KES

Test Standard of SL Engine's Parts

KES T-C217

(EST.) 1988-12-15

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KIA MOTORS

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1. Scope of Application

This standard is applied to SL engine.

2. Purpose

The purpose of this standard is to enhance job efficiency by testing each parts of engine before assembly. So it enables to decide the fitness of parts in assembly and it also includes the calculations and test sheets of worn parts after durability test.

3. Units

Units are based on the KES A-A001 (Standard of Technical documents)

4. Notice

(1) Testing temperatures are normal (20 ± 2°C)

(2) When tested parts are not complied with the scope of standards, assembly should be postponed and it should be reported. If necessary replace them with new parts.

5. Calculation Method of Oil Clearance

(1) Piston Clearance

Clearance = Inner Radius of Liner (^{1}) – Outer Radius of Piston (^{2})

Notice (^{1}): Testing Position of Liner's inner radius: Y direction, 3rd position

(^{2}): Testing Position of Piston's outer radius: 27mm from the end of the skirt

(2) The other clearances are the subtracted value of inner radii from outer radii

Additional rules

This standard takes effect on 1988.12.15

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SI Measurement Sheet

CLEARANCE	ENG.NO	CODE
	DATA	TESTER

MAIN BEARING CLEARANCE 59 – 90 μ

	1		2		3		4		5	
	F	R	F	R	F	R	F	R	F	R
Before test										
After test										

CONN ROD BIG END CLEARANCE 36 – 76 μ

	1	2	3	4
Before test				
After test				

CONN.ROD SMALL END CLEARANCE 12 – 40 μ

	1	2	3	4
Before test				
After test				

PISTON CLEARANCE 51 – 75 μ

	1	2	3	4
Before test				
After test				

CAM JOURNAL CLEARANCE 60 – 120 μ

	1	2	3	4
Before test				
After test				

TAPET HOLE CLEARANCE 50 – 101 μ

	1	2	3	4
Before test				
After test				

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VALVE STEM CLEARANCE

IN : 38 – 85 μ , FX : 40 – 65 μ

	1				2				3				4			
	EX		IN		EX		IN		EX		IN		EX		IN	
Before test																
After test																

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