

2007 ENGINE**Engine Mechanical - QX56****PRECAUTIONS****PRECAUTIONS FOR SUPPLEMENTAL RESTRAINT SYSTEM (SRS) "AIR BAG" AND "SEAT BELT PRE-TENSIONER"**

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 SUPPLEMENTAL RESTRAINT SYSTEM and SEAT BELTS .

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 SUPPLEMENTAL RESTRAINT SYSTEM .
- 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 FOR DRAIN ENGINE COOLANT

Drain engine coolant when engine is cooled.

PRECAUTIONS FOR DISCONNECTING FUEL PIPING

- 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.

PRECAUTIONS FOR REMOVAL AND DISASSEMBLY

- 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 the equivalent, if necessary, to seal out foreign materials.
- Mark and arrange disassembly parts in an organized way for easy troubleshooting and 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 where noted in the step.

PRECAUTIONS FOR INSPECTION, REPAIR AND REPLACEMENT

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

PRECAUTIONS FOR ASSEMBLY AND INSTALLATION

- Use torque wrench to tighten bolts or nuts to specification.
- When tightening nuts and bolts, as a basic rule, equally tighten in several different steps starting with the ones in center, then ones on inside and outside diagonally in this order. If the order of tightening is specified, do exactly as specified.
- Replace with new gasket, packing, oil seal or O-ring.
- Thoroughly wash, clean, and air-blow each part. Carefully check engine oil or engine coolant passages for any restriction and blockage.
- Avoid damaging sliding or mating surfaces. Completely remove foreign materials such as cloth lint or dust. Before assembly, oil sliding surfaces well.
- 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, oil, and exhaust systems for leakage.

PARTS REQUIRING ANGULAR TIGHTENING

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

Tool number : KV10112100 (BT-8653-A)

- Cylinder head bolts
- Main bearing cap bolts
- Connecting rod cap bolts
- Crankshaft pulley bolt (No angle wrench is required as the 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 lightly coated with engine oil.

PRECAUTIONS FOR LIQUID GASKET

REMOVAL OF LIQUID GASKET SEALING

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

Tool number : KV10111100 (J-37228)

CAUTION: Do not damage the mating surfaces.

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

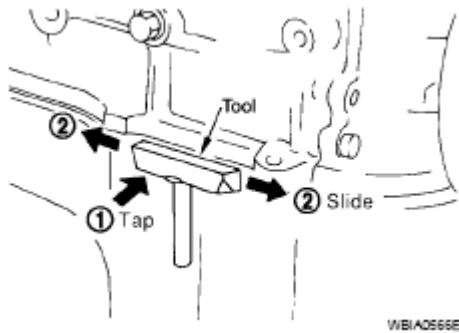


Fig. 1: Sliding Cutter By Tapping On Side

LIQUID GASKET APPLICATION PROCEDURE

1. Remove the old liquid gasket adhering to the gasket application surface and the mating surface using suitable tool.

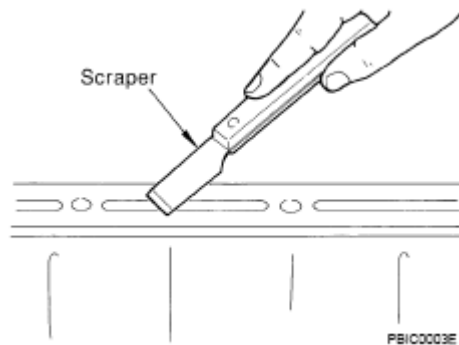


Fig. 2: Removing Liquid Gasket Using Suitable Tool

- 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.
3. Attach the liquid gasket tube to the Tool.

Tool number : WS39930000 (-)

Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

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

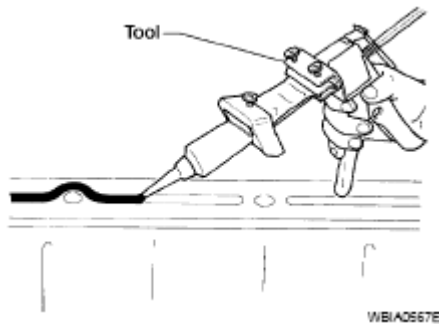


Fig. 3: Applying Sealant Without Breaks To Specified Location

- If there is a groove for the liquid gasket application, apply the liquid gasket to the groove.
- As for the bolt holes, normally apply the liquid gasket inside the holes. If specified in the procedure, it should also be applied outside the holes.
- 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 engine oil and engine coolant.

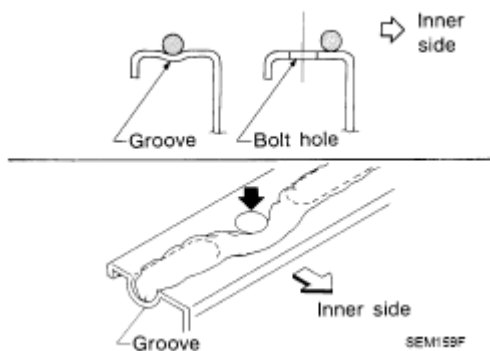


Fig. 4: Applying Liquid Gasket Inside Holes

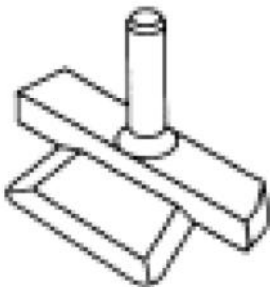
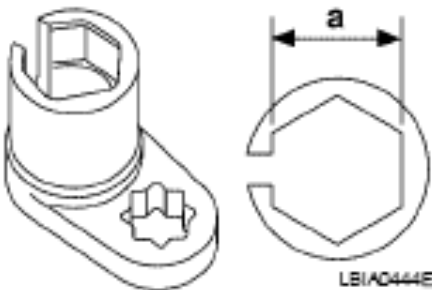

CAUTION: If there are specific instructions in this manual, observe them.

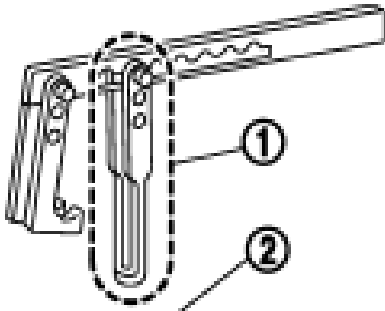

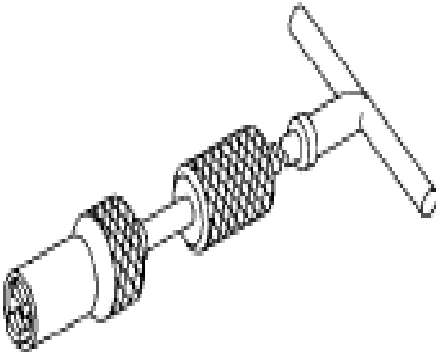
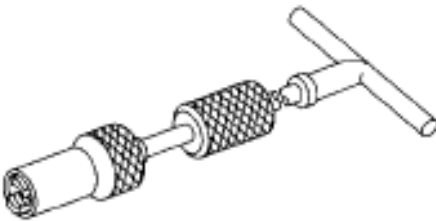
PREPARATION

SPECIAL SERVICE TOOLS

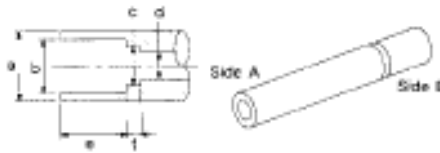
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

SPECIAL SERVICE TOOLS SPECIFICATION

Tool number (Kent-Moore No.) Tool name	Description
KV10111100 (J-37228) Seal cutter  S-NT045	Removing steel oil pan and rear timing chain case
- (J-44626) Air fuel sensor Socket  LE1A0444E	Loosening or tightening air fuel ratio A/F sensor a: 22 mm (0.87 in)
EG15050500 (J-45402) Compression gauge adapter  ZZA1225D	Inspecting compression pressure
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.
KV10112100 (BT-8653-A) Angle wrench	 ZZA1225D	Tightening bolts for cylinder head, main bearing cap and connecting rod cap
KV10107902 (J-38959) Valve oil seal puller	 8-NT011	Removing valve oil seal
KV10115600 (J-38958) Valve oil seal drift	 8-NT011	Installing valve oil seal Use side A. a. 20 (0.79) dia. b. 13 (0.51) dia. c. 10.3 (0.406) dia. d. 8 (0.31) dia. e. 10.7 (0.421) dia. f. 5 (0.20) dia. Unit: mm (in)
EM03470000		Installing piston assembly into cylinder

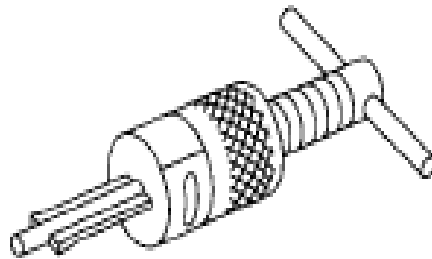
(J-8037)
Piston ring compressor



8-NT603

bore

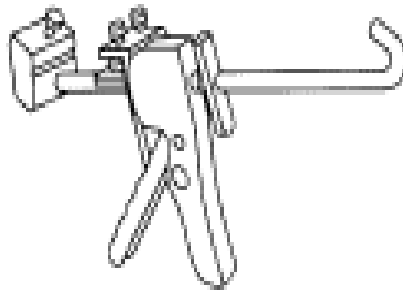
ST16610001
(J-23907)
Pilot bushing puller



8-NT045

Removing crankshaft pilot bushing

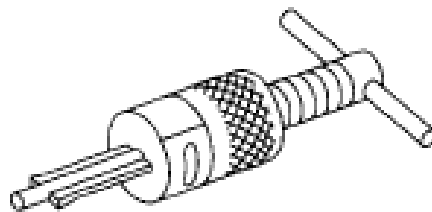
WS39930000
(-)
Tube presser



8-NT052

Pressing the tube of liquid gasket

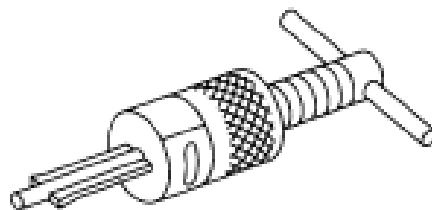
(J-45476)
Ring gear stopper



8-NT045

Removing and installing crankshaft pulley

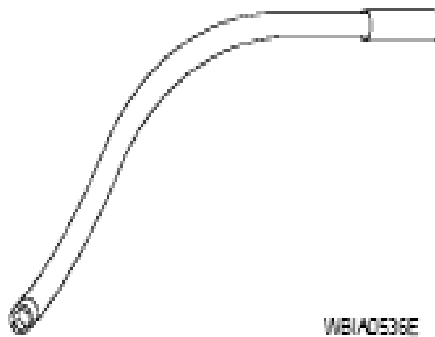
16441 6N210
(J-45488)
Quick connector
release



NT045

Removing fuel tube quick connectors in
engine room
(Available in SEC. 164 of PARTS
CATALOG: Part No. 16441 6N210)

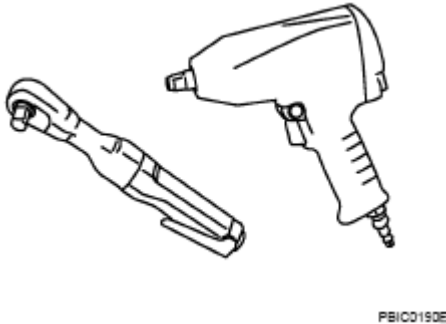
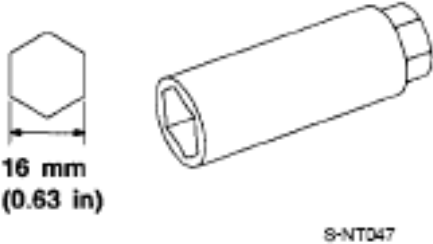
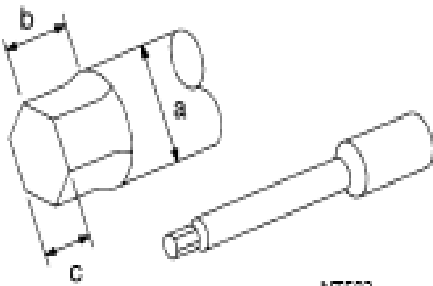
(J-46535)
Drive belt tension
releaser



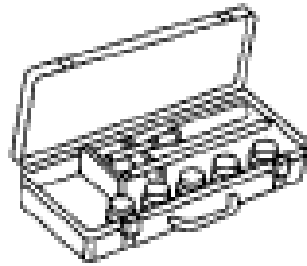
Releasing drive belt tension

COMMERCIAL SERVICE TOOLS

COMMERCIAL SERVICE TOOLS SPECIFICATION

(Kent-Moore No.) Tool name	Description
<p>Power tool</p> 	<p>Loosening bolts and nuts</p>
<p>Spark plug wrench</p> 	<p>Removing and installing spark plug</p>
<p>(J-24239-01) Cylinder head bolt wrench</p> 	<p>Loosening and tightening cylinder head bolt, and use with angle wrench [SST:KV10112100 (BT-8653-A)]</p> <ul style="list-style-type: none"> a. 13 (0.51) dia. b. 12 (0.47) c. 10 (0.39) <p>Unit: mm (in)</p>

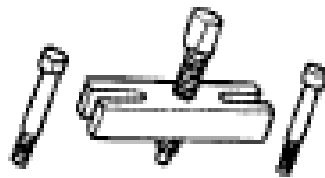
Valve seat cutter set



S-NT048

Finishing valve seat dimensions

Pulley puller



ZZA00100

Removing crankshaft pulley

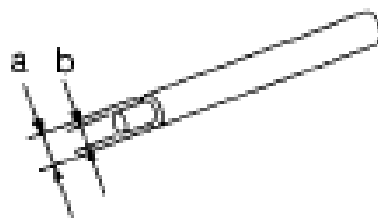
Piston ring expander



S-NT030

Removing and installing piston ring

Valve guide drift



S-NT015

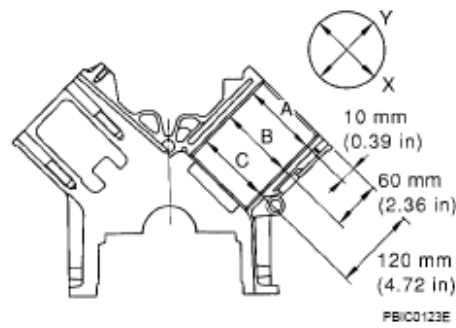
Removing and installing valve guide
Intake & Exhaust:

- a. 9.5 mm (0.374 in) dia.
- b. 5.5 mm (0.217 in) dia.

Valve guide reamer

- 1. Reaming valve guide hole
- 2. Reaming hole for oversize valve guide

Intake & Exhaust:



d1 : 6.0 mm (0.236 in) dia.
d2 : 10.175 - 10.196 mm (0.4006 - 0.4014 in) dia.

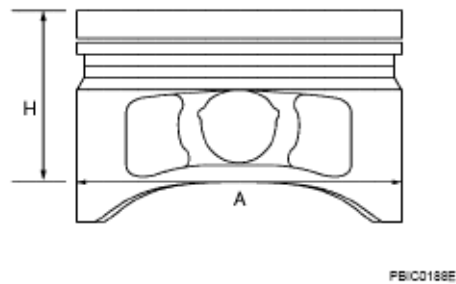
Front oil seal drift



ZZA0012D

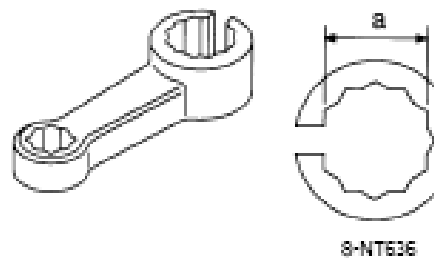
Installing front oil seal

Rear oil seal drift



Installing rear oil seal

(J-43897-18)
(J-43897-12)
Oxygen sensor thread
cleaner



Reconditioning the exhaust system threads before installing a new A/F sensor and heated oxygen sensor (Use with anti-seize lubricant shown below.)

- J-43897-18 (18 mm dia.) (0.71 in) for zirconia heated oxygen sensor**
- J-43897-12 (12 mm dia.) (0.55 in) for Titania heated oxygen sensor**

Anti-seize lubricant
(Permatex 133AR or

Lubricating A/F sensors and heated

equivalent meeting MIL specification MIL-A-907)



oxygen sensor thread cleaning tool when reconditioning exhaust system threads

NOISE, VIBRATION, AND HARSHNESS (NVH) TROUBLESHOOTING

NVH TROUBLESHOOTING - ENGINE NOISE



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USE THE CHART BELOW TO HELP YOU FIND THE CAUSE OF THE SYMPTOM

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

If necessary, repair or replace these parts.

ENGINE OPERATION REFERENCE CHART

Location of noise	Type of noise	Operating condition of engine						Source of noise	Check item	Reference
		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	<u>VALVE CLEARANCE</u>
	Rattle	C	A	-	A	B	C	Camshaft bearing noise	Camshaft journal clearance Camshaft runout	<u>CAMSHAFT JOURNAL CLEARANCE</u> <u>CAMSHAFT RUNOUT</u>
Crankshaft pulley Cylinder block (Side of engine) Oil pan	Slap or knock	-	A	-	B	B	-	Piston pin noise	Piston and piston pin clearance Connecting rod bushing clearance	<u>PISTON AND PISTON PIN CLEARANCE</u> <u>CONNECTING ROD BEARING OIL CLEARANCE</u>
	Slap or rap	A	-	-	B	B	A	Piston slap noise	Piston-to-bore clearance Piston ring side clearance Piston ring end gap Connecting rod bend and torsion	<u>PISTON TO CYLINDER BORE CLEARANCE</u> <u>PISTON RING SIDE CLEARANCE</u> <u>PISTON RING END GAP</u> <u>CONNECTING ROD BEND AND TORSION</u>
								Connecting rod bushing oil clearance (Small		<u>CONNECTING ROD BUSHING OIL CLEARANCE (SMALL END)</u>

	Knock	A	B	C	B	B	B	rod bearing noise	end) Connecting rod bearing clearance (Big end)	<u>CONNECTING ROD BEARING (BIG END)</u>
	Knock	A	B	-	A	B	C	Main bearing noise	Main bearing oil clearance Crankshaft runout	<u>MAIN BEARING OIL CLEARANCE CRANKSHAFT RUNOUT</u>
Front of engine Chain case cover 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	<u>TIMING CHAIN TIMING CHAIN</u>
Front of engine	Squeaking or fizzing	A	B	-	B	-	C	Drive belts (Sticking or slipping)	Drive belts deflection	<u>DRIVE BELTS</u>
	Creaking	A	B	A	B	A	B	Drive belts (Slipping)	Idler pulley bearing operation	
	Squall Creaking	A	B	-	B	A	B	Water pump noise	Water pump operation	<u>INSPECTION AFTER REMOVAL</u>
A: Closely related B: Related C: Sometimes related -: Not related										




ENGINE ROOM COVER

REMOVAL AND INSTALLATION

REMOVAL

- Remove the engine cover bolts and cover.

CAUTION: Do not damage or scratch cover when installing or removing.

Symbol	Description
	N·m (kg-m, ft-lb)
	N·m (kg-m, in-lb)
	Always replace after disassembly.

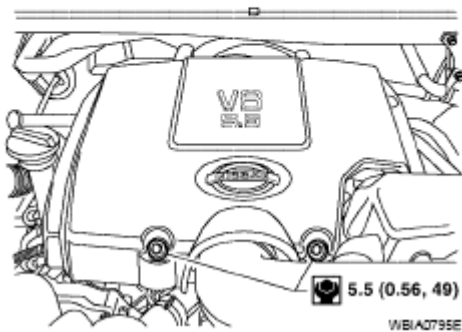


Fig. 6: Identifying Engine Cover Bolts And Cover

INSTALLATION

Installation is in the reverse order of removal.

DRIVE BELTS

CHECKING DRIVE BELTS

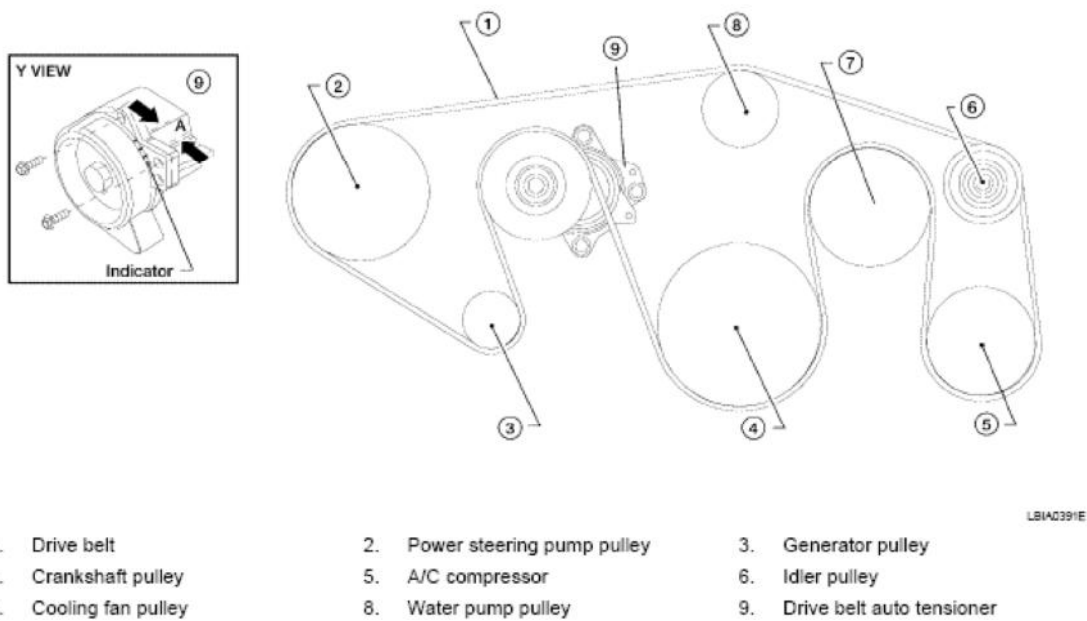


Fig. 7: Checking Drive Belts

WARNING: Be sure to perform when the engine is stopped.

1. Remove air duct and resonator assembly when inspecting drive belt.
2. Make sure that indicator (single line notch) of each auto tensioner is within the allowable working range "A" (between three line notches) as shown.

NOTE:

- Check the drive belt auto tensioner indication when the engine is cold.
- The indicator notch is located on the moving side of the drive belt auto tensioner.

3. Visually check entire belt for wear, damage or cracks.
4. If the indicator is out of allowable working range or belt is damaged, replace the belt. Refer to "CHECKING DRIVE BELTS".

DRIVE BELT TENSION

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

REMOVAL AND INSTALLATION**REMOVAL**

1. Remove the air duct and resonator assembly. Refer to "REMOVAL".
2. Install Tool on drive belt auto tensioner pulley bolt, move in the direction of arrow (loosening direction of tensioner) as shown.

Tool number : - (J-46535)

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

3. Remove the drive belt.

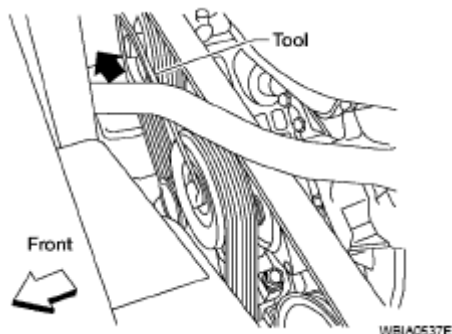
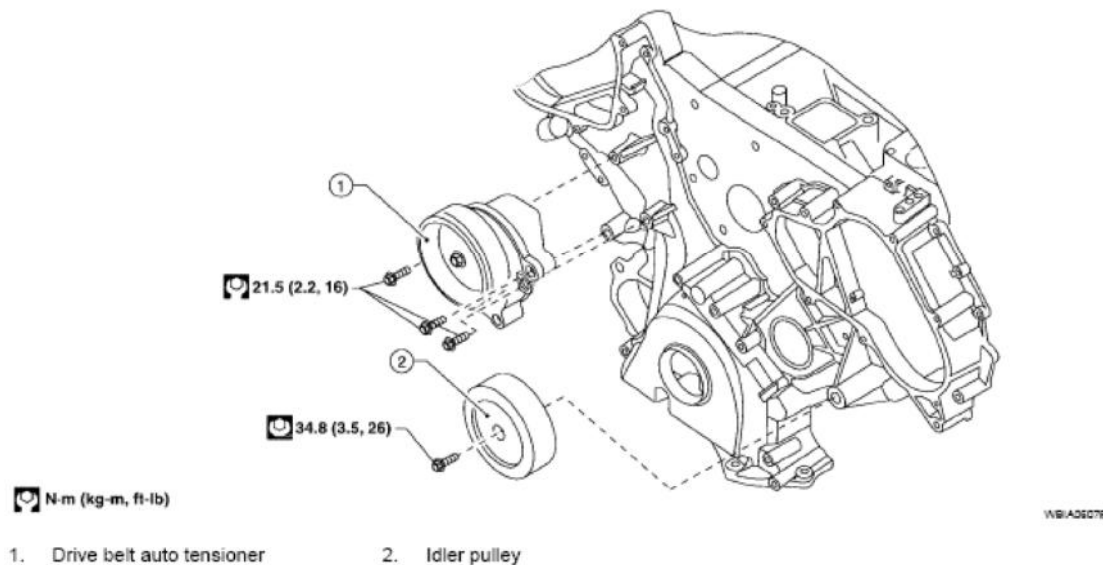


Fig. 8: Identifying Tool On Drive Belt Auto Tensioner Pulley Bolt**INSTALLATION**

Installation is in the reverse order of removal.

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

- Rotate the crankshaft pulley several turns clockwise to equalize belt tension between pulleys.
- Make sure belt tension is within the allowable working range, using the indicator notch on the drive belt auto tensioner. Refer to "**CHECKING DRIVE BELTS**".

DRIVE BELT AUTO TENSIONER AND IDLER PULLEY**Fig. 9: Identifying Drive Belt Auto Tensioner And Idler Pulley With Torque Specifications****REMOVAL**

1. Remove the air duct and resonator assembly. Refer to "**REMOVAL**".
2. Remove the drive belt. Refer to "**REMOVAL**".
3. Remove the drive belt auto tensioner and idler pulley using power tool.

INSTALLATION

Installation is in the reverse order of removal.

AIR CLEANER AND AIR DUCT

REMOVAL AND INSTALLATION

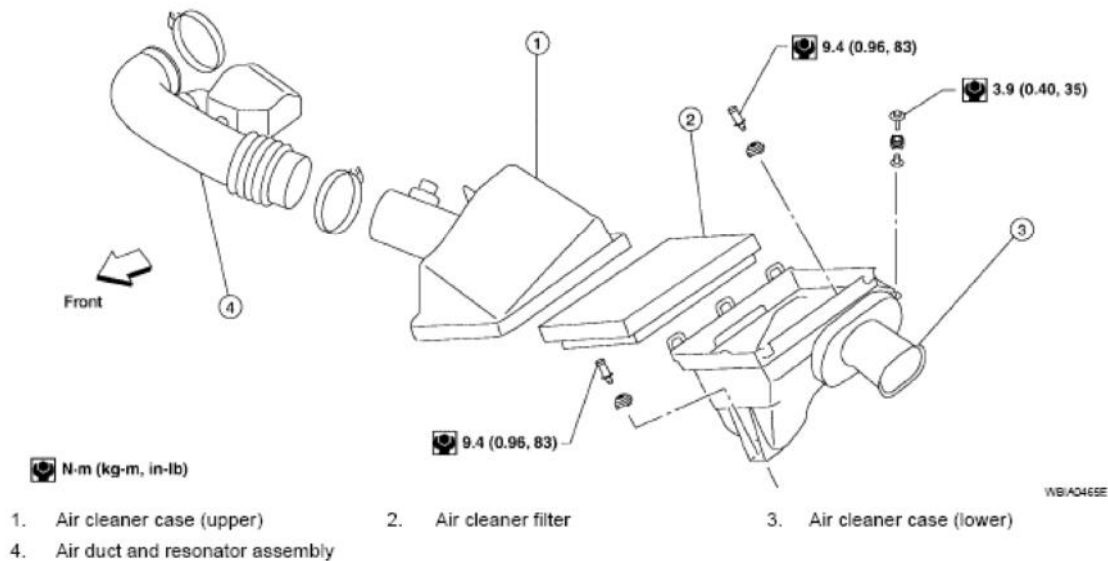


Fig. 10: Identifying Air Cleaner And Air Duct Parts With Torque Specifications

REMOVAL

1. Remove the engine room cover using power tool. Refer to "**REMOVAL**".
2. Disconnect the harness connector from air cleaner case (upper).
3. Remove the air duct and resonator assembly and air cleaner case.
4. Remove air cleaner filter and air cleaner case (lower)
 - Add marks as necessary for easier installation.

INSTALLATION

Installation is in the reverse order of removal.

REMOVAL AND INSTALLATION (VISCOUS PAPER TYPE)

REMOVAL

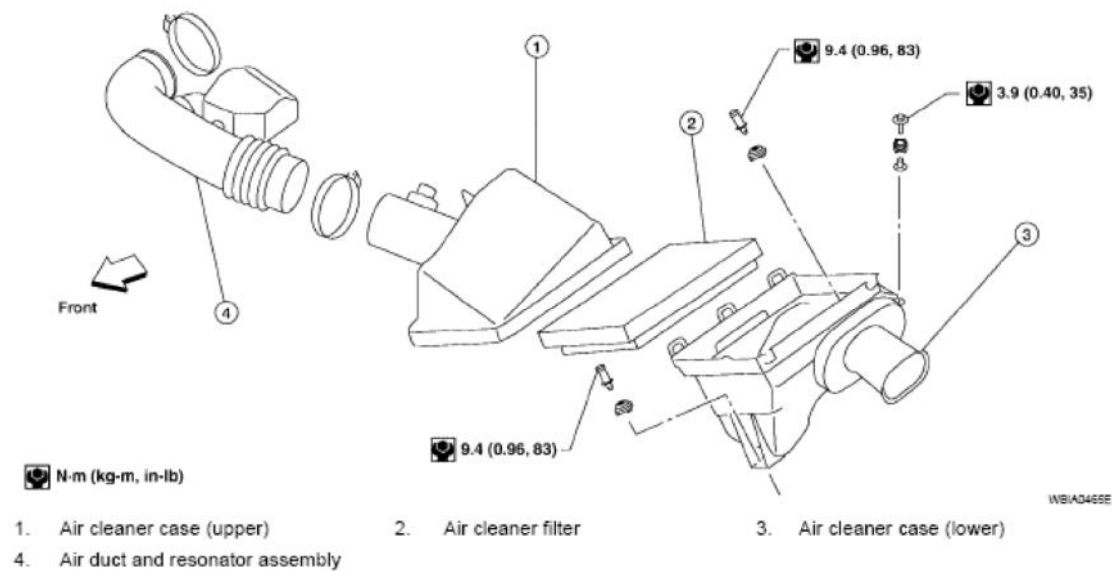


Fig. 11: Identifying Air Cleaner And Air Duct Parts With Torque Specifications

NOTE:

- The viscous paper type filter does not need cleaning between replacement intervals.
- Replace the air filter as necessary for periodic maintenance. Refer to **"PERIODIC MAINTENANCE"**.

1. Remove the air duct and resonator assembly.
2. Remove the air cleaner case (upper).
3. Remove the air cleaner filter from the air cleaner case (lower).

INSTALLATION

1. Install the new air cleaner filter in the air cleaner case (lower).
2. Install the air cleaner case (upper).
3. Install the air duct and resonator assembly (inlet).

INTAKE MANIFOLD

REMOVAL AND INSTALLATION

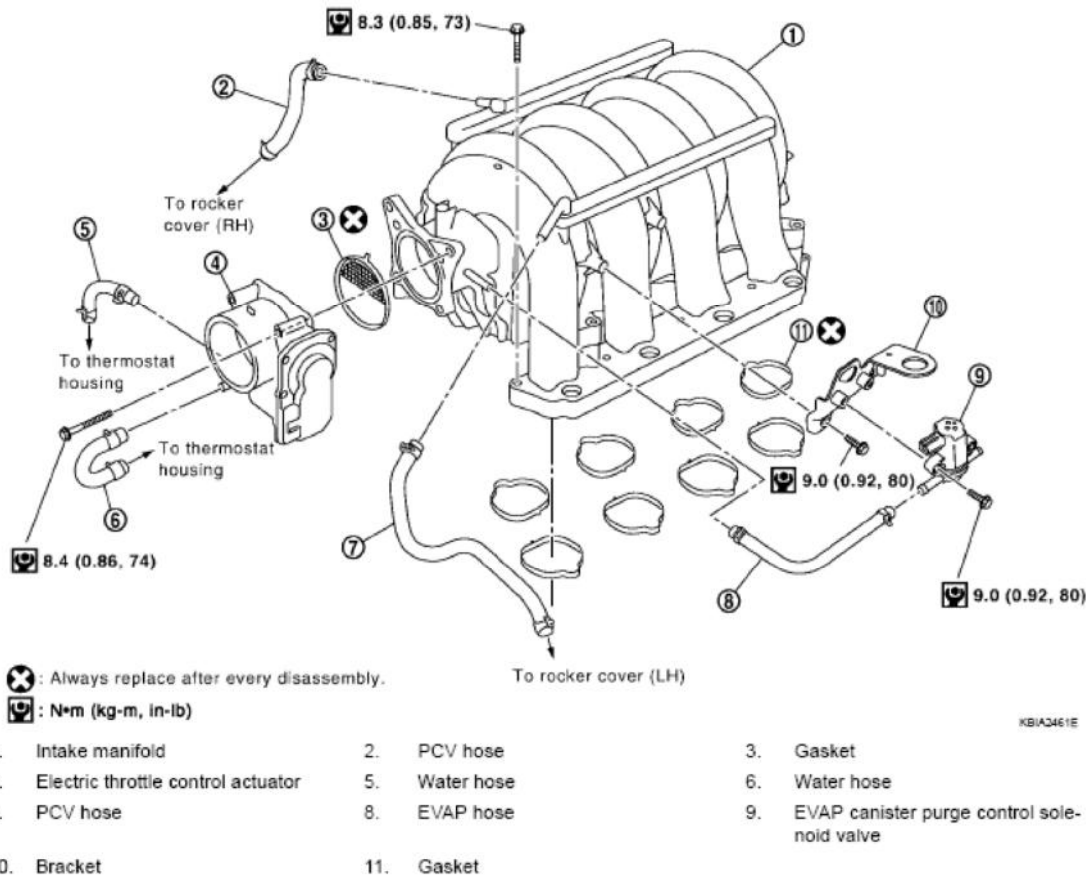


Fig. 12: Identifying Intake Manifold Components With Torque Specifications

REMOVAL

1. Partially drain the engine coolant. Refer to "**DRAINING ENGINE COOLANT**".

WARNING: To avoid the danger of being scalded, never drain the engine coolant when the engine is hot.

2. Remove the engine room cover using power tool. Refer to "**REMOVAL**".
3. Release the fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".
4. Remove the air duct and resonator assembly. Refer to "**REMOVAL**".
5. Disconnect the fuel tube quick connector on the engine side.

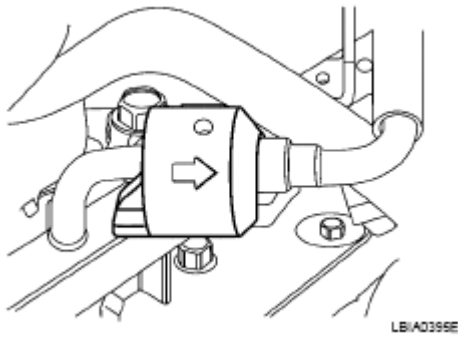


Fig. 13: Identifying Fuel Tube Quick Connector On Engine Side

- Perform the following steps to disconnect the quick connector using Tool.

Tool number : 16441 6N210 (J-45488)

- a. Remove quick connector cap (engine side only).

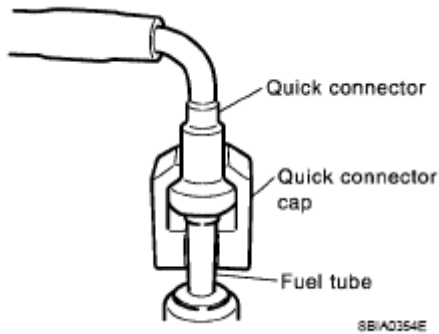


Fig. 14: Identifying Quick Connector Cap On Quick Connector Joint

- b. With the sleeve side of Tool facing quick connector, install Tool onto fuel tube.
- c. Insert Tool into quick connector until sleeve contacts and goes no further. Hold the Tool in that position.

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

- d. Draw and pull out quick connector straight from fuel tube.

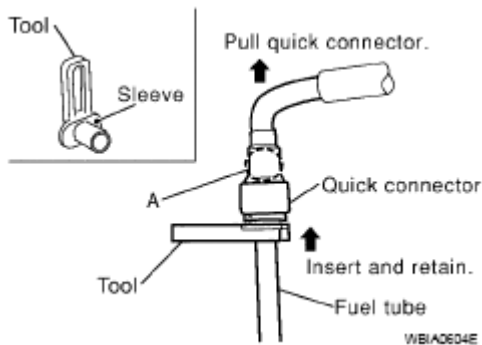


Fig. 15: Inserting Tool Into Quick Connector

CAUTION:

- Pull quick connector holding "A" position in illustration.
- Do not pull with lateral force applied. O-ring inside quick connector may be damaged.
- Prepare container and cloth beforehand as fuel will leak out.
- Avoid fire and sparks.
- Be sure to cover openings of disconnected pipes with plug or plastic bag to avoid fuel leakage and entry of foreign materials.

6. Remove or disconnect harnesses, brackets, vacuum hose, vacuum gallery and PCV hose and tube from intake manifold.
7. Remove electric throttle control actuator by loosening bolts diagonally.

CAUTION:

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

8. Remove the fuel injectors and fuel tube assembly. Refer to "**REMOVAL**".
9. Loosen the bolts in reverse order shown using power tool.
10. Remove the intake manifold.

CAUTION: Cover engine openings to avoid entry of foreign materials.

- Clean all gasket mating surfaces, do not reuse gaskets.

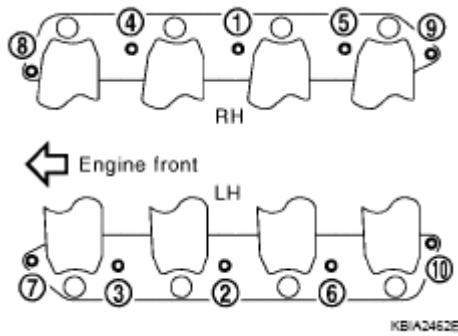


Fig. 16: Loosening Sequence Of Intake Manifold Nuts And Bolts

INSTALLATION

Installation is in the reverse order of removal.

- Tighten the intake manifold bolts in numerical order as shown.

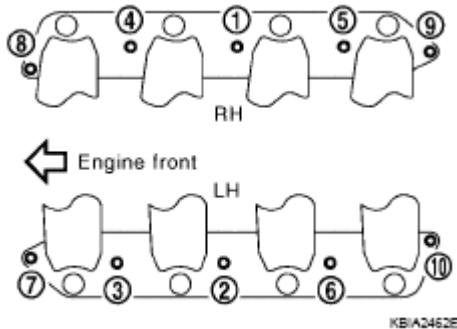


Fig. 17: Loosening Sequence Of Intake Manifold Nuts And Bolts

- Install the EVAP canister purge control solenoid valve connector with it facing front of engine.
- Tighten the electronic throttle control actuator bolts of the electric throttle control actuator equally and diagonally in several steps.
- After installation perform procedure in "**INSPECTION AFTER INSTALLATION**".
- Install the water hose so that its overlap width for connection is between 27 mm (1.06 in) and 32 mm (1.26 in) (target: 27 mm 1.06 in).

Connecting Quick Connector of Fuel Tube

Install quick connector as follows (the steps are the same for quick connectors on both engine side and vehicle side except for the quick connector cap).

1. Make sure no foreign substances are deposited in and around tube and quick connector, and they are not damaged.
2. Thinly apply new engine oil around the fuel tube from tip end to the spool end.
3. Align center to insert quick connector straight into fuel tube.

- Insert until the paint mark for engagement identification (white) goes completely inside quick connector so that you cannot see it from the straight side of the connected part. Use a mirror to check this where it is not possible to view directly from the straight side, such as quick connector on vehicle side.

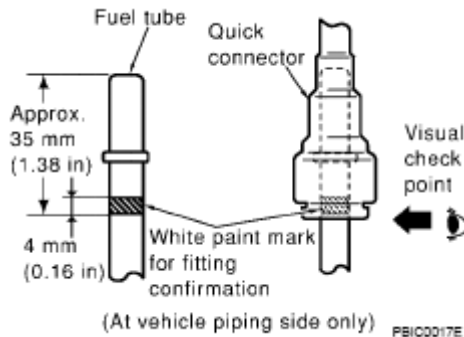


Fig. 18: Aligning Center To Insert Quick Connector Straight Into Fuel Tube

- Insert fuel tube into quick connector until top spool is completely inside quick connector, and 2nd level spool exposes right below quick connector on engine side.

CAUTION:

- Hold "A" position in illustration when inserting fuel tube into quick connector.
- 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 mis-identification of engagement with a similar sound, be sure to perform the next step.

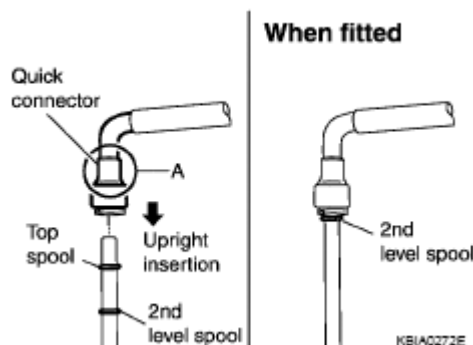


Fig. 19: Inserting Fuel Tube Into Quick Connector

4. Pull quick connector by hand holding "A" position. Make sure it is completely engaged (connected) so that it does not come out from fuel tube.

NOTE: Recommended pulling force is 50 N (5.1 kg, 11.2 lb).

5. Install the quick connector cap on the quick connector joint (on engine side only).
6. Install the fuel hose and tube to hose clamps.
7. Refill the engine coolant. Refer to "**REFILLING ENGINE COOLANT**".

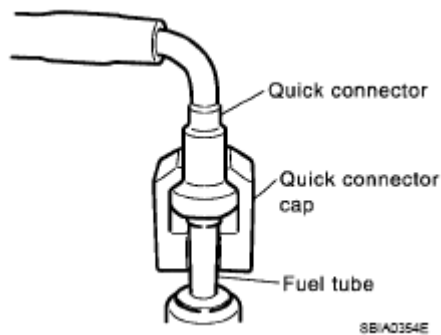


Fig. 20: Identifying Quick Connector Cap On Quick Connector Joint

INSPECTION AFTER INSTALLATION

- After installing fuel tubes, make sure there is no fuel leakage at connections in the following steps.
 - Apply fuel pressure to fuel lines by turning ignition switch ON (with engine stopped). Then check for fuel leaks at connections.
 - Start the engine and rev it up and check for fuel leaks at the connections.
- Perform procedures for "Throttle Valve Closed Position Learning" after finishing repairs. Refer to "**THROTTLE VALVE CLOSED POSITION LEARNING**".
- If electric throttle control actuator is replaced, perform procedures for "Idle Air Volume Learning" after finishing repairs. Refer to "**IDLE AIR VOLUME LEARNING**".

EXHAUST MANIFOLD AND THREE WAY CATALYST

REMOVAL AND INSTALLATION

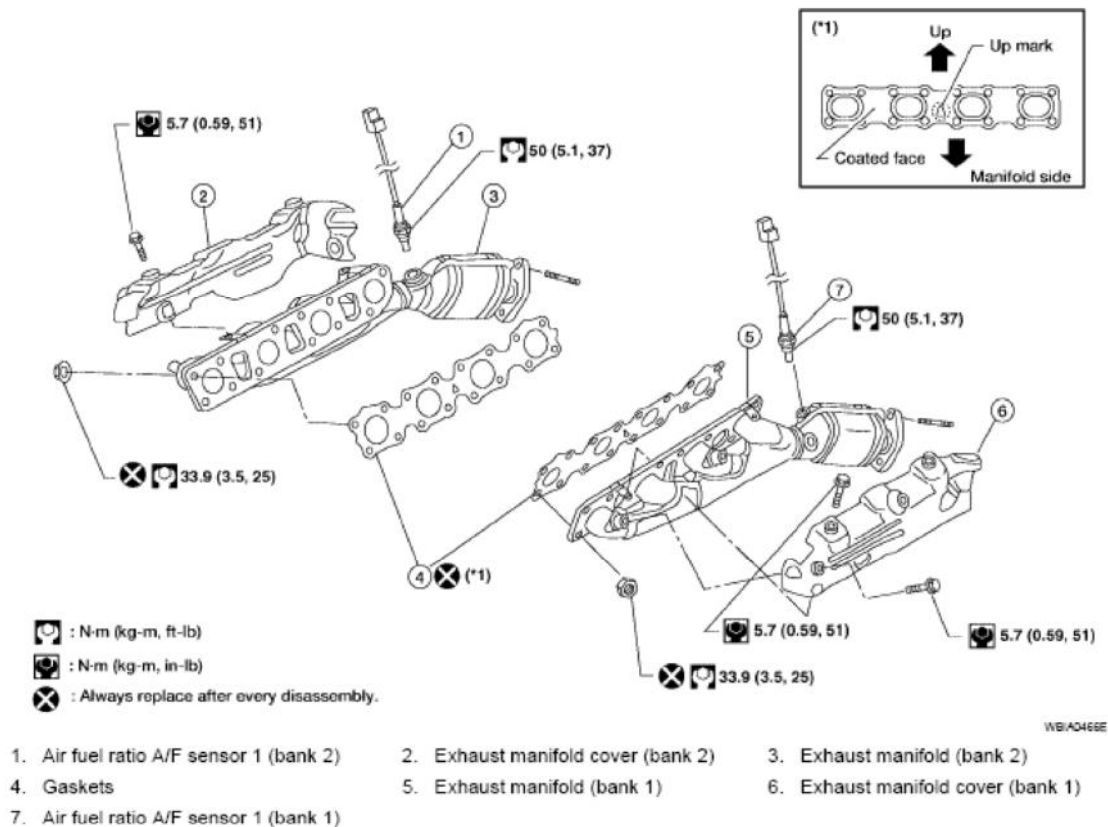


Fig. 21: Identifying Exhaust Manifold And Three Way Catalyst Components With Torque Specifications

REMOVAL

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

1. Remove the air duct and resonator assembly. Refer to "**REMOVAL**".
2. Drain the engine coolant from the radiator. Refer to "**DRAINING ENGINE COOLANT**".
3. Remove the engine undercover using power tool.
4. Remove the radiator and radiator hoses. Refer to "**REMOVAL**".
5. Remove the drive belts. Refer to "**REMOVAL**".
6. Remove the air fuel ratio A/F sensors (bank 1, bank 2).
 - Follow steps below to remove each air fuel ratio A/F sensor.
 - a. Remove the harness connector of each air fuel ratio A/F sensor, and harness from bracket and middle clamp.
 - b. Remove the air fuel ratio A/F sensors from both left and right exhaust manifolds using Tool.

Tool number : - (J-44626)

CAUTION:

- Do not damage the air fuel ratio A/F sensors
- Discard any air fuel ratio A/F sensor which has been dropped from a height of more than 0.5m (19.7 in) onto a hard surface such as a concrete floor. Replace it with a new one.

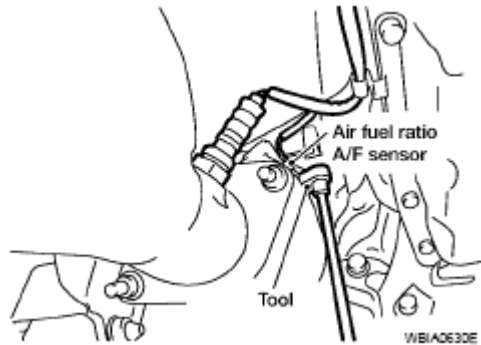


Fig. 22: Identifying Air Fuel Ratio A/F Sensors From Both Left And Right Exhaust Manifolds

- Remove the front cross bar.
- Remove the exhaust manifold (LH) following the steps below.
 - Remove the exhaust front tube. Refer to "**REMOVAL**".
 - Remove the exhaust manifold cover.
 - Loosen the nuts in reverse order of illustration (A) using power tool.
 - Remove the exhaust studs from positions 2, 4, 6, 8 and remove left exhaust manifold
- Remove the exhaust manifold (RH) following the steps below.
 - Remove the exhaust front tube. Refer to "**REMOVAL**".
 - Remove the oil level gauge guide. Refer to "**CYLINDER BLOCK**".

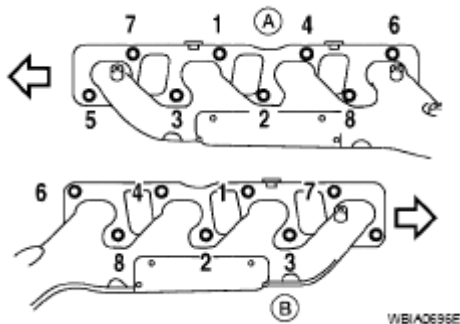


Fig. 23: Loosening Sequence Of Exhaust Manifold Bolt

- Remove the exhaust manifold cover.
- Loosen the nuts in reverse order of illustration (B) using power tool A/F.

- e. Remove the exhaust studs from positions 2, 4, 6, 8 and remove right exhaust manifold.

INSPECTION AFTER REMOVAL

Surface Distortion

- Check the flatness of each exhaust manifold flange surface using suitable tools.

Flatness limit : 0.3 mm (0.012 in)

- If measurement exceeds the limit, replace the exhaust manifold.

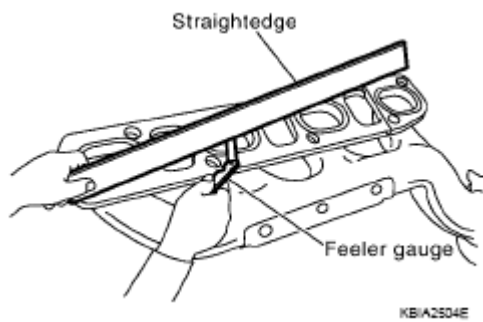


Fig. 24: Checking Exhaust Manifold Flange Surface

INSTALLATION

Installation is in the reverse order of removal.

- Install new exhaust manifold gasket with the top of the triangular up mark on it facing up and its coated face (gray side) toward the exhaust manifold side.

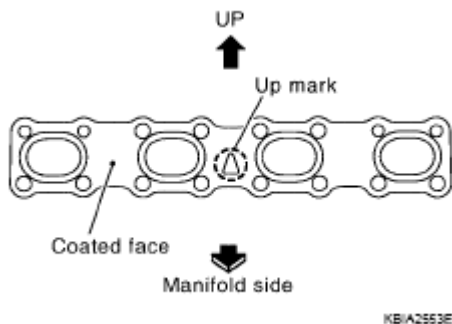


Fig. 25: Identifying Exhaust Manifold Gasket

- Tighten the exhaust manifold nuts in the numerical order shown. Then recheck the torque of the nuts both (A) and (B).

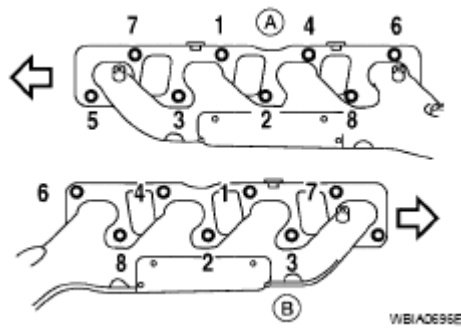


Fig. 26: Loosening Sequence Of Exhaust Manifold Bolt

- Before installing new air fuel ratio A/F sensors, clean the exhaust system threads using Tool and apply anti-seize lubricant.

Tool number : J-43879-12

: J-43897-18

CAUTION:

- Do not over tighten the air fuel ratio A/F sensors. Doing so may cause damage to the sensor, resulting in the MIL coming on.

OIL PAN AND OIL STRAINER

REMOVAL AND INSTALLATION

For GL, go to GENERAL INFORMATION .

OIL COOLER

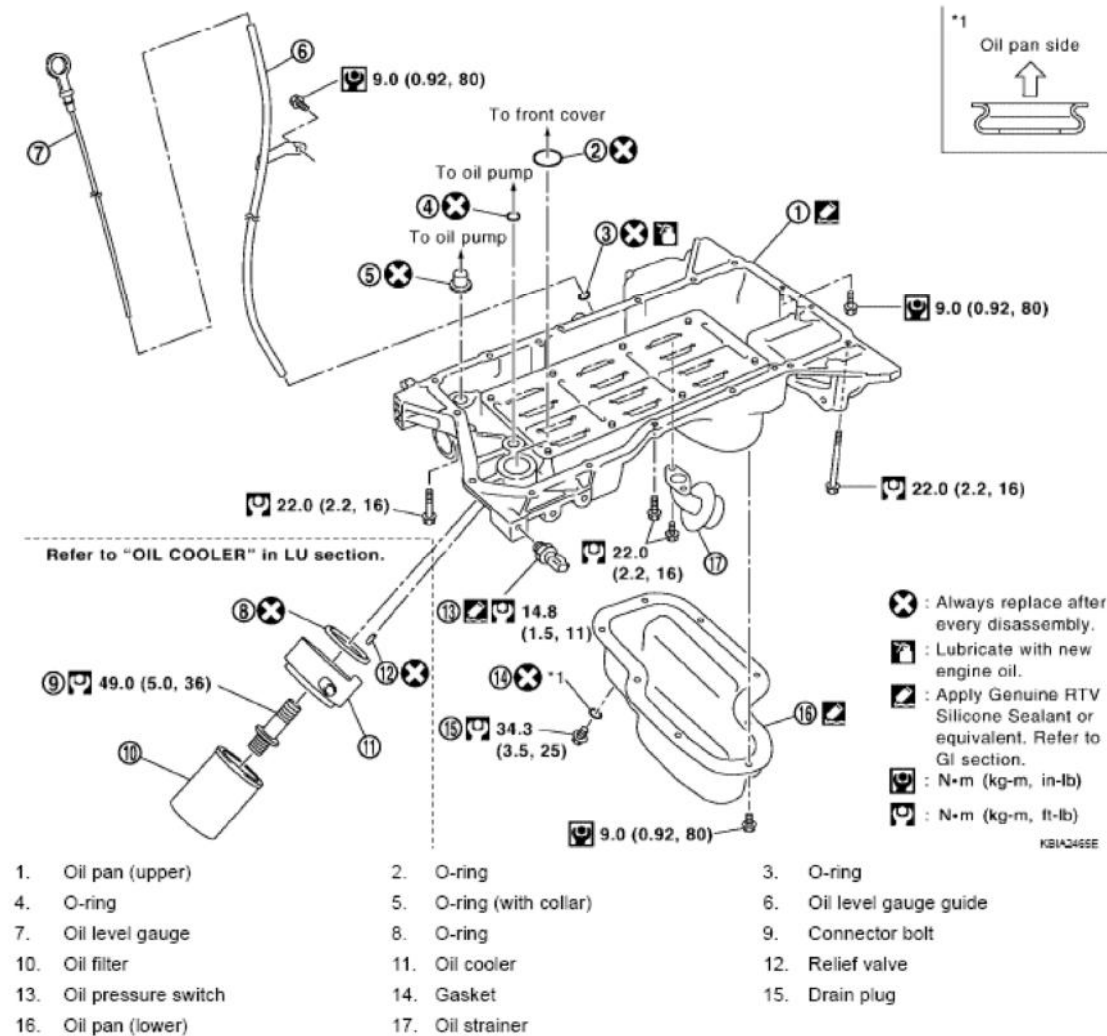


Fig. 27: Identifying Oil Pan And Oil Strainer Components With Torque Specifications

REMOVAL

WARNING: To avoid the danger of being scalded, never drain the engine oil when the engine is hot.

1. Remove the engine. Refer to "**REMOVAL**".
2. Remove the oil pan (lower) using the following steps.
 - a. Remove the oil pan (lower) bolts using power tool.

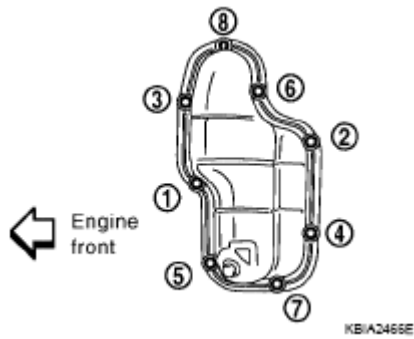


Fig. 28: Identifying Oil Pan (Lower) Bolts

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

Tool number : KV10111100 (J-37228)

CAUTION:

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

- c. Slide (1) the Tool by tapping (2) its side with a hammer to remove the lower oil pan from the upper oil pan.

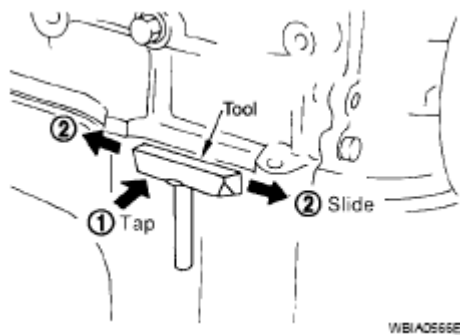


Fig. 29: Sliding Cutter By Tapping On Side

3. Remove the oil strainer from the oil pan (upper).
4. Remove the oil pan (upper) using the following steps.
 - a. Remove the oil pan (upper) bolts as shown.

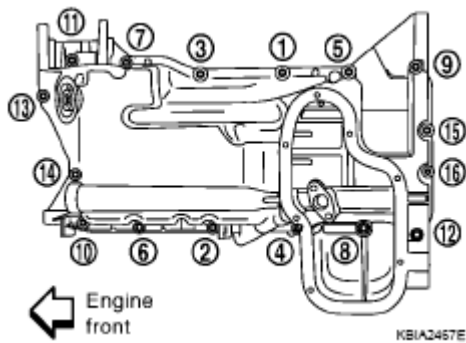


Fig. 30: Identifying Oil Pan (Upper) Bolts

- b. Remove the oil pan (upper) from the cylinder block by prying it at the points shown, using suitable tool.

CAUTION: Do not damage mating surface.

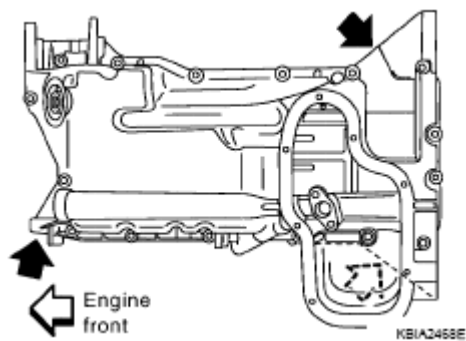


Fig. 31: Identifying Oil Pan (Upper) From Cylinder Block

5. Remove the O-rings from the oil pump and front cover.

NOTE: Do not reuse O-rings.

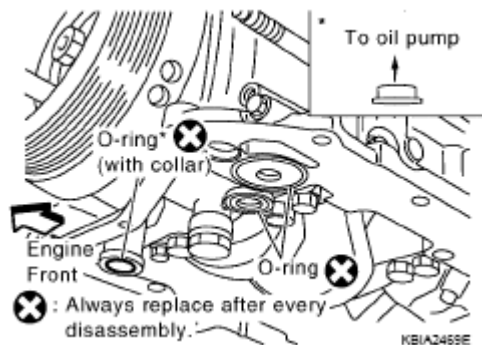


Fig. 32: Identifying O-Rings To Oil Pump And Front Cover Side

INSPECTION AFTER REMOVAL

Clean the oil strainer.

INSTALLATION

1. Install the oil pan (upper) using the following steps.
 - a. Apply liquid gasket thoroughly as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".

CAUTION: Apply liquid gasket to outside of bolt hole for the hole shown by *.

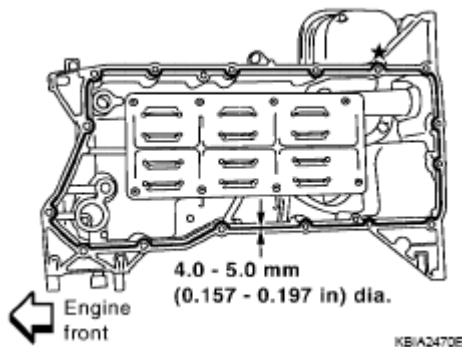


Fig. 33: Applying Liquid Gasket To Oil Pan (Upper)

- b. Install new O-rings to the oil pump and front cover side.

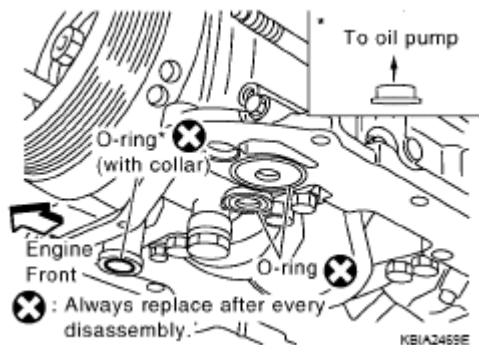


Fig. 34: Identifying O-Rings To Oil Pump And Front Cover Side

- c. Tighten the bolts in numerical order as shown.

M6 x 30 mm (1.18 in) : No. 15, 16

M8 x 25 mm (0.98in) : No. 1, 3, 5, 7, 11, 13

M8 x 45 mm (1.77 in) : No. 2, 4, 6, 8, 10, 14

M8 x 123 mm (4.84in) : No. 9, 12

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

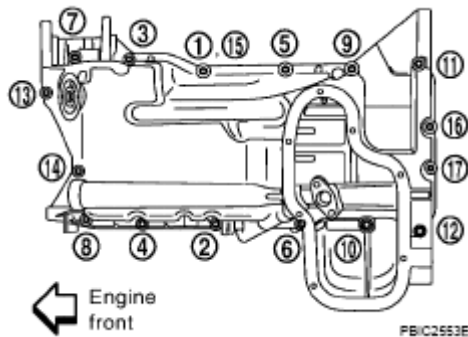


Fig. 35: Identifying Oil Strainer To Oil Pan (Upper)

3. Install the oil pan (lower).
 - a. Apply liquid gasket thoroughly as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS** "

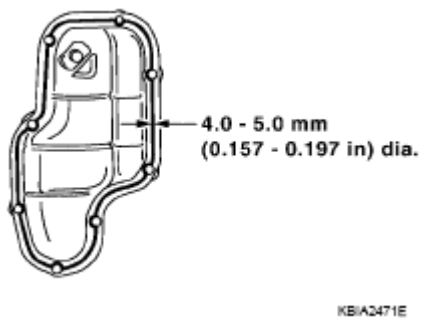


Fig. 36: Apply Liquid Gasket To Oil Pan (Lower)

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

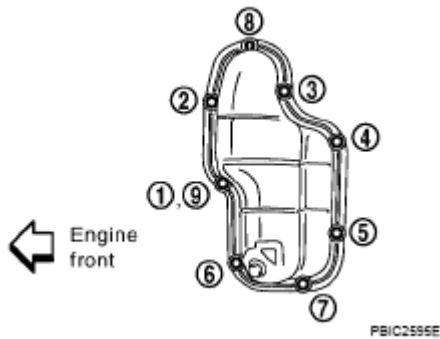


Fig. 37: Tightening Oil Pan (Lower) Bolts




4. Install the oil pan drain plug.
5. Install engine assembly. Refer to "INSTALLATION".
 - Do not fill the engine oil for at least 30 minutes after oil pan is installed.

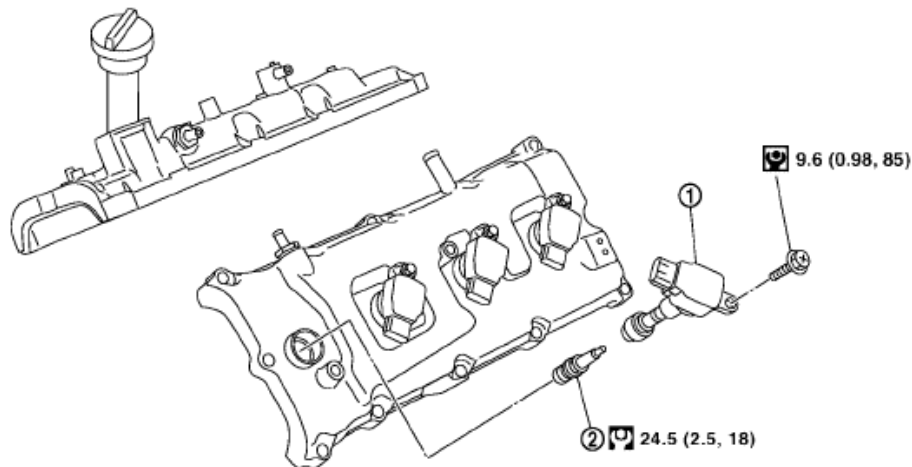
INSPECTION AFTER INSTALLATION

1. Check engine oil level and add engine oil if necessary. Refer to "OIL LEVEL".
2. Start the engine, and check for leaks of engine oil.
3. Stop engine and wait for 10 minutes.
4. Check engine oil level again.

IGNITION COIL

REMOVAL AND INSTALLATION

Symbol	Description
	N·m (kg·m, ft·lb)
	N·m (kg·m, in·lb)
	Always replace after disassembly.



WBIA0796E

1. Ignition coil

2. Spark plug

Fig. 38: Identifying Ignition Coil And Spark Plug With Torque Specifications**REMOVAL**

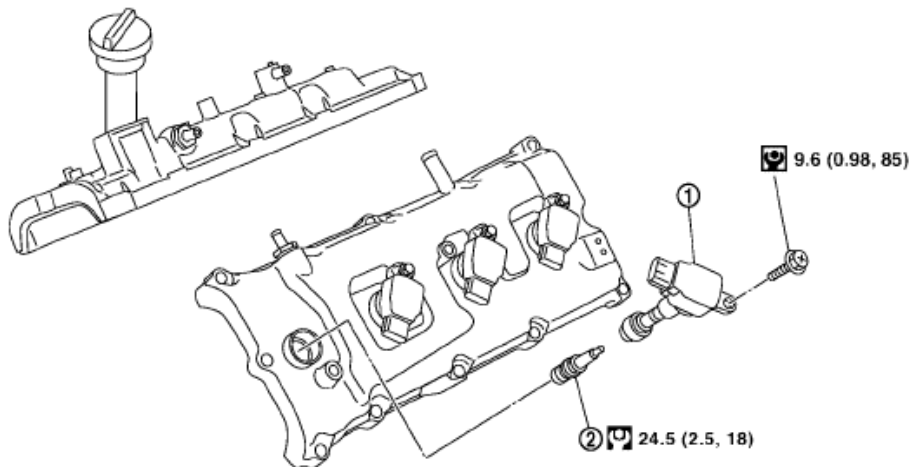
1. Remove the engine room cover using power tool. Refer to "**REMOVAL**".
2. Disconnect the harness connector from the ignition coil.
3. Remove the ignition coil.

CAUTION: Do not shock ignition coil.**INSTALLATION**

Installation is in the reverse order of removal.

SPARK PLUG (PLATINUM-TIPPED TYPE)**REMOVAL AND INSTALLATION**

Symbol	Description
	N·m (kg·m, ft·lb)
	N·m (kg·m, in·lb)
	Always replace after disassembly.



WBIA0796E

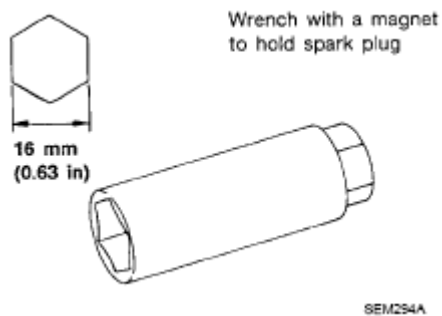
1. Ignition coil

2. Spark plug

Fig. 39: Identifying Ignition Coil And Spark Plug With Torque Specifications

REMOVAL

1. Remove the ignition coil. Refer to "**REMOVAL**".
2. Remove the spark plug using suitable tool.

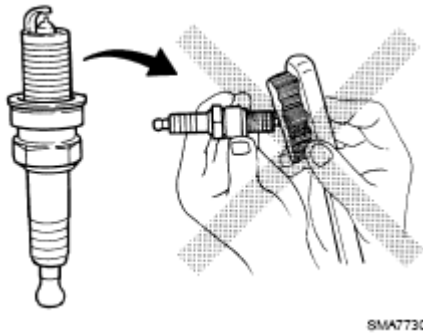


SEM294A

Fig. 40: Identifying Spark Plug Tool

INSPECTION AFTER REMOVAL

- Do not use a wire brush for cleaning.



SMA773C

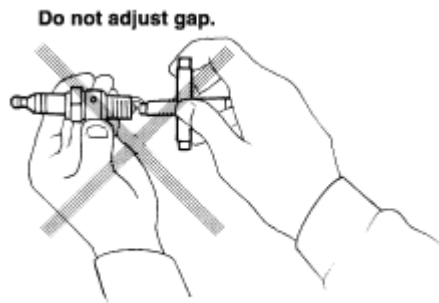
Fig. 41: Precaution For - Never Use Wire Brush For Cleaning Spark Plug

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

Cleaner air pressure : Less than 588 kPa (5.9 bar, 6 kg/cm² , 85 psi)

Cleaning time : Less than 20 seconds

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



SMA805CA

Fig. 42: Precaution For - Do Not Adjusting Spark Plug Gap

INSTALLATION

Installation is in the reverse order of removal.

SPARK PLUG SPECIFICATION

Make	NGK
Standard type	DIFR5A-11

Gap (Nominal) : 1.1 mm (0.043 in)

CAUTION: Do not drop or shock spark plug.

FUEL INJECTOR AND FUEL TUBE

REMOVAL AND INSTALLATION

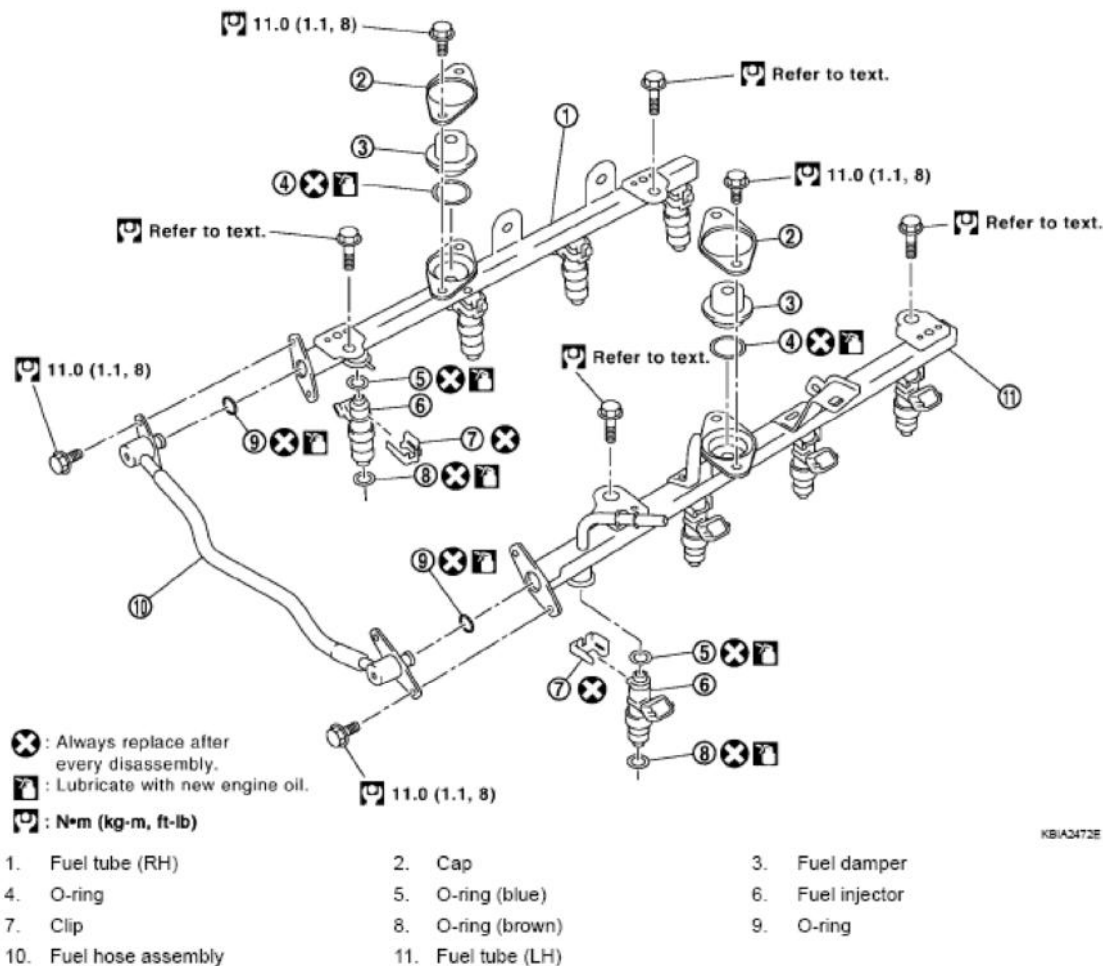


Fig. 43: Identifying Fuel Injector And Fuel Tube Components With Torque Specifications

CAUTION: Do not remove or disassemble parts unless instructed as shown.

REMOVAL

1. Remove the engine room cover using power tool. Refer to "**REMOVAL**".
2. Release the fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".
3. Disconnect the negative battery terminal.
4. Disconnect the fuel injector harness connectors.
5. Disconnect the fuel hose assembly from the fuel tubes (RH and LH).

CAUTION: • While hoses are disconnected, plug them to prevent fuel from

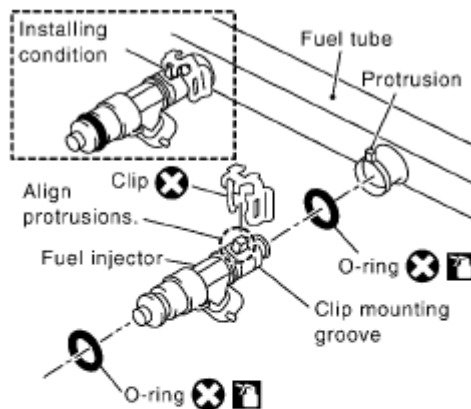
draining.

- **Do not separate the fuel connector and fuel hose.**

6. Remove the fuel injectors with the fuel tube assembly.
7. Remove the fuel injector from the fuel tube using the following steps.
 - a. Spread open and remove the clip.
 - b. Remove the fuel injector from the fuel tube by pulling straight out.

CAUTION:

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



✕ : Always replace after every disassembly.

🛢 : Lubricate with new engine oil.

KBIA2506E

Fig. 44: Identifying Fuel Injector From Fuel Tube

8. Remove the fuel damper from each fuel tube.

INSTALLATION

1. Install the fuel damper to each fuel tube using the following steps.
 - a. Apply engine oil to the new O-ring and set it into the cup of the fuel tube.

CAUTION:

- **Handle O-ring with bare hands. Never wear gloves.**
- **Lubricate new 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.

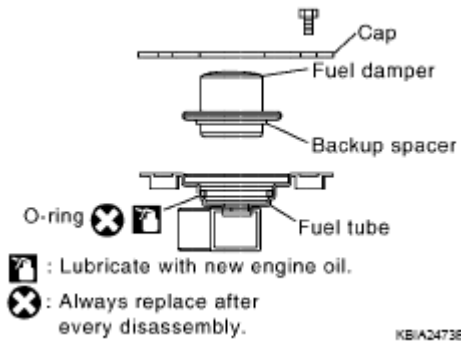


Fig. 45: Applying Engine Oil To O-Ring And Set It Into Cap Of Fuel Tube

- When installing O-ring, do not scratch it with tool or fingernails.
- Do not twist or stretch the O-ring.

b. Make sure that the backup spacer is in the O-ring connecting surface of the fuel damper.

NOTE: The backup spacer is part of the fuel damper assembly.

c. Insert the fuel damper until it seats on the 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)

d. Install the cap, and then tighten the bolts evenly.

- After tightening the bolts, make sure that there is no gap between the cap and fuel tube.

2. Install new O-rings to the fuel injector paying attention to the items below.

CAUTION:

- Upper and lower O-rings are different colors.

Fuel tube side : Blue

Nozzle side : Brown

- Handle O-ring with bare hands. Never wear gloves.

- Lubricate new 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. Also be careful not to twist or stretch O-ring.
- If O-ring was stretched while it was being attached, do not insert it quickly into fuel tube.
- Insert O-ring straight into fuel tube. Do not angle or twist it.

3. Install the fuel injector to the fuel tube using the following steps.

- a. Insert new clip into clip mounting groove on the fuel injector.
 - Insert clip so that lug "A" of fuel injector matches notch "A" of the clip.

CAUTION:

- Do not reuse clip. Replace it with a new one.
- Do not allow the clip to interfere with the O-ring. If interference occurs, replace the 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 lug "B" of fuel tube matches notch "B" of the clip.
 - Make sure that the fuel tube flange is securely seated in the flange fixing groove on the clip.
- c. Make sure that installation is complete by checking that the fuel injector does not rotate or come off.
 - Make sure that the protrusions of the fuel injectors are aligned with the cutouts of the clips after installation.

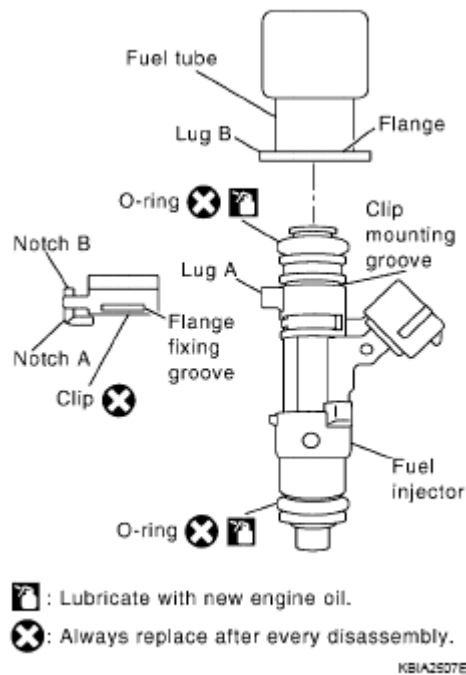


Fig. 46: Inserting Clip Into Clip Mounting Groove On Fuel Injector

4. Install the fuel tube and fuel injector assembly to the intake manifold.

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

- Tighten fuel tube assembly bolts "a" to "b" in illustration in two steps.

1st step : 12.8 N.m (1.3 kg-m, 9 ft-lb)

2nd step : 24.5 N.m (2.5 kg-m, 18 ft-lb)

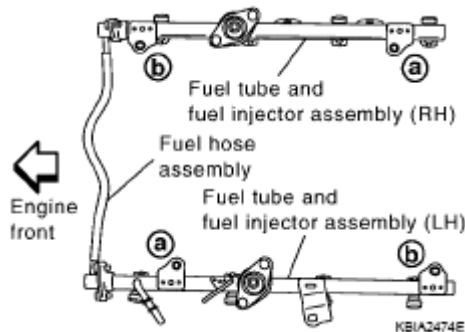


Fig. 47: Identifying Fuel Tube And Fuel Injector Assembly To Intake Manifold

5. Install the fuel hose assembly.

- Insert connectors straight, making sure that the axis is lined up with fuel tube side to prevent O-ring from being damaged.
- Tighten bolts evenly in several steps.
- Make sure that there is no gap between the flange and fuel tube after tightening the bolts.

CAUTION:

- **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. Also be careful not to twist or stretch O-ring.**
- **If O-ring was stretched while it was being attached, do not insert it quickly into fuel tube.**
- **Insert new O-ring straight into fuel tube. Do not twist it.**

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

INSPECTION AFTER INSTALLATION

After installing the fuel tubes, make sure there are no fuel leaks at the connections using the following steps.

1. Apply fuel pressure to the fuel lines by turning ignition switch ON (with engine stopped). Then check for fuel leaks at the connections.

NOTE: Use mirrors for checking on hidden points.

2. Start the engine and rev it up and check for fuel leaks at the connections.

CAUTION: Do not touch the engine immediately after stopping, as engine becomes extremely hot.

ROCKER COVER**REMOVAL AND INSTALLATION**

For GI, go to **GENERAL INFORMATION** .



1. Remove the engine room cover using power tool. Refer to "**REMOVAL**".
2. Remove the air duct and resonator assembly. Refer to "**REMOVAL**"(for LH only).
3. Move the harness on the upper rocker cover and its peripheral aside.
4. Remove the electric throttle control actuator, loosening the bolts diagonally (for LH only).
5. Remove the ignition coils. Refer to "**REMOVAL**".
6. Remove the PCV hose from the PCV control valves.
 - <== : Engine front
7. Loosen the bolts in reverse order shown using power tool for rocker cover (A) or (B).

CAUTION: Do not hold the rocker cover (RH) (B) by the oil filler neck.

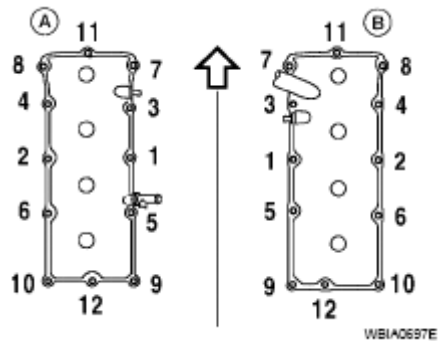


Fig. 49: Loosening Sequence Of Rocker Cover Bolts

INSTALLATION

1. Apply liquid gasket to the joint part of the cylinder head and camshaft bracket following the steps below.

NOTE: Illustration shows an example of (LH) side (zoomed in shows No.1 camshaft bracket).

- a. Refer to illustration "a" to apply liquid gasket to the joint part of No.1 camshaft bracket and cylinder head.
- b. Refer to illustration "b" to apply liquid gasket 90° to illustration "a".

Use Genuine RTV Silicone Sealant or equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".

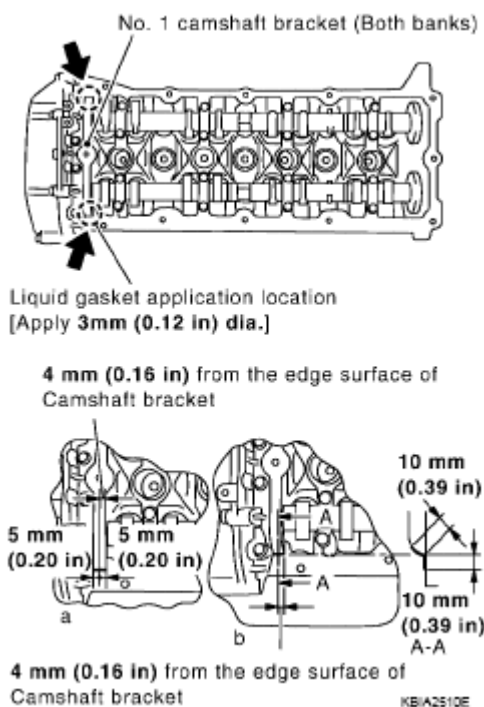


Fig. 50: Applying Liquid Gasket To Joint Part Of Cylinder Head And Camshaft Bracket

2. Install the rocker cover (A) or (B).

- Make sure the new rocker cover gasket is installed in the groove of the rocker cover (A) or (B).
- Tighten the bolts in two steps in the numerical order shown.

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

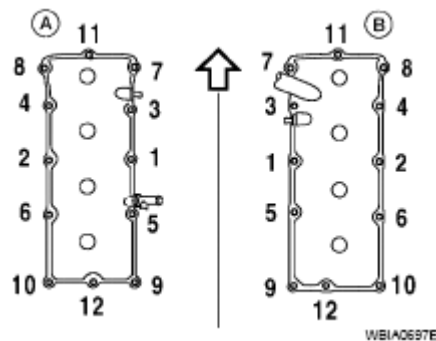
2nd step : 8.3 N.m (0.85 kg-m, 73 in-lb)

CAUTION: Do not hold the rocker cover (RH) (B) by the oil filler neck.

3. Install the PCV hoses.

NOTE:

- Remove foreign materials from inside the hose using compressed air.

**Fig. 51: Loosening Sequence Of Rocker Cover Bolts**

- The inserted length is within 25 - 30 mm (0.98 - 1.18 in) [Target: 25 mm (0.98 in)].

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

TIMING CHAIN

REMOVAL AND INSTALLATION

Symbol	Description
	N·m (kg-m, ft-lb)
	N·m (kg-m, in-lb)
	Always replace after disassembly.

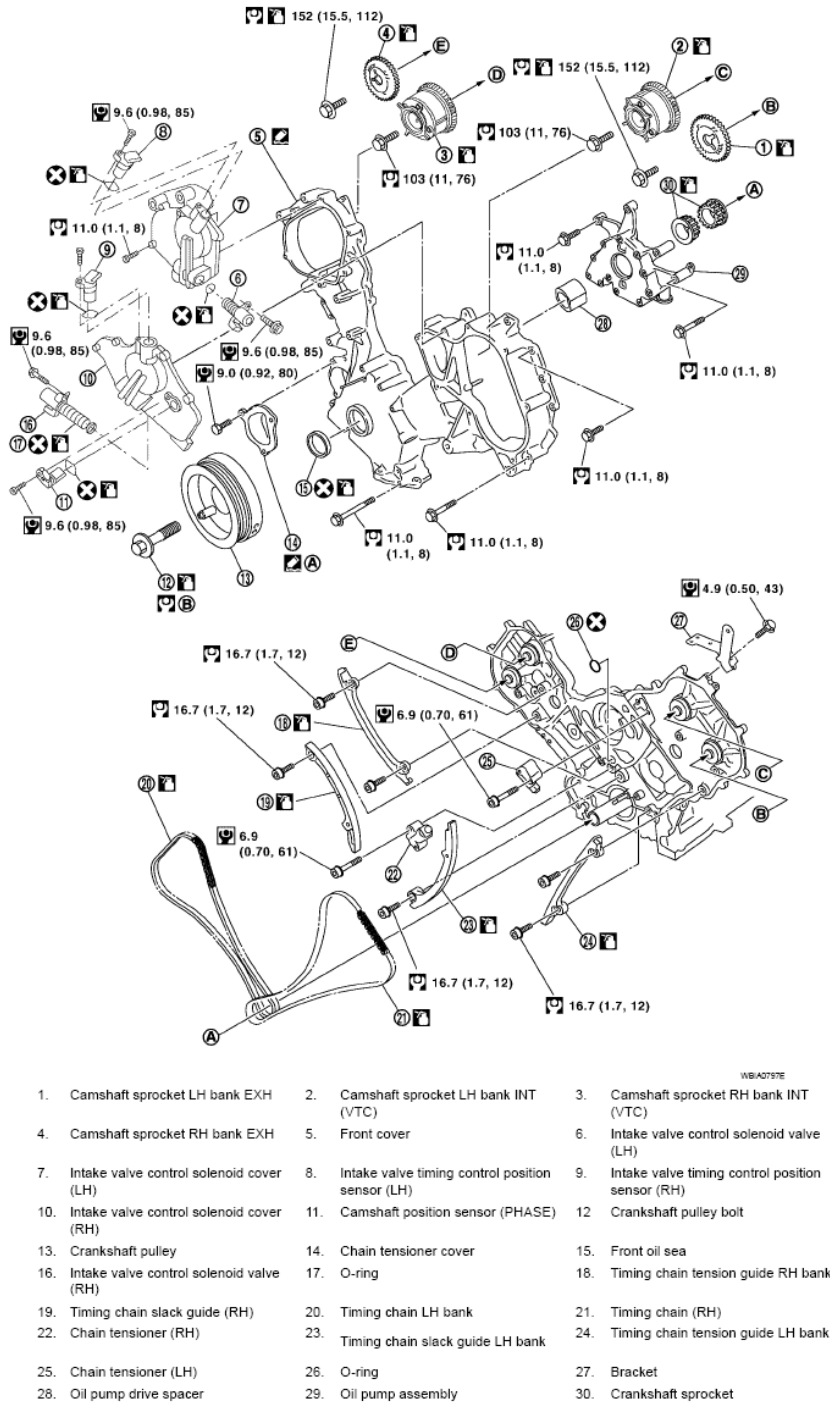


Fig. 52: Identifying Timing Chain Components With Torque Specifications

NOTE:

- To remove timing chain and associated parts, start with those on the LH bank. The procedure for removing parts on the RH bank is omitted

because it is the same as that for removal on the LH bank.

- To install timing chain and associated parts, start with those on the RH bank. The procedure for installing parts on the LH bank is omitted because it is the same as that for installation on the RH bank.

REMOVAL

1. Remove the engine assembly from the vehicle. Refer to "REMOVAL".
2. Remove the following components and related parts:
 - Drive belt auto tensioner and idler pulley. Refer to "REMOVAL".
 - Thermostat housing and water hose. Refer to "REMOVAL OF THERMOSTAT HOUSING, WATER OUTLET AND HEATER PIPE".
 - Power steering oil pump bracket. Refer to "REMOVAL".
 - Oil pan (lower), (upper) and oil strainer. Refer to "REMOVAL".
 - Ignition coil. Refer to "REMOVAL".
 - Rocker cover. Refer to "REMOVAL".
3. Remove the chain case cover RH bank (A) and chain case cover LH bank (B) as follows:
 - a. Loosen and remove the bolts as shown.
 - b. Cut the liquid gasket and remove the covers using Tool.

Tool number : KV10111100 (J-37228)

CAUTION: Do not damage mating surfaces.

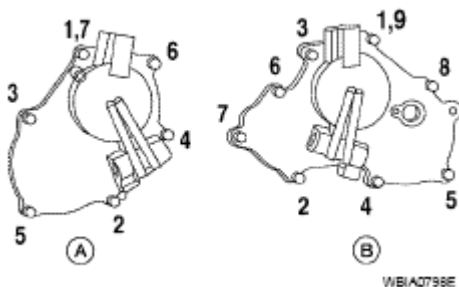


Fig. 53: Identifying Chain Case Cover RH Bank And Chain Case Cover LH Bank

4. Obtain compression TDC of No. 1 cylinder as follows:
 - a. Turn the crankshaft pulley clockwise to align the TDC identification notch (without paint mark) with the timing indicator on the front cover.

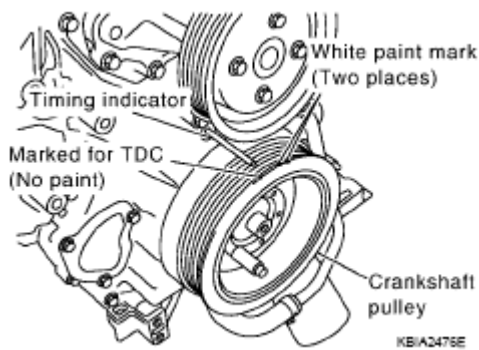


Fig. 54: Aligning Mating Marks For TDC With Timing Indicator On Front Cover

- b. At this time, make sure both intake and exhaust cam lobes of No. 1 cylinder (top front on LH bank) point outside.
 - If they do not point outside, turn crankshaft pulley once more.

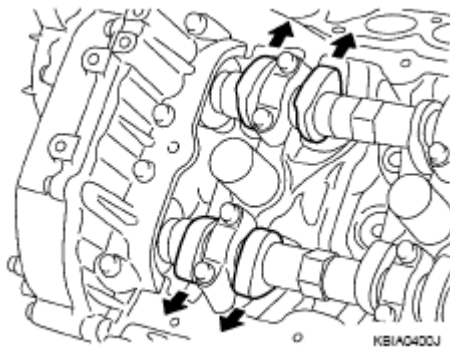


Fig. 55: Checking Intake And Exhaust Cam Lobes Of No. 1 Cylinder

5. Remove the crankshaft pulley.
 - a. Loosen the crankshaft pulley bolts using a hammer handle to secure the crankshaft.

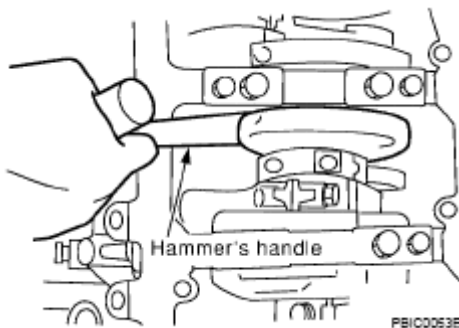


Fig. 56: Identifying Crankshaft Pulley Bolts Using Hammer

- b. Remove the crankshaft pulley from the crankshaft using tool.
 - Remove the crankshaft pulley using suitable tool. Set the bolts in the two bolt holes [M6 x

1.0 mm (0.04 in)] on the front surface.

NOTE: The dimension between the centers of the two bolt holes is 61 mm (2.40 in).

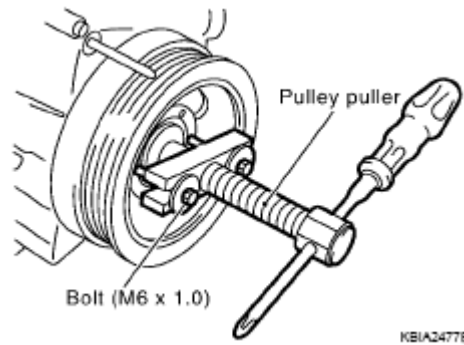


Fig. 57: Loosening Crankshaft Pulley Bolts Using Hammer Handle

6. Remove the front cover.
 - a. Loosen and remove the bolts in the reverse of order shown.
 - b. Cut the liquid gasket and remove the covers using Tool.

Tool number : KV10111100 (J-37228)

CAUTION: Do not damage mating surfaces.

7. Remove the front oil seal using suitable tool.

CAUTION: Do not damage front cover.

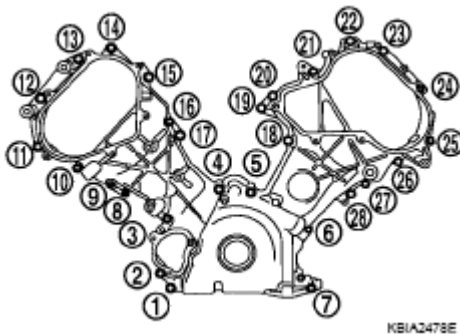


Fig. 58: Identifying Front Cover Bolts Reverse Order

8. Remove the oil pump drive spacer.

- Hold and remove the flat space of the oil pump drive spacer by pulling it forward.

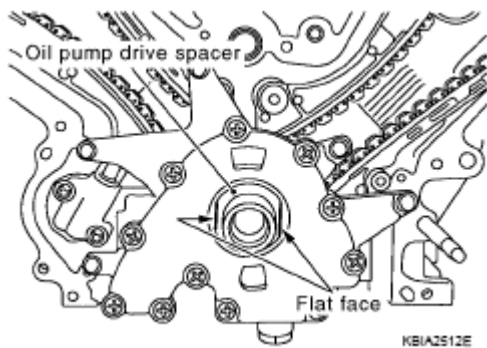


Fig. 59: Identifying Oil Pump Drive Spacer

9. Remove the oil pump. Refer to "**REMOVAL**".
10. Remove the chain tensioner on the LH bank using the following steps.

NOTE: To remove the timing chain and associated parts, start with those on the LH bank. The procedure for removing parts on the RH bank is omitted because it is the same as that for the LH bank.

- Squeeze the return-proof clip ends using suitable tool and push the plunger into the tensioner body.
- Secure the plunger using stopper pin.
 - Stopper pin is made from hard wire approximately 1 mm (0.04 in) in diameter.
- Remove the bolts and chain tensioner.

WARNING: Plunger, spring, and spring seat pop out when (squeezing) return-proof clip without holding plunger head. It may cause serious injuries. Always hold plunger head when removing.

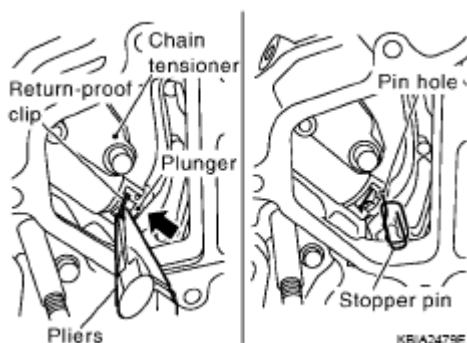


Fig. 60: Locating Chain Tensioner

- NOTE:**
- Stop the plunger in the fully extended position by using the return-proof clip 1 if the stopper pin is removed.

- Push the plunger 2 into the tensioner body while squeezing the return-proof clip 1. Secure it using stopper pin 3.

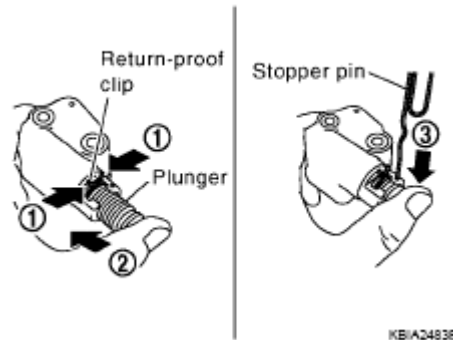


Fig. 61: Pushing Plunger Into Tensioner Body

11. Remove the timing chain tension guide and timing chain slack guide.
12. Remove the timing chain and crankshaft sprocket.
13. Loosen the camshaft sprocket bolts as shown and remove the camshaft sprocket.

CAUTION: To avoid interference between valves and pistons, do not turn crankshaft or camshaft when timing chain is disconnected.

14. Repeat the same procedure to remove the RH timing chain and associated parts.

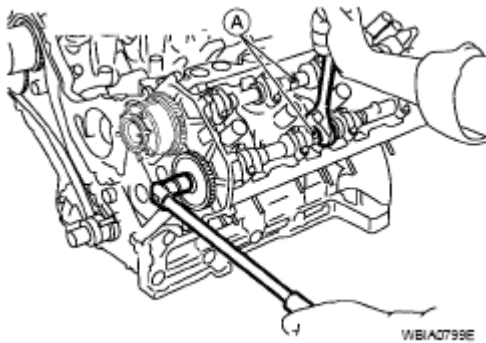


Fig. 62: Removing RH Timing Chain And Associated Parts

INSPECTION AFTER REMOVAL

Check for cracks and any excessive wear at link plates. Replace chain if necessary.

- In the same way as for the LH bank, inspect the timing chain and associated parts on the RH bank.

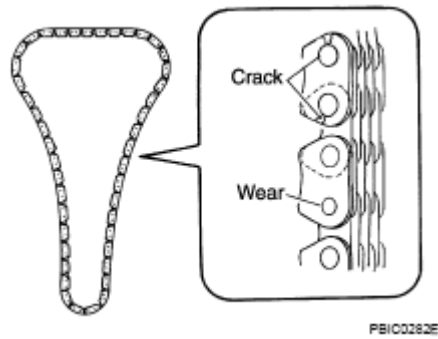
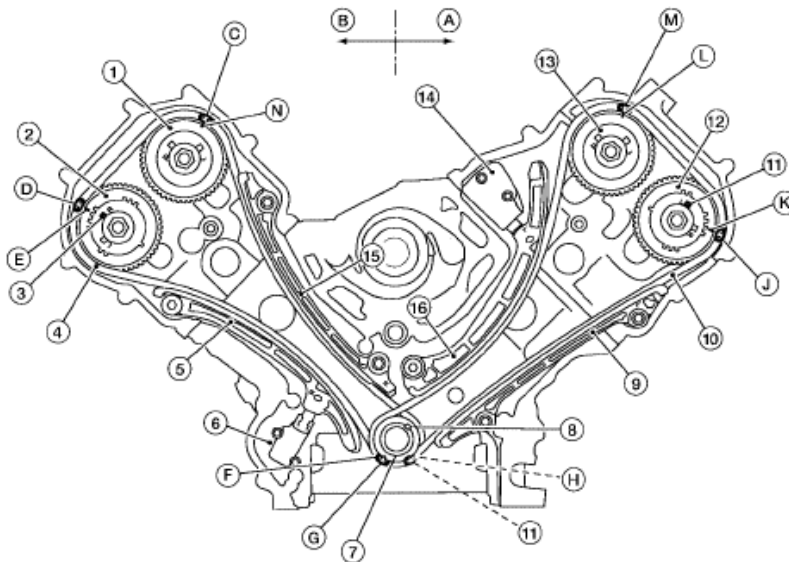


Fig. 63: Checking Cracks And Any Excessive Wear At Link Plates

INSTALLATION



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- | | | |
|---|--|--|
| 1. RH bank Camshaft sprocket (INT) (VTC) | 2. RH bank Camshaft sprocket (EXH) | 3. RH bank camshaft dowel pin |
| 4. Timing chain | 5. RH bank Timing chain slack guide | 6. Primary timing chain tensioner |
| 7. Crankshaft sprocket | 8. Crankshaft key | 9. LH Timing chain tension guide |
| 10. Timing chain | 11. LH Camshaft dowel pin | 12. LH bank Camshaft sprocket (EXH) |
| 13. LH bank Camshaft sprocket (INT) (VTC) | 14. Secondary timing chain tensioner | 15. RH bank timing chain tension guide |
| 16. LH timing chain slack guide | A. LH bank | B. RH bank |
| C. Alignment mark (Link color: copper) | D. Alignment mark (Link color: copper) | E. Alignment mark (Identification mark) |
| F. Alignment mark for LH bank (Notch) | G. Alignment mark for LH bank (Link color: Yellow) | H. Alignment mark for RH bank (Link color: Yellow) |
| J. Alignment mark (Link color: copper) | K. Alignment mark (Identification mark) | L. Alignment mark (Identification mark) |
| M. Alignment mark (Link color: copper) | N. Alignment mark (Identification mark) | |

Fig. 64: Identifying Timing Chain Components

NOTE:

- The above figure shows the relationship between the mating mark on each timing chain and that of the corresponding sprocket, with the components installed.
- To install the timing chain and associated parts, start with those on the RH bank. The procedure for installing parts on the LH bank is omitted because it is the same as that for installation on the RH bank.

1. Make sure the crankshaft key and RH bank camshaft dowel pin and LH bank camshaft dowel pin are facing in the direction shown.

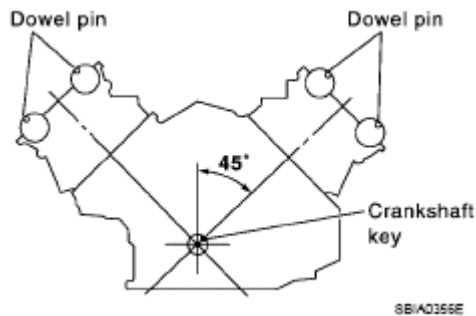


Fig. 65: Identifying Crankshaft Key And Dowel Pin Angle

2. Install the camshaft sprockets.
 - Install the intake camshaft sprocket and exhaust camshaft sprockets by selectively using the groove of the dowel pin according to the bank. (Common part used for both banks.)
 - Lock the hexagonal part of the camshaft in the same way as for removal, and tighten the bolts.
 - B = V: Exhaust

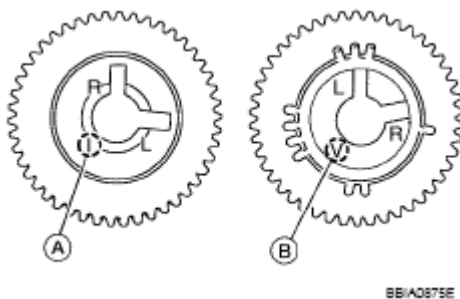


Fig. 66: Identifying Camshaft Sprockets

3. Install the crankshaft sprockets for both banks.
 - Install LH bank crankshaft sprocket (B) and RH bank crankshaft sprocket (C) so that their flange side (A) (the larger diameter side without teeth) faces in the direction shown.

NOTE: The same parts are used but facing directions are different.

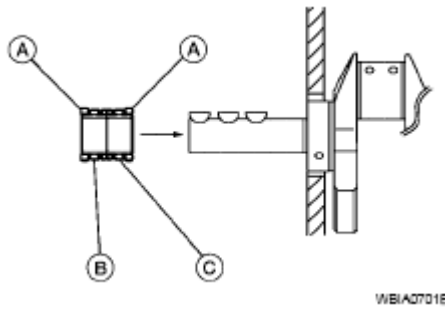


Fig. 67: Identifying Crankshaft Sprockets For Both Banks

4. Install the timing chains and associated parts.

- Align the alignment mark on each sprocket and the timing chain for installation.

CAUTION:

- **Before installing timing chain tensioner, it is possible to change the position of alignment mark on timing chain and each sprocket. After the alignment marks are aligned, keep them aligned by holding them by hand.**

- Install the slack guides and tension guides onto the correct side by checking the identification mark on the surface.
- Install the timing chain tensioner with the plunger locked in with the stopper pin.

CAUTION:

- **Before and after the installation of the timing chain tensioner, make sure that the alignment mark on the timing chain is not out of alignment.**
- **After installing the timing chain tensioner, remove the stopper pin to release the tensioner. Make sure the tensioner is released.**
- **To avoid chain-link skipping of the timing chain, do not move crankshaft or camshafts until the front cover is installed.**

5. In the same way as for the RH bank, install the timing chain and associated parts on the LH bank.

6. Install the oil pump.

7. Install the oil pump drive spacer as follows:

- Install so that the front mark on the front edge of the oil pump drive spacer faces the front of the engine.
- Insert the oil pump drive spacer according to the directions of the crankshaft key and the two flat surfaces of the oil pump inner rotor.
- If the positional relationship does not allow the insertion, rotate the oil pump inner rotor to allow the oil pump drive spacer to be inserted.

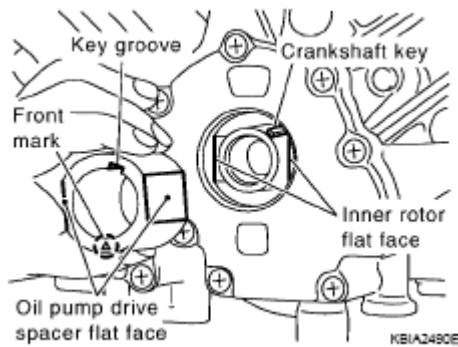


Fig. 68: Aligning Crankshaft Key And Flat Face Of Inner Rotor

8. Install the front oil seal using suitable tool.

CAUTION: Do not scratch or make burrs on the circumference of the oil seal.

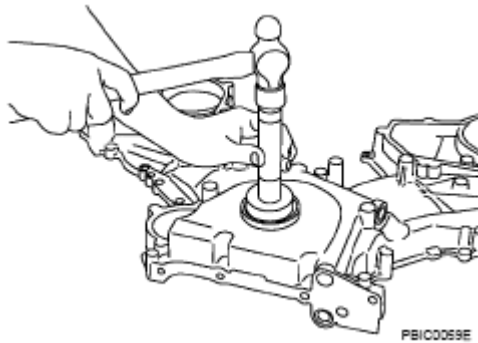


Fig. 69: Installing Front Oil Seal

9. Install the chain tensioner cover.
 - Apply liquid gasket as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

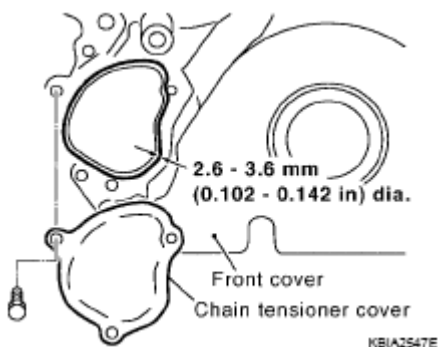
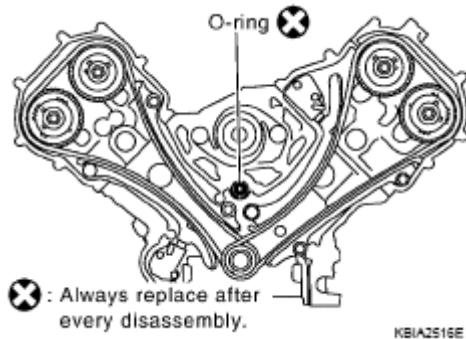


Fig. 70: Identifying Chain Tensioner Cover

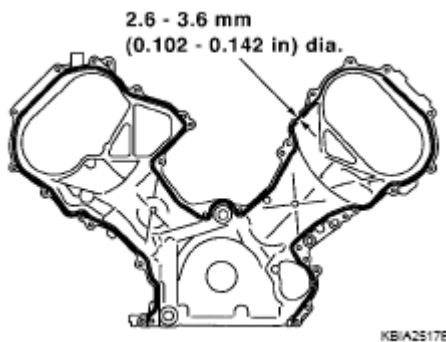
10. Install the front cover as follows:
 - a. Install a new O-ring on the cylinder block.

**Fig. 71: Identifying O-Ring On Cylinder Block**

- b. Apply liquid gasket as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- c. Check again that the timing alignment marks on the timing chain and on each sprocket are aligned. Then install the front cover.

**Fig. 72: Applying Liquid Gasket To Timing Chain**

- d. Install the bolts in the numerical order shown.

M6 x 50 mm (1.97 in) : No. 1, 20, 25, 26, 27

M6 x 80 mm (3.15 in) : No. 4, 5, 7

M6 x 20 mm (0.79 in) : Except the above
 - e. After tightening, re-tighten to the specified torque.

CAUTION: Be sure to wipe off any excessive liquid gasket leaking onto surface mating with oil pan.

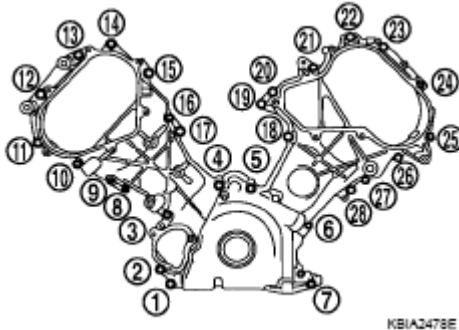


Fig. 73: Applying Liquid Gasket

11. Install the timing chain case cover RH bank (A) and timing chain case cover LH bank (B) as follows:

- *: Cross mark (c) that can not be seen after assembly

D : 2.6 - 3.6 mm (0.102 - 0.142 in) dia.

a. Apply liquid gasket (a) as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

CAUTION: The start and end of the application of the liquid gasket should be crossed at a position that cannot be seen after attaching the chain case cover.

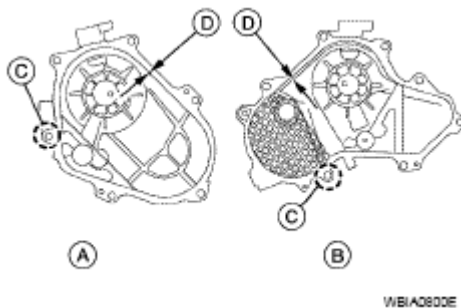


Fig. 74: Identifying Timing Chain Case Cover RH Bank And Timing Chain Case Cover LH Bank

b. Install the bolts in the numerical order shown.

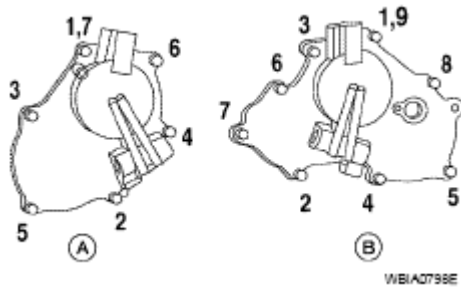


Fig. 75: Identifying Chain Case Cover RH Bank And Chain Case Cover LH Bank

12. Install the crankshaft pulley.
 - Install the key of the crankshaft.
 - Insert the pulley by lightly tapping it.

CAUTION: Do not tap pulley on the side surface where the belt is installed (outer circumference).

13. Tighten the crankshaft pulley bolt.
 - Lock the crankshaft using suitable tool, then tighten the bolt.
 - Perform the following steps for angular tightening:
 - a. Apply engine oil onto the threaded parts of the bolt and seating area.
 - b. Select the one most visible notch of the four on the bolt flange. Corresponding to the selected notch, put a alignment mark (such as paint) on the crankshaft pulley.

Crankshaft pulley bolt torque

Step 1 : 93.1 N.m (9.5 kg-m, 69 ft-lb)

Step 2 : additional 90° (angle tightening)

14. Rotate the crankshaft pulley in normal direction (clockwise when viewed from engine front) to check for parts interference.
15. Installation of the remaining components is in the reverse of order of removal.

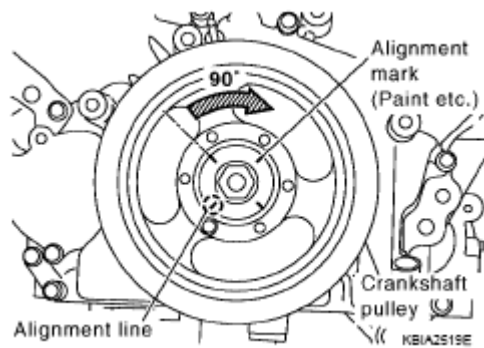



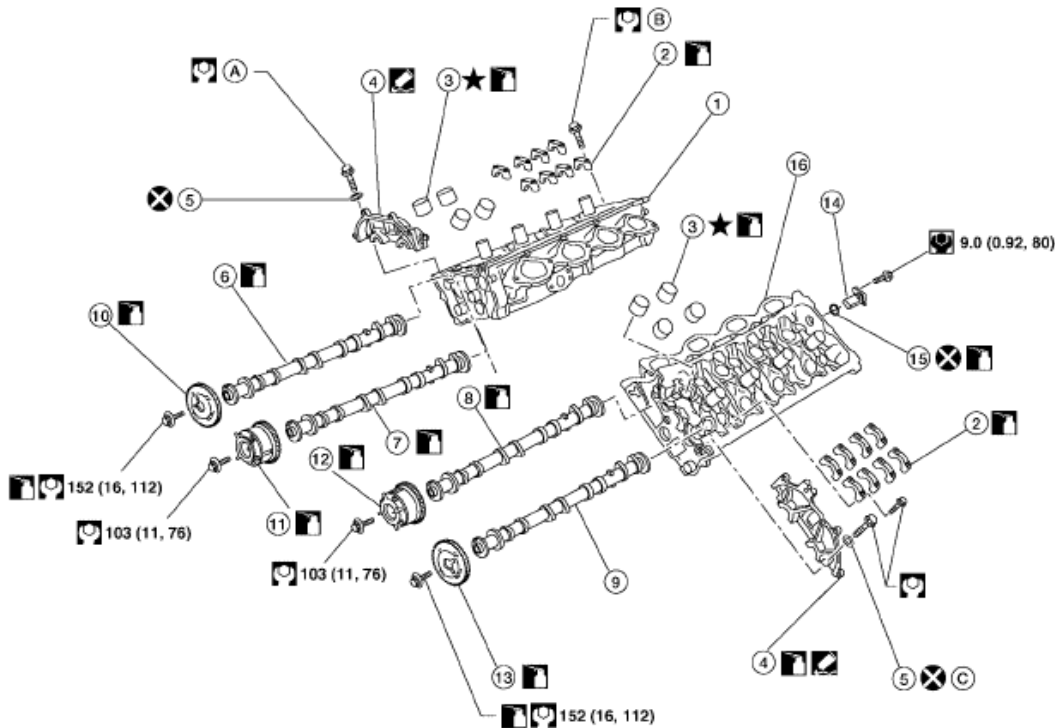


Fig. 76: Aligning Mark On Crankshaft Pulley

CAMSHAFT

REMOVAL AND INSTALLATION

Symbol	Description
	N·m (kg-m, ft-lb)
	N·m (kg-m, in-lb)
	Always replace after disassembly.



WBIAD801E

- | | | |
|-------------------------------------|--------------------------------------|-------------------------------------|
| 1. Cylinder head (RH bank) | 2. Camshaft bracket (No. 2, 3, 4, 5) | 3. Valve lifter |
| 4. Camshaft bracket (No. 1) | 5. Seal washer | 6. Camshaft (RH bank EXH) |
| 7. Camshaft (RH bank INT) | 8. Camshaft (LH bank INT) | 9. Camshaft (LH bank EXH) |
| 10. Camshaft sprocket (RH bank EXH) | 11. Camshaft sprocket (RH bank INT) | 12. Camshaft sprocket (LH bank INT) |
| 13. Camshaft sprocket (LH bank EXH) | 14. Camshaft position sensor (PHASE) | 15. O-ring |
| 16. Cylinder head (LH bank) | | |

Fig. 77: Identifying Camshaft Components With Torque Specifications

REMOVAL

1. Remove the RH bank and LH bank rocker covers. Refer to "**REMOVAL**".
2. Obtain compression TDC of No. 1 cylinder. Refer to "**TIMING CHAIN**".
3. Remove the RH bank and LH bank timing chain case cover. Refer to "**REMOVAL**".
4. Paint alignment marks on the RH bank (A) timing chain links (C) LH (B) timing chain links (D) and aligning with the camshaft sprocket alignment marks (E) and (F).

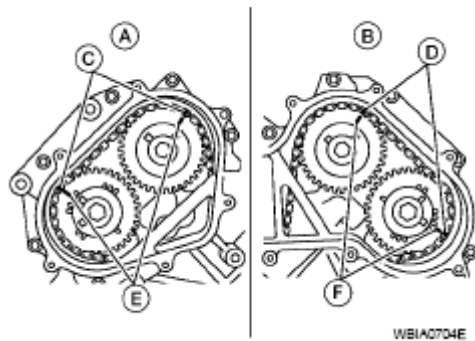


Fig. 78: Identifying Paint Marks On RH Bank And Timing Chain Links

5. Remove the LH bank timing chain tensioner using the following steps.

WARNING: Plunger, spring, and spring seat pop out when squeezing return-proof clip without holding plunger head. It may cause serious injuries. Always hold plunger head when removing.

- a. Squeeze return-proof clip ends using suitable tool and push the plunger into the tensioner body.
- b. Secure plunger using stopper pin.
 - Stopper pin is made from hard wire approximately 1 mm (0.04 in) in diameter.
- c. Remove the bolts and the timing chain tensioner.

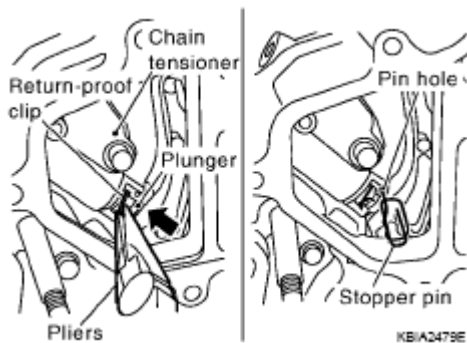


Fig. 79: Locating Chain Tensioner

NOTE:

- Stop plunger in the fully extended position using return-proof clip 1 if stopper pin is removed.
- Push the plunger 2 into the tensioner body while squeezing the return-proof clip 1. Secure it using stopper pin 3.

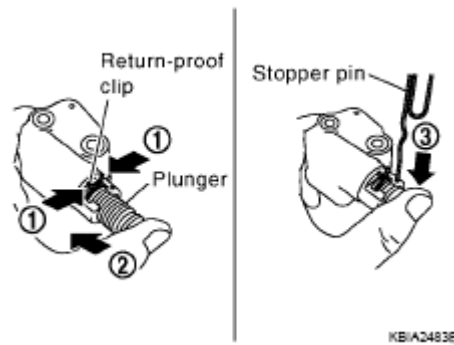


Fig. 80: Pushing Plunger Into Tensioner Body

6. Remove the RH bank timing chain tensioner cover from the front cover using Tool.

Tool number : KV10111100 (J-37228)

CAUTION: Do not damage mating surfaces.

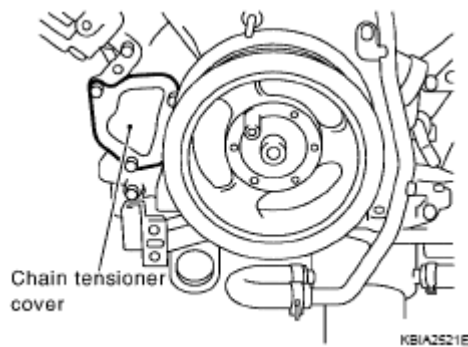


Fig. 81: Identifying Chain Tensioner Cover

7. Remove the RH bank timing chain tensioner using the following steps.

WARNING: Plunger, spring, and spring seat pop out when squeezing return-proof clip without holding plunger head. It may cause serious injuries. Always hold plunger head when removing.

- a. Squeeze return-proof clip ends using suitable tool and push the plunger into the tensioner body.
- b. Secure plunger using stopper pin.
 - Stopper pin is made from hard wire approximately 1 mm (0.04 in) in diameter.

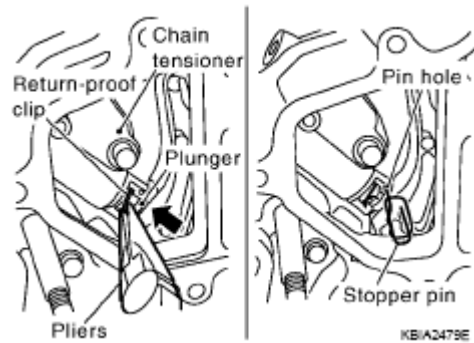


Fig. 82: Locating Chain Tensioner

- c. Remove the bolts and the RH bank timing chain tensioner (A).

NOTE: If it is difficult to push plunger on RH bank timing chain tensioner (A), remove the plunger under extended condition.

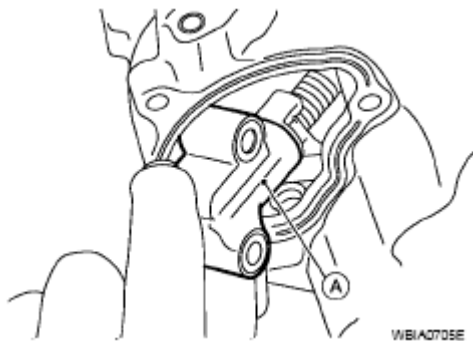


Fig. 83: Identifying Bolts And RH Bank Timing Chain Tensioner

8. Loosen camshaft sprocket bolts as shown and remove camshaft sprockets.

CAUTION: To avoid interference between valves and pistons, do not turn crankshaft or camshaft with timing chain disconnected.

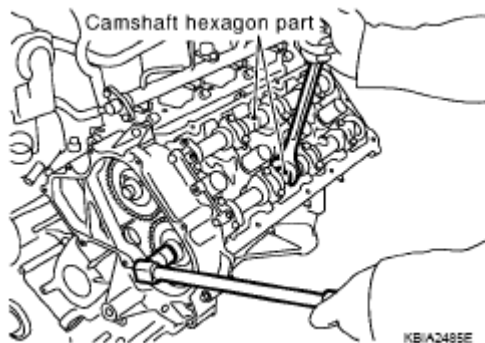


Fig. 84: Loosening Camshaft Sprocket Bolts

9. Remove the RH front cover bolts (A) and LH front cover bolts (B).

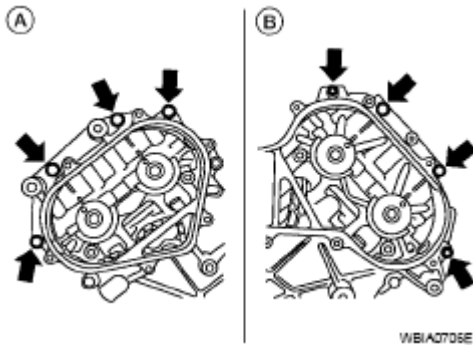


Fig. 85: Identifying RH Front Cover And LH Front Cover Bolts

10. Remove RH (A) camshaft bracket bolts and LH (C) camshaft bracket bolts in the reverse of order shown to remove camshaft brackets.

- Remove No. 1 camshaft bracket.

NOTE: **The bottom and front surface of bracket will be stuck because of liquid gasket.**

- <== : Engine front
- B: Exhaust
- D: Intake

11. Remove the camshaft.

12. Remove the valve lifters if necessary.

- Correctly identify location where each part is removed from. Keep parts organized to avoid mixing them up.

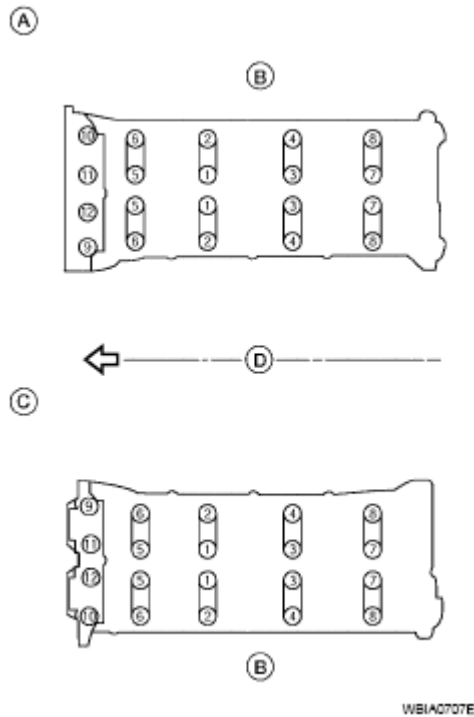


Fig. 86: Identifying Camshaft Bracket Bolts

INSPECTION AFTER REMOVAL

Camshaft Runout

1. Put V block on precise flat work bench, and support No. 1 and No. 5 journals of the camshaft.
2. Set dial indicator vertically to No. 3 journal.
3. Turn the camshaft to one direction, and measure the camshaft runout on dial indicator (total indicator reading).

Camshaft runout : Less than 0.02 mm (0.0008 in)

- If measurement exceeds specification, replace the camshaft.

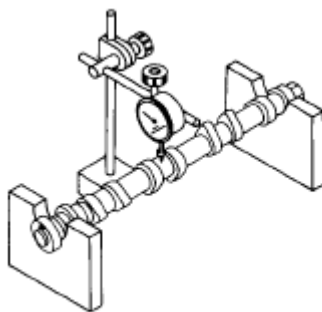


Fig. 87: Measuring Camshaft Runout On Dial Indicator

Camshaft Cam Height

- Measure the camshaft cam height.

Standard cam height : 45.865 - 45.055 mm

Intake : (1.7663 - 1.7738 in)

Standard Cam height : 45.075 - 45.265 mm

Exhaust : (1.7746 - 1.7821 in)

Cam wear limit (intake & exhaust) : 0.02 mm (0.0008 in)

- If measurement is not within the specifications, replace the camshaft.

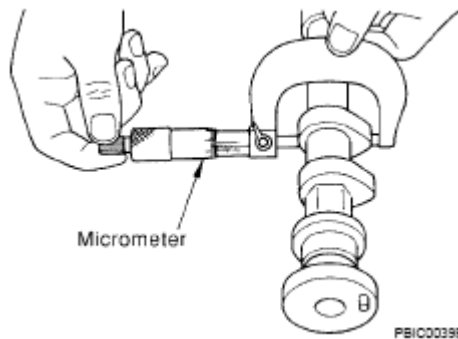


Fig. 88: Measuring Camshaft Cam Height

Camshaft Journal Clearance**Camshaft Journal Diameter**

- Measure the diameter of the camshaft journal.

Standard diameter : 25.950 - 25.970 mm (1.0217 - 1.0224 in)

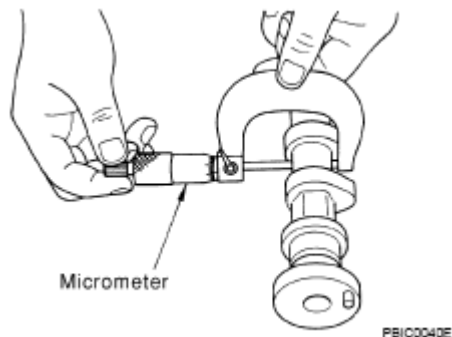


Fig. 89: Measuring Outer Diameter Of Camshaft Journal

Camshaft Bracket Inner Diameter

- Tighten the camshaft bracket bolt to the specified torque.
- Measure the inner diameter of the camshaft bracket.

Standard : 26.000 - 26.021 mm (1.0236 - 1.0244 in)

Calculation of Camshaft Journal Clearance

(Journal clearance) = (camshaft bracket inner diameter) - (camshaft journal diameter)

Standard : 0.030 - 0.068 mm (0.0012 - 0.0027 in)

- If measurement is not within specification, replace either or both camshaft and cylinder head.

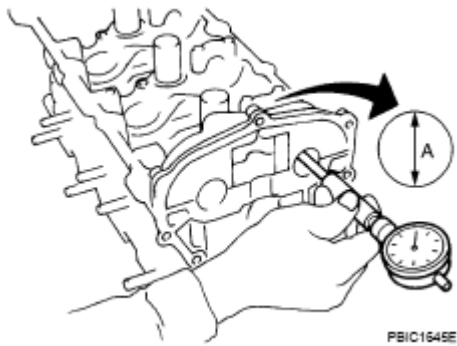


Fig. 90: Checking Inner Diameter A Of Camshaft Bracket With Bore Gauge

NOTE: The inner diameter of the camshaft bracket is manufactured together with the cylinder head. Replace the whole cylinder head as an assembly.

Camshaft End Play

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

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

- If measurement is out of the specified range, replace the camshaft and measure again.
- If measurement is still out of the specified range, replace the cylinder head.

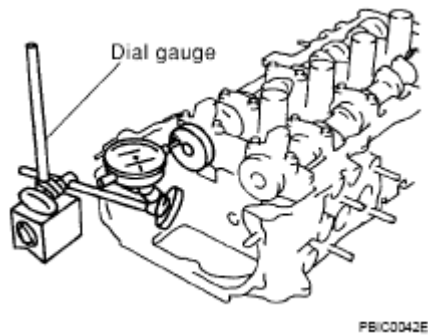


Fig. 91: Measuring Camshaft End Play

- Measure the following parts if end play is outside the specified value.
 - Dimension "A" for camshaft No. 1 journal

Standard : 30.500 - 30.548 mm (1.2008 - 1.2027 in)

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

Standard : 30.360 - 30.385 mm (1.1953 - 1.1963 in)

- If measurements are not within specification, replace the camshaft and/or cylinder head.

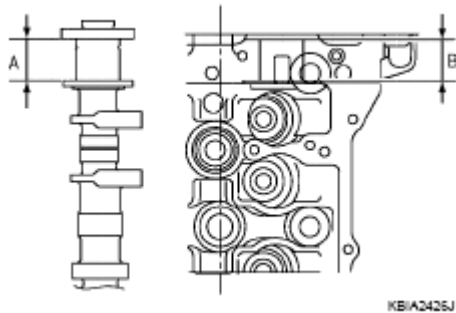


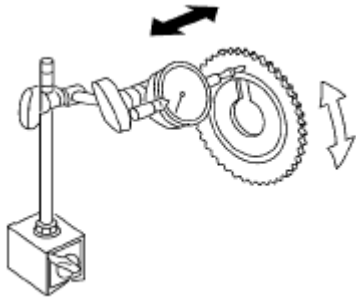
Fig. 92: Identifying Camshaft Dimension

Camshaft Sprocket Runout

1. Install the camshaft in the cylinder head.
2. Install the camshaft sprocket to the camshaft.
3. Measure the camshaft sprocket runout.

Runout : Less than 0.15 mm (0.0059 in)

- If measurement exceeds the specification, replace the camshaft sprocket.

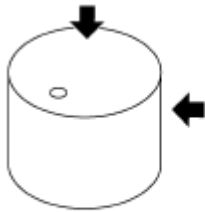


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Fig. 93: Checking Camshaft Sprocket Runout**Valve Lifter**

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

- If any damage is found, replace the valve lifter.
- Select the thickness of the head so that the valve clearance is within the standard when replacing. Refer to "**VALVE CLEARANCE**".



KBIAD152E

Fig. 94: Checking Valve Lifter**Valve Lifter Clearance****Valve Lifter Diameter**

- Measure the diameter of the valve lifter.

Standard : 33.977 - 33.987 mm (1.3377 - 1.3381 in)

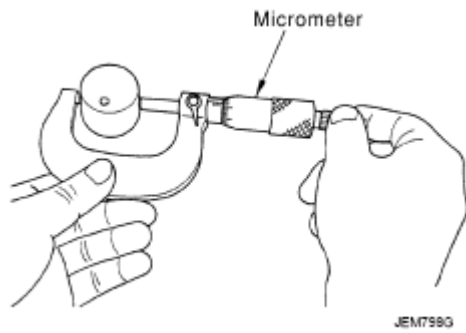


Fig. 95: Measuring Outer Diameter Of Valve Lifter

Valve Lifter Hole Diameter

- Measure the diameter of the valve lifter hole of the cylinder head, using suitable tool.

Standard : 34.000 - 34.016 mm (1.3386 - 1.3392 in)

Calculation of Valve Lifter Clearance

(Valve lifter clearance) = (valve lifter hole diameter) - (valve lifter diameter)

Standard : 0.013 - 0.039 mm (0.0005 - 0.0015 in)

- If the measurement is not within specification, referring to each specification of the valve lifter diameter and hole diameter, replace either or both the valve lifter and cylinder head.

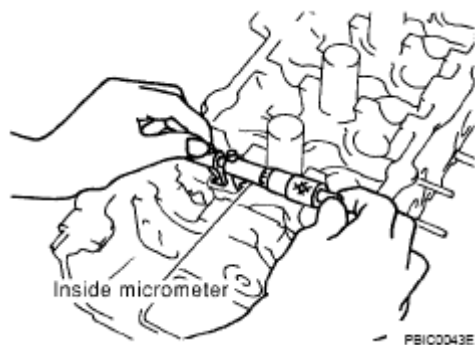


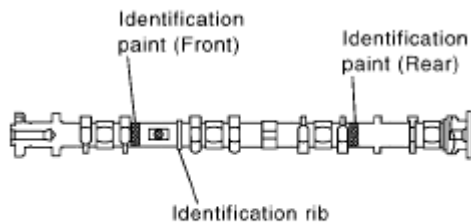
Fig. 96: Measuring Valve Lifter Bore Inner Diameter

INSTALLATION

1. Install the valve lifters if removed.
 - Install removed parts in their original locations.
2. Install the camshafts. Refer to the table below for identification of the RH and LH, and intake and exhaust.

CAMSHAFTS SPECIFICATION

Bank	INT EXH	Identification paint (front)	Identification paint (rear)	Identification rib
RH	INT	Pink	-	Yes
	EXH	-	Orange	Yes
LH	INT	Pink	-	No
	EXH	-	Orange	No



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Fig. 97: Identifying Indication Paint (Front And Rear)

- Install so that the RH bank (B) dowel pins (A) and LH bank (C) dowel pins (A) at the front of the camshaft face are in the direction shown.

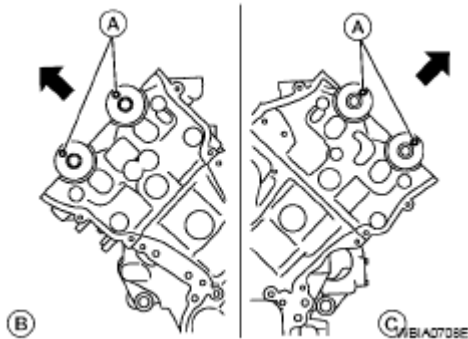
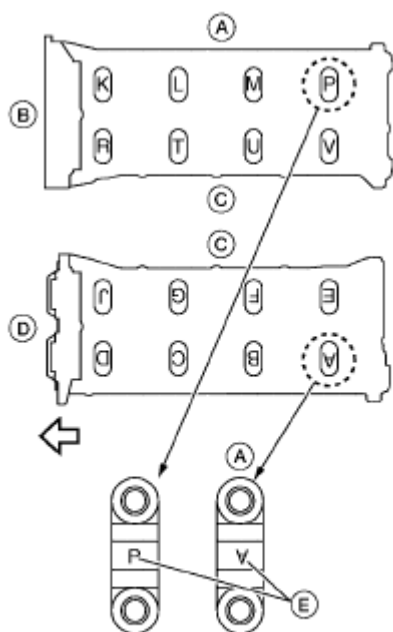


Fig. 98: Identifying Dowel Pins

3. Install the RH bank (B) and LH bank (D) camshaft brackets.
 - Install by referring to the installation location mark (E) on the upper surface.
 - Install so that the installation location mark (E) can be correctly read when viewed from the intake manifold side.



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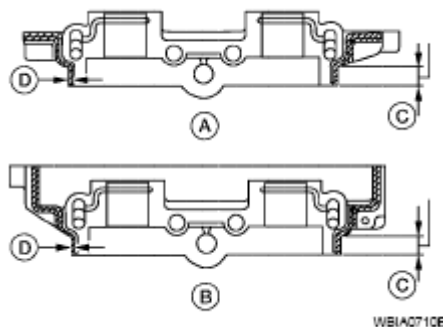
Fig. 99: Identifying RH Bank And LH Bank Camshaft Brackets

- Install No. 1 camshaft bracket using the following procedure:
- a: 11 mm (0.43 in)
- b: 2.0 - 3.0 mm (0.079 - 0.118 in) dia.
 - Apply liquid gasket to No. 1 camshaft bracket as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

CAUTION:

- After installation, be sure to wipe off any excessive liquid gasket leaking from part (C) and (D) both on RH and LH sides.
- Remove completely any excess of liquid gasket inside bracket.



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Fig. 100: Applying Liquid Gasket To Camshaft Bracket

- a: 2.6 - 3.6 mm (0.102 - 0.142 in) dia.

- Apply liquid gasket (C) to the back side of the LH (A) bank front cover and RH (B) bank front cover as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".

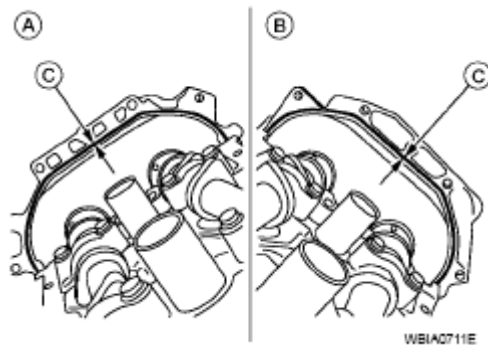


Fig. 101: Applying Liquid Gasket Front Cover

- Position No. 1 camshaft bracket close to the mounting position, and then install it to prevent from touching liquid gasket applied to each surface.

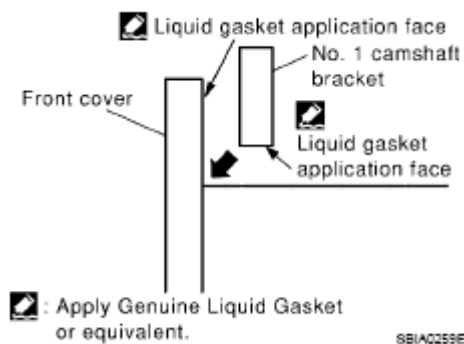


Fig. 102: Applying Liquid Gasket

- Temporarily tighten the front cover bolts (4 for each bank) as shown.

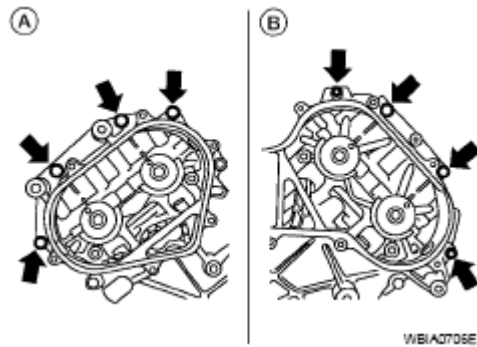


Fig. 103: Identifying RH Front Cover And LH Front Cover Bolts

4. Tighten the camshaft bracket bolts as follows:

Camshaft bracket bolts

Step 1 (bolts 9 - 12) : 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 (all bolts) : 5.9 N.m (0.6 kg-m, 52 in-lb)

Step 4 (all bolts) : 10.4 N.m (1.1 kg-m, 92 in-lb)

CAUTION: After tightening the camshaft bracket bolts, be sure to wipe off excessive liquid gasket from the parts listed below.

- Mating surface of rocker cover
- Mating surface of front cover

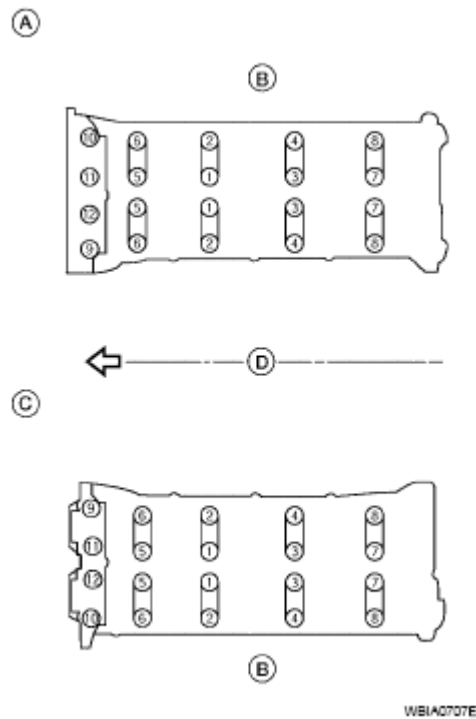


Fig. 104: Identifying Camshaft Bracket Bolts

- a. Tighten the front cover bolts (4 for each bank) as shown to the specified torque.

Front cover bolts : 11.0 N.m (1.1 kg-m, 8 ft-lb)

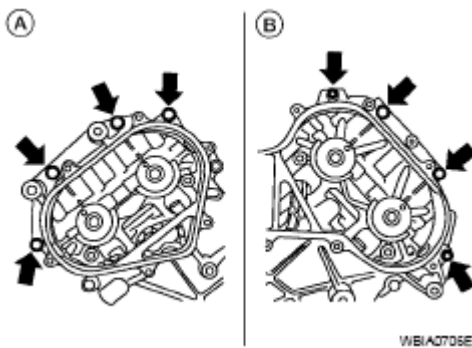


Fig. 105: Locating RH Front Cover And LH Front Cover Bolts

5. Install the camshaft sprockets using the following procedure:
 - A: LH bank shown
 - a. Install the camshaft sprockets aligning them with the matching marks painted (B) on the timing chain (C) when removed. Align the camshaft sprocket key groove with the dowel pin on the camshaft front edge at the same time. Then temporarily tighten camshaft sprocket bolts.

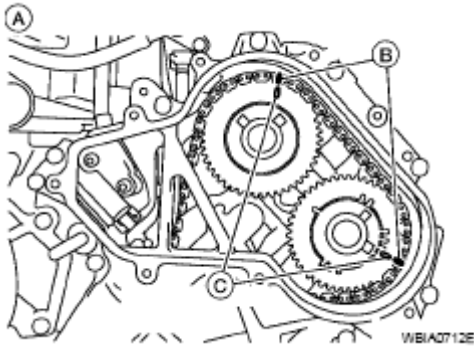


Fig. 106: Aligning Camshaft Sprocket Key Groove With Dowel Pin

- Install the intake and exhaust side camshaft sprockets by selectively using the groove of the dowel pin according to the bank. (Common part used for both banks.)
 - A: Intake (I)
 - B: Exhaust (V)
 - R: for RH bank
 - L: for LH bank
- b. Lock the hexagonal part of the camshaft in the same way as for removal, and tighten the camshaft sprocket bolts.
 - c. Check again that the timing alignment mark on the timing chain and on each sprocket are aligned.

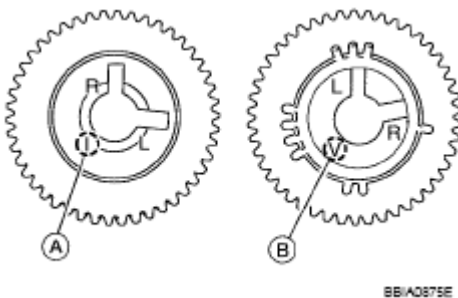


Fig. 107: Identifying Camshaft Sprockets

6. Install the chain tensioner using the following procedure:

NOTE: LH is shown.

- a. Install the chain tensioner.
 - Compress the plunger and hold it using a stopper pin when installing.
 - Loosen the slack guide side timing chain by rotating the camshaft hexagonal part if mounting space is small.

Chain tensioner bolts : 6.9 N.m (0.70 kg-m, 61 in-lb)

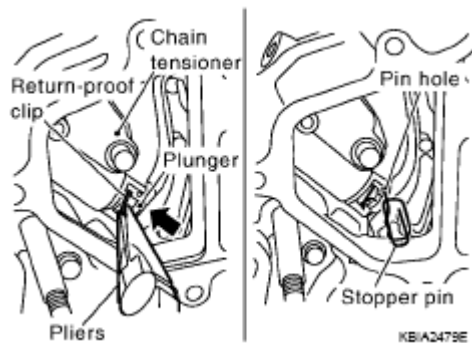


Fig. 108: Locating Chain Tensioner

- b. Remove the stopper pin and release the plunger, and then apply tension to the timing chain.
- c. Install the RH bank timing chain tensioner cover onto the front cover.
 - Apply liquid gasket as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

Tensioner cover bolts : 9.0 N.m (0.92 kg-m, 80 in-lb)

7. Check and adjust valve clearances. Refer to "**VALVE CLEARANCE**".
8. Installation of the remaining components is in the reverse order of removal.

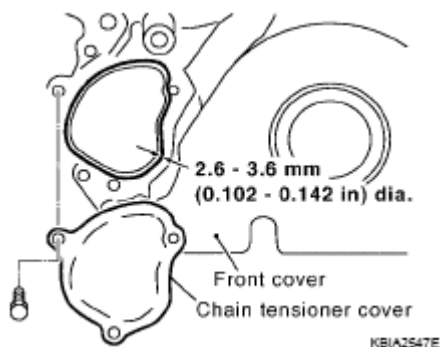


Fig. 109: Applying Liquid Gasket Tensioner Cover

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 II and it is directed according to inspection procedure of EC section. Refer to.
- Check when engine is cold so as to prevent burns from any splashing engine oil.

1. Check engine oil level. Refer to "**OIL LEVEL**".
2. Perform the following procedure so as to prevent the engine from being unintentionally started while checking.
 - a. Release fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".
 - b. Disconnect ignition coil and injector harness connectors if practical.
3. Remove IVT control solenoid valve.
4. Crank engine, and then make sure that engine oil comes out from IVT control cover 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 IVT control solenoid valve installation hole during cranking. Use a shop cloth to prevent engine oil from splashing on worker, engine components and vehicle.
 - Do not allow engine oil to get on rubber components such as drive belts or engine mount insulators. Immediately wipe off any splashed engine oil.
5. Clean oil groove between oil strainer and IVT control solenoid valve if engine oil does not come out from IVT control valve cover oil hole. Refer to "**SYSTEM DRAWING**".
 6. Remove components between IVT control solenoid valve and camshaft sprocket (INT), and then check each oil groove for clogging.
 - Clean oil groove if necessary.
 7. After inspection, installation of the remaining components is in the reverse order of removal.

VALVE CLEARANCE

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. Warm up the engine. Then stop the engine.
2. Remove the engine cover and. Refer to "**REMOVAL**".
3. Remove the battery cover. Refer to "**REMOVAL**".
4. Remove the air cleaner and air duct assembly "**REMOVAL**".
5. Remove the RH bank and LH bank rocker covers using power tool. Refer to "**REMOVAL**".
6. Turn the crankshaft pulley in the normal direction (clockwise when viewed from engine front) to align TDC identification notch (without paint mark) with timing indicator.

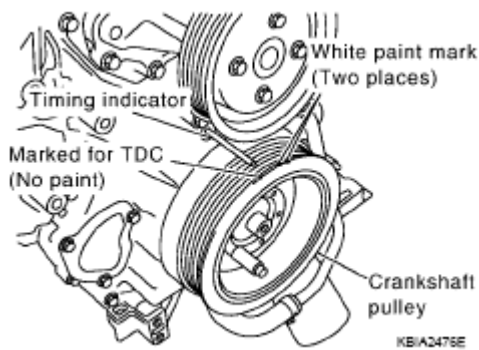


Fig. 110: Aligning Mating Marks For TDC With Timing Indicator On Front Cover

7. At this time, make sure both the intake and exhaust cam noses of No. 1 cylinder (top front on LH bank) face outside.
 - If they do not face outside, turn crankshaft pulley once more.

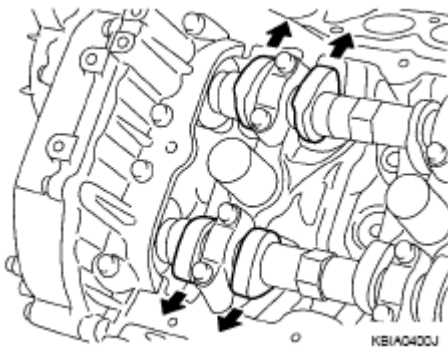


Fig. 111: Checking Intake And Exhaust Cam Lobes Of No. 1 Cylinder

8. Measure valve clearances at the locations marked "x" as shown in the table below (locations indicated with black arrow).
 - <== : Engine front
 - <== (black): Measurable at No.1 cylinder compression top dead center
 - <== (white): Measurable at No. 3 cylinder compression top dead center
 - A: RH
 - B: LH
 - C: Exhaust
 - D: Intake

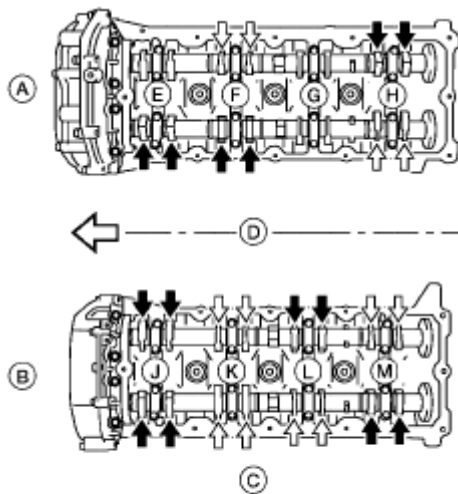
NOTE: Firing order 1-8-7-3-6-5-4-2

- No. 1 cylinder compression TDC

CYLINDER COMPRESSION SPECIFICATION

Measuring position (RH bank)	No. 2 cyl (E)	No. 4 cyl (F)	No. 6 cyl (G)	No. 8 cyl (H)
------------------------------	---------------	---------------	---------------	---------------

No. 1 cylinder at TDC	EXH				X
	INT	X	X		
Measuring position (LH bank)		No. 1 cyl (J)	No. 3 cyl (K)	No. 5 cyl (L)	No. 7 cyl (M)
No. 1 cylinder at TDC	INT		X		X
	EXH	X			X

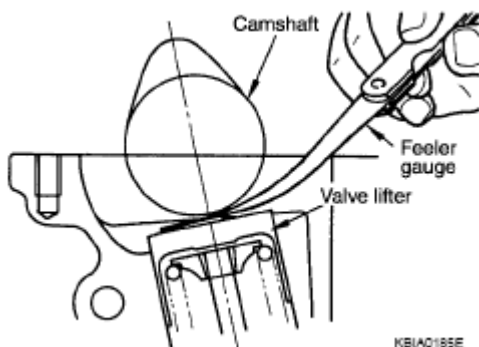


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Fig. 112: Measuring Intake And Exhaust Valve Clearances

- Measure valve clearance using suitable tool. Refer to "**INSPECTION**".

CAUTION: If the inspection was carried out with a cold engine, make sure the values with a fully warmed up engine are still within specifications.



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Fig. 113: Checking Clearance Between Valve Lifter And Camshaft

9. Turn the crankshaft pulley clockwise 270° from the position of No. 1 cylinder compression TDC to obtain No. 3 cylinder compression TDC.

10. Measure valve clearances at the locations marked "x" as shown in the table below (locations indicated with white arrow).

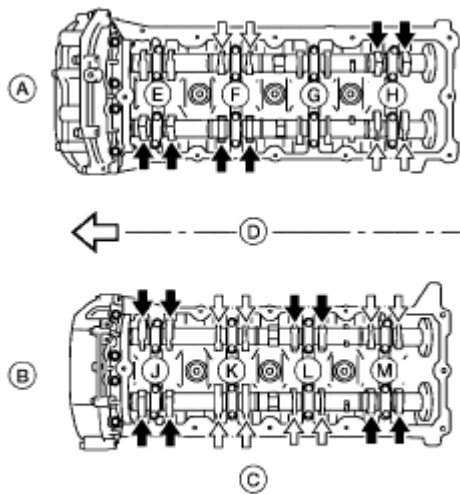
- <== : Engine front
- <== (black): Measurable at No.1 cylinder compression top dead center
- <== (white): Measurable at No. 3 cylinder compression top dead center
- A: RH
- B: LH
- C: Exhaust
- D: Intake

NOTE: Firing order 1-8-7-2-3-6-5-4-2

- No. 3 cylinder compression TDC

CYLINDER COMPRESSION SPECIFICATION

Measuring position (RH bank)		No. 2 cyl (E)	No. 4 cyl (F)	No. 6 cyl (G)	No. 8 cyl (H)
No. 3 cylinder at TDC	EXH		x		
	INT				x
Measuring position (LH bank)		No. 1 cyl (J)	No. 3 cyl (K)	No. 5 cyl (L)	No. 7 cyl (M)
No. 3 cylinder at TDC	INT		x		x
	EXH		x	x	



WBIA0713E

Fig. 114: Measuring Intake And Exhaust Valve Clearances

- Measure valve clearance using suitable tool. Refer to "INSPECTION".

CAUTION: If the inspection was carried out with a cold engine, make sure the values with a fully warmed up engine are still within specifications.

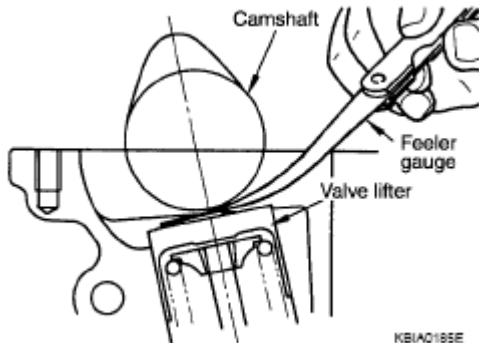


Fig. 115: Checking Clearance Between Valve Lifter And Camshaft

11. Turn the crankshaft pulley clockwise 90° from the position of No. 3 cylinder compression TDC (clockwise by 360° from the position of No. 1 cylinder compression TDC) to measure the intake and exhaust valve clearances of No. 6 cylinder and the exhaust valve clearance of No. 2 cylinder.

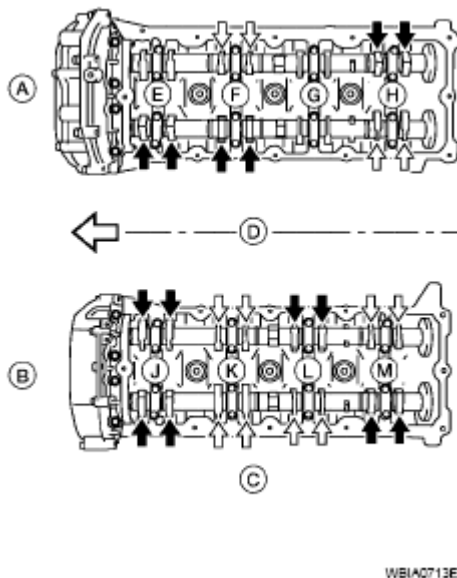


Fig. 116: Measuring Intake And Exhaust Valve Clearances

12. If out of specifications, adjust as necessary. Refer to "**ADJUSTMENT**".

ADJUSTMENT

NOTE:

- Perform adjustment depending on the selected head thickness of the valve lifter.
- The specified valve lifter thickness is the dimension at normal

temperatures. Ignore dimensional differences caused by temperature. Use the specifications for hot engine condition to adjust.

1. Remove the camshaft. Refer to "**REMOVAL**".
2. Remove the valve lifters at the locations that are out of specification.
3. Measure the center thickness of the removed valve lifters using suitable tool.
4. Use the equation below to calculate the valve lifter thickness for replacement.
 - Valve lifter thickness calculation:

Thickness of replacement valve lifter = $t_1 + (C_1 - C_2)$

t_1 = Thickness of removed valve lifter

C_1 = Measured valve clearance

C_2 = Standard valve clearance:

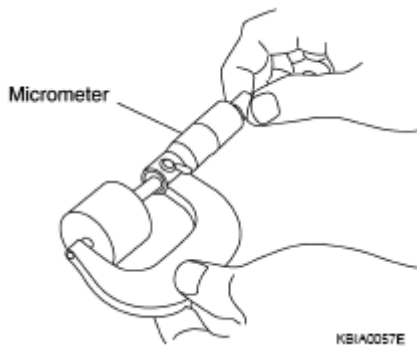
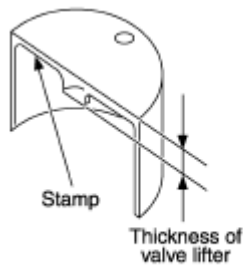


Fig. 117: Measuring Valve Clearance

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

Stamp mark N788 indicates 7.88 mm (0.3102 in) in thickness.
- 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 "**AVAILABLE VALVE LIFTER**".



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Fig. 118: Checking Thickness Of Valve Lifters

5. Install the selected valve lifter.
6. Install the camshaft.
7. Manually turn the crankshaft pulley a few turns.
8. Make sure the valve clearances for a cold engine are within specifications by referring to the specified values.
9. After completing the repair, check the valve clearances again with the specifications for a warmed engine. Make sure the values are within specifications. Refer to "**INSPECTION**".

OIL SEAL

REMOVAL AND INSTALLATION OF VALVE OIL SEAL

REMOVAL

1. Remove the camshaft relating to the valve oil seal to be removed. Refer to "**REMOVAL**".
2. Remove the valve lifters. Refer to "**REMOVAL**".
 - Correctly identify the location where each part is removed from. Keep parts organized to avoid mixing them up.
3. Turn the crankshaft until the cylinder requiring new oil seals is at TDC. This will prevent the valve from dropping into the cylinder.
4. Remove the valve collet using Tool.

Tool number : KV10116200 (J-26336-A)

: KV10115900 (J-26336-20)

: KV10109220 (-)

CAUTION: Do not damage the valve lifter holes.

5. Remove the valve spring retainer and valve spring.

CAUTION: Do not remove the valve spring seat from the valve spring.

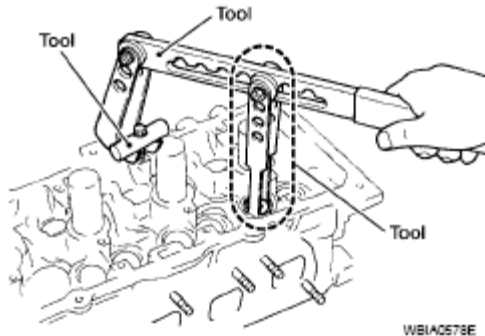


Fig. 119: Compressing Valve Spring Using Tool Attachment

6. Remove the valve oil seal using Tool.

Tool number : KV10107902 (J-38959)

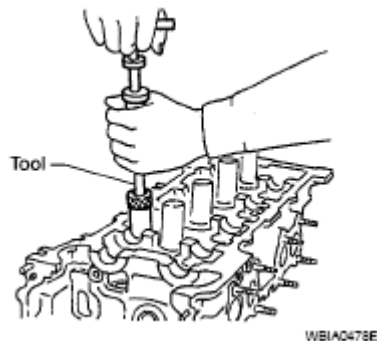


Fig. 120: Identifying Spark Plug

INSTALLATION

Installation is in the reverse order of removal.

- Install the valve oil seal using Tool.

Tool number : KV10115600 (J-38958)

- Apply new engine oil on the new valve oil seal joint and seal lip.
- Install the valve oil seal to the specified height "H".

Height "H" (without valve spring installed)

Intake and exhaust : 14.3 - 14.9 mm (0.563 - 0.587 in)

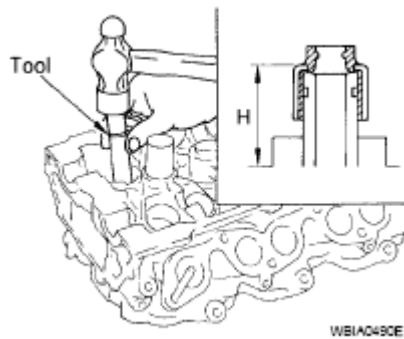


Fig. 121: Identifying Valve Oil Seal Height

REMOVAL AND INSTALLATION OF FRONT OIL SEAL

REMOVAL

1. Remove the engine. Refer to "**REMOVAL**".
2. Remove the crankshaft pulley. Refer to "**REMOVAL**".
3. Remove the front oil seal using suitable tool.

CAUTION: Do not damage front cover and oil pump drive spacer.

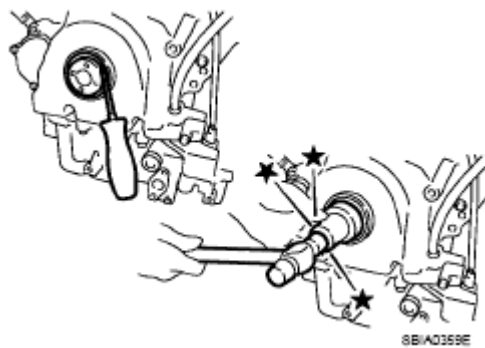


Fig. 122: Identifying Front Oil Seal

INSTALLATION

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

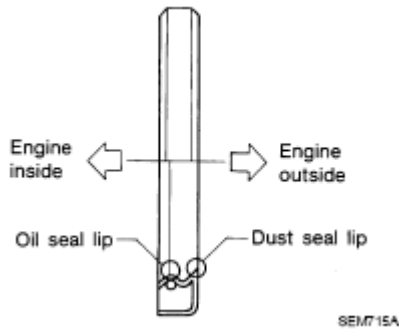


Fig. 123: Applying Engine Oil To Both Oil Seal Lip And Dust Seal Lip

- Press-fit until the height of the front oil seal is level with the mounting surface using suitable tool.

CAUTION:

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

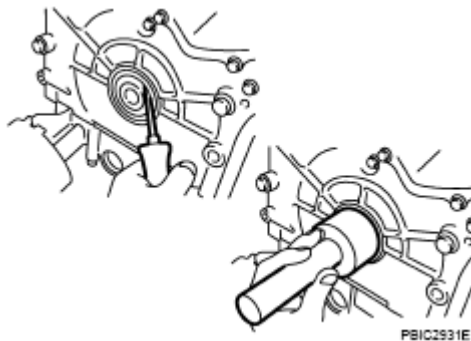


Fig. 124: Fitting Front Oil Seal

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

REMOVAL AND INSTALLATION OF REAR OIL SEAL

REMOVAL

1. Remove the transmission assembly. Refer to "**REMOVAL**" or "**REMOVAL**".
2. Lock the drive plate using Tool A.

Tool number : - (J-47245)

CAUTION: Do not damage the drive plate. Especially, avoid deforming and damaging the signal plate teeth (circumference position).
Keep magnetic materials away from signal plate.

NOTE: Remove the bolts diagonally.

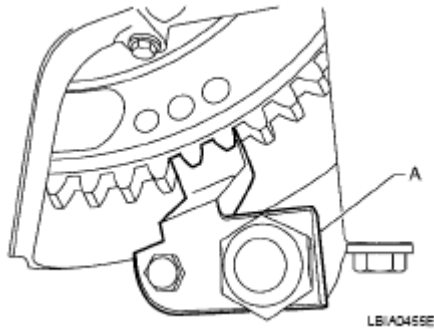


Fig. 125: Locking Drive Plate

3. Remove the drive plate.

CAUTION: Place the drive plate with the signal plate surface facing upward.

4. Remove the engine rear plate.
5. Remove the rear oil seal using suitable tool.

CAUTION: Do not damage crankshaft or oil seal retainer surface.

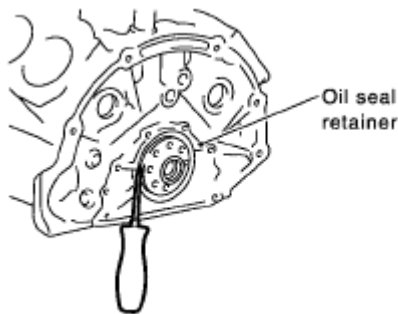


Fig. 126: Removing Oil Seal Retainer

INSTALLATION

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

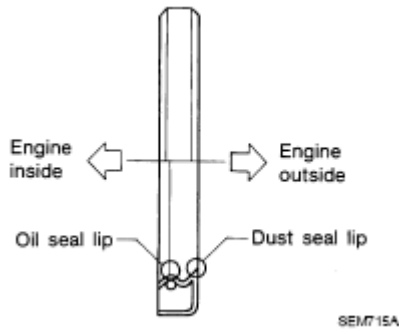


Fig. 127: Applying Engine Oil To Both Oil Seal Lip And Dust Seal Lip

- Press-fit the rear oil seal using suitable tool.

CAUTION:

- Do not damage the crankshaft or cylinder block.
- Press-fit the oil seal straight to avoid causing burrs or tilting.
- Do not touch grease applied onto the oil seal lip.
- Do not damage or scratch the outer circumference of the rear oil seal.

- Tap until flattened with the front edge of the oil seal retainer.

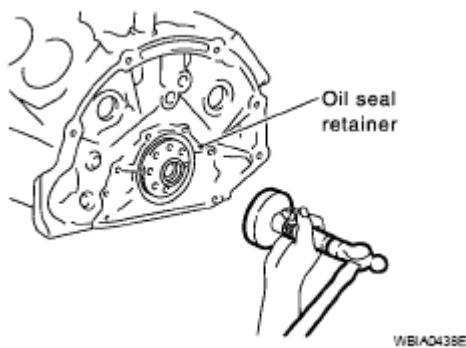


Fig. 128: Pressing Rear Oil Seal

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

CYLINDER HEAD

ON-VEHICLE SERVICE

CHECKING COMPRESSION PRESSURE

1. Warm up the engine thoroughly. Then stop the engine.
2. Release the fuel pressure. Refer to "**FUEL PRESSURE RELEASE**".

CAUTION: If CONSULT-II is not used to release fuel pressure leave the fuel pump fuse disconnected until step 7.

3. Remove the spark plug from each cylinder. Refer to "**REMOVAL**".
4. Connect the engine tachometer (not required in use of CONSULT-II).
5. Install the compression tester with Tool into the spark plug hole.

Tool number : EG15050500 (J-45402)

6. With the accelerator pedal fully depressed, turn the 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.

CYLINDER COMPRESSION SPECIFICATION

Unit: kPa (kg/cm ² , psi) /rpm		
Standard	Minimum	Deference limit between cylinders
1,520 (15.5, 220) / 200	1,324 (13.5, 192) / 200	98 (1.0, 14) / 200

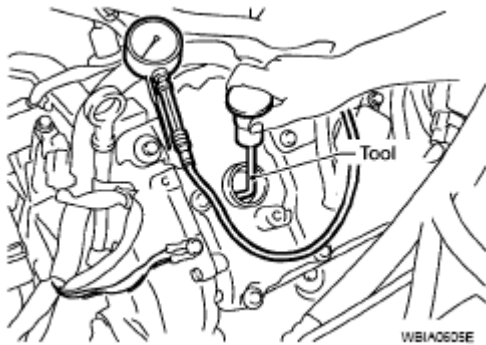


Fig. 129: Identifying Compression Tester With Tool Into Spark Plug Hole

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 liquid for proper gravity. Check the engine speed again with normal battery gravity.
- 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 checking, measure the compression pressure again.
- 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, the 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 respectively low compression pressure and their compression remains low even after the addition of engine oil, the gaskets may be leaking, or a valve in adjacent cylinders may be damaged. Inspect and repair as required.

7. Install the components in the reverse order of removal.
8. Start the engine and confirm that it runs smoothly.
9. Perform trouble diagnosis. If DTC appears, erase it. Refer to "CAN COMMUNICATION".

REMOVAL AND INSTALLATION

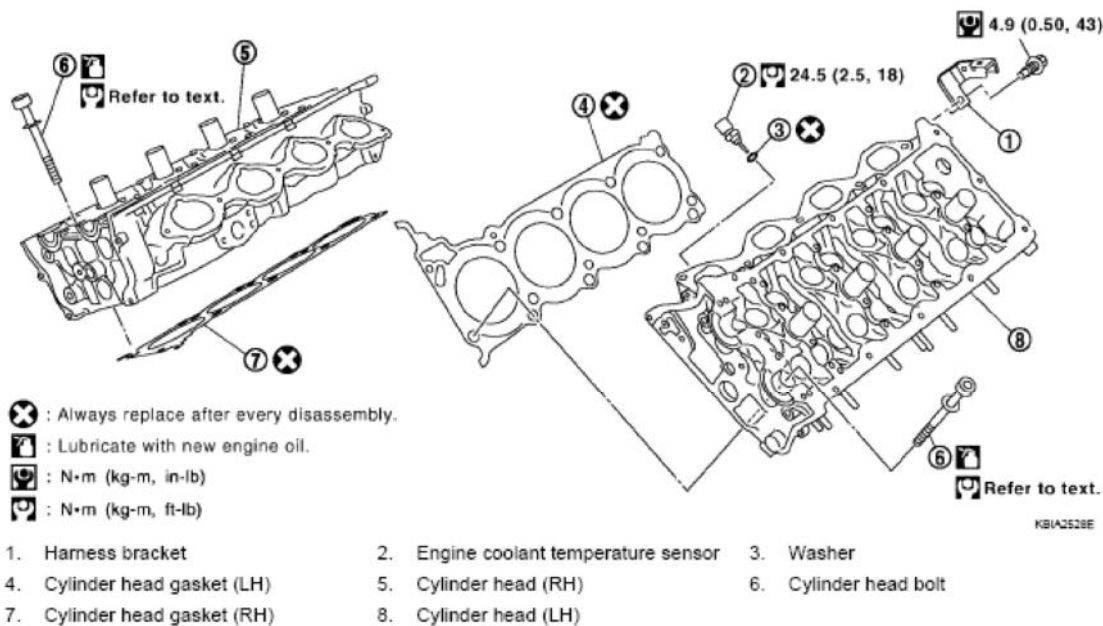


Fig. 130: Identifying Cylinder Head Parts With Torque Specifications

REMOVAL

1. Remove the engine assembly from the vehicle. Refer to "REMOVAL".
2. Remove the following components and related parts:
 - Drive belt auto tensioner drive belts and idler pulley. Refer to "REMOVAL".
 - Thermostat housing and hose. Refer to "REMOVAL OF THERMOSTAT".
 - Oil pan and oil strainer. Refer to "REMOVAL".
 - Fuel tube and fuel injector assembly. Refer to "REMOVAL".
 - Intake manifold. Refer to "REMOVAL".
 - Ignition coil. Refer to "REMOVAL".
 - Rocker cover. Refer to "REMOVAL".
3. Remove the crankshaft pulley, front cover, oil pump, and timing chain. Refer to "REMOVAL".
4. Remove the camshaft sprockets and camshafts. Refer to "REMOVAL".

5. Remove the cylinder head bolts in reverse of order shown.

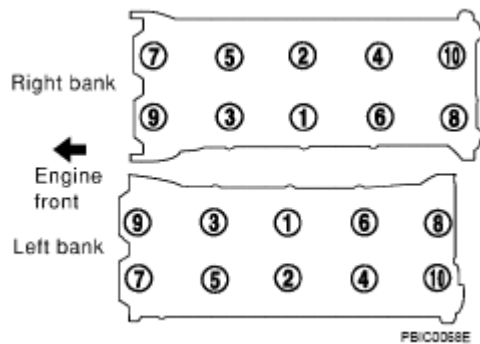


Fig. 131: Identifying Cylinder Head Bolts

INSPECTION AFTER REMOVAL

Cylinder Head Bolts 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) : 0.18 mm (0.0071 in)

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

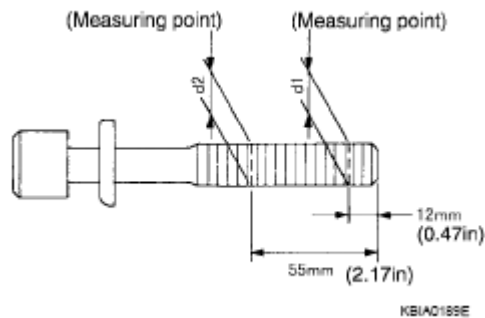


Fig. 132: Identifying Cylinder Head Bolts Diameter

INSTALLATION

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

CAUTION:

- If cylinder head bolts are re-used, check their diameters before installation. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- a. Apply engine oil to threads and seating surface of the bolts.

Step a : 98.1 N.m (10 kg-m, 72 ft-lb)

Step b : Loosen in the reverse order of tightening.

Step c : 44.1 N.m (4.5 kg-m, 33 ft-lb)

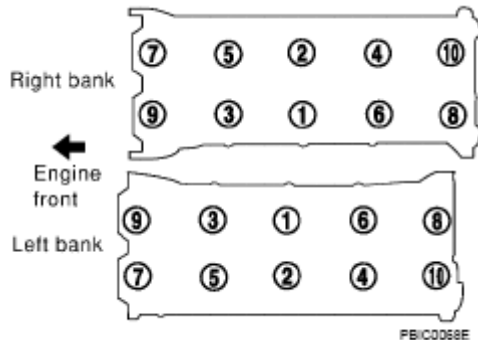


Fig. 133: Identifying Cylinder Head Bolts

- b. Measure the tightening angle using Tool.

Tool number : KV10112100 (BT-8653-A)

CAUTION: Measure the tightening angle using Tool. Do not measure visually.

Step d : 60° clockwise

Step e : 60° clockwise

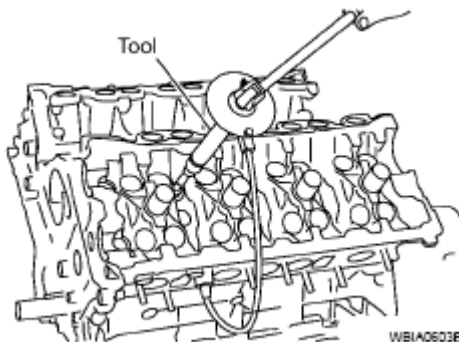
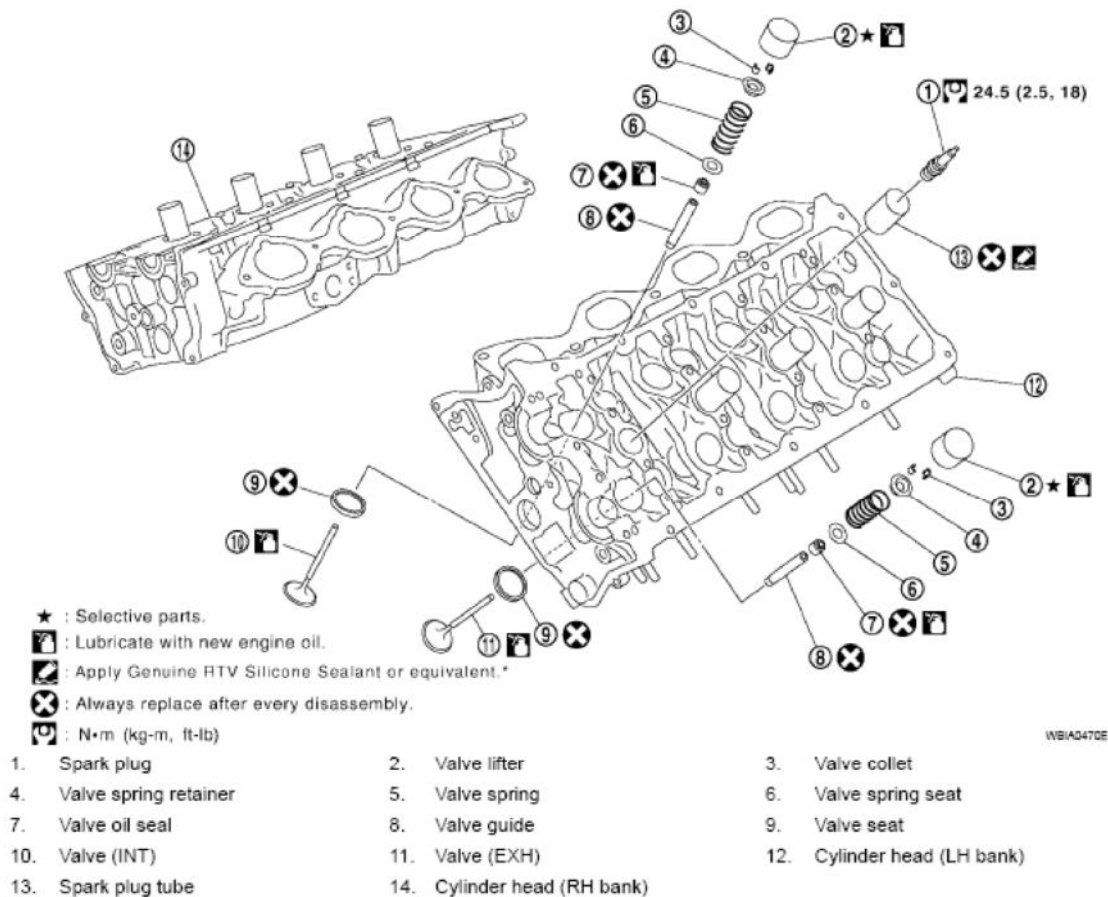


Fig. 134: Measuring Tightening Angle Using Tool

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

DISASSEMBLY AND ASSEMBLY

**Fig. 135: Identifying Cylinder Head Parts With Torque Specification**

DISASSEMBLY

1. Remove the spark plug. Refer to "**REMOVAL**".
2. Remove the valve lifter.
 - Identify the installation positions, and store them without mixing them up.
3. Remove the valve collet using Tool.

Tool number : KV10116200 (J-26336-A)

: KV10115900 (J-26336-20)

: KV10109220 (-)

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

4. Remove the valve spring retainer, valve spring and valve spring seat.

5. Inspect the valve guide clearance. Refer to "INSPECTION".

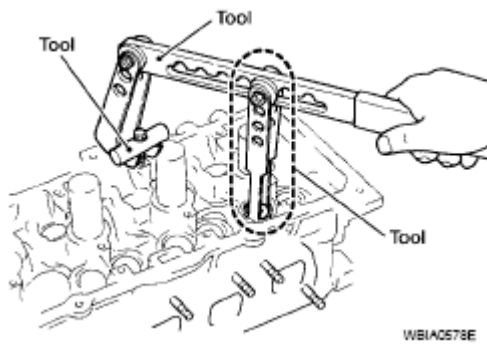


Fig. 136: Compressing Valve Spring Using Tool Attachment

6. Push the valve stem to the combustion chamber side, and remove the valve.
- Identify the installation positions, and store them without mixing them up.
7. Remove the valve oil seal using Tool.

Tool number : KV10107902 (J-38959)

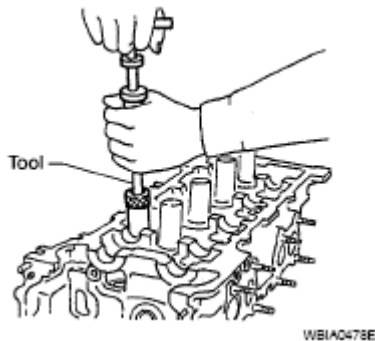


Fig. 137: Removing Valve Oil Seal

8. Replace the valve seat if necessary. Refer to "VALVE SEAT REPLACEMENT".
9. Replace the valve guide if necessary. Refer to "VALVE GUIDE REPLACEMENT".
10. Remove the spark plug tube, as necessary.
- Remove the spark plug tube out of the cylinder head using suitable tool.

CAUTION:

- **Do not damage the cylinder head.**
- **Do not remove the spark plug tube unless absolutely necessary. Once removed, the spark plug tube will be deformed and cannot be reused.**

ASSEMBLY

1. Install the valve guide if necessary. Refer to "**VALVE GUIDE REPLACEMENT**".
2. Install the valve seat if necessary. Refer to "**VALVE SEAT REPLACEMENT**".
3. Install the valve oil seal using Tool.

Tool number : KV10115600 (J-38958)

- Apply new engine oil on the new valve oil seal joint and seal lip.
- Install the valve oil seal to the specified height "H".

Height "H" (without valve spring installed)

Intake and exhaust : 14.3 - 14.9 mm (0.563 - 0.587 in)

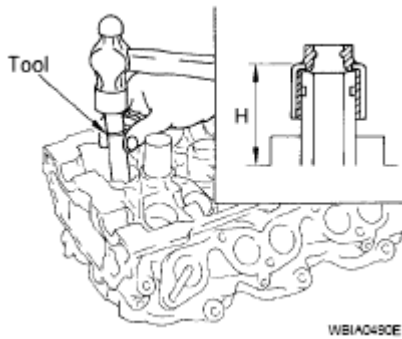


Fig. 138: Identifying Valve Oil Seal Height

4. Install the valves in their original position.
5. Install the valve spring seats.
6. Install the valve springs.
 - Install the narrow pitch end (paint mark side) to the cylinder head side.
7. Install the valve spring retainers.

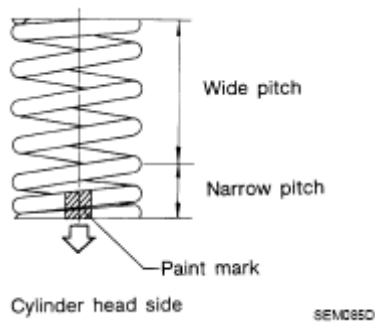


Fig. 139: Identifying Valve Spring Height

8. Install the valve collet using Tool.

Tool number : KV10116200 (J-26336-A)

: KV10115900 (J-26336-20)

: KV10109220 (-)

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

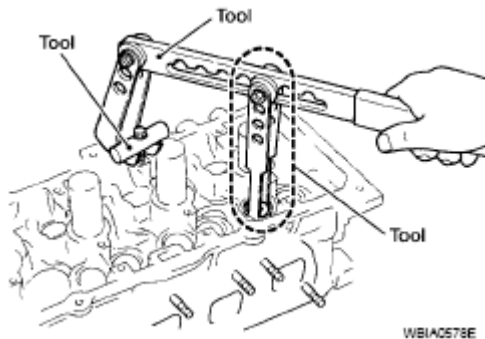


Fig. 140: Compressing Valve Spring Using Tool Attachment

9. Install the valve lifters.
 - Install the removed parts in their original locations.
 - If installing new lifters, select the correct size lifter for proper valve clearance. Refer to "**VALVE CLEARANCE**".
10. Install the spark plug tube if necessary, following the procedure below.
 - a. Remove any old liquid gasket adhering to the cylinder-head spark plug tube hole.
 - b. Apply liquid gasket to area within approximately 12 mm (0.47 in) from the edge of the spark plug tube press-fit side.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".**

- c. Press-fit the spark plug tube to the specified height "H" using suitable tool.

Standard press-fit height "H" :38.4 - 39.4 mm (1.512 - 1.551 in)

CAUTION:

- **When press-fitting, take care not to deform the spark plug tube.**
- **After press-fitting, wipe off any liquid gasket protruding onto the cylinder-head upper face.**

11. Install the spark plugs.

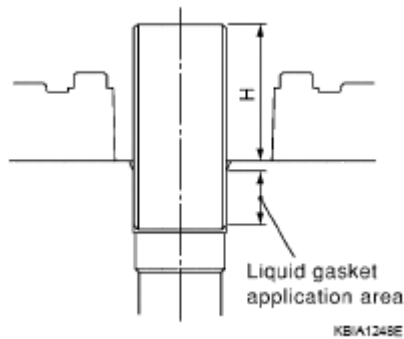


Fig. 141: Applying Liquid Gasket To Area

INSPECTION AFTER DISASSEMBLY

CYLINDER HEAD DISTORTION

1. Remove any oil, scale, gasket, sealant and carbon deposits from the cylinder head surface.

CAUTION: Do not allow any debris to enter the oil or coolant passages.

2. Measure the bottom surface of the cylinder head for distortion in six directions as shown, using suitable tools.

Standard : 0.03 mm (0.0012 in)

Limit : 0.1mm (0.004 in)

- If measurement exceeds the limit, replace the cylinder head.

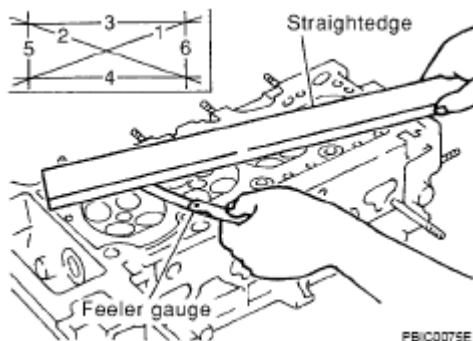


Fig. 142: Checking Cylinder Head Distortion

VALVE DIMENSIONS

- Check the dimensions of each valve. Refer to "**VALVE DIMENSIONS**".
- If the dimensions are out of the standard, replace the valve.

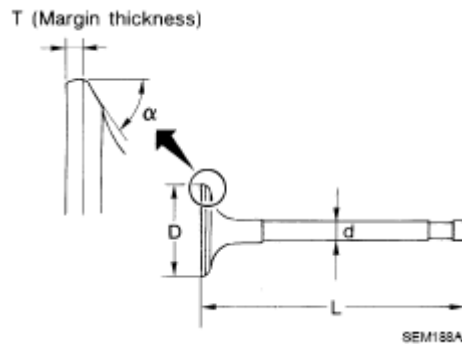


Fig. 143: Checking Dimensions Of Valve

VALVE GUIDE CLEARANCE

Valve Stem Diameter

Measure the diameter of the valve stem using suitable tool.

Standard

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

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

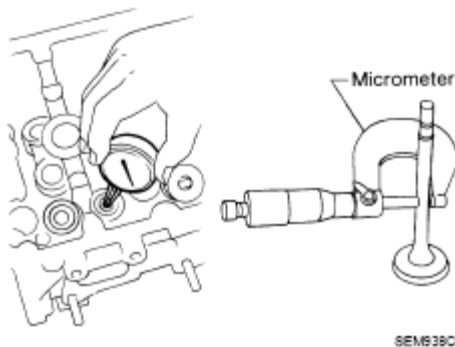


Fig. 144: Measuring Diameter Of Valve Stem With Micrometer

Valve Guide Inside Diameter

Measure the inside diameter of the valve guide using suitable tool.

Standard

Intake and Exhaust : 6.000 - 6.018 mm (0.2362 - 0.2369 in)

Valve Guide Clearance

- (Valve guide clearance) = (Valve guide inside 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 (0.0031 in)

Exhaust : 0.09 mm (0.0035 in)

- If the calculated value exceeds the limit, replace valve and/or valve guide. When the valve guide must be replaced, refer to "**VALVE GUIDE REPLACEMENT**".

VALVE GUIDE REPLACEMENT

When the valve guide is removed, replace it with an oversized (0.2 mm, 0.008 in) valve guide.

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

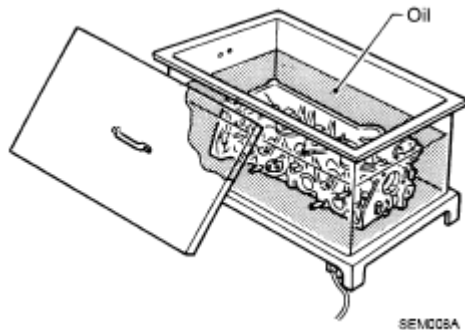


Fig. 145: Heating Cylinder Head

2. Remove the valve guide using suitable tool.

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



Fig. 146: Removing Valve Guide

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

Valve guide hole diameter:

Standard

Intake and exhaust : 9.975 - 9.996 mm (0.3927 - 0.3935 in)

Oversize (service)

Intake and exhaust : 10.175 - 10.196 mm (0.4006 - 0.4014 in)

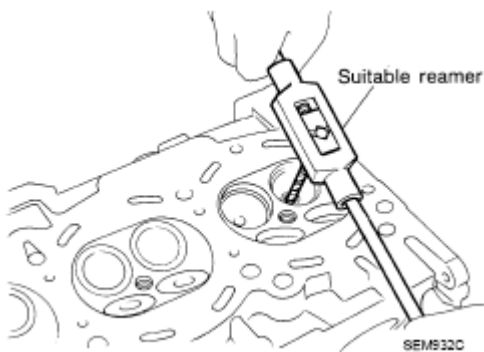


Fig. 147: Applying Reamer Finish To Valve Guide

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

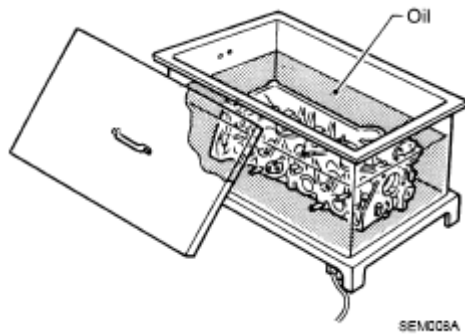


Fig. 148: Heating Cylinder Head

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

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

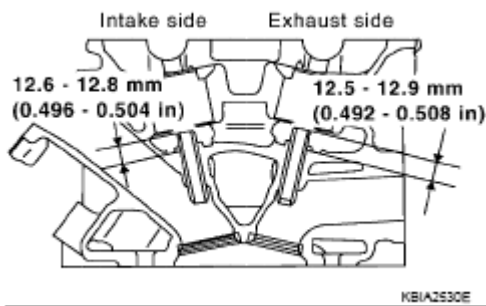


Fig. 149: Identifying Valve Guide From Camshaft Side To Dimensions

6. Ream the cylinder head valve guide using suitable tool.

Valve guide hole diameter:

Intake and exhaust : 6.000 - 6.018 mm (0.2362 - 0.2369 in)

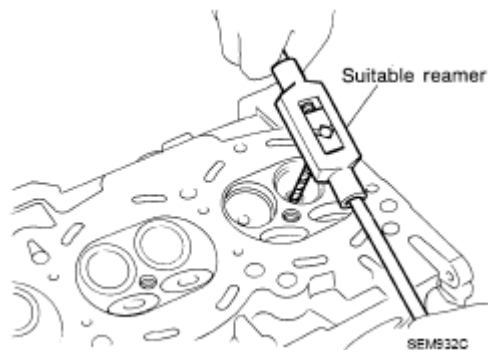


Fig. 150: Applying Reamer Finish To Valve Guide

VALVE SEAT CONTACT

- After confirming that the dimensions of the valve guides and valves are within specifications, perform this procedure.
- Apply Prussian blue (or white lead) onto the contacting surface of the 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 the valve fit and check again. If the contacting surface still has NG conditions even after the re-check, replace the valve seat.

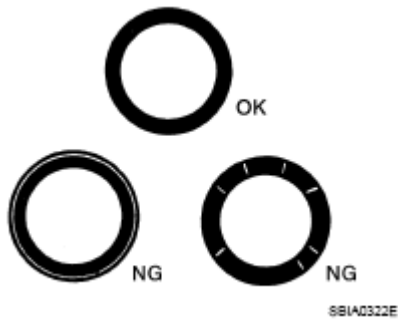


Fig. 151: Identifying Valve Seat Contact

VALVE SEAT REPLACEMENT

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

1. Bore out the old seat until it collapses. Boring should not continue beyond the bottom face of the seat recess in the cylinder head. Set the machine depth stop to ensure this.
2. Ream the cylinder head recess diameter for service valve seat.

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

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 the valve guide center.
- This will enable valve seat to fit correctly.

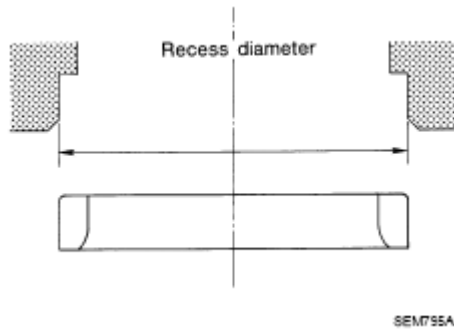


Fig. 152: Identifying Cylinder Head Recess Diameter

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

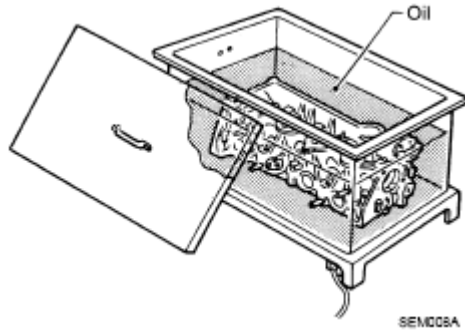


Fig. 153: Heating Cylinder Head

- Cool the valve seats well with dry ice. Force fit the valve seat into the cylinder head.

CAUTION:

- Avoid directly touching cold valve seats.
- Cylinder head contains heat. When working, wear protective equipment to avoid getting burned.

- Finish the seat to the specified dimensions using suitable tool. Refer to "VALVE SEAT".

CAUTION: When using valve seat cutter, firmly grip the 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 stage valve seat.

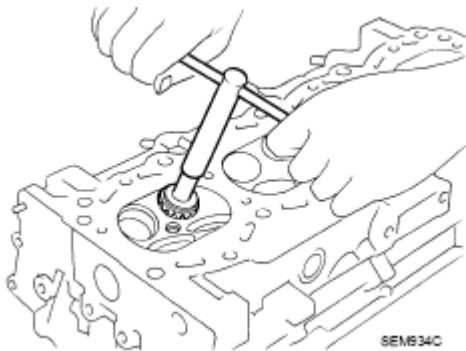


Fig. 154: Cutting Valve Seat

6. Grind to obtain the dimensions indicated as shown.
 - Using compound, grind to adjust valve fitting.

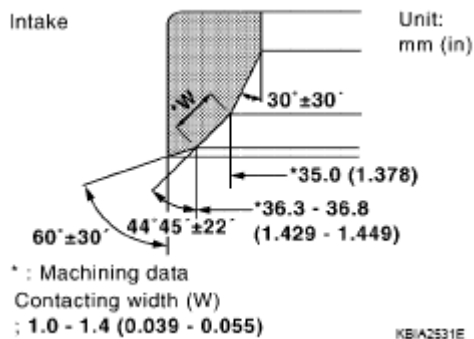


Fig. 155: Identifying Grind To Adjust Valve Fitting (Intake)

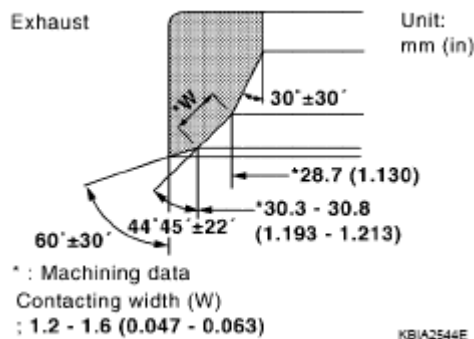


Fig. 156: Identifying Exhaust Valve Dimensions

7. Check again for normal contact. Refer to "**VALVE SEAT CONTACT**".

VALVE SPRING SQUARENESS

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

Limit : Less than 2.2 mm (0.087 in)

- If measurement is not within specifications, replace the valve spring.

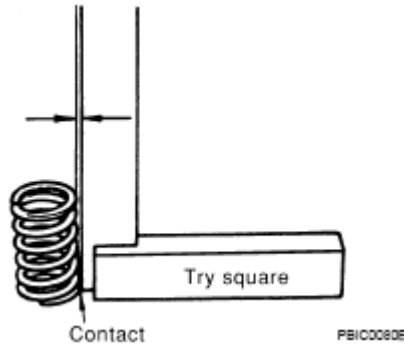


Fig. 157: Measuring Clearance Between Top Of Valve Spring And Try Square

VALVE SPRING DIMENSIONS AND VALVE SPRING PRESSURE LOAD

- Check the valve spring pressure at the specified spring height.

Standard:

Intake and exhaust

Free height : 50.58 mm (1.9913 in)

Installation height : 37.0 mm (1.457 in)

Installation pressure : 165.8 - 187.0 N (16.9 - 19.1 kg, 37 - 42 lb)

Height during valve open : 28.2 mm (1.110 in)

Load with valve open : 314.8 - 355.0 N (32.1 - 36.2 kg, 71 - 80 lb)

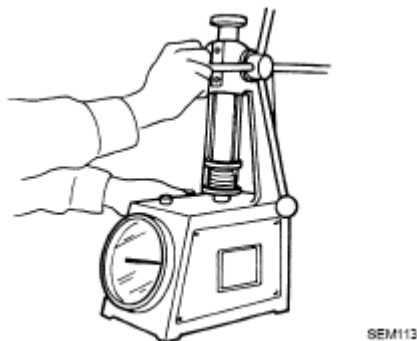


Fig. 158: Checking Valve Spring Pressure

- If measurement is not within specifications, replace the valve spring.

ENGINE ASSEMBLY

REMOVAL AND INSTALLATION

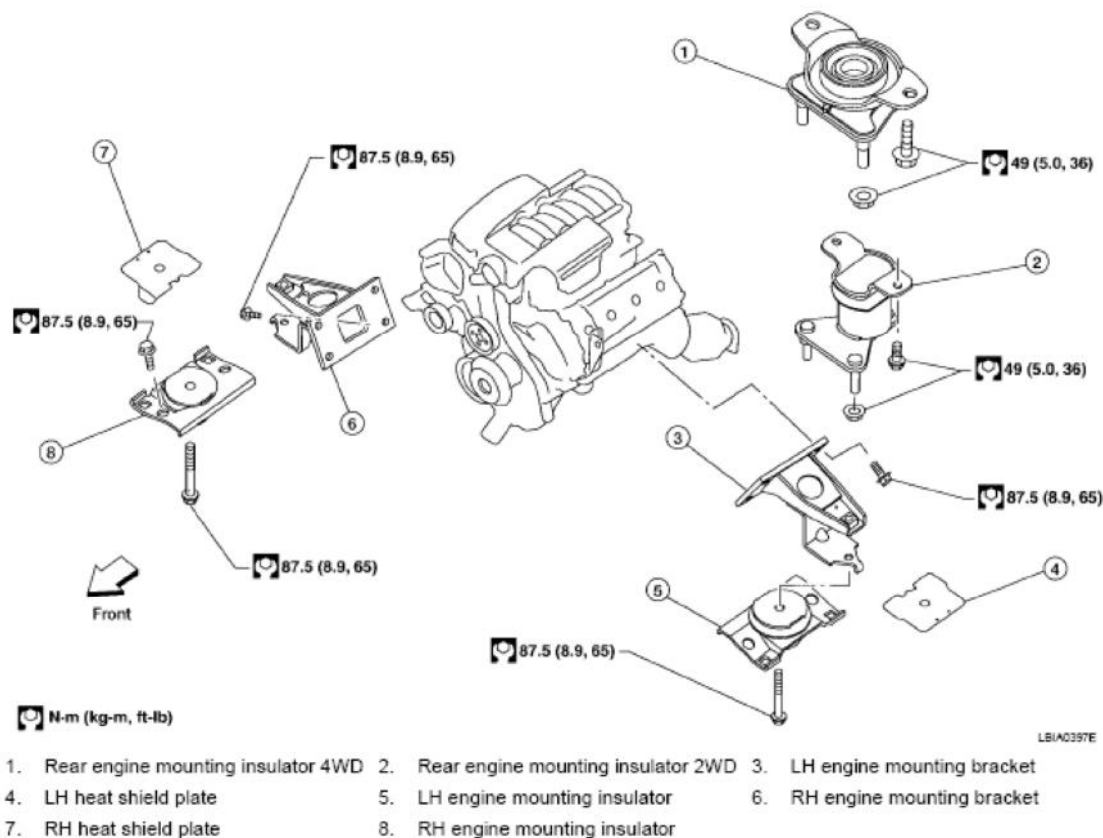


Fig. 159: Identifying Engine Assembly With Torque Specifications

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, refer to 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 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 "GARAGE JACK AND SAFETY STAND".

REMOVAL

Preparation

1. Drain the engine coolant. Refer to "DRAINING ENGINE COOLANT".
2. Partially drain the A/T fluid. Refer to "CHANGING AUTOMATIC TRANSMISSION FLUID (ATF)".
3. Release the fuel pressure. Refer to "FUEL PRESSURE RELEASE".
4. Remove the engine hood. Refer to "REMOVAL AND INSTALLATION OF HOOD ASSEMBLY".
5. Remove the cowl extension. Refer to "REMOVAL".
6. Remove the engine room cover using power tools.

Symbol	Description
	N·m (kg-m, ft-lb)
	N·m (kg-m, in-lb)
	Always replace after disassembly.

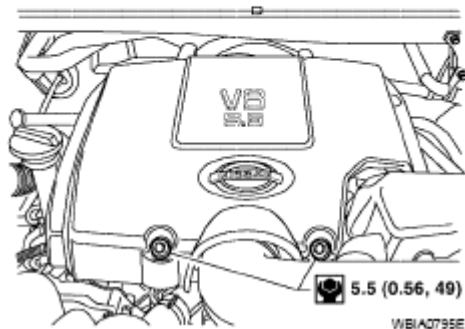


Fig. 160: Identifying Engine Cover Bolts And Cover

7. Remove the air duct and air cleaner case assembly. Refer to "REMOVAL".
8. Disconnect the vacuum hose between the vehicle and engine and set it aside.
9. Remove the radiator assembly and hoses. Refer to "REMOVAL".
10. Remove the drive belts. Refer to "REMOVAL".
11. Remove the fan blade. Refer to "REMOVAL".
12. Disconnect the engine room harness from the fuse box and set it aside.
13. Disconnect the ECM.

14. Disconnect the engine room harness from the engine side and set it aside.
15. Disconnect the engine harness grounds.
16. Disconnect the power steering reservoir tank from the engine and move it aside.
17. Disconnect the power steering oil pump from the engine. Move it aside and secure it using suitable wire or rope. Refer to "**REMOVAL**".
18. Remove the A/C compressor bolts and set the compressor aside. Refer to "**REMOVAL**" (ATC).
19. Disconnect the brake booster vacuum line.
20. Disconnect the EVAP line.
21. Disconnect the fuel hose at the engine side connection. Refer to "**REMOVAL**".
22. Disconnect the heater hoses at the cowl, and install plugs to avoid leakage of engine coolant.
23. Remove the A/T oil level indicator and indicator tube upper bolts.
24. Remove the front final drive assembly (4WD only). Refer to "**REMOVAL**".
25. Remove the exhaust manifolds. Refer to "**REMOVAL**".
26. Install the engine slingers into the left bank cylinder head and right bank cylinder head.

Engine slinger torque: 45.0 N.m (4.6 kg-m, 33 ft-lb)

27. Remove the A/T. Refer to "**REMOVAL**" or "**REMOVAL**".
28. Lift using a hoist and secure the engine in position.
29. Remove the engine assembly from the vehicle, avoid interference with the vehicle body.

CAUTION: • Before and during lifting, always check if any harnesses are left connected.

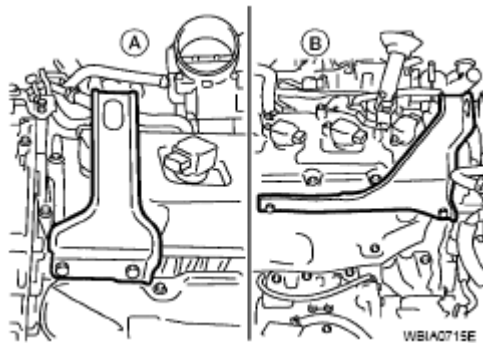


Fig. 161: Identifying Engine Slingers Into Left Bank Cylinder Head And Right Bank Cylinder Head

30. Remove the parts that may restrict installation of the engine to the engine stand.

NOTE: This procedure is described assuming that you use an engine stand mounting to the surface to which the transmission mounts.

a. Remove the drive plate.

- Holding the crankshaft pulley bolt, lock the crankshaft to remove the drive plate bolts.
- Loosen the bolts diagonally.

CAUTION:

- Be careful not to damage the drive plate. Especially avoid deforming and damaging of the signal plate teeth (circumference position).
- Place the drive plate with the signal plate surface facing other than downward.
- Keep magnetic materials away from the signal plate.

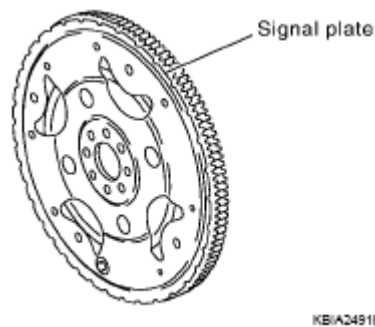


Fig. 162: Identifying Drive Plate

CAUTION: Use an engine stand that has a load capacity [approximately 240kg (529 lb) or more] large enough for supporting the engine weight.

- If the load capacity of the stand is not adequate, remove the following parts beforehand to reduce the potential risk of overturning the stand.
 - Remove the fuel tube and fuel injector assembly. Refer to "REMOVAL".
 - Remove the intake manifold. Refer to "REMOVAL".
 - Remove the ignition coil. Refer to "REMOVAL".
 - Remove the rocker cover. Refer to "REMOVAL".
 - Other removable brackets.

CAUTION: Before removing the hanging chains, make sure the engine stand is stable and there is no risk of overturning.

31. Remove the alternator. Refer to "REMOVAL".

32. Remove the engine mounting insulator and bracket using power tool.

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 re-assembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drivetrain components.

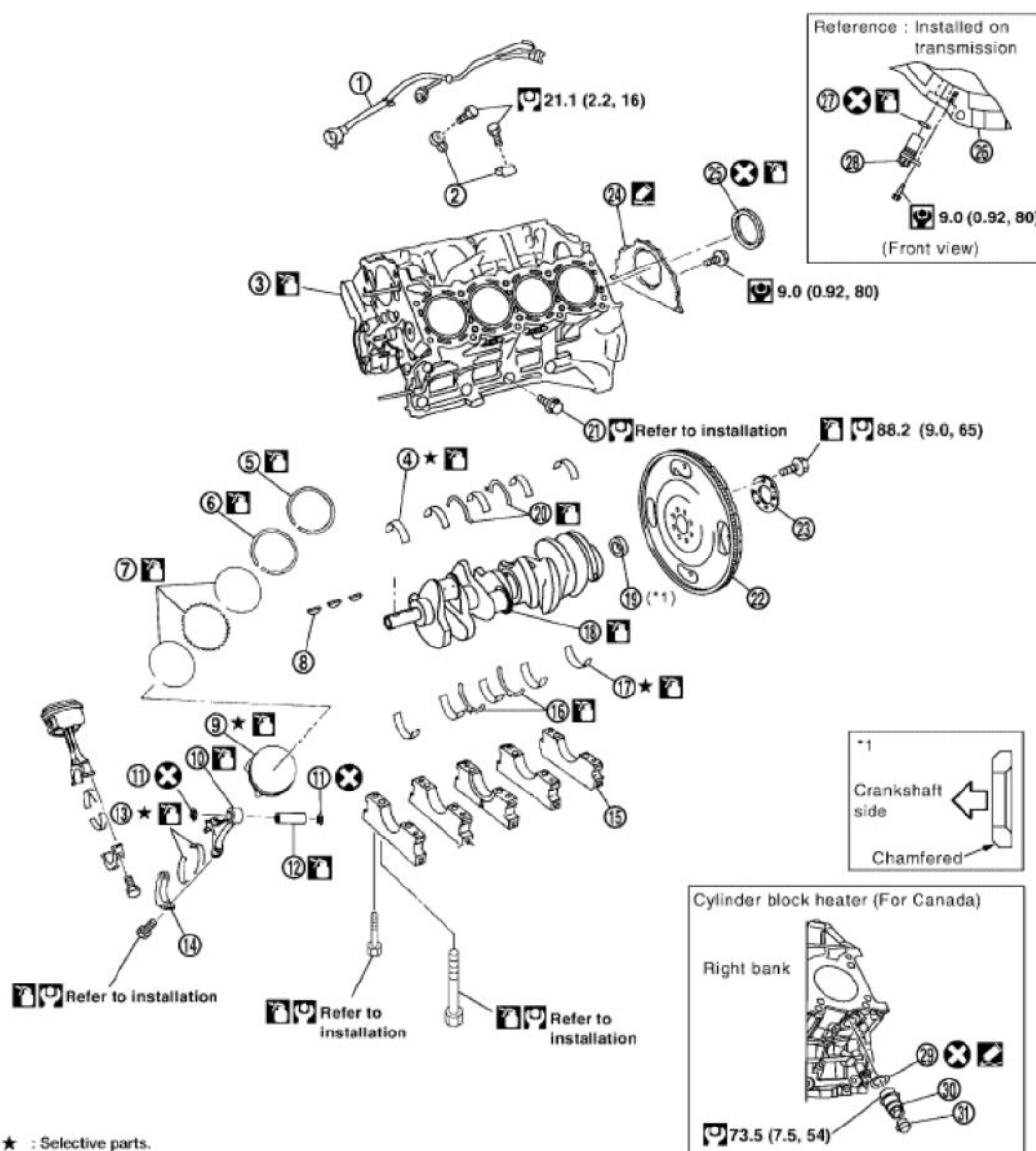
INSPECTION AFTER INSTALLATION

- Before starting the engine, check oil/fluid levels including engine coolant and engine oil. If the levels are lower than required quantity, fill to the specified level. Refer to "**FLUIDS AND LUBRICANTS**".
- Use procedure below to check for fuel leakage.
- Turn ignition switch ON (with engine stopped). With fuel pressure applied to the fuel piping, check for fuel leakage at the 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.
- 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 the engine, again check oil/fluid levels including engine oil and engine coolant. Refill to specified level if necessary.
- Summary of the inspection items:

ENGINE OPERATION SPECIFICATION

Item	Before starting engine	Engine running	After engine stopped
Engine coolant	Level	Leakage	Level
Engine oil	Level	Leakage	Level
Other oils and fluids ⁽¹⁾	Level	Leakage	Level
Fuel	Leakage	Leakage	Leakage
Exhaust gas	-	Leakage	-
(1) Transmission/transaxle/CVT fluid, power steering fluid, brake fluid, etc.			

CYLINDER BLOCK**DISASSEMBLY AND ASSEMBLY**



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- | | | |
|--------------------------------------|--------------------------------|----------------------------|
| 1. Knock sensor sub-harness | 2. Knock sensor | 3. Cylinder block |
| 4. Main bearing upper | 5. Top ring | 6. Second ring |
| 7. Oil ring | 8. Crankshaft key | 9. Piston |
| 10. Connecting rod | 11. Snap ring | 12. Piston pin |
| 13. Connecting rod bearing | 14. Connecting rod bearing cap | 15. Main bearing cap |
| 16. Thrust bearing lower | 17. Main bearing lower | 18. Crankshaft |
| 19. Pilot converter | 20. Thrust bearing upper | 21. Side bolt |
| 22. Drive plate | 23. Reinforcement plate | 24. Rear oil seal retainer |
| 25. Rear oil seal | 26. Transmission | 27. O-ring |
| 28. Crankshaft position sensor (POS) | 29. Gasket | 30. Cylinder block heater |
| 31. Connector cap | | |

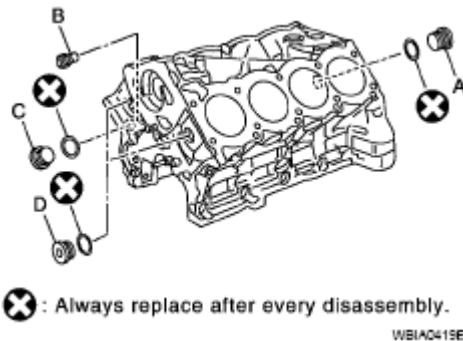
Fig. 163: Identifying Cylinder Block Components**DISASSEMBLY**

NOTE: Explained here is how to disassemble with engine stand supporting transmission surface. When using different type of engine stand, some steps may be different.

1. Remove engine assembly and mount to engine stand. Refer to "**REMOVAL**".

CAUTION: Before removing the hanging chains, make sure engine stand is stable and there is no risk of overturning.

2. Drain engine oil. Refer to "**CHANGING ENGINE OIL**".
3. Drain engine coolant by removing the cylinder block drain plugs "A", "B", "C" and "D" as shown.

**Fig. 164: Identifying Plug To Cylinder Block**

4. Remove the following components and associated parts (the parts referred to in step 1 are not included here).
 - Oil pan (upper and lower) and oil strainer. Refer to "**REMOVAL**".
 - Crankshaft pulley, front cover and timing chain. Refer to "**REMOVAL**".
 - Camshaft. Refer to "**REMOVAL**".
 - Cylinder head. Refer to "**REMOVAL**".
5. Remove knock sensor and sub harness.

CAUTION: Carefully handle sensor, avoiding shocks.

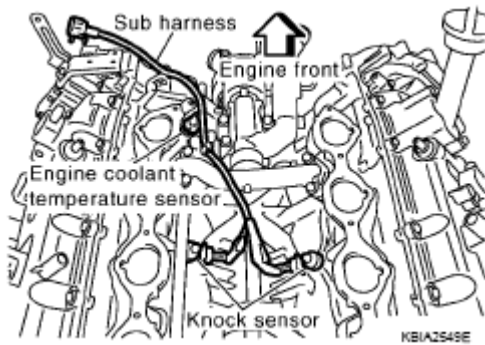


Fig. 165: Identifying Sub-Harness

6. Check connecting rod side clearance. Refer to "**CONNECTING ROD SIDE CLEARANCE**".
7. Remove piston and connecting rod assembly as follows.
 - a. Position the crankshaft pin corresponding to the connecting rod to be removed onto bottom dead center.
 - b. Remove connecting rod cap.
 - c. Push the piston and connecting rod assembly out to the cylinder head side using suitable tool.

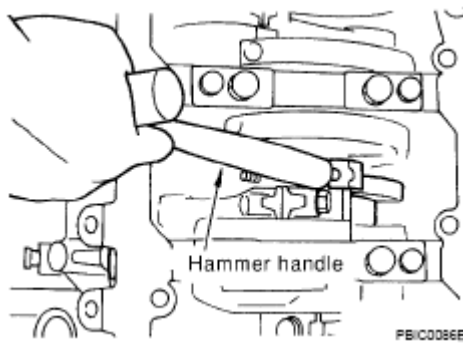


Fig. 166: Pushing Connecting Rod Assembly Out To Cylinder Head

8. Remove connecting rod bearings.

CAUTION: When removing them, note the installation position. Keep them in the correct order.

9. Check piston ring side clearance. Refer to "**PISTON RING SIDE CLEARANCE**".
10. Remove piston rings from piston using suitable tool.

CAUTION:

- Do not damage piston.
- Do not damage piston rings by expanding them excessively.

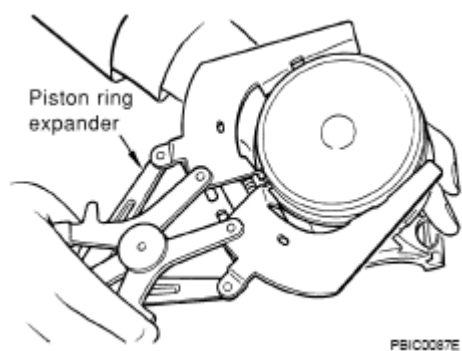


Fig. 167: Removing Piston Rings

11. Remove piston from connecting rod as follows.
 - a. Remove snap ring using suitable tool.

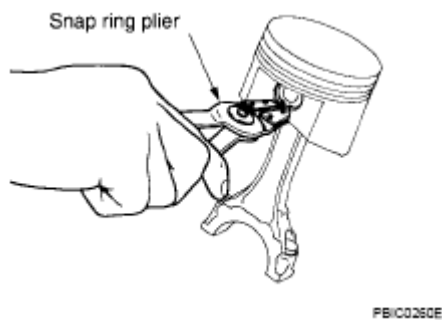


Fig. 168: Removing Snap Ring

- b. Heat piston to 60° to 70°C (140° to 158°F) using suitable tool.

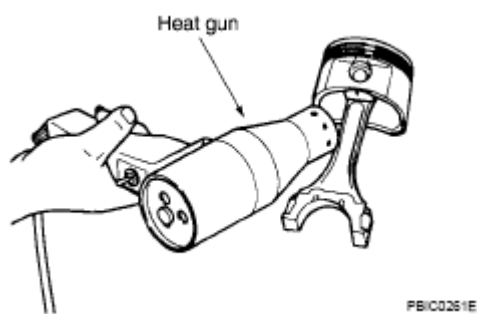


Fig. 169: Heating Piston

- c. Push out piston pin using suitable tool.

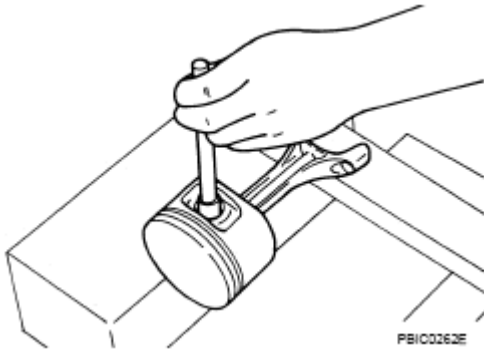


Fig. 170: Pushing Out Piston Pin

12. Separate and remove rear oil seal retainer from cylinder block.

CAUTION: Do not damage mating surface.

13. Remove rear oil seal from rear oil seal retainer.
14. Measure the crankshaft side clearance. Refer to "**CRANKSHAFT END PLAY**".
15. Remove main bearing caps as follows:
 - Loosen bolts in several different steps.
 - a. Loosen side bolts (M10) starting from 30 to 21 to remove.
 - b. Loosen main bearing cap sub bolts (M9) starting from 20 to 11 to remove.
 - c. Loosen main bearing cap bolts (M12) starting from 10 to 1 to remove.

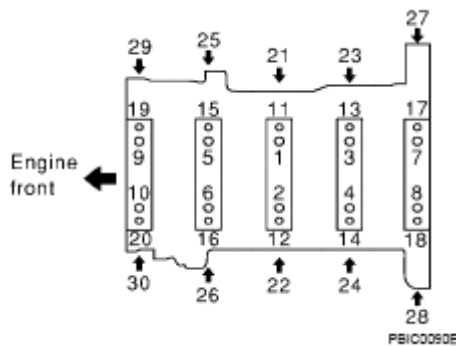


Fig. 171: Identifying Main Bearing Caps

- d. Remove main bearing cap.
 - Insert bolts (2) into bolt holes, and then remove main bearing cap by lifting up and shaking forward and backward.

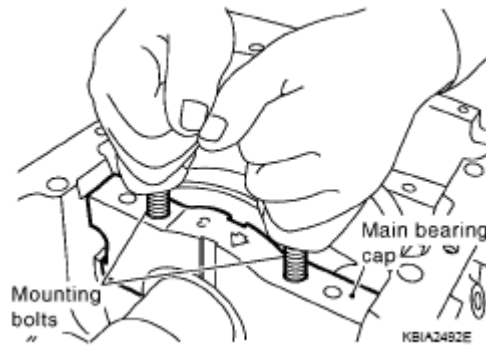


Fig. 172: Removing Main Bearing Cap

16. Remove crankshaft.
17. Remove the main bearings and thrust bearings from the cylinder block and main bearing caps.
 - When removing them, note the installation position. Keep them in the correct order.
18. Remove pilot converter using Tool if necessary.

Tool number : ST16610001 (J-23907)

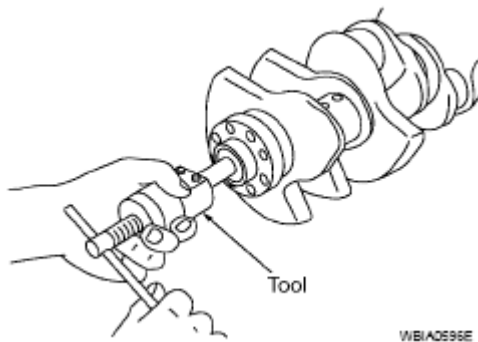


Fig. 173: Removing Pilot Converter

ASSEMBLY

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

CAUTION: Use goggles to protect your eyes.

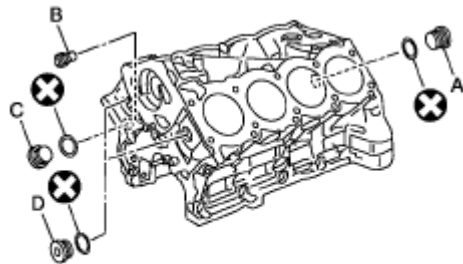
2. Install each plug to the cylinder block (only screw-type plugs are shown).
 - Apply liquid gasket.

Use Genuine Thread Sealant or equivalent. Refer to "RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS".

- Replace copper washers with new ones.
- Tighten each plug as specified below.

TIGHTENING TORQUE SPECIFICATION

Part	Washer	Tightening torque
A	Yes	53.9 N.m (5.5 kg-m, 40 ft-lb)
B	No	19.6 N.m (2.0 kg-m, 15 ft-lb)
C	Yes	62.7 N.m (6.4 kg-m, 46 ft-lb)
D	Yes	62.7 N.m (6.4 kg-m, 46 ft-lb)



✕ : Always replace after every disassembly.

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Fig. 174: Identifying Plug To Cylinder Block

3. Install main bearings and thrust bearings.
 - a. Remove any dust, dirt, and oil on the bearing mating surfaces of the cylinder block and main bearing caps.
 - b. Install thrust bearings to both sides of the No. 3 journal housing on the cylinder block and main bearing caps
 - Install thrust bearings with the oil groove facing the crankshaft arm (outside).
 - Install thrust bearings with a protrusion in the center on the main bearing caps.

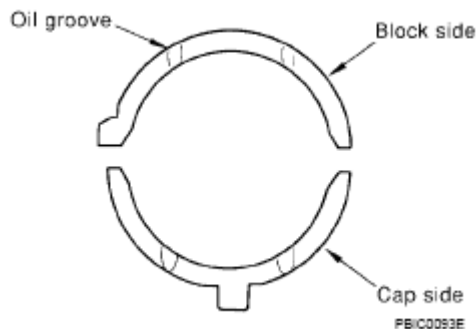


Fig. 175: Identifying Thrust Bearings

- c. Install main bearings paying attention to the direction.
 - Install the one with oil holes onto the cylinder block and the one without oil holes onto the

main bearing cap.

- Before installing bearings, apply engine oil to bearing surface (inside). Do not apply oil to the back surface, but thoroughly clean it.
- When installing, align the bearing stopper to the notch.
- Ensure the oil holes on the cylinder block and those on the corresponding bearing are aligned.

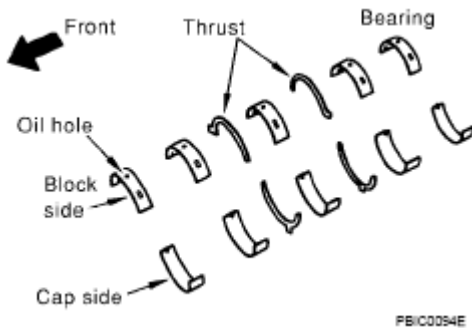


Fig. 176: Identifying Main Bearings Position

4. Install pilot converter to the crankshaft using suitable tool.
5. Install crankshaft to the cylinder block.
 - While turning crankshaft by hand, make sure it turns smoothly.

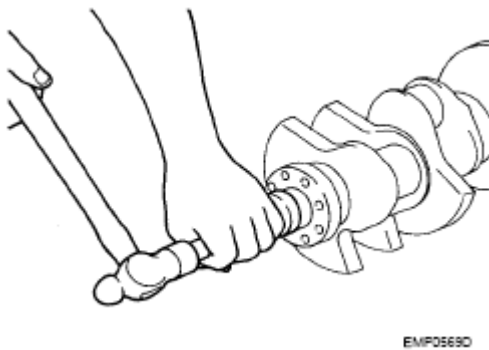


Fig. 177: Installing Crankshaft To Cylinder Block

6. Install main bearing caps.
 - Align the identification number to the journal position to install.
 - Install it with the front mark (indicated by the arrow) facing the front of engine.
 - Tap caps lightly to seat them in the installation position.

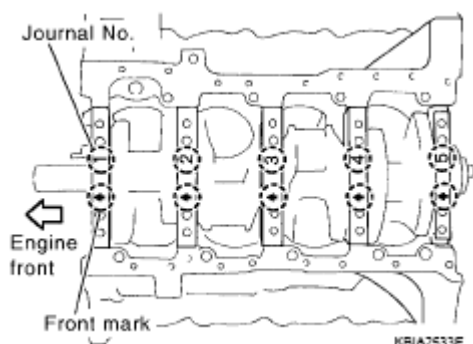


Fig. 178: Identifying Main Bearing Caps

7. Follow the steps below to tighten each main bearing cap bolt.
 - a. Apply engine oil to threads and seating surfaces of bolts, and tighten all bolts temporarily.

Main bearing cap bolts in order of 1 to 10 : 39.2 N.m (4.0 kg-m, 29 ft.-lb)

Main bearing cap sub bolts in order of 11 to 20 : 29.4 N.m (3.0 kg-m, 22 ft.-lb)

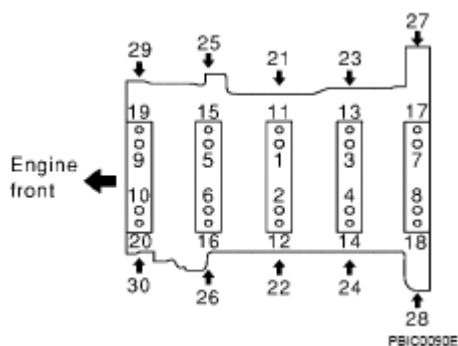


Fig. 179: Identifying Main Bearing Caps

- b. Measure tightening angle using Tool.

Tool number : KV10112100 (BT-8653-A)

CAUTION: Measure tightening angle using Tool. Do not measure visually.

Main bearing cap bolts in order of 1 to 10 : 40°

Main bearing cap sub bolts in order of 11 to 20 : 30°

Side bolts in order of 21 to 30 : 49 N.m (5.0 kg-m, 36 ft.-lb)

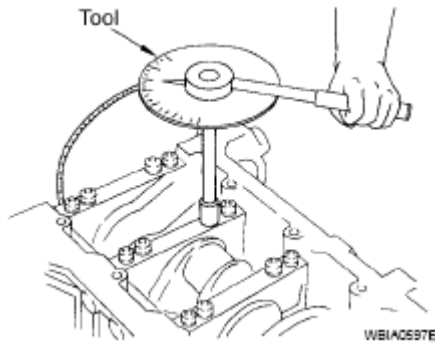


Fig. 180: Measuring Tightening Angle

- Rotate crankshaft by hand after bolts are tightened. Check if it rotates smoothly.
 - Check crankshaft side clearance. Refer to "**CRANKSHAFT END PLAY**".
8. Install rear oil seal to rear oil seal retainer.

CAUTION: Do not damage or scratch outer circumference of oil seal.

- Install new rear oil seal in the direction shown.

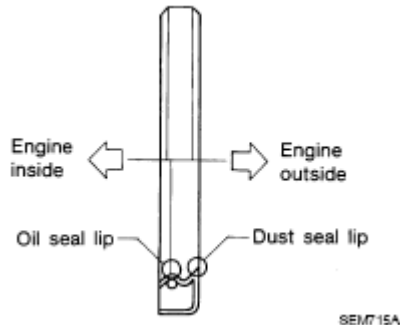


Fig. 181: Applying Engine Oil To Both Oil Seal Lip And Dust Seal Lip

- Tap until flattened with the front edge of the rear oil seal retainer using suitable tool.
- Fit the rear oil seal until it is level with the rear end surface of rear oil seal retainer.

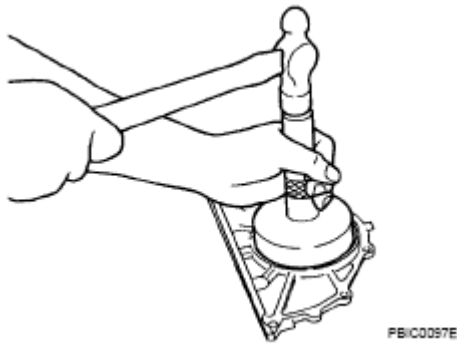


Fig. 182: Fitting Rear Oil Seal

9. Install rear oil seal retainer.

- Apply liquid gasket thoroughly to rear oil seal retainer as shown.

Use Genuine RTV Silicone Sealant or equivalent. Refer to "**RECOMMENDED CHEMICAL PRODUCTS AND SEALANTS**".

- Apply new engine oil on the lips of rear oil seal. Do not touch.

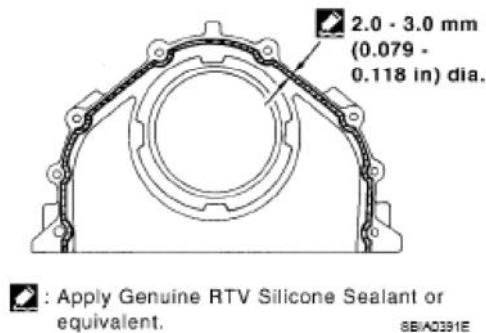


Fig. 183: Applying Liquid Gasket Thoroughly To Rear Oil Seal Retainer

10. Install the piston to the connecting rod.

- Install the snap ring to the grooves of the piston rear side.
 - Insert it fully into the groove to install.
- Install the piston to the connecting rod.
 - 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 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 cylinder No. on the connecting rod are positioned as shown.
- Install the snap ring to the grooves of the piston front side.
 - Insert it fully into the groove to install.
 - After installing, make sure connecting rod moves smoothly.

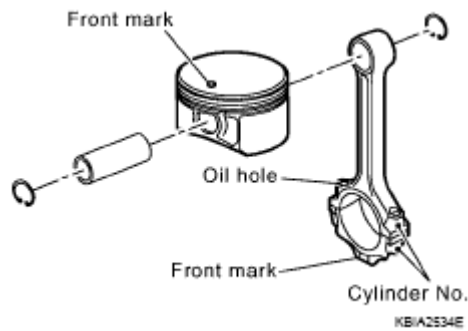


Fig. 184: Identifying Snap Ring To Grooves Of Piston Front Side

11. Install piston rings.

CAUTION: Do not damage piston.

- Position each ring with the gap as shown, referring to the piston front mark.
- Install the second ring with the stamped surface facing upward.

Stamped mark Second ring : 2N

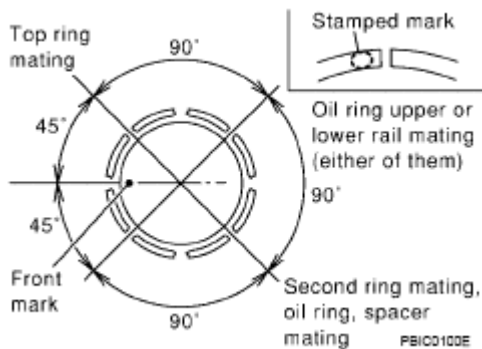


Fig. 185: Identifying Piston Ring Gap

12. Install the connecting rod bearings to the connecting rod and connecting rod cap.

- When installing the connecting rod bearings, apply engine oil to the bearing surface (inside). Do not apply oil to the back surface, but thoroughly clean it.
- When installing, align the connecting rod bearing stopper protrusion with the cutout of the connecting rod to install.
- Check that the oil holes on the connecting rod and those on the corresponding bearing are aligned.

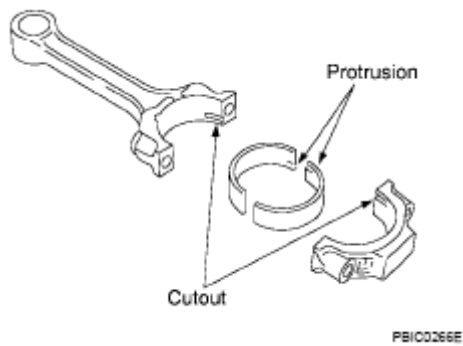


Fig. 186: Aligning Connecting Rod Bearing Stopper Protrusion With Notch Of Connecting Rod

13. Install the piston and connecting rod assembly to the crankshaft using Tool.

Tool number : EM03470000 (J-8037)

- Position the crankshaft pin corresponding to the connecting rod to be installed onto bottom dead center.
- Apply engine oil sufficiently to the cylinder bore, piston, and crankshaft pin.
- Match the cylinder position with the cylinder No. on the connecting rod to install.
- Install the piston with the front mark on the piston crown facing the front of the engine.

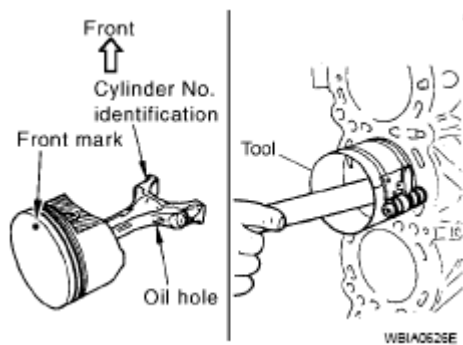


Fig. 187: Identifying Piston And Connecting Rod Assembly To Crankshaft

CAUTION: Be careful not to damage the crankshaft pin, resulting from an interference of the connecting rod big end.

14. Install connecting rod cap.
- Match the stamped cylinder number marks on the connecting rod with those on the cylinder cap to install.

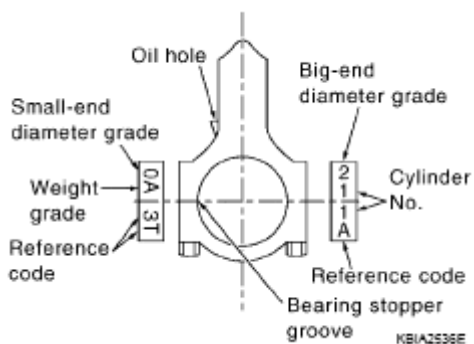


Fig. 188: Identifying Stamped Cylinder Number Match Marks On Connecting Rod

15. Tighten connecting rod bolts using Tool.

Tool number : KV10112100 (BT-8653-A)

Connecting rod bolts

Step 1 : 19.6 N.m (1.5 kg-m, 11 ft-lb)

Step 2 : 90° clockwise

- Apply engine oil to threads and seats of connecting rod bolts.
- After tightening bolts, make sure the crankshaft rotates smoothly.

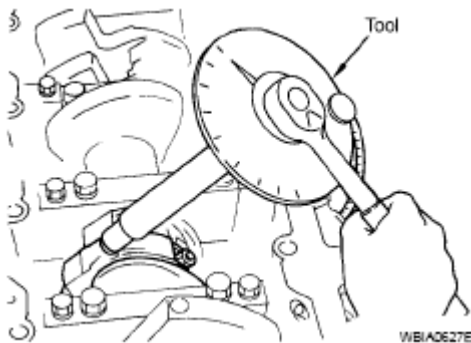


Fig. 189: Tightening Connecting Rod Bolts Using Tool

- Check connecting rod side clearance. Refer to "**CONNECTING ROD SIDE CLEARANCE**".

16. Install knock sensors.

CAUTION: If knock sensor is dropped, replace it with a new one.

- Make sure that there is no foreign material on the cylinder block mating surface and the back surface of knock sensor.

- Install it with its connector facing the center of the cylinder block side.
- Do not tighten knock sensor bolts while holding connector.
- Make sure knock sensor does not interfere with other parts.

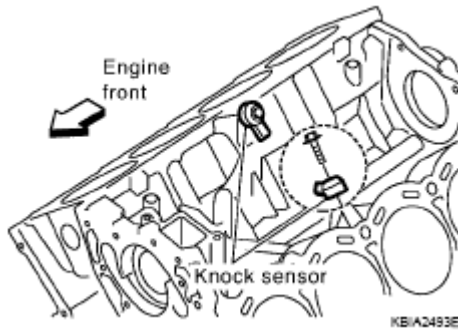


Fig. 190: Identifying Knock Sensors

- Position the sub-harness as shown before installing intake manifold.

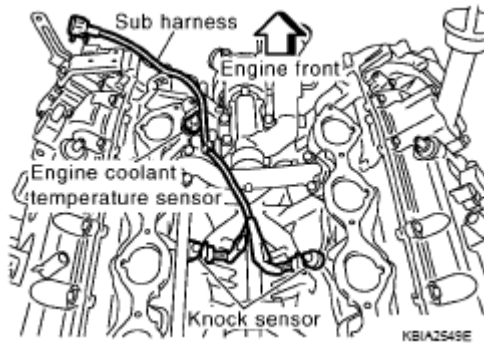


Fig. 191: Identifying Sub-Harness

17. Installation of the remaining components is in the reverse order of removal.
18. Remove engine assembly from engine stand.
19. Install drive plate.
 - Align dowel pin of crankshaft rear end with pin holes of each part to install.

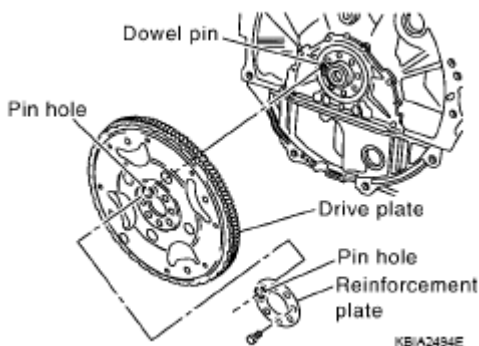
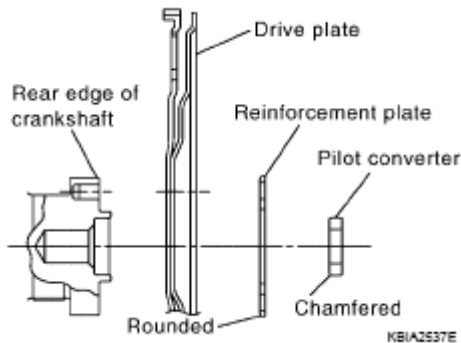


Fig. 192: Aligning Dowel Pin Of Crankshaft Rear End With Pin Holes

- Install drive plate, reinforcement plate and pilot converter (if not installed in step 4) as shown.
- Face the chamfered or rounded edge side to the crankshaft.

**Fig. 193: Identifying Drive Plate And Reinforcement Plate And Pilot Converter**

HOW TO SELECT PISTON AND BEARING

DESCRIPTION

PISTON AND BEARING DESCRIPTION CHART

Connecting points	Connecting parts	Selection items	Selection methods
Between cylinder block to crankshaft	Main bearing	Main bearing grade (bearing thickness)	Determined by match of cylinder block bearing housing grade (Housing inside diameter) and crankshaft journal grade (journal outside diameter)
Between crankshaft to connecting rod	Connecting rod bearing	Connecting rod bearing grade (bearing thickness)	Connecting rod bearing grade = crankshaft pin grade (pin diameter). No grade exists for inside diameter of connecting rod large end.
Between cylinder block to piston	Piston and piston pin assembly. The piston is available together with piston pin as an assembly.	Piston grade (piston diameter)	Piston grade = cylinder bore grade (diameter of bore)
(1) Between piston to connecting rod	-	-	-
(1) For the service parts, the grade for fitting cannot be selected between a piston pin and a connecting rod. (Only 0 grade is available.) The information at the shipment from the plant is described as a reference.			

- The identification grade stamped on each part is the grade for the dimension measured in new condition.

This grade cannot apply to reused parts.

- For reused or repaired parts, measure the dimension accurately. Determine the grade by comparing the measurement with the values of each selection table.
- For details of the measurement method of each part, the reuse standards, and the selection method of the selective fitting parts, refer to the text.

HOW TO SELECT PISTON

Piston Selective Fitting When New Cylinder Block is Used

- Check the cylinder bore grade on the bottom face of the cylinder block, and select the piston of the same grade.

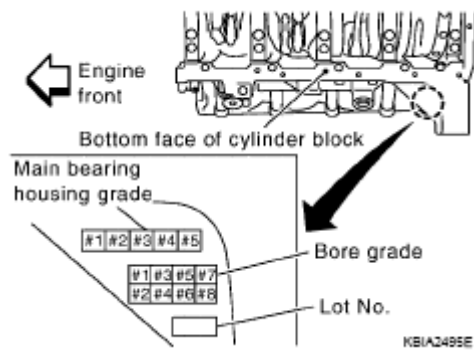


Fig. 194: Applying Main Bearing Housing Grade

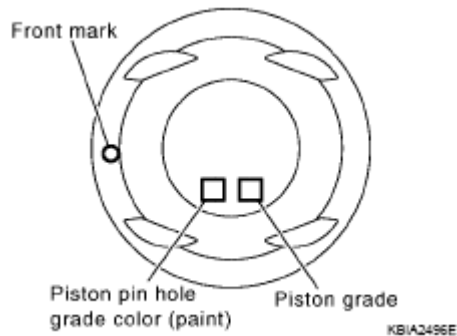


Fig. 195: Checking Piston And Piston Pin Clearance

When Cylinder Block is Reused

1. Measure cylinder block bore diameter.
2. Determine the bore grade by comparing the measurement with the values under the "Cylinder bore diameter" of the piston selection table. Use oversized piston if the clearance of standard grade piston is outside the specified value.

Piston Selection Table

PISTON SELECTION REFERENCE

Unit: mm (in)			
Grade number (Mark)	1	2	3
Cylinder bore diameter	98.000-98.010 (3.8583- 3.8587)	98.010-98.020 (3.8587- 3.8590)	93.020-98.030 (3.8590- 3.8594)
Piston diameter	97.980-97.990 (3.8575- 3.8579)	97.990-98.000 (3.8579- 3.8583)	98.000-98.010 (3.8583- 3.8587)

CAUTION: Oversize must be used in all cylinders when using oversized parts.

Piston oversize (Service) : 0.20 mm (0.0079 in)

NOTE:

- The piston is available together with piston pin as an assembly.
- The piston pin (piston pin bore) grade is provided only for the parts installed at the plant. For service parts, no grades can be selected (only 0 grade is available).
- Hone the cylinder to obtain specified clearance between the piston and cylinder bore when using an oversized piston. Be sure to use the same oversized piston rings.

HOW TO SELECT CONNECTING ROD BEARING

When New Connecting Rod and Crankshaft are Used

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

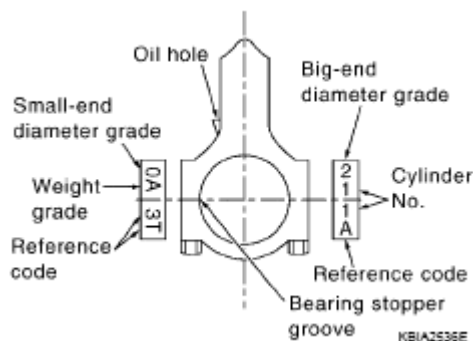


Fig. 196: Identifying Big End Inside Diameter Grade

2. Apply the pin diameter grade stamped on the crankshaft front side to the column in the "Connecting Rod Bearing Selection Table".
3. Read the symbol at the cross point of the 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.

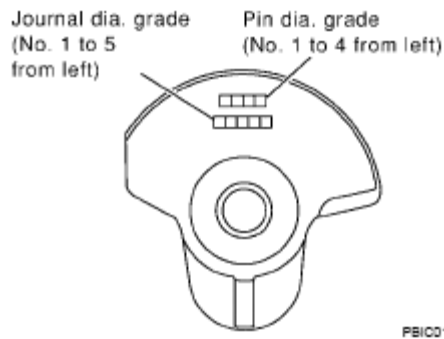


Fig. 197: Applying Journal Diameter Grade On Crankshaft

When Crankshaft and Connecting Rod are Reused

1. Measure dimensions of the big end inside diameter of the connecting rod and diameter of the crankshaft pin individually.
2. Apply the measured dimension to the "Connecting Rod Bearing Selection Table".
3. The following steps are the same as in "When New Connecting Rod and Crankshaft are Used". Refer to **"HOW TO SELECT CONNECTING ROD BEARING"**.

Connecting Rod Bearing Selection Table

Connecting rod big end, inner diameter		Mark	0	1	2	3	4	5	6	7	8	9	A	B	C
		Inner diameter Unit: mm (in)	57.000 – 57.001 (2.2441 – 2.2441)	57.001 – 57.002 (2.2441 – 2.2442)	57.002 – 57.003 (2.2442 – 2.2442)	57.003 – 57.004 (2.2442 – 2.2443)	57.004 – 57.005 (2.2443 – 2.2443)	57.005 – 57.006 (2.2443 – 2.2443)	57.006 – 57.007 (2.2443 – 2.2444)	57.007 – 57.008 (2.2444 – 2.2444)	57.008 – 57.009 (2.2444 – 2.2444)	57.009 – 57.010 (2.2444 – 2.2445)	57.010 – 57.011 (2.2445 – 2.2445)	57.011 – 57.012 (2.2445 – 2.2446)	57.012 – 57.013 (2.2446 – 2.2446)
Crankshaft pin outer diameter	Mark	Outer diameter Unit: mm (in)	53.968 – 53.974 (2.1247 – 2.1250)	53.962 – 53.968 (2.1245 – 2.1247)	53.956 – 53.962 (2.1243 – 2.1245)										
			0	1	2	3	4	5	6	7	8	9	A	B	C
0	53.968 – 53.974 (2.1247 – 2.1250)	0	0	0	0	0	0	0	1	1	1	1	1	1	2
1	53.962 – 53.968 (2.1245 – 2.1247)	1	1	1	1	1	1	1	2	2	2	2	2	2	3
2	53.956 – 53.962 (2.1243 – 2.1245)	2	2	2	2	2	2	2	3	3	3	3	3	3	3

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Fig. 198: Connecting Rod Bearing Selection Table

Connecting Rod Bearing Grade Table

CONNECTING ROD BEARING GRADE REFERENCE

Grade number	Thickness "T" mm (in)	Identification color (mark)
0	1.500 - 1.503 (0.0591 - 0.0592)	Black
1	1.503 - 1.506 (0.0592 - 0.0593)	Brown
2	1.506 - 1.509 (0.0593 - 0.0594)	Green
3	1.509 - 1.512 (0.0594 - 0.0595)	Yellow

Undersize Bearings Usage Guide

- When the specified oil clearance is not obtained with standard size connecting rod bearings, use undersize (US) bearings.
- When using undersize bearing, measure the bearing inside diameter with the bearing installed, and grind the crankshaft pin so that the oil clearance satisfies the standard.

Bearing undersize table**BEARING SIZE SPECIFICATION**

Unit: mm (in)	
Undersize	Thickness
0.25 (0.0098)	1.627 - 1.635 (0.0641 - 0.0644)

CAUTION: In grinding the crankshaft pin to use undersize bearings, keep the fillet R (All crankshaft pins).

Fillet R : 1.5 - 1.7 mm (0.059 - 0.067 in)

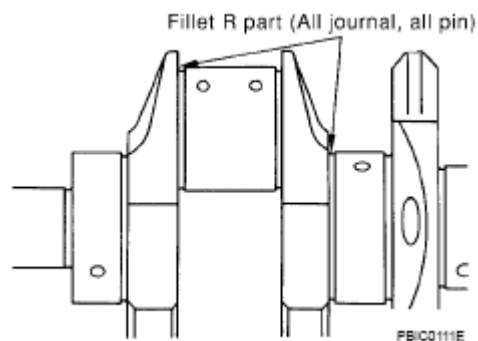


Fig. 199: Identifying Fillet R (All Crankshaft Pins)

HOW TO SELECT MAIN BEARING**When New Cylinder Block and Crankshaft are Used**

1. Apply the main bearing housing grade on the bottom face of the cylinder block to the row in "Main Bearings Selection Table".

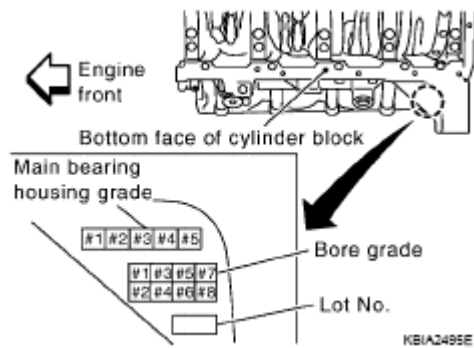


Fig. 200: Applying Main Bearing Housing Grade

2. Apply the journal diameter grade on the crankshaft front to the column in "Main Bearings Selection Table".

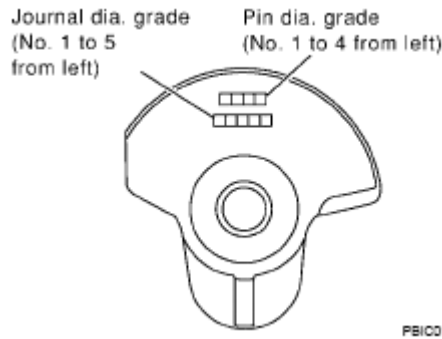


Fig. 201: Applying Journal Diameter Grade On Crankshaft

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

CAUTION:

- Initial clearance for No. 1, 5 journal and No. 2, 3, 4 journal is different. Use two different selection lists for each part.
- No. 1, 5 journal and No. 2, 3, 4 journal have the same signs but different measures. Do not confuse them.

4. Apply the symbol to the "Main Bearings Grade Table" to select.

NOTE:

- Grade list applies to all journals.
- Service parts are available as a set of both upper and lower.

When Cylinder Block and Crankshaft are Reused

1. Measure the inside diameter of the cylinder block main bearings housing and the outside diameter of the crankshaft journal.
2. Apply measurement in above step 1 to "Main Bearings Selection Table".

3. The following steps are same as in "When New Cylinder Block and Crankshaft are Used". Refer to **"HOW TO SELECT MAIN BEARING"**.

Main Bearings Selection Table (No. 1 and No. 5 journal)

Cylinder block main bearing housing inner diameter		I.D. mark	I.D. mark																										Inner diameter Unit: mm (in)	Outer diameter Unit: mm (in)
			A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U	V	W	X	Y	4	7				
Crankshaft journal outer diameter	I.D. mark	I.D. mark																										Inner diameter Unit: mm (in)	Outer diameter Unit: mm (in)	
		A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U	V	W	X	Y	4	7					
G	63.964 – 63.963 (2.5183 – 2.5182)	1	1	12	12	12	2	2	2	2	23	23	23	3	3	3	3	34	34	34	4	4	4	45	45	45	5			
H	63.963 – 63.962 (2.5182 – 2.5182)	1	12	12	12	2	2	2	2	23	23	23	3	3	3	3	34	34	34	4	4	4	45	45	45	5	5			
J	63.962 – 63.961 (2.5182 – 2.5181)	12	12	12	2	2	2	2	23	23	23	3	3	3	3	34	34	34	4	4	4	45	45	45	5	5	5			
K	63.961 – 63.960 (2.5181 – 2.5181)	12	12	2	2	2	2	23	23	23	3	3	3	3	34	34	34	4	4	4	45	45	45	5	5	5	56			
L	63.960 – 63.959 (2.5181 – 2.5181)	12	2	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	4	45	45	45	5	5	5	56	56			
M	63.959 – 63.958 (2.5181 – 2.5180)	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	4	4	45	45	45	5	5	5	56	56	56			
N	63.958 – 63.957 (2.5180 – 2.5180)	2	2	23	23	23	3	3	3	3	34	34	34	4	4	4	4	45	45	45	5	5	5	56	56	56	6			
P	63.957 – 63.956 (2.5180 – 2.5179)	2	23	23	23	3	3	3	3	34	34	34	4	4	4	4	45	45	45	5	5	5	56	56	56	6	6			
R	63.956 – 63.955 (2.5179 – 2.5179)	23	23	23	3	3	3	34	34	34	4	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6			
S	63.955 – 63.954 (2.5179 – 2.5179)	23	23	3	3	3	3	34	34	34	4	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	67			
T	63.954 – 63.953 (2.5179 – 2.5178)	23	3	3	3	3	34	34	34	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	67	67			
U	63.953 – 63.952 (2.5178 – 2.5178)	3	3	3	3	34	34	34	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	67	67	67			
V	63.952 – 63.951 (2.5178 – 2.5178)	3	3	34	34	34	4	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	67	67	67	7			
W	63.951 – 63.950 (2.5178 – 2.5177)	3	34	34	34	4	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	67	67	67	7	7			
X	63.950 – 63.949 (2.5177 – 2.5177)	34	34	34	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	67	67	67	7	7	7	7			
Y	63.949 – 63.948 (2.5177 – 2.5176)	34	34	4	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	67	67	67	7	7	7	78			
1	63.948 – 63.947 (2.5176 – 2.5176)	34	4	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	67	67	67	7	7	7	78	78			
2	63.947 – 63.946 (2.5176 – 2.5176)	4	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	6	67	67	67	7	7	7	78	78	78			
3	63.946 – 63.945 (2.5176 – 2.5175)	4	4	45	45	45	5	5	5	5	56	56	56	6	6	6	6	67	67	67	7	7	7	78	78	78	8			
4	63.945 – 63.944 (2.5175 – 2.5175)	4	45	45	45	5	5	5	5	56	56	56	6	6	6	6	67	67	67	7	7	7	7	78	78	78	8			
5	63.944 – 63.943 (2.5175 – 2.5174)	45	45	45	5	5	5	5	56	56	56	6	6	6	6	67	67	67	7	7	7	7	78	78	78	8	8			
6	63.943 – 63.942 (2.5174 – 2.5174)	45	45	5	5	5	5	56	56	56	6	6	6	6	67	67	67	7	7	7	7	78	78	78	8	8	8			
7	63.942 – 63.941 (2.5174 – 2.5174)	45	5	5	5	5	56	56	56	6	6	6	6	67	67	67	7	7	7	7	78	78	78	8	8	8	8			
9	63.941 – 63.940 (2.5174 – 2.5173)	5	5	5	56	56	56	6	6	6	6	67	67	67	7	7	7	7	78	78	78	8	8	8	8	8	8			

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Fig. 202: Main Bearings Selection Table (No. 1 And No. 5 Journal)

Main Bearings Selection Table (No. 2, 3 and 4 journal)

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Cylinder block main bearing housing inner diameter		I.D. mark	A	B	C	D	E	F	G	H	J	K	L	M	N	P	R	S	T	U	V	W	X	Y	4	7	
			Inner diameter Unit: mm (in)																								
Crankshaft journal outer diameter	I.D. mark	Outer diameter Unit: mm (in)	68.944 – 68.945 (2.7143 – 2.7144)	68.945 – 68.946 (2.7144 – 2.7144)	68.946 – 68.947 (2.7144 – 2.7144)	68.947 – 68.948 (2.7144 – 2.7145)	68.948 – 68.949 (2.7145 – 2.7145)	68.949 – 68.950 (2.7145 – 2.7146)	68.950 – 68.951 (2.7146 – 2.7146)	68.951 – 68.952 (2.7146 – 2.7146)	68.952 – 68.953 (2.7146 – 2.7147)	68.953 – 68.954 (2.7147 – 2.7147)	68.954 – 68.955 (2.7147 – 2.7148)	68.955 – 68.956 (2.7148 – 2.7148)	68.956 – 68.957 (2.7148 – 2.7148)	68.957 – 68.958 (2.7148 – 2.7149)	68.958 – 68.959 (2.7149 – 2.7149)	68.959 – 68.960 (2.7149 – 2.7150)	68.960 – 68.961 (2.7150 – 2.7150)	68.961 – 68.962 (2.7150 – 2.7150)	68.962 – 68.963 (2.7150 – 2.7151)	68.963 – 68.964 (2.7151 – 2.7151)	68.964 – 68.965 (2.7151 – 2.7152)	68.965 – 68.966 (2.7152 – 2.7152)	68.966 – 68.967 (2.7152 – 2.7152)	68.967 – 68.968 (2.7152 – 2.7153)	
			0	0	01	01	01	1	1	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34
A	63.964 – 63.963 (2.5183 – 2.5182)		0	0	01	01	01	1	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4
B	63.963 – 63.962 (2.5182 – 2.5182)		0	01	01	01	1	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4
C	63.962 – 63.961 (2.5182 – 2.5181)		01	01	01	1	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4
D	63.961 – 63.960 (2.5181 – 2.5181)		01	01	1	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45
E	63.960 – 63.959 (2.5181 – 2.5181)		01	1	1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45
F	63.959 – 63.958 (2.5181 – 2.5180)		1	1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45
G	63.958 – 63.957 (2.5180 – 2.5180)		1	1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5
H	63.957 – 63.956 (2.5180 – 2.5179)		1	12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5
J	63.956 – 63.955 (2.5179 – 2.5179)		12	12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5
K	63.955 – 63.954 (2.5179 – 2.5179)		12	12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56
L	63.954 – 63.953 (2.5179 – 2.5178)		12	2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56
M	63.953 – 63.952 (2.5178 – 2.5178)		2	2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56
N	63.952 – 63.951 (2.5178 – 2.5178)		2	2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6
P	63.951 – 63.950 (2.5178 – 2.5177)		2	23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6
R	63.950 – 63.949 (2.5177 – 2.5177)		23	23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6
S	63.949 – 63.948 (2.5177 – 2.5176)		23	23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67
T	63.948 – 63.947 (2.5176 – 2.5176)		23	3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67
U	63.947 – 63.946 (2.5176 – 2.5176)		3	3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67
V	63.946 – 63.945 (2.5176 – 2.5175)		3	3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	7
W	63.945 – 63.944 (2.5175 – 2.5175)		3	34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	7	7
X	63.944 – 63.943 (2.5175 – 2.5174)		34	34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	7	7	7
Y	63.943 – 63.942 (2.5174 – 2.5174)		34	34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	7	7	7	78
1	63.942 – 63.941 (2.5174 – 2.5174)		34	4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	7	7	7	78	78
2	63.941 – 63.940 (2.5174 – 2.5173)		4	4	4	45	45	45	45	5	5	5	56	56	56	6	6	6	67	67	67	7	7	7	78	78	78

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Fig. 203: Main Bearings Selection Table (No. 2, 3 And 4 Journal)

Main Bearings Grade Table (All Journals)

MAIN BEARINGS GRADE SPECIFICATION

Unit: mm (in)			
Grade number	UPR/LWR	Thickness	Identification color
0	-	2.483 - 2.486 (0.0978 - 0.0979)	Black
1	-	2.486 - 2.489 (0.0979 - 0.0980)	Brown
2	-	2.489 - 2.492 (0.0980 - 0.0981)	Green

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3	-	2.492 - 2.495 (0.0981 - 0.0982)	Yellow	Grade is the same for upper and lower bearings.
4	-	2.495 - 2.498 (0.0982 - 0.0983)	Blue	
5	-	2.498 - 2.501 (0.0983 - 0.0985)	Pink	
6	-	2.501 - 2.504 (0.0985 - 0.0986)	Purple	
7	-	2.504 - 2.507 (0.0986 - 0.0987)	White	
8	-	2.507 - 2.510 (0.0987 - 0.0988)	Red	
01	UPR	2.483 - 2.486 (0.0978 - 0.0979)	Black	Grade and color are different for upper and lower bearings.
	LWR	2.486 - 2.489 (0.0979 - 0.0980)	Brown	
12	UPR	2.486 - 2.489 (0.0979 - 0.0980)	Brown	
	LWR	2.489 - 2.492 (0.0980 - 0.0981)	Green	
23	UPR	2.489 - 2.492 (0.0980 - 0.0981)	Green	
	LWR	2.492 - 2.495 (0.0981 - 0.0982)	Yellow	
34	UPR	2.492 - 2.495 (0.0981 - 0.0982)	Yellow	
	LWR	2.495 - 2.498 (0.0982 - 0.0983)	Blue	
45	UPR	2.495 - 2.498 (0.0982 - 0.0983)	Blue	
	LWR	2.498 - 2.501 (0.0983 - 0.0985)	Pink	
56	UPR	2.498 - 2.501 (0.0983 - 0.0985)	Pink	
	LWR	2.501 - 2.504 (0.0985 - 0.0986)	Purple	
67	UPR	2.501 - 2.504 (0.0985 - 0.0986)	Purple	
	LWR	2.504 - 2.507 (0.0986 - 0.0987)	White	
78	UPR	2.504 - 2.507 (0.0986 - 0.0987)	White	
	LWR	2.507 - 2.510 (0.0987 - 0.0988)	Red	

Use Undersize Bearing Usage Guide

- Use undersize (US) bearing when the oil clearance with standard size main bearing is not within specification.
- When using undersize (US) bearing, measure the inside diameter of the bearing installed and grind the journal until the oil clearance falls within specification.

Bearing undersize table**BEARING SIZE SPECIFICATION**

Unit: mm (in)	
Undersize	Thickness
0.25 (0.0098)	2.618 - 2.626 (0.1031 - 0.1034)

CAUTION: Do not damage fillet R when grinding crankshaft journal in order to use undersized bearing (All journals).

Fillet R : 1.5 - 1.7 mm (0.059 - 0.067 in)

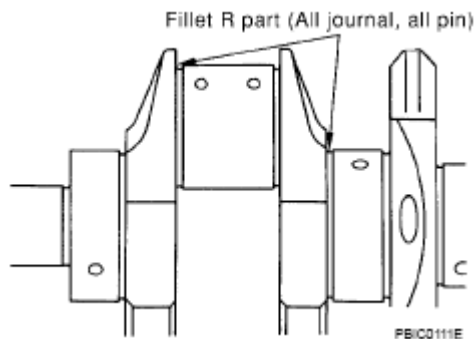


Fig. 204: Identifying Fillet R (All Crankshaft Pins)

INSPECTION AFTER DISASSEMBLY**CRANKSHAFT END PLAY**

- Move the crankshaft fully forward and backward and measure the clearance between the thrust bearings and crankshaft arm using suitable tool.

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

Limit : 0.30 mm (0.0118 in)

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

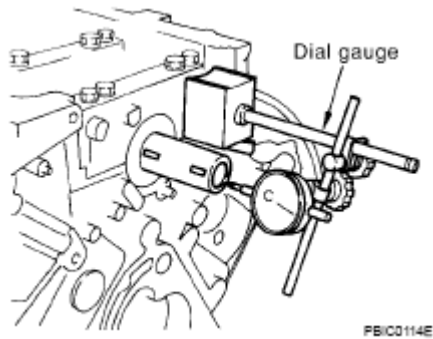


Fig. 205: Measuring Clearance Between Thrust Bearings And Crankshaft Arm

CONNECTING ROD SIDE CLEARANCE

- Measure side clearance between the connecting rod and crankshaft arm using suitable tool.

Standard : 0.20 - 0.40 mm (0.0079 - 0.0157 in)

Limit : 0.40 mm (0.0157 in)

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

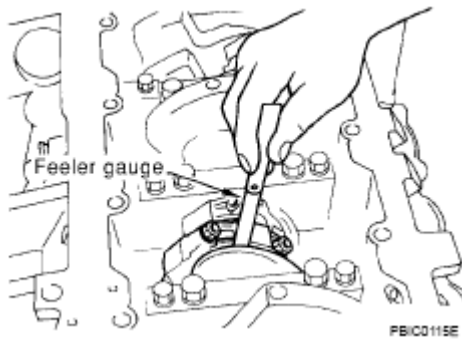


Fig. 206: Measuring Connecting Rod Side Clearance

PISTON AND PISTON PIN CLEARANCE

Piston Pin Hole Diameter

- Measure diameter of piston pin hole using suitable tool.

Standard : 21.993 - 21.999 mm (0.8659 - 0.8661 in)

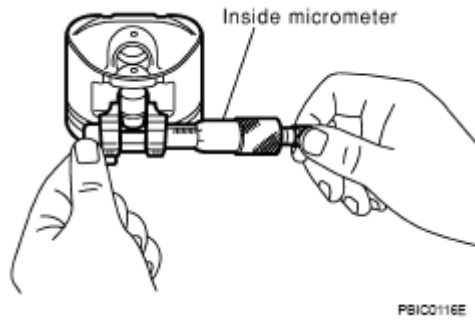


Fig. 207: Measuring Inner Diameter Of Piston Pin Hole

Piston Pin Diameter

- Measure diameter of piston pin using suitable tool.

Standard : 21.989 - 21.995 mm (0.8657 - 0.8659 in)

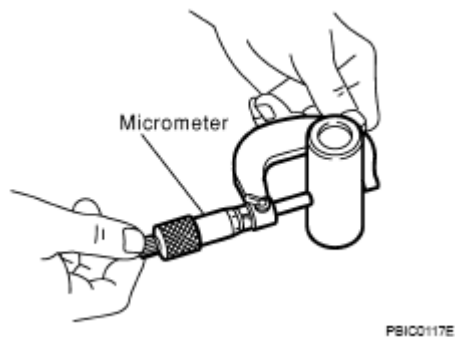


Fig. 208: Measuring Outer Diameter Of Piston Pin With Micrometer

Piston and Piston Pin Clearance

$(\text{Piston pin clearance}) = (\text{Piston pin hole diameter}) - (\text{Piston pin diameter})$

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

- If clearance exceeds specification, replace either or both the piston/piston pin assembly and the connecting rod assembly with reference to the specification of each part.
- Refer to the piston selection table to replace piston/piston pin assembly. Refer to "**HOW TO SELECT PISTON**".
- Refer to the connecting rod bearing selection table to replace connecting rod. Refer to "**HOW TO SELECT CONNECTING ROD BEARING**".

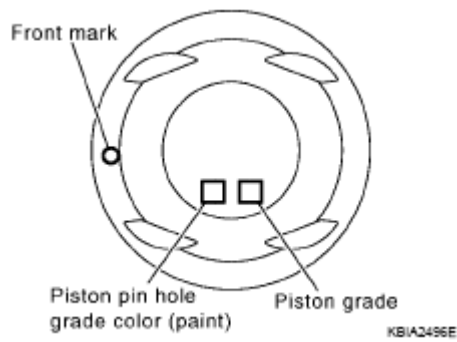


Fig. 209: Identifying Piston And Piston Pin Clearance

NOTE: The connecting rod small end grade and piston pin hole (piston pin) grade are provided only for the parts installed at the plant. For service parts, no grades can be selected (only 0 grade is available).

- Refer to "CONNECTING ROD BUSHING OIL CLEARANCE (SMALL END)" for the values for each grade at the plant.

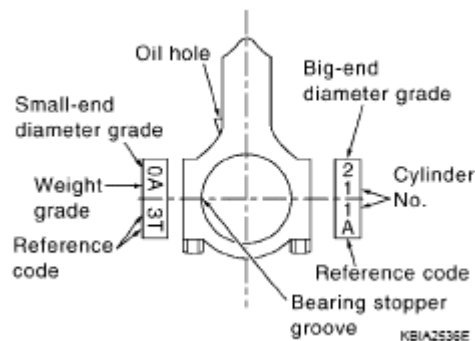


Fig. 210: Identifying Big End Inside Diameter Grade

PISTON RING SIDE CLEARANCE

- Measure side clearance of the piston ring and piston ring groove using suitable tool.

Standard:

Top ring : 0.035 - 0.085 mm (0.0014 - 0.0033 in)

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

Oil ring : 0.015 - 0.050 mm (0.0006 - 0.0020 in)

Limit:

Top ring : 0.11 mm (0.0043 in)

2nd ring : 0.10 mm (0.0039 in)

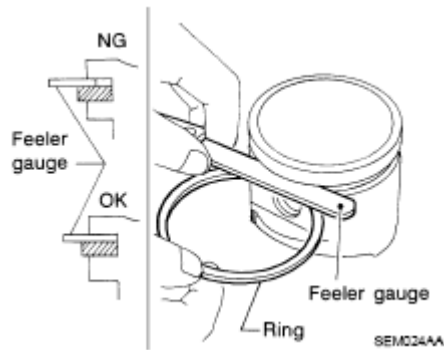


Fig. 211: Measuring Side Clearance Of Piston Ring And Piston Ring Groove

- If out of specification, replace piston and/or piston ring assembly.

PISTON RING END GAP

- Check if the diameter of the cylinder bore is within specification. Refer to "**PISTON TO CYLINDER BORE CLEARANCE**".
- Insert the piston ring into the middle of the cylinder using the piston, and measure the gap.

Standard

Top ring : 0.23 - 0.33 mm (0.0091 - 0.0130 in)

2nd ring : 0.25 - 0.40 mm (0.0098 - 0.0157 in)

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

Limit:

Top ring : 0.56 mm (0.0220 in)

2nd ring : 0.52 mm (0.0205 in)

Oil ring : 0.96 mm (0.0378 in)

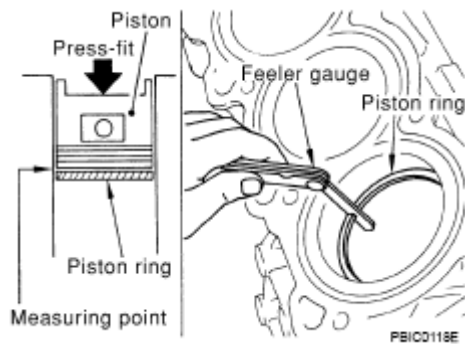


Fig. 212: Checking Piston Ring End Gap

- If out of specification, replace piston ring. If the gap still exceeds the limit even with a new ring, re-bore the cylinder and use oversized piston and piston ring.

CONNECTING ROD BEND AND TORSION

- Check connecting rod alignment using suitable tool.

Limit:

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

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

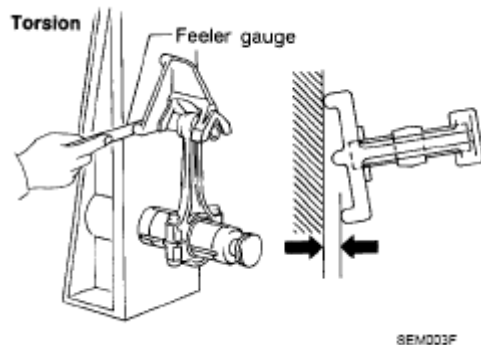


Fig. 213: Checking Connecting Rod Alignment Using Suitable Tool

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

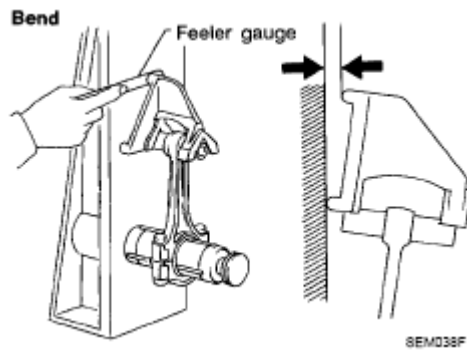


Fig. 214: Checking Connecting Rod Bend

CONNECTING ROD BEARING (BIG END)

- Install the connecting rod cap without the connecting rod bearing installed. After tightening the connecting rod bolt to the specified torque, measure the connecting rod large end inside diameter. Refer to "ASSEMBLY".

Standard : 57.000 - 57.013 mm (2.2441 - 2.2446 in)

- If measurement exceeds the standard, replace connecting rod.

Example

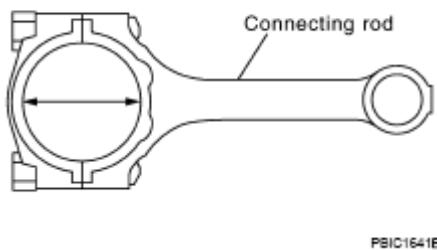


Fig. 215: Identifying Inner Diameter Of Connecting Rod Big End

CONNECTING ROD BUSHING OIL CLEARANCE (SMALL END)

Connecting Rod Inside Diameter (Small End)

- Measure inside diameter of bushing using suitable tool.

Standard : 22.000 - 22.006 mm (0.8661 - 0.8664 in)

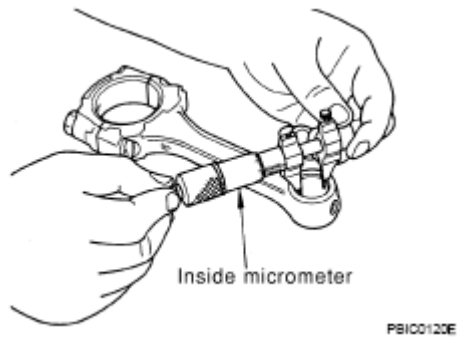


Fig. 216: Measuring Inner Diameter Of Connecting Rod Bushing

Piston Pin Diameter

- Measure diameter of piston pin using suitable tool.

Standard : 21.989 - 21.995 mm (0.8657 - 0.8659 in)

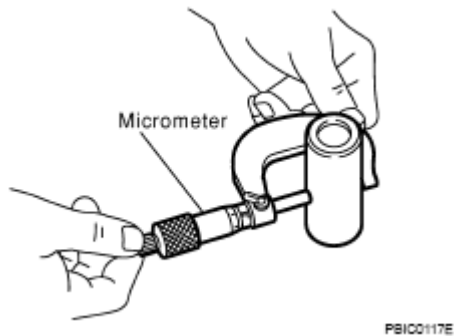


Fig. 217: Measuring Outer Diameter Of Piston Pin

Connecting Rod Bushing Oil Clearance (Small End)

(Connecting rod small end oil clearance) = (Inside diameter of connecting rod small end) - (Piston pin diameter)

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

- If measured value exceeds the standard, replace the connecting rod assembly and/or piston and piston pin assembly.
- If replacing the piston and piston pin assembly, refer to the Table for Selective Fitting for Piston to select the piston corresponding to the applicable bore grade of the cylinder block to be used. Refer to "**HOW TO SELECT PISTON**".

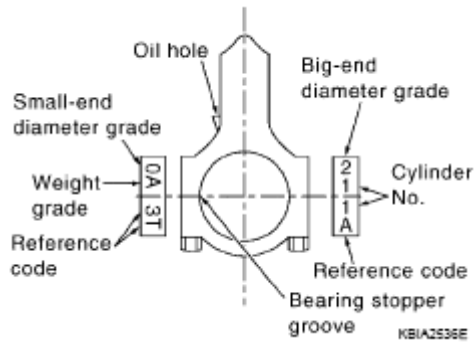


Fig. 218: Applying Big End Inside Diameter Grade

Factory installed parts grading:

- Only grade 0 is available.

PARTS GRADING SPECIFICATION

Unit: mm (in)	
Grade	0
Connecting rod bushing inside diameter	22.000 - 22.006 (0.8661 - 0.8664)
Piston pin diameter	21.989 - 21.995 (0.8657 - 0.8659)
Piston pin hole diameter	21.993 - 21.999 (0.8659 - 0.8661)

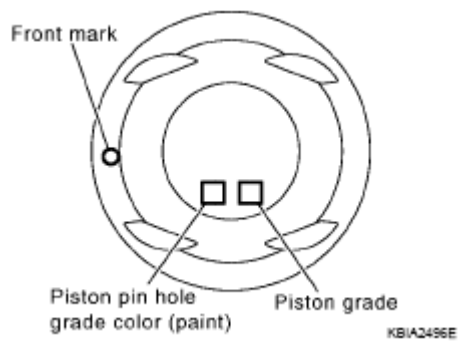


Fig. 219: Checking Piston And Piston Pin Clearance

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 the oil or coolant passages.

- Measure block upper face for distortion in six directions as shown.

Standard : 0.03 mm (0.0012 in)

Limit : 0.1 mm (0.004 in)

- If measurement exceeds the limit, replace cylinder block.

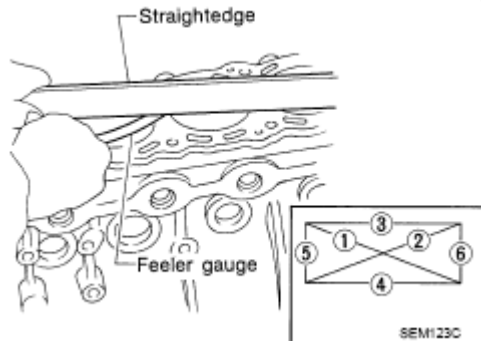


Fig. 220: Measuring Block Upper Face

MAIN BEARING HOUSING INSIDE DIAMETER

- Install the main bearing caps with the main bearings removed, and tighten the bolts to the specified torque. Refer to "ASSEMBLY".
- Measure inside diameter of main bearing housing.

Standard : 68.944 - 68.968 mm (2.7143 - 2.7153 in)

- If out of the standard, replace cylinder block and main bearing caps as an assembly.

NOTE: These components must be replaced as a single unit, because they were processed together.

Example

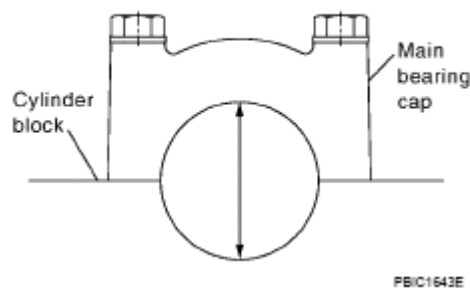


Fig. 221: Identifying Inside Diameter Of Main Bearing Housing

PISTON TO CYLINDER BORE CLEARANCE

Cylinder Bore Diameter

- 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").

NOTE: When determining cylinder bore grade, measure cylinder bore at "B" position.

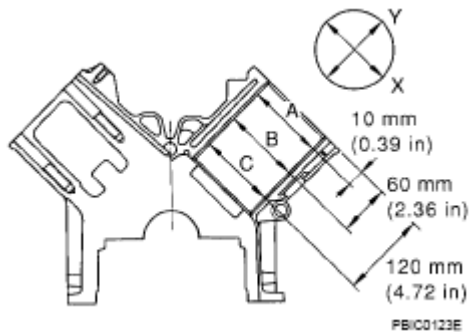


Fig. 222: Identifying Cylinder Bore Diameter

Standard diameter: 98.000 - 98.030 mm (3.8583 - 3.8594 in)

Wear limit: 0.20 mm (0.0079 in)

Out-of-round (Difference between "X" and "Y") : Limit : 0.015 mm (0.0006 in)

Taper limit (Difference between "A" and "C") : Limit : 0.010 mm (0.0004 in)

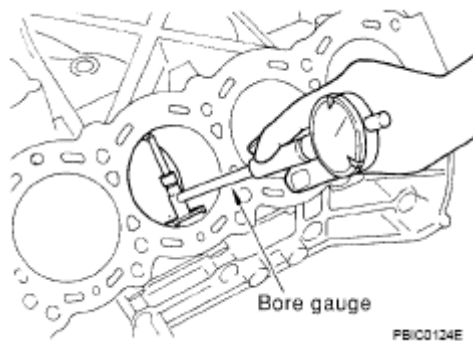


Fig. 223: Identifying Bore Gauge

- If measured value exceeds the repair limit, or if there are scratches and/or seizure on the cylinder inner wall, hone or bore the inner wall.
- An oversize piston is provided. When using an oversize piston, hone the cylinder so that the clearance between the piston and cylinder satisfies the standard.

Piston oversize Grade No. 0 (Service) : 0.20 mm (0.0079 in)

- If oversize piston is used, use it for all cylinders with oversize piston rings.

Piston Skirt Diameter

- Measure piston skirt diameter using suitable tool.

Standard : 97.980 - 98.010 mm (3.8575 - 3.8587 in)

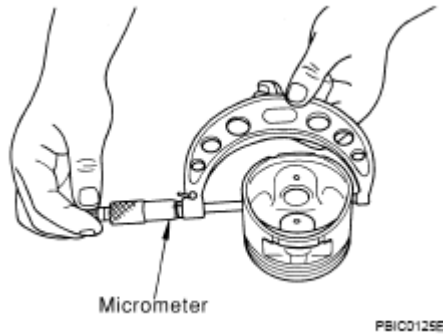


Fig. 224: Measuring Outer Diameter Of Piston

- Measure point "H".

Distance from the top : 39 mm (1.54 in)

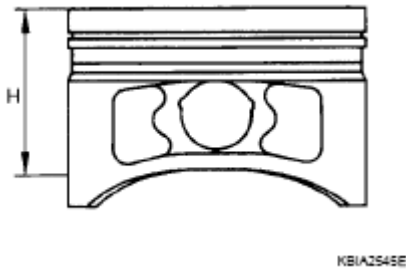


Fig. 225: Identifying Piston Height

Piston to Cylinder Bore Clearance

- Calculate by using diameter of the piston skirt and the cylinder bore diameter (direction X, position B).
(Clearance) = (Cylinder bore diameter) - (piston skirt diameter)

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

Limit : 0.08 mm (0.0031 in)

- If calculation exceeds the limit, replace piston/piston pin assembly.

Reboring Cylinder Bore

1. Cylinder bore size is determined by adding piston-to-bore clearance to piston diameter "A".

Rebored size calculation: $D = A + B - C$ where,

D: Bored diameter

A: Piston diameter as measured

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

C: Honing allowance 0.02 mm (0.0008 in)

2. Install main bearing caps, and tighten them to the specified torque. Otherwise, cylinder bores may be distorted in final assembly.
3. Cut the 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 one 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-bore clearance.
5. Measure finished cylinder bore for out-of-round and taper.

NOTE: Measurement should be done after cylinder bore cools down.

CRANKSHAFT JOURNAL DIAMETER

- Measure diameter of crankshaft journals.

Standard : 63.940 - 63.964 mm (2.5173 - 2.5183 in)

- If measurement is out of standard, measure the main bearing oil clearance. Then use the undersize bearing. Refer to "**MAIN BEARING OIL CLEARANCE**".

CRANKSHAFT PIN DIAMETER

- Measure diameter of crankshaft pin using suitable tool.

Standard : 53.956 - 53.974 mm (2.1243 - 2.1250 in)

- If measurement is out of standard, measure connecting rod bearing oil clearance. Then use undersize bearing. Refer to "**CONNECTING ROD BEARING OIL CLEARANCE**".

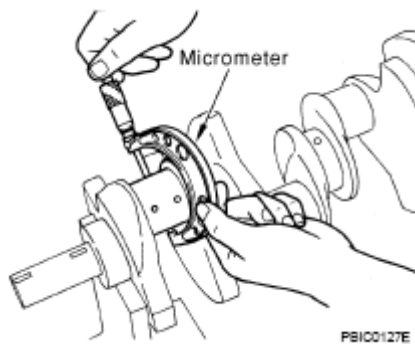


Fig. 226: Checking Outer Diameter Of Crankshaft Pin Journal With Micrometer

OUT-OF-ROUND AND TAPER OF CRANKSHAFT

- Measure dimensions at four different points as shown on each journal and pin.
- Out-of-roundness is indicated by the difference in dimension 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") : 0.002 mm (0.0001 in)

Taper (Difference between "A" and "B") : 0.002 mm (0.0001 in)

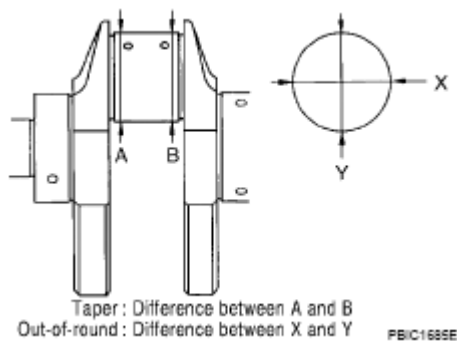


Fig. 227: Measuring Dimensions Four Different Points

- If measured value exceeds the standard, correct or replace crankshaft.
- If corrected, measure the bearing oil clearance of the corrected journal or pin. Then select the main bearing or connecting rod bearing. Refer to "**MAIN BEARING OIL CLEARANCE**" or "**CONNECTING ROD BEARING OIL CLEARANCE**".

CRANKSHAFT RUNOUT

- Place a V-block on a precise flat table to support the journals on both ends of the crankshaft.
- Measure at No. 3 journal using suitable tool.

- While rotating crankshaft, read the movement of the pointer.
- Half of the movement shows the runout.

Limit : Less than 0.05 mm (0.002 in)

- If measurement exceeds the limit, replace crankshaft.

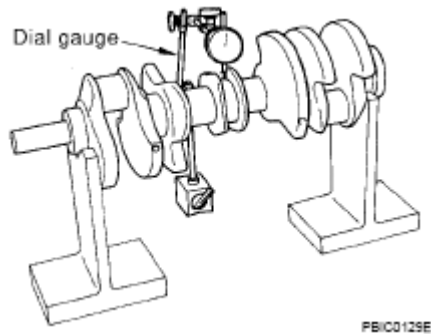


Fig. 228: Measuring Crankshaft Runout

CONNECTING ROD BEARING OIL CLEARANCE

Method of Measurement

- Install connecting rod bearings to the connecting rod and cap. Tighten connecting rod bolts to the specified torque. Refer to "CONNECTING ROD BEARING OIL CLEARANCE".

Measure inside diameter of connecting rod bearing.

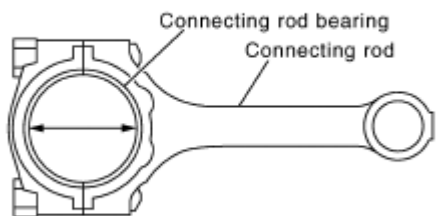
(Oil clearance) = (Inside diameter of connecting rod bearing) - (Crankshaft pin diameter)

Standard : 0.020 - 0.039 mm (0.0008 - 0.0015 in)

Limit : 0.055 mm (0.0022 in)

- If clearance cannot be adjusted within the standard, grind crankshaft pin and use undersized bearing. Refer to "HOW TO SELECT MAIN BEARING".

Example



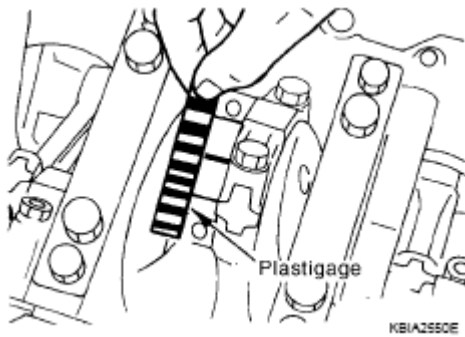
PBIC1642E

Fig. 229: Identifying Connecting Rod Bearing Oil Clearance**Method of Using Plastigage**

- Remove oil and dust on the crankshaft pin and surfaces of each bearing completely.
- Cut a plastigage slightly shorter than the bearing width, and place it in the crankshaft axial direction, avoiding oil holes.
- Install the connecting rod bearings to the connecting rod and connecting rod bearing cap, and tighten the connecting rod bolts to the specified torque.

CAUTION: Do not rotate crankshaft with plastigage installed.

- Remove the connecting rod bearing cap and bearings. Measure the plastigage width using the scale on the plastigage bag.

**Fig. 230: Identifying Plastigage**

NOTE: The procedure when the measured value exceeds the repair limit is the same as that described in "METHOD OF MEASUREMENT".

MAIN BEARING OIL CLEARANCE**Method of Measurement**

- Install the main bearings to the cylinder block and main bearing cap. Measure the main bearing inside diameter with the bearing cap bolts tightened to the specified torque. Refer to "ASSEMBLY".

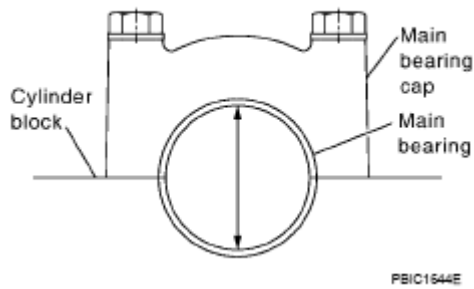
(Oil clearance) = (Inside diameter of main bearing) - (Crankshaft journal diameter)

Standard:

No. 1 and 5 journals : 0.001 - 0.011 mm (0.00004 - 0.0004 in)

No. 2, 3 and 4 journals : 0.007 - 0.017 mm (0.0003 - 0.0007 in)

Example

**Fig. 231: Identifying Main Bearing Oil Clearance****Limit:**

No.1 and 5 journals : 0.021 mm (0.0008 in)

No. 2, 3 and 4 journals : 0.027 mm (0.0011 in)

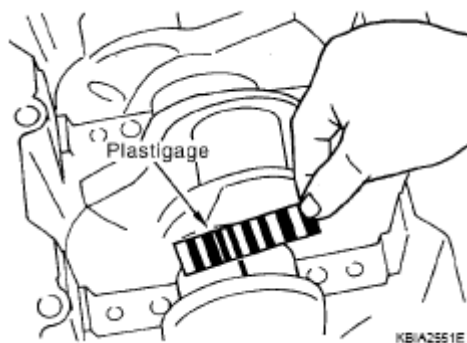
- If measured value exceeds the repair limit, select main bearings referring to the main bearing inside diameter and crankshaft journal diameter, so that the oil clearance satisfies the standard. Refer to "**HOW TO SELECT MAIN BEARING**".

Method of Using Plastigage

- Remove oil and dust on the crankshaft journal and 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 the main bearings to the cylinder block and main bearing cap, and tighten the main bearing bolts to the specified torque.

CAUTION: Do not rotate crankshaft with plastigage installed.

- Remove bearing cap and bearings. Measure plastigage width using the scale on the plastigage bag.

**Fig. 232: Identifying Plastigage**

NOTE: The procedure when the measured value exceeds the repair limit is the same as that described in "METHOD OF MEASUREMENT".

CRUSH HEIGHT OF MAIN BEARING

- When the bearing cap is removed after being tightened to the specified torque with main bearings installed, the tip end of the bearing must protrude. Refer to "ASSEMBLY" for the tightening procedure.

Standard : There must be crush height

- If standard is not met, replace main bearings.

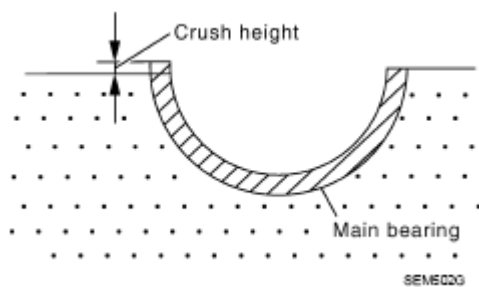


Fig. 233: Identifying Crush Height Of Main Bearing

CRUSH HEIGHT OF CONNECTING ROD BEARING

- When connecting rod bearing cap is removed after being tightened to the specified torque with the connecting rod bearings installed, the tip end of the bearing must protrude. Refer to "ASSEMBLY" for tightening procedure.

Standard : There must be crush height.

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

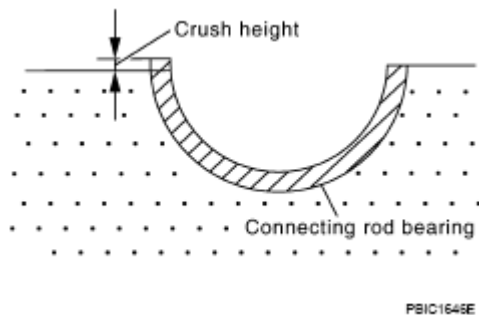


Fig. 234: Identifying Crush Height Of Connecting Rod Bearing

MAIN BEARING CAP BOLT DIAMETER

- Check for bolts (M9 and M12) installed from lower side using the following procedure.

NOTE:

- Side bolt (M10) is outside the target.
- Figure shows M12 bolt.

- Measure bolt diameter "d1" from tip of the bolt to dimension "a".
- Measure bolt diameter "d2" from the dimension between tip of the bolt and dimension "b" as base station to dimension "c".

NOTE:

If a narrower part in the threads is determined by visual check, measure "d2" at that point.

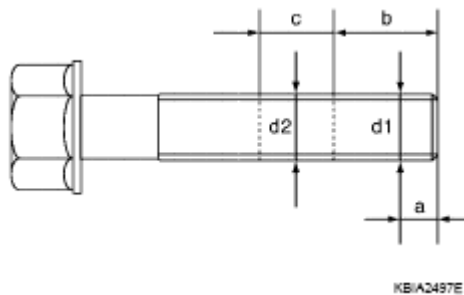


Fig. 235: Identifying Main Bearing Cap Bolt Diameter

- Calculate the difference between "d1" and "d2".

M9 bolt

Dimension "a" : 9 mm (0.35 in)

Dimension "b" : 15 mm (0.59 in)

Dimension "c" : 20 mm (0.79 in)

Limit : 0.10 mm (0.0039 in)

M12 bolt

Dimension "a" : 12 mm (0.47 in)

Dimension "b" : 55 mm (2.17 in)

Dimension "c" : 20 mm (0.79 in)

Limit : 0.15 mm (0.0059 in)

- Replace applicable bolts if outside the limit.

CONNECTING ROD BOLT DIAMETER

- Measure diameter "d" at position shown.
- When "d" is out of specifications (when it becomes thinner), replace bolt with a new one.

Limit : 7.75 mm (0.3051 in) or less.

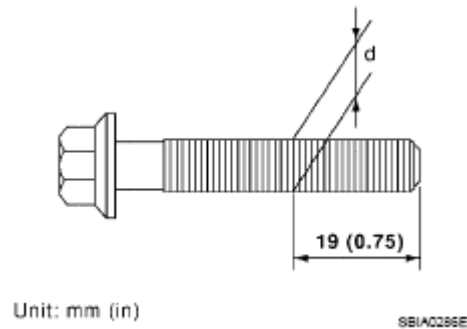


Fig. 236: Identifying Connecting Rod Bolt Diameter

SERVICE DATA AND SPECIFICATIONS (SDS)

STANDARD AND LIMIT

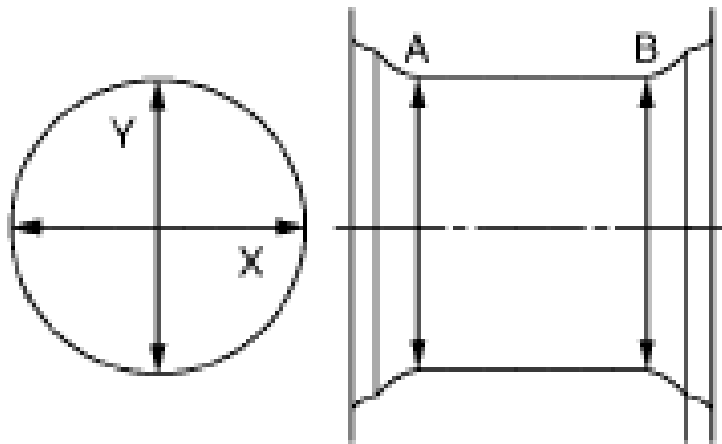
GENERAL SPECIFICATIONS

GENERAL SPECIFICATIONS

Cylinder arrangement		V-8
Displacement cm ³ (cu in)		5,552 (338.80)
Bore and stroke mm (in)		98 x 92 (3.86 x 3.62)
Valve arrangement		DOHC
Firing order		1-8-7-3-6-5-4-2
Number of piston rings	Compression	2
	Oil	1
Number of main bearings		5
Compression ratio		9.8:1
Compression pressure kPa (kg/cm ² , psi)/rpm	Standard	1,520 (15.5, 220)/200
	Minimum	1,324 (13.5, 192)/200
	Differential limit between cylinders	98 (1.0, 14)/200

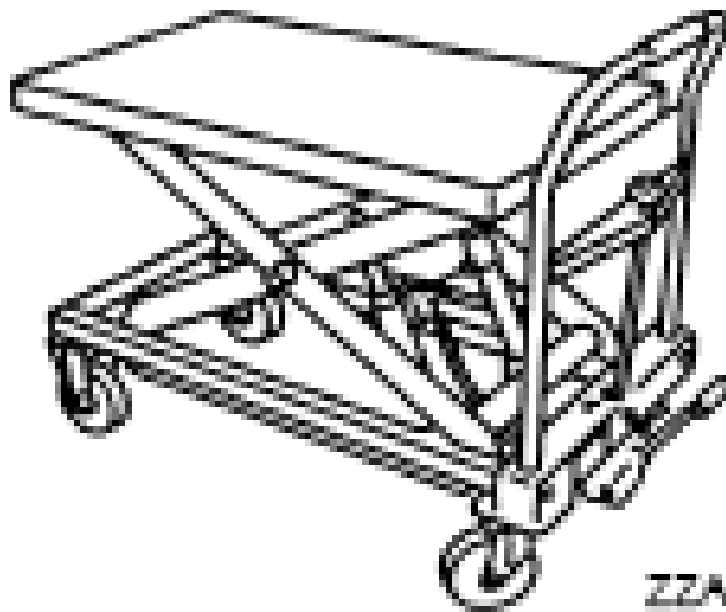
Cylinder number

Out-of-round : Difference between X and Y.
 Taper : Difference between A and B.



PBIC1686E

Valve timing



ZZA12100

GENERAL SPECIFICATIONS

Unit: degree					
a	b	c	d	e	f
244°	232°	-8°	60°	10°	54°

2007 Infiniti QX56

2007 ENGINE Engine Mechanical - QX56

DRIVE BELTS**DRIVE BELTS SERVICE DATA AND SPECIFICATIONS**

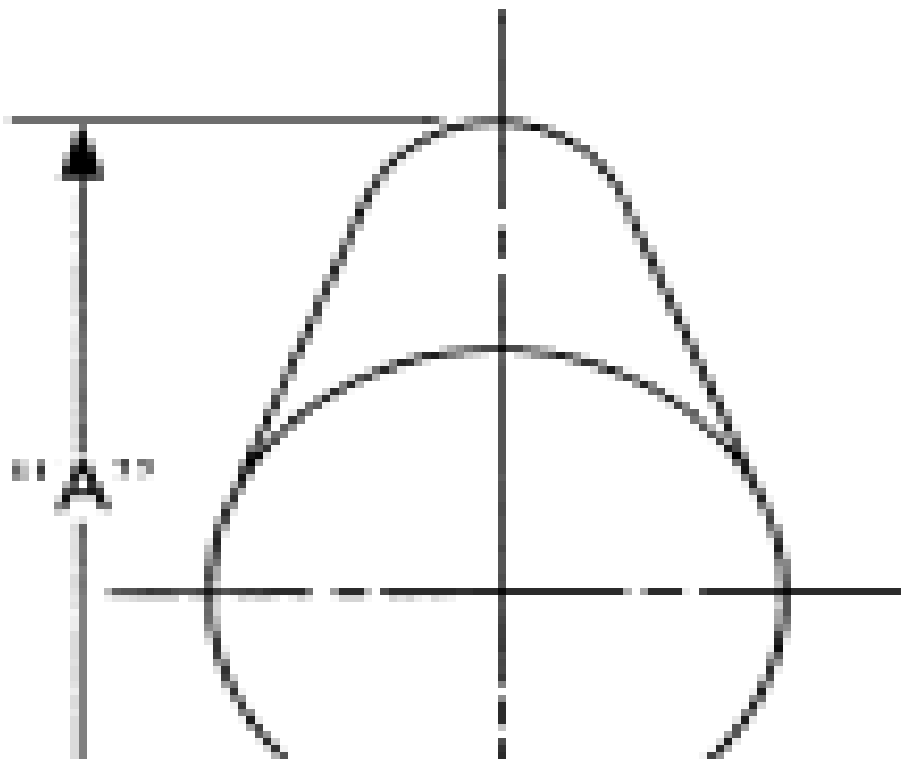
Tension of drive belts	Auto adjustment by auto tensioner
------------------------	-----------------------------------

EXHAUST MANIFOLD**EXHAUST MANIFOLD SERVICE DATA AND SPECIFICATIONS**

		Unit: mm (in)
Items		Limit
Surface distortion	Exhaust manifold	0.3 (0.012)

CAMSHAFT AND CAMSHAFT BEARING**CAMSHAFT AND CAMSHAFT BEARING - SERVICE DATA SPECIFICATIONS**

		Unit: mm (in)
Items		Standard
Camshaft runout [TIR ⁽¹⁾]		Less than 0.02 (0.0008)



Camshaft cam height "A"	Intake	44.865 - 45.055 (1.7636 - 1.7738)
	Exhaust	45.075 - 45.265 (1.7746 - 1.7821)
		0.02 (0.0008)
Outside diameter of camshaft journal		25.950 - 25.970 (1.0217 - 1.0224)
Camshaft bracket inside diameter		26.000 - 26.021 (1.0236 - 1.0244)
Camshaft journal clearance		0.030 - 0.071 (0.0012 - 0.0028)
Camshaft end play		0.115 - 0.188 (0.0045 - 0.0074)
Camshaft sprocket runout [TIR ⁽¹⁾]		Less than 0.15 (0.0059)
(1) Total indicator reading		

Valve Lifter

2007 Infiniti QX56

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VALVE LIFTER SERVICE DATA AND SPECIFICATIONS

Unit: mm (in)	
Items	Standard
Valve lifter diameter	33.977 - 33.987 (1.3377 - 1.3381)
Valve lifter hole diameter	34.000 - 34.016 (1.3386 - 1.3392)
Clearance between lifter and lifter guide	0.013 - 0.039 (0.0005 - 0.0015)

Valve Clearance**VALVE CLEARANCE SERVICE DATA AND SPECIFICATIONS**

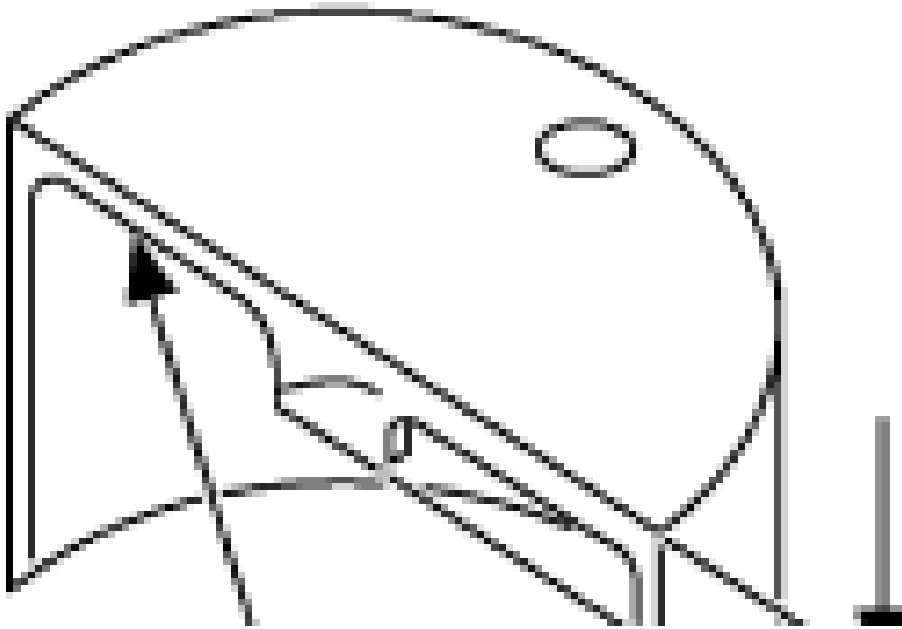
Unit: mm (in)		
Items	Hot ⁽¹⁾	Cold
Intake	0.304 - 0.416 (0.012 - 0.016)	0.26 - 0.34 (0.010 - 0.013)
Exhaust	0.308 - 0.432 (0.012 - 0.017)	0.29 - 0.37 (0.011 - 0.015)
(1) Approximately 80°C (176°F)		

Available Valve Lifter**AVAILABLE VALVE LIFTER SERVICE DATA AND SPECIFICATIONS**

Unit: mm (in)	
Identification (stamped)	Mark Thickness

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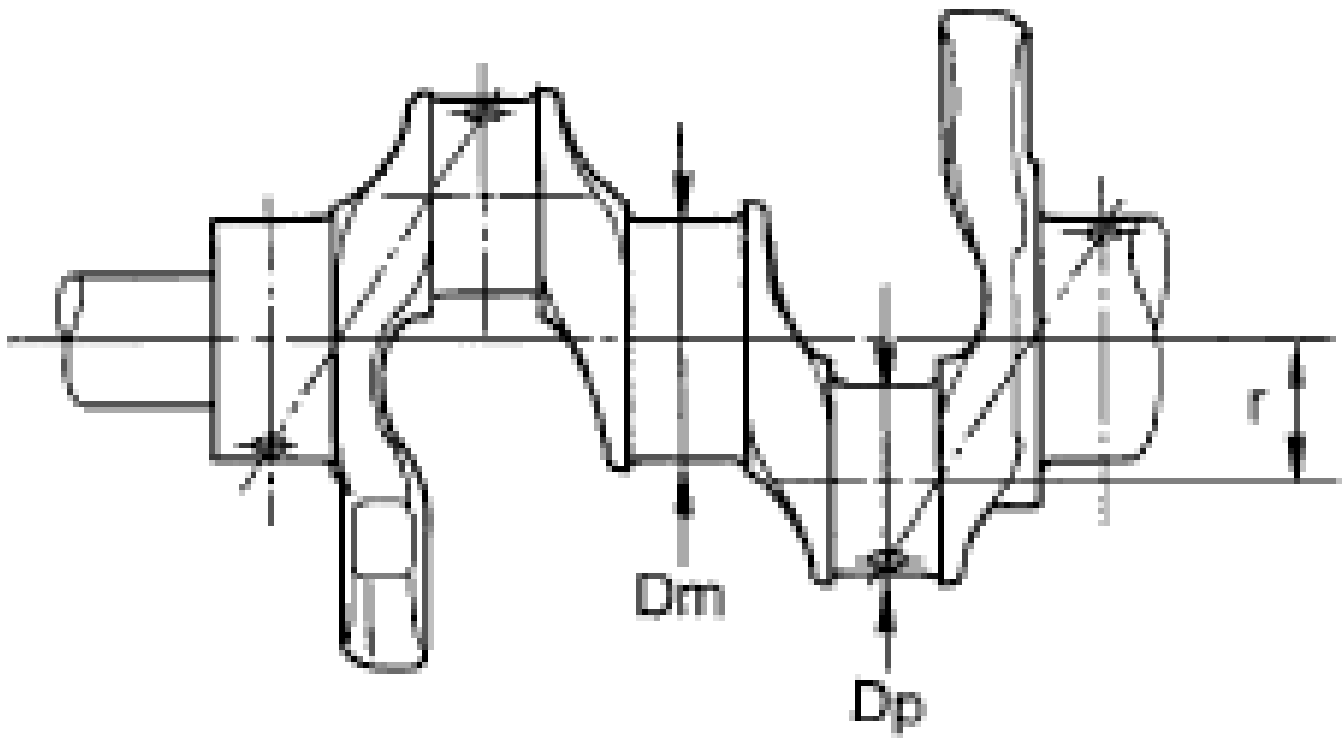
N788	7.88 (0.3102)
N790	7.90 (0.3110)
N792	7.92 (0.3118)
N794	7.94 (0.3126)
N796	7.96 (0.3134)
N798	7.98 (0.3142)
N800	8.00 (0.3150)
N802	8.02 (0.3157)
N804	8.04 (0.3165)
N806	8.06 (0.3173)
N808	8.08 (0.3181)
N810	

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	8.10 (0.3189)
N812	8.12 (0.3197)
N814	8.14 (0.3205)
N816	8.16 (0.3213)
N818	8.18 (0.3220)
N820	8.20 (0.3228)
N822	8.22 (0.3236)
N824	8.24 (0.3244)
N826	8.26 (0.3252)
N828	8.28 (0.3260)
N830	8.30 (0.3268)
N832	8.32 (0.3276)
N834	8.34 (0.3283)
N836	8.36 (0.3291)

CYLINDER HEAD**CYLINDER HEAD SERVICE DATA AND SPECIFICATIONS**

Unit: mm (in)		
Items	Standard	Limit
Head surface distortion	0.03 (0.0012)	0.1 (0.004)
Nominal cylinder head height "H"	126.3 (4.97)	



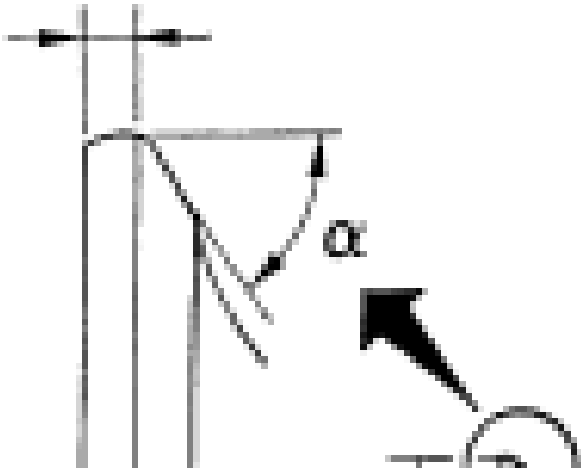
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Valve Dimensions

VALVE DIMENSIONS SERVICE DATA AND SPECIFICATIONS

Unit: mm (in)

T (Margin thickness)

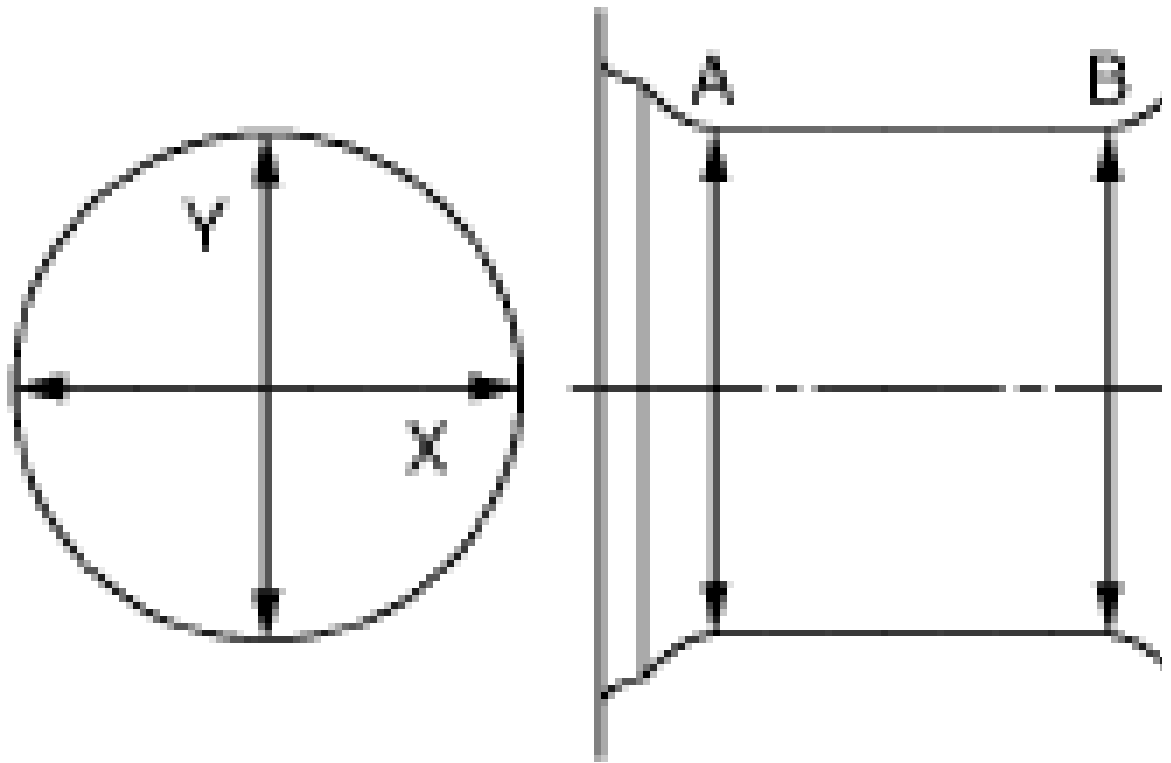


Valve head diameter "D"	Intake	37.0 - 37.3 (1.457 - 1.469)
	Exhaust	31.2 - 31.5 (1.228 - 1.240)
Valve length "L"	Intake	96.21 - 96.71 (3.7878 - 3.8075)
	Exhaust	93.74 - 94.24 (3.6905 - 3.7102)
Valve stem diameter "d"	Intake	5.965 - 5.980 (0.2348 - 0.2354)
	Exhaust	5.955 - 5.970 (0.2344 - 0.2350)
Valve seat angle "a"	Intake	45°15' - 45°45'
	Exhaust	
Valve margin "T"	Intake	1.1 (0.043)
	Exhaust	1.3 (0.051)

Valve Guide

VALVE GUIDE SERVICE DATA AND SPECIFICATIONS

Out-of-round : Difference between X and Y
Taper : Difference between A and B

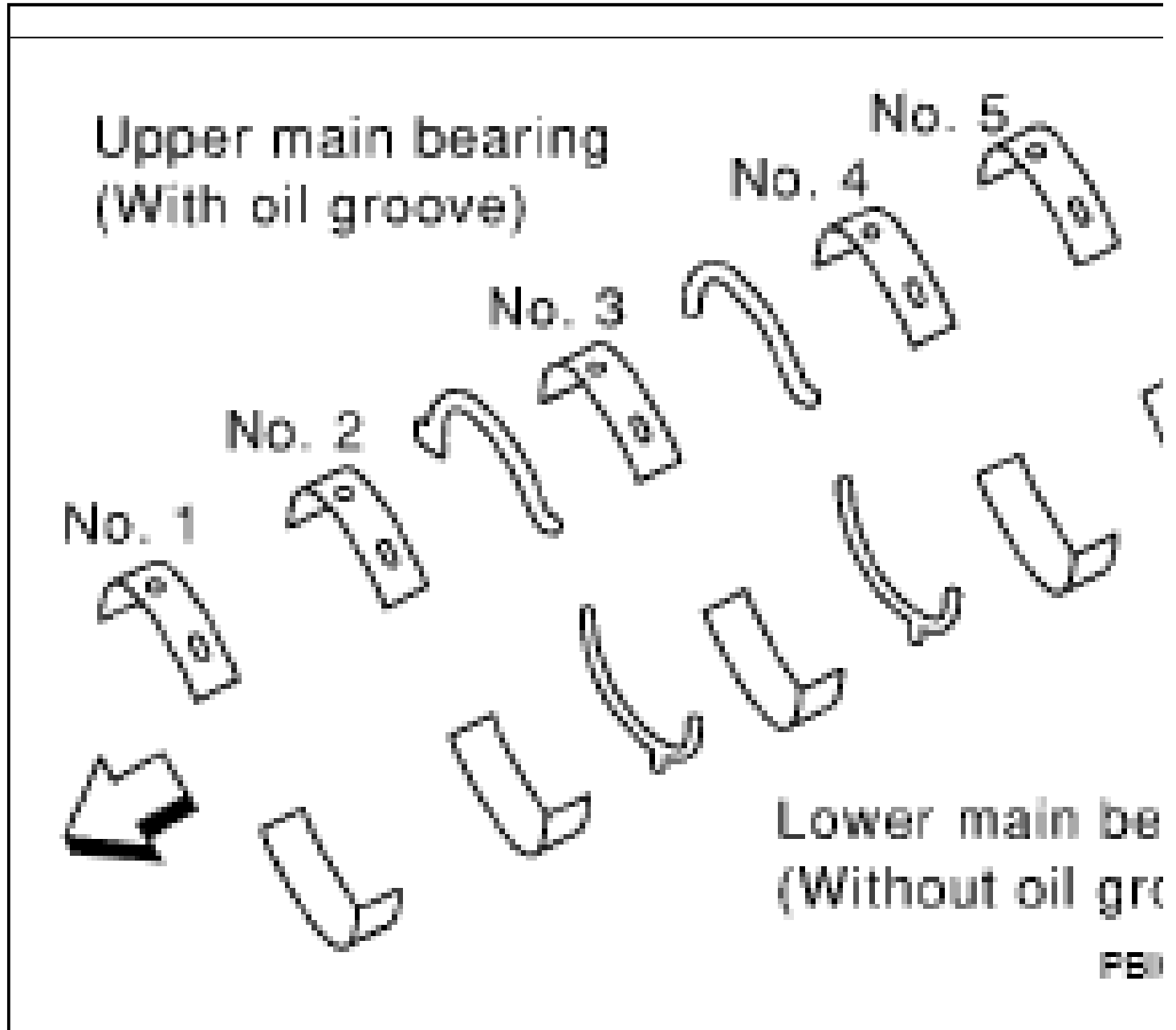


FBK

Items		Standard	Oversize [0.2 (0
Valve guide	Outside diameter	10.023 - 10.034 (0.3946 - 0.3950)	10.223 - 10.234 (
	Inside 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 (
Interference fit of valve guide		0.027 - 0.059 (0.0011 - 0.0023)	
Items		Standard	Lir
Stem to guide clearance	Intake	0.020 - 0.053 (0.0008 - 0.0021)	0.08 (0
	Exhaust	0.030 - 0.063 (0.0012 - 0.0025)	0.09 (0
Projection length "L"	Intake	12.6 - 12.8 (0.496 - 0.504)	
	Exhaust	12.5 - 12.9 (0.492 - 0.508)	

Valve Seat

VALVE SEAT SERVICE DATA AND SPECIFICATIONS



Items		Standard	Oversize [0.5 (0.0127) mm]
Cylinder head seat recess diameter "D"	Intake	38.000 - 38.016 (1.4961 - 1.4967)	38.500 - 38.516 (1.5118 - 1.5146)
	Exhaust	32.200 - 32.216 (1.2677 - 1.2683)	32.700 - 32.716 (1.2835 - 1.2841)
Valve seat interference fit	Intake	0.081 - 0.113 (0.0032 - 0.0044)	
	Exhaust	0.064 - 0.096 (0.0025 - 0.0038)	
	Intake	38.097 - 38.113 (1.4999 - 1.5003)	38.597 - 38.613 (1.5148 - 1.5161)

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Valve seat diameter "d"		1.5005)	
	Exhaust	32.280 - 32.296 (1.2709 - 1.2715)	32.780 - 32.796 (1.2709 - 1.2715)

Valve Spring

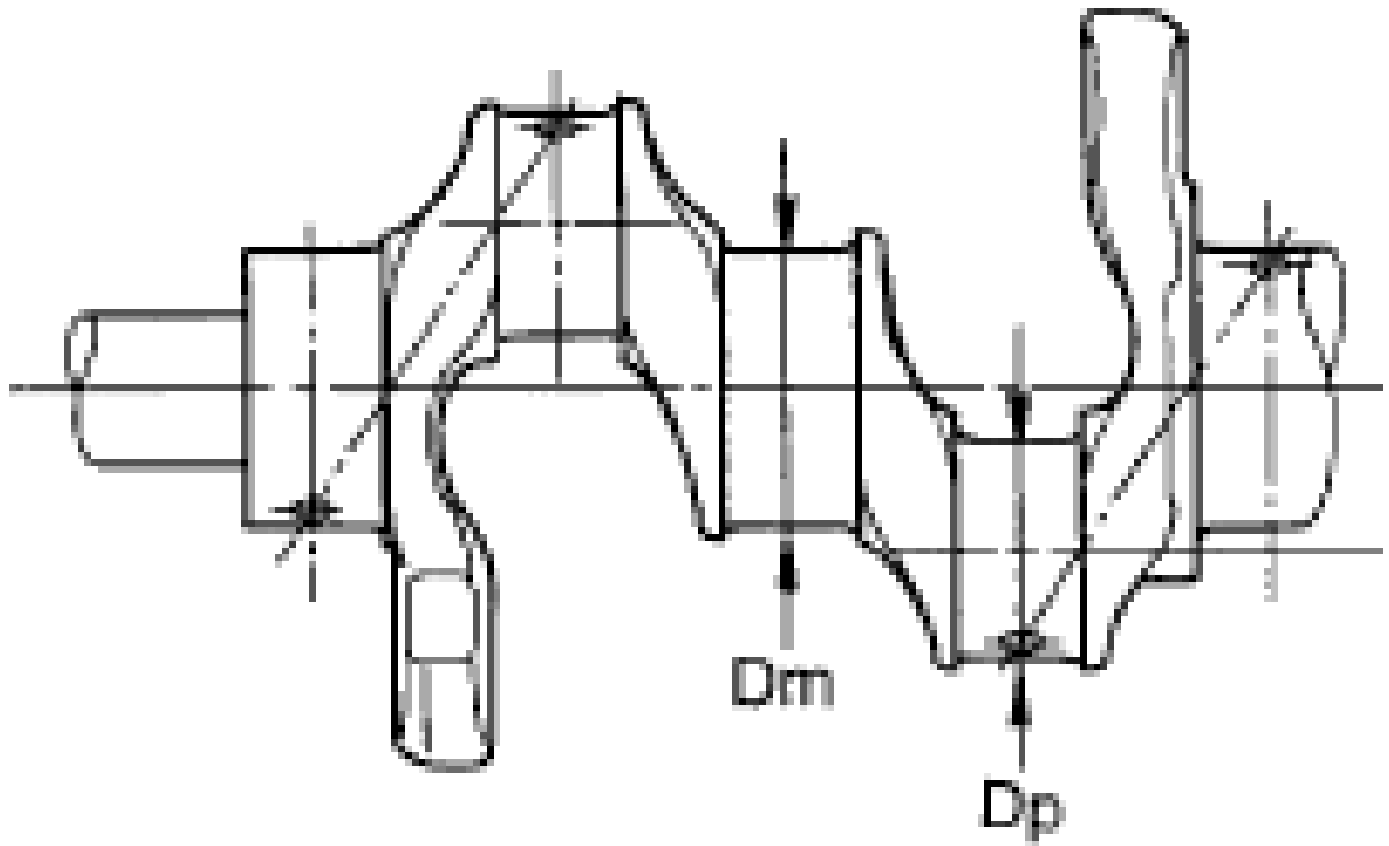
VALVE SPRING SERVICE DATA AND SPECIFICATIONS

Free height mm (in)		50.58 (1.9913)
Pressure N (kg, lb) at height mm (in)	Installation	165.8 - 187.0 (16.9 - 19.1, 37 - 42) at 37.0 (1.457)
	Valve open	314.8 - 355.0 (32.1 - 36.2, 71 - 80) at 28.2 (1.110)
Out-of-square mm (in)		Less than 2.2 (0.087)

CYLINDER BLOCK

CYLINDER BLOCK SERVICE DATA AND SPECIFICATIONS

Patient Information	
Full Name	
Date of Birth	
Gender	
Address	
City	
State	
Zip	
Phone	
Medical History	
Allergies	
Current Medications	
Past Medical History	
Family History	
Social History	
Physical Examination	
Vital Signs	
Laboratory Tests	
Imaging Studies	
Diagnosis	
Treatment Plan	
Follow-up	



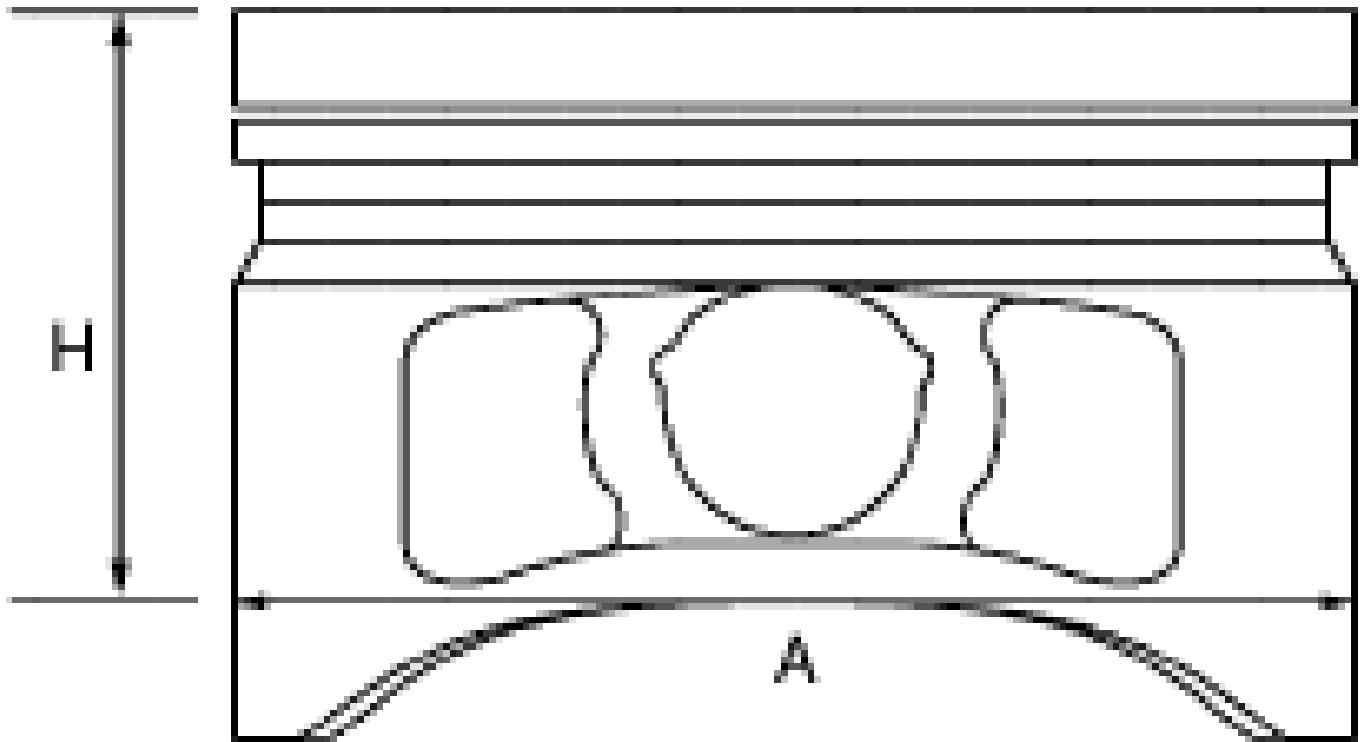
SEMI

Surface flatness	Standard		0.03 (0.0015 in)
	Limit		0.1 (0.004 in)
Main bearing housing inside diameter	Standard		68.944 - 68.968 (2.7143 - 2.7153 in)
Cylinder bore diameter	Standard	Grade No. 1	98.000 - 98.010 (3.8583 - 3.8587 in)
		Grade No. 2	98.010 - 98.020 (3.8587 - 3.8591 in)
		Grade No. 3	98.020 - 98.030 (3.8591 - 3.8595 in)
	Wear limit		0.20 (0.0079 in)
Out-of-round (Difference between "X" and "Y")	Limit		0.015 (0.0006 in)
Taper (Difference between "A" and "C")			0.010 (0.0004 in)
		Grade No. A	68.944 - 68.945 (2.7143 - 2.7145 in)
		Grade No. B	68.945 - 68.946 (2.7145 - 2.7146 in)

2007 Infiniti QX56**2007 ENGINE Engine Mechanical - QX56**

Main journal inside diameter grade (Without bearing)	Grade No. C	68.946 - 68.947 (mm)
	Grade No. D	68.947 - 68.948 (mm)
	Grade No. E	68.948 - 68.949 (mm)
	Grade No. F	68.949 - 68.950 (mm)
	Grade No. G	68.950 - 68.951 (mm)
	Grade No. H	68.951 - 68.952 (mm)
	Grade No. J	68.952 - 68.953 (mm)
	Grade No. K	68.953 - 68.954 (mm)
	Grade No. L	68.954 - 68.955 (mm)
	Grade No. M	68.955 - 68.956 (mm)
	Grade No. N	68.956 - 68.957 (mm)
	Grade No. P	68.957 - 68.958 (mm)
	Grade No. R	68.958 - 68.959 (mm)
	Grade No. S	68.959 - 68.960 (mm)
	Grade No. T	68.960 - 68.961 (mm)
	Grade No. U	68.961 - 68.962 (mm)
	Grade No. V	68.962 - 68.963 (mm)
	Grade No. W	68.963 - 68.964 (mm)
	Grade No. X	68.964 - 68.965 (mm)
	Grade No. Y	68.965 - 68.966 (mm)
	Grade No. 4	68.966 - 68.967 (mm)
	Grade No. 7	68.967 - 68.968 (mm)
Difference in bore diameter between cylinders	Standard	Less than 0.05 mm (0.002 in.)

PISTON, PISTON RING AND PISTON PIN**Available Piston****PISTON - SERVICE DATA AND SPECIFICATIONS**



FE

Items		Standard	
Piston skirt diameter "A"	Grade No. 1	97.980 - 97.990 (3.8575 - 3.8579)	
	Grade No. 2	97.990 - 98.000 (3.8579 - 3.8583)	
	Grade No. 3	98.000 - 98.010 (3.8583 - 3.8587)	
	Grade No. 0 (Service)	98.180 - 98.210 (3.8653 - 3.8665)	0.2
"H" dimension		39 (1.54)	
Piston pin hole diameter	Grade No. 0	21.993 - 21.999 (0.8659 - 0.8661)	
Piston to cylinder bore clearance		0.010 - 0.030 (0.0004 - 0.0012)	0.0

Piston Ring

PISTON RING SERVICE DATA AND SPECIFICATIONS

Unit: mm (in)			
Items		Standard	Limit
Side clearance	Top	0.035 - 0.085 (0.0014 - 0.0033)	0.11 (0.0043)
	2nd	0.030 - 0.070 (0.0012 - 0.0028)	0.10 (0.0039)

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	Oil ring	0.015 - 0.050 (0.0006 - 0.0020)	-
End gap	Top	0.23 - 0.33 (0.0091 - 0.0130)	0.56 (0.0220)
	2nd	0.25 - 0.40 (0.0098 - 0.0157)	0.52 (0.0205)
	Oil ring	0.20 - 0.60 (0.0079 - 0.0236)	0.96 (0.0378)

Piston Pin

PISTON PIN SERVICE DATA AND SPECIFICATIONS

Unit: mm (in)		
Items		Standard
Piston pin diameter	Grade No. 0	21.989 - 21.995 (0.8657 - 0.8659)
Piston to piston pin clearance		0.002 - 0.006 (0.0001 - 0.0002)
Connecting rod bushing oil clearance		0.005 - 0.017 (0.0002 - 0.0007)

CONNECTING ROD

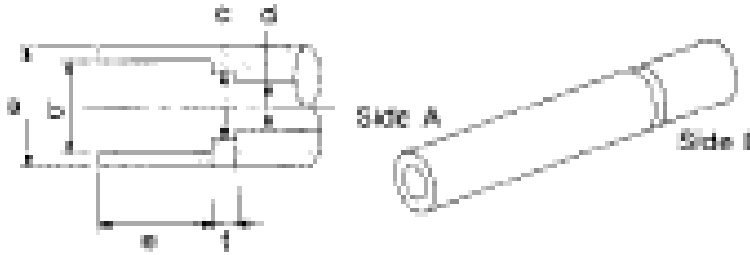
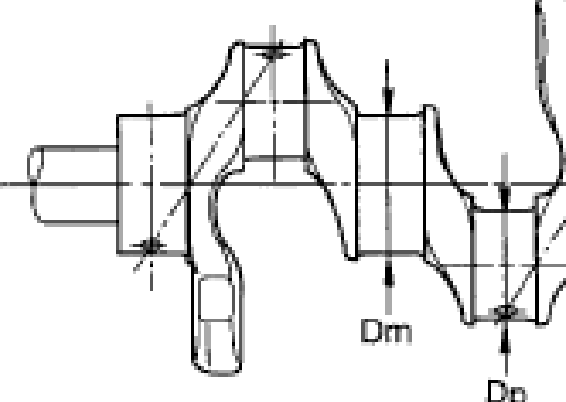
CONNECTING ROD SERVICE DATA AND SPECIFICATIONS

			Unit: mm (in)
Items		Standard	Limit
Center distance		154.45 - 154.55 (6.08 - 6.08)	-
Bend [per 100 (3.94)]		-	0.15 (0.0059)
Torsion [per 100 (3.94)]		-	0.30 (0.0118)
Connecting rod bushing inside diameter ⁽¹⁾ (small end)	Grade No. 0	22.000 - 22.006 (0.8661 - 0.8664)	-
Connecting rod big end inside diameter (without bearing)		57.000 - 57.013 (2.2441 - 2.2446)	-
Side clearance		0.20 - 0.40 (0.0079 - 0.0157)	0.40 (0.0157)
Connecting rod bearing housing	Grade No. 0	57.000 - 57.001 (2.2441 - 2.2441)	
	Grade No. 1	57.001 - 57.002 (2.2441 - 2.2442)	
	Grade No. 2	57.002 - 57.003 (2.2442 - 2.2442)	
	Grade No. 3	57.003 - 57.004 (2.2442 - 2.2443)	
	Grade No. 4	57.004 - 57.005 (2.2443 - 2.2443)	
	Grade No. 5	57.005 - 57.006 (2.2443 - 2.2443)	
	Grade No. 6	57.006 - 57.007 (2.2443 - 2.2444)	
	Grade No. 7	57.007 - 57.008 (2.2444 - 2.2444)	
	Grade No. 8	57.008 - 57.009 (2.2444 - 2.2444)	
	Grade No. 9	57.009 - 57.010 (2.2444 - 2.2445)	
	Grade No. A	57.010 - 57.011 (2.2445 - 2.2445)	
	Grade No. B	57.011 - 57.012 (2.2445 - 2.2446)	
Grade No. C	57.012 - 57.013 (2.2446 - 2.2446)		

(1) After installing in connecting rod

CRANKSHAFT

CRANKSHAFT SERVICE DATA AND SPECIFICATIONS

 <p>8-NT603</p>			
Main journal dia. "DM" grade (No. 1 and 5)	Standard	Grade No. G	63.963 - 63.964 (2)
		Grade No. H	63.962 - 63.963 (2)
		Grade No. J	63.961 - 63.962 (2)
		Grade No. K	63.960 - 63.961 (2)
		Grade No. L	63.959 - 63.960 (2)
		Grade No. M	63.958 - 63.959 (2)
		Grade No. N	63.957 - 63.958 (2)
		Grade No. P	63.956 - 63.957 (2)
		Grade No. R	63.955 - 63.956 (2)
		Grade No. S	63.954 - 63.955 (2)
		Grade No. T	63.953 - 63.954 (2)
		Grade No. U	63.952 - 63.953 (2)
		Grade No. V	63.951 - 63.952 (2)
		Grade No. W	63.950 - 63.951 (2)
		Grade No. X	63.949 - 63.950 (2)
		Grade No. Y	63.948 - 63.949 (2)
		Grade No. 1	63.947 - 63.948 (2)
		Grade No. 2	63.946 - 63.947 (2)
		Grade No. 3	63.945 - 63.946 (2)
		Grade No. 4	63.944 - 63.945 (2)
		Grade No. 5	63.943 - 63.944 (2)
		Grade No. 6	63.942 - 63.943 (2)
		Grade No. 7	63.941 - 63.942 (2)
		Grade No. 9	63.940 - 63.941 (2)
		Grade No. A	63.963 - 63.964 (2)

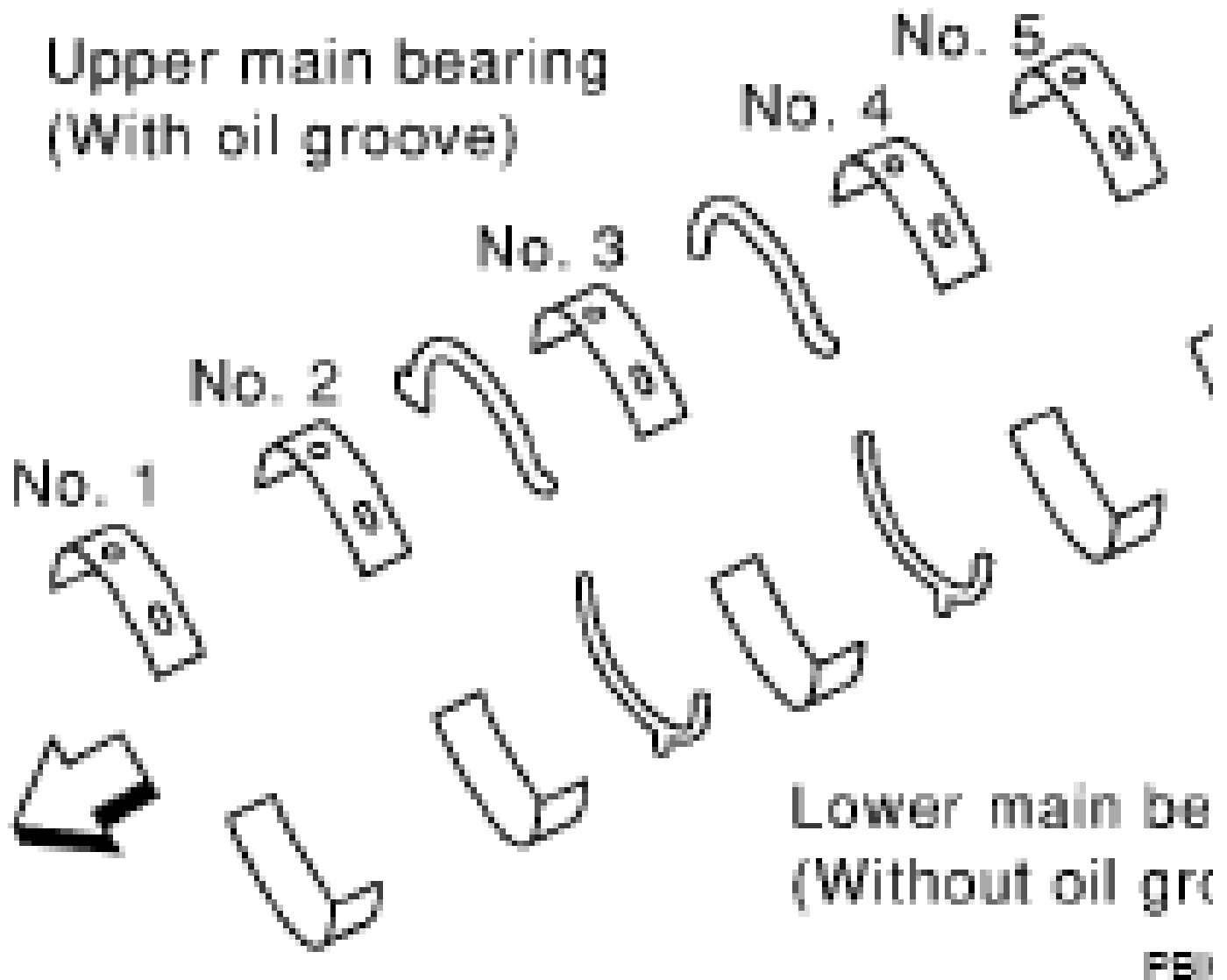
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Main journal dia. "DM" grade (No. 2, 3 and 4)	Standard	Grade No. B	63.962 - 63.963 (2
		Grade No. C	63.961 - 63.962 (2
		Grade No. D	63.960 - 63.961 (2
		Grade No. E	63.959 - 63.960 (2
		Grade No. F	63.958 - 63.959 (2
		Grade No. G	63.957 - 63.958 (2
		Grade No. H	63.956 - 63.957 (2
		Grade No. J	63.955 - 63.956 (2
		Grade No. K	63.954 - 63.955 (2
		Grade No. L	63.953 - 63.954 (2
		Grade No. M	63.952 - 63.953 (2
		Grade No. N	63.951 - 63.952 (2
		Grade No. P	63.950 - 63.951 (2
		Grade No. R	63.949 - 63.950 (2
		Grade No. S	63.948 - 63.949 (2
		Grade No. T	63.947 - 63.948 (2
		Grade No. U	63.946 - 63.947 (2
		Grade No. V	63.945 - 63.946 (2
		Grade No. W	63.944 - 63.945 (2
		Grade No. X	63.943 - 63.944 (2
		Grade No. Y	63.942 - 63.943 (2
		Grade No. 1	63.941 - 63.942 (2
		Grade No. 2	63.940 - 63.941 (2
Pin journal dia. "Dp"	Standard	Grade No. 0	53.968 - 53.974 (2
		Grade No. 1	53.962 - 53.968 (2
		Grade No. 2	53.956 - 53.962 (2
Center distance "r"			45.96 - 46.04 (1.8
Out-of-round (Difference between "X" and "Y")	Limit		0.002 (0.
Taper (Difference between "A" and "B")			0.002 (0.
Runout [TIR ⁽¹⁾]			Less than 0.0
Crankshaft end play	Standard		0.10 - 0.26 (0.00
	Limit		0.30 (0.0
(1) Total indicator reading			

MAIN BEARING

MAIN BEARING SERVICE DATA AND SPECIFICATIONS



Grade number	UPR/LWR	Thickness	Identification color	
0	-	2.483 - 2.486 (0.0978 - 0.0979)	Black	Grade is upper or lower
1	-	2.486 - 2.489 (0.0979 - 0.0980)	Brown	
2	-	2.489 - 2.492 (0.0980 - 0.0981)	Green	
3	-	2.492 - 2.495 (0.0981 - 0.0982)	Yellow	
4	-	2.495 - 2.498 (0.0982 - 0.0983)	Blue	
5	-	2.498 - 2.501 (0.0983 - 0.0984)	Pink	

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		0.0985)		
6	-	2.501 - 2.504 (0.0985 - 0.0986)	Purple	
7	-	2.504 - 2.507 (0.0986 - 0.0987)	White	
8	-	2.507 - 2.510 (0.0987 - 0.0988)	Red	
01	UPR	2.483 - 2.486 (0.0978 - 0.0979)	Black	Grade is upper ar bearings
	LWR	2.486 - 2.489 (0.0979 - 0.0980)	Brown	
12	UPR	2.486 - 2.489 (0.0979 - 0.0980)	Brown	
	LWR	2.489 - 2.492 (0.0980 - 0.0981)	Green	
23	UPR	2.489 - 2.492 (0.0980 - 0.0981)	Green	
	LWR	2.492 - 2.495 (0.0981 - 0.0982)	Yellow	
34	UPR	2.492 - 2.495 (0.0981 - 0.0982)	Yellow	
	LWR	2.495 - 2.498 (0.0982 - 0.0983)	Blue	
45	UPR	2.495 - 2.498 (0.0982 - 0.0983)	Blue	
	LWR	2.498 - 2.501 (0.0983 - 0.0985)	Pink	
56	UPR	2.498 - 2.501 (0.0983 - 0.0985)	Pink	
	LWR	2.501 - 2.504 (0.0985 - 0.0986)	Purple	
67	UPR	2.501 - 2.504 (0.0985 - 0.0986)	Purple	
	LWR	2.504 - 2.507 (0.0986 - 0.0987)	White	
78	UPR	2.504 - 2.507 (0.0986 - 0.0987)	White	
	LWR	2.507 - 2.510 (0.0987 - 0.0988)	Red	

Undersize

MAIN JOURNAL SERVICE DATA AND SPECIFICATIONS

			Unit: mm (in)

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Undersize	Thickness	Main journal diameter
0.25 (0.0098)	2.618 - 2.626 (0.1031 - 0.1034)	Grind so that bearing clearance is the specified value.

Main Bearing Oil Clearance**MAIN BEARING OIL CLEARANCE SERVICE DATA AND SPECIFICATIONS**

Unit: mm (in)			
Items		Standard	Limit
Main bearing oil clearance	No.1 and 5	0.001 - 0.011 (0.00004 - 0.0004)	0.021 (0.0008)
	No.2, 3 and 4	0.007 - 0.017 (0.0003 - 0.0007)	0.027 (0.0011)

Connecting Rod Bearing**CONNECTING ROD BEARING SERVICE DATA AND SPECIFICATIONS**

Grade number	Thickness "T" mm (in)	Identification color (mark)
0	1.500 - 1.503 (0.0591 - 0.0592)	Black
1	1.503 - 1.506 (0.0592 - 0.0593)	Brown
2	1.506 - 1.509 (0.0593 - 0.0594)	Green
3	1.509 - 1.512 (0.0594 - 0.0595)	Yellow

Undersize**CRANK PIN JOURNAL SERVICE DATA AND SPECIFICATIONS**

Unit: mm (in)		
Undersize	Thickness	Crank pin journal diameter "Dp"
0.25 (0.0098)	1.627 - 1.635 (0.0641 - 0.0644)	Grind so that bearing clearance is the specified value.

Connecting Rod Bearing Oil Clearance**CONNECTING ROD BEARING OIL CLEARANCE - SERVICE DATA AND SPECIFICATIONS**

Unit: mm (in)		
Items	Standard	Limit
Connecting rod bearing oil clearance	0.020 - 0.039 (0.0008 - 0.0015)	0.055 (0.0022)