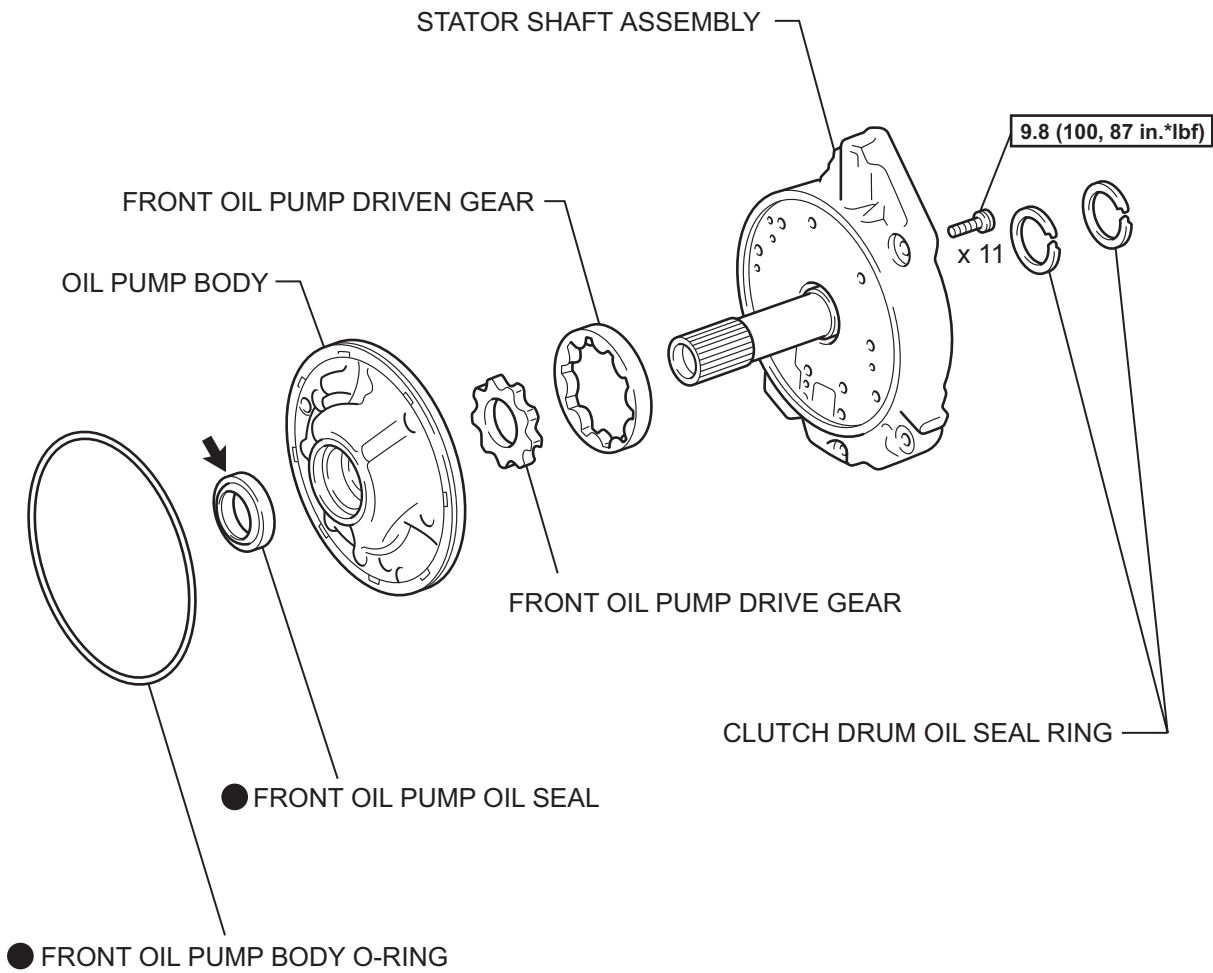


OIL PUMP

COMPONENTS



N*m (kgf*cm, ft.*lbf) : Specified torque

● Non-reusable part

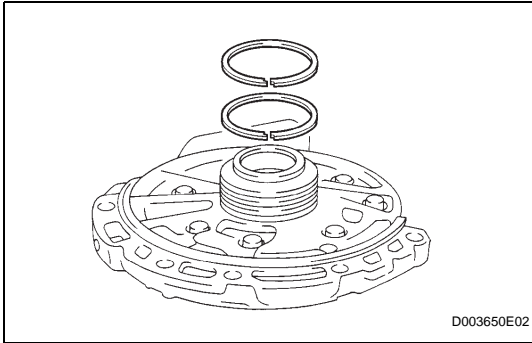
← Apply petroleum jelly

DISASSEMBLY

1. INSPECT OIL PUMP ASSEMBLY (See page [AX-218](#))

2. REMOVE CLUTCH DRUM OIL SEAL RING

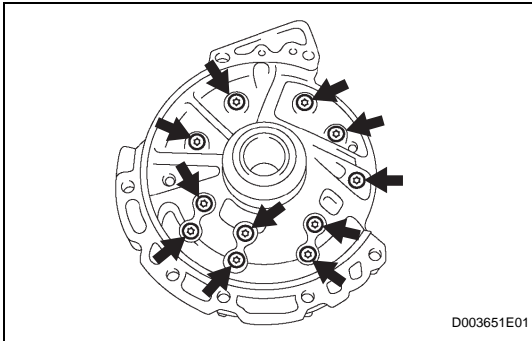
- (a) Remove the 2 clutch drum oil seal rings.



3. REMOVE STATOR SHAFT ASSEMBLY

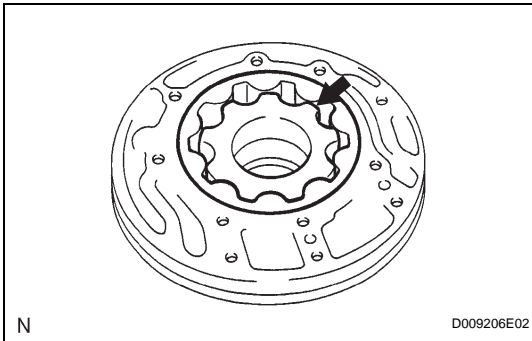
- (a) Using a T30 "torx" socket, remove the 11 bolts and stator shaft. Keep the gears in assembling order.

4. INSPECT CLEARANCE OF OIL PUMP ASSEMBLY (See page [AX-218](#))



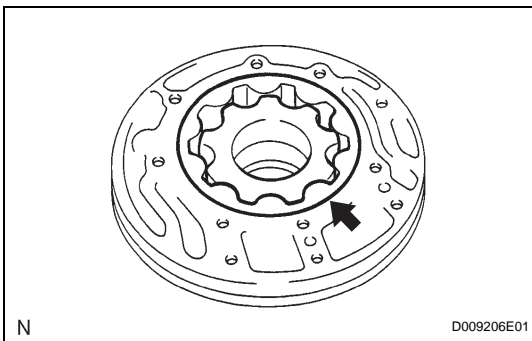
5. REMOVE FRONT OIL PUMP DRIVE GEAR

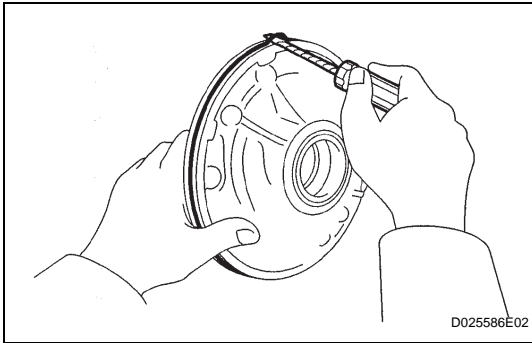
- (a) Remove the front oil pump drive gear.



6. REMOVE FRONT OIL PUMP DRIVEN GEAR

- (a) Remove the front oil pump driven gear.



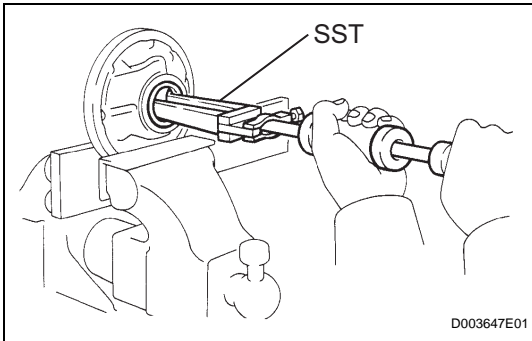


7. REMOVE FRONT OIL PUMP BODY O-RING

- (a) Using a screwdriver, pry out the O-ring.

HINT:

Tape the screwdriver before use.



8. REMOVE FRONT OIL PUMP OIL SEAL

- (a) Mount the oil pump in a soft jaw vise.

- (b) Using SST, tap out the oil seal from the oil pump body.

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9. INSPECT FRONT OIL PUMP AND GEAR BODY SUB-ASSEMBLY (See page [AX-219](#))

10. INSPECT STATOR SHAFT ASSEMBLY (See page [AX-219](#))

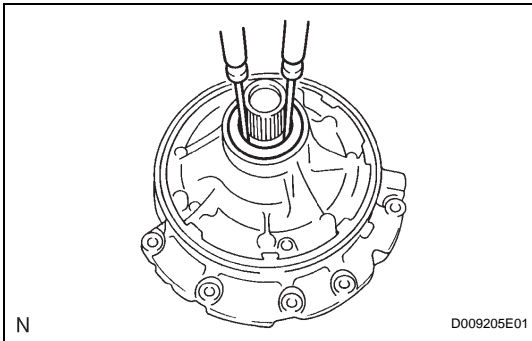
INSPECTION

1. INSPECT OIL PUMP ASSEMBLY

- (a) Turn the drive gear with 2 screwdrivers and make sure it rotates smoothly.

NOTICE:

Be careful not to damage the oil seal lip.



2. INSPECT CLEARANCE OF OIL PUMP ASSEMBLY

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

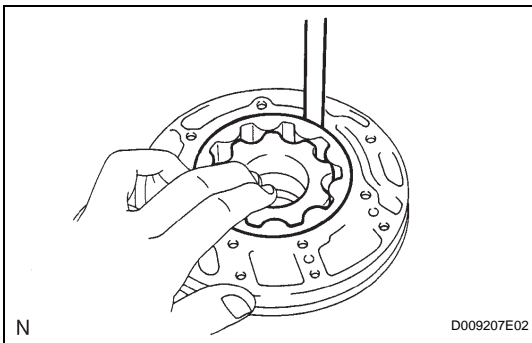
Standard body clearance:

0.10 to 0.17 mm (0.0039 to 0.0067 in.)

Maximum body clearance:

0.17 mm (0.0067 in.)

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



- (b) Measure the tip clearance between the driven gear teeth and drive gear teeth.

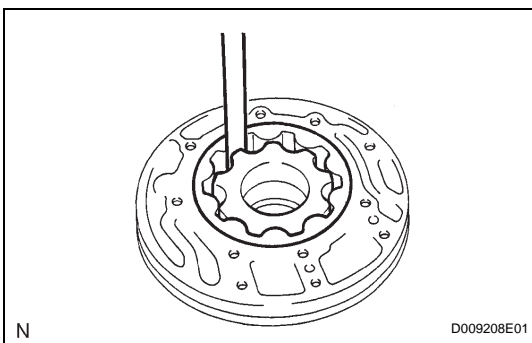
Standard tip clearance:

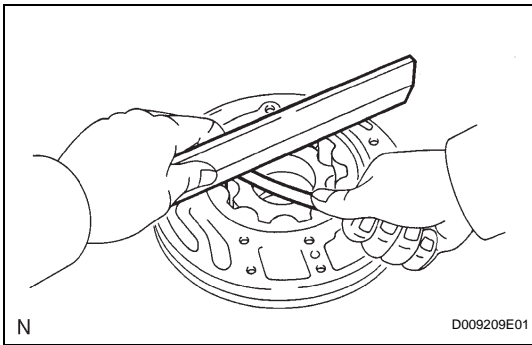
0.07 to 0.15 mm (0.0028 to 0.0059 in.)

Maximum tip clearance:

0.15 mm (0.0059 in.)

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





- (c) Using a straightedge and feeler gauge, measure the side clearance of both gears.

Standard side clearance:

0.02 to 0.05 mm (0.0008 to 0.0020 in.)

Maximum side clearance:

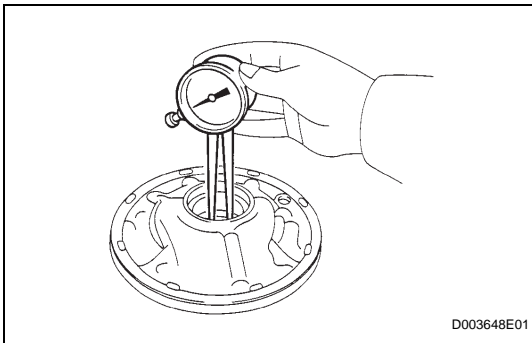
0.05 mm (0.0020 in.)

Standard drive gear thickness

Mark	Thickness
1	10.690 to 10.699 mm (0.4209 to 0.4212 in.)
2	10.700 to 10.709 mm (0.4213 to 0.4216 in.)
3	10.710 to 10.720 mm (0.4217 to 0.4220 in.)
4	10.721 to 10.730 mm (0.4221 to 0.4224 in.)
5	10.731 to 10.740 mm (0.4225 to 0.4228 in.)

Standard driven gear thickness

Mark	Thickness
1	10.690 to 10.699 mm (0.4209 to 0.4212 in.)
2	10.700 to 10.709 mm (0.4213 to 0.4216 in.)
3	10.710 to 10.720 mm (0.4217 to 0.4220 in.)
4	10.721 to 10.730 mm (0.4221 to 0.4224 in.)
5	10.731 to 10.740 mm (0.4225 to 0.4228 in.)



3. INSPECT FRONT OIL PUMP AND GEAR BODY SUB-ASSEMBLY

- (a) Using a caliper gauge, measure the inside diameter of the oil pump body bush.

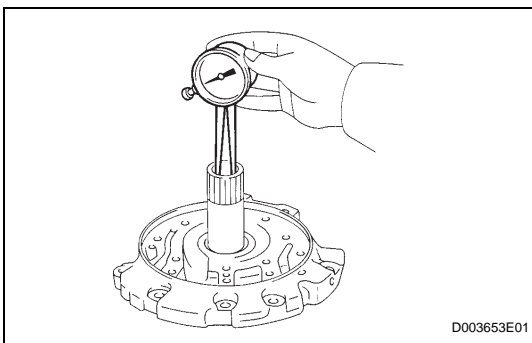
Standard inside diameter:

38.113 to 38.138 mm (1.50051 to 1.50149 in.)

Maximum inside diameter:

38.188 mm (1.50346 in.)

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



4. INSPECT STATOR SHAFT ASSEMBLY

- (a) Using a caliper gauge, measure the inside diameter of the stator shaft bush.

Standard inside diameter:

21.500 to 21.526 mm (0.84646 to 0.84748 in.)

Maximum inside diameter:

21.57 mm (0.8492 in.)

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