This service manual describes the specifications as well as the maintenance and adjustment procedures for Mitsubishi diesel engines. This manual also includes the detailed information on basic and special tools as the need arises.

The Mitsubishi diesel engines can offer highly efficient and reliable performance for many years to come, which, however, only can be achieved through the proper handling and the periodical inspection/maintenance work exercised in accordance to the procedures of disassembly, inspection/adjustment and reassembly described in this manual.

Before attempting any work on your engine, thoroughly read this manual to familiarize with the engine and the required procedures of the work.

All information contained in this manual is based on the engine produced at the time of publication and is subject to change as the engine improved without notice.
HOW TO USE THIS MANUAL

This Service Manual describes the specifications of Mitsubishi diesel engines (land and standard applications) and relevant service standards, as well as the procedures for servicing the engines such as for disassembly, inspection, repair and reassembly. This manual is divided into Groups. Each Group covers a specific area of the engine.

The fuel injection pump, the governor and the turbocharger are handled in a separate manual.

Major contents of Groups are listed on the “General Contents” page. Detailed contents of each Group are listed on the first page of that Group.

For information on the operations and recommended inspection/maintenance schedule of forklift trucks, please refer to the operator’s manual for the forklift truck. For information on components/parts and spares ordering procedures, refer to the parts catalogue. For information on structures and functions, refer to appropriate training materials.

1. Notes on descriptions

(1) Parts shown in Figures as well as in the text are numbered in the order of disassembly.

(2) Inspecting points during disassembly are shown in the Disassembly figures by enclosing in the box.

(3) Service standards for inspection and repair are listed on the appropriate pages of this manual where the relevant descriptions are made. Also, a comprehensive listing of service standards is provided in Group 1.

(4) Parts reassembly sequence is provided below the Figure of that reassembly in the form of ‡D¨‡C¨‡B¨‡A¨‡@.

(5) In this manual, the following marks are provided to draw the reader’s attention to the safety notes described under the marks.

⚠️ DANGER ⋯⋯ This indicates a dangerous situation which can highly likely result in death or serious injury unless avoided.

⚠️ WARNING ⋯⋯ This indicates a potentially dangerous situation which may possibly lead to death or serious injury unless avoided.

⚠️ CAUTION ⋯⋯ This indicates a potentially dangerous situation which may cause minor to moderate injury unless avoided.

⚠️ CAUTION ⋯⋯ This indicates a potential danger in which property damage may result unless avoided.

Note: ⋯⋯ This stresses important points or provides useful tips on engine operations and service.

(6) Wherever hardware tightening requires the application of engine oil, “WET” is mentioned. If not mentioned, tighten the hardware “dry” (engine oil should not be applied).
2. Terms
Nominal value ······This is the nominal dimension of the part being measured.

Standard value ······This is the dimension of the individual part being measured, the clearance between the parts in question, or the standard performance in question. Standard values have been arranged within the range appropriate for the inspection being carried out, and are not necessarily the design values.

Limit ·····················Parts that have reached the limit value should be replaced or repaired whichever is appropriate.

3. Abbreviations and standards
   • BTDC = Before Top Dead Center
   • ATDC = After Top Dead Center
   • BBDC = Before Bottom Dead Center
   • ABDC = After Bottom Dead Center
   • TIR = Total Indicator Reading
   • API = American Petroleum Institute
   • ASTM = American Society for Testing and Materials
   • JIS = Japan Industrial Standards
   • LLC = Long Life Coolant
   • MIL = Military Specifications
   • MSDS = Material Safety Data Sheets
   • SAE = Society of Automotive Engineers

4. Units
Values shown in this manual are based on SI units (International System of Units). The corresponding metric values are shown in ( ) immediately after the SI values. The SI to metric conversions are based on the following.

   • Pressure: 1 MPa = 10.197 kgf/cm²
   • Torque: 1 N·m = 0.10197 kgf·m
   • Force: 1 N = 0.10197 kgf
   • Horsepower: 1 kW = 1.341 HP = 1.3596 PS
   • Meter of mercury: 1 kPa = 0.7 cmHg
   • Meter of water: 1 kPa = 10.197 cmH₂O (cmAq)
   • Rotational speed: 1 min⁻¹ = 1 rpm
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Handle LLC with care 0-5
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⚠️ Warning  Risk of fire and explosion

- **Never use open fire**
  When topping up or replacing fuel or engine oil, or cleaning parts in wash oil, do not light a match, smoke or use any other open fire nearby. Doing these is extremely dangerous as fuel and oils can catch fire. Completely wipe off any spilt fuel or engine oil as they are flammable and can be a fire hazard.
  Store fuel and engine oil in a well-ventilated place. Firmly tighten the cap of the container.

- **Keep things tidy around the engine**
  Keep fuel, engine oil or any other flammables as well as explosives and other dangerous materials away from the engine. These materials can ignite and explode.
  Keep the engine and the surrounding area free of waste, dirt, foreign matter, etc. These substances can be a fire hazard and invite overheating. In particular, ensure that the top of the battery is clean after service operations. Any waste left on the battery can cause short circuit.
  Keep a running engine at least 1 m (3.3 ft.) away from the surrounding building or equipment to eliminate the risk of fire.

- **Do not open the crankcase until it has cooled down**
  Do not attempt to open the crankcase side cover immediately after the engine is stopped. Wait at least 10 minutes until the engine has sufficiently cooled down.
  If fresh air flows into the crankcase with the engine still hot, the remaining mist of oil may ignite and cause explosion.

- **Pay attention to fuel and oil leakage**
  If leakage of fuel or oil is found, immediately take measures to stop it.
  If leaking fuel or engine oil spills over the heated engine, fire may start, possibly leading to bodily injury or equipment damage.

- **Use explosion-proof light**
  When checking fuel, engine oil, coolant, battery electrolyte, etc., use explosion-proof light. If ordinary light is used, these fluids may ignite and explode.

- **Prevent short circuit**
  Before inspecting or servicing the electrical/electronic system, disconnect the negative (-) cable from the battery terminal. Failure to observe this can cause the circuit to short, possibly starting a fire.
  Loose terminals and damaged cables/wires can cause short circuit or even fire. Before carrying out service operation, check for loose or damaged components and repair or replace as required.

- **Keep fire extinguisher and first-aid kit at hand**
  Keep a fire extinguisher at hand. Become familiar with the handling of the fire extinguisher.
  Store a first-aid kit at the designated place. The kit should be kept fully supplied so that it can serve the purpose at any time. Establish a set of actions to take in the event of fire or accident, including emergency contact numbers and means of communication.
**Warning**  
**Risk of entanglement into the machine**

- **Keep guards on the rotating parts**
  Ensure that all guards are correctly installed over the rotating parts of the engine. Damaged or loose guards should be repaired.
  Never attempt to remove the camshaft cover, rocker cover or any other guards form rotating parts while the engine is running.
  Never leave exposed the drive belts and related couplers for auxiliaries and radiator. They should also be covered with guards.
  Never remove these guards.

- **Ensure safety in the surrounding area when starting the engine**
  Before starting the engine, ensure that no one is near the electric power generator and that no tools or foreign matter are left behind. Shout to people around you so that they will know you are starting the engine.
  Never start the engine if a “Do not start” tag or any other similar message is posted on the starter switch, etc.

- **Keep away from rotating parts while the engine is running**
  Never stand near the rotating parts while the engine is running.
  Do not place objects near the rotating parts that are likely to be caught by these parts.
  Should any part of human body (or tool) is caught by the rotating parts, dismemberment or other bodily injury will result.

- **Lockout/tagout**
  Perform lockout/tagout before carrying out any inspection/service.
  Lockout/tagout is an ideal way of disconnecting the machine/equipment from the power source.
  To lockout/tagout, remove the starter switch key, place the battery switch in the “OFF” position, and post a “Do not start” tag or other similar message on the starter switch.
  The starter switch key should then be carried by the person who is going to perform inspection/service.
  If an air start system is used, close the air tank source valve and post a “Do not open” tag or other similar message.

- **Always stop the engine before any inspection/service**
  Always stop the engine before performing any inspection/service. Never attempt to adjust belt tension while the engine is running. Otherwise, the operator runs a great risk of becoming entangled into the rotating parts and seriously injured.

- **Remove the turning gear after use**
  Be sure to remove the turning gear after use. Never start the engine with the turning gear still installed or “engaged.” Otherwise, the engine will break and possibly someone may become injured.
⚠️ Warning  Risk of burn

Do not touch the engine while it is running or for a while after it is stopped.

Never touch any part of the engine while it is running or for a while after it is stopped. Otherwise, you may become burned.

Use a coolant temperature gauge to confirm that the engine has sufficiently cooled down before performing any inspection/service.

⚠️ Be careful when opening/closing the radiator cap

Never attempt to open the radiator cap while the engine is running and for a while after it is stopped.

Stop the engine and wait until the coolant temperature has sufficiently dropped before opening the cap.

Slowly open the radiator cap to allow the internal pressure to escape. To prevent possible burn, wear thick rubber gloves or cover the cap with cloth to protect your hands from escaping vapor.

Tighten the radiator cap firmly.

Coolant is extremely hot while the engine is running or for a while after the engine is stopped. You may become burned by extremely hot vapor or coolant that will gush out if the radiator cap is opened.

⚠️ Replenish coolant only when the coolant in the system is cold

Do not replenish coolant for a while after the engine is stopped. Replenish coolant when the coolant in the system is sufficiently cold. Otherwise, you may become burned.

⚠️ Do not remove heat insulating material

The exhaust system components become extremely hot and therefore are covered with heat insulating material. Never remove the material. If the material needs to be removed at all for inspection/service, be sure to install it again after the operation.

⚠️ Warning  Exhaust gas is poisonous

Ensure good ventilation while the engine is running.

If the engine is installed inside a building and the exhaust gas is directed outside through a duct, regularly check the duct for any leakage through the joints etc.

Do not run the engine in a building (warehouse, tunnel, etc.), confined space, or other poorly ventilated places if the engine is used for a portable generator. If the engine needs to be run in a building at all, ensure to direct the exhaust gas outside and provide sufficient ventilation. Also, take care not to direct the exhaust gas towards nearby plants or animals, if any.

Engine exhaust gas contains carbon monoxide and other substances that are harmful to humans. Running the engine in a poorly ventilated place can cause exhaust gas poisoning.

⚠️ Warning  Hearing difficulty

Wear ear protector

Wear ear protector whenever entering the engine room. Otherwise, the combustion and mechanical noises may cause you to develop hearing difficulty.
⚠️ Warning  Beware of falling engine

- Exercise caution when lifting the engine
  The wire rope used to lift the engine should have enough strength to withstand the weight of the engine.
  Attach the specified lifting gear onto the lifting hangers on the engine.
  Ensure that the engine is well balanced when it is lifted by taking into account the engine’s center of gravity.
  The angle of wire rope relative to the lifting hangers should be maintained at 60º or less. Above this, the hangers may be subjected to overload and break.
  If direct contact between the wire rope and the engine is anticipated, protect them from damage by covering them with cloth or other soft material.

- Do not climb on the engine
  Do not climb onto the engine, nor place a foot on the components on the side of the engine.
  Otherwise, you may not only break the engine components but also fall and become injured.
  Use a stool or a platform to work on the top of the engine. Be careful not to slip and fall.

- Secure your foothold when carrying out service
  Use a stable stool or platform when working on the top of the engine or other areas of the engine difficult to reach.
  Do not use a rickety stool nor substitute a box of parts. Otherwise, you may fall and become injured.
  Do not leave anything on the stool.

⚠️ Caution  Use correct engine oil and LLC

- Only use the specified fuel, engine oil and coolant (LLC)
  Only use the fuel, engine oil and coolant (LLC) that are specified in this manual. Handle them with sufficient care.
  Using fluids other than those specified in this manual or incorrect use of those specified in this manual will lead to many problems and may possibly cause failures.
  Use the specified engine oil and LLC according to the instructions of MSDS (Material Safety Data Sheets) issued by and available from the manufacturers.

- Handle LLC with care
  LLC is a strong alkali. Be careful not to drink it by mistake or allow it to contact your eyes.
  Old coolant (containing LLC) that has been drained off is toxic. Do not dispose of it carelessly. Dispose of it in accordance with the applicable laws and regulations.

- Lawful disposal of waste oil and coolant
  Do not dispose of waste oil or coolant carelessly. Doing so is harmful to the environment and is prohibited by law.
  Harmful substances such as waste oil and coolant should be disposed of in a manner that complies with the applicable laws and regulations.
Caution Handling of battery

- Batteries emit hydrogen and oxygen gases, both of which are flammable. Never use open fire or generate sparks near the battery. Otherwise, these gases may ignite and explode.
- Do not use the battery if the electrolyte level has dropped below the minimum line. Otherwise, the battery may explode.
- Be careful not to inadvertently place a metal object such as tool between the battery terminals.
- Always disconnect the negative (-) terminal first, then the positive (+) terminal, from the battery. Always connect the positive (+) terminal first, then the negative (-) terminal, to the battery.
- Recharge the battery in a well ventilated place, with all battery plugs removed.
- The battery terminals should have a positive connection. Loose terminals can generate sparks, possibly causing the battery to explode.
- Before servicing or performing electric welding on the electrical/electronic system, position the battery switch in the OPEN/OFF position or disconnect the negative (-) terminal of the battery to isolate the electrical/electronic circuit.
- The battery electrolyte contains dilute sulfuric acid. Incorrect handling may lead to loss of eyesight or burn. Never drink battery electrolyte.
- Wear protective goggles and rubber gloves when maintaining the battery (replenishing, recharging, etc.).
- If your skin or clothing has come into contact with battery electrolyte, immediately wash the affected area with plenty of water and then thoroughly clean with soap.
- Should your eyes come into contact with battery electrolyte, loss of eyesight may result. Immediately wash your eyes with plenty of fresh water and seek medical attention immediately.
- Should you inadvertently drink battery electrolyte, repeatedly gargle with plenty of water and then drink plenty of water. Seek medical attention immediately.

Caution How to handle emergencies

- Engine overheat - Idle to cool down, then stop the engine
In the event of engine overheat, do not stop the engine immediately. Doing so may cause the coolant temperature to rise quickly and the engine may seize. Instead, run the engine at low idle for a while to cool it down. Then, stop the engine. Do not attempt to replenish coolant for a while after the engine is stopped. Otherwise, the cylinder head etc., which may still be hot, is cooled down rapidly and may break. Wait until the engine is sufficiently cold and then top up slowly.

- Never restart the engine after a sudden stop unless the cause is eliminated
If the engine has suddenly stopped with some alert signals, do not restart immediately. Otherwise, the engine may seriously become damaged. Locate and eliminate the cause before restarting.

- Stop the engine immediately upon oil pressure drop
If the oil pressure has dropped, immediately stop the engine. Otherwise, bearings etc. may seize. Inspect the oil system and components.

- Stop the engine immediately upon broken fan belt
If the fan belt has broken, immediately stop the engine. Otherwise, the engine will overheat. Also, coolant vapor will gush out from the reserve tank and radiator and you may get burned.
**Caution**

- Never alter or modify the engine
  Altering or modifying the engine in any way will nullify the warranty.
  A modified engine may not only break but also lead to injury.

- Do not tamper with sealing
  To help ensure trouble-free operation of the engine, the fuel control link has been sealed to achieve the correct fuel injection volume and engine speed. If the sealed setting is tampered with, the following will result and the correct functioning of the engine is no longer guaranteed.
  - Sliding and rotating parts will wear faster.
  - Various parts will seize/become damaged.
  - The engine will consume more fuel and oil.
  - The governor and fuel injection volume go out of balance, reducing the engine performance.

- Daily and periodical inspection
  Perform the daily and periodical inspection in accordance with the Operation and Maintenance Manual.
  Failure to observe the instructions of the manual may lead to many problems, and the various engine parts may eventually fail, possibly causing a serious accident.

- Running-in period
  A brand new engine requires a running-in period of 50 hours, during which never put the engine under severe load. Otherwise, the service life of the engine will be reduced.

**Other considerations**

- Warming up the engine
  Before starting work, warm up the engine by running it at low idle for 5 to 10 minutes.
  Warming up the engine will not only smoothen the operation of various engine parts but also help extend its service life. It also helps maximize the performance and achieve economical running of the engine.
  Do not warm up the engine longer than necessary. Doing so facilitates carbon deposit on the cylinders, possibly leading to poor combustion.

- Do not overload the engine
  Do not continue to run the engine if it emits black smoke.
  Overloaded running of the engine (accompanied by black smoke) not only consumes excessive fuel but also facilitates carbon deposit and thus shortens the service life of the engine.

- Cooling down the engine
  Before stopping the engine, cool it down (by running it at low idle) for 5 to 6 minutes.
  Stopping the engine suddenly while it is heavily loaded will result in some areas of the engine remaining extremely hot for a while, which is detrimental to the long service life of an engine.
  While the engine is being run at low idle for cooling, check the engine for any problems.

- Do not spill water onto the engine
  Ensure that no rainwater etc. enters into the engine from the exhaust or inlet manifold, or via any other routes.
  Do not run the engine while at the same time washing it. Otherwise, cleaning fluid (water) may be sucked into the engine.
  If the engine is started with water trapped in the combustion chambers, water hammering will result, causing the engine to fail and possibly leading to a serious accident.
Air cleaner maintenance precautions
Wear of engine parts is accelerated largely by the dust contained in the intake air. Worn engine parts will lead to various problems such as increased oil consumption, reduced power and poor starting. Air cleaner is effective in removing dust in the intake air. When maintaining the air cleaner, observe the following precautions.

- Never attempt to service the air cleaner while the engine is running.
- When removing the air cleaner, take care not to allow the dust trapped on the air cleaner to enter into the inlet port.
- If the engine is equipped with the dust indicator, clean the air filter only when the indicator shows clogging. Unnecessary maintenance (removal/installation of the filter element) runs the risk of allowing dust into the inlet port or damaging/deforming the filter element.

Observe safety rules at work sites
Whenever running or servicing the engine, always observe the relevant safety rules in place. If you are not in good shape, do not operate the engine. Consult the site supervisor. Poor physical conditions are accompanied by reduced attention. Do not operate the engine if you are not feeling well. Otherwise, you may incorrectly handle the engine and cause an accident. When working jointly with other people on the same task, use signals to coordinate actions involved.

Use appropriate tools when carrying out service
When carrying out any service, use appropriate tools and in correct ways. Damaged tools should be replaced with new ones.

Do not operate the starter continuously
Do not operate the starter more than 10 seconds per starting attempt. If the engine fails to start at the first attempt, wait for at least 30 seconds before trying again. Do not run the starter continuously if the engine will not start. Otherwise, the battery will go flat or the starter will seize.

The battery switch must be kept ON while the engine is running
Do not turn off the battery switch while the engine is running. Otherwise, the instruments will become inoperative and the diode or transistor of the alternator may deteriorate.

Precautions for road transport
When transporting the engine on public roads, the weight, width and height of the electric power generator should be taken into account while observing the relevant laws regarding road traffic and haulage, and vehicle restrictions and requirements.

Wear appropriate clothes and protective gear
Whenever appropriate, including when using compressed air, wear protective gear such as helmet, face mask, safety shoes, dust mask, goggles and gloves. Working without appropriate protective gear may lead to serious injury.
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1. Overview
1.1 Outline Drawing
S3L, S3L2

Engine LH side view

Engine RH side view
1.2 Fuel System Schematic

1.3 Oil System Schematic
1.4 Cooling System Schematic

![Cooling system schematic](image)

1.5 Inlet / Exhaust System Schematic

![Inlet / exhaust system schematic](image)
1.6 Engine Serial Number
The engine serial number is stamped on the top face of the fuel injection pump bracket on the right-hand side of the cylinder block.

1.7 Engine Model and Application Codes
(1) The engine model code is embossed on the side of the fuel injection pump mount on the right-hand side of the cylinder block.
(2) The engine model code consists of the following alphanumerical digits.

Model coding
(Example) $S 4 L 2$
- Type
  $(2 = \text{Type 2})$
- Series
  $[L = \text{bore size 78 mm (3.07 in.)}]$
- No. of cylinders
  $(4 = 4 \text{ cylinders})$
- $S = \text{Sagamihara Machinery Works}$
### 2. Specifications

<table>
<thead>
<tr>
<th>Engine Type</th>
<th>S3L</th>
<th>S3L2</th>
<th>S4L</th>
<th>S4L2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type</strong></td>
<td>Water-cooled; 4-stroke cycle; Diesel powered</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>No. of cylinders</strong></td>
<td>3</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Combustion</strong></td>
<td>Swirl chamber type</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Valve mechanism</strong></td>
<td>Overhead valve type</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cylinder bore ⊥ stroke mm (in.)</strong></td>
<td>78 ⊥ 78.5 (3.07 ⊥ 3.09)</td>
<td>78 ⊥ 92 (3.07 ⊥ 3.62)</td>
<td>78 ⊥ 78.5 (3.07 ⊥ 3.09)</td>
<td>78 ⊥ 92 (3.07 ⊥ 3.62)</td>
</tr>
<tr>
<td><strong>Total displacement ℓ (U.S. gal)</strong></td>
<td>1.125 (0.297)</td>
<td>1.318 (0.348)</td>
<td>1.500 (0.396)</td>
<td>1.758 (0.464)</td>
</tr>
<tr>
<td><strong>Compression ratio</strong></td>
<td>22.0 : 1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fuel</strong></td>
<td>Diesel fuel (JIS K2204 Special 1 - 3)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Firing order</strong></td>
<td>1-3-2</td>
<td>1-3-4-2</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Direction of rotation</strong></td>
<td>Counterclockwise when viewed from the flywheel end</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Dimensions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Overall length mm (in.)</strong></td>
<td>536 (21.10)</td>
<td>620 (24.40)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Overall width mm (in.)</strong></td>
<td>433 (17.04)</td>
<td>433 (17.04)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Overall height mm (in.)</strong></td>
<td>572 (22.52)</td>
<td>572 (22.52)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Dry mass kg (lb)</strong></td>
<td>135 (297.6)</td>
<td>155 (341.7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Piston ring</strong></td>
<td></td>
<td></td>
<td>Compression ring:2</td>
<td></td>
</tr>
<tr>
<td><strong>No. of rings</strong></td>
<td></td>
<td></td>
<td>Oil ring (w/expander):1</td>
<td></td>
</tr>
<tr>
<td><strong>Valve timing (hot engine)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Inlet valve</strong></td>
<td>Open BTDC 15°</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Close ABDC 41°</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Exhaust valve</strong></td>
<td>Open BBDC 54°</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Close ATDC 10°</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Engine mounting</strong></td>
<td></td>
<td></td>
<td>4 mounts</td>
<td></td>
</tr>
<tr>
<td><strong>Starting method</strong></td>
<td>Starter</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Injection pump</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong></td>
<td>Bosch M</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Manufacturer</strong></td>
<td>DENSO</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Plunger diameter mm (in.)</strong></td>
<td>5.5 (0.21)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MS retard (crank angle)</strong></td>
<td>8°</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cam lift mm(in.)</strong></td>
<td>15 (0.59)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Governor</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Governing method</strong></td>
<td>Centrifugal fly-weight type</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Injection nozzle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong></td>
<td>Throttle nozzle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Manufacturer</strong></td>
<td>Bosch Automotive Systems Corporation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Spray angle mm (in.)</strong></td>
<td>15°</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Opening pressure MPa (kgf/cm²) [psi]</strong></td>
<td>14.22 to 15.00 (145 to 153) [2062 to 2176]</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fuel filter</strong></td>
<td></td>
<td></td>
<td>Paper-element cartridge; Separate type w/ cock</td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lubrication method</strong></td>
<td></td>
<td></td>
<td>Forced circulation (pressure feed by trochoid pump)</td>
<td></td>
</tr>
<tr>
<td><strong>Engine oil</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grade</strong></td>
<td>CD Class (API Classification)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Capacity (entire engine) ℓ (U.S. gal)</strong></td>
<td>3.7 (1.0)</td>
<td>4.2 (1.1)</td>
<td>5.4 (1.4)</td>
<td>6.0 (1.6)</td>
</tr>
<tr>
<td><strong>Oil pump</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong></td>
<td>Gear pump</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Displacement ℓ (U.S. gal)/min</strong></td>
<td>18 (4.8)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Oil system</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong></td>
<td>Piston valve</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Relief valve</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Opening pressure MPa (kgf/cm²) [psi]</strong></td>
<td>0.35 ⊥ 0.05 (3.6 ⊥ 0.5) [51 ⊥ 7]</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Oil filter</strong></td>
<td></td>
<td></td>
<td>Paper element (spin-on type)</td>
<td></td>
</tr>
<tr>
<td><strong>Type</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine Type</td>
<td>S3L</td>
<td>S3L2</td>
<td>S4L</td>
<td>S4L2</td>
</tr>
<tr>
<td>-------------</td>
<td>-----</td>
<td>------</td>
<td>-----</td>
<td>------</td>
</tr>
<tr>
<td>Cooling method</td>
<td>Water-cooled, forced circulation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capacity (engine proper)</td>
<td>$\ell$ (U.S. gal)</td>
<td>1.8 (0.5)</td>
<td>2.5 (0.7)</td>
<td></td>
</tr>
<tr>
<td>Water pump</td>
<td>Type</td>
<td>Centrifugal pump</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Displacement</td>
<td>$\ell$ (U.S. gal) /min</td>
<td>30 (8.0) up (@ 2000 min$^{-1}$ engine speed)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water pump</td>
<td>Type</td>
<td>Centrifugal pump</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Displacement</td>
<td>$\ell$ (U.S. gal) /min</td>
<td>30 (8.0) up (@ 2000 min$^{-1}$ engine speed)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thermostat</td>
<td>Type</td>
<td>Wax</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opening temperature</td>
<td>$\square$ (°F)</td>
<td>82 $\square$ 1.5 (179.6 $\square$ 2.7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooling fan</td>
<td>Type</td>
<td>Pusher suction (PP fan)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air cleaner</td>
<td>Type</td>
<td>Paper element</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Voltage - Polarity</td>
<td></td>
<td>12 V - $\square$ ground, 24 V - $\square$ ground</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Starter**

| Type | M001T68281, M008T70471A, M008T81071A |
| Manufacturer | Mitsubishi Electric Corporation |
| Pinion engagement | Pinion shift (reduction) |
| Output V-kW | 12 V-1.7, 12 V-2.0, 24 V-3.2 |
| No. of units | 1 |
| Reduction ratio (pinion / ring gear) | 13 / 120 |

**Alternator**

| Type | 3-phase alternator w/ built-in IC regulator |
| Manufacturer | Mitsubishi Electric Corporation |
| Output V-A | 12-50, 24-25 |
| Speed at which rated voltage is generated min$^{-1}$ | 5000 (@ 13.5 V, 47 A), 5000 (@ 27.0 V, 22 A) |
| Regulated voltage V | 14.7 $\square$ 0.3 (12-50), 26.5 $\square$ 0.5 (24-25) |

**Glow plug**

| Type | Sheathed plug |
| Rated voltage - current V-A | 12 V plug 10.5-9.7 (30-second application) 24 V plug 22.5-5 (25-second application) |
| Operating voltage V | 12 V-ETR 12 V-ETS 24 V-ETR 24 V-ETS 8 or less 10 to 15 16 or less 20 to 30 |

**Stop solenoid**

| Insulation resistance | 100 M$\Omega$ or more at DC500 V (at ordinary temperature and humidity) |
| Stroke mm (in.) | 13.5 $\square$ 0.5 (0.53 $\square$ 0.01) |
| Working ambient temperature $\square$ (°F) | -40 to 120 (-40 to 248) -30 to 120 (-22 to 248) -40 to 120 (-40 to 248) -30 to 120 (-22 to 248) |
3. **Disassembly / Reassembly Notes**

This Service Manual specifies various procedures recommended by Mitsubishi Heavy Industries, Ltd. for servicing Mitsubishi diesel engines. These procedures include, wherever appropriate, required special tools and related safety precautions.

The instructions provided in this manual, however, cannot fully guarantee safety as potential risks beyond ordinary imagination are hidden everywhere.

When conducting any work, the following points should also be observed in addition to the instructions this manual.

### 3.1 Disassembly

1. Use tools and equipment that are appropriate for the work being carried out.
2. Whenever necessary, use workbenches to work on or sort parts out. Disassemble in accordance with the disassembly sequence given in the manual.
3. As parts are disassembled, place them neatly in the order of removal to eliminate missing parts on reassembly.
4. During disassembly, note the assembly marks. Remember to respect these marks on reassembly. Whenever appropriate, put additional assembly marks to aid reassembly.
5. Before and during disassembly as well as during subsequent washing, carefully check for any abnormality or other fault which otherwise may likely remain unnoticed afterwards.
6. Pay sufficient attention to ensure safety, especially when lifting or carrying heavy components and parts. (Use a jack or a chain block as required.)

### 3.2 Reassembly

1. Parts excluding oil seals, O-rings, rubber sheets, etc. should be thoroughly washed in wash oil and completely dried using compressed air.
2. Use appropriate tools and equipment.
3. Use good-quality oil and grease. Never fail to apply oil, grease, sealant and adhesive to the relevant locations if so instructed in the manual.
(4) Tighten hardware to the specified torque, if provided in the manual. Be sure to use a torque wrench.

(5) Gaskets, packing and O-rings should be replaced with new parts unless specified otherwise.
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   2.3 Standard Eyebolts ............................................................................... 1 -17
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# 1. Service Standards Table

<table>
<thead>
<tr>
<th>Group</th>
<th>Item</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. speed (based on the rated speed)</td>
<td></td>
<td></td>
<td>2700±30 min⁻¹</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Min. speed</td>
<td></td>
<td></td>
<td>1000±25 min⁻¹</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compression pressure (at 290 min⁻¹)</td>
<td></td>
<td></td>
<td>2.9 MPa (30 kgf/cm²) [421 psi] or above</td>
<td>2.6 MPa (27 kgf/cm²) [377 psi] or less</td>
<td>Both oil and coolant temperatures at 20 to 30 °C (68 to 86 °F)</td>
</tr>
<tr>
<td>Engine oil pressure</td>
<td>Rated speed</td>
<td></td>
<td>0.29 to 0.39 MPa (3.0 to 4.0 kgf/cm²) [42.07 to 56.57 psi]</td>
<td>Oil temperature at 60 to 95 °C (140 to 194 °F)</td>
<td></td>
</tr>
<tr>
<td>Low idle speed</td>
<td></td>
<td></td>
<td>0.098 MPa (1.0 kgf/cm²) [14.22 psi]</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valve timing [with 2 mm (0.079 in.) clearance on the valve side; cold engine]</td>
<td>Inlet valve open</td>
<td></td>
<td>BTDC 15°</td>
<td>The theoretical valve timing figures for inspection vary from the actual valve timing.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inlet valve closed</td>
<td></td>
<td>ABDC 41°</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Exhaust valve open</td>
<td></td>
<td>BBDC 54°</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Exhaust valve closed</td>
<td></td>
<td>ATDC 10°</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valve clearance</td>
<td>Inlet valve</td>
<td></td>
<td>0.25 (0.01)</td>
<td>Cold engine</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Exhaust valve</td>
<td></td>
<td>0.25 (0.01)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel injection timing (BTDC)</td>
<td></td>
<td></td>
<td>17 °C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rocker</td>
<td>Rocker arm inner diameter</td>
<td>□ 19 (0.749)</td>
<td>18.910 to 18.930 (0.7450 to 0.7458)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rocker shaft diameter</td>
<td>□ 19 (0.749)</td>
<td>18.880 to 18.898 (0.7438 to 0.7445)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Arm-to-shaft clearance (oil clearance)</td>
<td></td>
<td>0.012 to 0.050 (0.0004 to 0.0019)</td>
<td>0.200 (0.0079)</td>
<td>Replace rocker arm.</td>
</tr>
<tr>
<td></td>
<td>Valve stem diameter</td>
<td>Inlet □ 6.6 (0.260)</td>
<td>6.565 to 6.580 (0.2586 to 0.2592)</td>
<td>6.500 (0.256)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exhaust □ 6.6 (0.260)</td>
<td>6.530 to 6.550 (0.2572 to 0.2580)</td>
<td>6.500 (0.256)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valve guide inner diameter</td>
<td>Inlet □ 6.6 (0.260)</td>
<td>6.600 to 6.615 (0.2600 to 0.2606)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exhaust □ 6.6 (0.260)</td>
<td>6.600 to 6.615 (0.2600 to 0.2606)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valve stem-to-guide clearance</td>
<td>Inlet</td>
<td>0.020 to 0.050 (0.0008 to 0.0020)</td>
<td>0.100 (0.004)</td>
<td>Replace valve and valve guide.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exhaust</td>
<td>0.050 to 0.085 (0.0020 to 0.0033)</td>
<td>0.150 (0.006)</td>
<td></td>
</tr>
<tr>
<td>Valve seat and valve</td>
<td>Valve seat angle</td>
<td></td>
<td>45°</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valve head sinkage</td>
<td></td>
<td>0.25 to 0.75 (0.0098 to 0.0295)</td>
<td>1.5 (0.0591)</td>
<td>Valve seat width</td>
</tr>
<tr>
<td></td>
<td>Valve seat width</td>
<td>1.6 (0.063)</td>
<td>1.30 to 1.80 (0.0512 to 0.0709)</td>
<td>2.5 (0.0985)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valve head margin</td>
<td>1.5 (0.0591)</td>
<td>1.35 to 1.65 (0.0531 to 0.0650)</td>
<td>0.5 (0.0197)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Installed valve guide protrusion</td>
<td>10 (0.394)</td>
<td>9.5 to 10.5 (0.3743 to 0.4137)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# SERVICE STANDARDS

### Unit: mm (in.)

<table>
<thead>
<tr>
<th>Group</th>
<th>Item</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve spring</td>
<td>Free length</td>
<td>47 (1.85)</td>
<td>46 (1.81)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Squareness</td>
<td>( \Delta = 2.0^\circ )</td>
<td>( \Delta = 0.2 )</td>
<td>( (0.0079) )</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Installed length / load</td>
<td>39.0 (1.536)/131 to 145 (13.3 to 14.7)/29 to 33</td>
<td>30.1 (1.185)/279 to 309 (28.5 to 31.5)/63 to 69</td>
<td>-15 %</td>
<td></td>
</tr>
<tr>
<td></td>
<td>mm (in.)/N (kgf) [lbf]</td>
<td></td>
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<td></td>
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<tr>
<td>Push rod</td>
<td>Bend</td>
<td></td>
<td></td>
<td>0.3 (0.011)</td>
<td>Replace</td>
</tr>
<tr>
<td>Cylinder</td>
<td>Cylinder head</td>
<td>Bottom face distortion</td>
<td>0.05 (0.002) or less</td>
<td>0.10 (0.004)</td>
<td>Correct</td>
</tr>
<tr>
<td></td>
<td>Cylinder block top face distortion</td>
<td>0.05 (0.002) or less</td>
<td>0.10 (0.004)</td>
<td>Correct</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bore</td>
<td>78 (3.07)</td>
<td>78.0 ± 0.03 (3.07 ± 0.0012)</td>
<td>78.2 (3.08)</td>
<td>Bore or replace</td>
</tr>
<tr>
<td></td>
<td>Out of roundness</td>
<td></td>
<td></td>
<td>0.01 (0.0004) or less</td>
<td></td>
</tr>
<tr>
<td>Diameter</td>
<td>STD</td>
<td>78.00 (3.07)</td>
<td>77.93 to 77.95 (3.070 to 3.071)</td>
<td>77.80 (3.065)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.25 OS</td>
<td>78.25 (3.08)</td>
<td>78.18 to 78.20 (3.080 to 3.081)</td>
<td>78.05 (3.075)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>0.50 OS</td>
<td>78.50 (3.09)</td>
<td>78.43 to 78.45 (3.090 to 3.090)</td>
<td>78.30 (3.085)</td>
<td></td>
</tr>
<tr>
<td>Engine main parts</td>
<td>Max. allowable variation in weight among pistons on the same engine</td>
<td></td>
<td>5 g (0.177 oz) or less</td>
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<tr>
<td>Piston</td>
<td>Piston pin diameter</td>
<td>( \Delta = 23 )</td>
<td>22.944 to 23.000 (0.9039 to 0.9062)</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Piston pin-to-boss clearance</td>
<td></td>
<td>0.006 to 0.018 (0.0002 to 0.0007)</td>
<td>0.050 (0.002)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Piston-to-cylinder clearance</td>
<td></td>
<td>0.035 to 0.086 (0.0014 to 0.0034)</td>
<td>0.300 (0.012)</td>
<td>Bore or replace</td>
</tr>
<tr>
<td>Piston ring</td>
<td>No. 1 ring</td>
<td></td>
<td>0.09 to 0.11 (0.0035 to 0.0043)</td>
<td>0.300 (0.012)</td>
<td>Replace piston ring</td>
</tr>
<tr>
<td></td>
<td>No. 2 ring</td>
<td></td>
<td>0.07 to 0.11 (0.0028 to 0.0043)</td>
<td>0.200 (0.008)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oil ring</td>
<td></td>
<td>0.03 to 0.07 (0.0012 to 0.0028)</td>
<td>0.200 (0.008)</td>
<td></td>
</tr>
<tr>
<td>Piston ring gap</td>
<td>No. 1 ring</td>
<td></td>
<td>0.15 to 0.30 (0.006 to 0.012)</td>
<td>1.50 (0.06)</td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>No. 2 ring</td>
<td></td>
<td>0.15 to 0.35 (0.006 to 0.014)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oil ring</td>
<td></td>
<td>0.20 to 0.40 (0.008 to 0.016)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connecting rod</td>
<td>Bend and twist</td>
<td></td>
<td>0.05/100 (0.002/3.940)</td>
<td>0.15/100 (0.006/3.940)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>End play</td>
<td></td>
<td>0.10 to 0.35 (0.004 to 0.014)</td>
<td>0.50 (0.020)</td>
<td>Replace connecting rod</td>
</tr>
</tbody>
</table>
### SERVICE STANDARDS

<table>
<thead>
<tr>
<th>Group</th>
<th>Item</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft</td>
<td>Crank journal diameter (STD)</td>
<td>52 (2.0488)</td>
<td>51.985 to 52.000 (2.0482 to 2.0488)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Crank pin diameter</td>
<td>48 (1.8912)</td>
<td>47.950 to 47.964 (1.8892 to 1.8897)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Crankshaft bend</td>
<td>0.025 (0.0010)</td>
<td>0.050 (0.0020)</td>
<td>Correct or replace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Main bearings oil clearance</td>
<td>0.030 to 0.077 (0.0012 to 0.0030)</td>
<td>0.100 (0.0040)</td>
<td>Replace main bearings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Connecting rod bearings oil clearance</td>
<td>0.025 to 0.072 (0.0010 to 0.0028)</td>
<td>0.150 (0.0059)</td>
<td>Replace connecting rod bearings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>End play</td>
<td>0.050 to 0.175 (0.0020 to 0.0069)</td>
<td>0.500 (0.0197)</td>
<td>Replace flanged No. 3 main bearings</td>
<td></td>
</tr>
<tr>
<td>Engine main parts</td>
<td>Crank gear to idler gear</td>
<td>0.040 to 0.120 (0.0015 to 0.0047)</td>
<td>0.300 (0.0120)</td>
<td>Replace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Idler gear to valve camshaft gear</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Idler gear to pump camshaft gear</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Valve camshaft gear to PTO gear</td>
<td>0.080 to 0.190 (0.0032 to 0.0075)</td>
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<tr>
<td></td>
<td>Pump camshaft gear to oil pump gear</td>
<td>0.070 to 0.200 (0.0028 to 0.0079)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Camshaft cam height (including lobe)</td>
<td>35.720 ± 0.1 (1.4073 ± 0.0394)</td>
<td>34.720 (1.3679)</td>
<td></td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>Fuel injection pump shaft cam height (including lobe)</td>
<td>44 ± 0.1 (1.7336 ± 0.0039)</td>
<td>43 (1.6942)</td>
<td>Replace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Flywheel flatness</td>
<td>0.150 (0.0059)</td>
<td>0.500 (0.0197)</td>
<td>Correct</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tappet-to-guide clearance</td>
<td>0.150 (0.0059)</td>
<td></td>
<td>Replace tappet</td>
<td></td>
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<tr>
<td></td>
<td>Camshaft journal-to-bushing clearance</td>
<td>0.050 to 0.125 (0.0020 to 0.0049)</td>
<td>0.150 (0.0059)</td>
<td>Replace bushing</td>
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</tr>
<tr>
<td></td>
<td>Idler gear-to-shaft clearance</td>
<td>0.020 to 0.070 (0.0008 to 0.0028)</td>
<td>0.200 (0.0079)</td>
<td>Replace idler gear or idler shaft</td>
<td></td>
</tr>
<tr>
<td>Fuel system</td>
<td>Injection valve opening pressure</td>
<td>14.22 (145) [2062]</td>
<td>14.22 to 15.00 (145 to 153) [2062 to 2176]</td>
<td></td>
<td>Adjust with washer</td>
</tr>
<tr>
<td></td>
<td>Relief valve opening pressure</td>
<td>0.35 ± 0.05 (3.5 ± 0.5) [50 ± 7.2]</td>
<td></td>
<td>Replace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Oil pressure switch closing pressure</td>
<td>0.05 ± 0.01 (0.5 ± 0.1) [7 ± 1.4]</td>
<td></td>
<td>Replace</td>
<td></td>
</tr>
<tr>
<td>Oil system</td>
<td>Thermostat</td>
<td>82 ± 1.5 (179.6 ± 2.7)</td>
<td></td>
<td>Replace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8 mm (0.32 in.) valve lift temperature</td>
<td>95 ± 203 (203)</td>
<td></td>
<td>Replace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Thermostatic temperature</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Thermoswitch</td>
<td>30 Ω [when dipped in oil of 105 ± 221]</td>
<td></td>
<td>Replace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fan belt deflection</td>
<td>10 to 12 (0.4 to 0.5)</td>
<td></td>
<td>Replace</td>
<td></td>
</tr>
</tbody>
</table>

Unit: mm (in.)

---

Additional notes:
- All measurements are nominal values unless specified otherwise.
- Limits are provided for each measurement to indicate the acceptable range.
- Remarks indicate whether the measurement is a nominal value, standard value, or limit, and any additional information such as correction or replacement.
<table>
<thead>
<tr>
<th>Item</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paper-element type air cleaner</td>
<td>Clean every 100 hours</td>
<td>Replace every 500 hours</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inlet / exhaust manifold mounting face distortion</td>
<td></td>
<td></td>
<td>0.15 (0.006) or less</td>
<td>Grind or replace</td>
</tr>
<tr>
<td>Pinion gap</td>
<td></td>
<td>0.5 to 2.0 (0.02 to 0.08)</td>
<td></td>
<td>Adjust with packing</td>
</tr>
<tr>
<td>No-load characteristics</td>
<td>Terminal voltage</td>
<td>M001T68281</td>
<td>M008T70471A</td>
<td>M008T81071A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>11 V</td>
<td>11 V</td>
<td>23 V</td>
</tr>
<tr>
<td></td>
<td>Current</td>
<td>110 A or less</td>
<td>130 A or less</td>
<td>80 A or less</td>
</tr>
<tr>
<td></td>
<td>Rotation speed</td>
<td>2400 min⁻¹</td>
<td>3600 min⁻¹</td>
<td>3000 min⁻¹</td>
</tr>
<tr>
<td>Brush length</td>
<td></td>
<td>16.5 (0.65)</td>
<td>18.0 (0.71)</td>
<td>10.0 (0.39)</td>
</tr>
<tr>
<td>Brush spring load</td>
<td></td>
<td>17.5 to 23.7 N (1.78 to 2.41 kgf) [3.9 to 5.3 lbf]</td>
<td>29.4 to 39.2 N (3.0 to 4.0 kgf) [6.6 to 8.8 lbf]</td>
<td>6.90 N (0.70 kgf) [1.6 lbf]</td>
</tr>
<tr>
<td>Commutator radial runout</td>
<td></td>
<td>0.05 (0.002)</td>
<td>0.03 (0.001)</td>
<td>0.10 (0.004)</td>
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<td>Commutator diameter</td>
<td></td>
<td>29.4 (1.16)</td>
<td>32.0 (1.26)</td>
<td>28.8 (1.13)</td>
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<tr>
<td>Mica undercutting depth</td>
<td></td>
<td>0.5 (0.02)</td>
<td>0.2 (0.01)</td>
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<tr>
<td>IC regulator controlled voltage [at 20 °C (68 °F)]</td>
<td>A007T02071C</td>
<td>A007TA8571</td>
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<td>Terminal voltage</td>
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<tr>
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<td></td>
<td>14.7 V</td>
<td>0.3 V</td>
<td>28.5 V</td>
</tr>
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<td>Current</td>
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<td>32 A or above</td>
<td>18 A or above</td>
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</tr>
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<td>2500 min⁻¹ or less</td>
<td>5000 min⁻¹ or less</td>
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<td>Terminal voltage</td>
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<tr>
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<td>13.5 V</td>
<td>27.0 V</td>
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<td>Current</td>
<td></td>
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<td>32 A or above</td>
<td>18 A or above</td>
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<td>14.7 V</td>
<td>0.3 V</td>
<td>28.5 V</td>
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<td>Current</td>
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<td>32 A or above</td>
<td>18 A or above</td>
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</tr>
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</tr>
<tr>
<td>Brush length</td>
<td></td>
<td>18.5 (0.73)</td>
<td>5.0 (0.20)</td>
<td>Replace</td>
</tr>
<tr>
<td>Clearance between stop solenoid plunger and rack</td>
<td></td>
<td></td>
<td>0.15 to 0.20 (0.006 to 0.008)</td>
<td>Correct</td>
</tr>
<tr>
<td>Glow plug resistance</td>
<td></td>
<td>0.55 Ω</td>
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<td>Replace</td>
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</table>
## 2. Tightening Torques Table

### 2.1 Major Bolts and Nuts

<table>
<thead>
<tr>
<th>Fittings</th>
<th>Thread diameter (mm)</th>
<th>Tightening torque</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>N·m</td>
<td>kgf·m</td>
</tr>
<tr>
<td><strong>Engine proper</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cylinder head bolt</td>
<td>M10 M 1.75</td>
<td>83.4</td>
<td>8.5</td>
</tr>
<tr>
<td>Rocker cover bolt</td>
<td>M8 M 1.25</td>
<td>9.81</td>
<td>1.0</td>
</tr>
<tr>
<td>Rocker shaft bracket bolt</td>
<td>M8 M 1.25</td>
<td>9.81</td>
<td>1.0</td>
</tr>
<tr>
<td>Thrust plate bolt</td>
<td>M8 M 1.25</td>
<td>9.8</td>
<td>1.0</td>
</tr>
<tr>
<td>Main bearing cap bolt</td>
<td>M10 M 1.25</td>
<td>49.0</td>
<td>5.0</td>
</tr>
<tr>
<td>Connecting rod cap nut</td>
<td>M9 M 1.0</td>
<td>32.4</td>
<td>3.3</td>
</tr>
<tr>
<td>Flywheel bolt</td>
<td>M12 M 1.25</td>
<td>127</td>
<td>13.0</td>
</tr>
<tr>
<td>Crankshaft pulley nut</td>
<td>M18 M 1.5</td>
<td>147</td>
<td>15.0</td>
</tr>
<tr>
<td>Rear plate mounting bolt</td>
<td>M12 M 1.25</td>
<td>53.9</td>
<td>5.5</td>
</tr>
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<td></td>
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</tr>
<tr>
<td><strong>Fuel system</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hollow screw (fuel injection pump)</td>
<td>M14 M 1.5</td>
<td>19.6</td>
<td>2.0</td>
</tr>
<tr>
<td>Delivery valve holder (fuel injection</td>
<td></td>
<td>39.2</td>
<td>4.0</td>
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<td>Fuel injection pipe nut</td>
<td>M12 M 1.5</td>
<td>24.5</td>
<td>2.5</td>
</tr>
<tr>
<td>Fuel leak-off pipe nut</td>
<td>M12 M 1.5</td>
<td>20.6</td>
<td>2.1</td>
</tr>
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<td>Sliding sleeve shaft</td>
<td>M10 M 1.25</td>
<td>29.4</td>
<td>3.0</td>
</tr>
<tr>
<td>Torque spring set special nut</td>
<td>M12 M 1.0</td>
<td>14.7</td>
<td>1.5</td>
</tr>
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<td><strong>Oil system</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Oil relief valve</td>
<td>M22 M 1.5</td>
<td>44.1</td>
<td>4.5</td>
</tr>
<tr>
<td>Oil pan drain plug</td>
<td>M14 M 1.5</td>
<td>34.3</td>
<td>3.5</td>
</tr>
<tr>
<td>Oil filter</td>
<td>M20 M 1.5</td>
<td>10.8</td>
<td>1.1</td>
</tr>
<tr>
<td>Oil pressure switch</td>
<td>PT1/8</td>
<td>7.85</td>
<td>0.8</td>
</tr>
<tr>
<td>Oil pan mounting bolt</td>
<td>M8 M 1.25</td>
<td>9.80</td>
<td>1.0</td>
</tr>
<tr>
<td>Oil strainer nut</td>
<td>M16 M 1.5</td>
<td>24.5</td>
<td>2.5</td>
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<td><strong>Cooling system</strong></td>
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<tr>
<td>Thermostswitch</td>
<td>M16 M 1.5</td>
<td>18.6</td>
<td>1.9</td>
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<tr>
<td>Thermostat cover bolt</td>
<td>M8 M 1.25</td>
<td>16</td>
<td>1.6</td>
</tr>
<tr>
<td>Thermo case bolt</td>
<td>M16 M 1.5</td>
<td>39.2</td>
<td>4.0</td>
</tr>
<tr>
<td><strong>Inlet and exhaust systems</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inlet cover bolt</td>
<td>M8 M 1.25</td>
<td>14.7</td>
<td>1.5</td>
</tr>
<tr>
<td>Exhaust manifold bolt</td>
<td>M8 M 1.25</td>
<td>14.7</td>
<td>1.5</td>
</tr>
<tr>
<td><strong>Electrical system</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Starter terminal B</td>
<td>M8 M 1.25</td>
<td>9.81</td>
<td>1.0</td>
</tr>
<tr>
<td>Stop solenoid fixing nut</td>
<td>M30 M 1.5</td>
<td>39.2</td>
<td>4.0</td>
</tr>
<tr>
<td>Stop solenoid blind plug</td>
<td>M30 M 1.5</td>
<td>39.2</td>
<td>4.0</td>
</tr>
<tr>
<td>Glow plug</td>
<td>M10 M 1.25</td>
<td>14.7</td>
<td>1.5</td>
</tr>
</tbody>
</table>
2.2 Standard Bolts and Nuts

<table>
<thead>
<tr>
<th>Thread diameter pitch (mm)</th>
<th>4T</th>
<th>7T</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N·m</td>
<td>kgf·m</td>
</tr>
<tr>
<td>M6 1.0</td>
<td>2.94</td>
<td>0.3</td>
</tr>
<tr>
<td>M8 1.25</td>
<td>9.80</td>
<td>1.0</td>
</tr>
<tr>
<td>M10 1.25</td>
<td>17.7</td>
<td>1.8</td>
</tr>
<tr>
<td>M12 1.25</td>
<td>29.4</td>
<td>3.0</td>
</tr>
</tbody>
</table>

Note: (a) The above table shows the tightening torques for standard bolts and nuts.
(b) The values in the table apply when tightened together with spring washers.
(c) The above table shows standard values, for which a tolerance of ±10% is allowed.
(d) Unless otherwise specified, standard bolts and nuts should be tightened to the torques in the table.
(e) Do not apply oil to threaded portions (Tighten under dry conditions).

2.3 Standard Eyebolts

<table>
<thead>
<tr>
<th>Thread diameter pitch (mm)</th>
<th>Property class</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N·m</td>
</tr>
<tr>
<td>M8 1.25</td>
<td>8</td>
</tr>
<tr>
<td>M10 1.25</td>
<td>15</td>
</tr>
<tr>
<td>M12 1.25</td>
<td>25</td>
</tr>
<tr>
<td>M14 1.5</td>
<td>34</td>
</tr>
<tr>
<td>M16 1.5</td>
<td>44</td>
</tr>
<tr>
<td>M18 1.5</td>
<td>74</td>
</tr>
<tr>
<td>M20 1.5</td>
<td>98</td>
</tr>
<tr>
<td>M24 1.5</td>
<td>147</td>
</tr>
<tr>
<td>M27 1.5</td>
<td>226</td>
</tr>
</tbody>
</table>

(Dry conditions)
## 2.4 Standard Union Nuts

<table>
<thead>
<tr>
<th>Nominal diameter</th>
<th>Cap nut size</th>
<th>N·m</th>
<th>kgf·m</th>
<th>lbf·ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>63</td>
<td>M14 1.5</td>
<td>39</td>
<td>4</td>
<td>28.8</td>
</tr>
<tr>
<td>80</td>
<td>M16 1.5</td>
<td>49</td>
<td>5</td>
<td>36.1</td>
</tr>
<tr>
<td>100</td>
<td>M20 1.5</td>
<td>78</td>
<td>8</td>
<td>57.5</td>
</tr>
<tr>
<td>120</td>
<td>M22 1.5</td>
<td>98</td>
<td>10</td>
<td>72.3</td>
</tr>
<tr>
<td>150</td>
<td>M27 1.5</td>
<td>157</td>
<td>16</td>
<td>115.8</td>
</tr>
<tr>
<td>180</td>
<td>M30 1.5</td>
<td>196</td>
<td>20</td>
<td>144.6</td>
</tr>
<tr>
<td>200</td>
<td>M30 1.5</td>
<td>196</td>
<td>20</td>
<td>144.6</td>
</tr>
<tr>
<td>220</td>
<td>M33 1.5</td>
<td>245</td>
<td>25</td>
<td>180.7</td>
</tr>
<tr>
<td>254</td>
<td>M36 1.5</td>
<td>294</td>
<td>30</td>
<td>216.8</td>
</tr>
</tbody>
</table>

(Dry conditions)

## 2.5 Taper Bolts

<table>
<thead>
<tr>
<th>Size</th>
<th>Tightening into aluminum</th>
<th>Tightening into iron</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N·m</td>
<td>kgf·m</td>
</tr>
<tr>
<td>NPTF 1/16</td>
<td>4.90</td>
<td>0.5 to 0.8</td>
</tr>
<tr>
<td>PT 1/8</td>
<td>7.85</td>
<td>0.8 to 1.2</td>
</tr>
<tr>
<td>PT 1/4, NPTF 1/4</td>
<td>19.6</td>
<td>2.0 to 3.0</td>
</tr>
<tr>
<td>PT 3/8</td>
<td>53.9</td>
<td>5.5 to 7.5</td>
</tr>
</tbody>
</table>
### 3. Sealants List

<table>
<thead>
<tr>
<th>Sealing item</th>
<th>Sealant</th>
<th>Mating component</th>
<th>Applied location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stop solenoid</td>
<td>ThreeBond 1212</td>
<td>Governor case</td>
<td></td>
</tr>
<tr>
<td>Water drain joint</td>
<td>ThreeBond 1102</td>
<td>Block</td>
<td>Threaded portion</td>
</tr>
<tr>
<td>Oil pressure switch</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Torque spring set</td>
<td>ThreeBond 1212</td>
<td>Governor case</td>
<td></td>
</tr>
<tr>
<td>Sealing cap</td>
<td>ThreeBond 1102</td>
<td>Cylinder block</td>
<td>Holes in the cylinder head and block</td>
</tr>
<tr>
<td>Expansion plug</td>
<td></td>
<td>Cylinder head</td>
<td></td>
</tr>
<tr>
<td>Oil level gauge guide</td>
<td></td>
<td>Cylinder head</td>
<td></td>
</tr>
<tr>
<td>Cylinder head and block</td>
<td></td>
<td>Cylinder block</td>
<td></td>
</tr>
<tr>
<td>Side seal</td>
<td>ThreeBond 1212</td>
<td>Cylinder block, Main bearing cap</td>
<td>Outer periphery</td>
</tr>
<tr>
<td>Main bearing cap (front and rear)</td>
<td></td>
<td>Cylinder block</td>
<td>Contact faces with the cylinder block</td>
</tr>
<tr>
<td>Oil pan</td>
<td>ThreeBond 1207C</td>
<td>Cylinder block</td>
<td>Oil pan sealing face</td>
</tr>
</tbody>
</table>
1. General Tools ................................................................. 1 -22
2. Special Tools .................................................................. 1 -23
1. General Tools

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Part number</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Tool set</td>
<td>MM413-900</td>
<td>Consists of items 1 to 5</td>
</tr>
<tr>
<td>2</td>
<td>Spanner</td>
<td>MK96008010</td>
<td>Width across flats [8 - 10 mm (0.31 - 0.39 in.)]</td>
</tr>
<tr>
<td>3</td>
<td>Spanner</td>
<td>MK96012014</td>
<td>Width across flats [12 - 14 mm (0.47 - 0.55 in.)]</td>
</tr>
<tr>
<td>4</td>
<td>Spanner</td>
<td>MK96017019</td>
<td>Width across flats [17 - 19 mm (0.67 - 0.75 in.)]</td>
</tr>
<tr>
<td>5</td>
<td>Screwdriver</td>
<td>MM300110</td>
<td>(-)</td>
</tr>
<tr>
<td>6</td>
<td>Tool bag</td>
<td>MM300783</td>
<td></td>
</tr>
</tbody>
</table>
### 2. Special Tools

<table>
<thead>
<tr>
<th>Description</th>
<th>Part number</th>
<th>Shape</th>
<th>Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston Pin Setting Tool</td>
<td>31A91-00100</td>
<td></td>
<td>Piston pin removal / installation</td>
</tr>
<tr>
<td>Camshaft Bushing Installer</td>
<td>ST332340</td>
<td></td>
<td>Punching / press-fitting of front camshaft bushing</td>
</tr>
<tr>
<td>Compression Gauge Adapter</td>
<td>ST332270</td>
<td></td>
<td>Compression measuring</td>
</tr>
<tr>
<td>Oil Pressure Switch Socket Wrench (26)</td>
<td>MD998054</td>
<td></td>
<td>Oil pressure switch removal / installation</td>
</tr>
<tr>
<td>Piston Ring Pliers</td>
<td>31391-12900</td>
<td></td>
<td>Piston ring removal / installation</td>
</tr>
</tbody>
</table>
1. Identifying the Timing for Overhaul ......................................................... 1-26
2. Measuring the Compression Pressure ................................................... 1-27
1. Identifying the Timing for Overhaul

Generally, when the compression pressure has dropped below the specified value, overhaul of the engine needs to be considered. Other parameters should also be considered in making the decision as to whether or not to overhaul the engine, such as engine oil consumption and blow-by gas volume.

Some of the phenomena that may suggest, but are not necessarily the criteria for, the need to overhaul the engine include reduced power, increased fuel consumption, oil pressure drop, difficulty in starting and higher noise level.

More specifically, reduction in compression pressure creates various types of phenomena in various combinations, and this is why it is difficult to make a correct decision. Typical phenomena include:

(a) Reduced power
(b) Increased fuel consumption
(c) Increased engine oil consumption
(d) Increased blow-by gas through the breather due to worn parts such as cylinder liners and pistons
(e) Increased blow-by gas due to poor seating of inlet/exhaust valves
(f) Poor starting
(g) Increased noise levels of various engine parts
(h) Abnormal color of exhaust gas after warm-up

Some of those listed above are directly related to the deterioration of the engine and some are not.

Items (b) and (f) are heavily influenced by fuel injection pump displacement, fuel injection timing, wearing of plungers, nozzle conditions, and conditions of electrical equipment such as battery and starter.

The most reliable criterion for engine overhaul is reduced compression pressure due to the wearing of cylinder liners and pistons [item (d)]. This should be combined with other items for comprehensive review to reach a rational conclusion.
2. Measuring the Compression Pressure

(1) Move the control lever to STOP position.
(2) Remove the glow plugs from all cylinders. Install the special tool Compression Gauge Adapter and a compression gauge onto the cylinder being measured.

<table>
<thead>
<tr>
<th>Special tool</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compression Gauge Adapter</td>
<td>ST332270</td>
</tr>
</tbody>
</table>

(3) While cranking the engine with the starter, read the compression gauge. Note the reading at which the gauge needle stabilizes.

(4) If the measured value is at or below the limit, overhaul the engine.

⚠️ CAUTION

(a) Measure all cylinders for compression pressure. Do not measure only one cylinder and make assumption about the other cylinders as this will lead to a wrong conclusion.

(b) Compression pressure varies depending on the engine speed. Keep the specified engine speed when measuring the compression pressure.

<table>
<thead>
<tr>
<th>Engine speed</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>290 min⁻¹</td>
<td></td>
</tr>
<tr>
<td>Compression pressure</td>
<td>2.9 MPa (30 kgf/cm²) [421 psi]</td>
<td>2.6 MPa (27 kgf/cm²) [377 psi]</td>
</tr>
<tr>
<td>Tolerable difference between cylinders</td>
<td>0.29 MPa (3.0 kgf/cm²) [42 psi] or less</td>
<td></td>
</tr>
</tbody>
</table>

⚠️ CAUTION

It is important to regularly check the compression pressure so that you can tell the difference.

- New or overhauled engines have slightly higher compression pressure.
- The compression pressure settles to the standard value as the piston rings and valve seats fit in.
- As wear progresses further, the compression pressure drops.
REMOVAL PREPARATIONS

1. Preparations ................................................................. 1-30
   1.1 Removing the Electric Wiring ........................................ 1-30
   1.2 Draining the Coolant .................................................. 1-30
   1.3 Draining the Engine Oil ............................................. 1-30
1. Preparations

1.1 Removing the Electric Wiring
Remove the wiring harnesses from the following equipment.
Before removal, attach mating tags etc. onto the terminals to aid reassembly.
- Starter
- Switches

1.2 Draining the Coolant
Loosen the coolant drain plug on the right-hand side face of the cylinder block to drain coolant from the engine.

1.3 Draining the Engine Oil
Remove the engine oil drain plug from the oil pan to drain the engine oil.
Install and tighten the drain plug to the specified torque.

Oil pan capacity: 3.7 to 6.0 ℓ
(1.0 to 1.6 U.S. gal)

⚠️ CAUTION
Do not touch the engine oil which may be extremely hot as it can cause burns.
1. Cylinder Head, Valve Mechanism
   1.1 Removing the rocker shaft assembly
   1.2 Disassembling the rocker shaft assembly
   1.3 Removing the cylinder head bolts
   1.4 Removing the cylinder head assembly
   1.5 Removing the valves and valve springs
   1.6 Removing the valve stem seals

2. Flywheel, Timing Gear, Camshaft
   2.1 Removing the flywheel
   2.2 Removing the flywheel housing
   2.3 Removing the rear plate
   2.4 Removing the oil seal case
   2.5 Removing the tappets
   2.6 Removing the crankshaft pulley
   2.7 Removing the timing gear case
   2.8 Measuring the timing gear backlash
   2.9 Removing the idler gear
   2.10 Removing the camshaft
   2.11 Removing the fuel injection pump camshaft
   2.12 Separating the gears from the shafts (as required)
   2.13 Removing the oil pump
   2.14 Removing the front plate

3. Cylinder Block, Crankshaft, Pistons, Oil Pan
   3.1 Removing the oil pan
   3.2 Removing the oil strainer
   3.3 Removing the connecting rod caps
   3.4 Removing the pistons
   3.5 Measuring the crankshaft end play
   3.6 Removing the main bearing caps
   3.7 Removing the crankshaft
   3.8 Separating the piston from the connecting rod
1. Cylinder Head, Valve Mechanism

Disassembly of cylinder head and valve mechanism

<Disassembly sequence>
- Rocker cover
- Rocker shaft assembly
- Push rod
- Cylinder head bolt
- Cylinder head
- Cylinder head gasket
- Valve cap
- Valve lock
- Retainer
- Valve
- Valve spring
- Valve stem seal
1.1 Removing the rocker shaft assembly
(1) Loosen the rocker stay bolts. Remove the rocker shaft assembly together with the rocker stay bolts.
(2) Remove the valve caps.
(3) Keep the rocker shaft assembly with the rocker stay bolts.

1.2 Disassembling the rocker shaft assembly
In the course of disassembly, place removed valve rockers as well as the other parts neatly in the order of disassembly so that they can be reassembled back onto their original locations. Doing so, original clearances between the valve rockers and the rocker shaft is restored upon reassembly.

1.3 Removing the cylinder head bolts
Loosen the cylinder head bolts in the order of the numbers illustrated. Do not loosen one bolt completely before moving to the next bolt. Loosen the bolts in a couple of steps.
Note: Before removing the cylinder head bolts, check the cylinder head components for any fault. If faulty, check the bolts for tightness with a torque wrench.
1.4 Removing the cylinder head assembly
Remove the cylinder head assembly by lifting it straight up.
Note: If the bonding of the cylinder head gasket prevents the head assembly from being separated from the cylinder block, tap the cylinder head side face on a relatively thick portion with a plastic hammer.

1.5 Removing the valves and valve springs
(1) Remove the valve caps and locks by compressing the springs using a valve lifter.
(2) Remove the retainers, valve springs and valves.
Note: If the valves are reusable, mark them so that they can be reassembled back onto their original locations. This will ensure that the mated pairs of valves and their seats are maintained.

1.6 Removing the valve stem seals
Remove the valve stem seals by holding each of them with a pair of pliers.
Note: Replace the old valve stem seals with new parts upon reassembly.
2. Flywheel, Timing Gear, Camshaft
Flywheel end of engine

Disassembly of flywheel

<Disassembly sequence>
- Flywheel
- Flywheel housing
- Rear plate
- Oil seal case, Oil seal
Timing gear end of engine

Disassembly of timing gear and camshaft

<Disassembly sequence>

- Tappet
- PTO gear
- Crankshaft pulley
- Timing gear case
- Idler gear
- Camshaft gear
- Thrust plate
- Camshaft
  (Remove to as an assembly.)

- Fuel injection pump camshaft gear
- Ball bearing
- Fuel injection pump camshaft
  (Remove to as an assembly.)
- Oil pump
- Front plate
2.1 Removing the flywheel

(1) Have an assistant lock the flywheel pulley using a wrench or other similar tool to prevent the flywheel from rotating.

(2) Remove one of the flywheel retaining bolts.

⚠️ CAUTION

The person who locks the crankshaft pulley should do so with extreme care. Each worker should pay attention to the safety of the other.

(3) Install a safety stud (M12 × 1.25) into the hole from which the retaining bolt has just been removed. With the stud installed, remove the remaining flywheel retaining bolts.

(4) While holding the flywheel with both hands, rock the flywheel towards you and away to pull it out straight towards you.

⚠️ CAUTION

(a) When pulling off the flywheel, be careful not to cut your hands with the ring gear.

(b) Be careful not to damage the flywheel by dropping it or bumping it against hard objects.

(c) The ring gear has been shrink-fit onto the flywheel. Do not attempt to remove the ring gear unless it is faulty.

2.2 Removing the flywheel housing

Remove the flywheel housing retaining bolts. Remove the flywheel housing.
2.3 Removing the rear plate
The rear plate has been located into position with knock pins. Therefore, the plate needs to be removed by pulling it straight towards you.

2.4 Removing the oil seal case
Remove the oil seal case retaining bolts. Then, pry away the case from the cylinder block using a screwdriver or other similar tool.

⚠️ CAUTION
When removing the oil seal case, be careful not to damage the oil seal.

2.5 Removing the tappets
While holding the push rods, remove the tappets from the cylinder block.
Note: The camshaft should not be removed before removing the tappets. Otherwise, the tappets will drop into the oil pan.

2.6 Removing the crankshaft pulley
(1) Lock the crankshaft so that it will not rotate. To rock the camshaft, install two safety studs (M12 × 1.25) into the threaded holes at the rear end of the crankshaft and then place a bar between the studs.
(2) Remove the crankshaft pulley.

⚠️ CAUTION
While trying to remove the crankshaft pulley, the bar may dislodge from the studs. Pay sufficient attention to ensure safety.
2.7 Removing the timing gear case
Remove the timing gear case retaining bolts. Then, remove the timing gear case.

⚠️ CAUTION
The front plate is bolted in place separately from the timing gear case. Do not attempt to tap away the front plate together with the timing gear case.

2.8 Measuring the timing gear backlash
Measure the backlash between the gears and use the measurements as references upon reassembly.
If any of the measured values exceeds the limit, replace all gears unless otherwise specified.

<table>
<thead>
<tr>
<th>Timing gear backlash</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crank gear - idler gear</td>
<td>0.04 to 0.12</td>
<td>(0.0016 to 0.0047)</td>
</tr>
<tr>
<td>Idler gear - valve camshaft gear</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Idler gear - pump camshaft gear</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valve camshaft gear - PTO gear</td>
<td>0.08 to 0.19</td>
<td>(0.0031 to 0.0075)</td>
</tr>
<tr>
<td>Pump camshaft gear - oil pump gear</td>
<td>0.07 to 0.20</td>
<td>(0.0028 to 0.0079)</td>
</tr>
</tbody>
</table>

Unit: mm (in.)
2.9 Removing the idler gear
Remove the idler gear by sliding it out along the helical teeth.

2.10 Removing the camshaft
(1) Remove the thrust plate retaining bolts.
(2) Gently pull out the camshaft, taking care not to damage it.

⚠️ CAUTION
When pulling out the camshaft, pay attention to the cams as they tend to be caught by the surrounding parts.

2.11 Removing the fuel injection pump camshaft
(1) Remove the stopper bolt (one place).

(2) Using a copper rod or other similar tool, tap the rear end of the fuel injection pump camshaft. Then, pull it out to the front of the engine.

2.12 Separating the gears from the shafts (as required)
Using a hydraulic jack, remove the camshaft gear and the fuel injection pump camshaft gear from the respective shafts.
2.13 Removing the oil pump
Remove the oil pump retaining bolts. Then, remove the oil pump from the cylinder block.

2.14 Removing the front plate
Remove the four front plate retaining bolts. Then, gently tap the plate with a plastic hammer to remove the gasket.
3. Cylinder Block, Crankshaft, Pistons, Oil Pan

Disassembly of cylinder block, crankshaft, pistons and oil pan

<Disassembly sequence>

- Oil pan
- Oil strainer
- Connecting rod cap
- Connecting rod bearing (lower)
- Connecting rod
- Piston pin
- No. 1 ring
- No. 2 ring
- Oil ring
- Piston
- Connecting rod bearing (upper)
- Main bearing cap
- Main bearing (lower)
- Crankshaft
- Main bearing (upper)
- Cylinder block

Note: If the crankcase is to be replaced, carefully remove the relief valve and other parts from the old crankcase for reassembly onto the new crankcase.
3.1 Removing the oil pan
(1) Turn the engine upside down.
(2) Remove the oil pan by tapping it on the bottom corners with a plastic hammer.

⚠️ CAUTION
Do not insert a chisel or a screwdriver between the oil pan and the cylinder block to remove the oil pan. Otherwise, the oil pan flange face will be deformed.

3.2 Removing the oil strainer
Loosen the nut to remove the oil strainer.

3.3 Removing the connecting rod caps
(1) Place the cylinder block on the side.
(2) Mark the cylinder numbers on the connecting rods and caps to ensure that they will be reassembled in original pairs.
(3) Remove the connecting rod caps.
3.4 Removing the pistons
(1) Rotate the crankshaft to place the piston being removed at the top dead center.
(2) Using a wooden piece such as the stem of a hammer, push the piston and connecting rod assembly on the mating face with the connecting rod cap to remove the assembly from the cylinder block.

3.5 Measuring the crankshaft end play
With a dial gauge installed onto the end of the crankshaft, measure the shaft end play. If the measured value exceeds the limit, replace the flanged No. 3 bearing.

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft end play</td>
<td>0.050 to 0.175</td>
<td>0.500</td>
</tr>
<tr>
<td></td>
<td>(0.0020 to 0.0069)</td>
<td>(0.0197)</td>
</tr>
</tbody>
</table>

3.6 Removing the main bearing caps
(1) Place the engine so that the cylinder block mating surface with the oil pan faces upwards.
(2) Loosen the main bearing cap bolts. Then, remove the caps.
(3) On the front and rear main bearing caps, remove these using a sliding hammer.

3.7 Removing the crankshaft
(1) Remove the crankshaft by slowly lifting it straight up.

⚠️ CAUTION
When lifting the crankshaft, take care not to damage the main bearings.

(2) The main bearings may fall down, making it not possible to identify their original locations. Once the crankshaft is removed, place the main bearings neatly and in the original pairs so that they can be reassembled back onto their original locations.
3.8 Separating the piston from the connecting rod

1. Remove the piston pin using the special tool Piston Pin Setting Tool.

<table>
<thead>
<tr>
<th>Special tool</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston Pin Setting Tool</td>
<td>31A91-00100</td>
</tr>
</tbody>
</table>

2. Insert the tool’s push rod into the piston pin hole. Using a press against the push rod, extract the piston pin.

3. Use the Piston Pin Setting Tool again to reassemble the piston and the connecting rod.

⚠️ CAUTION

Do not try to remove the piston pin by tapping it.
If the piston has been agglutinated and requires a great force to remove, replace it with a new part.
ENGINE MAIN PARTS - INSPECTION AND CORRECTION

1. Cylinder Head, Valve Mechanism
   1.1 Measuring the cylinder head bottom face distortion
   1.2 Measuring the rocker arm bore and the rocker shaft diameter
   1.3 Measuring the valve spring for squareness and free length
   1.4 Measuring the push rod for bend
   1.5 Measuring the valve stem diameter
   1.6 Measuring the clearance between the valve stem and guide
   1.7 Replacing the valve guide
   1.8 Inspecting the valve face
   1.9 Correcting the valve face
   1.10 Correcting the valve seat
   1.11 Lapping the valve face against the valve seat
   1.12 Replacing the combustion jets

2. Flywheel, Timing Gear, Camshaft
   2.1 Measuring the flywheel flatness
   2.2 Replacing the ring gear
   2.3 Measuring the timing gear backlash
   2.4 Measuring the clearance between the idler gear and the idler shaft
   2.5 Replacing the idler shaft
   2.6 Measuring the clearance between the camshaft journal and the bushing
   2.7 Extracting the camshaft bushing
   2.8 Press-fitting the camshaft bushing
   2.9 Measuring the camshaft cam height
   2.10 Measuring the fuel injection pump shaft cam height
   2.11 Inspecting the cam-to-tappet contact
   2.12 Measuring the clearance between the tappet and the tappet guide

3. Cylinder Block, Crankshaft, Pistons, Oil Pan
   3.1 Measuring the piston diameter
   3.2 Measuring the clearance between the piston ring and the ring groove
   3.3 Measuring the piston ring gap
   3.4 Measuring the clearance between the piston pin and the pin boss
   3.5 Measuring the connecting rod bend and twist
   3.6 Measuring the connecting rod end play
   3.7 Inspecting the oil clearance for connecting rod bearings
   3.8 Inspecting the main bearings oil clearance
   3.9 Measuring the crankshaft for bend
   3.10 Removing the crankshaft gear
   3.11 Installing the crankshaft gear
   3.12 Measuring the cylinder bore
   3.13 Measuring the cylinder block top face for distortion
1. Cylinder Head, Valve Mechanism

1.1 Measuring the cylinder head bottom face distortion
Using a straight edge across the bottom face of the cylinder head and a thickness gauge, measure for any distortion. If the measured distortion exceeds the limit, correct with a surface grinder.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinder head bottom face distortion</td>
</tr>
<tr>
<td>(0.002 less)</td>
</tr>
</tbody>
</table>

1.2 Measuring the rocker arm bore and the rocker shaft diameter
Measure the rocker arm bore and the rocker shaft diameter to obtain the arm-to-shaft clearance. If the clearance is between the standard value and the limit, replace the rocker arm. If the clearance is equal to or exceeds the limit, replace both the rocker arm and shaft.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominal value</td>
</tr>
<tr>
<td>Rocker arm inner diameter</td>
</tr>
<tr>
<td>(0.7450 to 0.7458)</td>
</tr>
<tr>
<td>Rocker shaft diameter</td>
</tr>
<tr>
<td>(0.7438 to 0.7445)</td>
</tr>
<tr>
<td>Arm-to-shaft clearance</td>
</tr>
<tr>
<td>(0.0005 to 0.002)</td>
</tr>
<tr>
<td>(0.0079)</td>
</tr>
</tbody>
</table>

1.3 Measuring the valve spring for squareness and free length
Measure the valve spring for squareness, free length, etc. If any of the measured values exceeds the limit, replace the spring.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free length</td>
</tr>
<tr>
<td>Squareness</td>
</tr>
<tr>
<td>□ (gap)=0.2 (0.0079)</td>
</tr>
<tr>
<td>or less</td>
</tr>
<tr>
<td>Installed length/load mm (in.)/N (kgf) [lb]</td>
</tr>
<tr>
<td>-15%</td>
</tr>
</tbody>
</table>
1.4 **Measuring the push rod for bend**
If the measured value exceeds the limit, replace the push rod.

<table>
<thead>
<tr>
<th>Push rod bend</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.3 (0.012)</td>
</tr>
</tbody>
</table>

*Note: Use a dial gauge to measure the push rod for bend.*

1.5 **Measuring the valve stem diameter**
Measure the valve stem diameter. If the measured value is less than the limit, replace with a new part. Replace also when the valve stem has excessively uneven wear.

<table>
<thead>
<tr>
<th>Valve stem diameter</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet</td>
<td>6.6 (0.260)</td>
<td>6.565 to 6.580 (0.2586 to 0.2592)</td>
<td>6.500 (0.256)</td>
</tr>
<tr>
<td>Exhaust</td>
<td>6.6 (0.260)</td>
<td>6.530 to 6.550 (0.2572 to 0.2580)</td>
<td>6.500 (0.256)</td>
</tr>
</tbody>
</table>

1.6 **Measuring the clearance between the valve stem and guide**
Measure the valve guide inner diameter using an inside micrometer.
The valve guide wears at the top and bottom ends. Therefore, both ends need to be measured orthogonally. If the measured value exceeds the limit, replace with a new part.

<table>
<thead>
<tr>
<th>Valve stem-to-guide clearance</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet</td>
<td>0.020 to 0.050 (0.0008 to 0.002)</td>
<td>0.100 (0.004)</td>
<td></td>
</tr>
<tr>
<td>Exhaust</td>
<td>0.050 to 0.085 (0.002 to 0.003)</td>
<td>0.150 (0.006)</td>
<td></td>
</tr>
<tr>
<td>Installed valve guide protrusion</td>
<td>10 (0.394)</td>
<td>9.5 to 10.5 (0.3743 to 0.4137)</td>
<td>□</td>
</tr>
</tbody>
</table>

*Note: Before measuring the valve stem-to-guide clearance, remove carbon from the valve and the valve guide.*
1.7 Replacing the valve guide
(1) Using a punching tool, remove the valve guide from the bottom to the top of the cylinder head.
(2) Using a press, insert a new valve guide from the top of the cylinder head so that the valve guide protrusion above the cylinder head face is to the indicated dimension.
(3) With the valve guide press-fit into position, insert a new valve to verify that it slides smoothly inside the valve guide.
(4) Check the valve face-to-seat contact.

1.8 Inspecting the valve face
(1) Apply a thin coating of red lead onto the valve face. Then, using a valve lapper (available on the market), check the valve face-to-seat contact.

(2) The valve face contact area with the valve seat should be uniform and in the middle of the face. If not, reface with valve facer.

(3) If the measured valve head margin (valve head thickness) is less than the limit, replace the valve.

<table>
<thead>
<tr>
<th>Valve head margin</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.35 to 0.65</td>
<td>0.5</td>
</tr>
<tr>
<td></td>
<td>(0.0531 to 0.0650)</td>
<td>(0.0197)</td>
</tr>
</tbody>
</table>

Unit: mm (in.)
(4) If the measured valve head sinkage exceeds the limit, correct the valve seat or replace the cylinder head assembly.

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve head sinkage</td>
<td>0.25 to 0.75 (0.0098 to 0.0295)</td>
<td>1.5 (0.0600)</td>
</tr>
</tbody>
</table>

1.9 Correcting the valve face
If the valve face is excessively worn, correct with a valve refacer.
Note: (a) When grinding, set the refacer at 45° relative to the valve face.
(b) The valve head margin should be maintained above the limit. If it appears that the minimum margin cannot be maintained after refacing, replace the valve.

1.10 Correcting the valve seat
(1) Before correcting the valve seat, check the valve stem-to-guide clearance and, if necessary, replace the valve guide.
(2) Grind with a valve seat cutter (available on the market) or a valve seat grinder until the valve seat width and angle meet specification.
Note: Valve seat correction should be limited as minimum as possible.

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve seat angle</td>
<td>45°</td>
<td>—</td>
</tr>
<tr>
<td>Valve seat width</td>
<td>1.30 to 1.80 (0.0512 to 0.0709)</td>
<td>2.5 (0.0985)</td>
</tr>
</tbody>
</table>

(3) After correction, lap the valve face against the valve seat using lapping compound.
1.11 Lapping the valve face against the valve seat
If the valve seat is corrected or the valve is replaced, be sure to lap the valve face against the valve seat in the following manner.

1. Apply a light coating of lapping compound evenly over the valve face.
   Note: (a) Take care not to allow lapping compound to attach to the valve stem.
   (b) Use medium lapping compound (120 to 150 mesh) first, then finish off with fine lapping compound (200 mesh or above).
   (c) Lapping compound spreads more evenly if it is mixed with a small amount of engine oil.
2. Using a valve lapper, lap the valve face against the valve seat repeatedly while rotating it gradually.
3. Wash away the lapping compound in light oil or other similar liquid.
4. Apply engine oil onto the lapped faces and lap them again.
5. Check the lapped faces for correct contact.

1.12 Replacing the combustion jets
Replace the combustion jets only when they are cracked or faulty.

1. To extract the combustion jet, insert a round rod with a diameter of approx. 6 mm (0.23 in.) into the glow plug mounting hole and gently tap the periphery of the combustion jet bore.

2. To install the jet, tap it into the mounting hole using a plastic hammer or other similar tool. Ensure that the nozzle hole faces the center of the cylinder.
2. **Flywheel, Timing Gear, Camshaft**

2.1 **Measuring the flywheel flatness**

Place the flywheel on a surface plate. Run a dial gauge over the frictional surface of the flywheel to measure the flatness. If the measured value exceeds the limit, grind the frictional surface.

<table>
<thead>
<tr>
<th>Flywheel flatness</th>
<th>Standard value Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.150 (0.0059) or less</td>
</tr>
</tbody>
</table>

2.2 **Replacing the ring gear**

Check the ring gear for fractured or excessively worn gear teeth. If faulty, replace in the following manner.

1. Removing the ring gear
   a. Using an acetylene torch or other similar equipment, heat the ring gear evenly.
   b. Using a hammer and a rod, tap the ring gear evenly on the entire periphery until the gear comes off.

2. Installing the ring gear
   Using a piston heater or other similar equipment, heat the ring gear to approximately 150 °F (302 °F) or less. With the gear warmed up, install it onto the flywheel with the un-chamfered side first.

2.3 **Measuring the timing gear backlash**

Measure the backlash between the gears and use the measurements as references upon reassembly. If any of the measured values exceeds the limit, replace all gears unless otherwise specified.

<table>
<thead>
<tr>
<th>Timing gear backlash</th>
<th>Standard value Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crank gear - idler gear</td>
<td>0.040 to 0.120 (0.0015 to 0.0047)</td>
</tr>
<tr>
<td>Idler gear - valve camshaft gear</td>
<td>0.080 to 0.190 (0.0032 to 0.0075)</td>
</tr>
<tr>
<td>Idler gear - pump camshaft gear</td>
<td>0.070 to 0.200 (0.0028 to 0.0079)</td>
</tr>
</tbody>
</table>
2.4 Measuring the clearance between the idler gear and the idler shaft
Measure the inner diameter of the idler gear. Measure the idler shaft diameter. If the difference between the two exceeds the limit, replace the idler gear or the idler shaft.

Unit: mm (in.)

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idler gear-to-shaft clearance</td>
<td>0.020 to 0.070 (0.0008 to 0.0028)</td>
<td>0.200 (0.0079)</td>
</tr>
</tbody>
</table>

2.5 Replacing the idler shaft
When installing the idler shaft into the cylinder block, observe the dimension indicated.

2.6 Measuring the clearance between the camshaft journal and the bushing
Measure the camshaft journal diameter. Measure the inner diameter of the bushing on the cylinder block. If the difference between them exceeds the limit, replace the bushing.

Unit: mm (in.)

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camshaft journal-to-bushing clearance</td>
<td>0.050 to 0.125 (0.0020 to 0.0049)</td>
<td>0.150 (0.0059)</td>
</tr>
</tbody>
</table>
2.7 Extracting the camshaft bushing

(1) Remove the camshaft bushing using the special tool Camshaft Bushing Installer in the following manner.

<table>
<thead>
<tr>
<th>Special tool</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camshaft Bushing Installer</td>
<td>ST332340</td>
</tr>
</tbody>
</table>

(2) Remove the oil pan.

(3) Using the punching side of the installer, punch the bushing off and into the cylinder block. Take it out of the block by slightly deforming it.

2.8 Press-fitting the camshaft bushing

Press-fit the bushing while ensuring that the oil holes of the bushing align with the oil galleries in the cylinder block.

2.9 Measuring the camshaft cam height

Measure the camshaft cam height as illustrated. If the measured value is less than the limit, replace the camshaft.

Unit: mm (in.)

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camshaft cam height</td>
<td>35.720 ± 0.1 mm</td>
<td>34.720 mm</td>
</tr>
<tr>
<td>(including lobe)</td>
<td>(1.4073 ± 0.0039)</td>
<td>(1.3679)</td>
</tr>
</tbody>
</table>

2.10 Measuring the fuel injection pump shaft cam height

Measure the cam height as illustrated. If the measured value is less than the limit, replace the fuel injection pump shaft.

Unit: mm (in.)

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel injection pump</td>
<td>44 ± 0.1 mm</td>
<td>43 mm</td>
</tr>
<tr>
<td>shaft cam height</td>
<td>(1.736 ± 0.0039)</td>
<td>(1.6942)</td>
</tr>
<tr>
<td>(including lobe)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2.11 Inspecting the cam-to-tappet contact
Inspect the tappet contact face with the cam. If abnormally worn, replace the tappet.

2.12 Measuring the clearance between the tappet and the tappet guide
Measure the tappet diameter. Measure the tappet guide bore in the cylinder block. If the difference between them exceeds the limit, replace the tappet.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tappet-to-guide clearance</td>
<td>0.150 (0.0059)</td>
</tr>
</tbody>
</table>

Cam-to-tappet contact

Measuring the clearance between the tappet and the tappet guide
3. Cylinder Block, Crankshaft, Pistons, Oil Pan

3.1 Measuring the piston diameter

Using a micrometer, measure the piston diameter across the piston skirt and squarely with the piston pin, as illustrated.

If the measured value is less than the limit, replace with a new part. The maximum allowable variation in weight among the pistons on the same engine is 5 grams (0.18 oz).

<table>
<thead>
<tr>
<th>Piston diameter</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>STD</td>
<td>78.00 (3.07)</td>
<td>77.93 to 77.95 (3.070 to 3.071)</td>
<td>77.80 (3.065)</td>
</tr>
<tr>
<td>0.25 OS</td>
<td>78.25 (3.08)</td>
<td>78.18 to 78.20 (3.080 to 3.081)</td>
<td>78.05 (3.075)</td>
</tr>
<tr>
<td>0.50 OS</td>
<td>78.50 (3.09)</td>
<td>78.43 to 78.45 (3.090 to 3.090)</td>
<td>78.30 (3.085)</td>
</tr>
</tbody>
</table>

Max. allowable variation in weight among pistons on the same engine:

5 g (0.18 oz) or less

3.2 Measuring the clearance between the piston ring and the ring groove

1. Measure the piston ring-to-groove clearance. If the measured value exceeds the limit, replace the piston ring.

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1 ring</td>
<td>0.09 to 0.11 (0.0035 to 0.0043)</td>
<td>0.300 (0.012)</td>
</tr>
<tr>
<td>No. 2 ring</td>
<td>0.07 to 0.11 (0.0028 to 0.0043)</td>
<td>0.200 (0.008)</td>
</tr>
<tr>
<td>Oil ring</td>
<td>0.03 to 0.07 (0.0012 to 0.0028)</td>
<td>0.200 (0.008)</td>
</tr>
</tbody>
</table>

2. With the new piston ring installed, measure the ring-to-groove clearance again. If the measured value still exceeds the limit, replace the piston.

3.3 Measuring the piston ring gap

Install the piston ring being measured into the gauge or a new cylinder. Then, using a thickness gauge, measure the piston ring gap. If the measured value exceeds the limit, replace all rings of the relevant piston as a set.

\[ \text{STD}=78.00^{\pm0.03} \text{ mm (3.07}^{\pm0.0012} \text{ in.)} \]

Gauge bore size

- 25 OS=78.25^{\pm0.03} \text{ mm (3.08}^{\pm0.0012} \text{ in.)} 
- 50 OS=78.50^{\pm0.03} \text{ mm (3.09}^{\pm0.0012} \text{ in.)} 

Note: To install a piston ring into the gauge, use a piston to push the ring evenly.

<table>
<thead>
<tr>
<th>Piston ring gap</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1 ring</td>
<td>0.15 to 0.30 (0.006 to 0.012)</td>
<td>1.50 (0.06)</td>
</tr>
<tr>
<td>No. 2 ring</td>
<td>0.15 to 0.35 (0.006 to 0.014)</td>
<td></td>
</tr>
<tr>
<td>Oil ring</td>
<td>0.20 to 0.40 (0.008 to 0.016)</td>
<td></td>
</tr>
</tbody>
</table>
3.4 Measuring the clearance between the piston pin and the pin boss

Measure the piston pin diameter. Measure the bore size of the piston pin boss. If the difference between them exceeds the limit, replace with new parts.

<table>
<thead>
<tr>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston pin diameter</td>
<td>23 (0.9062)</td>
<td>22.944 to 23.000 (0.9039 to 0.9062)</td>
</tr>
<tr>
<td>Piston pin-to-boss clearance</td>
<td>0.006 to 0.018 (0.0002 to 0.0007)</td>
<td>0.050 (0.002)</td>
</tr>
</tbody>
</table>

Unit: mm (in.)

3.5 Measuring the connecting rod bend and twist

(1) Measure C and \( \ell \) as illustrated. If measured C is more than 0.05 mm (0.0020 in.) per 100 mm (3.937 in.) of measured \( \ell \), correct the connecting rod using a press.

<table>
<thead>
<tr>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting rod bend and twist</td>
<td>0.05/100 (0.002/3.940) or less</td>
</tr>
</tbody>
</table>

Unit: mm (in.)

(2) Normally, a connecting rod aligner is used to measure the connecting rod for bend and twist.

Note: Before measuring the connecting rod for bend, tighten the connecting rod cap nuts to the specified torque.

(3) When measuring connecting rod bend with the piston installed to the connecting rod, place the piston/rod assembly on a surface plate such that the top of piston lies on the plate. Then, insert a round rod with the same diameter as the crank pin into the connecting rod large end. Using a dial gauge, measure the top of the round rod for any variation in height.
3.6 Measuring the connecting rod end play
Install the connecting rod and the rod cap onto the mating crank pin. Tighten the cap nuts to the specified torque. Using a thickness gauge, measure the gap (end play).
If the measured value exceeds the limit, replace the connecting rod and the rod cap.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Connecting rod end play</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>0.10 to 0.35</td>
<td>0.50</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0.004 to 0.014)</td>
<td>(0.012)</td>
</tr>
</tbody>
</table>

3.7 Inspecting the oil clearance for connecting rod bearings
(1) Install the connecting rod bearings (upper and lower) into the connecting rod large end. Tighten the cap nuts to the specified torque. Measure the inner diameter of the bearings.
(2) Measure the diameter of the mating crank pin. The difference between the bearing inner diameter and the crank pin diameter is the oil clearance for the bearings.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crank pin diameter</td>
<td>48 (1.8912)</td>
<td>47.950 to 47.964 (1.8892 to 1.8897)</td>
<td>□</td>
</tr>
<tr>
<td>Oil clearance for connecting rod bearings</td>
<td>□</td>
<td>0.025 to 0.072 (0.0010 to 0.0028)</td>
<td>0.150 (0.0059)</td>
</tr>
</tbody>
</table>

(3) If the measured oil clearance exceeds the limit, replace the bearings. With the new bearings installed, measure the oil clearance again.
(4) If the measured oil clearance still exceeds the limit, use the undersize bearings [0.25 mm (0.0098 in.), 0.50 mm (0.0197 in.), 0.75 mm (0.0295 in.) U.S.] Also, grind the crank pin accordingly to the finished dimension shown below.

Crank pin ground dimensions

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Crank pin undersize</th>
<th>Finished dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.25 (0.0098)</td>
<td>47.75_{-0.035}^{+0.050} (1.881_{-0.0014}^{+0.002})</td>
</tr>
<tr>
<td></td>
<td>0.50 (0.0197)</td>
<td>47.50_{-0.035}^{+0.050} (1.871_{-0.0014}^{+0.002})</td>
</tr>
<tr>
<td></td>
<td>0.75 (0.0295)</td>
<td>47.25_{-0.035}^{+0.050} (1.861_{-0.0014}^{+0.002})</td>
</tr>
</tbody>
</table>
(a) If any of the crank pins need grinding, grind all crank pins on the same crankshaft to the same dimension.

(b) Finish the fillets to a radius of 2 mm (0.08 in.).

### 3.8 Inspecting the main bearings oil clearance

1. Place the main bearings (upper and lower) onto the cylinder block and the main bearing cap. Assemble them together and tighten the cap bolts to the specified torque. Measure the inner diameter of the main bearings.

2. Measure the diameter of the mating crank journal. The difference between the main bearings inner diameter and the crank journal diameter is the oil clearance for the main bearings.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crank journal diameter (STD)</td>
<td>□ 52 (2.0488)</td>
<td>51.985 to 52.000 (2.0482 to 2.0488)</td>
<td>□</td>
</tr>
<tr>
<td>Oil clearance for main bearings</td>
<td>□ 0.030 to 0.077 (0.0012 to 0.003)</td>
<td>0.100 (0.0040)</td>
<td></td>
</tr>
</tbody>
</table>

3. If the measured oil clearance exceeds the limit, replace the main bearings. With the new bearings installed, measure the oil clearance again.

4. If the measured oil clearance still exceeds the limit, use the undersize bearings [0.25 mm (0.0098 in.), 0.50 mm (0.0197 in.), 0.75 mm (0.0295 in.) U.S.]

Also, grind the crank journal accordingly to the finished dimension shown below.

**Crank journal ground dimensions**

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Finished dimension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crank journal undersize</td>
<td>□ 0.25 (0.0098) □ 51.75°_0.015 (2.0374°_0.006)</td>
</tr>
<tr>
<td></td>
<td>□ 0.50 (0.0197) □ 51.50°_0.015 (2.0276°_0.006)</td>
</tr>
<tr>
<td></td>
<td>□ 0.75 (0.0295) □ 51.25°_0.015 (2.0177°_0.006)</td>
</tr>
</tbody>
</table>

Tightening torque: 49.0 to 53.9 N·m (5.0 to 5.5 kgf·m) [36.2 to 39.8 lbf·ft]
(a) If any of the crank journals need grinding, grind all crank journals on the same crankshaft to the same dimension.
(b) Finish the fillets to a radius of 2.5 mm (0.098 in.).

3.9 Measuring the crankshaft for bend
Support the crankshaft at the front and rear crank journals with a V block. Using a dial gauge, measure the center journal for a swing of the gauge needle (to both directions). If the measured value moderately exceeds the standard value, correct the bend by grinding. If the measured value far exceeds the standard value, correct the bend using a press or other similar equipment. If the measured value exceeds the limit, replace the crankshaft.

<table>
<thead>
<tr>
<th></th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crankshaft bend</td>
<td>0.025 (0.0010)</td>
<td>0.050 (0.0020)</td>
</tr>
</tbody>
</table>

3.10 Removing the crankshaft gear
Use a gear puller to remove the crankshaft gear. Note: Do not remove the crankshaft gear unless the crankshaft or the gear is faulty.

3.11 Installing the crankshaft gear
(1) Install the key to the crankshaft.
(2) Align the keyway in the crankshaft gear with the key on the crankshaft, and press-fit the gear fully until it stops.
3.12 Measuring the cylinder bore

Using a cylinder gauge, measure the cylinder bore and cylindricality. If any of the cylinders exceeds the limit, bore all cylinders of the same engine and replace the pistons and the piston rings with oversize parts.

Measure at 3 locations as shown in the fig., each in directions A and B.

### Unit: mm (in.)

#### Pistons and piston rings available

<table>
<thead>
<tr>
<th>Size</th>
<th>Code</th>
<th>Cylinder bore</th>
</tr>
</thead>
<tbody>
<tr>
<td>STD</td>
<td>STD</td>
<td>Standard value 78.03</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(3.070) max</td>
</tr>
<tr>
<td>0.25 OS</td>
<td>25</td>
<td>78.25 +0.03</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(3.080) max +0.2</td>
</tr>
<tr>
<td>0.50 OS</td>
<td>50</td>
<td>78.50 +0.03</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(3.090) max +0.2</td>
</tr>
<tr>
<td>STD</td>
<td>STD</td>
<td>Standard value 78.01</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(3.004) max max</td>
</tr>
</tbody>
</table>

3.13 Measuring the cylinder block top face for distortion

Using a straight edge across the top face of the cylinder block and a thickness gauge, measure for any distortion.

If the measured distortion exceeds the limit, correct by grinding the top face.

### Unit: mm (in.)

<table>
<thead>
<tr>
<th>Cylinder block top face distortion</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.05 (0.002) max</td>
<td>0.10 (0.004)</td>
<td></td>
</tr>
</tbody>
</table>

⚠️ CAUTION

The combined grinding limit for the cylinder block top face and the mating cylinder head bottom face is 0.2 mm (0.008 in.).
ENGINE MAIN PARTS - REASSEMBLY

1. Cylinder Block, Crankshaft, Pistons, Oil Pan
   1.1 Installing the main bearings
   1.2 Installing the crankshaft
   1.3 Installing the main bearing caps
   1.4 Inserting the side seals
   1.5 Assembling the piston onto the connecting rod
   1.6 Installing the piston rings
   1.7 Installing the piston/connecting rod assemblies
   1.8 Installing the connecting rod caps
   1.9 Installing the oil strainer
   1.10 Installing the oil pan

2. Flywheel, Timing Gear, Camshaft
   2.1 Installing the front plate
   2.2 Installing the oil pump
   2.3 Rotating the engine
   2.4 Tapping the fuel injection pump camshaft into place
   2.5 Installing the camshaft
   2.6 Installing the idler gear
   2.7 Installing the timing gear case
   2.8 Tightening the crankshaft pulley nut
   2.9 Installing the PTO gear
   2.10 Inserting the tappets
   2.11 Installing the oil seal case
   2.12 Installing the rear plate
   2.13 Installing the flywheel housing
   2.14 Installing the flywheel

3. Cylinder Head, Valve Mechanism
   3.1 Cleaning the bottom face of the cylinder head
   3.2 Installing the valve stem seals
   3.3 Installing the valve springs
   3.4 Installing the valve locks
   3.5 Installing the cylinder head gasket
   3.6 Installing the cylinder head
   3.7 Tightening the cylinder head bolts
   3.8 Inserting the push rods
   3.9 Assembling the rocker shaft assembly
   3.10 Installing the rocker shaft assembly
   3.11 Adjusting the valve clearance
   3.12 Installing the rocker cover
1. Cylinder Block, Crankshaft, Pistons, Oil Pan
To reassembly, follow the disassembly sequence in reverse.

1.1 Installing the main bearings
(1) Install the main bearings (upper and lower) onto the cylinder block and the main bearing cap, ensuring that the lugs engage with the lug grooves.
(2) The flanged main bearings should be installed onto the No. 3 crank journal.
(3) Lightly coat the inner surface of each bearing with engine oil.

1.2 Installing the crankshaft
(1) Wash the crankshaft thoroughly in wash oil. Dry the crankshaft using compressed air.
(2) While holding the crankshaft horizontally, lower it slowly onto the cylinder block.
(3) Lightly coat the crank journals with engine oil.

1.3 Installing the main bearing caps
(1) Apply sealant onto the mating faces of the front and rear main bearing caps and the cylinder block.

<table>
<thead>
<tr>
<th>Sealant</th>
<th>ThreeBond 1212</th>
</tr>
</thead>
</table>

(2) Install the main bearing caps so that their arrow marks point the front of the engine and that the cap numbers are in the order from the front to the rear of the engine.
(3) Loosely tighten the cap retaining bolts.

⚠️ CAUTION ⚠️
Install the front and rear main bearing caps so that they are flush with the cylinder block.
(4) Tighten the main bearing cap bolts progressively in diagonal sequence and tighten to the specified torque at the final step.

(5) Ensure that the crankshaft rotates smoothly, without any binding.

(6) Measure the crankshaft end play (refer to Page 2-14). If the measured value exceeds the limit, loosen and retighten the main bearing cap bolts.

1.4 Inserting the side seals
(1) Apply sealant to the periphery of new side seals.

<table>
<thead>
<tr>
<th>Sealant</th>
<th>ThreeBond 1212</th>
</tr>
</thead>
</table>

(2) With the seal radius faced outside, insert the side seals with your hand into the front and rear of the cylinder block.

(3) Using a flat piece, push the last portion of the side seals fully into the cylinder block, taking care not to bend the seals.
1.5 Assembling the piston onto the connecting rod

(1) Install the special tool Piston Pin Setting Tool onto a hydraulic press.

<table>
<thead>
<tr>
<th>Special tool</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston Pin Setting Tool</td>
<td>31A91-00100</td>
</tr>
</tbody>
</table>

(2) Place the connecting rod on the tool. Coat the connecting rod small end with engine oil.

(3) Install the piston onto the connecting rod so that the arrow on the top face of the piston faces the side of the connecting rod that has the engine type embossed. Insert the piston pin slightly into the pin boss.

(4) Using the push rod of the tool, press the piston pin into the pin boss.

⚠️ CAUTION

When the hydraulic press needle almost exceeds the 50 kgf (110.23 lbf) while the piston pin is being pressed, stop pressing the pin. Reset the push rod and start pressing again.

(5) With the piston and the connecting rod assembled together, check that they slide smoothly about the piston pin.
1.6 Installing the piston rings

Using the special tool Piston Ring Pliers, install the No. 1 ring, No. 2 ring, and oil ring onto the piston.

<table>
<thead>
<tr>
<th>Special tool</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston Ring Pliers</td>
<td>31391-12900</td>
</tr>
</tbody>
</table>

Note: (a) Install the rings so that “T” mark faces the top of the piston.
(b) The oil ring should be installed so that the butt joint of the coil spring is located at 180° relative to the ring gap as illustrated.

1.7 Installing the piston/connecting rod assemblies

(1) Apply engine oil onto the periphery of the piston and the piston rings.

(2) Position the piston ring gaps as illustrated. The gaps should not face the same direction as the piston pin or squarely with the piston pin.

(3) Install the connecting rod bearing (upper) onto the connecting rod, ensuring that the lug engages with the lug groove.

(4) Rotate the crankshaft until the crank pin onto which the piston/connecting rod assembly is being installed comes to the top dead center.

(5) Face the piston/connecting rod assembly so that the arrow mark on top of the piston points to the timing gear case side (front) of the engine.

(6) Using a piston guide (available on the market), insert the piston/connecting rod assembly from the top of the cylinder block down.

⚠️ CAUTION

Do not tap the piston too hard. Doing so may break the piston rings or damage the crank pin.
1.8 Installing the connecting rod caps
(1) While pressing the top of piston down to keep the connecting rod large end attached to the crank pin, rotate the crankshaft 180°.
(2) Install the connecting rod bearing (lower) onto the connecting rod cap, ensuring that the lug engages with the lug groove.
(3) Install the bearing cap onto the connecting rod, observing the mating marks made during disassembly.
Note: If a new connecting rod without mating marks is being installed, ensure that the lug grooves, designed to prevent the bearings from turning, are assembled on the same side.
(4) Tighten the connecting rod cap nuts alternately in several steps, and finally to the specified torque.
(5) Check the connecting rod end play.

1.9 Installing the oil strainer
(1) Position the cylinder block with the oil pan mounting face up.
(2) Install the oil strainer so that the tip of the strainer will not contact the oil pan when installed. Tighten the nut to the specified torque.

1.10 Installing the oil pan
(1) Clean the mating faces of the cylinder block and the oil pan.
Apply sealant to the entire periphery of the oil pan mounting face of the cylinder block.

<table>
<thead>
<tr>
<th>Sealant</th>
<th>ThreeBond 1207C</th>
</tr>
</thead>
</table>

Tightening torque:
24.5 to 29.4 N·m
(2.5 to 3.0 kgf·m)
[18.1 to 21.7 lbf·ft]
Note: (a) Apply sealant in a bead of 4 mm (0.1575 in.) and in the illustrated pattern.  
(b) Cutting the end of the sealant tube at the illustrated location will provide a 4 mm (0.1575 in.) bead.

(2) Tighten the oil pan retaining bolts diagonally in several steps, and finally to the specified torque.
2. **Flywheel, Timing Gear, Camshaft**

To reassemble, follow the disassembly sequence in reverse.

2.1 **Installing the front plate**

(1) Completely scrape off any remaining gasket from the cylinder block and the front plate.

(2) Install the front plate onto the cylinder block. Tighten the four retaining bolts.

(3) Apply sealant onto the side of the gasket that is to be mated to the front plate. Attach the gasket onto the front plate. The sealant will prevent the gasket from moving.

2.2 **Installing the oil pump**

(1) Ensure that the oil pump is correctly fitted with packing.

(2) Install the oil pump onto the crankcase. Tighten the three retaining bolts evenly.

(3) Ensure that the oil pump gear rotates smoothly.

2.3 **Rotating the engine**

(1) Install two studs (M12 \( \times \) 1.25) into the flywheel mounting holes in the crankshaft.

(2) Place a bar between the studs and rotate the crankshaft until the No. 1 cylinder comes to the top dead center.

2.4 **Tapping the fuel injection pump camshaft into place**

(1) Insert the fuel injection pump camshaft (complete with the bearing and the gear) into the cylinder block.

(2) Tap the gear with a plastic hammer until the bearing is completely inserted into the mounting hole in the cylinder block.

(3) Ensure that the fuel injection pump camshaft rotates smoothly.

(4) Tighten the stopper bolt.
2.5 Installing the camshaft
(1) Apply engine oil to the journals and cams.
(2) Insert the camshaft (complete with the camshaft gear) into the cylinder block.

⚠️ CAUTION
Take care not to damage the journals or cams when inserting the camshaft into the cylinder block.

(3) Using an appropriate torque wrench and socket, tighten the thrust plate mounting bolts to the specified torque.
(4) Ensure that the camshaft rotates smoothly. Also ensure that there is some end play by sliding the camshaft to the front and rear.

2.6 Installing the idler gear
(1) Apply engine oil to the idler shaft.
(2) Install the idler gear so that the timing marks are aligned with those of the meshing gears.
(3) Check the backlash between the gears.
Note: Refer to “Measuring the timing gear backlash” on Page 2-23.

2.7 Installing the timing gear case
(1) Apply sealant onto the gasket and stick it in place. Then, install the timing gear case onto the front plate.
(2) Apply engine oil to the oil seal lips.
(3) Tighten the timing gear case retaining bolts.
2.8 Tightening the crankshaft pulley nut
(1) Use the studs and the bar described in Section “2.3” to lock the crankshaft.
(2) While locking the crankshaft, tighten the crankshaft pulley nut to the specified torque.

⚠️ CAUTION
The locking studs and bar should be sufficiently strong to avoid any accident.

2.9 Installing the PTO gear
Drive the PTO gear into the timing gear case. Ensure that the side of the gear with no oil hole faces the rear of the engine.

2.10 Inserting the tappets
Apply engine oil to the periphery of the tappets, and insert them into the tappet holes in the cylinder block.

2.11 Installing the oil seal case
(1) Install a new oil seal case gasket.
(2) Apply engine oil to the entire periphery of the oil seal lips, and install the oil seal and case onto the cylinder block.
2.12 Installing the rear plate
(1) Install a new rear plate gasket.
(2) Install the rear plate, aligning it with the dowel pins. Tighten the retaining bolts to the specified torque.
Note: Install the rear plate complete with the starter. This will facilitate the subsequent reassembly.

2.13 Installing the flywheel housing
Install the flywheel housing, aligning it with the knock pins. Tighten the retaining bolts evenly.
Note: Replace the knock pins with new parts if the knock pins are worn or if a new flywheel housing is being installed.

2.14 Installing the flywheel
(1) Screw in a safety stud (M12 1.25) into one of the flywheel retaining bolt holes at the rear end of the crankshaft.
(2) Insert the flywheel through the safety stud and onto the crankshaft.
(3) Loosely tighten the three flywheel retaining bolts.
(4) Replace the safety stud with the 4th retaining bolt, and loosely tighten it.
(5) Using a torque wrench or other similar tool, lock the crankshaft pulley nut.
(6) Tighten the flywheel retaining bolts to the specified torque.

⚠ CAUTION
The person who locks the crankshaft pulley nut should do so with extreme care. Communicate with each other closely to prevent accidents.
3. Cylinder Head, Valve Mechanism
To reassembly, follows the disassembly sequence in reverse.

3.1 Cleaning the bottom face of the cylinder head
Scrape off any gasket from the mating faces of the cylinder head and the cylinder block, taking care not to damage the faces.
Note: Use a scraper to roughly remove the remaining gasket. Then, using an oil stone and engine oil, polish away fine residue.

3.2 Installing the valve stem seals
Using a box wrench No. 12, install the valve stem seal on the valve guide.
Ensure that the seal has been correctly installed the valve guide.
Note: Incorrectly installed stem seals will lead to oil leaking down through the seal-to-guide gap and into the combustion chamber.

3.3 Installing the valve springs
Install the valve spring with the white enamel-coated end facing up.

3.4 Installing the valve locks
Install the valve lock by compressing the valve spring using a valve lifter.

⚠️ CAUTION
Do not compress the valve spring too hard as the bottom of the retainer may contact and damage the stem seal.
3.5 Installing the cylinder head gasket
(1) Ensure that the cylinder block top face and the piston top faces are clean.
(2) Insert two guide studs (M10 x 1.25) into the bolt holes in the cylinder block.
(3) Install the cylinder head gasket through the studs and onto the cylinder block.

**CAUTION**
Do not use liquid packing or other similar sealant.

3.6 Installing the cylinder head
Install the cylinder head through the guide studs and onto the cylinder block.

3.7 Tightening the cylinder head bolts
(1) Remove the guide studs. Install the cylinder head bolts.
(2) Tighten the cylinder head bolts in the order illustrated in a couple of steps, and finally tighten to the specified torque.

3.8 Inserting the push rods
(1) Insert the push rods into the holes in the cylinder head.
(2) Ensure that the ball end of the push rod rests on the recess of the tappet.
3.9 Assembling the rocker shaft assembly
(1) Assemble the rocker shaft components to ensure the correct reassembly and tighten the retaining bolt.
(2) Ensure that the rocker arms move smoothly.

3.10 Installing the rocker shaft assembly
(1) Install the valve caps.
(2) Install the rocker shaft assembly onto the cylinder head. Tighten the mounting bolts to the specified torque.

3.11 Adjusting the valve clearance
Refer to “1.3 Adjusting the valve clearance” on Page 8-3.

3.12 Installing the rocker cover
(1) Ensure that the rocker cover is correctly fitted with gasket.
(2) Tighten the rocker cover retaining bolts to the specified torque.
1. Fuel Injection Pipes, Fuel Leak-off Pipe, Fuel Injection Nozzles
   1.1 Removing the fuel injection pipes
   1.2 Removing the fuel injection nozzles

2. Governor
   2.1 Removing the governor assembly
   2.2 Removing the governor weights

3. Fuel Injection Pumps
   Removing the fuel injection pumps
1. Fuel Injection Pipes, Fuel Leak-off Pipe, Fuel Injection Nozzles

Removal of fuel injection pipes, fuel leak-off pipe, and fuel injection nozzles

<Removal sequence>
- No. 1 fuel injection pipe
- No. 2 fuel injection pipe
- No. 3 fuel injection pipe
- No. 4 fuel injection pipe
- Fuel leak-off pipe
- Fuel injection nozzle

⚠️ CAUTION
To prevent dirt from entering into the fuel system, plug the injection pump openings, the nozzle inlet connectors, and the injection pipes.
1.1 Removing the fuel injection pipes
Remove the fuel injection pipes and the fuel leak-off pipe.
Note: To prevent dirt from entering into the system, plug the fuel injection pump openings and the fuel injection nozzle connectors.

1.2 Removing the fuel injection nozzles
Using a wrench, loosen the fuel injection nozzles. Remove the nozzles and gaskets.
Note: Use a wire or a screwdriver to remove the fuel injection nozzle gaskets from the cylinder head. Faulty gaskets should be replaced.
2. Governor

<Removal sequence>
- Bolt
- Governor assembly
- Gasket
2.1 Removing the governor assembly
(1) Remove the tie-rod cover.
(2) Using a pair of cutting pliers, remove the tie-rod spring. Disconnect the tie-rod from the pumps.
(3) Remove the governor assembly.

2.2 Removing the governor weights
(1) Remove the sliding sleeve.
(2) Remove the sliding sleeve shaft and then the governor weights.
3. Fuel Injection Pumps

<Removal sequence>
- Bolt
- Fuel injection pump
- Shim
Removing the fuel injection pumps
(1) Remove the tie-rod cover.
(2) Using a pair of cutting pliers, remove the tie-rod spring. Disconnect the tie-rod from the pumps.

(3) Removing the fuel injection pumps
Note: Note the thickness of shim pack for the adjustment of the fuel injection timing.
# FUEL SYSTEM - DISASSEMBLY, INSPECTION AND REASSEMBLY

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1. Fuel Injection Nozzles

1.1 Disassembling the fuel injection nozzles

- Wear
- Fatigue, Perpendicularity
- Wear, Damage
- Carbon deposit, Clogged nozzle hole

Disassembly of the fuel injection nozzle

<Reassembly sequence>

- Nozzle retaining nut
- Nozzle tip assembly
- Piece
- Pin
- Spring
- Washer
- Nozzle holder
- Gasket

1.2 Inspecting the fuel injection nozzle

Conduct the following inspections and, if faulty, repair or replace as required.

(1) Injection valve opening pressure

(a) Install the fuel injection nozzle onto the nozzle tester. Pump the tester handle up and down to bleed air.

(b) Pump the tester handle at a rate of approx. one cycle per second while observing the needle of the tester.

Note: The needle should rise slowly and, during fuel injection, should vibrate. The pressure at which the needle starts to vibrate is the injection valve opening pressure.
(c) If the measured pressure does not conform to the standard value, disassemble and adjust by changing the thickness of the washer.

<table>
<thead>
<tr>
<th>Standard value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Injection valve opening pressure</td>
</tr>
<tr>
<td>14.22 to 15.00</td>
</tr>
<tr>
<td>(145 to 153)</td>
</tr>
<tr>
<td>[2062 to 2176]</td>
</tr>
</tbody>
</table>

(d) Change in washer thickness by 0.1 mm (0.004 in.) results in a pressure change of 1.0 MPa (10 kgf/cm²) [145 psi]. Washers are available in 10 different thicknesses at intervals of 0.05 mm (0.002 in.) in the range between 1.25 and 1.70 mm (0.049 and 0.067 in.).

⚠️ CAUTION

Never touch the spray of fuel from the fuel injection nozzle.

(2) Inspecting the fuel spray pattern from the fuel injection nozzle

(a) When inspecting the injection valve opening pressure using the nozzle tester, also check for such as clogged nozzle hole, fuel spray pattern and fuel leakage from the nozzle hole.

(b) When the tester handle is pumped at a rate of approx. one cycle per second, fuel should be sprayed in a fairly straight pattern.

(3) Clean or replace when spraying badly

(a) Loosen the nozzle retaining nut to remove the nozzle tip assembly. Clean the needle valve and the nozzle tip body.

⚠️ CAUTION

When removing the nozzle tip assembly, never tap on the end of the assembly.

(b) Wash the needle valve and the nozzle tip body in clean wash oil. Reassemble them in clean light oil.

Note: The needle valve and the nozzle tip body are precision machined parts. Handle with care and never change their combination.
(c) Assemble the fuel injection nozzle, tightening the nozzle retaining nut to the specified torque.

(d) If the fuel spray pattern is still not good, replace the nozzle tip assembly.

Note: (a) Never touch the sliding surface of the needle valve with your hands.

(b) If the nozzle tip assembly is to be replaced, remove the seal peel (synthetic resin film) from the new nozzle tip assembly and slide the nozzle and needle valve in clean wash oil to remove the anti-corrosive agent completely.

1.3 Reassembling the fuel injection nozzle

Reassembly of the fuel injection nozzle

<Reassembly sequence>

1. Tightening torque: 34.3 to 39.2 N·m (3.5 to 4.0 kgf·m) [25.3 to 28.9 lbf·ft]

2.  

3.  

4.  

5.  

6.  

7. Tightening torque: 49.0 to 58.8 N·m (5.0 to 6.0 kgf·m) [36.2 to 43.4 lbf·ft]
2. Fuel Injection Pumps

2.1 Inspecting the fuel injection pump on vehicle

Do not disassemble the fuel injection pump unless it is necessary.

If the pump is suspected to be faulty, it is recommended that the entire pump assembly be replaced.

<table>
<thead>
<tr>
<th>Inspection item</th>
<th>Description</th>
<th>PASS criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low idle speed</td>
<td>Inspect the low idle speed</td>
<td>1000 ( \pm 25 ) min(^{-1} )</td>
</tr>
<tr>
<td>Exhaust gas color</td>
<td>1) Observe the exhaust gas color during no-load rapid acceleration</td>
<td>No excessive black smoke</td>
</tr>
<tr>
<td></td>
<td>2) Observe the exhaust gas color under load</td>
<td></td>
</tr>
<tr>
<td>Nozzle injection pattern</td>
<td>To inspect the spray pattern, remove the nozzle from the engine and then place the nozzle outside by correcting the injection pipe. Crank the starter and check the spray pattern.</td>
<td>Good spray pattern</td>
</tr>
</tbody>
</table>

2.2 Disassembling the fuel injection pumps

- Tappet guide pin
- Lock plate
- Tappet
- Tappet adjusting shim
- Spring lower seat
- Plunger
- Plunger spring
- Spring upper seat
- Control sleeve
- Control rack
- Delivery valve holder
- O-ring
- Delivery valve spring
- Delivery valve gasket
- Delivery valve
- Plunger barrel
- Pump housing

Disassembly of the fuel injection pumps
(1) Removing the tappets
(a) Open the claws of the lock plate using a screwdriver or other similar tool.
(b) Rotate the tappet and the guide pin by 180° to align the guide pin cutout with the mating portion of the pump housing.
(c) While pressing the tapped down, remove the tappet guide pin using a pair of pliers.

⚠️ CAUTION
Hold the tappet, otherwise it will jump out. Be careful not to drop the tappet.

(2) Removing the plungers
(a) Remove the tappet adjusting shim.
(b) Using a pair of tweezers, pull out the spring lower seat and the plunger together.
(c) Remove the plunger spring.
(d) Remove the spring upper seat and the control sleeve together.
(e) Pull out the control rack.
(3) Removing the delivery valve
   (a) Place the pump upwards in a vice.
   (b) Remove the delivery valve holder.
   (c) Remove the delivery valve gasket.

   (d) Using a pair of tweezers, remove the delivery valve.

   **CAUTION**
   The delivery valves are an ultra-precision part. They should be free of dirt or damage.

(4) Removing the plunger barrels
   Pull out the plunger barrel.

   **CAUTION**
   (a) The plunger barrels are an ultra-precision part. They should be free of dirt or damage.
   (b) Keep the plunger barrels and the plungers in the original pairs for each of the cylinders. Do not use them in wrong pairs.

   Note: (a) When replacing the plunger barrels or the delivery valves, do not loosen the adjusting plates between the cylinders.
   (b) If the barrels or valves are to be replaced, fuel injection volume must be measured. The measurement requires pump tester cam box.
   (c) Keep the parts removed in clean light oil.
2.3 Inspecting the fuel injection pumps

- Delivery valve wear, damage
- Plunger fit, wear, damage, rust, seizure
- Control rack operation
- Tappet contact, wear

Inspection of the fuel injection pumps
2.4 Reassembling the fuel injection pumps

To reassemble, follows the disassembly sequence in reverse and do the following steps.

1. Inserting the plunger barrels
   Ensure that the plunger barrel groove is aligned with the knock pin of the pump housing.
   Note: If the plunger barrel groove is not aligned with the knock pin, the O-ring will not seat properly in the pump housing when the delivery valve holder is being loosely tightened in the next operation.

2. Installing the delivery valves
   Install the delivery valve, gasket, spring and O-ring. Loosely tighten the delivery valve holder.

⚠️ CAUTION ⚠️
(a) Discard the old O-ring. Replace with a new part.
(b) While reassembling, take care not to cut the O-ring with the threaded portion of the valve holder.
(3) Installing the control sleeves
   (a) Assemble the control sleeves onto the control rack so that each sleeve is aligned with the notched line.
   (b) Insert the plungers into the sleeves.

   **⚠️ CAUTION**
   Insert the plungers so that their cuts face the adjusting plates.

(4) Installing the tappets
   While pressing the tappet down, move the control rack. When the tappet groove is aligned with the tappet guide pin hole in the pump housing, install the lock plate and the tappet guide pin.

   **⚠️ CAUTION**
   Do not use the old lock plate. Replace with a new part.

(5) Tightening the delivery valve holders
   Tighten the delivery valve holders to the specified torque.

   **⚠️ CAUTION**
   (a) Do not overtighten the plungers as they will seize.
   (b) Do not undertighten neither as it will cause the fuel to mix in the engine oil.
Inspecting the control rack for smooth operation

(a) With the fuel injection pumps assembled, ensure that the control rack slides smoothly.
(b) If not, possible causes include the following.
   1) The elements do not slide smoothly.
   2) Foreign matter is trapped between the teeth of rack and sleeve.
   3) The delivery valve holders have been overtightened.
   Disassemble and inspect.
(c) After reassembly, check the fuel injection timing.
3. Governor
3.1 Disassembling and inspecting the governor

Disassembly and inspection of the governor

<Disassembly sequence>
- Tie-rod spring
- Tie-rod
- Speed control lever
- Spring pin
- Grooved pin
- Governor shaft

(Remove  to  as an assembly.)
- Governor lever
- Start spring
- Tension lever
- Governor spring
- Governor spring lever
- Governor case
3.2 Reassembling the governor

1. Install the levers first.

2. Install the O-ring onto the governor shaft.

3. Insert the governor shaft into the governor case, and combine it with the levers.

4. Hold the grooved pin and the spring pin in place, and knock them in with a soft hammer.

5. Install the tie-rod and the tie-rod spring.

3.3 Installing the torque spring set

Prior to installation, adjust the low and high idle speeds of engine. Stop the engine for installation and adjustment of the torque spring set.

1. Remove the tie-rod cover.

2. Pull the speed control lever to the high idle speed position and hold it there.

3. Pull the tie-rod in the direction of the arrow until a slight resistance is felt.

Note: This is the initial resistance by the governor spring. Do not pull the tie-rod further to try to overcome the resistance.

4. While holding the tie-rod in this position, screw in the torque spring set until the notched line on the control rack is aligned with that on the pump body.

5. With both notched lines aligned, lock the torque spring set by tightening the special nut to the specified torque.

6. Place the torque set sealing cap over the torque spring set, and stake it in place.
4. Fuel Pump
Inspecting the fuel pump

The engine is equipped with one of the following three types of fuel pump depending on the engine specifications.

(1) Plunger-type fuel pump
There are two types; one is the standard with a filter element and the other, compact-size, without a filter element. As for standard type, remove the cover and clean or replace the filter element. On either pump, ensure that the pump operates normally without fuel leakage.

(2) Diaphragm-type fuel pump
Never attempt to disassemble this type of fuel pump. Like the compact-size plunger fuel pump, ensure that the pump operates normally without fuel leakage.
5. Fuel Filter

5.1 Disassembling, inspecting and reassembling the fuel filter (with a selector cock)

(1) Normally, only remove the filter element. Do not disassemble the cock lever unless so required.

(2) If the cock lever is disassembled, clean it and apply silicon oil to the O-ring before reassembly.

5.2 Inspecting the fuel filter (cartridge type)

If water or sediment is accumulated on the bottom of the case or in the filter element, replace the entire assembly. Replace the fuel filter assembly approx. every 500 hours. However, it is recommended that the fuel filter be checked every 100 hours and, if faulty, replace at that time.
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   Installing the fuel injection pumps ........................................ 3 -27

2. Governor .................................................................................. 3 -28
   2.1 Installing the governor weights .............................................. 3 -29
   2.2 Installing the sliding sleeve .................................................. 3 -29
   2.3 Installing the governor assembly .......................................... 3 -29

   3.1 Installing the fuel injection nozzles ...................................... 3 -31
   3.2 Installing the fuel pipes ....................................................... 3 -31
1. Fuel Injection Pumps

Installing the fuel injection pumps

<Installation sequence>

1 2 3 4 5
Installing the fuel injection pumps

(1) Install the fuel injection pump housing complete with the pumps onto the cylinder block, and tighten the retaining bolts.

(2) Install the governor assembly, inserting the tie-rod and the tie-rod spring into the fuel injection pump housing.
2. Governor

<Installation sequence>

Installing the governor
2.1 Installing the governor weights
Install the governor weights onto the rear end of the pump camshaft and tighten the sliding sleeve shaft to the specified torque.

2.2 Installing the sliding sleeve
Install the sliding sleeve onto the sliding sleeve shaft. Ensure that the sleeve slides smoothly.

2.3 Installing the governor assembly
(1) Install the governor assembly onto the pump housing.
(2) Connect the tie-rod and the tie-rod spring to the pumps.
(3) Install the tie-rod cover.

Tightening torque for fuel leak-off pipe nut
20.6 to 24.5 N·m
(2.1 to 2.5 kgf·m)
[15.2 to 18.1 lbf·ft]

Tightening torque for fuel injection pipe nut
24.5 to 34.3 N·m
(2.5 to 3.5 kgf·m)
[18.1 to 25.3 lbf·ft]

Tightening torque:
49.0 to 58.8 N·m
(5.6 to 6.0 kgf·m)
[40.5 to 43.4 lbf·ft]

Installation of the fuel injection pipes, fuel leak-off pipe, and fuel injection nozzles

<Installation sequence>
① ② ③ ④ ⑤ ⑥
3.1 Installing the fuel injection nozzles
(1) Install the gaskets onto the fuel injection nozzles.
(2) Insert the fuel injection nozzles into the cylinder head, and tighten to the specified torque.

3.2 Installing the fuel pipes
(1) Install the fuel leak-off pipe onto the fuel injection nozzles.
(2) Install the fuel injection pipes, and hold them in place with clamps.
(3) Tighten the fuel leak-off and fuel injection pipe nuts to the specified torques.
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   1.1 Removing the oil filter ................................................................. 4 - 3
   1.2 Removing the relief valve ............................................................ 4 - 3
   1.3 Removing the oil pressure switch .................................................. 4 - 3

2. Oil Pan, Oil Strainer ............................................................................. 4 - 4
1. Oil Filter, Relief Valve and Oil Pressure Switch

<Removal sequence>

- Oil filter
- Relief valve
- Oil pressure switch
1.1 Removing the oil filter
(1) Place an drip pan under the oil filter.
(2) Using a filter wrench, remove the oil filter.

1.2 Removing the relief valve
Remove the relief valve.

1.3 Removing the oil pressure switch
Using the special tool Oil Pressure Switch Socket Wrench, remove the switch.

<table>
<thead>
<tr>
<th>Special tool</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Pressure Switch Socket Wrench</td>
<td>MD998054</td>
</tr>
</tbody>
</table>
2. Oil Pan, Oil Strainer

Removal of the oil pan and oil strainer

<Removal sequence>
- Oil pan
- Oil strainer

Replace: Gasket
1. Oil Pump........................................................................................................ 4 - 6
   Inspecting the oil pump.............................................................................. 4 - 6

2. Relief Valve .................................................................................................. 4 - 6
   Inspecting the relief valve.......................................................................... 4 - 6

3. Oil Pressure Switch ....................................................................................... 4 - 7
   Inspecting the oil pressure switch.............................................................. 4 - 7
1. Oil Pump
Inspection of the oil pump
Check the oil pump for any damage, and whether or not it rotates smoothly. If faulty, replace the entire pump assembly.

2. Relief Valve
Inspection of the relief valve
(1) Inspect for proper valve-to-seat contact, spring fatigue, breakage or any other damage. If faulty, replace.
(2) Measure the relief valve opening pressure (at rated engine speed). If the measured pressure exceeds the standard value, remove the cap nut and adjust by shimming.
(3) Engine oil pressure port: Right-hand side of engine

<table>
<thead>
<tr>
<th>Relief valve opening pressure</th>
<th>0.35 ± 0.05 MPa (3.5 ± 0.5 kgf/cm²) [50 ± 7.2 psi]</th>
</tr>
</thead>
</table>
3. Oil Pressure Switch

Inspecting the oil pressure switch

(1) Connect a tester (ohm meter) between the oil pressure switch terminal and the switch body. The tester should indicate continuity. If not, replace the switch.

(2) With the tester still installed, insert a thin rod into the oil hole and gently press the rod. The tester should indicate no continuity. If continuity is indicated, replace the switch.

(3) With the tester still installed, apply an air pressure of 0.05 MPa (0.5 kgf/cm²) [7 psi] into the oil hole. The tester should indicate no continuity. Check also for any air leakage. If air is leaking, the diaphragm is broken. Replace the switch.
<table>
<thead>
<tr>
<th></th>
<th>OIL SYSTEM - INSTALLATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Oil Filter, Relief Valve and Oil Pressure Switch</td>
</tr>
<tr>
<td></td>
<td>1.1 Installing the oil pressure switch</td>
</tr>
<tr>
<td></td>
<td>1.2 Installing the relief valve</td>
</tr>
<tr>
<td></td>
<td>1.3 Installing the oil filter</td>
</tr>
<tr>
<td>2.</td>
<td>Oil Pan and Oil Strainer</td>
</tr>
</tbody>
</table>
1. Oil Filter, Relief Valve and Oil Pressure Switch

1.1 Installing the oil pressure switch

(1) Using the special tool Oil Pressure Switch Socket Wrench, tighten the switch to the specified torque.

<table>
<thead>
<tr>
<th>Special tool</th>
<th>Part number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Pressure Switch Socket Wrench</td>
<td>MD998054</td>
</tr>
</tbody>
</table>

(2) Apply sealant (ThreeBond 1102) onto the threaded portion of the switch.

⚠️ CAUTION

(a) Apply proper amount of sealant so that it will not be squeezed out to the tip of the threaded portion.

(b) Do not overtighten.
1.2 Installing the relief valve
Install the relief valve onto the side face of the cylinder block, tightening it to the specified torque.

1.3 Installing the oil filter
(1) Apply a thin coating of engine oil to the oil filter gasket.
(2) Screw in the filter until the gasket contacts the mounting face. Then, tighten to the specified torque.

Tightening torque:
- Relief valve: 44.1 to 53.9 N·m (4.5 to 5.5 kgf·m; 32.5 to 39.8 lbf·ft)
- Oil filter: 10.8 to 12.7 N·m (1.1 to 1.3 kgf·m; 8.0 to 9.4 lbf·ft)
2. Oil Pan and Oil Strainer

Tightening torque:
9.8 to 12.7 N•m
(1.0 to 1.3 kgf•m)
[7.2 to 9.4 lbf•ft]

Installation of the oil pan and oil strainer

<Installation sequence>

① ②
COOLING SYSTEM - REMOVAL

1. Cooling Fan, Fan Pulley and V-Belt
   Removing the cooling fan

2. Thermostat and Thermostatic Switch
   Removing the thermostat case

3. Water Pump
   Removing the water pump
1. Cooling Fan, Fan Pulley and V-Belt

<Removal sequence>
- Cooling fan
- Water pump pulley
- V-belt

Removing the cooling fan

(1) While holding the cooling fan with your hand, loosen its retaining bolts to remove the fan and fan spacers.

(2) Be sure to record the installation directions and positions of the fan spacers.
2. Thermostat and Thermoswitch

Removing the thermostat and thermoswitch

<Removal sequence>
- Bolt
- Thermostat
- Gasket
- Thermoswitch

Removing the thermostat case
Remove the thermostat case with thermostat.
3. Water Pump

Removing the water pump

<Removal sequence>
- Bolt
- Water pump
- Gasket

Removing the water pump
Remove the water pump.
<table>
<thead>
<tr>
<th>COOLING SYSTEM - DISASSEMBLY, INSPECTION AND REASSEMBLY</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
<tr>
<td>1.1 Disassembling the thermostat ................................ 5 - 6</td>
</tr>
<tr>
<td>1.2 Inspecting the thermostat ...................................... 5 - 6</td>
</tr>
<tr>
<td>2. Thermoswitch ................................................................ 5 - 7</td>
</tr>
<tr>
<td>Inspecting the thermoswitch ........................................... 5 - 7</td>
</tr>
<tr>
<td>3. Water Pump .................................................................. 5 - 7</td>
</tr>
<tr>
<td>Inspecting the water pump ............................................. 5 - 7</td>
</tr>
</tbody>
</table>
1. Thermostat
1.1 Disassembling the thermostat

Disassembly of the thermostat

<Disassembly sequence>
- Thermostat cover
- Gasket
- Thermostat
- Thermostat case

1.2 Inspecting the thermostat

Place the thermostat in a container filled with water. While heating the water, measure the water temperature at which the thermostat starts to open, and also the water temperature at which the valve lift reaches 8 mm (0.315 in.). If the measured temperatures do not conform to the standard values, replace the thermostat.

<table>
<thead>
<tr>
<th>Valve opening temperature</th>
<th>8 mm (0.315 in.) valve-lift temperature</th>
</tr>
</thead>
<tbody>
<tr>
<td>82 °C 1.5 (179.6 °F 2.7)</td>
<td>95 (203)</td>
</tr>
</tbody>
</table>

Unit: °C (°F)

CAUTION
This is a “hot” operation. Pay every attention to prevent burns and fire.
2. Thermoswitch
   Inspecting the thermoswitch
   Dip the temperature sensing element of the thermoswitch in oil as illustrated. While warming the oil, measure the resistance at the oil temperature of 105 °C (221 °F). If the measured value is substantially out of the standard value, replace the thermoswitch.

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Standard value</th>
</tr>
</thead>
<tbody>
<tr>
<td>105 °C (221 °F)</td>
<td>30 MΩ</td>
</tr>
</tbody>
</table>

   **⚠️ CAUTION**
   This is a “hot” operation. Pay every attention to prevent burns and fire.

3. Water Pump
   Inspecting the water pump
   Rotate the impeller and the shaft for any noise or binding. If faulty, replace the entire pump assembly.
COOLING SYSTEM - INSTALLATION

1. Water Pump
   Installing the water pump

2. Thermostat and Thermoswitch
   2.1 Installing the thermostat case
   2.2 Installing the thermoswitch

3. Cooling Fan, Fan Pulley and V-Belt
   Installing the cooling fan
1. Water Pump

Installation of the water pump

<Installation sequence>
1 2 3 4 5 6 7

Installing the water pump
Install the water pump with a new gasket onto the cylinder block.
2. Thermostat and Thermoswitch

<Installation sequence>

2.1 Installing the thermostat case
(1) Assemble the thermostat into the thermostat case.
(2) Using a new gasket, install the thermostat assembly onto the cylinder head.

2.2 Installing the thermoswitch
Apply sealant to the threaded portion of the switch, and tighten it to the specified torque.

<table>
<thead>
<tr>
<th>Sealant</th>
<th>ThreeBond 1104</th>
</tr>
</thead>
</table>

Tightening torque:
39.2 to 49.0 N·m
(4.0 to 5.0 kgf·m)
[28.9 to 36.2 lbf·ft]

Installation of the thermostat and thermoswitch

Installing the thermostat assembly

Installing the thermoswitch
3. Cooling Fan, Fan Pulley and V-belt

<Installation sequence>

Installing the cooling fan

1. Install the pulley onto the water pump.
2. Install the cooling fan onto the water pump pulley, and tighten the retaining bolts.
3. Loosen the alternator adjusting bolt. Attach the V-belt over the water pump pulley, alternator pulley, and crankshaft pulley.
4. Correctly tension the V-belt by moving the alternator and tightening the adjusting bolt.
5. Check the V-belt tension.

V-belt tension
{when pressed with a force of approx. 98 N (10 kgf) [22 lbf]}

10 to 12 mm
(0.4 to 0.5 in.)
INLET AND EXHAUST SYSTEMS - REMOVAL

1. Inlet Cover ................................................................. 6 - 2
   Removing the inlet cover .............................................. 6 - 2

2. Exhaust Manifold ...................................................... 6 - 3
   Removing the exhaust manifold .................................... 6 - 3
1. Inlet Cover

<Removal sequence>
- Inlet cover
- Gasket
- Air pipe
- Gasket
- Breather pipe

Removing the inlet cover
Remove the inlet cover.
2. Exhaust Manifold

Removal of the exhaust manifold and gasket

<Removal sequence>
- Exhaust manifold
- Gasket

Removing the exhaust manifold
Remove the exhaust manifold.
1. Inlet Cover and Exhaust Manifold ................................................................. 6 - 6
   1.1 Inspecting the inlet cover and exhaust manifold .................................. 6 - 6
   1.2 Measuring the exhaust manifold mounting face distortion ............... 6 - 6
1. Inlet Cover and Exhaust Manifold
1.1 Inspecting the inlet cover and exhaust manifold

1.2 Measuring the exhaust manifold mounting face distortion
Using a straight edge across the exhaust manifold mounting face and a thickness gauge, measure any distortion.
If the measured distortion exceeds the limit, correct by grinding or replace the manifold.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exhaust manifold mounting face distortion</td>
<td>0.15 (0.006) or less</td>
</tr>
</tbody>
</table>
INLET AND EXHAUST SYSTEMS - INSTALLATION

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   Installing the exhaust manifold .................................................................. 6 - 8

2. Inlet Cover .................................................................................................... 6 - 9
   Installing the inlet cover ............................................................................ 6 - 9
1. Exhaust Manifold

Installation of the exhaust manifold and gasket

<Installation sequence>

Installing the exhaust manifold

Install the exhaust manifold and tighten the retaining bolts to the specified torque.

Tightening torque:
14.7 to 21.6 N·m
(1.5 to 2.2 kgf·m)
[10.8 to 15.9 lbf-ft]
2. Inlet Cover

Tightening torque:
14.7 to 21.6 N·m
(1.5 to 2.2 kgf·m)
[10.8 to 15.9 lbf·ft]

<Installation sequence>

Installing the inlet cover
Install the inlet cover and tighten the retaining bolts to the specified torque.
## ELECTRICAL SYSTEM - REMOVAL

1. Starter ................................................................. \( \rightarrow \) 7 - 2
2. Alternator ............................................................... \( \rightarrow \) 7 - 3
3. Stop Solenoid ............................................................. \( \rightarrow \) 7 - 4
4. Glow Plug ............................................................... \( \rightarrow \) 7 - 5
1. Starter

<Removal sequence>
- Harness
- Bolt
- Starter

Removal of the starter
2. Alternator

<Removal sequence>
- Harness
- Adjusting bolt
- Retaining bolt
- Alternator
- Adjusting plate

Removal of the alternator
3. **Stop Solenoid**

*Removal of the stop solenoid*

<Removal sequence>

- Stop solenoid
- Nut
4. Glow Plug

<Removal sequence>
- Glow plug
- Connection plate

Removal of the glow plug
1. Starter ......................................................................................................................... 7 - 8
   1.1 Removing the starter ................................................................................................. 7 - 8
   1.2 Inspecting and correcting the starter ........................................................................ 7 -12
   1.3 Reassembling the starter ........................................................................................... 7 -16

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   2.3 Reassembling the alternator ....................................................................................... 7 -22

3. Stop Solenoid ............................................................................................................... 7 -23
   3.1 Reassembling the stop solenoid .................................................................................. 7 -23
   3.2 Checks after reassembly ........................................................................................... 7 -24

4. Glow Plug ................................................................................................................. 7 -24
   Inspecting the glow plug ............................................................................................... 7 -24
1. Starter
1.1 Removing the starter
M008T70471A
M008T81071A

Worn pinion gear

Bearing loose, noisy, binding

Overrunning clutch operation

Gear worn, damaged

Yoke circuit open or shorted

Brush wear, insulation

Disassembly of the starter

<Disassembly sequence>
- Pinion set
- Magnet switch
- Rear bracket
- Brush holder
- Yoke
- Armature
- Ball bearing
- Ball
- Packing set
- Planetary gears
- Lever
- Washer set
- Gear shaft
- Internal gear
- Overrunning clutch
- Front bracket
Disassembly of the starter

<Disassembly sequence>
- Pinion set
- Magnet switch
- Rear bracket
- Brush holder
- Brush assembly
- Armature
- Yoke
- Packing
- Packing
- Plate
- Ball
- Planetary gears
- Lever
- Front bracket
- Snap ring
- Stopper
- Overrunning clutch
- Internal gear
- Gear shaft
(1) Removing the magnet switch
   (a) Loosen the nut at M terminal, and disconnect the connector.
   (b) Loosen the two magnet switch retaining bolts, and remove the magnet switch.

(2) Removing the rear bracket
   Loosen the two through bolts and the two brush holder retaining bolts. Remove the rear bracket.
   Note: There is an adjusting washer in the rear bracket. Do not lose it.

(3) Removing the brush holder
   While lifting the two brushes, remove the yoke and brush holder assembly. Pull out the armature from the yoke.

(4) Removing the cover
   Remove the cover, and take out the snap ring and the washer.
(5) Removing the center bracket
Loosen the bolt and remove the center bracket. Behind the center bracket, there is a washer for adjusting the pinion shaft end play.

(6) Removing the pinion
(a) Place an appropriate tube on the pinion stopper. Tap the tube with a hammer to drop the pinion stopper to the clutch side. This will expose the stopper ring.
(b) Using a pair of pliers, remove the stopper ring. Remove the pinion.
Note: The stopper ring should not be reused on reassembly.

(7) Removing the pinion shaft
Pull out the spring, lever, reduction gear and pinion shaft from the front bracket.
Note: To facilitate reassembly, note the correct installations of the lever and the spring as they are removed.

(8) Removing the bearings
Using a bearing puller or other similar tool, remove the ball bearings at both ends of the armature. The ball bearing that has been press-fit into the front bracket cannot be replaced. If the bearing is worn or faulty, replace the entire front bracket assembly.
1.2 Inspecting and correcting the starter

(1) Inspecting the brushes

(a) Brush wear

Measure the length of the brushes. If the measured value is equal to or less than the limit, replace both the brush assembly and the brush holder assembly.

<table>
<thead>
<tr>
<th>Brush length</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>M001T68281</td>
<td>16.5 (0.65)</td>
<td>10.0 (0.39)</td>
</tr>
<tr>
<td>M008T70471A</td>
<td>18.0 (0.71)</td>
<td>11.0 (0.43)</td>
</tr>
<tr>
<td>M008T81071A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(b) Measuring the brush spring load

Using a new brush and a spring balance as illustrated, measure the spring load at which the spring lifts from the brush. If the measured value is equal to or less than the limit, replace the spring.

<table>
<thead>
<tr>
<th>Brush spring load</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>M001T68281</td>
<td>17.5 to 23.7 (1.78 to 2.41) [3.9 to 5.3]</td>
<td>6.90 (0.70) [1.6]</td>
</tr>
<tr>
<td>M008T70471A</td>
<td>29.4 to 39.2 (3.0 to 4.0) [6.6 to 8.8]</td>
<td>13.7 (1.40) [3.1]</td>
</tr>
<tr>
<td>M008T81071A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(c) Brush holder insulation

Measure between each brush holder and the brush holder base for continuity. If continuity is indicated, replace the entire brush holder assembly. Check the brush holder for looseness.
(2) Inspecting the armature

(a) Using a dial gauge, measure the commutator for radial runout. If the measure value is equal to or exceeds the limit, correct (within the diameter limit) or replace.

<table>
<thead>
<tr>
<th>Commutator radial runout</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>M001T68281</td>
<td>0.05 (0.002)</td>
<td>0.10</td>
</tr>
<tr>
<td>M008T70471A</td>
<td>0.03 (0.001)</td>
<td></td>
</tr>
<tr>
<td>M008T81071A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(b) Measure the commutator diameter. If the measured value is equal to or less than the limit, replace.

<table>
<thead>
<tr>
<th>Commutator diameter</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>M001T68281</td>
<td>29.4 (1.16)</td>
<td>28.8</td>
</tr>
<tr>
<td>M008T70471A</td>
<td>32.0 (1.26)</td>
<td>31.4</td>
</tr>
<tr>
<td>M008T81071A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(c) Measure the depth of undercutting between the commutator segments. If the measured value is equal to or less than the limit, correct or replace.

<table>
<thead>
<tr>
<th>Mica undercutting depth</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>M001T68281</td>
<td>0.5 (0.02)</td>
<td>0.2</td>
</tr>
<tr>
<td>M008T70471A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M008T81071A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(d) Armature coil short circuit

Using a growler, test the armature coil for short circuit. Replace if short circuit is indicated.

How to inspect: (Before inspection, remove any debris from the armature coil.) With a thin iron plate positioned parallel with the armature coil, slowly rotate the armature coil. While the coil is running, the iron plate should not be pulled onto the coil or vibrate.
(e) Armature coil continuity
Measure between the commutator segment and the armature coil. There should be no continuity. If continuity is indicated, replace the armature.

(f) Armature coil open circuit
Measure between the segments in various combinations. There should be continuity. If no continuity, replace the armature.

(3) Inspecting the field coils
(M008T70471A, M008T81071A)
(a) There should be no continuity between the coil end (brush) and the yoke.
(b) There should be continuity between the coils (brushes).
(c) The pole-shoes and the coils should not be loose. If faulty, replace the yoke.

(4) Inspecting the bearings
Ensure that the bearings rotate smoothly without abnormal noise. If faulty, replace.

(5) Inspecting the rear bracket
If the metal is worn, replace the rear bracket.
(6) Inspecting the overrunning clutch
(a) The shaft should rotate smoothly in one direction, but should not rotate in the opposite direction.
(b) Check the pinion for wear or damage. If faulty, replace.

⚠️ CAUTION
Do not wash the overrunning clutch in wash oil.

(7) Front bracket
The ball bearing should rotate smoothly without abnormal noise. If faulty, replace the entire front bracket.

(8) Internal gear, planetary gears, and armature shaft gear
Replace if worn or damaged.

(9) Lever
As the lever’s friction surface with the overrunning clutch wears, the pinion gap goes out of the standard value. If so, adjust or replace the lever.

(10) Magnet switch
Measure between M terminal and the body. If no continuity is indicated, replace the magnet switch.
Measure between B and M terminals. If continuity is indicated, replace the magnet switch.
1.3 Reassembling the starter
Reassembly follows the disassembly procedures in reverse while observing the following.

(1) Lubrication
When the starter is overhauled, apply grease to the following sliding surfaces, gears and bearings.

<table>
<thead>
<tr>
<th>Grease</th>
<th>Multemp PS2 (KYODO YUSHI CO., LTD) or equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a)</td>
<td>Armature shaft gear, reduction gears</td>
</tr>
<tr>
<td>(b)</td>
<td>Bearings</td>
</tr>
<tr>
<td>(c)</td>
<td>Pinion shaft washer and stopper ring</td>
</tr>
<tr>
<td>(d)</td>
<td>Pinion</td>
</tr>
<tr>
<td>(e)</td>
<td>Lever’s sliding surfaces</td>
</tr>
</tbody>
</table>

**CAUTION**
Ensure that the starter mounting face, the brushes, the commutator and other current-carrying parts are not smeared with grease.

(2) Installing the stopper ring
Install a new stopper ring into the ring groove on the pinion shaft. Using a puller, pull the pinion stopper until its groove engages with the stopper ring.

Note: On reassembly, use a new stopper ring.

![Grease points diagram](image-url)
(3) Adjusting the pinion shaft end play
Adjust the end play (thrust gap) to 0.5 mm (0.02 in.) or less as illustrated by inserting an appropriate washer between the center bracket and the reduction gear.
(a) Install the pinion shaft complete with reduction gear washers and a snap ring onto the center bracket.
(b) Measure the pinion shaft end play by moving the shaft in the axial direction. If the measured value exceeds 0.5 mm (0.02 in.), correct by adding adjusting washers.

(4) Installing the lever
Install the lever in the correct orientation.

(5) Inspecting the pinion gap
With the pinion fully pulled out to the rear, gently push back the end of the pinion with a finger and measure the distance that the pinion has moved back.
If the measured distance is out of the 0.5 to 2.0 mm (0.02 to 0.08 in.) range, add or reduce the packings mounted at the magnetic switch. If the pinion gap is too great, add the packings. If the pinion gap is too small, reduce the packings.
2. Alternator
2.1 Disassembling the alternator

Dirty, damaged or seized slip rings; Coil resistance

Coil open, continuity

Binding

Cracks, Damage

Brush slidability, wear

Disassembling the alternator

<Disassembly sequence>
- Through bolt
- Nut, washer
- Pulley, spacer
- Rotor
- Rear bearing
- Bearing retainer
- Front bearing
- Front bracket
- Stator core
- Regulator assembly
- Rectifier assembly
- Rear bracket
(1) Separating the front bracket from the stator core
With flat-head screwdrivers positioned between the front bracket and the stator core, pry them away from each other.

⚠️ CAUTION
Do not insert the screwdrivers too deep, as it can damage the stator core.

(2) Removing the pulley
(a) Protecting the rotor with cloth, place the front bracket and rotor assembly in a vice. Remove the pulley nut, then remove the pulley and the spacer.
(b) Pull out the rotor from the front bracket.

(3) Removing the stator core and the rectifier
(a) Unsolder the stator core leads at the rectifier. Remove the stator core.

⚠️ CAUTION
Unsoldering must be finished as quickly as possible. Extended heating will damage the diodes.

(b) Loosen the retaining screws and remove the rectifier.
2.2 Inspecting and correcting the alternator

(1) Inspecting the diodes
   Perform continuity test on each of the rectifier diodes in the following manner.
   (a) Connect a tester between the diode lead terminal and the casing of that diode. A great resistance should be indicated in one direction and a small resistance in the opposite direction.
   (b) If the same level of resistance is indicated in both directions, replace the rectifier. Perform this test on all diodes.

(2) Inspecting the field coils
   (a) Measure between the slip rings. Replace if no continuity is indicated (open circuit).
   (b) Measure between the slip ring and the shaft (or the core). Replace if continuity is indicated.
(3) Inspecting the stator core
   (a) Measure between the stator leads in various combinations. Replace if no continuity is indicated (open circuit).
   (b) Measure between each lead and the stator core. Replace if continuity is indicated.

(4) Inspecting the brushes
   (a) Measure the brush length. Replace if the measured value is equal to or less than the limit.

<table>
<thead>
<tr>
<th>Unit: mm (in.)</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brush length</td>
<td>18.5 (0.73)</td>
<td>5.0 (0.20)</td>
</tr>
</tbody>
</table>

   (b) To remove the brush and the spring, unsolder the brush lead.

- Testing the stator core for open circuit
- Testing the stator core for continuity
- Inspecting the brush length
- Removing the brush
2.3 Reassembling the alternator

To reassemble, follow the disassembly sequence in reverse and do the following steps.

(a) The rear bearing has an eccentric groove around the periphery. The deepest portion of this groove should be aligned with the lug on the snap ring.

(b) When replacing the rear bearing, a new bearing should be press-fitted so that the groove on its periphery is placed to the slip ring side.

(c) Heat the rear bracket before press-fitting the rear bearing into the bracket.

(d) When installing the rotor into the rear bracket, insert a wire through a small hole in the bracket to lift the brushes. After installation, remove the wire.

(c) Push a new brush into the brush holder before soldering the brush lead.
3. Stop Solenoid
3.1 Reassembling the stop solenoid
Stop solenoid with rubber cap and plugs
(1) Apply sealant onto the threaded portion of the stop solenoid.

Note: Apply sealant only to the area that will be concealed by the governor case when installed.

<table>
<thead>
<tr>
<th>Sealant</th>
<th>ThreeBond 1212</th>
</tr>
</thead>
</table>

(2) Loosely install the stop solenoid and the nut onto the governor case.

(3) Move the fuel injection pump control rack fully to the stop position.

(4) While pushing the plunger, screw in the stop solenoid until the plunger contacts the control rack. At this position the clearance A should be 0 mm (0 in.) (the position where the plunger is screwed in along with the stop solenoid).

(5) Back off the stop solenoid by 30° to 45° from the position achieved in step (4) above until the clearance between the rack and the plunger becomes 0.15 to 0.20 mm (0.006 to 0.008 in.). Tighten the nut to the specified torque.

(6) Start the engine. When the plunger is fully pushed in, the engine should stop.

(7) Install the rubber cap so that the arrow points upwards (the water drain faces downwards) as illustrated.

⚠️ CAUTION
Ensure that the solenoid terminals and inner parts (wiring and shaft) will not be exposed to cleaning fluid.
Stop solenoid with 3-pole waterproof connector

(1) Apply sealant onto the threaded portion of the stop solenoid.

Note: Apply sealant only to the area that will be concealed by the governor case when installed.

<table>
<thead>
<tr>
<th>Sealant</th>
<th>ThreeBond 1212</th>
</tr>
</thead>
</table>

(2) Loosely install the stop solenoid and the nut onto the governor case.

(3) Move the fuel injection pump control rack fully to the stop position.

(4) While pushing the plunger, screw in the stop solenoid until the shaft contacts the tie-rod.

(5) Back off the stop solenoid by 30° to 45° from the position achieved in step (4) above until the clearance between the rack and the plunger becomes 0.15 to 0.20 mm (0.006 to 0.008 in.). Tighten the nut to the specified torque.

(6) Start the engine. When the plunger is fully pushed in, the engine should stop.

3.2 Checks after reassembly

(1) Start the engine and turn the key OFF. The solenoid should trip, causing the engine to stop.

(2) With the engine running, ground the oil pressure switch terminal to the switch body. The engine should stop.

4. Glow Plug

Inspecting the glow plug

Measure between the terminal and the body. Replace if no continuity is indicated or the resistance measured is too great.

<table>
<thead>
<tr>
<th>Unit: Ω</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard value</td>
</tr>
</tbody>
</table>

Installing the stop solenoid

Shaft

Threading portion: Apply sealant.

Tightening torque: 39.2 to 49.0 N·m (4.0 to 5.0 kgf·m) [28.9 to 36.2 lbf·ft]

These areas should be free of sealant.
1. Glow Plug ................................................................. 7-26
2. Stop Solenoid ............................................................. 7-27
3. Alternator ................................................................. 7-28
4. Starter ................................................................. 7-29
1. Glow Plug

Tightening torque:
14.7 to 19.6 N•m
(1.5 to 2.0 kgf•m)
[10.8 to 14.5 lbf•ft]

Installation of the glow plug

<Installation sequence>

① ②
2. Stop Solenoid

Installation of the stop solenoid

<Installation sequence>

1. 2.

w/ rubber cap and plugs

Tightening torque:
39.2 to 49.0 N·m
(4.0 to 5.0 kgf·m)
[28.9 to 36.2 lbf·ft]

w/ 3-pole waterproof connector

Tightening torque:
39.2 to 49.0 N·m
(4.0 to 5.0 kgf·m)
[28.9 to 36.2 lbf·ft]
3. Alternator

Tightening torque: 9.81 to 11.8 N·m (1.0 to 1.2 kgf·m) [7.2 to 8.7 lbf·ft]

Installation sequence:

Installation of the alternator
4. Starter

Tightening torque: 9.81 to 11.8 N·m (1.0 to 1.2 kgf·m) [7.2 to 8.7 lbf·ft]

Installation of the starter

<Installation sequence>
1. Inspection and Adjustment of Engine ........................................ 8 - 2
   1.1 Preparations for valve clearance inspection and adjustment .......... 8 - 2
   1.2 Inspecting the valve clearance ............................................. 8 - 2
   1.3 Adjusting the valve clearance .............................................. 8 - 3
   1.4 Inspecting and adjusting the fuel injection timing ......................... 8 - 4
   1.5 Alternative adjustment method ........................................... 8 - 6
   1.6 Replacing the fuel filter .................................................... 8 - 6
   1.7 Bleeding the fuel filter of air ............................................ 8 - 7
   1.8 Adjusting the low and high idle speeds .................................. 8 - 8
   1.9 Inspecting the fuel injection nozzle ................................... 8 - 9
   1.10 Inspecting the V-belt tension .......................................... 8 - 11

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   2.2 Inspecting the engine during running-in ................................ 8 - 12
   2.3 Running-in timetable ...................................................... 8 - 12
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   3.2 Test items and purposes ................................................. 8 - 13
   3.3 Other tests ............................................................... 8 - 13
   3.4 Adjusting the engine power ............................................. 8 - 13
1. Inspection and Adjustment of Engine

1.1 Preparations for valve clearance inspection and adjustment

(1) Inspection and adjustment of valve clearance should be performed when the engine is cold.

(2) Slightly loosen the cylinder head bolts. Then, tighten them to the specified torque in the order illustrated.

1.2 Inspecting the valve clearance

(1) Move the piston of the No. 1 cylinder to the top dead center of the compression stroke. This is achieved by aligning the TDC mark on the crankshaft pulley with the counter mark on the gear case.

(2) To verify that the No. 1 piston is at the top dead center of the compression stroke, rotate the crankshaft approx. 20° in both forward and reverse directions. If the relevant rocker arm does not move while rotating the crankshaft, the No. 1 piston is at the top dead center of the compression stroke.

(3) If the rocker arm moves, the piston of the No. 1 cylinder is at the exhaust top dead center. Try again to set the No. 1 piston at the top dead center of the compression stroke by rotating the crankshaft one more turn.

(4) Starting with the No. 1 cylinder and moving to other cylinders in the firing order, inspect and adjust the valve clearance. With the valve clearance for the No. 1 cylinder adjusted, set the piston of the next cylinder in the firing order to the top dead center of the compression stroke. To do this, rotate the crankshaft in the forward direction (clockwise when facing the timing gear case) by 180°.

<table>
<thead>
<tr>
<th>Firing order (Cylinder No.)</th>
<th>Crankshaft rotation angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-3-2</td>
<td>240°</td>
</tr>
<tr>
<td>1-3-4-2</td>
<td>180°</td>
</tr>
</tbody>
</table>
1.3 Adjusting the valve clearance

(1) Loosen the rocker arm nut. Using a thickness gauge, set the valve clearance to the standard value by screwing in or out the adjusting screw.

<table>
<thead>
<tr>
<th>Valve clearance</th>
<th>Standard value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inlet</td>
<td>0.25 (0.01)</td>
</tr>
<tr>
<td>Exhaust</td>
<td>0.25 (0.01)</td>
</tr>
</tbody>
</table>

Unit: mm (in.)

(2) While holding the adjusting screw to prevent it from turning, tighten the nut.

⚠️ CAUTION

If the valve clearance is adjusted during engine overhaul, check the valve clearance again after rotating the crankshaft a couple of turns.
1.4 Inspecting and adjusting the fuel injection timing

(1) Preparations
   (a) Close the fuel filter cock.
   (b) Disconnect the No. 1 fuel injection pipe at both ends.
   (c) Remove the No. 1 delivery valve holder. Take out the delivery valve and the spring. Install the delivery valve holder only.
   (d) Reconnect the No. 1 fuel injection pipe at the pump end only to see the fuel flow.
   (e) Set the speed control lever to LOW speed.

(2) Inspecting the fuel injection timing
   (a) Open the fuel filter cock. If the engine is equipped with a fuel pump, turn the key ON.
      Note: Place a container under an open end of the fuel injection pipe to collect fuel coming out in the next step. On the engine equipped with a fuel pump, be prepared as fuel will come out fiercely.
   (b) Slowly rotate the crankshaft clockwise. Fuel will come out of the fuel injection pipe. The injection timing (IT) is just when the fuel stops coming out.
      Note: When fuel has stopped coming out, slightly rotate the crankshaft in the reverse direction and then slowly rotate it clockwise to let fuel come out. This will show more exactly when fuel stops coming out.
   (c) Just when fuel stops coming out, the IT mark on the crankshaft pulley should be aligned with the counter mark on the gear case.

<table>
<thead>
<tr>
<th>Injection timing (BTDC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>17°</td>
</tr>
</tbody>
</table>
(3) Adjusting the fuel injection timing

(a) If the fuel injection timing does not conform to above specified BTDC, adjust the shim thickness under the fuel injection pump housing. Changing the shim thickness by 0.1 mm (0.004 in.) will change the fuel injection timing by approx. 1°.

(b) Increasing the shim thickness will retard the fuel injection timing. Reducing the shim thickness will advance the fuel injection timing.

Adjustment range | Standard value ±1.5°

| Shims for adjusting the fuel injection timing |

Shims are available in thicknesses of 0.2 mm (0.008 in.), 0.3 mm (0.012 in.), 0.4 mm (0.016 in.) and 0.8 mm (0.031 in.). Thicknesses are not indicated on shims. Measure the thickness of the shim being used with a pair of vernier calipers or other similar tool to confirm the thickness.

⚠️ CAUTION

Apply sealant to both sides of the shim to prevent oil leakage.

(c) Verify the fuel injection timing after adjustment.

(d) Close the fuel filter cock. Install the delivery valve spring and the fuel injection pipe.
1.5 Alternative adjustment method
Removing the delivery valve to check and adjust the fuel injection timing is a sure way to observe fuel coming out and stop. However, this also runs the risk of allowing foreign matter to enter into the system. The following alternative method can be tried which allows you to check the fuel injection timing without removing the delivery valve.

(1) Disconnect the No. 1 fuel injection pipe at the nozzle holder end.

(2) Slowly rotate the crankshaft clockwise while observing the open end of the pipe. When fuel starts to bulge out from the pipe end, check the location of the IT mark on the crankshaft pulley. In this case, allow for approx. 1° from the specified fuel injection timing.

Note: Bleed the system of air before rotating the crankshaft.

1.6 Replacing the fuel filter

(1) Fuel filter with selector cock
(a) Close the cock lever. Loosen the ring nut, then remove the filter element.
(b) Install a new filter element.
(c) Using a new O-ring, tighten the ring nut.
(d) Open the cock lever. Bleed the filter of air.

(2) Fuel filter (cartridge type)
Replace the entire fuel filter assembly. After replacement, bleed the filter of air.

Replace also when water or sediment has accumulated inside.
1.7 **Bleeding the fuel filter of air**

(1) **Fuel filter with selector cock (push-button type)**
   
   (a) Open the cock lever and press the push button several times. Fuel will automatically come down into the filter. With the engine equipped with the fuel pump, turning the key ON will cause fuel to enter into the filter.
   
   (b) Repeatedly press the button until fuel with air bubbles no longer comes out.
   
   (c) Air trapped in the fuel injection pipe and the nozzle will be bled automatically by cranking the engine.

(2) **Fuel filter (cartridge type)**

   (a) With the engine equipped with the fuel pump, turn the key ON. Fuel will automatically come down into the filter.
   
   (b) Loosen the air bleeder screw (1). When fuel with air bubbles no longer comes out, tighten the screw.
   
   (c) Loosen the air bleeder screw (2). When fuel with air bubbles no longer comes out, tighten the screw.
1.8 Adjusting the low and high idle speeds

(1) Preparations
   (a) Warm up the engine until the coolant temperature reaches 60 °C (140 °F) or above.
   Note: Ensure that the valve clearance and the fuel injection timing are correctly adjusted and that the nozzles operate normally.

(2) Adjusting the low idle speed
   Loosen the lock nut for the idling set bolt. Screw in or out the bolt to set the low idle speed to specification. Tighten the lock nut.

| Low idle speed | 1000 ± 25 min⁻¹ |

(3) Adjusting the high idle speed
   Loosen the lock nut for the high speed set bolt. Screw in or out the bolt to set the high idle speed to specification. Tighten the lock nut.

| High idle speed | 2700 +30 -10 min⁻¹ |
1.9 Inspecting the fuel injection nozzle

Perform the following inspections and, if faulty, repair or replace as required.

(1) Injection valve opening pressure

(a) Install the fuel injection nozzle onto the nozzle tester. Pump the tester handle to bleed air.

(b) Pump the tester handle at a rate of approx. one cycle per second while observing the needle of the tester.

Note: The needle should rise slowly and, during fuel injection, should vibrate. The pressure at which the needle starts to vibrate is the injection valve opening pressure.

(c) If the measured pressure does not conform to the standard value, disassemble and adjust the thickness of the washer.

<table>
<thead>
<tr>
<th>Unit: MPa (kgf/cm²) [psi]</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Injection valve opening pressure</strong></td>
</tr>
<tr>
<td>Standard value</td>
</tr>
<tr>
<td>14.22 to 15.00</td>
</tr>
<tr>
<td>(145 to 153)</td>
</tr>
<tr>
<td>[2062 to 2176]</td>
</tr>
</tbody>
</table>

(d) Change in washer thickness by 0.1 mm (0.004 in.) results in a pressure change of 1.0 MPa (10 kgf/cm²) [145 psi]. Washers are available in 10 different thicknesses at intervals of 0.05 mm (0.002 in.) in the range between 1.25 and 1.70 mm (0.049 and 0.067 in.).

CAUTION

Never touch the spray of fuel from the fuel injection nozzle as it can cause severe burn.

(2) Inspecting the fuel spray pattern from the fuel injection nozzle

(a) When inspecting the injection valve opening pressure using the nozzle tester, also check for such as clogged nozzle hole, fuel spray pattern and fuel leakage from the nozzle hole.

(b) When the tester handle is pumped at a rate of approx. one cycle per second, fuel should be sprayed in a fairly straight pattern.
(3) Clean or replace when spraying badly
   (a) Loosen the nozzle retaining nut and remove the nozzle tip assembly. Clean the needle valve and the nozzle tip body.

   □ CAUTION
   When removing the nozzle tip assembly, never tap on the end of the assembly.

   (b) Wash the needle valve and the nozzle tip body in clean wash oil. Reassemble them in clean light oil.

   Note: The needle valve and the nozzle tip body are precision machined parts. Handle with care and never change their combination.

   (c) Assemble the fuel injection nozzle, tightening the nozzle retaining nut to the specified torque.

   (d) If the fuel spray pattern is still not good, replace the nozzle tip assembly.

   Note: (a) Never touch the sliding surface of the needle valve with your hands.

   (b) If the nozzle tip assembly is replaced, remove the seal peel (synthetic resin film) from the new nozzle tip assembly and slide the nozzle and needle valve in clean wash oil to completely remove the anti-corrosive agent.

(4) Installing the fuel injection nozzles
   (a) Install a new gasket onto the fuel injection.

   (b) Insert the fuel injection nozzle into the cylinder head, and tighten to the specified torque.
1.10 Inspecting the V-belt tension

(1) Press the V-belt at the midpoint of the alternator pulley and the crankshaft pulley, and measure the deflection of the belt.


<table>
<thead>
<tr>
<th>V-belt tension</th>
<th>Standard value</th>
</tr>
</thead>
<tbody>
<tr>
<td>{belt deflection when pressed with a force of approx. 98 N (10 kgf) [22.0 lbf]}</td>
<td>10 to 12 (0.4 to 0.5)</td>
</tr>
</tbody>
</table>

Unit: mm (in.)

(2) If the measured deflection does not conform to the standard value, loosen the adjusting bolt and move the alternator for adjustment.
2. Running-in Trial
Whenever the engine is reassembled after overhaul, run in the engine on a dynamometer. While the engine is being run-in, also perform the inspections listed below.

2.1 Starting the engine
(1) Before starting the engine, check the levels of coolant, engine oil and fuel. Also, bleed the fuel and cooling systems of air.
(2) With fuel shut off, operate the starter for approx. 10 seconds to crank the engine in order to distribute oil throughout the engine.
(3) Move the control lever slightly in the direction of increased fuel delivery (moving the lever to the full delivery position is not recommended). Turn the starter key switch to the START position to start the engine.
(4) With the engine started, move the control lever to the no-load, low idle position.

2.2 Inspecting the engine during running-in
While the engine is being run-in, check the followings. If faulty, stop the engine. Locate the cause and take appropriate actions to eliminate it.
(1) Oil pressure at the rated and low idle speeds
The oil pressure should be 0.29 to 0.39 MPa (3.0 to 4.0 kgf/cm²) [42.07 to 56.57 psi] at the rated speed, and 0.098 MPa (1.0 kgf/cm²) [14.22 psi] or above at the low idle speed.
(2) The coolant temperature, which should be 75 to 85 °C (167 to 185 °F).
(3) The temperature of engine oil in the oil pan, which should be 60 to 95 °C (140 to 194 °F).
(4) There should be no leakages of oil, coolant or fuel. Pay particular attention to the turbocharger lubrication oil pipe connections.
(5) Diesel knock should disappear as the coolant temperature rises. Other than that, there should be no noise.
(6) The exhaust gas for any abnormal color or smell.

2.3 Running-in timetable
The following table shows the running-in phases together with the relevant load and time duration for each phase.

<table>
<thead>
<tr>
<th>Engine speed</th>
<th>Load (PS)</th>
<th>Time (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Idle speed</td>
<td>No load</td>
<td>5</td>
</tr>
<tr>
<td>2 1200</td>
<td>No load</td>
<td>10</td>
</tr>
<tr>
<td>3 Rated speed</td>
<td>25 %</td>
<td>10</td>
</tr>
<tr>
<td>4 (varies depending on engine specifications)</td>
<td>50 %</td>
<td>10</td>
</tr>
<tr>
<td>5 75 %</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>6 100 %</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

2.4 Inspection and adjustment after running-in
(a) Adjust the valve clearance
(b) Inspect the fuel injection timing
(c) Check the external bolts and nuts for tightness
3. Performance Test

While a number of methods exist for testing the performance of engines, the following are excerpts from “Earth-moving machinery - Engines - Part 1: Test code of net power (JIS D0006-1)” and “Earth-moving machinery - Engines - Part 2: Standard format of specifications and tests methods of diesel engines (JIS D0006-2).” Test items will need to be expanded in a manner appropriate for specific applications. The performance of the engine should be determined based on the overall test results.

3.1 Standard ancillaries

The engine being tested should be equipped with those ancillaries that are essential for the engine to operate normally, including the radiator fan, air cleaner, and alternator.

3.2 Test items and purposes

(1) Working load test

This test is aimed at obtaining the output, torque, fuel consumption, and governor performance under various loading.

(2) Continuous load test

This test, in which the engine is run continuously for 10 hours under a 90% (continuous) load at the engine speed achieving the nominal net brake power, is aimed at obtaining the fuel consumption and other operating conditions, as well as determining as to whether or not the engine can withstand continuous operation.

(3) No-load minimum speed test

This test is aimed at confirming as to whether or not the engine can run stably at the specified speed under no load.

3.3 Other tests

Check for and correct any leakage of exhaust gas, coolant or oil, abnormal odor, hunting, etc.

3.4 Adjusting the engine power

Engine power can be affected by the atmospheric pressure, temperature and humidity. The power of the engine being tested should be adjusted for normal atmospheric conditions.

(1) Normal atmospheric conditions are:

| Reference temperature: 298 K [25 °C (77 °F)] |
| Atmospheric total pressure: 100 kPa (750 mmHg) |
| Reference dry atmospheric pressure : 99 kPa (743 mmHg) |

(2) Correcting the engine output

Measured brake power and torque should be corrected by multiplying them by the diesel engine correction coefficient described below.

| Corrected output = correction coefficient (αc) ¦ measured brake output |

- Atmospheric conditions for testing
  - Temperature(T): 283 K [10 °C (50 °F)] 298 K [25 °C (77 °F)]
  - Dry atmospheric pressure:
    - 80 kPa (600 mmHg) 100 kPa (750 mmHg) 110 kPa (825 mmHg)

(3) Calculating the correction coefficient

\[ \alpha_c = \left( \frac{fa}{fm} \right)^{0.7} \]

- \( fa \): Atmospheric coefficient
- \( fm \): Engine coefficient

(a) Calculating the atmospheric coefficient

- Engine with no charger, or engine with mechanical supercharger

\[ fa = \left( \frac{99}{P_d} \right)^{0.7} \left( \frac{T}{298} \right)^{0.7} \]

- Turbo-charged engine with no charge cooler, or turbo-charged engine with air-to-air charge cooler

\[ fa = \left( \frac{99}{P_d} \right)^{0.7} \left( \frac{T}{298} \right)^{1.2} \]

- Turbo-charged engine with water-to-air charge cooler

\[ fa = \left( \frac{99}{P_d} \right)^{0.7} \left( \frac{T}{298} \right)^{0.7} \]

(b) Calculating the engine coefficient(\( fm \))

\[ fm = 0.036 \cdot (qc)^{-1.14} \]

- \( qc \): Corrected fuel delivery rate

\[ \frac{q}{r} = \frac{q}{z} \left( \frac{z}{r} \right) \]

\[ q = \frac{(z)(\text{Fuel flow rate g/s})}{(\text{Cylinder capacity } l) 
(\text{Engine speed } \text{min}^{-1})} \]

\[ z = 120000(4\text{-cycle engine}) \]

- \( r \): Ratio of the outlet pressure of supercharger or charge cooler to the atmospheric pressure

(\( r = 1 \) on non-charged engine)
Application range of engine coefficient

\[37.2 \leq q_c \leq 65 \text{ mg/}(l \text{ cycle})\]

\[q_c \geq 37.2 \text{ mg/}(l \text{ cycle}) : f_m = 0.2 \text{(constant)}\]

\[65 \text{ mg/}(l \text{ cycle}) \geq q_c : f_m = 1.2 \text{(constant)}\]

(c) Application range of correction equation

Application range of correction \((\alpha_c)\) coefficient: \(0.9 \leq \alpha_c \leq 1.1\)

If the correction coefficient used is outside the range, record the corrected outputs together with the testing conditions on the performance test form.
1. Disassembly and Reassembly of General Parts .................................. 9 - 2
  1.1 Oil seals ................................................................. 9 - 2
  1.2 O-rings .................................................................. 9 - 2
  1.3 Bearings ................................................................. 9 - 3
  1.4 Lock plates .............................................................. 9 - 3
  1.5 Split pins, Spring pins ............................................... 9 - 3
1. Disassembly and Reassembly of General Parts

1.1 Oil seals

When installing oil seals, pay particular attention to the following points.

Installing oil seals into the housing

(a) Check the seal, including for damage to the lip. When installing the seal, ensure that the lip faces the correct direction.

(b) Before installing the seal, lightly coat the seal’s outer periphery (which contacts the housing) with grease.

(c) Use a seal installer like the one illustrated that is designed to guide the seal lip as well as hold the outer face of the seal. Using such a tool, install the seal straight into the housing. Do not try to tap the seal into place with a hammer or other similar tool as the seal can be damaged, resulting in oil leakage.

Installing oil seals onto the shaft

(a) Apply grease onto the seal lip.

(b) When installing a seal onto a stepped, splined or threaded portion, or onto a surface with a key groove, use a guide like the one illustrated.

1.2 O-rings

When installing an O-ring onto a stepped, splined or threaded portion, or onto a surface with a key groove, use a guide like the one illustrated. Before installation, lightly coat the O-ring with grease.
1.3 **Bearings**

(1) When installing a bearing, always tap on the inner or outer race whichever will seat against a stop. Use a tool like the one illustrated that aligns with the inner or outer race whichever is appropriate.

![Bearing installer](image)

(2) With a press, the installation will be smoother and more accurate.

![Using a press to install a bearing](image)

1.4 **Lock plates**

Lock plates should be bent correctly as illustrated. Typical lock plates and their correct use are illustrated on the right.

![Correct use of lock plates](image)

1.5 **Split pins, Spring pins**

On every disassembly, split pins should be replaced with new parts. Ensure that spring pins are clinched. Ensure that spring pins are correctly installed.
Engine Inspection Sheet

1. Cylinder bore
2. Valve stem-to-guide clearance and valve stem diameter
3. Valve seat angle and width
4. Cylinder head bottom face distortion
5. Connecting rod bearings oil clearance
6. Rocker arm inner diameter and rocker shaft diameter
7. Piston pin boss inner diameter and piston pin diameter
8. Valve clearance
9. Fuel injection nozzle opening pressure
10. Camshaft journal diameter and camshaft bushing inner diameter
11. Crankshaft end play
## Engine Inspection Sheet

### Surface to be measured
- Cylinder bore

#### Measuring location
- Square with piston pin
- Parallel with piston pin

#### Standard value
<table>
<thead>
<tr>
<th>Cylinder bore</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>∅78 (3.07)</td>
<td>78.00 to 78.03</td>
<td>Standard value</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(3.0732 to 3.0743)</td>
<td>+0.2 (0.0080)</td>
</tr>
</tbody>
</table>

### Measurement

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
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<td>Y</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Y</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>X</td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Y</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Y</td>
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#### Remarks

<table>
<thead>
<tr>
<th>Approved by</th>
<th>Confirmed by</th>
<th>Measured by</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tbody>
</table>
# Engine Inspection Sheet

**Item to be measured:** Valve stem-to-guide clearance and valve stem diameter

<table>
<thead>
<tr>
<th>Measuring location</th>
<th>Standard value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nominal value</td>
</tr>
<tr>
<td>Valve guide inner diameter</td>
<td>Inlet 6.6 (0.260)</td>
</tr>
<tr>
<td></td>
<td>Exhaust 6.6 (0.260)</td>
</tr>
<tr>
<td>Valve stem diameter</td>
<td>Inlet 6.6 (0.260)</td>
</tr>
<tr>
<td></td>
<td>Exhaust 6.6 (0.260)</td>
</tr>
<tr>
<td>Valve stem-to-guide clearance</td>
<td>Inlet -</td>
</tr>
<tr>
<td></td>
<td>Exhaust -</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Measurement</th>
<th>Valve guide inner diameter</th>
<th>Valve stem diameter</th>
<th>Valve stem-to-guide clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Inlet</td>
<td>X</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Exhaust</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Inlet</td>
<td>X</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Exhaust</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Inlet</td>
<td>X</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Exhaust</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Inlet</td>
<td>X</td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td>Exhaust</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Remarks**

Approved by | Confirmed by | Measured by
Engine Inspection Sheet

No.3

<table>
<thead>
<tr>
<th>Customer</th>
<th>Engine model</th>
<th>Engine number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>L</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Item to be measured: Valve seat angle and width
Unit: mm (in.)

Measuring location:
- Valve seat angle
- Valve seat width

Standard value:

<table>
<thead>
<tr>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valve seat angle</td>
<td>45°</td>
</tr>
<tr>
<td>Valve seat width</td>
<td>1.3 to 1.8 (0.0512 to 0.0709)</td>
</tr>
</tbody>
</table>

Measurement:

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Valve seat angle</th>
<th>Valve seat width</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
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<tr>
<td></td>
<td>Inlet</td>
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<td></td>
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<tr>
<td></td>
<td>Exhaust</td>
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<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
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<td></td>
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<tr>
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<td>Inlet</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Exhaust</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
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<tr>
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<td></td>
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</tr>
<tr>
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<td>Exhaust</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Exhaust</td>
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Remarks: Approved by | Confirmed by | Measured by
## Engine Inspection Sheet

<table>
<thead>
<tr>
<th>Customer</th>
<th>Engine model</th>
<th>Date</th>
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<tr>
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</table>

<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinder head bottom face distortion</td>
<td>mm (in.)</td>
</tr>
</tbody>
</table>

### Measuring location

![Diagram of measuring location]

### Standard value

<table>
<thead>
<tr>
<th>Measuring location</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cylinder head bottom face distortion</td>
<td>0.05 (0.002) or less</td>
<td>0.10 (0.004)</td>
</tr>
</tbody>
</table>

### Measurement

<table>
<thead>
<tr>
<th>Name</th>
<th>Cylinder head bottom face distortion</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>A</td>
</tr>
<tr>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
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### Remarks

<table>
<thead>
<tr>
<th>Remarks</th>
<th>Approved by</th>
<th>Confirmed by</th>
<th>Measured by</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>
## Engine Inspection Sheet

### No.5

<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Date</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting rod bearings oil clearance</td>
<td></td>
<td>mm (in.)</td>
</tr>
</tbody>
</table>

### Measuring location

![Measuring location diagram]

### Standard value

<table>
<thead>
<tr>
<th>Name</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Connecting rod bearings inner diameter</td>
<td>48 (1.89)</td>
<td>47.950 to 47.965 (1.8892 to 1.8898)</td>
<td>-</td>
</tr>
<tr>
<td>Crank pin diameter</td>
<td>48 (1.89)</td>
<td>47.950 to 47.964 (1.8892 to 1.8897)</td>
<td>-</td>
</tr>
<tr>
<td>Connecting rod bearings oil clearance</td>
<td>-</td>
<td>0.025 to 0.072 (0.0010 to 0.0028)</td>
<td>0.150 (0.0059)</td>
</tr>
</tbody>
</table>

### Measurement

<table>
<thead>
<tr>
<th>No.</th>
<th>Location</th>
<th>Connecting rod bearings inner diameter</th>
<th>Crank pin diameter</th>
<th>Oil clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>X</td>
<td>Y</td>
<td>Z</td>
</tr>
<tr>
<td>1</td>
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<td></td>
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<td></td>
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### Remarks

<table>
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<tr>
<th>Approved by</th>
<th>Confirmed by</th>
<th>Measured by</th>
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</table>
### Engine Inspection Sheet

<table>
<thead>
<tr>
<th>Customer</th>
<th>Engine model</th>
<th>Date</th>
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<tbody>
<tr>
<td></td>
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<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rocker arm inner diameter and rocker shaft diameter</td>
<td>mm (in.)</td>
</tr>
</tbody>
</table>

#### Measuring location

![Diagram of measuring location]

#### Standard value

<table>
<thead>
<tr>
<th></th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rocker arm inner diameter</td>
<td>∅ 19 (0.749)</td>
<td>18.910 to 18.930 (0.7450 to 0.7458)</td>
<td>-</td>
</tr>
<tr>
<td>Rocker shaft diameter</td>
<td>∅ 19 (0.749)</td>
<td>18.880 to 18.898 (0.7438 to 0.7445)</td>
<td>-</td>
</tr>
<tr>
<td>Rocker arm-to-shaft clearance</td>
<td>-</td>
<td>0.012 to 0.050 (0.0004 to 0.0019)</td>
<td>0.200 (0.0079)</td>
</tr>
</tbody>
</table>

#### Measurement

<table>
<thead>
<tr>
<th>Name</th>
<th>Rocker arm inner diameter</th>
<th>Rocker shaft diameter</th>
<th>Rocker arm-to-shaft clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>X</td>
<td>Y</td>
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<td>1 Inlet</td>
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<tr>
<td>Exhaust</td>
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<td>2 Inlet</td>
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<tr>
<td>Exhaust</td>
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<td>3 Inlet</td>
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<tr>
<td>Exhaust</td>
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<td>4 Inlet</td>
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#### Remarks

<table>
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<th>Confirmed by</th>
<th>Measured by</th>
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# Engine Inspection Sheet

<table>
<thead>
<tr>
<th>Customer</th>
<th>Engine model</th>
<th>Date</th>
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<tbody>
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<table>
<thead>
<tr>
<th>Engine number</th>
<th>Unit</th>
<th>mm (in.)</th>
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<tbody>
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</table>

<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Piston pin boss inner diameter and piston pin diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Unit</td>
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</table>

## Measuring location

![Measuring location diagram]

## Standard value

<table>
<thead>
<tr>
<th>Name</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston pin inner diameter</td>
<td>23 (0.91)</td>
<td>23.006 to 23.012 (0.9057 to 0.9060)</td>
<td>-</td>
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<tr>
<td>Piston pin diameter</td>
<td>23 (0.9062)</td>
<td>22.994 to 23.000 (0.9039 to 0.9062)</td>
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</tr>
<tr>
<td>Piston pin-to-boss clearance</td>
<td>-</td>
<td>0.006 to 0.018 (0.0002 to 0.0007)</td>
<td>0.050 (0.002)</td>
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## Measurement

<table>
<thead>
<tr>
<th>Name</th>
<th>Piston pin inner diameter</th>
<th>Piston pin diameter</th>
<th>Piston pin-to-boss clearance</th>
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<tr>
<td>No.</td>
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<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
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<td>A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
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<tr>
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<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Valve clearance</th>
<th>Unit</th>
<th>mm (in.)</th>
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<tbody>
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### Measuring location

![Image of engine for measuring location]

### Standard value

<table>
<thead>
<tr>
<th>Valve clearance</th>
<th>Standard value</th>
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</thead>
<tbody>
<tr>
<td>Inlet</td>
<td>0.25 (0.01)</td>
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<tr>
<td>Exhaust</td>
<td>0.25 (0.01)</td>
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### Measurement

<table>
<thead>
<tr>
<th>No.</th>
<th>Valve clearance</th>
<th>Inlet</th>
<th>Exhaust</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Before adjustment</td>
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</tr>
<tr>
<td></td>
<td>After adjustment</td>
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<tr>
<td>2</td>
<td>Before adjustment</td>
<td></td>
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<tr>
<td></td>
<td>After adjustment</td>
<td></td>
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<tr>
<td>3</td>
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<td>After adjustment</td>
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<tr>
<td>4</td>
<td>Before adjustment</td>
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### Remarks

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"No.8"
### Engine Inspection Sheet

<table>
<thead>
<tr>
<th>Customer</th>
<th>Engine model</th>
<th>Date</th>
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<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Fuel injection nozzle opening pressure</th>
<th>Unit (MPa (kgf/cm²), psi)</th>
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**Measuring location**

- Nozzle tester

**Standard value**

<table>
<thead>
<tr>
<th>Valve opening pressure</th>
<th>Nominal value</th>
<th>Standard value</th>
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<tbody>
<tr>
<td></td>
<td>14.22 (145)</td>
<td>14.22 to 15.00</td>
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<tr>
<td></td>
<td>[2062]</td>
<td>(145 to 153)</td>
</tr>
<tr>
<td></td>
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<td>[2062 to 2176]</td>
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**Measurement**

<table>
<thead>
<tr>
<th>No.</th>
<th>Valve opening pressure</th>
<th>Hours used (h)</th>
<th>Valve opening pressure</th>
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<tbody>
<tr>
<td></td>
<td>Before adjustment</td>
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</tr>
<tr>
<td>1</td>
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**Remarks**

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<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camshaft journal diameter and camshaft bushing inner diameter</td>
<td>mm (in.)</td>
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**Measuring location**

**Standard value**

<table>
<thead>
<tr>
<th>Name</th>
<th>Nominal value</th>
<th>Standard value</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camshaft bushing inner diameter No.1</td>
<td>45 (1.77)</td>
<td>45.000 to 45.055 (107730 to 1.7751)</td>
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<tr>
<td>Camshaft journal diameter No.1</td>
<td>45 (1.77)</td>
<td>44.930 to 44.950 (1.7702 to 1.7710)</td>
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<tr>
<td>Camshaft journal-to-bushing clearance No.1</td>
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<td>0.050 to 0.125 (0.0020 to 0.0050)</td>
<td>0.15 (0.0060)</td>
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**Measurement**

<table>
<thead>
<tr>
<th>Name</th>
<th>X</th>
<th>Y</th>
<th>X</th>
<th>Y</th>
<th>Max.</th>
<th>Min.</th>
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<tr>
<td>Camshaft bushing inner diameter</td>
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<tr>
<td>Camshaft journal diameter</td>
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<tr>
<td>Camshaft journal-to-bushing clearance</td>
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<th>Y</th>
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<th>Min.</th>
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<th>Engine number</th>
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<table>
<thead>
<tr>
<th>Item to be measured</th>
<th>Crankshaft end play</th>
<th>Unit</th>
<th>mm (in.)</th>
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</table>

### Measuring location

![Image of measuring location](image_url)

### Standard value

<table>
<thead>
<tr>
<th>Standard value</th>
<th>Limit</th>
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</thead>
<tbody>
<tr>
<td>Crankshaft end play</td>
<td>0.050 to 0.175 (0.0020 to 0.0069)</td>
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### Measurement

<table>
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<th>On reassembly</th>
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