

## 26.Engine Noise

### A: INSPECTION

Type of sound	Condition	Possible cause
Regular clicking sound	Sound increases as engine speed increases.	<ul style="list-style-type: none"> <li>• Valve mechanism is defective.</li> <li>• Incorrect valve clearance adjustment</li> <li>• Worn camshaft</li> <li>• Broken valve spring</li> </ul>
Heavy and dull clank	Oil pressure is low.	<ul style="list-style-type: none"> <li>• Worn camshaft main bearing</li> <li>• Worn connecting rod bearing (large end)</li> </ul>
	Oil pressure is normal.	<ul style="list-style-type: none"> <li>• Loosened flywheel mounting bolt</li> <li>• Damaged engine mounting</li> </ul>
High-pitched clank	Sound is noticeable when accelerating with an overload condition.	<ul style="list-style-type: none"> <li>• Ignition timing advanced</li> <li>• Accumulation of carbon inside combustion chamber</li> <li>• Wrong heat-durability spark plug</li> <li>• Improper octane value gasoline</li> </ul>
Clank when engine speed is 1,000 to 2,000 rpm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. (NOTE*)	<ul style="list-style-type: none"> <li>• Worn camshaft main bearing</li> <li>• Worn connecting rod bearing (large end)</li> </ul>
Knocking sound when engine is operating under idling speed and engine is warm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. (NOTE*)	<ul style="list-style-type: none"> <li>• Worn cylinder liner and piston ring</li> <li>• Broken or stuck piston ring</li> <li>• Worn piston pin and hole at piston end of connecting rod</li> </ul>
	Sound is not reduced if each fuel injector connector is disconnected in turn. (NOTE*)	<ul style="list-style-type: none"> <li>• Unusually worn valve lifter</li> <li>• Worn cam sprocket</li> <li>• Worn camshaft journal bore in cylinder head assembly</li> </ul>
Squeaky sound	—	Insufficient generator lubrication
Rubbing sound	—	Poor contact of generator brush and rotor
Gear scream when starting engine	—	<ul style="list-style-type: none"> <li>• Defective ignition starter switch</li> <li>• Worn gear and starter pinion</li> </ul>
Sound like polishing glass with a dry cloth	—	<ul style="list-style-type: none"> <li>• Loose drive belt</li> <li>• Defective water pump shaft</li> </ul>
Hissing sound	—	<ul style="list-style-type: none"> <li>• Insufficient compression</li> <li>• Air leakage in air intake system, hose, connection or manifold</li> </ul>
Timing belt noise	—	<ul style="list-style-type: none"> <li>• Loose timing belt</li> <li>• Belt contacting with case/adjacent part</li> </ul>
Valve noise	—	Incorrect valve clearance

**NOTE\*)**

When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, perform the Clear Memory Mode and Inspection Mode after connecting the fuel injector connector. <Ref. to EN(H4DOTC)(diag)-50, OPERATION, Clear Memory Mode.> <Ref. to EN(H4DOTC)(diag)-38, PROCEDURE, Inspection Mode.>

# Engine Noise

MECHANICAL

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