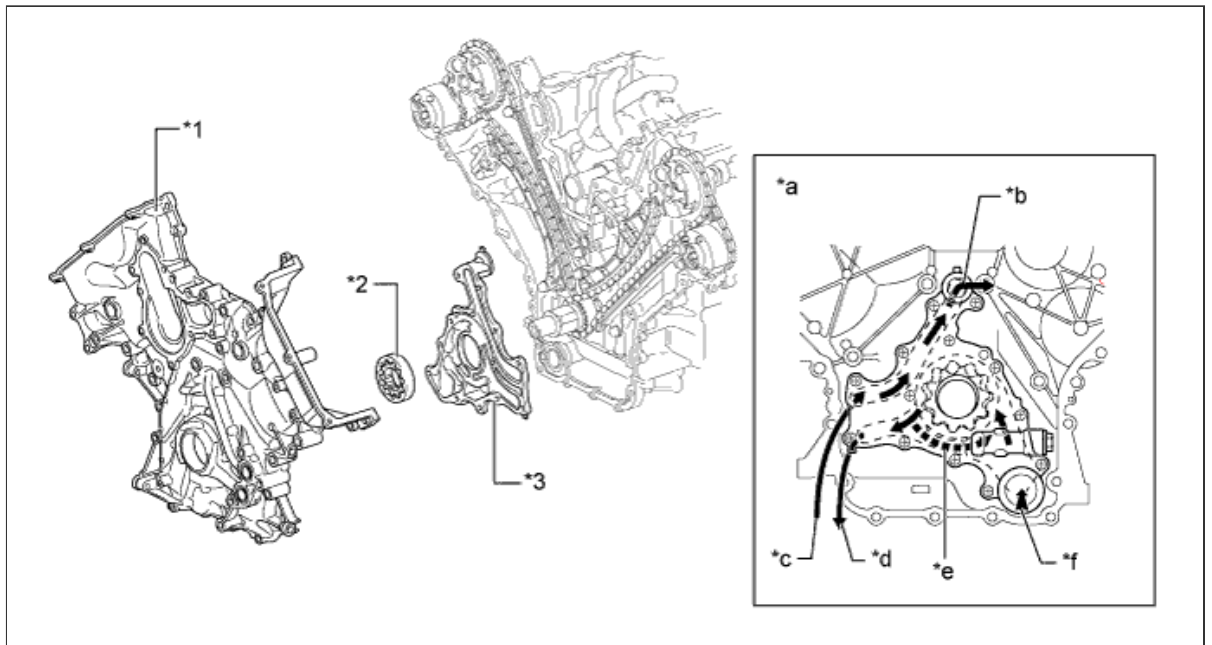


## LUBRICATION SYSTEM > DETAILS

### CONSTRUCTION

#### a. Oil Pump

- i. A compact cycloid rotor type oil pump directly driven by the crankshaft is used.
- ii. This oil pump uses an internal relief method which circulates relief oil to the suction passage in the oil pump. This aims to minimize oil level change in the oil pan, reduce friction, and reduce the air mixing rate in the oil.

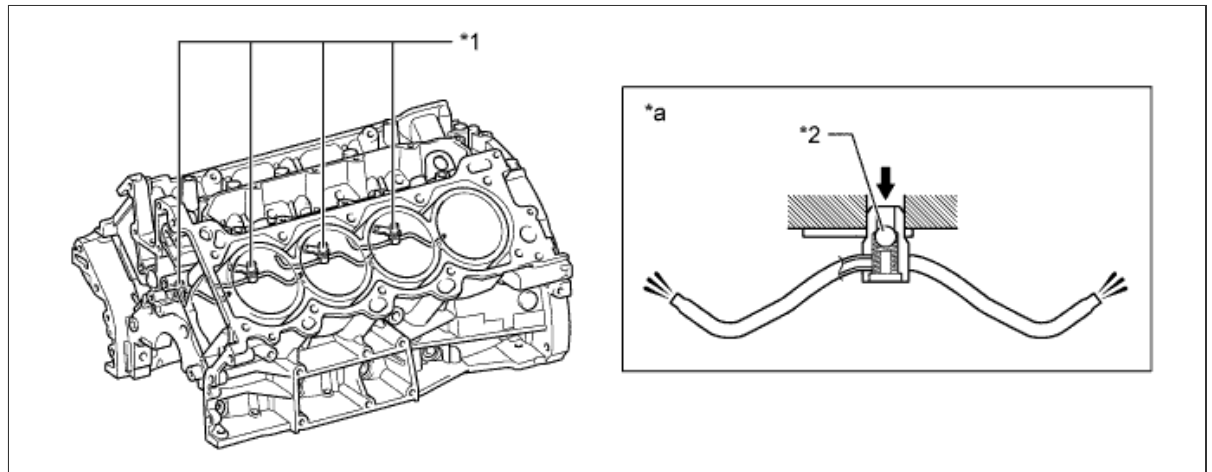


#### Text in Illustration


*1	Timing Chain Cover	*2	Oil Pump Rotor
*3	Oil Pump Cover	-	-
*a	Oil Passage in Oil Pump	*b	To Cylinder Block
*c	From Oil Filter	*d	To Oil Filter
*e	Relief Oil	*f	From Oil Strainer

#### b. Piston Oil Jet

- i. 4 piston oil jets for cooling and lubricating the pistons are provided in the cylinder block, in the center of the right and left banks.
- ii. These oil jets contain a check valve to prevent oil from being fed when the oil pressure is low. This prevents the overall oil pressure in the engine from dropping.

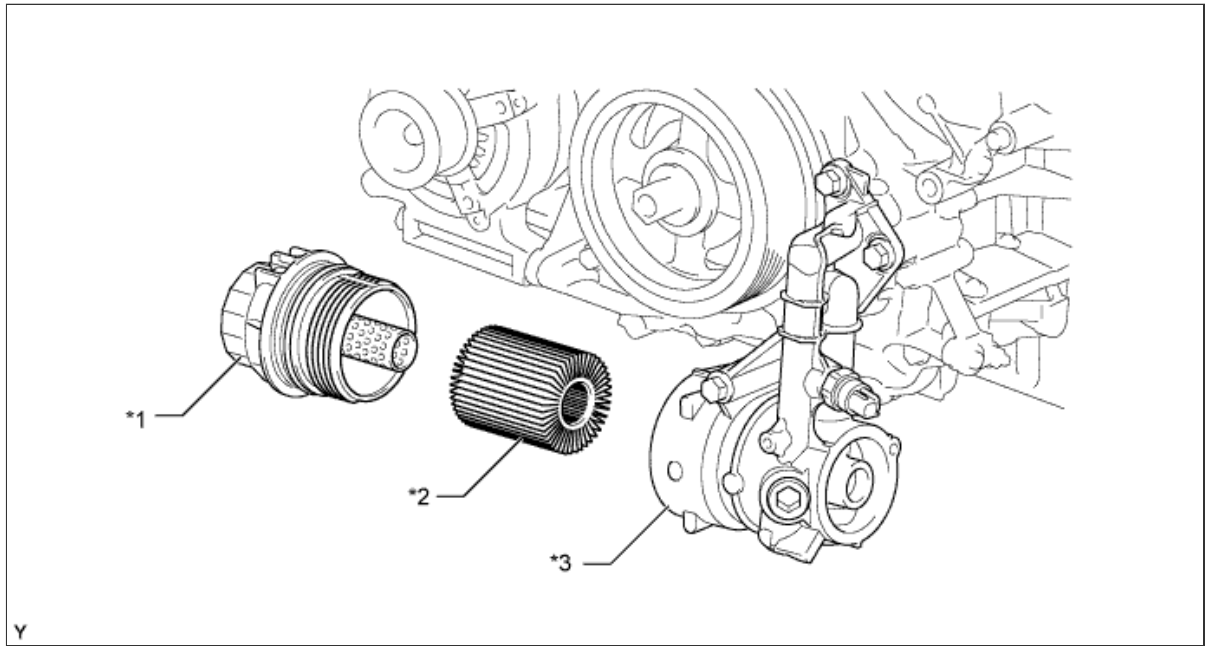


**Text in Illustration**

*1	Piston Oil Jet	*2	Check Valve
*a	Piston Oil Jet Cross Section	-	-
	Oil	-	-

**c. Oil Filter**

- i. An oil filter with a replaceable oil filter element is used. The oil filter element uses a high-performance filter paper to improve filtration performance. It is also combustible for environmental protection.
- ii. An aluminum alloy filter cap is used to extend its life.



**Text in Illustration**

*1	Oil Filter Cap	*2	Oil Filter Element
*3	Oil Filter Bracket	-	-

