

# ENGINE LUBRICATION & COOLING SYSTEMS

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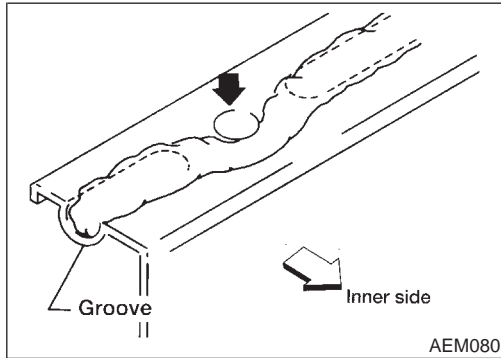
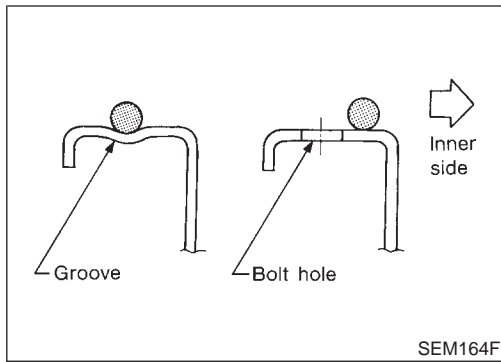
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# ENGINE LUBRICATION SYSTEM

## Precautions



## Precautions

### LIQUID GASKET APPLICATION PROCEDURE

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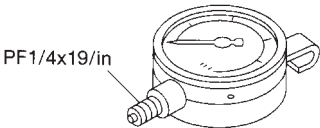
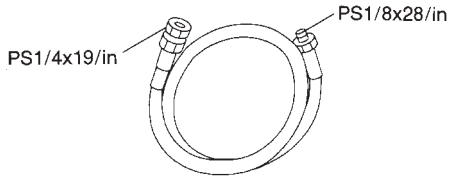
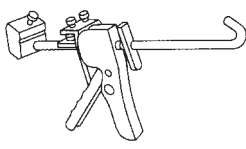
1. Use a scraper to remove all traces of old liquid gasket from mating surfaces and grooves. Also, completely clean any oil from these areas.
2. Apply a continuous bead of liquid gasket to mating surfaces. **(Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.)**
  - For oil pan, be sure liquid gasket diameter is 3.5 to 4.5 mm (0.138 to 0.177 in) or 4.5 to 5.5 mm (0.177 to 0.217 in) as specified.
3. Apply liquid gasket around the inner side of bolt holes (unless otherwise specified).
4. Assembly should be done within 5 minutes after coating.
5. Wait at least 30 minutes before refilling engine oil and engine coolant.

## Preparation

### SPECIAL SERVICE TOOLS

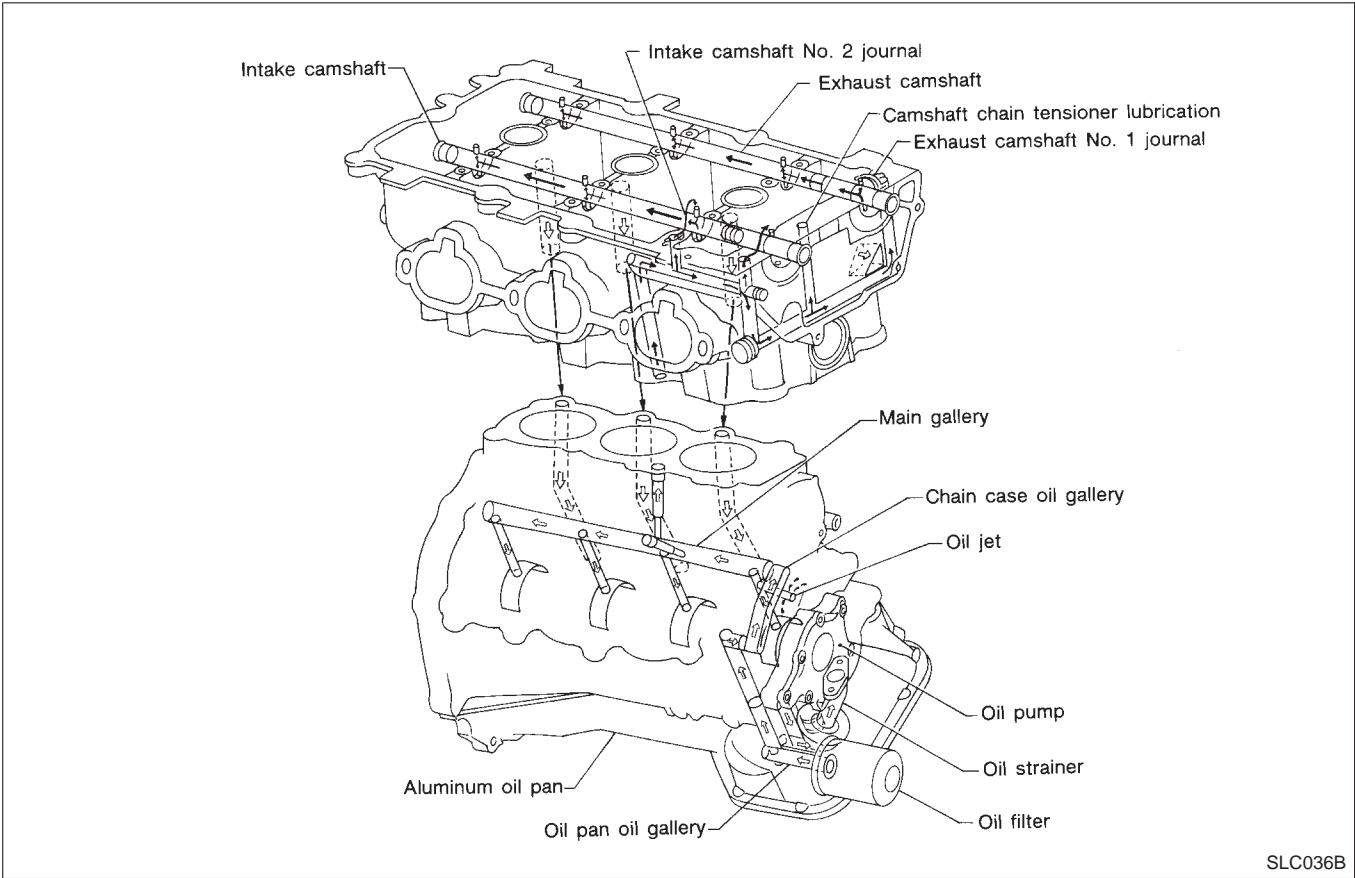
NHLC0002

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
ST25051001 (J25695-1) Oil pressure gauge	 <p>Measuring oil pressure <b>Maximum measuring range: 2,452 kPa (25 kg/cm<sup>2</sup>, 356 psi)</b></p> <p>NT558</p>
ST25052000 (J25695-2) Hose	 <p>Adapting oil pressure gauge to upper oil pan</p> <p>NT559</p>
WS39930000 ( — ) Tube pressure	 <p>Pressing the tube of liquid gasket</p> <p>NT052</p>

## Lubrication Circuit

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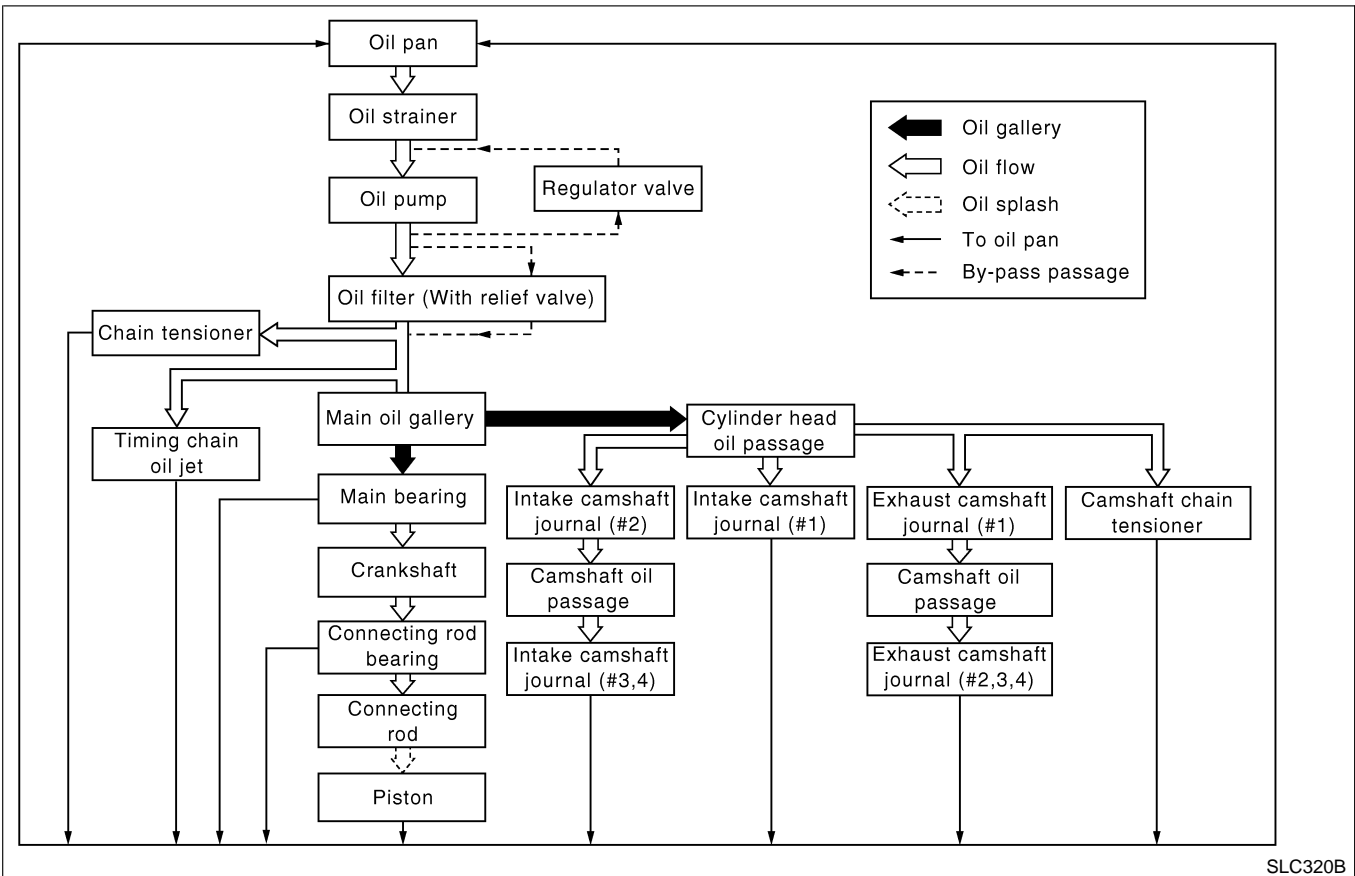
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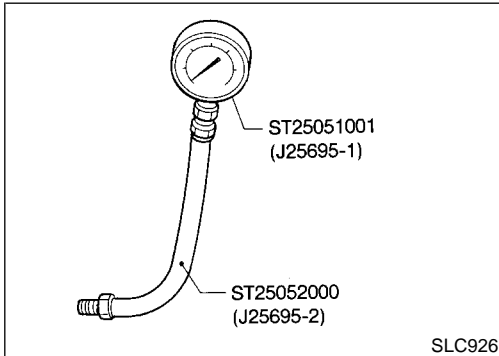
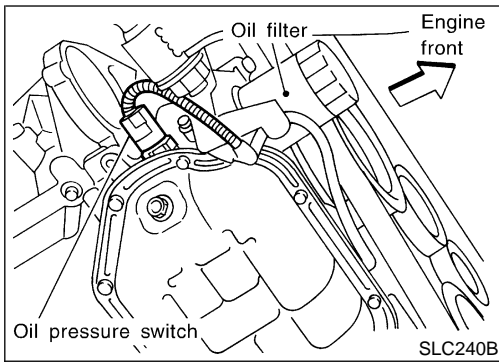
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# ENGINE LUBRICATION SYSTEM

## Oil Pressure Check



## Oil Pressure Check

NHLC0004

### WARNING:

- Be careful not to burn yourself, as the engine and oil may be hot.
  - Oil pressure check should be done in “Parking position”.
1. Check oil level.
  2. Remove oil pressure switch.
  3. Install pressure gauge.
  4. Start engine and warm it up to normal operating temperature.
  5. Check oil pressure with engine running under no-load.

Engine speed rpm	Approximate discharge pressure kPa (kg/cm <sup>2</sup> , psi)
Idle speed 2,000	More than 98 (1.0, 14) 390 (3.98, 56.6)

**If difference is extreme, check oil passage and oil pump for oil leaks.**

6. Install oil pressure switch with sealant.

## Oil Pump

### REMOVAL AND INSTALLATION

NHLC0005

#### CAUTION:

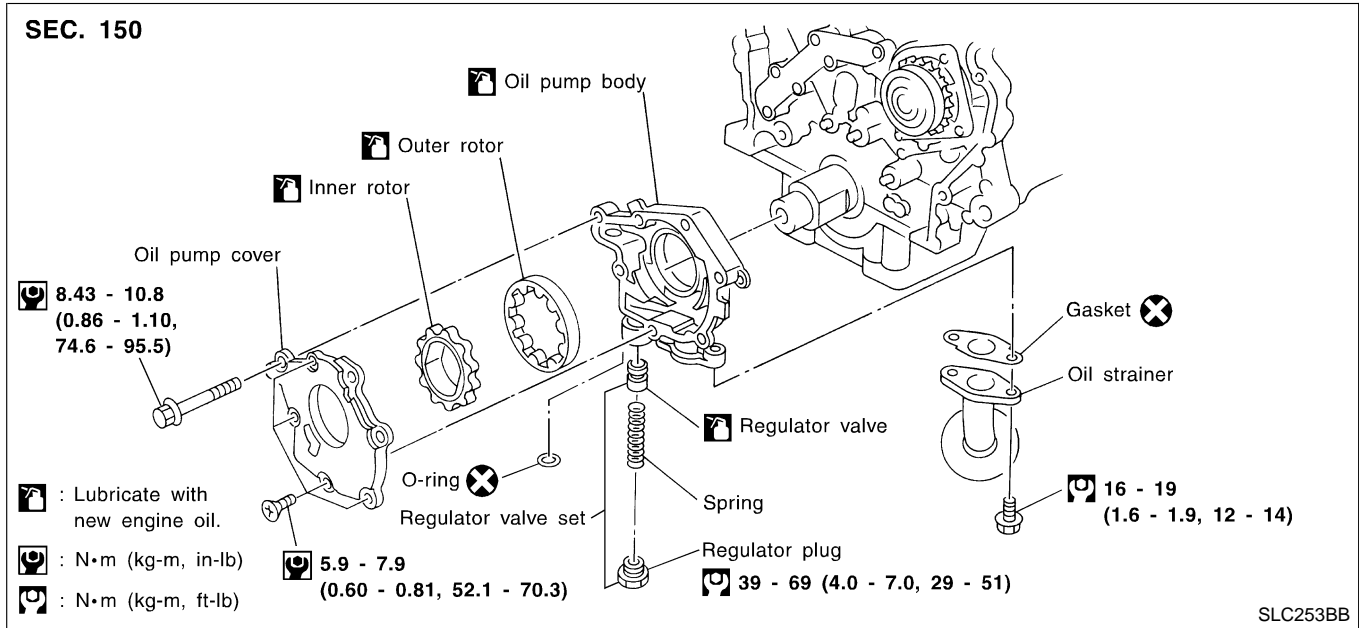
When removing the oil pans, oil pump assembly and timing chain from engine, first remove the camshaft position sensor (PHASE) and the crankshaft position sensor (REF)/(POS) from the assembly.

**Be careful not to damage sensor edge.**

1. Drain engine oil.
2. Remove drive belts.
3. Remove camshaft position sensor (PHASE), and crankshaft position sensor (REF)/(POS).
4. Remove engine lower covers.
5. Remove crankshaft pulley.
6. Remove front exhaust tube and its support.
7. Support engine at right and left side engine slingers with a suitable hoist.
8. Remove engine right side mounting insulator and bracket bolts and nuts.
9. Remove center member assembly.
10. Remove air compressor assembly and bracket.
11. Remove oil pans. Refer to EM-13, “Removal”.
12. Remove water pump cover.
13. Remove front cover assembly.
14. Remove timing chain. Refer to EM-23, “Removal”.
15. Remove oil pump assembly.
16. Reinstall any parts removed in reverse order of removal.

## DISASSEMBLY AND ASSEMBLY

NHLC0006



- When installing oil pump, apply engine oil to rotors.

### OIL PUMP INSPECTION

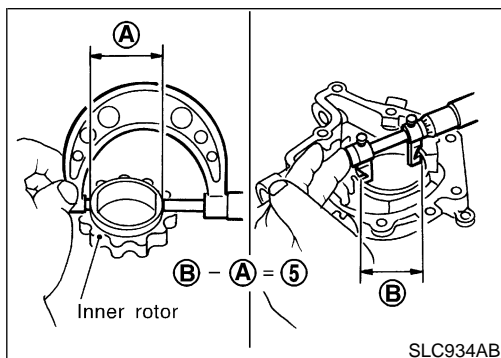
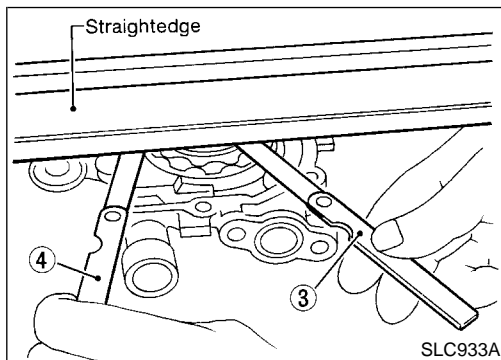
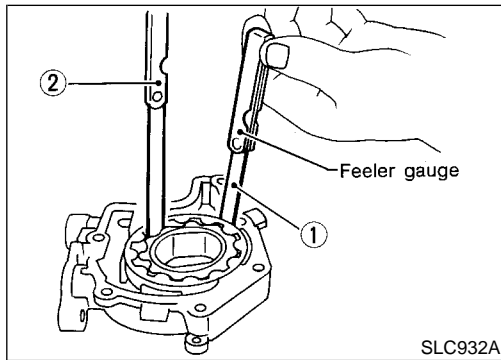
NHLC0007

Using a feeler gauge, straightedge and micrometers, check the following clearances:

Unit: mm (in)

Body to outer rotor radial clearance 1	0.114 - 0.200 (0.0045 - 0.0079)
Inner rotor to outer rotor tip clearance 2	Below 0.18 (0.0071)
Body to inner rotor axial clearance 3	0.030 - 0.070 (0.0012 - 0.0028)
Body to outer rotor axial clearance 4	0.050 - 0.110 (0.0020 - 0.0043)
Inner rotor to brazed portion of housing clearance 5	0.045 - 0.091 (0.0018 - 0.0036)

- If the tip clearance (2) exceeds the limit, replace rotor set.
- If body to rotor clearances (1, 3, 4, 5) exceed the limit, replace oil pump body assembly.



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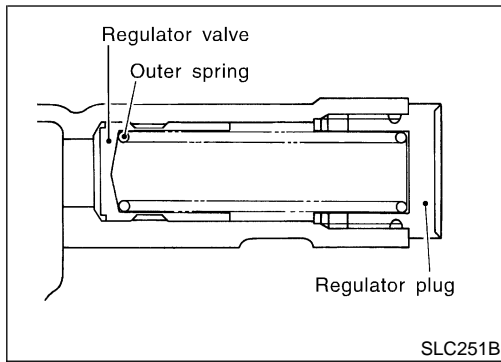
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# ENGINE LUBRICATION SYSTEM

## Oil Pump (Cont'd)

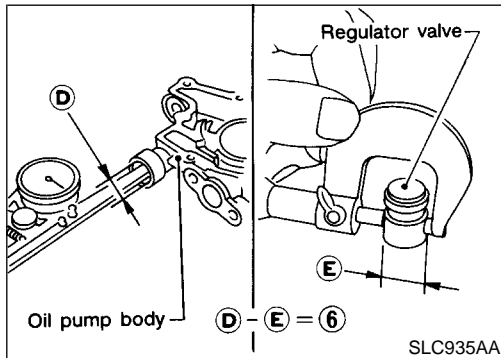


### REGULATOR VALVE INSPECTION

NHLC0008

1. Visually inspect components for wear and damage.
2. Check oil pressure regulator valve sliding surface and valve spring.
3. Coat regulator valve with engine oil. Check that it falls smoothly into the valve hole by its own weight.

**If damaged, replace regulator valve set or oil pump body.**

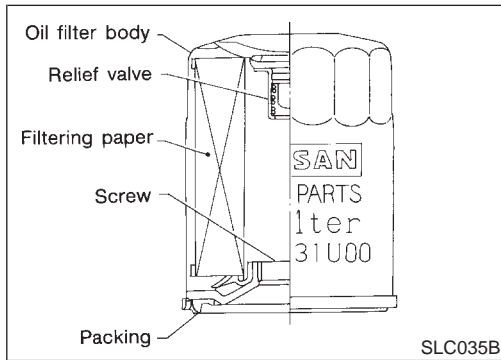


4. Check regulator valve to oil pump body clearance.

#### Clearance:

**6 : 0.040 - 0.097 mm (0.0016 - 0.0038 in)**

**If it exceeds the limit, replace oil pump body.**



### OIL FILTER

NHLC0009

The oil filter is a small, full-flow cartridge type and is provided with a relief valve.

- Use Tool specified in MA-18 for changing oil filter.

## Service Data and Specifications (SDS)

### OIL PRESSURE

NHLC0010

Engine speed rpm	Approximate discharge pressure kPa (kg/cm <sup>2</sup> , psi)
Idle speed 2,000	More than 98 (1.0, 14) 390 (3.98, 56.6)

### REGULATOR VALVE

NHLC0011

Unit: mm (in)

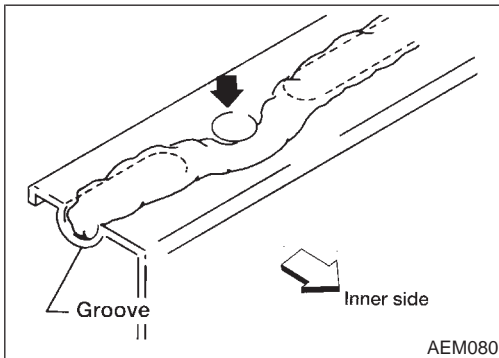
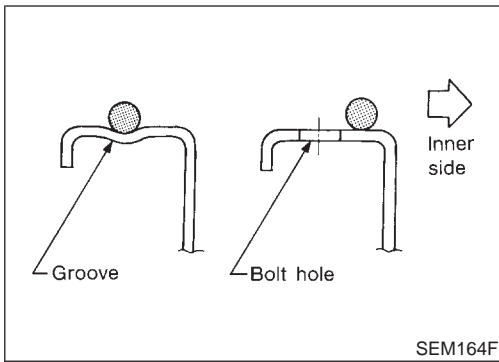
Regulator valve to oil pump cover clearance	0.040 - 0.097 (0.0016 - 0.0038)
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### OIL PUMP

NHLC0012

Unit: mm (in)

Body to outer rotor radial clearance	0.114 - 0.200 (0.0045 - 0.0079)
Inner rotor to outer rotor tip clearance	Below 0.18 (0.0071)
Body to inner rotor axial clearance	0.030 - 0.070 (0.0012 - 0.0028)
Body to outer rotor axial clearance	0.050 - 0.110 (0.0020 - 0.0043)
Inner rotor to brazed portion of housing clearance	0.045 - 0.091 (0.0018 - 0.0036)



## Precautions

### LIQUID GASKET APPLICATION PROCEDURE

NHLC0013

1. Use a scraper to remove all traces of old liquid gasket from mating surfaces and grooves. Also, completely clean any oil from these areas.
2. Apply a continuous bead of liquid gasket to mating surfaces. **(Use Genuine RTV silicone sealant Part No. 999MP-A7007 or equivalent.)**
  - For areas except oil pan, be sure liquid gasket diameter is 2.3 to 3.3 mm (0.091 to 0.130 in).
3. Apply liquid gasket around the inner side of bolt holes (unless otherwise specified).
4. Assembly should be done within 5 minutes after coating.
5. Wait at least 30 minutes before refilling engine oil and engine coolant.

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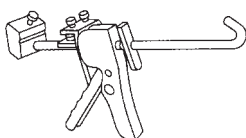
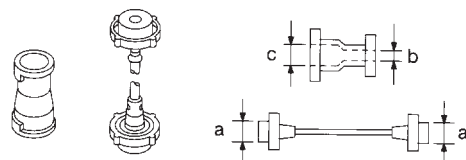


## Preparation

### SPECIAL SERVICE TOOLS

NHLC0014

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

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Tool number (Kent-Moore No.) Tool name	Description	
WS39930000 ( ) Tube pressure	 NT052	Pressing the tube of liquid gasket
EG17650301 (J33984-A) Radiator cap tester adapter	 NT564	Adapting radiator cap tester to radiator filler neck <b>a: 28 (1.10) dia.</b> <b>b: 31.4 (1.236) dia.</b> <b>c: 41.3 (1.626) dia.</b> Unit: mm (in)
KV99103510 ( ) Radiator plate pliers A	 NT224	Installing radiator upper and lower tanks
KV99103520 ( ) Radiator plate pliers B	 NT225	Removing radiator upper and lower tanks

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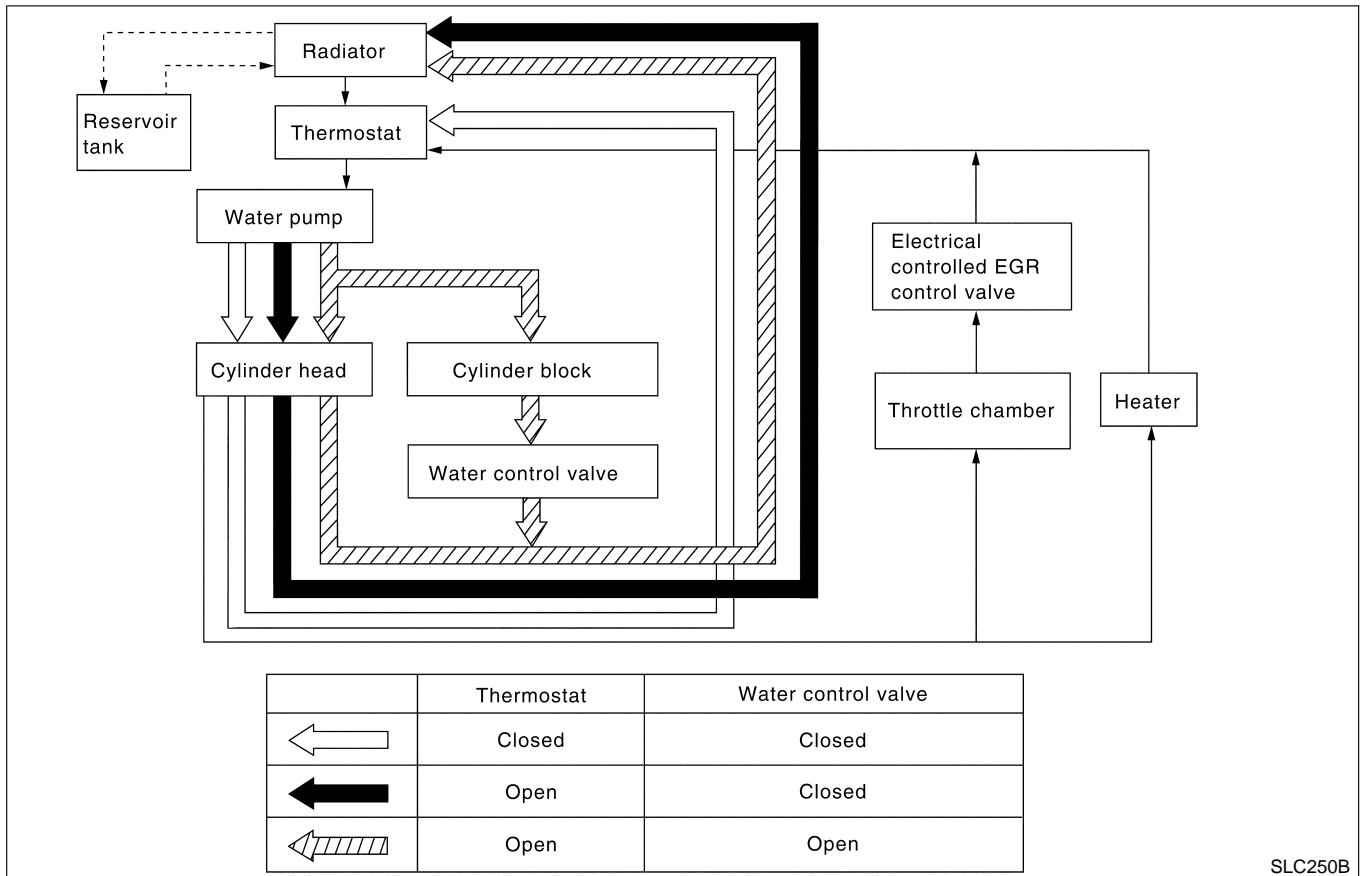
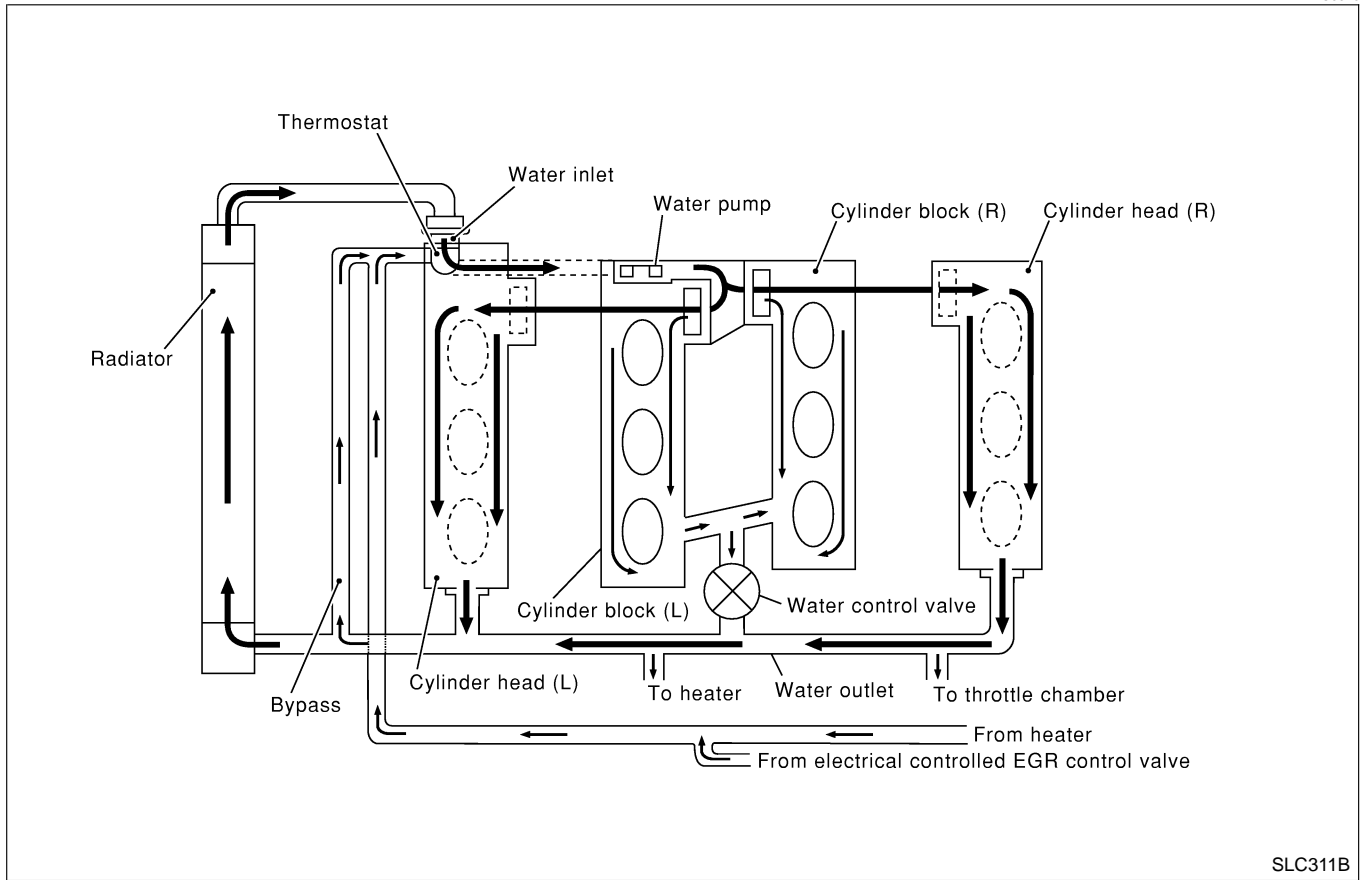
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# ENGINE COOLING SYSTEM

Cooling Circuit

## Cooling Circuit

NHLC0015





## System Check

NHLC0016

### WARNING:

Never remove the radiator cap when the engine is hot; serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around the cap and carefully remove it by turning it a quarter turn to allow built-up pressure to escape and then turn the cap all the way off.

### CHECKING COOLING SYSTEM HOSES

NHLC0016S01

Check hoses for improper attachment, leaks, cracks, damage, loose connections, chafing and deterioration.

### CHECKING RADIATOR

NHLC0016S02

Check radiator for mud or clogging. If necessary, clean radiator as follows.

- Be careful not to bend or damage the radiator fins.
  - When radiator is cleaned without removal, remove all surrounding parts such as cooling fan, radiator shroud and horns. Then tape the harness and connectors to prevent water from entering.
1. Apply water by hose to the back side of the radiator core vertically downward.
  2. Apply water again to all radiator core surfaces once per minute.
  3. Stop washing if any stains no longer flow out from the radiator.
  4. Blow air into the back side of radiator core vertically downward.
    - Use compressed air lower than 490 kPa (5 kg/cm<sup>2</sup>, 71 psi) and keep distance more than 30 cm (11.8 in).
  5. Blow air again into all the radiator core surfaces once per minute until no water sprays out.

### CHECKING RADIATOR CAP

NHLC0016S03

To check radiator cap, apply pressure to cap with a tester.

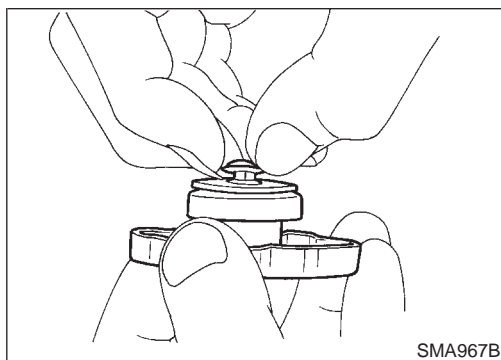
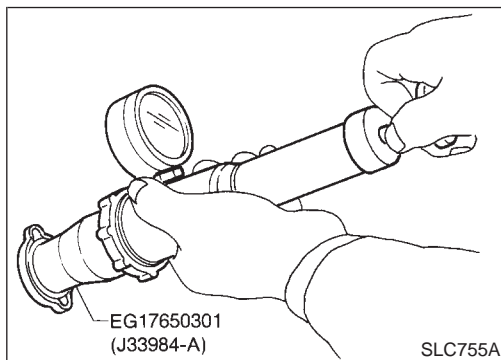
#### Radiator cap relief pressure:

##### Standard

**78 - 98 kPa**  
**(0.8 - 1.0 kg/cm<sup>2</sup>, 11 - 14 psi)**

##### Limit

**59 - 98 kPa**  
**(0.6 - 1.0 kg/cm<sup>2</sup>, 9 - 14 psi)**



Pull the negative pressure valve to open it. Check that it closes completely when released.

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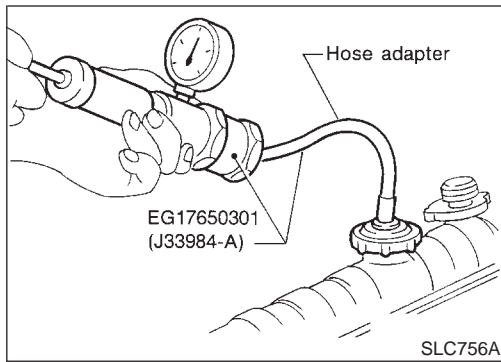
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# ENGINE COOLING SYSTEM

System Check (Cont'd)



## CHECKING COOLING SYSTEM FOR LEAKS

NHLC0016S04

To check for leakage, apply pressure to the cooling system with a tester.

**Testing pressure:**  
157 kPa (1.6 kg/cm<sup>2</sup>, 23 psi)

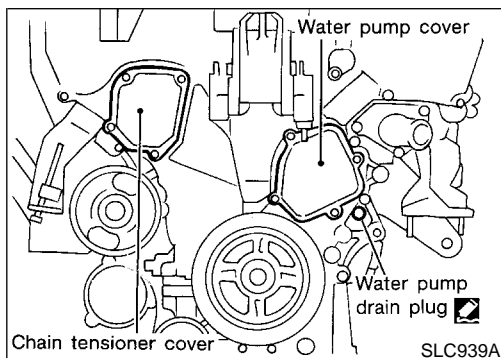
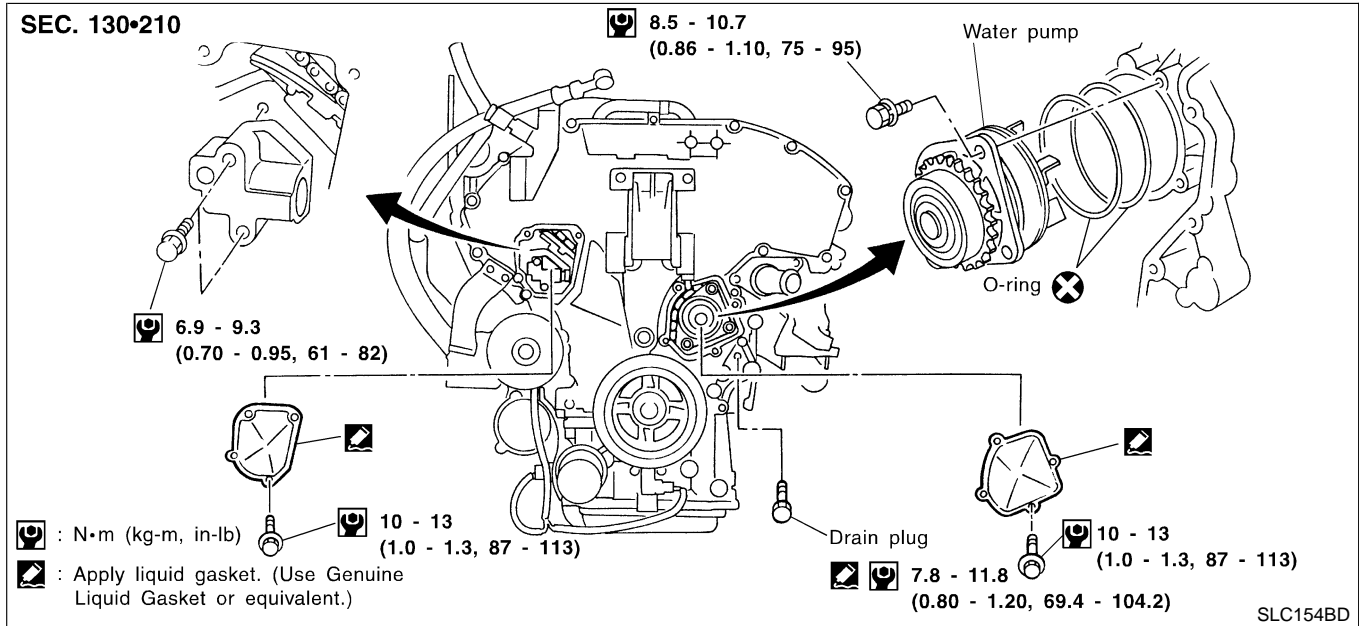
**CAUTION:**  
Higher than the specified pressure may cause radiator damage.

## Water Pump

### REMOVAL AND INSTALLATION

NHLC0017

- CAUTION:**
- When removing water pump assembly, be careful not to get coolant on drive belt.
  - Water pump cannot be disassembled and should be replaced as a unit.
  - After installing water pump, connect hose and clamp securely, then check for leaks using radiator cap tester.



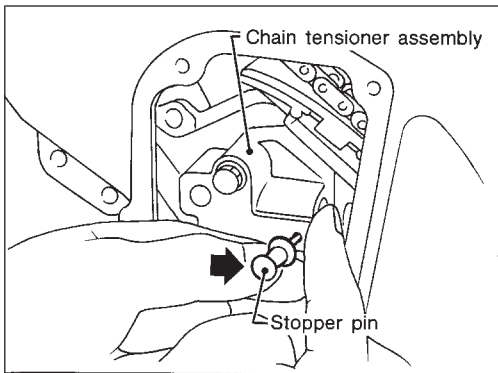
## REMOVAL

NHLC0018

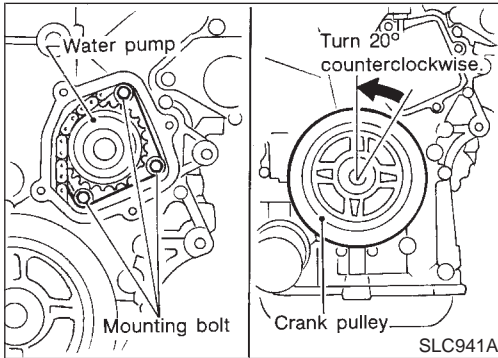
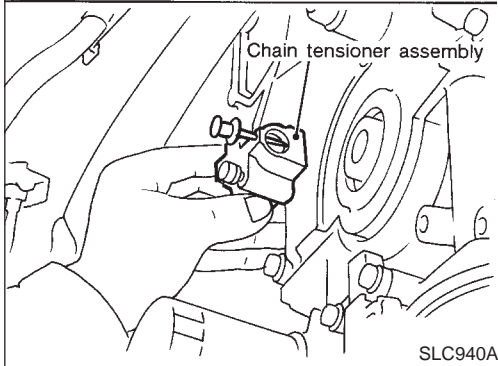
1. Drain coolant from drain plugs on radiator and right side of cylinder block. Refer to MA-14, "Changing Engine Coolant".
2. Remove right side engine mounting, mounting bracket and nuts.
3. Remove drive belts and idler pulley bracket.
4. Remove water pump drain plug.
5. Remove chain tensioner cover and water pump cover.

# ENGINE COOLING SYSTEM

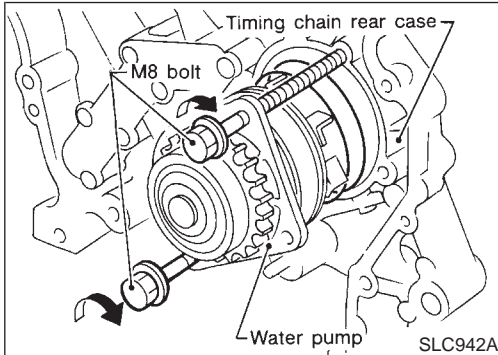
Water Pump (Cont'd)



- Pushing timing chain tensioner sleeve, apply a stopper pin so it does not return. Then remove the chain tensioner assembly.



- Remove the 3 water pump fixing bolts. Secure a gap between water pump gear and timing chain, by turning crankshaft pulley 20° backwards.



- Put M8 bolts to two M8-threaded holes out of 3 water pump fixing bolt holes.

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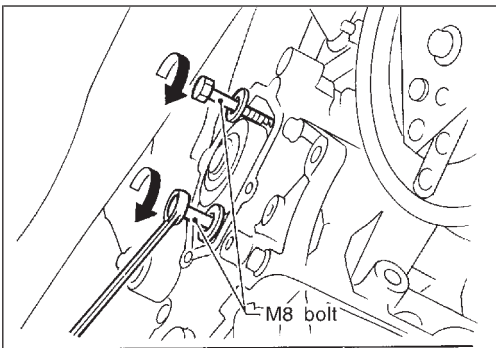
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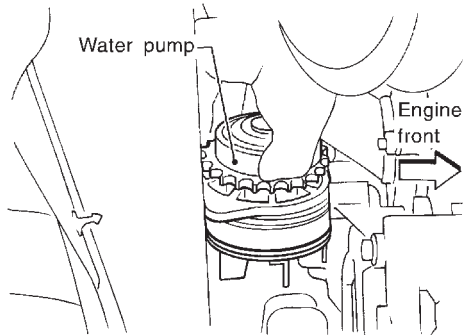
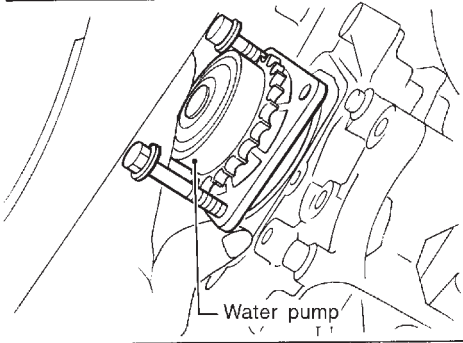
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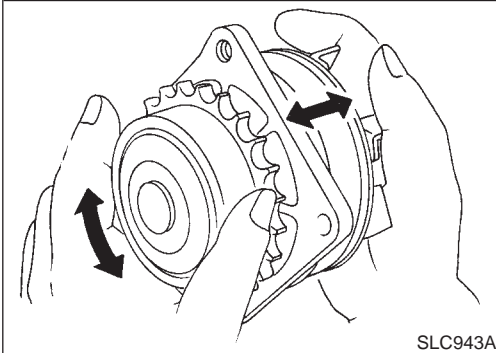
## Water Pump (Cont'd)



9. Tighten M8 bolts by turning half turn alternately until they reach timing chain rear case.
  - In order to prevent damages to water pump or timing chain rear case, do not tighten one bolt continuously. Always turn each bolt half turn each time.
10. Lift up water pump and remove it.
  - When lifting up water pump, do not allow water pump gear to hit timing chain.



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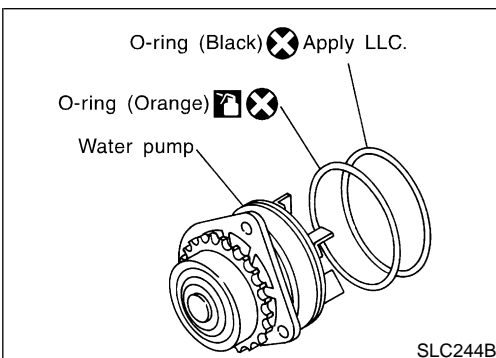


### INSPECTION

1. Check for badly rusted or corroded body assembly.
2. Check for rough operation due to excessive end play.

NHLC0019

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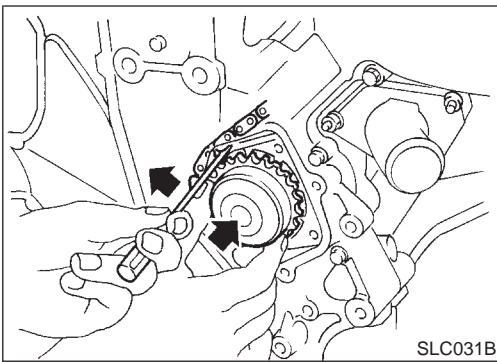


### INSTALLATION

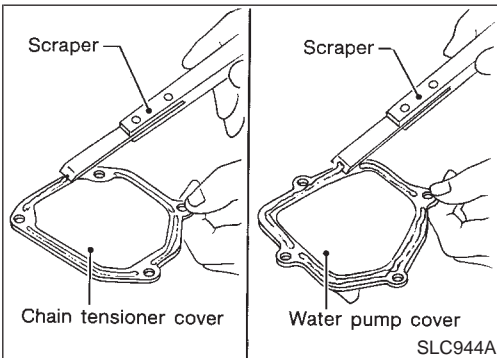
1. Apply engine oil and coolant to O-rings as shown in the figure.

NHLC0020

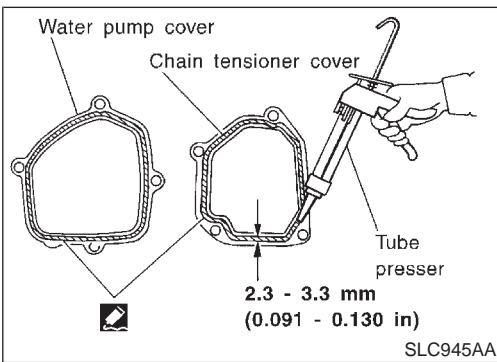
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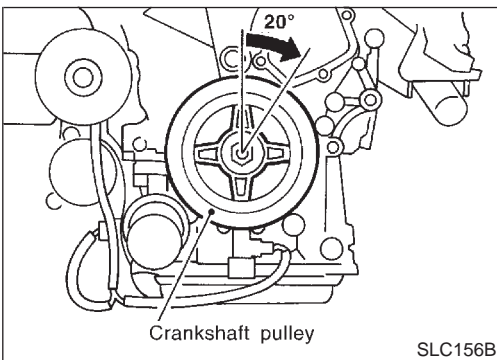
2. Install water pump.
  - **Do not allow cylinder block to nip O-rings when installing water pump.**



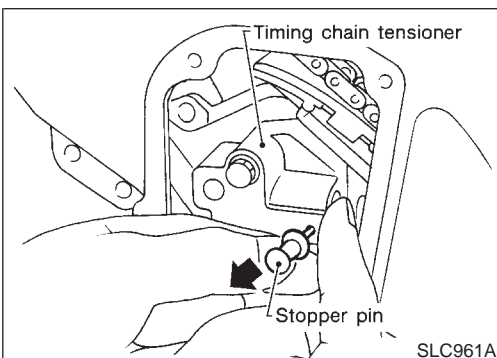
3. Before installing, remove all traces of liquid gasket from mating surface of water pump cover and chain tensioner cover using a scraper. Also remove traces of liquid gasket from mating surface of front cover.



4. Apply a continuous bead of liquid gasket to mating surface of chain tensioner cover and water pump cover.



5. Return the crankshaft pulley to its original position by turning it 20° forward.



6. Install timing chain tensioner, then remove the stopper pin.
  - **When installing the timing chain tensioner, engine oil should be applied to the oil hole and tensioner.**
  - **After starting engine, let idle for three minutes, then rev engine up to 3,000 rpm under no load to purge air from the high-pressure chamber of the chain tensioners. The engine may produce a rattling noise. This indicates that air still remains in the chamber and is not a matter of concern.**
7. Install drain plug on cylinder block.
8. Reinstall any parts removed in reverse order of removal.

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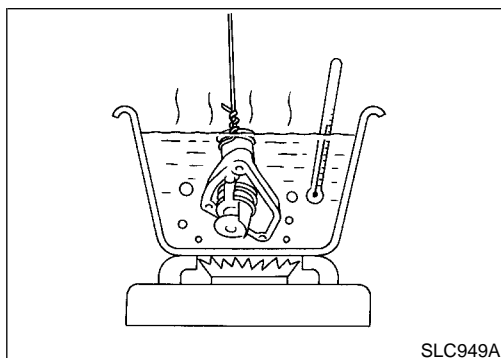
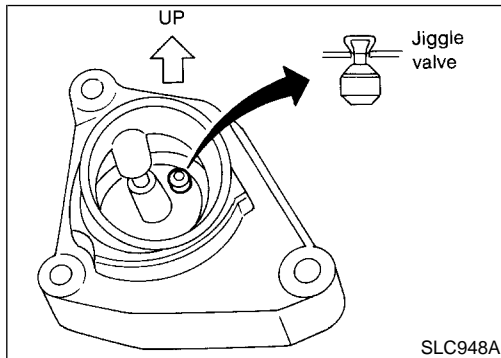
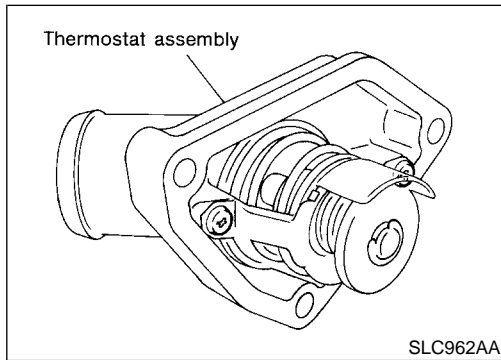
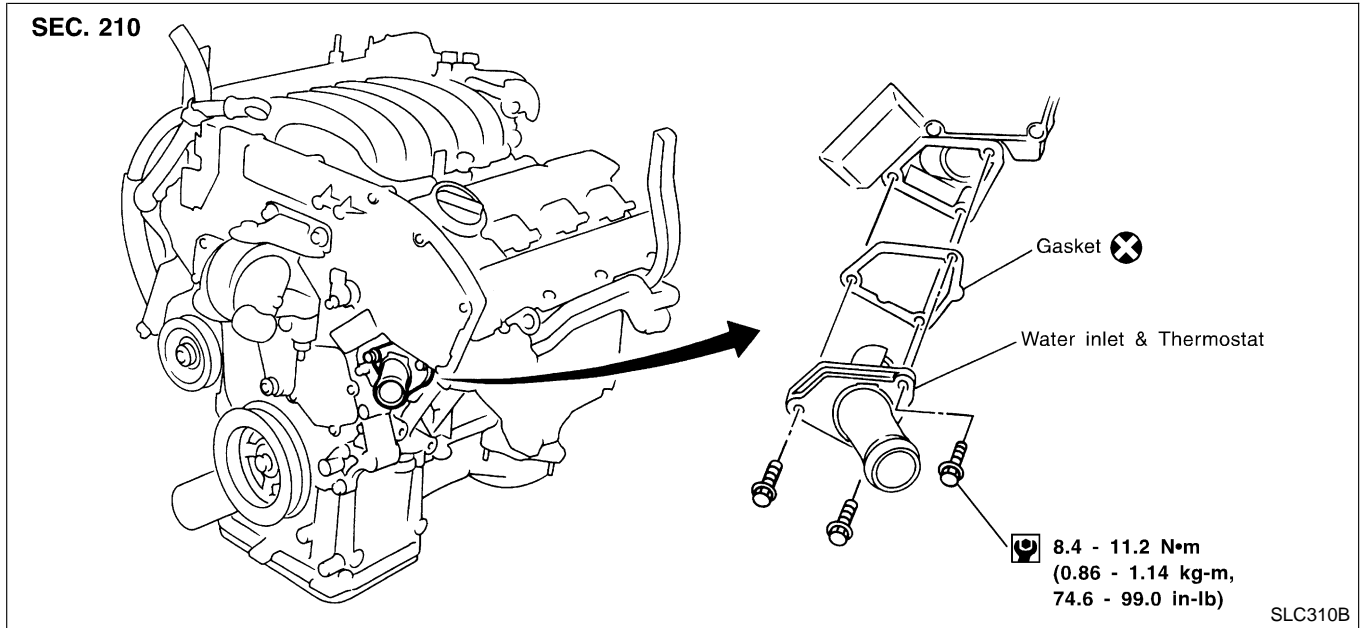
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## Thermostat REMOVAL AND INSTALLATION

NHLC0021



1. Drain coolant from drain plugs on radiator and both sides of cylinder block.
2. Remove drive belts and idler pulley bracket.
3. Remove water pump drain plug on pump side of cylinder block.
4. Remove lower radiator hose.
5. Remove water inlet and thermostat assembly.
  - **Do not disassemble water inlet and thermostat. Replace them as a unit, if necessary.**
6. Install thermostat with jiggle valve facing upward.
  - **After installation, run engine for a few minutes, and check for leaks.**
  - **Be careful not to spill coolant over engine compartment. Use a rag to absorb coolant.**

### INSPECTION

NHLC0022

1. Check valve seating condition at ordinary room temperatures. It should seat tightly.
2. Check valve opening temperature and maximum valve lift.

	Standard
Valve opening temperature	82°C (180°F)
Valve lift	More than 8.6 mm/95°C (0.339 in/203°F)

- Then check if valve closes at 5°C (9°F) below valve opening temperature.

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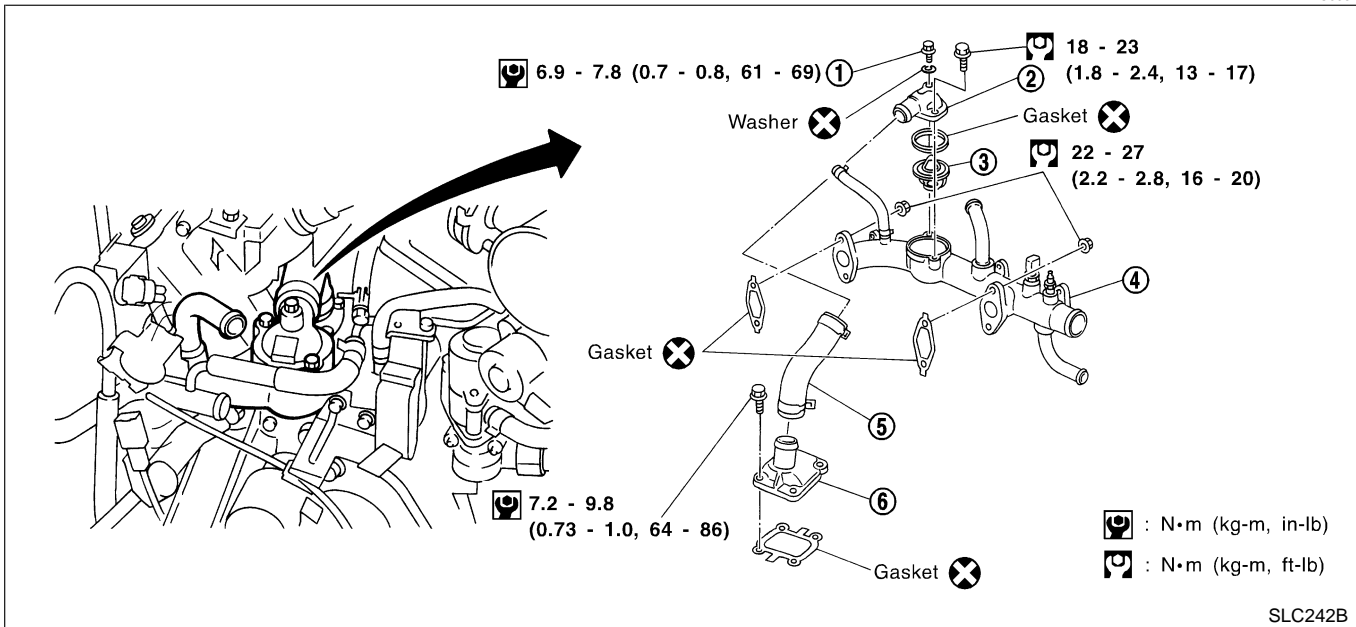
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## Water Control Valve REMOVAL AND INSTALLATION

NHLC0032



SLC242B

- Air relief plug
- Water connector

- Water control valve
- Water outlet

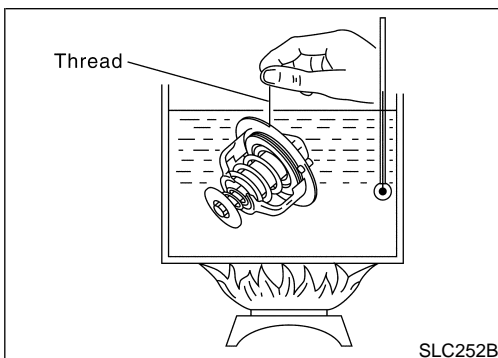
- Water hose
- Cylinder block water outlet

- Drain coolant from drain plugs on radiator and both sides of cylinder block.
- Remove water connector and water control valve.
- Install water control valve and water connector.
  - After installation, run engine for a few minutes, and check for leaks.
  - Be careful not to spill coolant over engine compartment. Use a rag to absorb coolant.

### INSPECTION

NHLC0033

- Check valve seating condition at ordinary room temperatures. It should seat tightly.
- Check valve opening temperature and maximum valve lift.



	Standard
Valve opening temperature	95°C (203°F)
Valve lift	More than 8.0 mm/108°C (0.315 in/226°F)

# ENGINE COOLING SYSTEM

Water Control Valve (Cont'd)

3. Then check if valve closes at 5°C (9°F) below valve opening temperature.

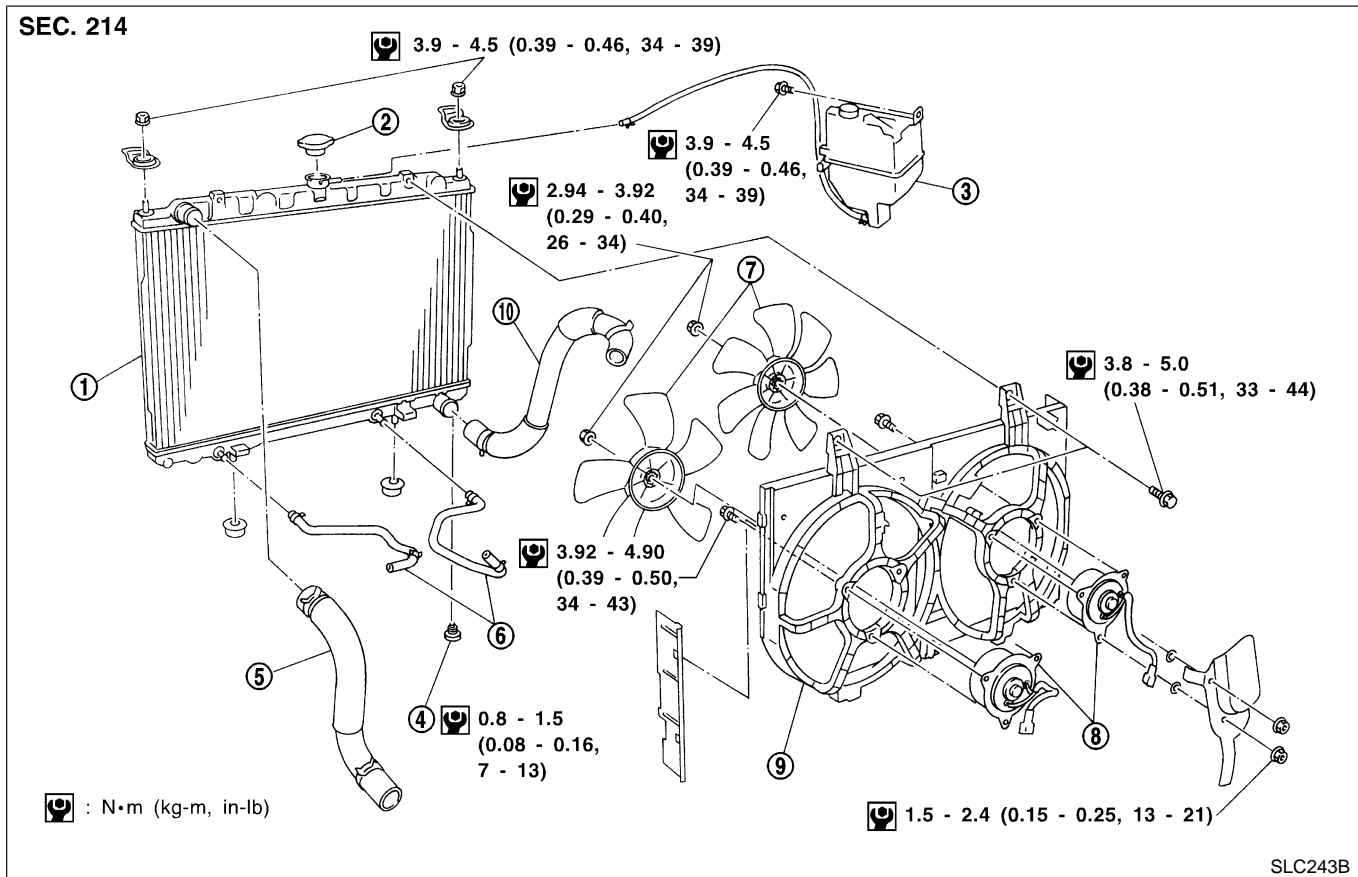
## Radiator

### REMOVAL AND INSTALLATION

NHLC0023

1. Remove under cover.
2. Drain coolant from radiator.
3. Disconnect radiator upper and lower hoses.
4. Remove radiator shroud.
5. Remove A/T oil cooler hoses.
6. Disconnect reservoir tank hose.
7. Remove radiator mounting bracket.
8. Remove radiator.
9. After repairing or replacing radiator, install any part removed in reverse order of removal.

When filling radiator with coolant, refer to MA-14, "Changing Engine Coolant".



- |                        |                        |                         |
|------------------------|------------------------|-------------------------|
| 1. Radiator            | 5. Upper radiator hose | 8. Cooling fan motors   |
| 2. Radiator filler cap | 6. Oil cooler hoses    | 9. Radiator shroud      |
| 3. Reservoir tank      | 7. Cooling fans        | 10. Lower radiator hose |
| 4. Radiator drain cock |                        |                         |



## Cooling Fan Control System

Cooling fans are controlled by ECM. For details, refer to EC-520. NHLC0024

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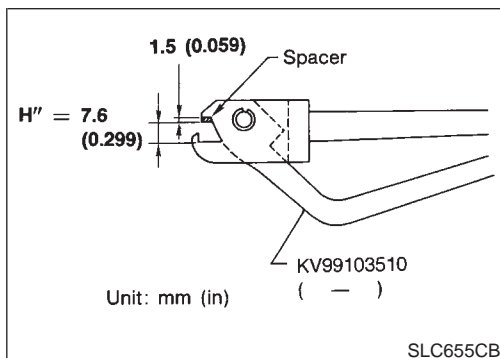
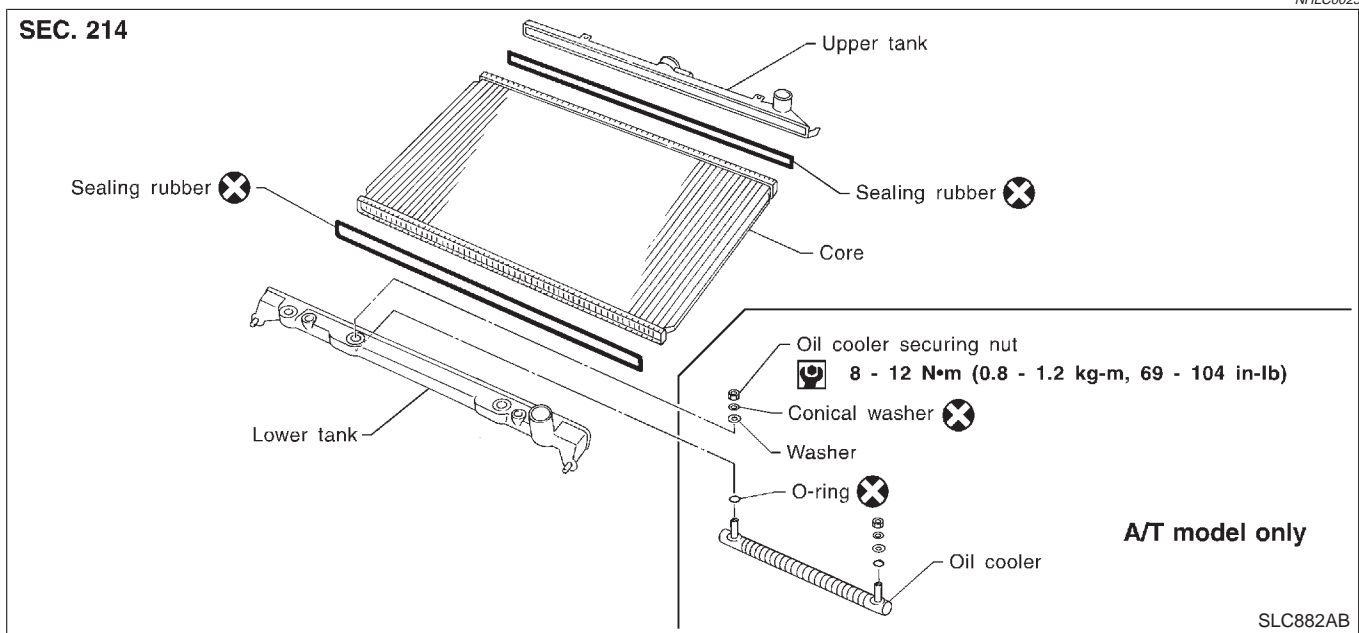
IDX

## Refilling Engine Coolant

For details on refilling engine coolant, refer to MA-15, "REFILLING ENGINE COOLANT". NHLC0034

## Radiator (Aluminum type) PREPARATION

NHLC0025

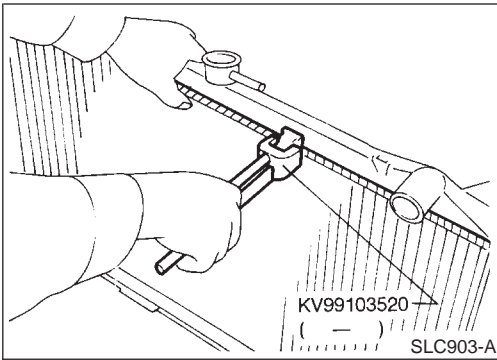


1. Attach the spacer to the tip of the radiator plate pliers A. Spacer specification: 1.5 mm (0.059 in) thick x 18 mm (0.71 in) wide x 8.5 mm (0.335 in) long.
2. Make sure that when radiator plate pliers A are closed dimension  $H''$  is approx. 7.6 mm (0.299 in).
3. Adjust dimension  $H''$  with the spacer, if necessary.

# ENGINE COOLING SYSTEM

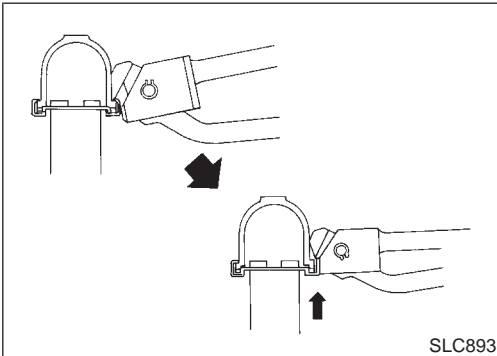
## Radiator (Aluminum type) (Cont'd)

NHLC0026



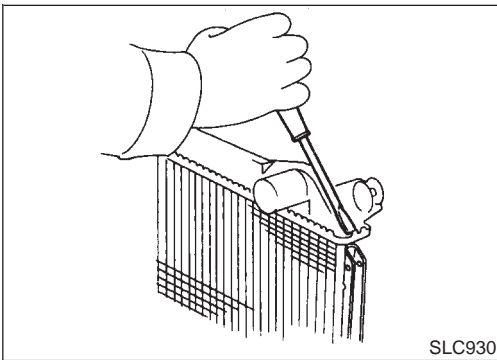
### DISASSEMBLY

1. Remove tank with Tool.



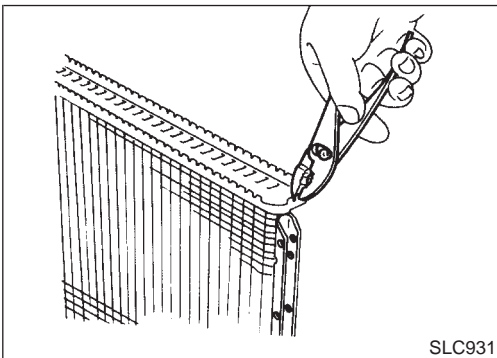
- Grip the crimped edge and bend it upwards so that Tool slips off.

**Do not bend excessively.**

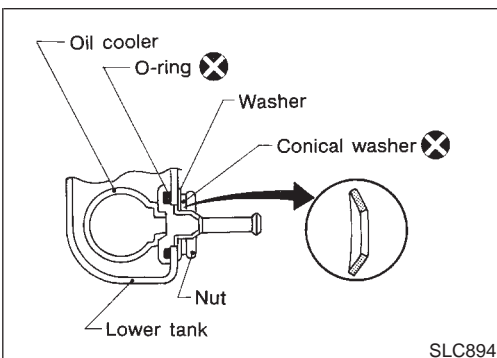


- In areas where Tool cannot be used, use a screwdriver to bend the edge up.

**Be careful not to damage tank.**



2. Make sure the edge stands straight up.
3. Remove oil cooler from tank.



### ASSEMBLY

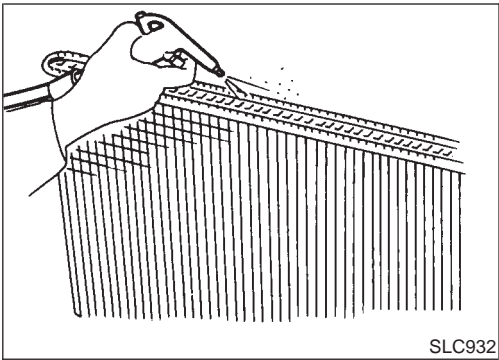
1. Install oil cooler.

**Pay attention to direction of conical washer.**

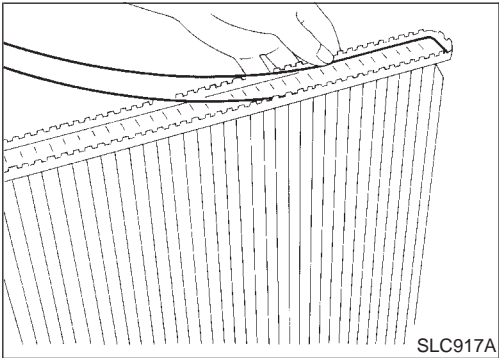
NHLC0027

# ENGINE COOLING SYSTEM

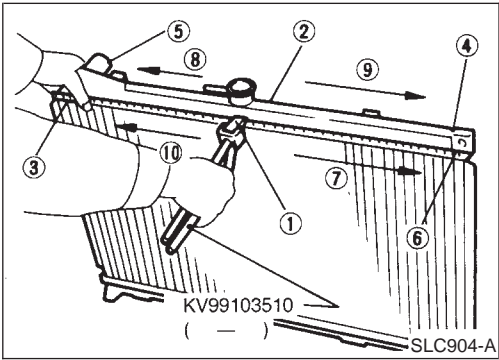
Radiator (Aluminum type) (Cont'd)



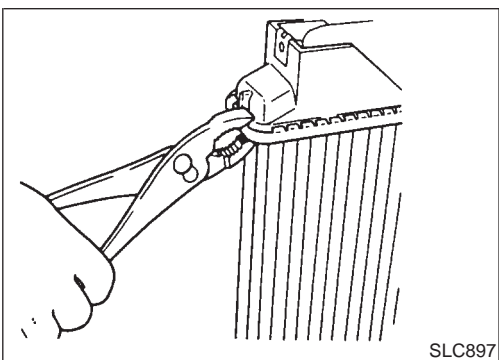
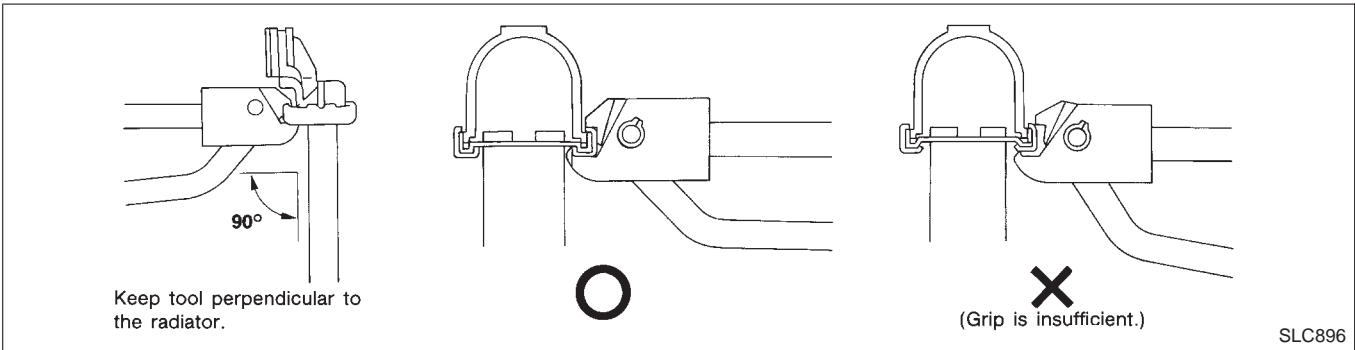
2. Clean contact portion of tank.



3. Install sealing rubber.  
Push it in with fingers.  
Be careful not to twist sealing rubber.



4. Caulk tank in specified sequence with Tool.



- Use pliers in the locations where Tool cannot be used.

GI

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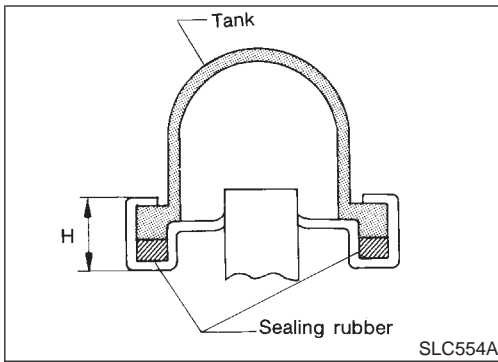
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# ENGINE COOLING SYSTEM

Radiator (Aluminum type) (Cont'd)



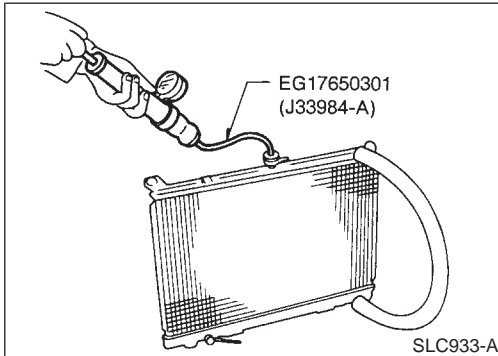
5. Make sure that the rim is completely crimped down.

**Standard height "H":**

**8.0 - 8.4 mm (0.315 - 0.331 in)**

6. Confirm that there is no leakage.

**Refer to Inspection.**



## INSPECTION

Apply pressure with Tool.

**Specified pressure value:**

**157 kPa (1.6 kg/cm<sup>2</sup>, 23 psi)**

### **WARNING:**

To prevent the risk of the hose coming undone while under pressure, securely fasten it down with a hose clamp. Attach a hose to the oil cooler as well.

NHLC0028

# ENGINE COOLING SYSTEM



Overheating Cause Analysis

## Overheating Cause Analysis

NHLC0029

	Symptom		Check items			
Cooling system parts malfunction	Poor heat transfer	Water pump malfunction	Worn or loose drive belt	—	GI	
		Thermostat stuck closed	—		MA	
		Damaged fins	Dust contamination or paper clogging		—	EM
			Mechanical damage			LC
	Clogged radiator cooling tube	Excess foreign material (rust, dirt, sand, etc.)				
	Reduced air flow	Cooling fan does not operate	—	—	EC	
		High resistance to fan rotation			FE	
		Damaged fan blades				
	Damaged radiator shroud	—	—	—		
	Improper coolant mixture ratio	—	—	—	AT	
	Poor coolant quality	—	—	—	AX	
	Insufficient coolant	Coolant leaks	Cooling hose	Loose clamp	SU	
				Cracked hose		
			Water pump	Poor sealing	BR	
			Radiator cap	Loose	ST	
				Poor sealing	RS	
Radiator			O-ring for damage, deterioration or improper fitting	BT		
		Cracked radiator tank				
Reservoir tank	Cracked reservoir tank					
Overflowing reservoir tank	Exhaust gas leaks into cooling system	Cylinder head deterioration	HA			
		Cylinder head gasket deterioration	SC			

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# ENGINE COOLING SYSTEM

Overheating Cause Analysis (Cont'd)

		Symptom		Check items	
Except cooling system parts malfunction	—	Overload on engine	Abusive driving	High engine rpm under no load	—
				Driving in low gear for extended time	
				Driving at extremely high speed	
			Powertrain system malfunction		
			Installed improper size wheels and tires		
			Dragging brakes		
	Blocked or restricted air flow	Blocked bumper	—	—	
			Blocked radiator grille		Installed car brassiere
					Mud contamination or paper clogging
			Blocked radiator		—
			Blocked condenser		—
			Installed large fog lamp		

## Service Data and Specifications (SDS)

### THERMOSTAT

NHLC0030

Valve opening temperature	82°C (180°F)
Valve lift	More than 8.6 mm/95°C (0.339 in/203°F)

### WATER CONTROL VALVE

NHLC0035

Valve opening temperature	95°C (203°F)
Valve lift	More than 8.0 mm/108°C (0.315 in/226°F)

### RADIATOR

NHLC0031  
Unit: kPa (kg/cm<sup>2</sup>, psi)

Cap relief pressure	Standard	78 - 98 (0.8 - 1.0, 11 - 14)
	Limit	59 - 98 (0.6 - 1.0, 9 - 14)
Leakage test pressure		157 (1.6, 23)