

2-4 [M100]

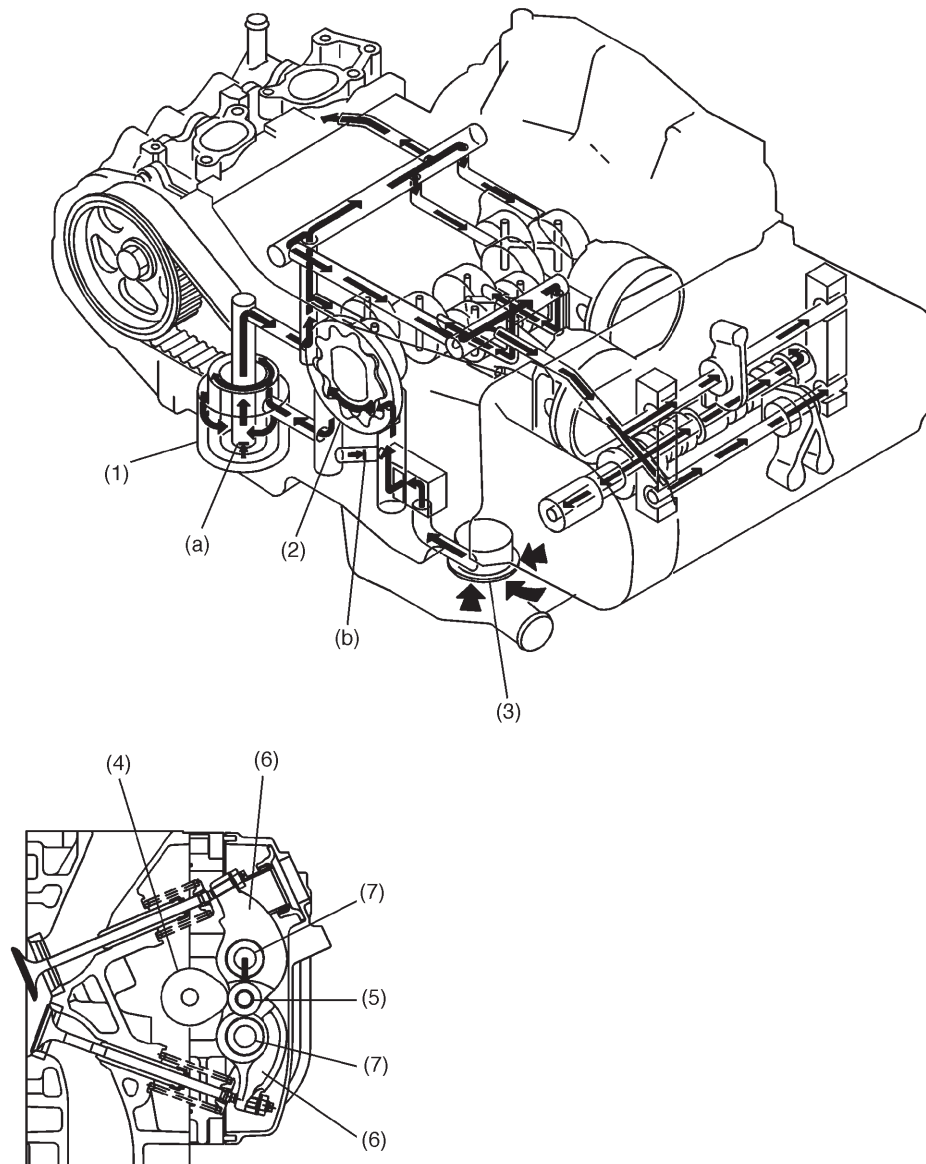
1. General

MECHANISM AND FUNCTION

1. General

- The lubrication system is a force-fed circulating design and oil pressure is regulated by relief valve built-in the oil pump.
- The oil pump utilizes a thin, large-diameter trochoid design to accommodate the high engine output. This pump is directly driven by the crankshaft.
- The full-flow, paper element type oil filter is provided to improve engine reliability and has a built-in by-pass valve to bypass the engine oil if filter is clogged.
- The oil pan is provided with baffle plates to eliminate the effect of oil suction caused by oil level variations during operation.
- Engine oil discharged from oil pump is delivered to the journal bearings, connecting rod bearings, etc., via the oil passage (on the lower right side of the cylinder block), oil filter, and the oil gallery (on the right of the cylinder block) to provide proper lubrication and cooling.
- Engine oil is also fed under pressure to the cylinder head valve mechanism after the flow is regulated by the orifice provided in the oil gallery.

MECHANISM AND FUNCTION

[M100] 2-4
1. General

- (1) Oil filter
- (2) Oil pump
- (3) Oil strainer
- (4) Camshaft
- (5) Roller

- (6) Rocker arm
- (7) Rocker shaft

- (a) By-pass valve: 157 kPa (1.6 kg/cm², 23 psi)
- (b) Relief valve: 490 kPa (5.0 kg/cm², 71 psi)

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