

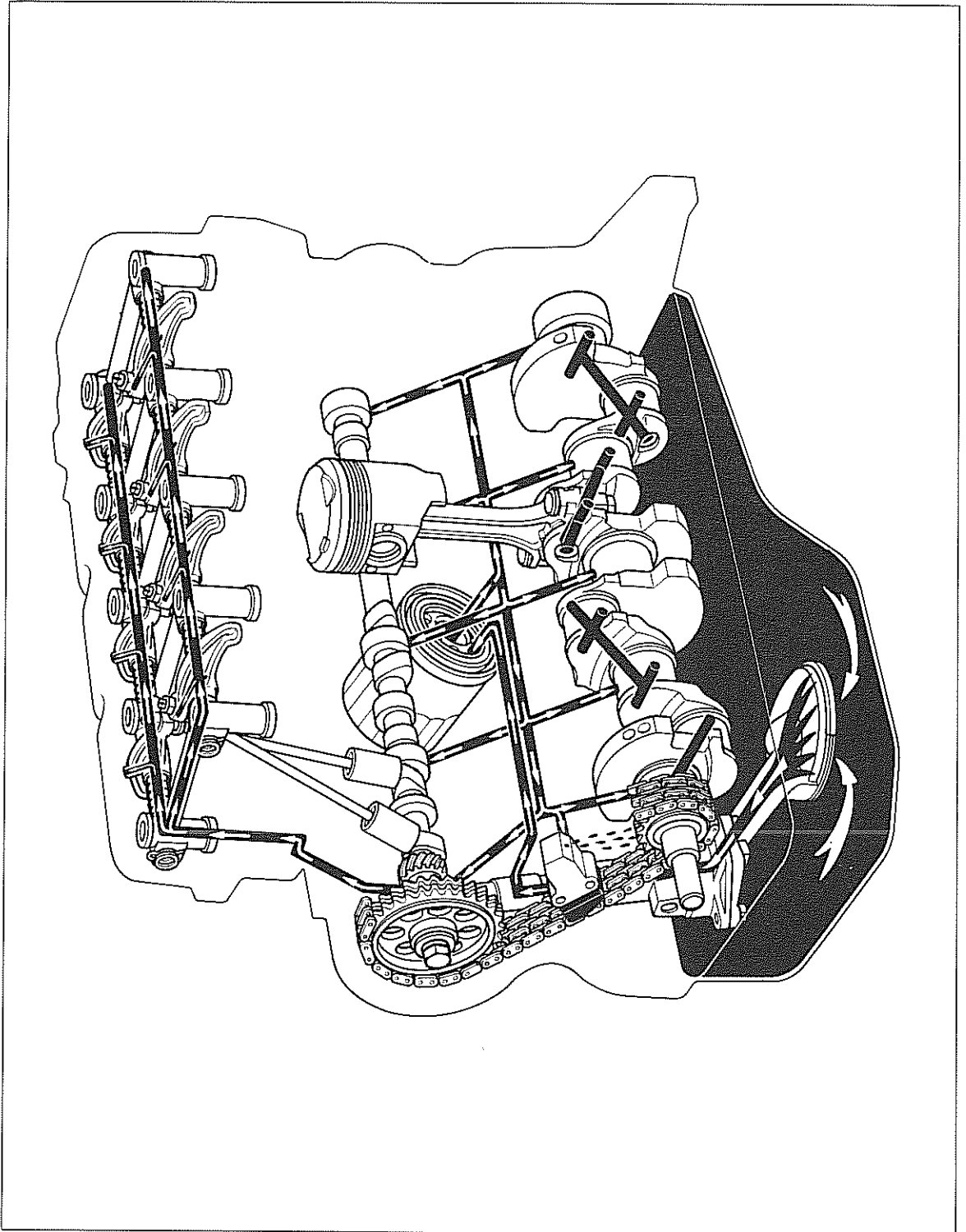
LUBRICATION SYSTEM

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LUBRICATION SYSTEM CIRCUIT

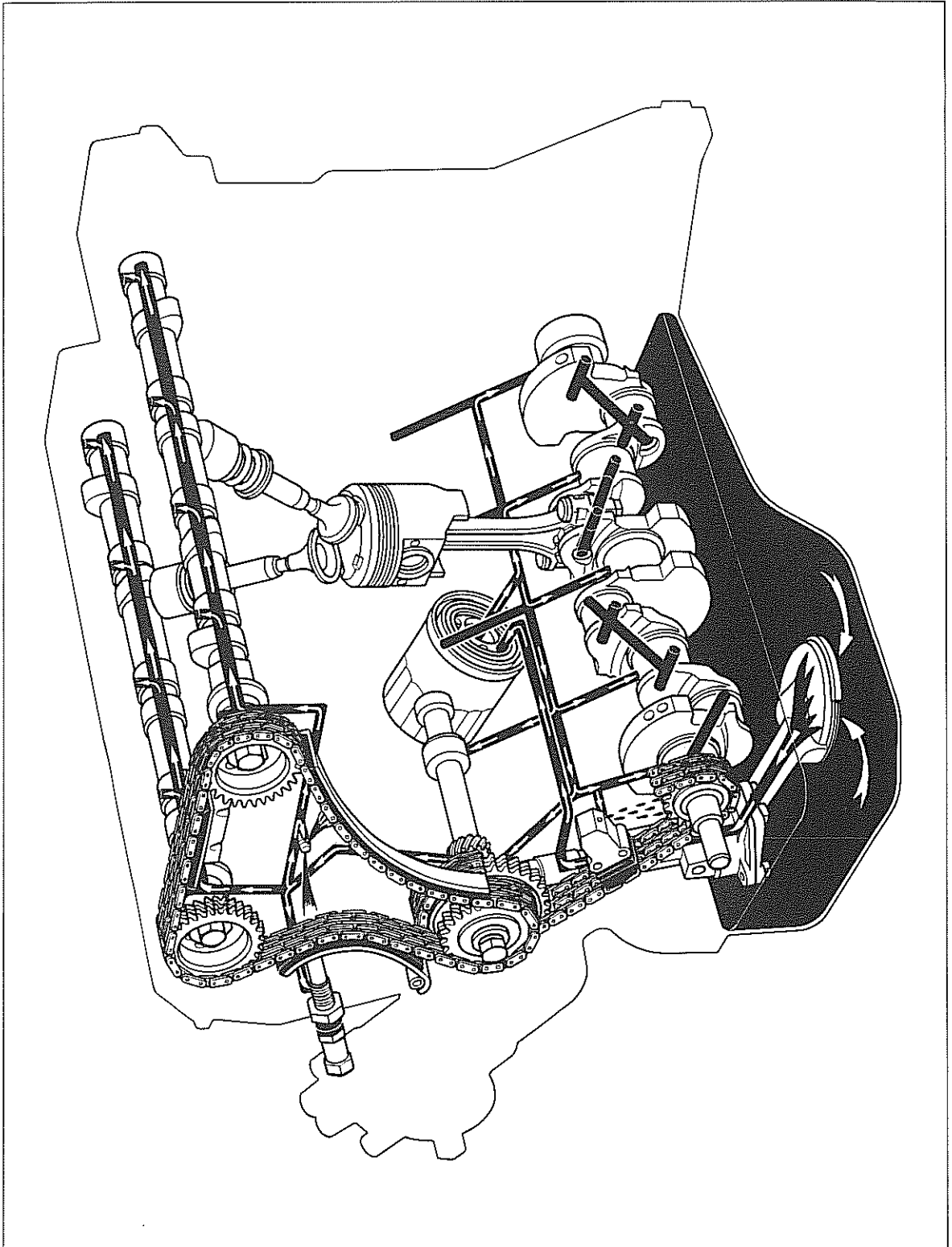
2T, 3T ENGINE

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

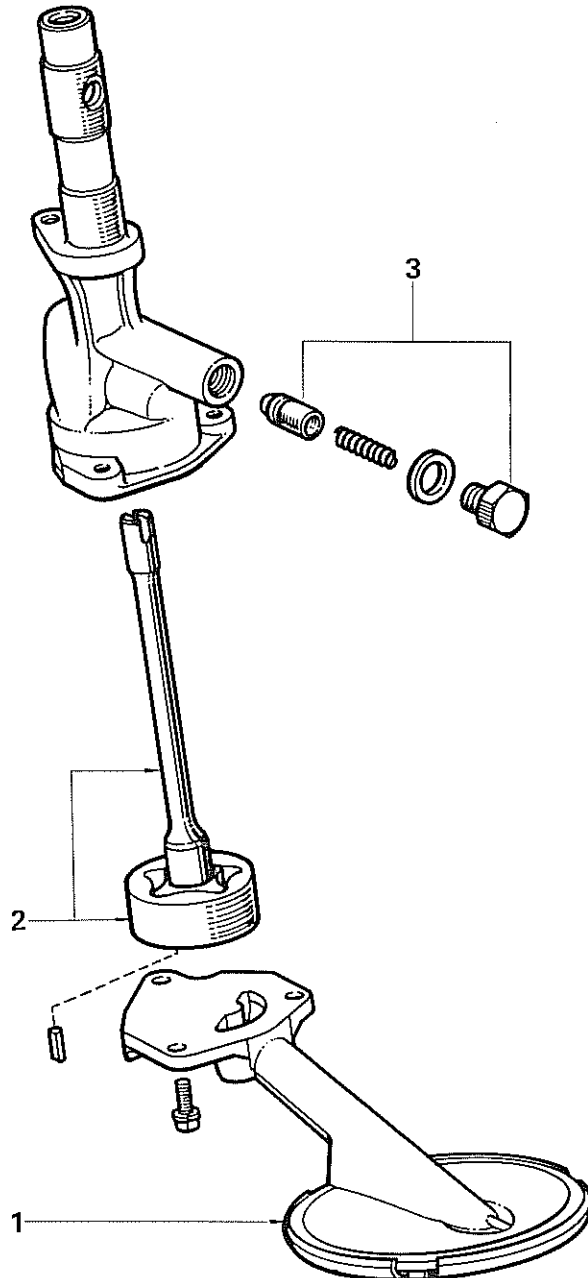
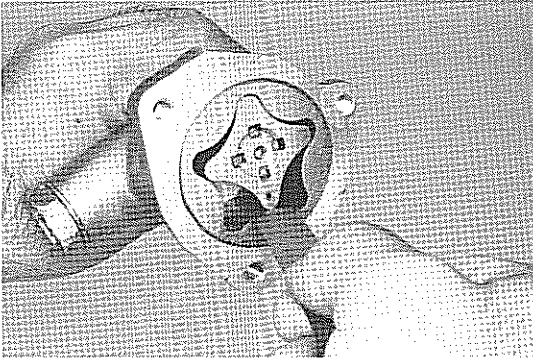


Fig. 6-4



INSPECTION

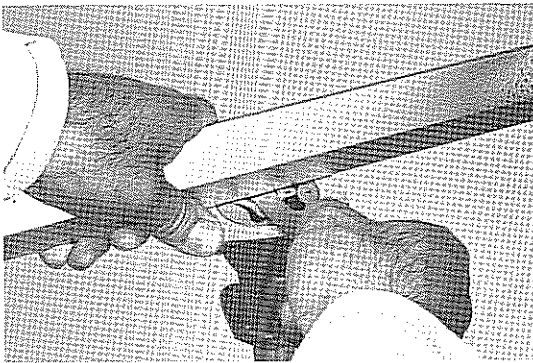
1. Measure the tip clearance. If it exceeds limit, replace the oil pump drive rotor set.

Tip clearance:

STD 0.04 – 0.16 mm
(0.002 – 0.006 in.)

Limit 0.25 mm
(0.010 in.)

Fig. 6-5



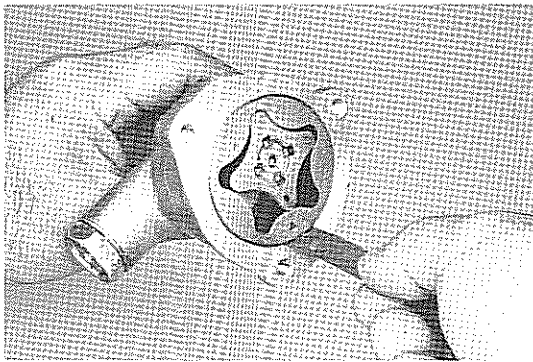
2. Measure the side clearance (between rotor and cover). If it exceeds limit, replace either rotor or pump body.

Side clearance:

STD 0.03 – 0.09 mm
(0.001 – 0.004 in.)

Limit 0.15 mm
(0.006 in.)

Fig. 6-6



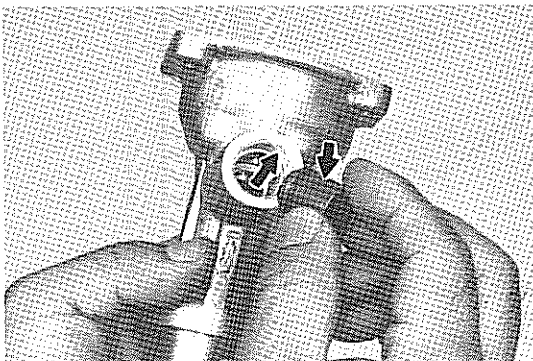
3. Measure the body clearance (between driven rotor and pump body). If it exceeds limit, replace either rotor or pump body.

Body clearance:

STD 0.10 – 0.16 mm
(0.004 – 0.006 in.)

Limit 0.25 mm
(0.010 in.)

Fig. 6-7



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

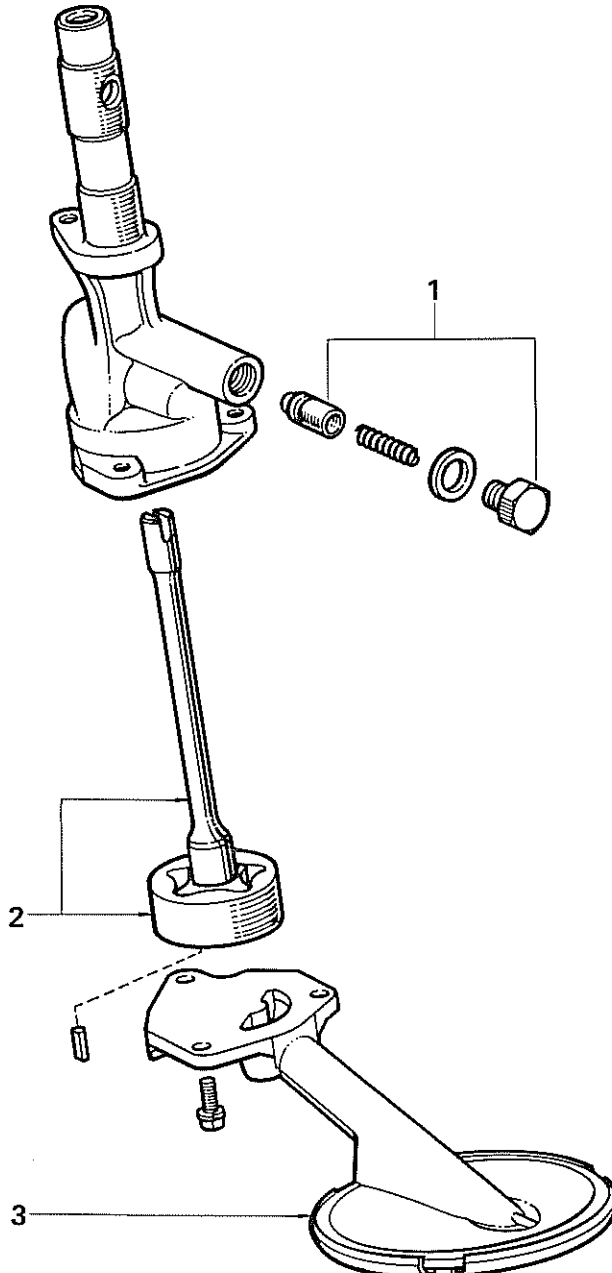
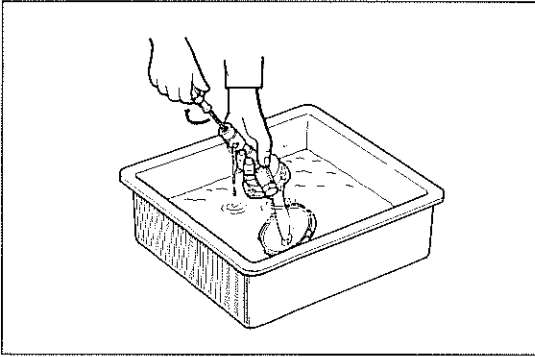
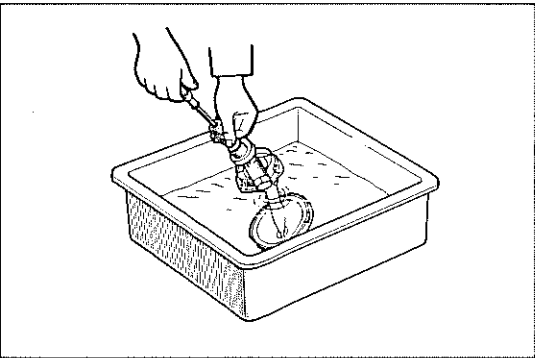


Fig. 6-9

**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.

MEMO
