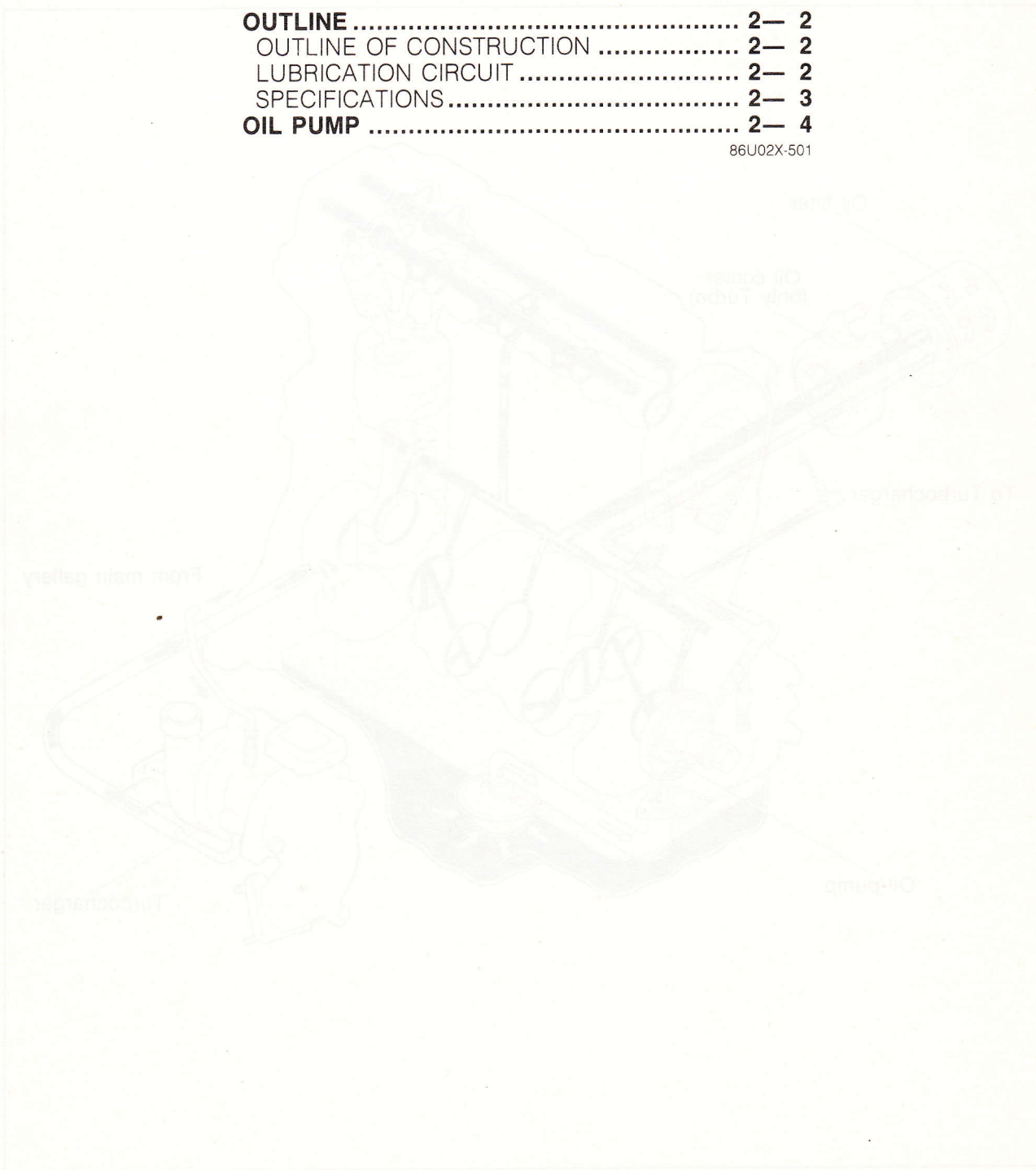


LUBRICATION SYSTEM

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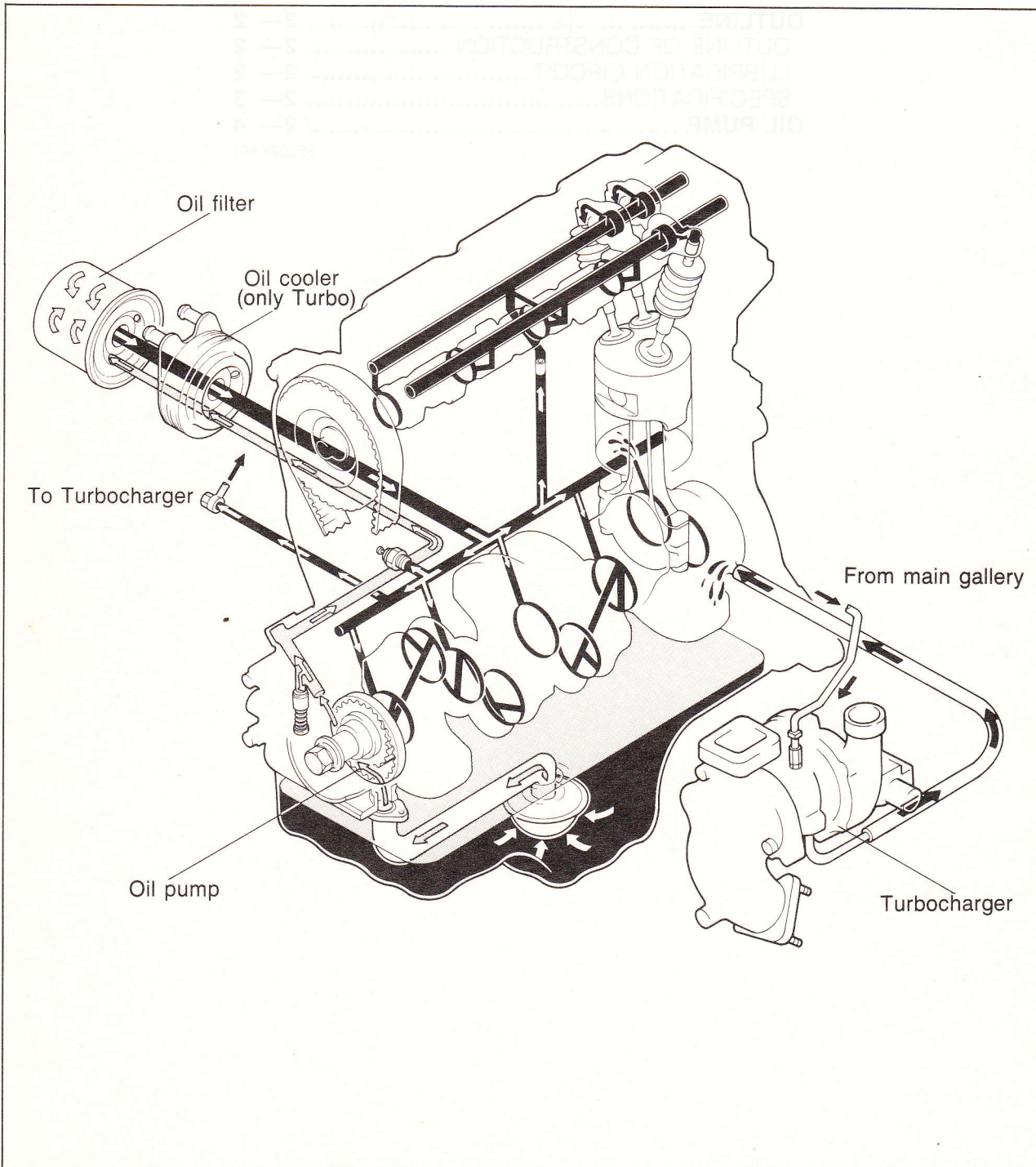
OUTLINE

OUTLINE OF CONSTRUCTION

The new 626 F2 engine employs a lubrication system that is basically the same as that of the FE engine.

1. For increased feeding capacity, the oil pump is changed from a 7mm (0.28in) width crescent type to a 9mm (0.34in) width trochoid gear type.
2. In conjunction with the change of the timing belt layout, the shape of the oil pump body is changed.
3. The oil filter incorporates a reverse-flow check valve.
4. A water-cooled oil cooler is used on the turbocharged engine to reduce the engine oil temperature.

LUBRICATION CIRCUIT



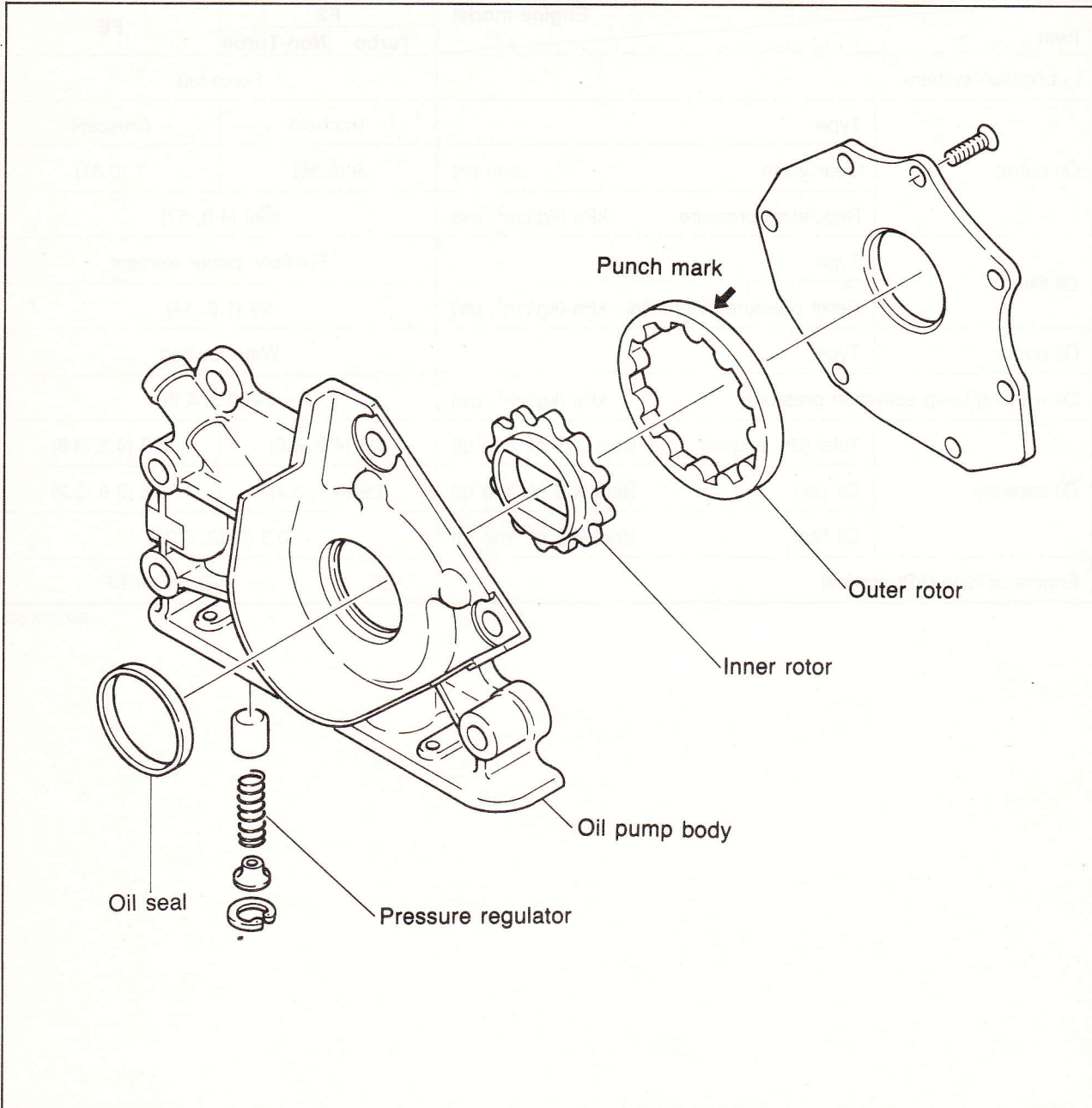
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SPECIFICATIONS

Item	Engine model		F2		FE
			Turbo	Non-Turbo	
Lubrication system			Force-fed		
Oil pump	Type		Trochoid		Crescent
	Gear width	mm (in)	9 (0.35)		7 (0.31)
	Regulating pressure	kPa (kg/cm ² , psi)	392 (4.0, 57)		
Oil filter	Type		Full-flow, paper element		
	Relief pressure differential	kPa (kg/cm ² , psi)	98 (1.0, 14)		
Oil cooler	Type		Water cooled		
Oil warning lamp activation pressure		kPa (kg/cm ² , psi)	29 (0.3, 4.3)		
Oil capacity	Total (dry engine)	liters (US qt, Imp qt)	4.6 (4.9, 4.0)		4.3 (4.5, 3.8)
	Oil pan	liters (US qt, Imp qt)	3.9 (4.1, 3.4)		3.6 (3.8, 3.2)
	Oil filter	liters (US qt, Imp qt)	0.3 (0.32, 0.26)		
Engine oil type (API service)			SF	SD, SE or SF	

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OIL PUMP



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1. Because of the increased engine power, the gears used in the oil pump in the F2 engine have 9 mm (0.34 in) wide gears instead of 7 mm (0.28 in) gears to increase the feeding capacity.
2. The gear type is changed to a trochoid type from a crescent type to increase pump efficiency. When assembling, the outer gear is installed with the punch mark facing the rear of engine.
3. The shape of the oil pump body is changed in conjunction with the change of the timing belt layout.