

Main Bearings

Clearance

1. To check main bearing-to-journal oil clearance, remove the main caps and bearing halves.
2. Clean each main journal and bearing half with a clean shop towel.
3. Place one strip of plastigage across each main journal.

NOTE: If the engine is still in the car when you bolt the main cap down to check clearance, the weight of the crankshaft and flywheel will flatten the plastigage further than just the torque on the cap bolt, and give you an incorrect reading. For an accurate reading, support the crank with a jack under the counterweights and check only one bearing at a time.

4. Reinstall the bearings and caps, then torque the bolts.

1st step: 25 N·m (2.5 kgf·m, 18 lbf·ft)

Final step:

D16Y2, D16Y3 engines:

51 N·m (5.2 kgf·m, 38 lbf·ft)

D15Z3, D14A2 engines:

44 N·m (4.5 kgf·m, 33 lbf·ft)

NOTE: Do not rotate the crankshaft during inspection.

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

Main Bearing-to-Journal Oil Clearance:

Standard (New):

No. 1, 5 Journals:

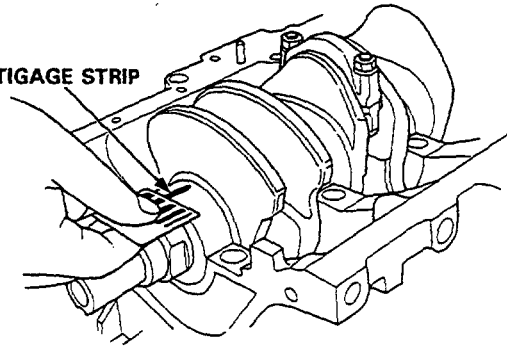
0.018–0.036 mm (0.0007–0.0014 in)

No. 2, 3, 4 Journals:

0.024–0.042 mm (0.0009–0.0017 in)

Service Limit: 0.05 mm (0.002 in)

PLASTIGAGE STRIP



6. If the plastigage measures too wide or too narrow, (remove the engine if it's still in the car), remove the crankshaft, and remove the upper half of the bearing. Install a new, complete bearing with the same color code (select the color as shown on the next page), 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 again.

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