# LUBRICATION SYSTEM

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>LUBRICATION SYSTEM CIRCUIT</td>
<td>6-2</td>
</tr>
<tr>
<td>OIL PUMP</td>
<td>6-4</td>
</tr>
</tbody>
</table>
LUBRICATION SYSTEM CIRCUIT

2T, 3T ENGINE

Fig. 6-1
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
INSPECTION

1. Measure the tip clearance. If it exceeds limit, replace the oil pump drive rotor set.
   
   **Tip clearance:**
   
   _STD_ 0.04 - 0.16 mm  
   (0.002 - 0.006 in.)
   
   _Limit_ 0.25 mm  
   (0.010 in.)

2. Measure the side clearance (between rotor and cover). If it exceeds limit, replace either rotor or pump body.
   
   **Side clearance:**
   
   _STD_ 0.03 - 0.09 mm  
   (0.001 - 0.004 in.)
   
   _Limit_ 0.15 mm  
   (0.006 in.)

3. Measure the body clearance (between driven rotor and pump body). If it exceeds limit, replace either rotor or pump body.
   
   **Body clearance:**
   
   _STD_ 0.10 - 0.16 mm  
   (0.004 - 0.006 in.)
   
   _Limit_ 0.25 mm  
   (0.010 in.)

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.

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

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