

## 29.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</li> <li>Worn camshaft</li> <li>Broken valve spring</li> <li>Trouble of tappet</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.	Damaged engine mounting
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 spark plug</li> <li>Improper gasoline</li> </ul>
Clank when engine speed is between 1,000 and 2,000 rpm.	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. (NOTE*)	<ul style="list-style-type: none"> <li>Worn crankshaft 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 gear</li> <li>Worn camshaft journal bore in cylinder head</li> </ul>
Squeaky sound	—	<ul style="list-style-type: none"> <li>Insufficient generator lubrication</li> </ul>
Rubbing sound	—	<ul style="list-style-type: none"> <li>Poor contact of generator brush and rotor</li> </ul>
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 chain noise	—	<ul style="list-style-type: none"> <li>Loose timing chain</li> <li>Chain contacting with case/adjacent part</li> </ul>
Valve tappet noise	—	<ul style="list-style-type: none"> <li>Incorrect valve clearance</li> <li>Trouble of tappet</li> </ul>

(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 <Ref. to EN(H6DO)(diag)-49, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H6DO)(diag)-38, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.

# EXHAUST

# *EX(H6DO)*

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