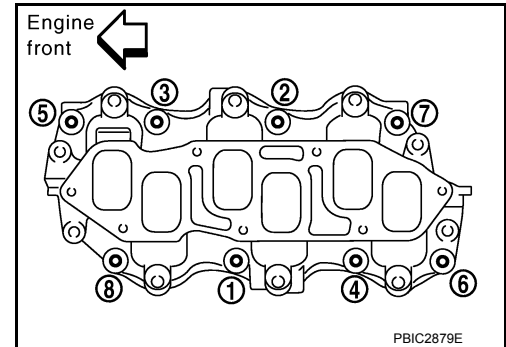
Intake manifold studs : 10.8 N·m (1.1kg-m, 8 ft-lb)

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

Intake manifold bolt and nuts

1st step : 7.4 N·m (0.75 kg-m, 65 in-lb)

2nd step and after : 29.0 N·m (3.0 kg-m, 21 ft-lb)



- Adjust neutral position steering angle sensor.
- Erase CPU memory.

EXHAUST MANIFOLD AND THREE WAY CATALYST

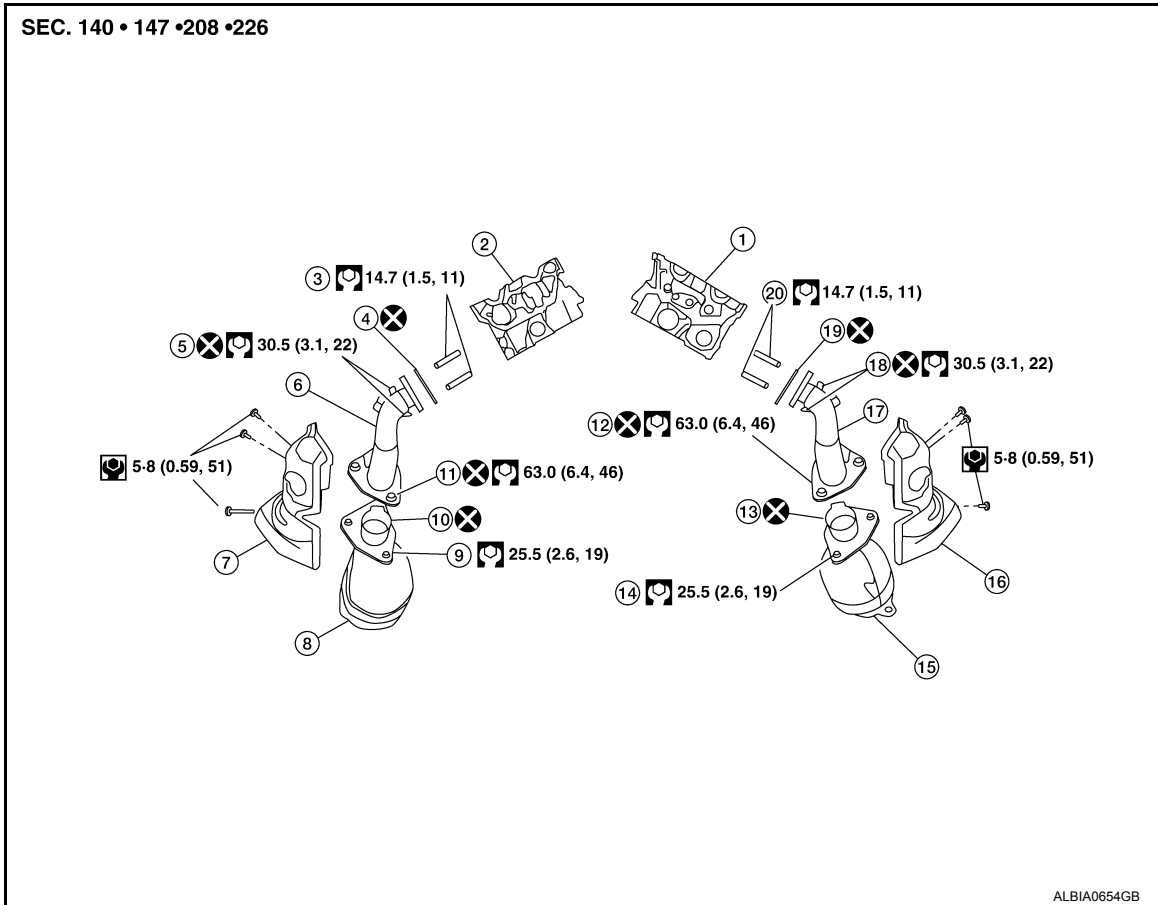
< REMOVAL AND INSTALLATION >

[VQ40DE]

EXHAUST MANIFOLD AND THREE WAY CATALYST

Exploded View

INFOID:000000007322427



- | | | |
|---------------------------------|-----------------------------------|----------------------------------|
| 1. Cylinder head (LH) | 2. Cylinder head (RH) | 3. Exhaust manifold studs (RH) |
| 4. Gasket | 5. Exhaust manifold nuts (RH) | 6. Exhaust manifold (RH) |
| 7. Exhaust manifold cover (RH) | 8. Three way catalyst (RH) | 9. Three way catalyst studs (RH) |
| 10. Seal ring | 11. Three way catalyst nuts (RH) | 12. Three way catalyst nuts (LH) |
| 13. Seal ring | 14. Three way catalyst studs (LH) | 15. Three way catalyst (LH) |
| 16. Exhaust manifold cover (LH) | 17. Exhaust manifold (LH) | 18. Exhaust manifold nuts (LH) |
| 19. Gasket | 20. Exhaust manifold studs (LH) | |

Removal and Installation (Three Way Catalyst)

INFOID:000000007322428

WARNING:

Perform the work when the exhaust and cooling system have cooled sufficiently.

REMOVAL

1. Remove the front wheel and tire. Refer to [WT-47. "Adjustment"](#).
2. Remove the mud guard and front fender protector. Refer to [EXT-27. "Removal and Installation of Front Fender Protector"](#).
3. Remove the exhaust manifold cover bolts.
4. Remove the center exhaust tube, main muffler and front exhaust tube. Refer to [EX-5. "Exploded View"](#).
5. Disconnect the air fuel ratio sensor 1 harness connector.
6. Remove the three way catalyst nuts and remove the three way catalyst.
7. Remove the air fuel ratio sensor 1 using Tool, if necessary.

EXHAUST MANIFOLD AND THREE WAY CATALYST

< REMOVAL AND INSTALLATION >

[VQ40DE]

Tool number : KV991J0050 (J-44626)

CAUTION:

- Be careful not to damage air fuel ratio sensor 1.
- Discard any air fuel ratio sensor 1 which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; replace with a new sensor.

INSTALLATION

Installation is in the reverse order of removal.

- Tighten air fuel ratio sensor 1 to specification, if removed.

Air fuel ratio sensor : 50.0 N·m (5.1 kg-m, 37 ft-lb)

CAUTION:

- Do not over tighten air fuel ratio sensor 1. Doing so may cause damage to air fuel ratio sensor 1, resulting in the "MIL" coming on.
- Before installing a new air fuel ratio sensor 1, clean exhaust system threads using oxygen sensor thread cleaner and apply anti-seize lubricant.

Oxygen sensor thread cleaner : — (J-43897-12)

Oxygen sensor thread cleaner : — (J-43897 18)

Removal and Installation (Exhaust Manifold)

INFOID:000000007322429

REMOVAL (LH)

WARNING:

Perform the work when the exhaust and cooling system have cooled sufficiently.

NOTE:

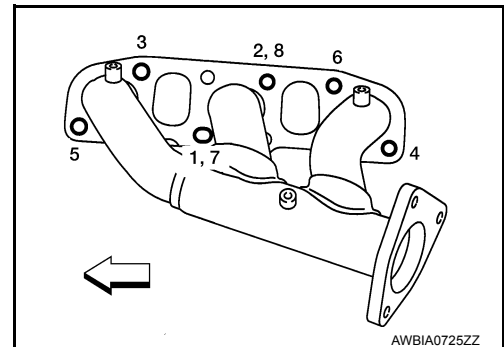
When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

1. Remove engine room cover using power tool. Refer to [EM-139, "Removal and Installation"](#).
2. Remove air cleaner case (upper) and air duct and resonator assembly. Refer to [EM-140, "Removal and Installation"](#).
3. Remove engine under cover. Refer to [EXT-15, "Removal and Installation"](#).
4. Partially drain engine coolant. Refer to [CO-40, "Changing Engine Coolant"](#).
5. Remove three way catalyst (LH). Refer to [EM-146, "Removal and Installation \(Three Way Catalyst\)"](#).
6. Remove oil level gauge and oil level gauge guide. Refer to [EM-150, "Exploded View"](#).
7. Disconnect water hoses at heater pipe. Refer to [CO-57, "Exploded View"](#).
8. Remove heater pipe from cylinder head (LH). Refer to [CO-57, "Exploded View"](#).
9. Loosen nuts in reverse order as shown.

- ⇐: Front

NOTE:

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



10. Remove exhaust manifold (LH).

11. Remove gaskets.

CAUTION:

Cover engine openings to avoid entry of foreign materials.

INSPECTION AFTER REMOVAL

EXHAUST MANIFOLD AND THREE WAY CATALYST

[VQ40DE]

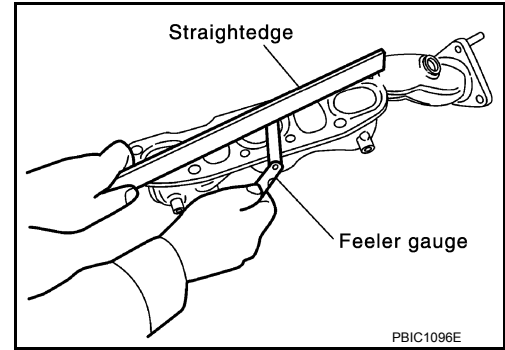
< REMOVAL AND INSTALLATION >

Surface Distortion

- Check the surface distortion of the exhaust manifold mating surface with straightedge and feeler gauge.

Limit : 0.3 mm (0.012 in)

- If it exceeds the limit, replace exhaust manifold.



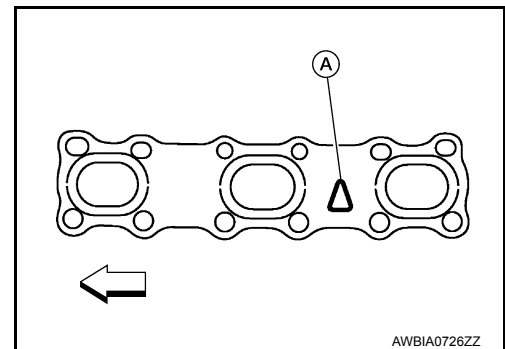
INSTALLATION (LH)

Installation is in the reverse order of removal.

Exhaust Manifold Gasket

Install the exhaust manifold gasket in direction as shown.

- ⇐: Front
- A: Identification hole



Exhaust Manifold

- If exhaust manifold studs were removed, install them and tighten to specification.
- Install exhaust manifold and tighten nuts in numerical order as shown.

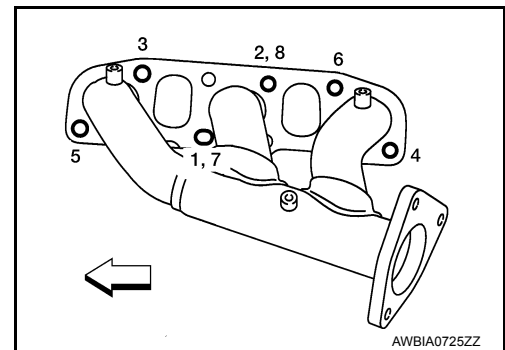
CAUTION:

Use new exhaust manifold nuts for installation.

NOTE:

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

- ⇐: Front



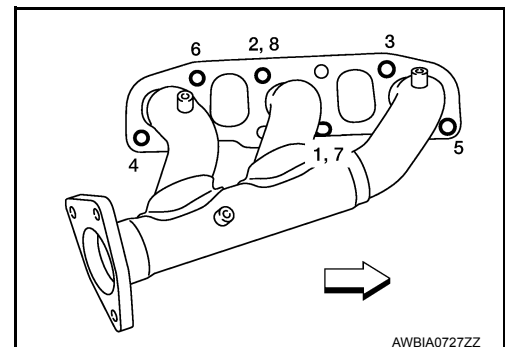
REMOVAL (RH)

1. Remove three way catalyst (RH). Refer to [EM-146, "Removal and Installation \(Three Way Catalyst\)"](#).
2. Remove heat shield from lower dash panel.
3. Remove support bolts from A/T fluid charging pipe (A/T models). Refer to [TM-301, "Component"](#).
4. Loosen nuts in reverse order as shown.

- ⇐: Front

NOTE:

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



5. Remove exhaust manifold (RH) and exhaust manifold cover (RH) together.

EXHAUST MANIFOLD AND THREE WAY CATALYST

< REMOVAL AND INSTALLATION >

[VQ40DE]

6. Remove gaskets.

CAUTION:

Cover engine openings to avoid entry of foreign materials.

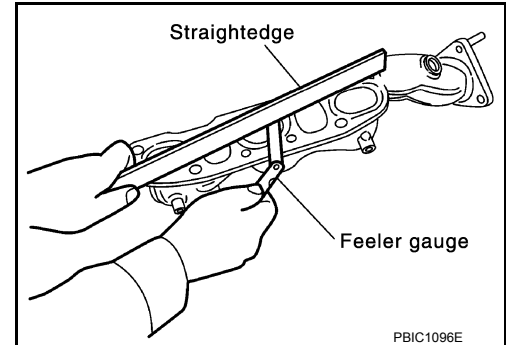
INSPECTION AFTER REMOVAL

Surface Distortion

- Check the surface distortion of the exhaust manifold mating surface with straightedge and feeler gauge.

Limit : 0.3 mm (0.012 in)

- If it exceeds the limit, replace exhaust manifold.



INSTALLATION (RH)

Installation is in the reverse order of removal.

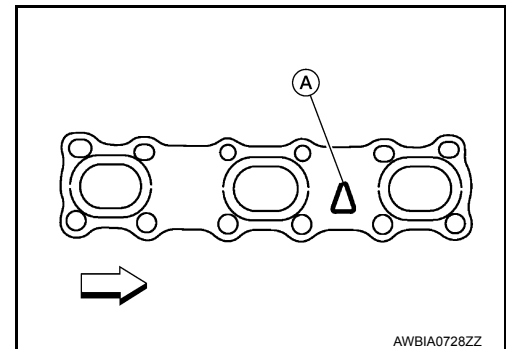
NOTE:

If necessary, a crowfoot may be used to tighten the exhaust manifold nuts.

Exhaust Manifold Gasket

Install the exhaust manifold gaskets in direction as shown.

- ⇐: Front
- A: Identification hole



Exhaust Manifold

- If exhaust manifold studs were removed, install them and tighten to specification.
- Install exhaust manifold and tighten nuts in numerical order as shown.

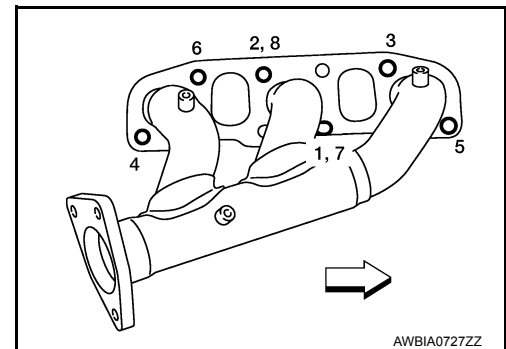
CAUTION:

Use new exhaust manifold nuts for installation.

NOTE:

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

- ⇐: Front



OIL PAN AND OIL STRAINER

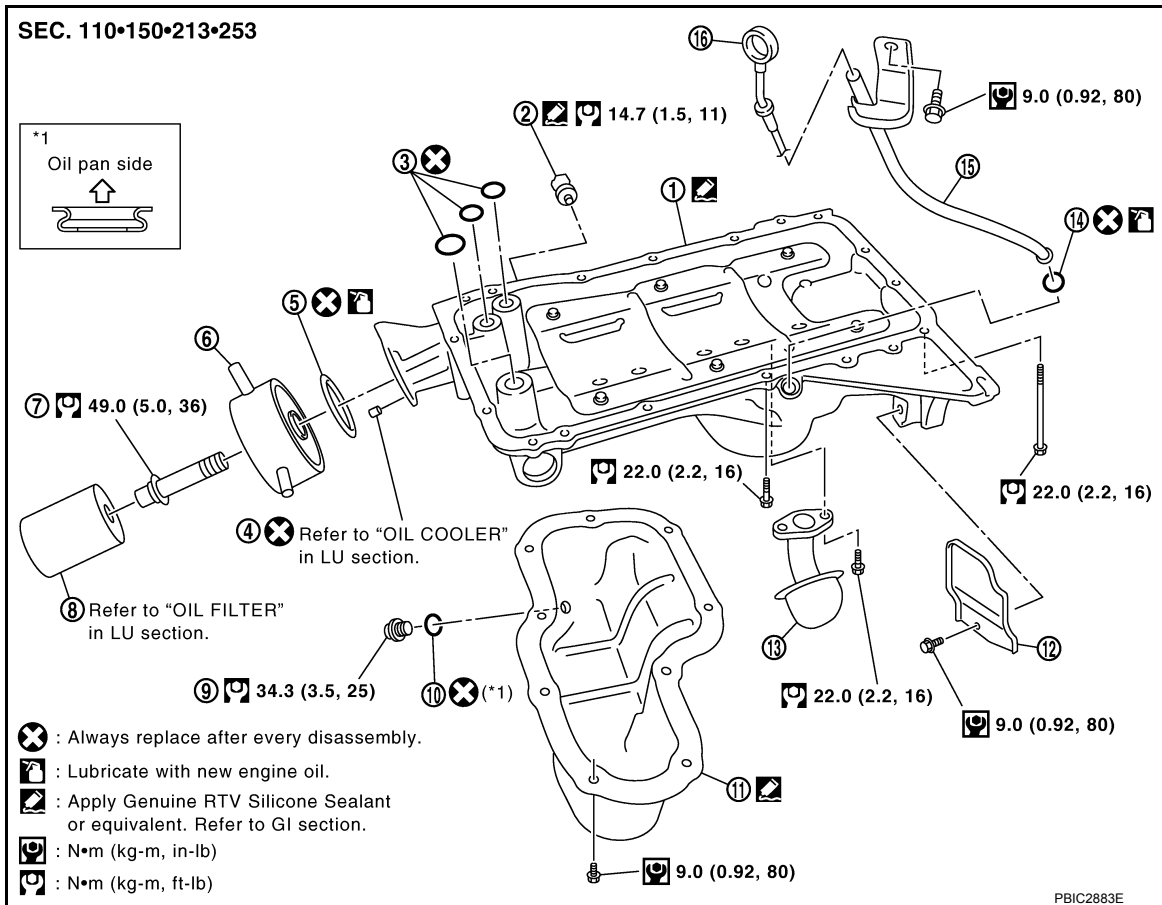
< REMOVAL AND INSTALLATION >

[VQ40DE]

OIL PAN AND OIL STRAINER

Exploded View

INFOID:000000007322430



- | | | |
|-----------------------|------------------------|---------------------------|
| 1. Oil pan (upper) | 2. Oil pressure switch | 3. O-ring |
| 4. Relief valve | 5. O-ring | 6. Oil cooler |
| 7. Connector bolt | 8. Oil filter | 9. Drain plug |
| 10. Drain plug washer | 11. Oil pan (lower) | 12. Rear cover plate |
| 13. Oil strainer | 14. O-ring | 15. Oil level gauge guide |
| 16. Oil level gauge | | |

Removal and Installation

INFOID:000000007322431

REMOVAL (LOWER)

WARNING:

To avoid the danger of being scalded, do not drain engine oil when engine is hot.

NOTE:

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

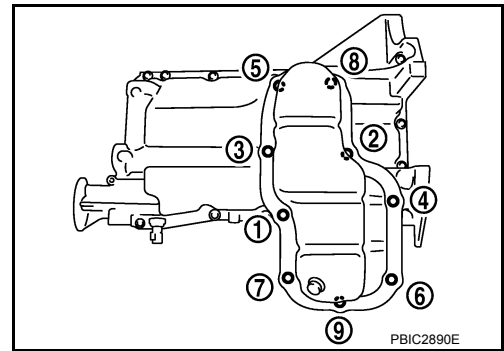
1. Remove the engine under cover. Refer to [EXT-15, "Removal and Installation"](#).
2. Drain engine oil. Refer to [LU-23, "Changing Engine Oil"](#).
3. Remove oil pan (lower) using the following steps.

OIL PAN AND OIL STRAINER

[VQ40DE]

< REMOVAL AND INSTALLATION >

- a. Remove the oil pan (lower) bolts using power tool in reverse order as shown.



- b. Insert Tool between the oil pan (lower) and the oil pan (upper).

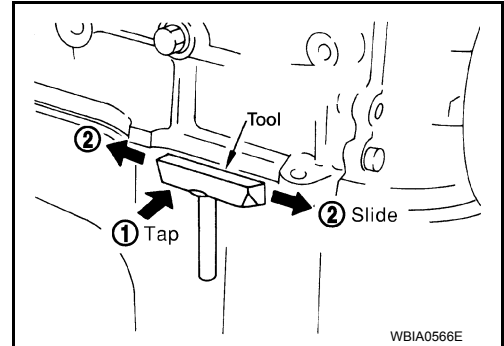
Tool number : KV10111100 (J-37228)

CAUTION:

- Be careful not to damage the mating surfaces.
- Do not insert screwdriver, this will damage the mating surfaces.

NOTE:

Tap (1) Tool to insert it and then slide (2) it by tapping on the side of the Tool as shown.



INSPECTION AFTER REMOVAL

Clean oil strainer if any object attached.

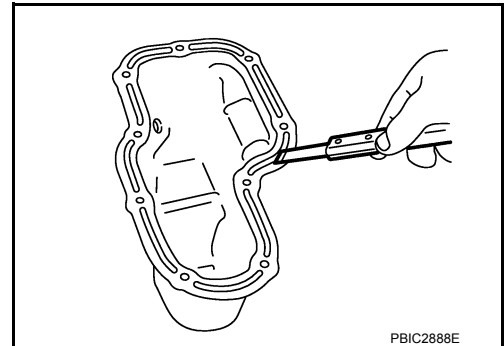
INSTALLATION (LOWER)

1. Install oil pan (lower) as follows:

- a. Use scraper to remove old liquid gasket from mating surfaces.
- Also remove old liquid gasket from mating surface of oil pan (upper).
 - Remove old liquid gasket from the bolt holes and thread.

CAUTION:

Do not scratch or damage the mating surfaces when cleaning off old liquid gasket.



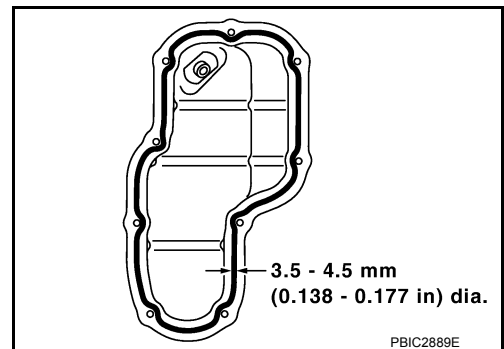
- b. Apply a continuous bead of liquid gasket using Tool to the oil pan (lower) as shown.

Tool number : WS39930000 (—)

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).

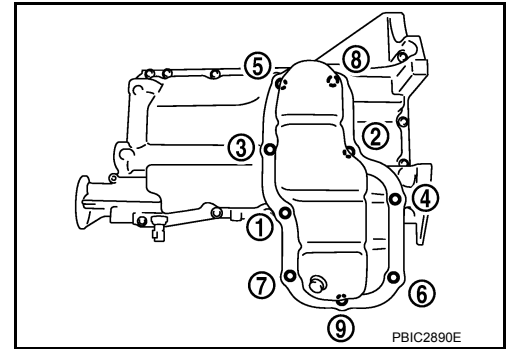
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OIL PAN AND OIL STRAINER

< REMOVAL AND INSTALLATION >

[VQ40DE]

- Tighten oil pan (lower) bolts in numerical order as shown.



2. Install oil pan drain plug. Refer to [EM-150, "Removal and Installation"](#).
3. After 30 minutes fill with engine oil and inspect for leaks. Refer to [LU-23, "Changing Engine Oil"](#).

CAUTION:

Do not fill the engine with oil for at least 30 minutes after oil pan is installed.

INSPECTION AFTER INSTALLATION

1. Start engine, and check for leaks of engine oil.
2. Stop engine and wait for 10 minutes.
3. Check engine oil level. Refer to [LU-22, "Inspection"](#).

REMOVAL (UPPER)

WARNING:

To avoid the danger of being scalded, do not drain engine oil when engine is hot.

NOTE:

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

CAUTION:

- Perform this procedure when engine is cold.
 - Do not spill engine oil on drive belts.
 - Do not spill engine coolant on drive belts.
1. Remove engine under covers (if equipped). Refer to [EXT-15, "Removal and Installation"](#).
 2. Drain engine coolant. Refer to [CO-40, "Changing Engine Coolant"](#).
 3. Remove oil pan (lower). Refer to REMOVAL (LOWER).
 4. Remove oil level gauge and oil level gauge guide.
 5. Reposition the (RH) brake caliper aside and support with a suitable wire without disconnecting the front brake hose (4WD models). Refer to [BR-35, "Removal and Installation of Brake Caliper and Disc Rotor"](#).
 6. Remove front final drive (4WD models). Refer to [DLN-194, "Removal and Installation"](#).
 7. Remove front frame crossmember.
 8. Disconnect steering gear lower joint shaft bolt and steering gear nuts and bolts, position out of the way. Refer to [ST-15, "Removal and Installation"](#).
 9. Remove stabilizer bar brackets and position stabilizer bar out of the way. Refer to [FSU-13, "Component"](#).
 10. Disconnect A/T fluid cooler tube brackets and position out of the way (A/T models). Refer to [TM-301, "Component"](#).
 11. Remove oil filter, if necessary. Refer to [LU-25, "Removal and Installation"](#).
 12. Disconnect oil cooler hoses.
 13. Remove oil cooler, if necessary. Refer to [LU-27, "Removal and Installation"](#).
 14. Disconnect oil pressure switch.
 15. Remove oil pressure switch if necessary.
 16. Remove oil pan (lower).
 17. Remove oil strainer.
 18. Remove transmission joint bolts which pierce oil pan (upper). Refer to [TM-72, "Removal and Installation from Vehicle \(For 2WD Models\)"](#) (2WD M/T models), [TM-74, "Removal and Installation from Vehicle \(For 4WD Models\)"](#) (4WD M/T models).

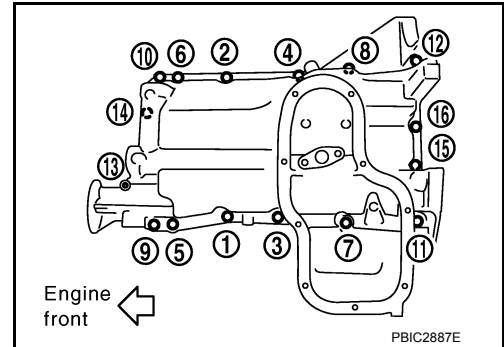
OIL PAN AND OIL STRAINER

< REMOVAL AND INSTALLATION >

[VQ40DE]

[4WD Models](#)) (4WD M/T models), [TM-305. "Removal and Installation for VQ40DE 2WD Models"](#) (2WD A/T models), [TM-307. "Removal and Installation for VQ40DE 4WD Models"](#) (4WD A/T models).

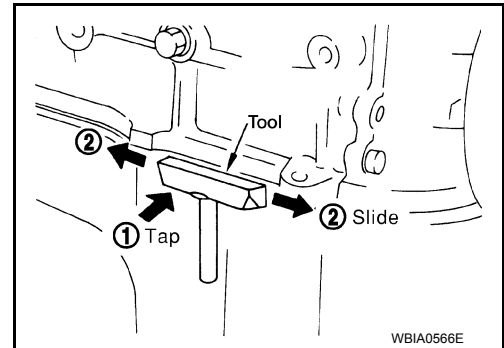
19. Remove rear cover plate.
20. Remove oil pan (upper) bolts with power tool in reverse order as shown.



- Insert Tool between oil pan (upper) and lower cylinder block. Tap (1) Tool to insert it and then slide (2) it by tapping on the side as shown.

Tool number : KV10111100 (J-37228)

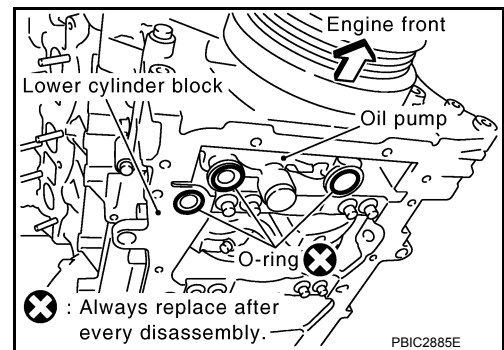
CAUTION:
Be careful not to damage mating surfaces.



21. Remove O-rings from bottom of lower cylinder block and oil pump.

CAUTION:

- Do not reuse the three O-rings.
- Install a new O-ring in the upper oil pan and two new O-rings in the front cover.



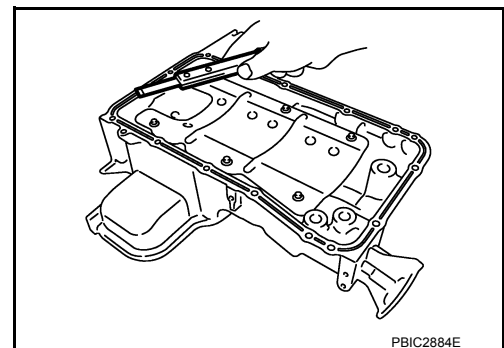
INSPECTION AFTER REMOVAL

Clean oil strainer.

INSTALLATION (UPPER)

1. Install oil pan (upper) as follows:
 - a. Use scraper to remove old liquid gasket from mating surfaces.
 - Also remove the old liquid gasket from mating surface of lower cylinder block.
 - Remove old liquid gasket from the bolt holes and threads.

CAUTION:
Do not scratch or damage the mating surfaces when cleaning off old liquid gasket.



OIL PAN AND OIL STRAINER

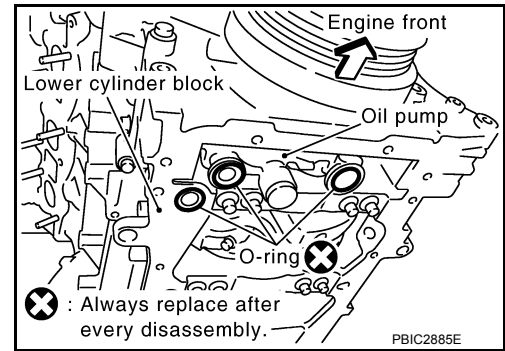
< REMOVAL AND INSTALLATION >

[VQ40DE]

- b. Install new O-rings on the bottom of lower cylinder block and oil pump.

CAUTION:

- Do not reuse the three O-rings.
- Install a new O-ring in the upper oil pan and two new O-rings in the front cover.



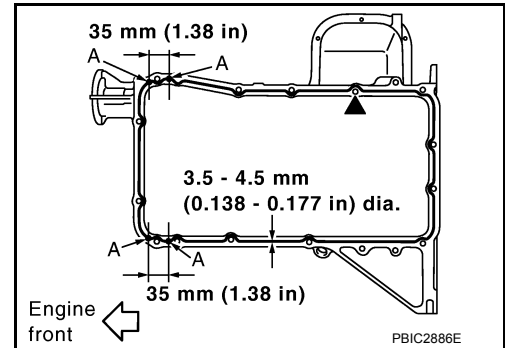
- c. Apply a continuous bead of liquid gasket using Tool to the lower cylinder block mating surfaces of oil pan (upper) as shown.

Tool number : WS39930000 (—)

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

CAUTION:

- For bolt holes with ▲ mark, apply liquid gasket outside the hole.
- Apply a bead of 4.5 to 5.5 mm (0.177 to 0.217 in) in diameter to area (A).
- Attaching should be done within 5 minutes after coating.



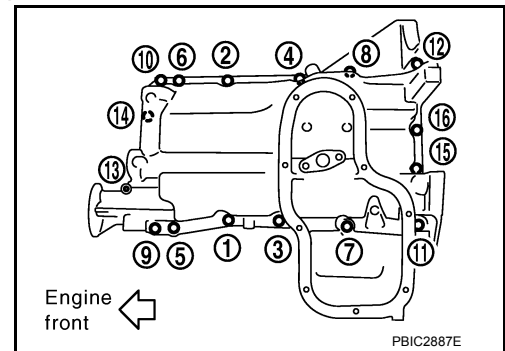
- d. Install oil pan (upper).

CAUTION:

- Install avoiding misalignment of both oil pan gaskets and O-rings.
- Do not reuse the three O-rings.
- Install a new O-ring in the upper oil pan and two new O-rings in the front cover.
- Tighten oil pan (upper) bolts in numerical order as shown.
- There are two types of bolts.

M8 × 100 mm (3.97 in) : 7, 11, 12, 13

M8 × 25 mm (0.98 in) : All except the above



- e. Tighten transmission joint bolts. Refer to [TM-72, "Removal and Installation from Vehicle \(For 2WD Models\)"](#) (2WD M/T models), [TM-74, "Removal and Installation from Vehicle \(For 4WD Models\)"](#) (4WD M/T models), [TM-305, "Removal and Installation for VQ40DE 2WD Models"](#) (2WD A/T models), [TM-307, "Removal and Installation for VQ40DE 4WD Models"](#) (4WD A/T models).

2. Install oil strainer to oil pan (upper).

3. Installation of the remaining components is in the reverse order of removal.

CAUTION:

Do not fill the engine with oil for at least 30 minutes after oil pan is installed.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada). Refer to [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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.

OIL PAN AND OIL STRAINER

< REMOVAL AND INSTALLATION >

[VQ40DE]

NOTE:

- If hydraulic pressure inside timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.
- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

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IGNITION COIL

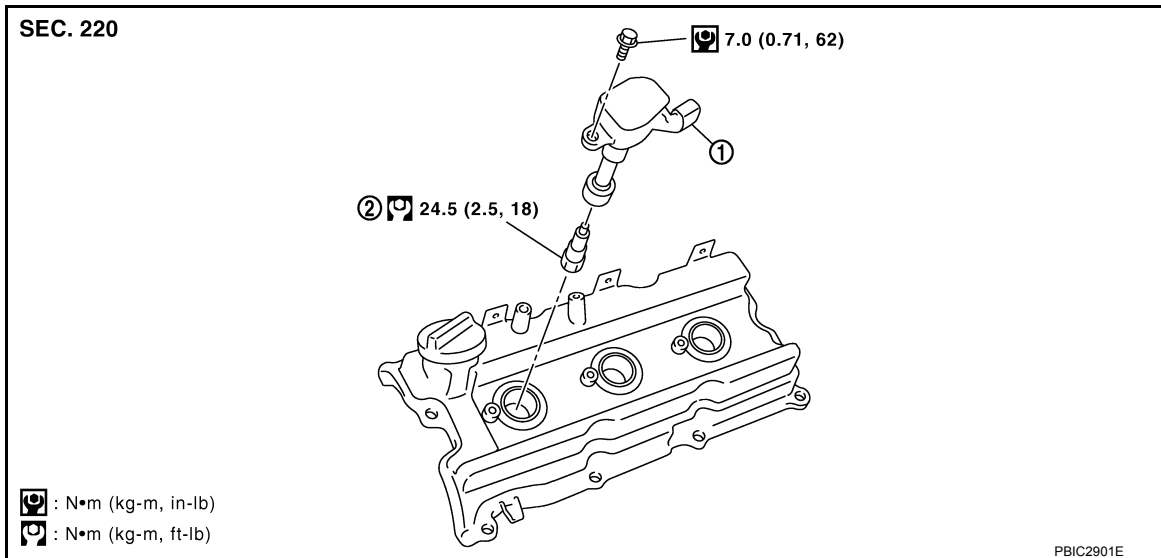
< REMOVAL AND INSTALLATION >

[VQ40DE]

IGNITION COIL

Exploded View

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1. Ignition coil

2. Spark plug

Removal and Installation

INFOID:000000007322433

REMOVAL (LH)

1. Move aside harness, harness bracket, and hoses located above ignition coil.
2. Disconnect the harness connector from ignition coil.
3. Remove the ignition coil.

CAUTION:

Do not shock ignition coil.

INSTALLATION (LH)

Installation is in the reverse order of removal.

REMOVAL (RH)

1. Remove intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).
2. Move aside harness, harness bracket, and hoses located above ignition coil.
3. Disconnect the harness connector from ignition coil.
4. Remove the ignition coil.

CAUTION:

Do not shock ignition coil.

INSTALLATION (RH)

Installation is in the reverse order of removal.

ROCKER COVER

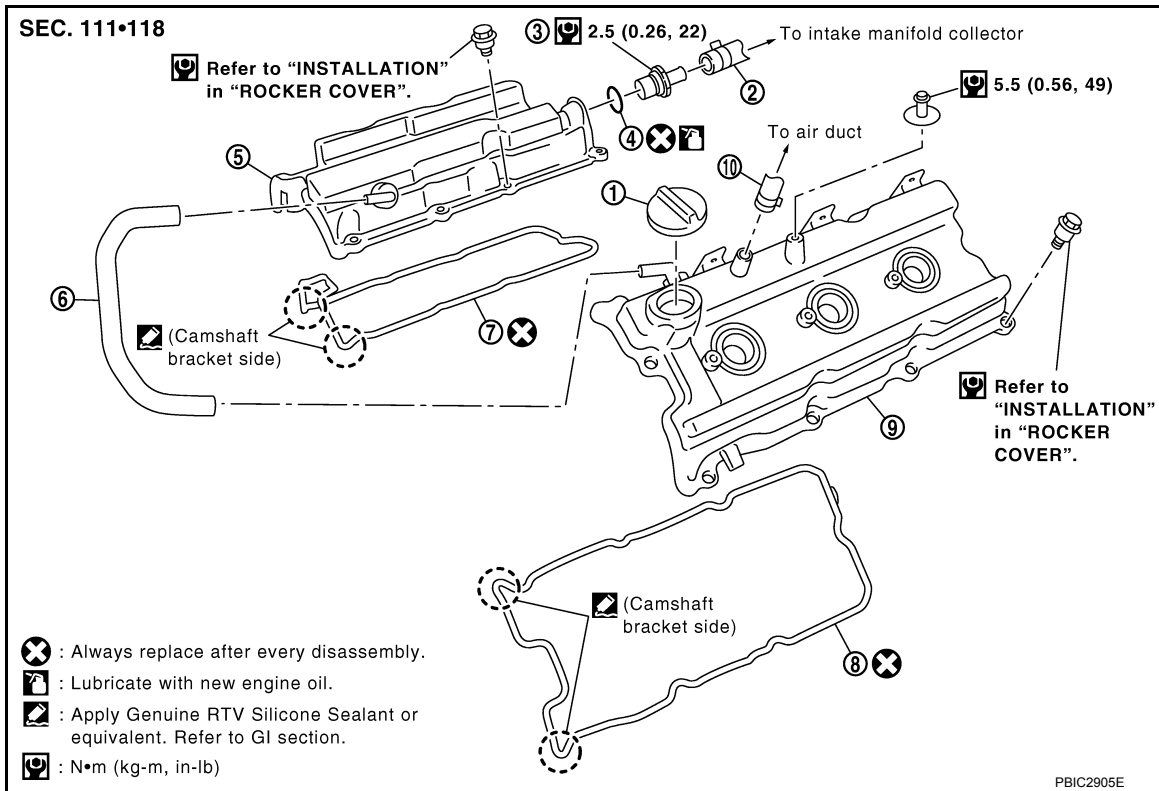
< REMOVAL AND INSTALLATION >

[VQ40DE]

ROCKER COVER

Exploded View

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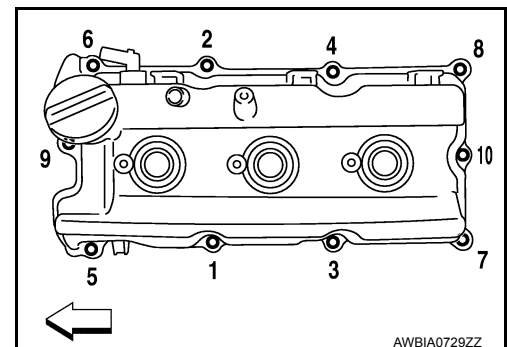
- | | | |
|-----------------------------|-----------------------------|----------------------|
| 1. Oil filler cap | 2. PCV hose | 3. PCV valve |
| 4. O-ring | 5. Rocker cover (RH) | 6. PCV hose |
| 7. Rocker cover gasket (RH) | 8. Rocker cover gasket (LH) | 9. Rocker cover (LH) |
| 10. PCV hose | | |

Removal and Installation

INFOID:000000007322435

REMOVAL (LH)

- Remove ignition coils. Refer to [EM-156. "Removal and Installation"](#).
- Separate engine harness removing their brackets from rocker covers.
- Remove harness bracket from cylinder head, if necessary.
- Disconnect the intake valve timing control solenoid valve (LH bank). Refer to [EM-167. "Exploded View"](#).
- Remove PCV hoses from rocker covers.
- Remove oil filler cap from rocker cover (LH), if necessary.
- Remove the rocker cover bolts using power tool in reverse order as shown.
 - ←: Front



ROCKER COVER

[VQ40DE]

< REMOVAL AND INSTALLATION >

8. Remove rocker cover.
9. Remove rocker cover gaskets from rocker covers.
10. Use scraper to remove all traces of liquid gasket from cylinder head and camshaft bracket (No. 1).

CAUTION:

Do not scratch or damage the mating surface when cleaning off old liquid gasket.

INSTALLATION (LH)

1. Apply liquid gasket using Tool to joint of rocker cover, cylinder head and camshaft bracket (No. 1) as follows:

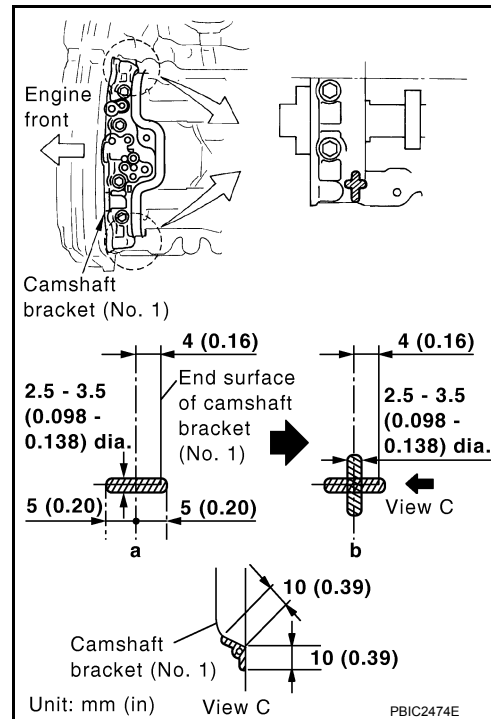
Tool number : WS39930000 (—)

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

NOTE:

The figure shows an example of LH side [zoomed in shows camshaft bracket (No. 1)].

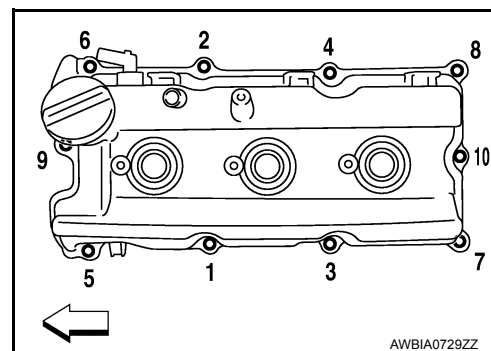
- a. Apply liquid gasket to joint part of camshaft bracket (a) (No. 1) and cylinder head.
- b. Apply liquid gasket (b) 90° to figure (a).



2. Install new rocker cover gasket to rocker cover.
3. Install rocker cover.
 - Check to be sure rocker cover gasket is not dropped from installation groove of rocker cover.
4. Tighten the rocker cover bolts in two steps in numerical order as shown.
 - ⇐: Front

1st step : 1.96 N·m (0.20 kg-m, 17 in-lb)

2nd step : 8.33 N·m (0.85 kg-m, 74 in-lb)



5. Install oil filler cap to rocker cover (LH), if removed.
6. Install PCV hose.
 - Insert PCV hose by 25 to 30 mm (0.98 to 1.18 in) from connector end.
 - When installing, be careful not to twist or come in contact with other parts.
7. Installation of the remaining components is in the reverse order of removal.
 - Check engine oil level and adjust as necessary. Refer to [LU-22, "Inspection"](#).

REMOVAL (RH)

1. Remove intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).

CAUTION:
Perform this step when engine is cold.
2. Separate engine harness removing their brackets from rocker covers.

ROCKER COVER

[VQ40DE]

< REMOVAL AND INSTALLATION >

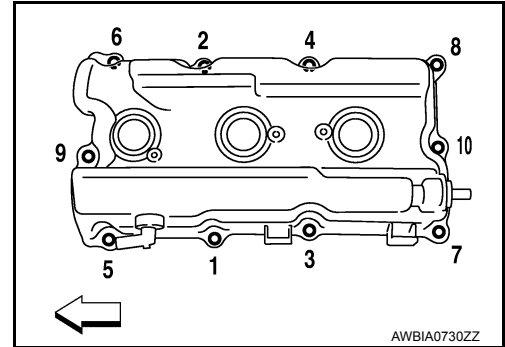
3. Remove harness bracket from cylinder head (RH). Refer to [EM-204, "Removal and Installation"](#).
4. Disconnect the intake valve timing control solenoid valve (RH bank). Refer to [EM-167, "Exploded View"](#).
5. Remove the ignition coils. Refer to [EM-156, "Removal and Installation"](#).
6. Remove the PCV hoses from rocker cover.
7. Remove the PCV valve and O-ring from rocker cover (RH), if necessary.

NOTE:

Do not reuse O-rings.

8. Remove the rocker cover bolts using power tool in reverse order as shown.

- : Front



9. Remove rocker cover.
10. Remove rocker cover gaskets from rocker covers.
11. Use scraper to remove all traces of liquid gasket from cylinder head and camshaft bracket (No. 1).

CAUTION:

Do not scratch or damage the mating surface when cleaning off old liquid gasket.

INSTALLATION (RH)

1. Apply liquid gasket using Tool to joint part among rocker cover, cylinder head and camshaft bracket (No. 1) as follows:

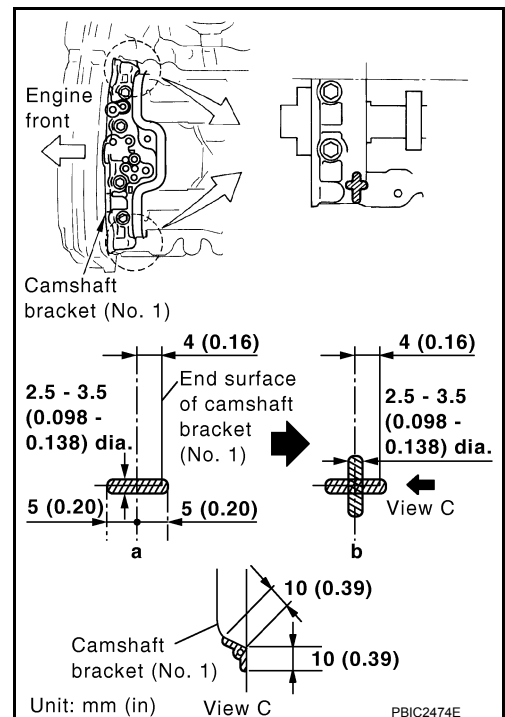
Tool number : WS39930000 (—)

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

NOTE:

The figure shows an example of LH side [zoomed in shows camshaft bracket (No. 1)].

- a. Apply liquid gasket to joint part of camshaft bracket (a) (No. 1) and cylinder head.
- b. Apply liquid gasket (b) to the figure (a) squarely.



2. Install new rocker cover gasket to rocker cover.
3. Install rocker cover.
 - Check to be sure rocker cover gasket is not dropped from installation groove of rocker cover.

ROCKER COVER

[VQ40DE]

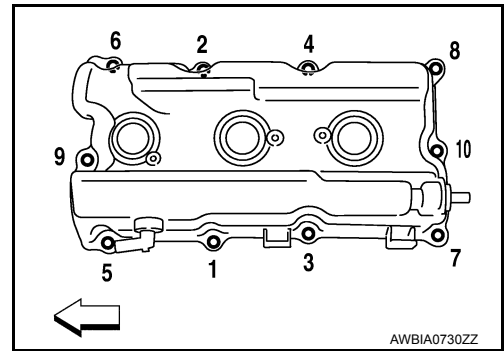
< REMOVAL AND INSTALLATION >

4. Tighten the rocker cover bolts in two steps in numerical order as shown.

- ⇐: Front

1st step : 1.96 N·m (0.20 kg-m, 17 in-lb)

2nd step : 8.33 N·m (0.85 kg-m, 74 in-lb)



5. Install new O-ring and PCV valve to rocker cover (RH), if removed.

CAUTION:

Do not reuse O-rings.

6. Install PCV hose.

- Insert PCV hose by 25 to 30 mm (0.98 to 1.18 in) from connector end.
- When installing, be careful not to twist or come in contact with other parts.

7. Installation of the remaining components is in the reverse order of removal.

- Check engine oil level and adjust as necessary. Refer to [LU-22, "Inspection"](#).

FUEL INJECTOR AND FUEL TUBE

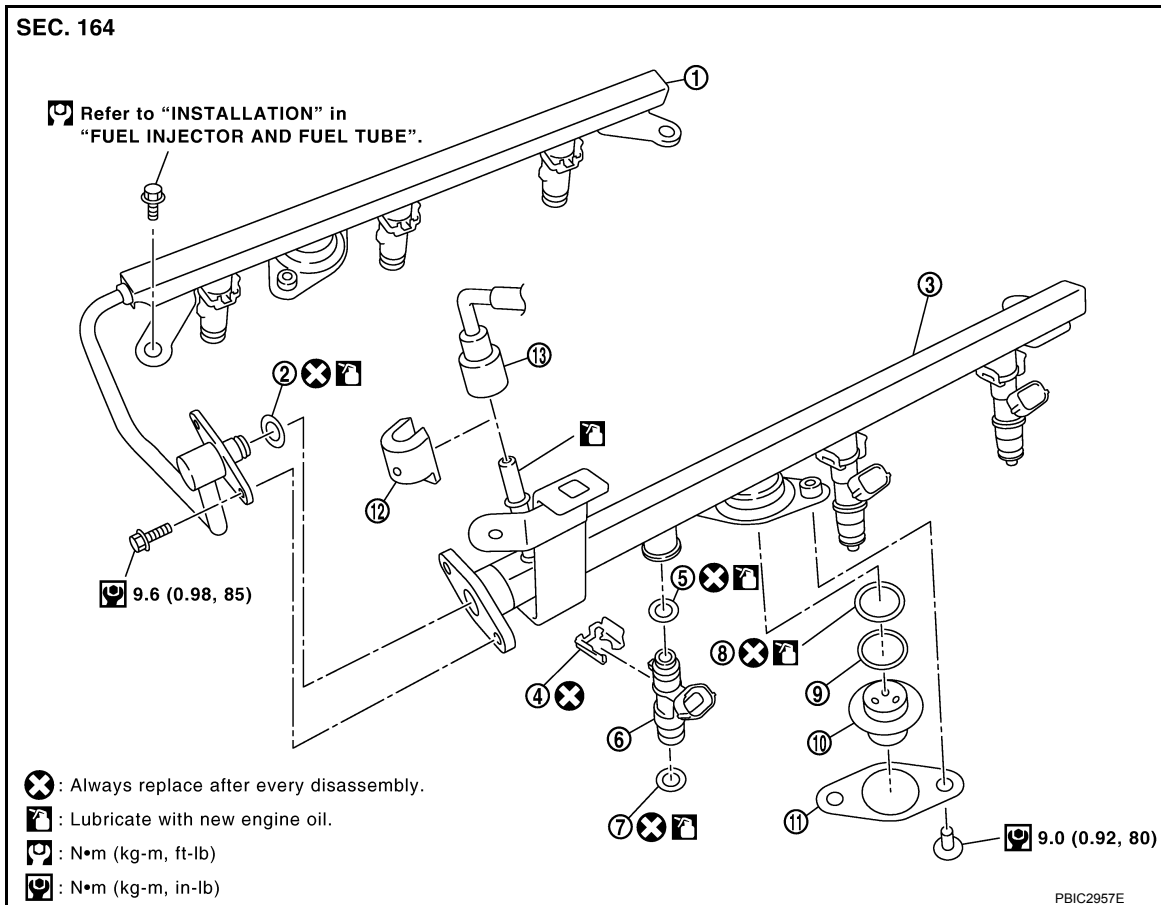
< REMOVAL AND INSTALLATION >

[VQ40DE]

FUEL INJECTOR AND FUEL TUBE

Exploded View

INFOID:000000007322436



- | | | |
|--------------------|---------------------|-------------------------|
| 1. Fuel tube (RH) | 2. O-ring | 3. Fuel tube (LH) |
| 4. Clip | 5. O-ring (blue) | 6. Fuel injector |
| 7. O-ring (brown) | 8. O-ring | 9. Spacer |
| 10. Fuel damper | 11. Fuel damper cap | 12. Quick connector cap |
| 13. Fuel feed hose | | |

Removal and Installation

INFOID:000000007322437

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.
- Do not smoke while servicing fuel system. Keep open flames and sparks away from the work area.
- To avoid the danger of being scalded, do not drain engine coolant when engine is hot.

CAUTION:

Do not remove or disassemble parts unless instructed.

NOTE:

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

REMOVAL

1. Release the fuel pressure. Refer to [EC-937, "Fuel Pressure Check"](#).
2. Disconnect the battery negative terminal. Refer to [PG-80, "Removal and Installation"](#).
3. Remove the intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).

CAUTION:

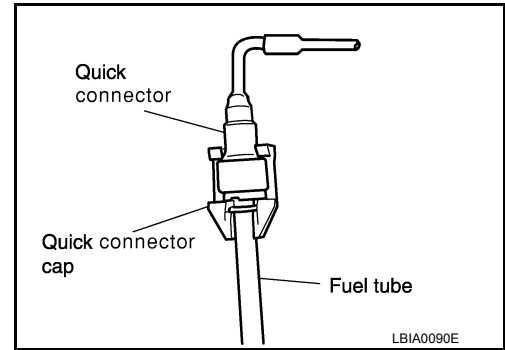
FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[VQ40DE]

Perform this step when engine is cold.

4. Disconnect the fuel quick connector on the engine side.
 - a. Remove quick connector cap.



- b. With the sleeve side of Tool facing quick connector, install Tool onto fuel tube.

Tool number : — (J-45488)

- c. Insert Tool into quick connector until sleeve contacts and goes no further. Hold the Tool on that position.

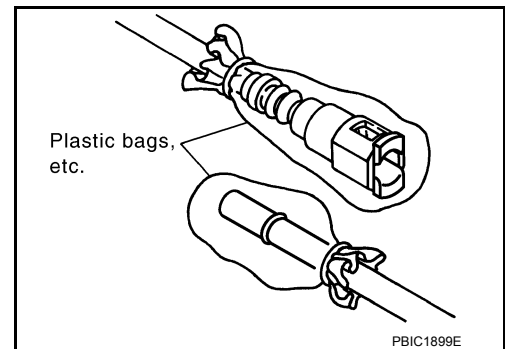
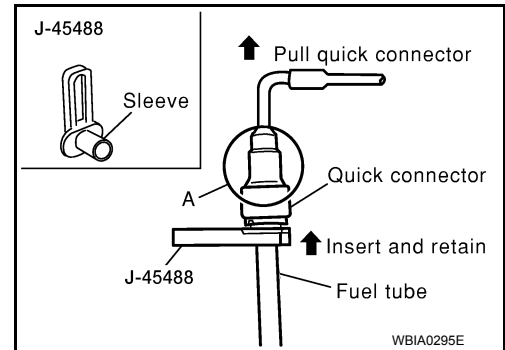
CAUTION:

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

- d. Pull the quick connector straight out from the fuel tube.

CAUTION:

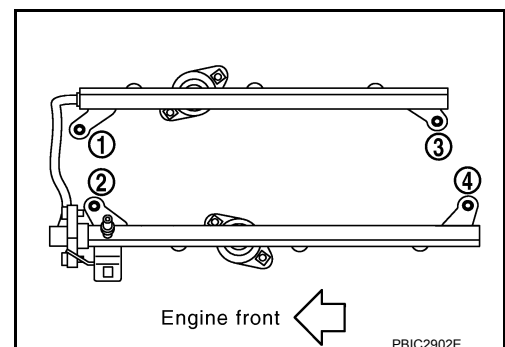
- Pull quick connector holding it at the (A) position, as shown.
- Do not pull with lateral force applied. O-ring inside quick connector may be damaged.
- Do not reuse O-rings.
- Prepare container and cloth beforehand as fuel will leak out.
- Avoid fire and sparks.
- Do not expose parts to battery electrolyte or other acids.
- Do not bend or twist connection between quick connector and fuel feed hose during removal and installation.
- Be sure to cover openings of disconnected pipes with plug or plastic bag to avoid fuel leakage and entry of foreign materials.



5. Remove PCV hose between rocker covers (right and left banks).
6. Disconnect harness connector from fuel injector.
7. Loosen bolts in reverse order as shown, and remove fuel tube and fuel injector assembly.

CAUTION:

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



FUEL INJECTOR AND FUEL TUBE

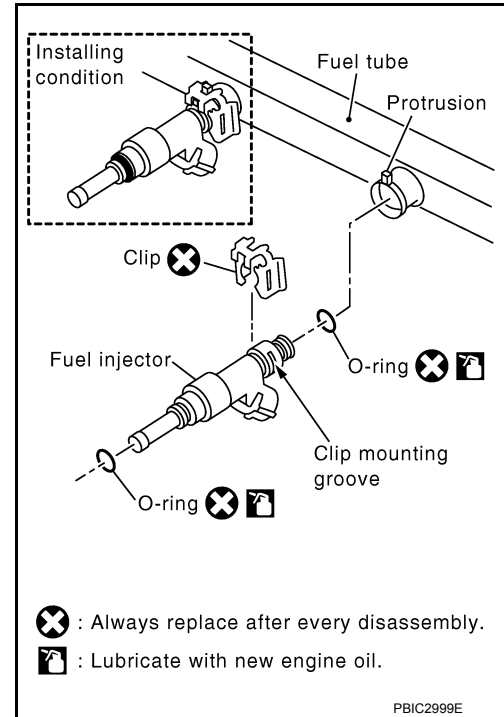
[VQ40DE]

< REMOVAL AND INSTALLATION >

8. Remove bolts which connects fuel tube (RH) and fuel tube (LH).
9. Remove fuel injector from fuel tube as follows:
 - a. Carefully open and remove clip.
 - b. Remove fuel injector from fuel tube by pulling straight.

CAUTION:

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



10. Disconnect fuel tube (RH) from fuel tube (LH).
11. Loosen bolts, to remove fuel damper cap and fuel damper, if necessary.

INSTALLATION

1. Install fuel damper as follows:
 - a. Install new O-ring to fuel tube as shown.
 - When handling new O-rings, be careful of the following caution:

CAUTION:

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

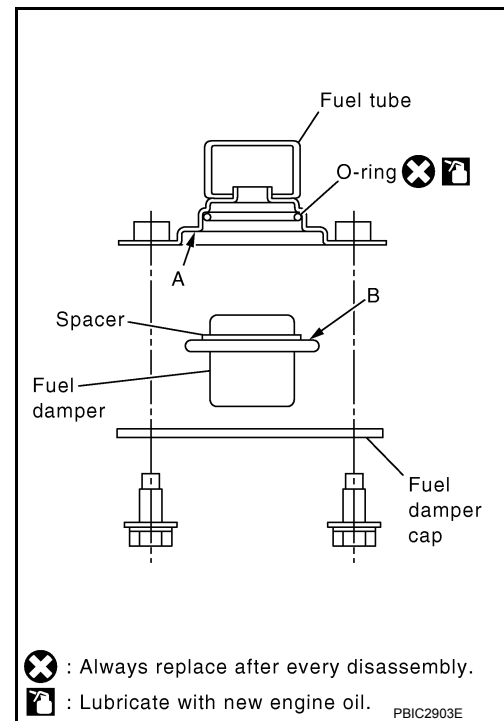
- b. Install spacer to fuel damper.
 - c. Insert fuel damper straight into fuel tube.

CAUTION:

- Insert straight, making sure that the axis is lined up.
- Do not pressure-fit with excessive force.

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

- Insert fuel damper until (B) is touching (A) of fuel tube.
 - d. Tighten bolts evenly in turn.
 - After tightening bolts, make sure that there is no gap between fuel damper cap and fuel tube.
 2. Install new O-rings to fuel injector, paying attention to the following.



FUEL INJECTOR AND FUEL TUBE

< REMOVAL AND INSTALLATION >

[VQ40DE]

CAUTION:

- Do not reuse O-rings.
- Upper and lower O-ring are different colors.

Fuel tube side : Blue

Nozzle side : Brown

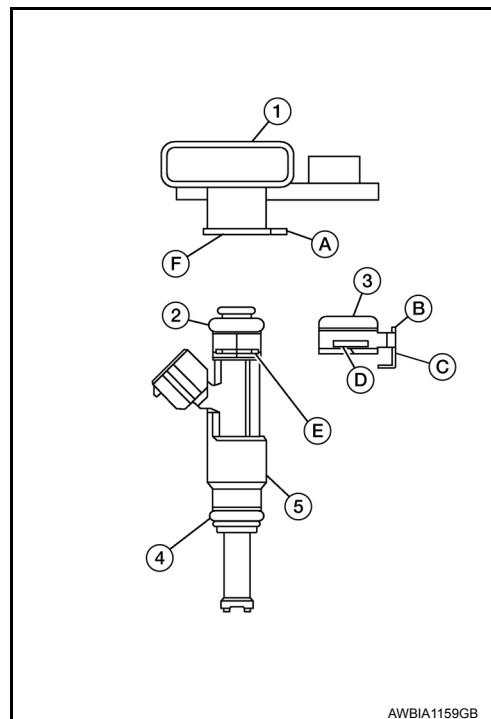
- Handle O-ring with bare hands. Do not wear gloves.
- Lubricate O-ring with new engine oil.
- Do not clean O-ring with solvent.
- Make sure that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails.
- Do not twist or stretch O-ring. If O-ring was stretched while it was being attached, allow it to retract before inserting it into fuel tube.
- Insert O-ring straight into fuel injector. Do not angle or twist it.

3. Install fuel injector (5) to fuel tube (1).
 - a. Insert new clip (3) into clip mounting groove (E) on fuel injector (5).
 - Insert clip (3) so that protrusion of fuel injector matches cutout (C) of clip.

CAUTION:

- Do not reuse clip. Replace it with a new one.
- Do not allow the clip (3) to interfere with the O-ring (2). If interference occurs, replace O-ring.

- b. Insert fuel injector (5) into fuel tube (1) with clip (3) attached.
 - Insert it while matching it to the axial center.
 - Insert fuel injector so that protrusion of fuel tube (A) matches cutout of clip (3).
 - Make sure that fuel tube flange (F) is secured in flange attaching groove (D) on clip (3).
- c. Make sure that installation is complete by checking that fuel injector does not rotate or come off.
 - Make sure that protrusions of fuel injectors (5) are aligned with cutouts of clips (B) after installation.
 - 4: O-ring (Nozzle side)



AWBIA1159GB

4. Connect the fuel tube (RH) to the fuel tube (LH), and tighten bolts temporarily.
 - Tighten bolts to the specified torque after installing fuel tube and fuel injector assembly.

CAUTION:

- Handle O-ring with bare hands. Do not wear gloves.
- Do not reuse O-rings.
- Lubricate O-ring with new engine oil.
- Do not clean O-ring with solvent.
- Make sure that O-ring and its mating part are free of foreign material.
- When installing O-ring, be careful not to scratch it with tool or fingernails.
- Do not twist or stretch O-ring. If O-ring was stretched while it was being attached, allow it to retract before inserting it into fuel tube.
- Insert new O-ring straight into fuel tube. Do not angle or twist it.

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

CAUTION:

Do not let the tip of the injector nozzle come in contact with other parts.

FUEL INJECTOR AND FUEL TUBE

[VQ40DE]

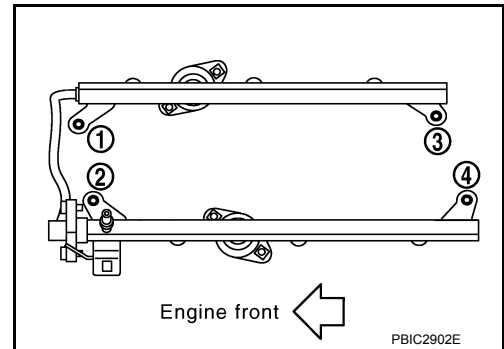
< REMOVAL AND INSTALLATION >

- Tighten bolts in two steps in numerical order as shown.

Fuel injector tube assembly bolts

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

2nd step : 22.0 N·m (2.2 kg-m, 16 ft-lb)



6. Tighten bolts which connect fuel tube (RH) and fuel tube (LH) to the specified torque.
7. Connect fuel injector harness connector.
8. Install intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).
9. Installation of the remaining components is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

Check on Fuel Leakage

1. Apply fuel pressure to the fuel lines by turning ignition switch ON (with engine stopped). Then check for fuel leaks at the connections.
2. Start the engine and rev it up and check for fuel leaks at the connections.

WARNING:

Do not touch engine immediately after stopping, as engine becomes extremely hot.

NOTE:

Use mirrors for checking at points out of clear sight.

INTAKE VALVE TIMING CONTROL

< REMOVAL AND INSTALLATION >

[VQ40DE]

INTAKE VALVE TIMING CONTROL

Intake Valve Timing Control Solenoid Valve (LH)

INFOID:000000007827556

REMOVAL

1. Disconnect intake valve timing control solenoid valve connector (LH).
2. Remove intake valve timing control solenoid valve bolts (LH) and O-ring from rocker cover.

CAUTION:

Do not reuse O-ring.

INSTALLATION

Installation is in the reverse order of removal. Refer to [EM-191, "Exploded View"](#).

CAUTION:

- Do not reuse O-rings.
- Lubricate the new O-ring for the intake valve timing control solenoid valve with clean engine oil before installing.

Intake Valve Timing Control Solenoid Valve (RH)

INFOID:000000007827557

REMOVAL

1. Remove intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).
2. Disconnect intake valve timing control solenoid valve connector (RH).
3. Remove intake valve timing control solenoid valve bolts (RH) and O-ring from rocker cover.

CAUTION:

Do not reuse O-ring.

INSTALLATION

Installation is in the reverse order of removal. Refer to [EM-191, "Exploded View"](#).

CAUTION:

- Do not reuse O-rings.
- Lubricate the new O-ring for the intake valve timing control solenoid valve with clean engine oil before installing.

FRONT TIMING CHAIN CASE

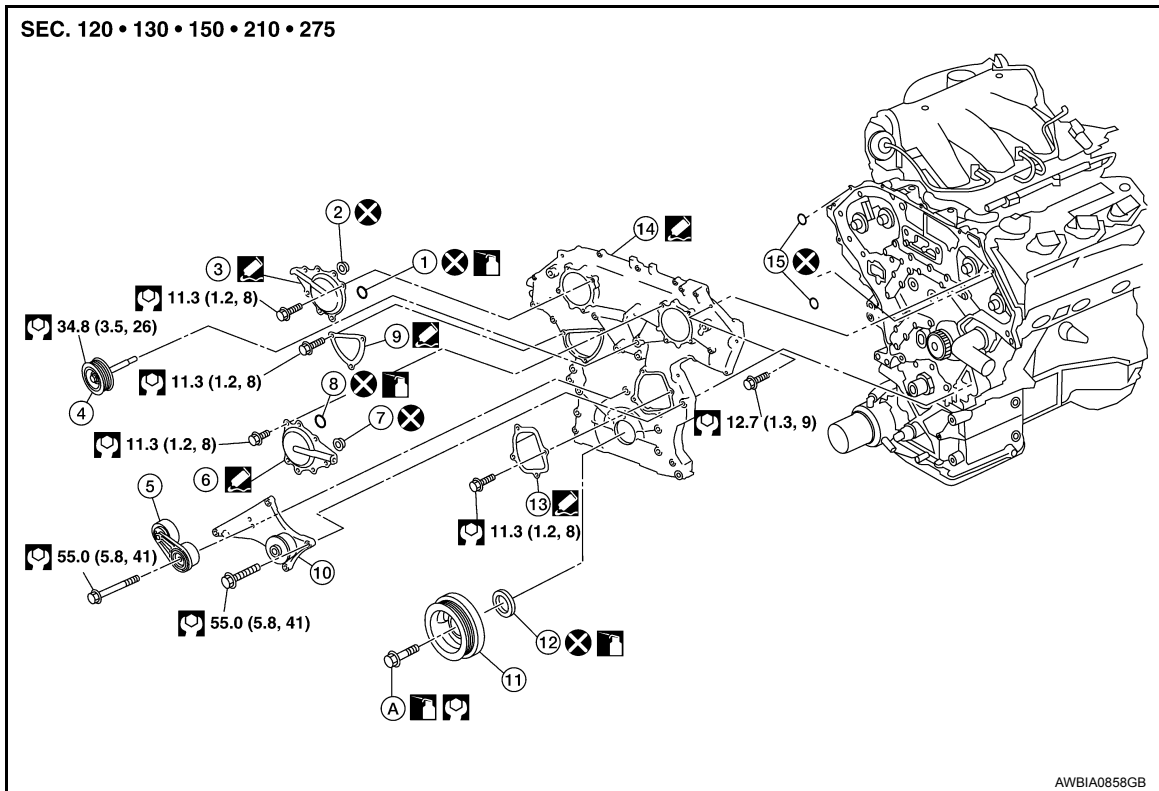
< REMOVAL AND INSTALLATION >

[VQ40DE]

FRONT TIMING CHAIN CASE

Exploded View

INFOID:000000007322438



- | | | |
|------------------------------------|------------------------------|---|
| 1. O-ring | 2. Collared O-ring | 3. Intake valve timing control cover (RH) |
| 4. Idler pulley | 5. Drive belt auto-tensioner | 6. Intake valve timing control cover (LH) |
| 7. Collared O-ring | 8. O-ring | 9. Chain tensioner cover |
| 10. Cooling fan bracket | 11. Crankshaft pulley | 12. Front oil seal |
| 13. Water pump cover | 14. Front timing chain case | 15. O-ring |
| A. Refer to EM-167 | | |

Removal and Installation

INFOID:000000007322439

REMOVAL

1. Remove engine room cover using power tool. Refer to [EM-139, "Removal and Installation"](#).
2. Drain engine oil. Refer to [LU-23, "Changing Engine Oil"](#).
CAUTION:
 - Perform this step when engine is cold.
 - Do not spill engine oil on drive belts.
3. Drain engine coolant from radiator. Refer to [CO-40, "Changing Engine Coolant"](#).
CAUTION:
 - Perform this step when engine is cold.
 - Do not spill engine coolant on drive belts.
4. Remove engine cooling fan (Motor driven type). Refer to [CO-48, "Removal and Installation \(Motor driven type\)"](#).
5. Disconnect engine harnesses and remove harness brackets from front timing chain case.
6. Remove EVAP canister purge volume control solenoid valve, if necessary.
7. Remove drive belt. Refer to [EM-128, "Removal and Installation"](#).
8. Remove power steering oil pump from bracket with piping connected, and temporarily secure it aside. Refer to [ST-18, "Removal and Installation"](#).

FRONT TIMING CHAIN CASE

[VQ40DE]

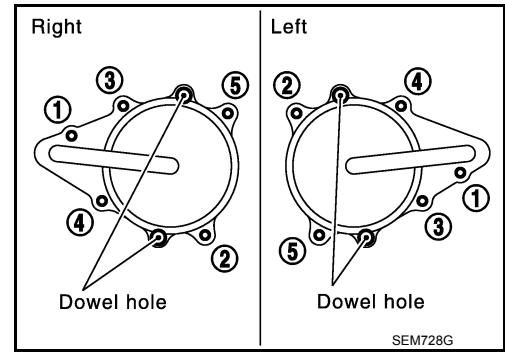
< REMOVAL AND INSTALLATION >

9. Remove power steering oil pump bracket. Refer to [ST-18, "Removal and Installation"](#).
10. Remove generator. Refer to [CHG-29, "Removal and Installation - VQ40DE Models"](#).
11. Remove water bypass hoses and water hose clamp.
12. Remove engine cooling fan (Crankshaft driven type) and fan bracket. Refer to [CO-47, "Removal and Installation \(Crankshaft driven type\)"](#).
13. Remove water hose at oil cooler.
14. Remove oil cooler water bypass pipe from front timing chain case. Refer to [EM-167, "Exploded View"](#).
15. Remove right and left intake valve timing control covers.
 - Loosen bolts in reverse order as shown.
 - Cut liquid gasket for removal using Tool.

Tool number : KV10111100 (J-37228)

CAUTION:

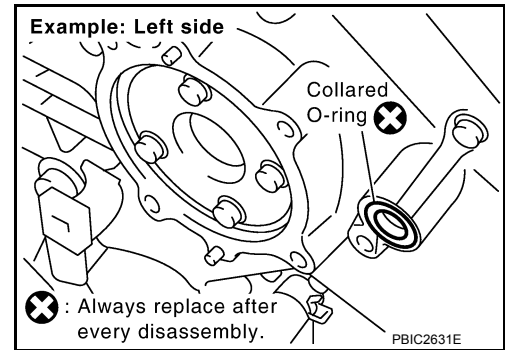
Shaft is internally jointed with camshaft sprocket (INT) center hole. When removing, keep it horizontal until it is completely disconnected.



16. Remove collared O-rings from front timing chain case (left and right side).

CAUTION:

Do not reuse O-rings.



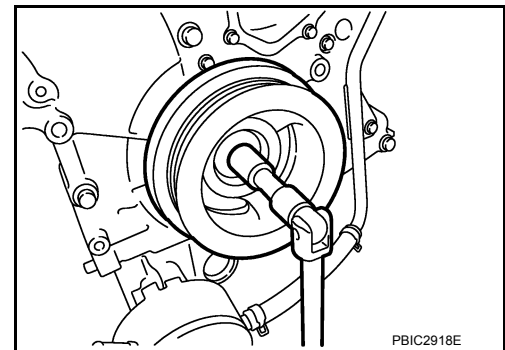
17. Remove A/C compressor bolts and temporarily secure A/C compressor aside. Refer to [HA-28, "Removal and Installation for Compressor"](#).
18. Remove crankshaft pulley as follows:
 - a. Remove access plate and install Ring Gear Stopper Tool.

Tool number : — (J-48761)

18. Loosen crankshaft pulley bolt so that there is a 10 mm (0.39 in) gap between bolt and crankshaft pulley.

CAUTION:

Do not remove crankshaft pulley bolt. Keep loosened crankshaft pulley bolt in place to protect the crankshaft pulley from dropping.



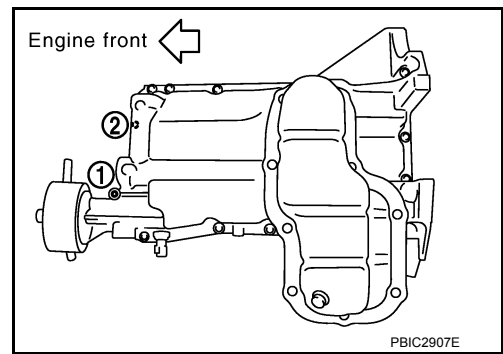
18. Pull crankshaft pulley with both hands to remove it.

FRONT TIMING CHAIN CASE

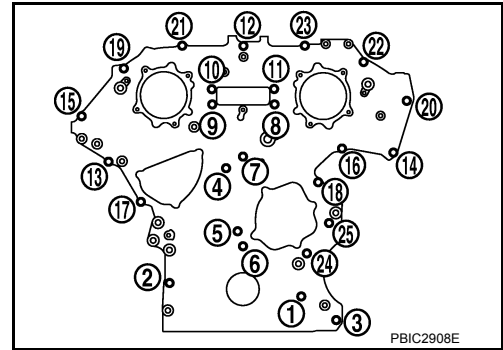
[VQ40DE]

< REMOVAL AND INSTALLATION >

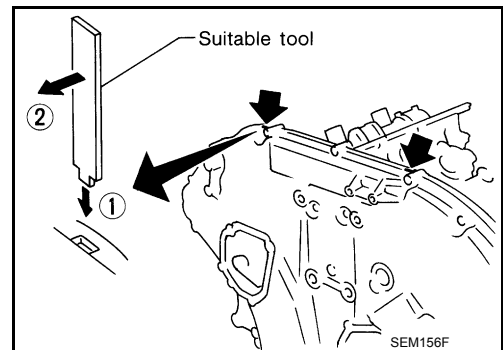
19. Loosen two bolts in front of oil pan (upper) in reverse order as shown.



20. Remove front timing chain case as follows:
a. Loosen bolts with power tool in reverse order as shown.



- b. Insert suitable tool into the notch at the top of the front timing chain case as shown (1).
c. Pry off case by moving tool as shown (2).
• Cut liquid gasket for removal using Tool.



Tool number : KV10111100 (J-37228)

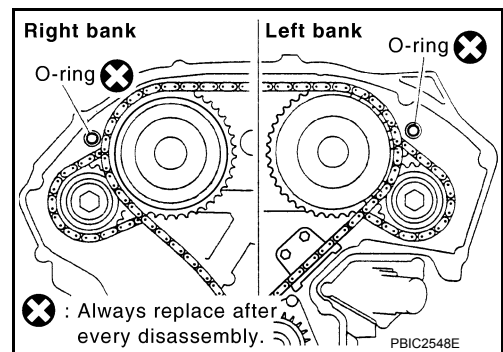
CAUTION:

- Do not use screwdriver or something similar.
- After removal, handle front timing chain case carefully so it does not twist, bend, or warp under a load.

21. Remove O-rings from rear timing chain case.

CAUTION:

Do not reuse O-rings.



22. If necessary, remove water pump cover and chain tensioner cover from front timing chain case.
• Cut liquid gasket for removal using Tool.

Tool number : KV10111100 (J-37228)

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FRONT TIMING CHAIN CASE

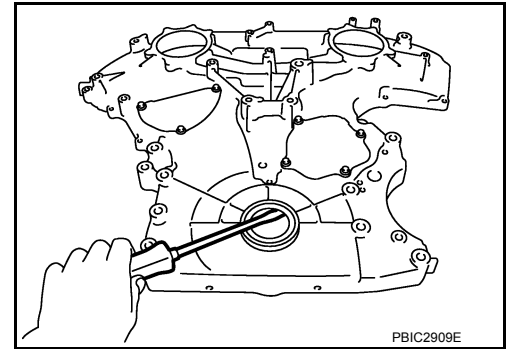
[VQ40DE]

< REMOVAL AND INSTALLATION >

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

CAUTION:

Be careful not to damage front timing chain case.

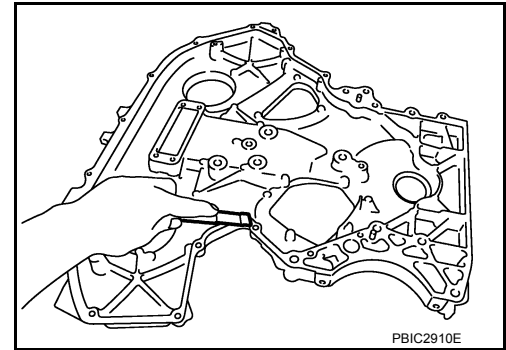


24. Remove idler pulley, if necessary. Refer to [EM-129. "Drive Belt Auto-Tensioner and Idler Pulley"](#).

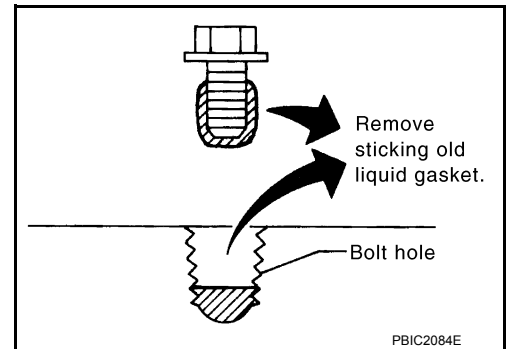
25. Use a scraper to remove all traces of old liquid gasket from front and rear timing chain cases, oil pan (upper), and liquid gasket mating surfaces.

CAUTION:

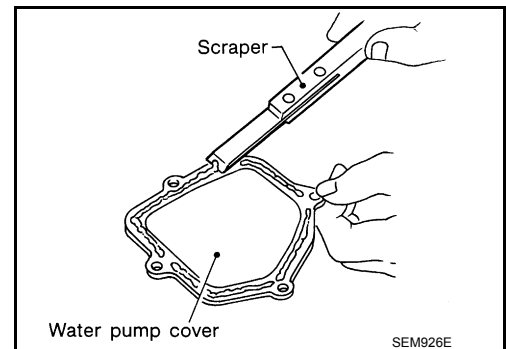
Be careful not to allow gasket fragments to enter oil pan.



- Remove old liquid gasket from bolt hole and thread.



26. Use a scraper to remove all traces of old liquid gasket from water pump cover, chain tensioner cover (if necessary) and intake valve timing control covers.



INSTALLATION

FRONT TIMING CHAIN CASE

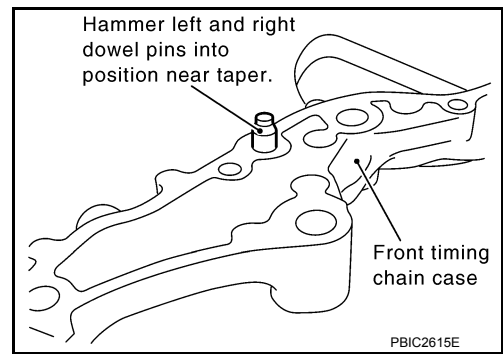
[VQ40DE]

< REMOVAL AND INSTALLATION >

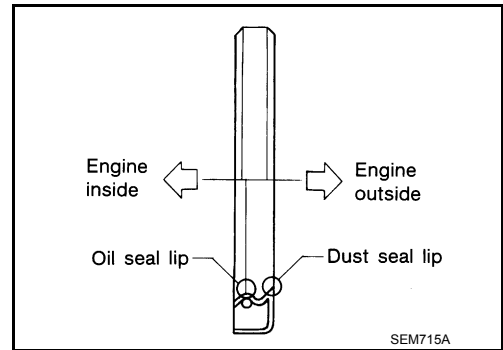
1. Hammer dowel pins (right and left) into front timing chain case up to a point close to taper in order to shorten protrusion length.

NOTE:

Be sure to place dowel pins in the original holes in front timing chain case.



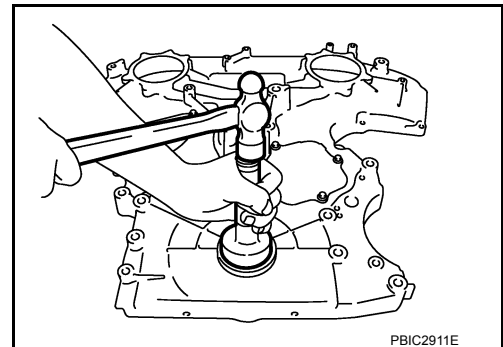
2. Install new front oil seal on the front timing chain case.
 - Apply new engine oil to both oil seal lip and dust seal lip.
 - Install it so that each seal lip is oriented as shown.



- Press-fit oil seal until it becomes flush with front timing chain case end face using suitable drift [outer diameter: 60 mm (2.36 in)].
- Make sure the garter spring is in position and seal lip is not inverted.

CAUTION:

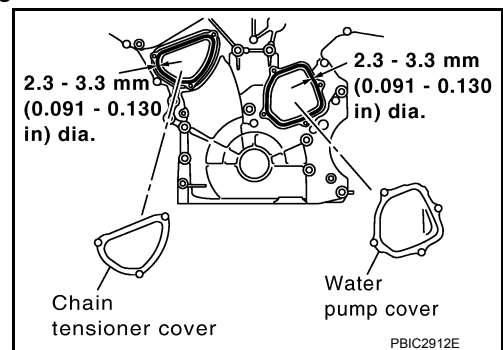
- **Be careful not to damage front timing chain case and crankshaft.**
- **Press-fit straight and avoid causing burrs or tilting oil seal.**



3. Install water pump cover and chain tensioner cover to front timing chain case, if removed.
 - Apply a continuous bead of liquid gasket using Tool to front timing chain case as shown.

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

Tool number : WS39930000 (—)



4. Install idler pulley, if removed.
5. Install front timing chain case as follows:

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

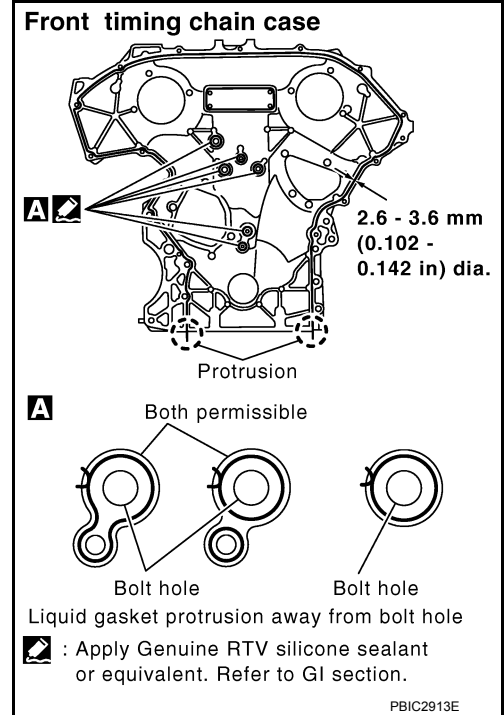
FRONT TIMING CHAIN CASE

[VQ40DE]

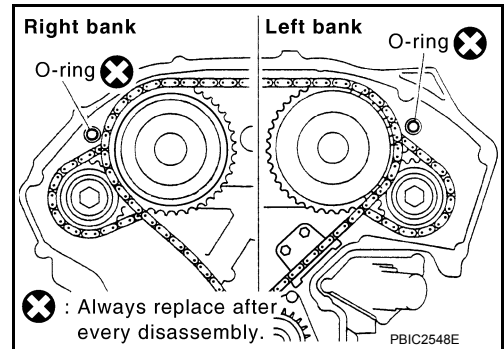
< REMOVAL AND INSTALLATION >

- a. Apply a continuous bead of liquid gasket using Tool to front timing chain case back side as shown.
Use Genuine RTV Silicone Sealant or equivalent. Refer to GI-22. "Recommended Chemical Products and Sealants".

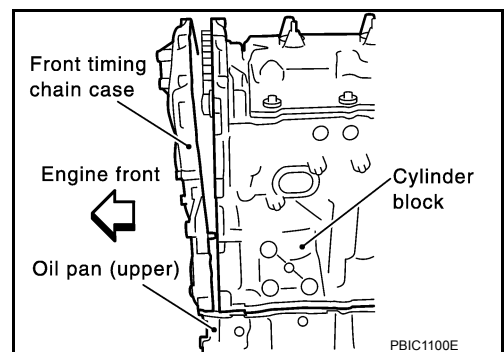
Tool number : WS39930000 (—)



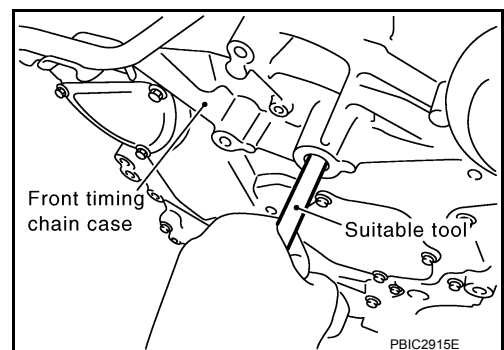
- b. Install new O-rings on rear timing chain case.
CAUTION:
Do not reuse O-rings.
- c. Assemble front timing chain case as follows:



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



- ii. Since front timing chain case is offset for difference of bolt holes, tighten bolts temporarily while holding front timing chain case from front and top as shown.
- iii. Same as the previous step, insert dowel pin while holding front timing chain case from front and top completely.

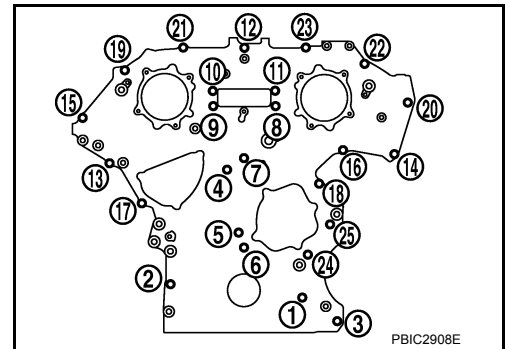


FRONT TIMING CHAIN CASE

[VQ40DE]

< REMOVAL AND INSTALLATION >

- d. Tighten bolts to the specified torque in numerical order as shown.
- e. After all bolts are tightened, retighten them to the specified torque in numerical order as shown.
 - There are two type of bolts.

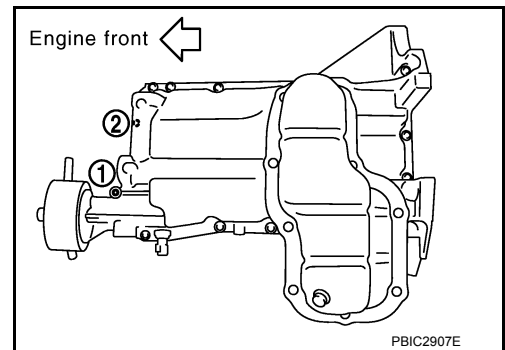


Bolt position	Bolt diameter
1 - 5	: 10 mm (0.39 in)
6 - 25	: 6 mm (0.24 in)

Bolt position	Tightening specification
1 - 5	: 55.0 N·m (5.6 kg-m, 41 ft-lb)
6 - 25	: 12.7 N·m (1.3 kg-m, 9 ft-lb)

6. Install two bolts in front of oil pan (upper) in numerical order as shown.

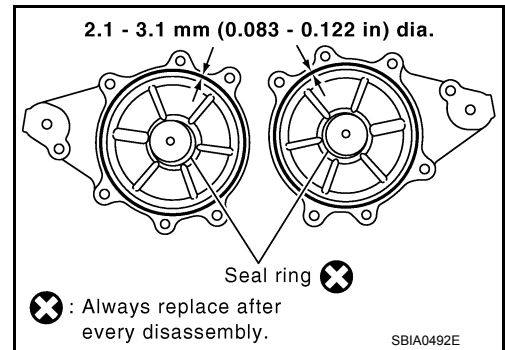
Front oil pan bolt : 22.0 N·m (2.2 kg-m, 16 ft-lb)



7. Install right and left intake valve timing control covers as follows:
 - a. Install new seal rings in shaft grooves.
 - b. Apply a continuous bead of liquid gasket using Tool to intake valve timing control covers as shown.

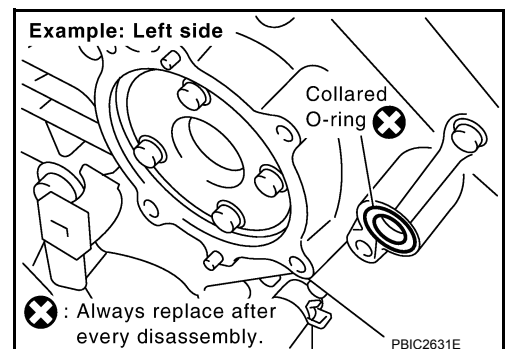
Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

Tool number : WS39930000 (—)



- c. Install new collared O-rings in front timing chain case oil hole (left and right sides).

CAUTION:
Do not reuse O-rings.



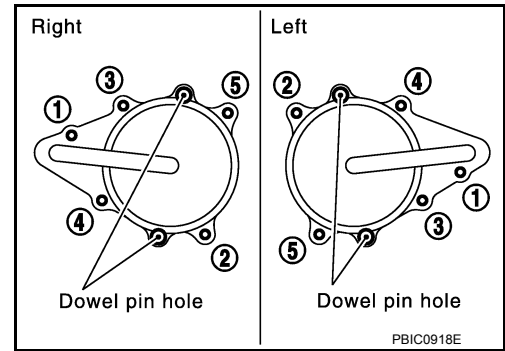
- d. Being careful not to move seal ring from the installation groove, align dowel pins on front timing chain case with the holes to install intake valve timing control covers.

FRONT TIMING CHAIN CASE

[VQ40DE]

< REMOVAL AND INSTALLATION >

e. Tighten bolts in numerical order as shown.



8. Install crankshaft pulley as follows:

- a. 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).
- b. Tighten crankshaft pulley bolt in two steps.

Step 1 : 44.1 N·m (4.5 kg-m, 33 ft-lb)

Step 2 : 84° - 90° degrees clockwise

c. Remove Ring Gear Stopper Tool.

Tool number : — (J-48761)

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

10. Installation of the remaining components is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18. "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada) and [MA-20. "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.
- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

TIMING CHAIN

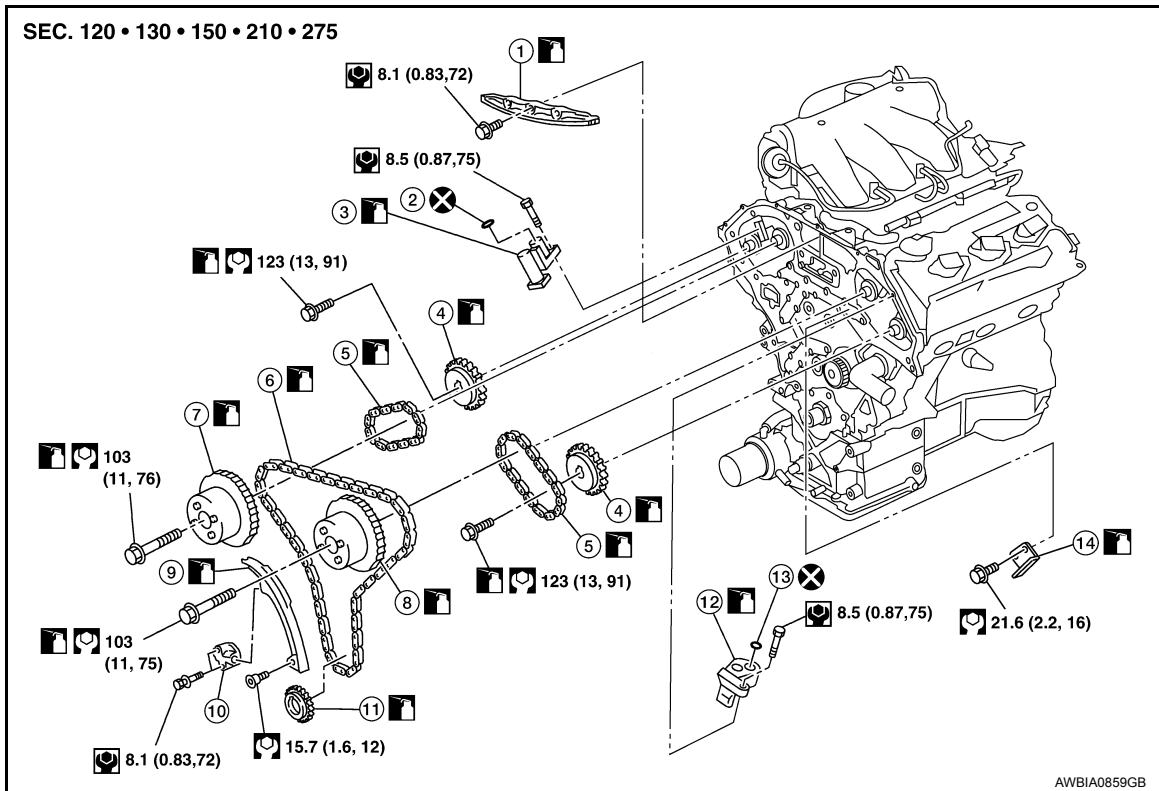
< REMOVAL AND INSTALLATION >

[VQ40DE]

TIMING CHAIN

Exploded View

INFOID:000000007322440



- | | | |
|--------------------------------------|-------------------------------|---|
| 1. Internal chain guide | 2. O-ring | 3. Timing chain tensioner (secondary) (RH) |
| 4. Camshaft sprocket (EXH) | 5. Timing chain (secondary) | 6. Timing chain (primary) |
| 7. Camshaft sprocket RH (INT) | 8. Camshaft sprocket LH (INT) | 9. Slack guide |
| 10. Timing chain tensioner (primary) | 11. Crankshaft sprocket | 12. Timing chain tensioner (secondary) (LH) |
| 13. O-ring | 14. Tension guide | |

Removal and Installation

INFOID:000000007322441

CAUTION:

- After removing timing chains, do not turn the crankshaft and camshaft separately, or the valves will strike the pistons.
- When installing camshafts, chain tensioners, oil seals, or other sliding parts, lubricate contacting surfaces with new engine oil.
- Apply new engine oil to bolt threads and seat surfaces when installing camshaft sprockets, camshaft brackets, and crankshaft pulley.

NOTE:

It is not necessary to remove the rocker covers or intake manifold collector to remove or install the timing chain(s).

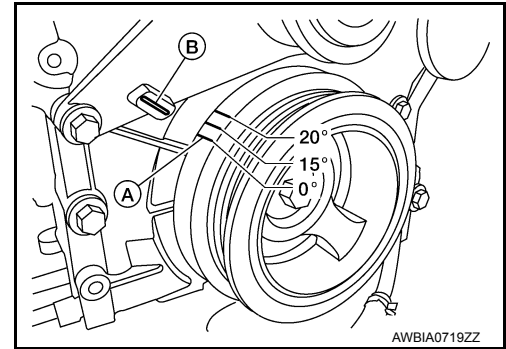
REMOVAL

TIMING CHAIN

[VQ40DE]

< REMOVAL AND INSTALLATION >

1. Set No. 1 cylinder to TDC.
 - Rotate crankshaft pulley clockwise to align timing mark (A) (grooved line without color) with timing indicator (B).



2. Remove front timing chain case. Refer to [EM-167. "Removal and Installation"](#).
3. Check timing chain markings to confirm No. 1 cylinder is at TDC of its compression stroke.
 - If not, remove Ring Gear Stopper Tool and turn crankshaft clockwise 360° (one revolution).
 - Re-install Ring Gear Stopper Tool.

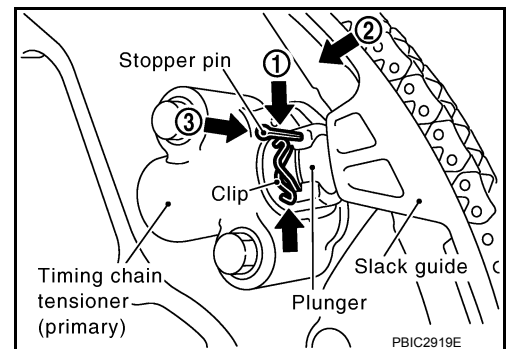
Tool number : — (J-48761)

- If the original timing chain markings are not legible, use paint or equivalent to mark the timing chains to the sprockets.
4. If removing the secondary timing chains, loosen camshaft sprocket bolts.

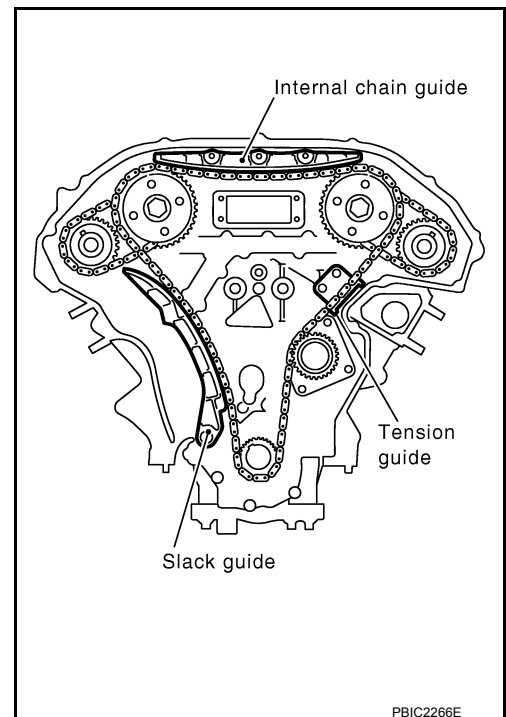
5. Compress the primary timing chain tensioner.
 1. Loosen clip of primary timing chain tensioner, and release plunger stopper (1).
 2. Depress plunger into tensioner body by pressing slack guide (2).
 3. Keep slack guide pressed and insert stopper pin through the tensioner body hole and plunger groove (3) to hold plunger in.

NOTE:

Use stopper pin included with Tool J-50246.



6. Remove internal chain guide.



7. Remove timing chain (primary).

CAUTION:

TIMING CHAIN

< REMOVAL AND INSTALLATION >

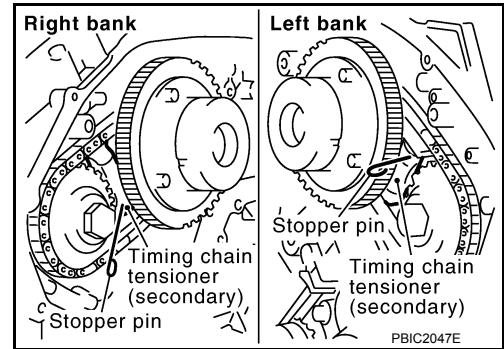
[VQ40DE]

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

8. Remove crankshaft sprocket, if necessary.
9. Remove timing chain (secondary) and camshaft sprockets as follows:
 - a. Attach stopper pin to the right and left timing chain tensioners (secondary).

NOTE:

- Use stopper pin included with Tool J-50246.



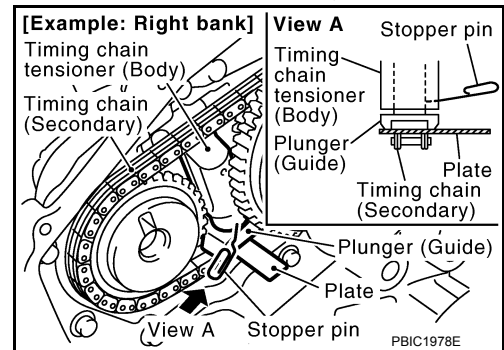
- b. Remove camshaft sprocket (INT and EXH) bolts.
- c. Remove timing chain (secondary) together with camshaft sprockets.
 - Turn camshaft slightly to secure slack of timing chain on timing chain tensioner (secondary) side.
 - Insert 0.5 mm (0.020 in)-thick metal or resin plate between timing chain and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

CAUTION:

Be careful of plunger coming off when removing timing chain (secondary).

NOTE:

Camshaft sprocket (INT) is a one piece integrated design with sprockets for timing chain (primary) and for timing chain (secondary).



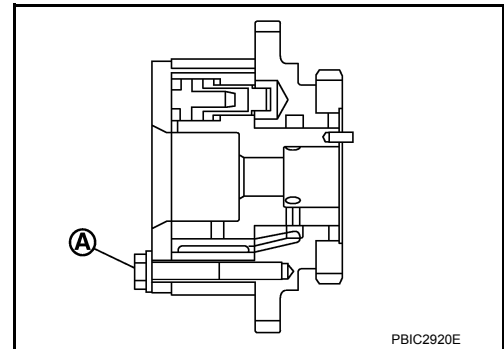
- When handling camshaft sprocket (INT), be careful of the following:

CAUTION:

- Handle carefully to avoid any shock to camshaft sprocket.
- Do not disassemble. (Do not loosen bolts (A) as shown).

NOTE:

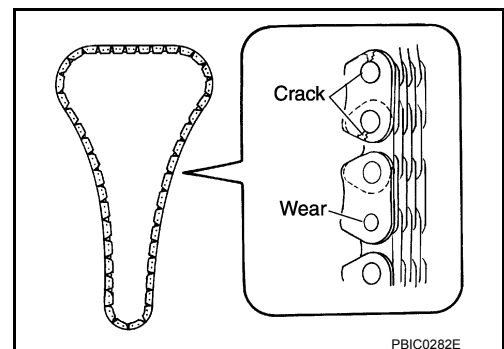
For removal of timing chain tensioner (secondary), refer to [EM-184, "Removal and Installation \(Secondary Timing Chain Tensioner\)"](#). [Removing camshaft bracket (No. 1) is required.]



INSPECTION AFTER REMOVAL

Check for cracks and any excessive wear at link plates. Replace chain if necessary.

- Inspect all timing chains and associated parts for wear or damage, replace as necessary.

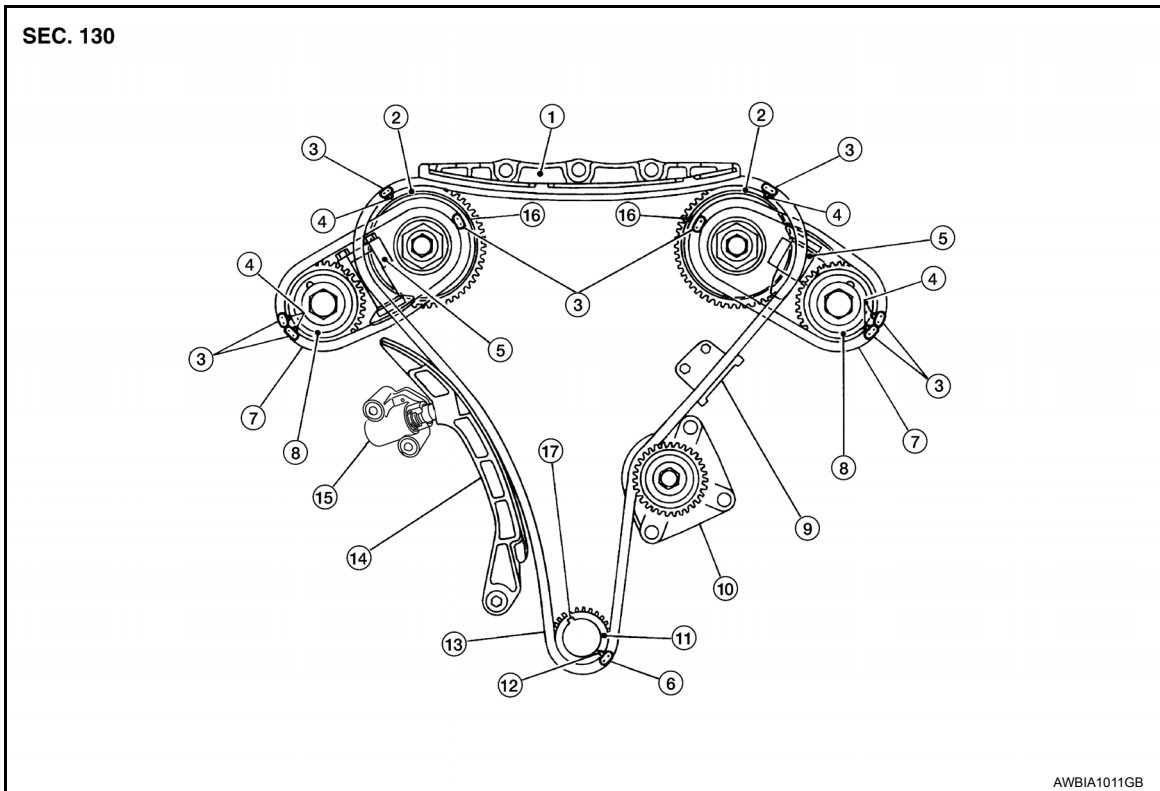


INSTALLATION

TIMING CHAIN

< REMOVAL AND INSTALLATION >

[VQ40DE]



- | | | |
|-----------------------------|-------------------------------------|------------------------------------|
| 1. Internal chain guide | 2. Camshaft sprocket (intake) | 3. Mating mark (blue link) |
| 4. Mating mark (punched) | 5. Secondary timing chain tensioner | 6. Mating mark (copper link) |
| 7. Secondary timing chain | 8. Camshaft sprocket (exhaust) | 9. Tensioner guide |
| 10. Water pump | 11. Crankshaft sprocket | 12. Mating mark (notched) |
| 13. Primary timing chain | 14. Slack guide | 15. Primary timing chain tensioner |
| 16. Mating mark (back side) | 17. Crankshaft key | |

NOTE:

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

1. Make sure that dowel pin hole, dowel pin of camshaft and crankshaft key are located as shown. (No. 1 cylinder at compression TDC)

NOTE:

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

Camshaft dowel pin hole (intake side)

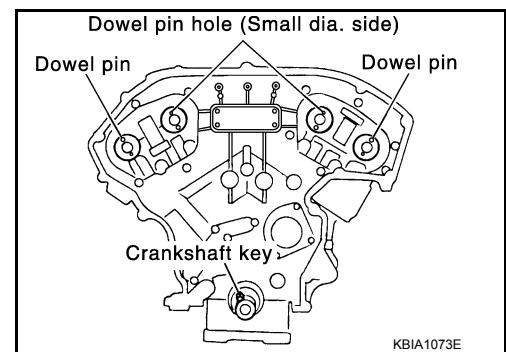
: At cylinder head upper face side in each bank.

Camshaft dowel pin (exhaust side)

: At cylinder head upper face side in each bank.

Crankshaft key

: At cylinder head side of right bank.



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

CAUTION:

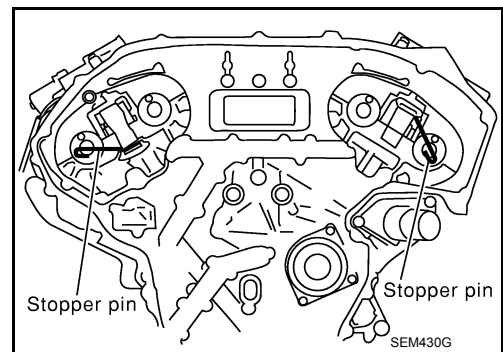
Mating marks between timing chain and sprockets slip easily. Confirm all mating mark positions repeatedly during the installation process.

TIMING CHAIN

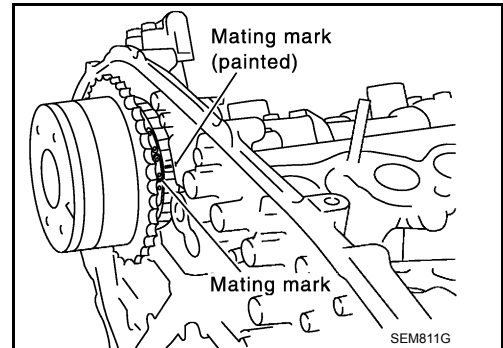
[VQ40DE]

< REMOVAL AND INSTALLATION >

- a. Push plunger of timing chain tensioner (secondary) and keep it pressed in with stopper pin.
- Use stopper pin included with Tool J-50246.



- b. Before installing timing chains (secondary) and camshaft sprockets, confirm mating marks are visible. If necessary, use paint or equivalent to re-mark the camshaft sprockets at each mating mark.



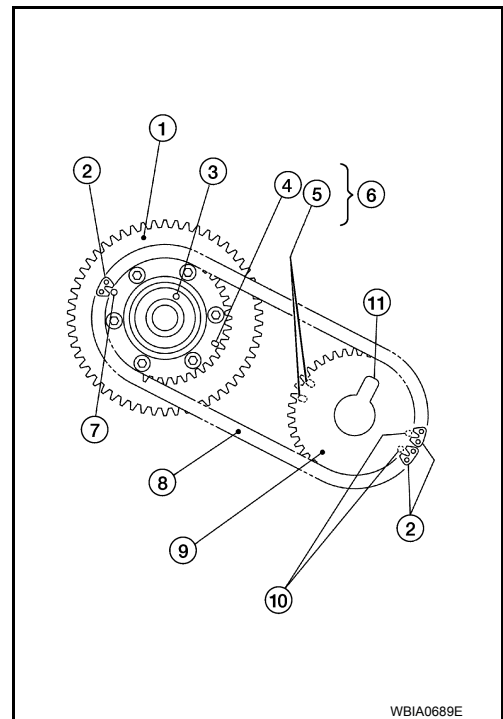
- c. Install timing chains (secondary) (8) and camshaft sprockets [INT (1) and EXH (9)].
- Left bank mating marks (6)
 - Align the timing chain mating marks (secondary) (2) (blue color link) with the ones on camshaft sprockets (INT and EXH) (4), (5), (7) and (10) (punched), and install them.

NOTE:

- Mating marks for camshaft sprocket (INT) are on the back side of camshaft sprocket (secondary).
- There are two types of mating marks, circle (7), (10) and oval (4), (5) types. They should be used for the right and left banks, respectively.

Right bank : Use circle type (7) and (10).

Left bank : Use oval type (4) and (5).



- Align dowel pin (3) and pin hole on camshafts with the groove (11) and dowel pin on sprockets, and install them.
 - On the intake side, align pin hole on the small diameter side of the camshaft front end with dowel pin (3) on the back side of camshaft sprocket, and install them.
 - On the exhaust side, align dowel pin on camshaft front end with pin groove (11) on camshaft sprocket, and install them.
 - In case that positions of each mating mark and each dowel pin do not fit on mating parts, make fine adjustment to the position by slightly turning camshaft(s).
 - Bolts for camshaft sprockets must be tightened in the next step. Tightening them by hand is enough to prevent the dislocation of dowel pins.
- d. Confirm the mating marks are aligned, then finger tighten camshaft sprocket bolts. Final tightening will be done with all timing chains installed.

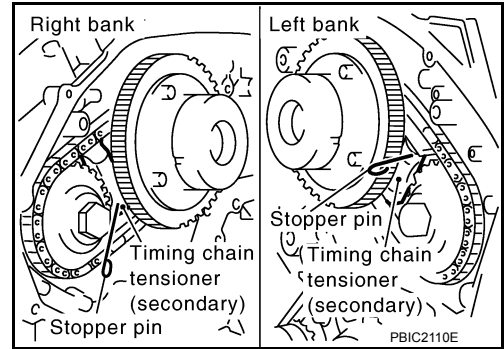
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TIMING CHAIN

[VQ40DE]

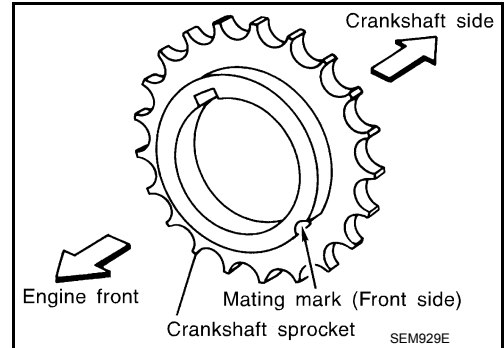
< REMOVAL AND INSTALLATION >

- e. Remove stopper pins out from timing chain tensioners (secondary).

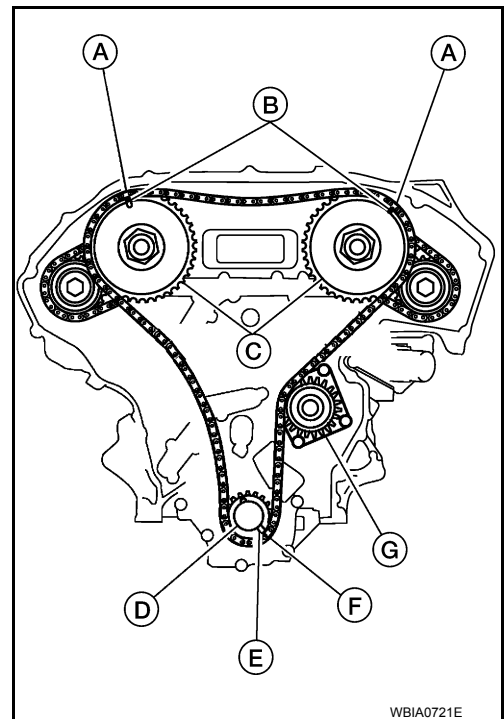


3. Install timing chain (primary) as follows:

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



- b. Install the primary timing chain.
- Water pump (G).
 - Install primary timing chain so the mating mark punched (B) on camshaft sprocket is aligned with the blue link (A) on the timing chain, while the mating mark notched (E) on the crankshaft sprocket (D) is aligned with the copper link (F) on the timing chain, as shown.
 - When it is difficult to align mating marks (A) with (B) and (E) with (F) of the primary timing chain with each sprocket, gradually turn the camshaft to align it with the mating marks.
 - During alignment, be careful to prevent dislocation of mating mark alignments of the secondary timing chains.

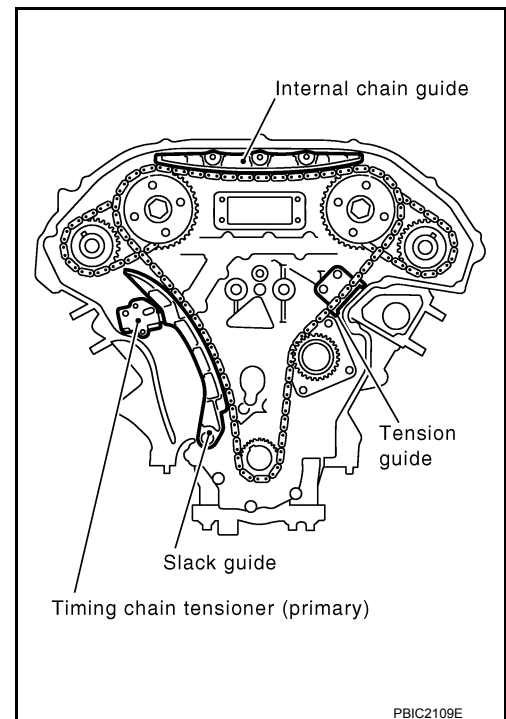


TIMING CHAIN

< REMOVAL AND INSTALLATION >

[VQ40DE]

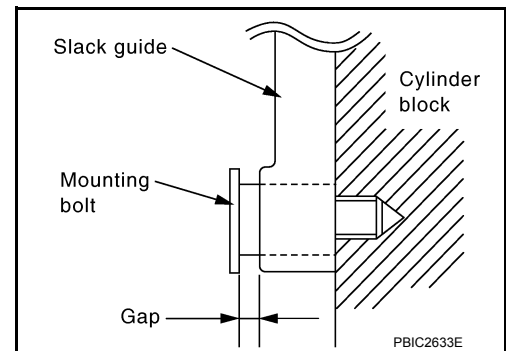
4. Install internal chain guide.



- If removed, reinstall slack guide.

CAUTION:

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



- Remove stopper pin from primary timing chain tensioner.
5. Make sure again that the mating marks on camshaft sprockets and timing chain have not slipped out of alignment.
 6. Tighten camshaft sprocket bolts to specification with all timing chains installed and Tool holding the crankshaft.

Tool number : — (J-48761)

7. Install front timing chain case. Refer to [EM-167, "Removal and Installation"](#).

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada). Refer to [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

TIMING CHAIN

< REMOVAL AND INSTALLATION >

[VQ40DE]

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

TIMING CHAIN TENSIONER

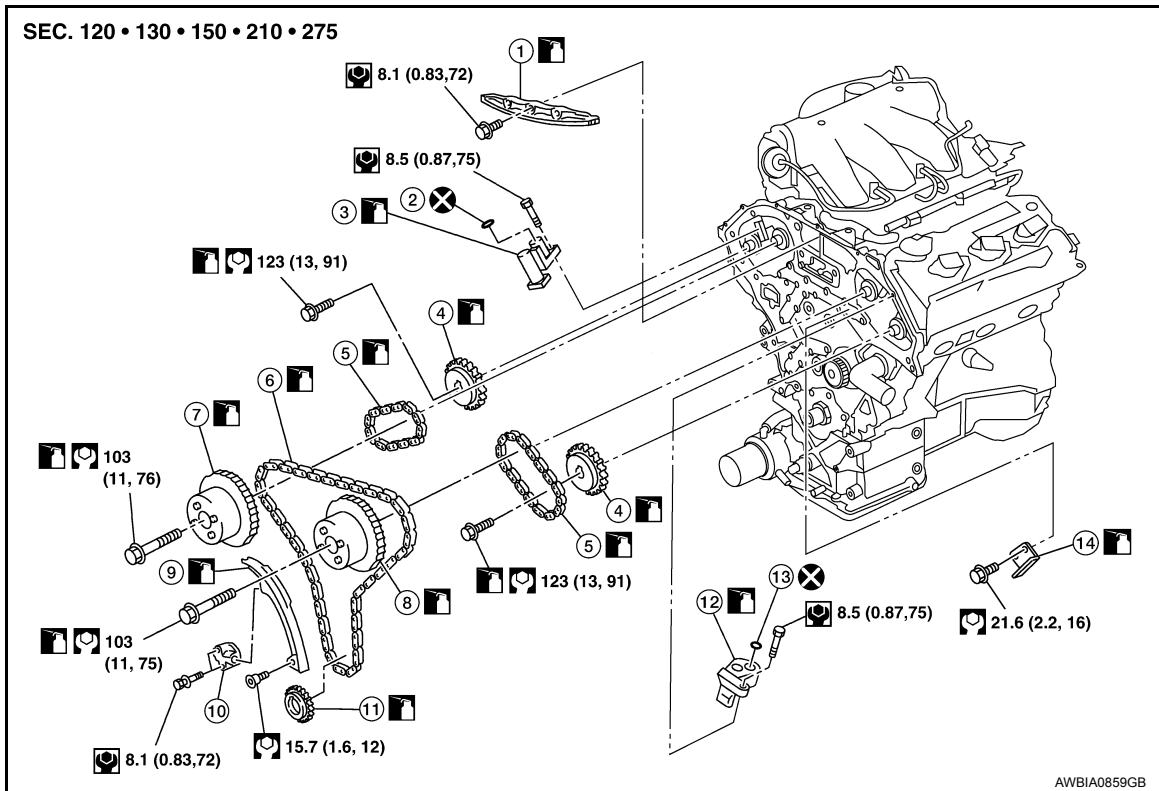
< REMOVAL AND INSTALLATION >

[VQ40DE]

TIMING CHAIN TENSIONER

Exploded View

INFOID:000000007322442



- | | | |
|--------------------------------------|-------------------------------|---|
| 1. Internal chain guide | 2. O-ring | 3. Timing chain tensioner (secondary) (RH) |
| 4. Camshaft sprocket (EXH) | 5. Timing chain (secondary) | 6. Timing chain (primary) |
| 7. Camshaft sprocket RH (INT) | 8. Camshaft sprocket LH (INT) | 9. Slack guide |
| 10. Timing chain tensioner (primary) | 11. Crankshaft sprocket | 12. Timing chain tensioner (secondary) (LH) |
| 13. O-ring | 14. Tension guide | |

Removal and Installation (Primary Timing Chain Tensioner)

INFOID:000000007322443

REMOVAL

NOTE:

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

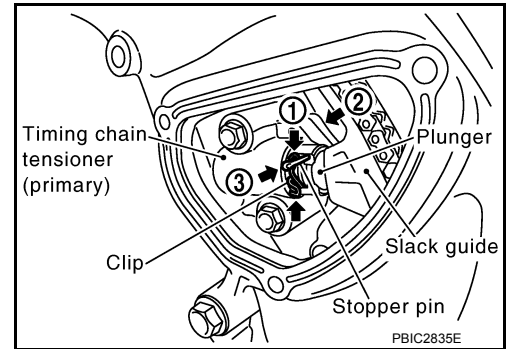
1. Remove engine room cover using power tool. Refer to [EM-139. "Removal and Installation"](#).
2. Remove engine under cover. Refer to [EXT-15. "Removal and Installation"](#).
3. Partially drain engine coolant. Refer to [CO-40. "Changing Engine Coolant"](#).
4. Remove lower fan shroud. Refer to [CO-44. "Exploded View"](#).
5. Disconnect crankcase ventilation hose and remove air duct and resonator assembly. Refer to [EM-140. "Removal and Installation"](#).
6. Disconnect MAF sensor and remove air cleaner case (upper). Refer to [EM-140. "Removal and Installation"](#).
7. Remove coolant reservoir hose.
8. Disconnect upper radiator hose from radiator.
9. Disconnect and remove engine cooling fan (Motor driven type). Refer to [CO-48. "Removal and Installation \(Motor driven type\)"](#).
10. Remove upper fan shroud. Refer to [CO-44. "Exploded View"](#).

TIMING CHAIN TENSIONER

[VQ40DE]

< REMOVAL AND INSTALLATION >

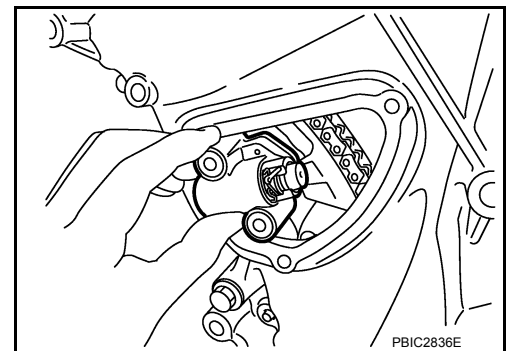
11. Remove drive belt. Refer to [EM-128, "Removal and Installation"](#).
12. Remove drive belt auto-tensioner. Refer to [EM-129, "Drive Belt Auto-Tensioner and Idler Pulley"](#).
13. Remove chain tensioner cover.
14. Remove timing chain tensioner (primary) as follows:
 - a. Loosen clip of timing chain tensioner (primary), and release plunger stopper (1).
 - b. Depress plunger into tensioner body by pressing slack guide (2).
 - c. Keep slack guide pressed and insert stopper pin through the tensioner body hole and plunger groove (3) to hold plunger in.
 - Use stopper pin included with Tool J-50246.



- d. Remove timing chain tensioner bolts and remove timing chain tensioner (primary).

CAUTION:

Be careful not to drop timing chain tensioner bolts inside timing chain case.



INSTALLATION

Installation is in the reverse order of removal.

- When installing timing chain tensioner (primary), push in plunger and keep it pressed in with stopper pin.
- Remove any dirt and foreign materials completely from the back and the mounting surfaces of primary timing chain tensioner.
- After installation, pull out stopper pin.

Removal and Installation (Secondary Timing Chain Tensioner)

INFOID:000000007322444

REMOVAL

1. Remove the timing chains (primary) and (secondary). Refer to [EM-175, "Removal and Installation"](#).
2. Remove the rocker covers. Refer to [EM-157, "Removal and Installation"](#).
3. Remove the camshaft brackets (No. 1). Refer to [EM-192, "Removal and Installation"](#).
4. Remove the secondary timing chain tensioners.

INSTALLATION

Installation is in the reverse order of removal.

Removal and Installation (Secondary Timing Chain Tensioner Shoe)

INFOID:000000007322445

REMOVAL

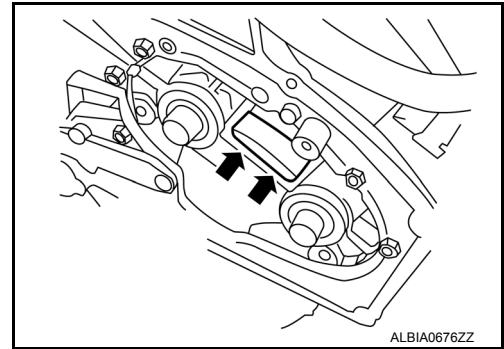
1. Remove the timing chains (secondary). Refer to [EM-184, "Removal and Installation \(Secondary Timing Chain Tensioner\)"](#).

TIMING CHAIN TENSIONER

< REMOVAL AND INSTALLATION >

[VQ40DE]

2. Remove the secondary timing chain tensioner shoe by evenly prying at base of shoe with suitable tool as shown.



INSTALLATION

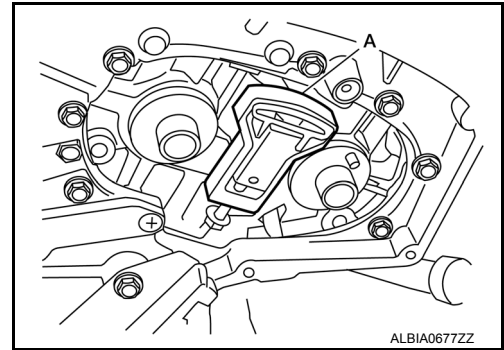
1. Install new secondary timing chain tensioner shoe using Tool (A) as shown.
 - Tighten the bolt until the secondary timing chain tensioner shoe is fully seated on the secondary timing chain tensioner.

CAUTION:

Do not overtighten bolt.

Tool number : — (J-50246)

2. Installation of the remaining components is in the reverse order of removal.



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REAR TIMING CHAIN CASE

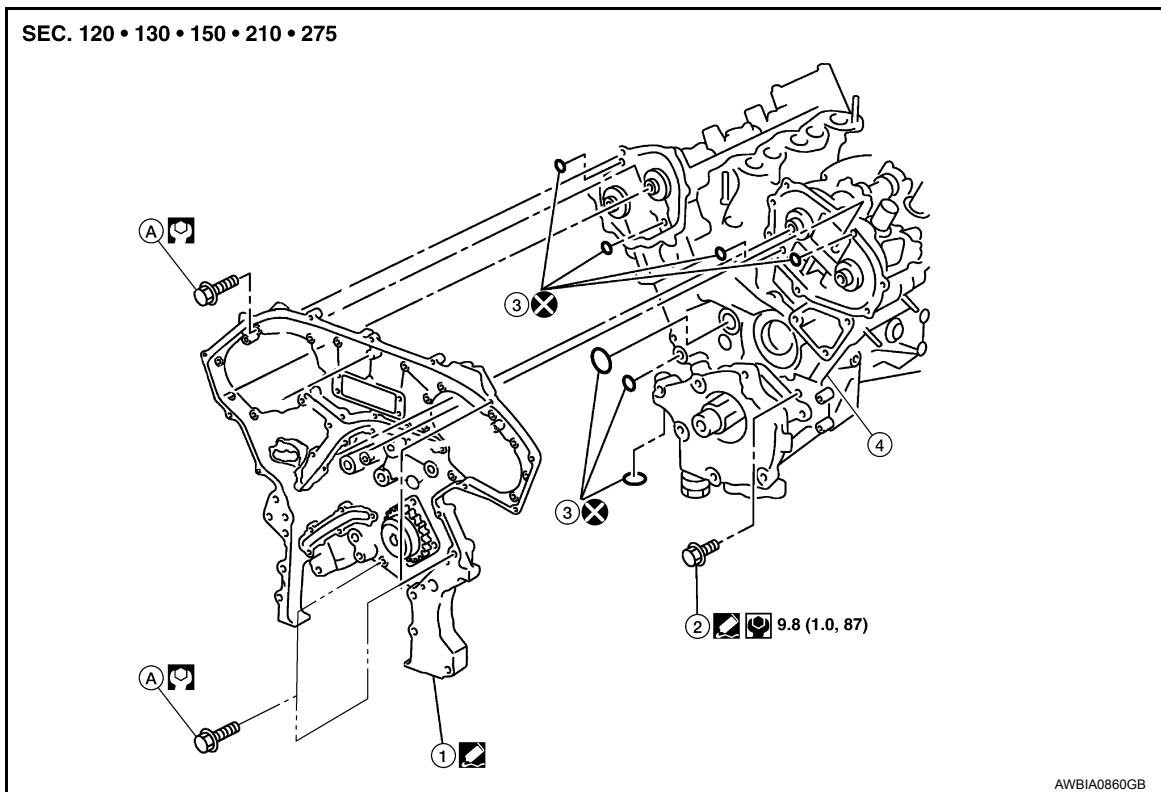
< REMOVAL AND INSTALLATION >

[VQ40DE]

REAR TIMING CHAIN CASE

Exploded View

INFOID:000000007322446



- | | | |
|---------------------------|-----------------------------|------------|
| 1. Rear timing chain case | 2. Water drain plug (front) | 3. O-rings |
| 4. Cylinder block | A. Refer to installation | |

Removal and Installation

INFOID:000000007322447

CAUTION:

- After removing timing chain, do not turn the crankshaft and camshaft separately, or the valves will strike the pistons.
- Before removing the upper oil pan, remove the crankshaft position sensor (POS).
- Be careful not to damage sensor edges.

REMOVAL

1. Remove oil pan (lower) and (upper). Refer to [EM-150, "Removal and Installation"](#).
2. Remove front timing chain case. Refer to [EM-167, "Removal and Installation"](#).
3. Remove timing chains and related components. Refer to [EM-175, "Removal and Installation"](#) and [EM-184, "Removal and Installation \(Secondary Timing Chain Tensioner\)"](#).
4. Remove water pump, if necessary. Refer to [CO-50, "Removal and Installation"](#).
5. Remove rear timing chain case as follows:

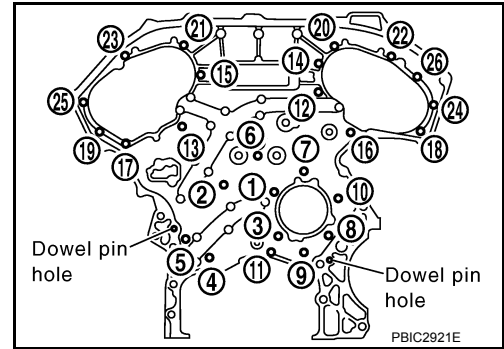
REAR TIMING CHAIN CASE

[VQ40DE]

< REMOVAL AND INSTALLATION >

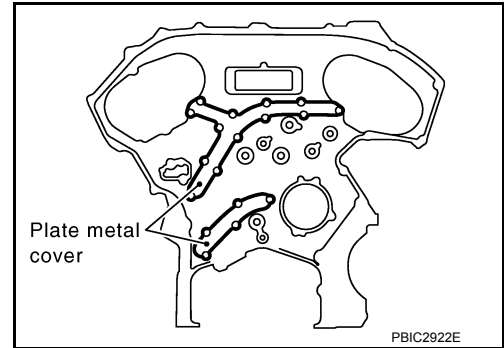
- Loosen and remove bolts using power tool in reverse order as shown.
- Cut liquid gasket using Tool and remove rear timing chain case.

Tool number : KV10111100 (J-37228)



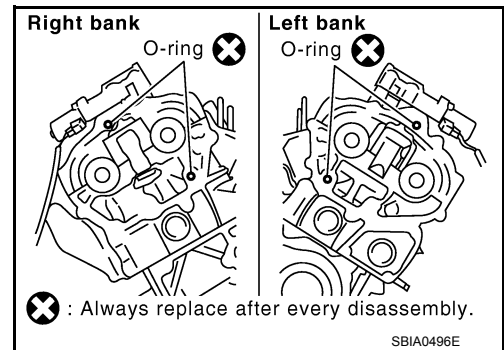
CAUTION:

- Do not remove plate metal cover of oil passage.
- After removal, handle rear timing chain case carefully so it does not twist, bend, or warp under a load.



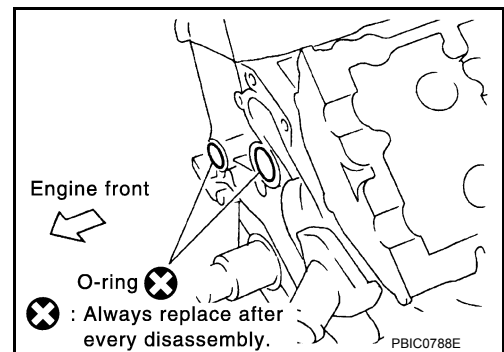
- Remove O-rings from cylinder head and camshaft bracket (No. 1).

CAUTION:
Do not reuse O-rings.



- Remove O-rings from cylinder block.

CAUTION:
Do not reuse O-rings.



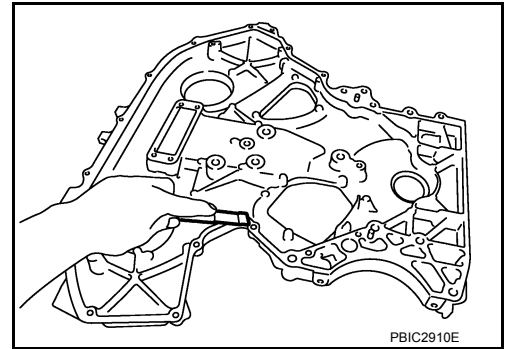
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REAR TIMING CHAIN CASE

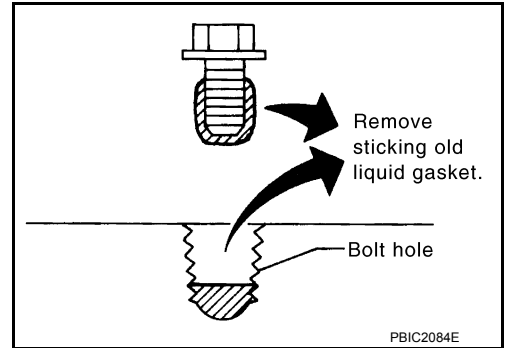
[VQ40DE]

< REMOVAL AND INSTALLATION >

8. Use scraper to remove all traces of old liquid gasket from rear timing chain case, and opposite mating surfaces.



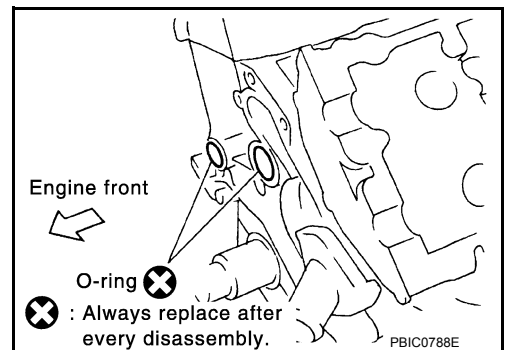
- Remove old liquid gasket from bolt hole and thread.



INSTALLATION

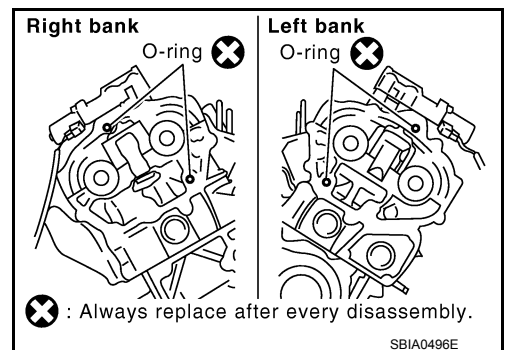
1. Install rear timing chain case as follows:
 - a. Install new O-rings onto cylinder block.

CAUTION:
Do not reuse O-rings.



- b. Install new O-rings to cylinder head and camshaft bracket (No. 1).

CAUTION:
Do not reuse O-rings.



- c. Apply liquid gasket using Tool to rear timing chain case back side as shown.

Tool number : WS39930000 (—)

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

CAUTION:

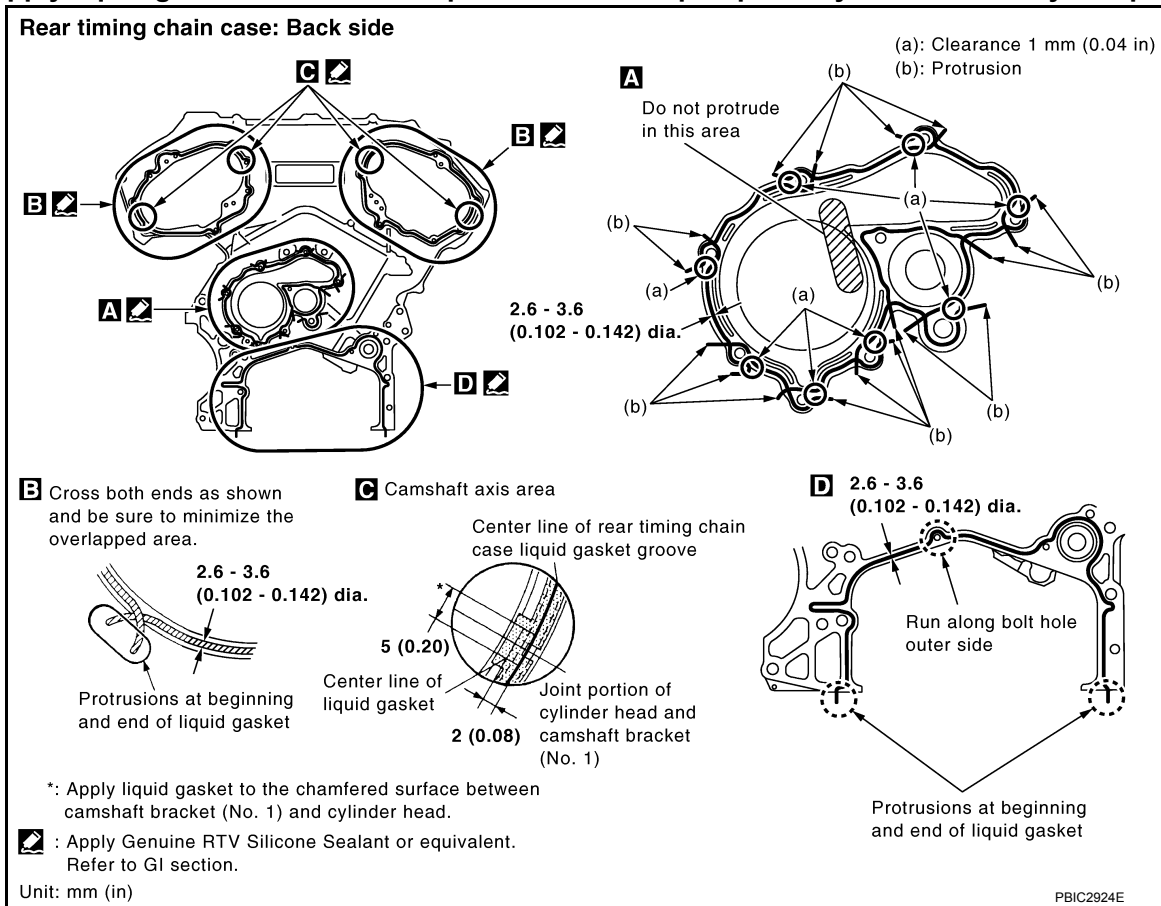
- For "A", completely wipe off liquid gasket covering the area shown.

REAR TIMING CHAIN CASE

< REMOVAL AND INSTALLATION >

[VQ40DE]

- Apply liquid gasket on installation position of water pump and cylinder head very completely.



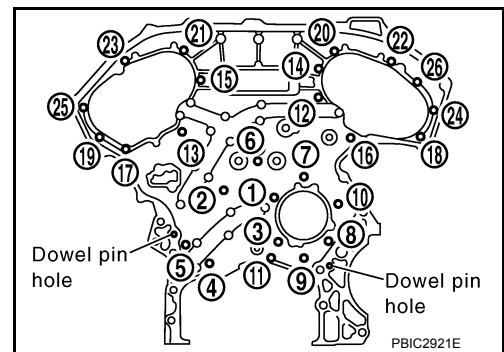
- d. Align rear timing chain case with dowel pins (right and left) on cylinder block and install rear timing chain case.
- Make sure O-rings stay in place during installation to cylinder block, cylinder head and camshaft bracket (No. 1).

CAUTION:

Do not reuse O-rings.

- e. Tighten bolts in numerical order as shown.
- There are two type of bolts with different torque specifications. Refer to the following for installing bolts.

Bolt length	Bolt position	Torque specification
20 mm (0.79 in)	1, 2, 3, 6, 7, 8, 9, 10	: 12.7 N·m (1.3 kg·m, 9 ft·lb)
16 mm (0.63 in)	4, 5, 11	: 12.7 N·m (1.3 kg·m, 9 ft·lb)
16 mm (0.63 in)	12 through 26	: 15.0 N·m (1.5 kg·m, 11 ft·lb)



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

REAR TIMING CHAIN CASE

< REMOVAL AND INSTALLATION >

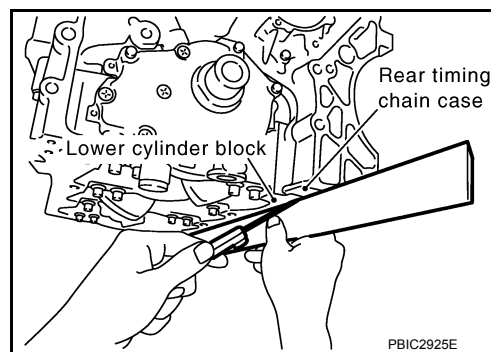
[VQ40DE]

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

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, if removed. Refer to [CO-50. "Removal and Installation"](#).
CAUTION:
Do not reuse O-rings.
3. Install timing chains and related components. Refer to [EM-175. "Removal and Installation"](#) and [EM-184. "Removal and Installation \(Secondary Timing Chain Tensioner\)"](#).
4. Install front timing chain case. Refer to [EM-167. "Removal and Installation"](#).
5. Install oil pan (upper) and (lower). Refer to [EM-150. "Removal and Installation"](#).

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18. "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada). Refer to [MA-20. "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Level/Leakage
Other oils and fluids*	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gas	—	Leakage	—

*Power steering fluid, brake fluid, etc.

CAMSHAFT

< REMOVAL AND INSTALLATION >

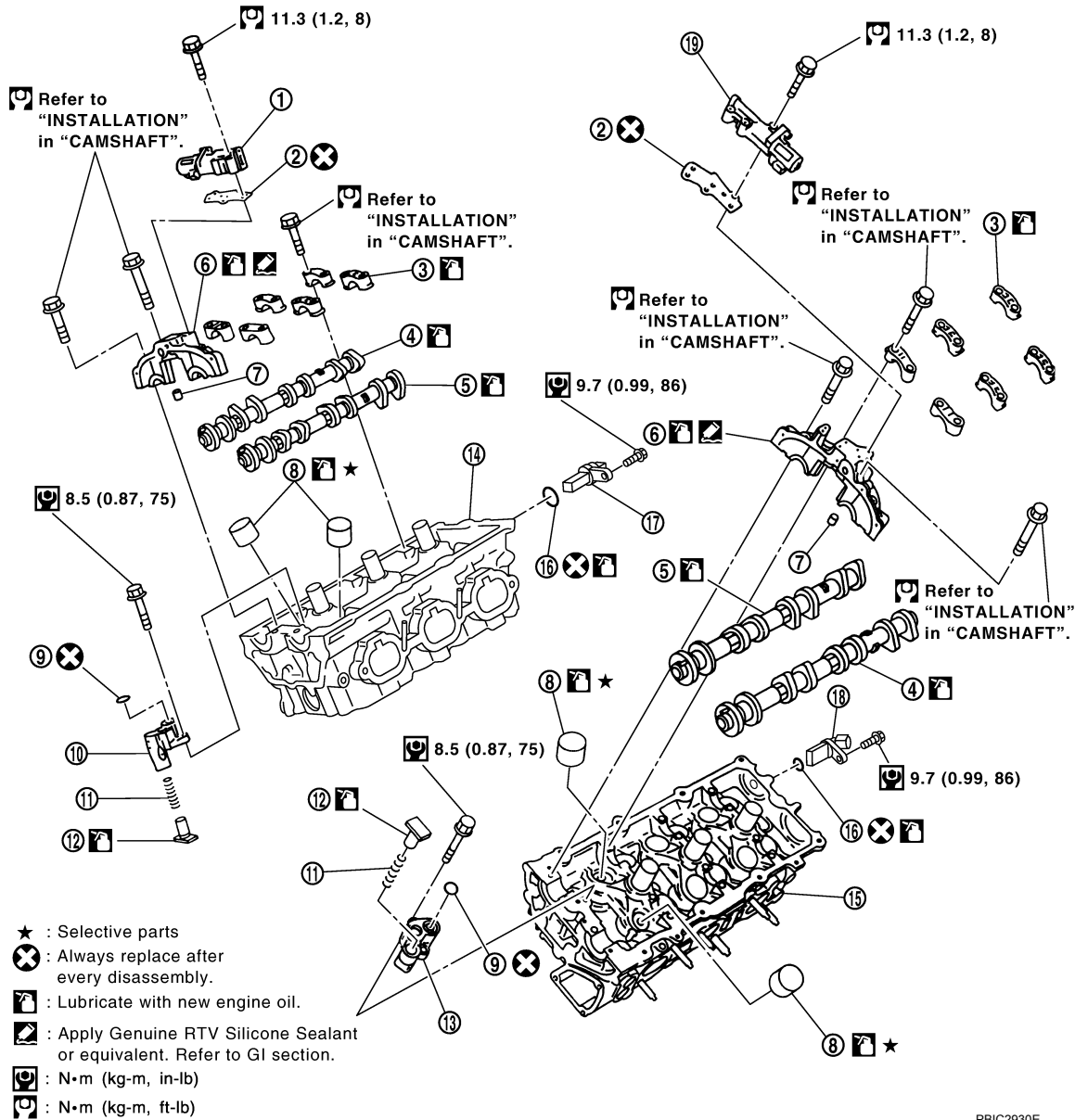
[VQ40DE]

CAMSHAFT

Exploded View

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SEC. 111•130



- | | | |
|--|--|--|
| 1. Intake valve timing control solenoid valve (RH bank) | 2. Gasket | 3. Camshaft bracket (No. 2 to 4) |
| 4. Camshaft (EXH) | 5. Camshaft (INT) | 6. Camshaft bracket (No. 1) |
| 7. Dowel pin | 8. Valve lifter | 9. O-ring |
| 10. Timing chain tensioner (secondary) (RH bank) | 11. Spring | 12. Plunger |
| 13. Timing chain tensioner (secondary) (LH bank) | 14. Cylinder head (RH bank) | 15. Cylinder head (LH bank) |
| 16. O-ring | 17. Camshaft position sensor (PHASE) (RH bank) | 18. Camshaft position sensor (PHASE) (LH bank) |
| 19. Intake valve timing control solenoid valve (LH bank) | | |

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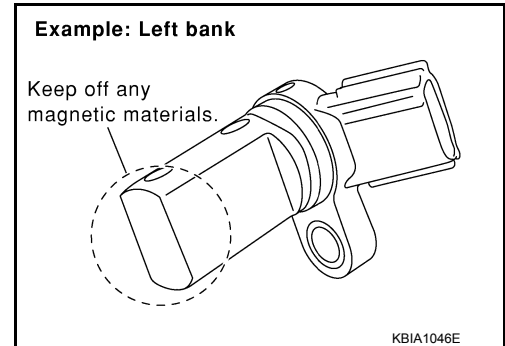
Removal and Installation

REMOVAL

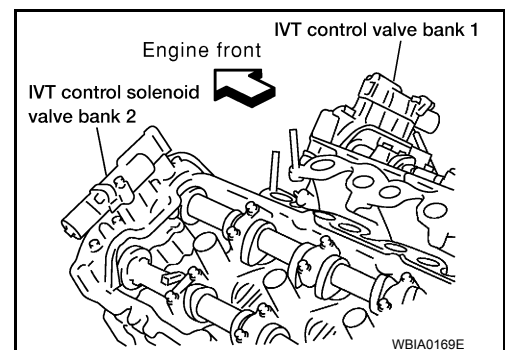
1. Release the fuel pressure (LH only). Refer to [EC-937, "Fuel Pressure Check"](#).
2. Disconnect the battery negative terminal. Refer to [PG-80, "Removal and Installation"](#).
3. Remove front wheels and tires. Refer to [WT-47, "Adjustment"](#).
4. Remove front fender protectors. Refer to [EXT-27, "Removal and Installation of Front Fender Protector"](#).
5. Remove intake manifold collector. Refer to [EM-141, "Removal and Installation"](#).
6. Remove rocker covers. Refer to [EM-157, "Removal and Installation"](#).
7. Remove front timing chain case, camshaft sprockets, timing chains and rear timing chain case. Refer to [EM-175, "Removal and Installation"](#) and [EM-186, "Removal and Installation"](#).
8. Remove camshaft position sensor (PHASE) (right and left banks) from cylinder head back side.

CAUTION:

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



9. Remove intake valve timing control solenoid valves.
 - Discard intake valve timing control solenoid valve gaskets and use new gaskets for installation.



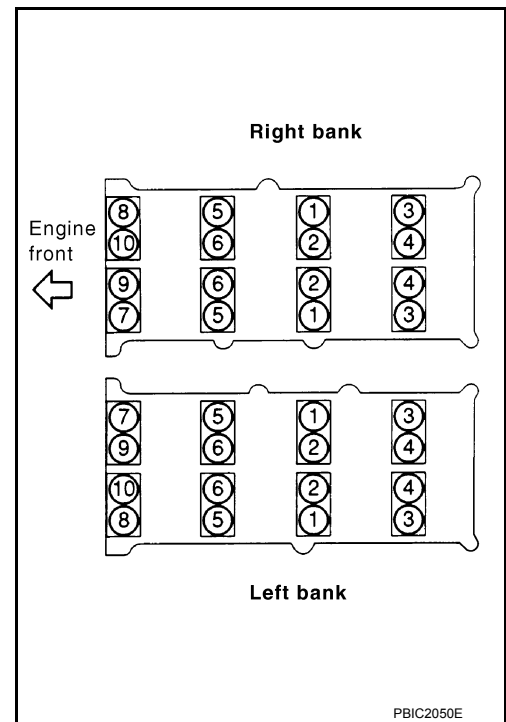
10. Remove camshaft brackets.
 - Mark camshafts, camshaft brackets and bolts so they are placed in the same position and direction for installation.

CAMSHAFT

[VQ40DE]

< REMOVAL AND INSTALLATION >

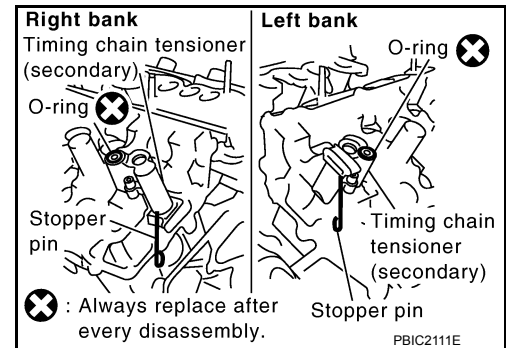
- Equally loosen camshaft bracket bolts in several steps in reverse order as shown.



- Remove camshafts.
- Remove valve lifters, if necessary.
 - Identify installation positions, and store them without mixing them up.
- Remove timing chain tensioner (secondary) from cylinder head.
 - Remove timing chain tensioner (secondary) with its stopper pin attached.

NOTE:

Stopper pin was attached when timing chain (secondary) was removed.



INSPECTION AFTER REMOVAL

Camshaft Runout

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

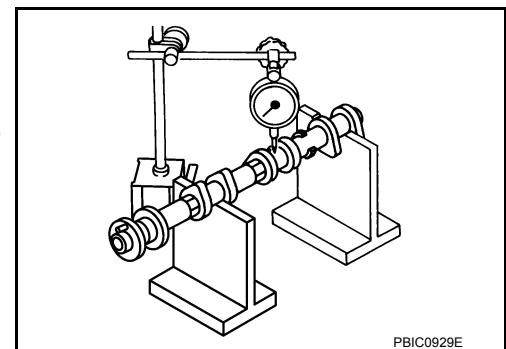
CAUTION:
Do not support journal No. 1 (on the side of camshaft sprocket) because it has a different diameter from the other three locations.
- Set dial indicator vertically to No. 3 journal.
- Turn camshaft to one direction with hands, and measure the camshaft runout on dial indicator. (Total indicator reading)

Standard : Less than 0.02 mm (0.0008 in)

Limit : 0.05 mm (0.0020 in)

- If it exceeds the limit, replace camshaft.

Camshaft Cam Height



CAMSHAFT

< REMOVAL AND INSTALLATION >

[VQ40DE]

1. Measure the camshaft cam height with micrometer.

Standard:

Intake : 45.465 - 45.655 mm (1.7900 - 1.7974 in)

Exhaust : 45.075 - 45.265 mm (1.7746 - 1.7821 in)

Limit:

Intake : 45.265 mm (1.7821 in)

Exhaust : 44.875 mm (1.7667 in)

2. If wear exceeds the limit, replace camshaft.

Camshaft Journal Oil Clearance

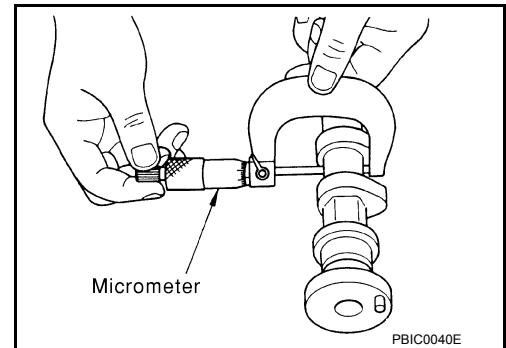
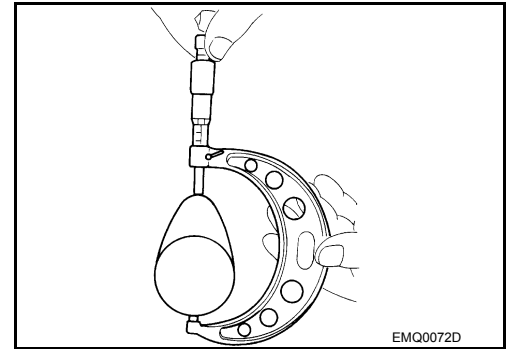
CAMSHAFT JOURNAL DIAMETER

- Measure the outer diameter of camshaft journal with micrometer.

Standard:

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

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



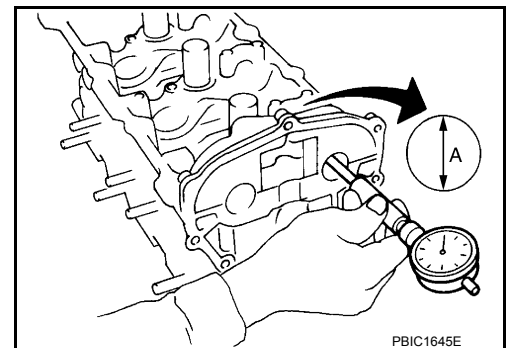
CAMSHAFT BRACKET INNER DIAMETER

- Tighten camshaft bracket bolt with the specified torque.
- Measure the inner diameter "A" of camshaft bracket with bore gauge.

Standard:

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

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



CAMSHAFT JOURNAL OIL CLEARANCE

- (Oil clearance) = (Camshaft bracket inner diameter) – (Camshaft journal diameter).

Standard:

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

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

Limit : 0.15 mm (0.0059 in)

- If the calculated value exceeds the limit, replace either or both camshaft and cylinder head.

NOTE:

Camshaft bracket cannot be replaced as a single part, because it is machined together with cylinder head. Replace whole cylinder head assembly.

Camshaft End Play

CAMSHAFT

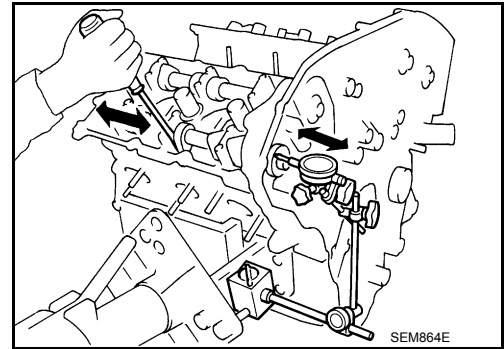
[VQ40DE]

< REMOVAL AND INSTALLATION >

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

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

Limit : 0.24 mm (0.0094 in)



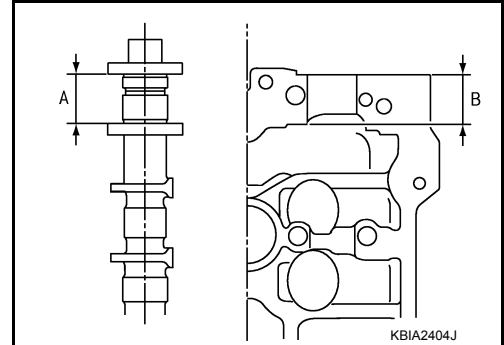
- Measure the following parts if out of the limit.
 - Dimension "A" for camshaft No. 1 journal

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)

- Following the standards above, replace camshaft and/or cylinder head.



Camshaft Sprocket Runout

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

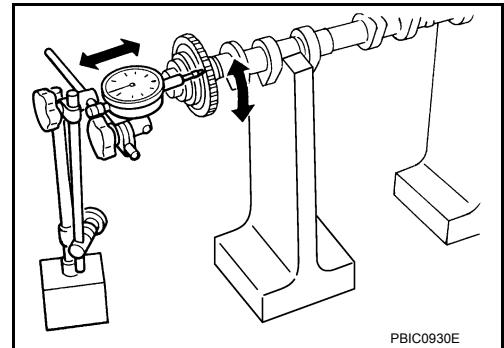
CAUTION:

Do not support journal No. 1 (on the side of camshaft sprocket) because it has a different diameter from the other three locations.

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

Limit : 0.15 mm (0.0059 in)

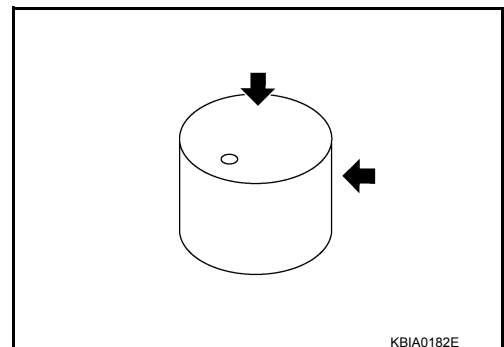
- If it exceeds the limit, replace camshaft sprocket.



Valve Lifter

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

- If anything above is found, replace valve lifter. Refer to [EM-246](#), "[Standard and Limit](#)".



Valve Lifter Clearance

VALVE LIFTER OUTER DIAMETER

CAMSHAFT

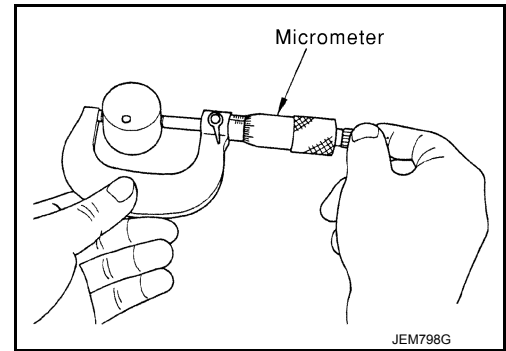
[VQ40DE]

< REMOVAL AND INSTALLATION >

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

Standard (Intake and exhaust)

: 33.977 - 33.987 mm (1.3377 - 1.3381 in)

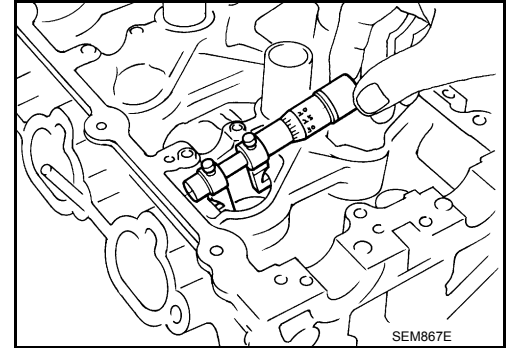


VALVE LIFTER HOLE DIAMETER

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

Standard (Intake and exhaust)

: 34.000 - 34.016 mm (1.3386 - 1.3392 in)



VALVE LIFTER CLEARANCE

- (Valve lifter clearance) = (Valve lifter hole diameter) – (Valve lifter outer diameter), Refer to [EM-246. "Standard and Limit"](#).

Standard (Intake and exhaust)

: 0.013 - 0.039 mm (0.0005 - 0.0015 in)

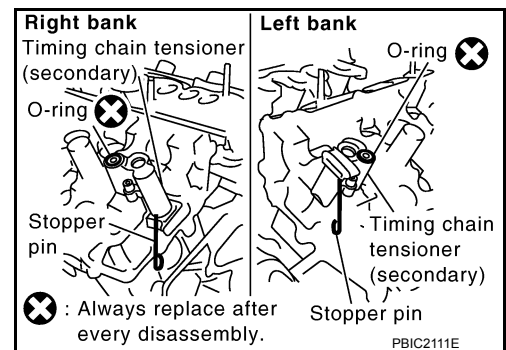
- If the calculated value is out of the standard, referring to each standard of valve lifter outer diameter and valve lifter hole diameter, replace either or both valve lifter and cylinder head.

INSTALLATION

1. Install timing chain tensioners (secondary) on both sides of cylinder head.
 - Install timing chain tensioner with its stopper pin attached.
 - Install timing chain tensioner with sliding part facing downward on right-side cylinder head, and with sliding part facing upward on left-side cylinder head.
 - Install new O-rings as shown.

CAUTION:

Do not reuse O-rings.



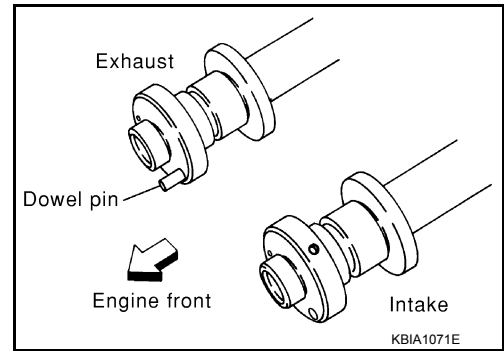
2. Install valve lifters.
 - Install it in the original position.
3. Install camshafts.

CAMSHAFT

[VQ40DE]

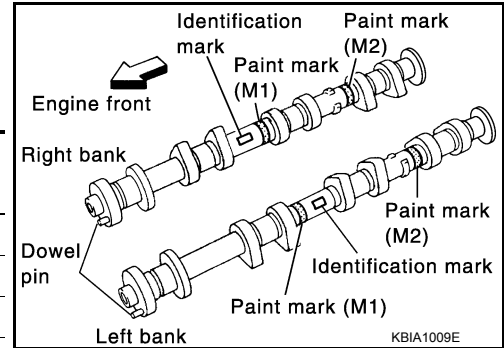
< REMOVAL AND INSTALLATION >

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



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

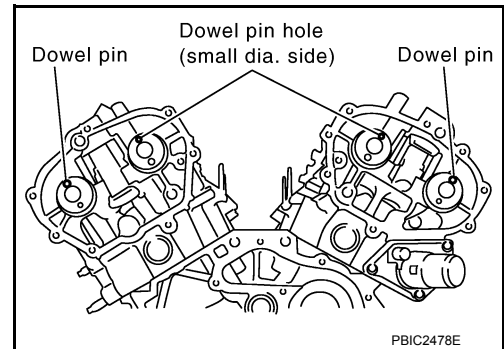
Bank	INT/EXH	Dowel pin	Paint marks		Identification mark
			M1	M2	
RH	INT	No	Green	No	RE
	EXH	Yes	No	White	RE
LH	INT	No	Green	No	LH
	EXH	Yes	No	White	LH



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

NOTE:

- Large and small pin holes are located on front end face of camshaft (INT), at intervals of 180°. Face small dia. side pin hole upward (in cylinder head upper face direction).
- Though camshaft does not stop at the portion as shown, for the placement of cam nose, it is generally accepted camshaft is placed for the same direction as shown.



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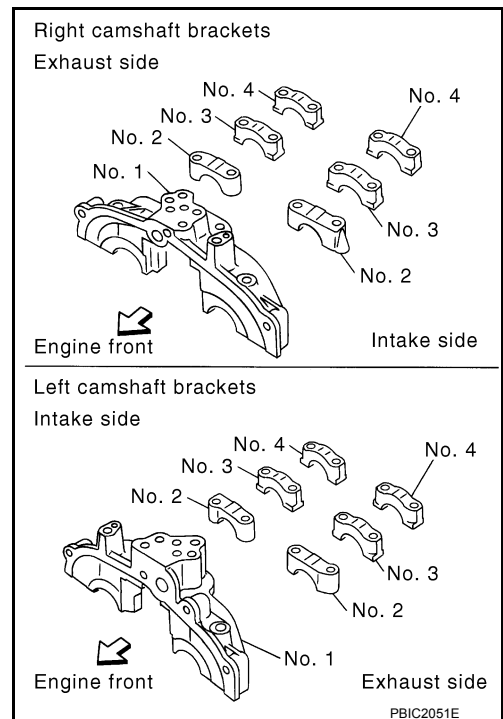
CAMSHAFT

[VQ40DE]

< REMOVAL AND INSTALLATION >

4. Install camshaft brackets.

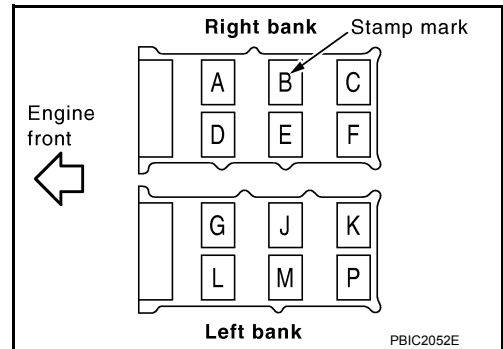
- Remove foreign material completely from camshaft bracket backside and from cylinder head installation face.
- Install camshaft bracket in original position and direction as shown.



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

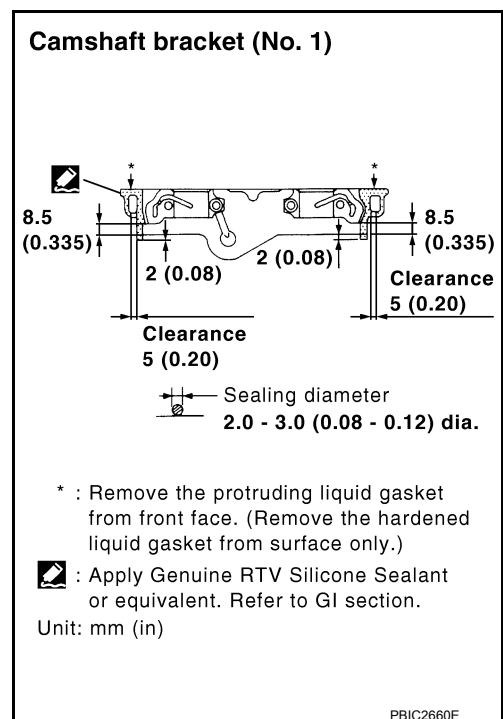
NOTE:

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



- Apply liquid gasket to mating surface of camshaft bracket (No. 1) as shown on right and left banks.

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



CAMSHAFT

< REMOVAL AND INSTALLATION >

[VQ40DE]

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

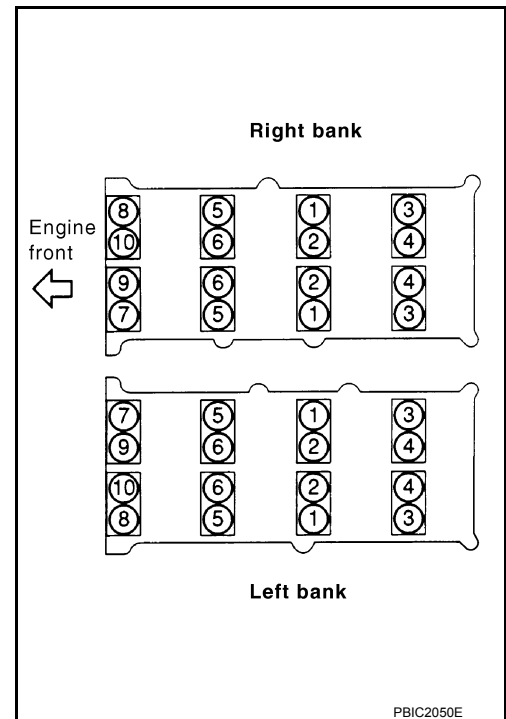
Camshaft bracket bolts

Step 1 (bolts 7 - 10) : 1.96 N·m (0.2 kg-m, 17 in-lb)

Step 2 (bolts 1 - 6) : 1.96 N·m (0.2 kg-m, 17 in-lb)

Step 3 (bolts 1 - 10) : 5.88 N·m (0.6 kg-m, 52 in-lb)

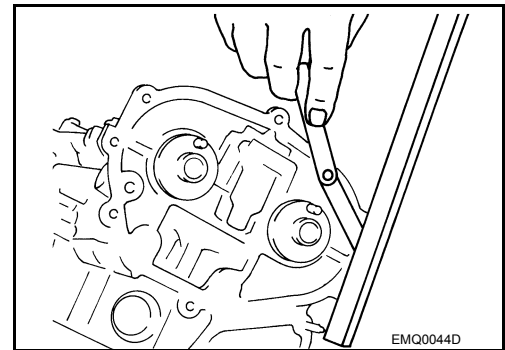
Step 4 (bolts 1 - 10) : 10.4 N·m (1.1 kg-m, 92 in-lb)



6. Measure the difference in levels between front end faces of camshaft bracket (No. 1) 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, re-install camshaft bracket (No. 1).



7. Check and adjust the valve clearance. Refer to [EM-246. "Standard and Limit"](#).
8. Installation of the remaining components is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

Inspection of Camshaft Sprocket (INT) Oil Groove

WARNING:

- Check when engine is cold so as to prevent burns from any splashing engine oil.

CAUTION:

- Perform this inspection only when DTC P0011 or P0021 are detected in self-diagnostic results of CONSULT and it is directed according to inspection procedure of EC section. Refer to [EC-593. "DTC Confirmation Procedure"](#).

1. Check the engine oil level. Refer to [LU-22. "Inspection"](#).
2. Perform the following procedure so as to prevent the engine from being unintentionally started while checking.
 - a. Release fuel pressure. Refer to [EC-937. "Fuel Pressure Check"](#).
 - b. Disconnect ignition coil and injector harness connectors.
3. Remove intake valve timing control solenoid valve. Refer to [EM-167. "Removal and Installation"](#).

CAMSHAFT

[VQ40DE]

< REMOVAL AND INSTALLATION >

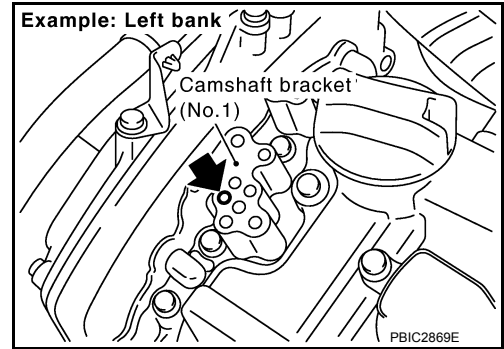
4. Crank the engine, and then make sure that engine oil comes out from camshaft bracket (No. 1) oil hole. End cranking after checking.

WARNING:

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

CAUTION:

- Engine oil may squirt from intake valve timing control solenoid valve installation hole during cranking. Use a shop cloth to prevent the engine components and the vehicle.
- Do not allow engine oil to get on rubber components such as drive belt or engine mount insulators. Immediately wipe off any splashed engine oil.



- Clean oil groove between oil strainer and intake valve timing control solenoid valve if engine oil does not come out from camshaft bracket (No. 1) oil hole. Refer to [LU-21, "Lubrication Circuit"](#), [LU-21, "System Chart"](#).
5. 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-21, "Lubrication Circuit"](#), [LU-21, "System Chart"](#).
 6. After inspection, installation of the remaining components is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada). Refer to [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

OIL SEAL

Removal and Installation of Valve Oil Seal

INFOID:000000007322450

REMOVAL

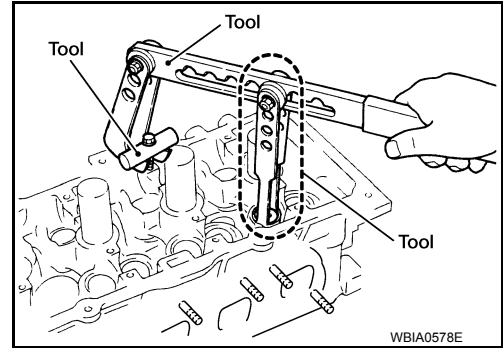
1. Turn crankshaft until the cylinder requiring new oil seals is at TDC. This will prevent valve from dropping into cylinder.
2. Remove camshaft relating to valve oil seal to be removed. Refer to [EM-192, "Removal and Installation"](#).
3. Remove valve lifters. Refer to [EM-192, "Removal and Installation"](#).
4. Remove valve collet, valve spring retainer and valve spring using Tool.

CAUTION:

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

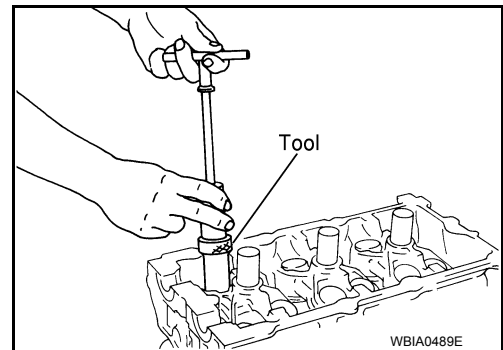
Tool numbers : KV10116200 (J-26336-B)
 : KV10115900 (J-26336-20)
 : KV10109220 (—)

- Compress valve spring using Tool attachment, adapter. Remove valve collet with magnet hand.



5. Remove valve oil seal using Tool.

Tool number : KV10107902 (J-38959)



INSTALLATION

1. Apply new engine oil to new valve oil seal joint surface and seal lip.
2. Press in valve oil seal to specified height (H) using Tool.

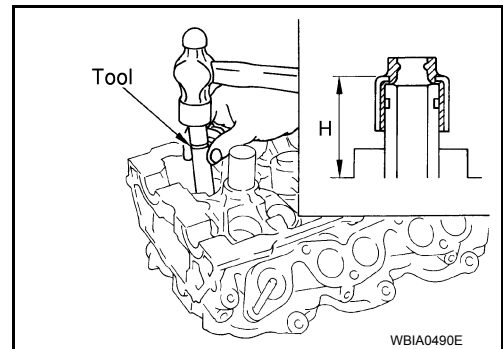
Tool number : — (J-39386)

NOTE:

Dimension (H): height measured before valve spring seat installation.

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

3. Installation of the remaining components is in the reverse order of removal.



Removal and Installation of Front Oil Seal

INFOID:000000007322451

REMOVAL

1. Remove engine under cover. Refer to [EXT-15, "Removal and Installation"](#).
2. Remove drive belt. Refer to [EM-128, "Removal and Installation"](#).
3. Remove engine cooling fan assembly. Refer to [CO-47, "Removal and Installation \(Crankshaft driven type\)"](#).
4. Remove crankshaft pulley. Refer to [EM-167, "Removal and Installation"](#).

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OIL SEAL

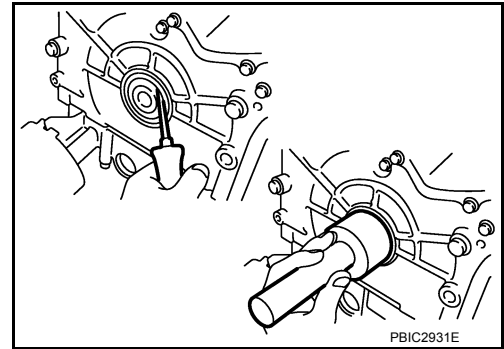
< REMOVAL AND INSTALLATION >

[VQ40DE]

5. Remove front oil seal using suitable tool.

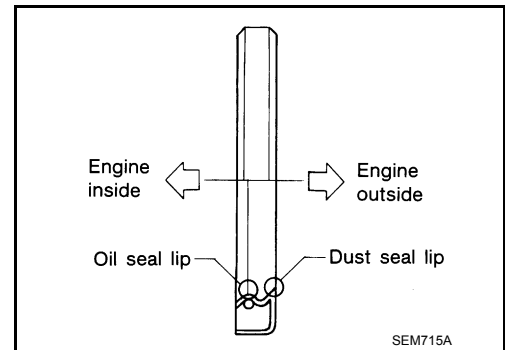
CAUTION:

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



INSTALLATION

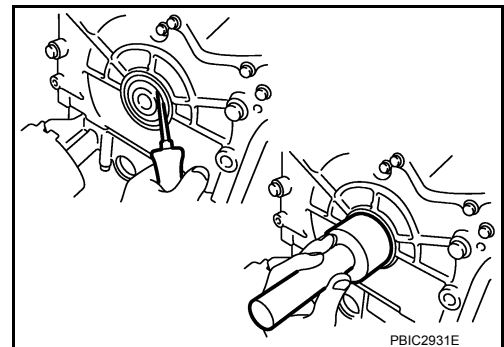
1. Apply new engine oil to both oil seal lip and dust seal lip of new front oil seal.
2. Install front oil seal.
 - Install front oil seal so that each seal lip is oriented as shown.



- Press-fit until the height of front oil seal is level with the mounting surface using suitable tool.
- Suitable drift: outer diameter 60 mm (2.36 in), inner diameter 50 mm (1.97 in).

CAUTION:

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



3. Installation is in the reverse order of removal after this step.

Removal and Installation of Rear Oil Seal

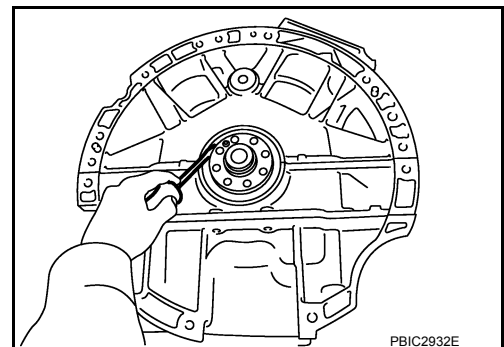
INFOID:000000007322452

REMOVAL

1. Remove transmission assembly. Refer to [TM-72, "Removal and Installation from Vehicle \(For 2WD Models\)"](#) (2WD models), [TM-74, "Removal and Installation from Vehicle \(For 4WD Models\)"](#) (4WD models).
2. Remove drive plate. Refer to [EM-218, "Exploded View"](#).
3. Remove rear oil seal with a suitable tool.

CAUTION:

Be careful not to damage crankshaft and cylinder block.



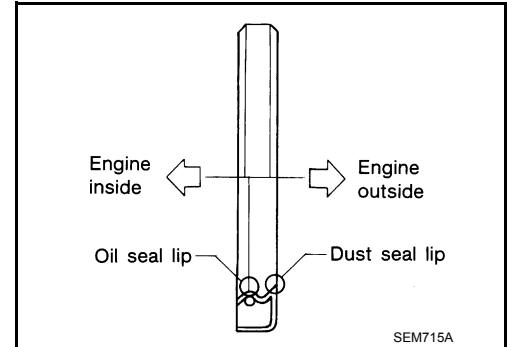
OIL SEAL

< REMOVAL AND INSTALLATION >

[VQ40DE]

INSTALLATION

1. Apply new engine oil to new rear oil seal joint surface and seal lip.
2. Install rear oil seal so that each seal lip is oriented as shown.

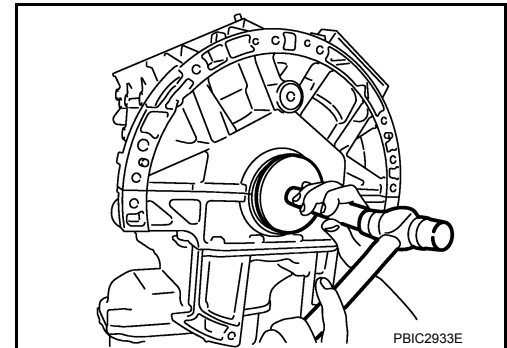


- Install new rear oil seal using Tool.

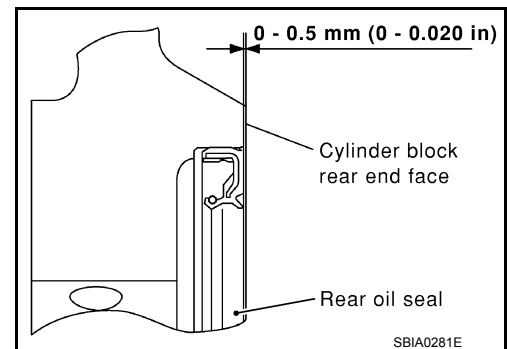
Tool number : — (J-49815)
 : — (J-8092)

CAUTION:

- Be careful not to damage crankshaft and cylinder block.
- Press-fit oil seal straight to avoid causing burrs or tilting.
- Do not touch grease applied onto oil seal lip.



- Press in rear oil seal to the position as shown.



3. Installation of the remaining components is in the reverse order of removal.

CAUTION:

- When replacing an engine or transmission you must make sure the dowels are installed correctly during reassembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drivetrain components.

CYLINDER HEAD

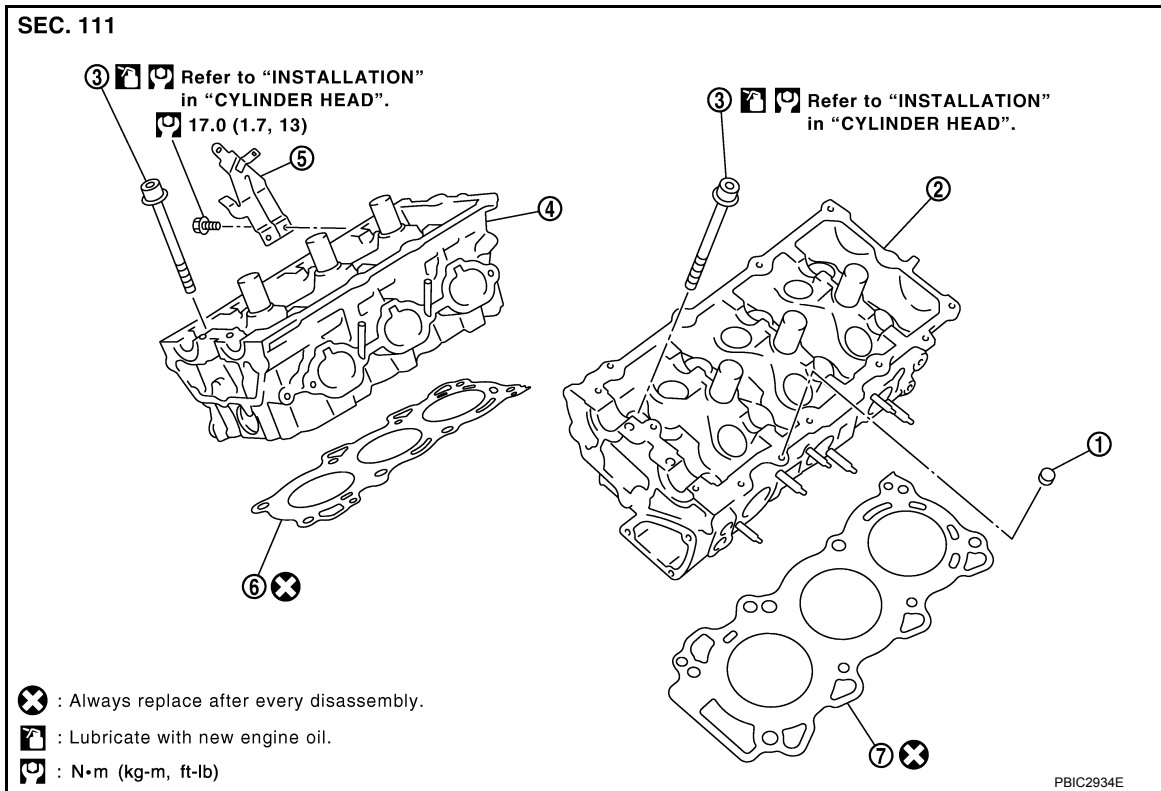
< REMOVAL AND INSTALLATION >

[VQ40DE]

CYLINDER HEAD

Exploded View

INFOID:000000007322453



- | | | |
|-------------------------------------|------------------------------|--------------------------------------|
| 1. Rubber plug | 2. Cylinder head (left bank) | 3. Cylinder head bolt |
| 4. Cylinder head (right bank) | 5. Harness bracket | 6. Cylinder head gasket (right bank) |
| 7. Cylinder head gasket (left bank) | | |

Removal and Installation

INFOID:000000007322454

REMOVAL

NOTE:

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

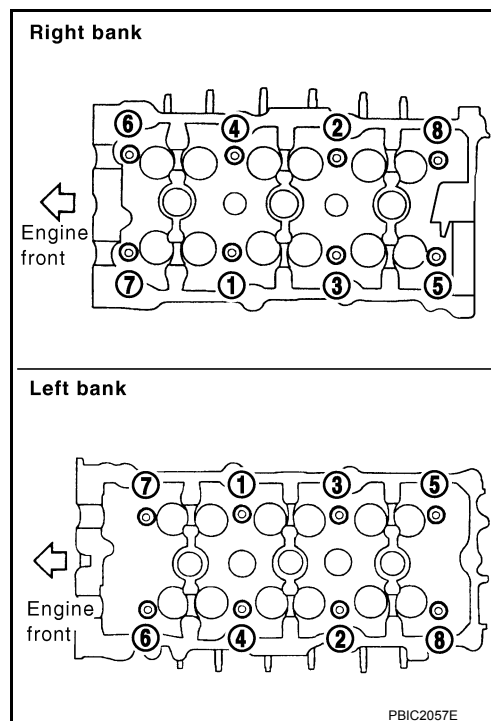
1. Remove camshaft. Refer to [EM-192, "Removal and Installation"](#).
2. Remove intake manifold. Refer to [EM-144, "Removal and Installation"](#).
3. Remove exhaust manifold. Refer to [EM-147, "Removal and Installation \(Exhaust Manifold\)"](#).
4. Remove front final drive assembly (4WD models). Refer to [DLN-194, "Removal and Installation"](#).
5. Remove water inlet and thermostat assembly (left bank). Refer to [CO-55, "Removal and Installation"](#).
6. Remove water outlet, water pipe and heater pipe. Refer to [CO-57, "Removal and Installation"](#).

CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[VQ40DE]

- Remove cylinder head bolts in reverse order as shown using suitable tool and power tool to remove cylinder heads (right and left banks).



- Remove cylinder head gaskets.

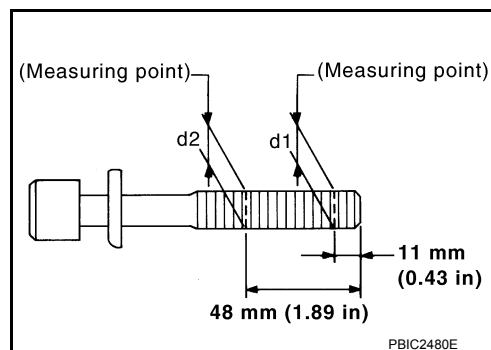
INSPECTION AFTER REMOVAL

Cylinder Head Bolts Outer Diameter

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

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

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



Cylinder Head Distortion

NOTE:

When performing this inspection, cylinder block distortion should be also checked. Refer to [EM-229. "Inspection After Disassembly"](#).

- Using suitable tool, wipe off oil, scale, gasket, sealant and carbon deposits from surface of cylinder head.

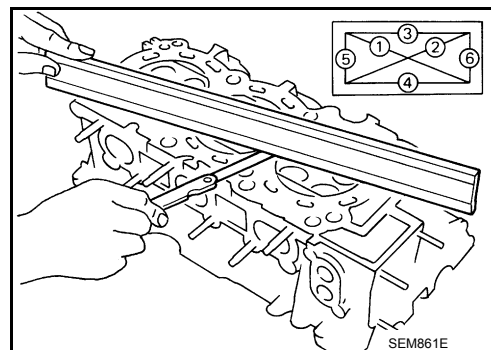
CAUTION:

Do not allow gasket fragments to enter engine oil or engine coolant passages.

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

Limit : 0.1 mm (0.004 in)

- If measured distortion exceeds the limit, replace cylinder head.



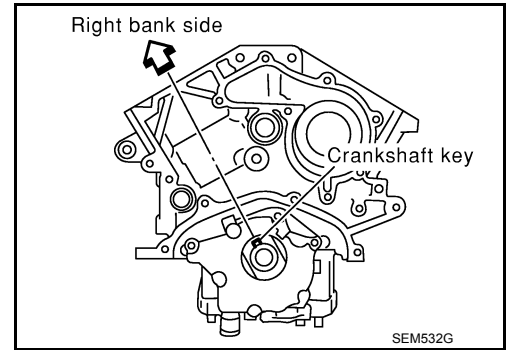
INSTALLATION

CYLINDER HEAD

[VQ40DE]

< REMOVAL AND INSTALLATION >

1. Install new cylinder head gasket.
2. Turn crankshaft until No. 1 piston is set at TDC.
 - Crankshaft key should line up with the right bank cylinder center line as shown.



3. Install cylinder head follow the steps below to tighten cylinder head bolts in numerical order as shown.

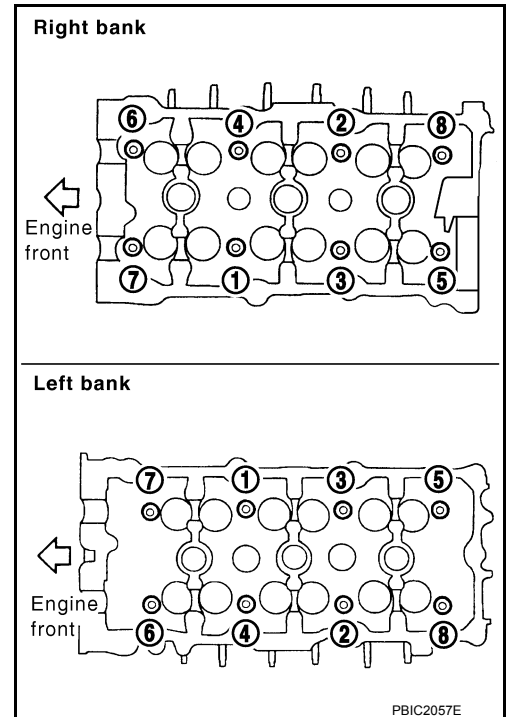
CAUTION:

If cylinder head bolts are re-used, check their outer diameters before installation. Refer to [EM-204, "Removal and Installation"](#) (Cylinder Head Bolts Outer Diameter).

Step a : 98.1 N·m (10 kg-m, 72 ft-lb)

Step b : Loosen to 0 N·m in the reverse order of tightening.

Step c : 39.2 N·m (4.0 kg-m, 29 ft-lb)

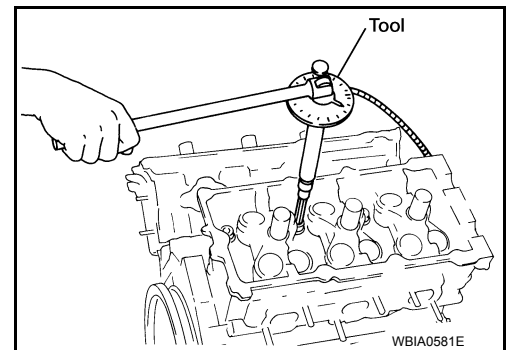


Measure the tightening angle using Tool.

Tool number : KV10112100 (BT-8653-A)

Step d : 90° clockwise

Step e : 90° clockwise



CYLINDER HEAD

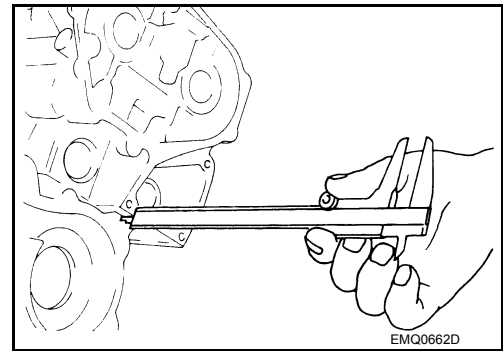
< REMOVAL AND INSTALLATION >

[VQ40DE]

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

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

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



- Installation of the remaining parts is in the reverse order of removal.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada). Refer to [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

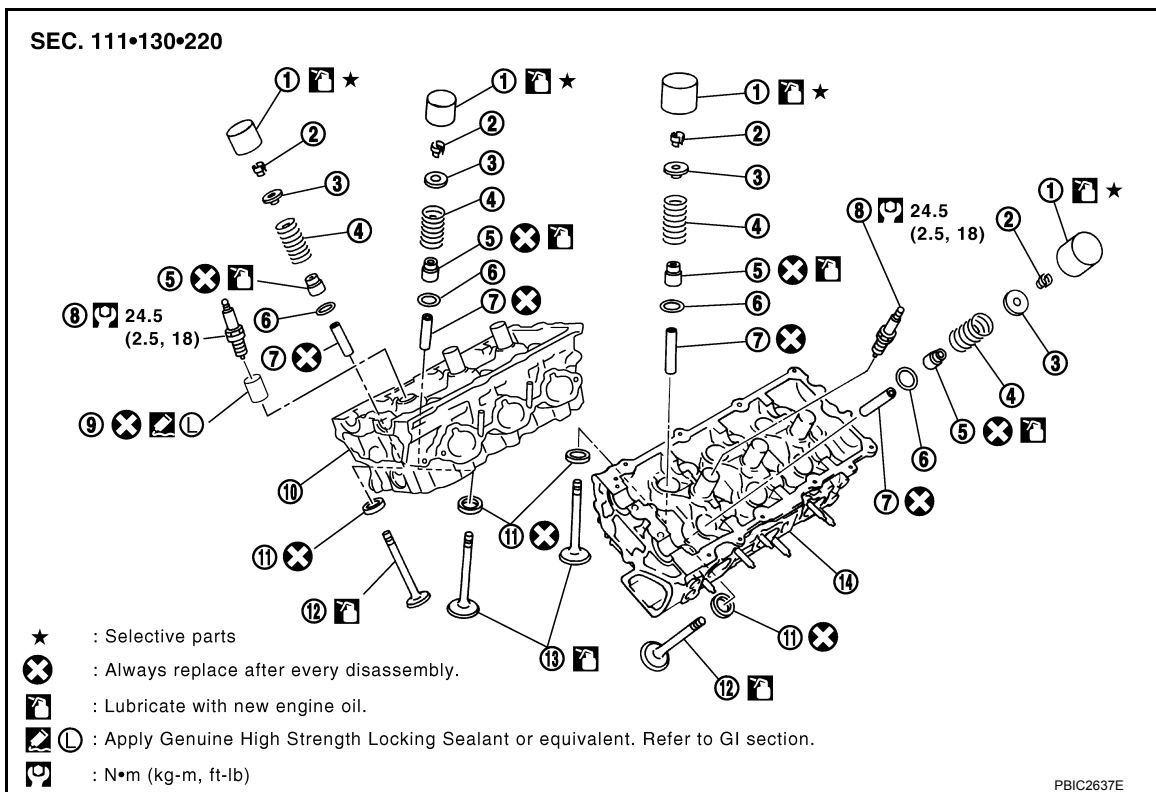
CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[VQ40DE]

Exploded View

INFOID:000000007322455



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

Disassembly and Assembly

INFOID:000000007322456

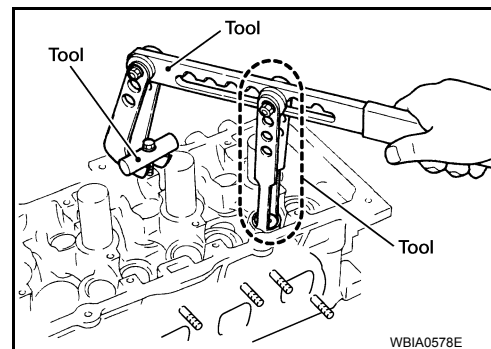
DISASSEMBLY

- Remove spark plug.
- Remove valve lifter.
 - Identify installation positions, and store them without mixing them up.
- Remove valve collet.
 - Compress valve spring and remove valve collet with magnet hand using Tool.

CAUTION:

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

Tool numbers : KV10109220 (—)
 : KV10116200 (J-26336-B)
 : KV10115900 (J-26336-20)



- Remove valve spring retainer, valve spring and valve spring seat.
- Push valve stem to combustion chamber side, and remove valve.
 - Identify installation positions, and store them without mixing them up.

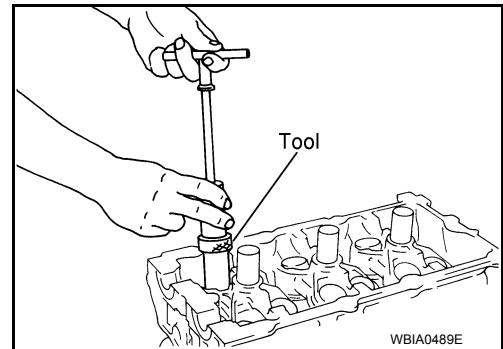
CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[VQ40DE]

6. Remove valve oil seals using Tool.

Tool number : KV10107902 (J-38959)



7. If valve seat must be replaced, refer to [EM-210, "Inspection After Disassembly"](#).
8. If valve guide must be replaced, refer to [EM-210, "Inspection After Disassembly"](#).
9. Remove spark plug tube, as necessary.
- Using a suitable tool, pull spark plug tube out of cylinder head.
- CAUTION:**
- Take care not to damage cylinder head.
 - Once removed, spark plug tube will be deformed and cannot be reused. Do not remove it unless absolutely necessary.

ASSEMBLY

1. When valve guide is removed, install it. Refer to [EM-210, "Inspection After Disassembly"](#).
2. When valve seat is removed, install it. Refer to [EM-210, "Inspection After Disassembly"](#).
3. Install valve oil seals using Tool.

Tool number : — (J-39386)

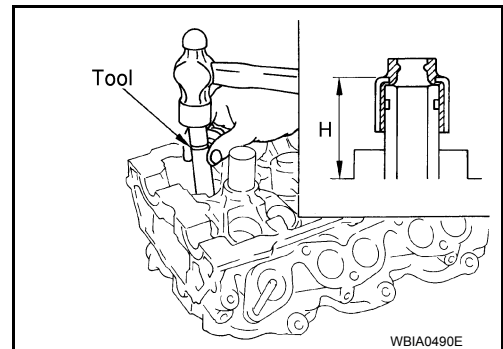
Height (H) (Without valve spring seat installed)

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

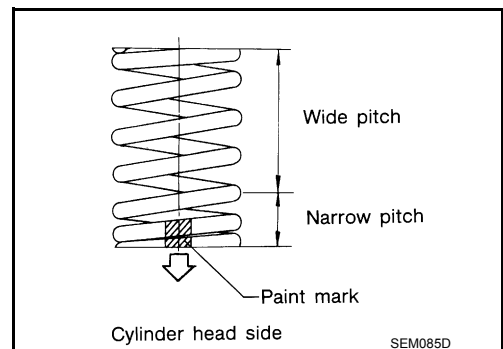
4. Install valve spring seat.
5. Install valves.
- Install it in the original position.

NOTE:

Larger diameter valves are for intake side.



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



7. Install valve spring retainer.

CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[VQ40DE]

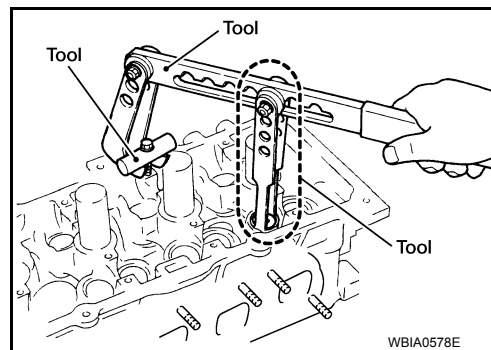
8. Install valve collet.
- Compress valve spring using Tool, attachment and adapter using Tool. Install valve collet with magnet hand.

Tool numbers : KV10109220 (—)
: KV10116200 (J-26336-B)
: KV10115900 (J-26336-20)

CAUTION:

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

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



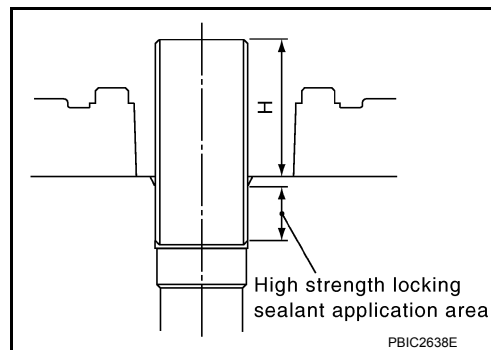
9. Install valve lifter.
- Install it in the original position.
10. Install spark plug tube.
- Press-fit spark plug tube as follows:
- a. Remove old liquid gasket adhering to cylinder head mounting hole.
- b. Apply sealant to area within approximately 12 mm (0.47 in) from edge of spark plug tube press-fit side. **Use Genuine High Strength Locking Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).**
- c. Press-fit spark plug tube so that its height (H) is as specified using suitable drift.

Standard press-fit height (H)
: 38.1 - 39.1 mm (1.500 - 1.539 in)

CAUTION:

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

11. Install spark plug. Refer to [EM-131, "Removal and Installation"](#).



Inspection After Disassembly

INFOID:000000007322457

VALVE DIMENSIONS

- Check dimensions of each valve. For dimensions, refer to [EM-246, "Standard and Limit"](#).
- If dimensions are out of the standard, replace valve and check the valve seat contact.

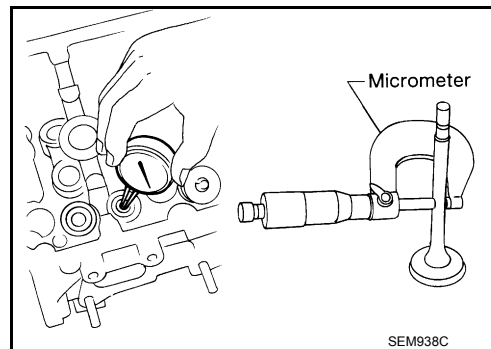
VALVE GUIDE CLEARANCE

Valve Stem Diameter

Measure the diameter of valve stem with micrometer.

Standard

Intake : 5.965 - 5.980 mm (0.2348 - 0.2354 in)
Exhaust : 5.955 - 5.970 mm (0.2344 - 0.2350 in)



Valve Guide Inner Diameter

Measure the inner diameter of valve guide with inside micrometer.

CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[VQ40DE]

Standard

Intake and Exhaust : 6.000 - 6.018 mm (0.2362 - 0.2369 in)

Valve Guide Clearance

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

Valve guide clearance:

Standard

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

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

Limit

Intake : 0.08 mm (0.003 in)

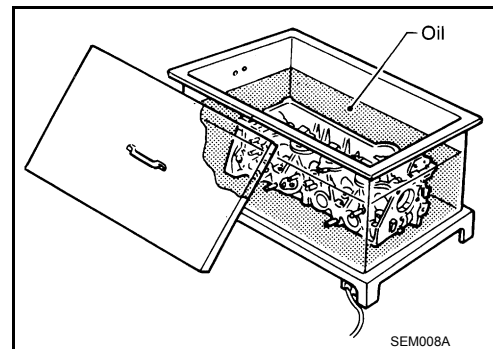
Exhaust : 0.09 mm (0.004 in)

- If the calculated value exceeds the limit, replace valve and/or valve guide.

VALVE GUIDE REPLACEMENT

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

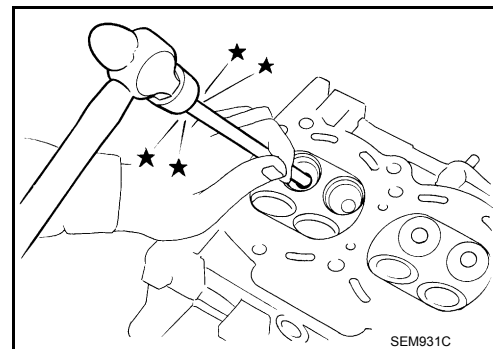
1. To remove valve guide, heat cylinder head to 110° to 130°C (230° to 266°F) by soaking in heated oil.



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

WARNING:

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

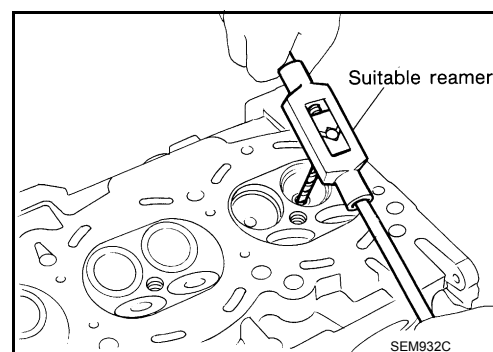


3. Ream cylinder head valve guide hole using suitable tool.

Valve guide hole diameter (for service parts):

Intake and exhaust

: 10.175 - 10.196 mm (0.4006 - 0.4014 in)

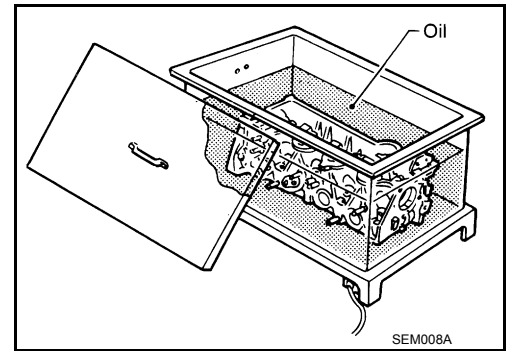


CYLINDER HEAD

[VQ40DE]

< REMOVAL AND INSTALLATION >

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



- Press valve guide from camshaft side to the dimensions as shown using suitable tool.

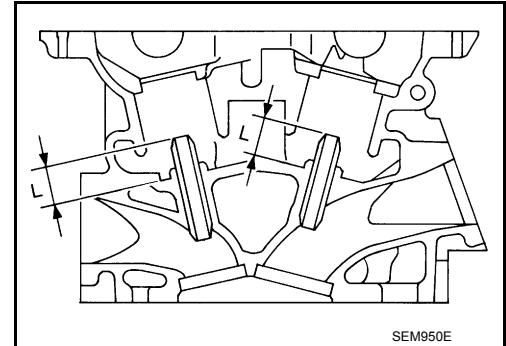
Projection "L"

Intake and exhaust

: 12.6 - 12.8 mm (0.496 - 0.504 in)

WARNING:

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

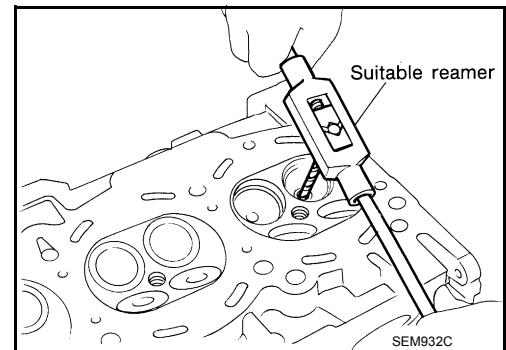


- Apply reamer finish to valve guide using suitable tool.

Standard:

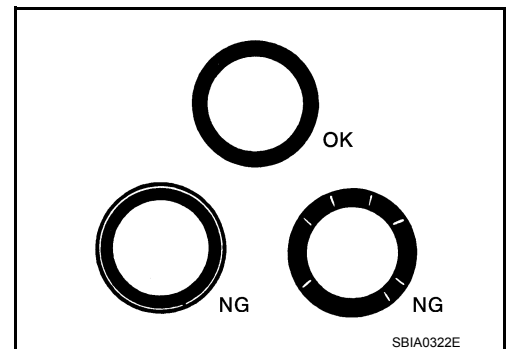
Intake and exhaust

: 6.000 - 6.018 mm (0.2362 - 0.2369 in)



VALVE SEAT CONTACT

- After confirming that the dimensions of valve guides and valves are within 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.
- If not, grind to adjust valve fitting and check again. If the contacting surface still has "NG" conditions even after the re-check, replace valve seat.



VALVE SEAT REPLACEMENT

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

- 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-246, "Standard and Limit"](#).

CAUTION:

Prevent to scratch cylinder head by excessive boring.

CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[VQ40DE]

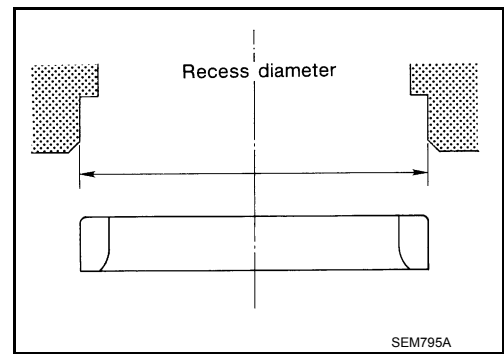
2. Ream cylinder head recess diameter for service valve seat.

Oversize [0.5 mm (0.020 in)]

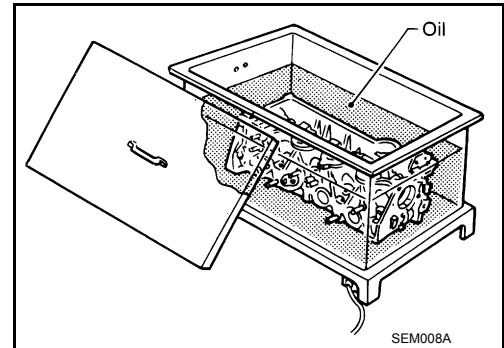
Intake : 38.500 - 38.516 mm (1.5157 - 1.5164 in)

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

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



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



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

WARNING:

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

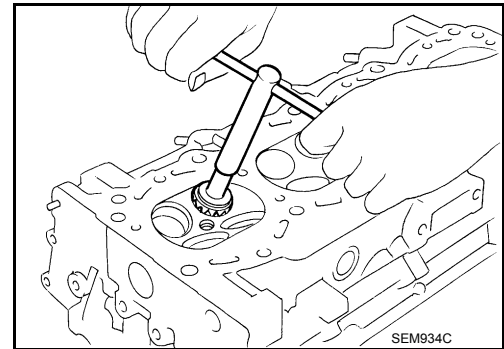
CAUTION:

- **Avoid directly touching cold valve seats.**

5. Finish seat to the specified dimensions using suitable tool. Refer to [EM-246, "Standard and Limit"](#).

CAUTION:

When using 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 with cutter or cutting many different times may result in staged valve seat.



6. Using compound, grind to adjust valve fitting.

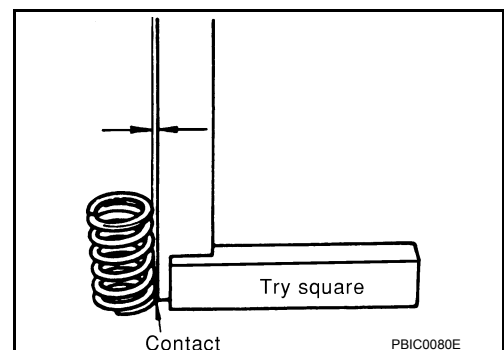
7. Check again for normal contact.

VALVE SPRING SQUARENESS

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

Limit : 2.1 mm (0.083 in)

- If it exceeds the limit, replace valve spring.



VALVE SPRING DIMENSIONS AND VALVE SPRING PRESSURE LOAD

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CYLINDER HEAD

< REMOVAL AND INSTALLATION >

[VQ40DE]

- Check valve spring pressure at the specified spring height.

Standard:

Intake and exhaust

Free height

: 47.07 mm (1.8531 in)

Installation height

: 37.00 mm (1.4567 in)

Installation load

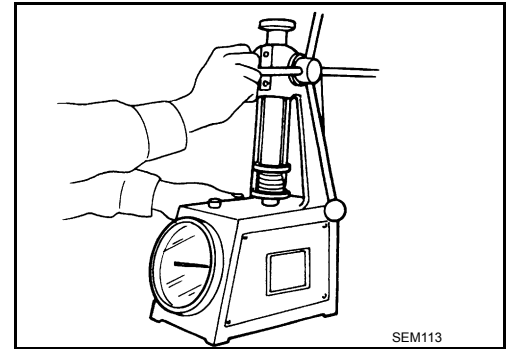
: 166 - 188 N (16.9 - 19.2 kg, 37 - 42 lb)

Height during valve open

: 27.20 mm (1.0709 in)

Load with valve open

: 373 - 421 N (38.0 - 42.9 kg, 84 - 95 lb)



- If the installation load or load with valve open is out of the standard, replace valve spring.

ENGINE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[VQ40DE]

UNIT REMOVAL AND INSTALLATION

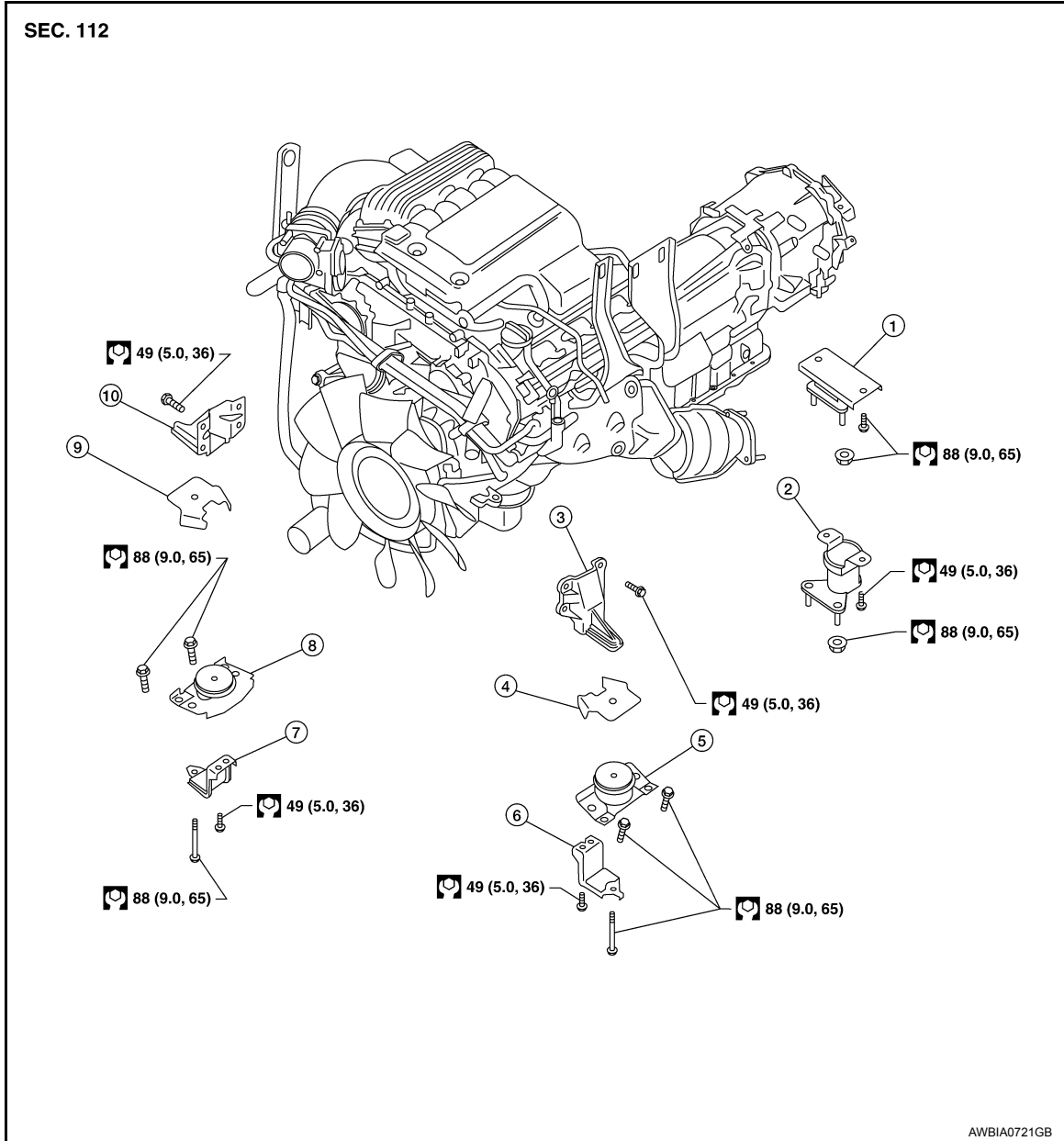
ENGINE ASSEMBLY

Exploded View

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|--|---------------------------------------|---------------------------------------|
| 1. Rear engine mounting insulator 4WD | 2. Rear engine mounting insulator 2WD | 3. LH engine mounting bracket (upper) |
| 4. LH heat shield plate | 5. LH engine mounting insulator | 6. LH engine mounting bracket (lower) |
| 7. RH engine mounting bracket (lower) | 8. RH engine mounting insulator | 9. RH heat shield plate |
| 10. RH engine mounting bracket (upper) | | |

O

P

Removal and Installation

INFOID:000000007322459

WARNING:

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

ENGINE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[VQ40DE]

- When lifting vehicle, ensure that the front and rear of the vehicle are well balanced.

CAUTION:

- Always be careful to work safely, avoid forceful or uninstructed operations.
- Do not start working until exhaust system and engine coolant are cooled sufficiently.
- If items or work required are not covered by the engine section, follow the procedures in the applicable sections.
- Always use the support point specified for lifting.
- Use either 2-point lift type or separate type lift. If board-on type is used for unavoidable reasons, support the rear axle jacking point with transmission jack or similar tool before starting work, in preparation for the backward shift of center of gravity.
- For supporting points for lifting and jacking point at rear axle, refer to [GI-38, "Garage Jack and Safety Stand"](#).

NOTE:

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

REMOVAL

Preparation

1. Remove engine under cover. Refer to [EXT-15, "Removal and Installation"](#).
2. Drain engine oil. Refer to [LU-23, "Changing Engine Oil"](#).
3. Remove engine oil filter.
4. Drain engine coolant. Refer to [CO-40, "Changing Engine Coolant"](#).
5. Release fuel pressure. Refer to [EC-937, "Fuel Pressure Check"](#).
6. Remove the engine hood. Refer to [DLK-131, "Removal and Installation of Hood Assembly"](#).
7. Disconnect the battery negative terminal. Refer to [PG-80, "Removal and Installation"](#).
8. Remove engine room cover using power tool. Refer to [EM-139, "Removal and Installation"](#).
9. Remove the air duct and resonator assembly and air cleaner case assembly. Refer to [EM-140, "Removal and Installation"](#).
10. Disconnect brake booster vacuum hose between vehicle and engine and set it aside.
11. Remove front grille. Refer to [EXT-23, "Removal and Installation"](#).
12. Remove the radiator assembly and hoses. Refer to [CO-44, "Removal and Installation"](#).
13. Remove the drive belts. Refer to [EM-128, "Removal and Installation"](#).
14. Remove the engine cooling fan and shroud. Refer to [CO-47, "Removal and Installation \(Crankshaft driven type\)"](#).
15. Disconnect the engine room harness from the engine side and set it aside.
16. Disconnect the engine harness grounds.
17. Reposition the reservoir tank for power steering from engine compartment and move it aside.
18. Disconnect power steering oil pump from engine. Move it from its location and secure with a rope. Refer to [ST-18, "Removal and Installation"](#).
19. Remove the A/C compressor bolts and reposition the A/C compressor. Refer to [HA-28, "Removal and Installation for Compressor"](#).
20. Disconnect EVAP line.
21. Disconnect the fuel hose at the engine side connection. Refer to [EM-161, "Removal and Installation"](#).
22. Disconnect the heater hoses at cowl.
23. Remove the A/T oil level indicator and indicator tube.
24. Remove front final drive assembly (4WD models). Refer to [DLN-194, "Removal and Installation"](#).
25. Remove three way catalyst. Refer to [EM-146, "Removal and Installation \(Three Way Catalyst\)"](#).

ENGINE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[VQ40DE]

26. Install engine slingers into left bank and right bank.

Engine slinger torque: 28.0 N·m (2.9 kg-m, 21 ft-lb)

27. Remove front frame crossmember.

28. Remove transmission. Refer to [TM-72, "Removal and Installation from Vehicle \(For 2WD Models\)"](#) (2WD M/T models) [TM-74, "Removal and Installation from Vehicle \(For 4WD Models\)"](#) (4WD M/T models), [TM-305, "Removal and Installation for VQ40DE 2WD Models"](#) (2WD A/T models), [TM-307, "Removal and Installation for VQ40DE 4WD Models"](#) (4WD A/T models).

29. Remove engine mounting insulator bracket (upper) with power tool.

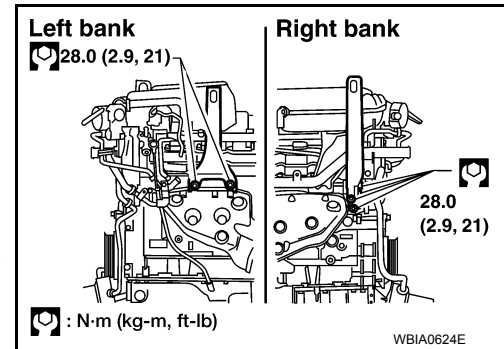
30. Lift with hoist and secure the engine in position.

31. Remove engine mount bracket bolts.

32. Remove engine assembly from vehicle, avoiding interference with vehicle body.

CAUTION:

- Before and during this lifting, always check if any harnesses are left connected.



INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

- When replacing an engine or transmission you must make sure the dowels are installed correctly during reassembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drivetrain components.

INSPECTION AFTER INSTALLATION

- Before starting engine, check oil/fluid levels including engine coolant and engine oil. If less than required quantity, fill to the specified level. Refer to [MA-18, "FOR USA AND CANADA : Fluids and Lubricants"](#) (United States and Canada). Refer to [MA-20, "FOR MEXICO : Fluids and Lubricants"](#) (Mexico).
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (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 timing chain tensioner drops after removal and installation, slack in the guide may generate a pounding noise during and just after engine start. However, this is normal. Noise will stop after hydraulic pressure rises.

- Warm up engine thoroughly to make sure there is no leakage of fuel, exhaust gas, or any oils/fluids including engine oil and engine coolant.
- Bleed air from passages in lines and hoses, such as in cooling system.
- After cooling down engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level, if necessary.
- Summary of the inspection items:

Item		Before starting engine	Engine running	After engine stopped
Engine coolant		Level	Leakage	Level
Engine oil		Level	Leakage	Level
Transmission/ transaxle fluid	A/T and CVT Models	Leakage	Level/Leakage	Leakage
	M/T Models	Level/Leakage	Leakage	Level/Leakage
Other oils and fluids*		Level	Leakage	Level
Fuel		Leakage	Leakage	Leakage
Exhaust gas		—	Leakage	—

*Power steering fluid, brake fluid, etc.

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

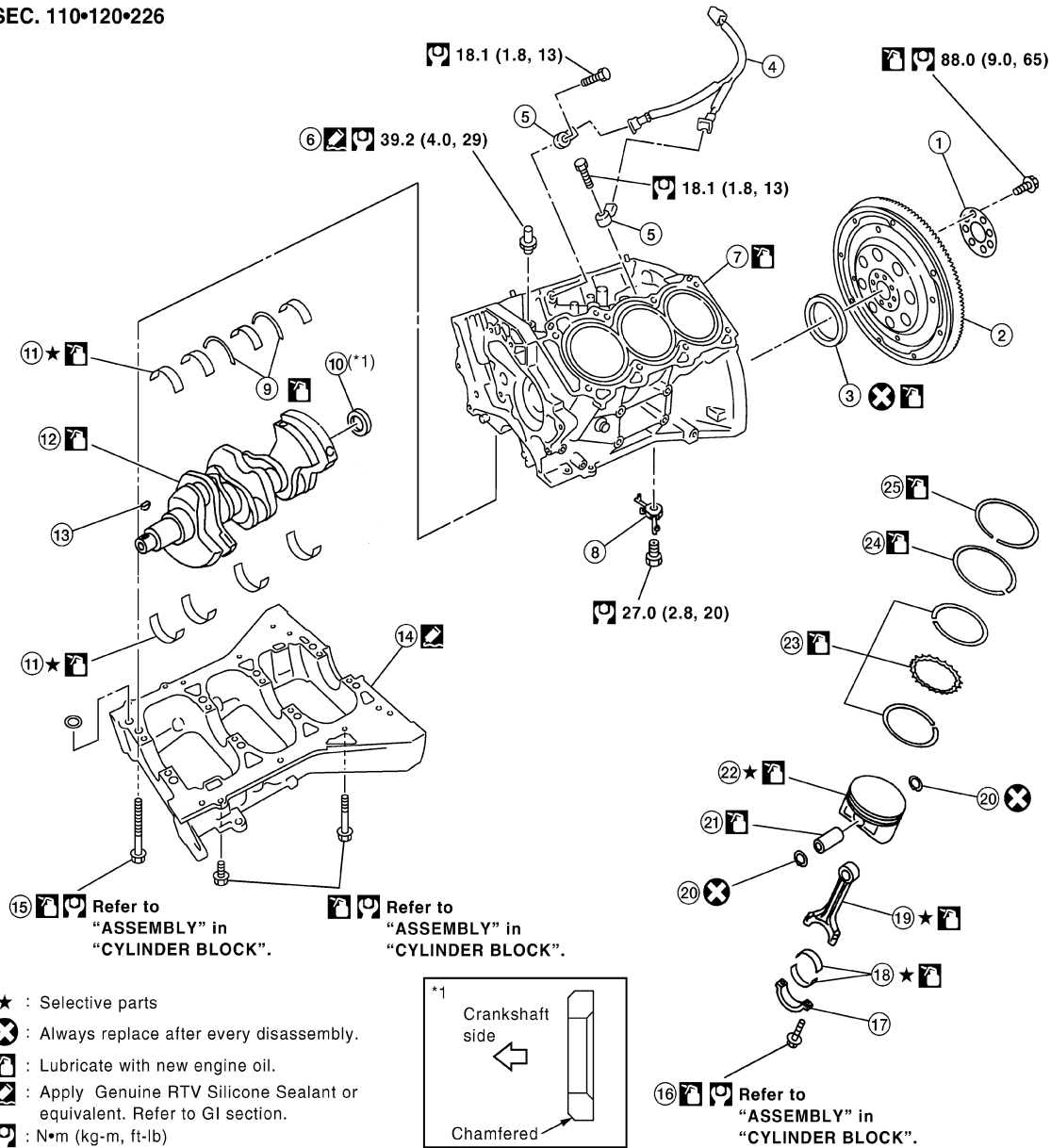
UNIT DISASSEMBLY AND ASSEMBLY

ENGINE UNIT

Exploded View

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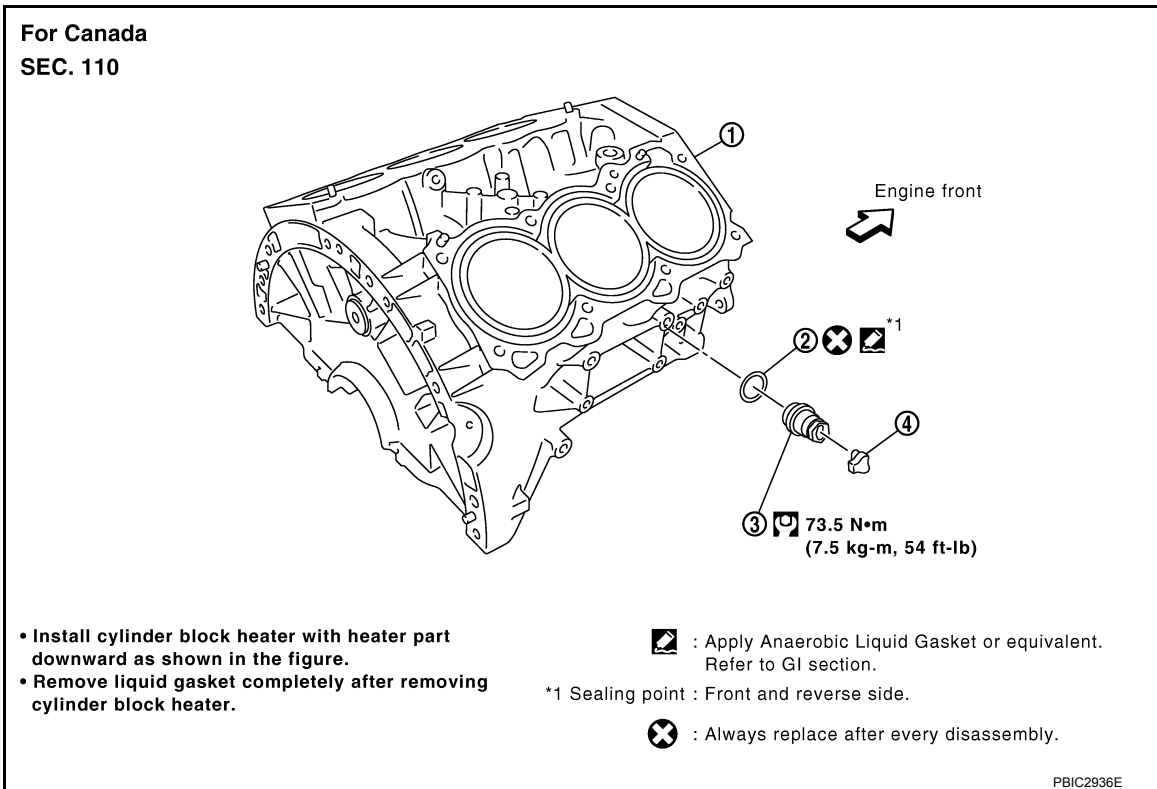
WBIA0582E

- | | | |
|----------------------------------|--|-------------------------------|
| 1. Reinforcement plate | 2. Drive plate (A/T models), Flywheel (M/T models) | 3. Rear oil seal |
| 4. Sub harness | 5. Knock sensor | 6. Water connector |
| 7. Cylinder block | 8. Oil jet | 9. Thrust bearing |
| 10. Pilot converter (A/T models) | 11. Main bearing | 12. Crankshaft |
| 13. Crankshaft key | 14. Lower cylinder block | 15. Lower cylinder block bolt |
| 16. Connecting rod bolt | 17. Connecting rod bearing cap | 18. Connecting rod bearing |
| 19. Connecting rod | 20. Snap ring | 21. Piston pin |
| 22. Piston | 23. Oil ring | 24. Second ring |
| 25. Top ring | | |

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]



- | | | |
|----------------------------|-----------|--------------------------|
| 1. Cylinder block | 2. Gasket | 3. Cylinder block heater |
| 4. Connector protector cap | | |

Disassembly and Assembly

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DISASSEMBLY

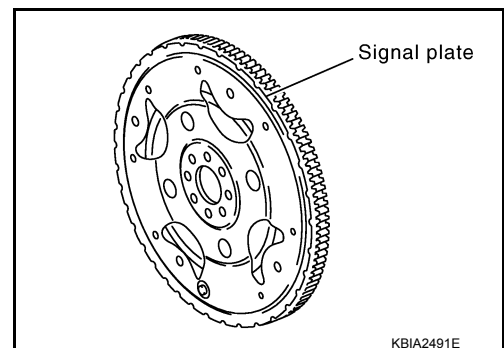
NOTE:

The following procedures explain how to disassemble the engine with the engine stand fastened to the bell housing.

- Remove the engine and the transmission assembly from the vehicle, and separate the transmission assembly from the engine. Refer to [EM-215, "Removal and Installation"](#).
- Remove both exhaust manifolds. Refer to [EM-147, "Removal and Installation \(Exhaust Manifold\)"](#).
- Remove the parts that may restrict installation of engine to engine stand.
 - Remove clutch cover and clutch disc (M/T models). Refer to [CL-22, "6M/T : Removal and Installation"](#).
 - Remove flywheel (M/T models) or drive plate (A/T models).
 - Holding crankshaft pulley bolts, lock crankshaft to remove flywheel or drive plate bolts.
 - Loosen bolts diagonally.

CAUTION:

- Be careful not to damage or scratch drive plate (A/T models) or contact surface for clutch disc of flywheel (M/T models). Especially avoid deforming and damaging of signal plate teeth.
- Do not disassemble drive plate.
- Place the drive plate with signal plate surface facing upward.
- Keep magnetic materials away from signal plate.



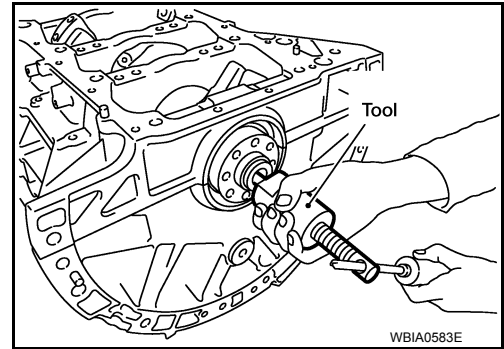
ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

4. Remove pilot converter (A/T models) using Tool as necessary.

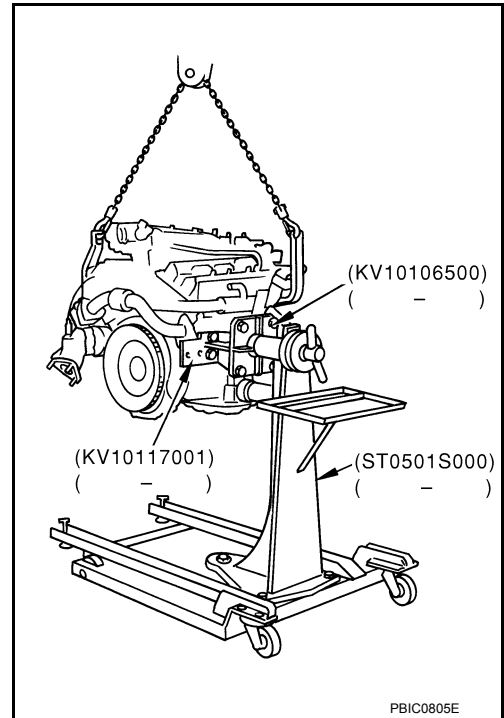
Tool number : ST16610001 (J-23907)



5. Lift engine, and mount to engine stand.

CAUTION:

- Use an engine stand that has a load capacity [approximately 240kg (529 lb) or more] large enough for supporting the engine weight.
- Before removing the hanging chains, make sure the engine stand is stable and there is no risk of overturning.



6. Drain engine oil. Refer to [LU-23. "Changing Engine Oil"](#).

ENGINE UNIT

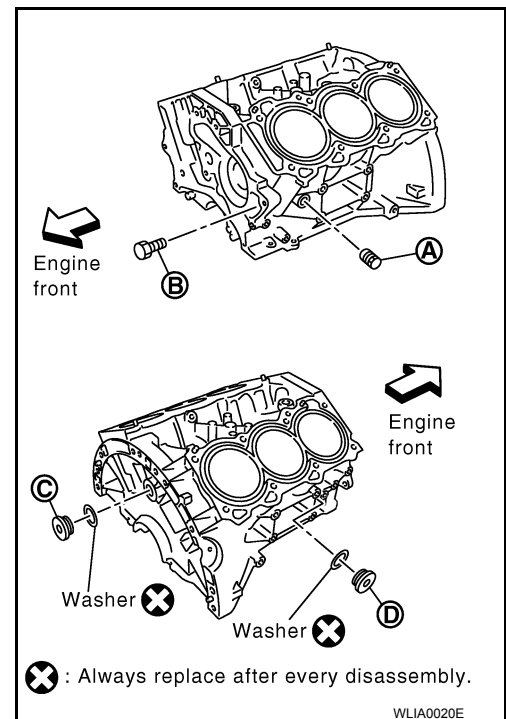
< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

7. Drain engine coolant by removing the cylinder block drain plugs (A), (B), (C) and (D) from cylinder block as shown.

NOTE:

For Canada, (D) is not plug but block heater.



8. Remove cylinder head. Refer to [EM-204. "Removal and Installation"](#).
9. Remove sub harness, and remove knock sensors.
- CAUTION:**
Handle sensor carefully; do not shock or drop.
10. Remove piston and connecting rod assembly as follows:
- Before removing piston and connecting rod assembly, check the connecting rod side clearance. Refer to [EM-229. "Inspection After Disassembly"](#).

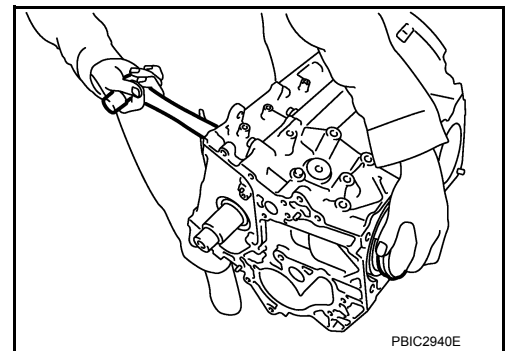
CAUTION:

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

11. Position crankshaft pin corresponding to connecting rod to be removed onto the bottom dead center.
12. Remove connecting rod bearing cap.
13. Push piston and connecting rod assembly out of the cylinder head side using suitable tool.

CAUTION:

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



14. Remove connecting rod bearings from connecting rod and connecting rod bearing cap.
- CAUTION:**
Identify installation position, and store them without mixing them up.
15. Remove piston rings from piston.
- Before removing piston rings, check the piston ring side clearance. Refer to [EM-229. "Inspection After Disassembly"](#).

ENGINE UNIT

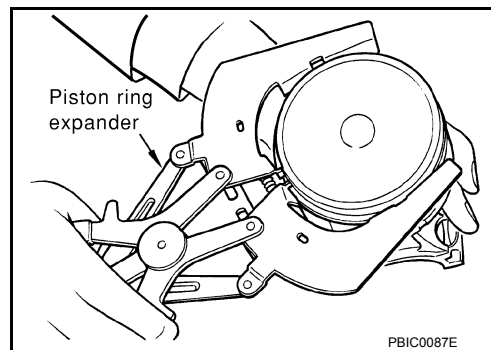
< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

- Remove piston rings using piston ring expander or suitable tool.

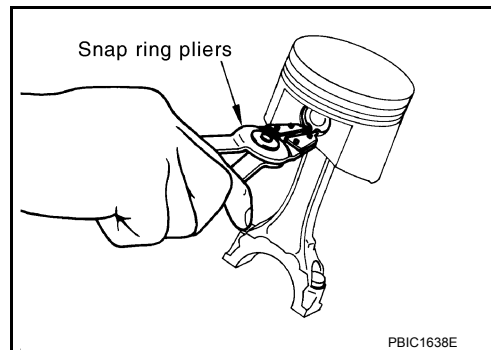
CAUTION:

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

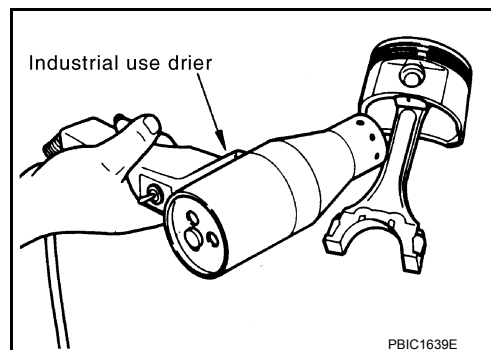


16. Remove piston from connecting rod as follows:

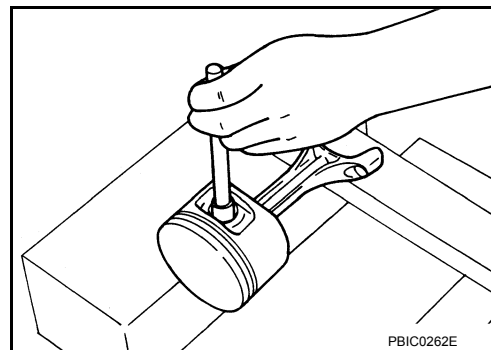
- a. Remove snap ring using snap ring pliers.



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



- c. Push out piston pin with a drift which has an outer diameter of approximately 20 mm (0.79 in).



17. Remove lower cylinder block bolts.

- Before loosening lower cylinder block bolts, measure the crankshaft end play. Refer to [EM-229, "Inspection After Disassembly"](#).

ENGINE UNIT

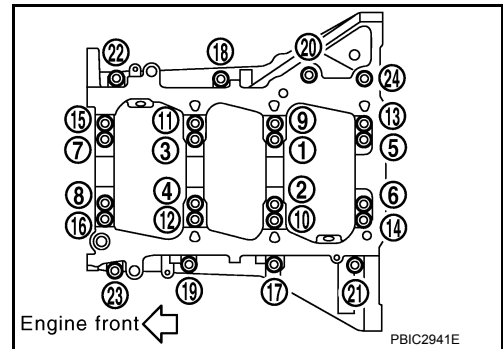
[VQ40DE]

< UNIT DISASSEMBLY AND ASSEMBLY >

- Loosen lower cylinder block bolts in reverse order as shown in several different steps.

NOTE:

Use socket (size E14) for bolts No. 1 to 16 (M10 bolt).



18. Remove lower cylinder block.

- Cut liquid gasket for removal. Refer to [EM-119, "Precaution for Liquid Gasket"](#).

Tool number : KV10111100 (J-37228)

CAUTION:

Be careful not to damage the mounting surfaces.

19. Remove crankshaft.

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

NOTE:

When replacing rear oil seal without removing lower cylinder block, use a suitable tool to pull the rear oil seal installed between crankshaft and cylinder block out.

CAUTION:

Be careful not to damage crankshaft or cylinder block.

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

CAUTION:

- Do not drop main bearing, or scratch the surface.**
- Identify installation positions, and store them without mixing them up.**

22. Remove oil jet.

ASSEMBLY

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

WARNING:

Use goggles to protect your eyes.

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ENGINE UNIT

[VQ40DE]

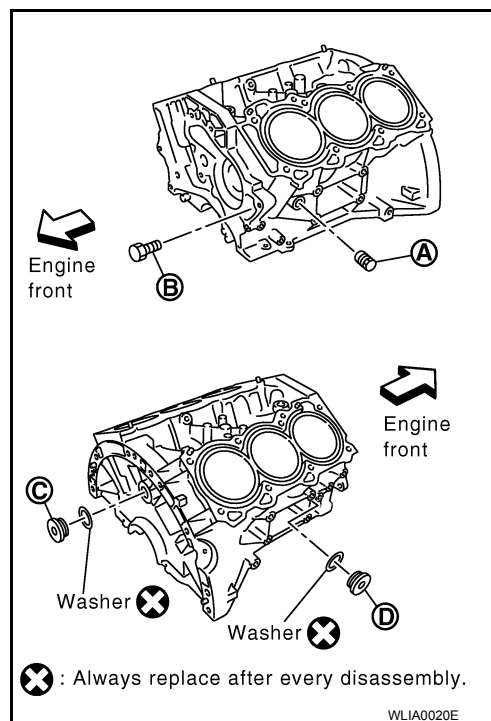
< UNIT DISASSEMBLY AND ASSEMBLY >

2. Install each plug to cylinder block as shown.
 - Apply sealant to the thread of water drain plugs (A) and (B).
Use Genuine RTV Silicone Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
 - Apply sealant to the thread of plug (C).
Use Genuine High Strength Thread Locking Sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
 - Apply sealant to the threads of plug (D).
Use Anaerobic Liquid Gasket or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

NOTE:

For Canada, (D) is not plug but block heater. Refer to [EM-219, "Disassembly and Assembly"](#).

- Replace washers with new washers.



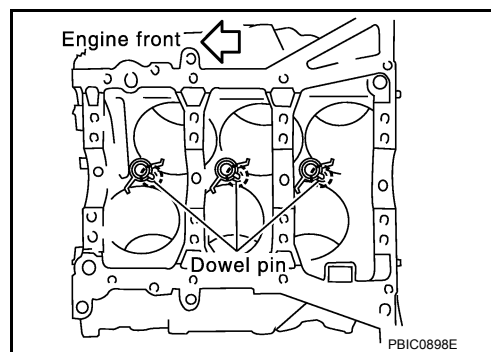
- Tighten each plug as specified below.

Block Plug and Block Heater Installation

Part	Washer	Tightening Torque
A	No	19.6 N·m (2.0 kg-m, 14 ft-lb)
B	Reuse	9.8 N·m (1.0 kg-m, 87 in-lb)
	New	6.0 N·m (0.61 kg-m, 53 in-lb)
C	Yes	116 N·m (11.8 kg-m, 85 ft-lb)
D	Plug	62 N·m (6.3 kg-m, 46 ft-lb)
	Block heater	73.5 N·m (7.5 kg-m, 54 ft-lb)

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

Oil jet bolts : 27.0 N·m (2.8 kg-m, 20 ft-lb)



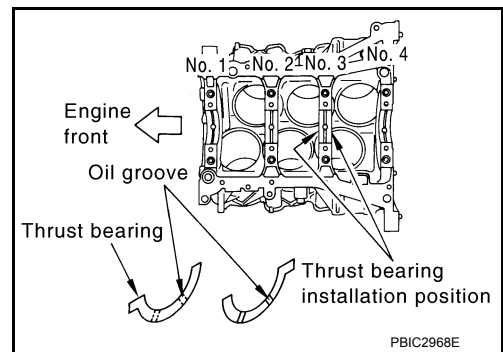
4. Install main bearings and thrust bearings as follows:
 - a. Remove dust, dirt, and engine oil on bearing mating surfaces of cylinder block and main bearing caps.

ENGINE UNIT

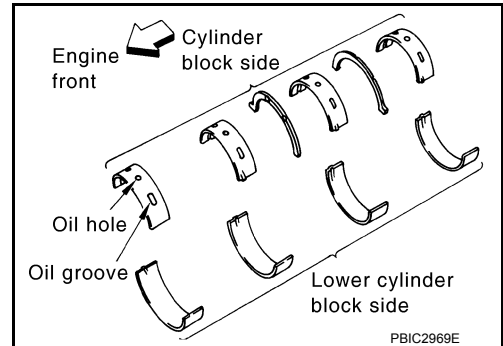
< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

- b. Install thrust bearings to the both sides of the No. 3 journal housing on cylinder block.
 - Install thrust bearings with the oil groove facing crankshaft arm (outside).
 - Install thrust bearing with a projection on one end on cylinder block, Align projection with mating notch.



- c. Install main bearings paying attention to the direction.
 - Main bearing with oil hole and groove 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. Inspect the outer diameter of lower cylinder block bolt. Refer to [EM-229. "Inspection After Disassembly"](#).
7. Install lower cylinder block as follows:

NOTE:

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

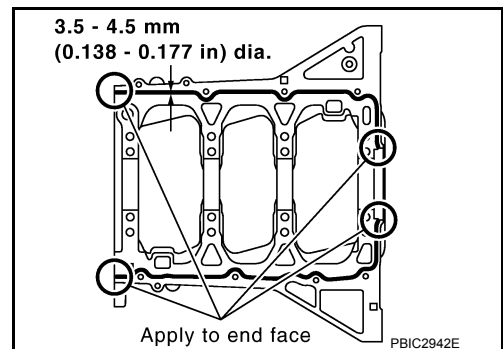
- a. Apply a continuous bead of liquid gasket using Tool to lower cylinder block as shown.

Tool number : WS39930000 (—)

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

CAUTION:

After liquid gasket is applied, rear oil seal installation must be finished within 5 minutes. Therefore, the following procedure must be performed quickly.



- b. Tighten lower cylinder block as follows:
 - i. Apply new engine oil to threads and seat surfaces of the bolts.
 - ii. Tighten M8 bolts in numerical order as shown from No. 17 to 24.

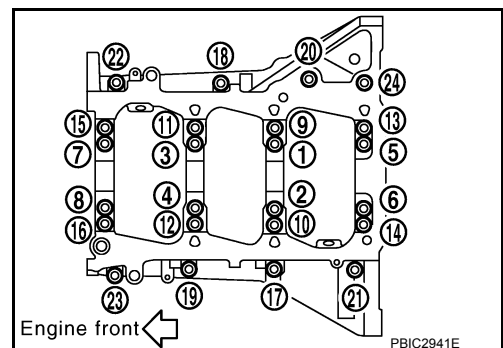
Bolts 17 - 24 : 22.1 N·m (2.3 kg-m, 16 ft-lb)

CAUTION:

Wipe off completely any protruding liquid gasket on rear oil seal installation surface.

NOTE:

There are more processes to complete the tightening bolts. However stop procedure here to install rear oil seal.



- c. Install rear oil seal. Refer to [EM-202. "Removal and Installation of Rear Oil Seal"](#).
- d. Restart tightening of lower cylinder block bolts as follows:

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

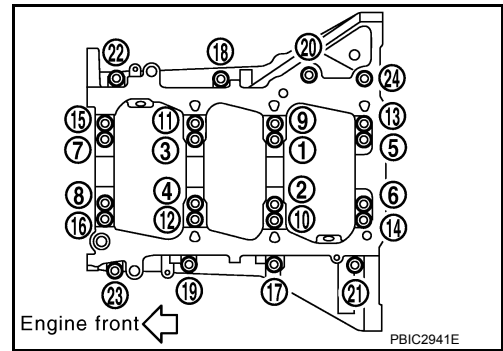
[VQ40DE]

- i. Tighten M10 bolts in numerical order as shown from No. 1 to 16.

NOTE:

Use socket (size E14) for bolts No. 1 to 16 (M10 bolt).

Bolts 1 - 16 : 35.3 N·m (3.6 kg-m, 26 ft-lb)

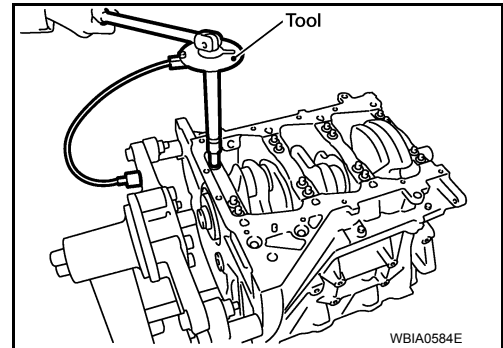


- ii. Turn M10 bolts 90° clockwise in numerical order from No. 1 to 16 using Tool.

Tool number : KV10112100 (BT-8653-A)

CAUTION:

Use angle wrench Tool to check tightening angle. Do not make judgement by visual inspection.



- After installing the bolts, make sure that crankshaft can be rotated smoothly by hand.
- Wipe off completely any protruding liquid gasket on front side of the engine.
- Check the crankshaft end play. Refer to [EM-229. "Inspection After Disassembly"](#).

8. Inspect the outer diameter of connecting rod bolt. Refer to [EM-229. "Inspection After Disassembly"](#).

9. Install piston to connecting rod as follows:

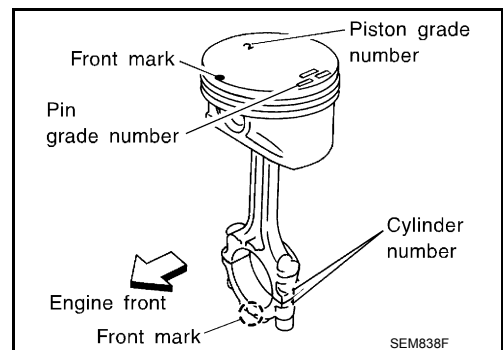
- a. Install new snap ring to the groove of piston rear side using suitable tool.
- Insert it fully into groove to install.

- b. Install piston to connecting rod.

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

- c. Install new snap ring to the groove of the piston front side.

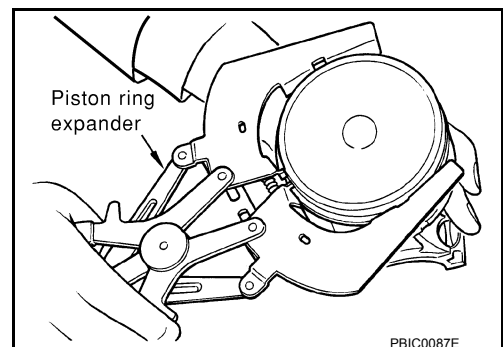
- Insert it fully into groove to install.
- After installing, make sure that connecting rod moves smoothly.



10. Install piston rings using piston ring expander or suitable tool.

CAUTION:

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



ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

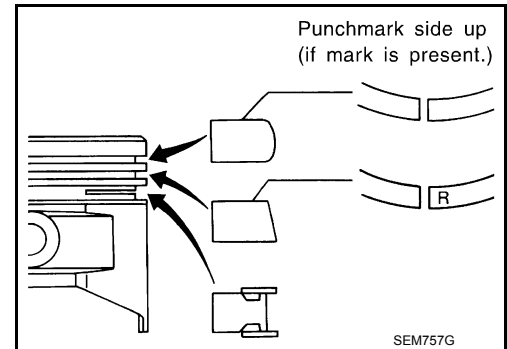
[VQ40DE]

- If there is stamped mark on ring, mount it with marked side up.
NOTE:
If there is no stamp on ring, no specific orientation is required for installation.

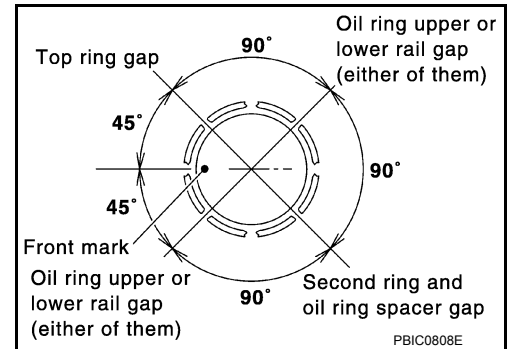
Stamped mark:

Top ring : —

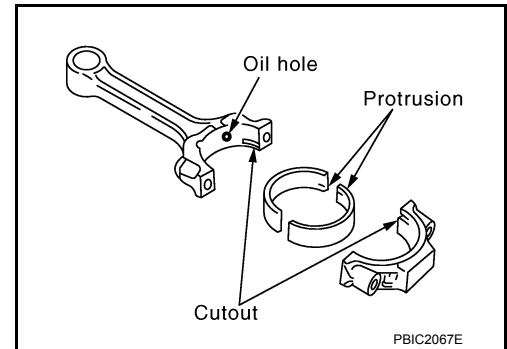
Second ring : R



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



- Check the piston ring side clearance. Refer to [EM-229, "Inspection After Disassembly"](#).
11. Install connecting rod bearings to connecting rod and connecting rod bearing cap.
- 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.
 - When installing, align connecting rod bearing stopper protrusion with cutout of connecting rods and connecting rod bearing caps to install.
 - Ensure the oil hole on connecting rod and that on the corresponding bearing are aligned.



12. Install piston and connecting rod assembly to crankshaft.
13. Position crankshaft pin corresponding to connecting rod to be installed onto the bottom dead center.
14. Apply engine oil sufficiently to the cylinder bore, piston and crankshaft pin journal.
15. Match the cylinder position with the cylinder number on connecting rod to install.

NOTE:

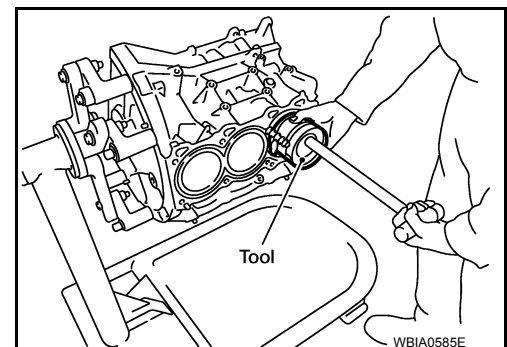
Be sure that front mark on piston head is facing front of engine.

16. Install piston with the front mark on the piston head facing the front of engine using Tool.

Tool number : EM03470000 (J-8037)

CAUTION:

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



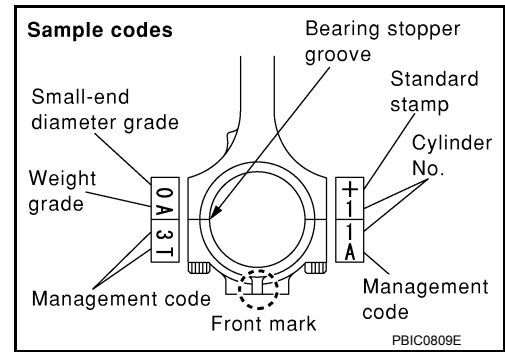
ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

17. Install connecting rod bearing cap.

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



18. Tighten connecting rod bolts as follows:

- a. Apply engine oil to the threads and seats of connecting rod bolts.
- b. Tighten connecting rod bolts.

Connecting rod bolt : 19.6 N·m (2.0 kg-m, 14 ft-lb)

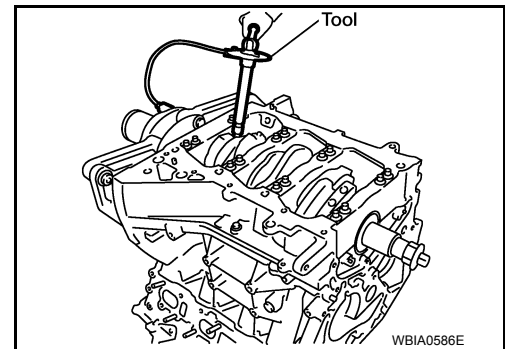
c. Then tighten all connecting rod bolts 90° clockwise.

CAUTION:

Always use Tool. Avoid tightening based on visual check alone.

Tool number : KV10112100 (BT-8653-A)

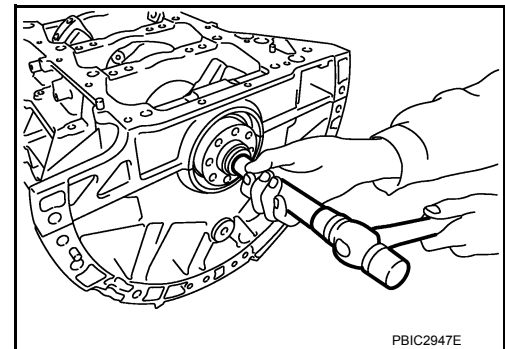
- After tightening connecting rod bolts, make sure that crankshaft rotates smoothly.
- Check the connecting rod side clearance. Refer to [EM-229, "Inspection After Disassembly"](#).



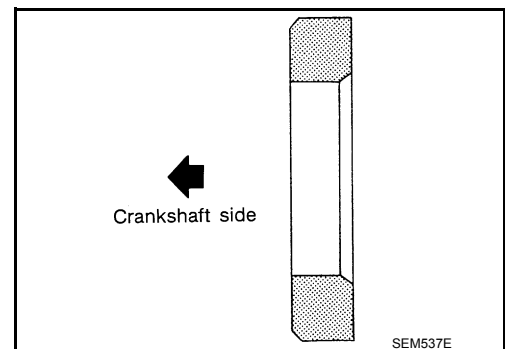
19. Install pilot converter.

- With drift of the following outer diameter, press-fit as far as it will go.

Pilot converter : Approx. 33 mm (1.30 in)



- Press-fit pilot converter with its chamfer facing crankshaft as shown.



20. Install knock sensors.

CAUTION:

- Do not tighten bolts while holding connector.
- If knock sensor is dropped, replace it with new one.

ENGINE UNIT

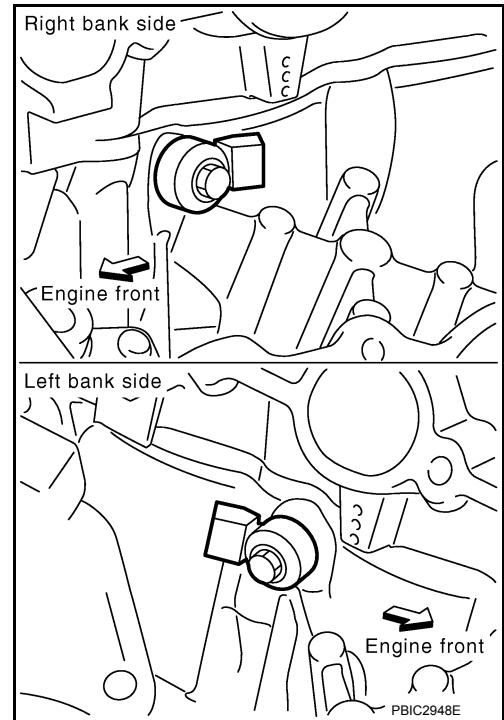
< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

NOTE:

- Make sure that there is no foreign material on the cylinder block mating surface and the back surface of knock sensor.
- Make sure that knock sensor does not interfere with other parts.
- Install knock sensor so that connector faces rear of engine.
- After installing knock sensor, connect harness connector, and lay it out to rear of engine.

Knock sensor bolts : 18.1 N·m (1.8 kg-m, 13 ft-lb)



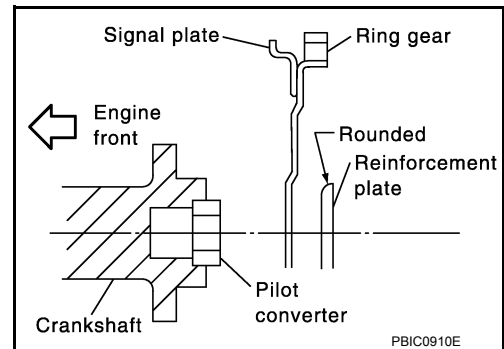
21. Assemble in the reverse order of disassembly after this step.

Drive plate (A/T models)

- Install drive plate and reinforcement plate as shown.
- Holding ring gear using Tool.

Tool number : — (J-48761)

- Tighten bolts crosswise over several times.



Inspection After Disassembly

INFOID:000000007322462

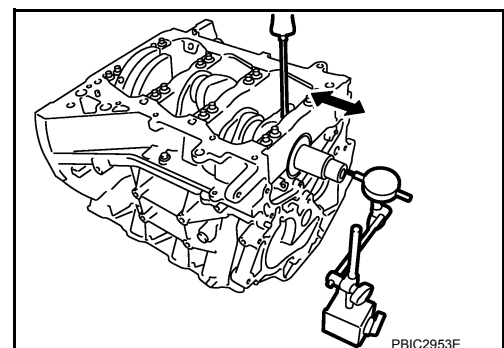
CRANKSHAFT END PLAY

- Measure the clearance between thrust bearings and crankshaft arm when crankshaft is moved fully forward or backward with dial indicator.

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

Limit : 0.30 mm (0.0118 in)

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



ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

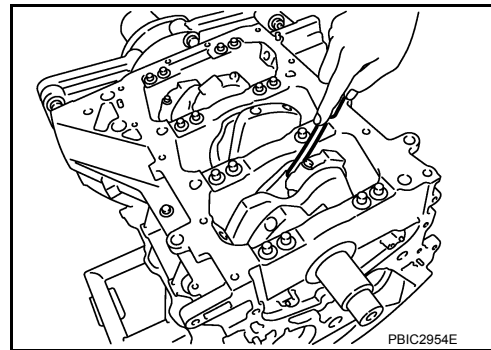
CONNECTING ROD SIDE CLEARANCE

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

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

Limit : 0.40 mm (0.0157 in)

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

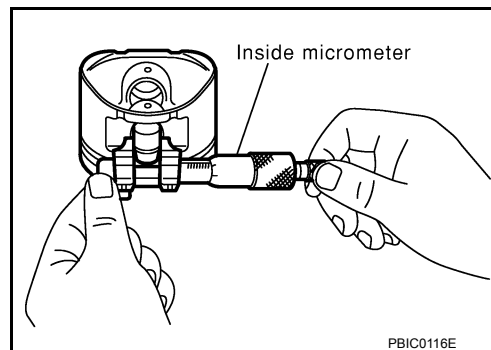


PISTON TO PISTON PIN CLEARANCE

Piston Pin Hole Diameter

Measure the inner diameter of piston pin hole with inside micrometer.

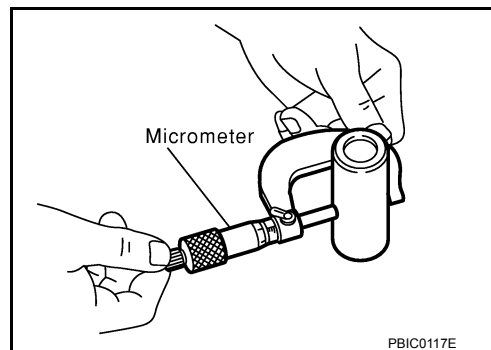
Standard : 21.993 - 22.005 mm (0.8659 - 0.8663 in)



Piston Pin Outer Diameter

Measure the outer diameter of piston pin with micrometer.

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



Piston to Piston Pin Oil Clearance

(Piston to piston pin oil clearance) = (Piston pin hole diameter) – (Piston pin outer diameter)

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

- 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-241, "How to Select Piston and Bearing"](#).

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

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

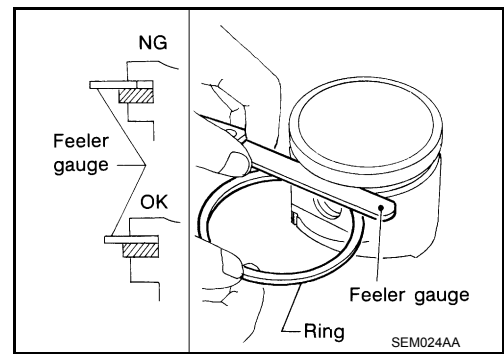
- Measure side clearance of piston ring and piston ring groove with feeler gauge.

Standard:

- Top ring** : 0.045 - 0.080 mm (0.0018 - 0.0031 in)
- 2nd ring** : 0.030 - 0.070 mm (0.0012 - 0.0028 in)
- Oil ring** : 0.065 - 0.135 mm (0.0026 - 0.0053 in)

Limit:

- Top ring** : 0.11 mm (0.0043 in)
- 2nd ring** : 0.10 mm (0.0039 in)



- 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

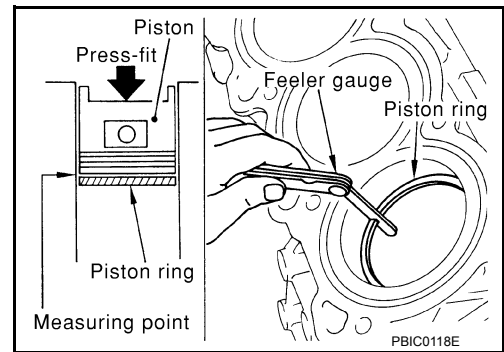
- Make sure that the cylinder bore inner diameter is within the specification. Follow the "Cylinder Bore Inner Diameter" procedure.
- Lubricate with new engine oil to piston and piston ring, and then insert piston ring until middle of cylinder with piston, and measure the piston ring end gap with feeler gauge.

Standard:

- Top ring** : 0.23 - 0.33 mm (0.0091 - 0.0130 in)
- 2nd ring** : 0.33 - 0.48 mm (0.0130 - 0.0189 in)
- Oil ring** : 0.20 - 0.50 mm (0.0079 - 0.0197 in)

Limit:

- Top ring** : 0.56 mm (0.0220 in)
- 2nd ring** : 0.68 mm (0.0268 in)
- Oil ring** : 0.85 mm (0.0335 in)



- If the measured value exceeds the limit, replace piston ring, and measure again.

CONNECTING ROD BEND AND TORSION

- Check with connecting rod aligner.

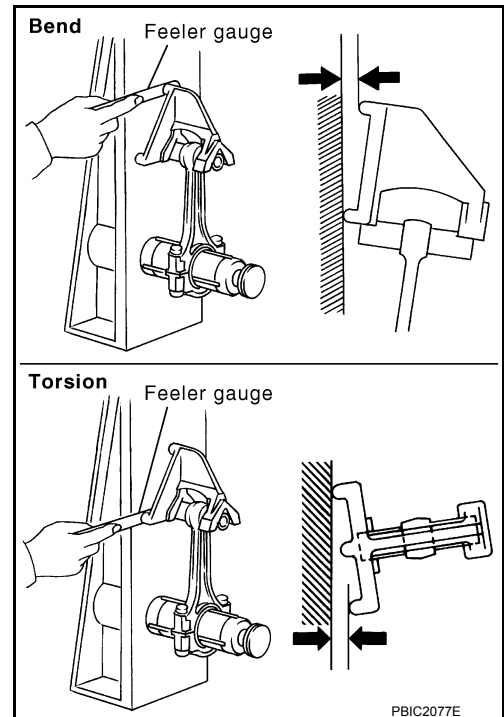
Bend:

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

Torsion:

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

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



CONNECTING ROD DIAMETER (BIG END)

A
EM
C
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ENGINE UNIT

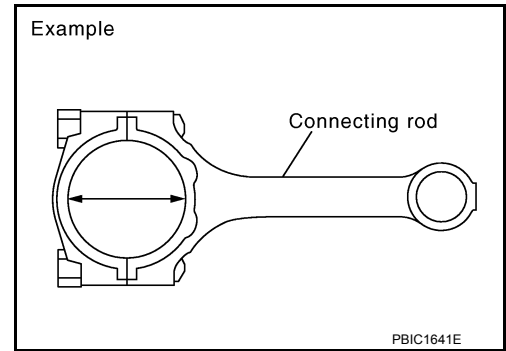
[VQ40DE]

< UNIT DISASSEMBLY AND ASSEMBLY >

- Install connecting rod bearing cap without installing connecting rod bearing, and tightening connecting rod bolts to the specified torque. Refer to [EM-219. "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of connecting rod big end with inside micrometer.

Standard : 57.000 - 57.013 mm (2.2441 - 2.2446 in)

- If out of the standard, replace connecting rod assembly.

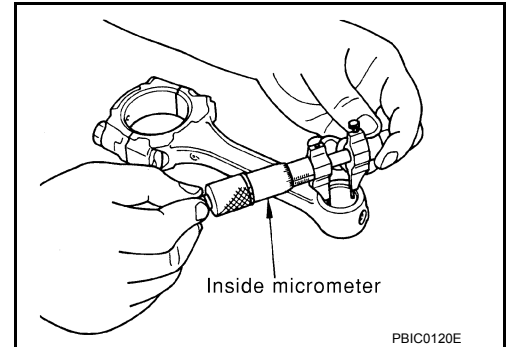


CONNECTING ROD BUSHING OIL CLEARANCE (SMALL END)

Connecting Rod Bushing Inside Diameter (Small End)

Measure inside diameter of connecting rod bushing using suitable tool.

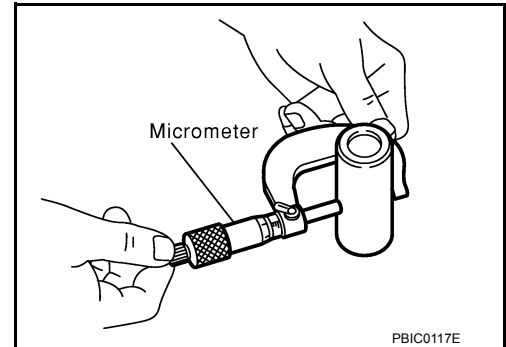
Standard : 22.000 - 22.012 mm (0.8661 - 0.8666 in)



Piston Pin Diameter

Measure diameter of piston pin using suitable tool.

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



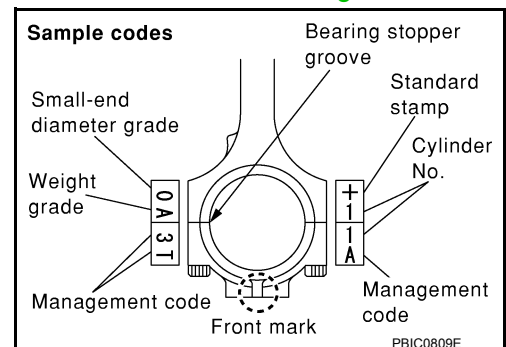
Connecting Rod Bushing Oil Clearance (Small End)

(Connecting rod bushing oil clearance) = (Connecting rod bushing inner diameter) – (Piston pin outer diameter)

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

Limit : 0.030 mm (0.0012 in)

- 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-241. "How to Select Piston and Bearing"](#).
- If replacing connecting rod assembly, follow the "CONNECTING ROD BEARING OIL CLEARANCE" procedure to select the connecting rod bearing.



ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

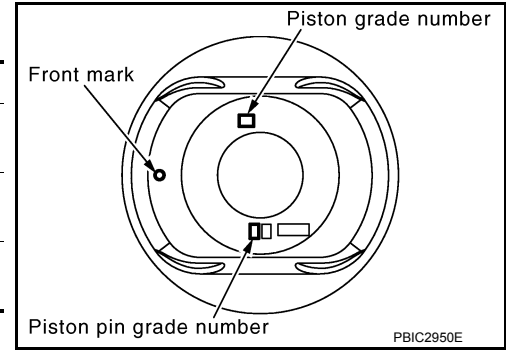
[VQ40DE]

Factory installed parts grading:

- Only grade "0".

Grade	Unit: mm (in)	
	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

- Remove any oil, scale, gasket, sealant and carbon deposits from the cylinder block surface.

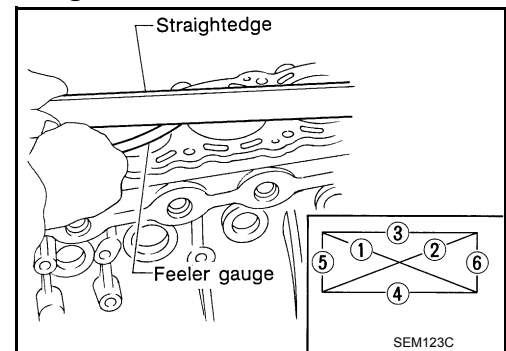
CAUTION:

Do not allow any debris to enter engine oil or engine coolant passages.

- Measure the distortion on the cylinder block upper face at some different points in six directions with straightedge and feeler gauge.

Limit : 0.1 mm (0.004 in)

- If it exceeds the limit, replace cylinder block.



MAIN BEARING HOUSING INNER DIAMETER

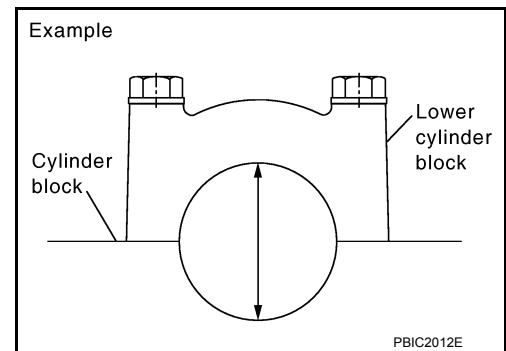
- Install lower cylinder block without installing main bearings, and tighten lower cylinder block bolts to the specified torque. Refer to [EM-219, "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of main bearing housing with bore gauge.

Standard : 74.993 - 75.017 mm (2.9525 - 2.9534 in)

- If out of the standard, replace cylinder block 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 bore gauge, measure cylinder bore for wear, out-of-round and taper at six different points on each cylinder. [(X) and (Y) directions at (A), (B) and (C)] [(X) is in longitudinal direction of engine].

Standard inner diameter:

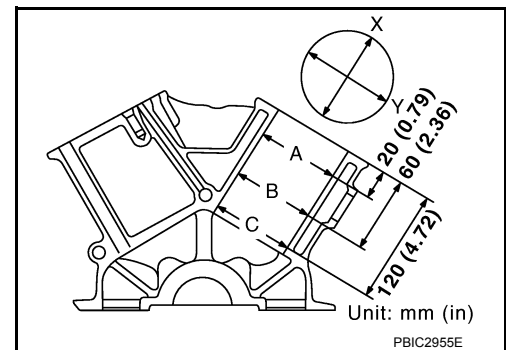
95.500 - 95.530 mm (3.7598 - 3.7610 in)

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

0.015 mm (0.0006 in)

Taper limit [Difference between (A) and (C)]:

0.01 mm (0.0004 in)

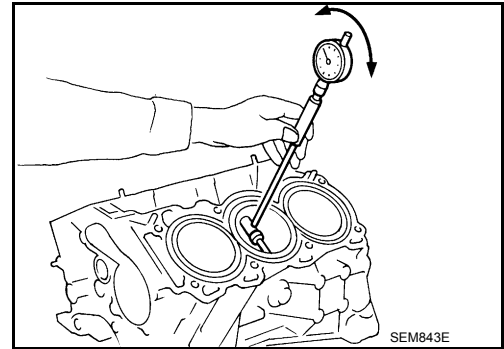


ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

- If the measured value exceeds the limit, or if there are scratches and/or seizure on the cylinder inner wall, hone or re-bore the inner wall.



Piston Skirt Diameter

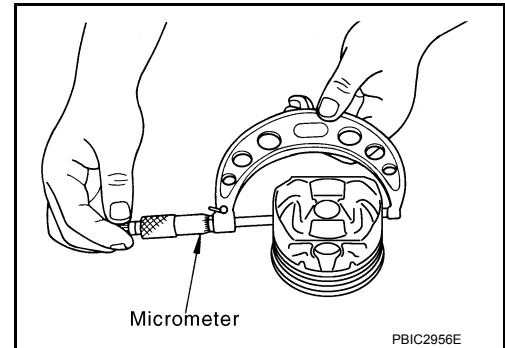
Measure the outer diameter of piston skirt with micrometer.

Measure point

: Distance from the top 43.03 mm (1.6941 in)

Standard

: 95.480 - 95.510 mm (3.7590 - 3.7602 in)



Piston to Cylinder Bore Clearance

Calculate by piston skirt diameter and cylinder bore inner diameter [direction (X), position (B)].
(Clearance) = (Cylinder bore inner diameter) – (Piston skirt diameter).

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

Limit : 0.08 mm (0.0031 in)

- If the calculated value exceeds the limit, replace piston and piston pin assembly. Refer to [EM-241, "How to Select Piston and Bearing"](#).

Re-boring Cylinder Bore

1. Cylinder bore size is determined by adding piston to cylinder bore clearance to piston skirt diameter.

Re-bored size calculation: $D = A + B - C$

where,

D: Bored diameter

A: Piston skirt diameter as measured

B: Piston to cylinder bore clearance (standard value)

C: Honing allowance 0.02 mm (0.0008 in)

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 the finished cylinder bore for out-of-round and taper.

NOTE:

Measurement should be done after cylinder bore cools down.

CRANKSHAFT MAIN JOURNAL DIAMETER

- Measure the outer diameter of crankshaft main journals with micrometer.

Standard : 69.951 - 69.975 mm (2.7540 - 2.7549 in) dia.

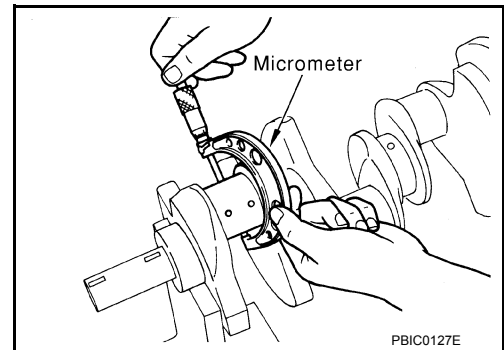
- If out of the standard, measure the main bearing oil clearance. Then use undersize bearing.

CRANKSHAFT PIN JOURNAL DIAMETER

- Measure the outer diameter of crankshaft pin journal with micrometer.

Standard : 53.956 - 53.974 mm (2.1242 - 2.1250 in) dia.

- If out of the standard, measure the connecting rod bearing oil clearance. Then use undersize bearing.



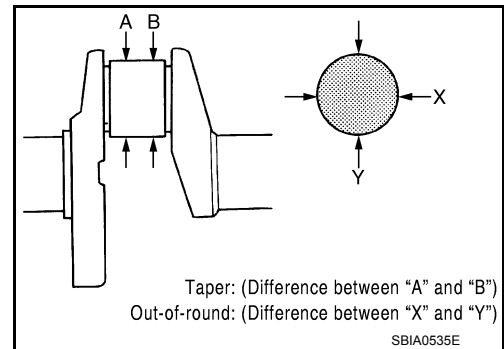
OUT-OF-ROUND AND TAPER OF CRANKSHAFT

- Measure the dimensions at four different points as shown on each main journal and pin journal with micrometer.
- Out-of-round is indicated by the difference in the dimensions between (X) and (Y) at (A) and (B).
- Taper is indicated by the difference in the dimensions between (A) and (B) at (X) and (Y).

Limit:

**Out-of-round [Difference between (X) and (Y)]
: 0.002 mm (0.0001 in)**

**Taper [Difference between (A) and (B)]
: 0.002 mm (0.0001 in)**



- 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.

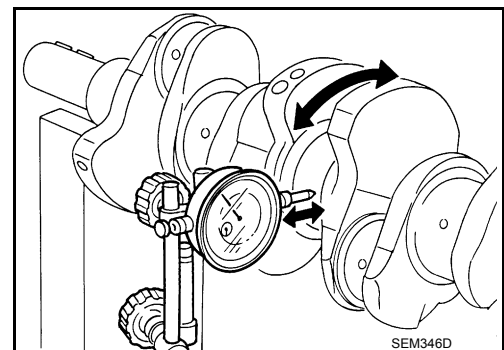
CRANKSHAFT RUNOUT

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

Standard : Less than 0.05 mm (0.002 in)

Limit : 0.10 mm (0.0039 in)

- If it exceeds the limit, replace crankshaft.



CONNECTING ROD BEARING OIL CLEARANCE

Method by Calculation

A
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ENGINE UNIT

[VQ40DE]

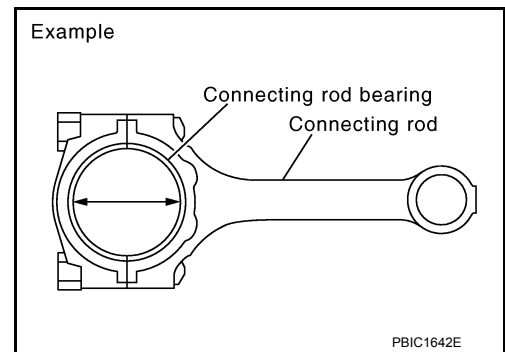
< UNIT DISASSEMBLY AND ASSEMBLY >

- Install connecting rod bearings to connecting rod and cap, and tighten connecting rod bolts to the specified torque. Refer to [EM-219. "Disassembly and Assembly"](#) for the tightening procedure.
- Measure the inner diameter of connecting rod bearing with inside micrometer.

(Bearing oil clearance) = (Connecting rod bearing inner diameter) – (Crankshaft pin journal diameter)

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

Limit : 0.070 mm (0.0028 in)



- 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-241. "How to Select Piston and Bearing"](#).

Method of Using Plastigage

- Remove oil and dust on crankshaft pin journal and the surfaces of each bearing completely.
- Cut 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 cap, and tighten connecting rod bolts to the specified torque. Refer to [EM-219. "Disassembly and Assembly"](#) for the tightening procedure.

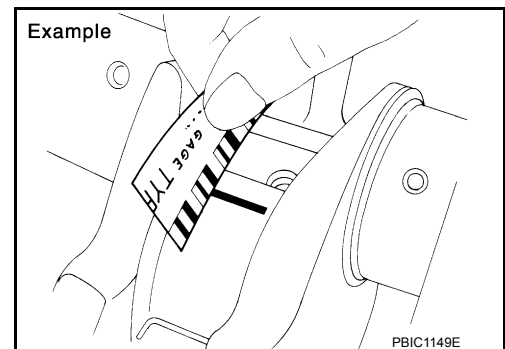
CAUTION:

Do not rotate crankshaft.

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

NOTE:

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



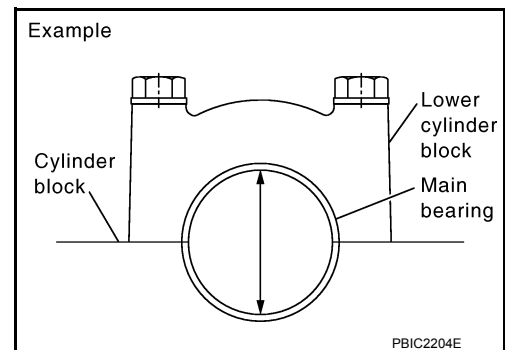
MAIN BEARING OIL CLEARANCE

Method by Calculation

- Install main bearings to cylinder block and lower cylinder block, and tighten lower cylinder block bolts to the specified torque. Refer to [EM-219. "Disassembly and Assembly"](#) for the tightening procedure.
 - Measure the inner diameter of main bearing with bore gauge.
- (Bearing clearance) = (Main bearing inner diameter) – (Crankshaft main journal diameter)

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

Limit : 0.065 mm (0.0026 in)



- If the calculated value exceeds the limit, select proper main bearing according to main bearing inner diameter and crankshaft main journal diameter to obtain specified bearing oil clearance. Refer to [EM-241. "How to Select Piston and Bearing"](#).

Method of Using Plastigage

- Remove engine oil and dust on crankshaft main journal and the surfaces of each bearing completely.
- Cut plastigage slightly shorter than the bearing width, and place it in crankshaft axial direction, avoiding oil holes.
- Install main bearings to cylinder block and lower cylinder block, and tighten lower cylinder block bolts to the specified torque. Refer to [EM-219. "Disassembly and Assembly"](#) for the tightening procedure.

CAUTION:

ENGINE UNIT

< UNIT DISASSEMBLY AND ASSEMBLY >

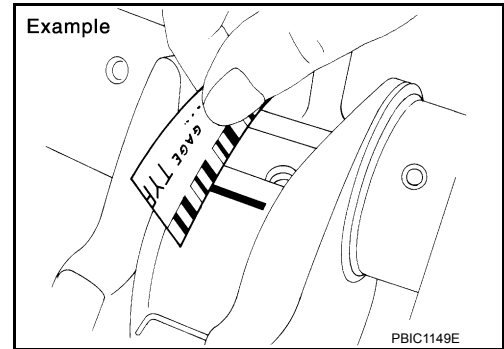
[VQ40DE]

Do not rotate crankshaft.

- Remove lower cylinder block and bearings, and using scale on plastigage bag, measure the plastigage width.

NOTE:

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

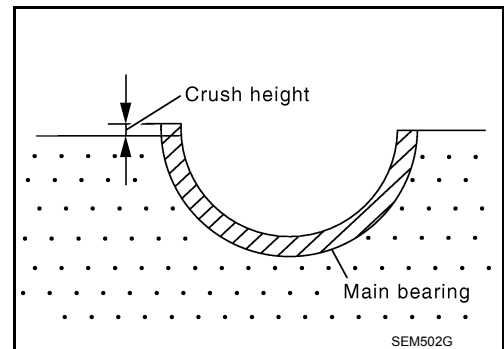


CRUSH HEIGHT OF MAIN BEARING

- When lower cylinder block is removed after being tightened to the specified torque with main bearings installed, the tip end of bearing must protrude. Refer to [EM-219, "Disassembly and Assembly"](#) for the tightening procedure.

Standard : There must be crush height.

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

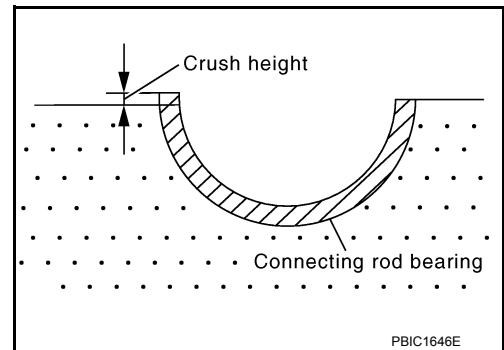


CRUSH HEIGHT OF CONNECTING ROD BEARING

- When connecting rod bearing cap is removed after being tightened to the specified torque with connecting rod bearings installed, the tip end of bearing must protrude. Refer to [EM-219, "Disassembly and Assembly"](#) for the tightening procedure.

Standard : There must be crush height.

- If the standard is not met, replace connecting rod bearings.

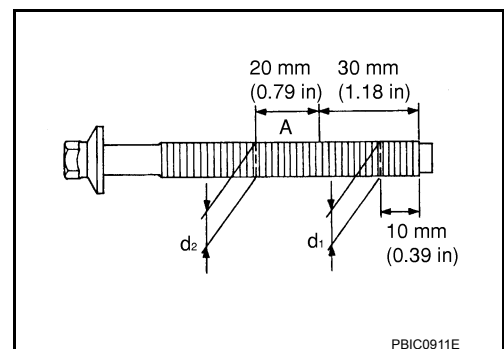


LOWER CYLINDER BLOCK BOLT OUTER DIAMETER

- Measure the outer diameters [(d1), (d2)] at two positions as shown.
- If reduction appears in (A) range, regard it as (d2).

Limit [(d1) - (d2)] : 0.11 mm (0.0051 in)

- If it exceeds the limit (large difference in dimensions), replace lower cylinder block bolt with new one.



CONNECTING ROD BOLT OUTER DIAMETER

ENGINE UNIT

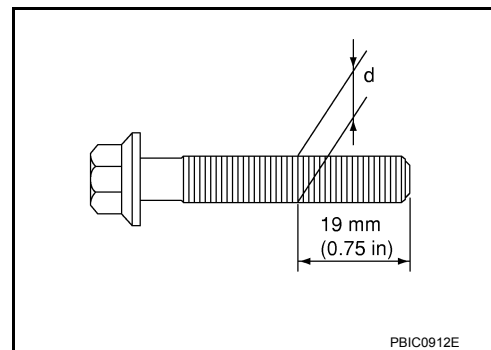
[VQ40DE]

< UNIT DISASSEMBLY AND ASSEMBLY >

- Measure the outer diameter (d) at position shown.
- If the reduction appears in a position other than (d), regard it as (d).

Limit : 7.75 mm (0.3051 in)

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



FLYWHEEL RUNOUT (M/T)

NOTE:

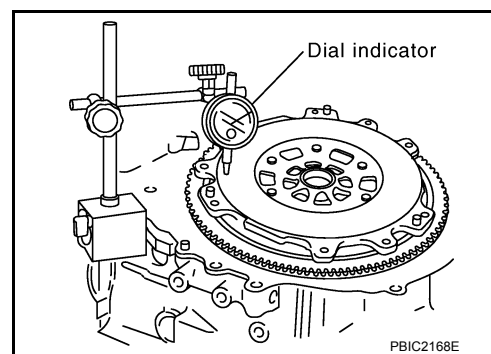
- This inspection is for double mass flywheel only.
- Do not disassemble the double mass flywheel.

Flywheel Deflection

- Measure the deflection of the flywheel contact surface to the clutch with a dial indicator.
- Measure the runout at 210 mm (8.27 in) diameter.

Limit : 0.45 mm (0.0177 in) or less

- When measured value exceeds the limit, replace the flywheel with a new one.



MOVEMENT AMOUNT OF FLYWHEEL (M/T MODELS)

CAUTION:

Do not disassemble double mass flywheel.

Movement Amount of Thrust (Fore-and-Aft) Direction

- Measure the movement amount of thrust (fore-and-aft) direction when 100 N (10.2 kg, 22 lb) force is added at the portion of 125 mm (4.92 in) radius from the center of flywheel.

Standard : 1.3 mm (0.051 in) or less

- If measured value is out of the standard, replace flywheel.

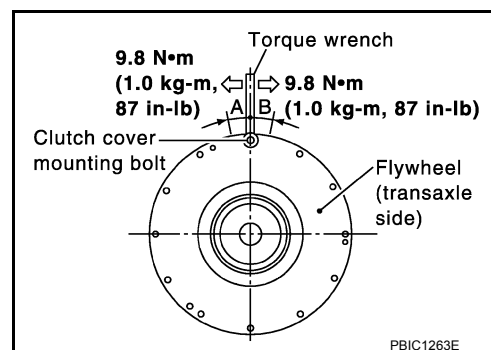
Movement Amount in Radial (Rotation) Direction

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 (1.0 kg-m, 87 in-lb) to keep it from loosening.
2. Put a mating mark on circumferences of the two flywheel masses without applying any load (Measurement standard points).
3. Apply a force of 9.8 N·m (1.0 kg-m, 87 in-lb) in each direction, and mark the movement amount on the mass on the transmission side.
4. Measure the dimensions of movement amounts (A) and (B) on circumference of flywheel on the transmission side.

Standard: 44.3 mm (1.744 in) or less.

- If measured value is out of the standard, replace flywheel.



DRIVE PLATE (A/T MODELS)

ENGINE UNIT

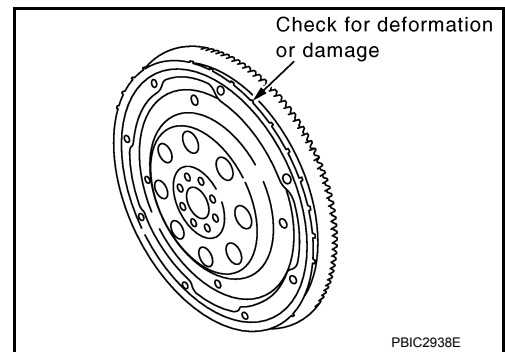
< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

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

CAUTION:

- Do not disassemble drive plate.
- Do not 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.

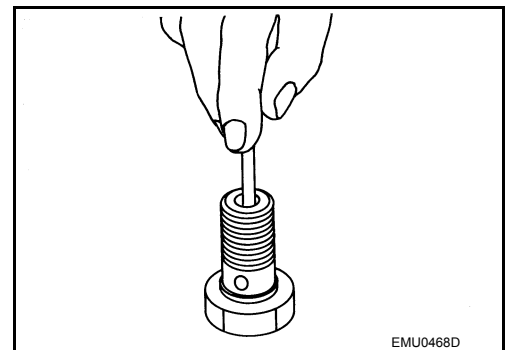


OIL JET

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



Dowel Pin Alignment

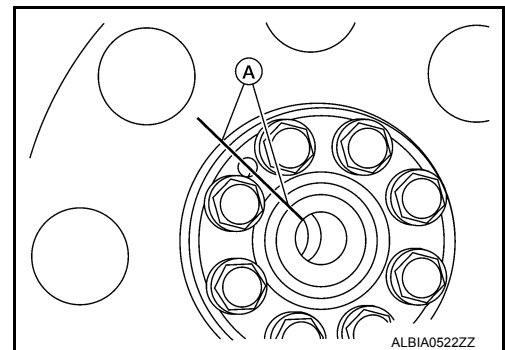
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REMOVAL

1. Use suitable tool to lock the drive plate (A/T models) or flywheel (M/T models) and match mark (A) the drive plate or flywheel before removing the bolts.

CAUTION:

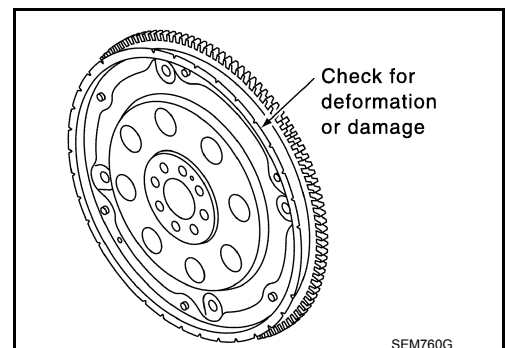
Do not damage the ring gear teeth, or the signal plate teeth behind the ring gear.



2. Remove drive plate (A/T models) or flywheel (M/T models).
 - Loosen the drive plate or flywheel bolts in a diagonal order.

CAUTION:

- Do not place drive plate (A/T models) or flywheel (M/T models) with signal plate facing down.
- When handling the signal plate, take care not to damage or scratch it.
- Handle the signal plate in a manner that prevents it from becoming magnetized



INSTALLATION (A/T models)

1. Installation is in the reverse order of removal.

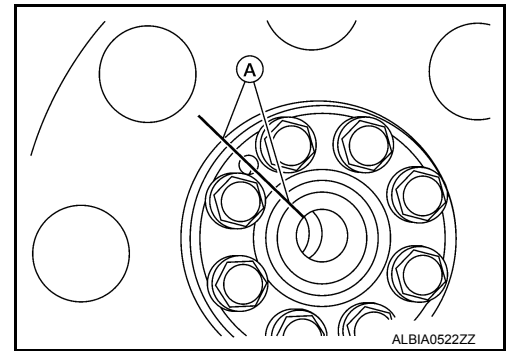
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ENGINE UNIT

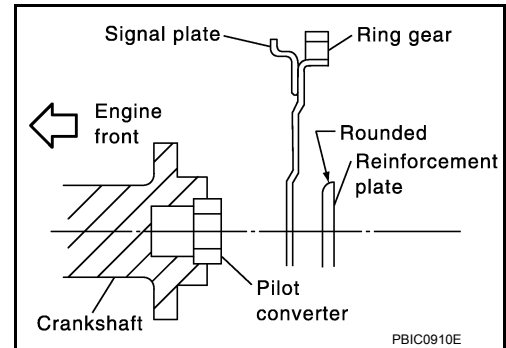
< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

- When installing the drive plate to the crankshaft, use the match mark (A) as shown to correctly align the crankshaft side dowel pin to the drive plate side dowel pin hole.



- Install the drive plate and the reinforcement plate in the direction as shown.

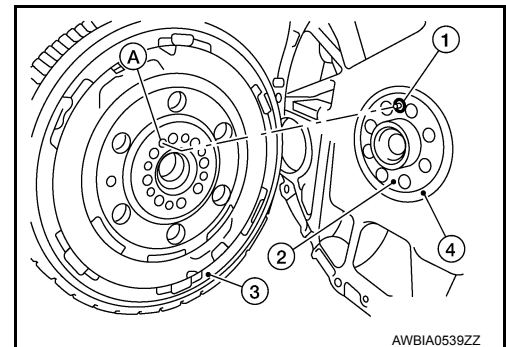


- Tighten the drive plate bolts in a diagonal pattern in two steps. Refer to [EM-218. "Exploded View"](#).

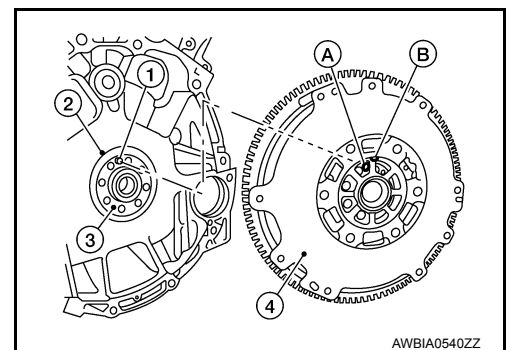
INSTALLATION (M/T models)

1. Installation is in the reverse order of removal after the following.
 - Be sure the dowel pin is installed in the crankshaft.

- When installing the flywheel (3) to the crankshaft (2), be sure to correctly align crankshaft side dowel pin (1) to the flywheel side dowel pin hole (A) as shown.
- Oil seal (4)



- There is a locator mark (B) on the clutch cover side of the flywheel (4). Refer to this for ease of installation.
- Crankshaft dowel pin (1)
- Oil seal (2)
- Crankshaft (3)
- Flywheel (4)
- Dowel pin hole (A)
- Dowel pin locator mark (B)



- Tighten the flywheel bolts in a diagonal pattern in two steps. Refer to [EM-219. "Disassembly and Assembly"](#).

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

HOW TO SELECT PISTON AND BEARING

How to Select Piston and Bearing

INFOID:000000007322464

DESCRIPTION

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, follow the applicable procedures.

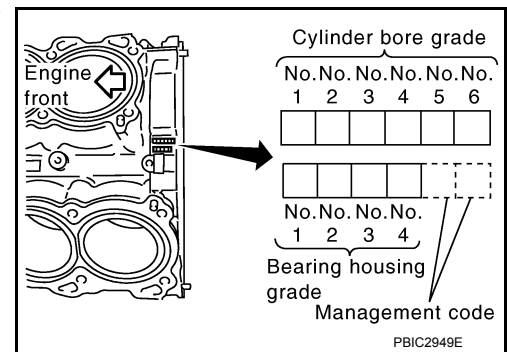
HOW TO SELECT PISTON

When New Cylinder Block is Used

Check the cylinder bore grade [(1), (2), or (3)] on rear side of cylinder block, and select piston of the same grade.

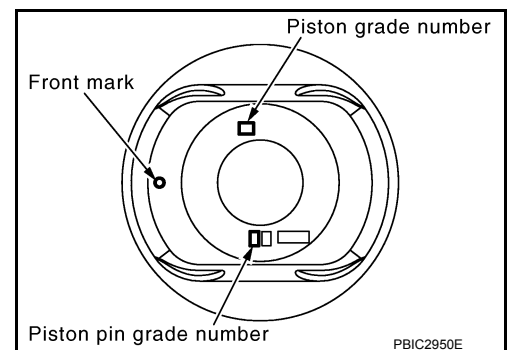
NOTE:

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-229. "Inspection After Disassembly"](#).
2. Determine the bore grade by comparing the measurement with the values under the cylinder bore inner diameter of the "Piston Selection Table".



HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

3. Select piston of the same grade.

Piston Selection Table

Unit: mm (in)

Grade	1	2 (or no mark)	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.

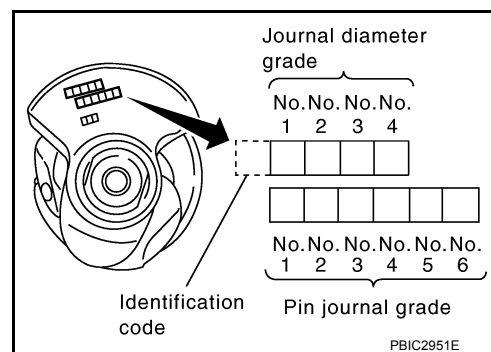
HOW TO SELECT CONNECTING ROD BEARING

When New Connecting Rod and Crankshaft are Used

Check pin journal grade [(0), (1), or (2)] on front of crankshaft, and select connecting rod bearing of the same grade.

NOTE:

There is no grading for connecting rod big end diameter.



When Crankshaft and Connecting Rod are Reused

1. Measure the connecting rod big end diameter. Refer to [EM-229, "Inspection After Disassembly"](#).
2. Make sure that the connecting rod big end diameter is within the standard value.
3. Measure the crankshaft pin journal diameter. Refer to [EM-229, "Inspection After Disassembly"](#).
4. Determine the grade of crankshaft pin journal grade by corresponding to the measured dimension in "Crankshaft pin journal diameter" column of "Connecting Rod Bearing Selection Table".
5. Select connecting rod bearing of the same grade.

Connecting Rod Bearing Selection Table

Unit: mm (in)

Connecting rod big end diameter	57.000 - 57.013 (2.2441 - 2.2446)
---------------------------------	-----------------------------------

Unit: mm (in)

Crankshaft		Connecting rod bearing		
Crankshaft pin journal diameter	Grade (Mark)	Dimension (Bearing thickness range)	Bearing grade No.	Color
53.968 - 53.974 (2.1247 - 2.1250)	0	1.500 - 1.503 (0.0591 - 0.0592)	STD 0	Black
53.962 - 53.968 (2.1245 - 2.1247)	1	1.503 - 1.506 (0.0592 - 0.0593)	STD 1	Brown
53.956 - 53.962 (2.1242 - 2.1245)	2	1.506 - 1.509 (0.0593 - 0.0594)	STD 2	Green

Undersize Bearings 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.

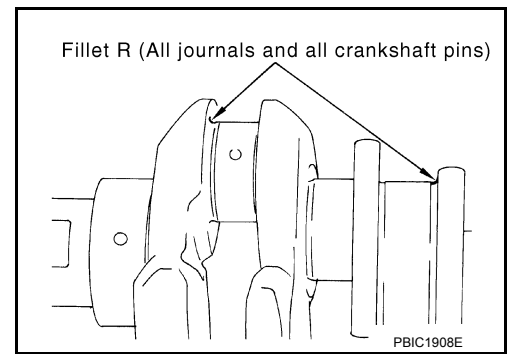
CAUTION:

HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

In grinding crankshaft pin to use undersize bearings, keep the fillet R [1.5 - 1.7 mm (0.059 - 0.067 in)].



Bearing undersize table

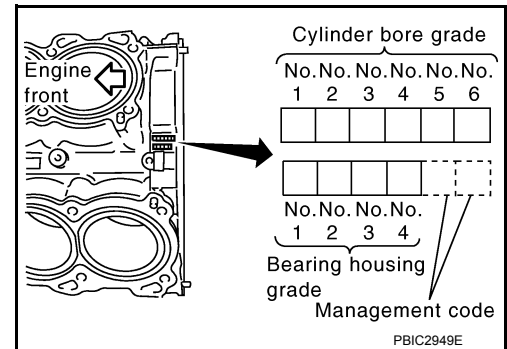
Unit: mm (in)

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

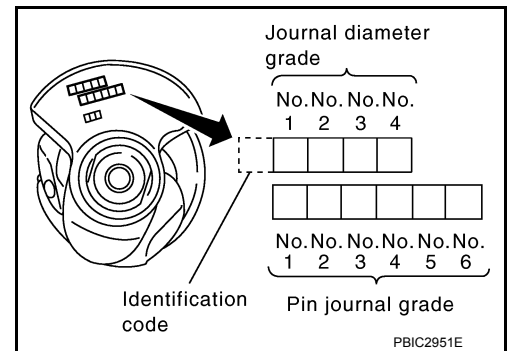
HOW TO SELECT MAIN BEARING

When New Cylinder Block and Crankshaft are Used

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



2. "Main Bearing Selection Table" columns correspond to journal diameter grade on front side of crankshaft.



3. Select main bearing grade at the point where selected row and column meet in "Main Bearing Selection Table".

When Cylinder Block and Crankshaft are Reused

1. Measure cylinder block main bearing housing inner diameter and crankshaft main journal diameter. Refer to [EM-229. "Inspection After Disassembly"](#) and [EM-229. "Inspection After Disassembly"](#).
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. Select main bearing grade at the point where selected row and column meet in following selection table.

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HOW TO SELECT PISTON AND BEARING

< UNIT DISASSEMBLY AND ASSEMBLY >

[VQ40DE]

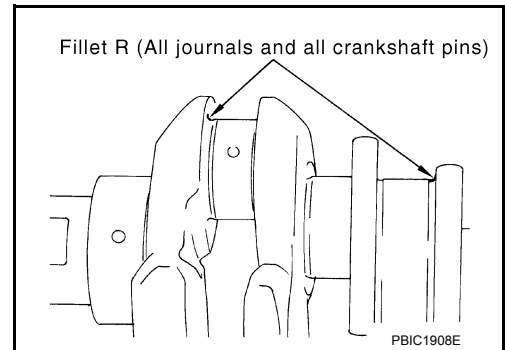
Code	Type	Size Range (mm)	Thickness Range (mm)	Color	Notes
0		2.500 - 2.503 (0.0984 - 0.0985)	19.9 - 20.1 (0.783 - 0.791)	Black	Grade is the same for upper and lower bearings.
1		2.503 - 2.506 (0.0985 - 0.0987)		Brown	
2		2.506 - 2.509 (0.0987 - 0.0988)		Green	
3		2.509 - 2.512 (0.0988 - 0.0989)		Yellow	
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	
01	UPR	2.503 - 2.506 (0.0985 - 0.0987)	19.9 - 20.1 (0.783 - 0.791)	Brown	Grade is different for upper and lower bearings.
	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 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 [1.5 - 1.7 mm (0.059 - 0.067 in)].



Bearing undersize table

Unit: mm (in)

Size	Thickness
US 0.25 (0.0098)	2.633 - 2.641 (0.1037 - 0.1040)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

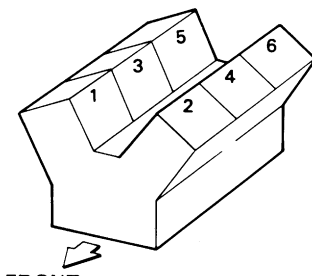
Standard and Limit

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GENERAL SPECIFICATIONS

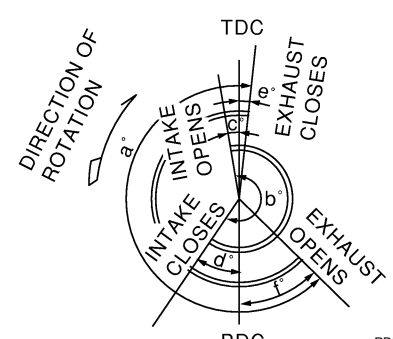
Cylinder arrangement	V-6	
Displacement cm ³ (cu in)	3,954 (241.30)	
Bore and stroke mm (in)	95.5 × 92.0 (3.76 × 3.622)	
Valve arrangement	DOHC	
Firing order	1-2-3-4-5-6	
Number of piston rings	Compression	2
	Oil	1
Number of main bearings	4	
Compression ratio	9.7	
Compression pressure kPa (kg/cm ² , psi)/300 rpm	Standard	1,275 (13.0, 185)
	Minimum	981 (10.0, 142)
	Differential limit between cylinders	98 (1.0, 14)

Cylinder number



SEM713A

Valve timing
(Intake valve timing control - "OFF")



PBIC0187E

Unit: degree

a	b	c	d	e	f
244	240	-4	64	6	58

DRIVE BELT

Tension of drive belts	Auto adjustment by auto-tensioner
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INTAKE MANIFOLD COLLECTOR, INTAKE MANIFOLD AND EXHAUST MANIFOLD

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Unit: mm (in)

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

SPARK PLUG

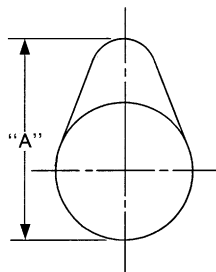
Make	NGK
Standard type*	DILFR5A-11
Gap (nominal)	1.1 mm (0.043 in)

*: Always check with the Parts Department for the latest parts information.

CAMSHAFT AND CAMSHAFT BEARING

Unit: mm (in)

Items		Standard	Limit
Camshaft journal oil clearance	No. 1	0.045 - 0.086 (0.0018 - 0.0034)	0.15 (0.0059)
	No. 2, 3, 4	0.035 - 0.076 (0.0014 - 0.0030)	
Camshaft journal length	No. 1	27.500 - 27.548 (1.0827 - 1.0846)	—
Camshaft bracket inner diameter	No. 1	26.000 - 26.021 (1.0236 - 1.0244)	—
	No. 2, 3, 4	23.500 - 23.521 (0.9252 - 0.9260)	—
Camshaft 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 end play		0.115 - 0.188 (0.0045 - 0.0074)	0.24 (0.0094)
Camshaft cam height (A)	Intake	45.465 - 45.655 (1.7900 - 1.7974)	45.265 (1.7821)
	Exhaust	45.075 - 45.265 (1.7746 - 1.7821)	44.875 (1.7667)
Camshaft runout [TIR*1]		Less than 0.02 (0.0008)	0.05 (0.002)
Camshaft sprocket runout [TIR*2]		—	0.15 (0.0059)



SEM671

*1: Total indicator reading

Valve Seal

Unit: mm (in)

Items	Standard
Valve seal installed height (H)	14.3 - 14.9 (0.563 - 0.587)

Valve Lifter

Unit: mm (in)

Items	Standard
Valve lifter outer diameter	33.977 - 33.987 (1.3377 - 1.3381)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Valve lifter hole diameter	34.000 - 34.016 (1.3386 - 1.3392)
Valve lifter clearance	0.013 - 0.039 (0.0005 - 0.0015)

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)

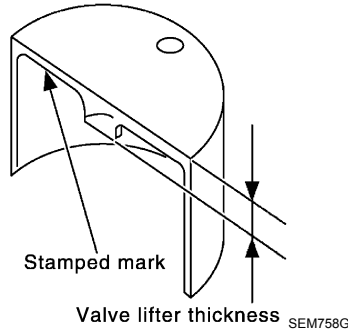
Identification (stamped) mark*		Thickness
Intake	Exhaust	
788U	N788	7.88 (0.3102)
790U	N790	7.90 (0.3110)
792U	N792	7.92 (0.3118)
794U	N794	7.94 (0.3126)
796U	N796	7.96 (0.3134)
798U	N798	7.98 (0.3142)
800U	N800	8.00 (0.3150)
802U	N802	8.02 (0.3157)
804U	N804	8.04 (0.3165)
806U	N806	8.06 (0.3173)
808U	N808	8.08 (0.3181)
810U	N810	8.10 (0.3189)
812U	N812	8.12 (0.3197)
814U	N814	8.14 (0.3205)
816U	N816	8.16 (0.3213)
818U	N818	8.18 (0.3220)
820U	N820	8.20 (0.3228)
822U	N822	8.22 (0.3236)
824U	N824	8.24 (0.3244)
826U	N826	8.26 (0.3252)
828U	N828	8.28 (0.3260)
830U	N830	8.30 (0.3268)
832U	N832	8.32 (0.3276)
834U	N834	8.34 (0.3283)
836U	N836	8.36 (0.3291)
838U	—	8.38 (0.3299)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Identification (stamped) mark*		Thickness
Intake	Exhaust	
840U	—	8.40 (0.3307)

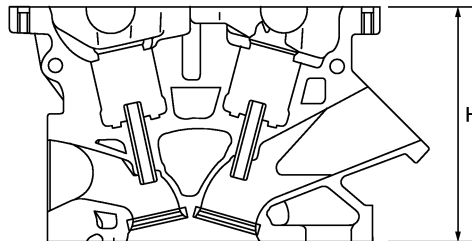


*: Always check with the Parts Department for the latest parts information.

CYLINDER HEAD

Unit: mm (in)

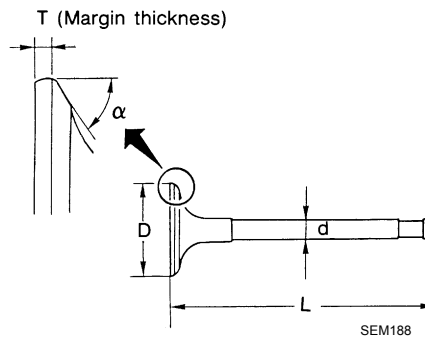
Items	Standard	Limit
Head surface distortion	Less than 0.03 (0.0012)	0.1 (0.004)
Normal cylinder head height (H)	126.3 - 126.5 (4.972 - 4.980)	—
Cylinder head No. 1 camshaft journal bearing length	27.360 - 27.385 (1.0772 - 1.0781)	—



PBIC0924E

Valve Dimensions

Unit: mm (in)



Valve head diameter (D)	Intake	37.0 - 37.3 (1.4567 - 1.4685)
	Exhaust	31.2 - 31.5 (1.228 - 1.240)
Valve length (L)	Intake	96.46 (3.7976)
	Exhaust	93.99 (3.7004)

SERVICE DATA AND SPECIFICATIONS (SDS)

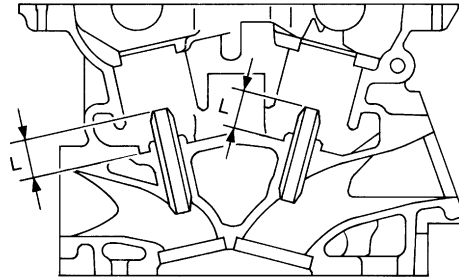
< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Valve stem diameter (d)	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.955 - 5.970 (0.2344 - 0.2350)
Valve seat angle (α)	Intake	45°15' - 45°45'
	Exhaust	
Valve margin (T)	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)

Valve Guide

Unit: mm (in)

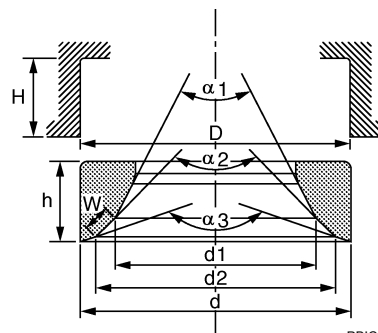


SEM950E

Items		Standard	0.2 (0.008) oversize (Service)
Valve guide	Outer diameter	10.023 - 10.034 (0.3946 - 0.3950)	10.223 - 10.234 (0.4025 - 0.4029)
	Inner diameter (Finished size)	6.000 - 6.018 (0.2362 - 0.2369)	
Cylinder head valve guide hole diameter		9.975 - 9.996 (0.3927 - 0.3935)	10.175 - 10.196 (0.4006 - 0.4014)
Interference fit of valve guide		0.027 - 0.059 (0.0011 - 0.0023)	
Items		Standard	Limit
Valve guide clearance	Intake	0.020 - 0.053 (0.0008 - 0.0021)	0.08 (0.003)
	Exhaust	0.030 - 0.063 (0.0012 - 0.0025)	0.09 (0.004)
Projection length "L"		12.6 - 12.8 (0.496 - 0.504)	

Valve Seat

Unit: mm (in)



PBIC2745E

Items		Standard	Oversize [0.5 (0.020)] (Service)
Cylinder head seat recess diameter (D)	Intake	38.000 - 38.016 (1.4961 - 1.4967)	38.500 - 38.516 (1.5157 - 1.5164)
	Exhaust	32.200 - 32.216 (1.2677 - 1.2683)	32.700 - 32.716 (1.2874 - 1.2880)
Valve seat outer diameter (d)	Intake	38.097 - 38.113 (1.4999 - 1.5005)	38.597 - 38.613 (1.5196 - 1.5202)
	Exhaust	32.280 - 32.296 (1.2709 - 1.2715)	32.780 - 32.796 (1.2905 - 1.2912)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.064 - 0.096 (0.0025 - 0.0038)	

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Diameter (d1)*1	Intake	35 (1.38)	
	Exhaust	28.7 (1.130)	
Diameter (d2)*2	Intake	36.3 - 36.8 (1.429 - 1.449)	
	Exhaust	30.3 - 30.8 (1.193 - 1.213)	
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)	5.05 - 5.15 (0.1988 - 0.2028)
	Exhaust	5.9 - 6.0 (0.232 - 0.236)	4.95 - 5.05 (0.1949 - 0.1988)
Depth (H)	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

Valve Spring

Free height mm (in)	47.07 (1.8531)	
Pressure N (kg, lb) at height mm (in)	Installation	166 - 188 (16.9 - 19.2, 37 - 42) at 37.00 (1.4567)
	Valve open	373 - 421 (38.0 - 42.9, 84 - 95) at 27.20 (1.0709)
Squareness mm (in)	Limit	2.1 (0.083)

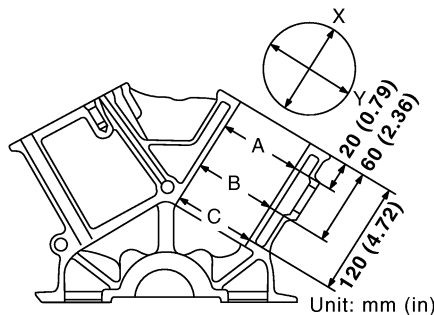
Spark Plug Tube

Unit: mm (in)

Items	Standard
Spark plug tube press-fit height (H)	38.1 - 39.1 (1.500 - 1.539)

CYLINDER BLOCK

Unit: mm (in)



Surface flatness	Standard		Less than 0.03 (0.0012)	
	Limit		0.1 (0.004)	
Main bearing housing inner diameter	Standard		74.993 - 75.017 (2.9525 - 2.9534)	
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)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

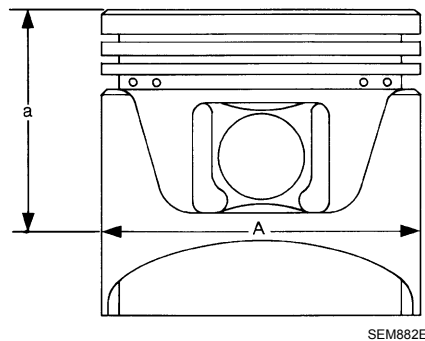
[VQ40DE]

Out-of-round [Difference between (X) and (Y)]	Limit	0.015 (0.0006)
Taper [Difference between (A) and (C)]		0.01 (0.0004)
Main bearing housing inner diameter (Without bearing) grades	Grade No. A	74.993 - 74.994 (2.9525 - 2.9525)
	Grade No. B	74.994 - 74.995 (2.9525 - 2.9526)
	Grade No. C	74.995 - 74.996 (2.9526 - 2.9526)
	Grade No. D	74.996 - 74.997 (2.9526 - 2.9526)
	Grade No. E	74.997 - 74.998 (2.9526 - 2.9527)
	Grade No. F	74.998 - 74.999 (2.9527 - 2.9527)
	Grade No. G	74.999 - 75.000 (2.9527 - 2.9528)
	Grade No. H	75.000 - 75.001 (2.9528 - 2.9528)
	Grade No. J	75.001 - 75.002 (2.9528 - 2.9528)
	Grade No. K	75.002 - 75.003 (2.9528 - 2.9529)
	Grade No. L	75.003 - 75.004 (2.9529 - 2.9529)
	Grade No. M	75.004 - 75.005 (2.9529 - 2.9529)
	Grade No. N	75.005 - 75.006 (2.9529 - 2.9530)
	Grade No. P	75.006 - 75.007 (2.9530 - 2.9530)
	Grade No. R	75.007 - 75.008 (2.9530 - 2.9531)
	Grade No. S	75.008 - 75.009 (2.9530 - 2.9531)
	Grade No. T	75.009 - 75.010 (2.9531 - 2.9531)
Grade No. U	75.010 - 75.011 (2.9531 - 2.9532)	
Grade No. V	75.011 - 75.012 (2.9532 - 2.9532)	
Grade No. W	75.012 - 75.013 (2.9532 - 2.9533)	
Grade No. X	75.013 - 75.014 (2.9533 - 2.9533)	
Grade No. Y	75.014 - 75.015 (2.9533 - 2.9533)	
Grade No. 4	75.015 - 75.016 (2.9533 - 2.9534)	
Grade No. 7	75.016 - 75.017 (2.9534 - 2.9534)	
Difference in inner diameter between cylinders	Standard	Less than 0.03 (0.0012)

PISTON, PISTON RING AND PISTON PIN

Available Piston

Unit: mm (in)



Items	Grade*	Standard	Limit
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)	—
Items		Standard	Limit
(a) dimension		43.03 (1.6941)	—
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)	0.08 (0.0031)

*: Always check with the Parts Department for the latest parts information.

Piston Ring

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Unit: mm (in)

Items		Standard	Limit
Side clearance	Top	0.045 - 0.080 (0.0018 - 0.0031)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	0.10 (0.0039)
	Oil ring	0.065 - 0.135 (0.0026 - 0.0053)	—
End gap	Top	0.23 - 0.33 (0.0091 - 0.0130)	0.56 (0.0220)
	2nd	0.33 - 0.48 (0.0130 - 0.0189)	0.68 (0.0268)
	Oil (rail ring)	0.20 - 0.50 (0.0079 - 0.0197)	0.85 (0.0335)

Piston Pin

Unit: mm (in)

Items	Grade*	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)	0.030 (0.0012)

*: Always check with the Parts Department for the latest parts information.

CONNECTING ROD

Unit: mm (in)

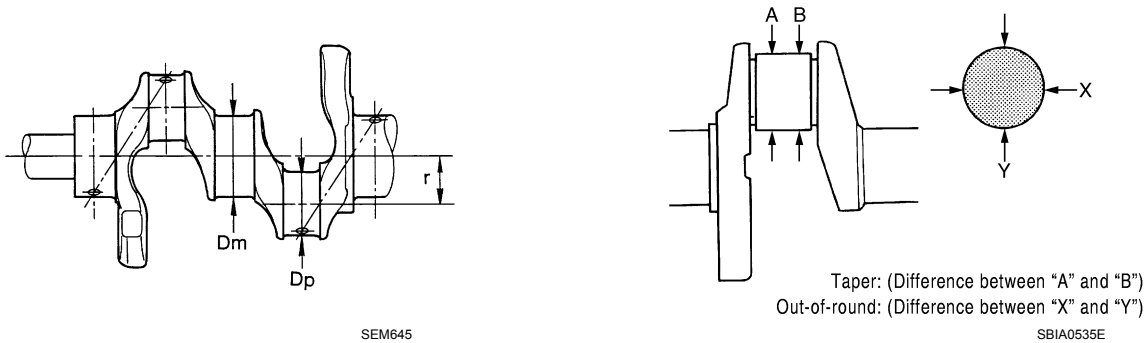
Items	Grade ¹	Standard	Limit
Center distance		165.82 - 165.92 (6.5283 - 6.5323)	—
Bend [per 100 (3.94)]		—	0.15 (0.0059)
Torsion [per 100 (3.94)]		—	0.30 (0.0118)
Connecting rod bushing inner diameter ²	Grade No. 0	22.000 - 22.006 (0.8661 - 0.8664)	—
	Grade No. 1	22.006 - 22.012 (0.8664 - 0.8666)	—
Connecting rod big end diameter (Without bearing)		57.000 - 57.013 (2.2441 - 2.2446)	—
Side clearance		0.20 - 0.35 (0.0079 - 0.0138)	40 (0.0157)

¹: Always check with the Parts Department for the latest parts information.

²: After installing in connecting rod

CRANKSHAFT

Unit: mm (in)



SERVICE DATA AND SPECIFICATIONS (SDS)

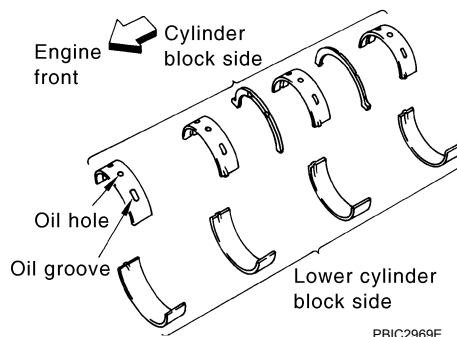
< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

		Grade	Dimension
Main journal diameter. (Dm) grade	Standard	Grade No. A	69.975 - 69.974 (2.7549 - 2.7549)
		Grade No. B	69.974 - 69.973 (2.7549 - 2.7548)
		Grade No. C	69.973 - 69.972 (2.7548 - 2.7548)
		Grade No. D	69.972 - 69.971 (2.7548 - 2.7548)
		Grade No. E	69.971 - 69.970 (2.7548 - 2.7547)
		Grade No. F	69.970 - 69.969 (2.7547 - 2.7547)
		Grade No. G	69.969 - 69.968 (2.7547 - 2.7546)
		Grade No. H	69.968 - 69.967 (2.7546 - 2.7546)
		Grade No. J	69.967 - 69.966 (2.7546 - 2.7546)
		Grade No. K	69.966 - 69.965 (2.7546 - 2.7545)
		Grade No. L	69.965 - 69.964 (2.7545 - 2.7545)
		Grade No. M	69.964 - 69.963 (2.7545 - 2.7544)
		Grade No. N	69.963 - 69.962 (2.7544 - 2.7544)
		Grade No. P	69.962 - 69.961 (2.7544 - 2.7544)
		Grade No. R	69.961 - 69.960 (2.7544 - 2.7543)
		Grade No. S	69.960 - 69.959 (2.7543 - 2.7543)
		Grade No. T	69.959 - 69.958 (2.7543 - 2.7542)
		Grade No. U	69.958 - 69.957 (2.7542 - 2.7542)
		Grade No. V	69.957 - 69.956 (2.7542 - 2.7542)
		Grade No. W	69.956 - 69.955 (2.7542 - 2.7541)
Grade No. X	69.955 - 69.954 (2.7541 - 2.7541)		
Grade No. Y	69.954 - 69.953 (2.7541 - 2.7540)		
Grade No. 4	69.953 - 69.952 (2.7540 - 2.7540)		
Grade No. 7	69.952 - 69.951 (2.7540 - 2.7540)		
Pin journal diameter. (Dp) grade	Standard	Grade No. 0	53.968 - 53.974 (2.1247 - 2.1250)
		Grade No. 1	53.962 - 53.968 (2.1245 - 2.1247)
		Grade No. 2	53.956 - 53.962 (2.1242 - 2.1245)
Center distance (r)			45.96 - 46.04 (1.8094 - 1.8126)
Taper [Difference between (A) and (B)]	Limit	0.002 (0.0001)	
Out-of-round [Difference between (X) and (Y)]		0.002 (0.0001)	
Crankshaft runout [TIR*]	Standard	Less than 0.05 (0.002)	
	Limit	0.10 (0.0039)	
Crankshaft end play	Standard	0.10 - 0.25 (0.0039 - 0.0098)	
	Limit	0.30 (0.0118)	

*: Total indicator reading

MAIN BEARING



Grade number*	UPR/LWR	Thickness	mm (in)	Width	mm (in)	Identification color	Remarks

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Grade	Type	Thickness (mm)	Thickness (in)	Color	Remarks
0	—	2.500 - 2.503	(0.0984 - 0.0985)	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	
01	UPR	2.503 - 2.506	(0.0985 - 0.0987)	Brown	Grade is different for upper and lower bearings.
	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	

*: Always check with the Parts Department for the latest parts information.

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

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

*: Always check with the Parts Department for the latest parts information.

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

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ40DE]

Unit: mm (in)

Items	Standard	Limit
Connecting rod bearing oil clearance	0.034 - 0.059 (0.0013 - 0.0023)*	0.070 (0.0028)

*: Actual clearance