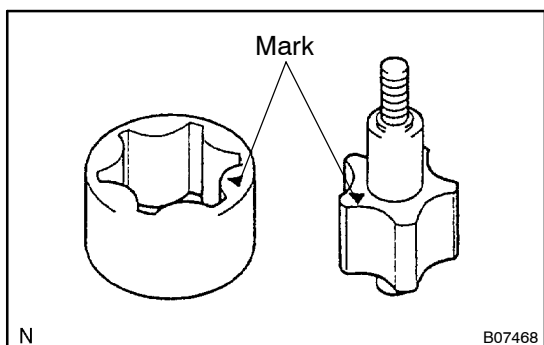


INSPECTION

1. INSPECT RELIEF VALVE

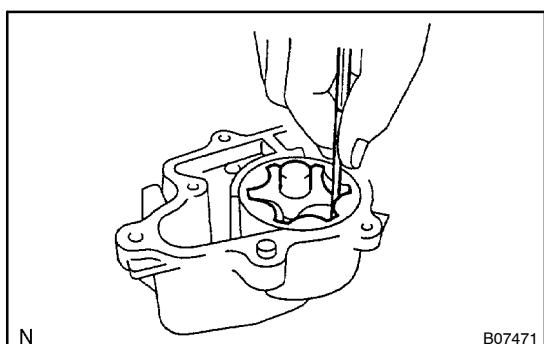
Coat the valve with engine oil and check that it falls smoothly into the valve hole by its own weight.

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



2. PLACE DRIVE AND DRIVEN ROTORS INTO OIL PUMP BODY

Place the drive and driven rotors into the oil pump body with the mark facing upward.



3. INSPECT ROTOR TIP CLEARANCE

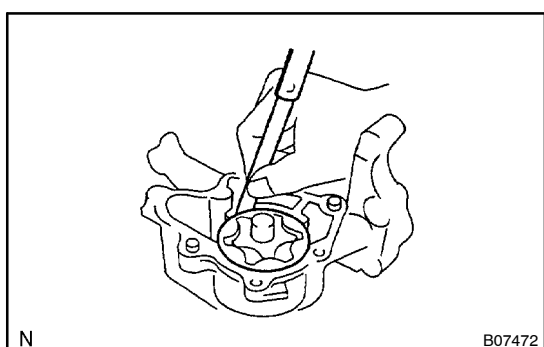
Using a feeler gauge, measure the clearance between the drive and driven rotor tips.

Standard tip clearance:

0.06 – 0.16 mm (0.0024 – 0.0063 in.)

Maximum tip clearance: 0.16 mm (0.0063 in.)

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



4. INSPECT ROTOR SIDE CLEARANCE

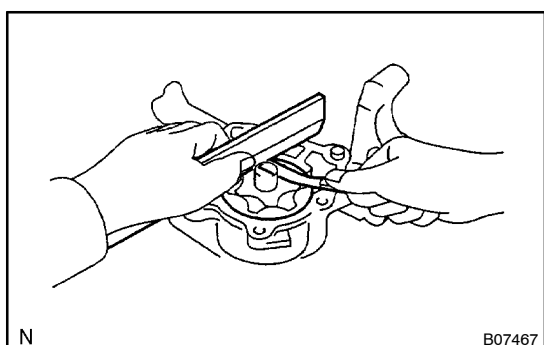
Using a feeler gauge and precision straight edge, measure the clearance between the rotors and precision straight edge.

Standard side clearance:

0.030 – 0.090 mm (0.0012 – 0.0035 in.)

Maximum side clearance: 0.15 mm (0.0059 in.)

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



5. INSPECT ROTOR BODY CLEARANCE

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

Standard body clearance:

0.100 – 0.140 mm (0.0039 – 0.0055 in.)

Maximum body clearance: 0.30 mm (0.0118 in.)

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

6. REMOVE DRIVE AND DRIVEN ROTORS