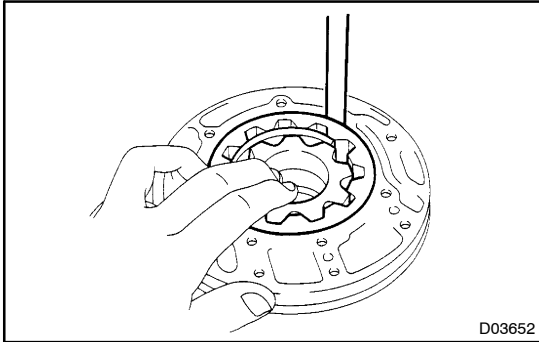




INSPECTION

1. CHECK BODY CLEARANCE OF DRIVEN GEAR

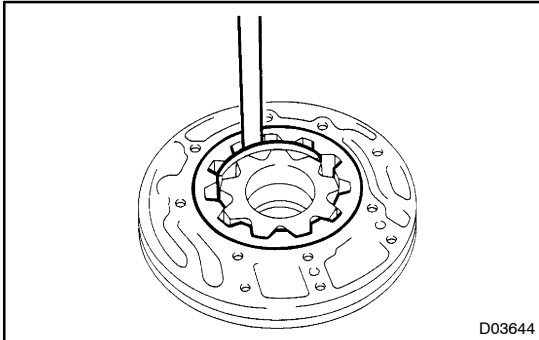
Push the driven gear to one side of the body. Using a feeler gauge, measure the clearance.

Standard body clearance:

0.075 – 0.150 mm (0.0030 – 0.0059 in.)

Maximum body clearance: 0.30 mm (0.0118 in.)

If the body clearance is greater than the maximum, replace the oil pump body sub-assembly.



2. CHECK TIP CLEARANCE OF DRIVEN GEAR

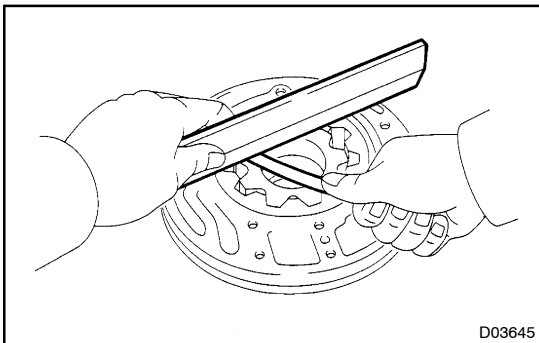
Measure the tip clearance between the driven gear teeth and crescent-shaped part of the pump body.

Standard tip clearance:

0.11 – 0.14 mm (0.0043 – 0.0055 in.)

Maximum tip clearance: 0.30 mm (0.0118 in.)

If the tip clearance is greater than the maximum, replace the oil pump body sub assembly.



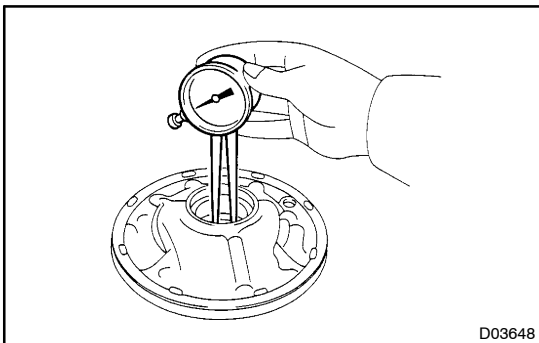
3. CHECK SIDE CLEARANCE OF BOTH GEAR

Using a steel straight edge and feeler gauge, measure the side clearance of both gears.

Standard side clearance:

0.02 – 0.04 mm (0.0008 – 0.0016 in.)

Maximum side clearance: 0.10 mm (0.0039 in.)



4. CHECK OIL PUMP BODY BUSHING

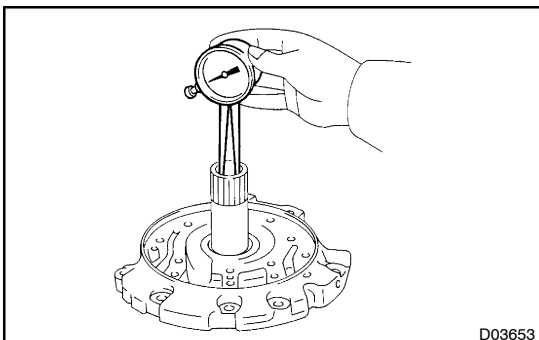
Using a dial indicator, measure the inside diameter of the oil pump body bushing.

Standard inside diameter:

38.12 – 38.13 mm (1.5008 – 1.5012 in.)

Maximum inside diameter: 38.18 mm (1.5031 in.)

If the inside diameter is greater than the maximum, replace the oil pump body sub-assembly.



5. CHECK STATOR SHAFT BUSHING

Using a dial indicator, measure the inside diameter of the stator shaft bushings.

Standard inside diameter:

21.50 – 21.52 mm (0.8465 – 0.8472 in.)

Maximum inside diameter: 21.57 (0.8492 in.)

If the inside diameter is greater than the maximum, replace the stator shaft.