

# **MECHANICAL**

# General Description

MECHANICAL

## 1. General Description

### A: SPECIFICATION

|  |   |               |   |                                  |                            |                           |
|--|---|---------------|---|----------------------------------|----------------------------|---------------------------|
| Engine   | Type                                    |               | Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine |                                  |                            |                           |
|  | Valve arrangement                       |               | Belt driven, double overhead camshaft, 4-valve/cylinder                   |                                  |                            |                           |
|  | Bore × Stroke                           |               | mm (in)   | 99.5 × 79.0 (3.92 × 3.11)        |                            |                           |
|  | Piston displacement                     |               | cm <sup>3</sup> (cu in)   | 2,457 (149.94)                   |                            |                           |
|  | Compression ratio                       |               | 8.4   |                                  |                            |                           |
|  | Compression pressure (at 200 — 300 rpm) |               | kPa (kgf/cm <sup>2</sup> , psi)   | 981 — 1,177 (10 — 12, 142 — 171) |                            |                           |
|  | Number of piston rings                  |               | Pressure ring: 2, Oil ring: 1   |                                  |                            |                           |
|  | Intake valve timing                     |               | Opening   | Max. retard                      | 5° ATDC                    |                           |
|  |   |               |   | Max. advance                     | 15° BTDC                   |                           |
|  |   |               | Closing   | Max. retard                      | 65° ABDC                   |                           |
|  |   |               |   | Max. advance                     | 45° ABDC                   |                           |
|  | Exhaust valve timing                    |               | Opening   |                                  | 55° BBDC                   |                           |
|  |   |               | Closing   |                                  | 5° ATDC                    |                           |
|  | Valve clearance                         |               | mm (in)   | Intake                           | STD                        | 0.20±0.02 (0.0079±0.0008) |
|  |   |               |   | Exhaust                          | STD                        | 0.35±0.02 (0.0138±0.0008) |
| Idling speed [At neutral position on MT or "P" or "N" range on AT] |   | rpm           | No load   |                                  | MT: 700±100<br>AT: 700±100 |                           |
|  |   |               | A/C ON  | A/C Refrigerant pressure (LOW)   | MT: 725±100<br>AT: 750±100 |                           |
|  |   |               |   | A/C Refrigerant pressure (HIGH)  | MT: 800±100<br>AT: 825±100 |                           |
| Firing order   |   | 1 → 3 → 2 → 4 |   |                                  |                            |                           |
| Ignition timing  |   | BTDC/rpm      | MT model  | 17°±10°/700                      |                            |                           |
|  |   |               | AT model  | 17°±10°/700                      |                            |                           |

**NOTE:**

STD: Standard I.D.: Inner Diameter O.D.: Outer Diameter OS: Oversize US: Undersize

|                       |                                      |  |         |                                   |                                 |  |
|-----------------------|--------------------------------------|--|---------|-----------------------------------|---------------------------------|--|
| Belt tension adjuster | Protrusion of adjuster rod           |  | mm (in) | 5.2 — 6.2 (0.205 — 0.244)         |                                 |  |
| Belt tensioner        | Spacer O.D.                          |  | mm (in) | 17.955 — 17.975 (0.7069 — 0.7077) |                                 |  |
|                       | Tensioner bushing I.D.               |  | mm (in) | 18.0 — 18.08 (0.7087 — 0.7118)    |                                 |  |
|                       | Clearance between spacer and bushing |  | mm (in) | STD                               | 0.025 — 0.125 (0.0010 — 0.0049) |  |
|                       |                                      |  |         | Limit                             | 0.175 (0.069)                   |  |
|                       | Side clearance of spacer             |  | mm (in) | STD                               | 0.2 — 0.55 (0.0079 — 0.0217)    |  |
| Limit                 |                                      |  |         | 0.81 (0.0319)                     |                                 |  |

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|--|---|---------|----------------------|---------------------------------|---|-----------------------------------|
| Camshaft                                 | Bend limit  |         | mm (in)              | 0.020 (0.0008)                  |   |                                   |
|  | Thrust clearance                                  |         | mm (in)              | STD                             | 0.068 — 0.116 (0.0027 — 0.0046)                   |                                   |
|  |   |         |                      | Limit                           | 0.14 (0.0055)                                     |                                   |
|  | Cam lobe height                                   |         | mm (in)              | Intake                          | STD   | 46.55 — 46.65 (1.833 — 1.837)     |
|  |   |         |                      |                                 | Limit   | 46.45(1.829)                      |
|  |   |         | Exhaust              | STD                             | 46.75 — 46.85 (1.841 — 1.844)                     |                                   |
|  |   |         |                      | Limit                           | 46.65(1.837)                                      |                                   |
|  | Journal O.D.                                      |         | mm (in)              | STD                             | Front   | 37.946 — 37.963 (1.4939 — 1.4946) |
|  |   |         |                      |                                 | Center  | 29.946 — 29.963 (1.1790 — 1.1796) |
|  |   |         |                      |                                 | rear  |                                   |
| Oil clearance                            |   | mm (in) | STD                  | 0.037 — 0.072 (0.0015 — 0.0028) |   |                                   |
|  |   |         | Limit                | 0.10 (0.0039)                   |   |                                   |
| Cylinder head                            | Surface warpage limit (mating with cylinder head) |         | mm (in)              | 0.035 (0.0014)                  |   |                                   |
|  | Surface grinding limit                            |         | mm (in)              | 0.3 (0.012)                     |   |                                   |
|  | Standard height                                   |         | mm (in)              | 127.5 (5.02)                    |   |                                   |
| Valve seat                               | Refacing angle                                    |         |                      | 90°                             |   |                                   |
|  | Contacting width                                  |         | mm (in)              | Intake                          | STD   | 0.6 — 1.4 (0.024 — 0.055)         |
|  |   |         |                      |                                 | Limit   | 1.7 (0.067)                       |
|  |   |         | Exhaust              | STD                             | 1.2 — 1.8 (0.047 — 0.071)                         |                                   |
|  |   |         |                      | Limit                           | 2.2 (0.087)                                       |                                   |
| Valve guide                              | Inside diameter                                   |         | mm (in)              | 6.000 — 6.012 (0.2362 — 0.2367) |   |                                   |
|  | Protrusion above head                             |         | mm (in)              | 15.8 — 16.2 (0.622 — 0.638)     |   |                                   |
| Valve                                    | Head edge thickness                               |         | mm (in)              | Intake                          | STD   | 1.0 — 1.4 (0.039 — 0.055)         |
|  |   |         |                      |                                 | Limit   | 0.8 (0.031)                       |
|  |   |         | Exhaust              | STD                             | 1.3 — 1.7 (0.051 — 0.067)                         |                                   |
|  |   |         |                      | Limit                           | 0.8 (0.031)                                       |                                   |
|  | Stem diameter                                     |         | mm (in)              | Intake                          | 5.955 — 5.970 (0.2344 — 0.2350)                   |                                   |
|  |   |         |                      | Exhaust                         | 5.945 — 5.960 (0.2341 — 0.2346)                   |                                   |
|  | Stem oil clearance                                |         | mm (in)              | STD                             | Intake  | 0.030 — 0.057 (0.0012 — 0.0022)   |
|  |   |         |                      |                                 | Exhaust   | 0.040 — 0.067 (0.0016 — 0.0026)   |
| Limit                                    |   |         |                      | —                               | 0.15 (0.0059)                                     |                                   |
| Overall length                           |   | mm (in) | Intake               | 104.4 (4.110)                   |   |                                   |
|  |   |         | Exhaust              | 104.65 (4.120)                  |   |                                   |
| Valve spring                             | Free length                                       |         | mm (in)              | 47.32 (1.863)                   |   |                                   |
|  | Squareness  |         |                      | 2.5°, 2.1 mm (0.083 in) or less |   |                                   |
|  | Tension/spring height                             |         | N (kgf, lbf)/mm (in) | Set                             | 205 — 235 (20.9 — 24.0, 46.1 — 52.8)/36.0 (1.417) |                                   |
|  |   |         |                      | Lift                            | 426 — 490 (43.4 — 50.0, 95.8 — 110)/26.50 (1.043) |                                   |
| Cylinder block                           | Surface warpage limit (mating with cylinder head) |         | mm (in)              | 0.025 (0.00098)                 |   |                                   |
|  | Surface grinding limit                            |         | mm (in)              | 0.1 (0.004)                     |   |                                   |
|  | Standard height                                   |         | mm (in)              | 201.0 (7.91)                    |   |                                   |
|  | Inside diameter                                   |         | mm (in)              | STD                             | A   | 99.505 — 99.515 (3.9175 — 3.9179) |
|  |   |         |                      |                                 | B   | 99.495 — 99.505 (3.9171 — 3.9175) |
|  | Taper   |         | mm (in)              | STD                             | 0.015 (0.0006)                                    |                                   |
|  |   |         |                      | Limit                           | 0.050 (0.0020)                                    |                                   |
|  | Out-of-roundness                                  |         | mm (in)              | STD                             | 0.010 (0.0004)                                    |                                   |
|  |   |         |                      | Limit                           | 0.050 (0.0020)                                    |                                   |
|  | Piston clearance                                  |         | mm (in)              | STD                             | -0.010 — 0.010 (-0.0004 — 0.0004)                 |                                   |
| Limit                                    |   |         |                      | 0.030 (0.0012)                  |   |                                   |
| Cylinder enlarging (boring) limit (dia.) |   | mm (in) | To 100.005 (3.937)   |                                 |   |                                   |

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|------------------------|--|---------|-------------------------------|---------------------------------|--|
| Piston                 | Outer diameter   | mm (in) | STD                           | A                               | 99.505 — 99.515 (3.9175 — 3.9179)                                  |
|                        |  |         |                               | B                               | 99.495 — 99.505 (3.9171 — 3.9175)                                  |
|                        |  |         | 0.25 (0.0098) OS              |                                 | 99.745 — 99.765 (3.9270 — 3.9278)                                  |
|                        |  |         | 0.50 (0.0197) OS              |                                 | 99.995 — 100.015 (3.9368 — 3.9376)                                 |
| Piston pin             | Standard clearance between piston pin and hole in piston |         | mm (in)                       | STD                             | 0.004 — 0.008 (0.0002 — 0.0003)                                    |
|                        |  |         |                               | Limit                           | 0.020 (0.0008)   |
|                        | Degree of fit  |         |                               |                                 | Piston pin must be fitted into position with thumb at 20°C (68°F). |
| Piston ring            | Piston ring gap  | mm (in) | Top ring                      | STD                             | Outer circle side: 0.20 — 0.25 (0.0079 — 0.0098)                   |
|                        |  |         |                               |                                 | Inner circle side: 0.20 — 0.30 (0.0079 — 0.0117)                   |
|                        |  |         | Second ring                   | STD                             | 0.37 — 0.52 (0.015 — 0.020)  |
|                        |  |         |                               | Limit                           | 1.0 (0.039)  |
|                        | Oil ring   | STD     | 0.20 — 0.50 (0.0079 — 0.0197) |                                 |  |
|                        |  | Limit   | 1.5 (0.059)                   |                                 |  |
|                        | Clearance between piston ring and piston ring groove     | mm (in) | Top ring                      | STD                             | 0.04 — 0.08 (0.0016 — 0.0031)                                      |
|                        |  |         |                               |                                 | 0.15 (0.0059)  |
| Second ring            |  |         | STD                           | 0.030 — 0.070 (0.0012 — 0.0028) |  |
|                        |  |         | Limit                         | 0.15 (0.0059)                   |  |
| Connecting rod         | Bend twist per 100 mm (3.94 in) in length                |         | mm (in)                       | Limit                           | 0.10 (0.0039)  |
|                        | Side clearance   |         | mm (in)                       | STD                             | 0.070 — 0.330 (0.0028 — 0.0130)                                    |
| Limit                  |  |         |                               | 0.4 (0.016)                     |  |
| Connecting rod bearing | Oil clearance  |         | mm (in)                       | STD                             | 0.017 — 0.045 (0.0007 — 0.0018)                                    |
|                        |  |         |                               | Limit                           | 0.05 (0.0020)  |
|                        | Thickness at center portion                              |         | mm (in)                       | STD                             | 1.490 — 1.502 (0.0587 — 0.0591)                                    |
|                        |  |         |                               | 0.03 (0.0012) US                | 1.504 — 1.512 (0.0592 — 0.0595)                                    |
|                        |  |         |                               | 0.05 (0.0020) US                | 1.514 — 1.522 (0.0596 — 0.0599)                                    |
|                        |  |         |                               | 0.25 (0.0098) US                | 1.614 — 1.622 (0.0635 — 0.0639)                                    |
| Connecting rod bushing | Clearance between piston pin and bushing                 |         | mm (in)                       | STD                             | 0 — 0.022 (0 — 0.0009)   |
|                        |  |         |                               | Limit                           | 0.030 (0.0012)   |

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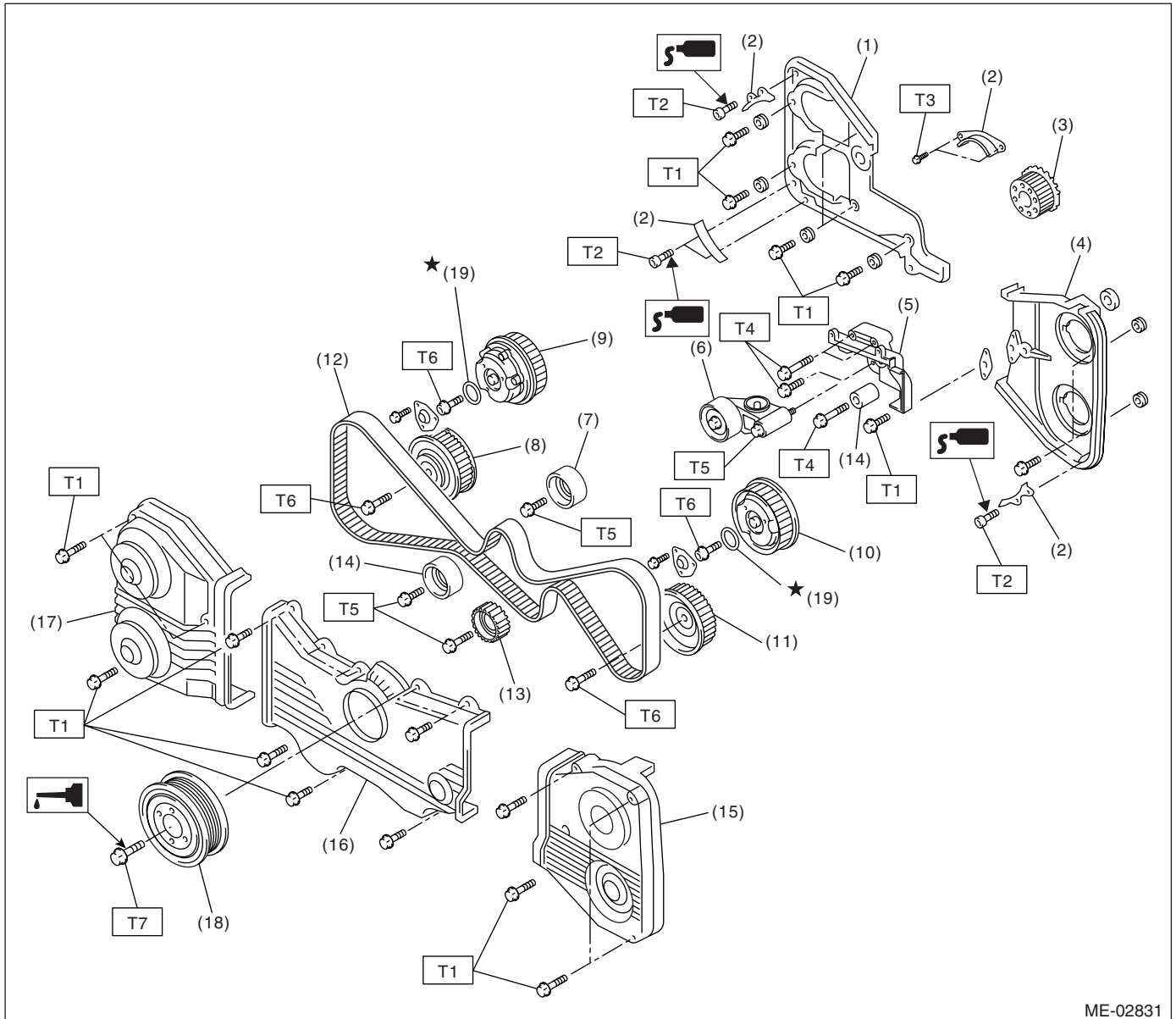
|              |                              |            |                           |                |                                   |
|--------------|------------------------------|------------|---------------------------|----------------|-----------------------------------|
| Crankshaft   | Bend limit                   |            | mm (in)                   | 0.035 (0.0014) |                                   |
|              | Crank pin                    | mm (in)    | Out-of-roundness          |                | 0.003 (0.0001)                    |
|              |                              |            | Cylindricality            |                | 0.004 (0.0002)                    |
|              |                              |            | Grinding limit (diameter) |                | To 51.750 (2.0374)                |
|              |                              |            | Out-of-roundness          |                | 0.005 (0.0002)                    |
|              | Crank journal                | mm (in)    | Cylindricality            |                | 0.006 (0.0002)                    |
|              |                              |            | Grinding limit (diameter) |                | To 59.750 (2.3524)                |
|              |                              |            | STD                       |                | 51.984 — 52.000 (2.0466 — 2.0472) |
|              | Crank pin outer diameter     | mm (in)    | 0.03 (0.0012) US          |                | 51.954 — 51.970 (2.0454 — 2.0461) |
|              |                              |            | 0.05 (0.0020) US          |                | 51.934 — 51.950 (2.0447 — 2.0453) |
|              |                              |            | 0.25 (0.0098) US          |                | 51.734 — 51.750 (2.0368 — 2.0374) |
|              |                              |            | STD                       |                | 59.992 — 60.008 (2.3619 — 2.3625) |
|              | Crank journal outer diameter | mm (in)    | 0.03 (0.0012) US          |                | 59.962 — 59.978 (2.3607 — 2.3613) |
|              |                              |            | 0.05 (0.0020) US          |                | 59.942 — 59.958 (2.3599 — 2.3605) |
|              |                              |            | 0.25 (0.0098) US          |                | 59.742 — 59.758 (2.3520 — 2.3527) |
|              |                              |            | STD                       |                | 0.030 — 0.115 (0.0012 — 0.0045)   |
|              | Side clearance               | mm (in)    | Limit                     |                | 0.25 (0.0098)                     |
|              |                              |            | STD                       |                | 0.010 — 0.030 (0.0004 — 0.0012)   |
|              | Oil clearance                | mm (in)    | Limit                     |                | 0.40 (0.016)                      |
|              |                              |            | STD                       |                | 1.998 — 2.011 (0.0787 — 0.0792)   |
| Main bearing | Thickness at center          | #1, #3     | mm (in)                   |                | 2.017 — 2.020 (0.0794 — 0.0795)   |
|              |                              |            | 0.05 (0.0020) US          |                | 2.027 — 2.030 (0.0798 — 0.0799)   |
|              |                              |            | 0.25 (0.0098) US          |                | 2.127 — 2.130 (0.0837 — 0.0839)   |
|              |                              |            | STD                       |                | 2.000 — 2.013 (0.0787 — 0.0793)   |
|              |                              | #2, #4, #5 | 0.03 (0.0012) US          |                | 2.019 — 2.022 (0.0795 — 0.0796)   |
|              |                              |            | 0.05 (0.0020) US          |                | 2.029 — 2.032 (0.0799 — 0.0800)   |
|              |                              |            | 0.25 (0.0098) US          |                | 2.129 — 2.132 (0.0838 — 0.0839)   |
|              |                              |            | STD                       |                | 2.000 — 2.013 (0.0787 — 0.0793)   |

# General Description

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## B: COMPONENT

### 1. TIMING BELT



ME-02831

- |  |                                |
|--|--------------------------------|
| (1) Timing belt cover No. 2 (RH)         | (10) Intake cam sprocket (LH)  |
| (2) Timing belt guide (MT model)         | (11) Exhaust cam sprocket (LH) |
| (3) Crank sprocket                       | (12) Timing belt               |
| (4) Timing belt cover No. 2 (LH)         | (13) Belt idler No. 2          |
| (5) Tensioner bracket                    | (14) Belt idler                |
| (6) Automatic belt tension adjuster ASSY | (15) Timing belt cover (LH)    |
| (7) Belt idler                           | (16) Front belt cover          |
| (8) Exhaust cam sprocket (RH)            | (17) Timing belt cover (RH)    |
| (9) Intake cam sprocket (RH)             | (18) Crank pulley              |
|  | (19) O-ring                    |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 5 (0.5, 3.6)**

**T2: 6.4 (0.65, 4.7)**

**T3: 9.75 (1.0, 7.2)**

**T4: 24.5 (2.5, 18.1)**

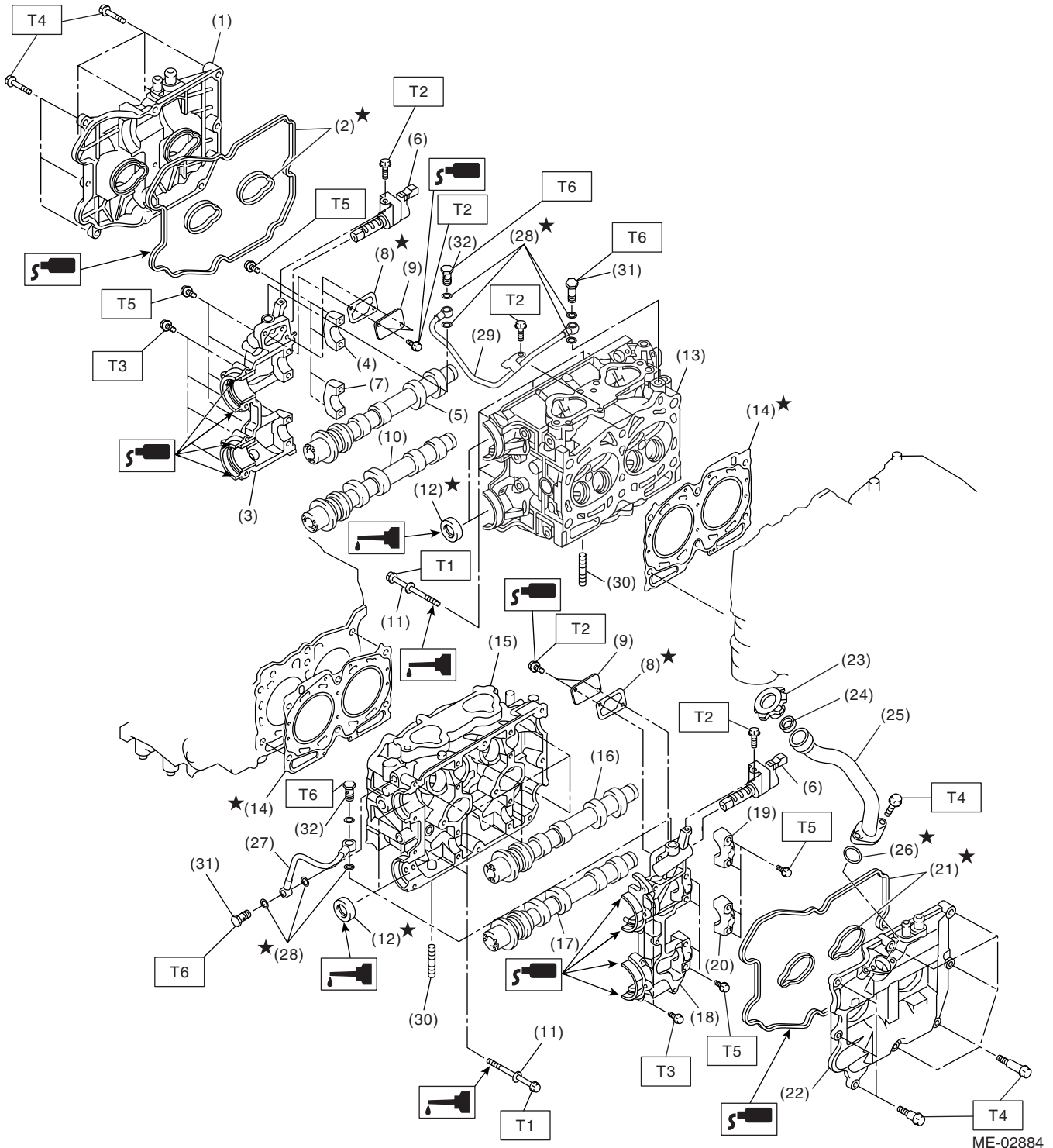
**T5: 39 (4.0, 28.9)**

**T6: <Ref. to ME(H4DOTC)-53, INSTALLATION, Cam Sprocket.>**

**T7: <Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>**

**ME(H4DOTC)-6**

## 2. CYLINDER HEAD AND CAMSHAFT



ME-02884

# General Description

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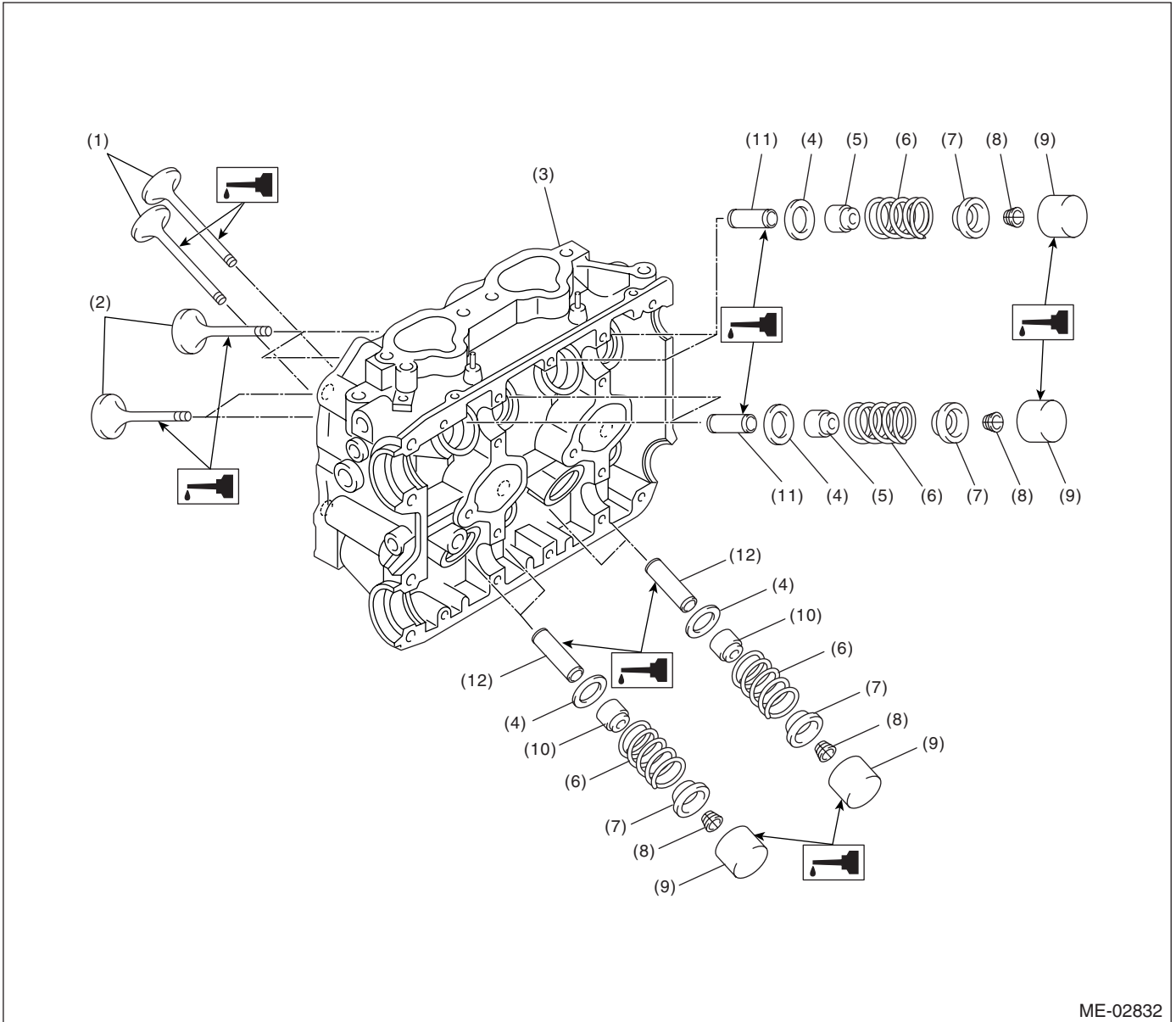
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|                                     |                                     |  |
|-------------------------------------|-------------------------------------|--|
| (1) Rocker cover (RH)               | (15) Cylinder head (LH)             | (30) Stud bolt   |
| (2) Rocker cover gasket (RH)        | (16) Intake camshaft (LH)           | (31) Union screw with filter (with protrusion)                         |
| (3) Intake camshaft cap (Front RH)  | (17) Exhaust camshaft (LH)          | (32) Union screw without filter (without protrusion)                   |
| (4) Intake camshaft cap (Rear RH)   | (18) Camshaft cap (Front LH)        |  |
| (4) Intake camshaft cap (Rear RH)   | (19) Intake camshaft cap (Rear LH)  |  |
| (5) Intake camshaft (RH)            | (20) Exhaust camshaft cap (Rear LH) |  |
| (6) Oil flow control solenoid valve | (21) Rocker cover gasket (LH)       | <hr/> <b>Tightening torque: N·m (kgf-m, ft-lb)</b>                     |
| (7) Exhaust camshaft cap (Rear RH)  | (22) Rocker cover (LH)              | <b>T1: &lt;Ref. to ME(H4DOTC)-61, INSTALLATION, Cylinder Head.&gt;</b> |
| (8) Gasket                          | (23) Oil filler cap                 |  |
| (9) Oil return cover                | (24) Gasket                         |  |
| (10) Exhaust camshaft (RH)          | (25) Oil filler duct                | <b>T2: 8 (0.8, 5.9)</b>  |
| (11) Cylinder head bolt             | (26) O-ring                         | <b>T3: 9.75 (1.0, 7.2)</b>   |
| (12) Oil seal                       | (27) Oil pipe (LH)                  | <b>T4: 6.4 (0.65, 4.7)</b>   |
| (13) Cylinder head (RH)             | (28) Gasket                         | <b>T5: 20 (2.0, 14.8)</b>  |
| (14) Cylinder head gasket           | (29) Oil pipe (RH)                  | <b>T6: 29 (3.0, 21.4)</b>  |

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## 3. CYLINDER HEAD AND VALVE ASSEMBLY



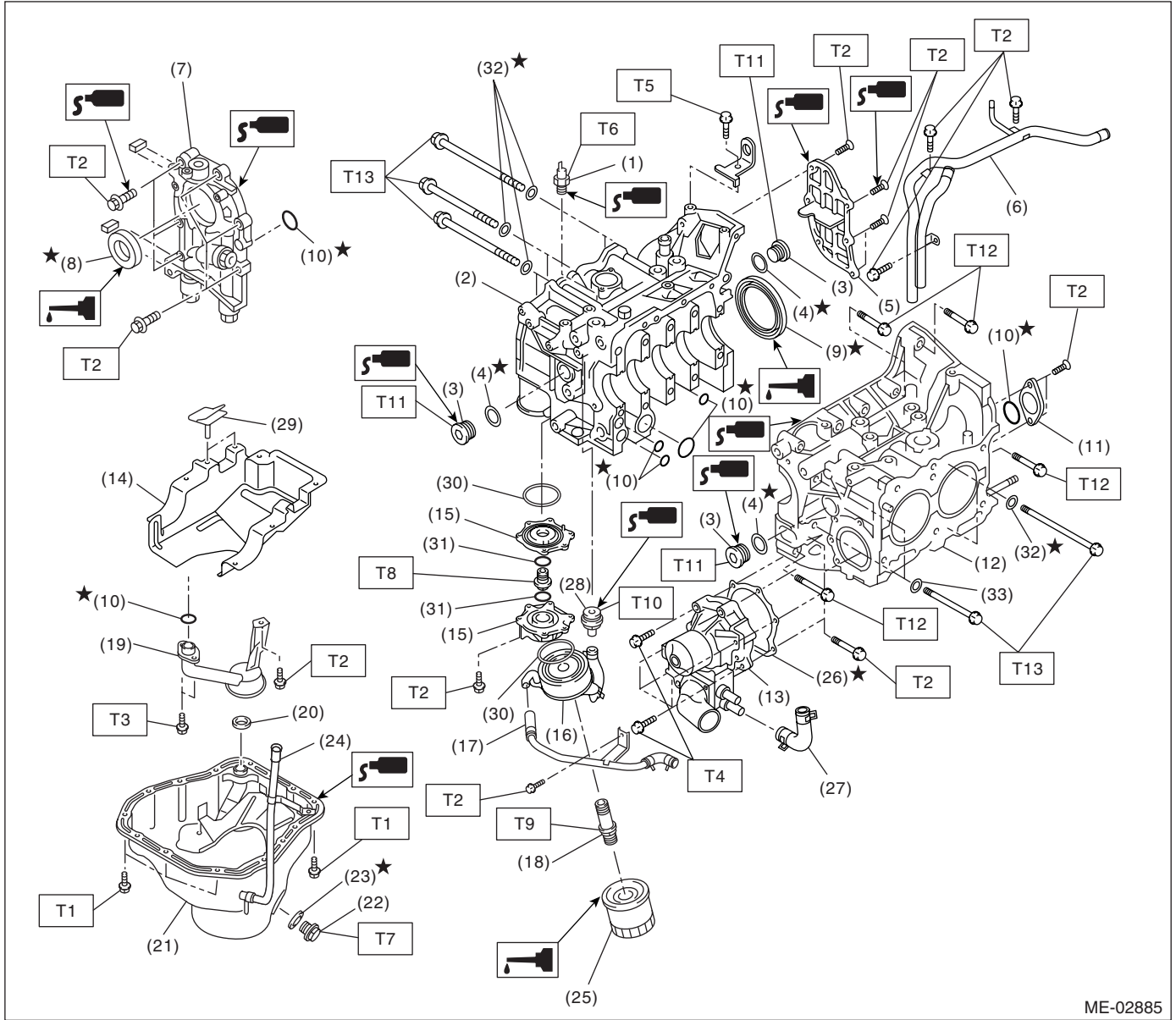
ME-02832

- |                       |                           |                             |
|-----------------------|---------------------------|-----------------------------|
| (1) Exhaust valve     | (5) Intake valve oil seal | (9) Valve lifter            |
| (2) Intake valve      | (6) Valve spring          | (10) Exhaust valve oil seal |
| (3) Cylinder head     | (7) Retainer              | (11) Intake valve guide     |
| (4) Valve spring seat | (8) Retainer key          | (12) Exhaust valve guide    |

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## 4. CYLINDER BLOCK



ME-02885

# General Description

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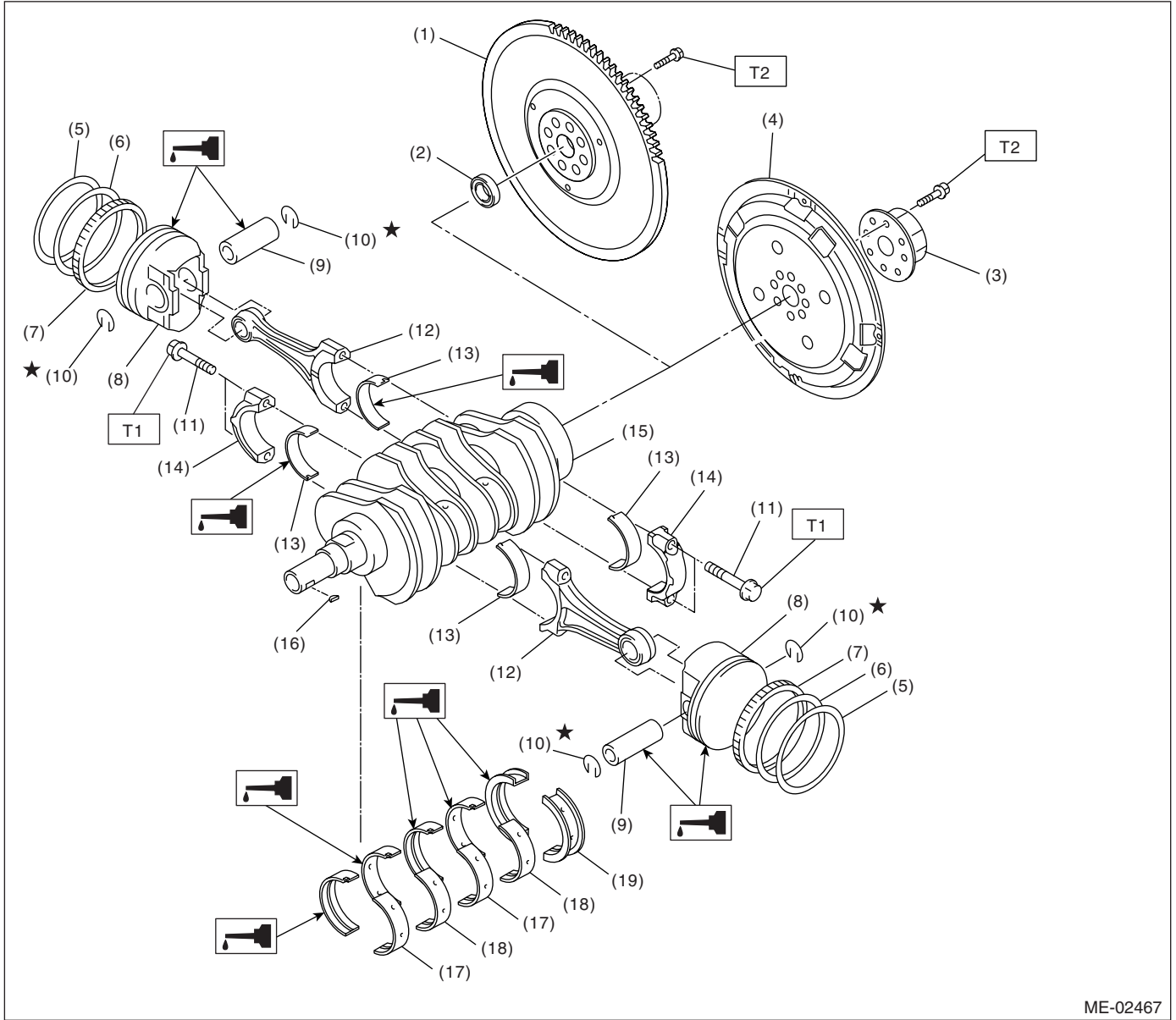
|                          |                            |  |
|--------------------------|----------------------------|--|
| (1) Oil pressure switch  | (18) Connector             | <b>Tightening torque: N-m (kgf-m, ft-lb)</b> |
| (2) Cylinder block (RH)  | (19) Oil strainer          | <b>T1: 5 (0.5, 3.6)</b>                      |
| (3) Service hole plug    | (20) Gasket                | <b>T2: 6.4 (0.65, 4.7)</b>                   |
| (4) Gasket               | (21) Oil pan               | <b>T3: 10 (1.0, 7.4)</b>                     |
| (5) Oil separator cover  | (22) Drain plug            | <b>T4: First 12 (1.2, 8.7)</b>               |
| (6) Water by-pass pipe   | (23) Metal gasket          | <b>Second 12 (1.2, 8.7)</b>                  |
| (7) Oil pump             | (24) Oil level gauge guide | <b>T5: 16 (1.6, 11.6)</b>                    |
| (8) Front oil seal       | (25) Oil filter            | <b>T6: 25 (2.5, 18.4)</b>                    |
| (9) Rear oil seal        | (26) Gasket                | <b>T7: 44 (4.5, 33)</b>                      |
| (10) O-ring              | (27) Water pump hose       | <b>T8: 45 (4.6, 33)</b>                      |
| (11) Service hole cover  | (28) Plug                  | <b>T9: 54 (5.3, 40)</b>                      |
| (12) Cylinder block (LH) | (29) Seal                  | <b>T10: 69 (7.0, 50.9)</b>                   |
| (13) Water pump          | (30) Gasket                | <b>T11: 70 (7.1, 51.6)</b>                   |
| (14) Baffle plate        | (31) O-ring                | <b>T12: &lt;Ref. to ME(H4DOTC)-71,</b>       |
| (15) Adapter             | (32) Seal washer           | <b>INSTALLATION, Cylinder</b>                |
| (16) Oil cooler          | (33) Washer                | <b>Block.&gt;</b>                            |
| (17) Water by-pass pipe  |                            | <b>T13: &lt;Ref. to ME(H4DOTC)-71,</b>       |
|                          |                            | <b>INSTALLATION, Cylinder</b>                |
|                          |                            | <b>Block.&gt;</b>                            |

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## 5. CRANKSHAFT AND PISTON



ME-02467

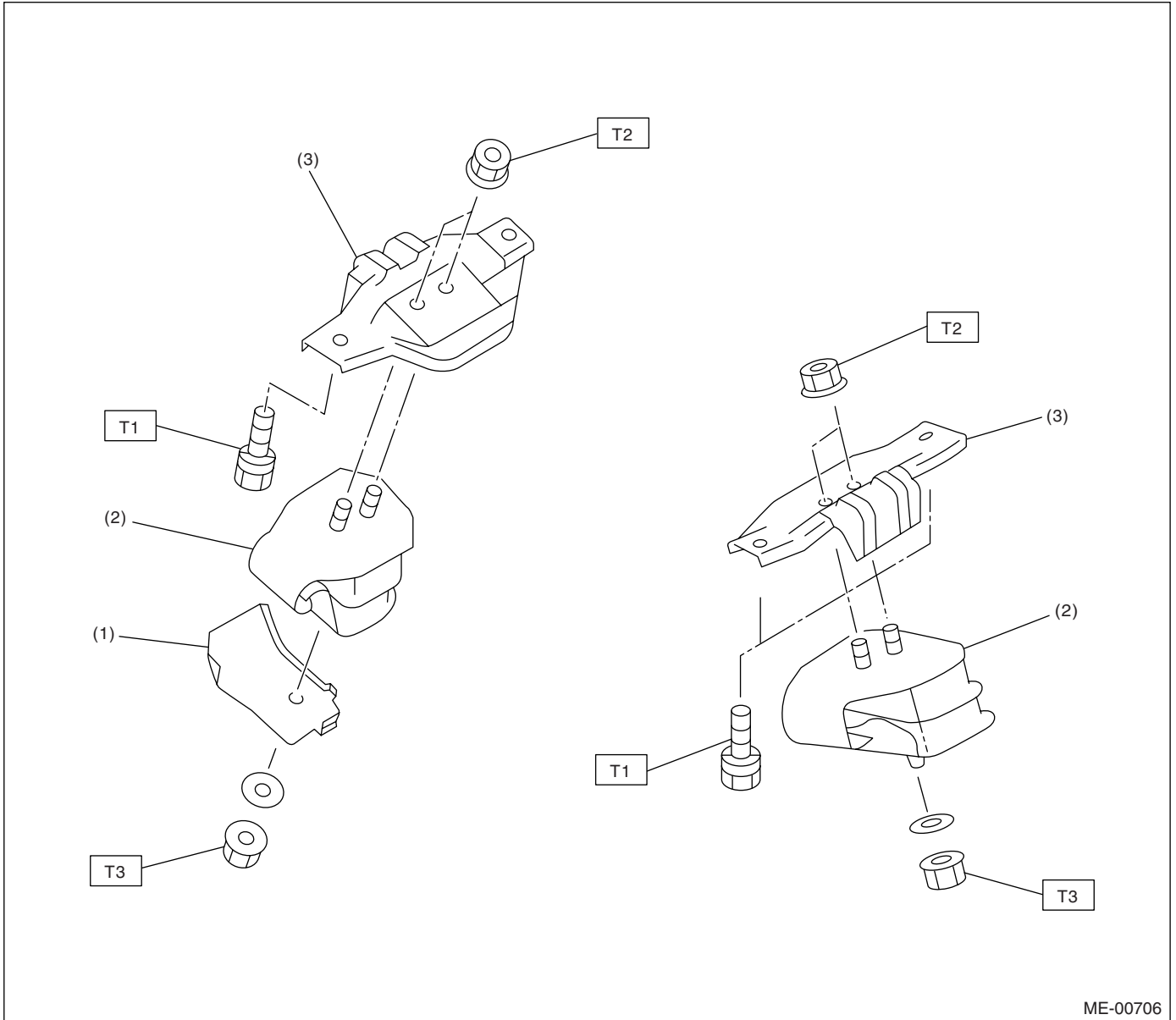
- |                              |                             |                                |
|------------------------------|-----------------------------|--------------------------------|
| (1) Flywheel (MT model)      | (9) Piston pin              | (17) Crankshaft bearing #1, #3 |
| (2) Ball bearing (MT model)  | (10) Snap ring              | (18) Crankshaft bearing #2, #4 |
| (3) Reinforcement (AT model) | (11) Connecting rod bolt    | (19) Crankshaft bearing #5     |
| (4) Drive plate (AT model)   | (12) Connecting rod         |                                |
| (5) Top ring                 | (13) Connecting rod bearing |                                |
| (6) Second ring              | (14) Connecting rod cap     |                                |
| (7) Oil ring                 | (15) Crankshaft             |                                |
| (8) Piston                   | (16) Woodruff key           |                                |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 52 (5.3, 38.4)**

**T2: 72 (7.3, 52.8)**

## 6. ENGINE MOUNTING



ME-00706

- (1) Heat shield cover
- (2) Front cushion rubber

- (3) Front engine mounting bracket

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 35 (3.6, 25.8)**

**T2: 42 (4.3, 30.9)**

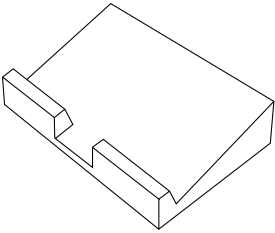
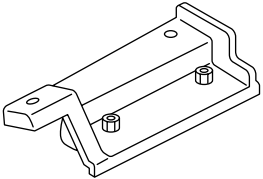
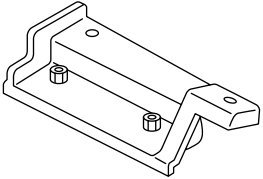
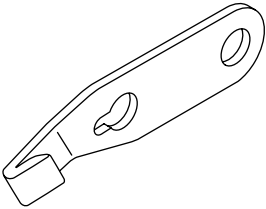
**T3: 85 (8.7, 62.7)**

### **C: CAUTION**

- Wear work clothing, including a cap, protective goggles and protective shoes during operation.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly, and replacement.
- Be careful not to burn yourself, because each part in the vehicle is hot after running.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.
- All parts should be thoroughly cleaned, paying special attention to the engine oil passages, pistons and bearings.
- Rotating parts and sliding parts such as piston, bearing and gear should be coated with oil prior to assembly.
- Be careful not to let oil, grease or coolant contact the timing belt, clutch disc and flywheel.
- All removed parts, if to be reused, should be reinstalled in the original positions and directions.
- Bolts, nuts and washers should be replaced with new ones as required.
- Even if necessary inspections have been made in advance, proceed with assembly work while making rechecks.
- Remove or install the engine in an area where chain hoists, lifting devices, etc. are available for ready use.
- Be sure not to damage coated surfaces of body panels with tools or stain seats and windows with coolant or oil. Place a cover over fenders, as required, for protection.
- Prior to starting work, prepare the following:  
Service tools, clean cloth, containers to catch coolant and oil, wire ropes, chain hoist, transmission jacks, etc.
- Lift-up or lower the vehicle when necessary. Make sure to support the correct positions.

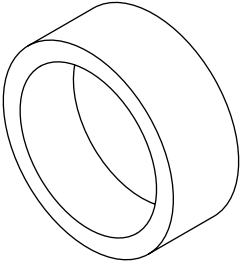
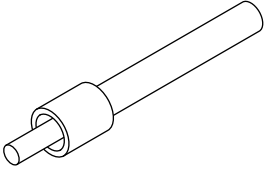
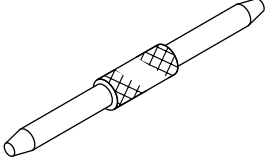
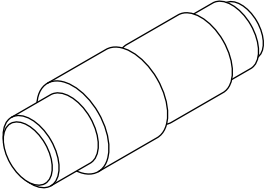
## D: PREPARATION TOOL

### 1. SPECIAL TOOL

| ILLUSTRATION  | TOOL NUMBER | DESCRIPTION             | REMARKS   |
|---|-------------|-------------------------|---|
|  <p style="text-align: center;">ST-498267600</p>   | 498267600   | CYLINDER HEAD TABLE     | <ul style="list-style-type: none"> <li>• Used for replacing valve guides.</li> <li>• Used for removing and installing valve springs.</li> </ul> |
|  <p style="text-align: center;">ST-498457000</p>   | 498457000   | ENGINE STAND ADAPTER RH | Used with ENGINE STAND (499817100).   |
|  <p style="text-align: center;">ST-498457100</p> | 498457100   | ENGINE STAND ADAPTER LH | Used with ENGINE STAND (499817100).   |
|  <p style="text-align: center;">ST-498497100</p> | 498497100   | CRANKSHAFT STOPPER      | Used for stopping rotation of flywheel when loosening and tightening crank pulley bolt, etc.  |

# General Description

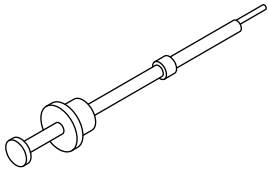
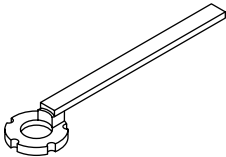
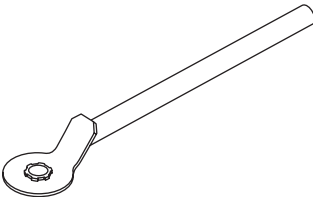
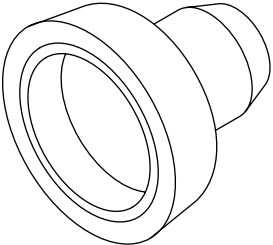
MECHANICAL

| ILLUSTRATION  | TOOL NUMBER | DESCRIPTION                                | REMARKS   |
|---|-------------|--|---|
|  <p style="text-align: center;">ST-498747300</p>   | 498747300   | PISTON GUIDE                               | Used for installing piston in cylinder.                             |
|  <p style="text-align: center;">ST-498857100</p>   | 498857100   | VALVE OIL SEAL GUIDE                       | Used for press-fitting of intake and exhaust valve guide oil seals. |
|  <p style="text-align: center;">ST-499017100</p> | 499017100   | PISTON PIN GUIDE                           | Used for installing piston pin, piston and connecting rod.          |
|  <p style="text-align: center;">ST-499037100</p> | 499037100   | CONNECTING ROD BUSHING REMOVER & INSTALLER | Used for removing and installing connecting rod bushing.            |



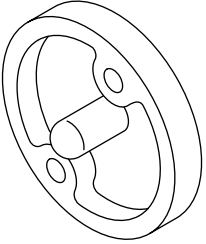
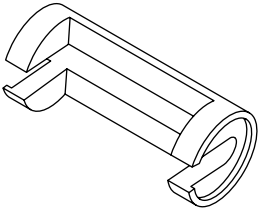
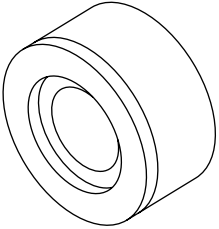
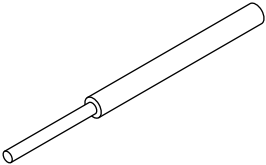
# General Description

MECHANICAL

| ILLUSTRATION  | TOOL NUMBER | DESCRIPTION                      | REMARKS  |
|---|-------------|----------------------------------|--|
|  <p style="text-align: center;">ST-499097700</p>   | 499097700   | PISTON PIN<br>REMOVER ASSY       | Used for removing piston pin.  |
|  <p style="text-align: center;">ST-499207400</p>   | 499207400   | CAM SPROCKET<br>WRENCH           | Used for removing and installing cam sprocket.<br>(Exhaust side)   |
|  <p style="text-align: center;">ST-499977500</p> | 499977500   | CAM SPROCKET<br>WRENCH           | Used for removing and installing cam sprocket.<br>(Intake side)  |
|  <p style="text-align: center;">ST-499587200</p> | 499587200   | CRANKSHAFT OIL<br>SEAL INSTALLER | <ul style="list-style-type: none"> <li>• Used for installing crankshaft oil seal.</li> <li>• Used with CRANKSHAFT OIL SEAL GUIDE (499597100).</li> </ul> |

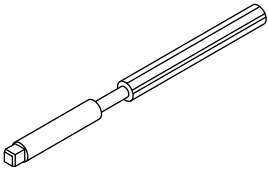
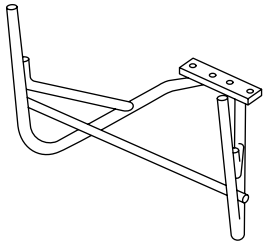
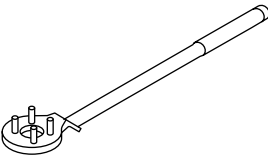
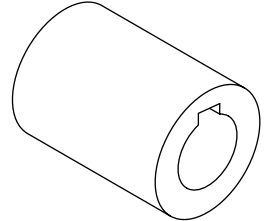
# General Description

MECHANICAL

| ILLUSTRATION  | TOOL NUMBER                                   | DESCRIPTION                      | REMARKS  |
|---|---|----------------------------------|--|
|  <p style="text-align: center;">ST-499597100</p>   | <p style="text-align: center;">499597100</p>  | <p>CRANKSHAFT OIL SEAL GUIDE</p> | <ul style="list-style-type: none"> <li>• Used for installing crankshaft oil seal.</li> <li>• Used with CRANKSHAFT OIL SEAL INSTALLER (499587200).</li> </ul> |
|  <p style="text-align: center;">ST-499718000</p>   | <p style="text-align: center;">499718000</p>  | <p>VALVE SPRING REMOVER</p>      | <p>Used for removing and installing valve spring.</p>  |
|  <p style="text-align: center;">ST18251AA020</p> | <p style="text-align: center;">18251AA020</p> | <p>VALVE GUIDE ADJUSTER</p>      | <p>Used for installing intake and exhaust valve guides.</p>  |
|  <p style="text-align: center;">ST-499767200</p> | <p style="text-align: center;">499767200</p>  | <p>VALVE GUIDE REMOVER</p>       | <p>Used for removing valve guides.</p>   |

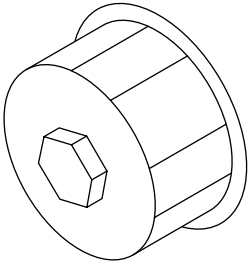
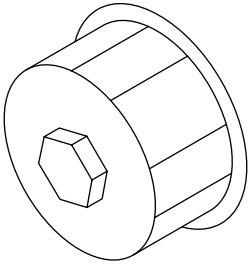
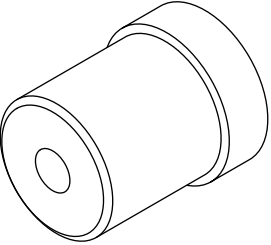
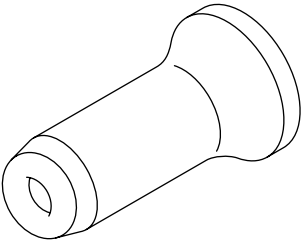
# General Description

MECHANICAL

| ILLUSTRATION  | TOOL NUMBER | DESCRIPTION         | REMARKS  |
|---|-------------|---------------------|--|
|  <p style="text-align: center;">ST-499767400</p>   | 499767400   | VALVE GUIDE REAMER  | Used for reaming valve guides.   |
|  <p style="text-align: center;">ST-499817100</p>   | 499817100   | ENGINE STAND        | <ul style="list-style-type: none"> <li>• Stand used for engine disassembly and assembly.</li> <li>• Used with ENGINE STAND ADAPTER RH (498457000) &amp; LH (498457100).</li> </ul> |
|  <p style="text-align: center;">ST-499977100</p> | 499977100   | CRANK PULLEY WRENCH | Used for stopping rotation of crank pulley when loosening and tightening crank pulley bolts.   |
|  <p style="text-align: center;">ST-499987500</p> | 499987500   | CRANKSHAFT SOCKET   | Used for rotating crankshaft.  |

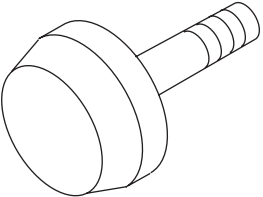
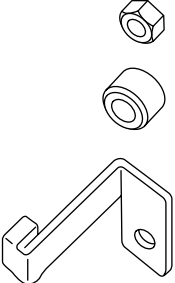
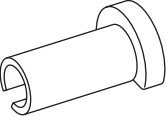
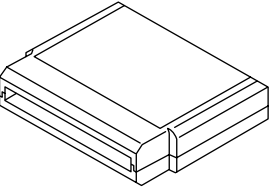
# General Description

## MECHANICAL

| ILLUSTRATION  | TOOL NUMBER | DESCRIPTION        | REMARKS  |
|---|-------------|--------------------|--|
|  <p style="text-align: center;">ST18332AA000</p>   | 18332AA000  | OIL FILTER WRENCH  | Used for removing and installing oil filter. (Outer diameter: 68 mm (2.68 in)) |
|  <p style="text-align: center;">ST18332AA010</p>   | 18332AA010  | OIL FILTER WRENCH  | Used for removing and installing oil filter. (Outer diameter: 65 mm (2.56 in)) |
|  <p style="text-align: center;">ST-499587100</p> | 499587100   | OIL SEAL INSTALLER | Used for installing oil pump oil seal.   |
|  <p style="text-align: center;">ST-499587600</p> | 499587600   | OIL SEAL GUIDE     | Used for installing camshaft oil seal for DOHC engine.                         |


# General Description

MECHANICAL

| ILLUSTRATION  | TOOL NUMBER                        | DESCRIPTION       | REMARKS   |
|---|------------------------------------|-------------------|---|
|  <p data-bbox="337 537 467 562">ST-499597200</p>     | 499597200                          | OIL SEAL GUIDE    | <ul style="list-style-type: none"> <li>• Used for installing camshaft oil seal for DOHC engine.</li> <li>• Used with OIL SEAL GUIDE (499587600).</li> </ul> |
|  <p data-bbox="337 909 467 934">ST-498277200</p>     | 498277200                          | STOPPER SET       | Used for installing automatic transmission assembly to engine.  |
|  <p data-bbox="321 1281 467 1306">ST42099AE000</p> | 42099AE000                         | CONNECTOR REMOVER | Used for removing quick connector in engine compartment.  |
|  <p data-bbox="321 1654 467 1680">ST18482AA010</p> | 18482AA010<br>(Newly adopted tool) | CARTRIDGE         | Troubleshooting for electrical systems.   |

# General Description

## MECHANICAL

| ILLUSTRATION  | TOOL NUMBER | DESCRIPTION               | REMARKS                                 |
|---|-------------|---------------------------|---|
| <br>ST22771AA030 | 22771AA030  | SUBARU SELECT MONITOR KIT | Troubleshooting for electrical systems. |

## 2. GENERAL TOOL

| TOOL NAME         | REMARKS                         |
|-------------------|---------------------------------|
| Compression gauge | Used for measuring compression. |

## E: PROCEDURE

It is possible to conduct the following service procedures with engine on the vehicle, however, the procedures described in this section are based on the condition that the engine is removed from the vehicle.

- V-belt
- Timing Belt
- Camshaft
- Cylinder Head

## 2. Compression

### A: INSPECTION

**CAUTION:**

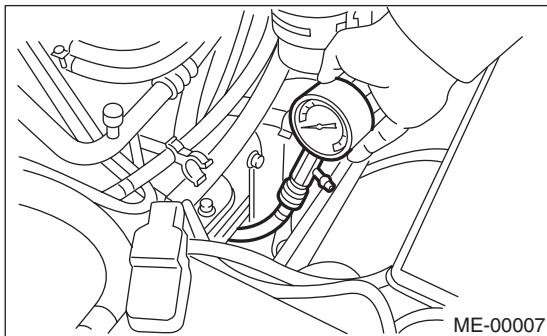
**After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.**

- 1) After warming-up the engine, turn the ignition switch to OFF.
- 2) Make sure that the battery is fully charged.
- 3) Release the fuel pressure. <Ref. to FU(H4DOTC)-50, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 4) Remove all the spark plugs. <Ref. to IG(H4DOTC)-4, REMOVAL, Spark Plug.>
- 5) Fully open the throttle valve.
- 6) Check the starter motor for satisfactory performance and operation.
- 7) Fix the compression gauge securely against spark plug hole.

**NOTE:**

The screw of screw-in type compression gauge (put into cylinder head spark plug hole) should be less than 18 mm (0.71 in) long.

- 8) Crank the engine by means of starter motor, and then read the maximum value on the gauge when the gauge needle is steady.



- 9) Perform at least two measurements per cylinder, and make sure that the values are correct.

**Compression (at 200 — 300 rpm):**

**Standard:**

**981 — 1,177 kPa (10 — 12 kgf/cm<sup>2</sup>, 142 — 171 psi)**

**Difference between cylinders**

**Less than 49 kPa (0.5 kgf/cm<sup>2</sup>, 7 psi)**

# Idle Speed

MECHANICAL

## 3. Idle Speed

### A: INSPECTION

1) Before checking the idle speed, check the following:

(1) Ensure the air cleaner element is free from clogging, ignition timing is correct, spark plugs are in good condition, and that the hoses are connected properly.

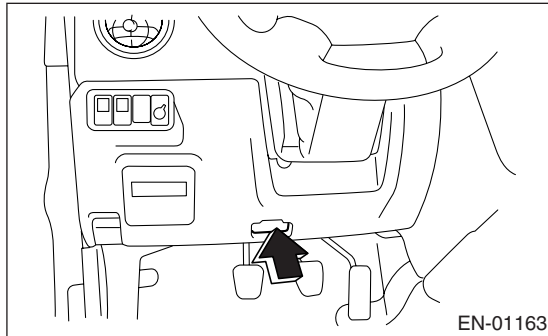
(2) Ensure the malfunction indicator light does not illuminate.

2) Warm-up the engine.

3) Stop the engine, and then turn the ignition switch to OFF.

4) Insert the cartridge to Subaru Select Monitor.

5) Connect the Subaru Select Monitor to data link connector.



6) Turn the ignition switch to ON, and Subaru Select Monitor power switch to ON.

7) Select the {2. Each System Check} in Main Menu.

8) Select the {Engine Control System} in Selection Menu.

9) Select the {1. Current Data Display & Save} in Engine Control System Diagnosis.

10) Select the {1. 12 Data Display} in Data Display Menu.

11) Start the engine, and then read the engine idle speed.

12) Check the idle speed when unloaded. (With headlights, heater fan, rear defroster, radiator fan, air conditioning, etc. OFF)

**Idle speed [No load and gears in neutral]:**

**700±100 rpm**

13) Check the idle speed when loaded. (Turn the air conditioning switch to “ON” and operate the compressor for at least 1 minute before measurement.)

**Idle speed [A/C “ON”, no load and gears in neutral]:**

**When the A/C refrigerant pressure is low**

**MT: 725±100 rpm**

**AT: 750±100 rpm**

**When the A/C refrigerant pressure is high**

**MT: 800±100 rpm**

**AT: 825±100 rpm**

**NOTE:**

As idle speed is controlled by the automatic adjustment type, it can not be adjusted manually. If the idle speed is out of specifications, refer to General On-board Diagnosis Table under “Engine Control System”. <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>



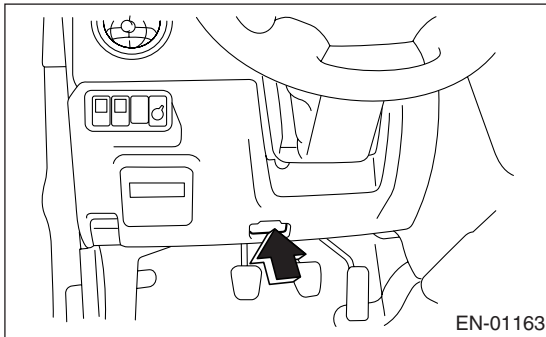
## 4. Ignition Timing

### A: INSPECTION

**CAUTION:**

**After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.**

- 1) Before checking the ignition timing speed, check the following:
  - (1) Ensure the air cleaner element is free from clogging, spark plugs are in good condition, and that hoses are connected properly.
  - (2) Ensure the malfunction indicator light does not illuminate.
- 2) Warm-up the engine.
- 3) Stop the engine, and then turn the ignition switch to OFF.
- 4) Insert the cartridge to Subaru Select Monitor.
- 5) Connect the Subaru Select Monitor to data link connector.



- 6) Turn the ignition switch to ON, and Subaru Select Monitor power switch to ON.
- 7) Select the {2. Each System Check} in Main Menu.
- 8) Select the {Engine Control System} in Selection Menu.
- 9) Select the {1. Current Data Display & Save} in Engine Control System Diagnosis.
- 10) Select the {1. 12 Data Display} in Data Display Menu.
- 11) Start the engine and check the ignition timing at idle speed.

**Ignition timing [BTDC/rpm]:**

**$17^{\circ} \pm 10^{\circ} / 700$**

If the timing is not correct, check the ignition control system. Refer to Engine Control System. <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.>

# Intake Manifold Vacuum

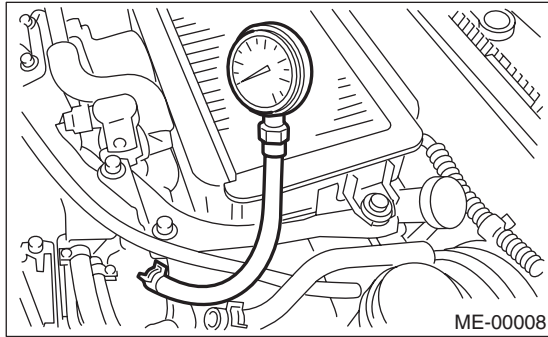
MECHANICAL

## 5. Intake Manifold Vacuum

### A: INSPECTION

- 1) Warm-up the engine.
- 2) Disconnect the brake vacuum hose from the intake manifold, and then install the vacuum gauge.
- 3) Keep the engine at the idle speed, and then read the vacuum gauge indication.

By observing the gauge needle movement, the internal condition of engine can be diagnosed as described below.



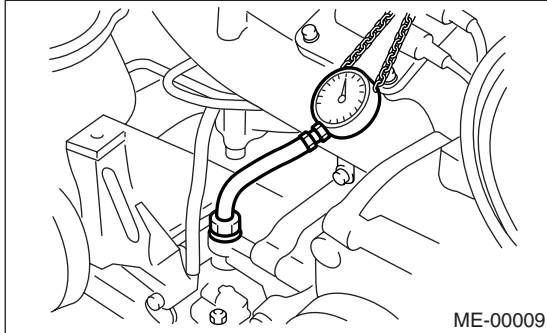
**Vacuum pressure (at idling, A/C "OFF"):**  
**Less than -60.0 kPa (-450 mmHg, -17.72 inHg)**

| Diagnosis of engine condition by measurement of intake manifold vacuum  |   |
|---|---|
| Vacuum gauge indication   | Possible engine condition   |
| 1. Needle is steady but lower than normal position. This tendency becomes more evident as engine temperature rises.                                     | Leakage around intake manifold gasket or disconnection or damaged vacuum hose |
| 2. Needle intermittently drops to position lower than normal position.  | Leakage around cylinder   |
| 3. Needle drops suddenly and intermittently from normal position.   | Sticky valves   |
| 4. When engine speed is gradually increased, needle begins to vibrate rapidly at certain speed, and then vibration increases as engine speed increases. | Weak or broken valve springs  |
| 5. Needle vibrates above and below normal position in narrow range.   | Defective ignition system or throttle chamber idle adjustment                 |

## 6. Engine Oil Pressure

### A: INSPECTION

- 1) Remove the oil pressure switch. <Ref. to LU(H4DOTC)-18, REMOVAL, Oil Pressure Switch.>
- 2) Connect the oil pressure gauge hose to cylinder block.
- 3) Connect the battery ground cable to battery.
- 4) Start the engine, and then measure the oil pressure.



#### **Oil pressure:**

**98 kPa (1.0 kgf/cm<sup>2</sup>, 14 psi) or more at 600 rpm**

**294 kPa (3.0 kgf/cm<sup>2</sup>, 43 psi) or more at 5,000 rpm**

#### **CAUTION:**

- If the oil pressure is out of specification, check oil pump, oil filter and lubrication line. <Ref. to LU(H4DOTC)-22, INSPECTION, Engine Lubrication System Trouble in General.>
- If the oil pressure warning light is turned ON and oil pressure is in specification, replace the oil pressure switch. <Ref. to LU(H4DOTC)-22, INSPECTION, Engine Lubrication System Trouble in General.>

#### **NOTE:**

The specified data is based on an engine oil temperature of 80°C (176°F).

- 5) After measuring the oil pressure, install the oil pressure switch. <Ref. to LU(H4DOTC)-18, INSTALLATION, Oil Pressure Switch.>

#### **Tightening torque:**

**25 N·m (2.5 kgf·m, 18.4 ft·lb)**

## 7. Fuel Pressure

### A: INSPECTION

#### WARNING:

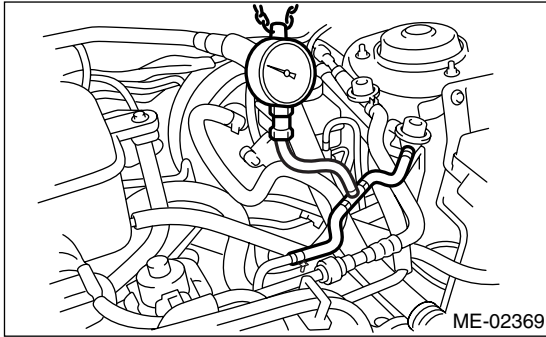
Before removing the fuel pressure gauge, release the fuel pressure.

#### NOTE:

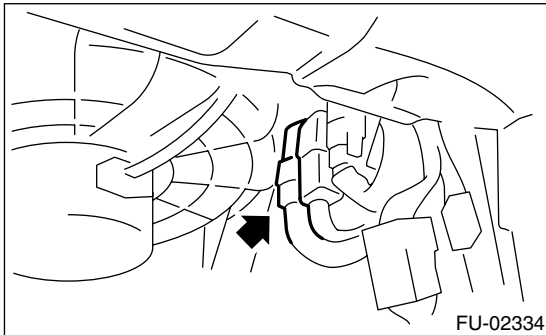
If out of specification, check or replace the pressure regulator and pressure regulator vacuum hose.

1) Release the fuel pressure. <Ref. to FU(H4DOTC)-50, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the fuel delivery hoses from fuel damper, and then connect the fuel pressure gauge.



3) Connect the connector of fuel pump relay.



4) Start the engine.

5) Measure the fuel pressure while disconnecting the pressure regulator vacuum hose from intake manifold.

#### **Fuel pressure:**

**Standard: 284 — 314 kPa (2.9 — 3.2 kgf/cm<sup>2</sup>, 41 — 46 psi)**

6) After connecting the pressure regulator vacuum hose, measure the fuel pressure.

#### **Fuel pressure:**

**Standard: 230 — 260 kPa (2.35 — 2.65 kgf/cm<sup>2</sup>, 33 — 38 psi)**

#### NOTE:

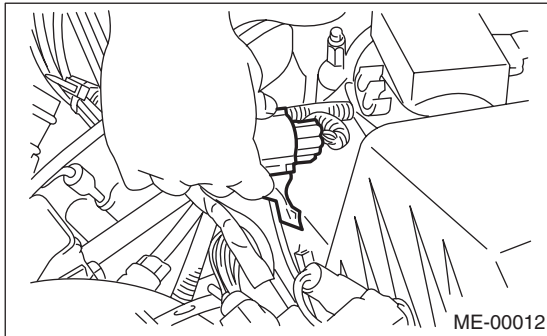
The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kgf/cm<sup>2</sup>, 1 to 3 psi) higher than standard values during high-altitude operations.

## 8. Valve Clearance

### A: INSPECTION

Inspection and adjustment of the valve clearance should be performed while engine is cold.

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Remove the air intake duct. <Ref. to IN(H4DOTC)-9, REMOVAL, Air Intake Duct.>
- 4) Remove the bolts which secure the timing belt cover (RH).
- 5) Lift-up the vehicle.
- 6) Remove the under cover.
- 7) Loosen the remaining bolts which secure the timing belt cover (RH), and then remove the timing belt cover.
- 8) Lower the vehicle.
- 9) When inspecting the #1 and #3 cylinders:
  - (1) Pull out the engine harness connector with bracket from air cleaner upper cover.

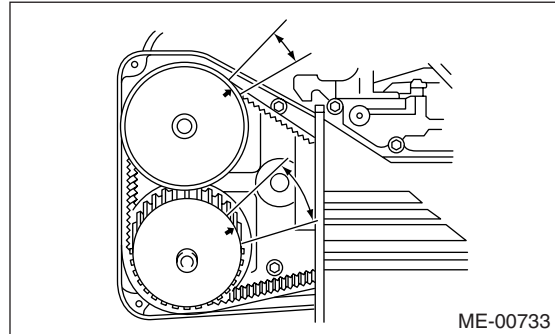


- (2) Remove the air cleaner case. <Ref. to IN(H4DOTC)-8, REMOVAL, Air Cleaner Case.>
- (3) Disconnect the ignition coil connector.
- (4) Remove the ignition coil.
- (5) Place a suitable container under the vehicle.
- (6) Disconnect the PCV hose from rocker cover (RH).
- (7) Remove the bolts, and then remove the rocker cover (RH).
- 10) When inspecting the #2 and #4 cylinders:
  - (1) Disconnect the battery cable, and then remove the battery and battery carrier.
  - (2) Remove the secondary air pump. <Ref. to EC(H4DOTC)-9, REMOVAL, Secondary Air Pump.>
  - (3) Disconnect the ignition coil connector.
  - (4) Remove the ignition coil.
  - (5) Place a suitable container under the vehicle.
  - (6) Disconnect the PCV hose from rocker cover (LH).
  - (7) Remove the bolts, and then remove the rocker cover (LH).

- 11) Turn the crank pulley clockwise until arrow mark on the cam sprocket is set to position shown in the figure.

**NOTE:**

Turn the crankshaft using socket wrench.



- 12) Measure the #1 cylinder intake valve and #3 cylinder exhaust valve clearance by using thickness gauge (A).

**NOTE:**

- Insert the thickness gauge (A) in as horizontal a direction as possible with respect to the shim.
- Measure the exhaust valve clearances while lifting-up the vehicle.

**Valve clearance:**

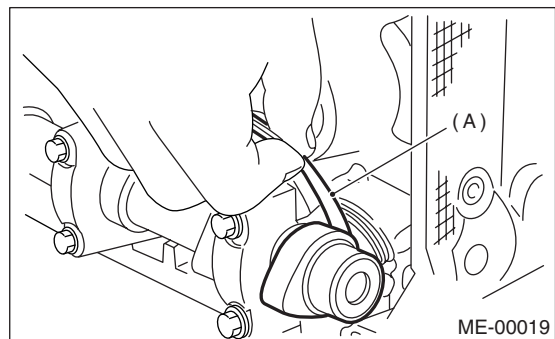
**STD**

**Intake:  $0.20 \pm 0.02$  mm ( $0.0079 \pm 0.0008$  in)**

**Exhaust:  $0.35 \pm 0.02$  mm ( $0.0138 \pm 0.0008$  in)**

**NOTE:**

If the measured value is not within specification, take notes of the value in order to adjust the valve clearance later on.



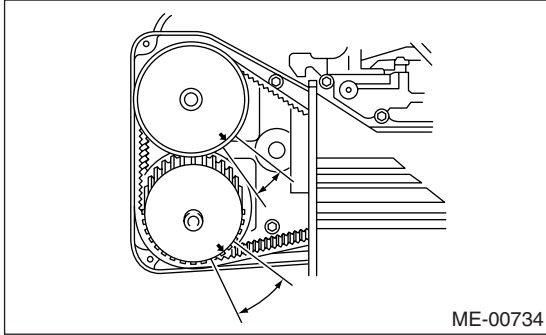
- 13) If necessary, adjust the valve clearance. <Ref. to ME(H4DOTC)-30, ADJUSTMENT, Valve Clearance.>

# Valve Clearance

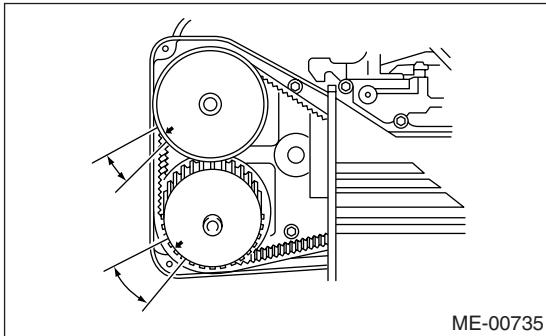
## MECHANICAL

14) Further turn the crank pulley clockwise. Using the same procedures described previously, and then measure the valve clearances again.

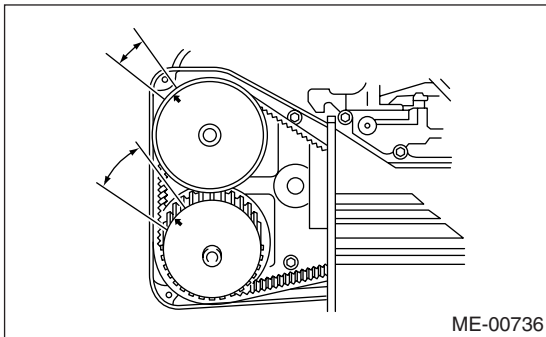
(1) Set the arrow mark on cam sprocket to position shown in the figure, and then measure the #2 cylinder exhaust valve and #3 cylinder intake valve clearances.



(2) Set the arrow mark on cam sprocket to position shown in the figure, and then measure the #2 cylinder intake valve and #4 cylinder exhaust valve clearances.

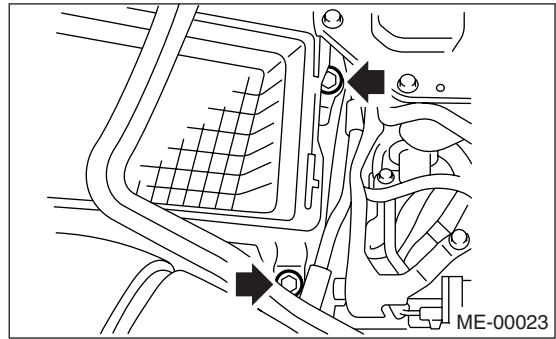


(3) Set the arrow mark on cam sprocket to position shown in the figure, and then measure the #1 cylinder exhaust valve and #4 cylinder intake valve clearances.



15) After inspection, install the related parts in the reverse order of removal.

**Tightening torque:**  
**33 N·m (3.4 kgf-m, 25 ft-lb)**



## B: ADJUSTMENT

### CAUTION:

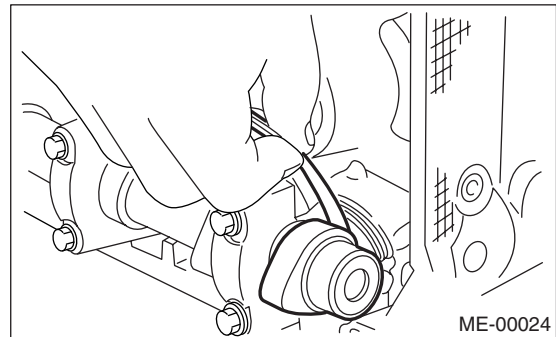
**Adjustment of the valve clearance should be performed while engine is cold.**

1) Measure all valve clearances.

<Ref. to ME(H4DOTC)-29, INSPECTION, Valve Clearance.>

### NOTE:

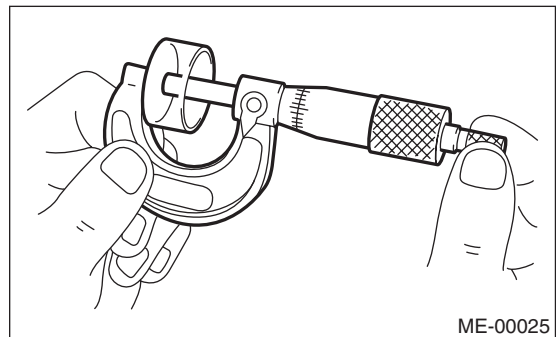
Record each valve clearance after it has been measured.



2) Remove the camshaft. <Ref. to ME(H4DOTC)-55, REMOVAL, Camshaft.>

3) Remove the valve lifter.

4) Measure the thickness of valve lifter with a micrometer.



5) Select a shim of suitable thickness using measured valve clearance and valve lifter thickness, by referring to the following table.

# Valve Clearance

MECHANICAL

|                                       |
|---------------------------------------|
| Unit: mm                              |
| Intake valve: $S = (V + T) - 0.20$    |
| Exhaust valve: $S = (V + T) - 0.35$   |
| S: Required thickness of valve lifter |
| V: Measured valve clearance           |
| T: Used valve lifter thickness        |

| Part No.    | Thickness mm (in) |
|-------------|-------------------|
| 13228 AB102 | 4.68 (0.1843)     |
| 13228 AB112 | 4.69 (0.1846)     |
| 13228 AB122 | 4.70 (0.1850)     |
| 13228 AB132 | 4.71 (0.1854)     |
| 13228 AB142 | 4.72 (0.1858)     |
| 13228 AB152 | 4.73 (0.1862)     |
| 13228 AB162 | 4.74 (0.1866)     |
| 13228 AB172 | 4.75 (0.1870)     |
| 13228 AB182 | 4.76 (0.1874)     |
| 13228 AB192 | 4.77 (0.1878)     |
| 13228 AB202 | 4.78 (0.1882)     |
| 13228 AB212 | 4.79 (0.1886)     |
| 13228 AB222 | 4.80 (0.1890)     |
| 13228 AB232 | 4.81 (0.1894)     |
| 13228 AB242 | 4.82 (0.1898)     |
| 13228 AB252 | 4.83 (0.1902)     |
| 13228 AB262 | 4.84 (0.1906)     |
| 13228 AB272 | 4.85 (0.1909)     |
| 13228 AB282 | 4.86 (0.1913)     |
| 13228 AB292 | 4.87 (0.1917)     |
| 13228 AB302 | 4.88 (0.1921)     |
| 13228 AB312 | 4.89 (0.1925)     |
| 13228 AB322 | 4.90 (0.1929)     |
| 13228 AB332 | 4.91 (0.1933)     |
| 13228 AB342 | 4.92 (0.1937)     |
| 13228 AB352 | 4.93 (0.1941)     |
| 13228 AB362 | 4.94 (0.1945)     |
| 13228 AB372 | 4.95 (0.1949)     |
| 13228 AB382 | 4.96 (0.1953)     |
| 13228 AB392 | 4.97 (0.1957)     |
| 13228 AB402 | 4.98 (0.1961)     |
| 13228 AB412 | 4.99 (0.1965)     |
| 13228 AB422 | 5.00 (0.1969)     |
| 13228 AB432 | 5.01 (0.1972)     |
| 13228 AB442 | 5.02 (0.1976)     |
| 13228 AB452 | 5.03 (0.1980)     |
| 13228 AB462 | 5.04 (0.1984)     |
| 13228 AB472 | 5.05 (0.1988)     |
| 13228 AB482 | 5.06 (0.1992)     |
| 13228 AB492 | 5.07 (0.1996)     |
| 13228 AB502 | 5.08 (0.2000)     |
| 13228 AB512 | 5.09 (0.2004)     |
| 13228 AB522 | 5.10 (0.2008)     |
| 13228 AB532 | 5.11 (0.2012)     |

| Part No.    | Thickness mm (in) |
|-------------|-------------------|
| 13228 AB542 | 5.12 (0.2016)     |
| 13228 AB552 | 5.13 (0.2020)     |
| 13228 AB562 | 5.14 (0.2024)     |
| 13228 AB572 | 5.15 (0.2028)     |
| 13228 AB582 | 5.16 (0.2031)     |
| 13228 AB592 | 5.17 (0.2035)     |
| 13228 AB602 | 5.18 (0.2039)     |
| 13228 AB612 | 5.19 (0.2043)     |
| 13228 AB622 | 5.20 (0.2047)     |
| 13228 AB632 | 5.21 (0.2051)     |
| 13228 AB642 | 5.22 (0.2055)     |
| 13228 AB652 | 5.23 (0.2059)     |
| 13228 AB662 | 5.24 (0.2063)     |
| 13228 AB672 | 5.25 (0.2067)     |
| 13228 AB682 | 5.26 (0.2071)     |
| 13228 AB692 | 5.27 (0.2075)     |
| 13228 AB702 | 4.38 (0.1724)     |
| 13228 AB712 | 4.40 (0.1732)     |
| 13228 AB722 | 4.42 (0.1740)     |
| 13228 AB732 | 4.44 (0.1748)     |
| 13228 AB742 | 4.46 (0.1756)     |
| 13228 AB752 | 4.48 (0.1764)     |
| 13228 AB762 | 4.50 (0.1771)     |
| 13228 AB772 | 4.52 (0.1780)     |
| 13228 AB782 | 4.54 (0.1787)     |
| 13228 AB792 | 4.56 (0.1795)     |
| 13228 AB802 | 4.58 (0.1803)     |
| 13228 AB812 | 4.60 (0.1811)     |
| 13228 AB822 | 4.62 (0.1819)     |
| 13228 AB832 | 4.64 (0.1827)     |
| 13228 AB842 | 4.66 (0.1835)     |
| 13228 AB852 | 5.29 (0.2083)     |
| 13228 AB862 | 5.31 (0.2091)     |
| 13228 AB872 | 5.33 (0.2098)     |
| 13228 AB882 | 5.35 (0.2106)     |
| 13228 AB892 | 5.37 (0.2114)     |
| 13228 AB902 | 5.39 (0.2122)     |
| 13228 AB912 | 5.41 (0.2126)     |
| 13228 AB922 | 5.43 (0.2138)     |
| 13228 AB932 | 5.45 (0.2146)     |
| 13228 AB942 | 5.47 (0.2154)     |
| 13228 AB952 | 5.49 (0.2161)     |
| 13228 AB962 | 5.51 (0.2169)     |
| 13228 AB972 | 5.53 (0.2177)     |
| 13228 AB982 | 5.55 (0.2185)     |
| 13228 AB992 | 5.57 (0.2193)     |
| 13228 AC002 | 5.59 (0.2201)     |
| 13228 AC012 | 5.61 (0.2209)     |
| 13228 AC022 | 5.63 (0.2217)     |
| 13228 AC032 | 5.65 (0.2224)     |

## Valve Clearance

### MECHANICAL

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- 6) Inspect all valves for clearance again at this stage. If the valve clearance is not correct, repeat the procedure over again from the first step.
- 7) After inspection, install the related parts in the reverse order of removal.

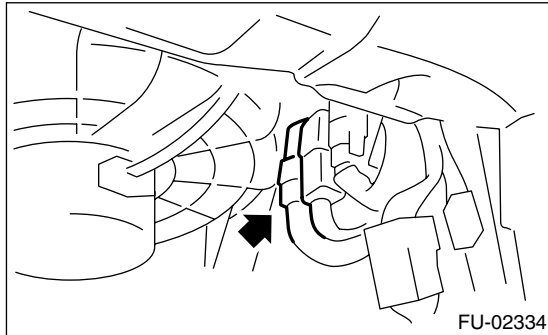


## 9. Engine Assembly

### A: REMOVAL

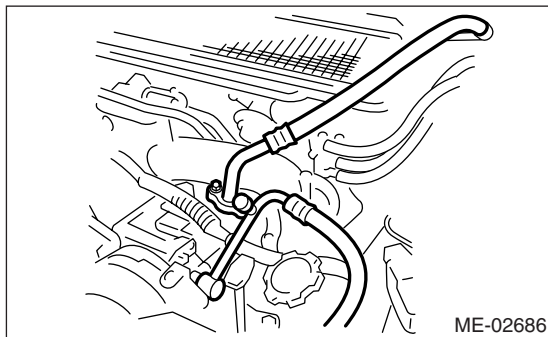
- 1) Set the vehicle on a lift.
- 2) Open the front hood fully, and then support with the hood stay.
- 3) Collect the refrigerant from A/C system. <Ref. to AC-20, Refrigerant Recovery Procedure.>
- 4) Release the fuel pressure. <Ref. to FU(H4DOTC)-50, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

- (1) Disconnect the fuel pump relay connector.



- (2) Start the engine, and run until stalls.
- (3) After the engine stalls, crank it for 5 seconds more.
- (4) Turn the ignition switch to OFF.

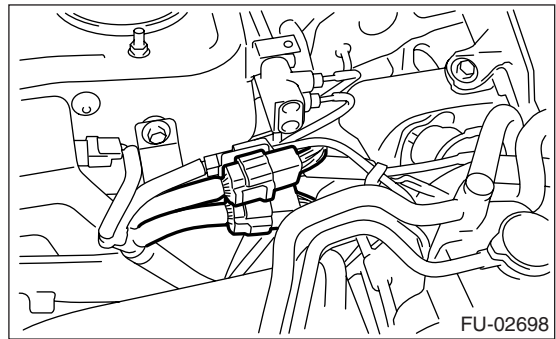
- 5) Remove the fuel filler cap.
- 6) Disconnect the ground cable from battery.
- 7) Remove the radiator from vehicle. <Ref. to CO(H4DOTC)-23, REMOVAL, Radiator.>
- 8) Remove the coolant filler tank. <Ref. to CO(H4DOTC)-33, REMOVAL, Coolant Filler Tank.>
- 9) Remove the secondary air pump. <Ref. to EC(H4DOTC)-9, REMOVAL, Secondary Air Pump.>
- 10) Disconnect the A/C pressure hoses from A/C compressor.



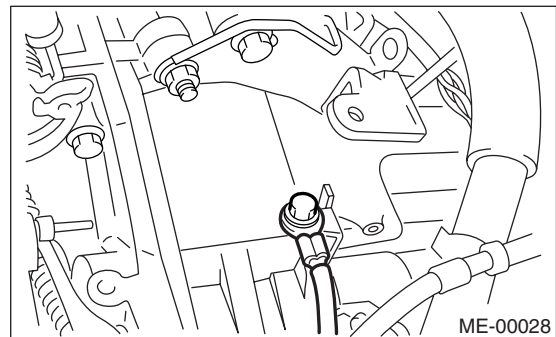
- 11) Remove the intercooler. <Ref. to IN(H4DOTC)-11, REMOVAL, Intercooler.>

- 12) Disconnect the following connectors and cable.

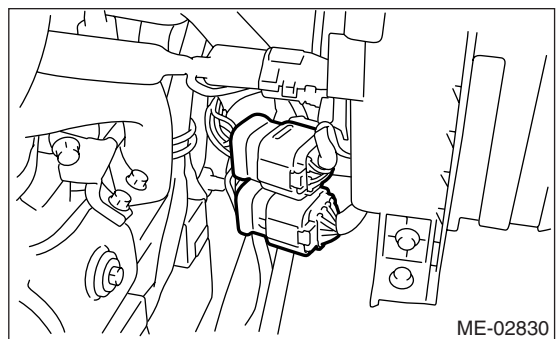
- (1) Engine harness connector



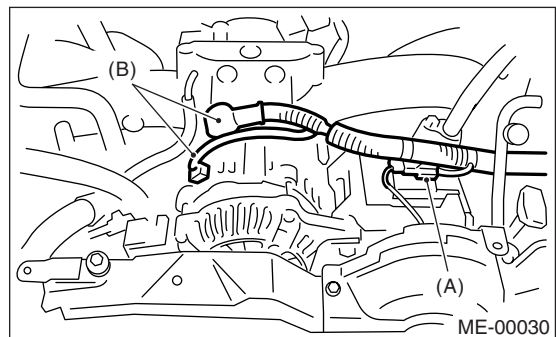
- (2) Engine ground terminal



- (3) Engine harness connector



- (4) Generator connector, terminal and A/C compressor connectors

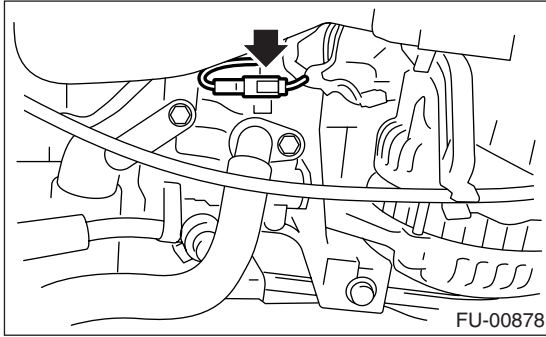


- (A) A/C compressor connector  
 (B) Generator connector and terminal

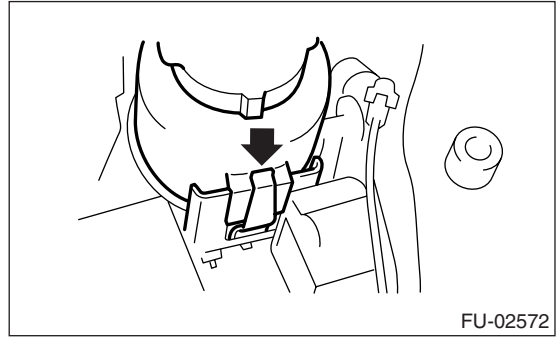
# Engine Assembly

## MECHANICAL

- (5) Power steering switch connector

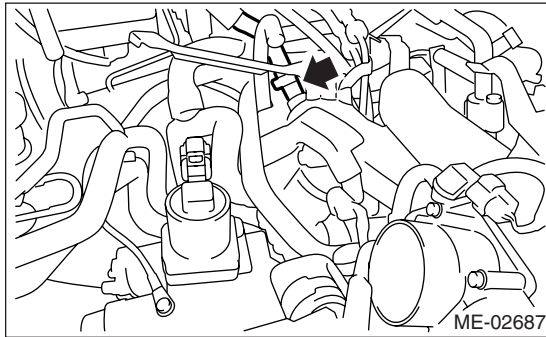


- (4) Remove the reservoir tank from bracket by pulling it upward.



- 13) Disconnect the following hoses.

- (1) Brake booster vacuum hose

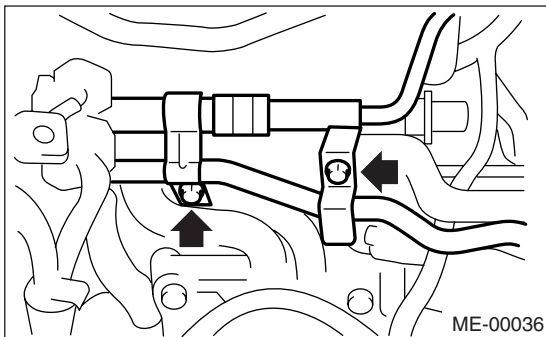


- (2) Heater inlet and outlet hose

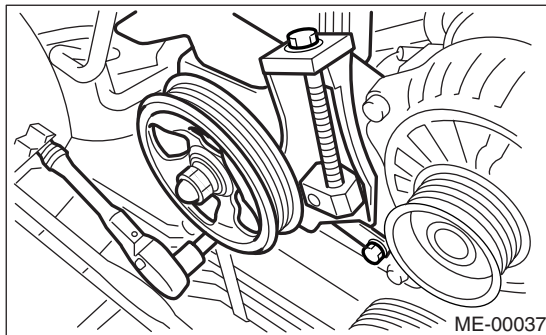
- 14) Remove the power steering pump.

- (1) Remove the front side V-belt. <Ref. to ME(H4DOTC)-41, FRONT SIDE BELT, REMOVAL, V-belt.>

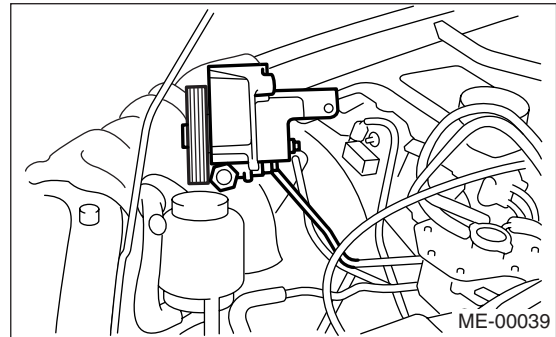
- (2) Remove the power steering pipe with bracket from fuel pipe protector RH.



- (3) Remove the power steering pump.



- (5) Place the power steering pump on right side wheel apron.



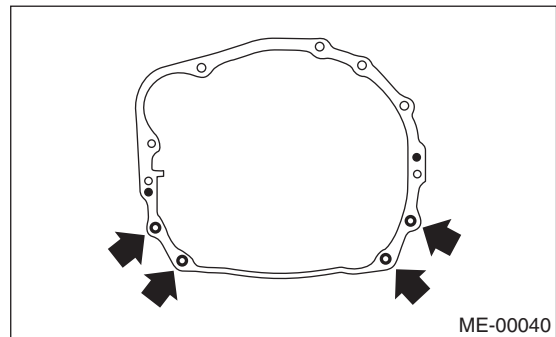
- 15) Lift-up the vehicle.

- 16) Remove the ATF cooler pipe from frame. (AT model)

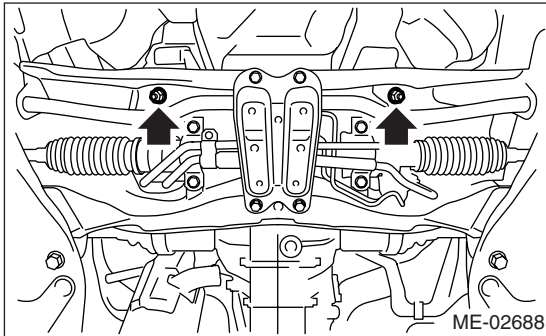
- 17) Remove the center exhaust pipe.

- <Ref. to EX(H4DOTC)-10, REMOVAL, Center Exhaust Pipe.>

- 18) Remove the nuts which hold the lower side of transmission to engine.



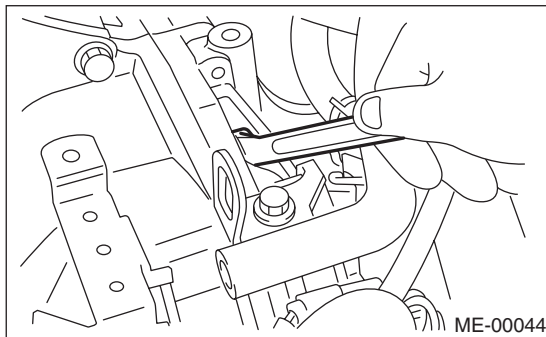
19) Remove the nuts which install the front cushion rubber onto front crossmember.



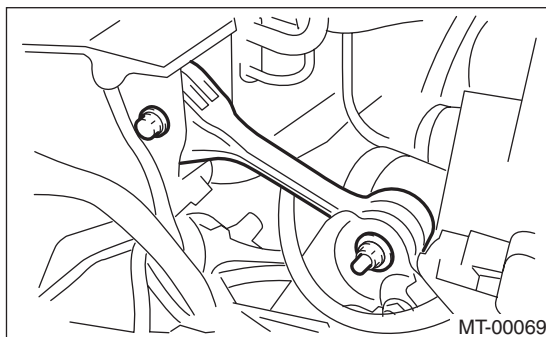
20) Separate the clutch release fork from release bearing. (MT model) <Ref. to CL-18, REMOVAL, Release Bearing and Lever.>

21) Separate the torque converter clutch from drive plate. (AT model)

- (1) Lower the vehicle.
- (2) Remove the service hole plug.
- (3) Remove the bolts which hold the torque converter clutch to drive plate.
- (4) While rotating the crank pulley in the direction of engine rotation little by little using a socket wrench, remove all the bolts.



22) Remove the pitching stopper.

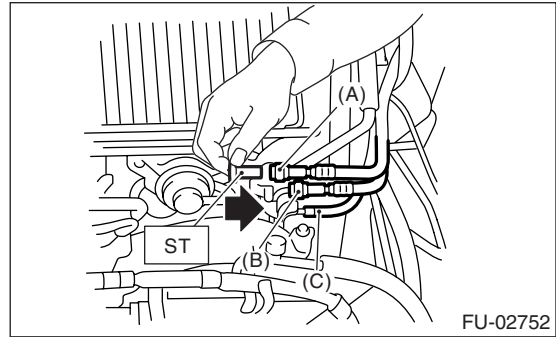


23) Using ST, disconnect fuel hoses from fuel pipes. <Ref. to FU(H4DOTC)-65, REMOVAL, Fuel Delivery, Return and Evaporation lines.>

**CAUTION:**

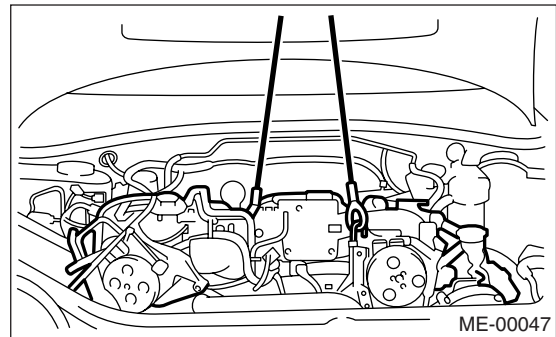
- Be careful not to spill fuel.
- Catch fuel from hoses using a container or cloth.

ST 42099AE000 CONNECTOR REMOVER



- (A) Fuel delivery hose
- (B) Return hose
- (C) Evaporation hose

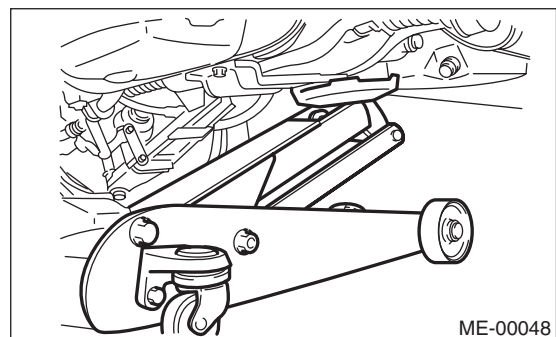
24) Support the engine with a lifting device and wire ropes.



25) Support the transmission with a garage jack.

**CAUTION:**

Before moving the engine away from transmission, check to be sure no work has been overlooked. Doing this is very important in order to facilitate re-installation and because transmission lowers under its own weight.



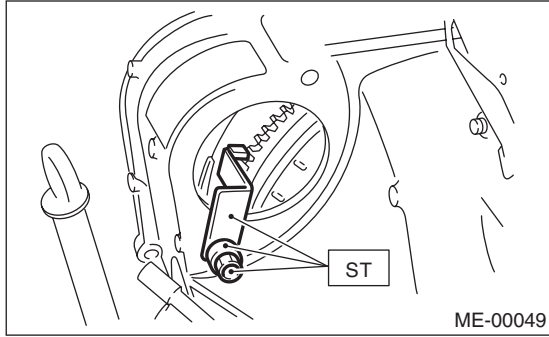
26) Separation of the engine and transmission

- (1) Remove the starter. <Ref. to SC(H4SO)-8, REMOVAL, Starter.>
- (2) Install the ST to torque converter clutch case. (AT model)

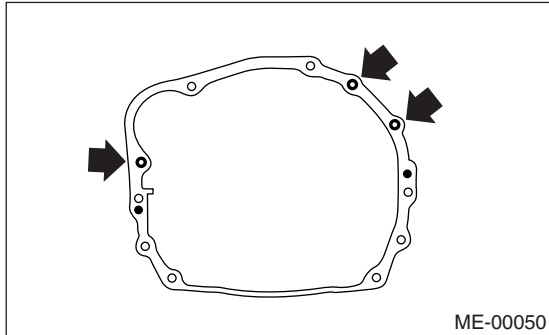
# Engine Assembly

MECHANICAL

ST 498277200 STOPPER SET



(3) Remove the bolts which hold the right upper side of transmission to engine.



- 27) Remove the engine from vehicle.
- (1) Slightly raise the engine.
  - (2) Raise the transmission with garage jack.
  - (3) Move the engine horizontally until the mainshaft is withdrawn from clutch cover.
  - (4) Slowly move the engine away from engine compartment.

**NOTE:**

Be careful not to damage adjacent parts or body panels with crank pulley, oil pressure gauge, etc.

28) Remove the front cushion rubbers.

## B: INSTALLATION

- 1) Install the clutch release fork and bearing to transmission. (MT model) <Ref. to CL-18, INSTALLATION, Release Bearing and Lever.>
- 2) Install the front cushion rubbers to engine.

**Tightening torque:**

**35 N·m (3.6 kgf-m, 25.8 ft-lb)**

- 3) Install the engine onto transmission.
  - (1) Position the engine in engine compartment, and then align it with the transmission.

**NOTE:**

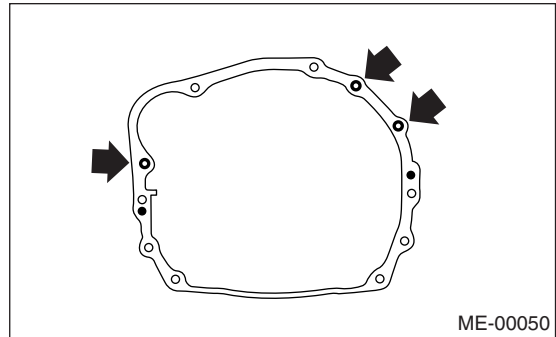
Be careful not to damage the adjacent parts or body panels with crank pulley, oil pressure gauge, etc.

- (2) Apply a small amount of grease to the splines of mainshaft. (MT model)

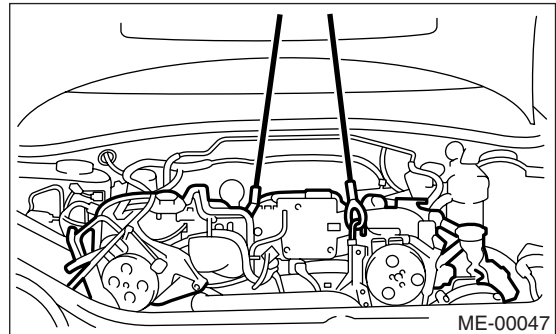
- 4) Tighten the bolts which hold the right upper side of transmission to engine.

**Tightening torque:**

**50 N·m (5.1 kgf-m, 37 ft-lb)**



- 5) Remove the lifting device and wire ropes.

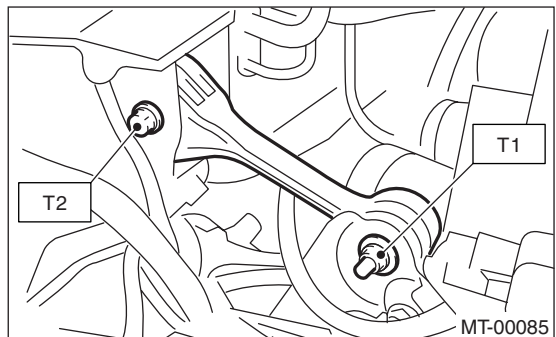


- 6) Remove the garage jack.
- 7) Install the pitching stopper.

**Tightening torque:**

**T1: 50 N·m (5.1 kgf-m, 37 ft-lb)**

**T2: 58 N·m (5.9 kgf-m, 43 ft-lb)**



- 8) Remove the ST from torque converter clutch case. (AT model)

**NOTE:**

Be careful not to drop the ST into torque converter clutch case when removing ST.

ST 498277200 STOPPER SET

- 9) Install the starter. <Ref. to SC(H4SO)-8, INSTALLATION, Starter.>

10) Install the torque converter clutch onto drive plate. (AT model)

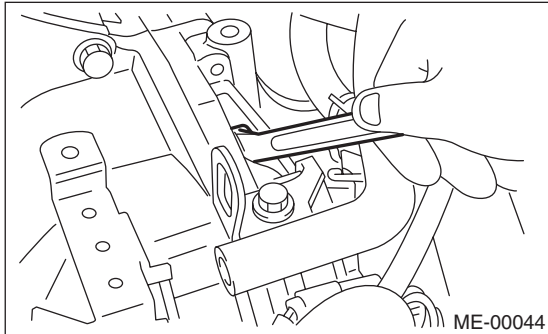
- (1) Tighten the bolts which hold the torque converter clutch to drive plate.
- (2) While rotating the crank pulley in the direction of engine rotation little by little using a socket wrench, remove all the bolts.

**CAUTION:**

Be careful not to drop bolts into the torque converter clutch housing.

**Tightening torque:**

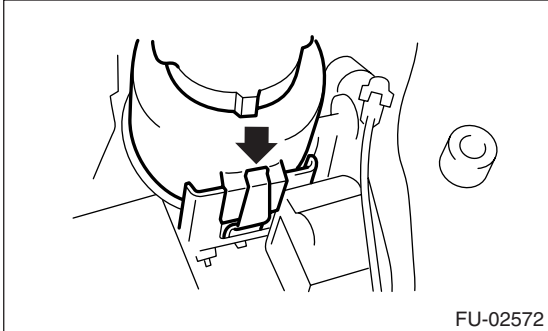
**25 N·m (2.5 kgf·m, 18.4 ft·lb)**



(3) Install the service hole plug.

11) Install the power steering pump on bracket.

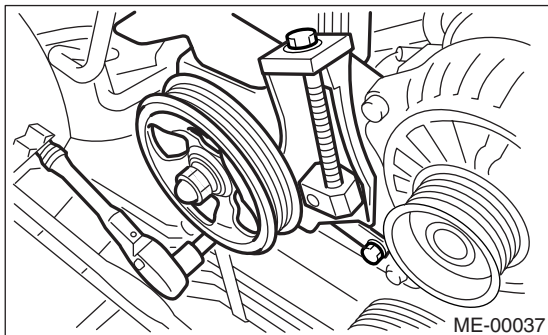
- (1) Install the power steering tank on bracket.



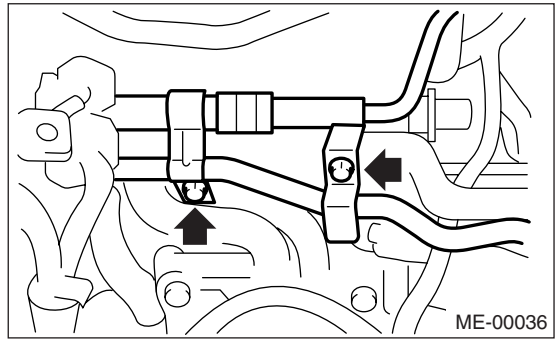
(2) Install the power steering pump.

**Tightening torque:**

**20.1 N·m (2.05 kgf·m, 14.8 ft·lb)**



(3) Install the power steering pipe bracket on intake manifold RH.



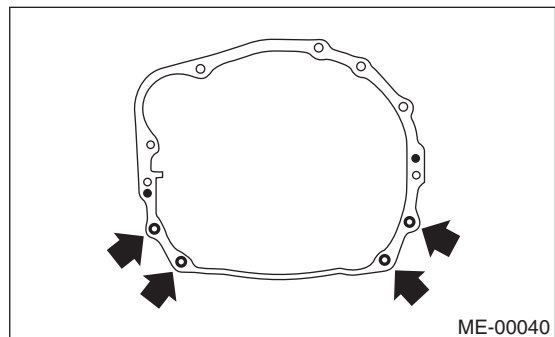
(4) Install the front side V-belt, and adjust it. <Ref. to ME(H4DOTC)-41, FRONT SIDE BELT, INSTALLATION, V-belt.>

12) Lift-up the vehicle.

13) Tighten the nuts which hold the lower side of transmission to engine.

**Tightening torque:**

**50 N·m (5.1 kgf·m, 37 ft·lb)**



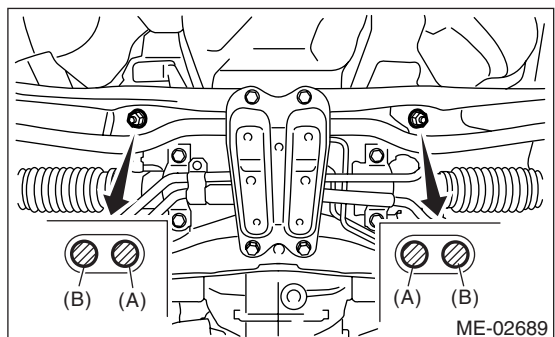
14) Tighten the nuts which install the front cushion rubber onto crossmember.

**Tightening torque:**

**85 N·m (8.7 kgf·m, 62.7 ft·lb)**

**NOTE:**

Make sure the front cushion rubber mounting bolts (A) and locator (B) are securely installed.



15) Install the ATF cooler pipe to frame. (AT model)

16) Install the center exhaust pipe.

<Ref. to EX(H4DOTC)-11, INSTALLATION, Center Exhaust Pipe.>

# Engine Assembly

## MECHANICAL

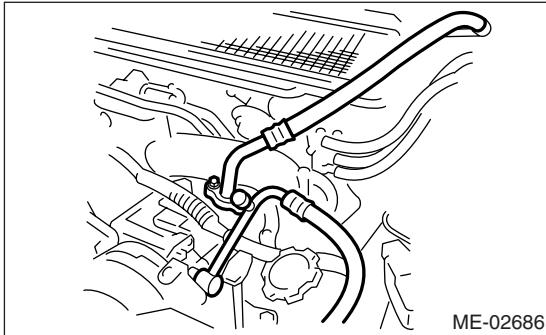
- 17) Lower the vehicle.
- 18) Connect the following hoses:
  - (1) Fuel delivery hose, return hose and evaporation hose
  - (2) Heater inlet and outlet hoses
  - (3) Brake booster vacuum hose
- 19) Connect the following connectors and terminals:
  - (1) Engine ground terminal
  - (2) Engine harness connectors
  - (3) Generator connector and terminal
  - (4) A/C compressor connectors
  - (5) Power steering switch connector
- 20) After connecting each cable, adjust them.
- 21) Install the air intake system.
  - (1) Install the intercooler.  
<Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>
  - (2) Install the air cleaner element and air cleaner upper cover.
  - (3) Install the engine harness connector bracket.
  - (4) Install the filler hose to air cleaner case.
- 22) Install the A/C pressure hoses.

### NOTE:

Use new O-rings.

### **Tightening torque:**

**15 N·m (1.5 kgf·m, 10.8 ft·lb)**



- 23) Install the radiator. <Ref. to CO(H4DOTC)-24, INSTALLATION, Radiator.>
- 24) Install the coolant filler tank.  
<Ref. to CO(H4DOTC)-33, INSTALLATION, Coolant Filler Tank.>
- 25) Install the secondary air pump. <Ref. to EC(H4DOTC)-9, INSTALLATION, Secondary Air Pump.>
- 26) Install the battery in the vehicle, and then connect the cables.
- 27) Fill engine coolant.  
<Ref. to CO(H4DOTC)-17, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 28) Charge the A/C system with refrigerant.  
<Ref. to AC-21, PROCEDURE, Refrigerant Charging Procedure.>

## 10.Engine Mounting

### A: REMOVAL

- 1) Remove the engine assembly. <Ref. to ME(H4DOTC)-33, REMOVAL, Engine Assembly.>
- 2) Remove the engine mounting from engine assembly.

### B: INSTALLATION

Install in the reverse order of removal.

#### *Tightening torque:*

##### *Engine mounting*

*35 N·m (3.6 kgf-m, 25.8 ft-lb)*

### C: INSPECTION

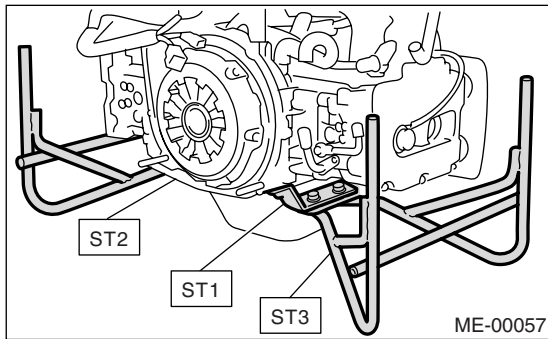
Make sure there are no cracks or other damage.

## 11. Preparation for Overhaul

### A: PROCEDURE

1) After removing the engine from body, secure it in the ST shown below.

|     |           |                            |
|-----|-----------|----------------------------|
| ST1 | 498457000 | ENGINE STAND ADAPTER<br>RH |
| ST2 | 498457100 | ENGINE STAND ADAPTER<br>LH |
| ST3 | 499817100 | ENGINE STAND               |



2) In this section the procedures described under each index are all connected and stated in order. It will be the complete procedure for overhauling of the engine itself when you go through all steps in the process.

Therefore, in this section, to conduct the particular procedure within the flow of a section, you need to go back and conduct the procedure described previously in order to do that particular procedure.



## 12.V-belt

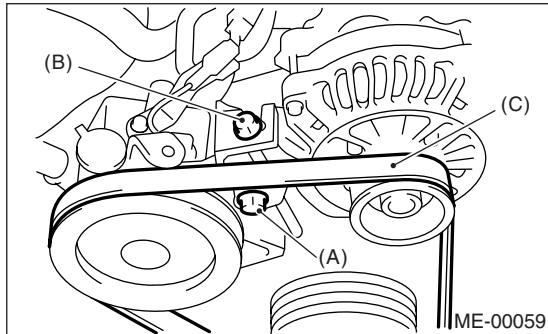
### A: REMOVAL

#### NOTE:

Perform the following procedures with the engine installed to the body.

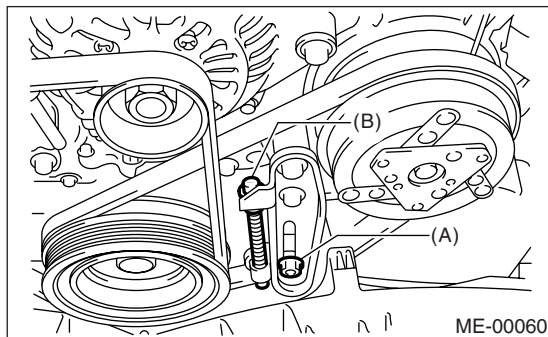
#### 1. FRONT SIDE BELT

- 1) Loosen the lock bolt (A).
- 2) Loosen the slider bolt (B).
- 3) Remove the front side belt (C).

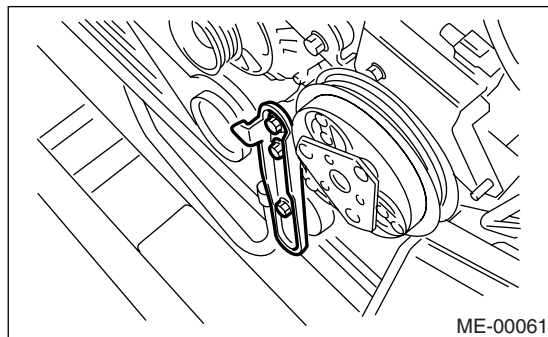


#### 2. REAR SIDE BELT

- 1) Loosen the lock nut (A).
- 2) Loosen the slider bolt (B).



- 3) Remove the A/C belt.
- 4) Remove the A/C belt tensioner.



### B: INSTALLATION

#### 1. FRONT SIDE BELT

#### NOTE:

Wipe off any oil or water on the belt and pulley.

- 1) Install the V-belt (C), and tighten the slider bolt so as to obtain the specified belt tension. <Ref. to ME(H4DOTC)-41, INSPECTION, V-belt.>
- 2) Tighten the lock bolt (A).
- 3) Tighten the slider bolt (B).

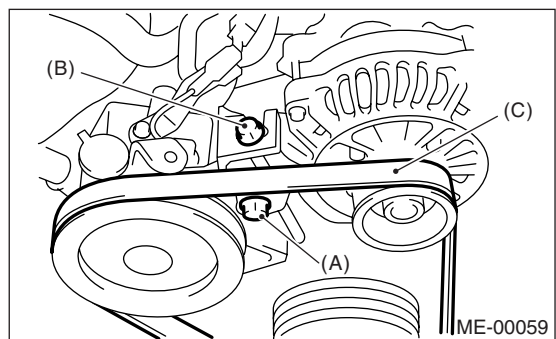
#### Tightening torque:

##### Lock bolt through bolt

**25 N·m (2.5 kgf·m, 18.4 ft·lb)**

##### Slider bolt:

**8 N·m (0.8 kgf·m, 5.9 ft·lb)**



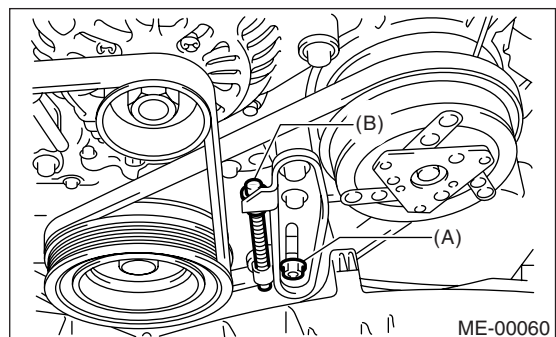
#### 2. REAR SIDE BELT

- 1) Install the belt, and tighten the slider bolt (B) so as to obtain the specified belt tension. <Ref. to ME(H4DOTC)-41, INSPECTION, V-belt.>
- 2) Tighten the lock nut (A).

#### Tightening torque:

##### Lock nut (A)

**23 N·m (2.3 kgf·m, 17.0 ft·lb)**



### C: INSPECTION

- 1) Replace the belts, if cracks, fraying or wear is found.
- 2) Check the V-belt tension and adjust it if necessary by changing generator installing position and idler pulley installing position.

# V-belt

## MECHANICAL

### Belt tension (with belt tension gauge)

(A)

**When installing new parts:**

640 — 780 N (65 — 80 kgf, 144 — 175 lbf)

**At inspection:**

490 — 640 N (50 — 65 kgf, 110 — 144 lbf)

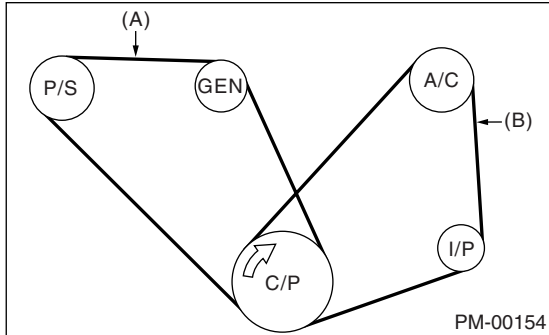
(B)

**When installing new parts:**

740 — 880 N (75 — 90 kgf, 166 — 198 lbf)

**At inspection:**

350 — 450 N (36 — 46 kgf, 79 — 101 lbf)



(A) Front side belt

(B) Rear side belt

C/P Crank pulley

GEN Generator

P/S Power steering oil pump pulley

A/C A/C compressor pulley

I/P Idler pulley

### Belt tension (without belt tension gauge)

(A)

**When installing new parts:**

7 — 9 mm (0.276 — 0.354 in)

**At inspection:**

9 — 11 mm (0.354 — 0.433 in)

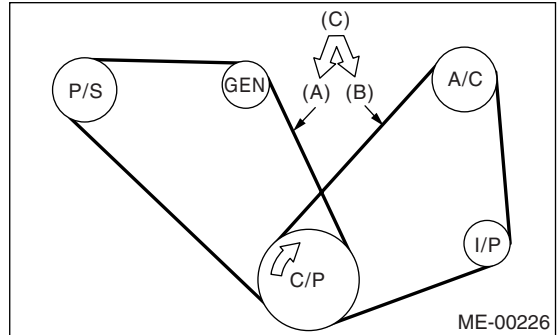
(B)

**When installing new parts:**

7.5 — 8.5 mm (0.295 — 0.335 in)

**At inspection:**

9.0 — 10.0 mm (0.354 — 0.394 in)



(A) Front side belt

(B) Rear side belt

(C) 98 N (10 kgf, 22 lbf)

C/P Crank pulley

GEN Generator

P/S Power steering oil pump pulley

A/C Air conditioning compressor pulley

I/P Idler pulley

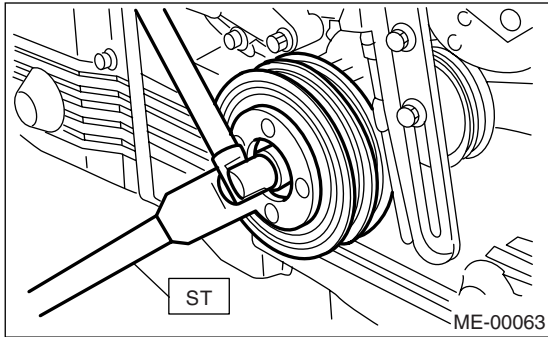
## 13.Crank Pulley

### A: REMOVAL

1) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>

2) Remove the crank pulley bolt. To lock the crankshaft, use ST.

ST 499977100 CRANK PULLEY WRENCH



3) Remove the crank pulley.

### B: INSTALLATION

1) Install the crank pulley.

2) Install the pulley bolt.

To lock the crankshaft, use ST.

ST 499977100 CRANK PULLEY WRENCH

(1) Clean the crank pulley thread using compressed air.

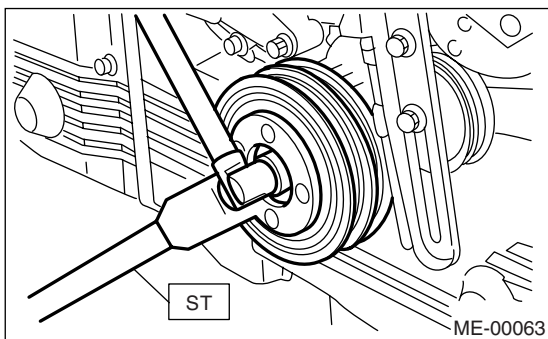
(2) Apply engine oil to the crank pulley bolt seat and thread.

(3) Tighten the bolts temporarily with tightening torque of 44 N·m (4.5 kgf·m, 33 ft-lb).

(4) Tighten the crank pulley bolts.

**Tightening torque:**

**180 N·m (18.4 kgf·m, 132.8 ft-lb)**



3) Confirm that the tightening angle of crank pulley bolt is 65 degrees or more. If the tightening angle of crank pulley bolt is less than 65 degrees, conduct the following procedures.

### CAUTION:

**If the tightening angle of crank pulley bolt is less than 65 degrees, the bolt should be damaged. In this case, the bolt must be replaced.**

(1) Replace the crank pulley bolts and clean them.

**Crank pulley bolt:**

**12369AA011**

(2) Clean the crankshaft thread using compressed air.

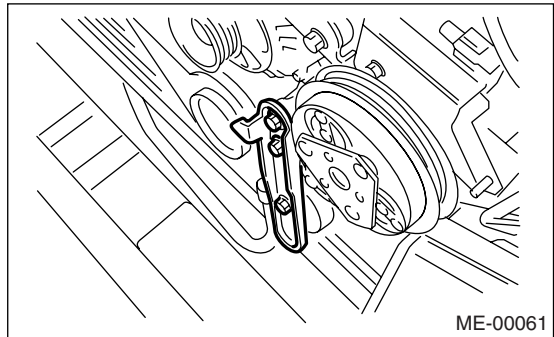
(3) Tighten the bolts temporarily with tightening torque of 44 N·m (4.5 kgf·m, 33 ft-lb).

(4) Tighten the crank pulley bolts keeping them in an angle between 65 degrees and 75 degrees.

### NOTE:

Conduct the tightening procedures by confirming the turning angle of crank pulley bolt referring to the gauge indicated on timing belt cover.

4) Install the A/C belt tensioner.



5) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

### C: INSPECTION

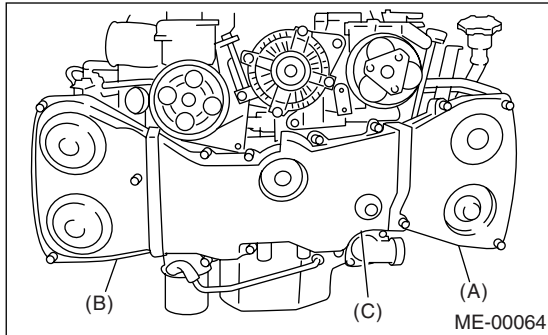
1) Make sure the V-belt is not worn or otherwise damaged.

2) Check the tension of the belt. <Ref. to ME(H4DOTC)-41, INSPECTION, V-belt.>

## 14. Timing Belt Cover

### A: REMOVAL

- 1) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4DOTC)-43, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover (LH) (A).
- 4) Remove the timing belt cover (RH) (B).
- 5) Remove the front timing belt cover (C).



### B: INSTALLATION

- 1) Install the front timing belt cover (C).

#### **Tightening torque:**

**5 N·m (0.5 kgf·m, 3.6 ft·lb)**

- 2) Install the timing belt cover (RH) (B).

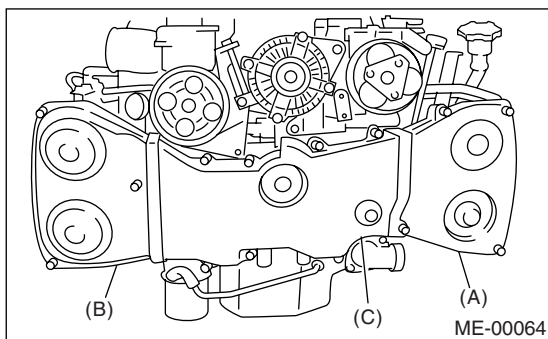
#### **Tightening torque:**

**5 N·m (0.5 kgf·m, 3.6 ft·lb)**

- 3) Install the timing belt cover (LH) (A).

#### **Tightening torque:**

**5 N·m (0.5 kgf·m, 3.6 ft·lb)**



- 4) Install the crank pulley. <Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>
- 5) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

### C: INSPECTION

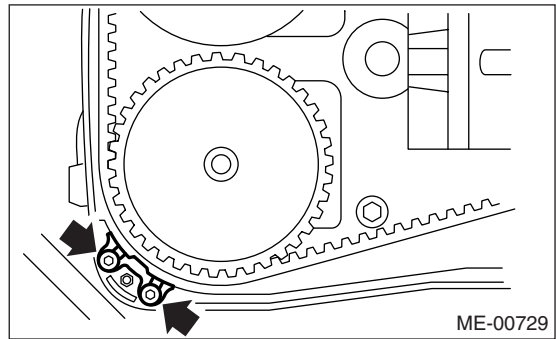
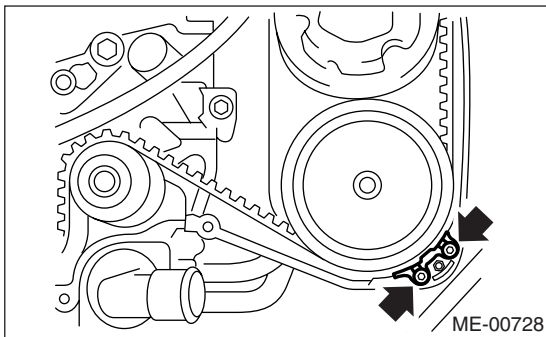
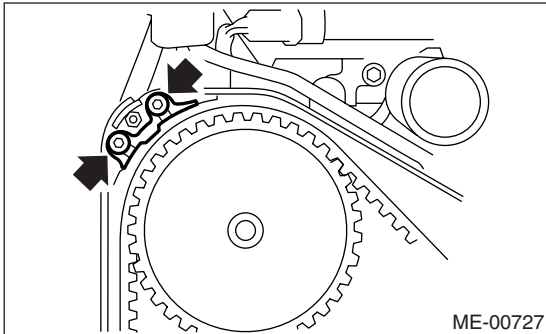
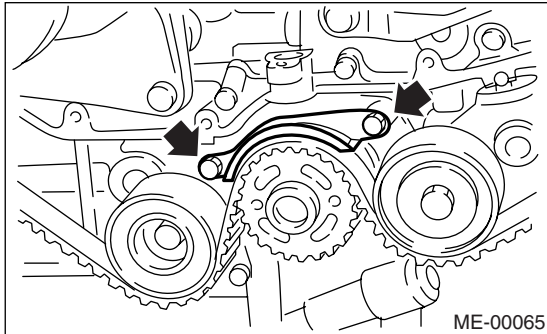
Make sure the cover is not damaged.

## 15. Timing Belt

### A: REMOVAL

#### 1. TIMING BELT

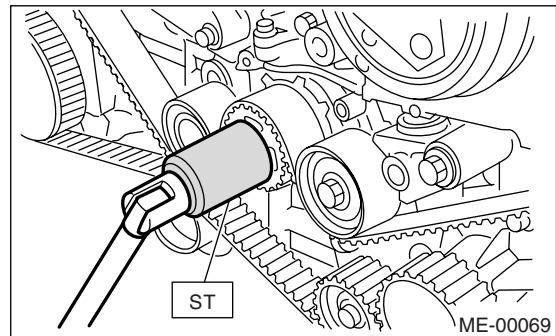
- 1) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4DOTC)-43, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4DOTC)-44, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt guides. (MT model)



5) If the alignment mark and/or arrow mark (which indicates rotation direction) on timing belt fade away, put new marks before removing the timing belt as follows:

- (1) Turn the crankshaft using ST, and align the alignment marks on crank sprocket, intake cam sprocket (LH), exhaust cam sprocket (LH), intake cam sprocket (RH) and exhaust cam sprocket (RH) with notches of timing belt cover and cylinder block.

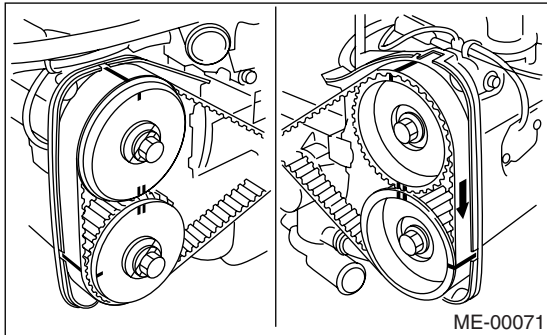
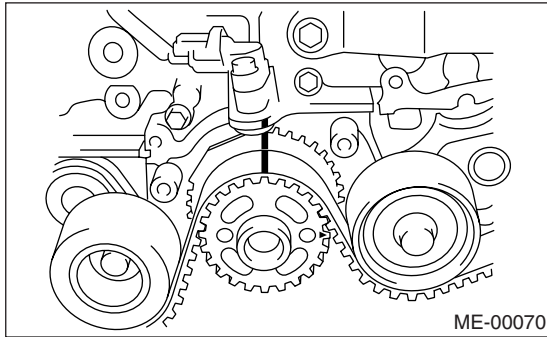
ST 499987500 CRANKSHAFT SOCKET



# Timing Belt

## MECHANICAL

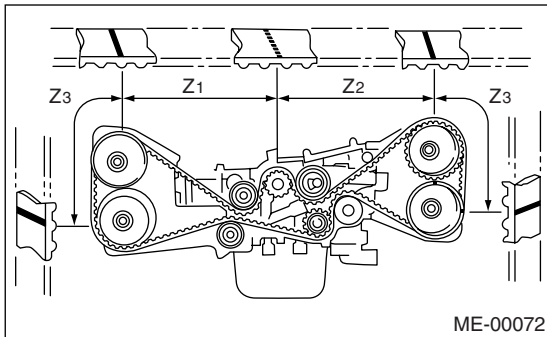
(2) Using white paint, put alignment and/or arrow marks on the timing belts in relation to the sprockets.



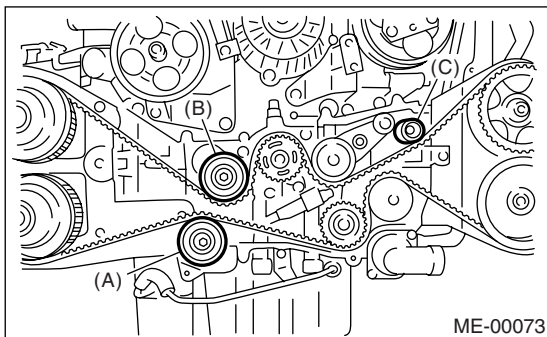
**Z<sub>1</sub>: 54.5 tooth length**

**Z<sub>2</sub>: 51 tooth length**

**Z<sub>3</sub>: 28 tooth length**



6) Remove the belt idler (A).



7) Remove the timing belt.

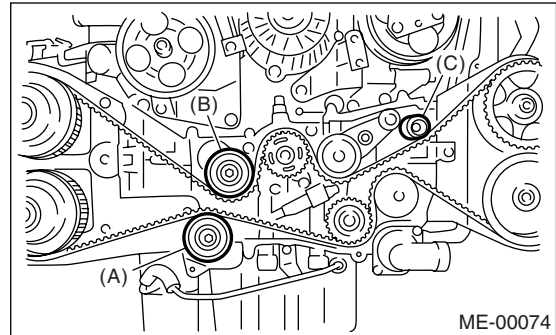
### CAUTION:

After the timing belt has been removed, never rotate the intake and exhaust, cam sprocket. If

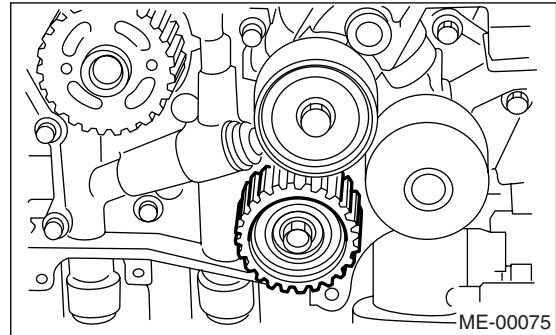
the cam sprocket is rotated, the intake and exhaust valve heads strike together and valve stems are bent.

## 2. BELT IDLER AND AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY

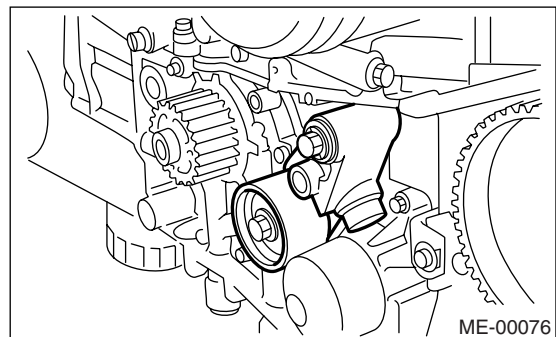
1) Remove the belt idler (B) and (C).



2) Remove the belt idler No. 2.



3) Remove the automatic belt tension adjuster assembly.



## B: INSTALLATION

### 1. AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER

1) Preparation for installation of automatic belt tension adjuster assembly:

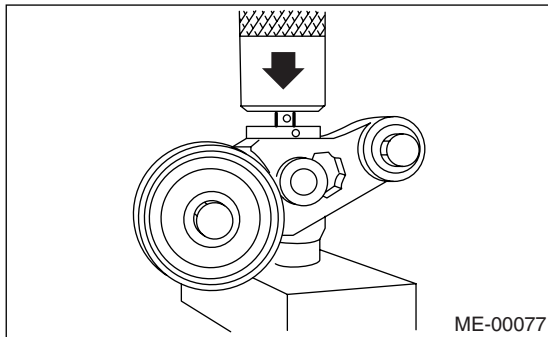
#### CAUTION:

- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.

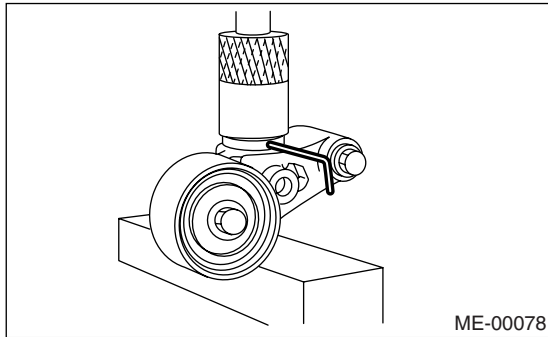
- Press-in the push adjuster rod gradually taking more than 3 minutes.
- Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lbf).
- Press the adjuster rod as far as the end surface of cylinder. Do not press the adjuster rod into the cylinder. Doing so may damage the cylinder.
- Do not release the press pressure until stopper pin is completely inserted.

(1) Attach the automatic belt tension adjuster assembly to the vertical pressing tool.

(2) Slowly move the adjuster rod down with a pressure of 294 N (30 kgf, 66 lbf) or more until the adjuster rod is aligned with the stopper pin hole in the cylinder.



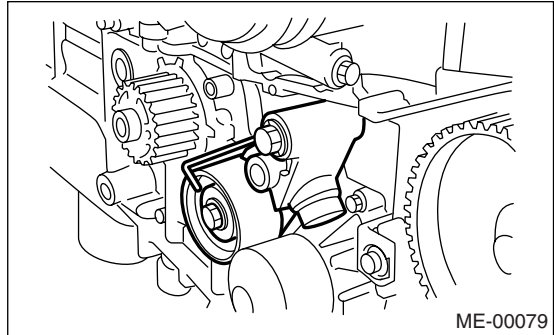
(3) With a 2 mm (0.08 in) dia. stopper pin or a 2 mm (nominal) dia. hex bar wrench inserted into the stopper pin hole in the cylinder, secure the adjuster rod.



2) Install the automatic belt tension adjuster assembly.

**Tightening torque:**

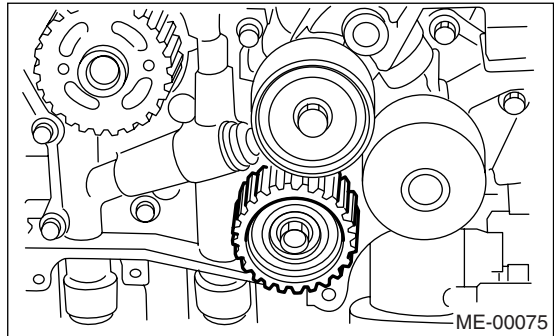
**39 N·m (4.0 kgf·m, 28.9 ft·lb)**



3) Install the belt idler No. 2.

**Tightening torque:**

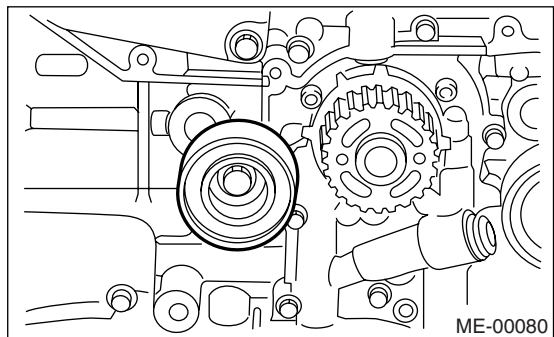
**39 N·m (4.0 kgf·m, 28.9 ft·lb)**



4) Install the belt idlers.

**Tightening torque:**

**39 N·m (4.0 kgf·m, 28.9 ft·lb)**



## 2. TIMING BELT

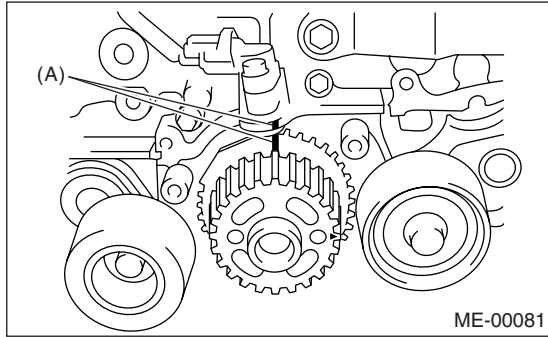
1) Preparation for installation of automatic belt tension adjuster assembly. <Ref. to ME(H4DOTC)-46, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

# Timing Belt

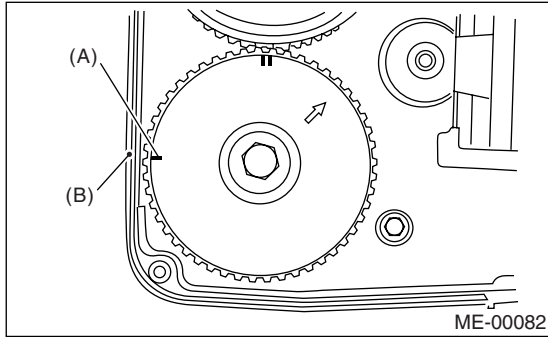
## MECHANICAL

### 2) Crankshaft and cam sprocket alignment

(1) Align mark (A) on the crank sprocket with mark on the oil pump cover at cylinder block.

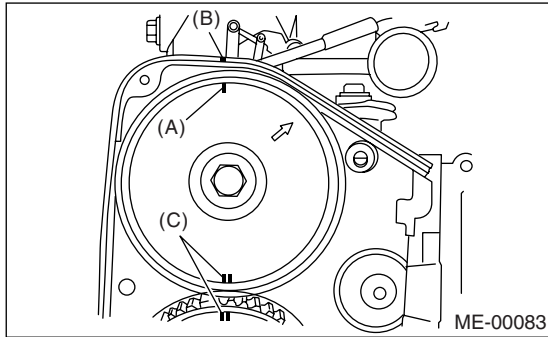


(2) Align single line mark (A) on the exhaust cam sprocket (RH) with notch (B) on timing belt cover.

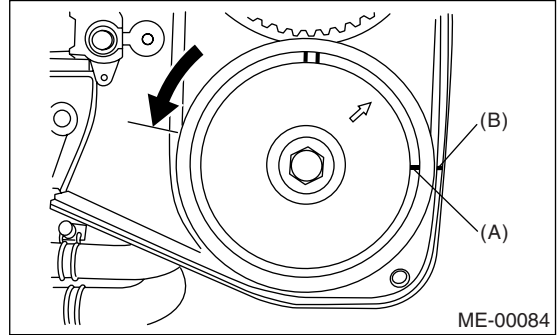


(3) Align single line mark (A) on the intake cam sprocket (RH) with notch (B) on timing belt cover.

(Make sure double lines (C) on intake camshaft and exhaust cam sprockets are aligned.)

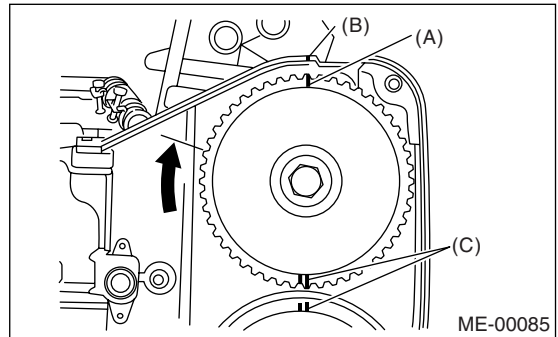


(4) Align single line mark (A) on exhaust cam sprocket (LH) with notch (B) on timing belt cover by turning the sprocket counterclockwise (as viewed from front of engine).



(5) Align the single line mark (A) on intake cam sprocket (LH) with notch (B) on timing belt cover by turning the sprocket clockwise (as viewed from front of engine).

(Ensure the double lines (C) on intake and exhaust cam sprockets are aligned.)

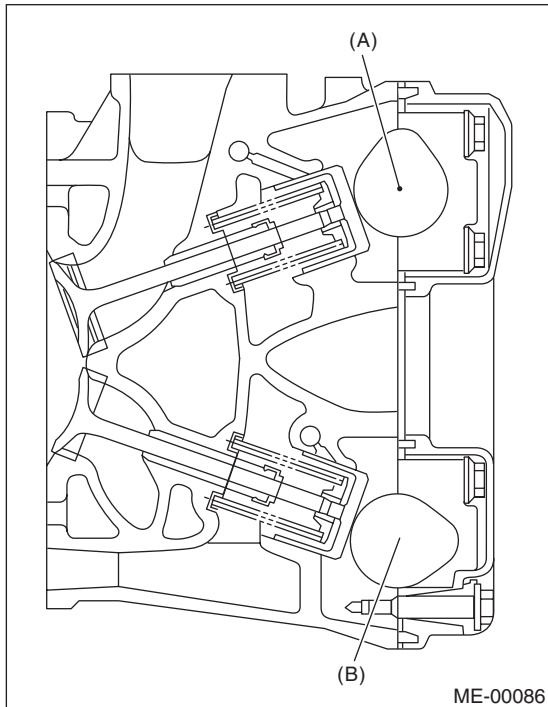


(6) Ensure the camshaft and crank sprockets are positioned properly.



**CAUTION:**

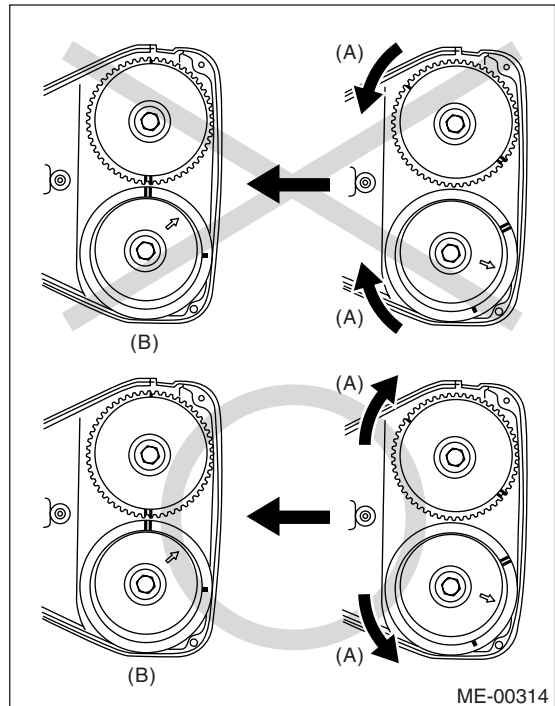
• Intake and exhaust camshafts for this DOHC engine can be independently rotated with the timing belts removed. As can be seen from the figure, if the intake and exhaust valves are lifted simultaneously, their heads will interfere with each other, resulting in bent valves.



(A) Intake camshaft  
(B) Exhaust camshaft

- When the timing belts are not installed, four camshafts are held at the “zero-lift” position, where all cams on camshafts do not push the intake and exhaust valves down. (Under this condition, all valves remain unlifted.)
- When the camshafts are rotated to install the timing belts, #2 intake and #4 exhaust cam of camshafts (LH) are held to push their corresponding valves down. (Under this condition, these valves are held lifted.) Camshafts (RH) are held so that their cams do not push valves down.
- Camshafts (LH) must be rotated from the “zero-lift” position to the position where the timing belt is to be installed at as small an angle as possible, in order to prevent mutual interference of intake and exhaust valve heads.

- Do not allow the camshafts to rotate in the direction shown by the upper illustration in the figure as this causes both intake and exhaust valves to lift simultaneously, resulting in interference with their heads.



(A) Rotating direction  
(B) Timing belt installation position

**3) Installation of timing belt**

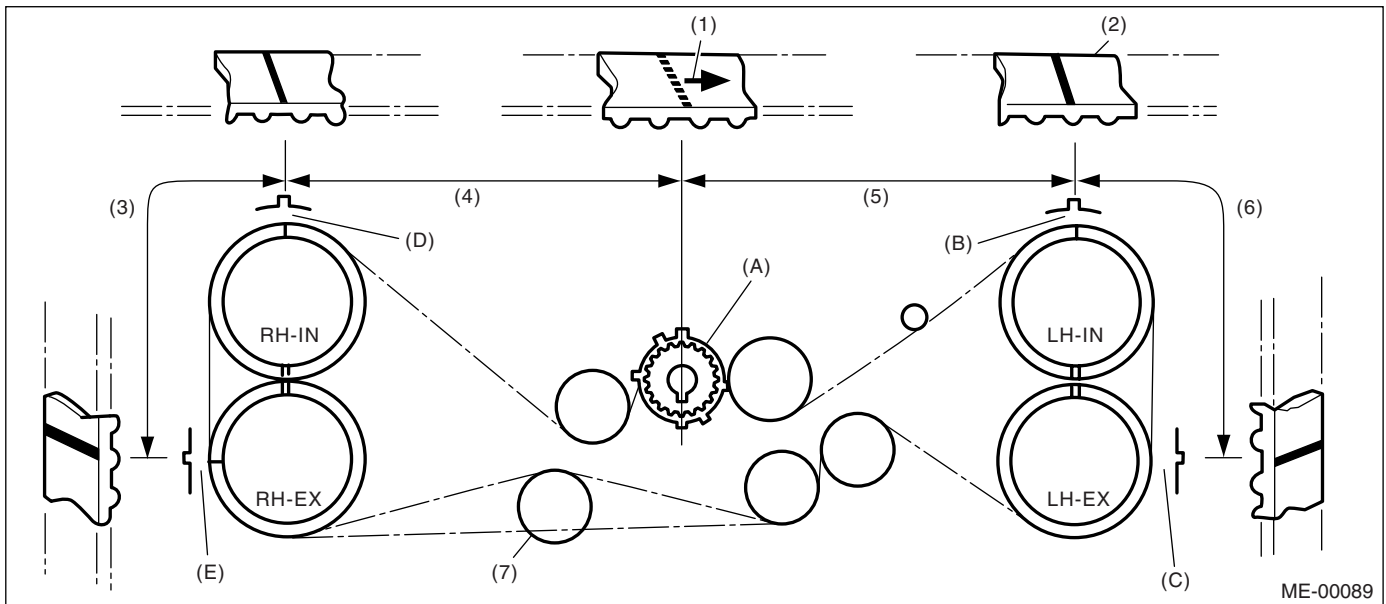
Align the alignment mark on timing belt with marks on sprockets in alphabetical order shown in the figure. While aligning marks, position the timing belt properly.

**CAUTION:**

- Disengagement of more than three timing belt teeth may result in interference between the valve and piston.
- Ensure the belt’s rotating direction is correct.

# Timing Belt

MECHANICAL



- |                     |                       |                           |
|---------------------|-----------------------|---------------------------|
| (1) Arrow mark      | (4) 54.5 tooth length | (7) Install it in the end |
| (2) Timing belt     | (5) 51 tooth length   |                           |
| (3) 28 tooth length | (6) 28 tooth length   |                           |

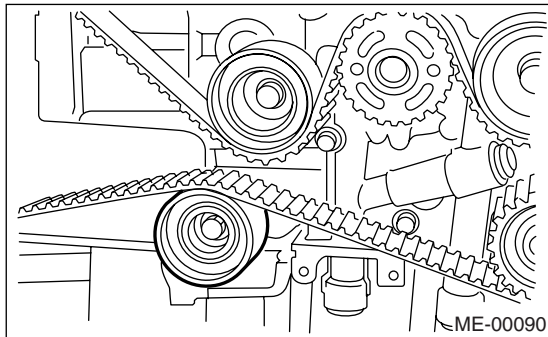
4) Install the belt idler.

### **Tightening torque:**

**39 N·m (4.0 kgf·m, 28.9 ft·lb)**

### **NOTE:**

Make sure that the marks on the timing belt and sprockets are aligned.



5) After ensuring that the marks on the timing belt and sprockets are aligned, remove the stopper pin from tensioner adjuster.

6) Install the timing belt guide. (MT model)

### **CAUTION:**

- Before installing the bolts, clean the threaded portion of timing belt cover.
- Apply liquid gasket to the threaded portion of bolts. (Cam sprocket side only)

### **Liquid gasket:**

**THREE BOND 1324 (Part No. 004403042) or equivalent**

- (1) Temporarily tighten the bolts.

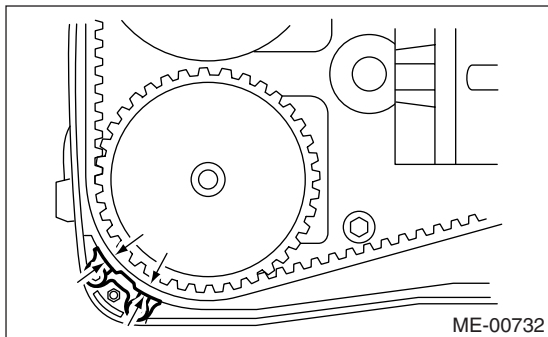
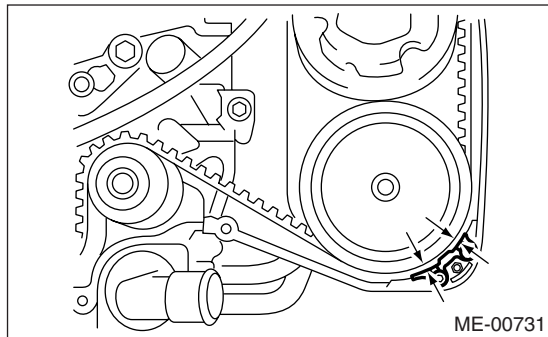
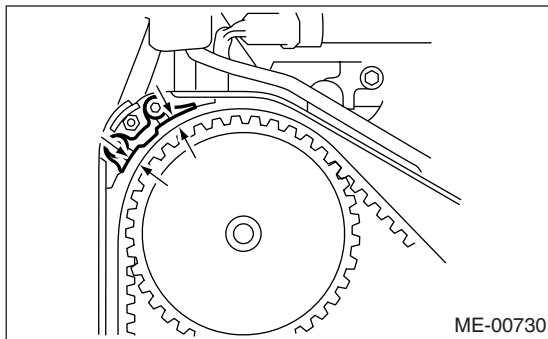
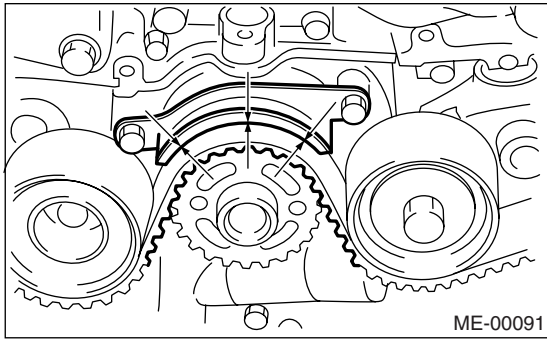
# Timing Belt

MECHANICAL

(2) Check and adjust the clearance between timing belt and timing belt guide.

**Clearance:**

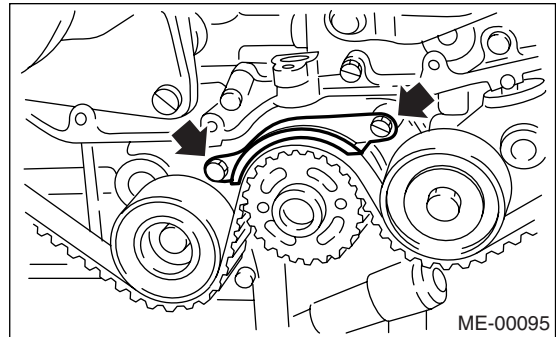
**$1.0 \pm 0.5$  mm ( $0.039 \pm 0.020$  in)**



(3) Tighten the bolts.

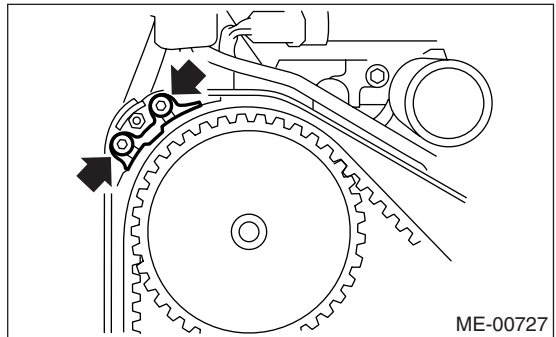
**Tightening torque:**

**$9.75$  N·m ( $1.0$  kgf·m,  $7.2$  ft·lb)**



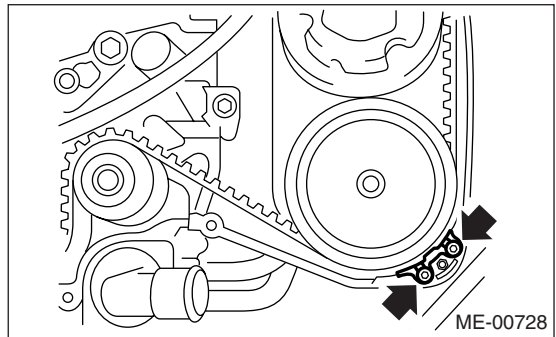
**Tightening torque:**

**$6.4$  N·m ( $0.65$  kgf·m,  $4.7$  ft·lb)**



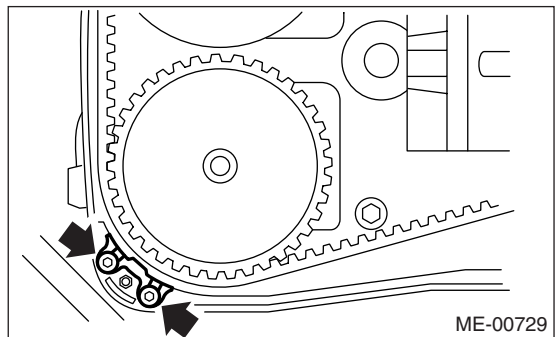
**Tightening torque:**

**$6.4$  N·m ( $0.65$  kgf·m,  $4.7$  ft·lb)**



**Tightening torque:**

**$6.4$  N·m ( $0.65$  kgf·m,  $4.7$  ft·lb)**



# Timing Belt

MECHANICAL

7) Install the timing belt cover.

<Ref. to ME(H4DOTC)-44, INSTALLATION, Timing Belt Cover.>

8) Install the crank pulley.

<Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>

9) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

## C: INSPECTION

### 1. TIMING BELT

1) Check the timing belt teeth for breaks, cracks, and wear. If any fault is found, replace the belt.

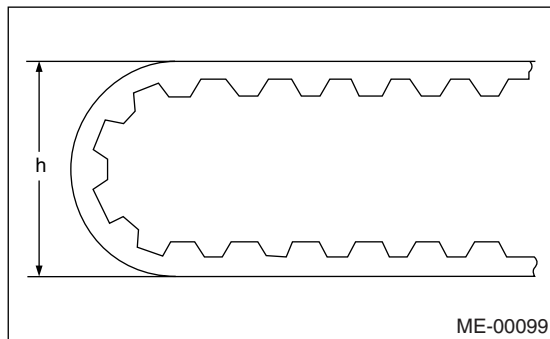
2) Check the condition of back side of timing belt; if any crack is found, replace the timing belt.

#### CAUTION:

- Be careful not to let oil, grease or coolant contact the timing belt. Remove quickly and thoroughly if this happens.
- Do not bend the timing belt sharply.

**Bending diameter h:**

**60 mm (2.36 in) or more**



### 2. AUTOMATIC BELT TENSION ADJUST-ER

1) Visually check the oil seals for leaks, and rod ends for abnormal wear or scratches. If necessary, replace the automatic belt tension adjuster assembly.

#### NOTE:

Slight traces of oil at rod's oil seal does not indicate a problem.

2) Check that the adjuster rod does not move when a pressure of 294 N (30 kgf, 66 lbf) is applied to it. This is to check adjuster rod stiffness.

3) If the adjuster rod is not stiff and moves freely when applying 294 N (30 kgf, 66 lbf), check it using the following procedures:

(1) Slowly press the adjuster rod down to the end surface of the cylinder. Repeat this motion 2 or 3 times.

(2) With the adjuster rod moved all the way up, apply a pressure of 294 N (30 kgf, 66 lbf) to it. Check the adjuster rod stiffness.

(3) If the adjuster rod is not stiff and moves down, replace the automatic belt tension adjuster assembly with a new one.

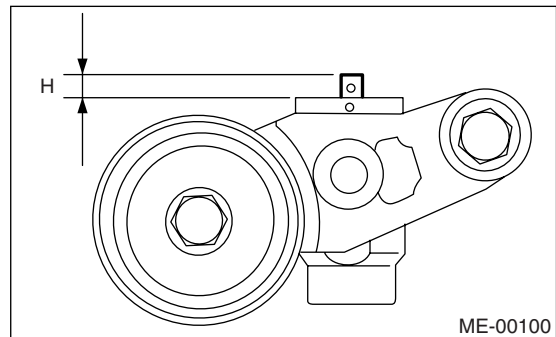
#### CAUTION:

- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.
- Press-in the push adjuster rod gradually taking more than 3 minutes.
- Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lbf).
- Press the adjuster rod as far as the end surface of the cylinder. Do not press the adjuster rod into the cylinder. Doing so may damage the cylinder.

4) Measure the extension of rod beyond the body. If it is not within specifications, replace with a new one.

**Rod extension H:**

**5.7±0.5 mm (0.224±0.020 in)**



### 3. BELT TENSION PULLEY

1) Check the mating surfaces of timing belt and contact point of adjuster rod for abnormal wear or scratches. Replace the belt tension pulley if faulty.

2) Check the belt tension pulley for smooth rotation. Replace if noise or excessive play is noted.

3) Check the belt tension pulley for grease leakage.

### 4. BELT IDLER

1) Check the belt idler for smooth rotation. Replace if noise or excessive play is noted.

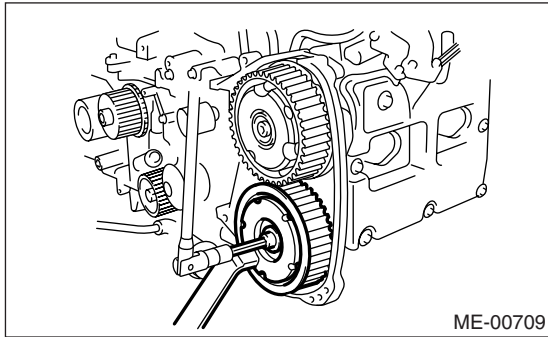
2) Check the outer contacting surfaces of idler pulley for abnormal wear and scratches.

3) Check the belt idler for grease leakage.

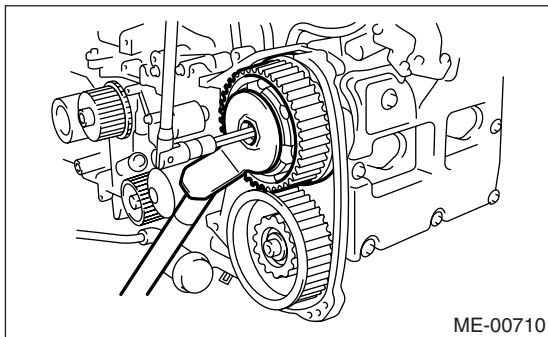
## 16. Cam Sprocket

### A: REMOVAL

- 1) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>
  - 2) Remove the crank pulley. <Ref. to ME(H4DOTC)-43, REMOVAL, Crank Pulley.>
  - 3) Remove the timing belt cover. <Ref. to ME(H4DOTC)-44, REMOVAL, Timing Belt Cover.>
  - 4) Remove the timing belt. <Ref. to ME(H4DOTC)-45, REMOVAL, Timing Belt.>
  - 5) Remove the cam sprockets. To lock the camshaft, use ST.
- ST 499207400 CAM SPROCKET WRENCH



ST 499977500 CAM SPROCKET WRENCH



### B: INSTALLATION

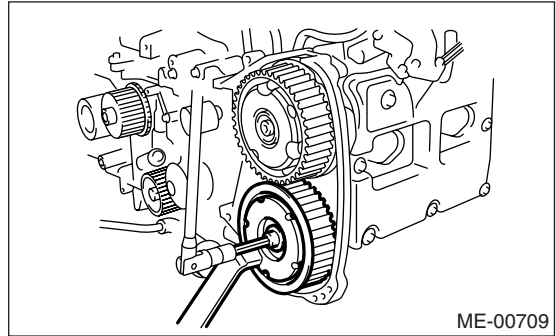
- 1) Install the cam sprocket. To lock the camshaft, use ST.
- ST 499207400 CAM SPROCKET WRENCH

#### **Tightening torque:**

**Tighten to 30 N·m (3.1 kgf-m, 22.1 ft-lb), then further tighten by 45°.**

#### NOTE:

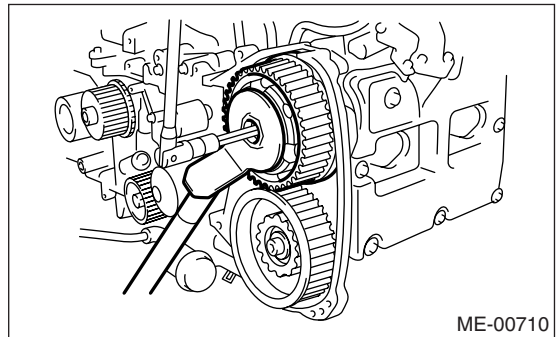
Do not confuse the cam sprockets (RH) and (LH) intake side during installation.



ST 499977500 CAM SPROCKET WRENCH

#### **Tightening torque:**

**Tighten to 30 N·m (3.1 kgf-m, 22.1 ft-lb), then further tighten by 45°.**



- 2) Install the timing belt. <Ref. to ME(H4DOTC)-46, INSTALLATION, Timing Belt.>
- 3) Install the timing belt cover. <Ref. to ME(H4DOTC)-44, INSTALLATION, Timing Belt Cover.>
- 4) Install the crank pulley. <Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>
- 5) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

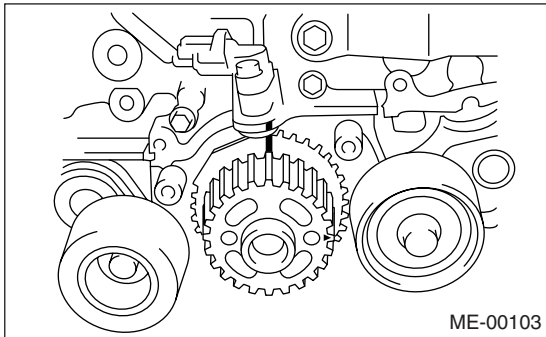
### C: INSPECTION

- 1) Check the cam sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between cam sprocket and key.

## 17. Crank Sprocket

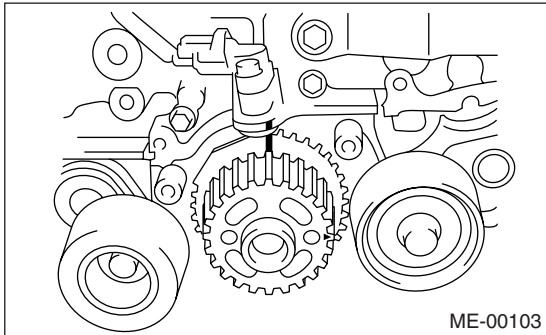
### A: REMOVAL

- 1) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4DOTC)-43, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4DOTC)-44, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4DOTC)-45, REMOVAL, Timing Belt.>
- 5) Remove the crank sprocket.



### B: INSTALLATION

- 1) Install the crank sprocket.



- 2) Install the timing belt. <Ref. to ME(H4DOTC)-46, INSTALLATION, Timing Belt.>
- 3) Install the timing belt cover. <Ref. to ME(H4DOTC)-44, INSTALLATION, Timing Belt Cover.>
- 4) Install the crank pulley. <Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>
- 5) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

### C: INSPECTION

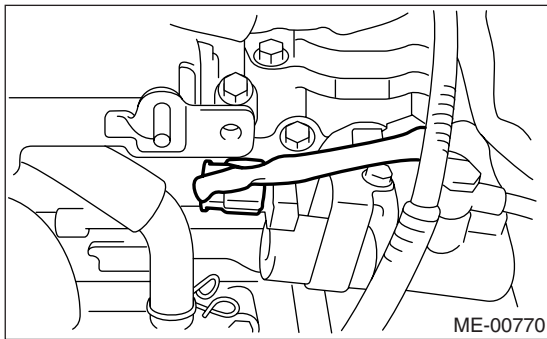
- 1) Check the crank sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between crank sprocket and key.

- 3) Check the crank sprocket notch used for sensor for damage and contamination of foreign matter.

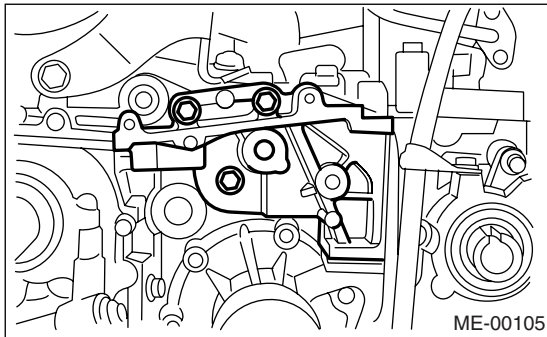
## 18. Camshaft

### A: REMOVAL

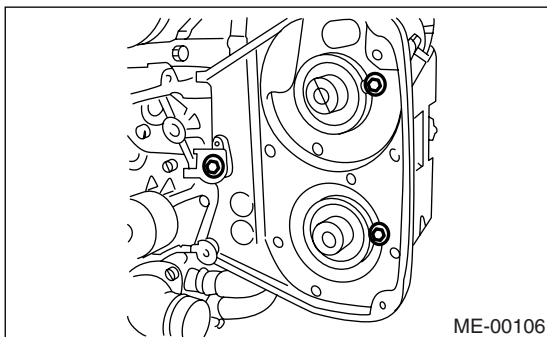
- 1) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4DOTC)-43, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4DOTC)-44, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4DOTC)-45, REMOVAL, Timing Belt.>
- 5) Remove the cam sprocket. <Ref. to ME(H4DOTC)-53, REMOVAL, Cam Sprocket.>
- 6) Disconnect the oil flow control solenoid valve assembly connector.



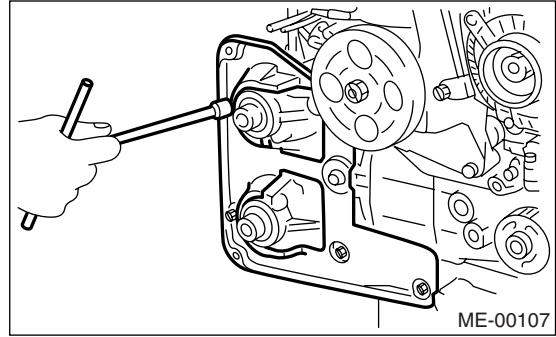
- 7) Remove the tensioner bracket.



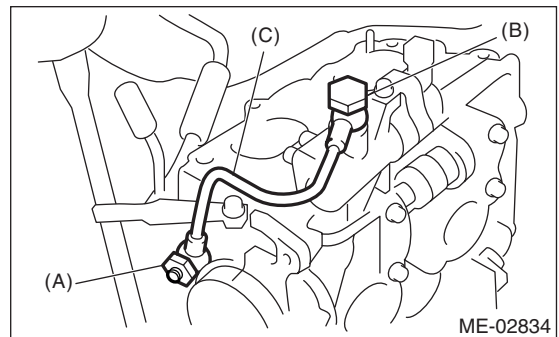
- 8) Remove the timing belt cover No. 2 (LH).



- 9) Remove the timing belt cover No. 2 (RH).

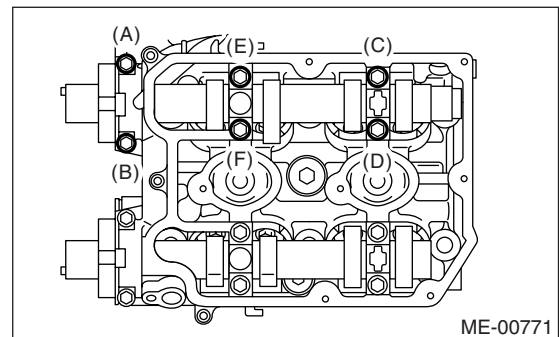


- 10) Remove the spark plug cord.
- 11) Remove the oil level gauge guide. (LH side)
- 12) Remove the rocker cover and gasket.
- 13) Remove the oil pipe.



- (A) Union screw with filter (with protrusion)
- (B) Union screw without filter (without protrusion)
- (C) Oil pipe

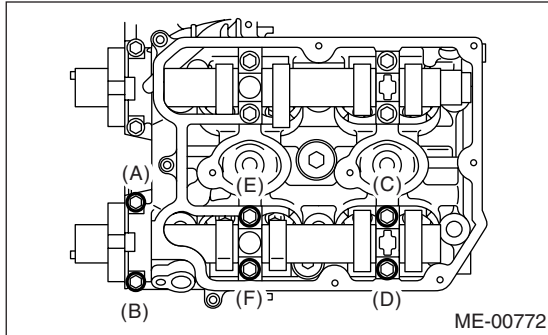
- 14) Loosen the oil flow control solenoid valve assembly and intake camshaft cap bolts equally, a little at a time in alphabetical sequence shown in the figure.



# Camshaft

## MECHANICAL

15) Loosen the exhaust camshaft cap bolts equally, a little at a time in alphabetical sequence shown in the figure.



16) Remove the oil flow control solenoid valve assembly, intake camshaft cap, and camshaft.  
17) Remove the exhaust camshaft cap and camshaft.

### NOTE:

Arrange the camshaft caps in order so that they can be installed in their original positions.

18) Similarly, remove the camshafts (RH) and related parts.

## B: INSTALLATION

### 1) Camshaft installation

Apply engine oil to the cylinder head at camshaft bearing installing location before installing the camshaft. Install the camshaft so that each valve is close to or in contact with “base circle” of cam lobe.

### NOTE:

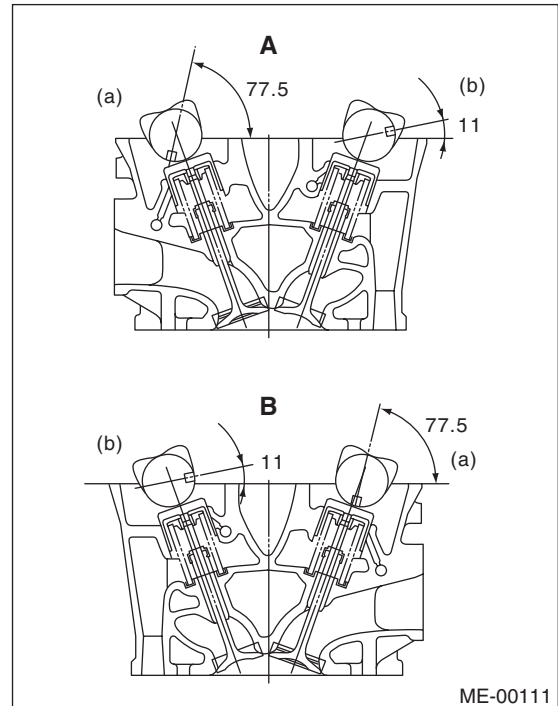
- When the camshafts are positioned as shown in the figure, camshaft (LH) needs to be rotated at a minimum to align with the timing belt during installation.
- Camshaft (RH) need not be rotated when set at the position shown in the figure.

Intake camshaft (LH):

Rotate 80° clockwise.

Exhaust camshaft (LH):

Rotate 45° counterclockwise.



A Cylinder head (LH)

B Cylinder head (RH)

(a) Intake camshaft

(b) Exhaust camshaft

2) Camshaft cap and oil flow control solenoid valve assembly installation

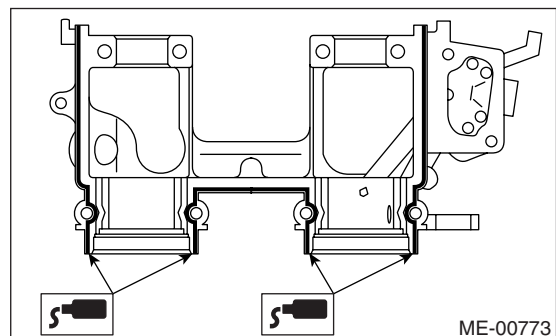
(1) Apply small amount of liquid gasket to the cap mating surface.

### NOTE:

Do not apply liquid gasket excessively. Otherwise, the excessive liquid gasket may come out and flow toward oil seal, resulting in oil leaks.

### Liquid gasket:

**THREE BOND 1215 (Part No. 004403007) or equivalent**





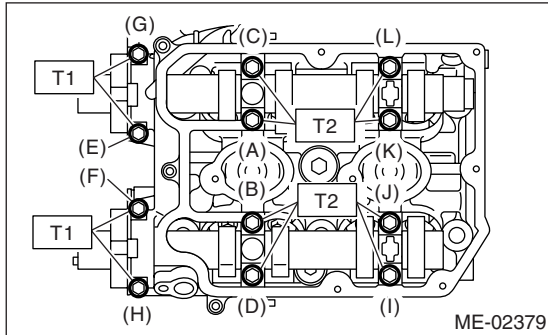
(2) Apply engine oil to the cap bearing surface, and install the cap on camshaft as shown by identification mark.

(3) Gradually tighten the camshaft cap and oil control valve assembly in at least two stages in alphabetical sequence shown in the figure, and then tighten to specified torque.

**Tightening torque:**

**T1: 9.75 N·m (1.0 kgf·m, 7.2 ft·lb)**

**T2: 20 N·m (2.0 kgf·m, 14.8 ft·lb)**



(4) After tightening the camshaft cap, ensure the camshaft rotates only slightly while holding it at “base” circle.

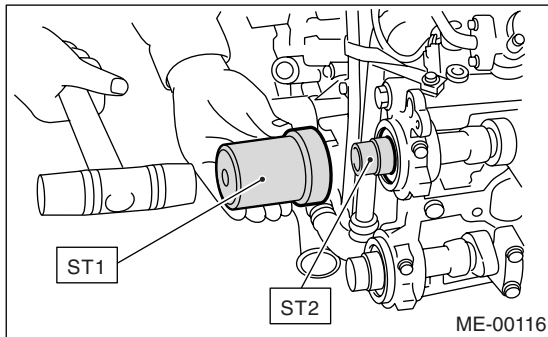
3) Apply engine oil to the outer perimeter and lips of oil seal, and install the oil seal on camshaft using ST1 and ST2.

**NOTE:**

Use a new oil seal.

ST1 499587600 OIL SEAL GUIDE

ST2 499597200 OIL SEAL GUIDE



**4) Rocker cover installation**

(1) Install the gasket on rocker cover. Install the peripheral gasket and ignition coil gasket.

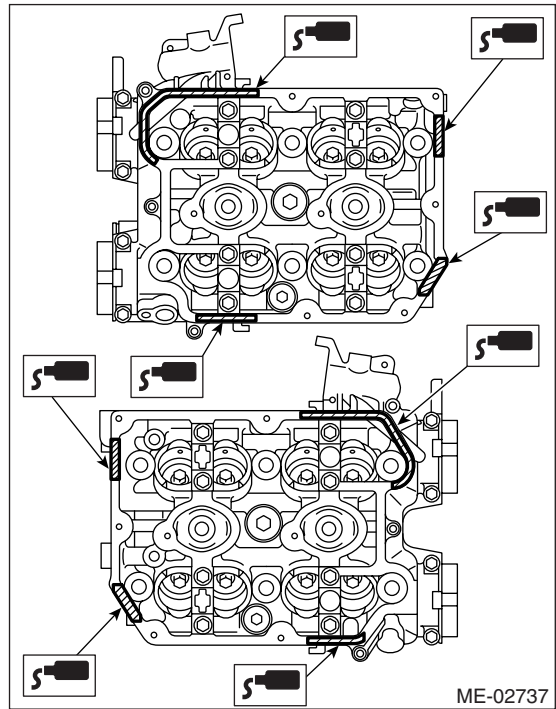
(2) Apply liquid gasket to the designated point of cylinder head.

**NOTE:**

Apply liquid gasket to the half moon plug portion with sticking out more than 5 mm (0.2 in).

**Liquid gasket:**

**THREE BOND 1215 (Part No. 004403007) or equivalent**



(3) Install the rocker cover on cylinder head. Ensure the gasket is properly positioned during installation.

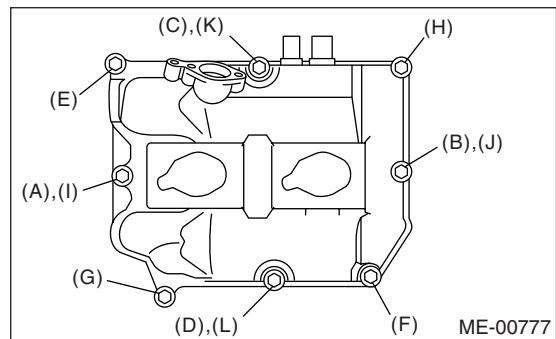
**CAUTION:**

**Use a new rocker cover gasket.**

(4) Tighten the rocker cover tightening bolts in alphabetical sequence shown in the figure, and then tighten to specified torque.

**Tightening torque:**

**6.4 N·m (0.65 kgf·m, 4.7 ft·lb)**



5) Install the oil pipe.

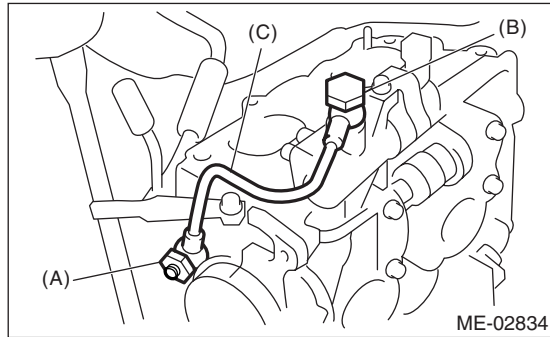
**NOTE:**

Installing location of the union screw varies depending on with or without filter. Be careful of this.

# Camshaft

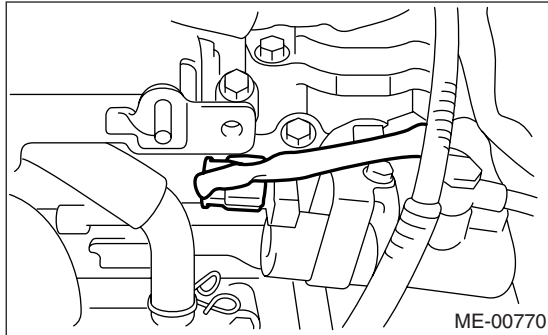
MECHANICAL

**Tightening torque:**  
**29 N·m (3.0 kgf·m, 21.4 ft·lb)**



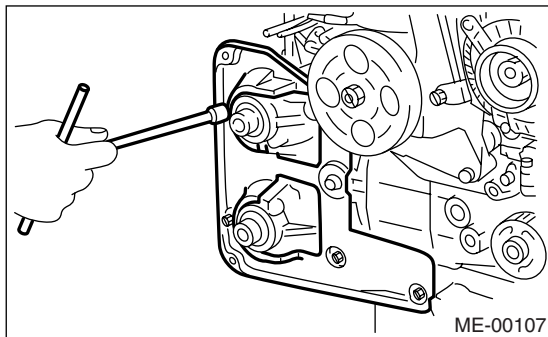
- (A) Union screw with filter (with protrusion)
- (B) Union screw without filter (without protrusion)
- (C) Oil pipe

6) Connect the oil flow control solenoid valve connector.



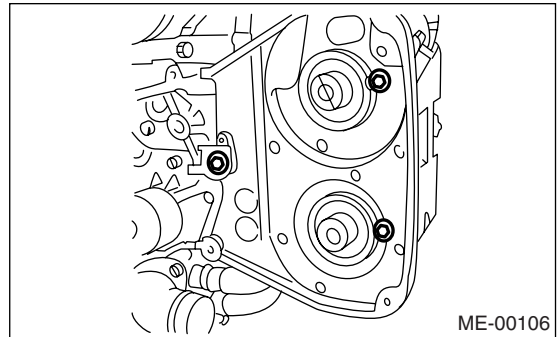
- 7) Similarly, install the parts on RH side.
- 8) Install the timing belt cover No. 2 (RH).

**Tightening torque:**  
**5 N·m (0.5 kgf·m, 3.6 ft·lb)**



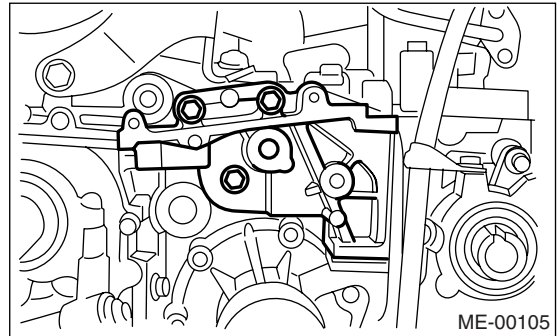
9) Install the timing belt cover No. 2 (LH).

**Tightening torque:**  
**5 N·m (0.5 kgf·m, 3.6 ft·lb)**



10) Install the tensioner bracket.

**Tightening torque:**  
**24.5 N·m (2.5 kgf·m, 18.1 ft·lb)**



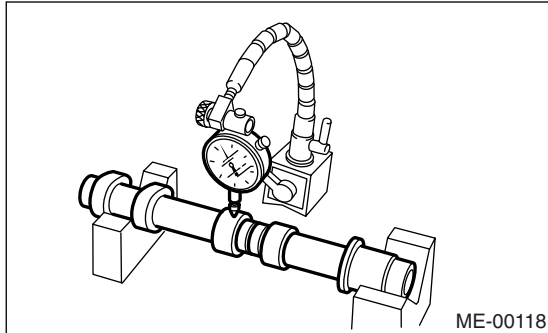
- 11) Install the cam sprocket.  
<Ref. to ME(H4DOTC)-53, INSTALLATION, Cam Sprocket.>
- 12) Install the timing belt. <Ref. to ME(H4DOTC)-46, INSTALLATION, Timing Belt.>
- 13) Install the timing belt cover.  
<Ref. to ME(H4DOTC)-44, INSTALLATION, Timing Belt Cover.>
- 14) Install the crank pulley.  
<Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>
- 15) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

## C: INSPECTION

1) Measure the bend, and repair or replace if necessary.

**Limit:**

**0.020 mm (0.0008 in)**



2) Check the journal for damage and wear. Replace if faulty.

3) Measure the outside diameter of camshaft journal. If the journal diameter is not within standard, check the oil clearance.

|                     | Camshaft journal                     |                                      |
|---------------------|--------------------------------------|--------------------------------------|
|                     | Front                                | Center, rear                         |
| Standard<br>mm (in) | 37.946 — 37.963<br>(1.4939 — 1.4946) | 29.946 — 29.963<br>(1.1790 — 1.1796) |

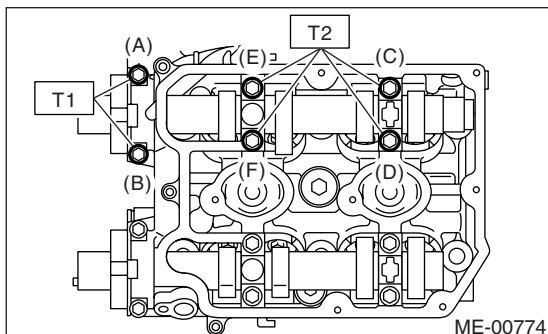
4) Measurement of the camshaft journal oil clearance

- (1) Clean the bearing caps and camshaft journals.
- (2) Place the camshafts on cylinder head. (Without installing the valve rocker.)
- (3) Place a plastigauge across each of the camshaft journals.
- (4) Gradually tighten the cap in at least two stages in alphabetical sequence shown in the figure, and then tighten to specified torque. Do not turn the camshaft.

**Tightening torque:**

**T1: 9.75 N·m (1.0 kgf·m, 7.2 ft·lb)**

**T2: 20 N·m (2.0 kgf·m, 14.8 ft·lb)**



(5) Remove the bearing caps.

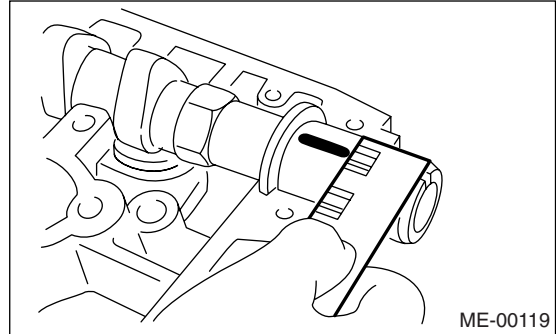
(6) Measure the widest point of the plastigauge on each journal. If the oil clearance exceeds the limit, replace the camshaft. If necessary, replace the camshaft caps and cylinder head as a set.

**Standard:**

**0.037 — 0.072 mm (0.0015 — 0.0028 in)**

**Limit:**

**0.10 mm (0.0039 in)**



- (7) Completely remove the plastigauge.
- 5) Check the cam face condition, and remove the minor faults by grinding with oil stone. Measure the cam height H. If it exceeds the limit or offset wear occurs, replace the camshaft.

**Cam height H:**

**Standard**

**Intake**

**46.55 — 46.65 mm (1.833 — 1.837 in)**

**Exhaust**

**46.75 — 46.85 mm (1.841 — 1.844 in)**

**Limit**

**Intake**

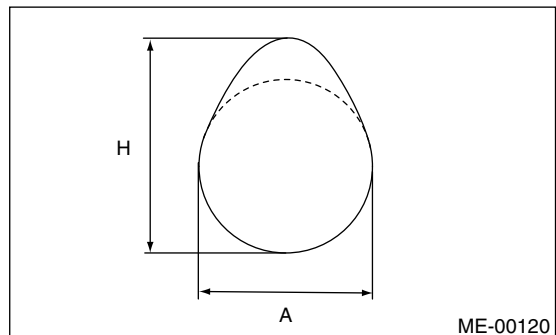
**46.45 mm (1.829 in)**

**Exhaust**

**46.65 mm (1.837 in)**

**Cam base circle diameter A:**

**37.0 mm (1.457 in)**



6) Measure the thrust clearance of camshaft with dial gauge. If the thrust clearance exceeds the limit or offset wear occurs, replace the caps and cylinder head as a set. If necessary, replace the camshaft.

# Camshaft

MECHANICAL

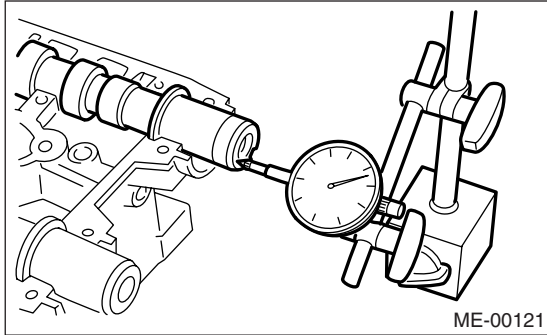
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**Standard:**

***0.068 — 0.116 mm (0.0027 — 0.0046 in)***

**Limit:**

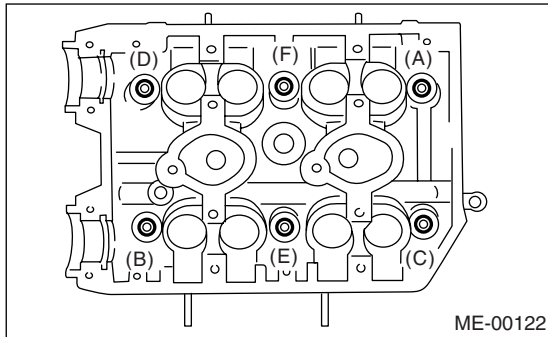
***0.14 mm (0.0055 in)***



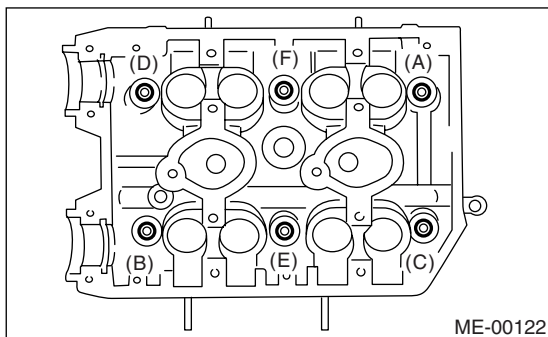
## 19. Cylinder Head

### A: REMOVAL

- 1) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4DOTC)-43, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4DOTC)-44, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4DOTC)-45, REMOVAL, Timing Belt.>
- 5) Remove the cam sprockets. <Ref. to ME(H4DOTC)-53, REMOVAL, Cam Sprocket.>
- 6) Remove the intake manifold. <Ref. to FU(H4DOTC)-14, REMOVAL, Intake Manifold.>
- 7) Remove the bolt which installs the A/C compressor bracket on cylinder head.
- 8) Remove the camshaft. <Ref. to ME(H4DOTC)-55, REMOVAL, Camshaft.>
- 9) Remove the cylinder head bolts in alphabetical sequence shown in the figure.  
Leave bolts (A) and (D) engaged by three or four threads to prevent the cylinder head from falling.



- 10) While tapping the cylinder head with a plastic hammer, separate it from cylinder block. Remove the bolts (A) and (D) to remove cylinder head.



- 11) Remove the cylinder head gasket.

### CAUTION:

Be careful not to scratch the mating surface of cylinder head and cylinder block.

- 12) Similarly, remove the cylinder head (RH).

### B: INSTALLATION

- 1) Install the cylinder head and gaskets on cylinder block.

### CAUTION:

- Use new cylinder head gaskets.
- Be careful not to scratch the mating surface of cylinder head and cylinder block.

- 2) Tighten the cylinder head bolts.
  - (1) Apply a coat of engine oil to the washers and bolt threads.
  - (2) Tighten all bolts to 29 N·m (3.0 kgf·m, 22 ft·lb) in alphabetical sequence.
  - (3) Tighten all bolts to 69 N·m (7.0 kgf·m, 51 ft·lb) in alphabetical sequence again.
  - (4) Back off all bolts by 180° first; back them off by 180° again in reverse order of installation.
  - (5) Tighten all bolts to 49 N·m (5.0 kgf·m, 36 ft·lb) in alphabetical sequence.
  - (6) Tighten all bolts 80 to 90° in alphabetical sequence.
  - (7) Tighten all bolts by 40 to 45° in alphabetical sequence again.

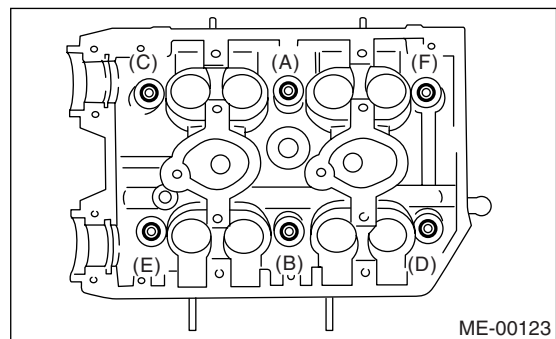
### CAUTION:

Do not tighten the bolts by more than 45°.

- (8) Further tighten all bolts (A) and (B) by 40 to 45°.

### CAUTION:

Ensure that the total “re-tightening angle” in the previous two steps do not exceed 90°.



- 3) Install the camshaft. <Ref. to ME(H4DOTC)-56, INSTALLATION, Camshaft.>
- 4) Install the A/C compressor bracket on cylinder head.
- 5) Install the intake manifold. <Ref. to FU(H4DOTC)-17, INSTALLATION, Intake Manifold.>

# Cylinder Head

## MECHANICAL

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- 6) Install the cam sprocket.  
<Ref. to ME(H4DOTC)-53, INSTALLATION, Cam Sprocket.>
- 7) Install the timing belt.  
<Ref. to ME(H4DOTC)-46, INSTALLATION, Timing Belt.>
- 8) Install the timing belt cover.  
<Ref. to ME(H4DOTC)-44, INSTALLATION, Timing Belt Cover.>
- 9) Install the crank pulley.  
<Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>
- 10) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

### C: DISASSEMBLY

- 1) Remove the valve lifters.
- 2) Compress the valve spring and remove the valve spring retainer key. Remove each valve and valve spring.

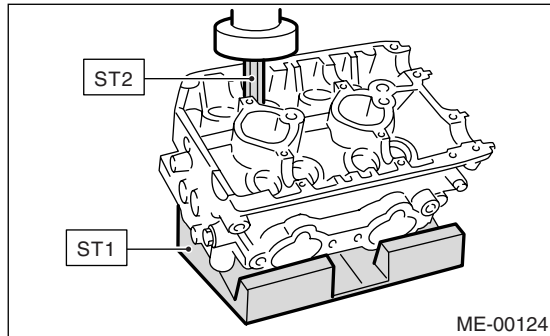
ST1 498267600 CYLINDER HEAD TABLE  
ST2 499718000 VALVE SPRING REMOVER

#### NOTE:

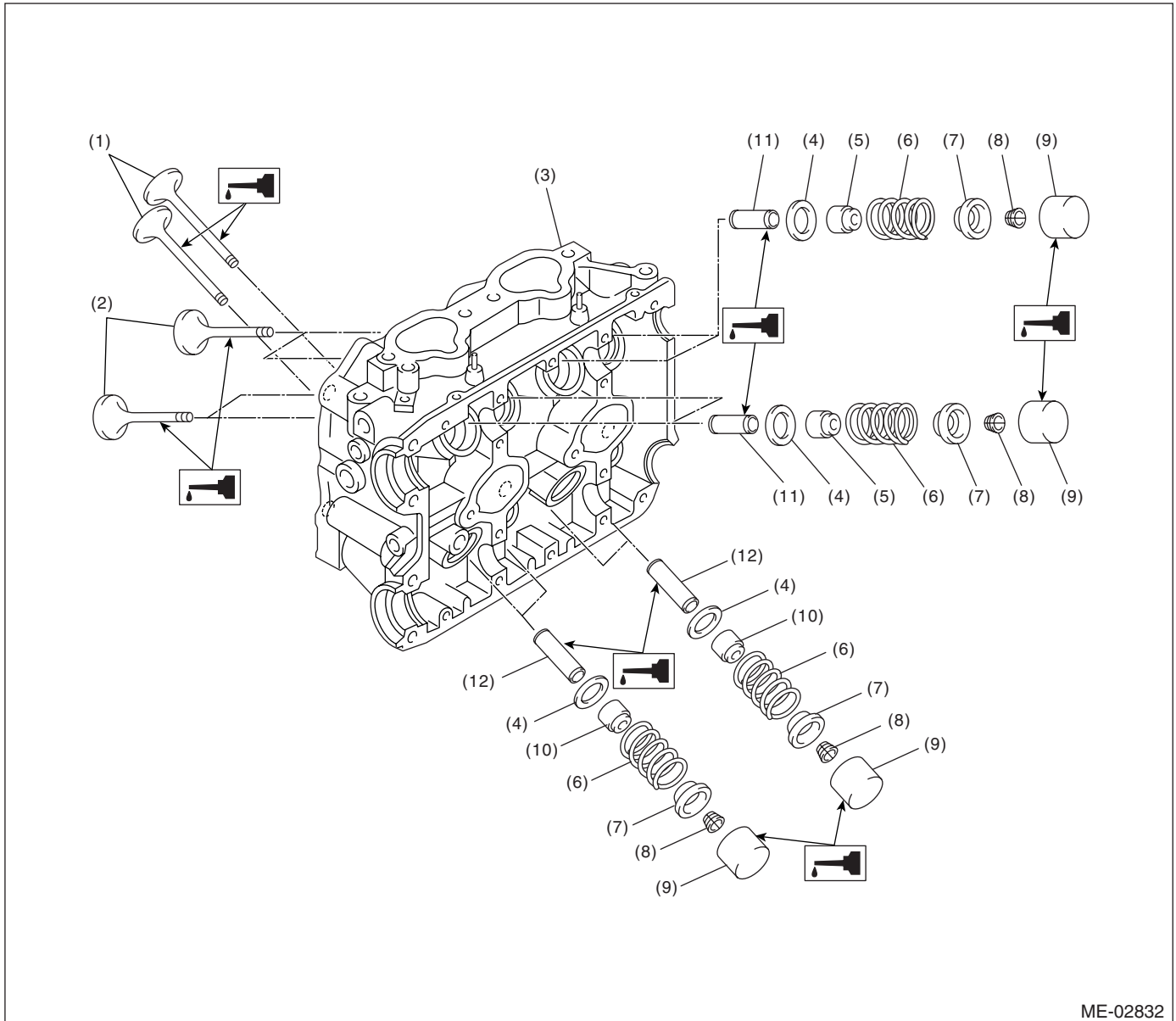
Keep the removed parts in order for re-installing in their original positions.

#### CAUTION:

- Mark each valve to prevent confusion.
- Use extreme care not to damage the lips of the intake valve oil seals and exhaust valve oil seals.



## D: ASSEMBLY



ME-02832

- |                       |                           |                             |
|-----------------------|---------------------------|-----------------------------|
| (1) Exhaust valve     | (5) Intake valve oil seal | (9) Valve lifter            |
| (2) Intake valve      | (6) Valve spring          | (10) Exhaust valve oil seal |
| (3) Cylinder head     | (7) Retainer              | (11) Intake valve guide     |
| (4) Valve spring seat | (8) Retainer key          | (12) Exhaust valve guide    |

### 1) Installation of valve spring and valve:

- (1) Coat the stem of each valve with engine oil and insert the valve into valve guide.

#### NOTE:

When inserting the valve into valve guide, use special care not to damage the oil seal lip.

- (2) Set the cylinder head on ST1.  
 (3) Install the valve spring and retainer using ST2.

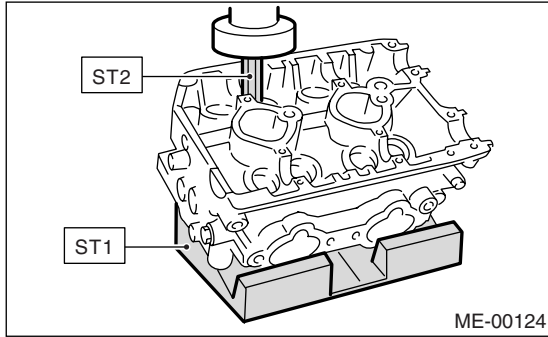
ST1 498267600 CYLINDER HEAD TABLE  
 ST2 499718000 VALVE SPRING REMOVER

# Cylinder Head

## MECHANICAL

### NOTE:

Be sure to install the valve springs with their close-coiled end facing the seat on cylinder head.



(4) Compress the valve spring, and then fit the valve spring retainer key.

(5) After installing, tap the valve spring retainers lightly with wooden hammer for better seating.

2) Apply oil to the surface of the valve lifter.

3) Install the valve lifter.

## E: INSPECTION

### 1. CYLINDER HEAD

1) Make sure that no crack or other damage exists. In addition to visual inspection, inspect the important areas by means of liquid penetrant tester.

2) Measure the warping of the cylinder head surface that mates with crankcase by using a straight edge (A) and thickness gauge (B).

If the warping exceeds 0.035 mm (0.0014 in), re-grind the surface with a surface grinder.

#### Warping limit:

**0.035 mm (0.0014 in)**

#### Grinding limit:

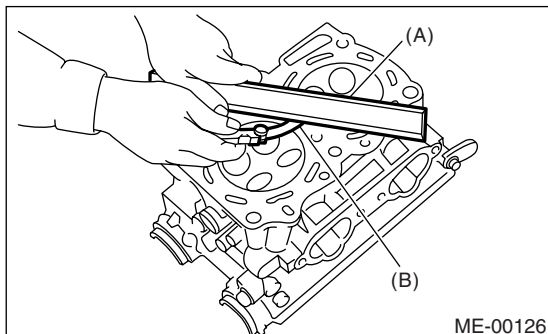
**0.3 mm (0.012 in)**

#### Standard height of cylinder head:

**127.5 mm (5.02 in)**

### NOTE:

Uneven torque for the cylinder head nuts can cause warping. When reassembling, pay special attention to the torque so as to tighten evenly.



### 2. VALVE SEAT

Inspect the intake and exhaust valve seats, and then correct the contact surfaces with valve seat cutter if they are defective or when valve guides are replaced.

#### Valve seat contact width *W*:

##### Intake

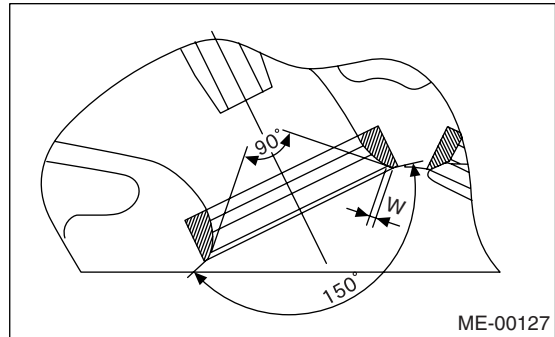
**Standard 0.6 — 1.4 mm (0.024 — 0.055 in)**

**Limit 1.7 mm (0.067 in)**

##### Exhaust

**Standard 1.2 — 1.8 mm (0.047 — 0.071 in)**

**Limit 2.2 mm (0.087 in)**



### 3. VALVE GUIDE

1) Check the clearance between valve guide and stem. The clearance can be checked by measuring the outside diameter of valve stem and the inside diameter of valve guide with outside and inside micrometers respectively.

#### Clearance between the valve guide and valve stem:

##### Standard

###### Intake

**0.030 — 0.057 mm (0.0012 — 0.0022 in)**

###### Exhaust

**0.040 — 0.067 mm (0.0016 — 0.0026 in)**

##### Limit

**0.15 mm (0.0059 in)**

2) If the clearance between valve guide and stem exceeds the standard value, replace the valve guide or valve itself whichever shows greater amount of wear. See the following procedure for valve guide replacement.

#### Valve guide inner diameter:

**6.000 — 6.012 mm (0.2362 — 0.2367 in)**

#### Valve stem outer diameters:

##### Intake

**5.955 — 5.970 mm (0.2344 — 0.2350 in)**

##### Exhaust

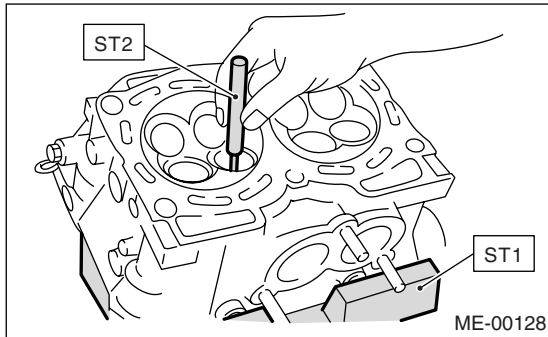
**5.945 — 5.960 mm (0.2341 — 0.2346 in)**



(1) Place the cylinder head on ST1 with the combustion chamber upward so that valve guides enter the holes in ST1.

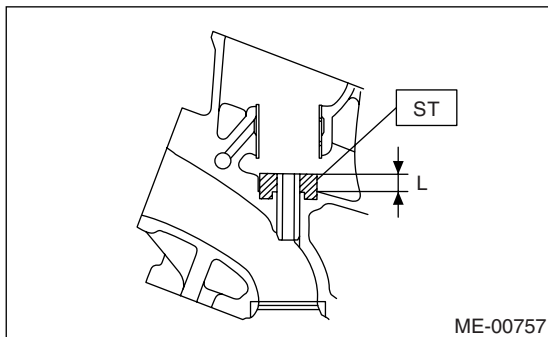
(2) Insert the ST2 into valve guide and press it down to remove the valve guide.

ST1 498267600 CYLINDER HEAD TABLE  
ST2 499767200 VALVE GUIDE REMOVER



(3) Turn the cylinder head upside down and place ST as shown in the figure.

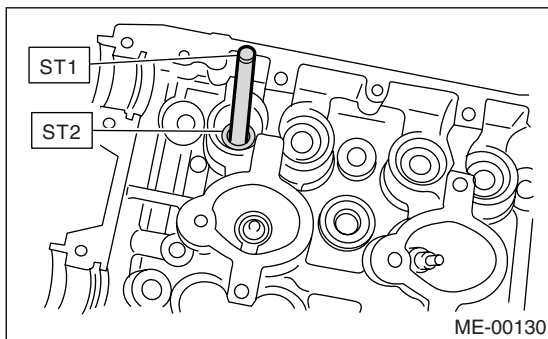
ST 18251AA020 VALVE GUIDE ADJUSTER



(4) Before installing a new valve guide, make sure that neither scratches nor damages exist on the inside surface of the valve guide holes in cylinder head.

(5) Put a new valve guide, coated with sufficient oil, in cylinder, and insert ST1 into valve guide. Press in until the valve guide upper end is flush with the upper surface of ST2.

ST1 499767200 VALVE GUIDE REMOVER  
ST2 18251AA020 VALVE GUIDE ADJUSTER



(6) Check the valve guide protrusion.

### Valve guide protrusion L:

**15.8 — 16.2 mm (0.622 — 0.638 in)**

(7) Ream the inside of valve guide with ST. Gently rotate the reamer clockwise while pressing it lightly into the valve guide, and return it also rotating clockwise. After reaming, clean the valve guide to remove chips.

ST 499767400 VALVE GUIDE REAMER

### NOTE:

- Apply engine oil to the reamer when reaming.
- If the inner surface of the valve guide is torn, the edge of the reamer should be slightly ground with an oil stone.
- If the inner surface of the valve guide becomes lustrous and the reamer does not chip, use a new reamer or remedy the reamer.

(8) Recheck the contact condition between valve and valve seat after replacing the valve guide.

## 4. INTAKE AND EXHAUST VALVE

1) Inspect the flange and stem of valve, and replace if damaged, worn, or deformed, or if "H" exceeds the standard value.

### H:

#### Intake (A)

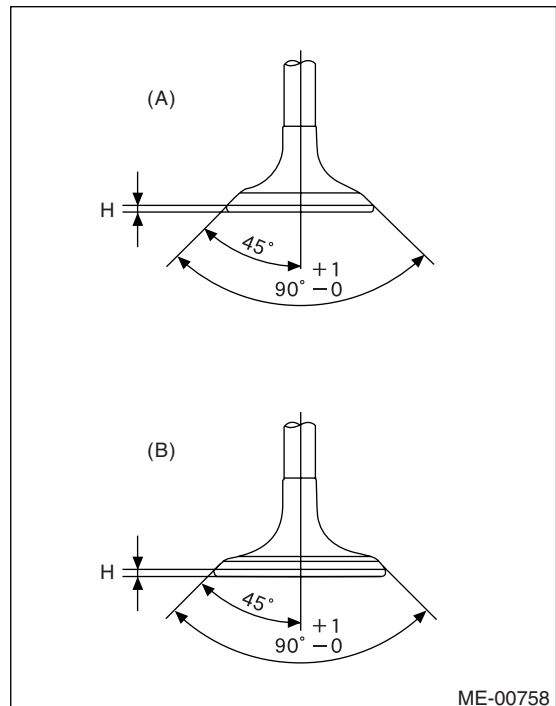
**Standard 1.0 — 1.4 mm (0.039 — 0.055 in)**

**Limit 0.8 mm (0.031 in)**

#### Exhaust (B)

**Standard 1.3 — 1.7 mm (0.051 — 0.067 in)**

**Limit 0.8 mm (0.031 in)**



# Cylinder Head

## MECHANICAL

2) Put a small amount of grinding compound on the seat surface and lap the valve and seat surface. Install a new intake valve oil seal after lapping.

### NOTE:

- Replace the valve oil seal with new one after lapping.
- Intake valve and exhaust valve can be identified by their overall length.

### Valve overall length:

#### Intake (A)

104.4 mm (4.110 in)

#### Exhaust (B)

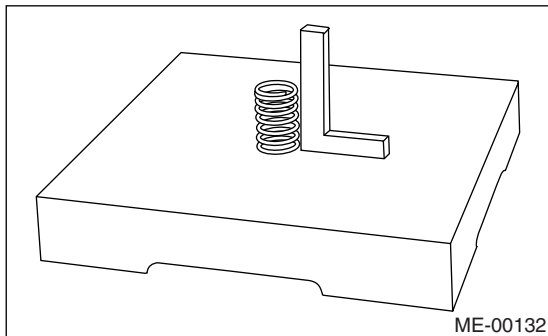
104.65 mm (4.120 in)

## 5. VALVE SPRINGS

1) Check the valve springs for damage, free length, and tension. Replace the valve spring if it is not within specifications presented in the table.

2) To measure the squareness of valve spring, stand the spring on a surface plate and measure its deflection at the top using a try square.

|                       |      | Valve spring  |
|-----------------------|------|---|
| Free length           |      | 47.32 mm (1.863 in)   |
| Tension/spring height | Set  | 205 — 235 N (20.9 — 24.0 kgf, 46.1 — 52.8 lbf)/36.0 mm (1.417 in) |
|                       | Lift | 426 — 490 N (43.4 — 50.0 kgf, 95.8 — 110 lbf)/26.50 mm (1.043 in) |
| Squareness            |      | 2.5°, 2.1 mm (0.083 in) or less                                   |



## 6. INTAKE AND EXHAUST VALVE OIL SEAL

In the following case, pinch and remove the oil seal from valve using pliers, and then replace it with a new one.

- When the lip is damaged.
- When the spring is out of the specified position.
- When readjusting the surfaces of intake valve and valve sheet.
- When replacing the intake valve guide.

- 1) Place the cylinder head on ST1.
- 2) Using ST2, press-fit the oil seal.

### CAUTION:

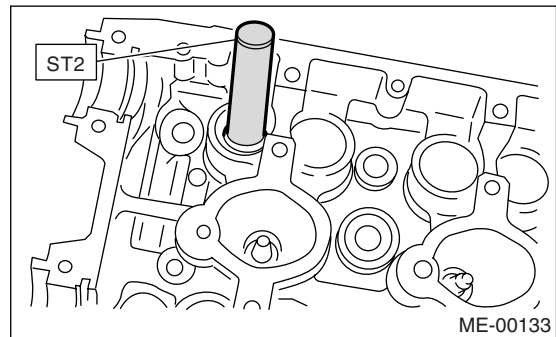
- Apply engine oil to oil seal before press-fitting.
- When press-fitting the oil seal, do not use a hammer or strike in.
- Differentiate between the intake valve oil seal and exhaust valve oil seal by noting their difference in color.

ST1 498267600 CYLINDER HEAD TABLE

ST2 498857100 VALVE OIL SEAL GUIDE

### Color of rubber part:

Intake [Gray] Exhaust [Green]

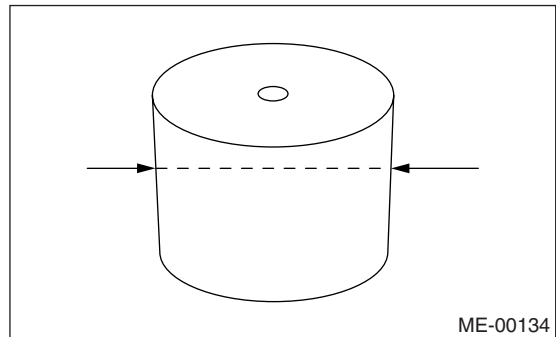


## 7. VALVE LIFTER

- 1) Visually check the valve lifter.
- 2) Measure the outer diameter of valve lifter.

### Outer diameter:

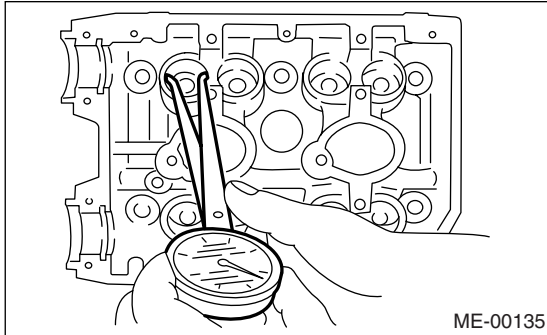
34.959 — 34.975 mm (1.3763 — 1.3770 in)



- 3) Measure the inner diameter of valve lifter mating part on cylinder head.

**Inner diameter:**

**34.994 — 35.016 mm (1.3777 — 1.3786 in)**



**NOTE:**

If difference between outer diameter of valve lifter and inner diameter of valve lifter mating part is over the standard, replace the cylinder head.

**Standard:**

**0.019 — 0.057 mm (0.0007 — 0.0022 in)**

**Limit:**

**0.100 mm (0.0039 in)**

**F: DISPOSAL**

**CAUTION:**

- Metallic sodium is enclosed in the exhaust valve. Metallic sodium is extremely alkaline and may produce severe chemical reactions. Full consideration must therefore be given to the following points when handling or disposing of the valve.
- Since metallic sodium may cause blindness if contacted with the eyes, burns if contacted with the skin, and fire, do not deliberately take the valve apart.

If the valve is damaged, remove the valve and neutralize it by immersing it in water, and dispose of it in the same way that general steel materials are disposed of. The disposal method is described in the following.

- 1) Wearing rubber gloves, remove the damaged valve from the cylinder head.
- 2) Prepare a large receptacle (bucket or other container) in a well ventilated location, and fill the receptacle with water (at least 10 liters).
- 3) Immerse the damaged valve in the receptacle.

**CAUTION:**

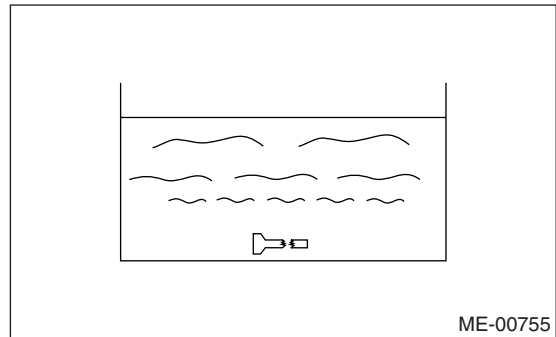
**A severe reaction may occur, so stand at least 2 — 3 m from the receptacle. Because the reaction will produce hydrogen gas, moreover, keep the receptacle away from sparks or flames.**

4) Once the reaction is completed (about 4 — 5 hours have elapsed), carefully remove the valve using large pincers so that the reaction liquid does not contact your skin, and dispose of it with other parts that are being disposed of.

5) The reaction liquid is a strong alkaline solution, so it must be disposed of in accordance with local regulations.

**CAUTION:**

**Make sure the reaction liquid does not contact your skin. If contact with skin occurs, immediately wash the affected area with large quantities of water.**



# Cylinder Block

MECHANICAL

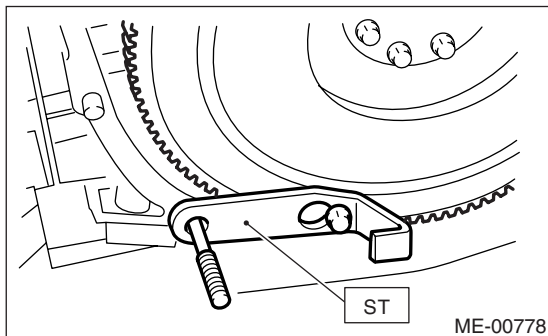
## 20. Cylinder Block

### A: REMOVAL

#### NOTE:

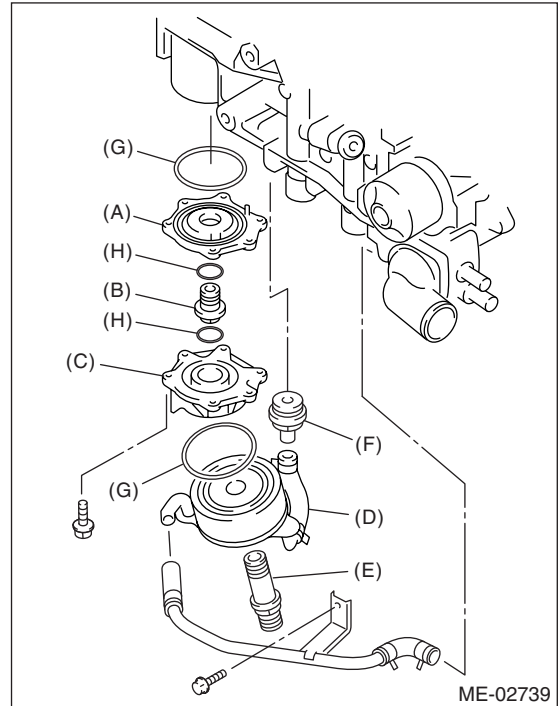
Before conducting this procedure, drain the engine oil completely if applicable.

- 1) Remove the intake manifold.  
<Ref. to FU(H4DOTC)-14, REMOVAL, Intake Manifold.>
  - 2) Remove the V-belt. <Ref. to ME(H4DOTC)-41, REMOVAL, V-belt.>
  - 3) Remove the crank pulley.  
<Ref. to ME(H4DOTC)-43, REMOVAL, Crank Pulley.>
  - 4) Remove the timing belt cover.  
<Ref. to ME(H4DOTC)-44, REMOVAL, Timing Belt Cover.>
  - 5) Remove the timing belt.  
<Ref. to ME(H4DOTC)-45, REMOVAL, Timing Belt.>
  - 6) Remove the cam sprockets.  
<Ref. to ME(H4DOTC)-53, REMOVAL, Cam Sprocket.>
  - 7) Remove the crank sprocket.  
<Ref. to ME(H4DOTC)-54, REMOVAL, Crank Sprocket.>
  - 8) Remove the generator and A/C compressor with their brackets.
  - 9) Remove the cylinder head.  
<Ref. to ME(H4DOTC)-61, REMOVAL, Cylinder Head.>
  - 10) Remove the clutch disc and cover. (MT model)  
<Ref. to CL-14, REMOVAL, Clutch Disc and Cover.>
  - 11) Remove the flywheel. (MT model)  
<Ref. to CL-17, REMOVAL, Flywheel.>
- ST 498497100 CRANKSHAFT STOPPER



- 12) Remove the oil separator cover.
- 13) Remove the water by-pass pipe for heater.
- 14) Remove the oil filter.  
ST 18332AA010 OIL FILTER WRENCH (Outer diameter: 65 mm (2.56 in))  
ST 18332AA000 OIL FILTER WRENCH (Outer diameter: 68 mm (2.68 in))

- 15) Remove the oil cooler.



- (A) Adapter A
- (B) Adapter connector
- (C) Adapter B
- (D) Oil cooler
- (E) Oil cooler connector
- (F) Plug
- (G) Gasket
- (H) O-ring

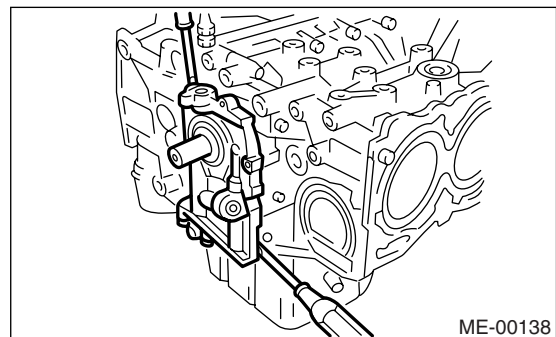
- 16) Remove the water pump.
- 17) Remove the oil pump from cylinder block.

#### NOTE:

- If disassembling or inspecting the oil pump, loosen the plug of relief valve before removing the oil pump.
- Remove the oil pump from cylinder block. Use a flat tip screwdriver when removing the oil pump.

#### CAUTION:

**Be careful not to scratch the mating surface of cylinder block and oil pump.**



# Cylinder Block

MECHANICAL

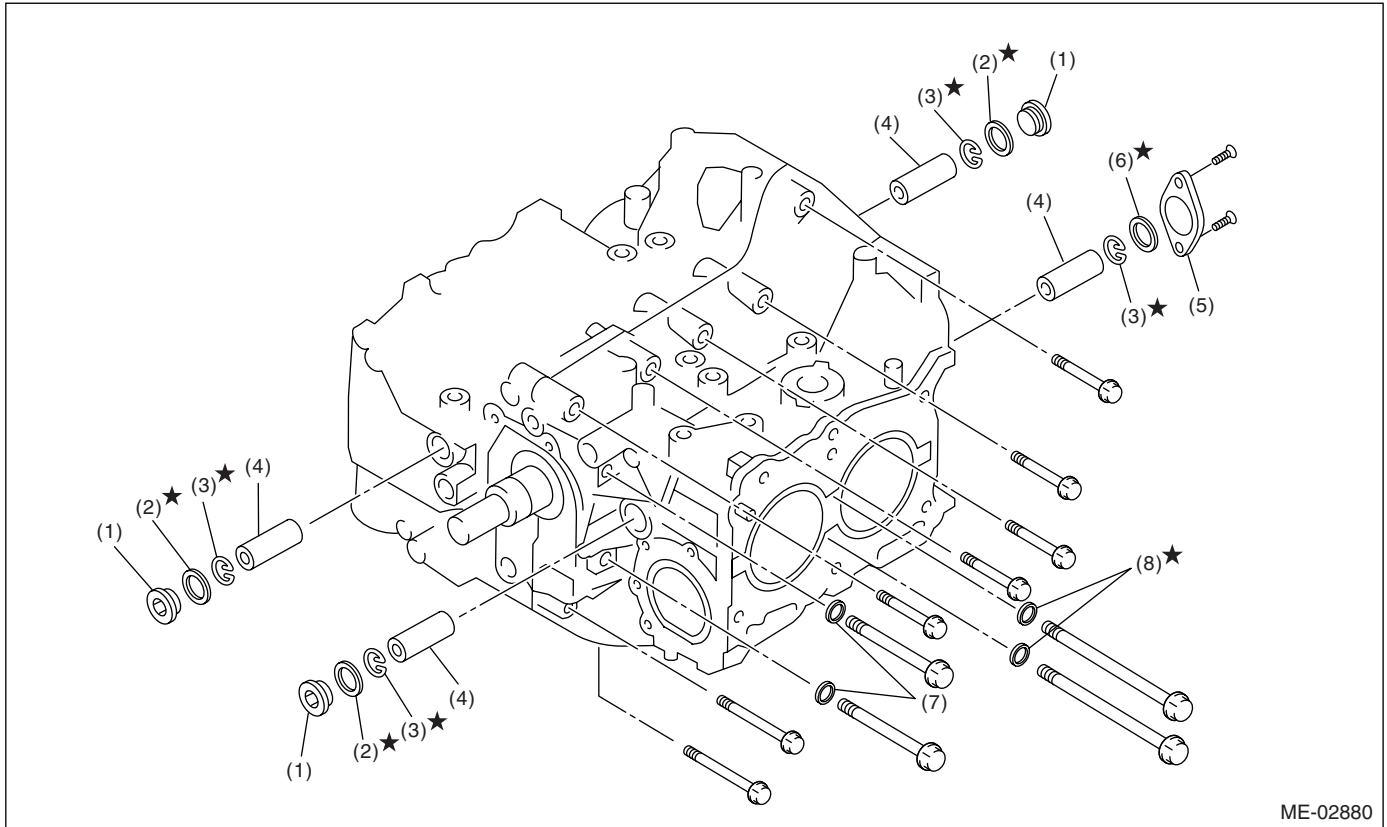
## 18) Removal of oil pan:

- (1) Turn the cylinder block with #2 and #4 piston sides facing upward.
- (2) Remove the bolts which secure oil pan to cylinder block.
- (3) Insert an oil pan cutter blade between cylinder block-to-oil pan clearance, and then remove the oil pan.

## CAUTION:

**Do not use a screwdriver or similar tool in place of oil pan cutter.**

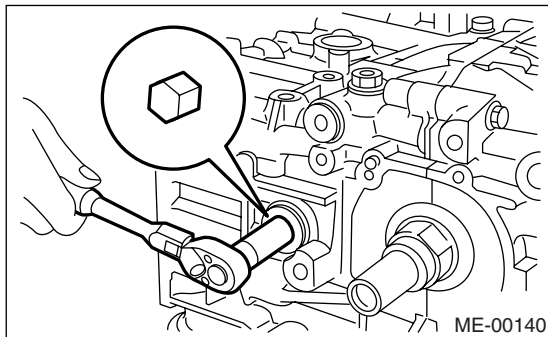
- 19) Remove the oil strainer stay.
- 20) Remove the oil strainer.
- 21) Remove the baffle plate.
- 22) Remove the water pipes.



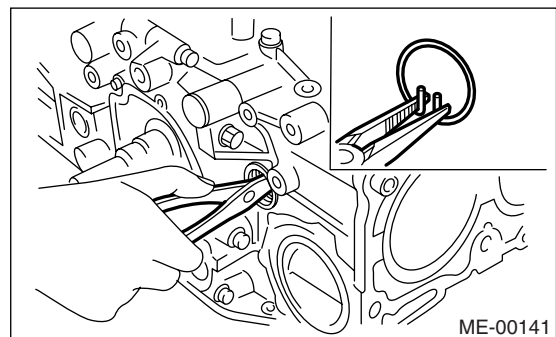
ME-02880

- |                       |                        |                 |
|-----------------------|------------------------|-----------------|
| (1) Service hole plug | (4) Piston pin         | (7) Washer      |
| (2) Gasket            | (5) Service hole cover | (8) Seal washer |
| (3) Snap ring         | (6) O-ring             |                 |

## 23) Remove the service hole cover and service hole plugs using hexagon wrench [14 mm].



## 24) Rotate the crankshaft to bring #1 and #2 pistons to bottom dead center position, and then remove the piston snap ring through service hole of #1 and #2 cylinders.



## 25) Draw out the piston pin from #1 and #2 pistons using ST.

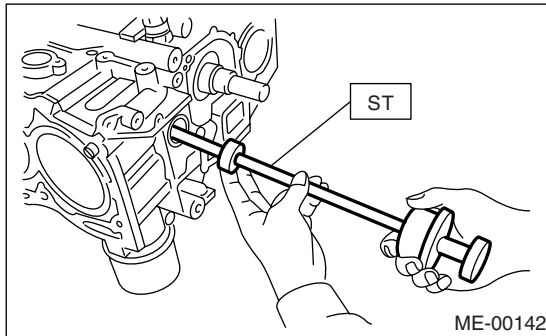
ST 499097700 PISTON PIN REMOVER

# Cylinder Block

## MECHANICAL

### NOTE:

Be careful not to confuse the original combination of piston, piston pin and cylinder.



26) Similarly remove the piston pins from #3 and #4 pistons.

27) Remove the bolts which connect the cylinder block on the side of #2 and #4 cylinders.

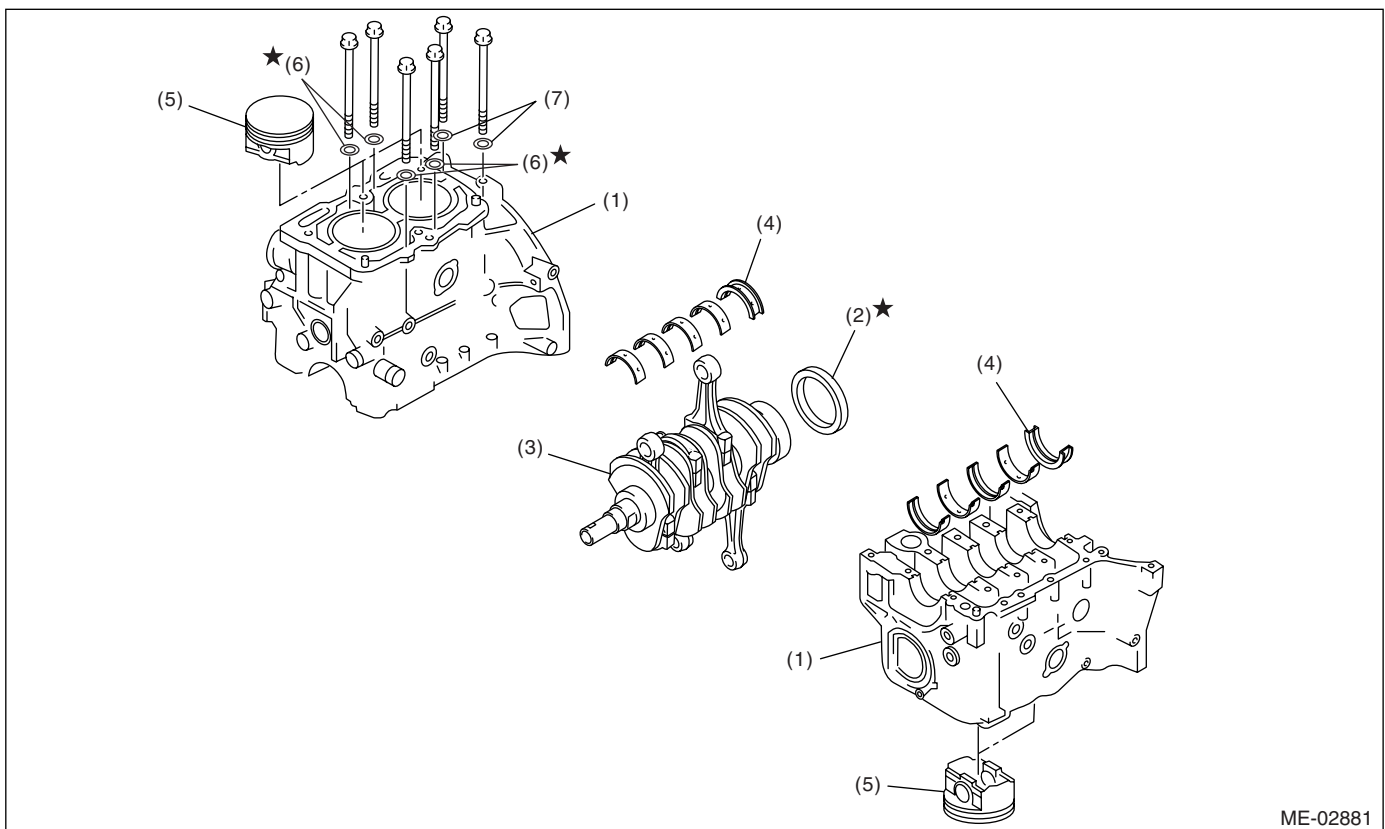
28) Back off the bolts which connect the cylinder block on the side of #1 and #3 cylinders two or three turns.

29) Set up the cylinder block so that #1 and #3 cylinders are on the upper side, then remove the cylinder block connecting bolts.

30) Separate the cylinder blocks (LH) and (RH).

### NOTE:

When separating the cylinder block, do not allow the connecting rod to fall and damage the cylinder block.



(1) Cylinder block

(2) Rear oil seal

(3) Crankshaft

(4) Crankshaft bearing

(5) Piston

(6) Seal washer

(7) Washer

31) Remove the rear oil seal.

32) Remove the crankshaft together with connecting rod.

33) Remove the crankshaft bearings from cylinder block using a hammer handle.

### NOTE:

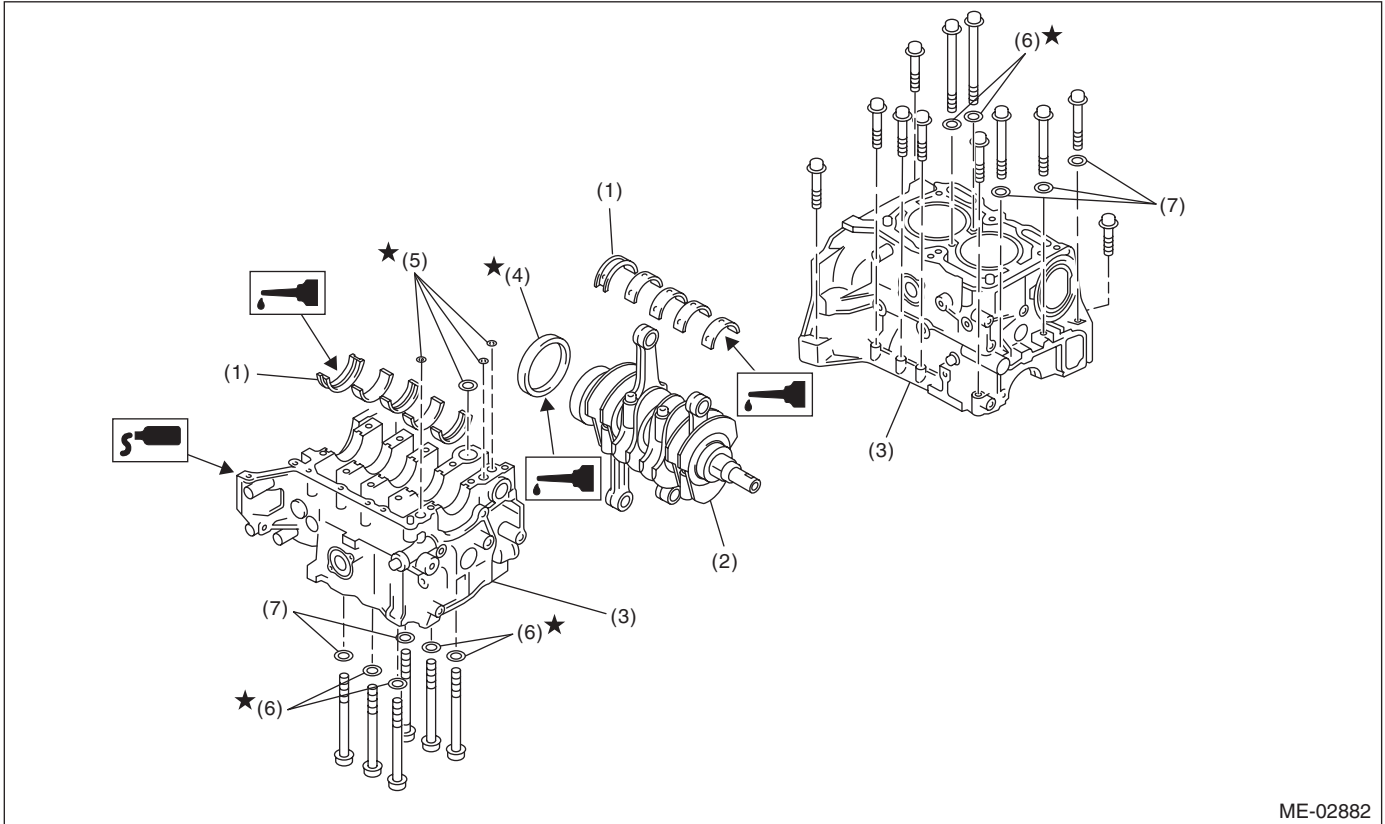
Do not confuse the combination of crankshaft bearings. Press the bearing at the end opposite to locking lip.

34) Draw out each piston from cylinder block using a hammer handle.

### NOTE:

Do not confuse the combination of piston and cylinder.

## B: INSTALLATION



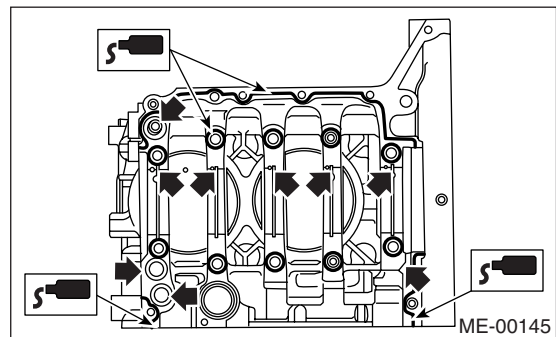
ME-02882

- |                        |                   |            |
|------------------------|-------------------|------------|
| (1) Crankshaft bearing | (4) Rear oil seal | (7) Washer |
| (2) Crankshaft         | (5) O-ring        |            |
| (3) Cylinder block     | (6) Seal washer   |            |

- 1) Remove oil in the mating surface of bearing and cylinder block before installation. Also apply engine oil to crankshaft pins.
- 2) Install the crankshaft bearing to cylinder block, apply engine oil to crankshaft bearing, and position the crankshaft and O-ring on #1 and #3 cylinder block.
- 3) Apply liquid gasket to the mating surface of #1 and #3 cylinder block, and position #2 and #4 cylinder block.

**Liquid gasket:**  
**Part No. 004403007**  
**THREE BOND 1215 or equivalent**

**NOTE:**  
 Do not allow liquid gasket to jut into O-ring grooves, oil passages, bearing grooves, etc.



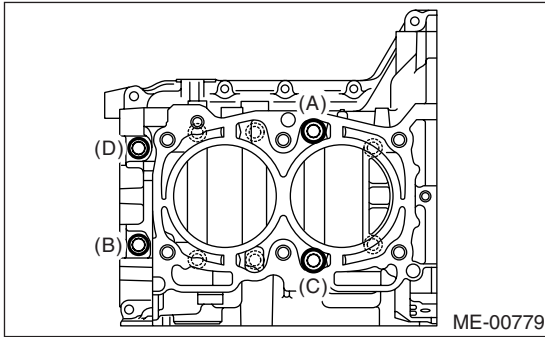
- 4) Apply engine oil to washers and thread of bolts.
- 5) Tighten the 10 mm cylinder block connecting bolts in alphabetical sequence shown in the figure. (LH side)

# Cylinder Block

MECHANICAL

**Tightening torque:**

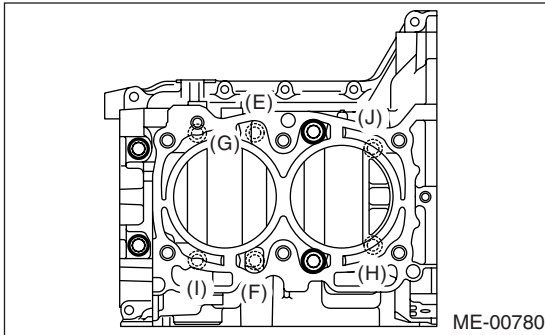
**10 N·m (1.0 kgf·m, 7.4 ft·lb)**



6) Tighten the 10 mm cylinder block connecting bolts in alphabetical sequence shown in the figure. (RH side)

**Tightening torque:**

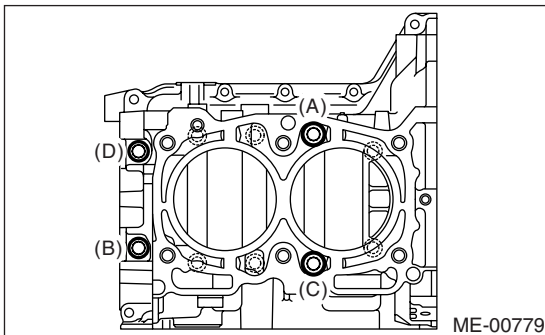
**10 N·m (1.0 kgf·m, 7.4 ft·lb)**



7) Tighten the LH side bolts (A — D) in alphabetical sequence.

**Tightening torque:**

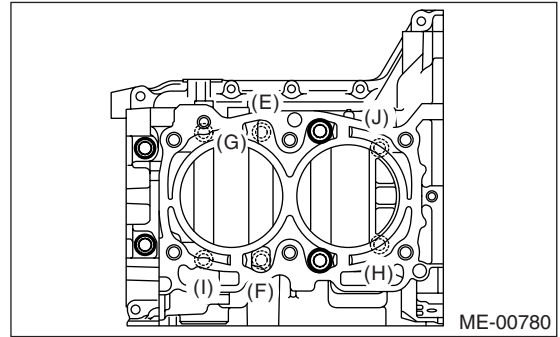
**18 N·m (1.8 kgf·m, 13.3 ft·lb)**



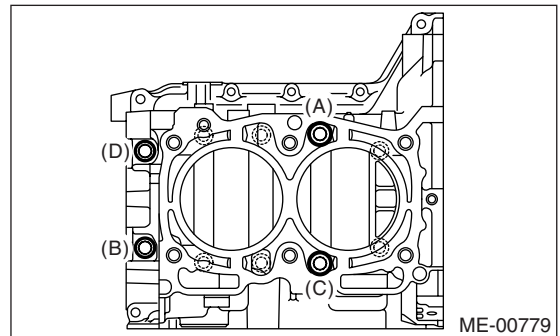
8) Tighten the RH side bolts (E — J) in alphabetical sequence.

**Tightening torque:**

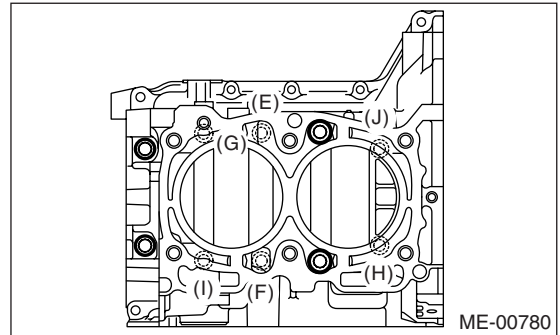
**18 N·m (1.8 kgf·m, 13.3 ft·lb)**



9) Further tighten the LH side bolts (A — D) in alphabetical sequence, by 90° for (A) and (C), and to 40 N·m (4.1 kgf·m, 29.5 ft·lb) for (B) and (D).



10) Further tighten the RH side bolts (E — J) to 90° in alphabetical sequence.



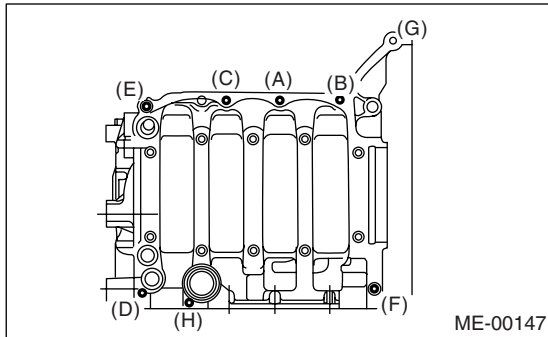
11) Tighten the 8 mm and 6 mm cylinder block connecting bolts in alphabetical sequence shown in the figure.



**Tightening torque:**

(A)— (G): 25 N·m (2.5 kgf·m, 18.4 ft·lb)

(H): 6.4 N·m (0.65 kgf·m, 4.7 ft·lb)



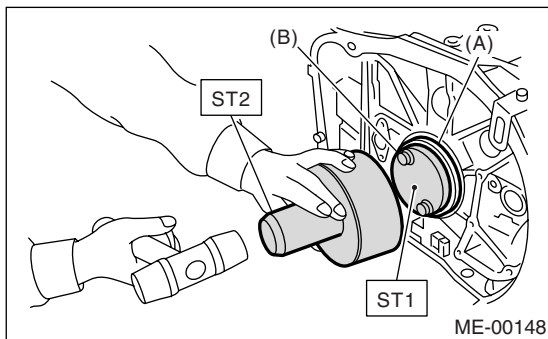
12) Apply engine oil to the outer perimeter of rear oil seal, and install the rear oil seal using ST1 and ST2.

**NOTE:**

Use a new rear oil seal.

ST1 499597100 CRANKSHAFT OIL SEAL GUIDE

ST2 499587200 CRANKSHAFT OIL SEAL INSTALLER

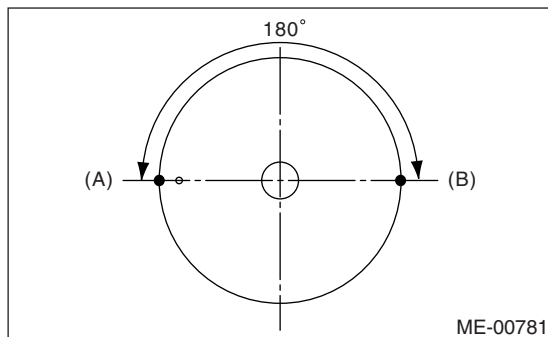


(A) Rear oil seal

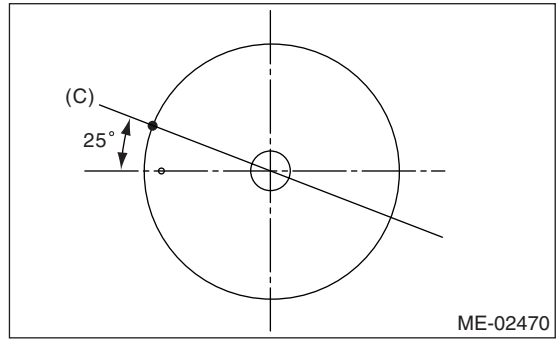
(B) Flywheel attaching bolt

13) Position the top ring gap at (A) or (B) in the figure.

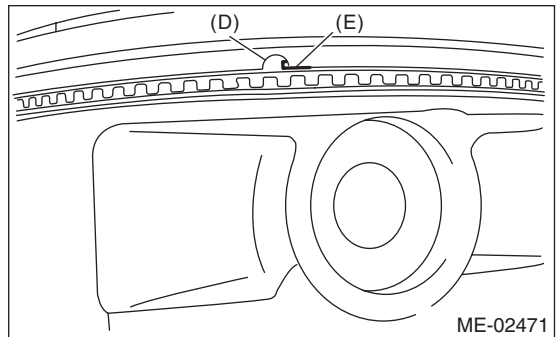
14) Position the second ring gap at 180° on the reverse side for the top ring gap.



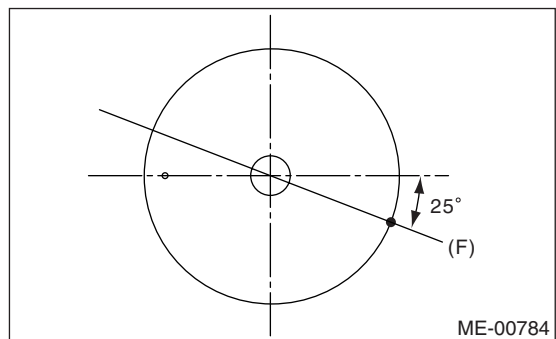
15) Position the upper rail gap at (C) in the figure.



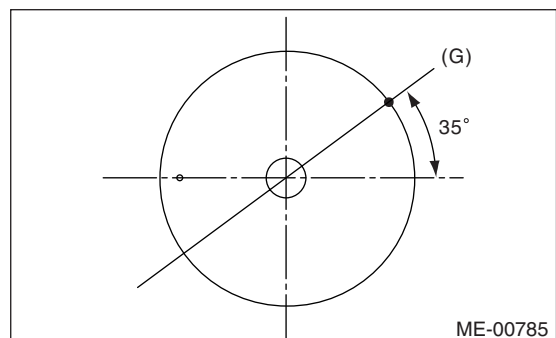
16) Align upper rail spin stopper (E) with piston side surface hole (D).



17) Position the expander gap at (F) in the figure.



18) Position the lower rail gap at (G) in the figure.



**CAUTION:**

- Ensure ring gaps do not face the same direction.
- Ensure ring gaps are not within the piston skirt area.

# Cylinder Block

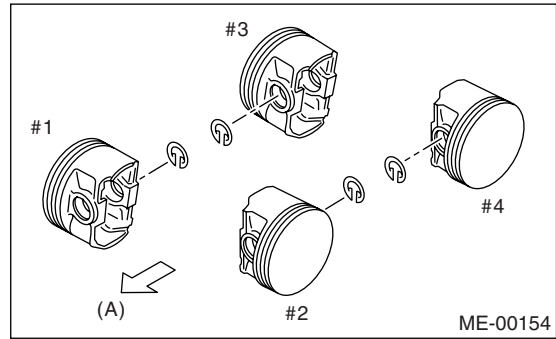
## MECHANICAL

19) Install the snap ring.

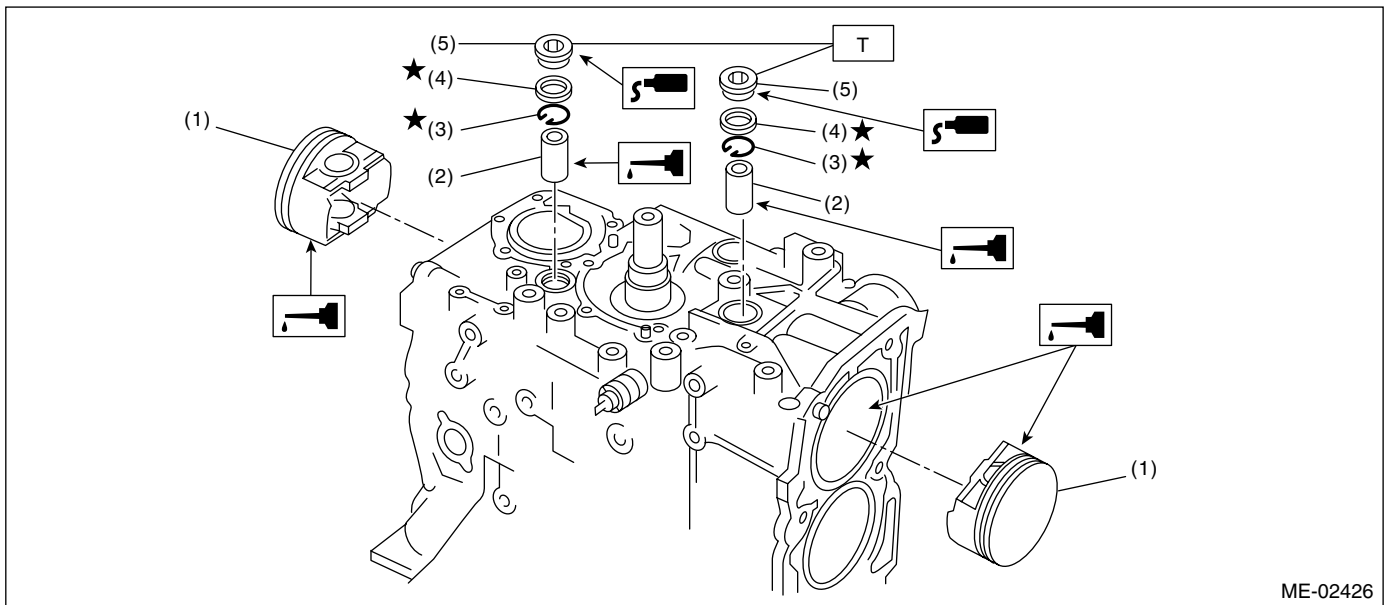
Install the snap rings in piston holes located opposite of service holes in cylinder block, when positioning all pistons in the corresponding cylinders.

NOTE:

Use new snap rings.



(A) Front



ME-02426

- |                |                       |
|----------------|-----------------------|
| (1) Piston     | (4) Gasket            |
| (2) Piston pin | (5) Service hole plug |
| (3) Snap ring  |                       |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T: 70 (7.1, 51.6)**

20) Installing the piston

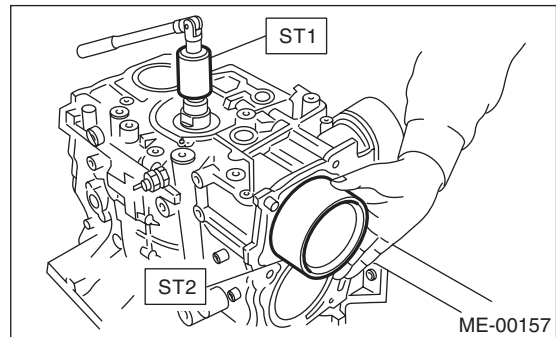
(1) Turn the cylinder block so that #1 and #2 cylinders face upward.

(2) Using the ST1, turn the crankshaft so that #1 and #2 connecting rods are set at bottom dead center.

ST1 499987500 CRANKSHAFT SOCKET

(3) Apply a coat of engine oil to the pistons and cylinders and insert pistons in their cylinders using ST2.

ST2 498747300 PISTON GUIDE



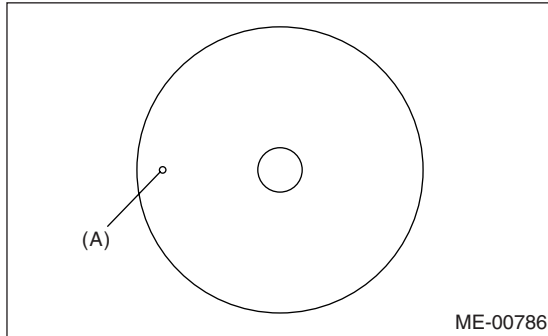
ME-00157

# Cylinder Block

MECHANICAL

**NOTE:**

Piston front mark faces towards the front of the engine.

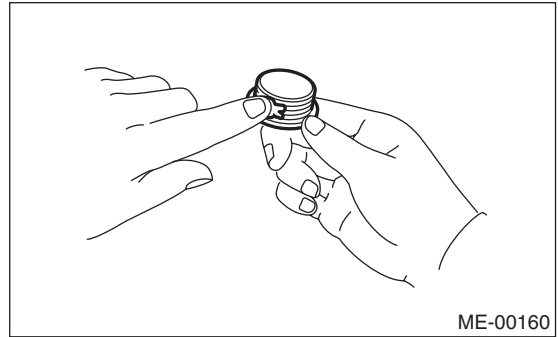


(A) Front mark

**Liquid gasket:**

**Part No. 004403010**

**THREE BOND 1105 or equivalent**

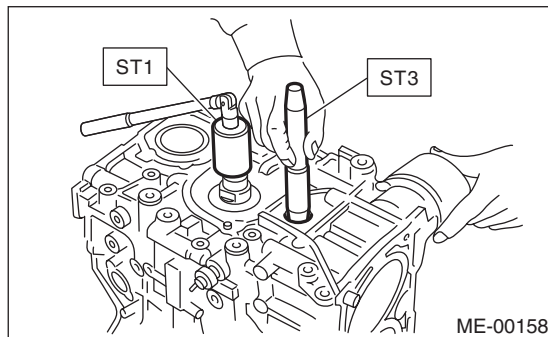


(6) Install the service hole plug and gasket.

**21) Installing piston pin**

- (1) Apply a coat of engine oil to ST3.
- (2) Insert ST3 into the service hole to align piston pin hole with connecting rod small end.

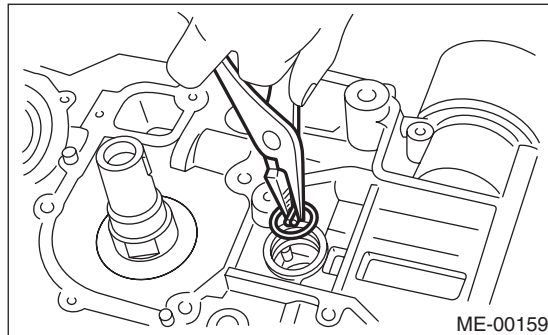
ST3 499017100 PISTON PIN GUIDE



- (3) Apply a coat of engine oil to the piston pin and insert piston pin into piston and connecting rod through service hole.
- (4) Install the snap ring.

**NOTE:**

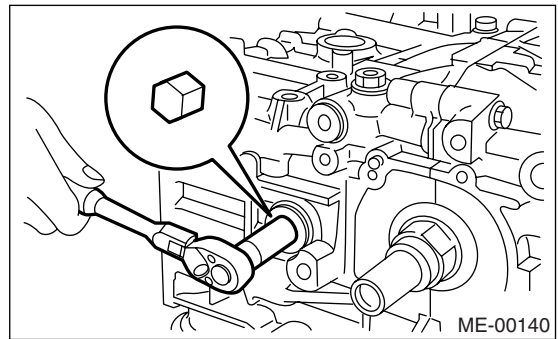
Use new snap rings.



- (5) Apply liquid gasket around the service hole plug.

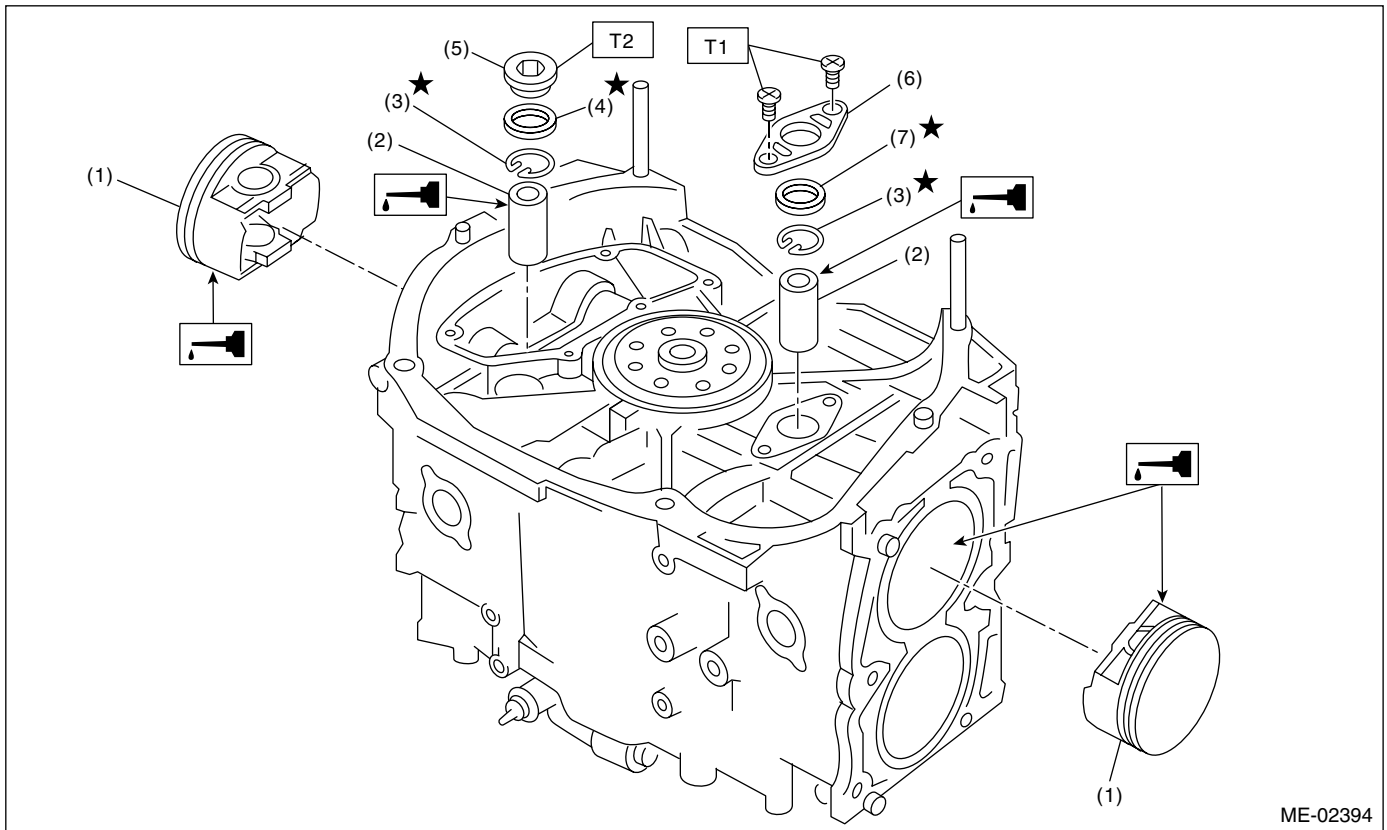
**NOTE:**

Use a new gasket.



# Cylinder Block

MECHANICAL



- |                |                        |
|----------------|------------------------|
| (1) Piston     | (5) Service hole plug  |
| (2) Piston pin | (6) Service hole cover |
| (3) Snap ring  | (7) O-ring             |
| (4) Gasket     |                        |

**Tightening torque: N·m (kgf·m, ft·lb)**

**T1: 6.4 (0.65, 4.7)**

**T2: 70 (7.1, 51.6)**

(7) Turn the cylinder block so that #3 and #4 cylinders face upward. Using the same procedures as used for #1 and #2 cylinders, install the pistons and piston pins.

22) Install the water pipe.

23) Install the baffle plate.

**Tightening torque:**

**6.4 N·m (0.65 kgf·m, 4.7 ft·lb)**

24) Install the oil strainer and O-ring.

**Tightening torque:**

**10 N·m (1.0 kgf·m, 7.4 ft·lb)**

25) Install the oil strainer stay.

26) Apply liquid gasket to the matching surfaces, and then install the oil pan.

NOTE:

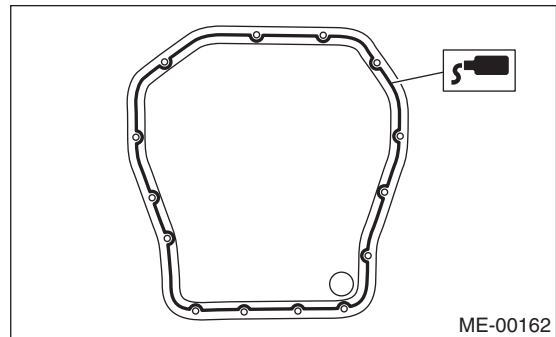
Install it within 20 min. after applying liquid gasket.

**Liquid gasket:**

**Part No. 004403012 THREE BOND 1207C or equivalent**

**Tightening torque:**

**5 N·m (0.5 kgf·m, 3.6 ft·lb)**



27) Apply liquid gasket to the mating surfaces and threaded portion of bolt (A) as shown in the figure, and then install the oil separator cover.

**Liquid gasket:**

**Mating surface**

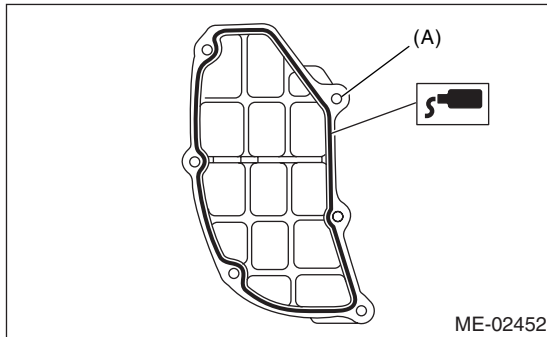
**Part No. 004403012 THREE BOND 1207C or equivalent**

**Threaded portion of bolt (A)**

**Part No. 004403042 THREE BOND 1324 or equivalent**

**Tightening torque:**

**6.4 N·m (0.65 kgf-m, 4.7 ft-lb)**



28) Install the flywheel.

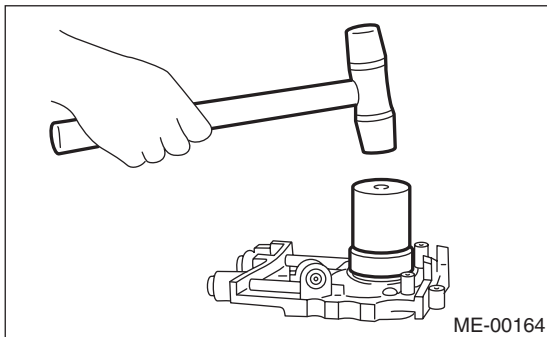
<Ref. to CL-17, INSTALLATION, Flywheel.>

29) Install the clutch disc and cover. <Ref. to CL-14, INSTALLATION, Clutch Disc and Cover.>

30) Installation of oil pump:

(1) Discard the front oil seal after removal. Replace with a new one using the ST.

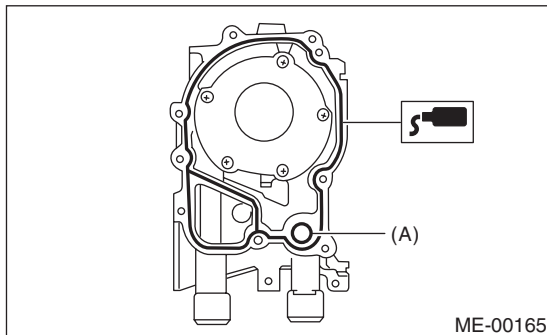
ST 499587100 OIL SEAL INSTALLER



(2) Apply liquid gasket to the matching surface of oil pump.

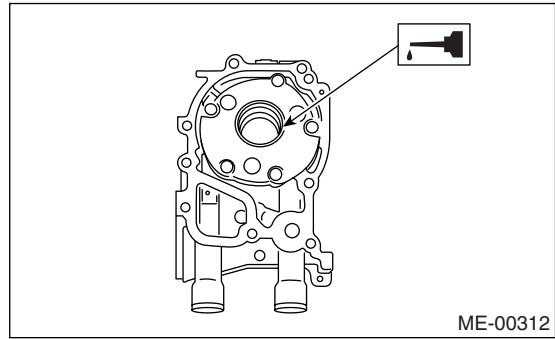
**Liquid gasket:**

**Part No. 004403007 THREE BOND 1215 or equivalent**



(A) O-ring

(3) Apply a coat of engine oil to the inside of the oil seal.



(4) Install the oil pump on cylinder block. Be careful not to damage the oil seal during installation.

(5) Apply liquid gasket to the threaded portion of three bolts.

**CAUTION:**

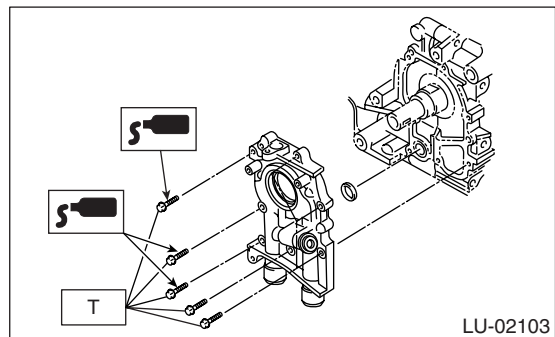
- Do not forget to install the O-ring and seal when installing the oil pump.
- Align the flat surface of oil pump's inner rotor with crankshaft before installation.

**Liquid gasket:**

**THREE BOND 1324 (Part No. 004403042) or equivalent**

**Tightening torque:**

**6.4 N·m (0.65 kgf-m, 4.7 ft-lb)**



31) Install the water pump and gasket.

**Tightening torque:**

**First: 12 N·m (1.2 kgf-m, 8.7 ft-lb)**

**Second: 12 N·m (1.2 kgf-m, 8.7 ft-lb)**

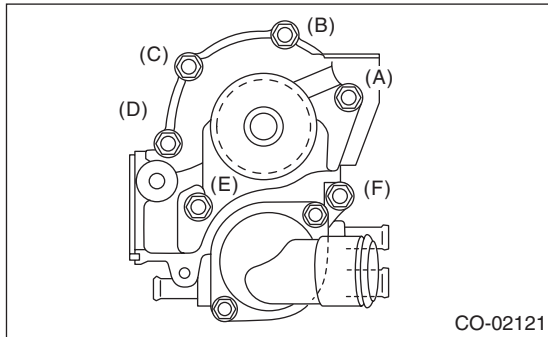
**CAUTION:**

- Be sure to use a new gasket.

# Cylinder Block

## MECHANICAL

- When installing the water pump, tighten the bolts in two stages in alphabetical sequence as shown in the figure.



CO-02121

- 32) Install the water by-pass pipe for heater.
- 33) Install the oil cooler.

### CAUTION:

Use a new O-ring.

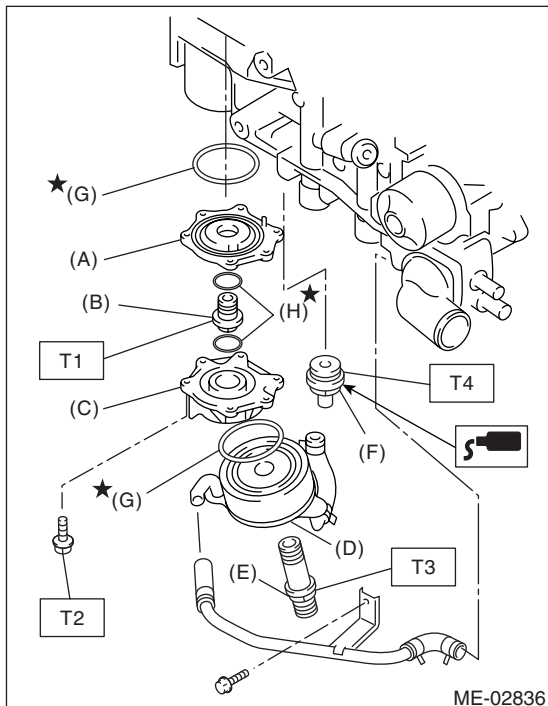
### Tightening torque:

**T1: 45 N·m (4.6 kgf-m, 33 ft-lb)**

**T2: 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)**

**T3: 54 N·m (5.3 kgf-m, 40 ft-lb)**

**T4: 69 N·m (7.0 kgf-m, 50.9 ft-lb)**



ME-02836

- (A) Adapter A
- (B) Adapter connector
- (C) Adapter B
- (D) Oil cooler
- (E) Oil cooler connector
- (F) Plug
- (G) Gasket
- (H) O-ring

- 34) Install the oil filter using ST.

ST 18332AA000 OIL FILTER WRENCH (Outer diameter: 68 mm (2.68 in))

ST 18332AA010 OIL FILTER WRENCH (Outer diameter: 65 mm (2.56 in))

- 35) Install the oil filter by turning it by hand, being careful not to damage the seal rubber.

- Tighten the oil filter 68 mm (2.68 in) in diameter by approx. 1 rotation more after the seal rubber of oil filter comes in contact with oil cooler. If using a torque wrench, tighten it to 14 N·m (1.4 kgf-m, 10.3 ft-lb).

- Tighten the oil filter 65 mm (2.56 in) in diameter by approx. 2/3 — 3/4 rotation more after the seal rubber of oil filter comes in contact with oil cooler. If using a torque wrench, tighten it to 12 N·m (1.2 kgf-m, 8.8 ft-lb).

### CAUTION:

- Do not tighten excessively, or oil may leak.
- Be careful not to use the oil filter 80 mm (3.15 in) in diameter to Turbo model.

- 36) Install the water by-pass pipe between oil cooler and water pump.

- 37) Install the water pipe.

### NOTE:

Always use a new O-ring.

- 38) Install the cylinder head.

<Ref. to ME(H4DOTC)-61, INSTALLATION, Cylinder Head.>

- 39) Install the oil level gauge guide and tighten the attaching bolt (LH side).

- 40) Install the rocker cover and rocker cover gasket.

### NOTE:

Use a new rocker cover gasket.

- 41) Install the crank sprocket.

<Ref. to ME(H4DOTC)-54, INSTALLATION, Crank Sprocket.>

- 42) Install the cam sprocket.

<Ref. to ME(H4DOTC)-53, INSTALLATION, Cam Sprocket.>

- 43) Install the timing belt.

<Ref. to ME(H4DOTC)-46, INSTALLATION, Timing Belt.>

- 44) Install the timing belt cover.

<Ref. to ME(H4DOTC)-44, INSTALLATION, Timing Belt Cover.>

- 45) Install the crank pulley.

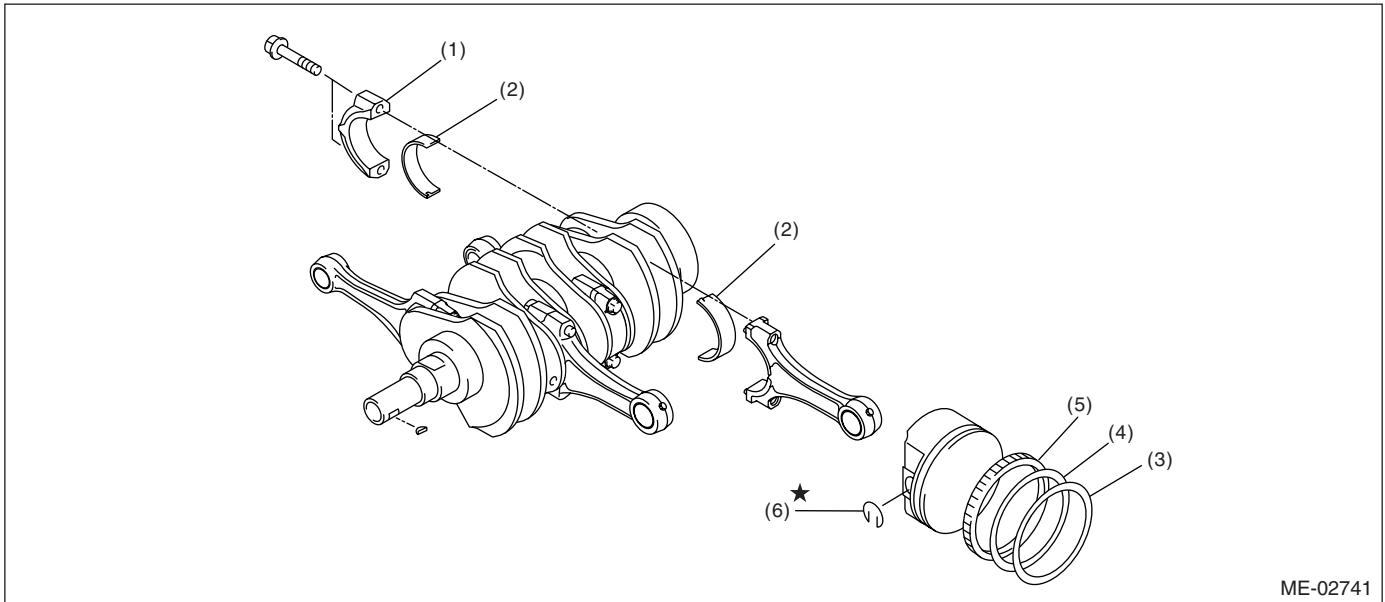
<Ref. to ME(H4DOTC)-43, INSTALLATION, Crank Pulley.>

- 46) Install the generator and A/C compressor brackets on cylinder head.

- 47) Install the V-belt. <Ref. to ME(H4DOTC)-41, INSTALLATION, V-belt.>

48) Install the intake manifold.  
 <Ref. to FU(H4DOTC)-14, REMOVAL, Intake Manifold.>

## C: DISASSEMBLY



ME-02741

- |                            |                 |               |
|----------------------------|-----------------|---------------|
| (1) Connecting rod cap     | (3) Top ring    | (5) Oil ring  |
| (2) Connecting rod bearing | (4) Second ring | (6) Snap ring |

- 1) Remove the connecting rod cap.
- 2) Remove the connecting rod bearing.

**NOTE:**

Arrange the removed connecting rod, connecting rod cap and bearing in order to prevent confusion.

- 3) Remove the piston rings using the piston ring expander.
- 4) Remove the oil ring by hand.

**NOTE:**

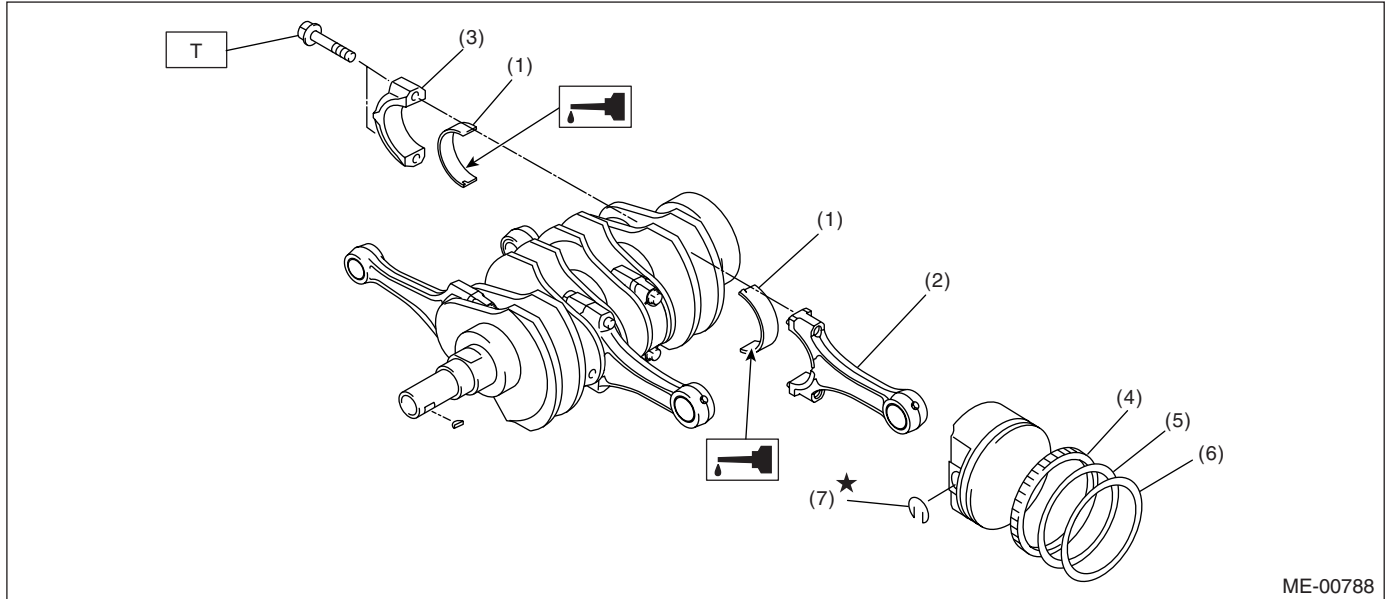
Arrange the removed piston rings in proper order to prevent confusion.

- 5) Remove the snap ring.

# Cylinder Block

MECHANICAL

## D: ASSEMBLY



ME-00788

- |                            |                 |
|----------------------------|-----------------|
| (1) Connecting rod bearing | (5) Second ring |
| (2) Connecting rod         | (6) Top ring    |
| (3) Connecting rod cap     | (7) Snap ring   |
| (4) Oil ring               |                 |

**Tightening torque: N·m (kgf·m, ft·lb)**  
**T: 52 (5.3, 38.4)**

- 1) Apply oil to the surfaces of the connecting rod bearings. Install the connecting rod bearings on connecting rods and connecting rod caps.
- 2) Install the connecting rod on crankshaft.

### NOTE:

Position each connecting rod with the side marked facing forward.

- 3) Tighten the connecting rod cap with connecting rod bolt.

Ensure the arrow on connecting rod cap faces the front during installation.

### Tightening torque:

**52 N·m (5.3 kgf·m, 38.4 ft·lb)**

### CAUTION:

- Each connecting rod has its own mating cap. Make sure that they are assembled correctly by checking their matching number.
  - When tightening the connecting rod bolts, apply oil on the threads.
- 4) Install the oil ring upper rail, expander and lower rail in this order by hand. Then install the second ring and top ring using a piston ring expander.

## E: INSPECTION

### 1. CYLINDER BLOCK

- 1) Visually check for cracks and damage. Especially, inspect the important parts by means of liquid penetrant tester.
- 2) Check the oil passages for clogging.
- 3) Inspect the crankcase surface that mates with cylinder head for warping by using a straight edge, and correct by grinding if necessary.

### Warping limit:

**0.025 mm (0.00098 in)**

### Grinding limit:

**0.1 mm (0.004 in)**

### Standard height of cylinder block:

**201.0 mm (7.91 in)**

### 2. CYLINDER AND PISTON

- 1) The cylinder bore size is stamped on cylinder block's front upper surface.

### NOTE:

- Measurement should be performed at a temperature of 20°C (68°F).
- Standard sized pistons are classified into two grades, "A" and "B". These grades should be used as a guide line in selecting a standard piston.



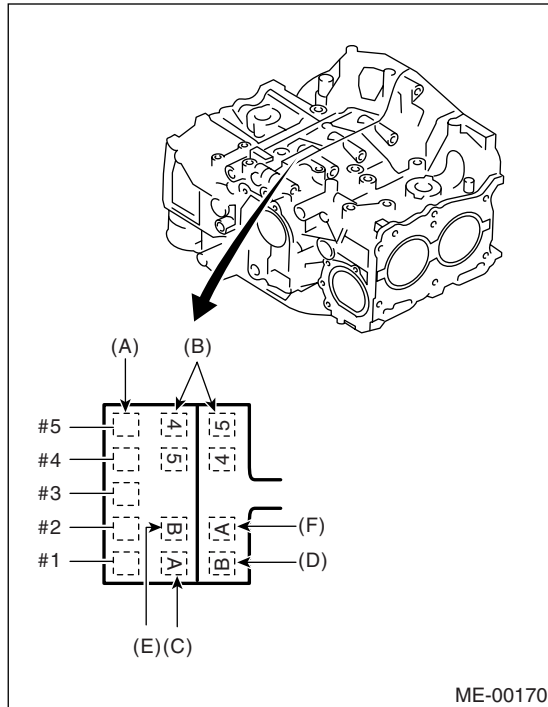
# Cylinder Block

MECHANICAL

## Standard diameter:

**A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)**

**B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)**



- (A) Main journal size mark
- (B) Cylinder block (RH)–(LH) combination mark
- (C) #1 cylinder bore size mark
- (D) #2 cylinder bore size mark
- (E) #3 cylinder bore size mark
- (F) #4 cylinder bore size mark

2) How to measure the inner diameter of each cylinder

Measure the inner diameter of each cylinder in both the thrust and piston pin directions at the heights shown in the figure, using a cylinder bore gauge.

### NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

## Taper:

### Standard

**0.015 mm (0.0006 in)**

### Limit

**0.050 mm (0.0020 in)**

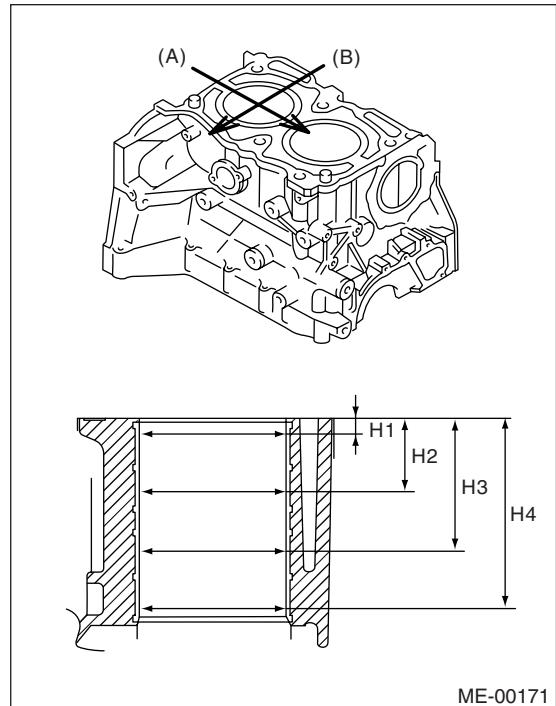
## Out-of-roundness:

### Standard

**0.010 mm (0.0004 in)**

### Limit

**0.050 mm (0.0020 in)**



- (A) Piston pin direction
- (B) Thrust direction
- H1: 10 mm (0.39 in)
- H2: 45 mm (1.77 in)
- H3: 80 mm (3.15 in)
- H4: 115 mm (4.53 in)

3) When the piston is to be replaced due to general or cylinder wear, determine a suitable sized piston by measuring the piston clearance.

4) How to measure the outer diameter of each piston:

Measure the outer diameter of each piston at the height shown in the figure. (Thrust direction)

### NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

### Piston grade point H:

**38.2 mm (1.50 in)**

# Cylinder Block

MECHANICAL

## **Piston outer diameter:**

### **Standard**

**A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)**

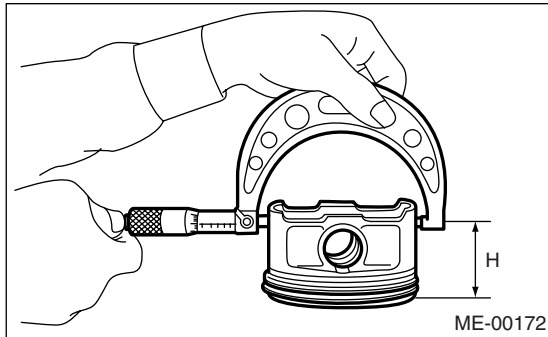
**B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)**

### **0.25 mm (0.0098 in) oversize**

**99.745 — 99.765 mm (3.9270 — 3.9278 in)**

### **0.50 mm (0.0197 in) oversize**

**99.995 — 100.015 mm (3.9368 — 3.9376 in)**



5) Calculate the clearance between cylinder and piston.

### **NOTE:**

Measurement should be performed at a temperature of 20°C (68°F).

## **Cylinder to piston clearance at 20°C (68°F):**

### **Standard**

**-0.010 — 0.010 mm (-0.0004 — 0.0004 in)**

### **Limit**

**0.030 mm (0.0012 in)**

6) Boring and honing

- (1) If the value of taper, out-of-roundness, or cylinder-to-piston clearance measured exceeds the limit or if there is any damage on the cylinder wall, reboring it to use an oversize piston.

### **CAUTION:**

- When any of the cylinders needs reboring, all other cylinders must be bored at the same time, and use oversize pistons.
- Do not perform boring on one cylinder only, nor use an oversize piston for one cylinder only.

- (2) If the cylinder inner diameter exceeds the limit after boring and honing, replace the crankcase.

### **NOTE:**

Immediately after reboring, the cylinder diameter may differ from its real diameter due to temperature rise. Thus, pay attention to this when measuring the cylinder diameter.

## **Cylinder enlarging (boring) limit (dia.):**

**To 100.005 mm (3.937 in)**

## **3. PISTON AND PISTON PIN**

1) Check the pistons and piston pins for damage, cracks, and wear and the piston ring grooves for wear and damage. Replace if defective.

2) Measure the piston-to-cylinder clearance at each cylinder. <Ref. to ME(H4DOTC)-80, CYLINDER AND PISTON, INSPECTION, Cylinder Block.>

If any of the clearances is not within specification, replace the piston or bore the cylinder to use an oversize piston.

3) Make sure that the piston pin can be inserted into the piston pin hole with a thumb at 20°C (68°F). Replace if defective.

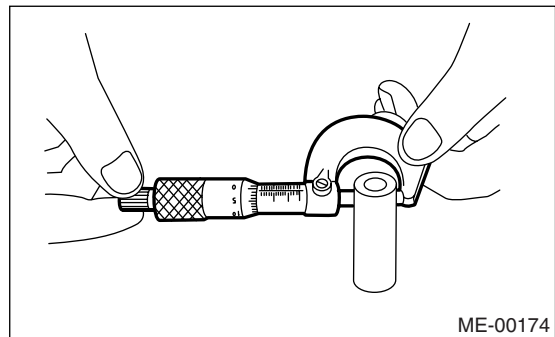
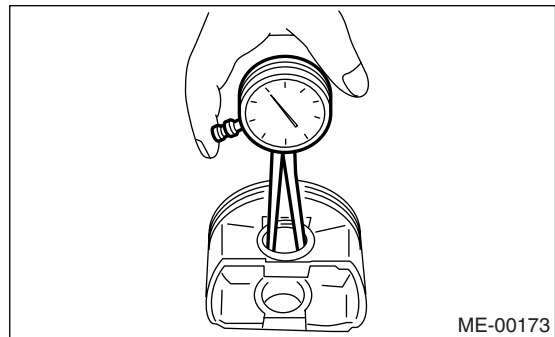
## **Standard clearance between piston pin and hole in piston:**

### **Standard**

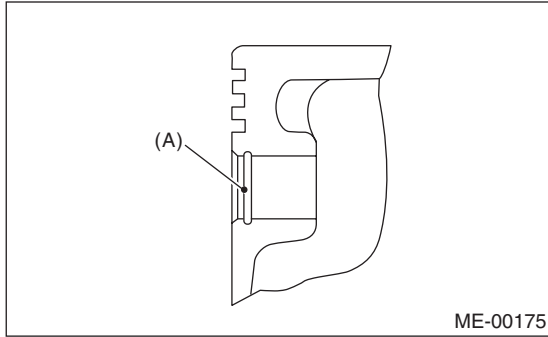
**0.004 — 0.008 mm (0.0002 — 0.0003 in)**

### **Limit**

**0.020 mm (0.0008 in)**



4) Check the snap ring installation groove (A) on piston for burr. If necessary, remove the burr from groove so that the piston pin can lightly move.



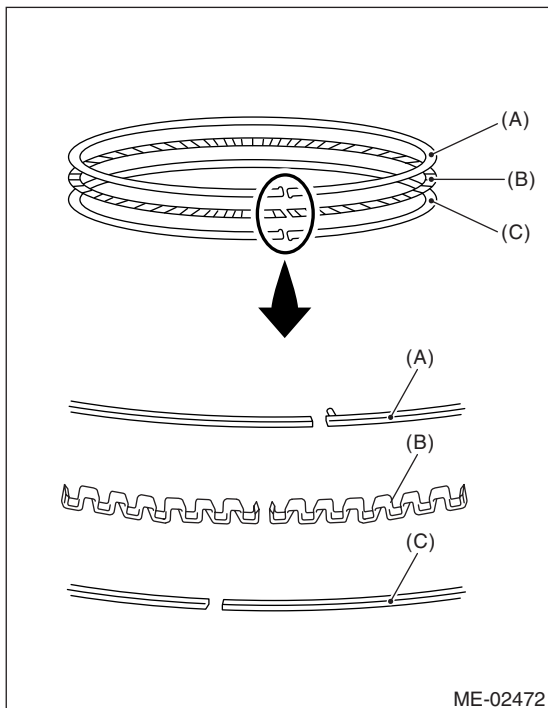
5) Check the piston pin snap ring for distortion, cracks and wear.

## 4. PISTON RING

1) If the piston ring is broken, damaged, or worn, or if its tension is insufficient, or when the piston is replaced, replace the piston ring with a new one of the same size as the piston.

### CAUTION:

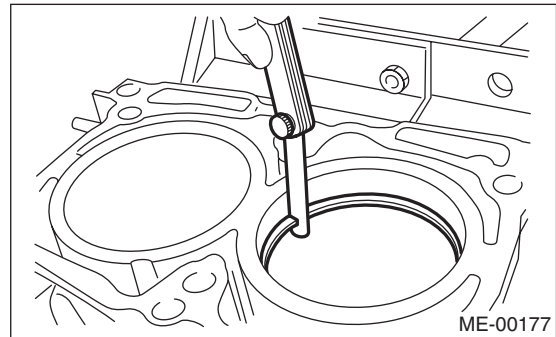
- Marks are shown on the end of top and second rings. When installing the rings to piston, face this mark upward.
- Oil ring consists of upper rail, expander and lower rail. When installing on piston, be careful of each rail's direction.



- (A) Upper rail
- (B) Expander
- (C) Lower rail

2) Squarely place the piston ring and oil ring in cylinder, and then measure the piston ring closed gap with a thickness gauge.

|                        |               | Unit: mm (in)                    |             |
|------------------------|---------------|----------------------------------|-------------|
|                        |               | Standard                         | Limit       |
| Piston ring closed gap | Top ring      | 0.20 — 0.25<br>(0.0079 — 0.0098) | 1.0 (0.039) |
|                        | Second ring   | 0.37 — 0.52<br>(0.015 — 0.020)   | 1.0 (0.039) |
|                        | Oil ring rail | 0.20 — 0.50<br>(0.0079 — 0.0197) | 1.5 (0.059) |

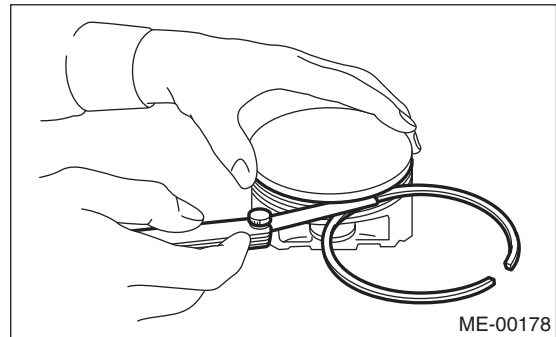


3) Measure the clearance between piston ring and piston ring groove with a thickness gauge.

### NOTE:

Before measuring the clearance, clean the piston ring groove and piston ring.

|  |             | Unit: mm (in)                      |                  |
|--|-------------|------------------------------------|------------------|
|  |             | Standard                           | Limit            |
| Clearance between piston ring and piston ring groove | Top ring    | 0.040 — 0.080<br>(0.0016 — 0.0031) | 0.15<br>(0.0059) |
|  | Second ring | 0.030 — 0.070<br>(0.0012 — 0.0028) | 0.15<br>(0.0059) |



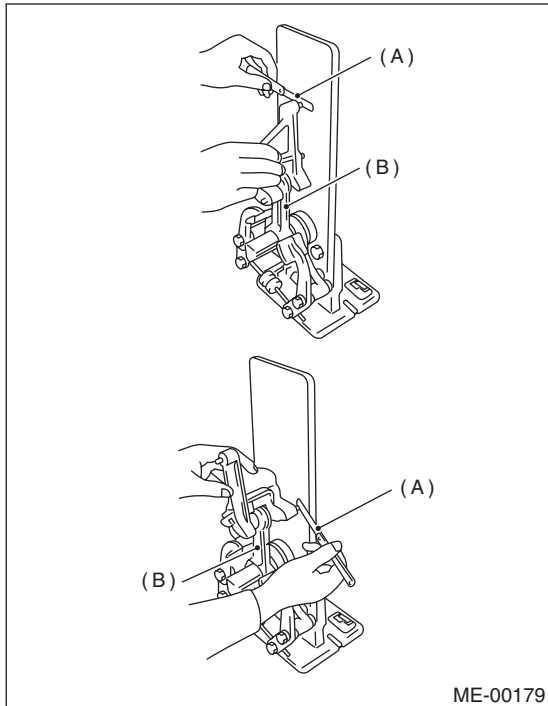
# Cylinder Block

MECHANICAL

## 5. CONNECTING ROD

- 1) Replace the connecting rod, if the large or small end thrust surface is damaged.
- 2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if the bend or twist exceeds the limit.

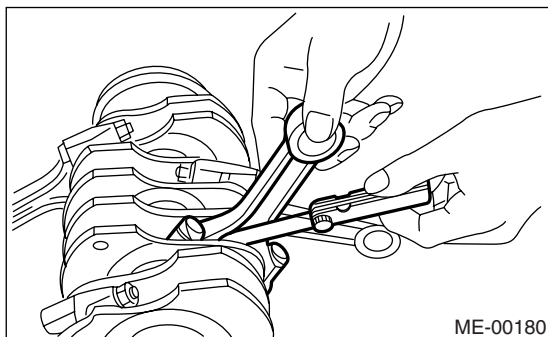
**Limit of bend or twist per 100 mm (3.94 in) in length:**  
**0.10 mm (0.0039 in)**



- (A) Thickness gauge  
 (B) Connecting rod

- 3) Install the connecting rod fitted with bearing to crankshaft, and then measure the side clearance (thrust clearance). Replace the connecting rod if the side clearance exceeds the specified limit.

**Connecting rod side clearance:**  
**Standard**  
**0.070 — 0.330 mm (0.0028 — 0.0130 in)**  
**Limit**  
**0.4 mm (0.016 in)**



- 4) Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.
- 5) Measure the oil clearance on individual connecting rod bearings by means of plastigauge. If any oil clearance is not within the specification, replace the defective bearing with a new one of standard size or undersize as necessary. (See the table below.)

**Connecting rod oil clearance:**  
**Standard**  
**0.017 — 0.045 mm (0.0007 — 0.0018 in)**  
**Limit**  
**0.05 mm (0.0020 in)**

| Unit: mm (in)                 |                                    |                                      |
|-------------------------------|------------------------------------|--------------------------------------|
| Bearing                       | Bearing size (Thickness at center) | Outer diameter of crank pin          |
| Standard                      | 1.490 — 1.502<br>(0.0587 — 0.0591) | 51.984 — 52.000<br>(2.0466 — 2.0472) |
| 0.03<br>(0.0012)<br>undersize | 1.504 — 1.512<br>(0.0592 — 0.0595) | 51.954 — 51.970<br>(2.0454 — 2.0461) |
| 0.05<br>(0.0020)<br>undersize | 1.514 — 1.522<br>(0.0596 — 0.0599) | 51.934 — 51.950<br>(2.0447 — 2.0453) |
| 0.25<br>(0.0098)<br>undersize | 1.614 — 1.622<br>(0.0635 — 0.0639) | 51.734 — 51.750<br>(2.0368 — 2.0374) |

- 6) Inspect the bushing at connecting rod small end, and replace if worn or damaged. Also measure the piston pin clearance at connecting rod small end.

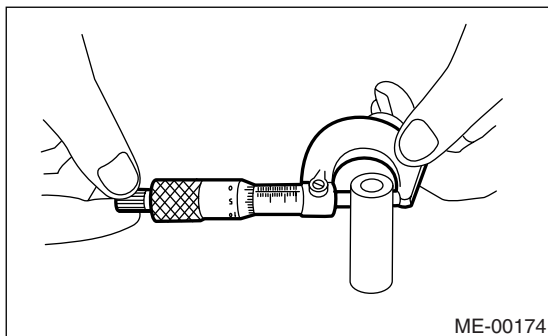
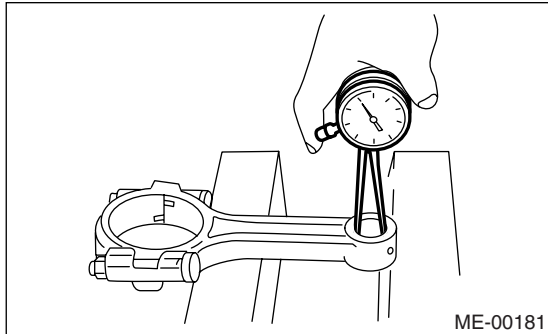
## Clearance between piston pin and bushing:

### Standard

0 — 0.022 mm (0 — 0.0009 in)

### Limit

0.030 mm (0.0012 in)

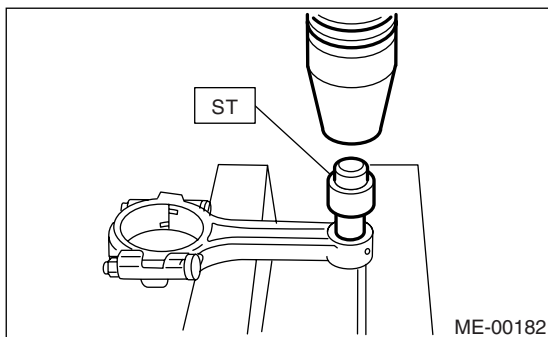


7) Replacement procedure is as follows.

(1) Remove the bushing from connecting rod with ST and press.

(2) Press the bushing with ST after applying oil on the periphery of bushing.

ST 499037100 CONNECTING ROD BUSHING REMOVER AND INSTALLER



(3) Make two 3 mm (0.12 in) holes in bushing. Ream the inside of bushing.

(4) After the completion of reaming, clean the bushing to remove chips.

## 6. CRANKSHAFT AND CRANKSHAFT BEARING

1) Clean the crankshaft completely and check for cracks by means of liquid penetrant tester etc., and replace if defective.

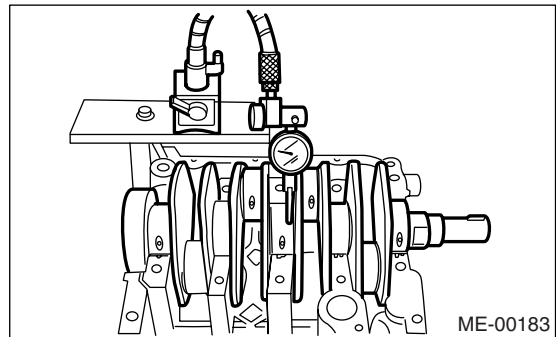
2) Measure the crankshaft bend, and correct or replace if it exceeds the limit.

### NOTE:

If a suitable V-block is not available, install the #1 and #5 crankshaft bearing on cylinder block, position the crankshaft on these bearings and measure the crankshaft bend using a dial gauge.

### Crankshaft bend limit:

0.035 mm (0.0014 in)



3) Inspect the crank journal and crank pin for wear. If they are not within the specifications, replace the bearing with a suitable (undersize) one, and then replace or recondition the crankshaft as necessary. When grinding the crank journal or crank pin, finish them to specified dimensions according to the undersize bearing to be used.

### Crank pin:

#### Out-of-roundness

0.003 mm (0.0001 in)

#### Cylindricity

0.004 mm (0.0002 in)

#### Grinding limit

To 51.750 mm (2.0374 in) dia.

### Crank journal:

#### Out-of-roundness

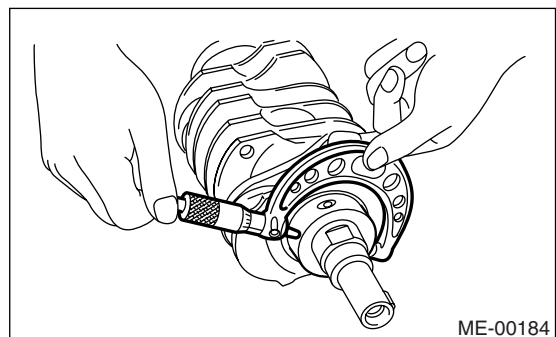
0.005 mm (0.0002 in)

#### Cylindricity

0.006 mm (0.0002 in)

#### Grinding limit

To 59.750 mm (2.3524 in) dia.



# Cylinder Block

MECHANICAL

|                            |                                       | Unit: mm (in)                        |                                      |                                      |
|----------------------------|---------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
|                            |                                       | Crank journal diameter               |                                      | Crank pin diameter                   |
|                            |                                       | #1, #3                               | #2, #4, #5                           |                                      |
| Standard                   | Journal O.D.                          | 59.992 — 60.008<br>(2.3619 — 2.3625) | 59.992 — 60.008<br>(2.3619 — 2.3625) | 51.984 — 52.000<br>(2.0466 — 2.0472) |
|                            | Bearing size<br>(Thickness at center) | 1.998 — 2.011<br>(0.0787 — 0.0792)   | 2.000 — 2.013<br>(0.0787 — 0.0793)   | 1.490 — 1.502<br>(0.0587 — 0.0591)   |
| 0.03 (0.0012)<br>undersize | Journal O.D.                          | 59.962 — 59.978<br>(2.3607 — 2.3613) | 59.962 — 59.978<br>(2.3607 — 2.3613) | 51.954 — 51.970<br>(2.0454 — 2.0461) |
|                            | Bearing size<br>(Thickness at center) | 2.017 — 2.020<br>(0.0794 — 0.0795)   | 2.019 — 2.022<br>(0.0795 — 0.0796)   | 1.504 — 1.512<br>(0.0592 — 0.0595)   |
| 0.05 (0.0020)<br>undersize | Journal O.D.                          | 59.942 — 59.958<br>(2.3599 — 2.3605) | 59.942 — 59.958<br>(2.3599 — 2.3605) | 51.934 — 51.950<br>(2.0447 — 2.0453) |
|                            | Bearing size<br>(Thickness at center) | 2.027 — 2.030<br>(0.0798 — 0.0799)   | 2.029 — 2.032<br>(0.0799 — 0.0800)   | 1.514 — 1.522<br>(0.0596 — 0.0599)   |
| 0.25 (0.0098)<br>undersize | Journal O.D.                          | 59.742 — 59.758<br>(2.3520 — 2.3527) | 59.742 — 59.758<br>(2.3520 — 2.3527) | 51.734 — 51.750<br>(2.0368 — 2.0374) |
|                            | Bearing size<br>(Thickness at center) | 2.127 — 2.130<br>(0.0837 — 0.0839)   | 2.129 — 2.132<br>(0.0838 — 0.0839)   | 1.614 — 1.622<br>(0.0635 — 0.0639)   |

O.D.: Outer Diameter

4) Measure the side clearance of crankshaft at center bearing. If the clearance exceeds the limit, replace the bearing.

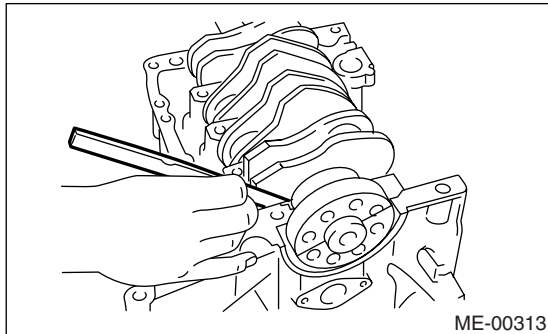
**Crankshaft side clearance:**

**Standard**

**0.030 — 0.115 mm (0.0012 — 0.0045 in)**

**Limit**

**0.25 mm (0.0098 in)**



5) Inspect individual crankshaft bearings for signs of flaking, seizure, melting, and wear.

6) Measure the oil clearance on each crankshaft bearing by means of plastigauge. If the measurement is not within the specification, replace the defective bearing with an undersize one, and replace or recondition the crankshaft as necessary.

**Crankshaft oil clearance:**

**Standard**

**0.010 — 0.030 mm (0.0004 — 0.0012 in)**

**Limit**

**0.040 mm (0.0016 in)**

## 21.Intake and Exhaust Valve

### A: SPECIFICATION

For operations related to intake and exhaust valve, refer to "Cylinder Head".

<Ref. to ME(H4DOTC)-61, REMOVAL, Cylinder Head.> <Ref. to ME(H4DOTC)-61, INSTALLATION, Cylinder Head.>

## 22.Piston

### A: SPECIFICATION

For operations related to piston, refer to “Cylinder Block”.

<Ref. to ME(H4DOTC)-68, REMOVAL, Cylinder Block.> <Ref. to ME(H4DOTC)-71, INSTALLATION, Cylinder Block.>



## 23.Connecting Rod

### A: SPECIFICATION

For operations related to connecting rod, refer to "Cylinder Block".

<Ref. to ME(H4DOTC)-68, REMOVAL, Cylinder Block.> <Ref. to ME(H4DOTC)-71, INSTALLATION, Cylinder Block.>

## 24.Crankshaft

### A: SPECIFICATION

For operations related to crankshaft, refer to “Cylinder Block”.

<Ref. to ME(H4DOTC)-68, REMOVAL, Cylinder Block.> <Ref. to ME(H4DOTC)-71, INSTALLATION, Cylinder Block.>

## 25.Engine Trouble in General

### A: INSPECTION

NOTE:

“RANK” shown in the chart refers to the possibility of reason for the trouble in order (“Very often” to “Rarely”)

A — Very often

B — Sometimes

C — Rarely

| TROUBLE                               | PROBLEM PARTS, ETC.   | POSSIBLE CAUSE                                   | RANK |
|---------------------------------------|---|--|------|
| 1. Engine will not start.             |   |  |      |
| 1) Starter does not turn.             | Starter   | Defective battery-to-starter harness             | B    |
|                                       |   | Defective starter switch                         | C    |
|                                       |   | Defective inhibitor switch or neutral switch     | C    |
|                                       |   | Defective starter                                | B    |
|                                       | Battery   | Poor terminal connection                         | A    |
|                                       |   | Run-down battery                                 | A    |
|                                       |   | Defective charging system                        | B    |
|                                       | Friction  | Seizure of crankshaft and connecting rod bearing | C    |
|                                       |   | Seized camshaft                                  | C    |
| Seized or stuck piston and cylinder   |   | C  |      |
| 2) Initial combustion does not occur. | Starter   | Defective starter                                | C    |
|                                       | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|                                       | Fuel line   | Defective fuel pump and relay                    | A    |
|                                       |   | Lack of or insufficient fuel                     | B    |
|                                       | Belt  | Defective  | B    |
|                                       |   | Defective timing                                 | B    |
|                                       | Compression   | Incorrect valve clearance                        | C    |
|                                       |   | Loosened spark plug or defective gasket          | C    |
|                                       |   | Loosened cylinder head bolt or defective gasket  | C    |
|                                       |   | Improper valve sealing                           | C    |
|                                       |   | Defective valve stem                             | C    |
|                                       |   | Worn or broken valve spring                      | B    |
|                                       |   | Worn or stuck piston rings, cylinder and piston  | C    |
|                                       |   | Incorrect valve timing                           | B    |
|                                       | Improper engine oil (low viscosity)   | B  |      |
| 3) Initial combustion occurs.         | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|                                       | Intake system   | Defective intake manifold gasket                 | B    |
|                                       |   | Defective throttle body gasket                   | B    |
|                                       | Fuel line   | Defective fuel pump and relay                    | C    |
|                                       |   | Clogged fuel line                                | C    |
|                                       |   | Lack of or insufficient fuel                     | B    |
|                                       | Belt  | Defective  | B    |
|                                       |   | Defective timing                                 | B    |
|                                       | Compression   | Incorrect valve clearance                        | C    |
|                                       |   | Loosened spark plug or defective gasket          | C    |
|                                       |   | Loosened cylinder head bolt or defective gasket  | C    |
|                                       |   | Improper valve sealing                           | C    |
|                                       |   | Defective valve stem                             | C    |
|                                       |   | Worn or broken valve spring                      | B    |
|                                       |   | Worn or stuck piston rings, cylinder and piston  | C    |
| Incorrect valve timing                |   | B  |      |
| Improper engine oil (low viscosity)   | B   |  |      |

# Engine Trouble in General

MECHANICAL

| TROUBLE   | PROBLEM PARTS, ETC.   | POSSIBLE CAUSE                                     | RANK |
|---|---|--|------|
| 4) Engine stalls after initial combustion.      | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|   | Intake system   | Loosened or cracked intake duct                    | B    |
|   |   | Loosened or cracked PCV hose                       | C    |
|   |   | Loosened or cracked vacuum hose                    | C    |
|   |   | Defective intake manifold gasket                   | B    |
|   |   | Defective throttle body gasket                     | B    |
|   |   | Dirty air cleaner element                          | C    |
|   | Fuel line   | Clogged fuel line                                  | C    |
|   |   | Lack of or insufficient fuel                       | B    |
|   | Belt  | Defective  | B    |
|   |   | Defective timing                                   | B    |
|   | Compression   | Incorrect valve clearance                          | C    |
|   |   | Loosened spark plug or defective gasket            | C    |
|   |   | Loosened cylinder head bolt or defective gasket    | C    |
|   |   | Improper valve sealing                             | C    |
|   |   | Defective valve stem                               | C    |
|   |   | Worn or broken valve spring                        | B    |
| Worn or stuck piston rings, cylinder and piston |   | C  |      |
| Incorrect valve timing                          |   | B  |      |
| Improper engine oil (low viscosity)             | B   |  |      |
| 2. Rough idle and engine stall                  | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|   | Intake system   | Loosened or cracked intake duct                    | A    |
|   |   | Loosened or cracked PCV hose                       | A    |
|   |   | Loosened or cracked vacuum hose                    | A    |
|   |   | Defective intake manifold gasket                   | B    |
|   |   | Defective throttle body gasket                     | B    |
|   |   | Defective PCV valve                                | C    |
|   |   | Loosened oil filler cap                            | B    |
|   |   | Dirty air cleaner element                          | C    |
|   | Fuel line   | Defective fuel pump and relay                      | C    |
|   |   | Clogged fuel line                                  | C    |
|   |   | Lack of or insufficient fuel                       | B    |
|   | Belt  | Defective timing                                   | C    |
|   | Compression   | Incorrect valve clearance                          | B    |
|   |   | Loosened spark plug or defective gasket            | B    |
|   |   | Loosened cylinder head bolt or defective gasket    | B    |
|   |   | Improper valve sealing                             | B    |
|   |   | Defective valve stem                               | C    |
|   |   | Worn or broken valve spring                        | B    |
|   |   | Worn or stuck piston rings, cylinder and piston    | B    |
|   |   | Incorrect valve timing                             | A    |
|   | Improper engine oil (low viscosity)   | B  |      |
|   | Lubrication system  | Incorrect oil pressure                             | B    |
|   |   | Defective rocker cover gasket                      | C    |
|   | Cooling system  | Over-heating                                       | C    |
|   | Others  | Malfunction of evaporative emission control system | A    |
|   |   | Stuck or damaged throttle valve                    | B    |

# Engine Trouble in General

MECHANICAL

| TROUBLE   | PROBLEM PARTS, ETC.   | POSSIBLE CAUSE                                  | RANK |
|---|---|---|------|
| 3. Low output, hesitation and poor acceleration | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |   | A    |
|   | Intake system   | Loosened or cracked intake duct                 | A    |
|   |   | Loosened or cracked PCV hose                    | A    |
|   |   | Loosened or cracked vacuum hose                 | B    |
|   |   | Defective intake manifold gasket                | B    |
|   |   | Defective throttle body gasket                  | B    |
|   |   | Defective PCV valve                             | B    |
|   |   | Loosened oil filler cap                         | B    |
|   |   | Dirty air cleaner element                       | A    |
|   | Fuel line   | Defective fuel pump and relay                   | B    |
|   |   | Clogged fuel line                               | B    |
|   |   | Lack of or insufficient fuel                    | C    |
|   | Belt  | Defective timing                                | B    |
|   | Compression   | Incorrect valve clearance                       | B    |
|   |   | Loosened spark plug or defective gasket         | B    |
|   |   | Loosened cylinder head bolt or defective gasket | B    |
|   |   | Improper valve sealing                          | B    |
|   |   | Defective valve stem                            | C    |
|   |   | Worn or broken valve spring                     | B    |
|   |   | Worn or stuck piston rings, cylinder and piston | C    |
|   |   | Incorrect valve timing                          | A    |
|   | Improper engine oil (low viscosity)   | B   |      |
|   | Lubrication system  | Incorrect oil pressure                          | B    |
| Cooling system                                  | Over-heating  | C   |      |
|   | Over cooling  | C   |      |
| Others  | Malfunction of evaporative emission control system                              | A   |      |
| 4. Surging                                      | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |   | A    |
|   | Intake system   | Loosened or cracked intake duct                 | A    |
|   |   | Loosened or cracked PCV hose                    | A    |
|   |   | Loosened or cracked vacuum hose                 | A    |
|   |   | Defective intake manifold gasket                | B    |
|   |   | Defective throttle body gasket                  | B    |
|   |   | Defective PCV valve                             | B    |
|   |   | Loosened oil filler cap                         | B    |
|   |   | Dirty air cleaner element                       | B    |
|   | Fuel line   | Defective fuel pump and relay                   | B    |
|   |   | Clogged fuel line                               | B    |
|   |   | Lack of or insufficient fuel                    | C    |
|   | Belt  | Defective timing                                | B    |
|   | Compression   | Incorrect valve clearance                       | B    |
|   |   | Loosened spark plug or defective gasket         | C    |
|   |   | Loosened cylinder head bolt or defective gasket | C    |
|   |   | Improper valve sealing                          | C    |
|   |   | Defective valve stem                            | C    |
|   |   | Worn or broken valve spring                     | C    |
|   |   | Worn or stuck piston rings, cylinder and piston | C    |
|   |   | Incorrect valve timing                          | A    |
|   | Improper engine oil (low viscosity)   | B   |      |
|   | Cooling system  | Overheating                                     | B    |
| Others  | Malfunction of evaporative emission control system                              | C   |      |

# Engine Trouble in General

MECHANICAL

| TROUBLE                             | PROBLEM PARTS, ETC.   | POSSIBLE CAUSE   | RANK |
|-------------------------------------|---|--|------|
| 5. Engine does not return to idle.  | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|                                     | Intake system   | Loosened or cracked vacuum hose                        | A    |
|                                     | Others  | Stuck or damaged throttle valve                        | A    |
| 6. Dieseling (Run-on)               | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|                                     | Cooling system  | Overheating  | B    |
|                                     | Others  | Malfunction of evaporative emission control system     | B    |
| 7. Afterburning in exhaust system   | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|                                     | Intake system   | Loosened or cracked intake duct                        | C    |
|                                     |   | Loosened or cracked PCV hose                           | C    |
|                                     |   | Loosened or cracked vacuum hose                        | B    |
|                                     |   | Defective PCV valve                                    | B    |
|                                     |   | Loosened oil filler cap                                | C    |
|                                     | Belt  | Defective timing                                       | B    |
|                                     | Compression   | Incorrect valve clearance                              | B    |
|                                     |   | Loosened spark plug or defective gasket                | C    |
|                                     |   | Loosened cylinder head bolt or defective gasket        | C    |
|                                     |   | Improper valve sealing                                 | B    |
|                                     |   | Defective valve stem                                   | C    |
|                                     |   | Worn or broken valve spring                            | C    |
|                                     |   | Worn or stuck piston rings, cylinder and piston        | C    |
|                                     |   | Incorrect valve timing                                 | A    |
|                                     | Lubrication system  | Incorrect oil pressure                                 | C    |
| Cooling system                      | Over cooling  | C  |      |
| Others                              | Malfunction of evaporative emission control system                              | C  |      |
| 8. Knocking                         | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |  | A    |
|                                     | Intake system   | Loosened oil filler cap                                | B    |
|                                     | Belt  | Defective timing                                       | B    |
|                                     | Compression   | Incorrect valve clearance                              | C    |
|                                     |   | Incorrect valve timing                                 | B    |
|                                     | Cooling system  | Overheating  | A    |
| 9. Excessive engine oil consumption | Intake system   | Loosened or cracked PCV hose                           | A    |
|                                     |   | Defective PCV valve                                    | B    |
|                                     |   | Loosened oil filler cap                                | C    |
|                                     | Compression   | Defective valve stem                                   | A    |
|                                     |   | Worn or stuck piston rings, cylinder and piston        | A    |
|                                     | Lubrication system  | Loosened oil pump attaching bolts and defective gasket | B    |
|                                     |   | Defective oil filter o-ring                            | B    |
|                                     |   | Defective crankshaft oil seal                          | B    |
|                                     |   | Defective rocker cover gasket                          | B    |
|                                     |   | Loosened oil drain plug or defective gasket            | B    |
|                                     | Loosened oil pan fitting bolts or defective oil pan                             | B  |      |

# Engine Trouble in General

MECHANICAL

| TROUBLE                        | PROBLEM PARTS, ETC.   | POSSIBLE CAUSE                                  | RANK |   |
|--------------------------------|---|---|------|---|
| 10. Excessive fuel consumption | Engine control system <Ref. to EN(H4DOTC)(diag)-2, Basic Diagnostic Procedure.> |   | A    |   |
|                                | Intake system   | Dirty air cleaner element                       | A    |   |
|                                | Belt  | Defective timing                                | B    |   |
|                                | Compression   | Incorrect valve clearance                       |      | B |
|                                |   | Loosened spark plug or defective gasket         |      | C |
|                                |   | Loosened cylinder head bolt or defective gasket |      | C |
|                                |   | Improper valve sealing                          |      | B |
|                                |   | Defective valve stem                            |      | C |
|                                |   | Worn or broken valve spring                     |      | C |
|                                |   | Worn or stuck piston rings, cylinder and piston |      | B |
|                                |   | Incorrect valve timing                          |      | B |
|                                | Lubrication system  | Incorrect oil pressure                          | C    |   |
|                                | Cooling system  | Over cooling                                    | C    |   |

# Engine Noise

MECHANICAL

## 26.Engine Noise

### A: INSPECTION

| Type of sound   | Condition  | Possible cause   |
|---|--|--|
| Regular clicking sound  | Sound increases as engine speed increases.                                       | <ul style="list-style-type: none"> <li>Valve mechanism is defective.</li> <li>Incorrect valve clearance</li> <li>Worn camshaft</li> <li>Broken valve spring</li> </ul>                       |
| Heavy and dull clank  | Oil pressure is low.   | <ul style="list-style-type: none"> <li>Worn crankshaft main bearing</li> <li>Worn connecting rod bearing (big end)</li> </ul>  |
|   | Oil pressure is normal.  | <ul style="list-style-type: none"> <li>Loose flywheel mounting bolts</li> <li>Damaged engine mounting</li> </ul>   |
| High-pitched clank (Spark knock)  | Sound is noticeable when accelerating with an overload.                          | <ul style="list-style-type: none"> <li>Ignition timing advanced</li> <li>Accumulation of carbon inside combustion chamber</li> <li>Wrong spark plug</li> <li>Improper gasoline</li> </ul>    |
| Clank when engine speed is medium (1,000 to 2,000 rpm).                       | Sound is reduced when fuel injector connector of noisy cylinder is disconnected. | <ul style="list-style-type: none"> <li>Worn crankshaft main bearing</li> <li>Worn bearing of connecting rod (Large end)</li> </ul>   |
| Knocking sound when engine is operating under idling speed and engine is warm | Sound is reduced when fuel injector connector of noisy cylinder is disconnected. | <ul style="list-style-type: none"> <li>Worn cylinder liner and piston ring</li> <li>Broken or stuck piston ring</li> <li>Worn piston pin and hole at piston end of connecting rod</li> </ul> |
|   | Sound is not reduced if each fuel injector connector is disconnected in turn.    | <ul style="list-style-type: none"> <li>Unusually worn valve lifter</li> <li>Worn cam sprocket</li> <li>Worn camshaft journal in cylinder head assembly</li> </ul>                            |
| Squeaky sound   | —  | <ul style="list-style-type: none"> <li>Insufficient generator lubrication</li> </ul>   |
| Rubbing sound   | —  | <ul style="list-style-type: none"> <li>Defective generator brush and rotor contact</li> </ul>  |
| Gear scream when starting engine  | —  | <ul style="list-style-type: none"> <li>Defective ignition starter switch</li> <li>Worn gear and starter pinion</li> </ul>  |
| Sound like polishing glass with a dry cloth                                   | —  | <ul style="list-style-type: none"> <li>Loose drive belt</li> <li>Defective water pump shaft</li> </ul>   |
| Hissing sound   | —  | <ul style="list-style-type: none"> <li>Loss of compression</li> <li>Air leakage in air intake system, hoses, connections or manifolds</li> </ul>   |
| Timing belt noise   | —  | <ul style="list-style-type: none"> <li>Loose timing belt</li> <li>Belt contacting case or adjacent part</li> </ul>   |
| Valve noise   | —  | <ul style="list-style-type: none"> <li>Incorrect valve clearance</li> </ul>  |

**NOTE\*)**

When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, carry out the clear memory mode <Ref. to EN(H4DOTC)(diag)-50, OPERATION, Clear Memory Mode.> and inspection mode <Ref. to EN(H4DOTC)(diag)-40, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.