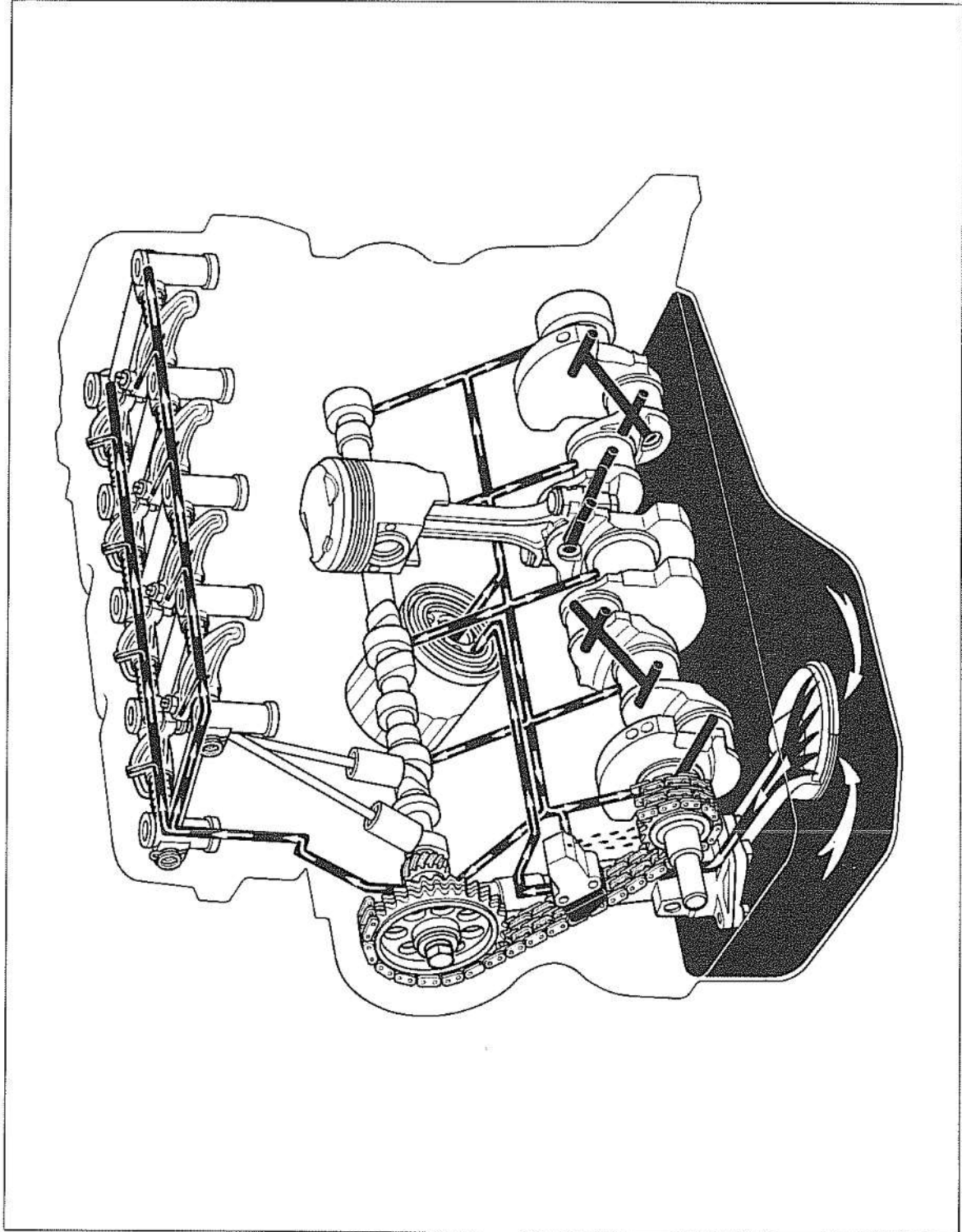


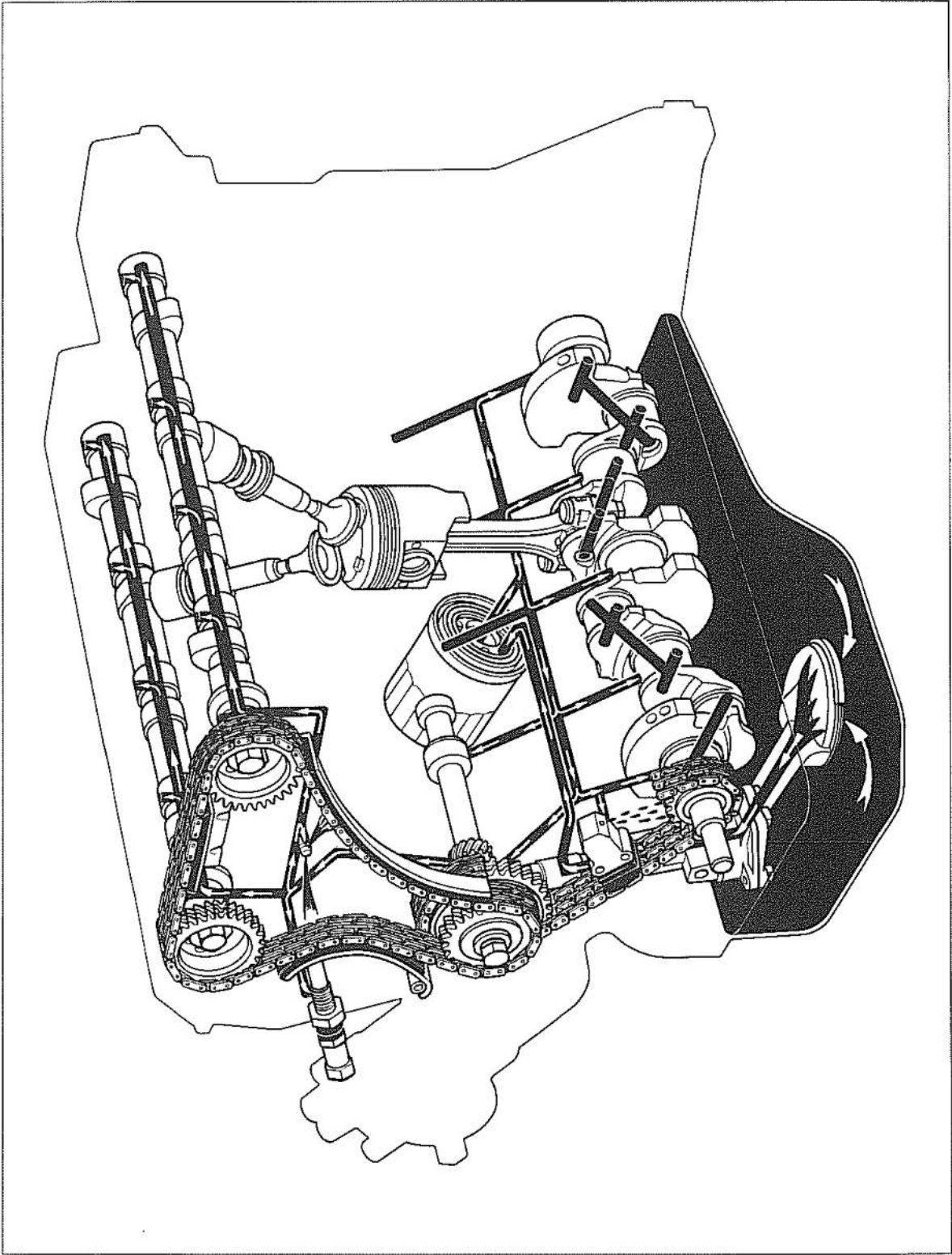
LUBRICATION SYSTEM

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LUBRICATION SYSTEM CIRCUIT	6-2
OIL PUMP	6-4

6-2 LUBRICATION SYSTEM – Lubrication System Circuit**LUBRICATION SYSTEM CIRCUIT****2T, 3T ENGINE****Fig. 6-1**

2T-G ENGINE

Fig. 6-2



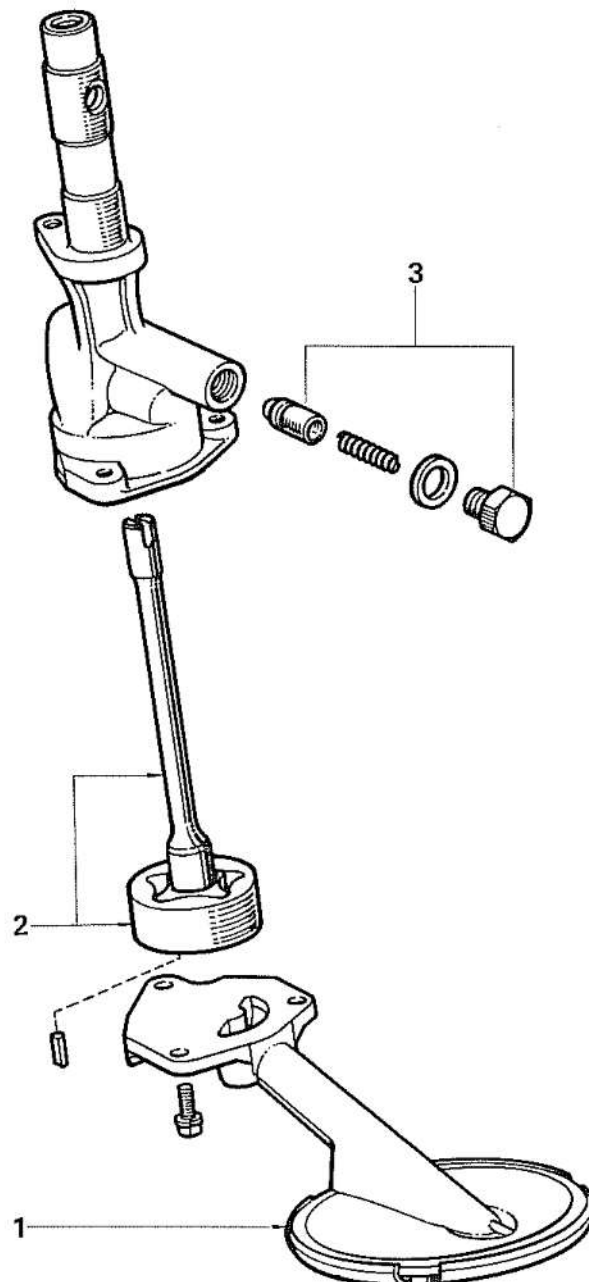
6-4 LUBRICATION SYSTEM – Oil Pump

OIL PUMP**DISASSEMBLY**

Disassemble the parts in the numerical order shown in the figure.

Fig. 6-3

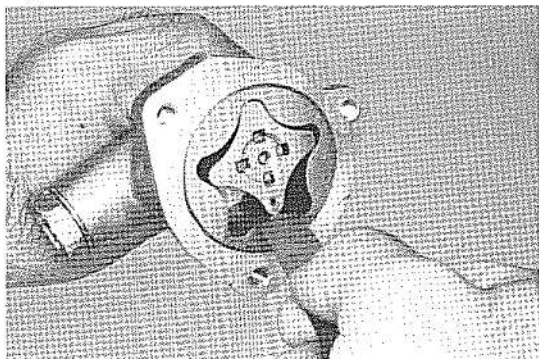
1. Oil Strainer
2. Drive Shaft & Rotor
3. Relief Valve Subassembly



LUBRICATION SYSTEM— Oil Pump

6-5

Fig. 6-4



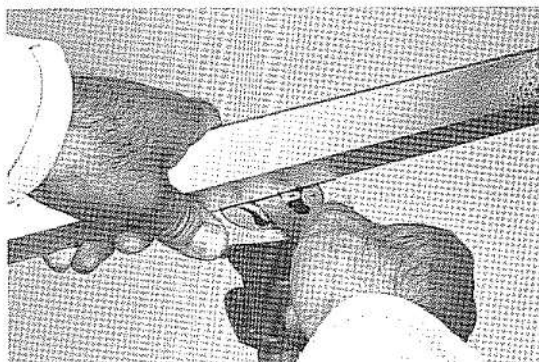
INSPECTION

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

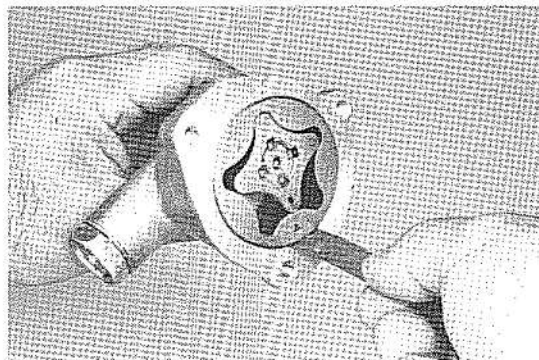


2. Measure the side clearance (between rotor and cover). If it exceeds limit, replace either rotor or pump body.

Side clearance:

STD	0.03 – 0.09 mm (0.001 – 0.004 in.)
Limit	0.15 mm (0.006 in.)

Fig. 6-6

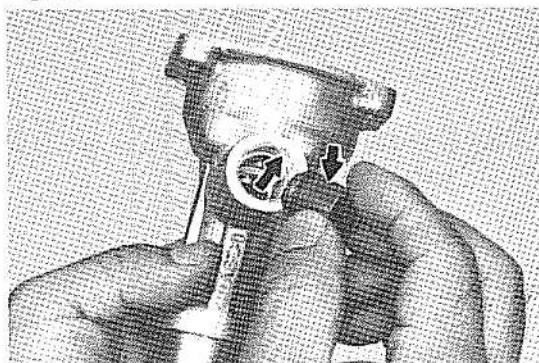


3. Measure the body clearance (between driven rotor and pump body). If it exceeds limit, replace either rotor or pump body.

Body clearance:

STD	0.10 – 0.16 mm (0.004 – 0.006 in.)
Limit	0.25 mm (0.010 in.)

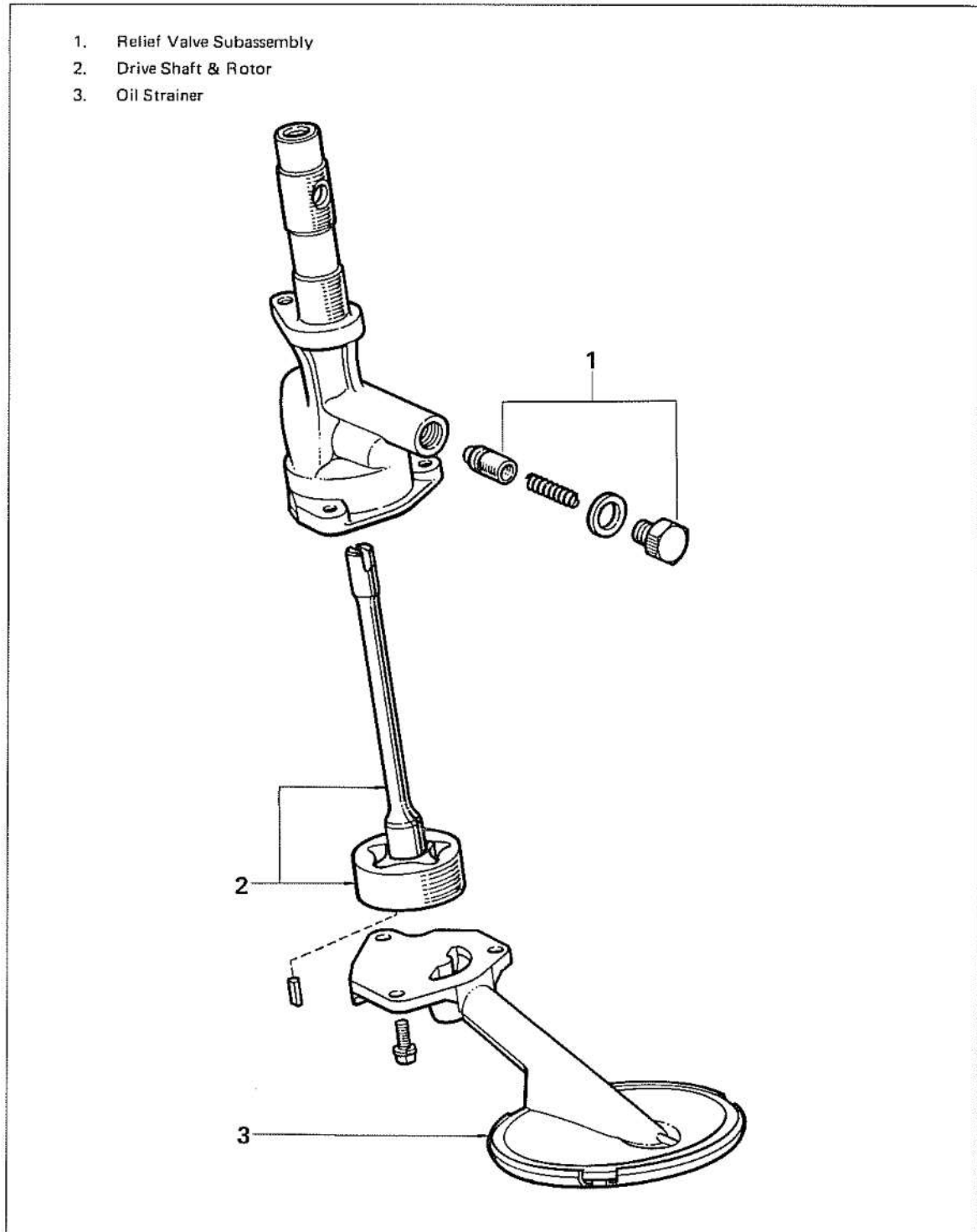
Fig. 6-7



4. Inspect relief valve for scoring or wear. If damaged, replace valve or pump assembly.

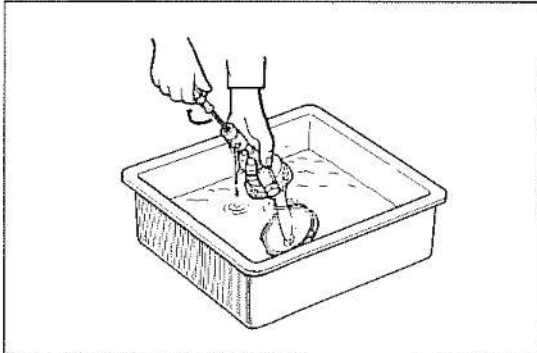
6-6 LUBRICATION SYSTEM— Oil Pump**ASSEMBLY**

Assemble the parts in the numerical order shown in the figure.

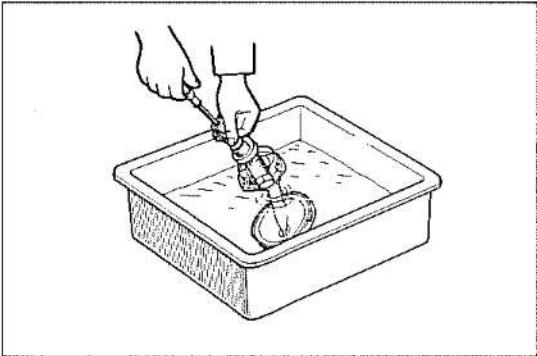
Fig. 6-8

LUBRICATION SYSTEM – Oil Pump

6—7

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
