

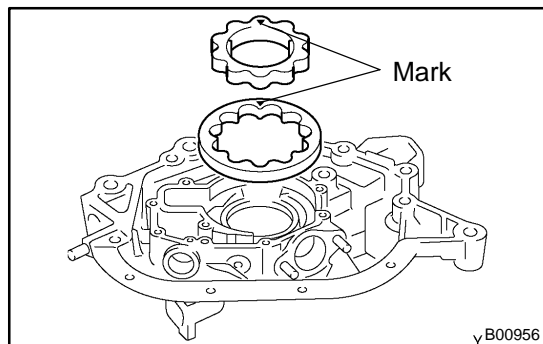
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INSPECTION

1. INSPECT RELIEF VALVE

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

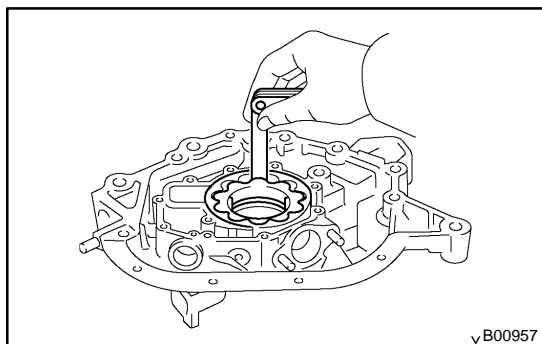
If it doesn't, replace the relief valve. If necessary, replace the oil pump assembly.



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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.



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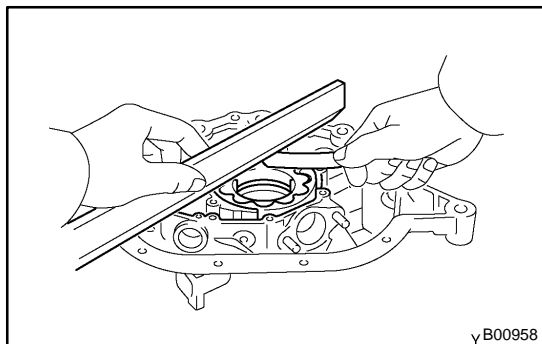
3. INSPECT ROTOR TIP CLEARANCE

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

Tip clearance:

Standard	0.060 – 0.180 mm (0.0024 – 0.0071 in.)
Maximum	0.18 mm (0.0071 in.)

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



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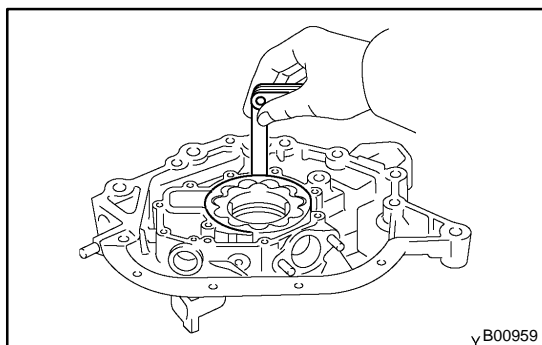
4. INSPECT ROTOR SIDE CLEARANCE

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

Side clearance:

Standard	0.030 – 0.090 mm (0.0012 – 0.0035 in.)
Maximum	0.09 mm (0.0035 in.)

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



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5. INSPECT ROTOR BODY CLEARANCE

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

Body clearance:

Standard	0.250 – 0.325 mm (0.0098 – 0.0127 in.)
Maximum	0.325 mm (0.0127 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