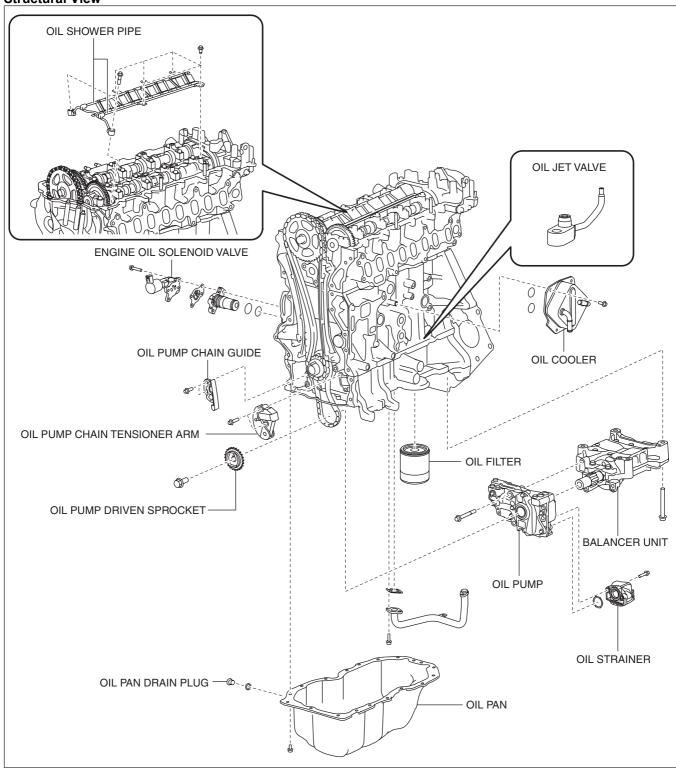
## **LUBRICATION SYSTEM [SKYACTIV-D 2.2]**

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### **Outline**

- With the adoption of the chain drive type oil pump, oil pump drive force has been reduced.
- With the adoption of the oil shower pipe, sliding resistance has been reduced.
- With the adoption of the engine oil solenoid valve, oil pump discharge pressure can be controlled (hydraulic twostep control).

### **Structural View**



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# Flow View TURBOCHARGER ROCKER ARM (NO.1 / NO.2) HLA (EXHAUST SIDE) ORIFICE OIL CHECK OCV **FILTER** VALVE **EXHAUST CAMSHAFT** OIL SHOWER PIPE INTAKE CAMSHAFT HLA (INTAKE SIDE) VACUUM PUMP ROCKER ARM (NO.1) **CHAIN TENSIONER** ENGINE FRONT TIMING CHAIN COVER OIL COOLER OIL JET VALVE **PISTON** ENGINE OIL MAIN BEARING SOLENOID VALVE OIL FILTER **CRANKSHAFT** CONNECTING ROD BEARING \*1: OCV OFF OIL STRAINER OIL PUMP \*2: OCV ON BALANCER UNIT → : OIL PASSAGE ----- : OIL PASSAGE (DRAIN) -----> : OIL PASSAGE (BYPASS) ac5wzn00002029

StructureConsists of the following parts:

Oil shower pipe	(See OIL SHOWER PIPE [SKYACTIV-D 2.2].)
Oil jet valve	(See OIL JET VALVE [SKYACTIV-D 2.2].)
Engine oil solenoid valve	(See ENGINE OIL SOLENOID VALVE [SKYACTIV-D 2.2].)
Oil filter	(See OIL FILTER [SKYACTIV-D 2.2].)
Oil cooler	(See OIL COOLER [SKYACTIV-D 2.2].)
Oil pump	(See OIL PUMP [SKYACTIV-D 2.2].)
Oil strainer	(See OIL STRAINER [SKYACTIV-D 2.2].)
Oil pan	(See OIL PAN [SKYACTIV-D 2.2].)