

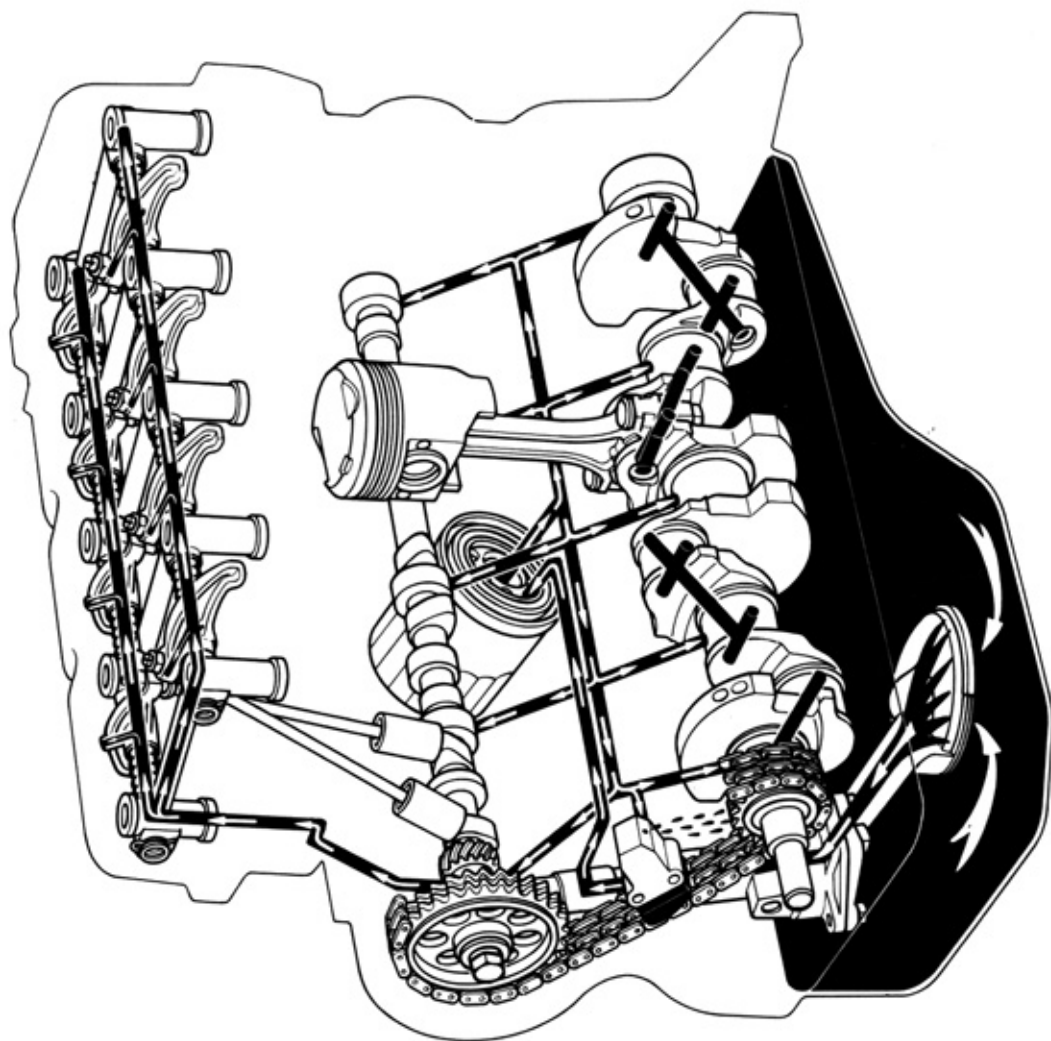
# LUBRICATION SYSTEM

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**LUBRICATION SYSTEM CIRCUIT**

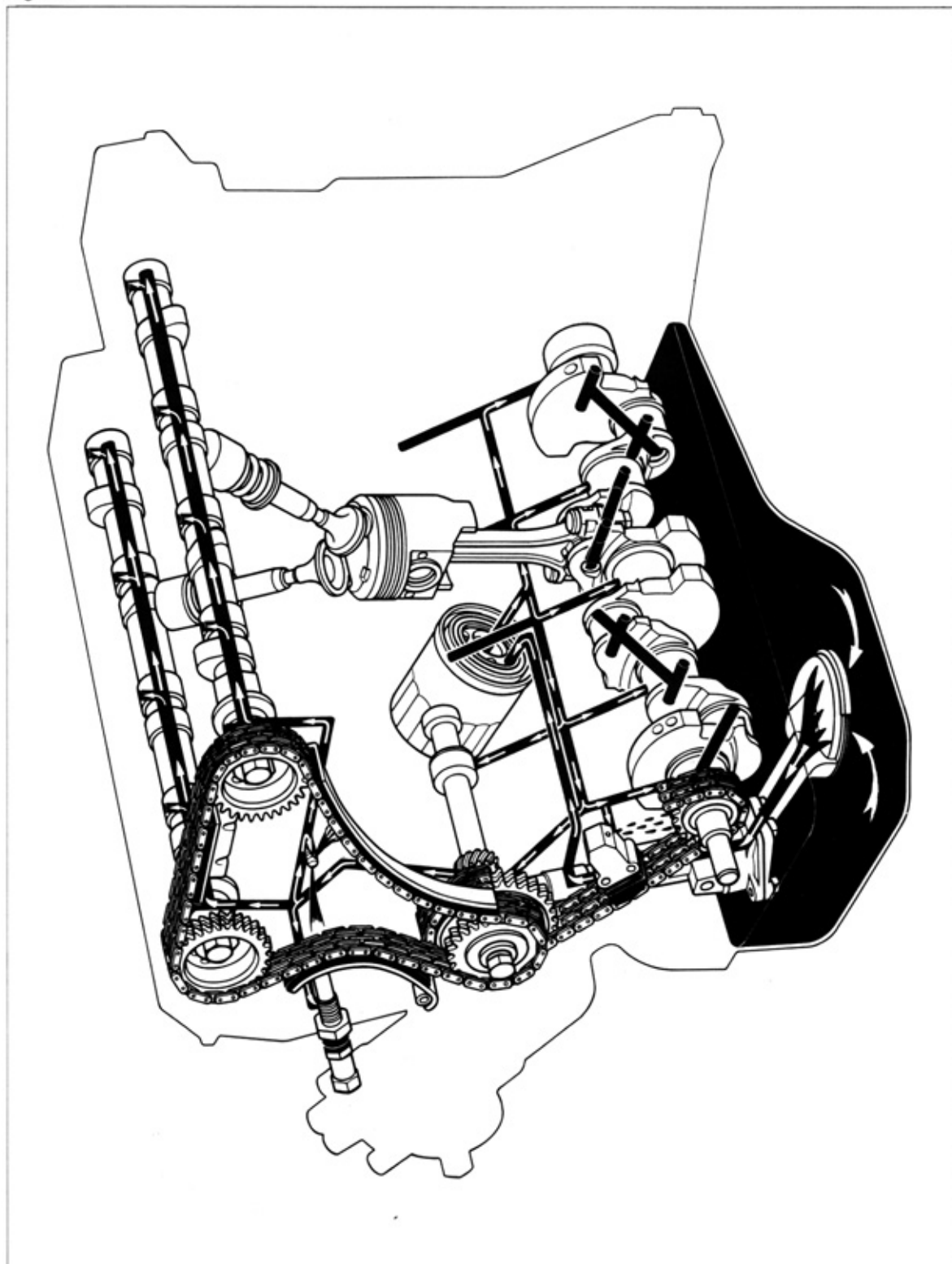
2T, 3T ENGINE

Fig. 6-1



## 2T-G ENGINE

**Fig. 6-2**



## OIL PUMP

### DISASSEMBLY

Disassemble the parts in the numerical order shown in the figure.

Fig. 6-3

1. Oil Strainer
2. Drive Shaft & Rotor
3. Relief Valve Subassembly

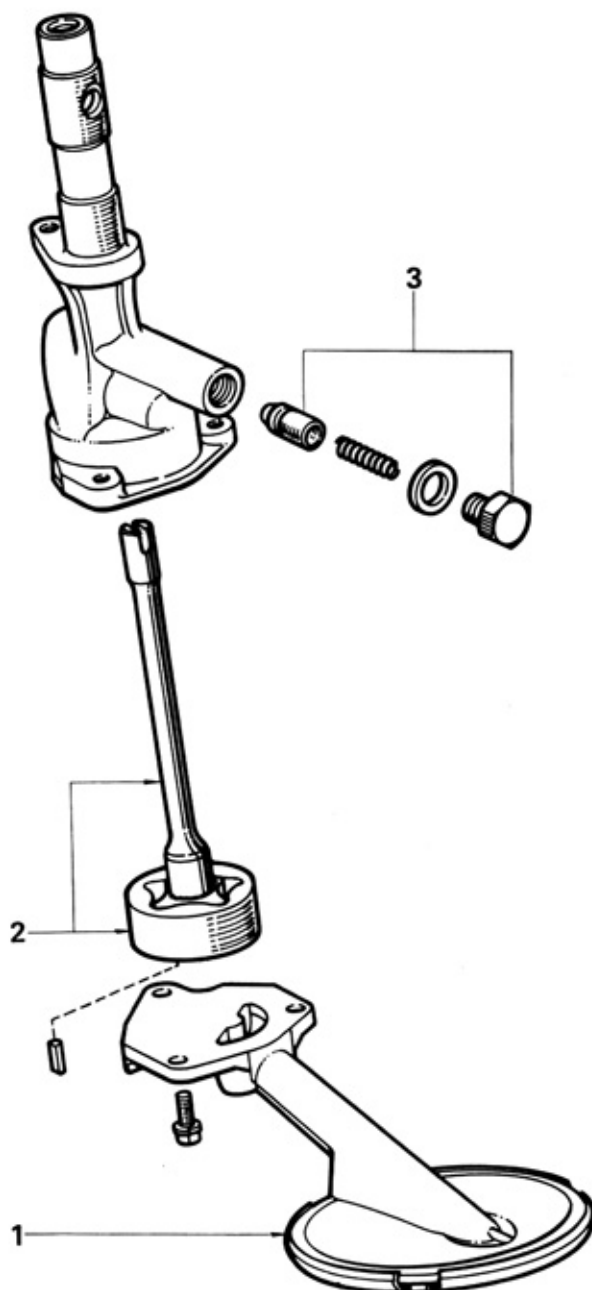


Fig. 6-4

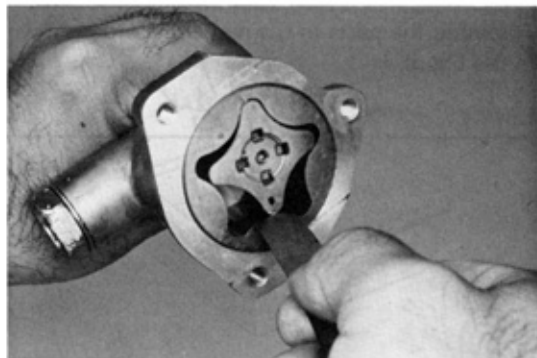


Fig. 6-5

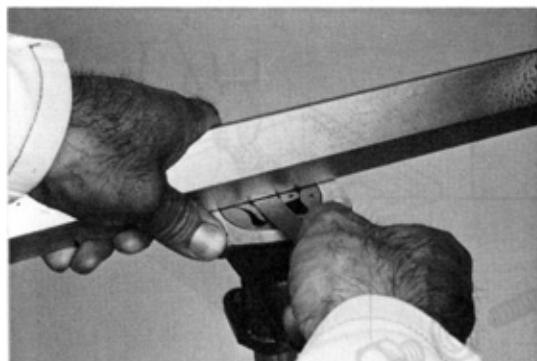


Fig. 6-6

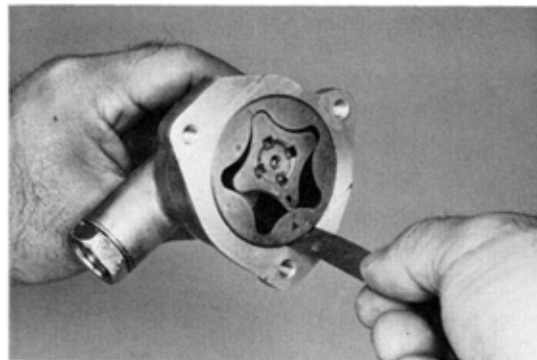


Fig. 6-7



## INSPECTION



1. Measure the tip clearance. If it exceeds limit, replace the oil pump drive rotor set.

**Tip clearance:**

<b>STD</b>	<b>0.04 – 0.16 mm</b> <b>(0.002 – 0.006 in.)</b>
<b>Limit</b>	<b>0.25 mm</b> <b>(0.010 in.)</b>



2. Measure the side clearance (between rotor and cover). If it exceeds limit, replace either rotor or pump body.

**Side clearance:**

<b>STD</b>	<b>0.03 – 0.09 mm</b> <b>(0.001 – 0.004 in.)</b>
<b>Limit</b>	<b>0.15 mm</b> <b>(0.006 in.)</b>



3. Measure the body clearance (between driven rotor and pump body). If it exceeds limit, replace either rotor or pump body.

**Body clearance:**

<b>STD</b>	<b>0.10 – 0.16 mm</b> <b>(0.004 – 0.006 in.)</b>
<b>Limit</b>	<b>0.25 mm</b> <b>(0.010 in.)</b>



4. Inspect relief valve for scoring or wear. If damaged, replace valve or pump assembly.

**ASSEMBLY**

Assemble the parts in the numerical order shown in the figure.

**Fig. 6-8**

1. Relief Valve Subassembly
2. Drive Shaft & Rotor
3. Oil Strainer

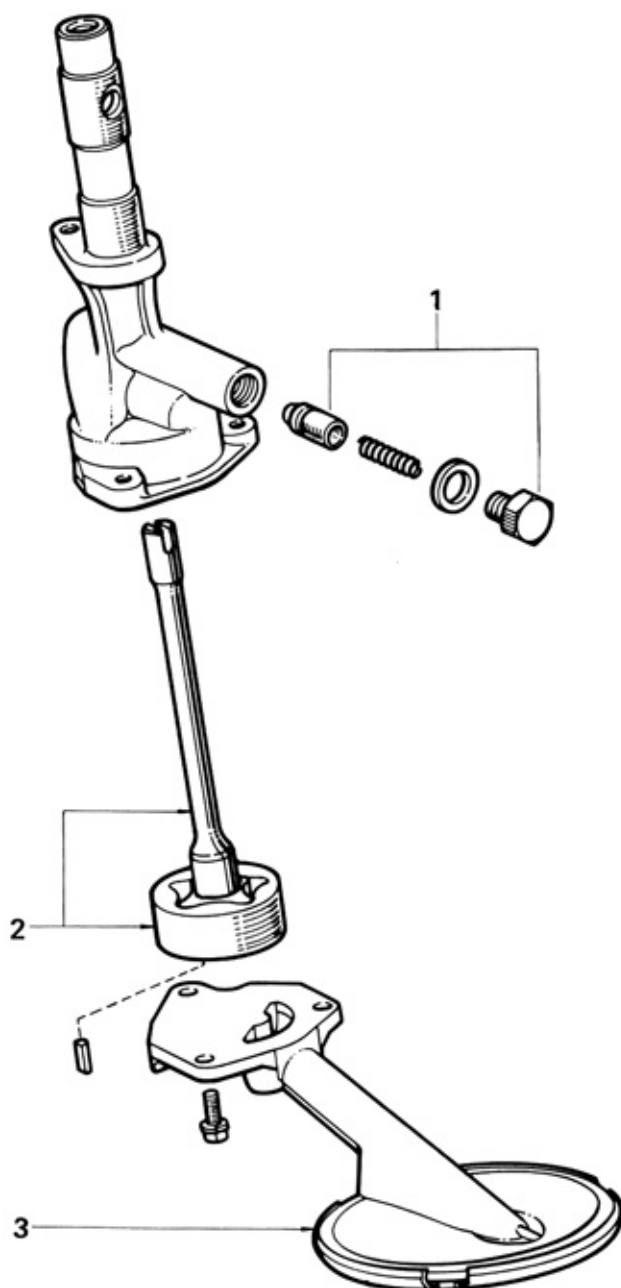
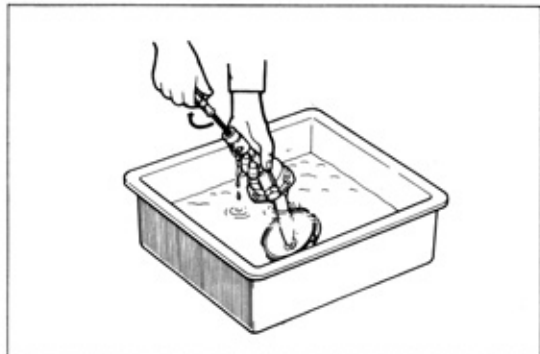
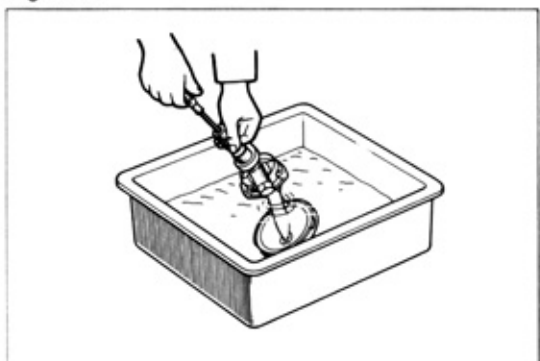


Fig. 6-9

**Check Pump Operation**

1. Immerse the suction end of the pump into clean engine oil and turn the shaft clockwise with a screwdriver. Oil should come out of the discharge hole.

Fig. 6-10



2. Close the discharge hole with your thumb, and turn the shaft as before. The shaft should be difficult to turn.

