

## TORQUE SPECIFICATIONS

Part Tightened		N·m	kgf·cm	ft·lbf
Engine mounting bracket front No. 1 RH x Cylinder block sub-assembly		51	520	38
Spark plug x Cylinder head cover sub-assembly		18	184	13
Ventilation pipe x Cylinder head cover sub-assembly		18	184	13
Water by-pass pipe No. 1 x Timing chain cover		18	178	13
Engine coolant temperature sensor x Cylinder block sub-assembly		20	204	15
Engine mounting bracket front No. 1 LH x Cylinder block sub-assembly		51	520	38
Oil level gage guide x Engine mounting bracket front No. 1 LH		20	204	15
Engine mounting insulator front x Body		38	387	28
Air cleaner case x Body		12	122	9
Engine under cover No. 1 x Body		30	306	22
Engine under cover No. 2 x Body		30	306	22
Balanceshaft drive gear sub-assembly x Cylinder block sub-assembly		25	250	18
Chain tensioner assembly No. 2 x Cylinder block sub-assembly		18	185	13
Chain vibration damper No. 3 x Cylinder block sub-assembly		18	185	13
Chain vibration damper No. 2 x Cylinder block sub-assembly		27	270	20
Chain vibration damper No. 1 x Cylinder head sub-assembly	Bolt	21	214	15
	Nut	21	214	15
Chain tensioner slipper x Cylinder block sub-assembly		21	214	15
Chain tensioner assembly No. 1 x Cylinder head sub-assembly		10	102	7
Oil pan sub-assembly x Cylinder block sub-assembly		26	265	19
Oil pan sub-assembly x Oil strainer sub-assembly		26	265	19
Oil pan sub-assembly No. 2 x Oil pan sub-assembly		9	92	80 in.·lbf
Idler pulley sub-assembly x Timing chain cover		43	438	32
Compressor and magnetic clutch x Idler pulley assembly with bracket		21	214	16
Vane pump assembly x Timing chain cover		21	214	16
Camshaft timing gear assembly x Camshaft		78	795	58
Camshaft oil delivery pipe x Cylinder head sub-assembly	Bolt A	12	122	9
	Except Bolt A	16	158	11
Camshaft timing gear x No. 2 camshaft		78	795	58
Timing chain cover x Head straight screw plug		17	170	12
Timing chain guide x Cylinder head sub-assembly		10	102	7
Cylinder head cover sub-assembly x Cylinder head sub-assembly		9	92	80 in.·lbf
Ignition coil x Cylinder head cover sub-assembly		9	92	80 in.·lbf
Cylinder head sub-assembly x Cylinder block sub-assembly	1st	39	398	29
	2nd	Turn 90°	Turn 90°	Turn 90°
	3rd	Turn 90°	Turn 90°	Turn 90°
Exhaust manifold x Cylinder head sub-assembly		36	367	27
Crankshaft pulley x Crankshaft		260	2651	192
Flywheel sub-assembly x Crankshaft	1st	27	270	20
	2nd	Turn 90°	Turn 90°	Turn 90°
Drive plate & ring gear sub-assembly		74	755	55
Battery x Battery negative terminal		3.9	40	35 in.·lbf
Engine rear oil seal retainer x Cylinder block		13	133	10
Oil filter bracket union x Oil filter bracket sub-assembly		25	255	18
Oil filter union x Oil filter bracket sub-assembly		43	438	32
Oil filter bracket union x Cylinder block		25	255	18
Oil filter bracket sub-assembly x Cylinder block		25	255	18

SS

# Mazda Fe Engine Torque Settings

**S Ashworth**



## **Mazda Fe Engine Torque Settings:**

**Motor Trend** ,1982    **Consumers Digest** ,2001    **Automotive Engineering** ,1993    Japanese Technical Abstracts ,1987    **Car and Driver** ,1993    *Mazda Engines* Source Wikipedia,2013-09 Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online Pages 23 Chapters List of Mazda engines Mazda B engine Mazda C engine Mazda Diesel engine Mazda E engine Mazda FE DOHC engine Mazda F engine Mazda G engine Mazda J engine Mazda kei car engine Mazda K engine Mazda L engine Mazda MZR engine Mazda OHV engine Mazda V twin engine Mazda Wankel engine Mazda Z engine Excerpt The Mazda Wankel engines a type of rotary combustion engine comprise a family of car engines derived from experiments in the early 1960s by Felix Wankel a German engineer Over the years displacement has been increased and turbocharging has been added Wankel engines can be classified by their geometric size in terms of radius rotor center to tip distance also the median stator radius and depth rotor thickness and offset crank throw eccentricity also 1 4 the difference between stator s major and minor axes These metrics function similarly to the bore and stroke measurements of a piston engine Displacement is  $3 \times 3 \times \text{radius} \times \text{offset} \times \text{depth}$  multiplied with the number of rotors note that this only counts a single face of each rotor as the entire rotor s displacement and is of course incorrect as there are three faces equivalent to three piston faces per rotor i e equivalent to a three cylinder radial piston motor per rotor Nearly all Mazda production Wankel engines share a single rotor radius 105 mm 4 1 in with a 15 mm 0 6 in crankshaft offset The only engine to diverge from this formula was the rare 13A which used a 120 mm 4 7 in rotor radius and 17 5 mm 0 7 in crankshaft offset Mazda rotary engines have a reputation for being relatively small and powerful at the expense of poor fuel efficiency They started to become popular with kit car builders hot rodders and in light aircraft because of their light weight compact size and tuning potential stemming from their

## **Mazda Fe Engine Torque Settings** Book Review: Unveiling the Power of Words

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