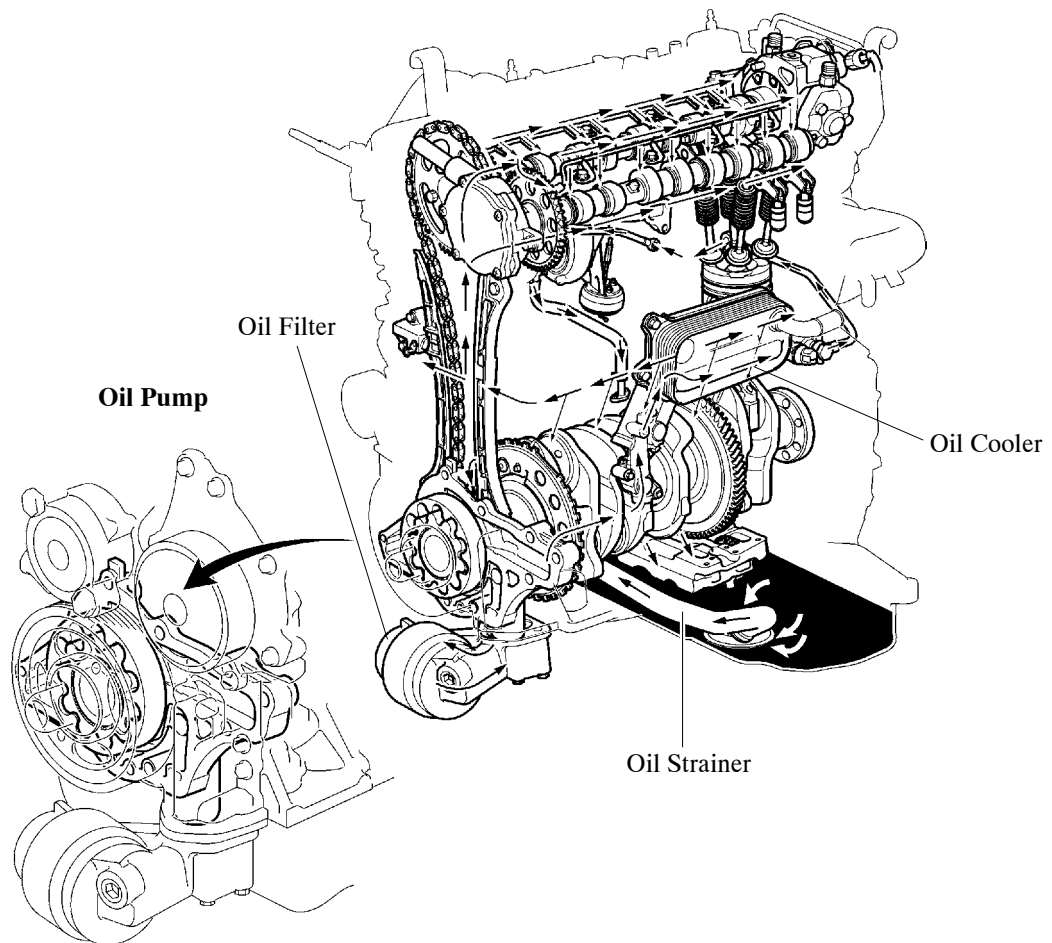


## ■ LUBRICATION SYSTEM

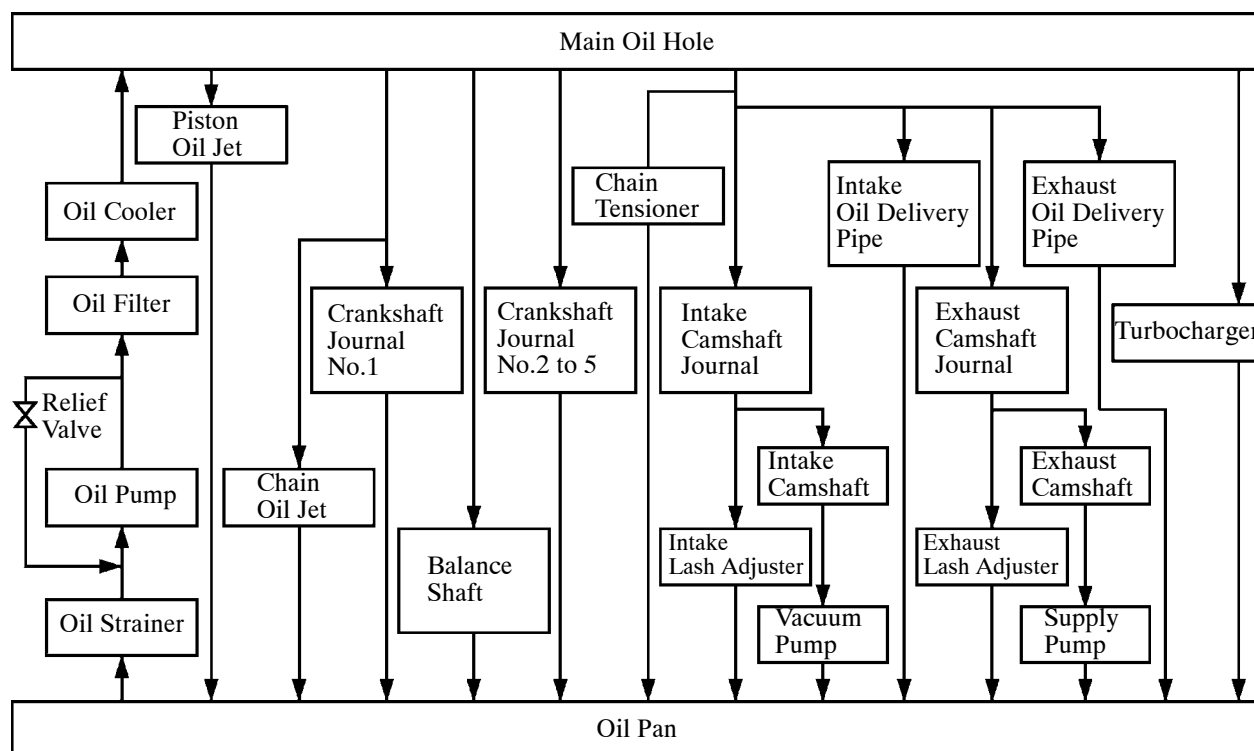
### 1. General

- The lubrication circuit is fully pressurized and all oil passes through an oil filter.
- The trochoid gear type oil pump is driven directly by the crankshaft.
- The chamber for the oil pump rotor is placed in the timing chain cover to achieve a simpler construction and a compact engine.
- A water-cooled type engine oil cooler is used to lower the oil temperature.
- Oil jets are provided for cooling the pistons.
- An oil level sensor is provided in the oil pan to help ensure efficient servicing.
- An oil filter with a replaceable element is used. For details of this filter, see page EG-103.



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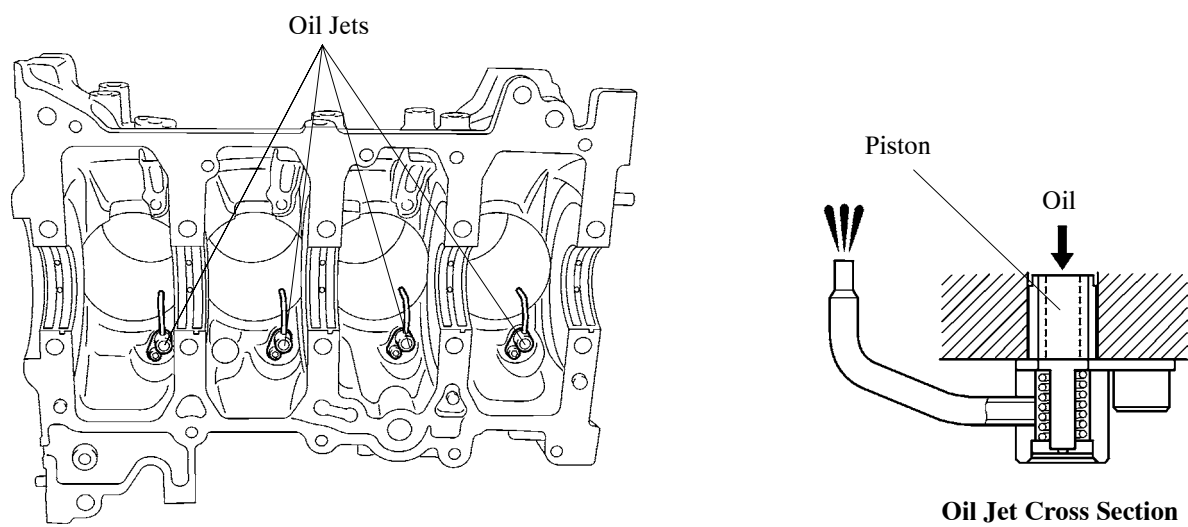
## ► Oil Circuit ◀



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## 2. Oil Jet

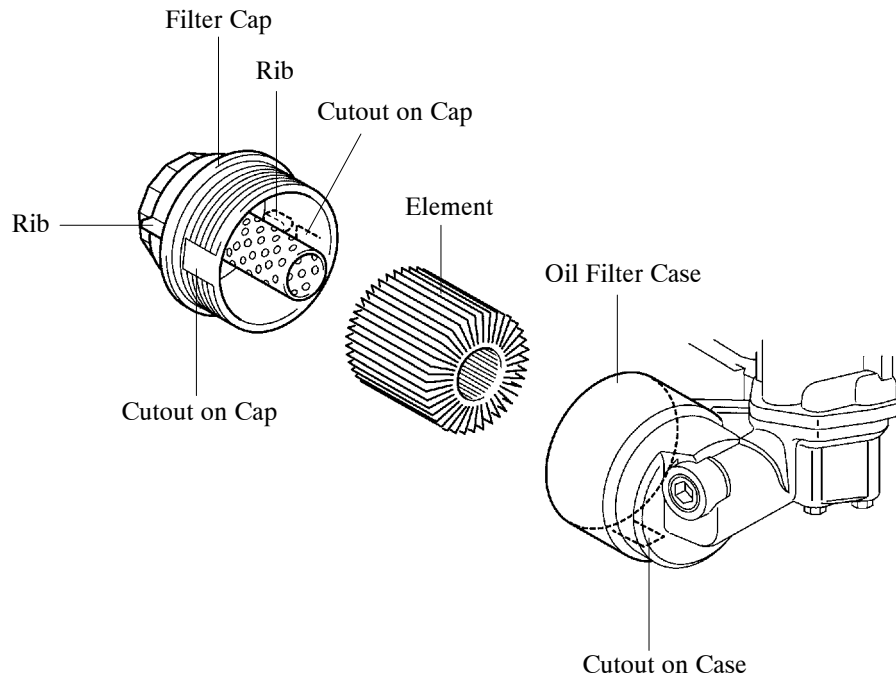
Oil jets for cooling and lubricating the pistons are provided in the cylinder block.



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### 3. Oil Filter

- A newly developed oil filter with a replaceable element is used. The element uses a high-performance filter paper to improve filtration performance. It is also combustible for environmental protection.
- An aluminum alloy filter cap is used to extend its life.
- A construction which allows the draining of oil is provided to reduce the splashing of oil during the oil filter element replacement procedure. Oil can be drained by matching the thread cutout on the cap against the thread cutout on the case.



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#### Service Tip

- To drain the oil, rotate the cap about four turns, and align the cutouts on the cap and the case using the rib as a reference.
- The engine oil maintenance interval for a model that has an oil filter with a replaceable element is the same as that for conventional models.

For details, refer to the LEXUS IS250/220d Repair Manual (Pub. No. RM0151E).