

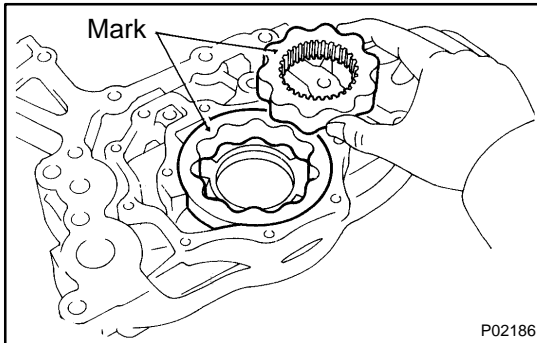
B01644

INSPECTION

1. INSPECT RELIEF VALVE

Coat the valve with engine oil and check that it falls smoothly into the valve hole under its own weight.

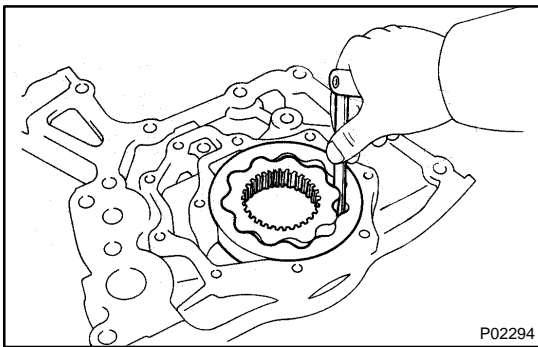
If it doesn't, replace the relief valve. If necessary, replace the oil pump assembly.



P02186

2. PLACE DRIVE AND DRIVEN ROTORS INTO OIL PUMP BODY

The marks on the rotors must face up.



P02294

3. INSPECT ROTOR TIP CLEARANCE

Using a feeler gauge, measure the clearance between the drive and driven rotors.

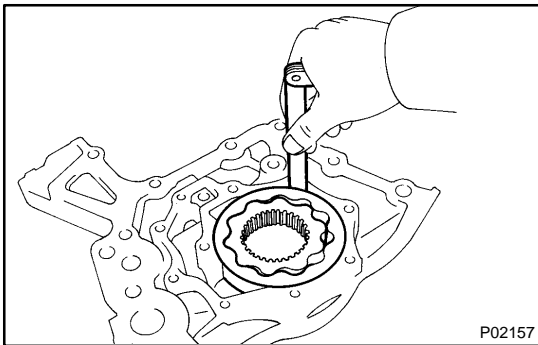
Standard tip clearance:

0.060 – 0.240 mm (0.0024 – 0.0094 in.)

Maximum tip clearance:

0.30 mm (0.0118 in.)

If the tip clearance is greater than maximum, replace the rotors as a set.



P02157

4. INSPECT ROTOR BODY CLEARANCE

Using a feeler gauge, measure the clearance between the driven rotor and pump body.

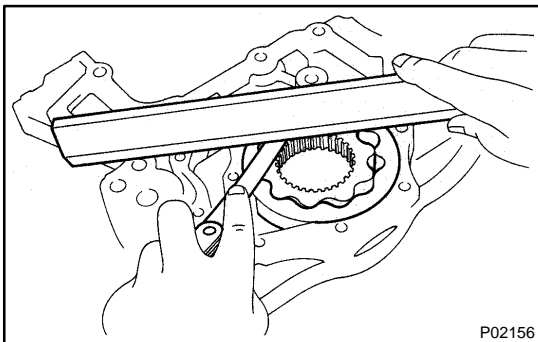
Standard body clearance:

0.100 – 0.175 mm (0.0039 – 0.0069 in.)

Maximum body clearance:

0.20 mm (0.0079 in.)

If the body clearance is greater than maximum, replace the rotors as a set. If necessary, replace the oil pump assembly.



P02156

5. INSPECT ROTOR SIDE CLEARANCE

Using a feeler gauge and precision straight edge, measure the clearance between the rotors and precision straight edge.

Standard side clearance:

0.030 – 0.090 mm (0.0012 – 0.0035 in.)

Maximum side clearance:

0.12 mm (0.0047 in.)

If the side clearance is greater than maximum, replace the rotors as a set. If necessary, replace the oil pump assembly.

6. REMOVE DRIVE AND DRIVEN ROTORS