

## INSPECTION

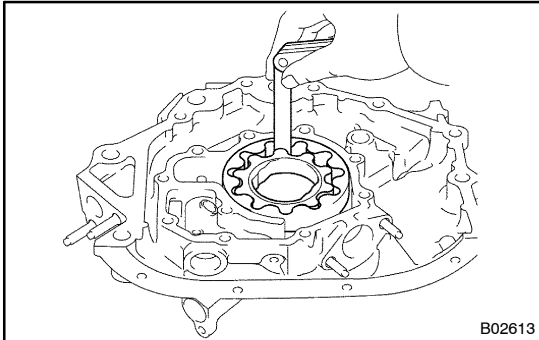
### 1. INSPECT RELIEF VALVE

Coat the valve with engine oil and check that it falls smoothly into the valve hole by its own weight.

If it doesn't, replace the relief valve. If necessary, replace the oil pump assembly.

### 2. INSPECT DRIVE AND DRIVEN ROTORS

- (a) Place the drive and driven rotors into the oil pump body.  
(See [page LU-14](#))



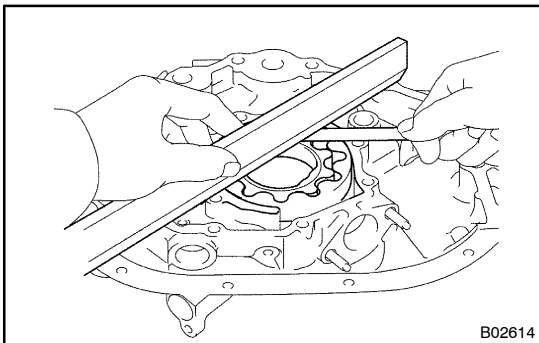
- (b) Inspect the rotors for the body clearance.  
Using a feeler gauge, measure the clearance between the drive and driven rotor tips.

**Standard tip clearance:**

**0.060 – 0.180 mm (0.0024 – 0.0071 in.)**

**Maximum tip clearance: 0.18 mm (0.0071 in.)**

If the tip clearance is greater than maximum, replace the rotors as a set.



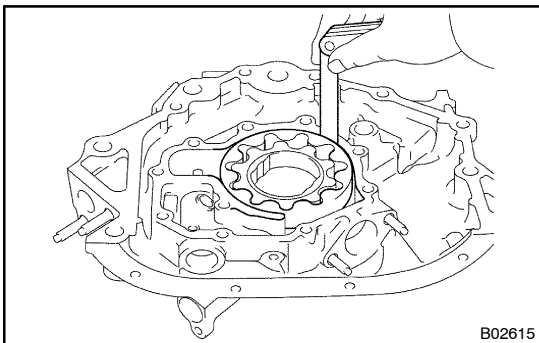
- (c) Inspect the rotors for the side clearance.  
Using a feeler gauge and precision straight edge, measure the clearance between the rotors and precision straight edge.

**Standard body clearance:**

**0.030 – 0.090 mm (0.0012 – 0.0035 in.)**

**Maximum body clearance: 0.09 mm (0.0035 in.)**

If the side clearance is greater than maximum, replace the rotors as a set. If necessary, replace the oil pump assembly.



- (d) Inspect the rotor for the body clearance.  
Using a feeler gauge, measure the clearance between the driven rotor and body.

**Standard body clearance:**

**0.250 – 0.325 mm (0.0098 – 0.0128 in.)**

**Maximum body clearance: 0.325 mm (0.0128 in.)**

If the body clearance is greater than maximum, replace the rotors as a set. If necessary, replace the oil pump assembly.

- (e) Remove the drive and driven rotors.