General Information

SPECIFICATION

Description			Specifications		Limit
			G6DB - 3.3	G6DA - 3.8	
General					
Type			V-type, DOHC		
Number of cylinders			6		
Bore			92mm (3.6220in)	96mm (3.7795in)	
Stroke			83.8mm (3.2992in)	87.0 mm(3.4252in)	
Total displacement			3,342cc (203.86cu.in)	3.778cc (230.55cu.in)	
Compression ratio			10.4		
Firing order			1-2-3-4-5-6		
Valve timing					
Intake	Opens(ATDC)		14˚	10˚	
	Closes(ABDC)		66˚	66˚	
Exhaust	Opens(BBDC)		52˚	52˚	
	Closes(ATDC)		0˚	0˚	
Cylinder head					
Flatness of gasket surface			Less than 0.05mm (0.0019in) [Less than 0.02mm (0.0008in) / 150x150]		
Flatness of manifold mounting	Intake		Less than 0.1mm(0.0039in) [Less than 0.03mm(0.001in)/110x110]		
	Exhaust		Less than 0.1mm(0.0039in) [Less than 0.03mm(0.001in)/110x110]		
Camshaft					
Cam height	LH Camshaft	Intake	46.3mm (1.8228in)	46.8mm (1.8425in)	
		Exhaust	45.8mm (1.8031in)		
	RH Camshaft	Intake	46.3mm (1.8228in)	46.8mm(1.8425in)	
		Exhaust	45.8mm (1.8031in)		
Journal outer diameter	LH ,RHcamshaft	Intake	No.1: 27.964 ~ 27.978mm (1.1009 ~ 1.1015in) No.2,3,4: 23.954 ~ 23.970mm (0.9430 ~ 0.9437i-n)		
		Exhaust	No.1: 27.964 ~ 27.978mm (1.1009 ~ 1.1015in) No.2,3,4: 23.954 ~ 23.970mm (0.9430 ~ 0.9437in)		

Description			Specifications		Limit
			G6DB - 3.3	G6DA - 3.8	
Bearing oil clearance	LH ,RHcamshaft	Intake	No.1: 0.027 ~ 0.057mm (0.0011 ~ 0.0022in) No.2,3,4: 0.030 ~ 0.067mm (0.0012 ~ 0.0026in)		
		Exhaust	No.1: 0.027 ~ 0.057mm (0.0011 ~ 0.0022in) No.2,3,4: 0.030 ~ 0.067mm (0.0012 ~ 0.0026in)		
End play			→	0.02 ~ 0.18mm (0.0008 ~ 0.0071in)	
Valve					
Valve length	Intake		105.27mm(4.1445in)		
	Exhaust		105.50mm (4.1535in)		
Stem outer diameter	Intake		5.465 ~ 5.480mm (0.2151 ~ 0.2157in)		
	Exhaust		5.458 ~ 5.470mm (0.2149 ~ 0.2153in)		
Face angle			45.25° ~ 45.75°		
Thickness of valvehe-ad(margin)	Intake		1.56 ~ 1.86mm (0.06142 ~ 0.07323in)		
	Exhaust		1.73 ~ 2.03mm (0.06811 ~ 0.07992in)		
Valve stem to valve g-uide clearance	Intake		0.020 ~ 0.047mm (0.00078 ~ 0.00185in)		0.07mm (0.00 275in)
	Exhaust		0.030 ~ 0.054mm (0.00118 ~ 0.00212in)		0.09mm (0.00 354in)
Valve guide					
Inner diameter	Intake		5.500 ~ 5.512mm (0.2165 ~ 0.2170in)		
	Exhaust		5.500 ~ 5.512mm (0.2165 ~ 0.2170in)		
Length	Intake		41.8 ~ 42.2mm (1.6457 ~ 1.6614in)		
	Exhaust		41.8 ~ 42.2mm (1.6457 ~ 1.6614in)		
Valve seat					
Width of seat contact	Intake		1.15 ~ 1.45mm (0.05118 ~ 0.05709in)		
	Exhaust		1.35 ~ 1.65mm (0.05315 ~ 0.06496in)		
Seat angle	Intake		44.75° ~ 45.20°		
	Exhaust		44.75° ~ 45.20°		
Valve spring					
Free length			43.86mm (1.7267in)		
Load			19.3±0.8kg/34.0mm (42.7±1.8 lb/1.3386in)		
			42.3±1.3kg/24.2mm (93.3±2.9 lb/0.9527in)		
Out of squareness			Less than 1.5°		
MLA					

Description		Specifications		Limit
		G6DB - 3.3	G6DA - 3.8	
MLA outer diameter	Intake	34.964 ~ 34.980mm (1.3765 ~ 1.3772in)		
	Exhaust	34.964 ~ 34.980mm (1.3765 ~ 1.3772in)		
Cylinder head tappet bore inner diameter	Intake	35.000 ~ 35.025mm (1.3779 ~ 1.3789in)		
	Exhaust	35.000 ~ 35.025mm (1.3779 ~ 1.3789in)		
MLA to tappet bore clearance	Intake	0.020 ~ 0.061mm (0.0008 ~ 0.0024in)		0.07mm(0.0027in)
	Exhaust	0.020 ~ 0.061mm (0.0008 ~ 0.0024in)		0.07mm(0.0027in)
Valve clearance				
Intake		0.17 ~ 0.23mm (0.0067 ~ 0.0090in)		0.10 ~ 0.30 mm (0.0039 ~ 0.0118in)
Exhaust		0.27 ~ 0.33mm (0.0106 ~ 0.0129in)		0.20 ~ 0.40 mm (0.0078 ~ 0.0157in)
Cylinder block				
Cylinder bore		92.00 ~ 92.03mm (3.6220 ~ 3.6232in)	96.00 ~ 96.03mm (3.7795 ~ 3.7807in)	
Flatness of gasket surface		Less than 0.05mm (0.0019in) [Less than 0.02mm (0.0008in) / 150x150]		
Piston				
Piston outer diameter		91.96 ~ 92.00mm (3.6205 ~ 3.6220in)	95.96 ~ 95.99mm (3.7779 ~ 3.7791in)	
Piston to cylinder clearance		→	0.03 ~ 0.05mm (0.0012 ~ 0.0020in)	
Ring groove width	No. 1 ring groove	→	1.22 ~ 1.24 (0.0480 ~ 0.0488in)	1.26mm (0.0496in)
	No. 2 ring groove	1.22 ~ 1.24mm (0.0480 ~ 0.0488in)		1.26mm (0.0496in)
	Oil ring groove	2.01 ~ 2.03mm (0.0791 ~ 0.0799in)		2.05mm (0.0807in)
Piston ring				
Side clearance	No. 1 ring	→	0.03 ~ 0.07mm (0.0012 ~ 0.0027in)	0.1mm (0.004in)
	No. 2 ring	0.03 ~ 0.07mm (0.0012 ~ 0.0027in)		0.1mm (0.004in)
	Oil ring	0.06 ~ 0.15mm (0.0024 ~ 0.0059in)		0.2mm (0.008in)

Description		Specifications		Limit
		G6DB - 3.3	G6DA - 3.8	
End gap	No. 1 ring	0.17 ~ 0.32mm (0.0067 ~ 0.0126in)		0.6mm (0.0236in)
	No. 2 ring	0.32 ~ 0.47mm (0.0126 ~ 0.0185in)		0.7mm (0.0275in)
	Oil ring	0.20 ~ 0.70mm (0.0078 ~ 0.0275in)		0.8mm (0.0315in)
Piston pin				
Piston pin outer diameter		→	23.001 ~ 23.006mm (0.9055 ~ 0.9057in)	
Piston pin hole inner diameter		→	23.016 ~ 23.021mm (0.9061 ~ 0.9063in)	
Piston pin hole clearance		→	0.01 ~ 0.02mm(0.0039 ~ 0.0078in)	
Connecting rod small end inner diameter		22.974 ~ 22.985mm (0.9045 ~ 0.9049in)		
Connecting rod				
Connecting rod big end innerdiameter		58.000 ~ 58.018mm(2.2834 ~2.2842in)		
Connecting rod bearing oil clearance		→	0.038 ~ 0.056mm (0.0015 ~ 0.0022in)	
Side clearance		0.1 ~ 0.25mm (0.0039 ~ 0.0098in)		
Crankshaft				
Main journal outer diameter		68.942 ~ 68.960mm (2.7142 ~ 2.7149in)		
Pin journal outer diameter		54.954 ~ 54.972mm (2.1635 ~ 2.1642in)		
Main bearing oil clearance		0.022 ~ 0.040mm (0.0008 ~ 0.0016in)		
End play		0.10 ~ 0.28mm (0.0039 ~ 0.0110in)		
Oil pump				
Relief valve opening pressure		450 ~ 550kPa (4.59 ~ 5.61kgf/cm²,65.28 ~ 79.79psi)		
Engine oil				
Oil quantity (Total)		6.0 L (6.34 US qt, 5.27 Imp qt)		
Oil quantity (Oil pan)		5.5 L (5.81 US qt, 4.83 Imp qt)		
Oil quantity (Drain and refill including oil filter)		5.2 L (5.49 US qt, 4.57 Imp qt)		
Oil quality		ABOVE API SJ / SL or SAE 5W-20		
Oil pressure		130kPa(1.32kgf/cm²,18.77psi) [at 1000rpm,110°C(230°F)]		
Cooling system				
Cooling method		Forced circulation with electrical fan		
Coolant quantity		9.0L(9.40U.S.qus,7.83Imp.qts)		

Description		Specifications		Limit
		G6DB - 3.3	G6DA - 3.8	
Thermostat	Type	Wax pellet type		
	Opening temperature	82±2°C (179.6±35.6°F)		
	Fully opened temperature	95°C (203°F)		
	Full lift	more than 10mm (0.3937in)		
Radiator cap	Main valve opening pressure	93.16 ~ 122.58kpa (0.95 ~ 1.25kg/cm², 13.51 ~ 17.78psi)		
	Vacuum valve opening pressure	0.98 ~ 4.90 kpa (0.01 ~ 0.05kg/cm², 0.14 ~ 0.71 psi)		
Water temperature sensor				
Type		Thermister type		
Resistance	20°C (68°F)	2.31 ~ 2.59kΩ		
	80°C(176°F)	0.3222 kΩ		

TIGHTENING TORQUE

Item	Quantity	Nm	kgf.m	lb.ft
Crankshaft pulley bolt	1	284.2 ~ 303.8	29.0 ~ 31.0	209.76 ~ 224.22
Timing chain cover bolt B	17	18.62 ~ 21.56	1.9 ~ 2.2	13.74 ~ 15.91
Timing chain cover bolt C	4	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Timing chain cover bolt D	1	58.80 ~ 68.80	6.0 ~ 7.0	43.40 ~ 50.63
Timing chain cover bolt E	1	58.80 ~ 68.80	6.0 ~ 7.0	43.40 ~ 50.63
Timing chain cover bolt F	2	24.50 ~ 26.46	2.5 ~ 2.7	18.08 ~ 19.53
Timing chain cover bolt G	4	21.56 ~ 23.52	2.2 ~ 2.4	15.91 ~ 17.36
Timing chain cover bolt H	1	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Timing chain cover bolt I	1	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Timing chain cover bolt J	1	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Cam to cam guide bolt	4	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Timing chain auto tensioner bolt	2	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Timing chain auto tensioner nut	2	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Timing chain guide bolt	4	19.60 ~ 24.50	2.0 ~ 2.5	14.17 ~ 18.08
Oil pump chain cover bolt	3	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Oil pump chain tensioner bolt	1	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Oil pump chain guide bolt	2	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Oil pump chain sprocket bolt	1	18.62 ~ 21.56	1.9 ~ 2.2	13.74 ~ 15.91
Lower oil pan bolt	13	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Drive belt auto tensioner bolt(M12)	1	81.4 ~ 85.3	8.3 ~ 8.7	60.0 ~ 62.9

Item	Quantity	Nm	kgf.m	lb.ft
Drive belt auto tensioner bolt(M8)	1	29.4 ~ 33.3	3.0 ~ 3.4	21.7 ~ 24.6
Drive belt idler bolt	1	53.90 ~ 57.82	5.5 ~ 5.9	39.78 ~ 42.67
OCV(oil control valve) bolt	2	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Cylinder head bolt	16	(37.3~41.2) + (118~122°) + (88~92°)	(3.8~4.2) + (118~122°) + (88~92°)	(27.5~30.4) + (118~122°) + (88~92°)
Cylinder head bolt	1	18.62 ~ 23.52	1.9 ~ 2.4	13.74 ~ 17.36
CVVT & exhaust cam sprocket bolt	4	64.68 ~ 76.44	6.6 ~ 7.8	47.74 ~ 56.42
Camshaft bearing cap bolt	32	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Cylinder head cover bolt	38	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Connecting rod bearing bolt	12	(17.7~21.6) + (88~92°)	(1.8~2.2) + (88~92°)	(13.0~15.9) + (88~92°)
Main bearing cap inner bolt(M11)	8	49.00 + 90°	5.0 + 90°	36.16 + 90°
Main bearing cap outer bolt(M8)	8	19.60 + 120°	2.0 + 120°	14.46 + 120°
Main bearing cap side bolt(M8)	6	29.40 ~ 31.36	3.0 ~ 3.2	21.70 ~ 23.14
Oil drain cover bolt	6	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Rear oil seal case bolt	6	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Baffle plate bolt	12	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Upper oil pan bolt	16	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Knock sensor bolt	2	15.68 ~ 23.52	1.6 ~ 2.4	11.57 ~ 17.36
Drive plate bolt	8	71.54 ~ 75.46	7.3 ~ 7.7	52.80 ~ 55.69
Oil filter cap	1	24.50	2.5	18.08
Oil drain bolt	1	34.30 ~ 44.10	3.5 ~ 4.5	25.31 ~ 32.55
Oil pump bolt	3	19.60 ~ 23.52	2.0 ~ 2.4	14.47 ~ 17.36
Oil filter body bolt	10	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Oil filter body cover bolt	11	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Water vent hose bolt	2	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Water pump bolt(Timing chain cover bolt L)	1	21.56 ~ 26.46	2.2 ~ 2.7	15.91 ~ 19.53
Water pump bolt(Timing chain cover bolt K)	4	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Water pump pulley bolt	4	7.84 ~ 9.80	0.8 ~ 1.0	5.78 ~ 7.23
Water temp. control nut	4	19.6 ~ 23.52	2.0 ~ 2.4	14.5 ~ 17.36
Water temp. control bolt	2	19.6 ~ 23.52	2.0 ~ 2.4	14.5 ~ 17.36
Water inlet pipe bolt	3	16.66 ~ 19.60	1.7 ~ 2.0	12.30 ~ 14.47
Air vent pipe bolt	2	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Intake manifold bolt	6	26.5 ~ 31.4	2.7 ~ 3.2	19.5 ~ 23.1
Intake manifold nut	2	18.62 ~ 23.52	1.9 ~ 2.4	13.74 ~ 17.36

Item	Quantity	Nm	kgf.m	lb.ft
Surge tank bolt	1	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Surge tank nut	2	18.6 ~ 23.5	1.9 ~ 2.4	13.7 ~ 17.4
Exhaust manifold stay bolt	4	52.0 ~ 56.9	5.3 ~ 5.8	38.3 ~ 42.0
Surge tank bolt	3	18.6 ~ 23.5	1.9 ~ 2.4	13.7 ~ 17.4
Breather pipe bolt	2	9.80 ~ 11.76	1.0 ~ 1.2	7.23 ~ 8.68
Surge tank bracket bolt	2	27.44 ~ 31.36	2.8 ~ 3.2	20.25 ~ 23.14
ETC bracket bolt	2	15.68 ~ 25.48	1.6 ~ 2.6	11.57 ~ 18.80
Exhaust manifold nut	16	39.20 ~ 44.10	4.0 ~ 4.5	28.93 ~ 32.55
Heat protector bolt	6	9.8 ~ 11.8	1.0 ~ 1.2	7.2 ~ 8.7
Front muffler	2	39.20 ~ 58.80	4.0 ~ 6.0	28.93 ~ 43.40

INSPECTION

COMPRESSION PRESSURE

NOTICE

If there is lack of power, excessive oil consumption or poor fuel economy, measure the compression pressure.

1. Warm up and stop engine.
   Allow the engine to warm up to normal operating temperature.
2. Remove ignition coils. (Refer to Ignition in FL Group)
3. Remove spark plugs.
   Using a 16mm plug wrench, remove the 6 spark plugs.
4. Check cylinder compression pressure.
   a. Insert a compression gauge into the spark plug hole.
   b. Fully open the throttle.
   c. After 7times of cranking the engine, measure the compression pressure.

      NOTICE

      Always use a fully charged battery to obtain engine speed of 200 rpm or more.

   d. Repeat steps (a) through (c) for each cylinder.

      NOTICE

      This measurement must be done in as short a time as possible.

Compression pressure :
1,225kPa (12.5kgf/cm², 177psi) - 200 ~ 250rpm
Minimum pressure :
1,078kPa (11.0kgf/cm², 156psi)

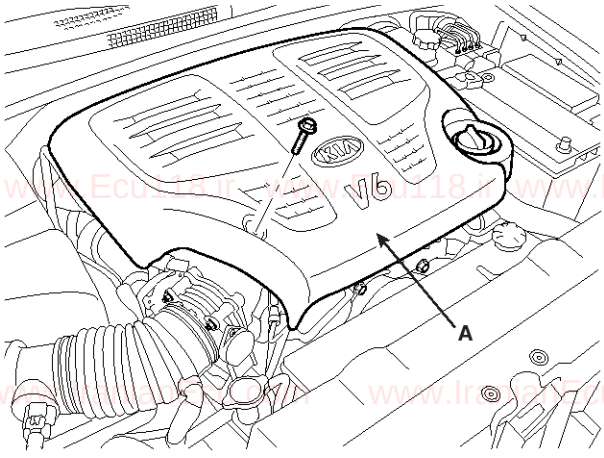
   e. If the cylinder compression in 1 or more cylinders is low, pour a small amount of engine oil into the cylinder through the spark plug hole and repeat steps (a) through (c) for cylinders with low compression.
      - If adding oil helps the compression, it is likely that the piston rings and/or cylinder bore are worn or damaged.
      - If pressure stays low, a valve may be sticking or seating is improper, or there may be leakage past the gasket.
5. Reinstall spark plugs.
6. Install ignition coils. (See EE group - ignition)

VALVE CLEARANCE INSPECTION AND ADJUSTMENT

NOTICE

Inspect and adjust the valve clearance when the engine is cold (Engine coolant temperature : 20˚C) and cylinder head is installed on the cylinder block.

1. Remove the engine cover(A).



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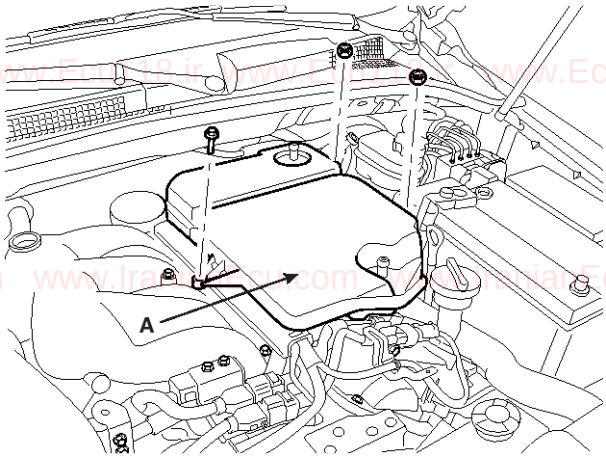
2. Remove the engine room resonator(A).



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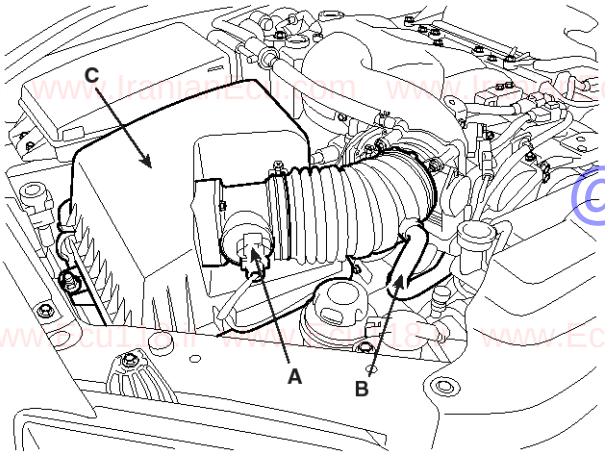
3. After disconnecting the MAF sensor connector(A) and the breather hose(B), remove the air cleaner assembly(C).



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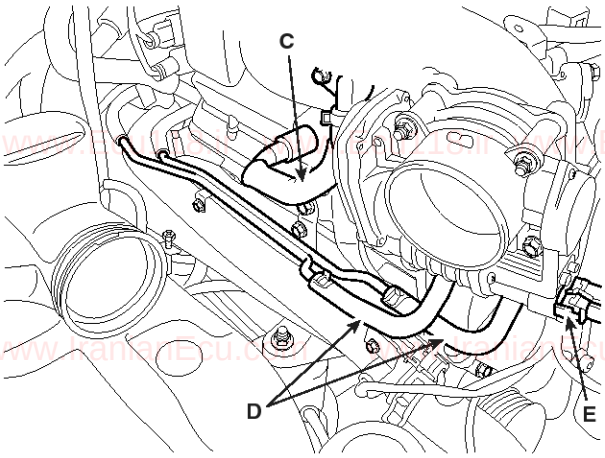
4. Disconnect the other breather hose(A), the Purge Control Solenoid Valve(PCSV) hose, the Positive Crankcase Ventilation (PCV) hose(C) and the Electronic Throttle Control(ETC) cooling hoses(D) and connector(E).



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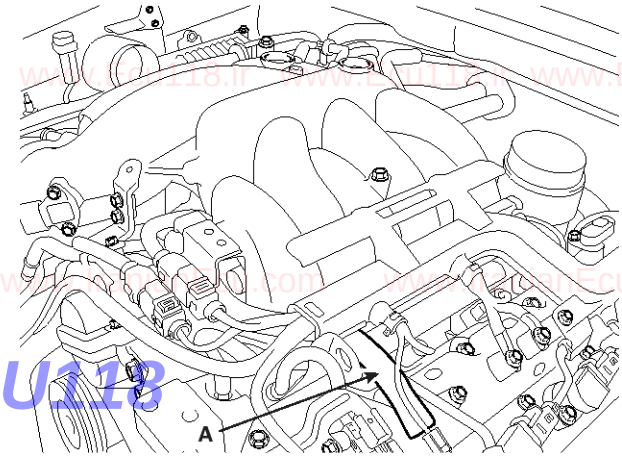

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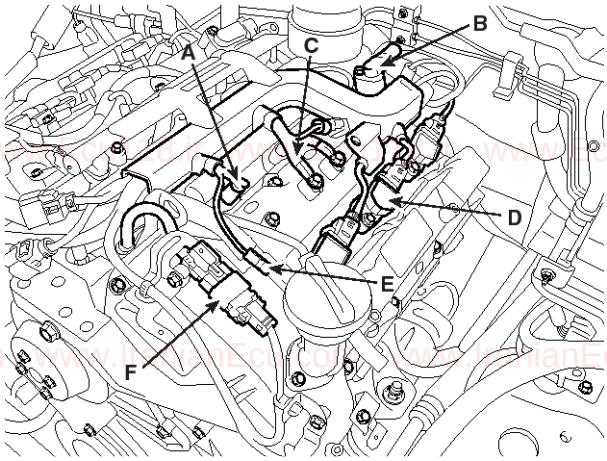
5. Remove the wiring over the surge tank.
   1) Disconnect the injection harness connector(A).
   2) Disconnect the camshaft position sensor(CMP) harness connector(B).
   3) Disconnect the ground line(C).
   4) Disconnect the ignition coil harness connector(D).
   5) Disconnect the condensor connector(E).
   6) Disconnect the variable induction system(VIS) solenoid valve connector(G).
   7) Disconnect the oil control valve(OCV) harness connector(F).
   8) Disconnect the injector wiring(H) and ignition coil wiring(I).



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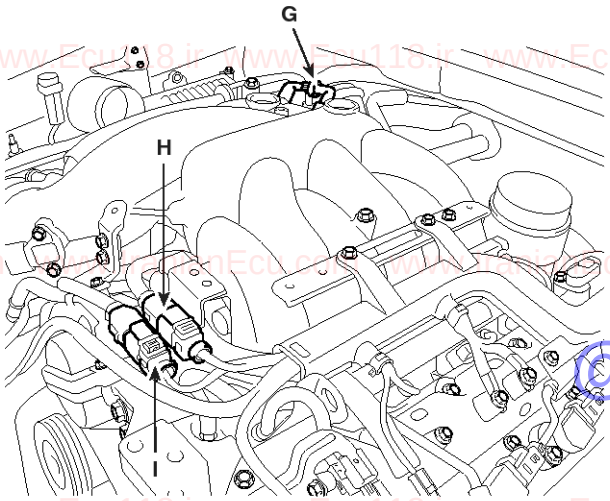

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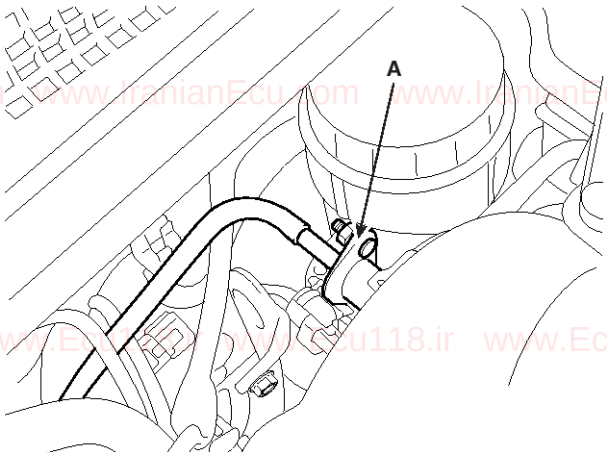
6. Disconnect the fuel hose tube(A).



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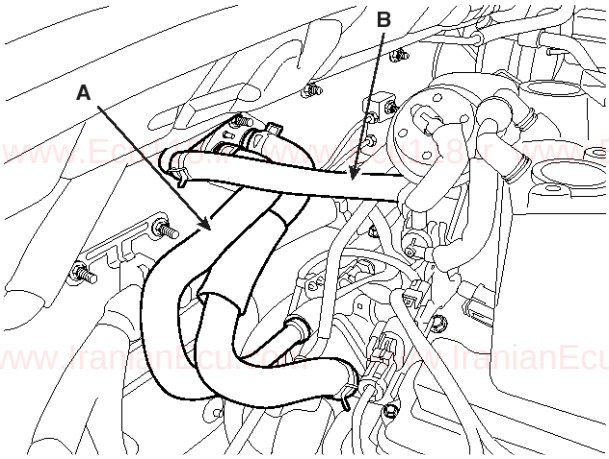
7. Remove heater hose(A) and disconnect the brake vaccume hose(B).



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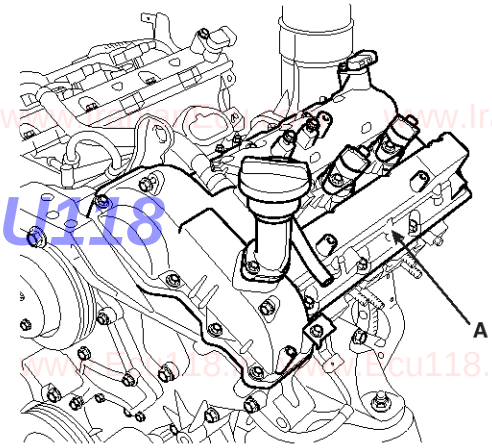
8. Disconnect the surge tank stay.
9. Remove the surge tank.
10. Loosen the cylinder head cover bolts and then remove the cover(A) and gasket.



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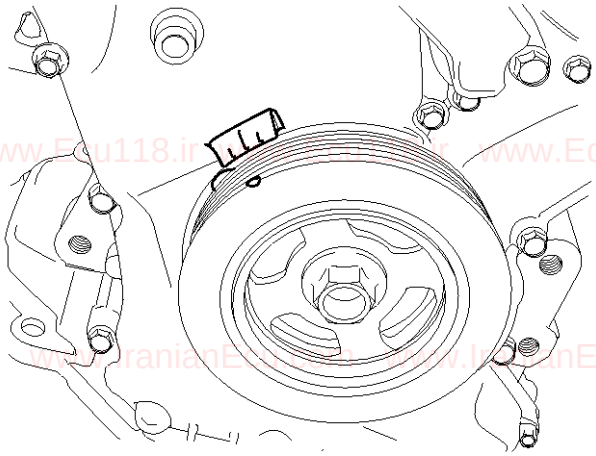
11. Set No.1 cylinder to TDC/compression.
    a. Turn the crankshaft pulley and align its groove with the timing mark "T" of the lower timing chain cover.



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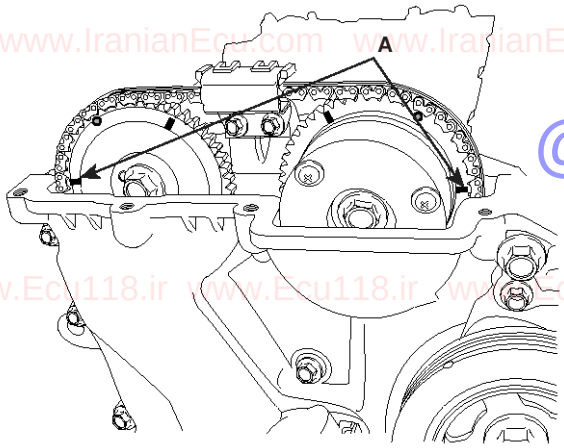
b. Check that the mark(A) of the camshaft timing sprockets are in straight line on the cylinder head surface as shown in the illustration.

If not, turn the crankshaft one revolution (360˚)

NOTICE

Do not rotate engine counterclockwise



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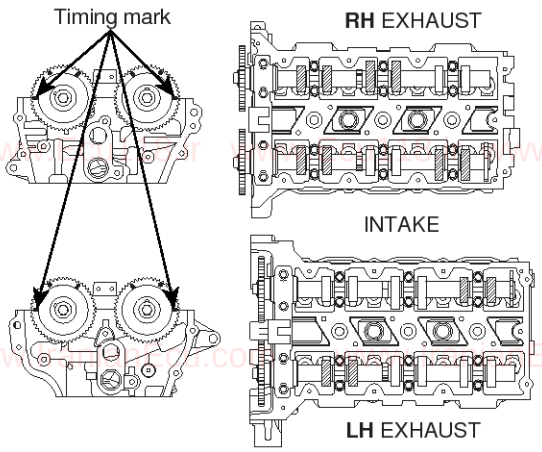
12. Inspect the valve clearance.

a. Check only the valve indicated as shown. [No. 1 cylinder : TDC/Compression] measure the valve clearance.



EDRF021A

· Using a thickness gauge, measure the clearance between the tappet and the base circle of camshaft.

· Record the out-of-specification valve clearance measurements. They will be used later to determine the required replacement adjusting tappet.

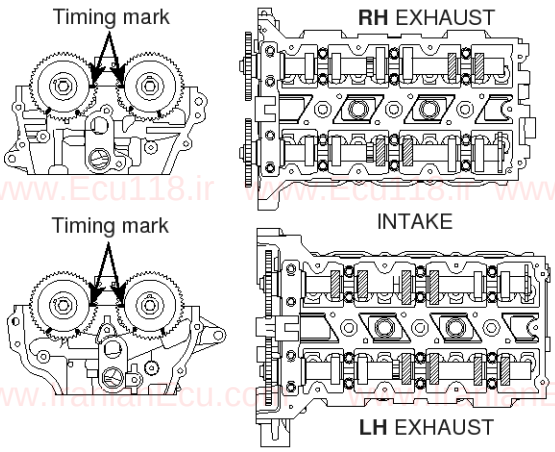
Valve clearance
Specification
Engine coolant temperature : 20˚C [68˚F]
Limit
Intake : 0.17 ~ 0.23mm (0.0067 ~ 0.0090in.)
Exhaust : 0.27 ~ 0.33mm (0.0106 ~ 0.0129in.)

b. Turn the crankshaft pulley one revolution (360˚) and align the groove with timing mark "T" of the lower timing chain cover.

NOTICE

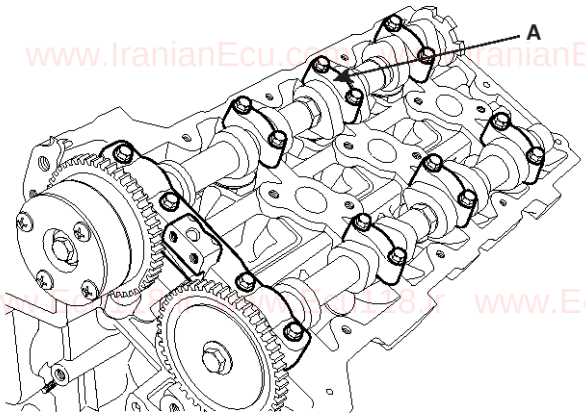
Do not rotate engine counterclockwise

c. Check only valves indicated as shown. [NO. 4 cylinder : TDC/compression]. Measure the valve clearance.



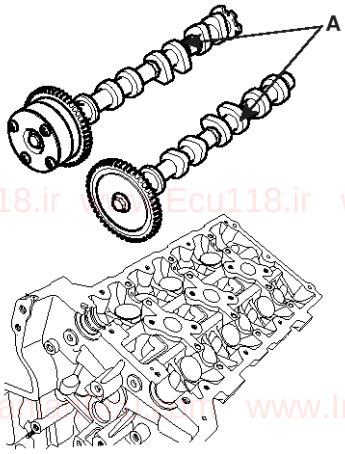
EDRF022A

13. Adjust the intake and exhaust valve clearance.
    a. Set the No.1 cylinder to the TDC/compression.
    b. Mark on the timing chain on the basis of the marking on sprocket and CVVT.
    c. Remove the timing chain.
    d. Remove the camshaft bearing caps(A).



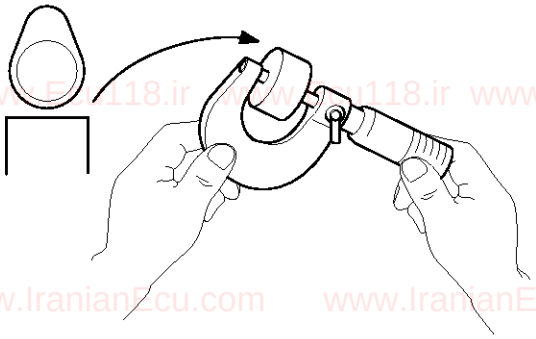
KDRF196A

    e. Remove the camshaft assembly(A).



KDRF197A

    f. Remove MLAs.
    g. Measure the thickness of the removed tappet using a micrometer.



EDKE889D

    h. Calculate the thickness of a new tappet so that the valve clearance comes within the specified value.

Valve clearance(Engine coolant temperature: 20˚C[68˚F])
T : Thickness of removed tappet
A : Measured valve clearance
N : Thickness of new tappet
Intake : N = T + [A - 0.20mm(0.0079in.)]
Exhaust : N = T + [A - 0.30mm (0.0118in.)]

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    i. Select a new tappet with a thickness as close as possible to the calculated value.

NOTICE
Tappets are available in 41size increments of 0.015mm (0.0006in.) from 3.00mm (0.118in.) to 3.600mm (0.1417in.)

    j. Place a new tappet on the cylinder head.

NOTICE
Appling engine oil at the selected tappet on the periphery and top surface.

    k. Install the intake and exhaust camshaft.
    l. Install the bearing caps.
    m. Install the timing chain.
    n. Turn the crankshaft two turns in the operating direction(clockwise) and realign crankshaft sprocket and camshaft sprocket timing marks.
    o. Recheck the valve clearance.

Valve clearance (Engine coolant temperature: 20˚C[68˚F])
[Specification]
Intake : 0.17 ~ 0.23mm (0.0067 ~ 0.0090in.)
Exhaust : 0.27 ~ 0.33mm (0.0106 ~ 0.0129in.)

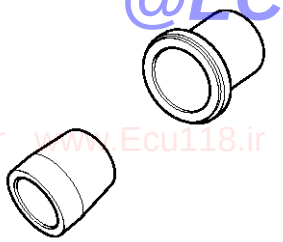
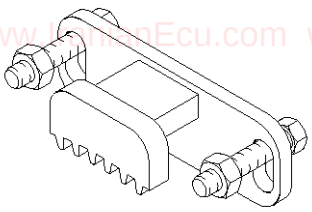
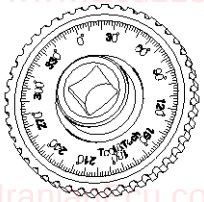
TROUBLESHOOTING

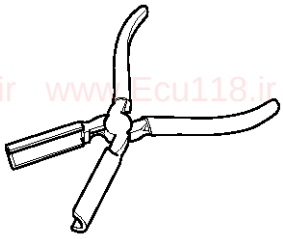
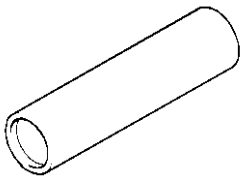
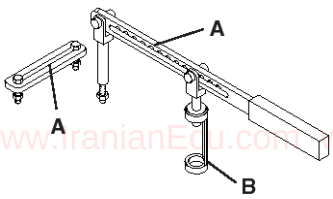
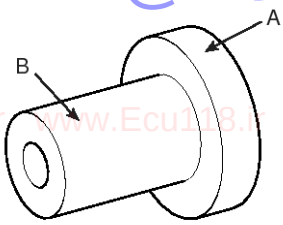
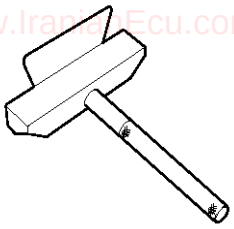
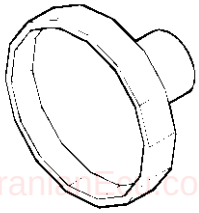
Symptom	Suspect area	Remedy
Engine misfire with abnormal internal lower engine noises.	Worn crankshaft bearings. Loose or improperly installed engine drive plate.	Replace the crankshaft and bearings as required. Repair or replace the drive plate as required.
	Worn piston rings. (Oil consumption may or may not cause the engine to misfire.)	Inspect the cylinder for a loss of compression. Repair or replace as required.
	Worn crankshaft thrust bearings	Replace the crankshaft and bearings as required.
Engine misfire with abnormal valve train noise.	Stuck valves. (Carbon buildup on the valve stem)	Repair or replace as required.
	Excessive worn or mis-aligned timing chain.	Replace the timing chain and sprocket as required.
	Worn camshaft lobes.	Replace the camshaft and valve lifters.
Engine misfire with coolant consumption.	• Faulty cylinder head gasket and/or cranking or other damage to the cylinder head and engine block cooling system. • Coolant consumption may or may not cause the engine to overheat.	• Inspect the cylinder head and engine block for damage to the coolant passages and/or a faulty head gasket. • Repair or replace as required.
Engine misfire with excessive oil consumption.	Worn valves, guides and/or valve stem oil seals.	Repair or replace as required.
	Worn piston rings. (Oil consumption may or may not cause the engine to misfire)	• Inspect the cylinder for a loss of compression. • Repair or replace as required.
Engine noise on start-up, but only lasting a few seconds.	Incorrect oil viscosity.	• Drain the oil. • Install the correct viscosity oil.
	Worn crankshaft thrust bearing.	• Inspect the thrust bearing and crankshaft. • Repair or replace as required.
Upper engine noise,regardless of engine speed.	Low oil pressure.	Repair or replace as required.
	Broken valve spring.	Replace the valve spring.
	Worn or dirty valve lifters.	Replace the valve lifters.
	Stretched or broken timing chain and/or damaged sprocket teeth.	Replace the timing chain and sprockets.
	Worn timing chain tensioner, if applicable.	Replace the timing chain tensioner as required.
	Worn camshaft lobes.	• Inspect the camshaft lobes. • Replace the timing camshaft and valve lifters as required.
	Worn valve guides or valve stems.	Inspect the valves and valve guides,then repair as required.
	Stuck valves. (Carbon on the valve stem or valve seat may cause the valve to stay open.	Inspect the valves and valve guides, then repair as required.
	Worn drive belt, idler, tensioner and bearing.	Replace as required.

Symptom	Suspect area	Remedy
Lower engine noise,regardless of engine speed.	Low oil pressure.	Repair or required.
	Loose or damaged drive plate.	Repair or replace the drive plate.
	Damaged oil pan, contacting the oil pump screen.	• Inspect the oil pan. • Inspect the oil pump screen. • Repair or replace as required.
	Oil pump screen loose, damaged or restricted.	• Inspect the oil pump screen. • Repair or replace as required.
	Excessive piston-to-cylinder bore clearance.	• Inspect the piston, piston pin and cylinder bore. • Repair as required.
	Excessive piston pin-to-piston clearance.	• Inspect the piston, piston pin and the connecting rod. • Repair or replace as required.
	Excessive connecting rod bearing clearance	Inspect the following components and repair as required. • The connecting rod bearings. • The connecting rods. • The crankshaft pin journals.
	Excessive crankshaft bearing clearance.	Inspect the following components, and repair as required. • The crankshaft bearings. • The crankshaft main journals. • The cylinder block.
	Incorrect piston, piston pin and connecting rod installation	• Verify the piston pins and connecting rods are installed correctly. • Repair as required.
Engine noise under load.	Low oil pressure	Repair or replace as required.
	Excessive connecting rod bearing clearance .	Inspect the following components andrepair as required : • The connecting rod bearings. • The connecting rods. • The crankshaft.
	Excessive crankshaft bearing clearance.	Inspect the following components, andrepair as required. • The crankshaft bearings. • The crankshaft main journals. • The cylinder block.

Symptom	Suspect area	Remedy
Engine will not crank-crankshaft will not rotate.	Hydraulically locked cylinder. • Coolant/antifreeze in cylinder. • Oil in cylinder. • Fuel in cylinder.	1. Remove spark plugs and check for fluid. 2. Inspect for broken head gasket. 3. Inspect for cracked engine block or cylinder head. 4. Inspect for a sticking fuel injector and/or leaking fuel regulator.
	Broken timing chain and/or timing chain and/or timing chain gears.	1. Inspect timing chain and gears. 2. Repair as required.
	Material in cylinder. • Broken valve • Piston material • Foreign material	1. Inspect cylinder for damaged components and/or foreign materials. 2. Repair or replace as required.
	Seized crankshaft or connecting rod bearings.	1. Inspect crankshaft and connecting rod bearing. 2. Repair as required.
	Bent or broken connecting rod.	1. Inspect connecting rods. 2. Repair as required.
	Broken crankshaft.	1. Inspect crankshaft. 2. Repair as required.

SPECIAL SERVICE TOOLS

Tool (Number and name)	Illustration	Use
Crankshaft front oil seal installer (09231-3C100)		Installation of the front oil seal
Flywheel stopper (09231-3C300)		Removal and installation of the flywheel and crankshaft pulley.
Torque angle adapter (09221-4A000)		Installation of bolts amp; nuts needing an angular method

Tool (Number and name)	Illustration	Use
Valve stem seal remover (09222-29000)		Remover of the valve stem seal
Valve stem seal remover (09222-3C100)		Installation of the valve stem seal
Valve spring compressor & holder (09222-3K000) (09222-3C300)		Removal and installation of the intake or exhaust valve A : 09222-3K000 B : 09222-3C300 (holder)
Crankshaft rear oil seal installer (09231-3C200) (09231-H1100)		Installation of the crankshaft rear oil seal A : 09231-3C200 B : 09231-H1100
Oil pan remover (09215-3C000)		Removal of oil pan
Oil filter wrench (09263-3C100)		Removal and installation of the oil filter

Engine And Transaxle Assembly

REMOVAL

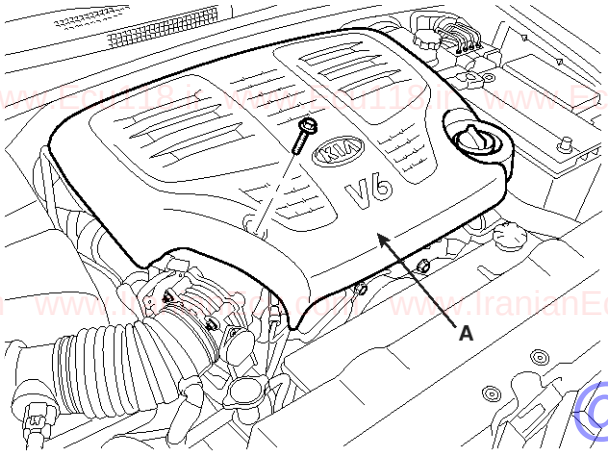
CAUTION

- **Use fender covers to avoid damaging painted surfaces.**
- **To avoid damage, unplug the wiring connectors carefully while holding the connector portion.**

NOTICE

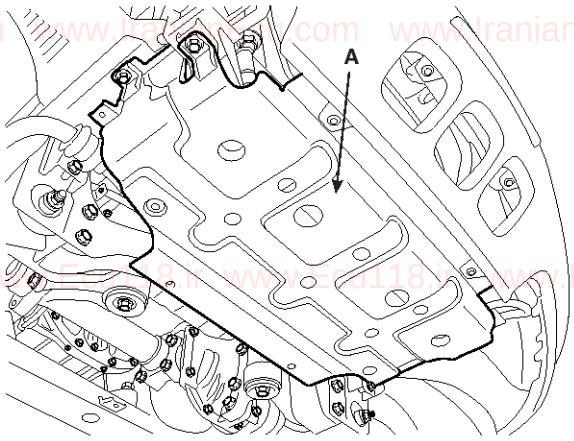
- *Mark all wiring and hoses to avoid misconnection.*
- *Turn the crankshaft pulley so that the No.1 piston is at top dead center.*

1. Remove the engine cover(A).



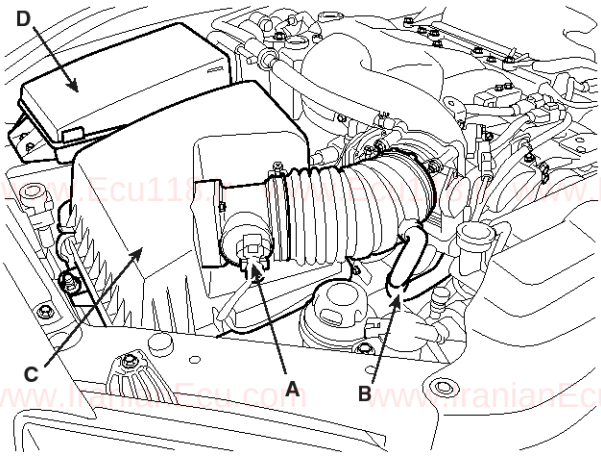
SBLM16001L

2. Recover refrigerant by opening the high & low pressure pipe caps and connecting the refrigerant station(Refer to Air conditioning system in HA Group).
3. Remove the under cover(A).



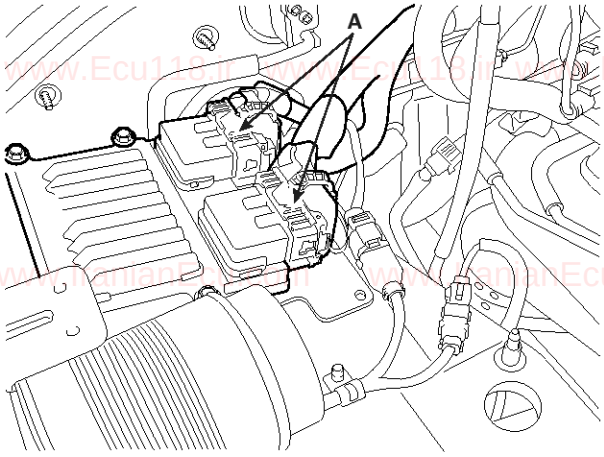
SBLM16016L

4. Drain engine oil, transaxle fluid and engine coolant.
5. Disconnect the neagative terminal from the battery and remove the battery(A).
6. Remove the intake air hose and air cleaner assembly.
   1) Disconnect the MAF connector(A).
   2) Disconnect the breather hose(B) from air cleaner hose.
   3) Remove the intake air hose and air cleaner assembly(C) with the resonator(D).



SBLM16113L

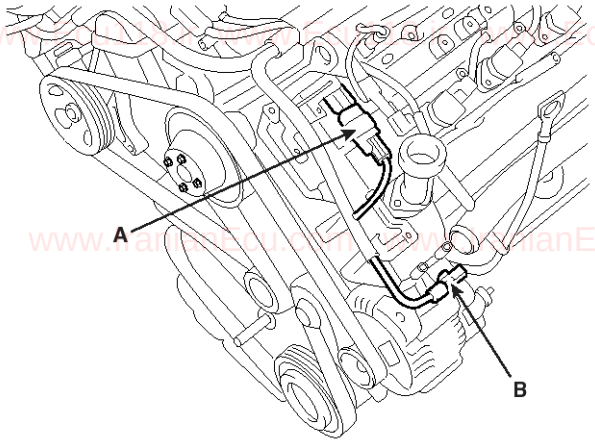
7. Disconnect the PCM connectors(A).



SBLM16009L

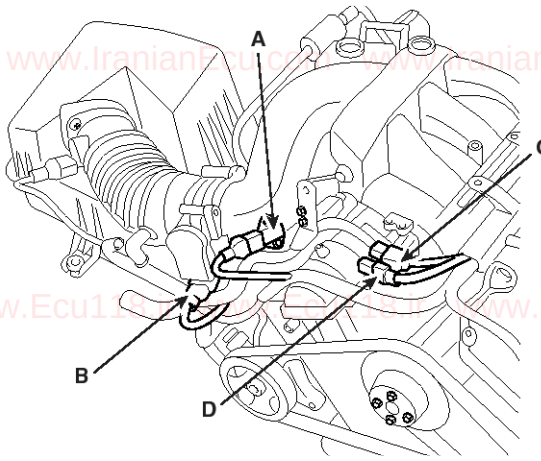
8. Remove the battery tray while recovering refrigerant.
9. Disconnect the high and low pressure pipes from the radiator or the compressor.(Refer to Air conditioning system in HA Group).
10. Remove the radiator.(Refer to Radiator in this Group).
11. Disconnect the engine wiring harness connectors.

1) Disconnect the oil control valve(OCV) harness connector(A) and the knock sensor(LH) harness connector(B)



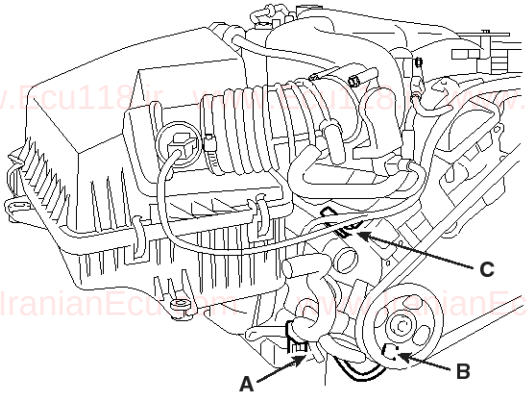
SBLM16010L

2) Disconnect the MAP(A), ETC(B), ignition coil harness connector(C) and the injection harness connector(D).



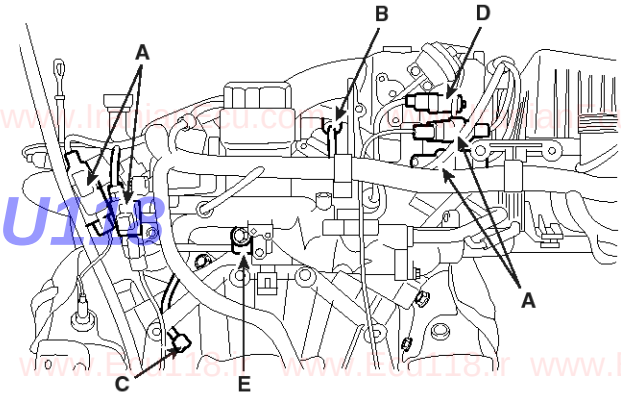
SBLM16011L

3) Disconnect the battery connector(A), the power steering switch connector(B) and the knock sensor(RH) harness connector(C).



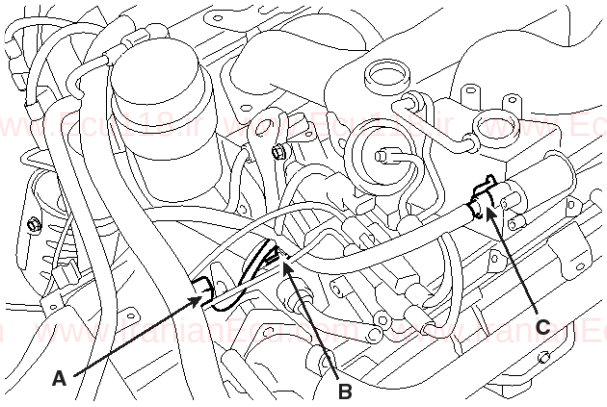
SBLM16012L

4) Disconnect the oxygen sensors(A), CMP(B), CKP(C), VIV(D) and the condensor harness connector(E).



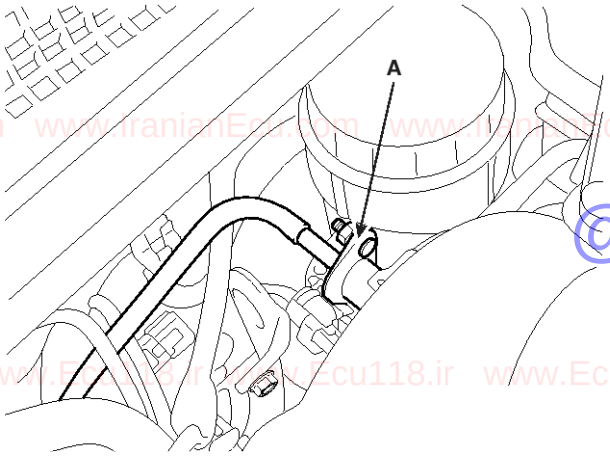
SBLM16013L

5) Disconnector the water temperature sensor(WTS) harness connector(A), the oil temperature sensor(OTS) harness connector(B) and the purge control solenoid valve(PCSV) harness connector(C).



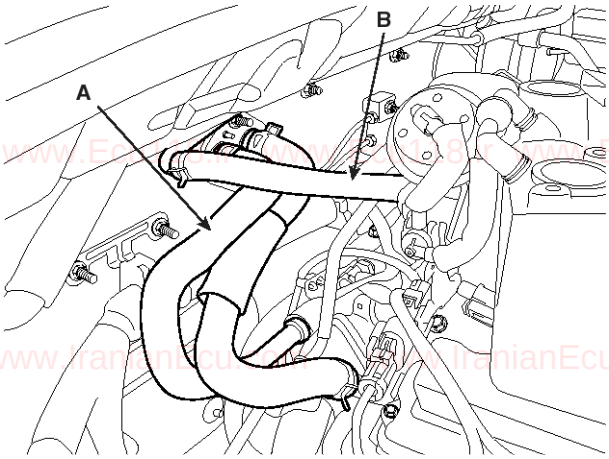
SBLM16014L

12. Disconnect the transaxle wire harness connector and remove the transaxle assembly.(Refer to Transaxle system in AT Group).
13. Disconnect the fuel hose tube(A).



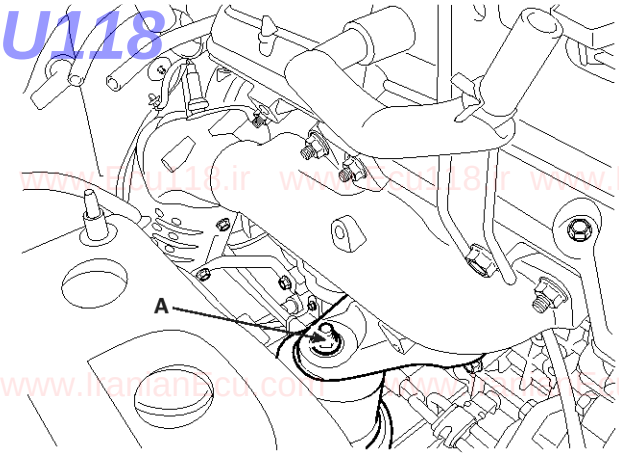
SBLM16015L

14. Disconnect the front exhaust muffler with the exhaust manifolds.
15. Remove the front wheels and tires.(Refer to Suspension system in SS Group).
16. Remove heater hose(A) and disconnect the brake vaccume hose(B).



SBLM16017L

17. Remove the exhaust and intake manifold covers.(Refer to Intake and exhaust system in this Group).
18. Remove the power steering pump assembly.(Refer to Power steering pump in ST Group).
19. Remove the hood assembly.(Refer to Hood in BD Group).
20. Install a jack for supporting the engine assembly.
21. Remove the engine mounting brackets(A).



SBLM16018L

22. Jack up the engine assembly in order to remove the engine from the vehicle.

INSTALLATION

Installation is in the reverse order of removal.

Perform the following :

- Adjust the shift cable.
- Refill the engine with engine oil.
- Refill the transaxle with fluid.
- Refill the radiator with engine coolant.
- Bleed air from the cooling system with the heater valve open.
- Clean the battery posts and cable terminals with sandpaper assemble them, then apply grease to prevent corrosion.
- Inspect for fuel leakage.

  After assembling the fuel line, turn on the ignition switch (do not operate the starter) so that the fuel pump runs for approximately two seconds and fuel line pressurizes.

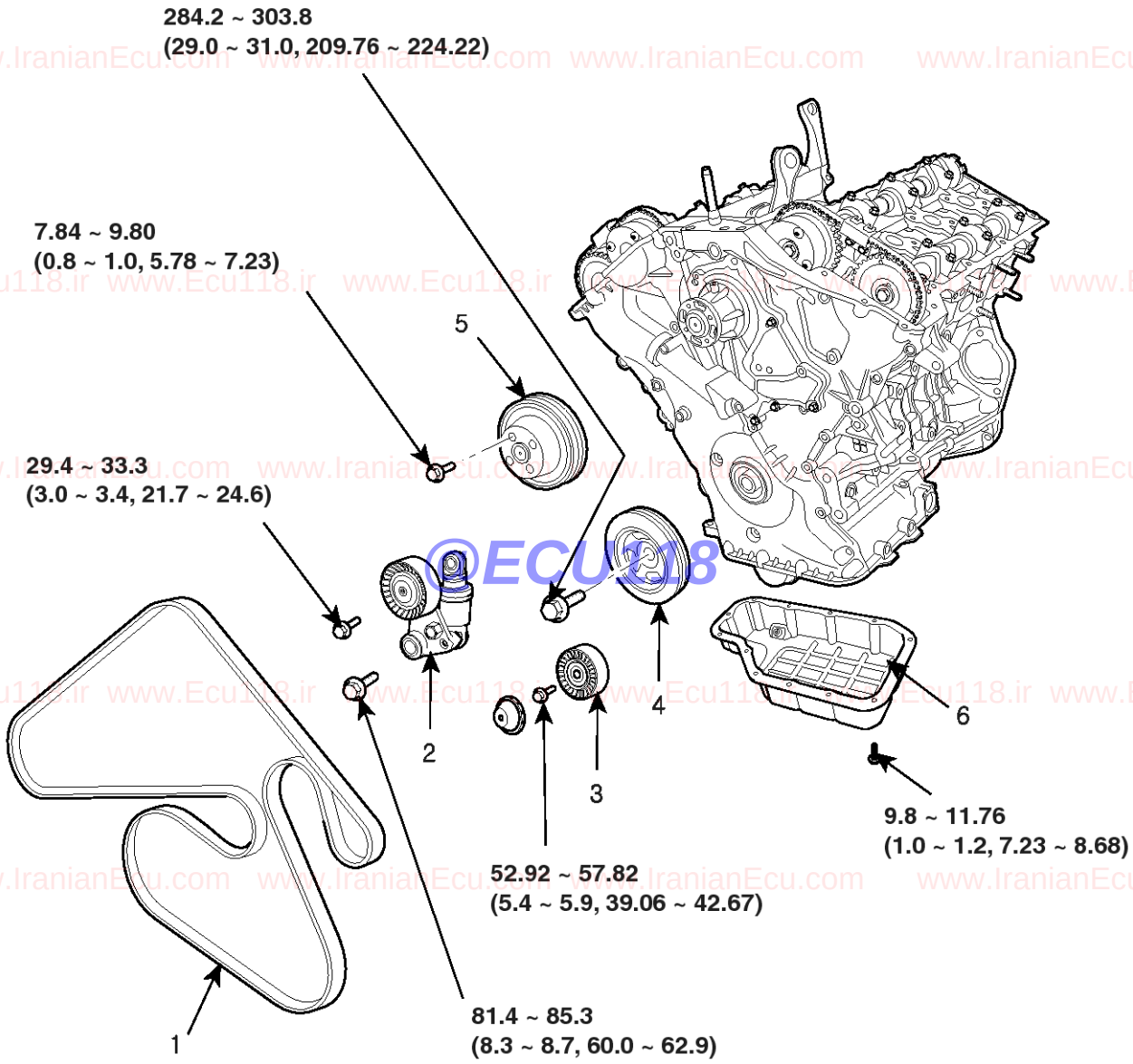
  Repeat this operation two or three times, then check for fuel leakage at any point in the fuel line.

Timing System

Timing System

Timing Chain

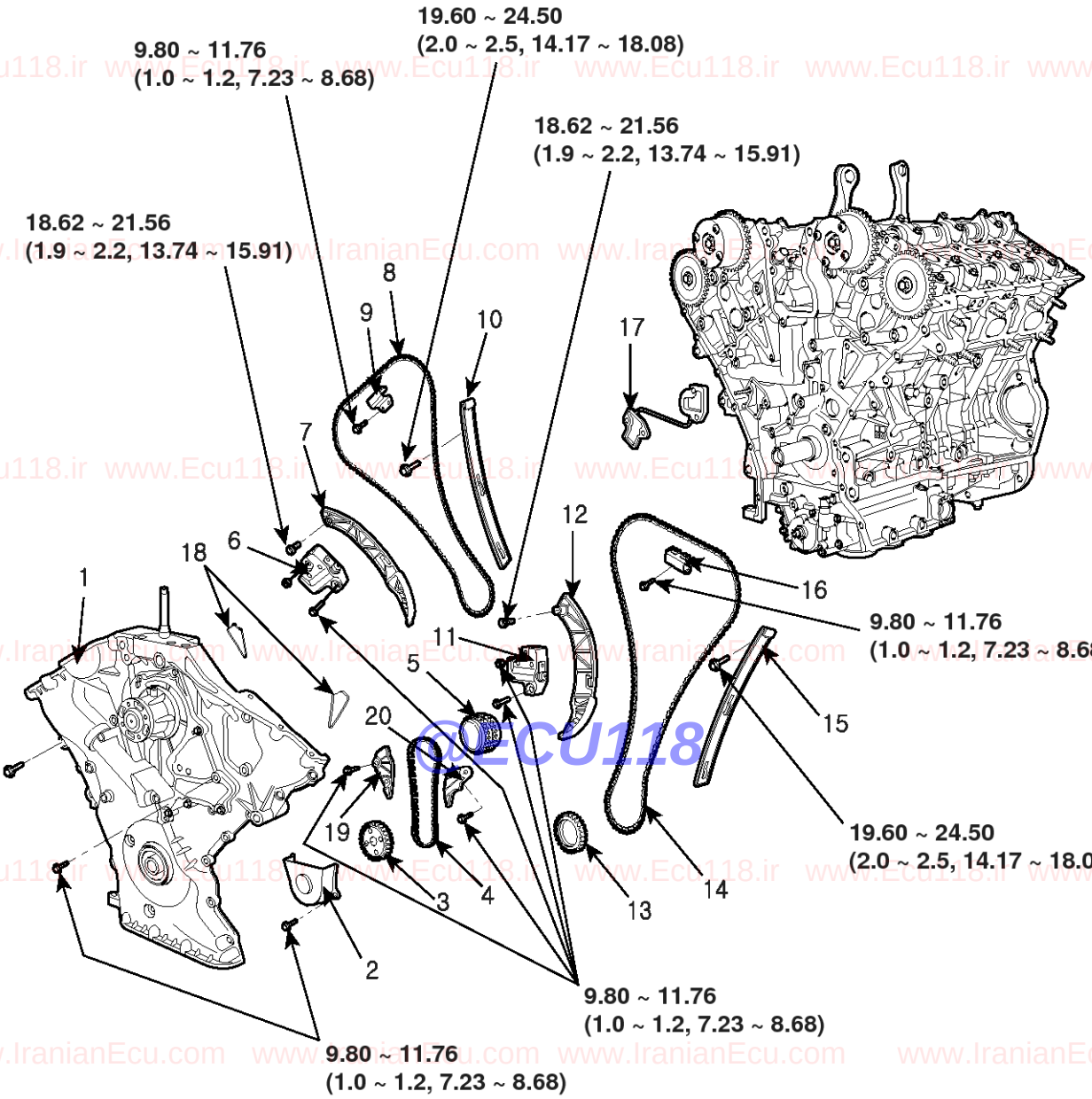
COMPONENTS



TORQUE : N.m (kgf.m, lbf.ft)

1. Drive belt
2. Drive belt tensioner
3. Idler
4. Damper pulley
5. Water pump pulley
6. Oil pan

SBLM16100L



TORQUE : N.m (kgf.m, lbf.ft)

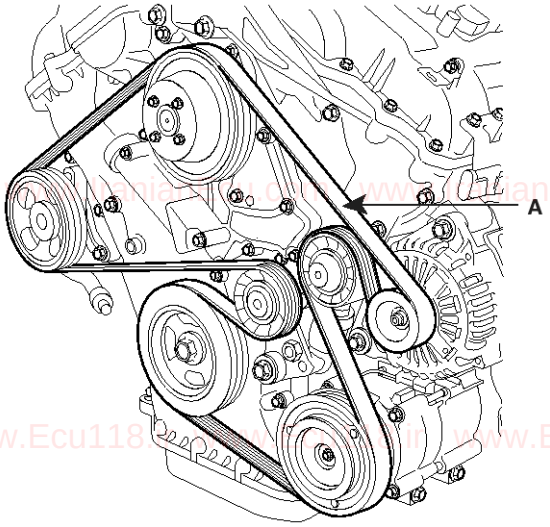
1. Timing chain cover
2. Oil pump chain cover
3. Oil pump sprocket
4. Oil pump chain
5. Crankshaft sprocket
6. Timing chain auto tensioner
7. Timing chain tensioner arm
8. Timing chain
9. Cam to cam guide
10. Timing chain guide
11. Timing chain auto tensioner
12. Timing chain tensioner arm
13. Crankshaft sprocket
14. Timing chain
15. Timing chain guide
16. Cam to cam guide
17. Tensioner adapter
18. Gasket
19. Oil pump chain guide
20. Oil pump temsioner assembly

EDRF002A

REMOVAL

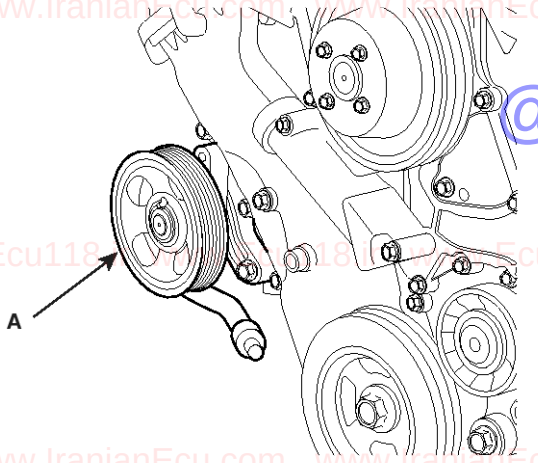
Radiator removal is required for this procedure. (Refer to 'Radiator removal')

1. Remove the drive belt(A).



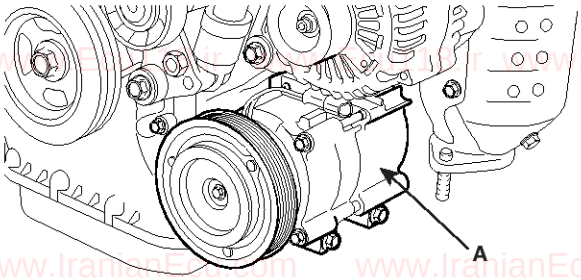
SBLM16101L

2. Remove the power steering pump(A).



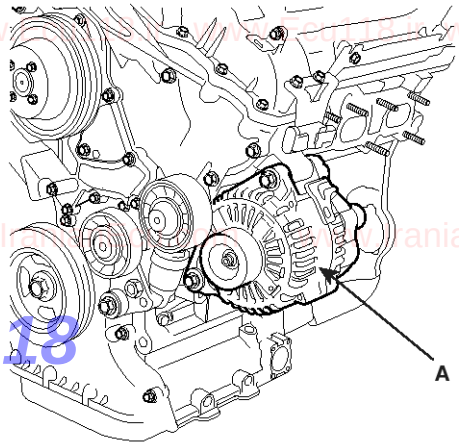
KDRF102A

3. Remove the air compressor(A).



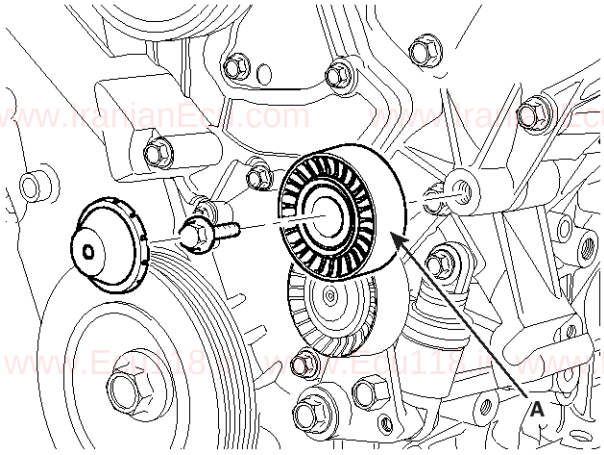
KDRF103A

4. Remove the alternator(A).



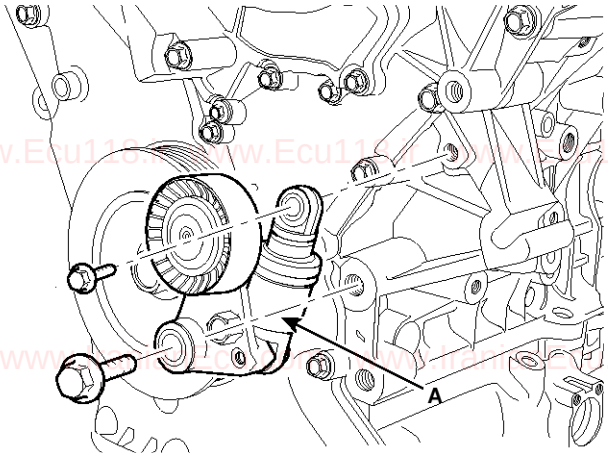
KDRF104A

5. Remove drive belt idler(A).



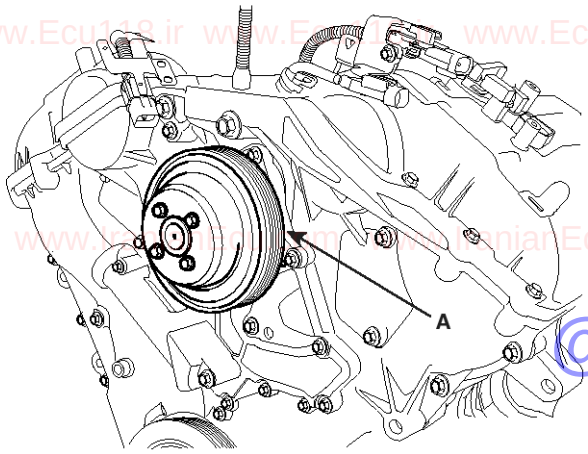
KDRF105A

6. Remove drive belt auto tensioner(A).



KDRF106A

7. Remove water pump pulley(A).

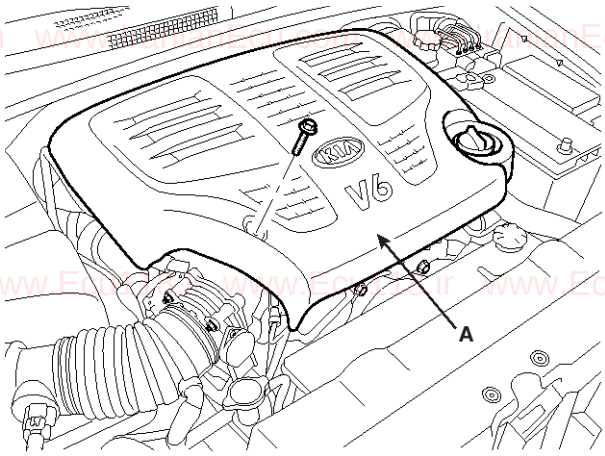


KDRF107A

8. Remove intake manifold.

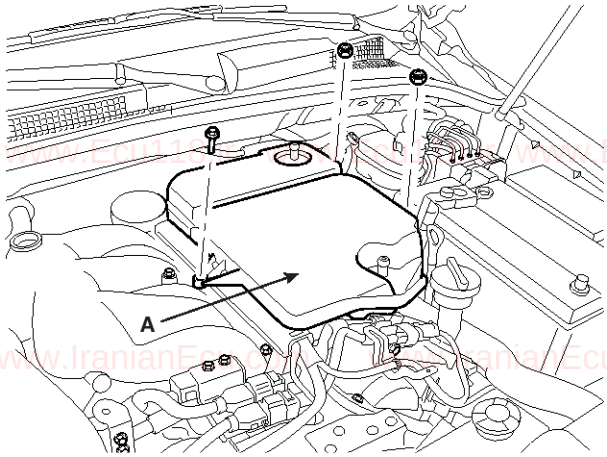
DISASSEMBLY

1. Remove the engine cover.



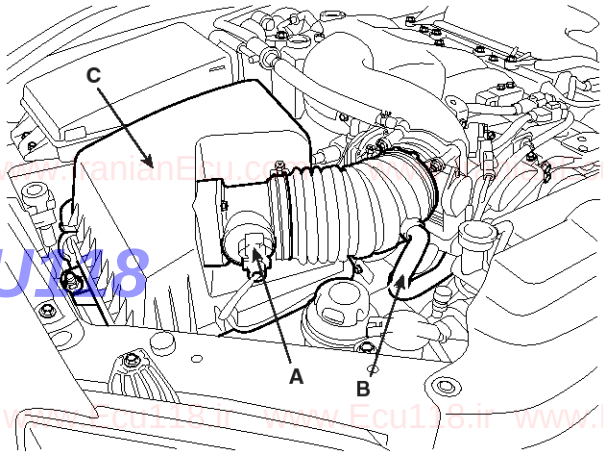
SBLM16001L

2. Remove the engine room resonator(A).



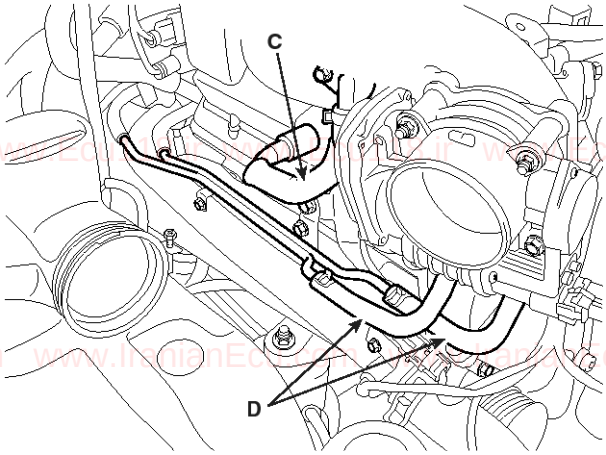
SBLM16003L

3. After disconnecting the MAF sensor connector(A) and the breather hose(B), remove the air cleaner assembly(C).

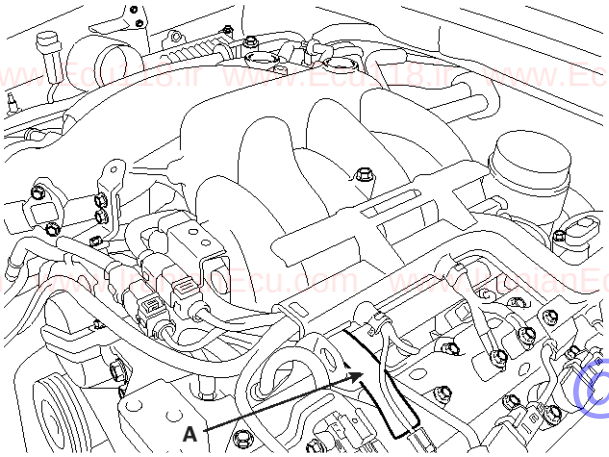


SBLM16002L

4. After disconnecting the other breather hose(A), the Purge Control Solenoid Valve(PCSV) hose(B), the Positive Crankcase Ventilation (PCV) hose(C) and the Electronic Throttle Control(ETC) cooling hoses(D), remove the surge tank assemlby(E).

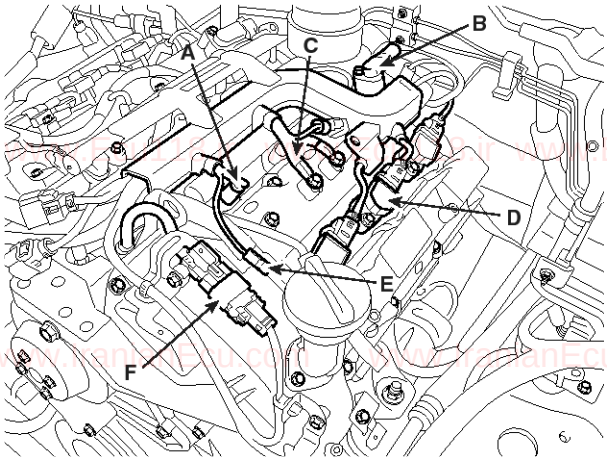


SBLM16004L



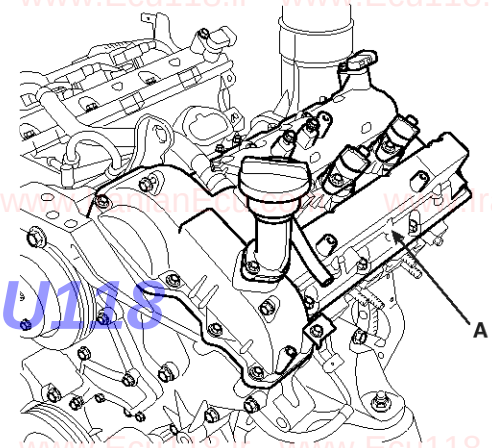
SBLM16005L

5. Remove the wiring over the surge tank.
   1) Disconnect the injection harness connector(A).
   2) Disconnect the camshaft position sensor(CMP) harness connector(B).
   3) Disconnect the ground lines(C).
   4) Disconnect the ignition coil harness connector(D).
   5) Disconnect the condensor connector(E).
   6) Disconnect the oil control valve(OCV) harness connector(F).



SBLM16006L

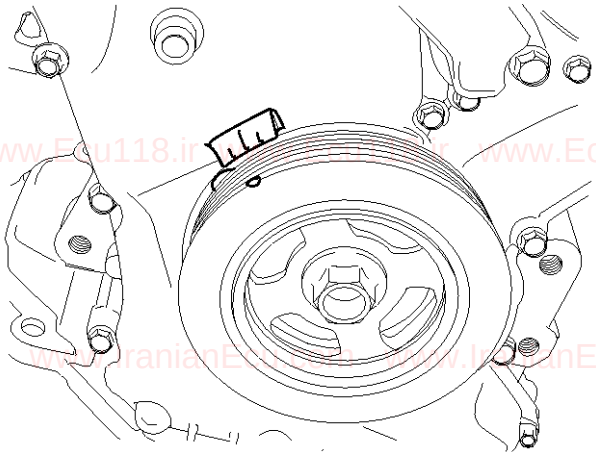
6. Loosen the cylinder head cover bolts and then remove the cover(A) and gasket.



SBLM16007L

7. Set No.1 cylinder to TDC/compression.
   a. Turn the crankshaft pulley and align its groove with the timing mark "T" of the lower timing chain cover.

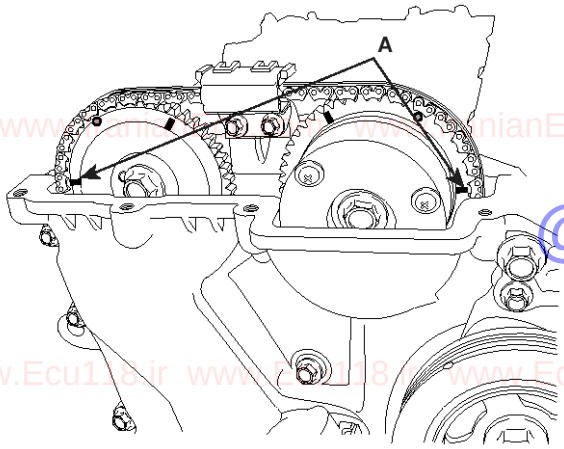
   NOTICE
   Do not rotate engine counterclockwise.



KDRF108A

b. Check that the mark(A) of the camshaft timing sprockets are in straight line on the cylinder head surface as shown in the illustration.

If not, turn the crankshaft one revolution (360˚).



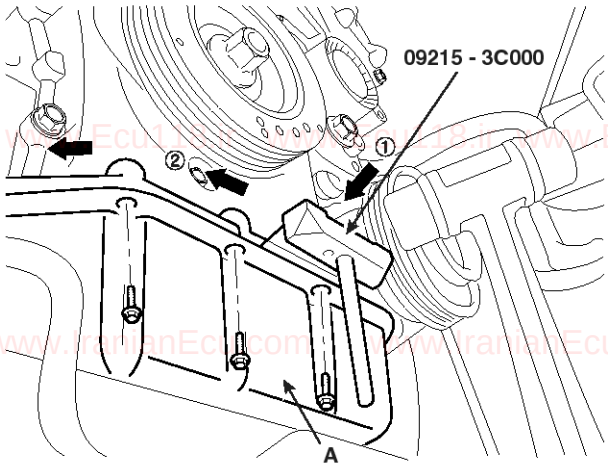
KDRF113A

NOTICE

Do not rotate engine counterclockwise.

8. Remove the lower oil pan(A).

Insert the blade of SST(09215-3C000) between the upper oil pan and lower oil pan, and cut off applied sealer and removed lower oil pan.

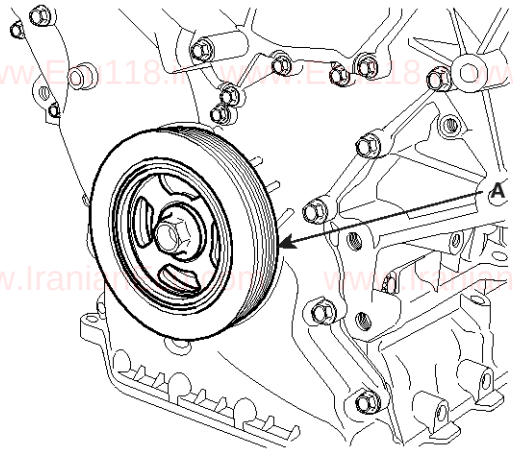


SBLM16019L

CAUTION

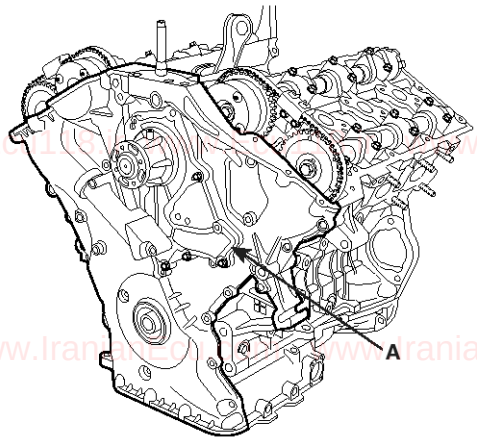
- **Insert the SST between the oil pan and the ladder frame by tapping it with a plastic hammer in the direction of ① arrow.**
- **After tapping the SST with a plastic hammer along the direction of ② arrow around more than 2/3 edge of the oil pan, remove it from the ladder frame.**
- **Do not turn over the SST abruptly without tapping. It can result in damage of the SST.**

9. Remove the crankshaft damper pulley(A).



KDRF109A

10. Remove the timing chain cover(A).

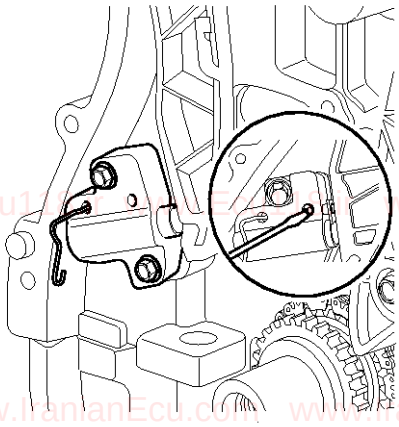


KDRF115A

NOTICE

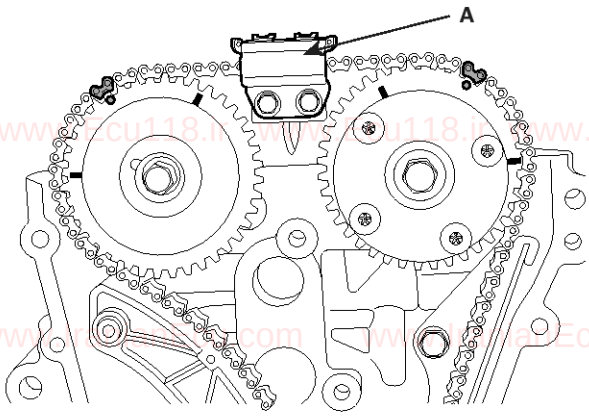
- *Be careful not to damage the contact surfaces of cylinder block, cylinder head and timing chain cover.*
- *Mark on the timing chain on the basis of the marking on sprocket and CVVT.*

11. Install a set pin after compressing the timing chain tensioner.



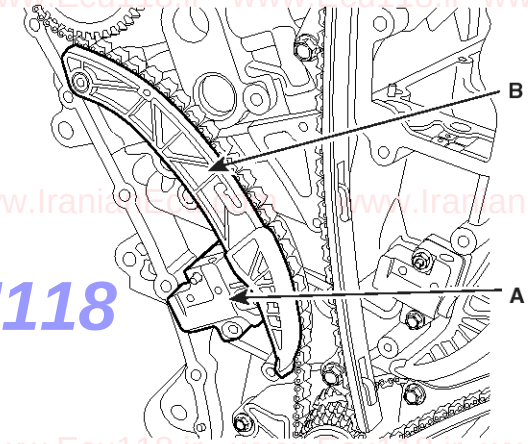
KCRF105A

12. Remove RH cam-to-cam guide(A).



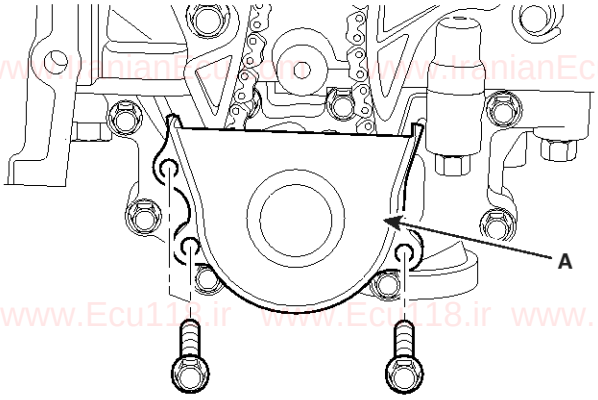
KDRF116A

13. Remove RH timing chain auto tensioner(A) and RH timing chain tensioner arm(B).



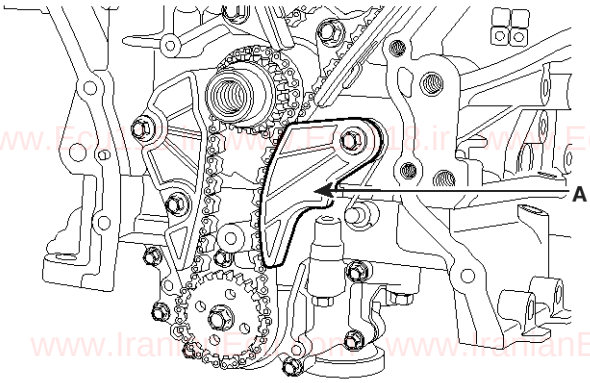
KDRF117A

14. Remove oil pump chain cover(A).



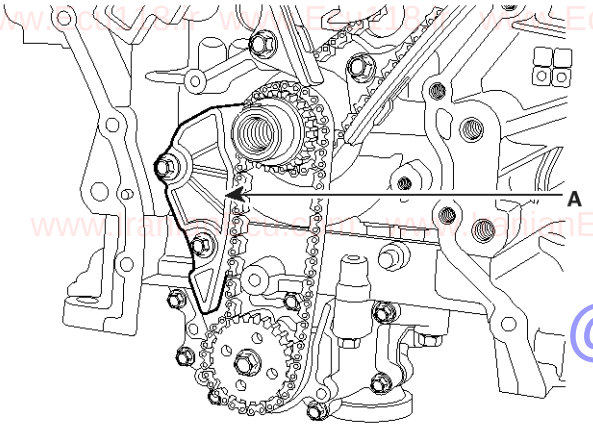
KDRF185A

15. Remove oil pump chain tensioner assembly(A).



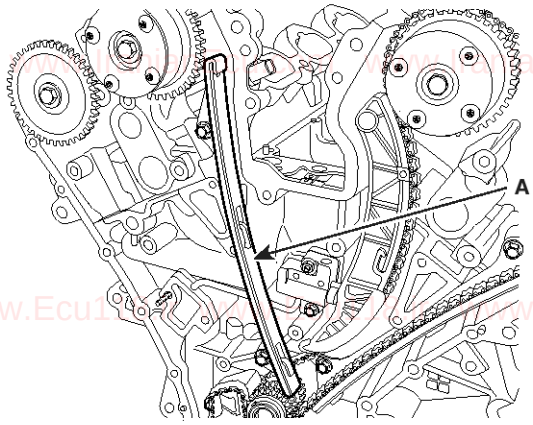
KDRF119A

16. Remove oil pump chain guide(A).



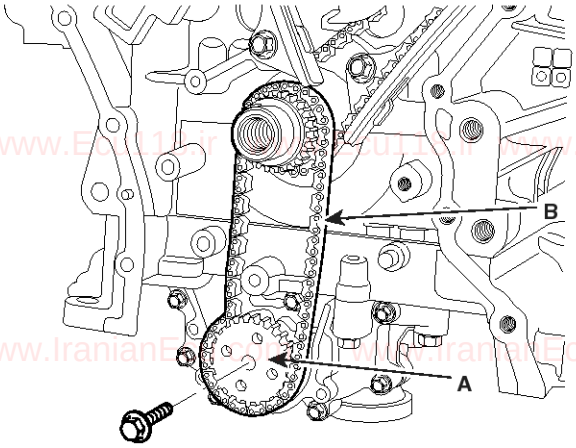
KDRF120A

17. Remove RH timing chain.
18. Remove RH timing chain guide(A).



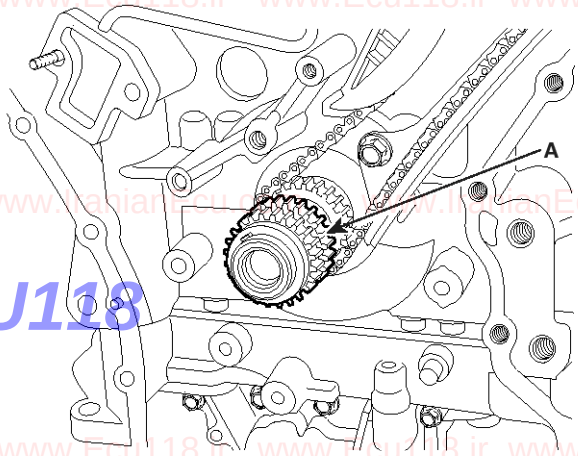
KDRF118A

19. Remove oil pump chain sprocket(A) and oil pump chain(B).



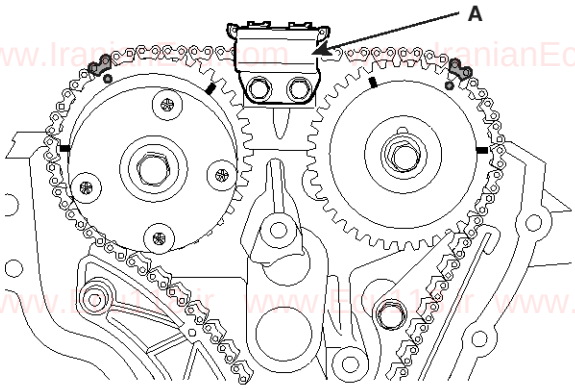
KDRF121A

20. Remove crankshaft sprocket(A)(O/P & RH camshaft drive).



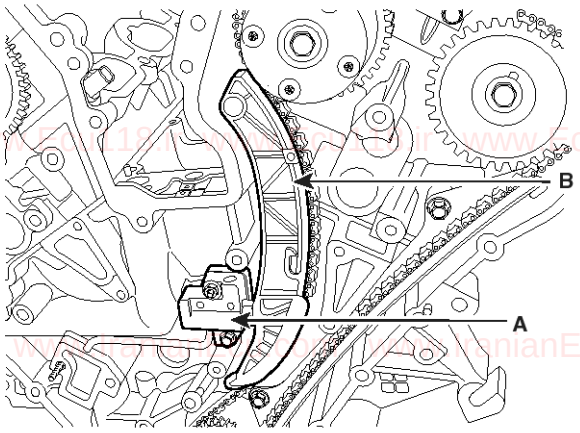
KDRF122A

21. Remove LH cam-to-cam guide(A).



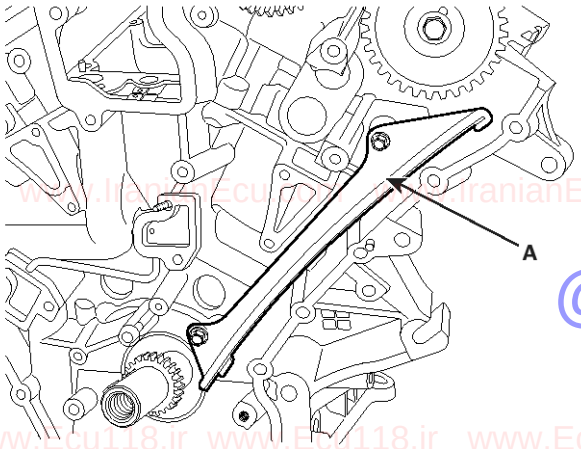
KDRF123A

22. Remove LH timing chain auto tensioner(A) and LH timing chain tensioner arm(B).



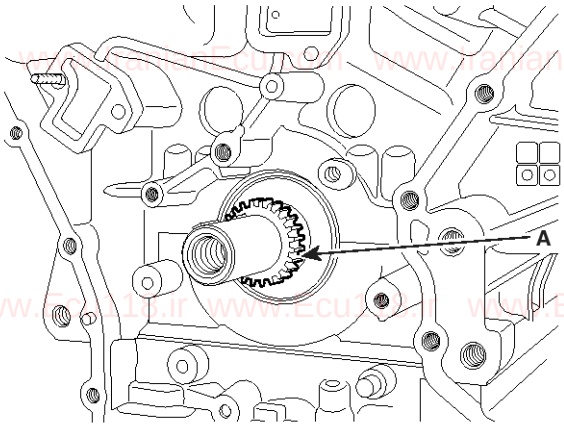
KDRF124A

23. Remove LH timing chain.
24. Remove LH timing chain guide(A).



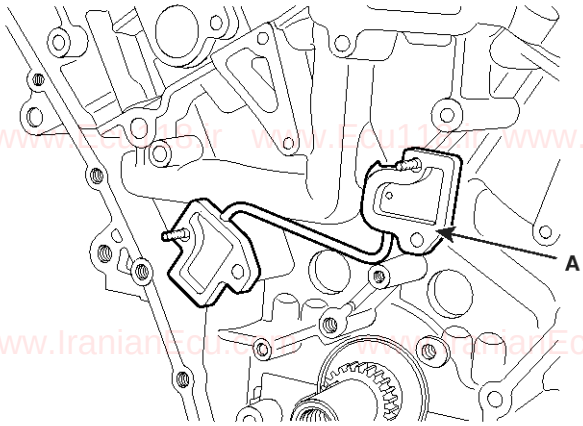
KDRF125A

25. Remove crankshaft sprocket(A)(LH camshaft drive).



KDRF126A

26. Remove tensioner adapter assembly(A).



KDRF127A

INSPECTION

SPROCKETS, CHAIN TENSIONER, CHAIN GUIDE, CHAIN TENSIONER ARM

1. Check the camshaft sprocket and crankshaft sprocket for abnormal wear, cracks, or damage. Replace as necessary.
2. Inspect the tensioner arm and chain guide for abnormal wear, cracks, or damage. Replace as necessary.
3. Check that the tensioner piston moves smoothly when the ratchet pawl is released with thin rod.

BELT, IDLER, BELT TENSIONER, PULLEY

1. Check the belt for oil or dust deposits.

   Replace, if necessary.

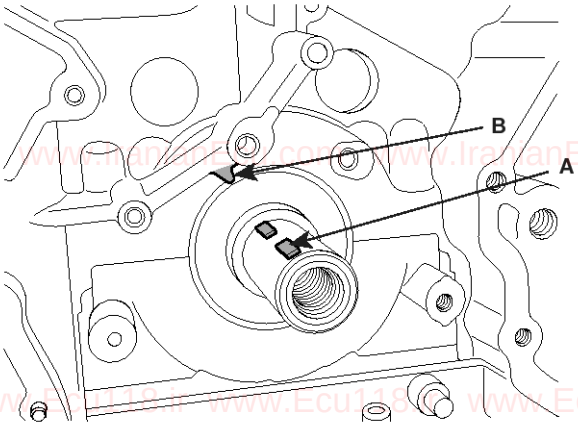
   Small deposits should be wiped away with a dry cloth or paper. Do not clean with solvent.
2. When the engine is overhauled or belt tension adjusted, check the belt carefully. If any of the following flaws are evident, replace the belt.

   NOTICE

   - *Do not bend, twist or turn the timing belt inside out.*
   - *Do not allow the timing belt to come into contact with oil, water and steam.*
3. Inspect the idler for easy and smooth rotation and check for play or noise.

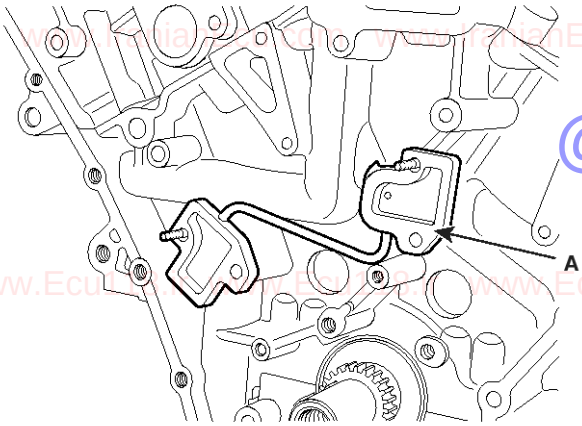
REASSEMBLY

1. The key(A) of crankshaft should be aligned with the timing mark(B) of timing chain cover. As a result of this, the piston of No.1 cylinder is placed at the top dead center on compression stroke.



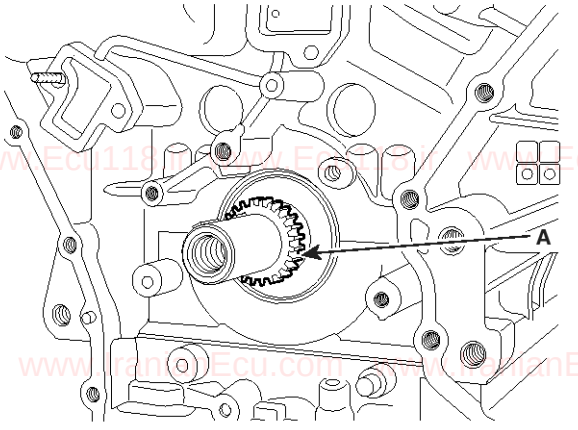
KDRF128A

2. Install tensioner adapter assembly(A).



KDRF127A

3. Install crankshaft sprocket(A)(LH camshaft drive).

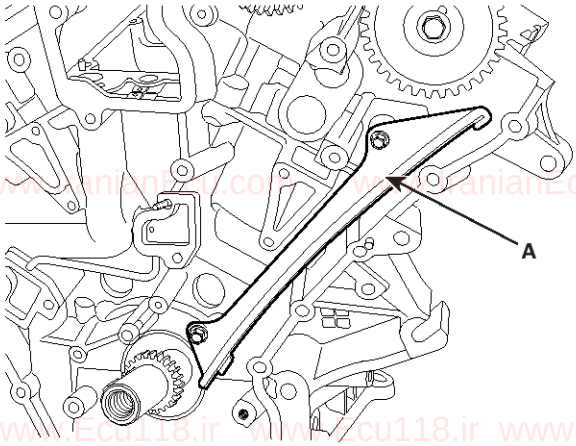


KDRF126A

4. Install LH timing chain guide(A).

Tightening torque

19.60 ~ 24.50Nm(2.0 ~ 2.5kgf.m, 14.17 ~ 18.08lb-ft)



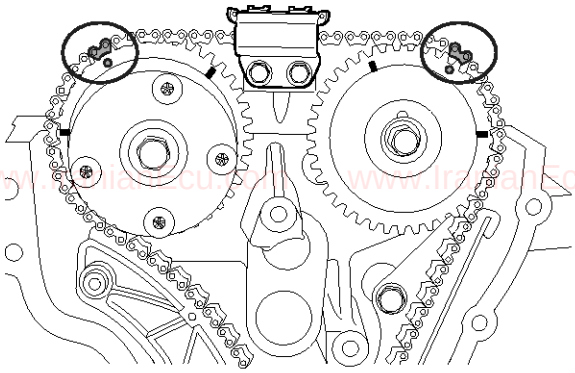
KDRF125A

5. Install LH timing chain.

   To install the timing chain with no slack between each shaft (cam, crank), follow the below procedure.

   Crankshaft sprocket(A) → Timing chain guide(B) → Exhaust camshaft sprocket(C) → Intake camshaft sprocket(D).

   The timing mark of each sprockets should be matched with timing mark (color link) of timing chain at installing timing chain.



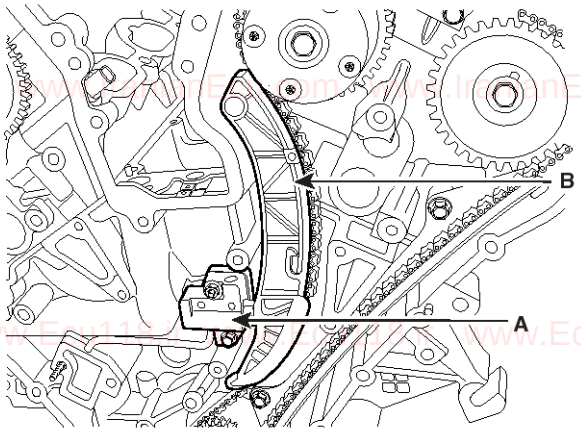
KDRF123B

6. Install LH timing chain tensioner arm(B).

Tightening torque
18.62 ~ 21.56Nm(1.9 ~ 2.2kgf.m, 13.74 ~ 15.91lb-ft)

7. Install chain tensioner(A).

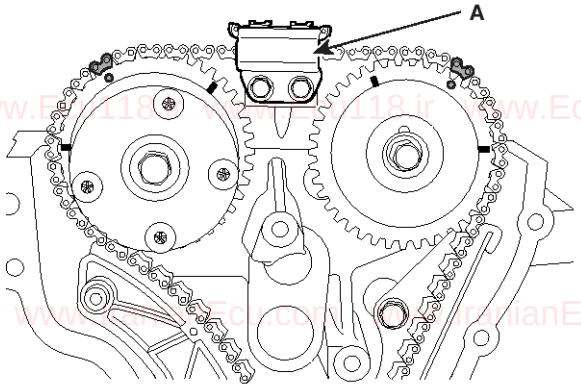
Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF124A

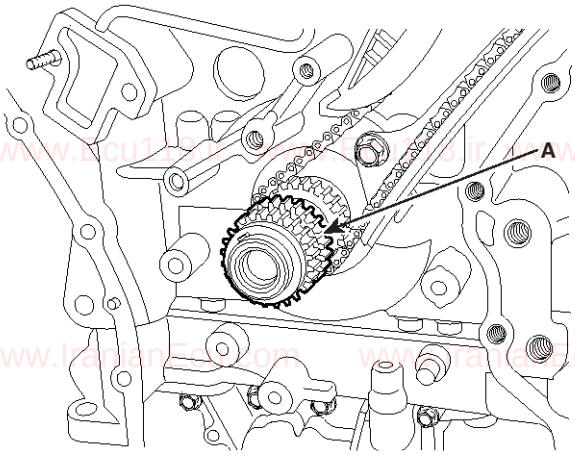
8. Install LH cam-to-cam guide(A).

Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF123A

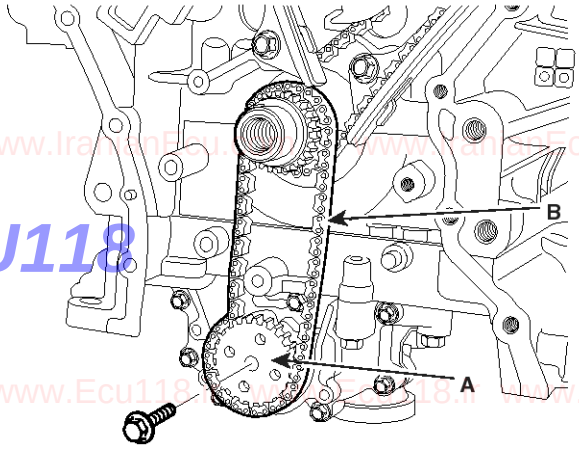
9. Install crankshaft sprocket(A)(O/P & RH camshaft drive).



KDRF122A

10. Install oil pump chain(B) and oil pump sprocket(A).

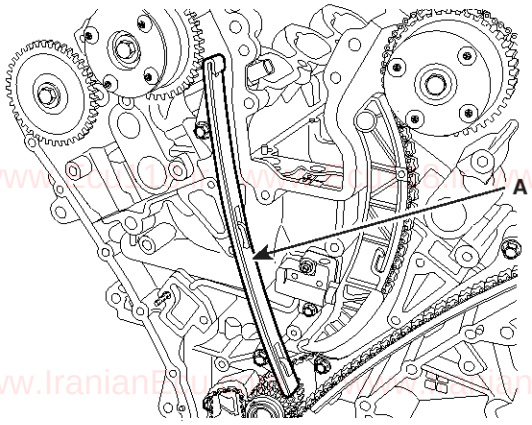
Tightening torque
18.62 ~ 21.56Nm(1.9 ~ 2.2kgf.m, 13.74 ~ 15.91lb-ft)



KDRF121A

11. Install RH timing chain guide(A).

Tightening torque
19.60 ~ 24.50Nm(2.0 ~ 2.5kgf.m, 14.17 ~ 18.08lb-ft)



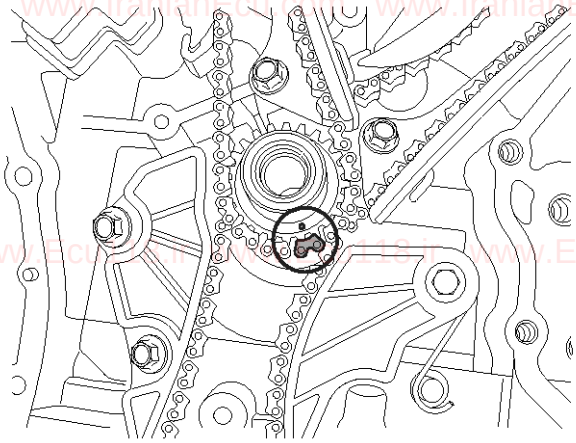
KDRF118A

12. Install RH timing chain.

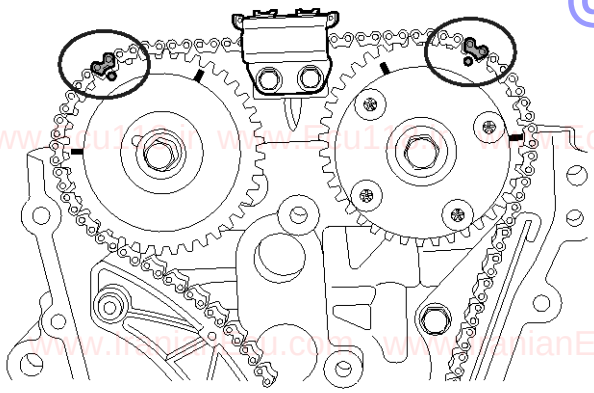
To install the timing chain with no slack between each shaft (cam, crank), follow the below procedure.

Crankshaft sprocket(A) → Intake camshaft sprocket(B) → Exhaust camshaft sprocket(C).

The timing mark of each sprockets should be matched with timing mark (color link) of timing chain at installing timing chain.



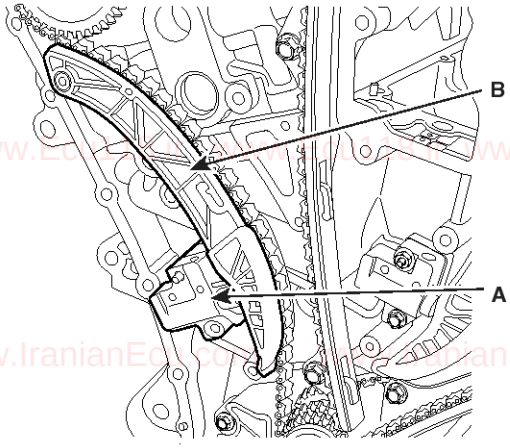
KDRF129A



KDRF116B

13. Install RH timing chain tensioner arm(B).
14. Install RH timing chain auto tensioner(A).

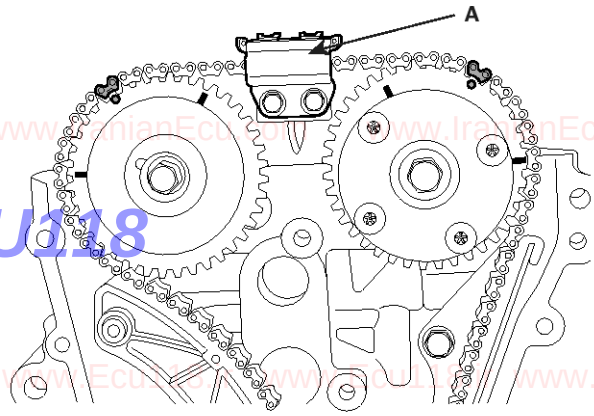
Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF117A

15. Install RH cam-to-cam guide(A).

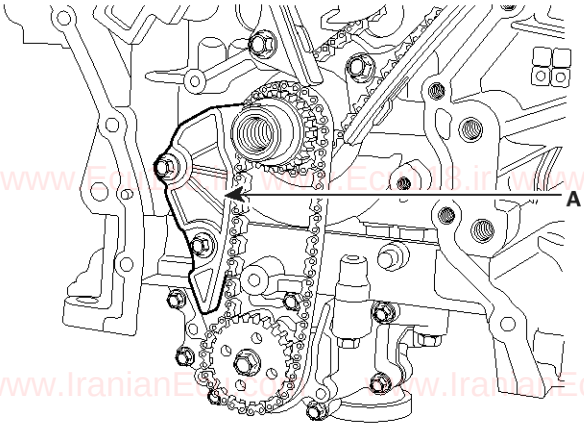
Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF116A

16. Install oil pump chain guide(A).

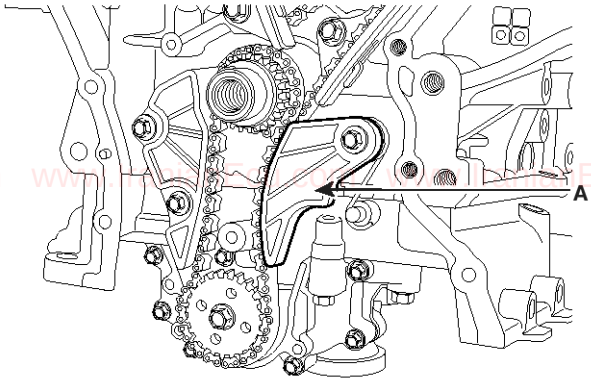
Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF120A

17. Install oil pump chain tensioner assembly(A).

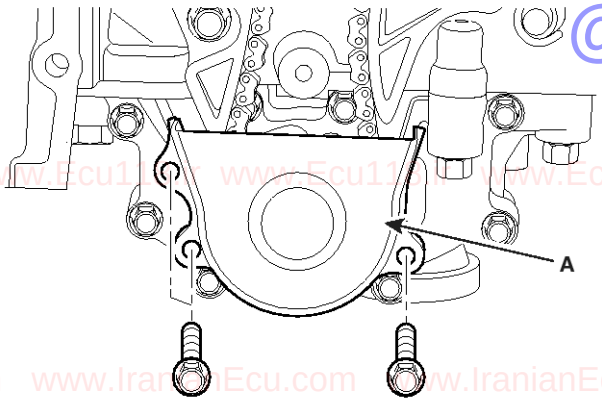
Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF119A

18. Pull out the pins of hydraulic tensioner (LH & RH).
19. Install oil pump chain cover(A).

Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF185A

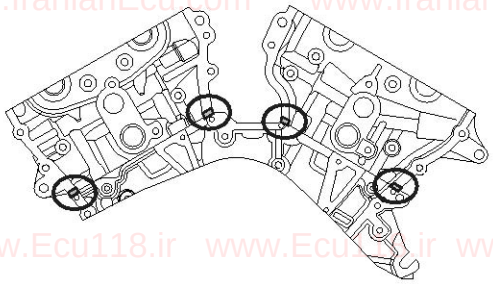
20. After rotating crankshaft 2 revolutions in regular direction(clockwise viewed from front), confirm the timing mark.

NOTICE
Always turn the crankshaft clockwise.

21. Install timing chain cover.
    a. The sealant locations on chain cover and on counter parts (cylinder head, cylinder block, and lower oil pan) must be free of engine oil and ETC.
    b. Before assembling the timing chain cover, the liquid sealant TB1217H should be applied on the gap between cylinder head and cylinder block

       The part must be assembled within 5 minutes after sealant was applied.

Bead width : 2.5mm(0.1in.)



KDRF134A

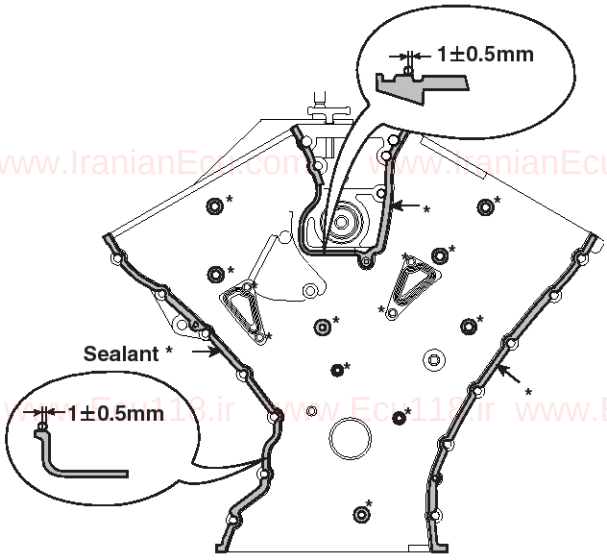
    c. After applying liquid sealant TB1217H on timing chain cover.

       The part must be assembled within 5 minutes after sealant was applied.

       Sealant should be applied without discontinuity.

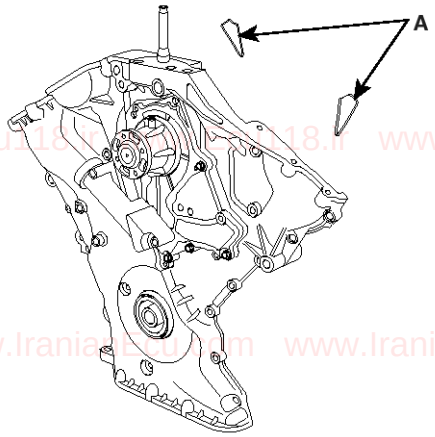
       Sealant should also be applied all around the two holes of the dowel pins.

Bead width : 2.5mm(0.1in.)



SBLM16200L

    d. Install the new gasket(A) to the timing chain cover.

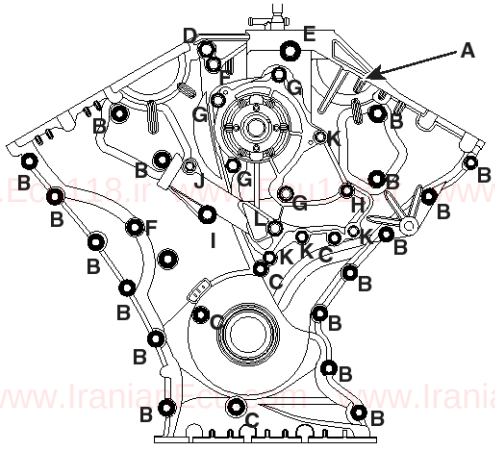


KDRF220A

e. The dowel pins on the cylinder block and holes on the timing chain cover should be used as a reference in order to assemble the timing chain cover to be in exact position.

Tightening torque

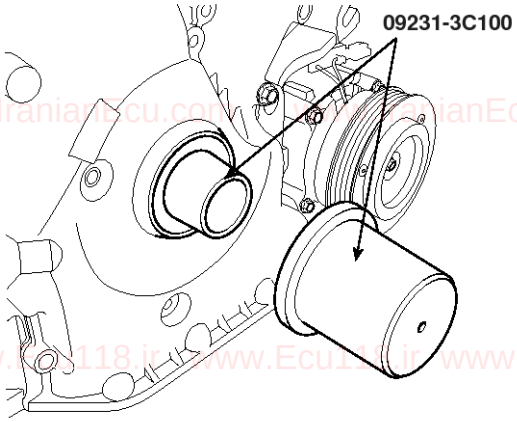
B(17): 18.62 ~ 21.56Nm(1.9 ~ 2.2kgf.m, 13.74 ~ 15.91lb-ft)
C(4): 9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)
D(1): 58.80 ~ 68.80Nm(6.0 ~ 7.0kgf.m, 43.40 ~ 50.63lb-ft)
E(1): 58.80 ~ 68.80Nm(6.0 ~ 7.0kgf.m, 43.40 ~ 50.63lb-ft)
F(2): 24.50 ~ 26.46Nm(2.5 ~ 2.7kgf.m, 18.08 ~ 19.53lb-ft)
G(4): 21.56 ~ 23.52Nm(2.2 ~ 2.4kgf.m, 15.91 ~ 17.36lb-ft)
H(1): 9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)
I(1): 9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)
J(1): 9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)
K(4): 9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)
L(1): 21.56 ~ 26.46Nm(2.2 ~ 2.7kgf.m, 15.91 ~ 19.53lb-ft) - New bolt



ECBF033A

f. The firing and/or blow out test should not be performed within 30 minutes after the timing chain cover was assembled.

22. Using SST(09231-3C100), install timing chain cover oil seal.



ECRF050A

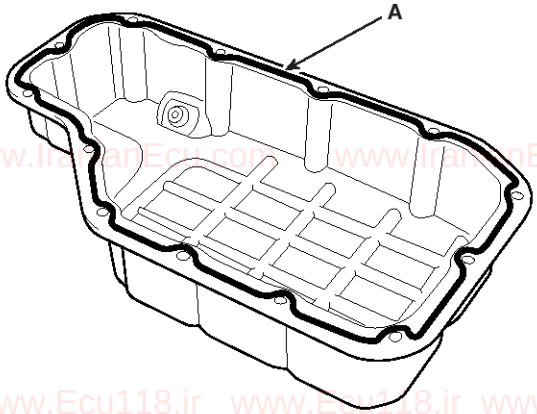
23. Install lower oil pan.

a. Using a gasket scraper, remove all the old packing material from the gasket surfaces.

b. Before assebling the oil pan, the liquid sealant TB1217H should be applied on oil pan.

The part must be assembled within 5 minutes after the sealant was applied.

Bead width : 2.5mm(0.1in.).



SBLM16020L

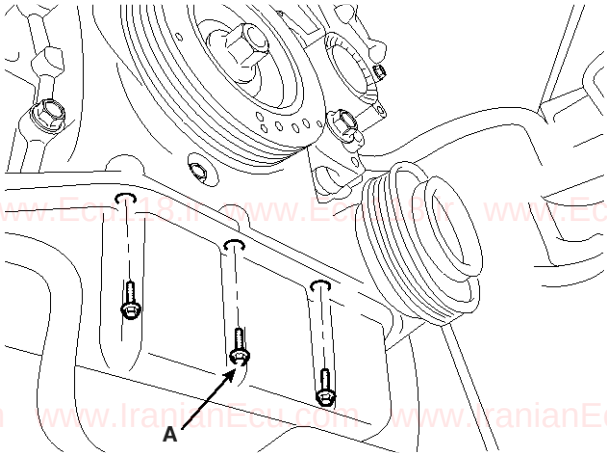
⚠CAUTION

- **Make clean the sealing face before assembling two parts.**
- **Remove harmful foreign matters on the sealing face before applying sealant.**

- **When applying sealant gasket, sealant must not be protruded into the inside of oil pan.**
- **To prevent leakage of oil, apply sealant gasket ot the inner threads of the bolt holes.**

c. Install oil pan(A).
Uniformly tighten the bolts in several passes.

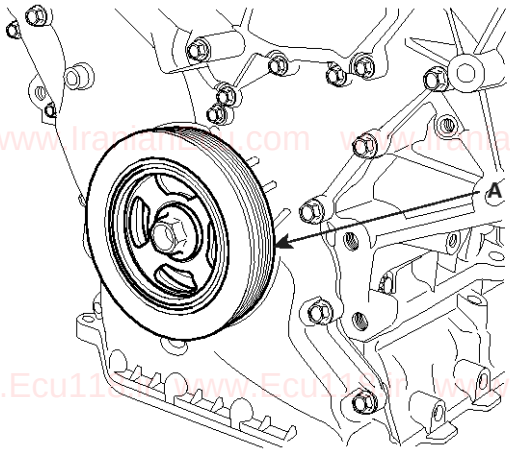
Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



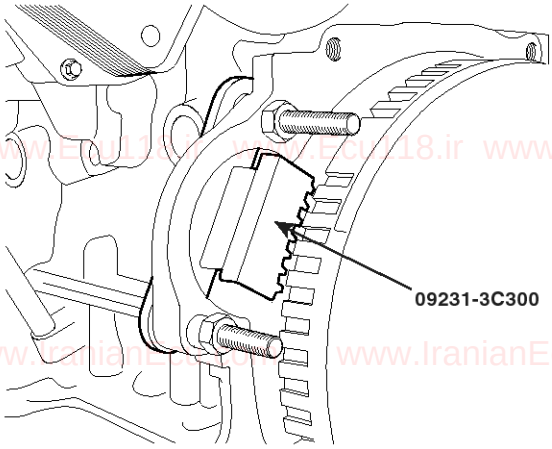
SBLM16102L

24. Using SST(09231-3C300) install crankshaft damper pulley(A).

Tightening torque
284.2 ~ 303.8Nm(29.0 ~ 31.0kgf.m, 209.76 ~ 224.22lb-ft)

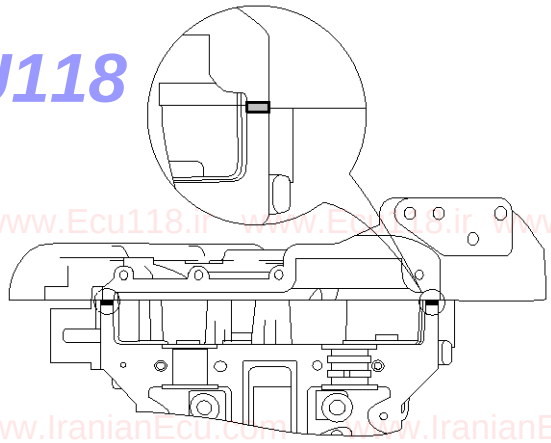


KDRF109A



ECRF061A

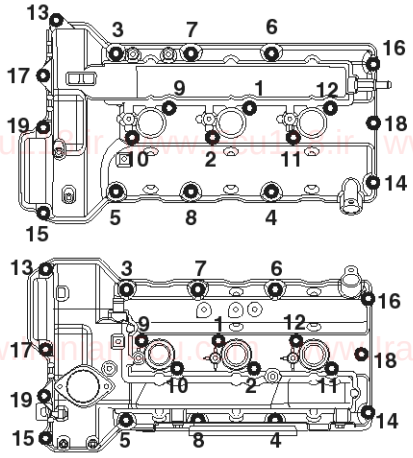
25. Install cylinder head cover.
a. The hardening sealant located on the upper area between timing chain cover and cylinder head should be removed before assembling cylinder head cover.
b. After applying sealant(TB1217H), it should be assembled within 5 minutes.Bead width : 2.5mm(0.1in.)



KDRF231A

c. The firing and/or blow out test should not be performed within 30 minutes after the cylinder head cover was assembled.
d. Install the cylinder head cover bolts as following method.

Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



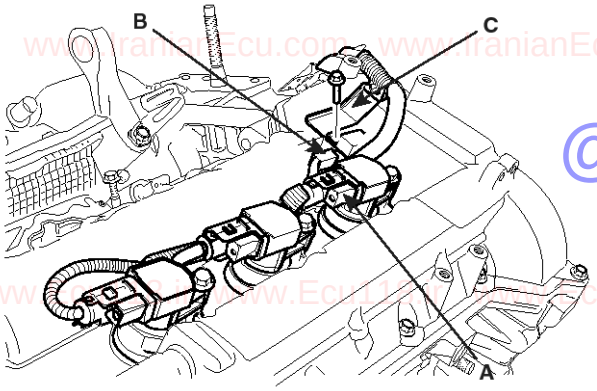
SBLM16201L

⚠CAUTION

Do not reuse cylinder head cover gasket.

e. Install ignition coil

f. Connect RH ignition coil connector(A), condenser connector(B) and install wiring bracket(C).



KDRF111A

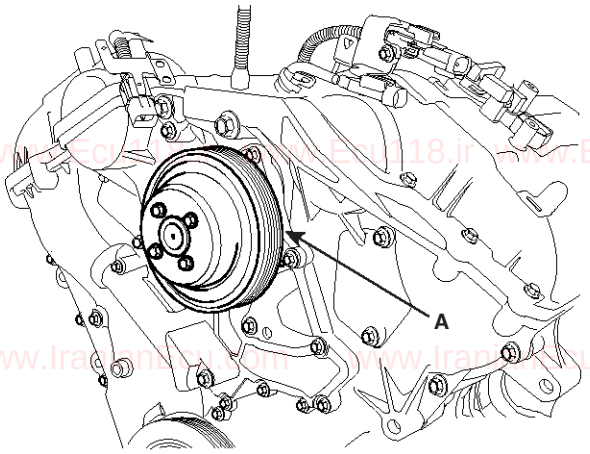
g. Install connector bracket from LH cylinder head cover.

INSTALLATION

1. Install intake manifold.
2. Install water pump pulley(A).

Tightening torque

7.84 ~ 9.80Nm(0.8 ~ 1.0kgf.m, 5.78 ~ 7.23lb-ft)

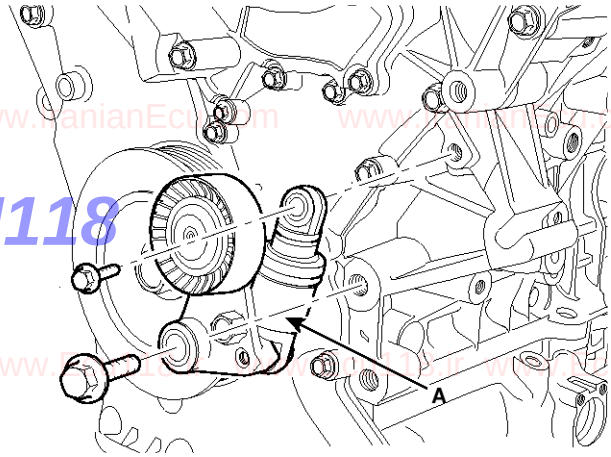


KDRF107A

3. Install drive belt auto tensioner(A).

Tightening torque

81.4 ~ 85.3Nm(8.3 ~ 8.7kgf.m, 60.0 ~ 62.9lb-ft)
29.4 ~ 33.3Nm(3.0 ~ 3.4kgf.m, 21.7 ~ 24.6lb-ft)

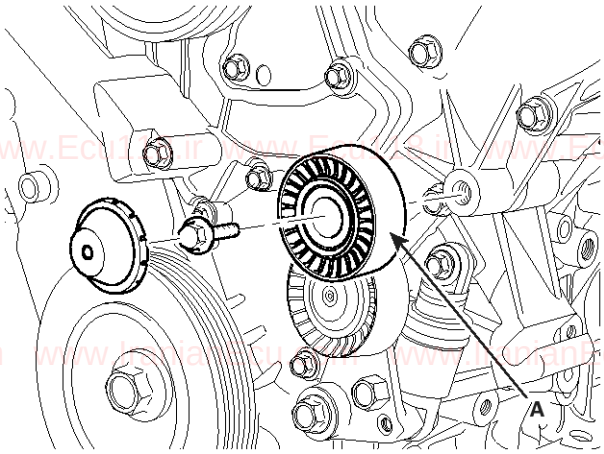


KDRF106A

4. Install drive belt idler(A).

Tightening torque

52.92 ~ 57.82Nm(5.4 ~ 5.9kgf.m, 39.06 ~ 42.67lb-ft)



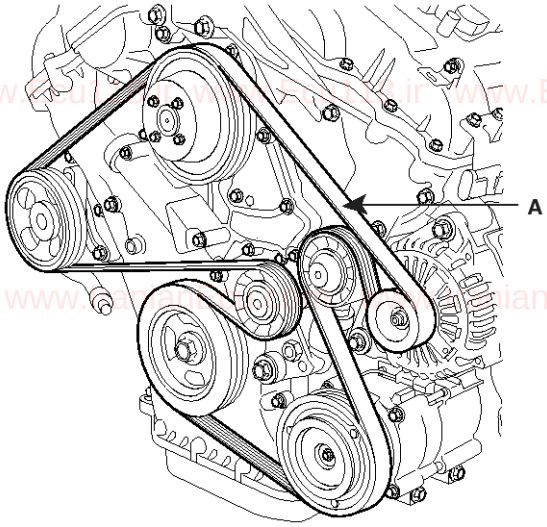
KDRF105A

5. Install alternator
6. Install air compressor
7. Install power steering pump.
8. Install drive belt(A).

   Crankshaft pulley → A/C pulley → idler pulley → alternator pulley → water pump pulley → P/S pump pulley → tensioner pulley.

   Rotate auto tensioner arm in the counter - clockwise moving auto tensioner pulley bolt with wrench.

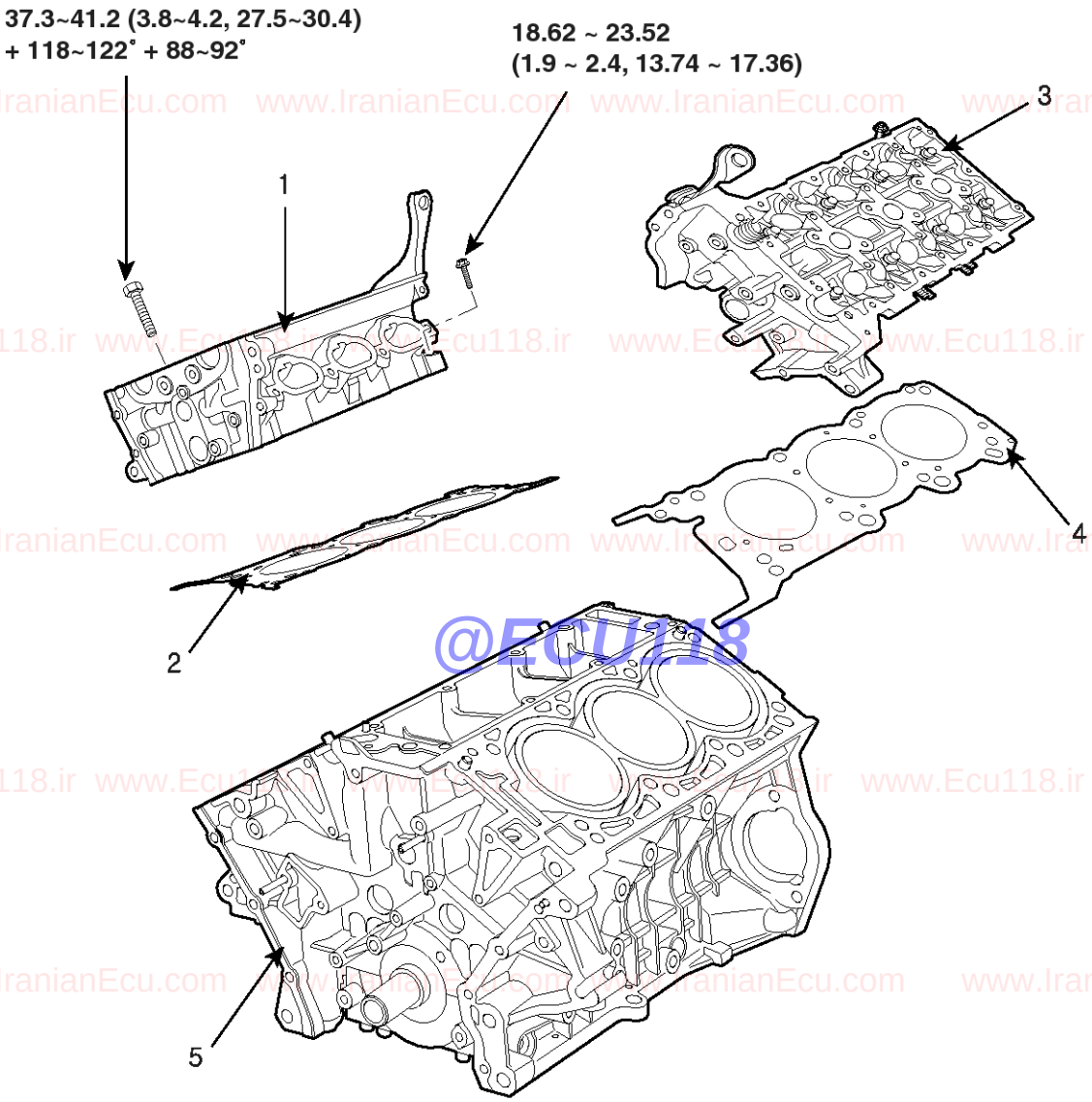
   After putting belt on auto tensioner pulley, release the auto tensioner pulley slowly.



SBLM16101L

Cylinder Head Assembly

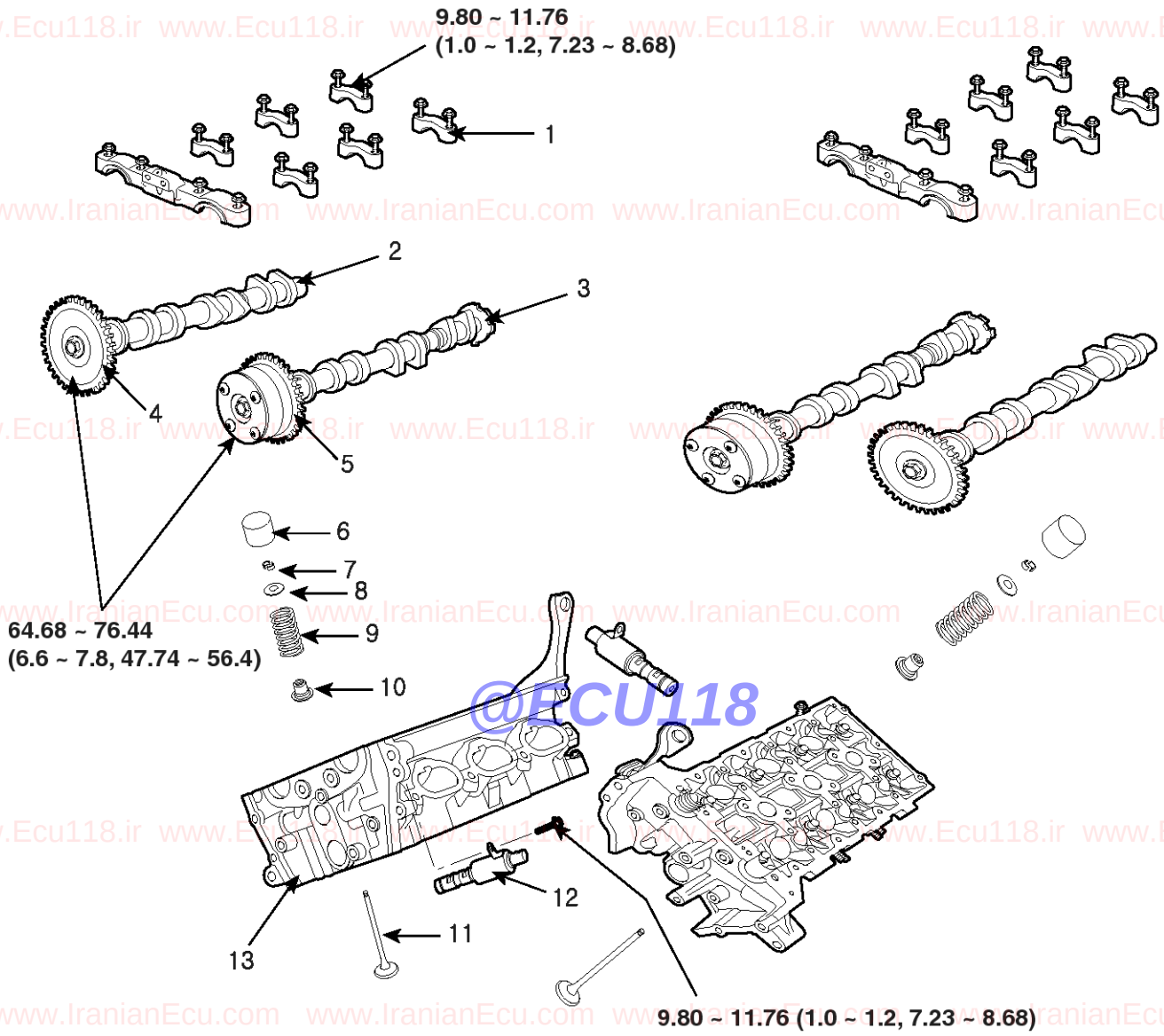
COMPONENTS



TORQUE : N.m (kgf.m, lbf.ft)

1. RH cylinder head
2. RH cylinder head gasket
3. LH cylinder head
4. LH cylinder head gasket
5. Cylinder block

EDRF003A



TORQUE : N.m (kgf.m, lbf.ft)

1. Camshaft bearing cap
2. Exhaust camshaft
3. Intake camshaft
4. Exhaust camshaft sprocket
5. CVVT assembly
6. MLA
7. Retainer lock
8. Retainer
9. Valve spring
10. Valve stem seal
11. Valve
12. OCV
13. Cylinder head

EDRF004A

REMOVAL

CAUTION

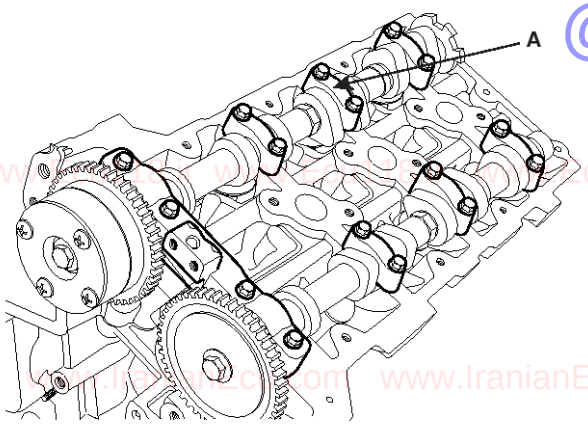
- **Use fender covers to avoid damaging painted surfaces.**
- **To avoid damaging the cylinder head, wait until the engine coolant temperature drops below normal temperature before removing it.**
- **When handling a metal gasket, take care not to fold the gasket or damage the contact surface of the gasket.**
- **To avoid damage, unplug the wiring connectors carefully while holding the connector portion.**

NOTICE

- *Mark all wiring and hoses to avoid misconnection.*
- *Turn the crankshaft pulley so that the No. 1 piston is at top dead center.*

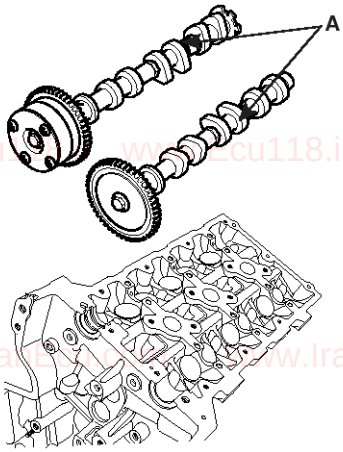
Engine removal is required for this procedure.

1. Remove exhaust manifold.
2. Remove intake manifold.
3. Remove timing chain.
4. Remove water temperature control assembly.
5. Remove camshaft bearing cap(A).



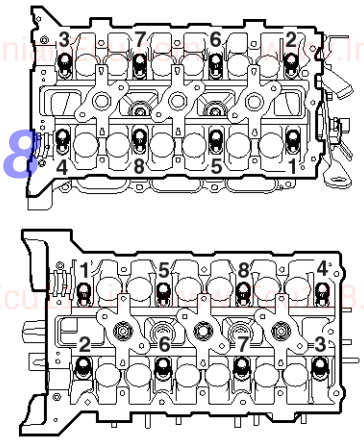
KDRF196A

6. Remove camshaft assembly(A).



KDRF197A

7. Remove cylinder head bolts, then remove cylinder head.
   1) Uniformly loosen and remove the 16 cylinder head bolts, in several passes, in the sequence shown. Remove the 16 cylinder head bolts and plate washers.



KDRF199A

CAUTION

Head warpage or cracking could result from removing bolts in an incorrect order.

   2) Lift the cylinder head from the dowels on the cylinder block and place the cylinder head on wooden blocks on a bench.

CAUTION

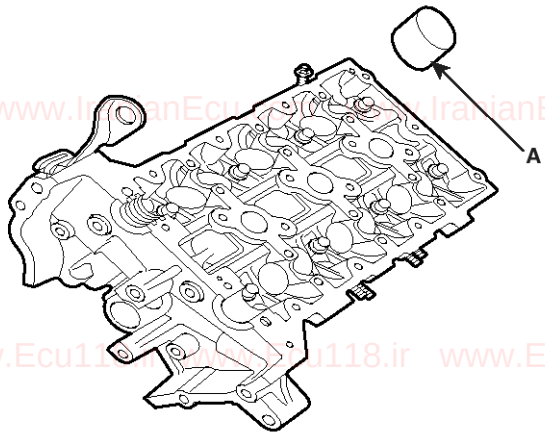
Be careful not to damage the contact surfaces of the cylinder head and cylinder block.

DISASSEMBLY

NOTICE

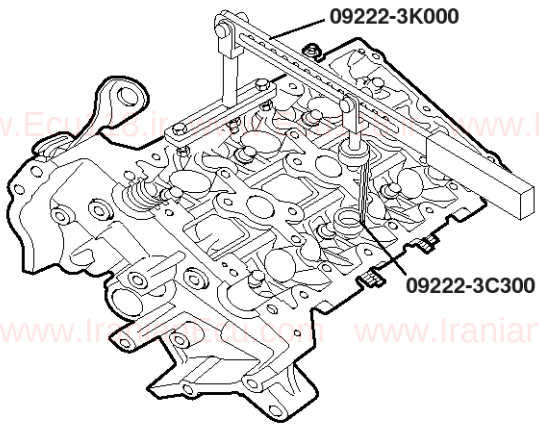
Identify MLA, valves and valve springs as they are removed so that each item can be reinstalled in its original position.

1. Remove MLAs(A).



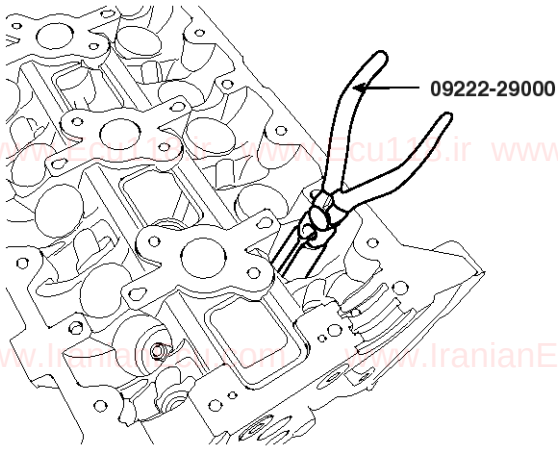
KDRF200A

2. Remove valves.
   1) Using SST(09222-3K000, 09222-3C300), compress the valve spring and remove retainer lock.



KDRF201A

   2) Remove the spring retainer.
   3) Remove the valve spring.
   4) Remove the valve.
   5) Using SST(09222-29000), remove the valve stem seal.

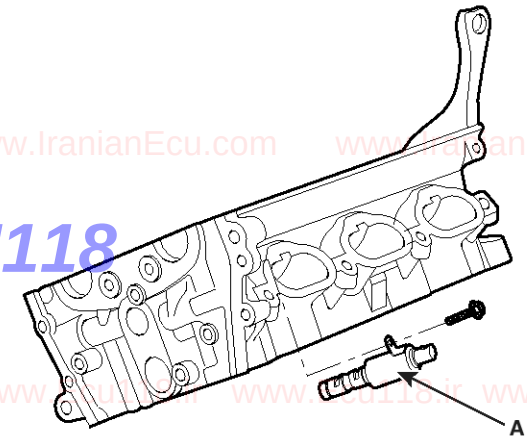


KDRF234A

NOTICE

Do not reuse old valve stem seals.

3. Remove OCV(A).



KDRF202A

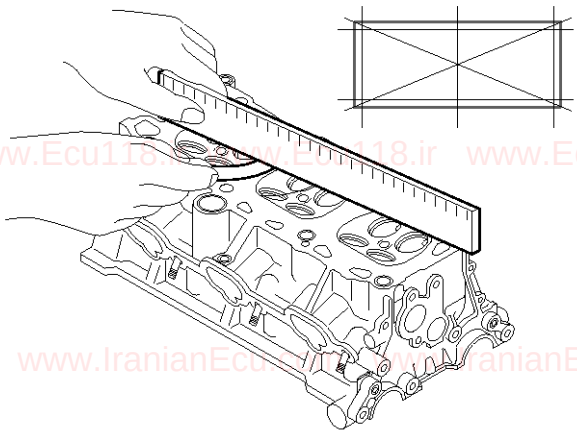
INSPECTION

CYLINDER HEAD

1. Inspect for flatness.

   Using a precision straight edge and feeler gauge, measure the surface the contacting the cylinder block and the manifolds for warpage.

Flatness of cylinder head gasket surface
Standard : Less than 0.05mm(0.002in.)[Less than 0.02mm(0.0008in.)/150x150]
Flatness of manifold gasket surface
Standard : Less than 0.03mm(0.001in)/110x110



EDQF160A

2. Inspect for cracks.

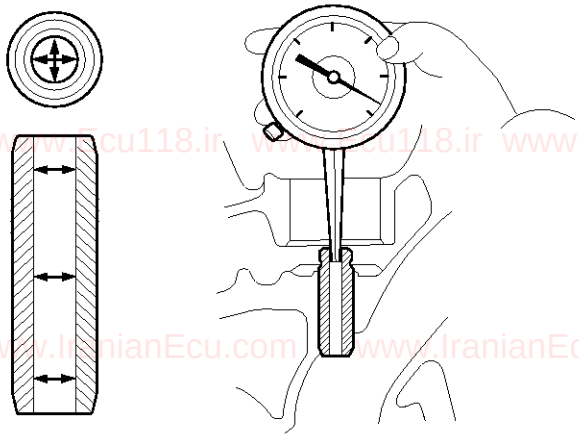
   Check the combustion chamber, intake ports, exhaust ports and cylinder block surface for cracks. If cracked, replace the cylinder head.

VALVE AND VALVE SPRING

1. Inspect valve stems and valve guides.

   1) Using a caliper gauge, measure the inside diameter of the valve guide.

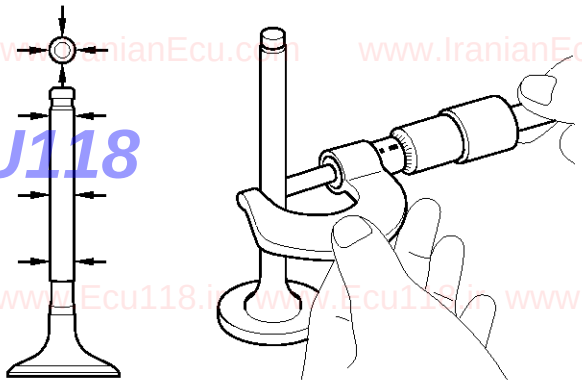
Valve guide I.D.
Intake / Exhaust : 5.500 ~ 5.512mm (0.216 ~ 0.217in.)



ECBF034A

   2) Using a micrometer, measure the diameter of the valve stem.

Valve stem O.D.
Intake : 5.465 ~ 5.480mm (0.2151 ~ 0.2157in.)
Exhaust : 5.458 ~ 5.470mm (0.2149 ~ 0.2153in.)



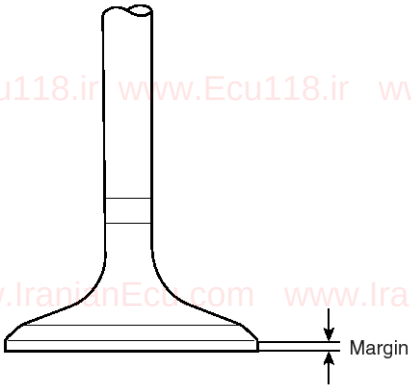
KCRF227A

   3) Subtract the valve stem diameter measurement from the valve guide inside diameter measurement.

Valve stem-to-guide clearance
[Standard]
Intake : 0.020 ~ 0.047mm (0.0008 ~ 0.0018in.)
Exhaust : 0.030 ~ 0.054mm (0.0012 ~ 0.0021in.)
[Limit]
Intake : 0.07mm (0.0027in.)
Exhaust : 0.09mm (0.0035in.)

2. Inspect valves.
   1) Check the valve is ground to the correct valve face angle.
   2) Check that the surface of the valve for wear.
      If the valve face is worn, replace the valve.
   3) Check the valve head margin thickness.
      If the margin thickness is less than minimum, replace the valve.

Margin
[Standard]
Intake : 1.56 ~ 1.86mm(0.06142 ~ 0.07323in.)
Exhaust : 1.73 ~ 2.03mm(0.06811 ~ 0.07992in.)



ECKD221A

   4) Check the valve length.

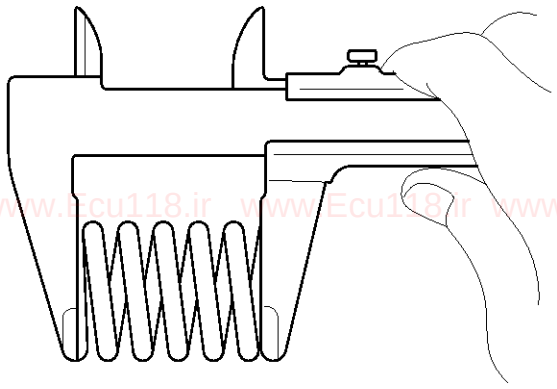
Length
Intake : 105.27mm (4.1445in)
Exhaust : 105.50mm (4.1535in)

   5) Check the surface of the valve stem tip for wear.
      If the valve stem tip is worn, replace the valve.

3. Inspect valve seats
   Check the valve seat for evidence of overheating and improper contact with the valve face.
   If the valve seat is worn, replace cylinder head.
   Before reconditioning the seat, check the valve guide for wear. If the valve guide is worn, replace cylinder head. Recondition the valve seat with a valve seat grinder or cutter. The valve seat contact width should be within specifications and centered on the valve face.

4. Inspect valve springs.
   1) Using a steel square, measure the out-of-square of the valve spring.
   2) Using a vernier calipers, measure the free length of the valve spring.

Valve spring
[Standard]
Free height : 43.86mm (1.7267in.)
Out-of-square : 1.5˚



KCRF205A

MLA
1. Inspect MLA.
   Using a micrometer, measure the MLA outside diameter.

MLA O.D.
Intake/Exhaust : 34.964 ~ 34.980mm(1.3765 ~ 1.3771in.)

2. Using a caliper gauge, measure MLA tappet bore inner diameter of cylinder head.

Tappet bore I.D.
Intake/Exhaust : 35.000 ~ 35.025mm(1.3779 ~ 1.3789in.)

3. Subtract MLA outside diameter measurement from tappet bore inside diameter measurement.

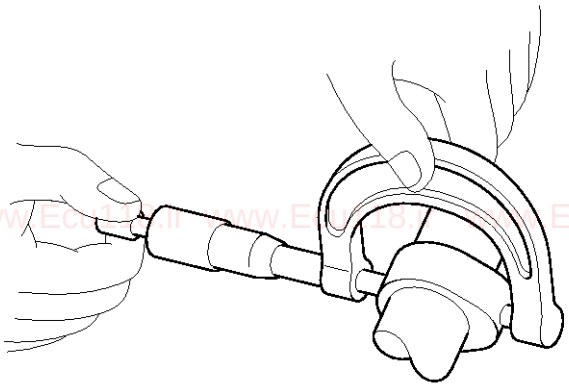
MLA to tappet bore clearance
[Standard]
Intake/Exhaust : 0.020 ~ 0.061mm(0.0008 ~ 0.0024in.)
[Limit]
Intake/Exhaust : 0.07mm(0.0027in.)

CAMSHAFT

1. Inspect cam lobes.

   Using a micrometer, measure the cam lobe height.

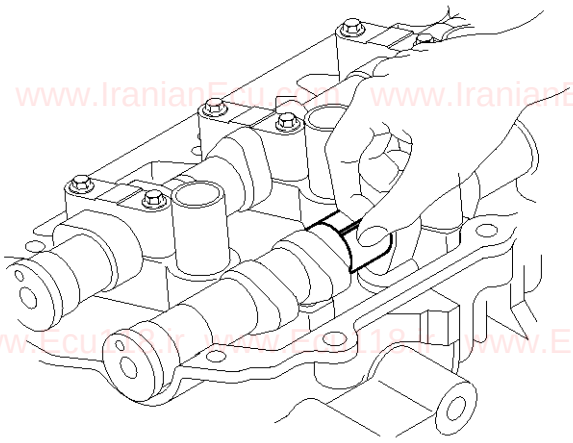
Cam height
[Standard value]
Intake :
46.3mm (1.8228in.)(3.3L)
46.8mm (1.8425in.)(3.8L)
Exhaust : 45.8mm (1.8031in.)



KCRF206A

If the cam lobe height is less than standard, replace the camshaft.

2. Inspect camshaft journal clearance.
   1) Clean the bearing caps and camshaft journals.
   2) Place the camshafts on the cylinder head.
   3) Lay a strip of plastigage across each of the camshaft journal.



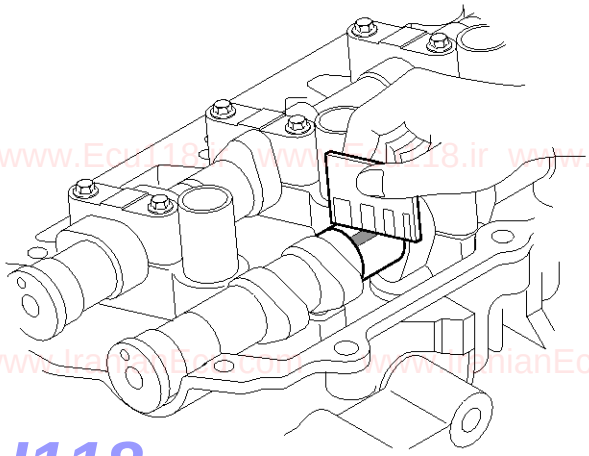
KCRF207A

   4) Install the bearing caps.

⚠CAUTION
Do not turn the camshaft.

   5) Remove the bearing caps.
   6) Measure the plastigage at its widest point.

Bearing oil clearance
[Standard value]
Intake
No.1 journal : 0.020 ~ 0.057mm (0.0008 ~ 0.0022in.)
No.2,3,4,, journal : 0.030 ~ 0.067mm (0.0012 ~ 0.0026in.)
Exhaust
No.1 journal : 0.020 ~ 0.057mm (0.0008 ~ 0.0022in.)
No.2,3,4,, journal : 0.030 ~ 0.067mm (0.0012 ~ 0.0026in.)



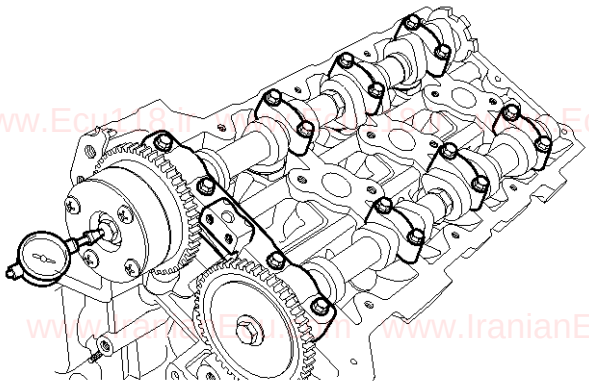
KCRF208A

If the oil clearance is greater than maximum, replace the camshaft. If necessary, replace cylinder head.

   7) Completely remove the plastigage.
   8) Remove the camshafts.

3. Inspect camshaft end play.
   1) Install the camshafts.
   2) Using a dial indicator, measure the end play while moving the camshaft back and forth.

Camshaft end play
[Standard value]
0.056 ~ 0.064mm(0.0022 ~ 0.0025in) - 3.3L
0.02 ~ 0.18mm (0.0008 ~ 0.0071in) - 3.8L



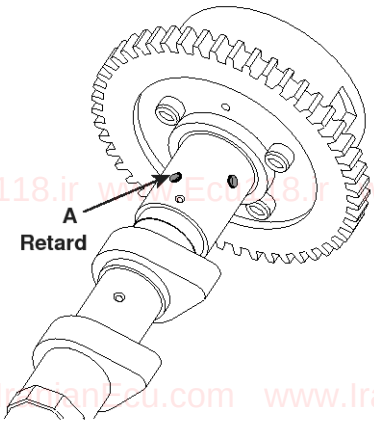
KDRF196B

If the end play is greater than maximum, replace the camshaft. If necessary, replace cylinder head.

3) Remove the camshafts.

CVVT ASSEMBLY

1. Inspect CVVT assembly.
   1) Check that the CVVT assembly will not turn.
   2) Apply vinyl tape to the retard hole except the one indicated by the arrow in the illustration.



ECRF015A

   3) Wind tape around the tip of the air gun and apply air of approx. 150kpa(1.5kgf/cm², 21psi) to the port of the camshaft.

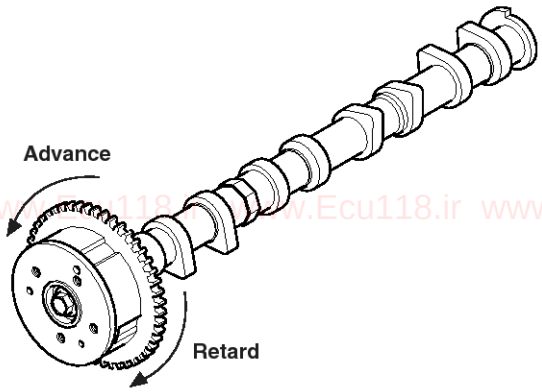
   (Perform this order to release the lock pin for the maximum delay angle locking.)

   NOTICE

   When the oil splashes, wipe it off with a shop rag.

   4) Under the condition of (3), turn the CVVT assembly to the advance angle side (the arrow marked direction in the illustration) with your hand.

   Depending on the air pressure, the CVVT assembly will turn to the advance side without applying force by hand. Also, under the condition that the pressure can be hardly applied because of the air leakage from the port, there may be the casethat the lock pin could be hardly released.



SBLM16202L

   5) Except the position where the lock pin meets at the maximum delay angle, let the CVVT assembly turn back and forth and check the movable range and that there is no disturbance.

Standard: Movable smoothly in the range about 22.5°

   6) Turn the CVVT assembly with your hand and lock it at the maximum delay angle position (clockwise).

REASSEMBLY

NOTICE

Thoroughly clean all parts to be assembled.

Before installing the parts, apply fresh engine oil to all sliding and rotating surfaces.

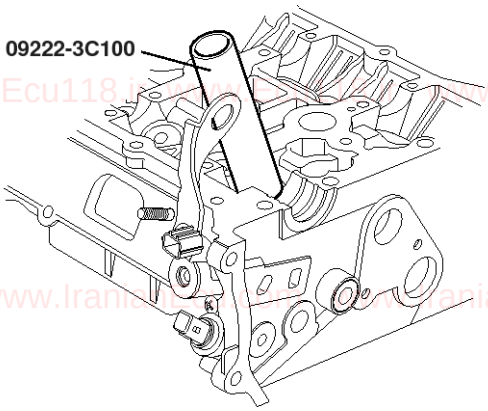
Replace oil seals with new ones.

1. Install valves.
   1) Using SST(09222-3C100), push in a new oil seal.

      NOTICE

      Do not reuse old valve stem seals.

      Incorrect installation of the seal could result in oil leakage past the valve guides.



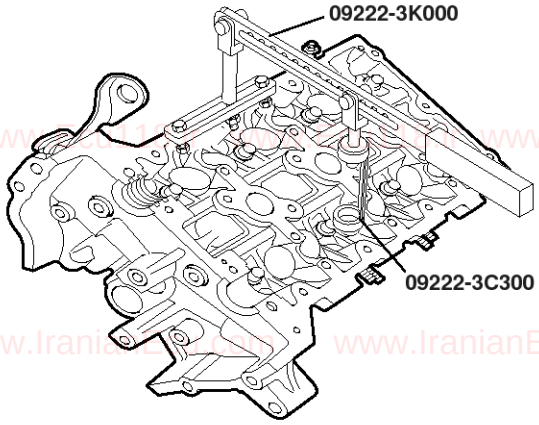
KCRF120B

   2) Install the valve, valve spring and spring retainer.

      NOTICE

      Place valve springs so that the side coated with enamel faces toward the valve spring retainer and then installs the retainer.

   3) Using the SST(09222 - 3K000, 09222-3C300), compress the spring and install the retainer locks. After installing the valves, ensure that the retainer locks are correctly in place before releasing the valve spring compressor.

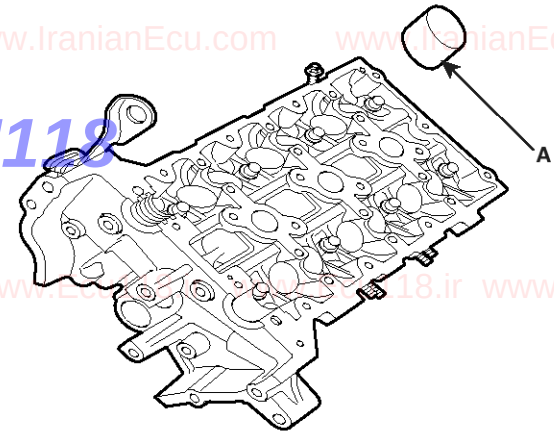


KDRF201A

   4) Lightly tap the end of each valve stem two or three times with the wooden handle of a hammer to ensure proper seating of the valve and retainer lock.

2. Install MLAs.

   Check that the MLA rotates smoothly by hand.



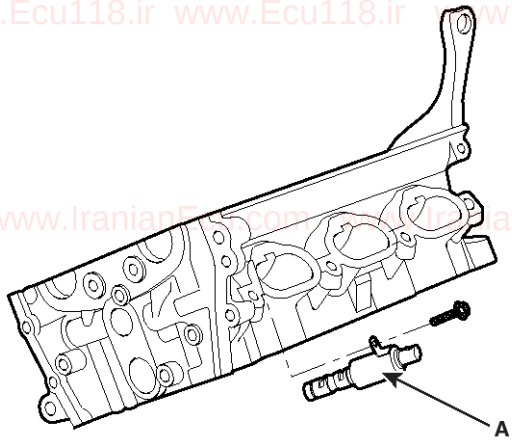
KDRF200A

NOTICE

MLA can be reinstalled in its original position.

3. Install OCV(A).

Tightening torque
9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF202A

NOTICE
- *To install OCV with gray colored connector into RH bank.*
- *To install OCV with black colored connector into LH bank.*

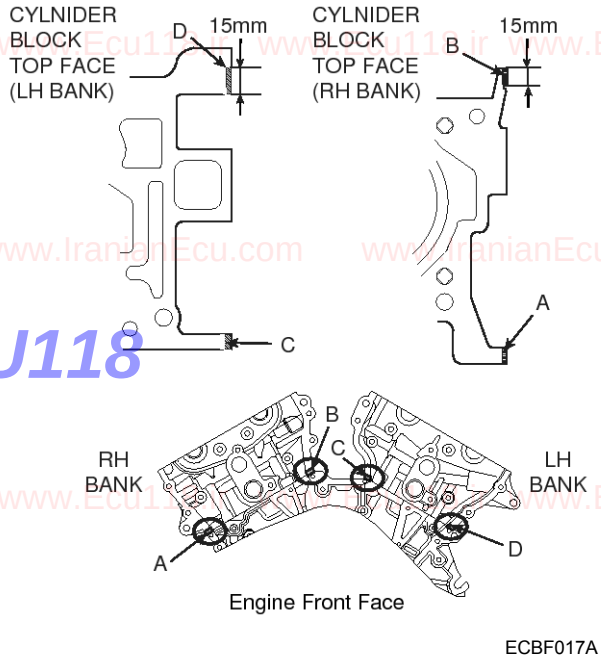
CAUTION
- **Do not reuse the OCV when dropped.**
- **Keep clean the OCV.**
- **Do not hold the OCV sleeve during servicing.**
- **When the OCV is installed on the engine, do not move the engine with holding the OCV yoke.**

INSTALLATION

NOTICE
- *Thoroughly clean all parts to be assembled.*
- *Always use a new head and manifold gasket.*
- *The cylinder head gasket is a metal gasket. Take care not to bend it.*
- *Rotate the crankshaft, set theNo.1 piston at TDC.*

1. Install the cylinder head.
   a. The sealant locations on cylinder head and cylinder block must be free of engine oil and ETC.
   b. Apply sealant on cylinder block top face before assembling cylinder head gaskets.

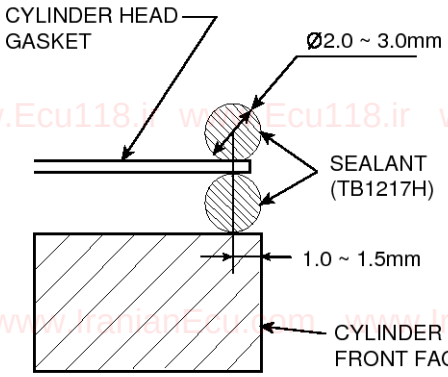
      The part must be assembled within 5 minutes after sealant was applied.



ECBF017A

NOTICE
Refer to below illustration to apply the sealant.

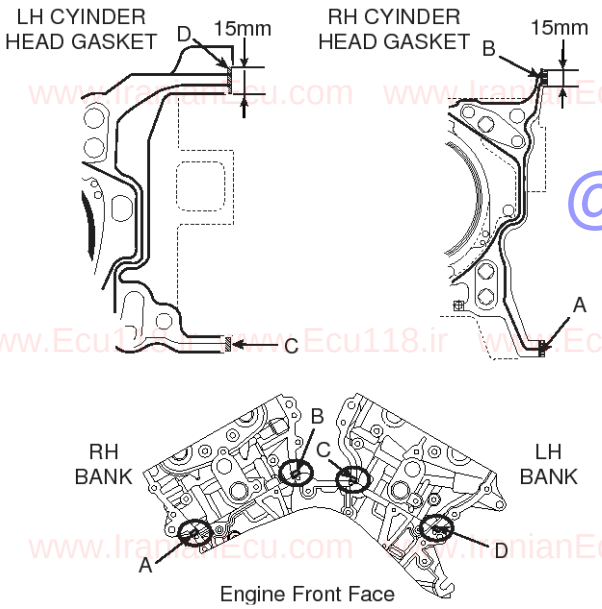
Bead width : 2.0~3.0 mm
Sealant locations : 1.0~1.5mm from block surface
Recommended sealant :Liquid sealant TB1217H



ECBF018A

c. Apply sealant on cylinder head gaskets after assembling cylinder head gaskets on cylinder block.

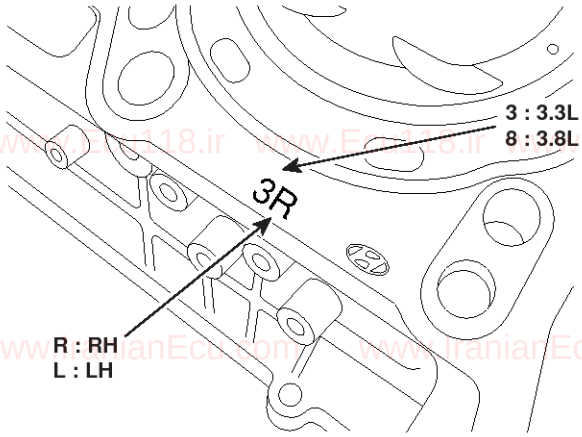
The part must be assembled within 5 minutes after sealant was applied.



ECBF019A

NOTICE

Be careful of the installation direction.

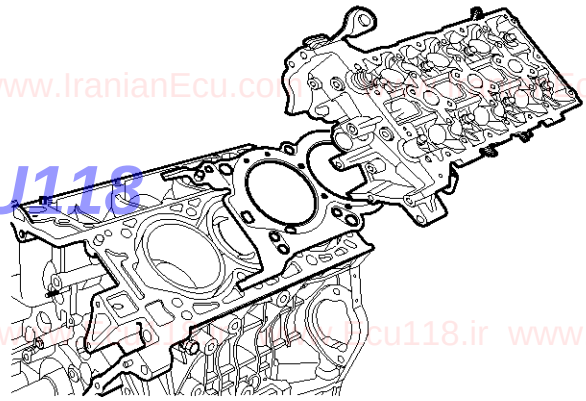


KDRF203A

d. Install the cylinder head.

NOTICE

Remove the extruded sealant after assembling cylinder heads.



KDRF198A

2. Place the cylinder head carefully in order not to damage the gasket with the bottom part of the end.
3. Install cylinder head bolts.
   1) Do not apply engine oil on the threads and under the heads of the cylinder head bolts.
   2) Using SST(09221-4A000), install and tighten the cylinder head bolts and plate washers, in several passes, in the sequence shown.

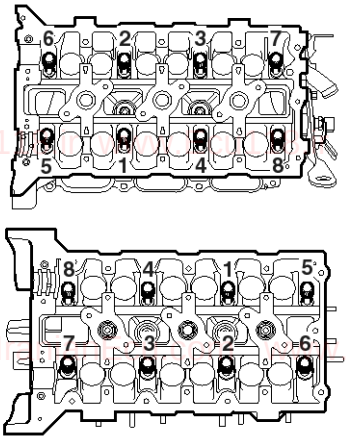
Tightening torque

Head bolt : 37.3~41.2Nm (3.8~4.2kgf.m, 27.5~30.4lb-ft) + 118~122° + 88~92°

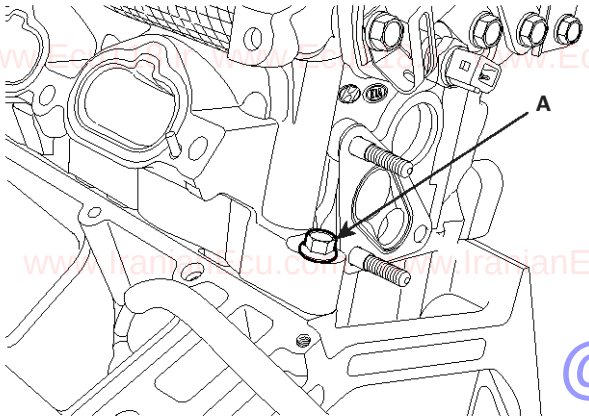
Bolt (A) : 18.62 ~ 23.52Nm(1.9 ~ 2.4kgf.m, 13.74 ~ 17.36lb-ft)

NOTICE

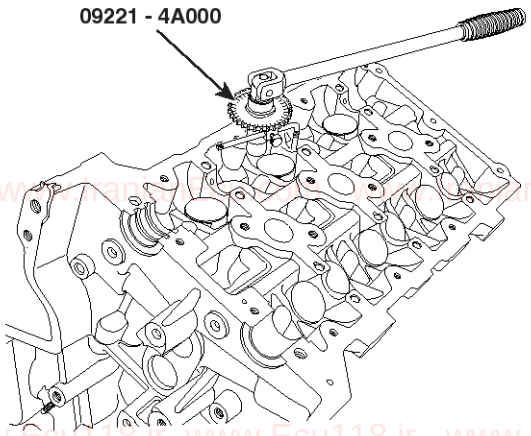
Always use new cylinder head bolt.



KDRF199B



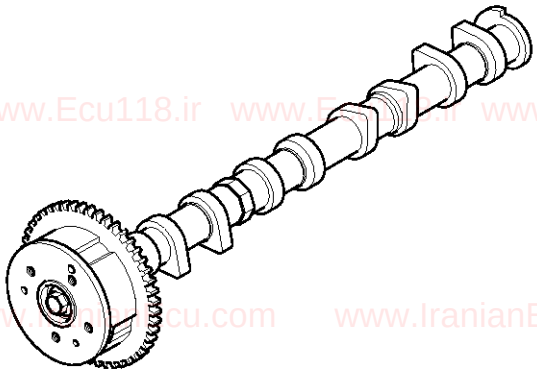
ECBF035A



KDRF223A

4. Install the CVVT and camshaft sprocket.

Tightening torque
64.68 ~ 76.44Nm(6.6 ~ 7.8 kgf.m, 47.74 ~ 56.4lb-ft)



KCRF122A

NOTICE

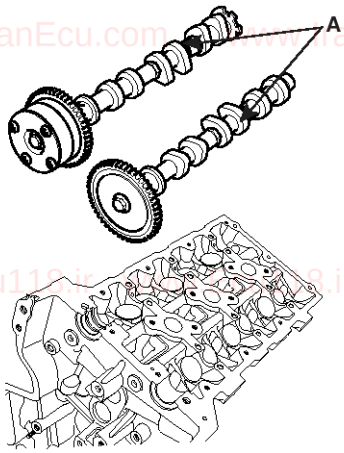
- *Install camshaft-inlet to dowel pin of CVVT assembly .*

  At this time, attend not to be installed to oil hole of camshaft-inlet.
- *Hold the hexagonal head wrench portion of the camshaft with a vise, and install the bolt and CVVT assembly.*
- *Do not rotate CVVT assembly when camshaft is installed to dowel pin of CVVT assembly.*

5. Install camshafts(A).

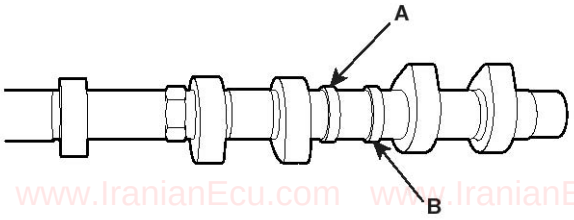
NOTICE

- *Apply a light coat of engine oil on camshaft journals.*
- *Assemble the key groove of camshaft rear side to the same level of head top surface.*
- *Be careful the right, left bank, intake, exhaust side before assembling.*



KDRF197A

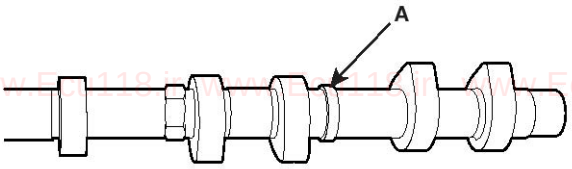
Intake camshaft



KDRF226A

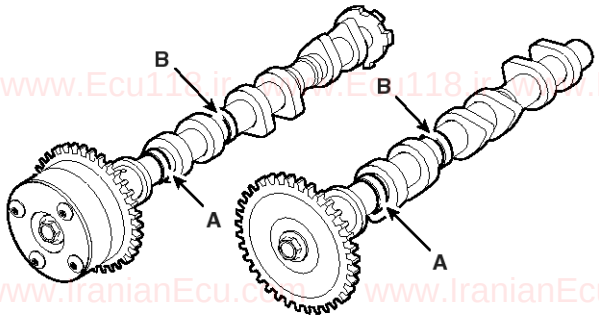
	LH	RH
3.3L	A: Ø27mm(1.0630in.) B: Ø27mm(1.0630in.)	A: Ø30mm(1.1811in.) B: Ø30mm(1.1811in.)
3.8L	A: Ø30mm(1.1811in.) B: Ø27mm(1.0630in.)	A: Ø27mm(1.0630in.) B: Ø30mm(1.1811in.)

Exhaust camshaft



KDRF227A

	LH	RH
3.3L/3.8L	A: Ø27mm(1.0630in.)	A: Ø30mm(1.1811in.)



SBLM16209L

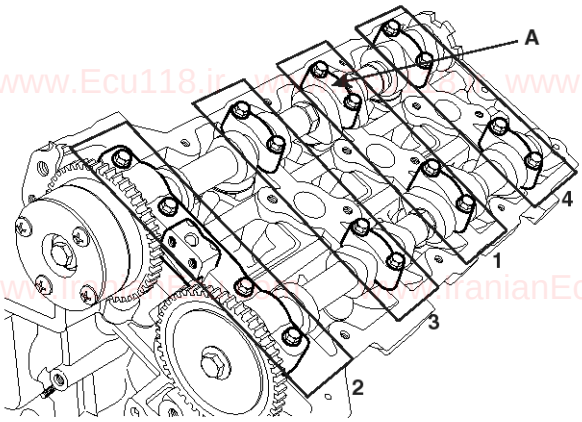
	LH	RH
3.3L	A: Ø30mm(1.1811in.) B: Ø27mm(1.0630in.)	A: Ø30mm(1.1811in.) B: Ø27mm(1.0630in.)
3.8L	A: Ø30mm(1.1811in.) B: Ø27mm(1.0630in.)	A: Ø30mm(1.1811in.) B: Ø27mm(1.0630in.)

6. Install camshaft bearing caps with the order below.

Tightening torque

1st step : 5.9Nm(0.6kgf.m, 4.3lb-ft)

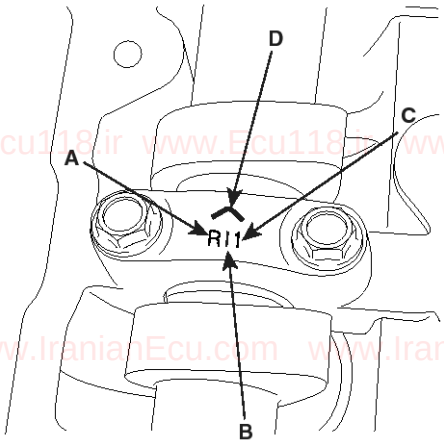
2nd step : 9.80 ~ 11.76Nm(1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



UCBF008A

NOTICE

Be careful the right, left bank, intake, exhaust side before assembling.



ECBF036A

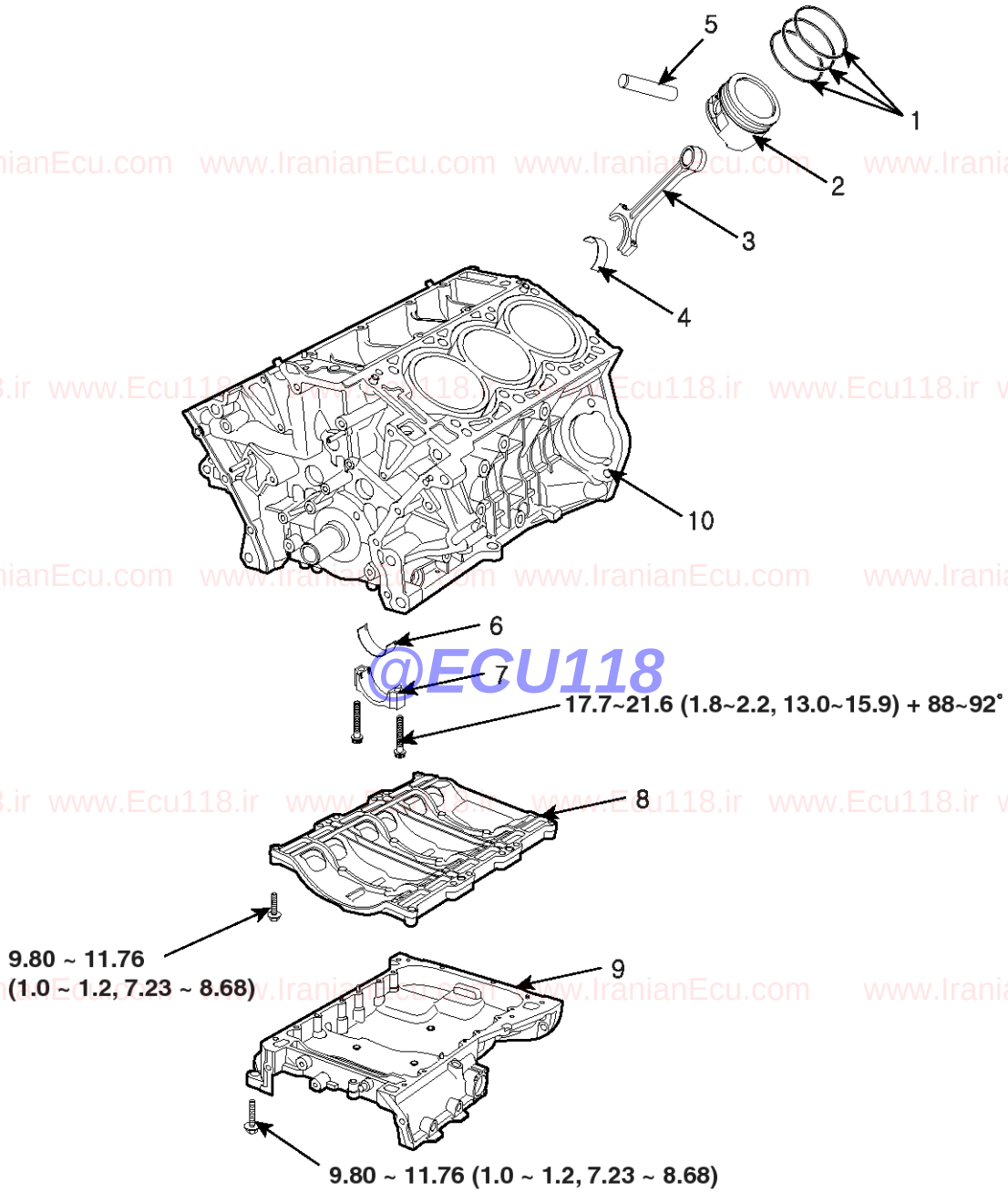
A : L(LH),R(RH)
B : I(Intake),None(Exhaust)
C : Journal number
D : Front mark

⚠CAUTION
Rotate the crankshaft not to contact the valves to the pistons by making the pistons below 10mm(0.3937in.) from the top of cylinder block.

7. Install water temperature control assembly.
8. Install timing chain.
9. Check and adjust valve clearance.
10. Install the exhaust manifold.
11. Install the intake manifold.

Cylinder Block

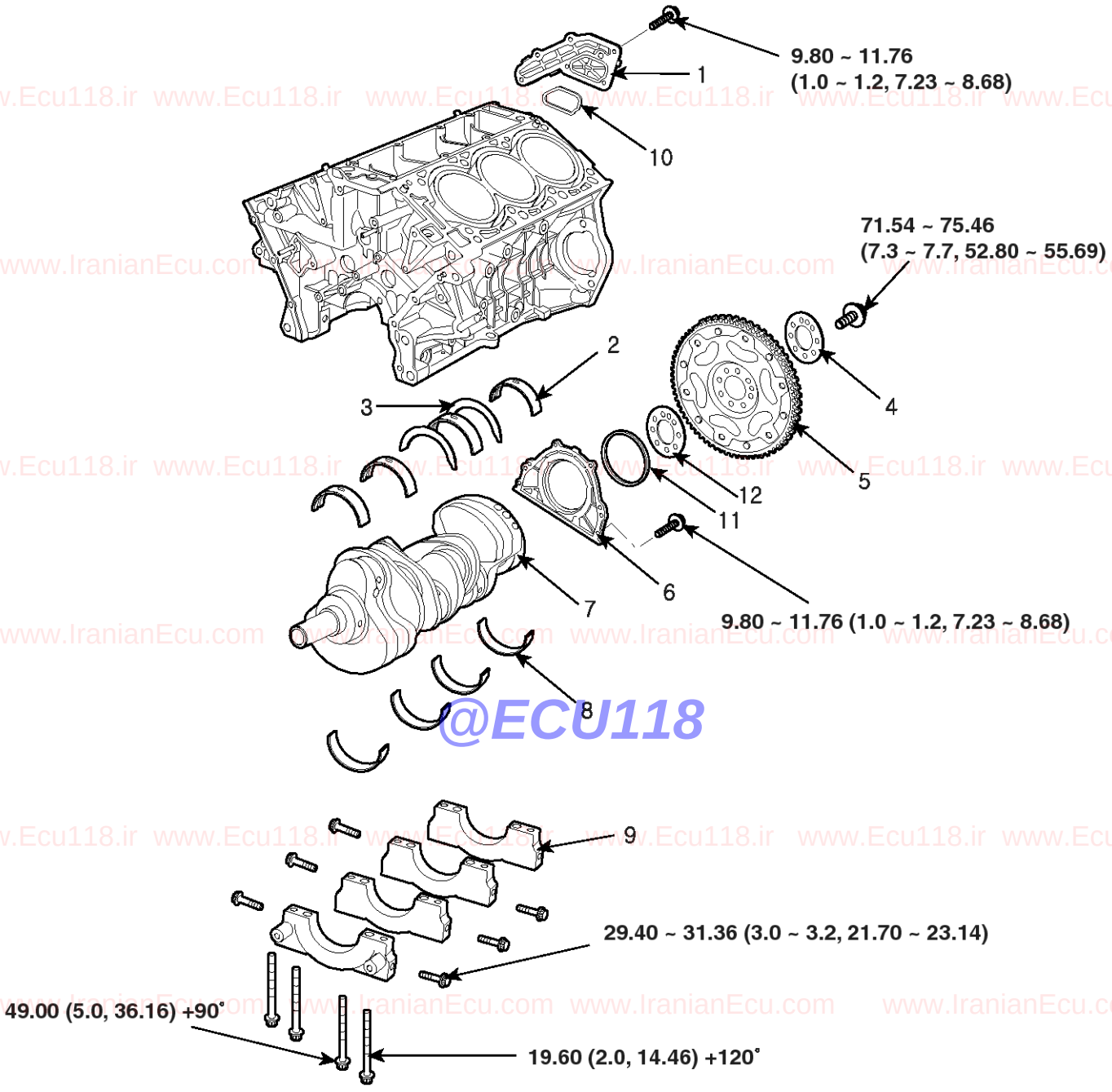
COMPONENTS



TORQUE : N.m (kgf.m, lbf.ft)

1. Piston ring
2. Piston
3. Connecting rod
4. Connecting rod upper bearing
5. Piston pin
6. Connecting rod lower bearing
7. Connecting rod bearing cap
8. Baffle plate
9. Upper oil pan
10. Cylinder block

EDRF005A



TORQUE : N.m (kgf.m, lbf.ft)

1. Oil drain cover
2. Crankshaft upper bearing
3. Thrust bearing
4. Plate adapter
5. Drive plate
6. Rear oil seal case
7. Crankshaft
8. Crankshaft lower bearing
9. Main bearing cap
10. Oil drain cover gasket
11. Rear oil seal
12. Crank adapter

SBLM16203L

REMOVAL

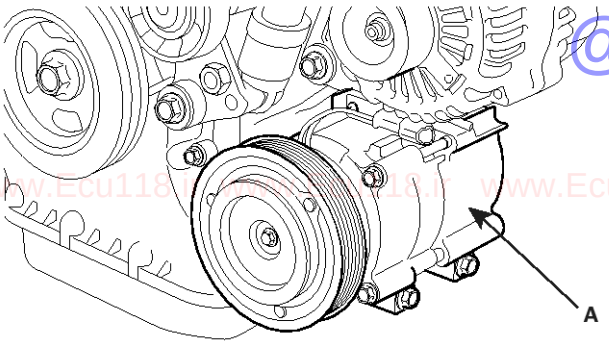
CAUTION

- **Use fender covers to avoid damaging painted surfaces.**
- **To avoid damage, unplug the wiring connectors carefully while holding the connector portion.**

NOTICE

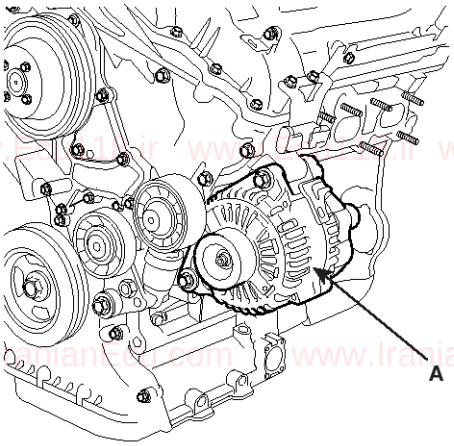
- *Mark all wiring and hoses to avoid misconnection.*
- *Inspection the timing belt before removing the cylinder head.*
- *Turn the crankshaft pulley so that the No.1 piston is at top dead center.*

1. Remove exhaust manifold.
2. Remove intake manifold.
3. Remove timing chain.
4. Remove water temperature control assembly.
5. Remove cylinder head.
6. Remove oil pump.
7. Remove oil filter assembly.
8. Remove A/C compressor(A) from engine.



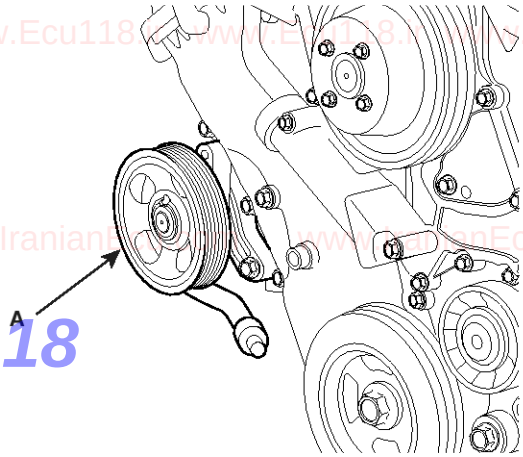
SBLM16103L

9. Remove alternator(A) from engine.



KDRF104A

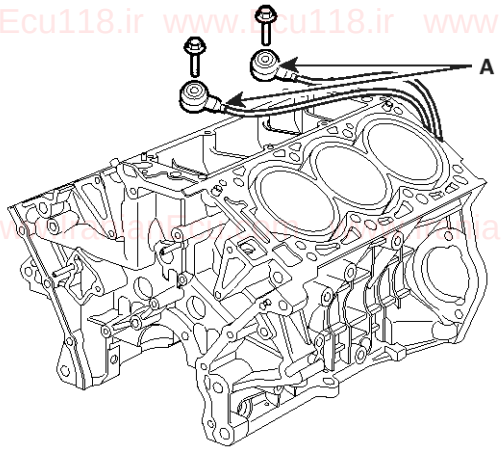
10. Remove power steering pump(A) from engine.



KDRF102A

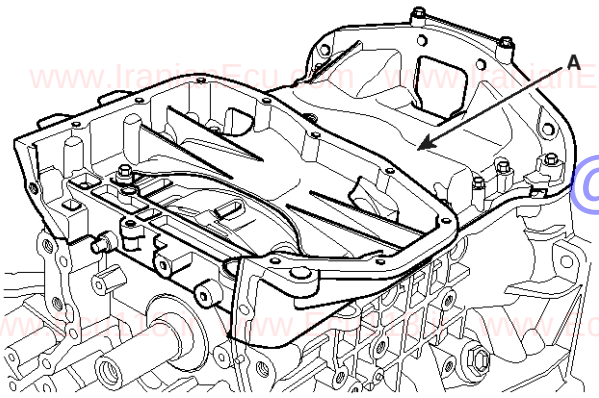
DISASSEMBLY

1. Remove drive plate.
2. Remove knock sensor(A).



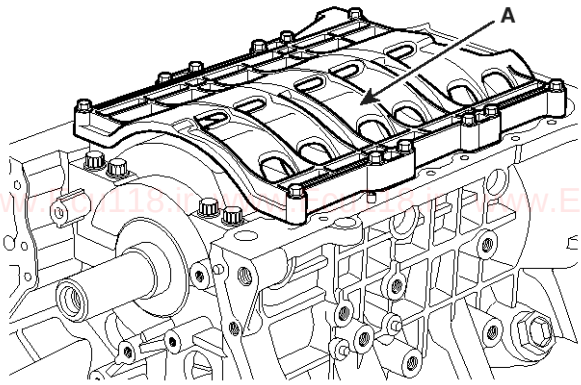
KDRF205A

3. Remove upper oil pan(A).



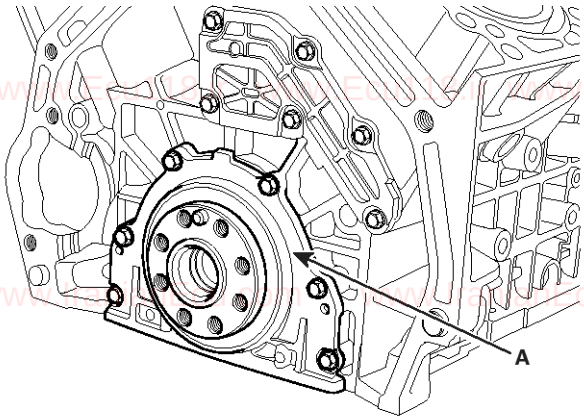
KDRF206A

4. Remove baffle plate(A).



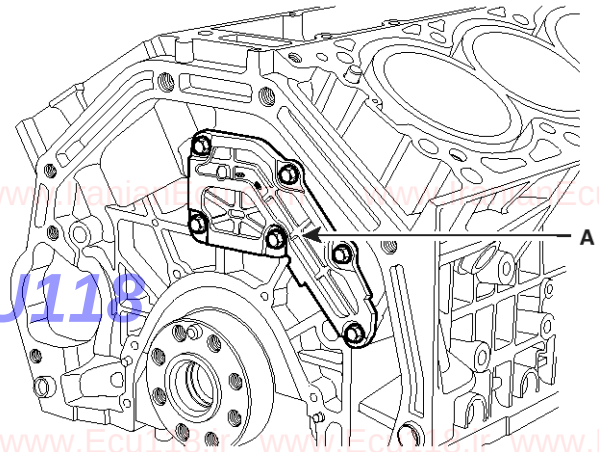
KDRF207A

5. Remove rear oil seal case(A).



KDRF208A

6. Remove oil drain cover(A).



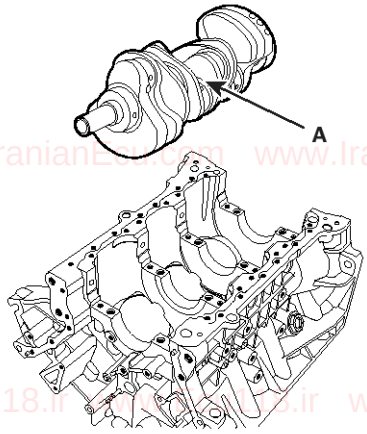
KDRF209A

7. Check the connecting rod end play.
8. Check the connecting rod oil clearance.
9. Remove piston and connecting rod assemblies.
   1) Using a ridge reamer, remove all the carbon from the top of the cylinder.
   2) Push the piston, connecting rod assembly and upper bearing through the top of the cylinder block.

NOTICE

- *Keep the bearings, connecting rod and cap together.*
- *Arrange the piston and connecting rod assemblies in the correct order.*

10. Remove crankshaft main bearing cap and check oil clearance.
11. Check the crankshaft end play.
12. Lift the crankshaft(A) out of engine, being careful not to damage journals.



KDRF210A

NOTICE

Arrange the main bearings and thrust bearings in the correct order.

13. Check fit between piston and piston pin.

    Try to move the piston back and forth on the piston pin. If any movement is felt, replace piston and piston pin as a set.

14. Remove piston rings.
    1) Using a piston ring expender, remove the 2 compression rings.
    2) Remove 2 side rails and the spacer by hand.

NOTICE

Arrange the piston rings in the correct order only.

15. Disconnect connecting rod from piston.

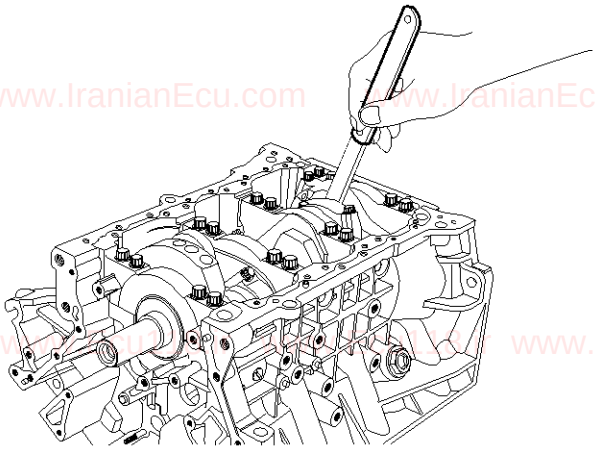
INSPECTION

CONNECTING ROD AND CRANKSHAFT

1. Check the connecting rod end play.

   Using a feeler gauge, measure the end play while moving the connecting rod back and forth.

Standard end play : 0.1~ 0.25mm(0.004 ~ 0.010in.)



KDRF211A

- If out-of-tolerance, install a new connecting rod.
- If still out-of-tolerance, replace the crankshaft.

2. Check the connecting rod bearing oil clearance.
   1) Check the matchmarks on the connecting rod and cap are aligned to ensure correct reassembly.
   2) Remove 2 connecting rod cap bolts.
   3) Remove the connecting rod cap and bearing half.
   4) Clean the crank pin and bearing.
   5) Place plastigage across the crank pin.
   6) Reinstall the bearing half and cap, and torque the bolts.

Tightening torque

17.7~21.6Nm (1.8~2.2kgf.m, 13.0~15.9lb-ft) + 88~92°

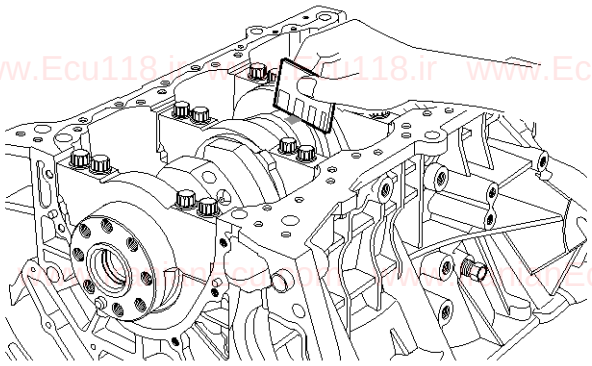
NOTICE

Do not turn the crankshaft.

   7) Remove 2 bolts, connecting rod cap and bearinghalf.
   8) Measure the plastigage at its widest point.

Standard oil clearance

0.038 ~ 0.056mm(0.0015 ~ 0.0022in)



KDRF212A

9) If the plastigage measures too wide or too narrow, remove the upper half of the bearing, install a new, complete bearing with the same color mark (select the color as shown in the next column), and recheck the clearance.

⚠CAUTION

Do not file, shim, or scrape the bearings or the caps to adjust clearance.

10) If the plastigage shows the clearance is still incorrect, try the next larger or smaller bearing (the color listed above or below that one), and check clearance again.

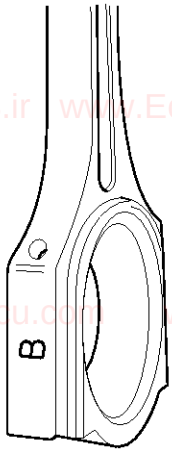
NOTICE

If the proper clearance cannot be obtained by using the appropriate larger or smaller bearings, replace the crankshaft and start over.

⚠CAUTION

If the marks are indecipherable because of an accumulation of dirt and dust, do not scrub them with a wire brush or scraper. Clean them only with solvent or detergent.

CONNECTING ROD MARK LOCATION



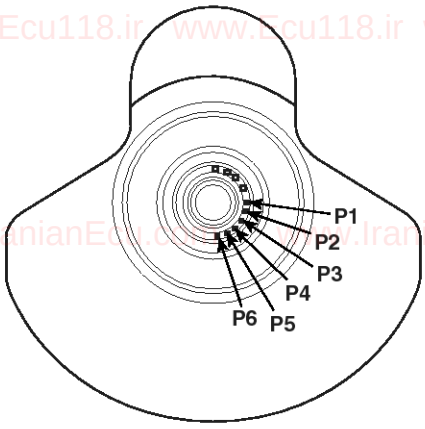
EDQF196A

DISCRIMINATION OF CONNECTING ROD

CLASS	MARK	INSIDE DIAMETER
0	a	58.000 ~ 58.006mm (2.2834 ~ 2.2837in.)
1	b	58.006 ~ 58.012mm (2.2837 ~ 2.2839in.)
2	c	58.012 ~ 58.018mm (2.2839 ~ 2.2842in.)

CRANKSHAFT PIN MARK LOCATION

DISCRIMINATION OF CRANKSHAFT

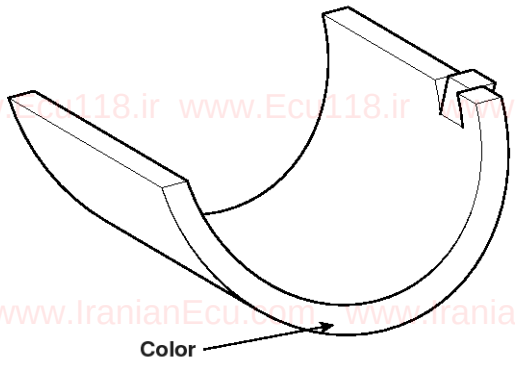


ECBF037A

DISCRIMINATION OF CRANKSHAFT

CLASS	MARK	OUTSIDE DIAMETER OF PIN
I	1 or A	54.966 ~ 54.972mm (2.1640 ~ 2.1642in.)
II	2 or B	54.960 ~ 54.966mm (2.1638 ~ 2.1640in.)
III	3 or C	54.954 ~ 54.960mm (2.1635 ~ 2.1638in.)

PLACE OF IDENTIFICATION MARK (CONNECTING ROD BEARING)



ECRF021A

DISCRIMINATION OF CONNECTING ROD BEARING

CLASS	MARK	THICKNESS OF BEARING
E	BLUE	1.514 ~ 1.517mm (0.0596 ~ 0.0597in.)
D	BLACK	1.511 ~ 1.514mm (0.0595 ~ 0.0596in.)
C	BROWN	1.508 ~ 1.511mm (0.0594 ~ 0.0595in.)
B	GREEN	1.505 ~ 1.508mm (0.0593 ~ 0.0594in.)
A	YELLOW	1.502 ~ 1.505mm (0.0591 ~ 0.0593in)

11) Selection

		CONNECTING ROD IDENTIFICATION MARK		
		0(a)	1(b)	2(c)
CRANKSHAFT INDENTIFICATION MARK	1 or A	A (YELLOW)	B (GREEN)	C (BROWN)
	2 or B	B (GREEN)	C (BROWN)	D (BLACK)
	3 or C	C (BROWN)	D (BLACK)	E (BLUE)

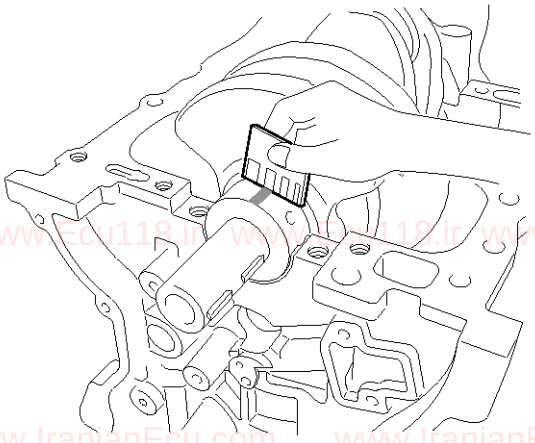
3. Check the crankshaft bearing oil clearance.
   1) To check main bearing-to-journal oil clearance, remove the main bearing caps and bearing halves.
   2) Clean each main journal and bearing half with a clean shop tower.
   3) Place one strip of plastigage across each main journal.
   4) Reinstall the bearings and caps, then torque the bolts.

Tightening torque
49.00Nm(5.0 kgf.m, 36.16lb-ft) + 90°
19.60 Nm(2.0 kgf.m, 14.46lb-ft)+ 120°
29.40 ~ 31.36Nm(3.0 ~ 3.2 kgf.m, 21.70 ~ 23.14lb-ft)

NOTICE
Do not turn the crankshaft.

   5) Remove the cap and bearing again, and measure the widest part of the plastigage.

Standard oil clearance
0.022 ~ 0.040mm(0.0009 ~ 0.0016in)



KCRF170A

6) If the plastigage measures too wide or too narrow, remove the upper half of the bearing, install a new, complete bearing with the same color mark (select the color as shown in the next column), and recheck the clearance.

CAUTION

Do not file, shim, or scrape the bearings or the caps to adjust clearance.

7) If the plastigage shows the clearance is still incorrect, try the next larger or smaller bearing (the color listed above or below that one), and check clearance again.

NOTICE

If the proper clearance cannot be obtained by using the appropriate larger or smaller bearings, replace the crankshaft and start over.

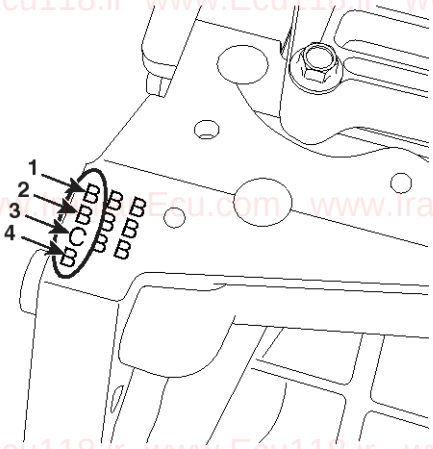
CAUTION

If the marks are indecipherable because of an accumulation of dirt and dust, do not scrub them with a wire brush or scraper. Clean them only with solvent or detergent.

Crankshaft bore mark location

Letters have been stamped on the block as a mark for the size of each of the 5 main journal bores.

Use them, and the numbers or bar stamped on the crank (marks for main journal size), to choose the correct bearings.



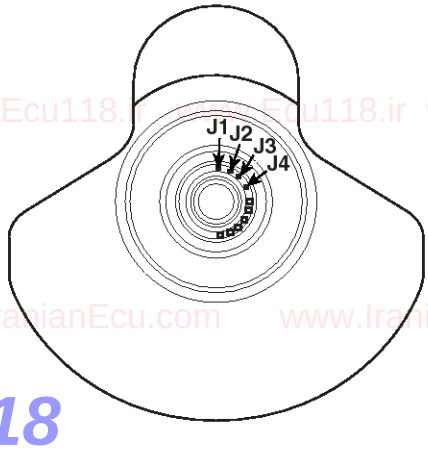
ECBF038A

DISCRIMINATION OF CYLINDER BLOCK

CLASS	MARK	INSIDE DIAMETER
a	A	73.500 ~ 73.506mm (2.8937 ~ 2.8939in.)
b	B	73.506 ~ 73.512mm (2.8939 ~ 2.8942in.)
c	C	73.512 ~ 73.518mm (2.8942 ~ 2.8944in.)

CRANKSHAFT JOURNAL MARK LOCATION

DISCRIMINATION OF CRANKSHAFT

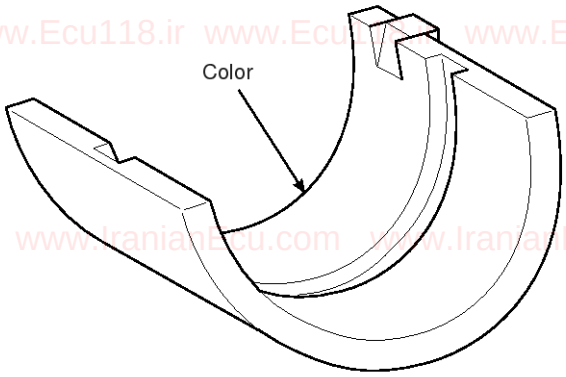


ECBF039A

DISCRIMINATION OF CRANKSHAFT

CLASS	MARK	OUTSIDE DIAMETER OF JOURNAL
I	A	68.954 ~ 68.960mm (2.7147 ~ 2.7150in.)
II	B	68.948 ~ 68.954mm (2.7145 ~ 2.7147in.)
III	C	68.942 ~ 68.948mm (2.7142 ~ 2.7145in.)

PLACE OF IDENTIFICATION MARK (CRANKSHAFT BEARING)



ECRF022A

DISCRIMINATION OF CRANKSHAFT BEARING

CLASS	MARK	THICKNESS OF BEARING
E	BLUE	2.277 ~ 2.280mm (0.0896 ~ 0.0897in.)
D	BLACK	2.274 ~ 2.277mm (0.0895 ~ 0.0896in.)
C	BROWN	2.271 ~ 2.274mm (0.0894 ~ 0.0895in.)
B	GREEN	2.268 ~ 2.271mm (0.0893 ~ 0.0894in.)
A	YELLOW	2.265 ~ 2.268mm (0.0892 ~ 0.0893in.)

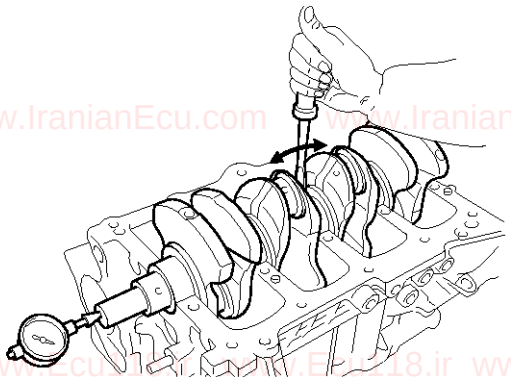
SELECTION

		CRANKSHAFT BORE IDENTIFICATION MARK		
		a(A)	b(B)	c(C)
CRANKSHAFT IDENTIFICATION MARK	1 or A	A (YELLOW)	B (GREEN)	C (BROWN)
	2 or B	B (GREEN)	C (BROWN)	D (BLACK)
	3 or C	C (BROWN)	D (BLACK)	E (BLUE)

4. Check crankshaft end play.

   Using a dial indicator, measure the thrust clearance while prying the crankshaft back and forth with a screwdriver.

Standard end play
0.10 ~ 0.28mm (0.0039 ~ 0.0110in.)



ECKD001B

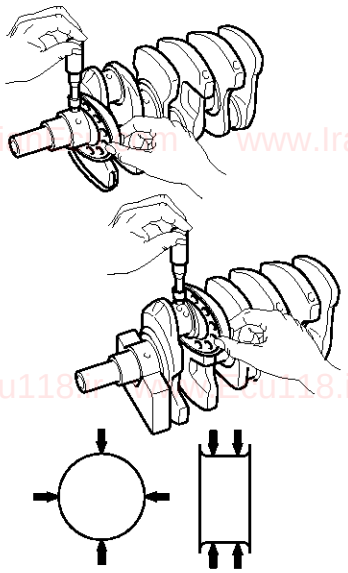
If the end play is greater than maximum, replace the thrust bearings as a set.

Thrust bearing thickness
2.41 ~ 2.45mm(0.0949 ~ 0.0964in)

5. Inspect main journals and crank pins

   Using a micrometer, measure the diameter of each main journal and crank pin.

Main journal diameter : 68.942 ~ 68.960mm(2.7142 ~ 2.7149in)
Crank pin diameter : 54.954 ~ 54.972mm(2.1635 ~ 2.1642in.)



ECKD001E

CONNECTING RODS

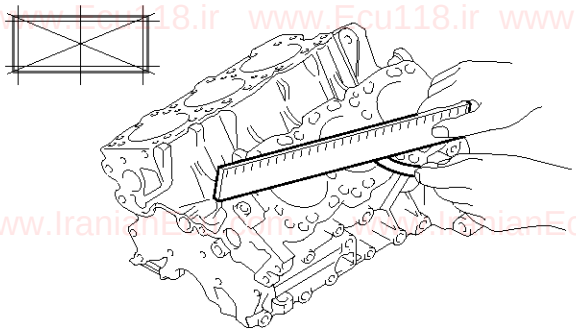
1. When reinstalling, make sure that cylinder numbers put on the connecting rod and cap at disassembly match. When a new connecting rod is installed, make sure that the notches for holding the bearing in place are on the same side.
2. Replace the connecting rod if it is damaged on the thrust faces at either end. Also if step wear or a severely rough surface of the inside diameter of the small end is apparent, the rod must be replaced as well.
3. Using a connecting rod aligning tool, check the rod for bend and twist. If the measured value is close to the repair limit, correct the rod by a press. Any connecting rod that has been severely bent or distorted should be replaced.

Allowable bend of connecting rod :
0.05mm / 100mm (0.0020 in./3.94 in.) or less
Allowable twist of connecting rod :
0.1mm / 100mm (0.0039 in./3.94 in.) or less

CYLINDER BLOCK

1. Remove gasket material.
   Using a gasket scraper, remove all the gasketmaterial from the top surface of the cylinder block.
2. Clean cylinder block
   Using a soft brush and solvent, thoroughly clean the cylinder block.
3. Inspect top surface of cylinder block for flatness.
   Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head gasket for warpage.

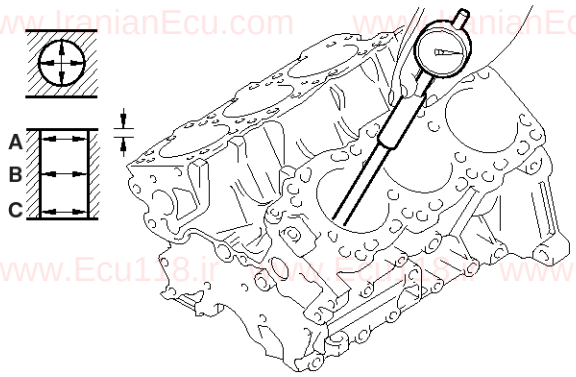
Flatness of cylinder block gasket surface
Standard : Less than 0.05mm(0.0020 in.),Less than 0.02mm(0.0008in.) / 150 x 150



EDQF154A

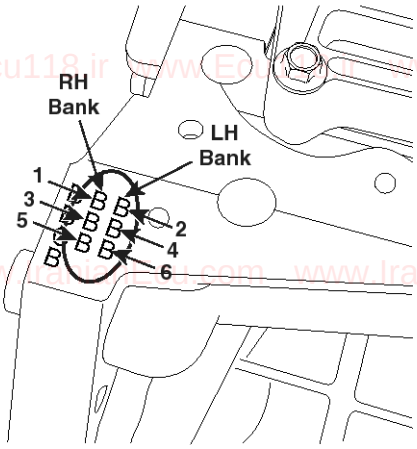
4. Inspect cylinder bore diameter
   Visually check the cylinder for vertical scratchs.
   If deep scratches are present, replace the cylinder block.
5. Inspect cylinder bore diameter
   Using a cylinder bore gauge, measure the cylinder bore diameter at position in the thrust and axial directions.

Standard diameter
92.00 ~ 92.03mm(3.6220 ~ 3.6232in) - 3.3L
96.00 ~ 96.03mm(3.7795 ~ 3.7807in) - 3.8L



EDQF153A

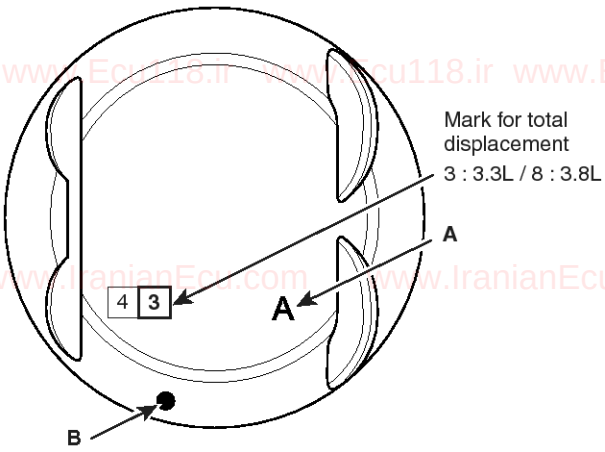
6. Check the cylinder bore size code on the cylinder block.



ECBF002A

Class	Size code	Cylinder bore inner diameter	
		3.3L	3.8L
A	A	92.00~92.01mm (3.6220 ~ 3.6224in)	96.00 ~ 96.01mm (3.7795 ~ 3.7799in)
B	B	92.01~92.02mm (3.6224 ~ 3.6228in)	96.01 ~ 96.02mm (3.7799 ~ 3.7803in)
C	C	92.02~92.03mm (3.6228 ~ 3.6232in)	96.02 ~ 96.03mm (3.7803 ~ 3.7807in)

7. Check the piston size code(A) and the front mark(B) on the piston top face.



SBLM16114L

Class	Size code	Piston outer diameter	
		3.3L	3.8L
A	A	91.96~91.97mm (3.6205 ~ 3.6209in.)	95.96 ~ 95.97mm (3.7779 ~ 3.7783in)
B	B	91.97~91.98mm (3.6209 ~ 3.6213in.)	95.97 ~ 95.98mm (3.7783 ~ 3.7787in)
C	C	91.98~91.99mm (3.6213 ~ 3.6219in.)	95.98 ~ 95.99mm (3.7787 ~ 3.7791in)

8. Select the piston related to cylinder bore class.

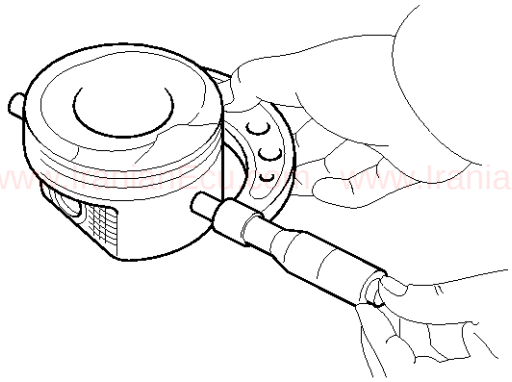
Clearance :
0.03 ~ 0.05mm(0.0012 ~ 0.0020in)

PISTON AND RINGS

1. Clean piston
   1) Using a gasket scraper, remove the carbon from the piston top.
   2) Using a groove cleaning tool or broken ring, clean the piston ring grooves.
   3) Using solvent and a brush, thoroughly clean the piston.

   NOTICE
   Do not use a wire brush.
2. The standard measurement of the piston outside diameter is taken 14 mm (0.5512 in.) from the bottom of the piston.

Standard diameter
91.96 ~ 91.99mm(3.6205~ 3.6216in) - 3.3L
95.96 ~ 95.99mm(3.7779 ~ 3.7791in) - 3.8L



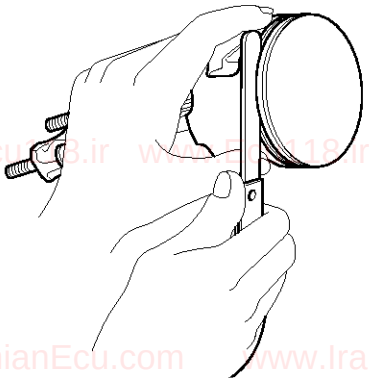
ECKD001D

3. Calculate the difference between the cylinder bore diameter and the piston diameter.

Piston-to-cylinder clearance
0.03 ~ 0.05mm(0.0012 ~ 0.0020in)

4. Inspect the piston ring side clearance.
   Using a feeler gauge, measure the clearance between new piston ring and the wall of the ring groove.

Piston ring side clearance
Standard
No.1 : 0.03 ~ 0.07mm(0.0012 ~ 0.0027in)
No.2 : 0.03 ~ 0.07mm(0.0012 ~ 0.0027in)
Oil ring : 0.06 ~ 0.15mm(0.0024 ~ 0.0059in)
Limit
No.1 : 0.1mm(0.004in)
No.2 : 0.1mm(0.004in)
Oil ring : 0.2mm(0.008in)

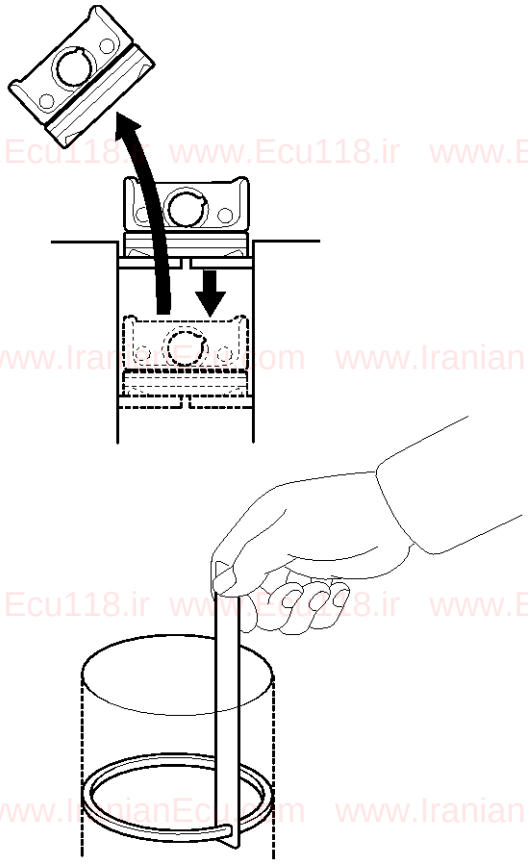


ECKD001G

If the clearance is greater than maximum, replace the piston.

5. Inspect piston ring end gap.
   To measure the piston ring end gap, insert a piston ring into the cylinder bore. Position the ring at right angles to the cylinder wall by gently pressing it down with a piston. Measure the gap with a feeler gauge. If the gap exceeds the service limit, replace the piston ring. If the gap is too large, recheck the cylinder bore diameter against the wear limits. If the bore is over the service limit, the cylinder block must be replaced.

Piston ring end gap
Standard
No.1 : 0.17 ~ 0.32mm(0.0067 ~ 0.0126in)
No.2 : 0.32 ~ 0.47m(0.0126 ~ 0.0185in)
Oil ring : 0.20 ~ 0.70mm(0.0079 ~ 0.0275in)
Limit
No.1 : 0.6mm(0.0236in)
No.2 : 0.7mm(0.0275in)
Oil ring : 0.8mm(0.0315in.)

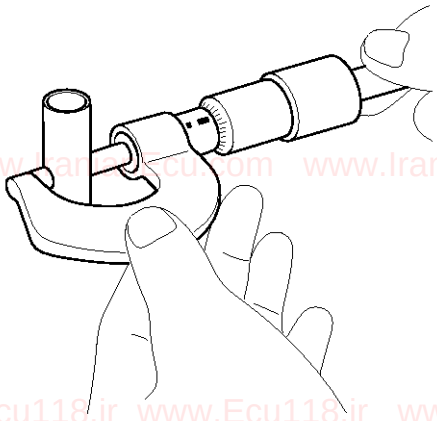


ECKD001K

PISTON PINS

1. Measure the diameter of the piston pin.

Piston pin diameter
23.001 ~ 23.006mm(0.9055 ~ 0.9057in)



ECKD001Z

2. Measure the piston pin-to-piston clearance.

Piston pin-to-piston clearance
0.010 ~ 0.020mm(0.0004 ~ 0.0008in)

3. Check the difference between the piston pin diameter and the connecting rod small end diameter.

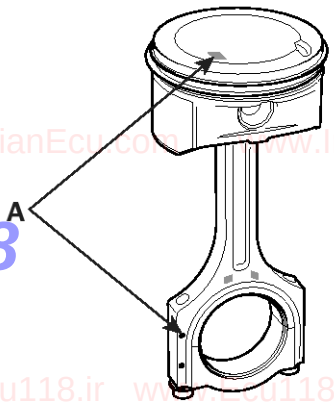
Piston pin-to-connecting rod interference
-0.032 ~ -0.016mm(-0.0012 ~ -0.00063in)

REASSEMBLY

NOTICE

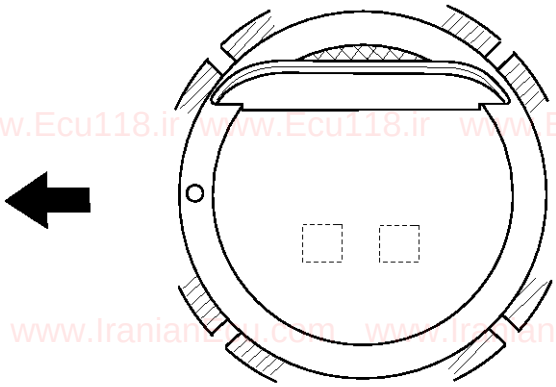
- *Thoroughly clean all parts to assembled.*
- *Before installing the parts, apply fresh engine oil to all sliding and rotating surfaces.*
- *Replace all gaskets, O-rings and oil seals with new parts.*

1. Assemble piston and connecting rod.
   1) Use a hydraulic press for installation.
   2) The piston front mark and the connecting rod front mark must face the timing belt side of the engine.



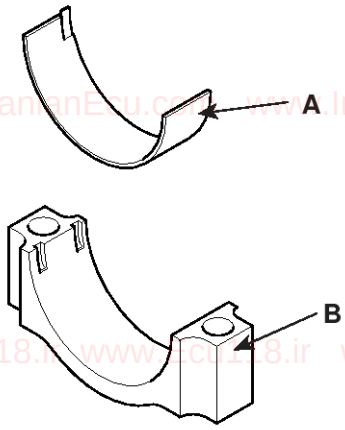
KCRF168A

2. Install piston rings.
   1) Install the oil ring spacer and 2 side rails by hand.
   2) Using a piston ring expander, install the 2 compression rings with the code mark facing upward.
   3) Position the piston rings so that the ring ends are as shown.



ECKD321A

3. Install connecting rod bearings.
   1) Align the bearing claw with the groove of the connecting rod or connecting rod cap.
   2) Install the bearings(A) in the connecting rod and connecting rod cap(B).



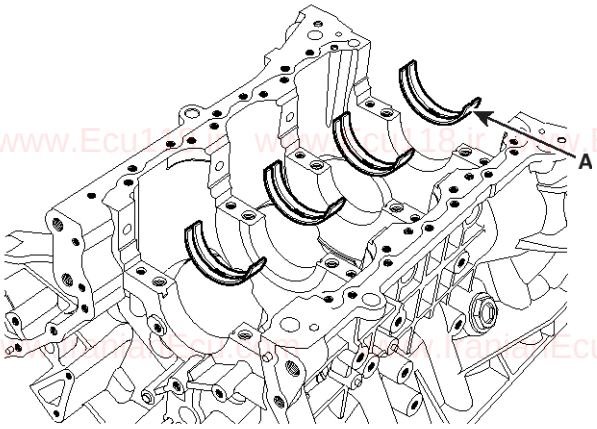
KCRF118B

4. Install main bearings.

NOTICE

Upper bearings have an oil groove of oil holes; Lower bearings do not.

   1) Align the bearing claw with the claw groove of the cylinder block, push in the 4 upper bearings(A).

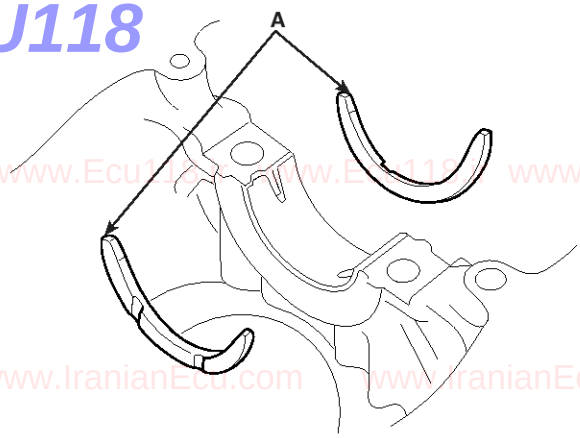


KDRF216A

   2) Align the bearing claw with the claw groove of the main bearing cap, and push in the 4 lowerbearings.

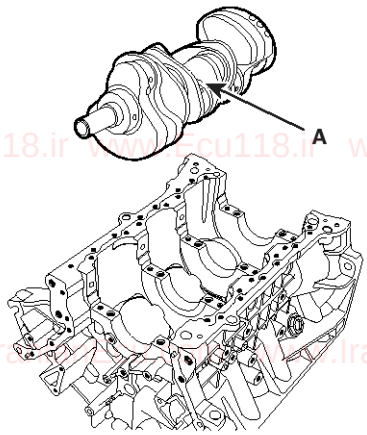
5. Install thrust bearings.

   Install the 2 thrust bearings(A) under the No.3 journal position of the cylinder block with the oil grooves facing outward.



ECKD324A

6. Place crankshaft on the cylinder block.



KDRF210A

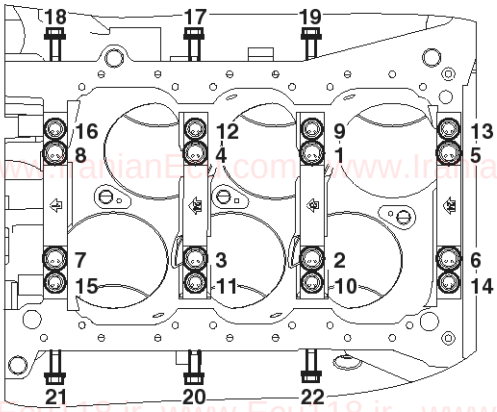
7. Place main bearing caps on cylinder block.
8. Install main bearing cap bolts.
   1) Install and uniformly tighten the bearing cap bolts, in several passes, in the sequence shown.

Tightening torque

Main bearing cap bolt
49.00Nm(5.0 kgf.m, 36.16lb-ft) + 90° (1 ~ 8)
19.60 Nm(2.0 kgf.m, 14.46lb-ft)+ 120° (9 ~ 16)
29.40 ~ 31.36Nm(3.0 ~ 3.2 kgf.m, 21.70 ~ 23.14lb-ft) (17 ~ 22)

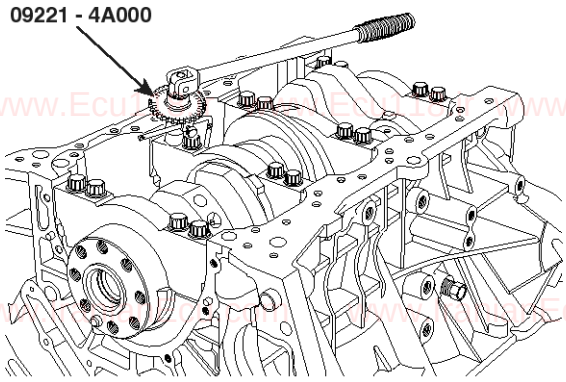
NOTICE

- *Always use new main bearing cap bolt.*
- *If any of the bearing cap bolts in broken or deformed, replace it.*



KDRF140A

Use SST(09221-4A000), install main bearing cap bolts.



KDRF224A

   2) Check that the crankshaft turns smoothly.
9. Check crankshaft end play.
10. Install piston and connecting rod assemblies.

NOTICE

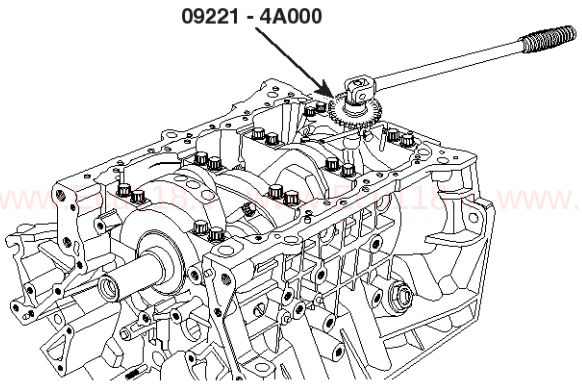
Before installing the pistons, apply a coat of engine oil to the ring grooves and cylinder bores.

   1) Install the ring compressor, check that the bearing is securely in place, then position the piston in the cylinder, and tap it in using the wooden handle of a hammer.
   2) Stop after the ring compressor pops free, and check the connecting rod-to-check journal alignment before pushing the piston into place.
   3) Apply engine oil to the bolt threads. Install the rod caps with bearings, and torque the bolts.

Tightening torque

17.7~21.6Nm (1.8~2.2kgf.m, 13.0~15.9lb-ft) + 88~92°

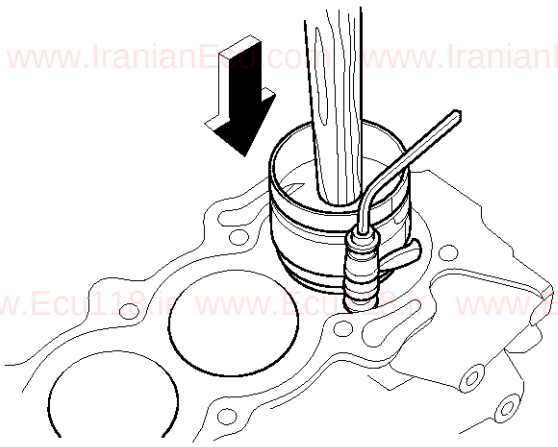
Use SST(09221-4A000), install connecting rod bearing cap bolts.



KDRF225A

NOTICE

- *Always use new connecting rod bearing cap bolt.*
- *Maintain downward force on the ring compressor to prevent the rings from expanding before entering the cylinder bore.*

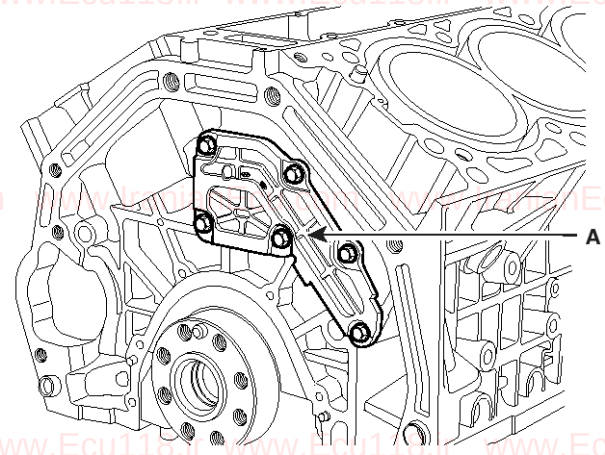


ECKD001F

11. Check the connecting rod end play.
12. Install oil drain cover.

Tightening torque

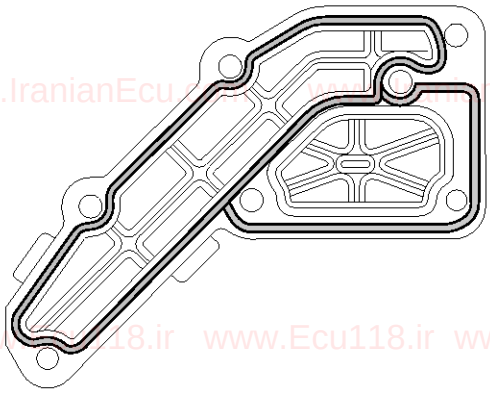
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.67lb-ft)



KDRF209A

NOTICE

- *Make clean the sealing face before assembling two parts.*
- *Remove harmful foreign matters on the sealing face before applying sealant*
- *Be assembling oil drain cover, the liquid sealant TB1217H should be applied oil drain cover.*
- *The part must be assembled within 5 minutes after sealant was applied.*
- *Apply sealant to the inner threads of the bolt holes.*

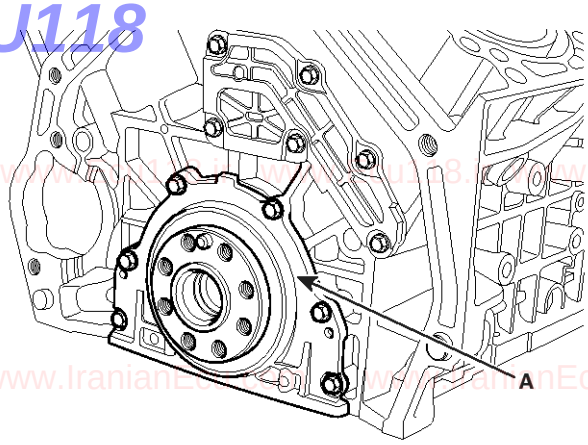


ECBF003A

13. Install rear oil seal case.

Tightening torque

9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.67lb-ft)

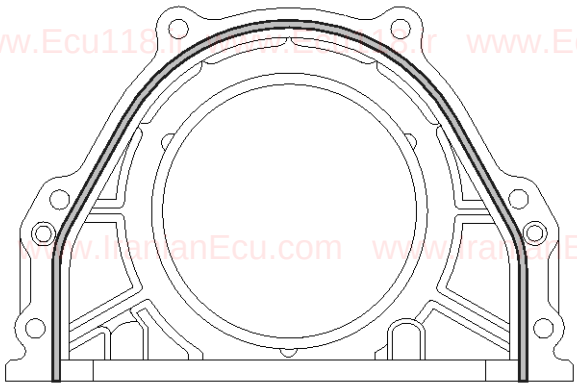


KDRF208A

NOTICE

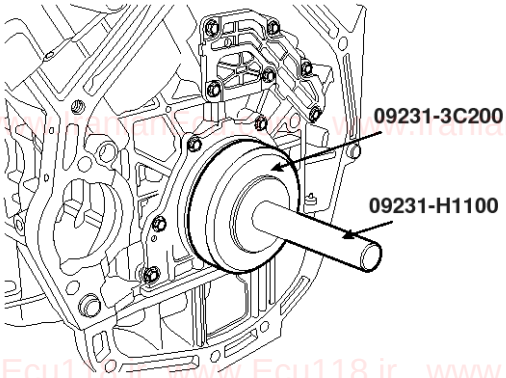
- *Make clean the sealing face before assembling two parts.*
- *Remove harmful foreign matters on the sealing face before applying sealant*
- *Be assembling rear oil seal case, the liquid sealant TB1217H should be applied rear oil seal case.*
- *The part must be assembled within 5 minutes after sealant was applied.*

- *Apply sealant to the inner threads of the bolt holes.*



KDRF218A

14. Using SST(09231-3C200, 09231-H1100), install rear oil seal.

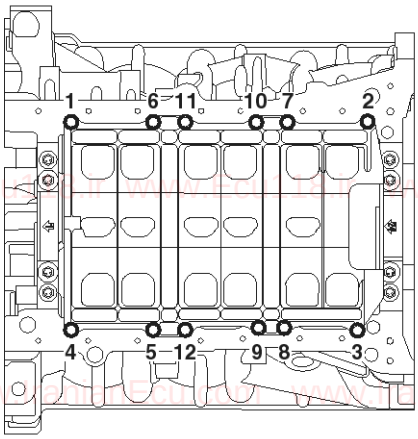


KDRF237A

15. Install baffle plate.

Install and uniformly tighten the baffle plate bolts, in several passes, in the sequence shown.

Tightening torque
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)

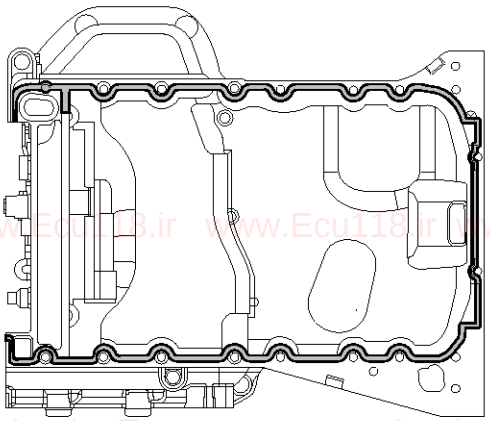


KDRF135A

16. Install upper oil pan.
    a. Using a gasket scraper, remove all the old packing material from the gasket surfaces.
    b. Before assebling the oil pan, the liquid sealant TB1217H should be applied on upper oil pan.

    The part must be assembled within 5 minutes after the sealant was applied.

Bead width : 2.5mm(0.1in.)



KDRF130A

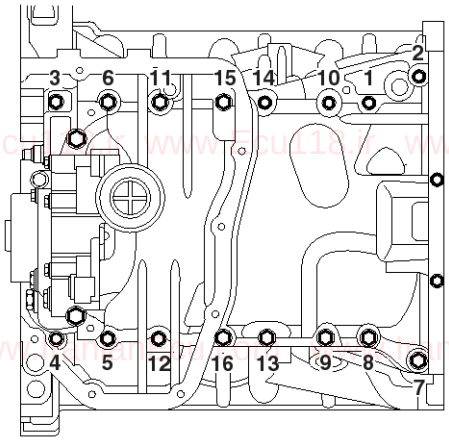
⚠ CAUTION

- **Make clean the sealing face before assembling two parts.**
- **Remove harmful foreign matters on the sealing face before applying sealant**
- **When applying sealant gasket, sealant must not be protruded into the inside of oil pan.**
- **To prevent leakage of oil, apply sealant gasket ot the inner threads of the bolt holes.**

    c. Install oil pan.

    Uniformly tighten the bolts in several passes.

Tightening torque
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)

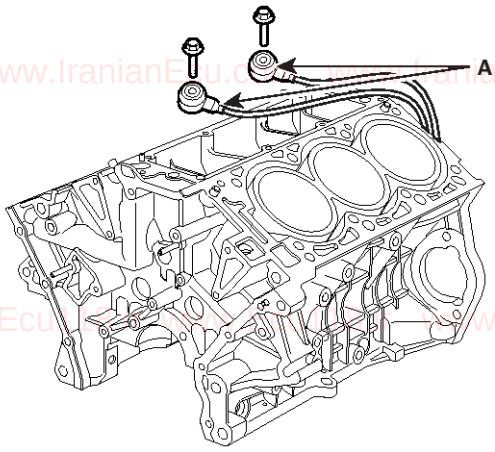


KDRF131A

d. After assembly, wait at least 30 minutes before filling the engine with oil.

17. Install knock sensor.

Tightening torque
15.68 ~ 23.52Nm (1.6 ~ 2.4kgf.m, 11.57 ~ 17.36lb-ft)



KDRF205A

18. Install drive plate.

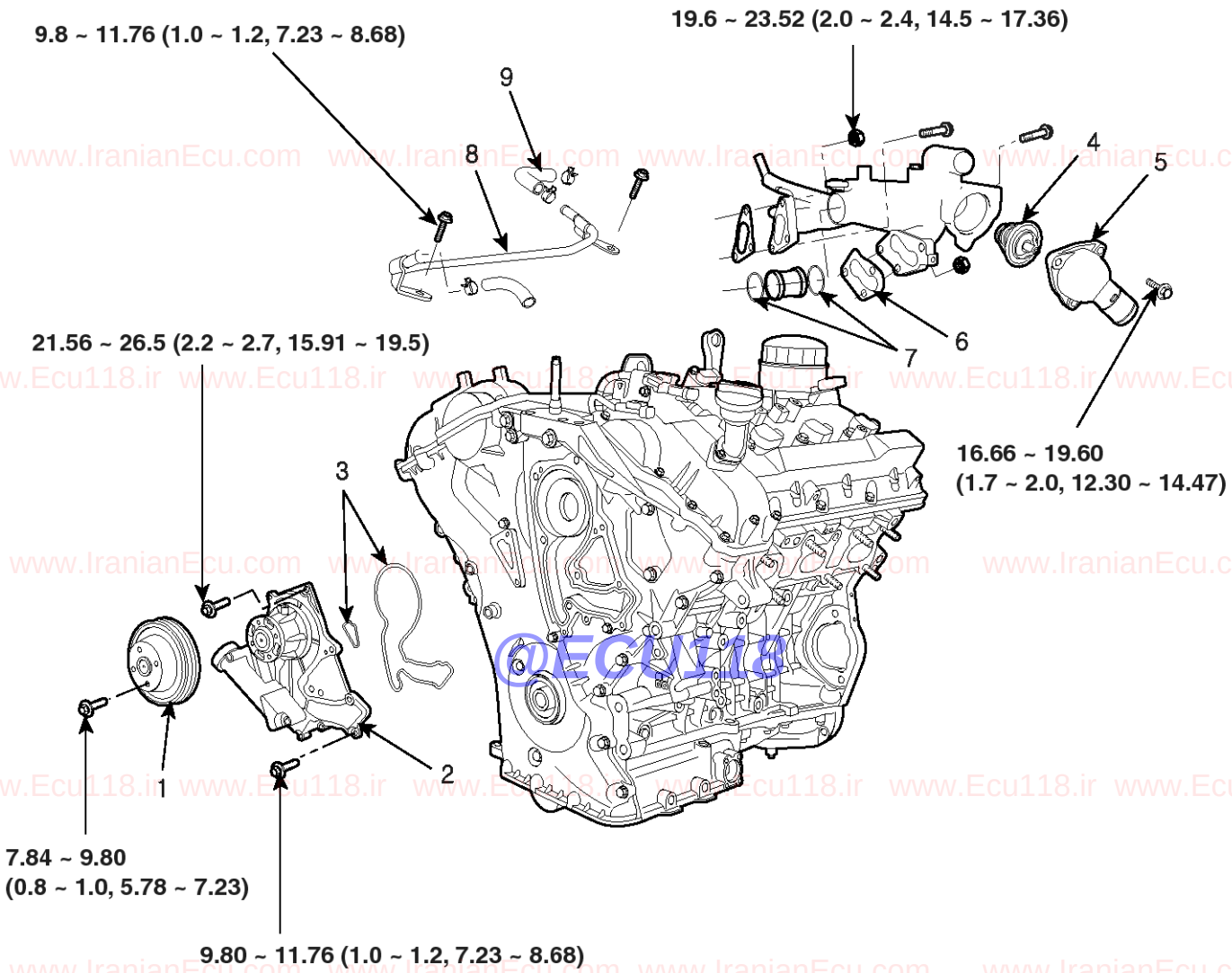
Tightening torque
71.54 ~ 75.46Nm (7.3 ~ 7.7kgf.m, 52.80 ~ 55.69lb-ft)

INSTALLATION

1. Install power steering pump.
2. Install alternator.
3. Install air compressor
4. Install oil filter assembly.
5. Install oil pump.
6. Install cylinder head.
7. Install water temperature control assembly.
8. Install timing chain.
9. Install intake manifold.
10. Install exhaust manifold.

Cooling System

COMPONENTS



TORQUE : N.m (kgf.m, lb-ft)

1. Water pump pulley
2. Water pump
3. Water pump gasket
4. Thermostat
5. Water inlet pipe
6. Gasket
7. O - ring
8. Air vent pipe
9. Hose

SBLM16104L

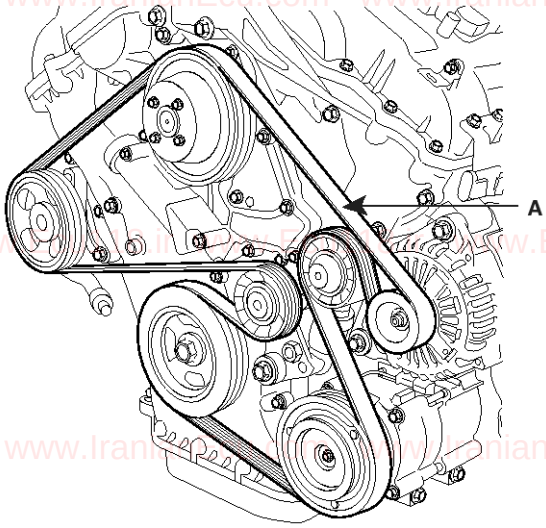
REMOVAL

WATER PUMP

1. Drain the engine coolant.

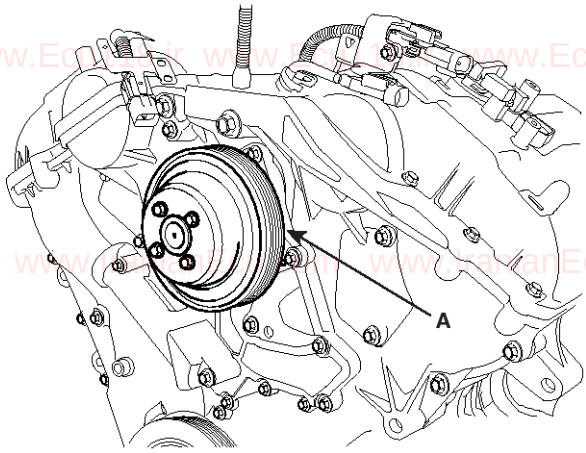
WARNING
System is under high pressure when the engine is hot. To avoid danger of releasing scalding engine coolant, remove the cap only when the engine is cool.

2. Remove drive belt(A).



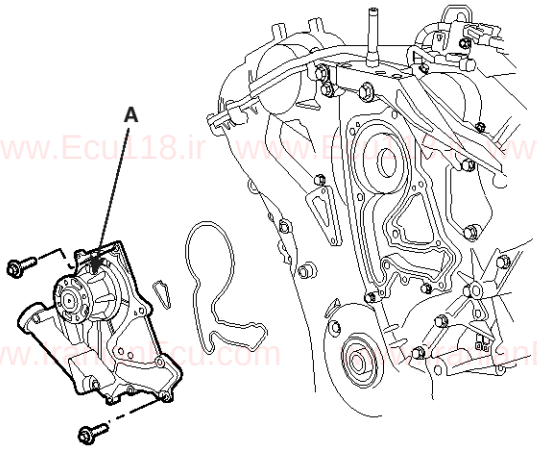
SBLM16101L

3. Remove the 4 bolts and pump pulley(A).



KDRF107A

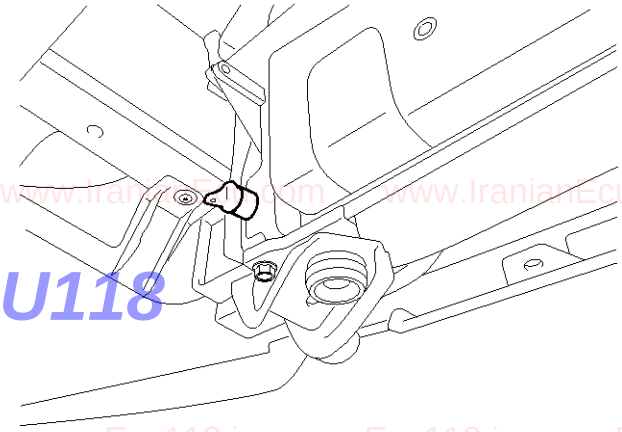
4. Remove the cooling fan shroud.
5. Remove the water pump(A) and gasket.



SBLM16106L

RADIATOR

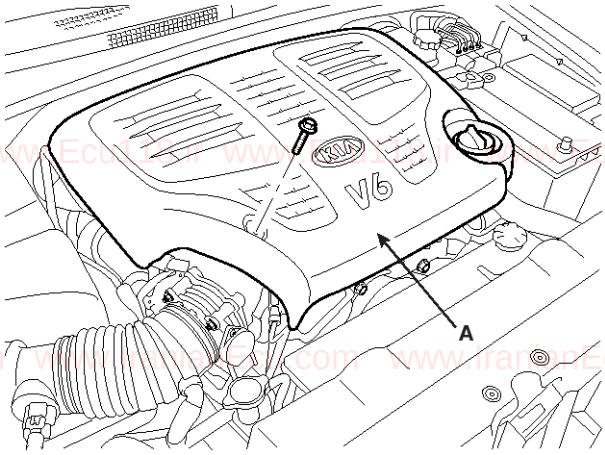
1. Drain engine coolant.



SBLM16021L

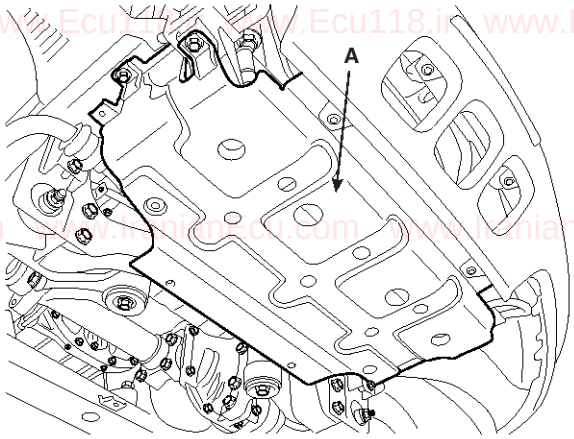
WARNING
System is under high pressure when the engine is hot. To avoid danger of releasing scalding engine coolant, remove the cap only when the engine is cool.

2. Remove the engnie cover(A).



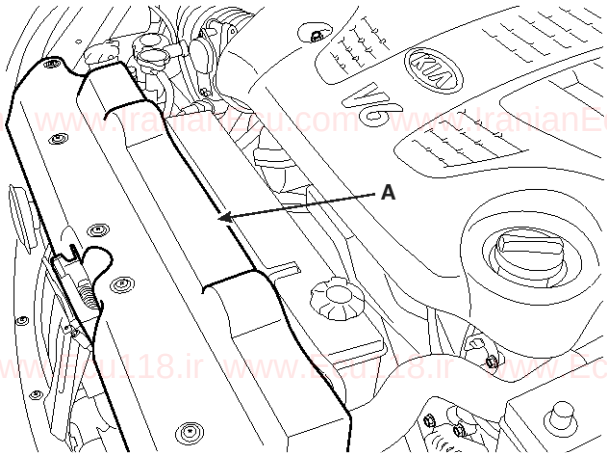
SBLM16001L

3. Remove the under cover(A).



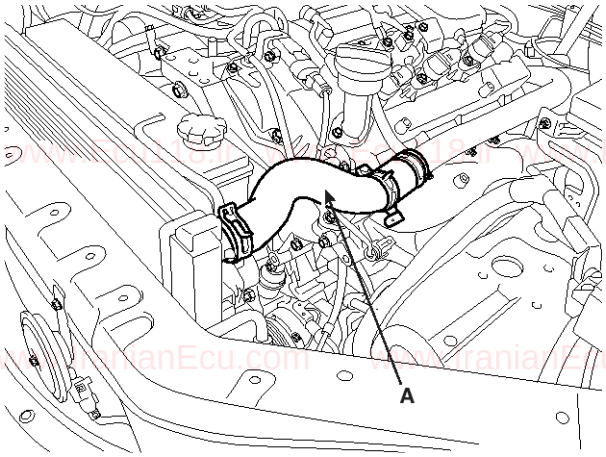
SBLM16016L

4. Remove the radiator grille upper cover(A).

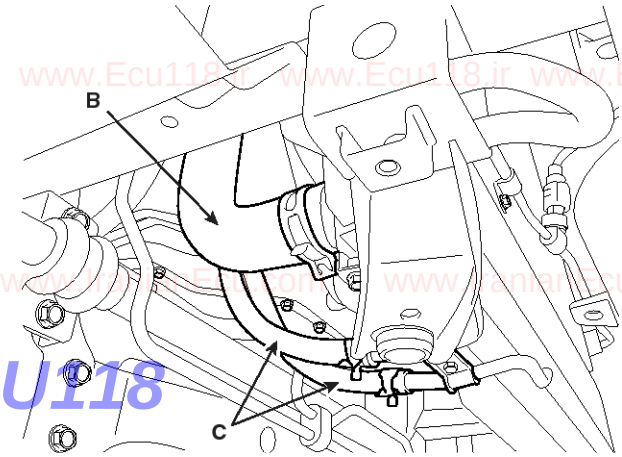


SBLM16022L

5. Disconnect the radiator upper hose(A) and lower hose(B) and the aurtomatic transaxle fluid cooler hoses(C).

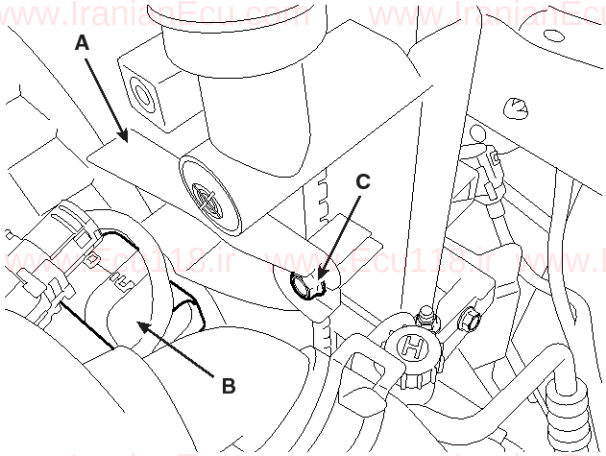


SBLM16023L



SBLM16024L

6. Remove the radiator from the condensor by removing bolts.(Refer to Condensor in HA Group).
7. Remove the cooling fan shroud(A) after disconnecting cooling fan harness connector(B) and loosening the mounting bolts(C).

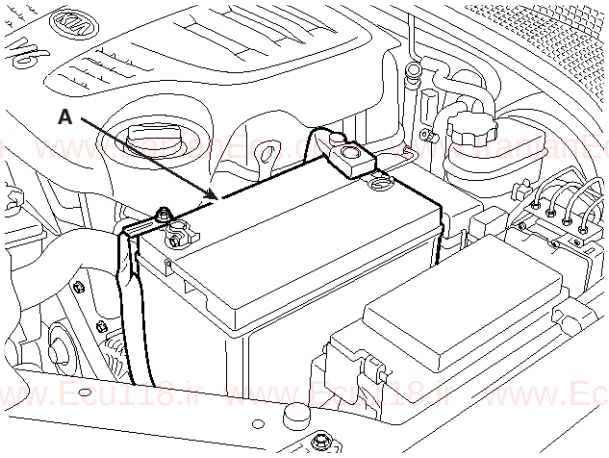


SBLM16025L

8. Remove the radiator assembly.

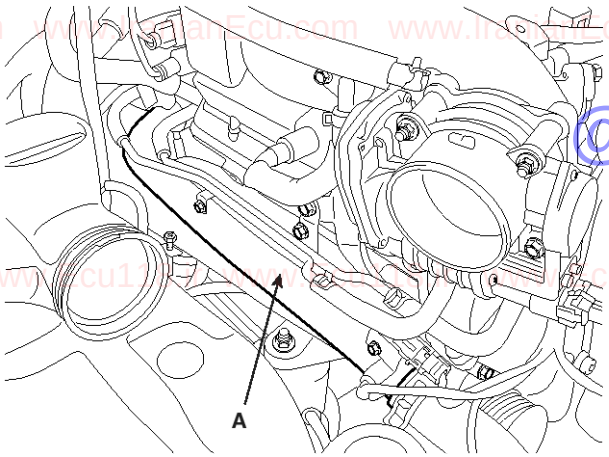
WATER TEMPERATURE CONTROL ASSEMBLY

1. Drain the engine coolant.
2. Remove air cleaner assembly.
3. Remove the automatic transaxle oil gauge.
4. Remove the battery assembly(A).

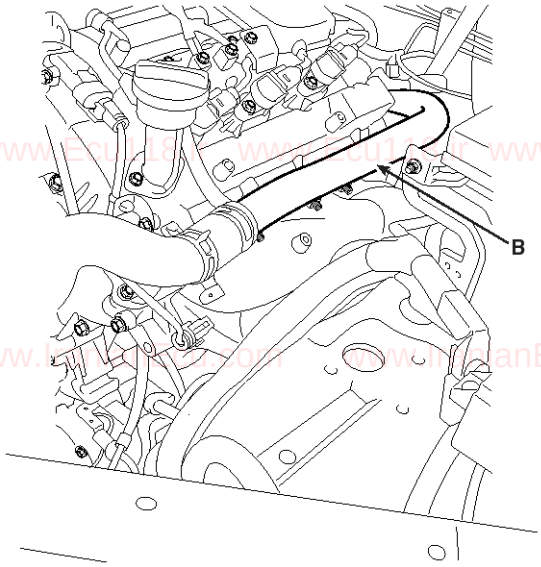


SBLM16008L

5. Disconnect the RH/LH cooling pipes(A, B).

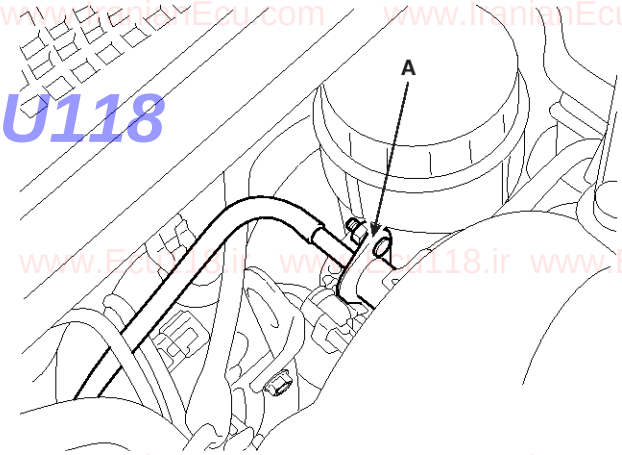


SBLM16115L



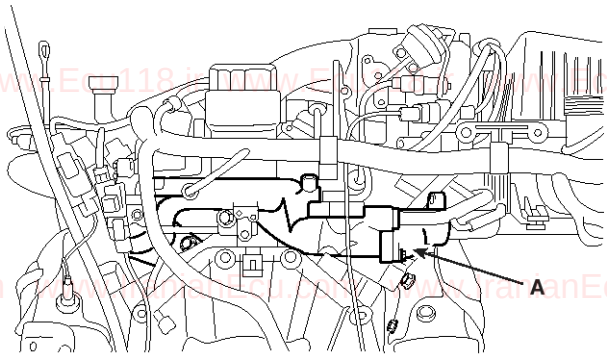
SBLM16116L

6. Disconnect WTS connector.
7. Disconnect heater hose, water vent hose and water hose from water temperature control assembly.
8. Remove the fuel pipe(A).



SBLM16015L

9. Remove water temperature control assembly(A).



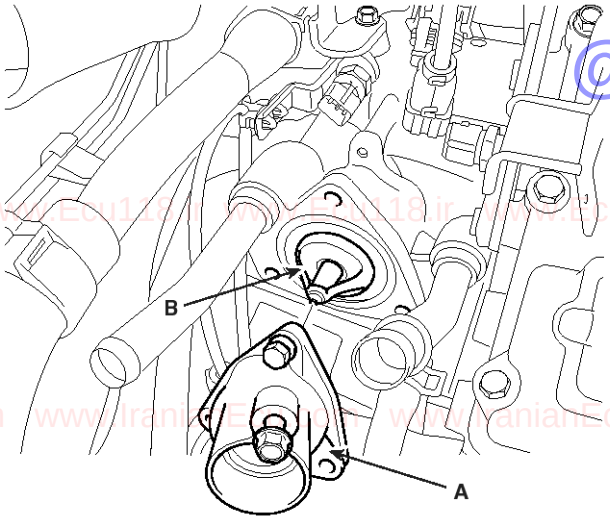
SBLM16204L

THERMOSTAT

NOTICE

Removal of the thermostat would have an adverse effect, causing a lowering of cooling efficiency. Do not remove the thermostat, even if the engine tends to overheat.

1. Drain engine coolant so its level is below thermostat.
2. Remove water inlet(A) and thermostat(B).



SBLM16026L

INSPECTION

WATER PUMP

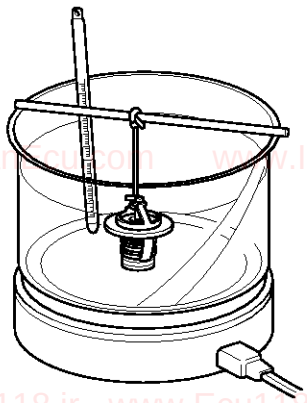
1. Check each part for cracks, damage or wear, and replace the coolant pump assembly if necessary.
2. Check the bearing for damage, abnormal noise and sluggish rotation, and replace the coolant pump assembly if necessary.
3. Check for coolant leakage. If coolant leaks from hole, the seal is defective. Replace the coolant pump assembly.

NOTICE

A small amount of "weeping" from the bleed hole is normal.

THERMOSTAT

1. Immerse the thermostat in water and gradually heatthe water.



ECKD503B

2. Check the valve opening temperature.
   Valve opening temperature : 82˚C (177˚F)
   Full opening temperature : 95˚C (205˚F)
   If the valve opening temperature is not as specified, replace the thermostat.
3. Check the valve lift.
   Valve lift : Min. 10mm (0.4in.) at 95˚C (205˚F)
   If the valve lift is not as specified, replace the thermostat.

ENGINE COOLANT REFILLING AND BLEEDING

WARNING

Never remove the radiator cap when the engine is hot. Serious scalding could be caused by hot fluid under high pressure escaping from the radiator.

CAUTION

When pouring engine coolant, be sure to shut the relay box lid and not to let coolant spill on the electrical parts or the paint. If any coolant spills, rinse it off immediately.

1. Make sure the engine and radiator are cool to the touch.
2. Remove radiator cap.
3. Loosen the drain plug, and drain the coolant.
4. Tighten the radiator drain plug securely.
5. Remove, drain and reinstall the reservoir. Fill the tank halfway to the MAX mark with water, then up to the MAX mark with antifreeze.
6. Fill fluid mixture with coolant and water(4 : 6) slowly through the radiator cap. Push the upper/lower hoses of the radiator so as bleed air easily.

   NOTICE

   - *Use only genuine antifreeze/coolant.*
   - *For best corrosion protection, the coolant concentration must be maintained year-round at 50% minimum.*

     Coolant concentrations less than 50% may not provide sufficient protection against corrosion or freezing.
   - *Coolant concentrations greater then 60% will impair cooling efficiency and are not recommended.*

   CAUTION

   - **Do not mix different brands of antifreeze/coolants.**
   - **Do not use additional rust inhibitors or antirust products; they may not be compatible with the coolant.**
7. Start the engine and run coolant circulates.

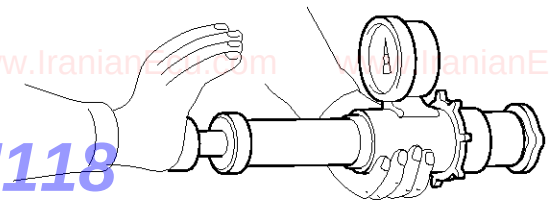
   When the cooling fan operates and coolant circulates, refill coolant through the radiator cap.
8. Repeat 7 until the cooling fan 3 ~ 5times and bleed air sufficiently out of the cooling system.
9. Install the radiator cap and fill the reservoir tank to the "MAX" line with coolant.
10. Run the vehicle under idle until the cooling fan operates 2 ~ 3 times.
11. Stop the engine and wait coolant gets cool.
12. Repeat 6 to 11 until the coolant level doesn't fall any more, bleed air out of the cooling system.

    NOTICE

    As it is to bleed air out to the cooling system and refill coolant when coolant gets cool completely, recheck the coolant level in the reservoir tank for 2 ~ 3 days after replacing coolant.

CAP TESTING

1. Remove the radiator cap, wet its seal with engine coolant, then install it no pressure tester.

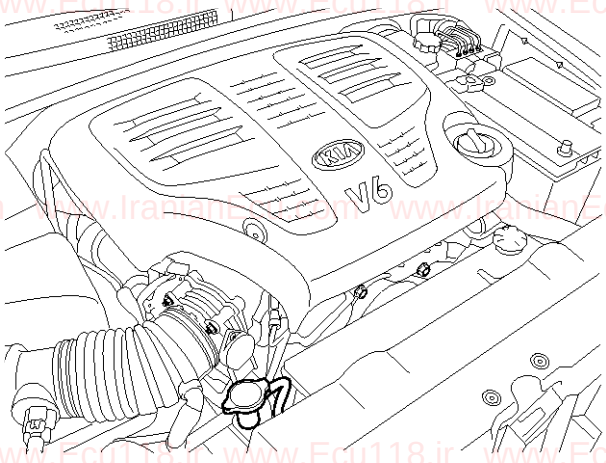


ECKD501X

2. Apply a pressure of 93 ~ 123kPa (0.95 ~ 1.25kgf/cm², 14 ~ 19psi)
3. Check for a drop in pressure.
4. If the pressure drops, replace the cap.

TESTING

1. Wait until engine is cool, then carefully remove the radiator cap and fill the radiator with engine coolant, then install it on the pressure tester.



SBLM16105L

2. Apply a pressure tester to the radiator and apply a pressure of 93 ~ 123kPa (0.95 ~ 1.25kgf/cm² 14 ~18psi).
3. Inspect for engine coolant leaks and a drop in pressure.
4. Remove the tester and reinstall the radiator cap.

NOTICE

Check for engine oil in the coolant and/or coolant in the engine oil.

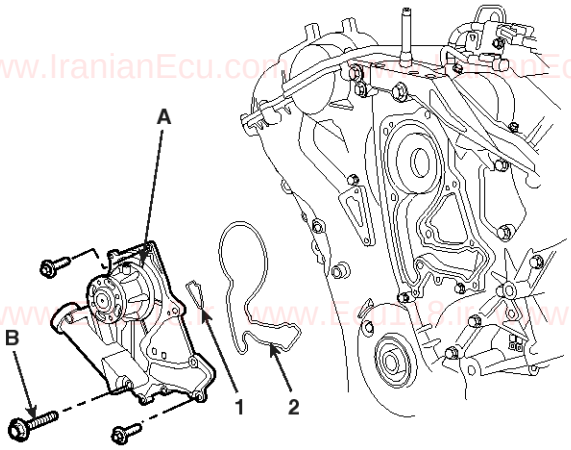
INSTALLATION

WATER PUMP

1. Install the water pump(A) and a new gasket(1, 2) with 12 bolts.

Tightening torque

21.56 ~ 23.52Nm (2.2 ~ 2.4kgf.m, 15.91 ~ 17.36lb-ft)
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



SBLM16205L

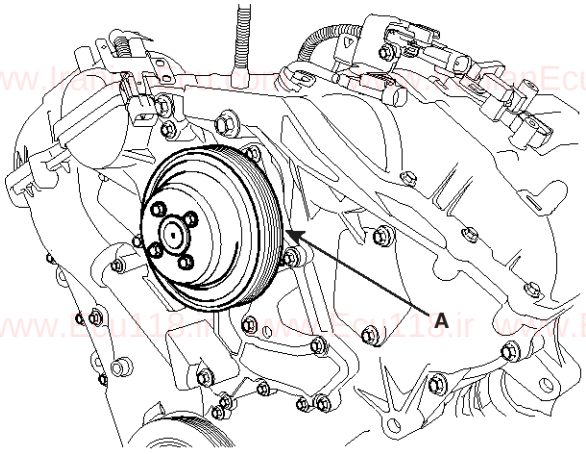
NOTICE

- *Make clean the contact face before assembly.*
- *When replacing a water pump, always use new gasket(1, 2).*
- *When reassembling a water pump, replace the bolt(B) with a new one.*

2. Install the 4 bolts and pump pulley(A).

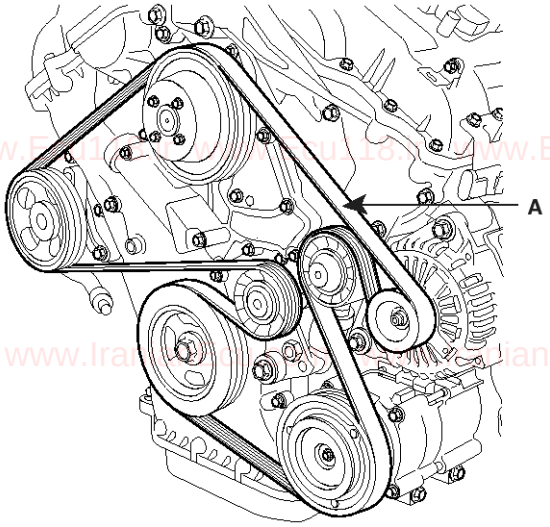
Tightening torque

7.84 ~ 9.80Nm (0.8 ~ 1.0kgf.m, 5.78 ~ 7.23lb-ft)



KDRF107A

3. Install drive belt(A).



SBLM16101L

4. Fill with engine coolant.
5. Start engine and check for leaks.
6. Recheck engine coolant level.

WATER TEMPERATURE CONTROL ASSEMBLY

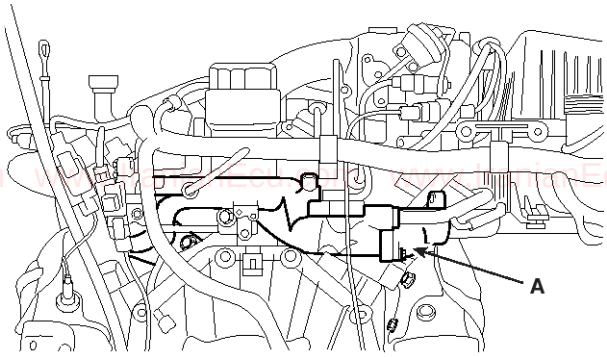
NOTICE

Make clean the contact face before assembly.

1. Install water temperature control assembly(A) and new gasket.

Tightening torque

19.6 ~ 23.52Nm (2.0 ~ 2.4kgf.m, 14.5 ~ 17.36lb-ft)

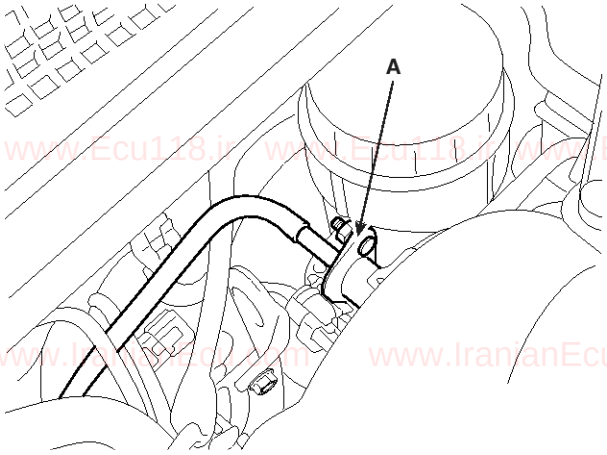


SBLM16204L

NOTICE

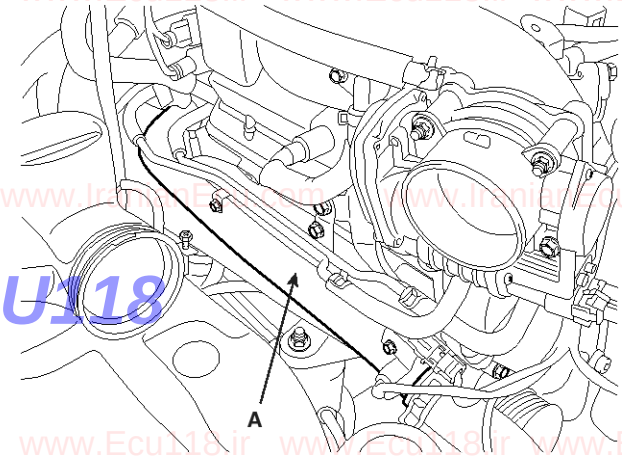
Use new O-rings(C) when reassembling.

2. Connect water hoses to the water temperature control assembly.
3. Install the fuel pipe(A).

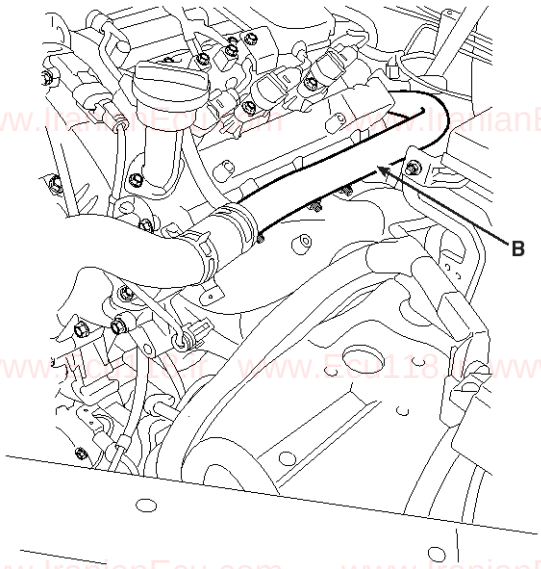


SBLM16015L

4. Connect WTS connector.
5. Connect the RH/LH cooling pipes(A, B).

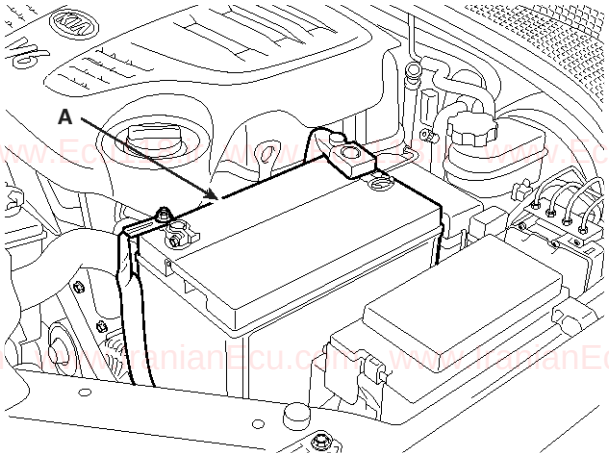


SBLM16115L



SBLM16116L

6. Install the battery assembly(A).

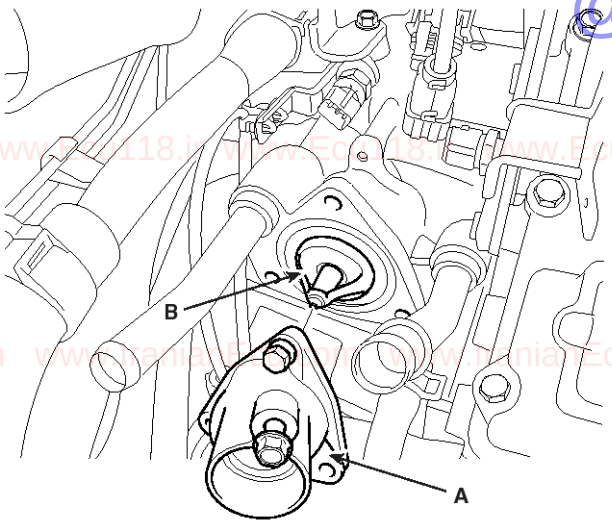


SBLM16008L

7. Install the automatic transaxle oil gauge.
8. Install air cleaner assembly.
9. Fill with engine coolant.
10. Start engine and check for leaks.
11. Recheck engine coolant level.

THERMOSTAT

1. Place thermostat in thermostat housing.
   1) Install the thermostat with the jiggle valve upward.
   2) Install a new thermostat(B).



SBLM16026L

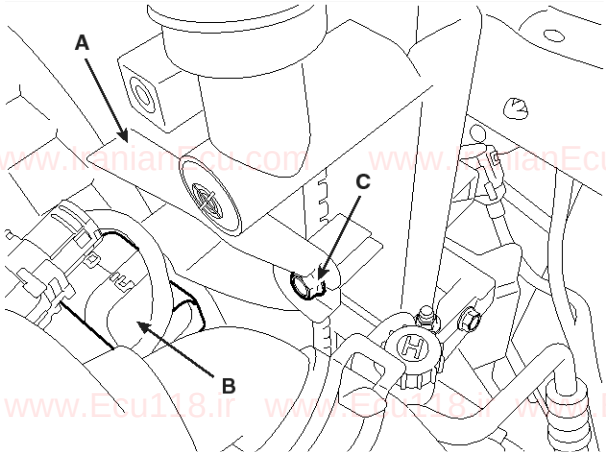
2. Install water inlet(A).

Tightening torque
16.66 ~ 19.60Nm (1.7 ~ 2.0kgf.m, 12.30 ~ 14.47lb-ft)

3. Fill with engine coolant.
4. Start engine and check for leaks.

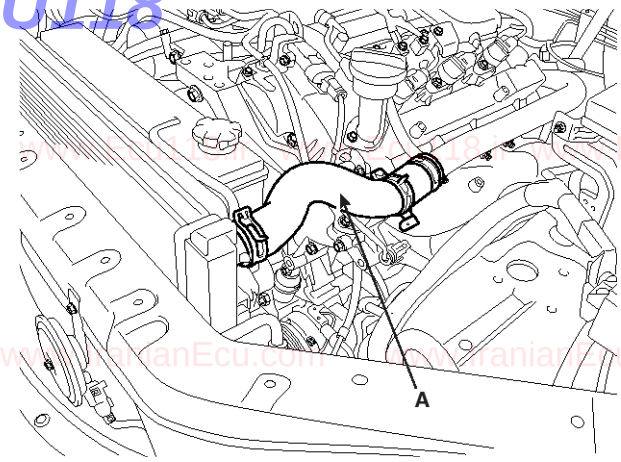
RADIATOR

1. Install the radiator assembly.
2. Install the cooling fan shroud(A) by connecting cooling fan harness connector(B) and tightening the mounting bolts(C).

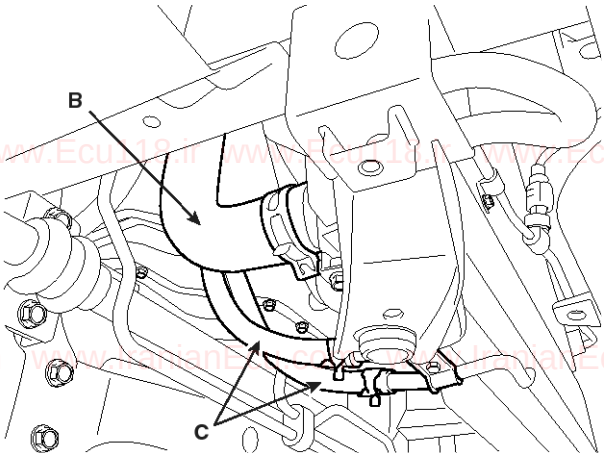


SBLM16025L

3. Install the radiator with the condensor by tightening bolts.(Refer to Condensor in HA Group).
4. Connect the radiator upper hose(A) and lower hose(B) and the aurtomatic transaxle fluid cooler hoses(C).

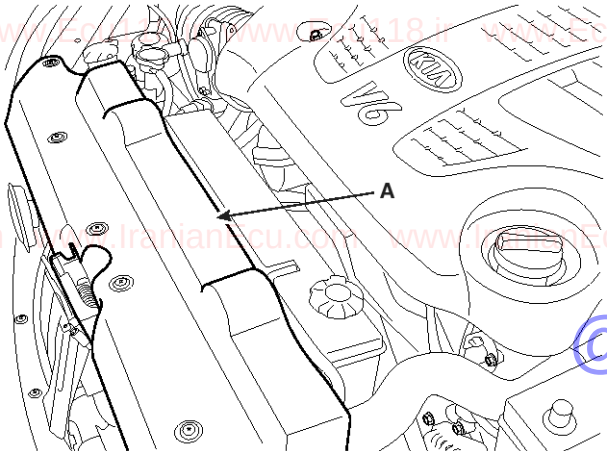


SBLM16023L



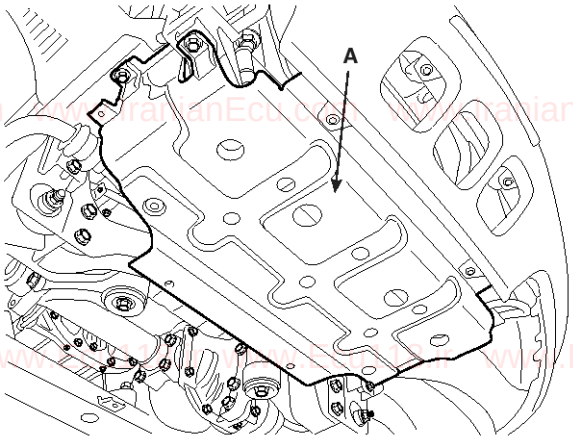
SBLM16024L

5. Install the radiator grille upper cover(A).



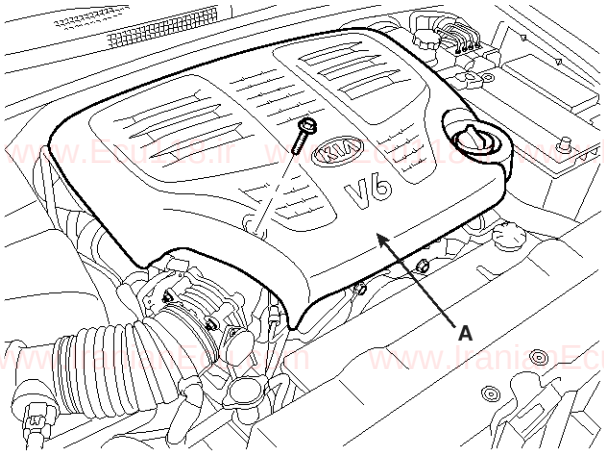
SBLM16022L

6. Install the under cover(A).



SBLM16016L

7. Install the engnie cover(A).

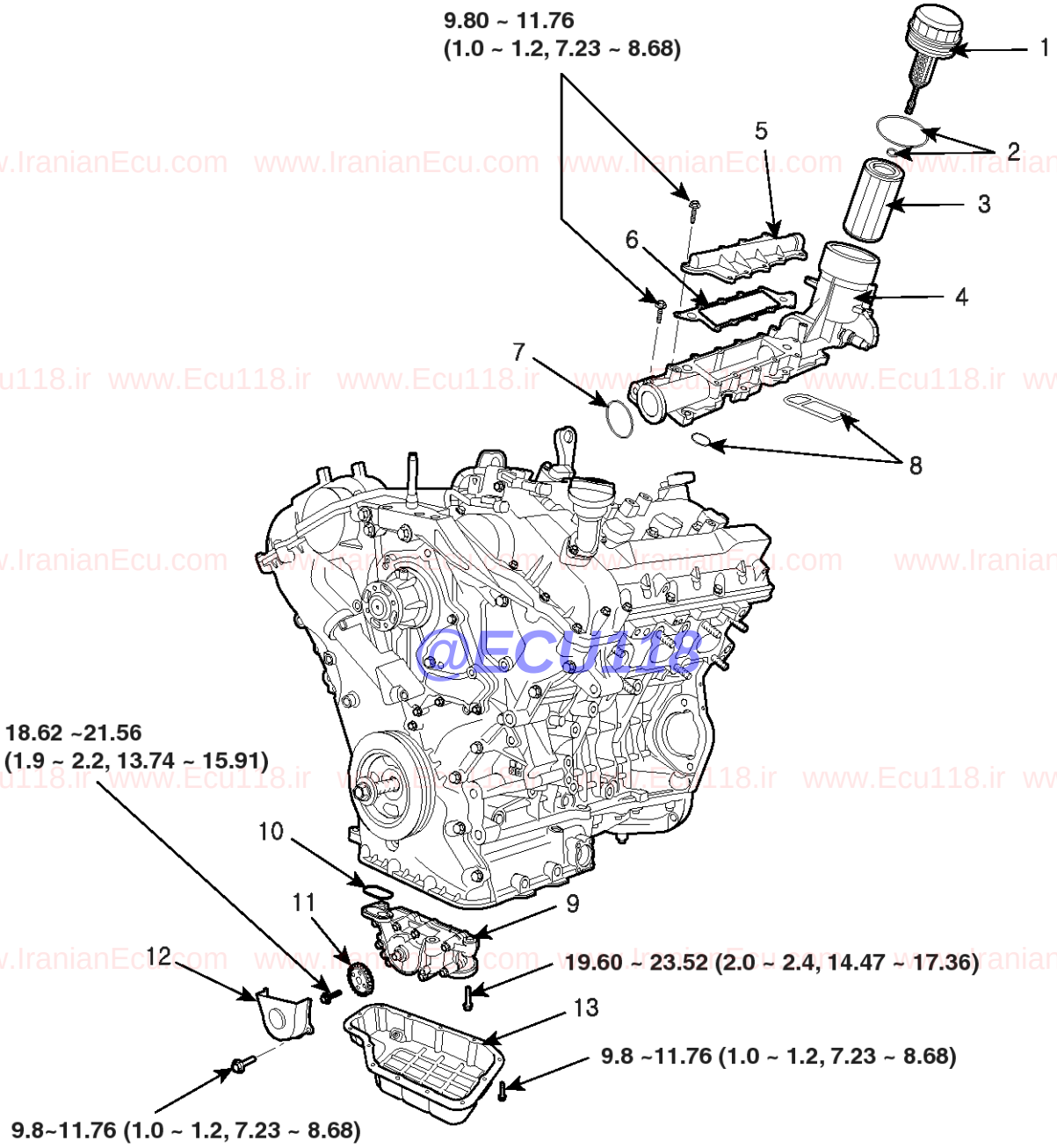


SBLM16001L

8. Refill engine coolant.

Lubrication System

COMPONENTS



TORQUE : N.m (kgf.m, lbf.ft)

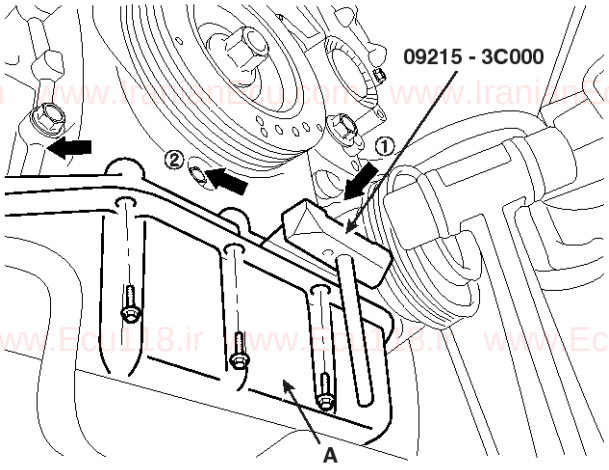
1. Oil filter cap
2. O - ring
3. Oil filter element
4. Oil filter body
5. Oil filter body cover
6. Gasket
7. O - ring
8. Gasket
9. Oil pump
10. Gasket
11. Oil pump sprocket
12. Oil pump chain cover
13. Lower oil paon

SBLM16107L

REMOVAL

Oil pump

1. Drain engine oil.
2. Remove the front member.(Refer to Front suspension system in SS Group).
3. Using SST(09215-3C000) remove lower oil pan(A).

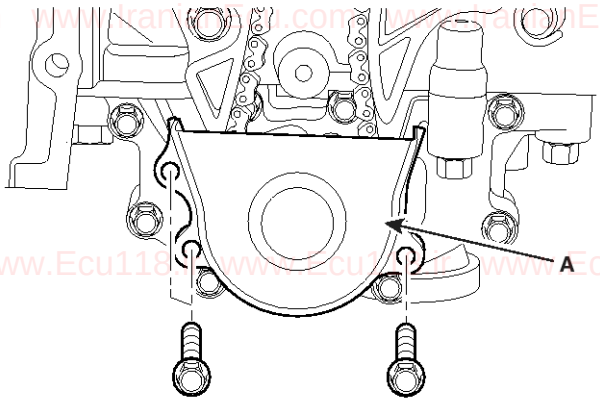


SBLM16019L

⚠CAUTION

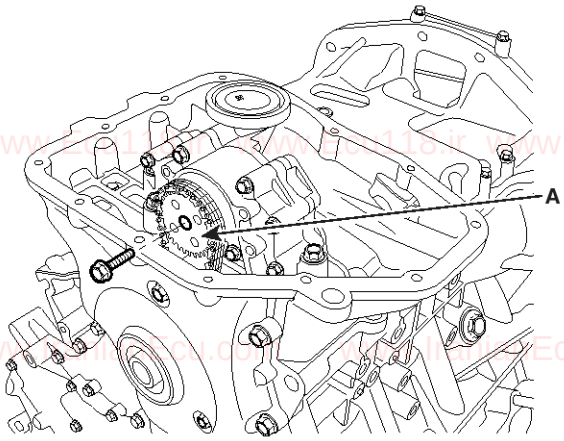
- **Insert the SST between the oil pan and the ladder frame by tapping it with a plastic hammer in the direction of ① arrow.**
- **After tapping the SST with a plastic hammer along the direction of ② arrow around more than 2/3 edge of the oil pan, remove it from the ladder frame.**
- **Do not turn over the SST abruptly without tapping. It can result in damage of the SST.**

4. Remove oil pump chain cover(A).



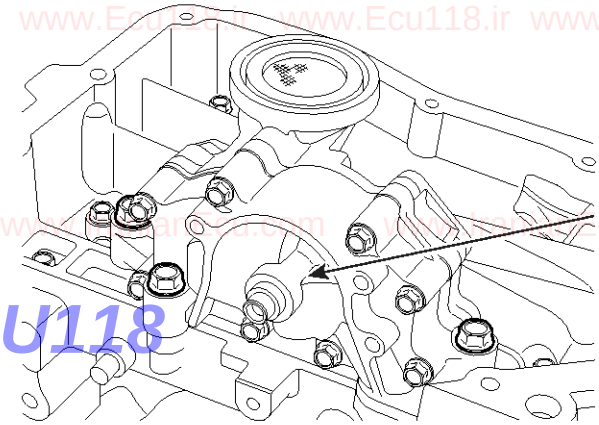
KDRF185A

5. Remove oil pump chain sprocket(A).



KDRF189A

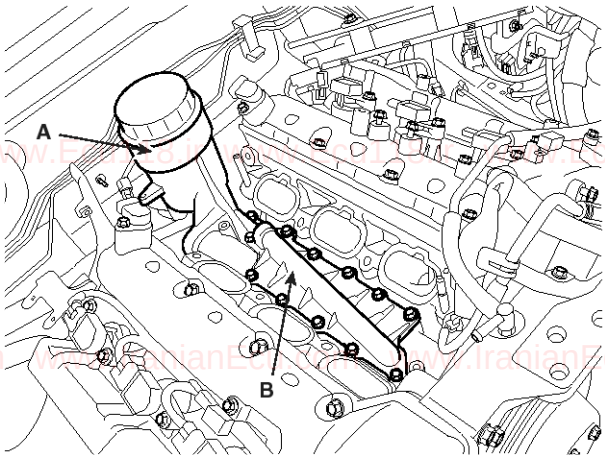
6. Remove oil pump(A).



KDRF190A

Oil filter assembly

1. Remove the engine assembly.(Refer to Engine and transaxle assembly in this Group).
2. Loosen the oil filter cap by turning it counterclockwise to drain well the oil in the oil filter.
3. Remove surge tank and intake manifold.
4. Disconnect oil pressure switch connector.
5. Drain engine coolant.
6. Disconnect water hoses from water temperature control assembly.
7. Remove water temperature control assembly.
8. Remove oil filter body cover(B).
9. Remove oil filter body(A).



SBLM16027L

ENGINE OIL

1. Check engine oil quality.

   Check the oil for deterioration, entry of water, discoloring or thinning.

   If the quality is visibly poor, replace the oil.

2. Check engine oil level.

   After warming up the engine and then 5 minutes after the engine stop, oil level should be between the "L" and "F" marks on the dipstick.

   If low, check for leakage and add oil up to the "F" mark.

   NOTICE

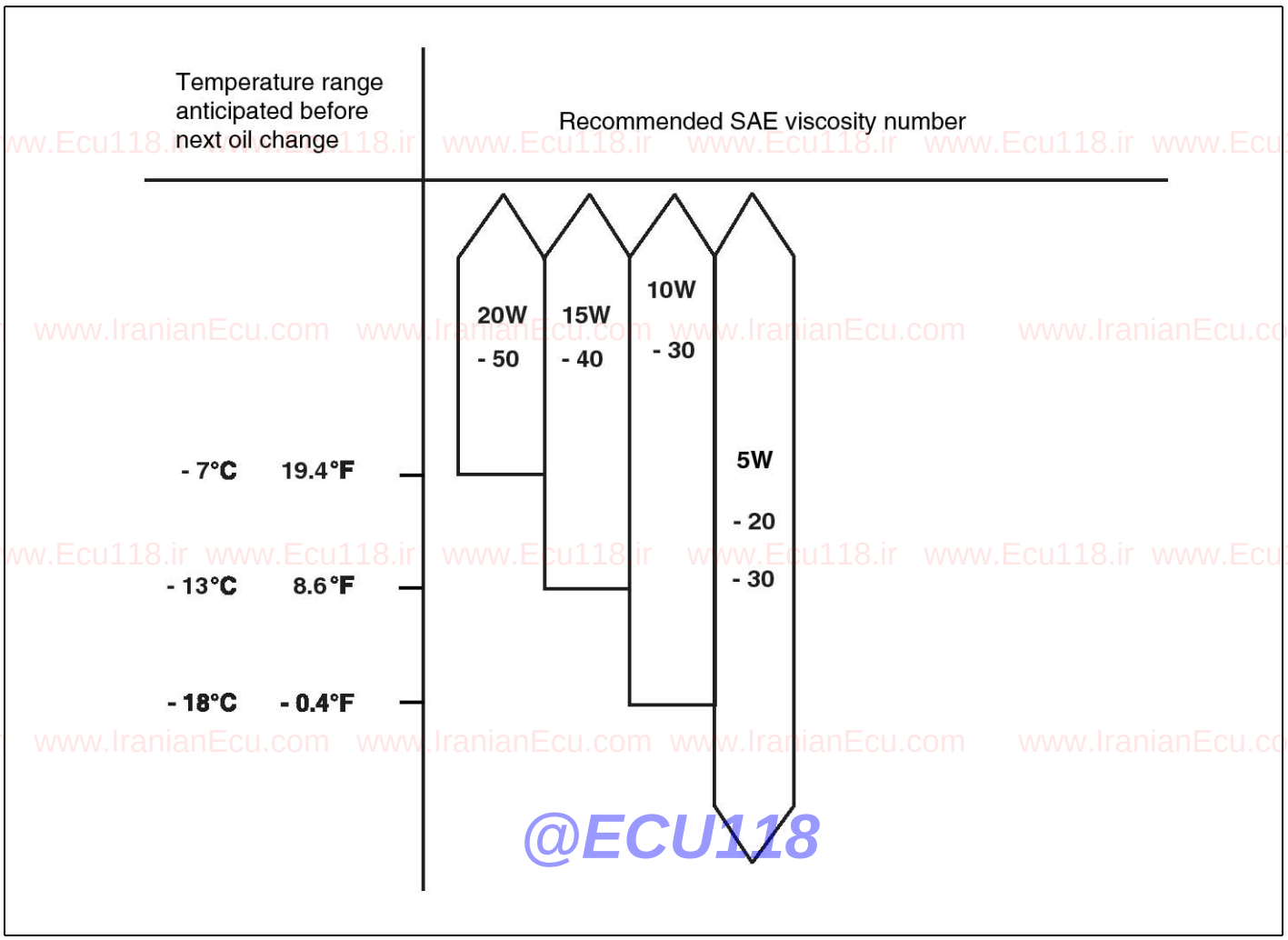
   Do not fill with engine oil above the "F" mark.

SELECTION OF ENGINE OIL

Recommended API classification : Above SJ or SL

Recommended SAE viscosity grades : 5W-20

If 5W-20 engine oil is not available, 5W-30 or secondary recommanded engine oil for corresponding temperature range can be used.



SBLM16108L

NOTICE

For best performance and maximum protection of all types of operation, select only those lubricants which :

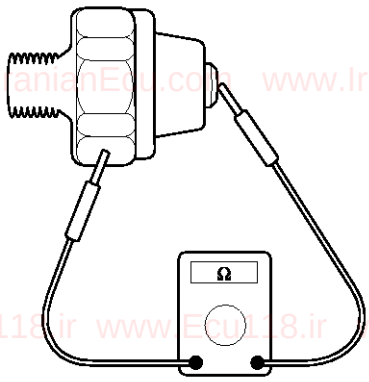
- *Satisfy the requirement of the API classification.*
- *Have proper SAE grade number for expected ambient temperature range.*

Lubricants that do not have both an SAE grade number and API service classification on the container should not be used.

INSPECTION

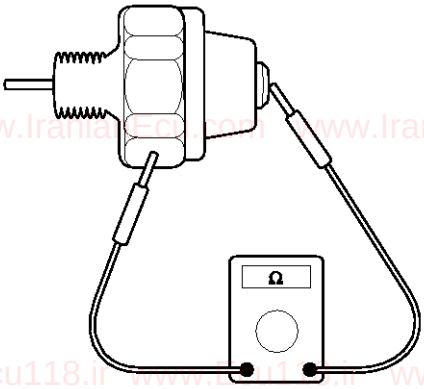
OIL PRESSURE SWITCH

1. Check the continuity between the terminal and the body with an ohmmeter.
   If there is no continuity, replace the oil pressure switch.



ECKD001W

2. Check the continuity between the terminal and the body when the fine wire is pushed. If there is continuity even when the fine wire is pushed, replace the switch.
3. If there is no continuity when a 50kpa (7psi) vacuum is applied through the oil hole, the switch is operaing properly.
   Check for air leakage. If air leaks, the diaphragm is broken. Replace it.



ECKD001Y

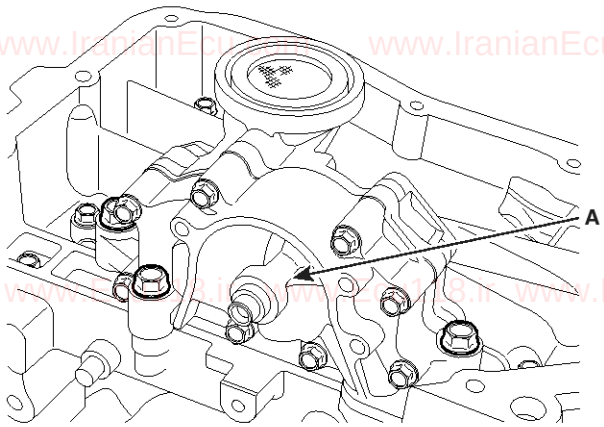
INSTALLATION

Oil pump

1. Install oil pump(A).

Tightening torque
19.60 ~ 23.52Nm (2.0 ~ 2.4kgf.m, 14.47 ~ 17.36lb-ft)

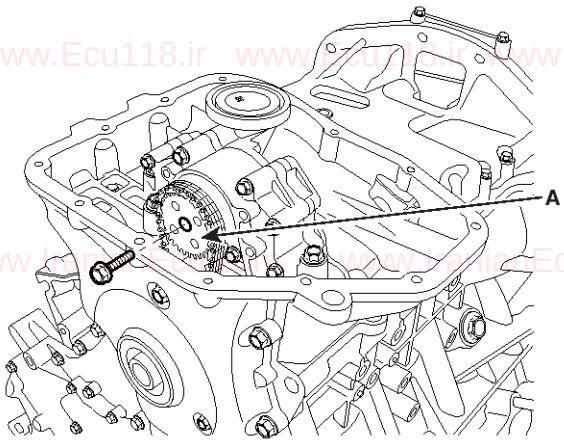
NOTICE
Always use a new O-ring.



KDRF190A

2. Install oil pump sprocket(A)and oil pump chain on the oil pump.

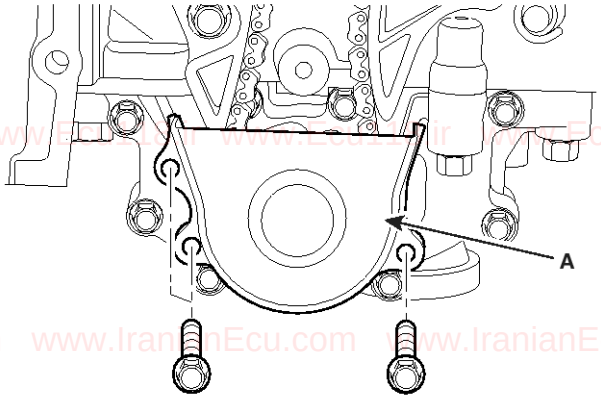
Tightening torque
18.62 ~ 21.56Nm (1.9 ~ 2.2kgf.m, 13.74 ~ 15.91lb-ft)



KDRF189A

3. Install oil pump chain cover(A).

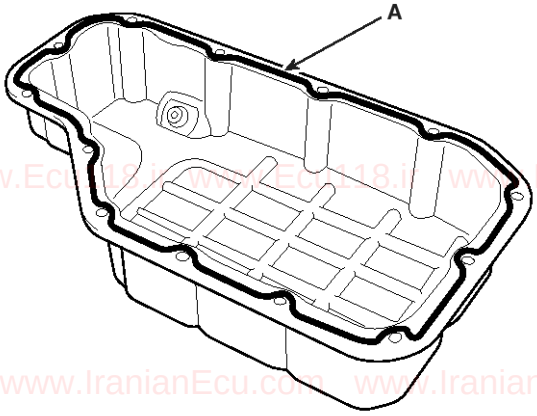
Tightening torque
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF185A

4. Install upper oil pan.
   a. Using a gasket scraper, remove all the old packing material from the gasket surfaces.
   b. Before assembling the oil pan, the liquid sealant TB1217H should be applied on upper oil pan.
      The part must be assembled within 5 minutes after the sealant was applied.

Bead width : 2.5mm(0.1in.)



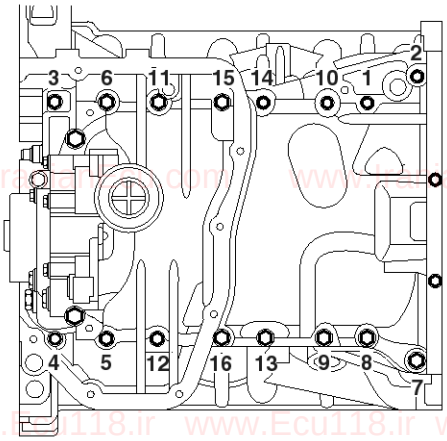
SBLM16020L

CAUTION

- **Make clean the sealing face before assembling two parts.**
- **Remove harmful foreign matters on the sealing face before applying sealant**
- **When applying sealant gasket, sealant must not be protruded into the inside of oil pan.**
- **To prevent leakage of oil, apply sealant gasket ot the inner threads of the bolt holes.**

   c. Install upper oil pan.
      Uniformly tighten the bolts in several passes.

Tightening torque
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



KDRF131A

   d. Install the front member.(Refer to Front suspension system in SS Group).
   e. After assembly, wait at least 30 minutes before filling the engine with oil.

OIL FILTER ASSEMBLY

1. Install oil filter body and new O-rings.

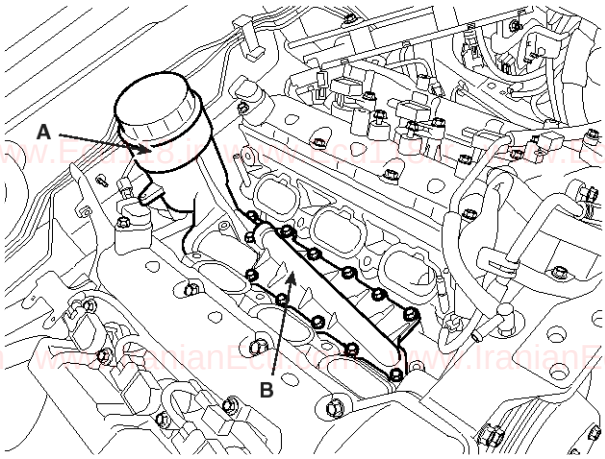
Tightening torque
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)

NOTICE

- *All rubber gasket must be no damaged by assembling parts.*
- *Be careful of the knock sensor connector.*
- *Always use a new O-ring*

2. Install oil filter body cover(B) and new gasket on the oil filter body(A).

Tightening torque
9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)



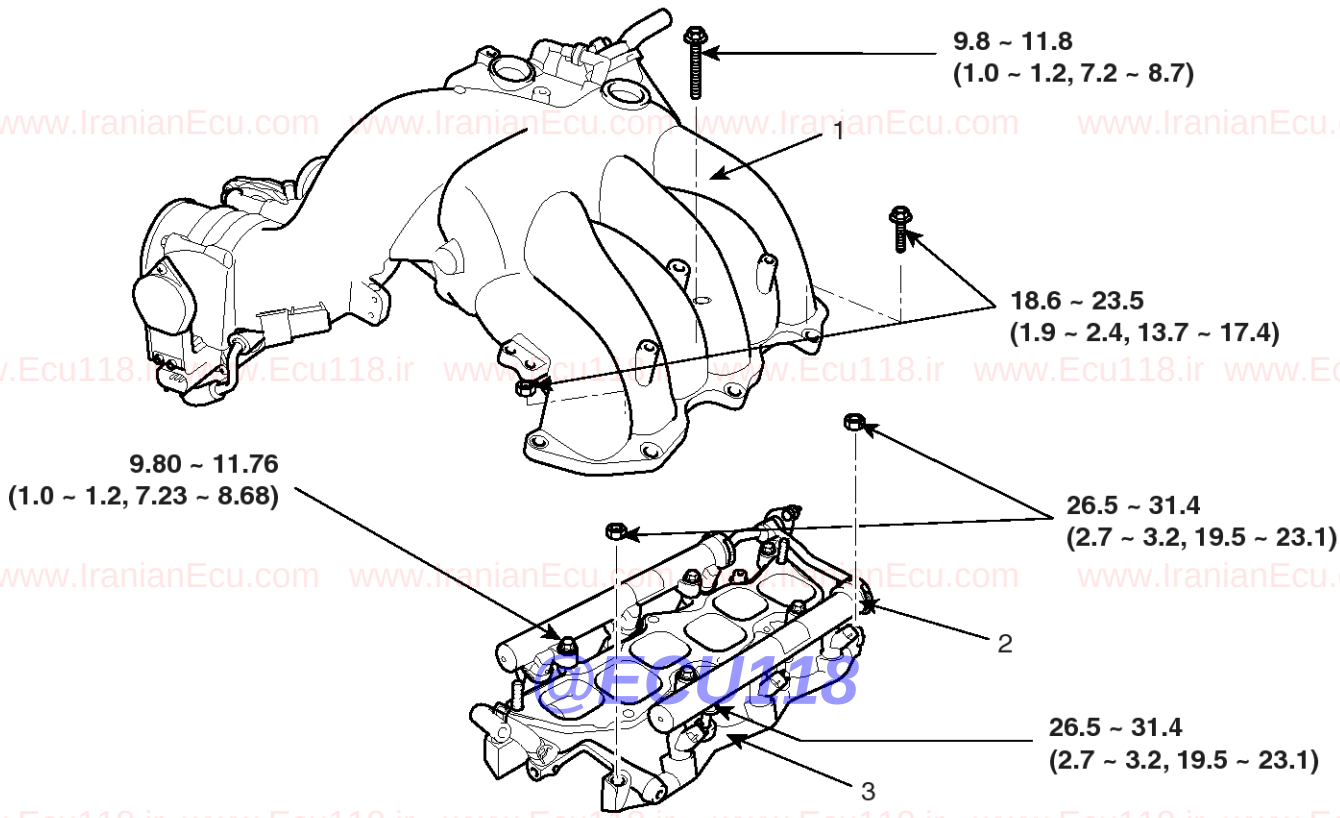
SBLM16027L

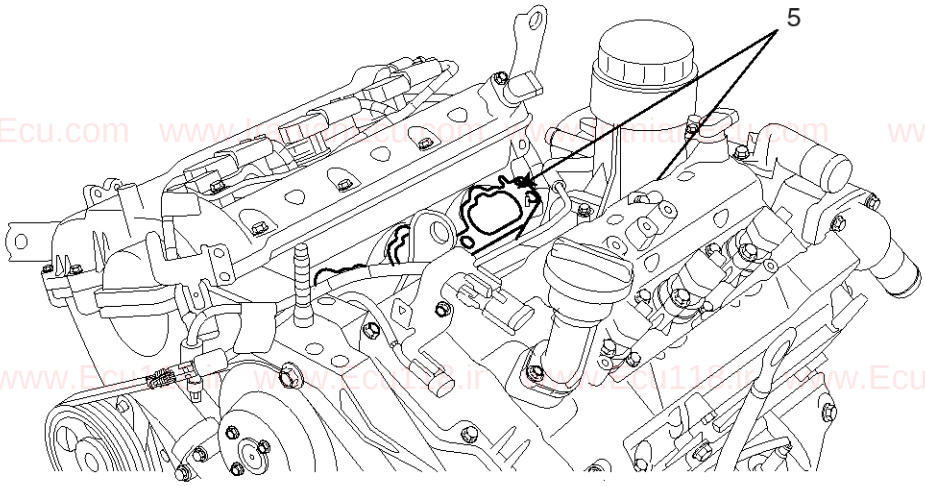
3. Install the water temperature control assembly.
4. Connect the water hoses on the water temperature control assembly.
5. Connect the oil pressure switch connector.
6. Install the intake manifold and surge tank.
7. Fill with engine coolant.
8. Start engine and check for leaks.
9. Recheck engine coolant level.

Intake And Exhaust System

Intake Manifold

COMPONENTS





TORQUE : N.m (kgf.m, lbf.ft)

1. Surge tank
2. Delivery pipe
3. Intake manifold
4. Surge tank gasket
5. Intake manifold gasket

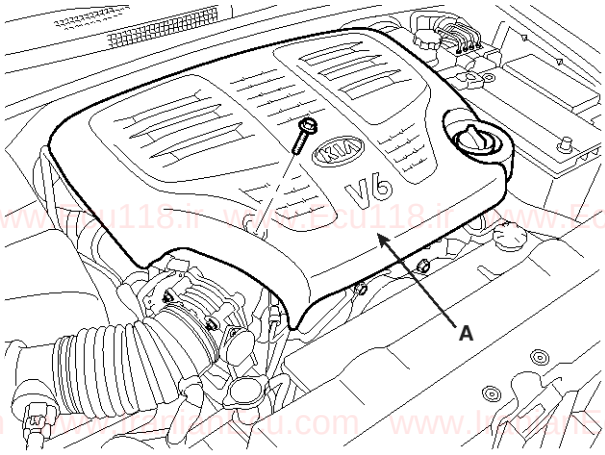
REPLACEMENT

1. Drain the engine coolant. (Refer to "Engine coolant Refilling and Bleeding" in this group.)

   ⚠CAUTION

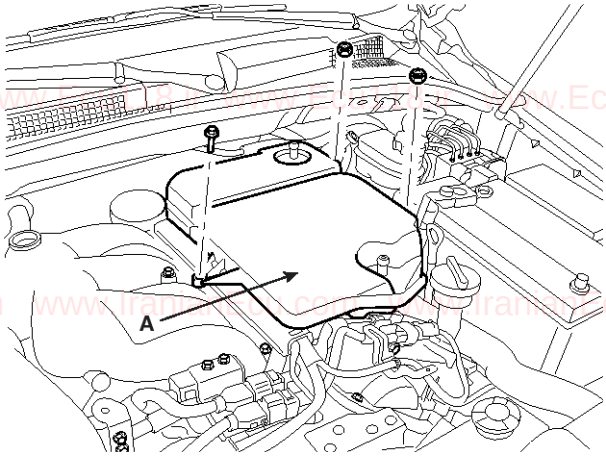
   Drain the engine coolant before removing intake manifold, or coolant flow into intake port from vent hole of cylinder head. In that case you may have some problem in combustion chamber.

2. Remove the engine cover.



SBLM16001L

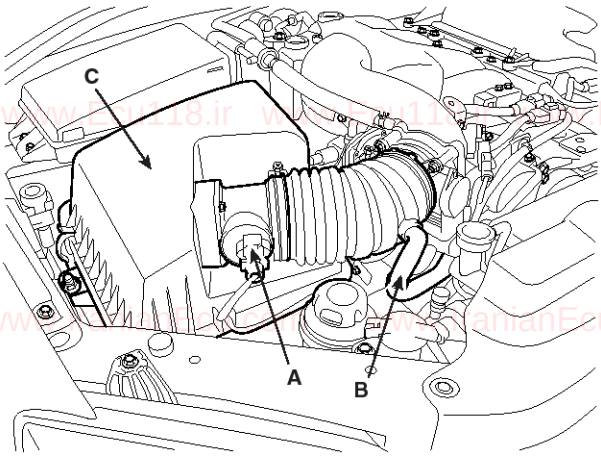
3. Remove the engine room resonator(A).



SBLM16003L

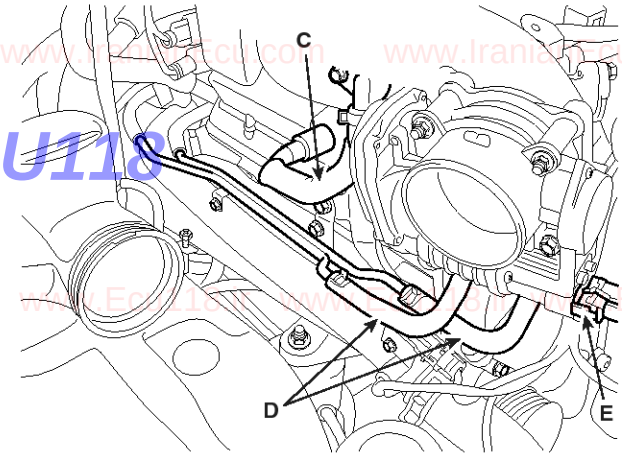
4. After disconnecting the MAF sensor connector(A) and the breather hose(B), remove the air cleaner assembly(C).

SBLM16109L

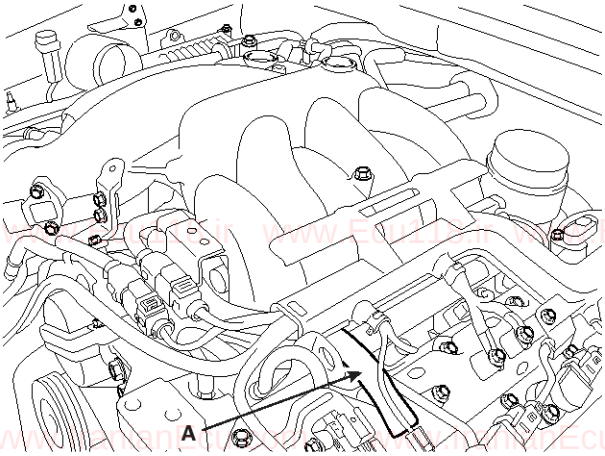


SBLM16002L

5. Disconnect the other breather hose(A), the Purge Control Solenoid Valve(PCSV) hose, the Positive Crankcase Ventilation (PCV) hose(C) and the Electronic Throttle Control(ETC) cooling hoses(D) and connector(E).

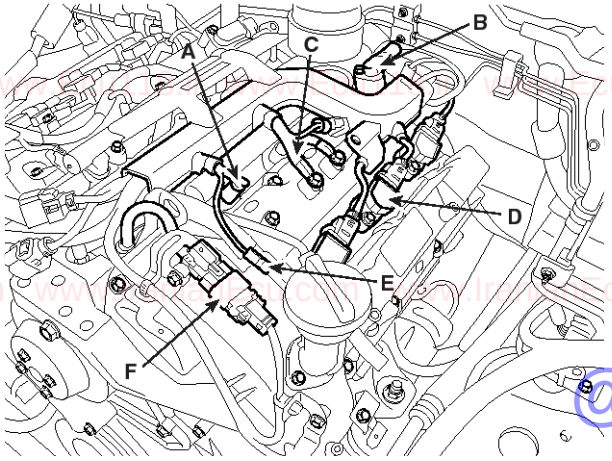


SBLM16208L

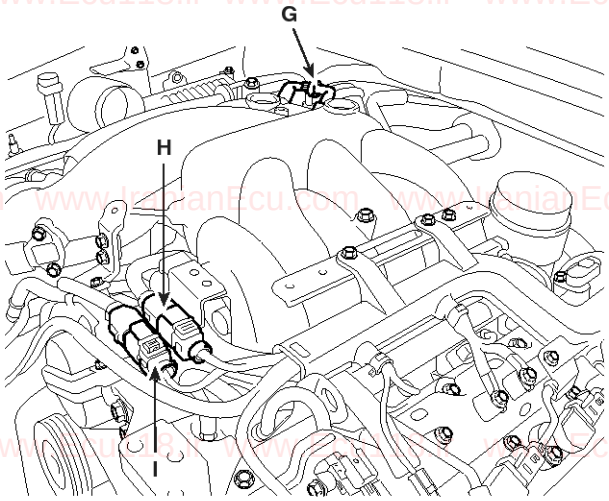


SBLM16005L

6. Remove the wiring over the surge tank.
   1) Disconnect the injection harness connector(A).
   2) Disconnect the camshaft position sensor(CMP) harness connector(B).
   3) Disconnect the ground line(C).
   4) Disconnect the ignition coil harness connector(D).
   5) Disconnect the condensor connector(E).
   6) Disconnect the variable induction system(VIS) solenoid valve connector(G).
   7) Disconnect the oil control valve(OCV) harness connector(F).
   8) Disconnect the injector wiring(H) and ignition coil wiring(I).

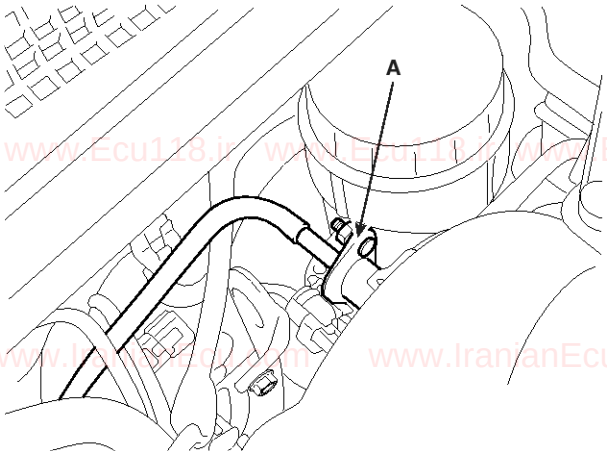


SBLM16006L



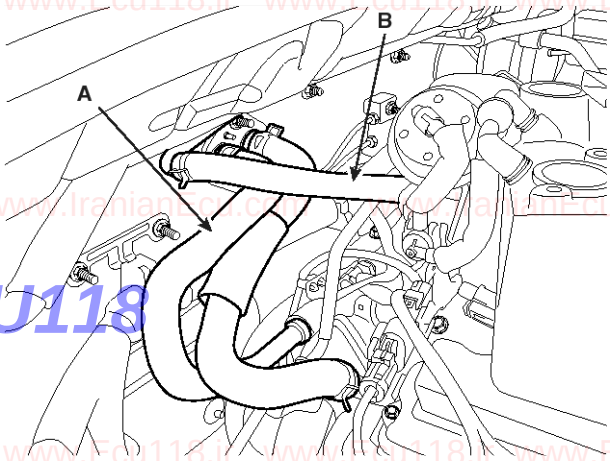
SBLM16206L

7. Disconnect the fuel hose tube(A).



SBLM16015L

8. Remove heater hose(A) and disconnect the brake vaccume hose(B).



SBLM16017L

9. Disconnect the surge tank stay.
10. Remove the surge tank.
11. Disconnect the injector connectors.
12. Disconnect the water hose on intake manifold from the nipple on the chain cover.
13. Remove the delivery pipe and intake manifold as an assembly.

NOTICE

Except such cases as defects of injectors or pipe, do not disassemble a delivery pipe from an intake manifold because it is one of the fuel system parts, or you may have some problem in fuel system.

14. Install intake manifold and new gasket on the cylinder head.

Tightening torque

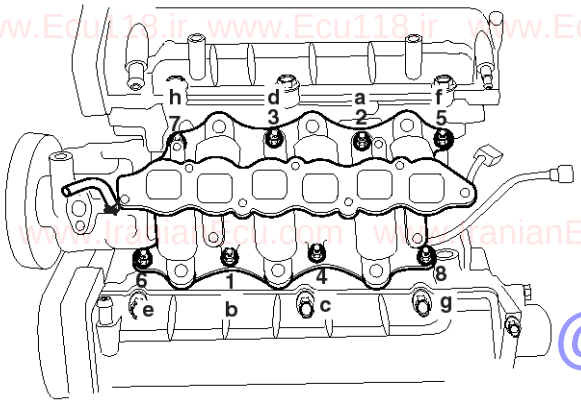
1st : 3.9 ~ 5.9Nm (0.4 ~ 0.6kgf.m, 2.9 ~ 4.3lb-ft)
2nd
Bolt : 26.5 ~ 31.4Nm (2.7 ~ 3.2kgf.m, 19.5 ~ 23.1lb-ft)
Nut : 18.6 ~ 23.5Nm (1.9 ~ 2.4kgf.m, 13.7 ~ 17.4lb-ft)
3rd : Repeat 2nd step twice or move.

NOTICE

Be careful of the installation direction.

a - h : 1st step order

1 ~ 8 : 2nd step order



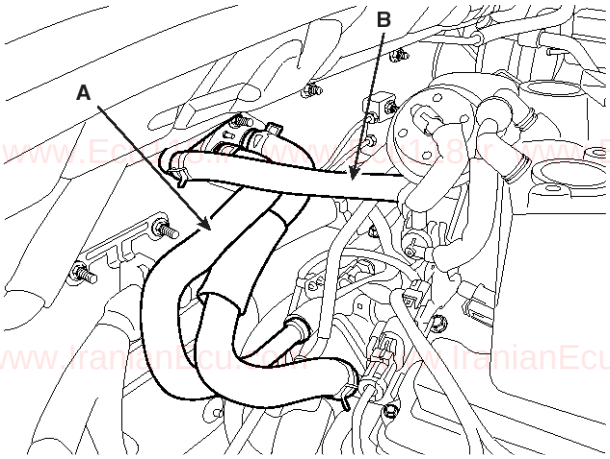
SBLM16207L

15. Connect the water hose on intake manifold to the nipple on the chain cover.
16. Install delivery pipe.(Refer to Delivery pipe in FL Group).
17. Install the surge tank and new gasket on the intake manifold.

Tightening torque

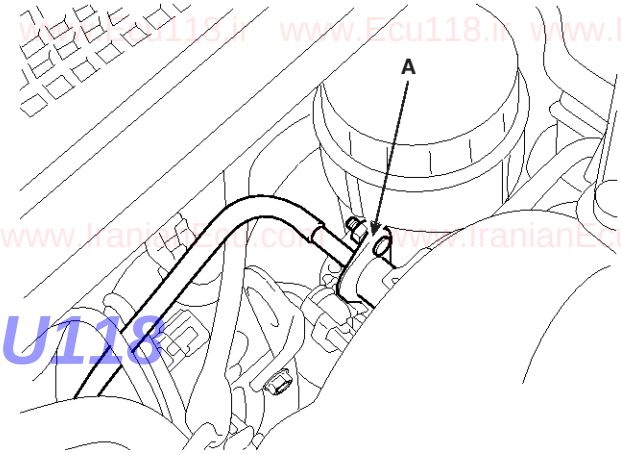
Long bolt : 9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)
Short bolt, nut : 18.6 ~ 23.5Nm (1.9 ~ 2.4kgf.m, 13.7 ~ 17.4lb-ft)

18. Connect heater hose(A) and the brake vaccume hose(B).



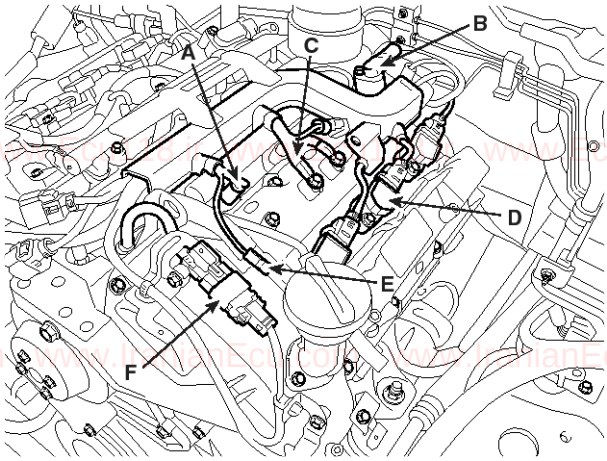
SBLM16017L

19. Connect the fuel hose tube(A).



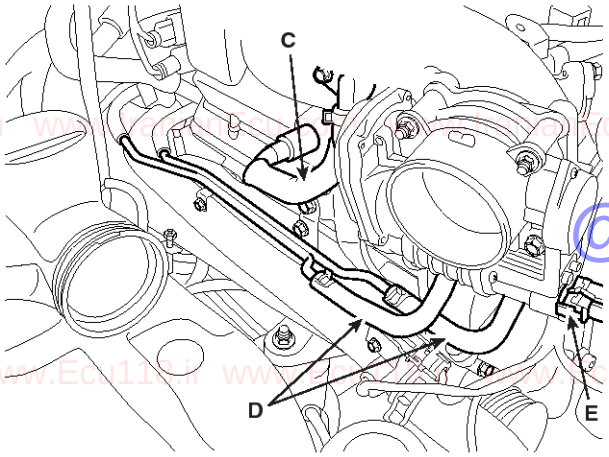
SBLM16015L

20. Connect the wiring over the surge tank.
    1) Connect the injection harness connector(A)
    2) Connect the camshaft position sensor(CMP) harness connector(B).
    3) Connect the ground lines(C).
    4) Connect the ignition coil harness connector(D).
    5) Connect the condensor connector(E).
    6) Connect the variable induction system(VIS) solenoid valve connector(G).
    7) Connect the oil control valve(OCV) harness connector(F).

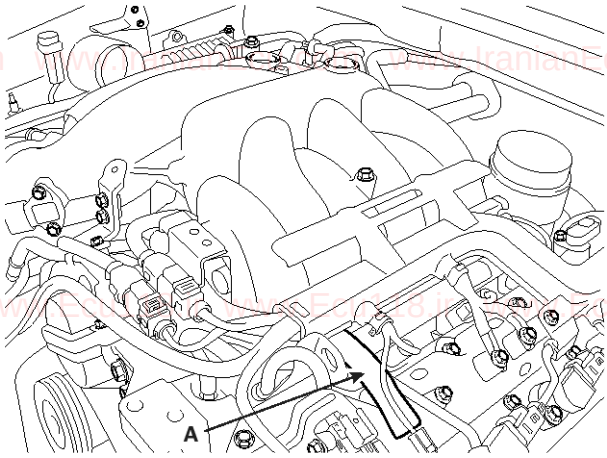


SBLM16006L

21. Connect the other breather hose(A), the Positive Crankcase Ventilation (PCV) hose(C) and the Electronic Throttle Control(ETC) cooling hoses(D), ETC connector(E).

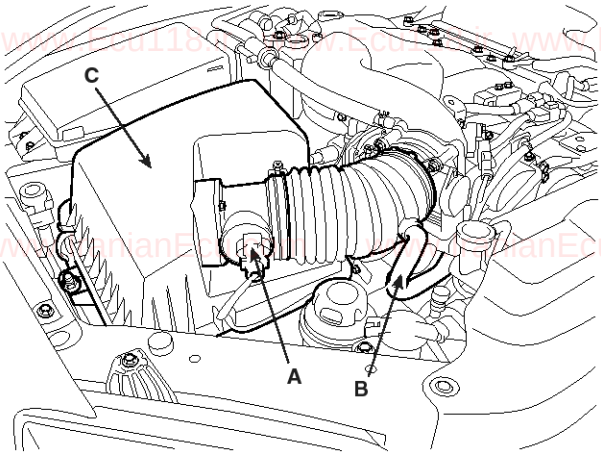


SBLM16208L



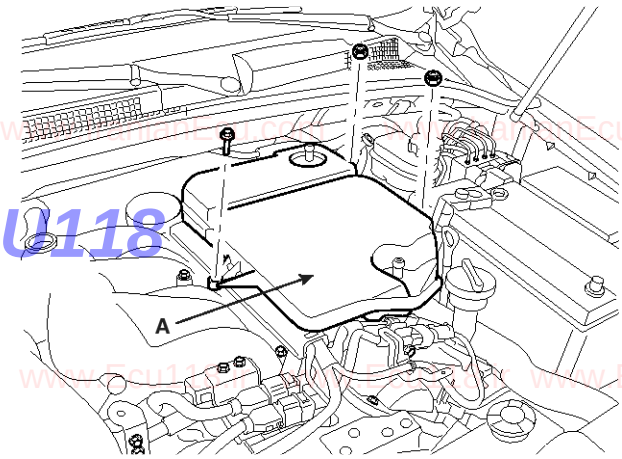
SBLM16005L

22. After connecting the MAF sensor connector(A) and the breather hose(B), install the air cleaner assembly(C).



SBLM16002L

23. Install the engine room resonator(A).

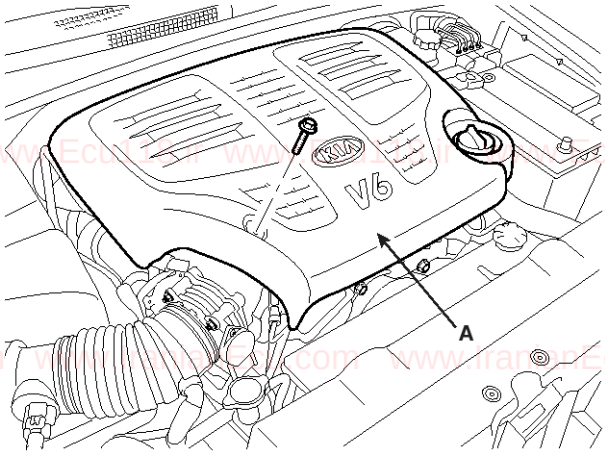


SBLM16003L

Tightening torque

9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)

24. Remove the engine cover(A).



SBLM16001L

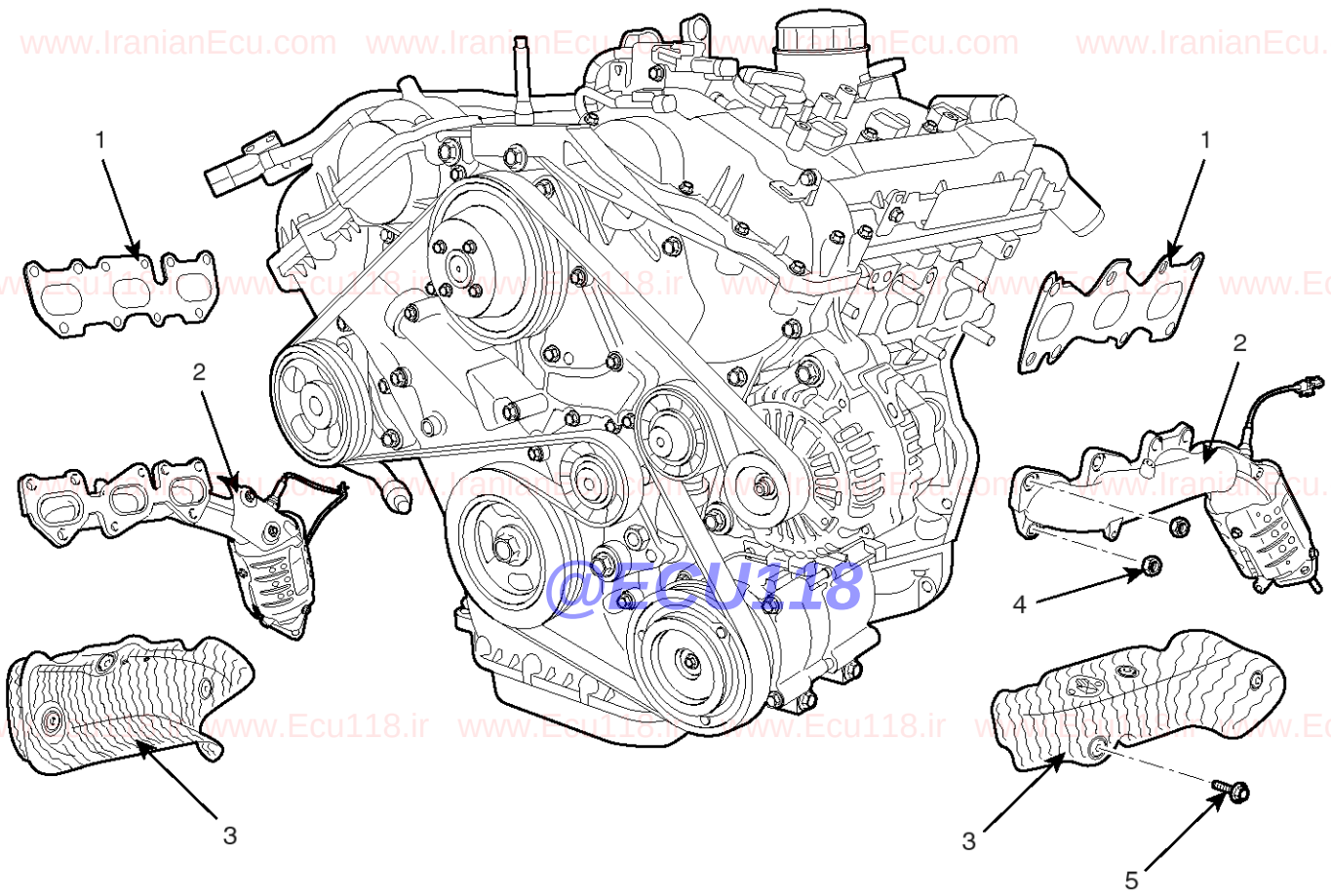
Tightening torque

9.80 ~ 11.76Nm (1.0 ~ 1.2kgf.m, 7.23 ~ 8.68lb-ft)

25. Fill with engine coolant. (Refer to "Engine coolant Refilling and Bleeding" in this group)

Exhaust Manifold

COMPONENTS



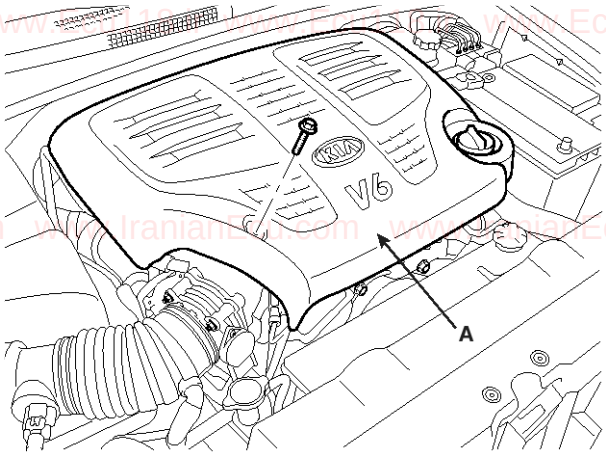
1. Gasket
2. Exhaust manifold
3. Heat protector
4. Self - locking flange nut
5. Flange bolt

SBLM16110L

REPLACEMENT

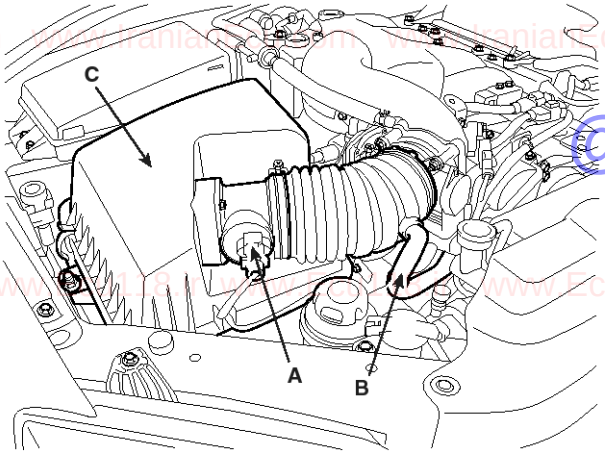
[RH side or Bank 1]

1. Remove the engine cover(A).



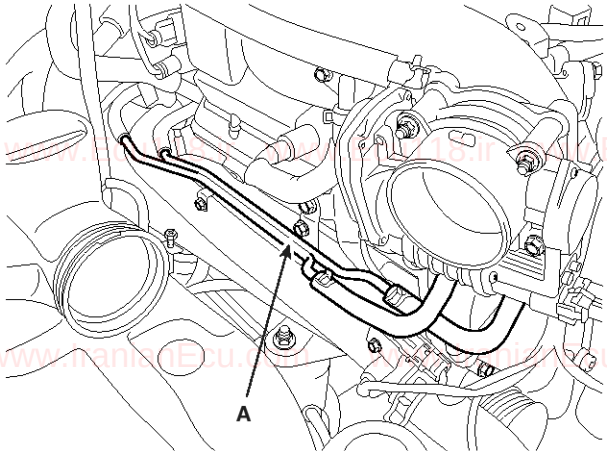
SBLM16001L

2. After disconnecting the MAF sensor connector(A) and the breather hose(B), remove the air cleaner assembly(C).



SBLM16002L

3. Remove the RH cooling pipe(A).

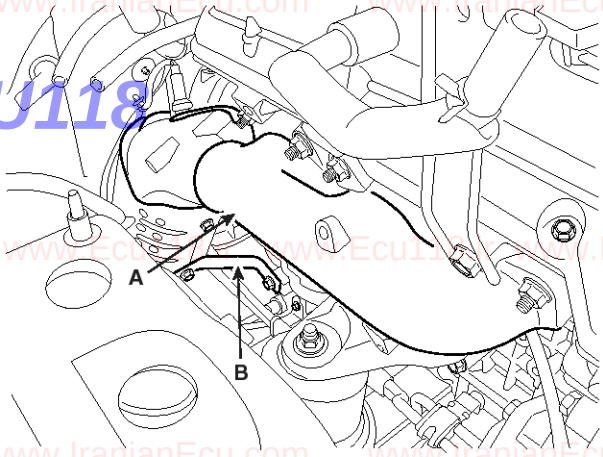


SBLM16111L

4. Remove the RH exhaust manifold heat protector.

⚠CAUTION
Handle the heat protector with caution not to be deformed.

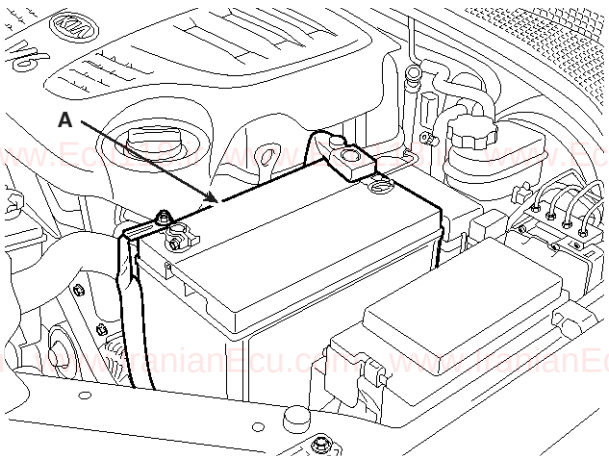
5. After removing the under cover, disconnect the exhaust manifolds from the front muffler.
6. Remove the RH exhaust manifold(A) and the stay(B).



SBLM16117L

[LH side or Bank 2]

1. Remove the engine oil level gauge.
2. Remvoe the battery assembly(A).

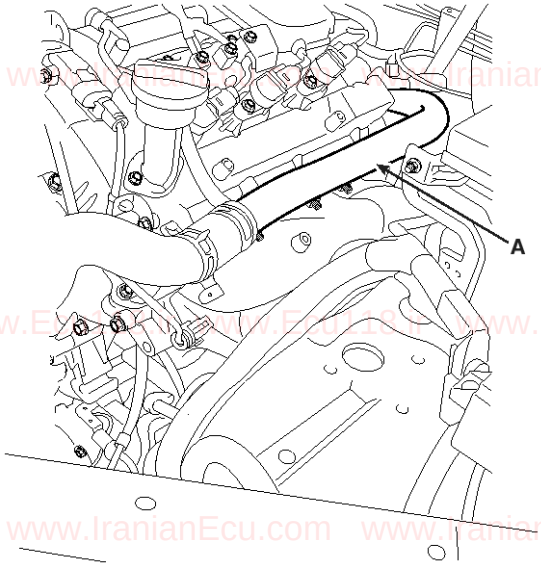


SBLM16008L

3. Remove the LH exhaust manifold heat protector.

⚠CAUTION
Handle the heat protector with caution not to be deformed.

4. Remove the LH cooling pipe(A).

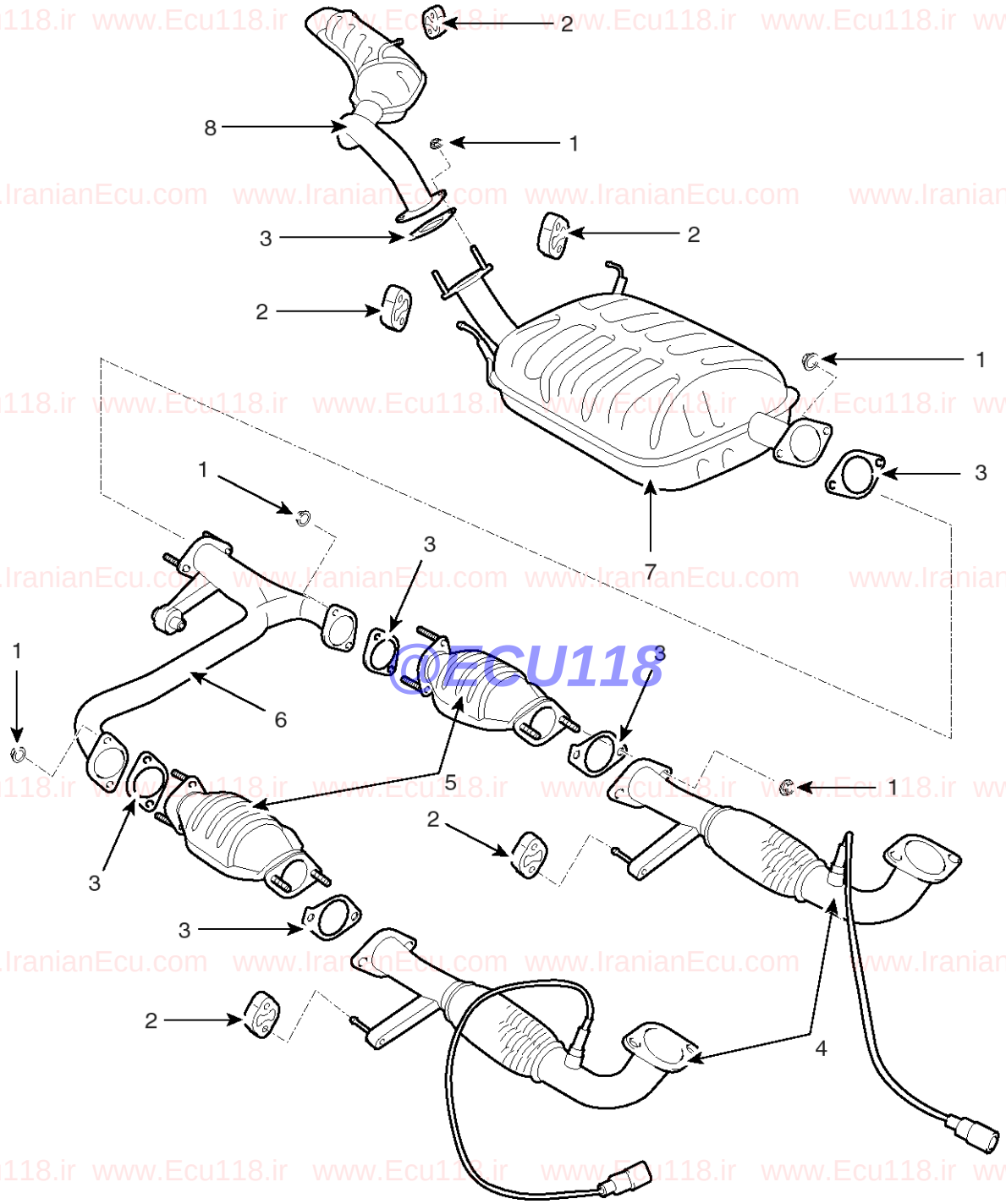


SBLM16120L

5. Remove the automatic transaxle fluid oil level gauge.
6. Disconnect the oil pressure switch harness connector and the battery ground line.
7. After removing the under cover, disconnect the exhaust manifolds from the front muffler.
8. Remove the LH exhaust manifold.
9. To install, reverse the removal procedure.

Front Exhaust Pipe

COMPONENTS



1. Self-locking nut
2. Hanger
3. Gasket
4. Front muffler
5. Catalytic converter
6. Center muffler
7. Main muffler
8. Tail pipe assembly

SBLM16031L