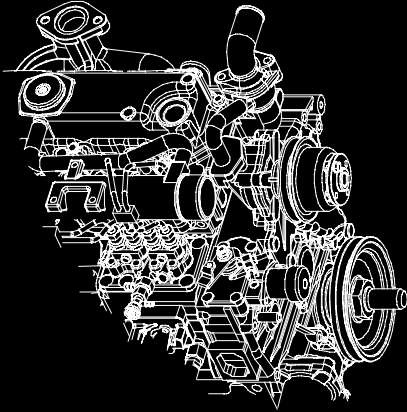




Diesel Engine



WORKSHOP MANUAL
for
V2203-DI (26-00128)
Tier 4i



TRANSICOLD

WORKSHOP MANUAL

DIESEL ENGINE

V2203-DI (26-00118)

Tier 4i

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SAFETY

SAFETY PRECAUTIONS

Your Carrier Transicold unit has been designed with the safety of the operator in mind. During normal operation, all moving parts are fully enclosed to help prevent injury. During all pre-trip inspections, daily inspections, and problem troubleshooting, you may be exposed to moving parts. Please stay clear of all moving parts when the unit is in operation and when the unit main power switch is in the START/RUN position.

Engine Coolant

The engine is equipped with a pressurized cooling system. Under normal operating conditions, the coolant in the engine and radiator is under high pressure and is very hot. Contact with hot coolant can cause severe burns. Do not remove the cap from a hot radiator. If the

cap must be removed, do so very slowly in order to release the pressure without spray.

Battery

This unit is equipped with a lead-acid type battery. The battery normally vents small amounts of flammable hydrogen gas. Do not smoke when checking the battery. A battery explosion can cause serious physical harm and/or blindness.

SPECIFIC WARNING AND CAUTION STATEMENTS

To help identify the label hazards on the unit and explain the level of awareness each one carries, an explanation is given with the appropriate consequences:

 **DANGER**

DANGER - warns against an immediate hazard which **WILL** result in severe personal injury or death.

 **WARNING**

WARNING - warns against hazards or unsafe conditions which **COULD** result in severe personal injury or death.

 **CAUTION**

CAUTION - warns against potential hazard or unsafe practice which could result in minor personal injury, or product or property damage.

NOTE

NOTE - gives helpful information that may help and avoid equipment and property damage.

The statements listed below are specifically applicable to this unit and appear elsewhere in this manual. These recommended precautions must be understood and applied during operation and maintenance of the equipment covered herein.

 **WARNING**

Beware of moving V-belt and belt driven components

 **WARNING**

When removing the radiator cap, wait at least ten minutes after the engine has stopped and cooled down. Otherwise, hot water may discharge from the radiator, scalding anyone nearby.

 **WARNING**

Check the injection nozzle only after confirming that nobody is near the spray. If the spray from the nozzle contacts the human body, cells may be destroyed and blood poisoning may result.

 **WARNING**

Secure the starter to prevent it from moving when power is applied to it.

 **CAUTION**

Do not remove the radiator cap until the coolant temperature is below its boiling point. Loosen the cap slightly to relieve excess pressure before removing the cap completely.

 **CAUTION**

Stop the engine when attempting to check and change the fuel line.

 **CAUTION**

Stop the engine when preparing to change the engine oil.

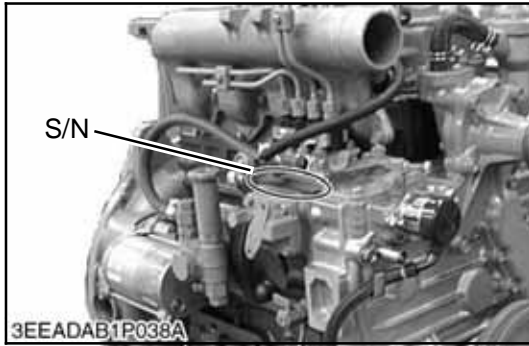
 **CAUTION**

Never remove the radiator cap until coolant temperature is below its boiling point. Loosen the cap slightly to the first stop to relieve any excess pressure before removing the cap completely.

SECTION 1

General

1.1 ENGINE IDENTIFICATION



When contacting Carrier Transicold, always specify your engine model number and serial number.

The engine model and its serial number need to be identified before the engine can be serviced or parts replaced.

Engine Serial Number

The engine serial number is an identified number for the engine. It is marked after the engine model number.

It indicates month and year of manufacture as follows:

ENGINE SERIAL NUMBER MATRIX

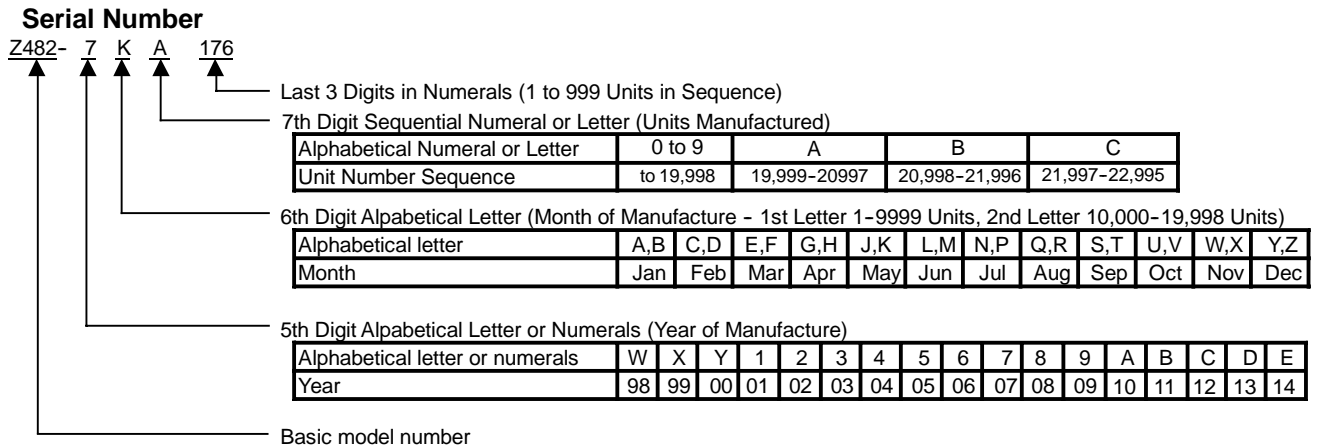


Table 1-1. Model Chart

MODEL NUMBER	ENGINE TYPE	SERVICE ENGINE PART NUMBER	PRIMARY USE	REPLACES
V2203L-DI-E3B-CTD-2	CT4-134-DI (1700 RPM)	26-00128-00	Ultra XT, Ultra XTC, X2 1800 (2.2), X2 2100, X2 2100A, X2 2100R	New
V2203L-DI-E3B-CTD-3	CT4-134-DI (1800 RPM)	26-00128-01	RG Genset	New
V2203L-DI-E3B-CTD-1	CT4-134-DI (2200 RPM)	26-00128-02	Ultima XTC, Extra XT (2.2), X2 2500 A, X2 2500 R	New
V2203L-DI-E3B-CTD-6	CT4-134-DI (1800 RPM)	26-00128-04	UG Genset	New
V2203L-DI-E3B-CTD-4	CT4-134-DI (1700 RPM)	26-00128-05	TM Ultra XL	New

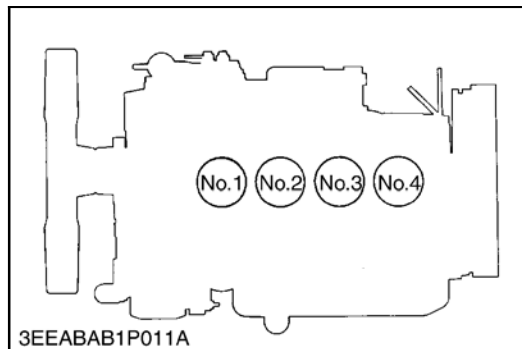
1.2 ENGINE SPECIFICATIONS

Table 1-2. Specification Chart

MODEL NUMBER	26-00128-00	26-00128-01	26-00128-02	26-00128-04	26-00128-05
TYPE	Vertical, Water-cooled, 4 cycle diesel engine				
NUMBER OF CYLINDERS	4				
BORE X STROKE mm X mm (in. X in.)	83 X 102.4 (3.27 X 4.03)				
TOTAL DISPLACEMENT cm ³ (cu.in.)	2216 (135.2)				
BRAKE HORSEPOWER SAE Intermittent HP kW (HP) / RPM	23.65 (31.7) / 1700	23.87 (32.0) / 1800	26.85 (36.0) / 2200	23.87 (32.0) / 1800	23.65 (31.7) / 1700
MAXIMUM SPEED RPM	Below 2470				
IDLING SPEED RPM	900				
COMBUSTION CHAMBER	Direct Injection				
INJECTION PUMP	Bosch "K" Type Mini Pump				
GOVERNOR	Mechanical Governor + Electronic Governor				
INJECTION NOZZLE	Bosch "P" Type Hole Nozzle				
INJECTION TIMING (UNPRESSURIZED)	2.5° Before T.D.C.		4.0° Before T.D.C.		2.5° Before T.D.C.
FIRING ORDER	1-3-4-2				
INJECTION PRESSURE (Valve Opening Pressure)	19.35 MPa (197.5 kgf/cm ² , 2809 psi.)				
COMPRESSION RATIO	21.5 : 1				
LUBRICATION SYSTEM	Forced Lubrication by Pump				
OIL PRESSURE INDICATION	Electrical Type Switch				
LUBRICATION FILTER	Full Flow Synthetic Media Filter (Cartridge Type)				
COOLING SYSTEM	Pressurized Radiator, Forced Circulation With Water Pump				
STARTING SYSTEM	Electric Starting With Starting Motor				
	12V, 2.5 kW				
STARTING SUPPORT DEVICE	Intake Air Heater in Intake Manifold				
FUEL	Diesel Fuel No.2-D (ASTM D975)				
LUBRICATING OIL	*Quality Better Than CF Class (API), SAE 10W-30 or 15W-40				
LUBRICATING OIL CAPACITY	14.2 L (15.0 U.S. Quarts)				
Weight (DRY) kg (lbs.)	199 (439)				

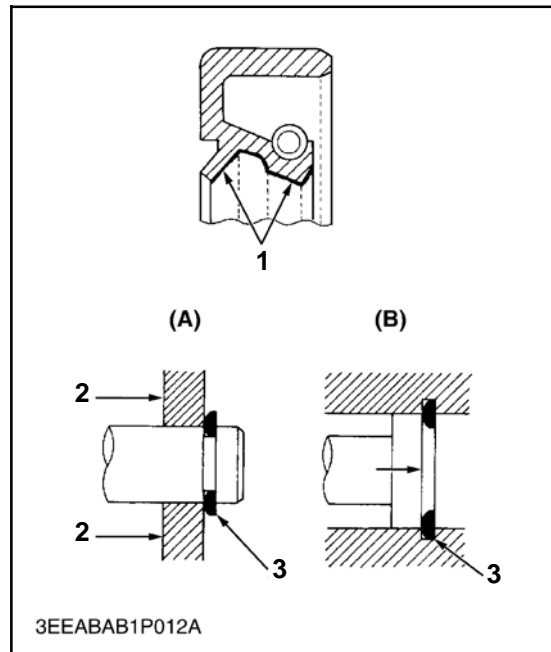
*See paragraph 1.8.6

1.3 CYLINDER NUMBER



The cylinder numbers of V2203-DI series engine are designated as shown above. The sequence of cylinder numbers is given as No.1, No. 2, No. 3, and No. 4 starting from the gear case end of the engine.

1.4 GENERAL PRECAUTIONS



- 1. Grease
 - 2. Force
 - 3. Place the Sharp Edge against the Direction of Force
- A External Snap Ring
B Internal Snap Ring

During disassembly, carefully arrange removed parts in a clean area to prevent confusion later. Screws, bolts and nuts should be replaced in their original position to prevent reassembly errors.

When special tools are required, use KUBOTA genuine special tools. Special tools which are not frequently used should be made according to the drawings provided.

Before disassembling or servicing live wires, make sure to always disconnect the grounding cable from the battery first.

Remove oil and dirt from parts before taking any measurements.

Use only Carrier Transicold genuine parts for parts replacements to maintain engine performance and to ensure safety.

Gaskets and O-rings must be replaced during reassembly. Apply grease to new O-rings or oil seals before assembling.

When reassembling external or internal snap rings, position them so that the sharp edge faces against the direction from which force is applied.

A newly serviced or reassembled engine should be run-in with no load for 15 minutes. Serious damage to the engine may result otherwise.

1.5 TORQUE SPECIFICATIONS

Screws, bolts and nuts must be tightened to the specified torque using a torque wrench. Several screws, bolts and nuts such as those used on the cylinder head must be tightened in the proper sequence and at the proper torque.

1.5.1 Torque Specifications For Special Use Screws, Bolts and Nuts

In removing and applying the screws, bolts and nuts marked with “*”, a pneumatic wrench or similar tool, if employed, must be used with care. Failure to do so may result in stripped or seized screws, bolts and nuts.

When replacing “*” marked screws, bolt and nuts, apply engine oil to their threads and seats before reassembly.

The letter “M” in size and pitch means that the screw, bolt or nut dimension is metric. The size is the nominal outside diameter in mm of the threads. The pitch is the nominal distance in mm between two threads.

Item	Size x Pitch	N.m	kgf.m	ft-lbs
Cylinder Head Cover Bolt	M6 x 1.0	6.87 to 11.2	0.7 to 1.15	5.07 to 8.31
*Cylinder Head Bolt	M11 x 1.25	93.2 to 98.0	9.5 to 10.0	68.8 to 72.3
*Main Bearing Case Bolt 1	M9 x 1.25	46 to 50	4.7 to 5.2	34.0 to 37
*Main Bearing Case Bolt 2	M10 x 1.25	69 to 73	7.0 to 7.5	51 to 54
*Flywheel Bolt	M12 x 1.25	98.1 to 107	10.0 to 11.0	72.4 to 79.5
*Connecting Rod Bolt	M8 x 1.0	45 to 49	4.5 to 5.0	33 to 36
*Rocker Arm Bracket Bolt	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
*Idle Gear Shaft Bolt	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
Crank Pulley Mounting Nut	M30 x 1.5	138 to 156	14.0 to 16.0	102 to 115
*Bearing Case Cover Bolt	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
Nozzle Holder Clamp Bolt	M10 x 1.25	26 to 29	2.6 to 3.0	19 to 21
Injection Pipe Retaining Nut	M12 x 1.5	15 to 24	1.5 to 2.5	11 to 18
Overflow Pipe Assembly Retaining Bolt	M6 x 1.0	9.81 to 11.2	1.0 to 1.15	7.24 to 8.31
Camshaft Retaining Bolt	M8 x 1.25	24 to 27	2.4 to 2.8	18 to 20
Hi-idling Body	M14 x 1.0	45 to 49	4.5 to 5.0	33 to 36
Starter's Terminal B Mounting Nut	M8	9.8 to 11	1.0 to 1.2	7.3 to 8.6

1.5.2 Torque Specifications For General Use Screws, Bolts and Nuts

	Standard Screw and Bolt Grade 4			Special Screw and Bolt Grade 7		
	N.m	kgf.m	ft-lbs	N.m	kgf.m	ft-lbs
M6	7.9 to 9.3	0.80 to 0.95	5.8 to 6.8	9.81 to 11.2	1.00 to 1.15	7.24 to 8.31
M8	18 to 20	1.8 to 2.1	13 to 15	24 to 27	2.4 to 2.8	18 to 20
M10	40 to 45	4.0 to 4.6	29 to 33	49 to 55	5.0 to 5.7	37 to 41
M12	63 to 72	6.4 to 7.4	47 to 53	78 to 90	7.9 to 9.2	58 to 66

Screw and bolt material grades are shown by numbers punched on the screw and bolt heads. Prior to tightening, be sure to check out the numbers as shown below

Punched Number	Screw And Bolt Material Grade
None or 4	Standard Screw And Bolt SS41, S20C
7	Special Screw And Bolt S43C, S48C (Refined)

1.6 TROUBLESHOOTING

Symptom	Probable Cause	Solution	Reference
Engine Does Not Start	No fuel	Replenish fuel	-
	Air in the fuel system	Vent Air	1.8.4
	Water in the fuel system	Change fuel and repair or replace fuel system	1.8.4
	Fuel pipe clogged	Clean	1.8.4
	Fuel filter clogged	Clean or change	-
	Excessively high viscosity fo fuel or engine oil at low temperature	Use specified fuel or engine oil	-
	Fuel with low cetane number	Use specified fuel	-
	Incorrect injection timing	Adjust	5.1.1
	Injection nozzle clogged	Replace	1.8.8
	Injection pump malfunctioning	Replace	-
	Seizure of crankshaft, camshaft, piston, cylinder or bearing	Repair or Replace	-
	Compression leak from cylinder	Replace head gasket, tighten cylinder head screw, glow plug and nozzle holder	- - -
	Improper valve timing	Correct or replace timing gear	2.2.4.f
	Piston ring and cylinder worn Excessive valve clearance	Replace Adjust	2.3.3.d 1.8.7
(Starter Does Not Run)	Battery discharged	Charge	-
	Starter malfunctioning	Repair or replace	6.1
	Key switch malfunctioning	Repair or replace	-
	Wiring disconnected	Connect	-
Engine Revolution Is Not Smooth	Fuel filter clogged or dirty	Clean or change	1.8.4
	Air cleaner clogged or dirty	Clean or change	-
	Fuel leak due to loose injection pipe retaining nut	Tighten retaining nut	-
	Injection pump malfunctioning	Replace	5.1
	Incorrect nozzle injection pressure	Replace	5.2.1
Injection nozzle stuck or clogged	Replace	5.2.3	
Either White or Blue Exhaust Gas Is Observed	Excessive engine oil	Reduce to specified level	1.8.1
	Piston ring and liner worn or ring stuck	Repair or replace	2.3.3.d
	Incorrect Injection timing	Adjust	5.1.1
	Deficient compression	Check the cylinder compression pressure and top clearance	2.1.1
Either Black or Dark Exhaust Gas Is Observed	Overload	Lesson load	-
	Low grade fuel used	Use specified fuel	-
	Fuel filter clogged	Clean or change	-
	Air cleaner clogged	Clean or change	-
	Deficient nozzle injection	Replace nozzle	1.8.8
Deficient Output	Incorrect injection timing	Adjust	5.1.1
	Engine's moving parts seem to be seizing	Repair or replace	-
	Injection pump malfunctioning	Replace	5.1
	Deficient nozzle injection	Replace nozzle	5.2.2
	Compression leak	Check the compression pressure and repair	2.1.1
	Gas leak from exhaust system	Repair or replace	-
	Air cleaner dirty or clogged	Clean or replace	-

1.6 TROUBLESHOOTING (Continued)

Symptom	Probable Cause	Solution	Reference
Excessive Lubricant Oil Consumption	Piston ring's gap facing the same direction	Shift ring gap direction	2.2.6.a
	Oil ring worn or stuck	Replace	2.3.3.d
	Piston ring groove worn	Replace worn piston	2.3.3.e
	Valve stem and valve guide worn	Replace	2.3.1.d
	Crankshaft bearing, and crank pin bearing worn	Replace	2.3.4
	Oil leaking due to defective seals or packing	Replace	-
Fuel Mixed into Lubricant Oil	Injection pump's plunger worn	Replace Injection pump	5.1
	Deficient nozzle injection	Replace nozzle	5.2.3
	Injection pump broken	Replace	5.1
Water Mixed into Lubricant Oil	Head gasket defective	Replace	2.2.3.e
	Cylinder block or cylinder head flawed	Replace	-
Low Oil Pressure	Engine oil level low	Replenish	-
	Oil strainer clogged	Clean	-
	Relief valve stuck with dirt	Clean	3.1.1
	Relief valve spring weak or broken	Replace	3.1.1
	Excessive oil clearance of crankshaft bearing	Replace	2.3.4.d
	Excessive oil clearance of crankpin bearing	Replace	2.3.4.c
	Excessive oil clearance of rocker arm	Replace	2.3.1.k
	Oil passage clogged	Clean	-
Incorrect oil type	Use specified type of oil	-	
	Oil pump defective	Repair or replace	3.2
High Oil Pressure	Incorrect oil type	Use specified type of oil	-
	Relief valve defective	Replace	3.1.1
Engine Overheated	Engine oil level low	Replenish	-
	Fan belt broken or elongated	Replace or adjust	-
	Coolant insufficient	Replenish	-
	Radiator net and radiator fin clogged with dust	Clean	-
	Inside of radiator corroded	Clean or replace	-
	Coolant flow route corroded	Clean or replace	-
	Radiator cap defective	Replace	-
	Overload running	Loosen load	-
	Head gasket defective	Replace	2.2.3.e
	Incorrect injection timing	Adjust	-
Unsuitable fuel used	Use specified fuel	-	
Low Battery Charge	Battery electrolyte level low	Replenish distilled water and charge	-
	Fan belt slips	Adjust belt tension or change belt	-
	Wiring disconnected	Connect	-
	Rectifier defective	Replace	-
	Alternator defective	Replace	-
	Battery defective	Change	-

1.7 SERVICING SPECIFICATIONS

1.7.1 Engine Body

Item		Factory Specification	Allowable Limit
Cylinder Head Surface	Flatness	-	0.05 mm/500mm 0.0020 in./ 19.69 in.
Compression Pressure		2.95 to 3.23 MPa/ 290 rpm 30 to 33 kgf/cm ² 290 rpm 427 to 469 psi/ 290 rpm	2.35 MPa/ 290 rpm 24kgf/cm ² 290 rpm 341 psi/ 290 rpm
Difference Among Cylinders		-	10% or less
Top Clearance		0.60 to 0.70 mm 0.0236 to 0.0276 in.	-
Valve Clearance (When Cold)		0.18 to 0.22 mm 0.0071 to 0.0086 in.	-
Valve Seat	Width (Intake)	2.12 mm 0.0835 in.	-
	Width (Exhaust)	2.12 mm 0.0835 in.	-
Valve Seat	Angle (Intake / Exhaust)	0.79 rad. 45°	-
Valve Face	Angle (Intake / Exhaust)	0.79 rad. 45°	-
Valve Stem to Valve Guide	Clearance	0.040 to 0.070 mm 0.0016 to 0.0027 in.	0.1 mm 0.0039 in.
Valve Stem	O.D.	7.960 to 7.975 mm 0.3134 to 0.3139 in.	-
Valve Guide	I.D.	8.015 to 8.030 mm 0.3156 to 0.3161 in.	-
Valve Recessing	Protrusion	0.65 mm 0.026 in.	-
	Recessing	to 0.85 mm 0.033 in.	-
Valve Timing (Intake Valve)	Open	0.1 rad. (8°) before T.D.C.	-
	Close	0.35 rad. (20°) before T.D.C	-
Valve Timing (Exhaust Valve)	Open	0.87 rad. (50°) before B.D.C.	-
	Close	0.21 rad. (12°) before B.D.C	-

1.7.1 Engine Body (Continued)

Item		Factory Specification	Allowable Limit
Valve Spring	Free Length	41.7 to 42.2 mm 1.65 to 1.66 in.	41.2 mm 1.62 in.
	Setting Load/ Setting Length	118 N / 35.0 mm 12.0 kgf / 35.0 mm 26.5 lbs. / 1.38 in.	100.0N / 35.0 mm 10.2kgf / 35.0 mm 22.5lbs / 1.38 in
	Tilt	-	1.0 mm 0.039 in.
Rocker Arm Shaft to Rocker Arm	Clearance	0.016 to 0.045 mm 0.00063 to 0.0017 in.	1.0 mm 0.039 in.
Rocker Shaft	O.D.	13.973 to 13.984 mm 0.55012 to 0.55055 in.	-
Rocker Arm	I.D.	14.000 to 14.018 mm 0.55119 to 0.55188 in.	-
Push Rod	Alignment	-	0.25mm 0.0098 in.
Tappet to Tappet Guide	Clearance	0.020 to 0.062 mm 0.00079 to 0.0024 in.	0.07 mm 0.003 in.
	O.D.	23.959 to 23.980 mm 0.94327 to 0.94409 in.	-
	I.D.	24.000 to 24.021 mm 0.94489 to 0.94570 in.	-
Timing Gear Crank Gear to Idle Gear	Backlash	0.0415 to 0.1122 mm 0.001634 to 0.004417 in.	0.15 mm 0.0059 in.
Idle Gear to Cam Gear	Backlash	0.0415 to 0.1154 mm 0.00163 to 0.004543 in.	0.15 mm 0.0059 in.
Idle Gear to Injection Pump Gear	Backlash	0.0415 to 0.1154 mm 0.001634 to 0.004543 in.	0.15 mm 0.0059 in.
Crank Gear to Oil Pump Gear	Backlash	0.0415 to 0.1090 mm 0.001634 to 0.004291 in.	0.15 mm 0.0059 in.
Idle Gear	Side Clearance	0.12 to 0.48 mm 0.0048 to 0.018 in.	0.9 mm 0.04 in.
Idle Gear Shaft to Idle Gear Bushing	Clearance	0.025 to 0.066 mm 0.00099 to 0.0025 in.	0.1 mm 0.0039 in.
Idle Gear Shaft	O.D.	37.959 to 37.975 mm 1.4945 to 1.4950 in.	-
Idle Gear Bushing	I.D.	38.000 to 38.025 mm 1.4961 to 1.4970 in.	-

1.7.1 Engine Body (Continued)

Item		Factory Specification	Allowable Limit
Camshaft	Side Clearance	0.07 to 0.22 mm 0.0028 to 0.0086 in.	0.3 mm 0.012 in.
Camshaft	Alignment	-	0.01 mm 0.0004 in.
Cam (Lobe)	Height (Intake)	33.27 mm 1.310 in.	33.22 mm 1.308 in.
	Height (Exhaust)	33.47 mm 1.318 in.	33.42 1.316 in.
Camshaft Journal to Cylinder Block Bore	Clearance	0.050 to 0.091 mm 0.0020 to 0.0035 in.	0.15 mm 0.00059 in.
Camshaft Journal	O.D.	39.934 to 39.950 mm 1.5722 to 1.5728 in.	-
Cylinder Block Bore	I.D.	40.000 to 40.025 mm 1.5748 to 1.5757	-
Piston Pin Bore	I.D.	25.000 to 25.013 mm 0.98425 to 0.98476 in.	25.05 mm 0.9862 in.
Second Ring to Ring Groove	Clearance	0.093 to 0.128 mm 0.00367 to 0.00503 in.	0.2 mm 0.0079 in.
Oil Ring to Ring Groove	Clearance	0.020 to 0.060 mm 0.00079 to 0.0023 in.	0.15 mm 0.0059 in.
Top Ring	Ring Gap	0.20 to 0.35 mm 0.0079 to 0.013 in.	1.25 mm 0.0492 in.
Second Ring	Ring Gap	0.40 to 0.55 mm 0.016 to 0.021 in.	1.25 mm 0.0492 in.
Oil Rng	Ring Gap	0.25 to 0.45 mm 0.0099 to 0.017 in.	1.25 mm 0.0492 in.
Connecting Rod	Alignment	-	0.05 mm 0.002 in.
Piston Pin to Small End Bushing	Clearance	0.014 to 0.036 mm 0.00056 to 0.0014 in.	0.15 mm 0.0059 in.
Piston Pin	O.D.	25.004 to 25.011 mm 0.98441 to 0.98468 in.	-
Small End Bushing	I.D.	25.025 to 25.040 mm 0.98524 to 0.98582 in.	-
Crankshaft	Alignment	-	0.02 mm 0.0008 in.
Crankshaft Journal to Crankshaft Bearing ¹	Oil Clearance	0.040 to 0.118 mm 0.00158 to 0.00464 in.	0.2 mm 0.0079 in.
Crankshaft Journal	O.D.	59.921 to 59.940 mm 2.3591 to 2.3598 in.	-
Crankshaft Bearing ¹	I.D.	59.980 to 60.039 mm 2.3615 to 2.3637 in.	-

1.7.1 Engine Body (Continued)

Item		Factory Specification	Allowable Limit
Crankshaft Journal to Crankshaft Bearing2	Oil Clearance	0.040 to 0.104 mm 0.00158 to 0.00409 in.	0.2 mm 0.0079 in.
Crankshaft Journal	O.D.	59.921 to 59.940 mm 2.3591 to 2.3598 in.	-
Crankshaft Bearing2	I.D.	59.980 to 60.025 mm 2.3615 to 2.3631 in.	-
Crankpin to Crankpin Bearing	Oil Clearance	0.025 to 0.087 mm 0.00099 to 0.0034 in.	0.2 mm 0.0079 in.
Crankpin	O.D.	46.959 to 46.975 mm 1.8488 to 1.8494 in.	-
Crankpin Bearing	I.D.	47.000 to 47.046 mm 1.8504 to 1.8522 in.	-
Crankshaft	Side Clearance	0.15 to 0.31 mm 0.0059 to 0.012 in.	0.5 mm 0.02 in.
Crankshaft Sleeve	Wear	-	0.1mm 0.0059 in.
Cylinder Bore (Standard)	I.D.	83.00 to 83.022mm 3.2678 to 3.2685 in.	83.170 mm 3.2744 in.
(Oversize)	I.D.	83.250 to 83.272 mm 3.2776 to 3.2784 in.	83.420 mm 3.2843 in.

1.7.2 Lubricating System

Item		Factory Specification	Allowable Limit
Engine Oil Pressure	At Idle Speed	More Than 98 kPa 1.0 kgf/cm ² 14 psi	50 kPa 0.5 kgf/cm ² 7 psi
	At Rated Speed	300 to 440 kPa 3.0 to 4.5kgf/cm ² 43 to 64 psi	250 kPa 2.5 kgf/cm ² 36 psi
Engine Oil Pressure Switch	Working Pressure	50 kPa 0.5kgf/cm ² 7 psi	-
Inner Rotor to Outer Rotor	Clearance	0.03 to 0.14 mm 0.0012 to 0.0055 in.	0.2 mm 0.008 in.
Outer Rotor to Pump Body	Clearance	0.11 to 0.19 mm 0.0044 to 0.0074 in.	0.25 mm 0.0098 in.
Inner Rotor to Cover	Clearance	0.105 to 0.150 mm 0.00414 to 0.00590 in.	0.2 mm 0.008 in.

1.7.3 Cooling System

Item		Factory Specification	Allowable Limit
V-Belt	Tension	7.0 to 9.0 mm (0.28 to 0.35 in.) deflection at 98N(10kgf, 22 lbs.) of force	-
Thermostat	Valve Opening Temperature (At Beginning)	80.5 to 83.5°C 176.9 to 182.3°F	-
	Valve Opening Temperature (Opened Completely)	95°C 203°F	-

1.7.4 Fuel System

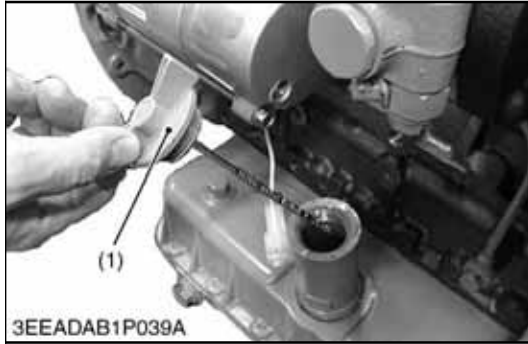
Item		Factory Specification	Allowable Limit
Injection Pump	Injection Timing	0.0568 to 0.0829 rad. (3.25 to 4.75°) before T.D.C.	-
Pump Element	Fuel Tightness	-	18.63 Mpa 190.0 kgf/cm ² 2702 psi
Delivery Valve	Fuel Tightness	10 seconds 18.62 to 17.76 Mpa 190.0 to 180.0 kgf/cm ² 2702 to 2560 psi	5 seconds 18.63 to 17.65 Mpa 190.0 to 180.0kgf/cm ² 2702 psi to 2560 psi
Injection Nozzle	Injection Pressure (1st stage)	18.64 to 20.10 Mpa 190.0 to 205.0 kgf/cm ² 2703 to 2915 psi	-
Injection Nozzle Valve Seat	Valve Seat Tightness	When the pressure is 16.67 Mpa (170.0 kgf/cm ² 2418 psi) the valve seat must not leak.	-

1.7.5 Electrical System

Item		Factory Specification	Allowable Limit
Starter	Commutator	O.D. 32.0 mm 1.26 in.	31.4 mm 1.24 in.
	Mica	Undercut 0.50 mm 0.020 in.	0.20 mm 0.0079 in.
	Brush	Length 0.18 mm 0.709 in.	11.0 mm 0.433 in.
	Brush Holder and Holder Support	Resistance Infinity	-
Intake Air Heater		Resistance (cold) Approx. 0.3 ohm	-

1.8 CHECK AND MAINTENANCE

1.8.1 Checking Engine Oil Level



1. Level the engine.
2. To check the oil level, draw out the dipstick (1), wipe it clean, reinsert it, and draw it out again. Check to see that the oil level lies between the two notches.
3. If the level is too low, add new oil to the specified level.

NOTE

When adding oil to the crankcase, be sure that the fresh oil is the same type and viscosity as the oil that is already in the crankcase. Never mix two different types of oil. Never over fill a crankcase.

1.8.2 Checking Coolant Level

1. Remove the radiator cap and check to see that the coolant level is just below the port.

With the recovery tank: Check to see that the coolant level lies between **FULL** and **LOW**.

2. If the coolant level is too low, check the reason for the lost coolant.
 - a. If coolant loss is due to evaporation, add only clean soft water.
 - b. If coolant loss is due to a leak, repair the leak, then add a coolant mixture of the same type and specification that is in the system. If the coolant brand cannot be identified, drain out all of the remaining coolant and refill with a totally new mix.

CAUTION

Do not remove the radiator cap until the coolant temperature is below its boiling point. Loosen the cap slightly to relieve excess pressure before removing the cap completely.

NOTE

When adding coolant to the system, air must be vented from the engine coolant passages. Venting air can be accomplished by jiggling the upper and lower radiator hoses.

Be sure to close the radiator cap securely. If the cap is loose or improperly closed, coolant may leak out and the engine could overheat.

Do not use an antifreeze and scale inhibitor at the same time.

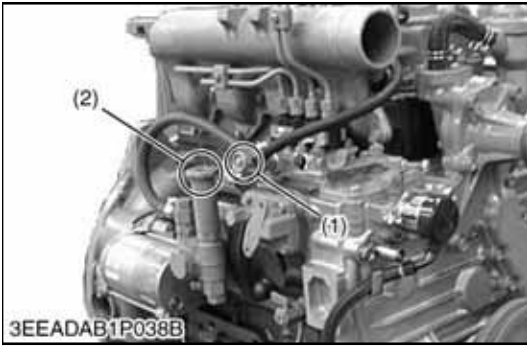
Never mix different types or brands of coolants.

1.8.3 Checking Fuel Hose

1. If the clamp is loose, apply oil to the threads and securely retighten it.
2. The fuel hose is made of rubber and ages regardless of the service period. Change the hose and clamps together every two years.
3. Change the fuel hose and clamps whenever any deterioration or damage is detected.
4. After the fuel hose and clamps have been changed, bleed air out of the fuel system.

CAUTION

Stop the engine when attempting to check and change the fuel line.



1.8.4 Bleeding Fuel System

1. Open the air vent cock (1) on top of the fuel injection pump.
2. Loosen the priming pump handle (2), and pump the handle until bleeding is completed.
3. Depress and twist the priming pump handle clockwise to lock into place.
4. Close the air vent cock (1).

NOTE

Always keep the air vent cock on the fuel injection pump closed except when bleeding the fuel system, or the engine may not run.

1.8.5 Checking V-Belt

Refer to Section 4.1

1.8.6 Changing Engine Oil



Stop the engine when preparing to change the engine oil.

1. After warming up the engine, shut it off.
2. Place a pan underneath the engine.
3. Remove the drain plug, drain the engine oil completely.
4. Inspect the drain plug gasket. Replace if necessary.
5. Reinstall the drain plug.
6. Replace the oil filter with a new oil filter.
7. Fill the crankcase with new oil.
8. Check for the correct oil level. (Refer to Section 1.8.1)

NOTE

When changing to a different oil manufacturer or viscosity, be sure to remove all of the old oil completely. Never mix different types of oil.

Use only API classification CG-4 or better oils.

Use the proper SAE engine oil according to the ambient temperatures.

Above 25°C (77°F).....SAE 30 or 10W-30
10W-40

0° to 25°C (32° to 77°F).....SAE 20 or 10W-30
10W-40

Below 0°C (32°F).....SAE 10W or 10W-30

NOTE

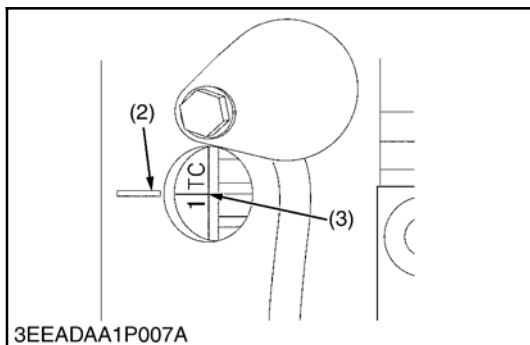
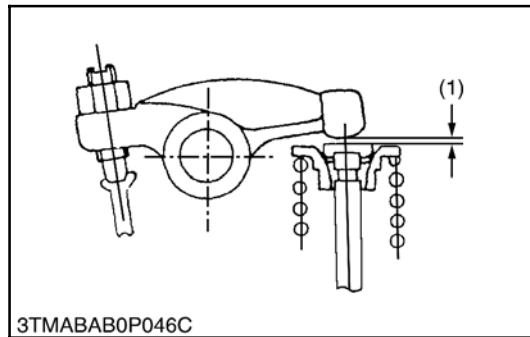
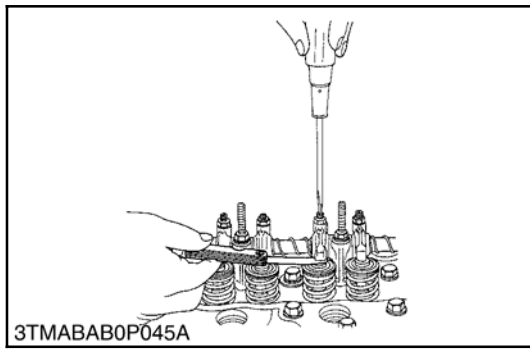
With emission controls now in effect, the CG-4 or CH-4 / CI lubricating oils have been developed for use of a low-sulfur fuel on-road vehicles engines. When an off-road vehicle engine runs on a high-sulfur fuel, it is advisable to employ the CH-4 / CI lubricating oil with a high total base number. If the CG-4 lubricating oil is used with a high sulfur fuel, change the lubricating oil at shorter intervals.

Lubricating oil recommended when a low-sulfur or high-sulfur fuel is employed.

Lubricating Oil Class	Fuel	
	Low-sulfur	High-sulfur
CG-4	O	O
CH-4 or CI	O	X

O : Recommended X : Not Recommended

1.8.7 Valve Clearance



NOTE

Valve clearance must be checked and adjusted when the engine is cold.

1. Remove the valve cover.
2. Align the "1TDC" mark line (3) on the flywheel and projection (2) on the housing so that the Number 1 piston comes to compression or overlap top dead center (TDC).
3. Check the following valve clearance (1) marked with "*" using a feeler gauge.

Valve Clearance	Factory Specification	0.18 to 0.22 mm 0.0071 to 0.0086 in.
-----------------	-----------------------	---

4. If the clearance is not within the factory specifications, adjust with the adjusting screw.

Piston Location in Cylinder		Valve Arrangement	
		IN.	EX.
When No. 1 piston is at TDC	No. 1	*	*
	No. 2	*	
	No. 3		*
	No. 4		
When No. 1 piston is at past TDC	No. 1		
	No. 2		*
	No. 3	*	
	No. 4	*	*

1.8.8 Fuel Injection

Refer to Section 5.2

1.9 SPECIAL TOOLS

Additional tools may be found in the Carrier Transicold Performance Parts Service Tool Catalog Number 62-03213.



1.9.1 Diesel Engine Compression Tester (Glow Plug)

Part No. 07-00179-01 (Assembly)

Application: Use to measure diesel engine compression and diagnosis for major overhaul.



1.9.2 Adapter, Injector To Tester Hose

Part No. 07-00484-00

Application: Accessory for 07-00179-01



1.9.3 Tester Injector Nozzle

Part No. 07-00140-00

Application: Injector nozzle tester kit used for checking and adjusting of the fuel injectors in diesel engines.



1.9.4 Replacement Bowl, Tester Injector Nozzle

Part No. 07-00140-10

Application: Accessory for 07-00140-00

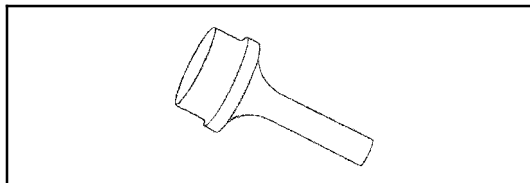
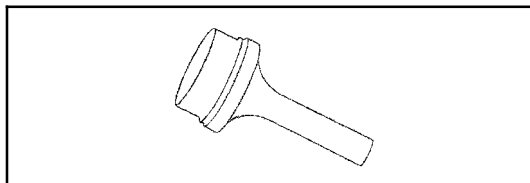
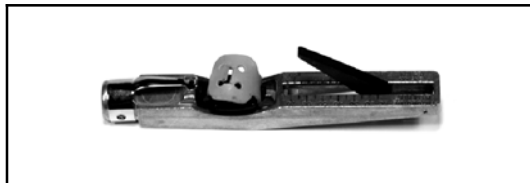
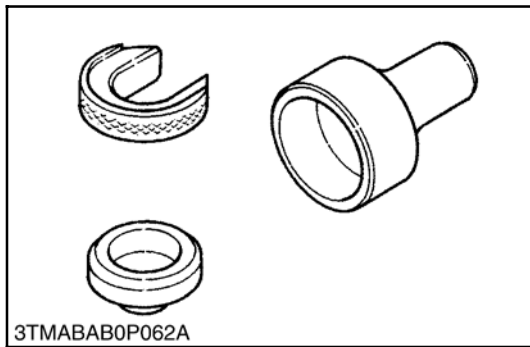
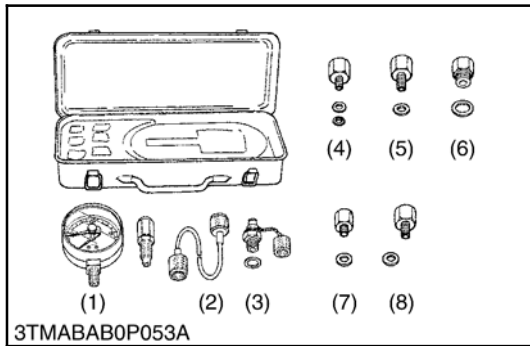


1.9.5 Adapter, Injector Line

Part No. 07-00036-00

Application: Accessory for 07-00140-00

1.9 SPECIAL TOOLS (Continued)



1.9.6 Oil Pressure Tester

Code No. 07916-32032
Application: Use to measure lubricating oil pressure.

- | | |
|--------------|-------------------|
| 1. Gauge | 5. Threaded Joint |
| 2. Adapter 2 | 6. Adapter 4 |
| 3. Cable | 7. Adaptor 1 |
| 4. Adapter 3 | 8. Adaptor 3 |

1.9.7 Auxiliary Socket For Fixing Crankshaft Sleeve

Code No. 07916-32091
Application: Use to fix the crankshaft sleeve of the diesel engine.

1.9.8 Gauge, Belt Tension

Part No. 07-00203-00
Application: Used to adjust belt tension of all cogged V-belts.

1.9.9 Tester, Belt Tension

Part No. 07-00253-00
Application: Used to test belt tension.

1.9.10 Rubber Band

Part No. 07-00253-01
Application: Replacement part for belt tension tester (Part No. 07-00253-00)

1.9.11 Main Bearing Install Tool

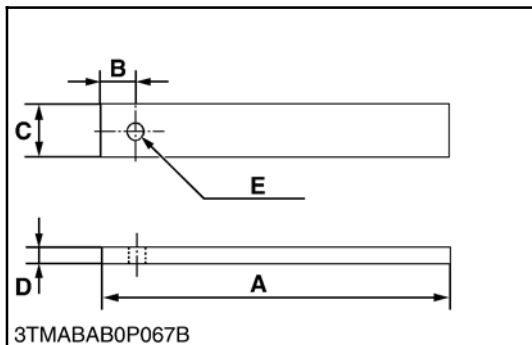
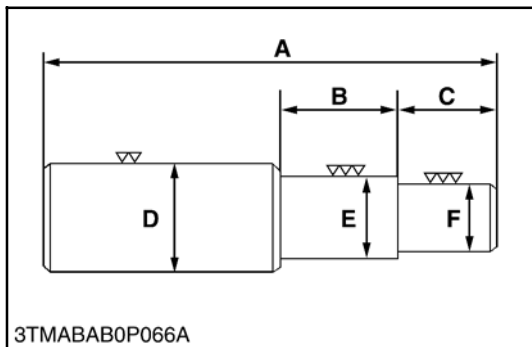
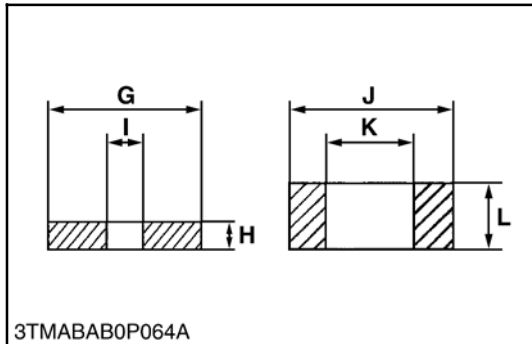
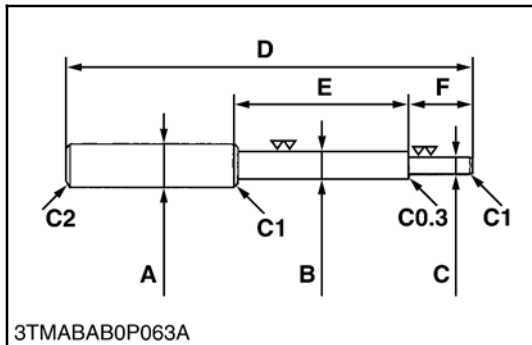
Part No. 07-00472-00
Application: Used on engines starting with S/N 3S0001

1.9.12 Main Bearing Extract Tool

Part No. 07-00473-00
Application: Used on engines starting with S/N 3S0001

1.9 SPECIAL TOOLS (Continued)

The following are drawings for special tools that may need to be fabricated.



1.9.13 Valve Guide Replacing Tool

Application: Use to press out and press fit the valve guide.

A	20 mm dia. (0.79 in. dia.)
B	11.7 to 11.9 mm dia. (0.460 to 0.468 in. dia.)
C	6.5 to 6.6 mm dia. (0.256 to 0.259 in. dia.)
D	225 mm (8.86 in.)
E	70 mm (2.76 in.)
F	45 mm (1.77 in.)
G	25 mm (0.98 in.)
H	5 mm (0.197 in.)
I	6.7 to 7.0 mm dia. (0.263 to 0.275 in. dia.)
J	20 mm dia. (0.787 in. dia.)
K	12.5 to 12.8 mm dia. (0.492 to 0.504 in. dia.)
L	8.9 to 9.1 mm (0.350 to 0.358 in.)
C1	Chamfer 1.0 mm (0.039in.)
C2	Chamfer 2.0 mm (0.079in.)
C0.3	Chamfer 0.3 mm (0.012in.)

1.9.14 Bushing Replacing Tools

Application: Use to press out and press fit the bushing.

1. For small end bushing.

A	162 mm (6.38 in.)
B	35 mm (1.38 in.)
C	27 mm (1.06 in.)
D	35 mm dia. (1.38 in. dia.)
E	27.90 to 27.95 mm dia. (1.098 to 1.100 in. dia.)
F	25.00 to 25.01 mm dia. (0.984 to 0.985 in. dia.)

2. For idle gear bushing.

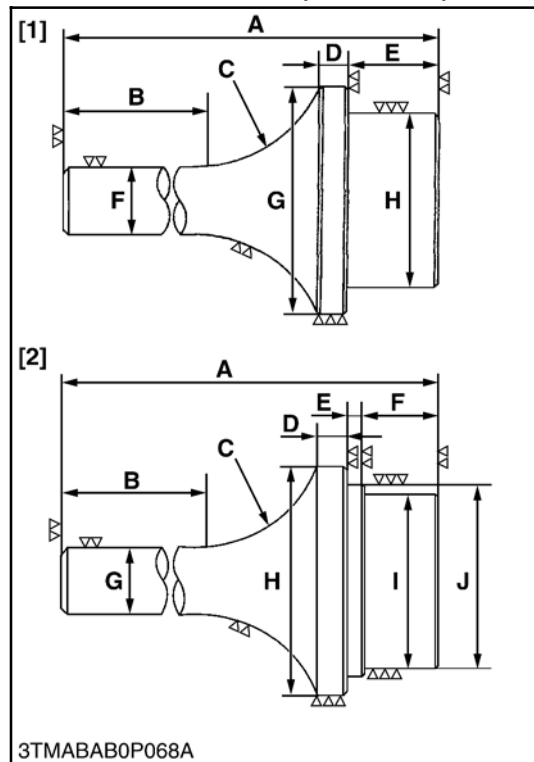
A	175 mm (6.89 in.)
B	40 mm (1.57 in.)
C	38 mm (1.49 in.)
D	45 mm (1.77 in.)
E	41.90 to 41.95 mm dia. (1.650 to 1.652 in. dia.)
F	37.95 to 37.97 mm dia. (1.494 to 1.495 in. dia.)

1.9.15 Flywheel Stopper

Application: Use to loosen and tighten the flywheel screw.

A	200 mm (7.87 in.)
B	20 mm (0.79 in.)
C	30 mm (1.18 in.)
D	8 mm (0.31 in.)
E	10 mm (0.39 in.)

1.9 SPECIAL TOOLS (Continued)



1.9.16 Crankshaft Bearing 1 Replacing Tool

Application: Use to press out and press fit the crankshaft bearing No. 1

1. Extracting tool

A	130 mm (5.31 in.)
B	72 mm (2.83 in.)
C	R40 mm (R1.57 in.)
D	10 mm (0.39 in.)
E	20 mm (0.79 in.)
F	20 mm dia. (0.79 in. dia.)
G	64.8 to 64.9 mm dia. (2.551 to 2.555 in. dia.)
H	59.8 to 59.9 mm dia. (2.354 to 2.358 in. dia.)

2. Extracting tool

A	130 mm (5.31 in.)
B	72 mm (2.83 in.)
C	R40 mm (R1.57 in.)
D	10 mm (0.39 in.)
E	20 mm (0.79 in.)
F	20 mm (0.79 in.)
G	20 mm dia. (0.79 in. dia.)
H	68 mm dia. (2.68 in. dia.)
I	59.8 to 59.9 mm dia. (2.354 to 2.358 in. dia.)
J	64.8 to 64.9 mm dia. (2.551 to 2.555 in. dia.)

2.2 DISASSEMBLE AND REASSEMBLY

2.2.1 Draining Coolant And Engine Oil



CAUTION

Never remove the radiator cap until coolant temperature is below its boiling point. Loosen the cap slightly to the first stop to relieve any excess pressure before removing the cap completely.

1. Open the coolant drain cock or remove the coolant drain plug and drain the coolant into a proper receptacle/bucket.
2. Remove the oil drain plug and drain the engine oil into a proper receptacle/bucket.

2.2.2 External Components

Air Cleaner, Muffler and Others

1. Remove the air cleaner and muffler.
2. Remove the fan, fan belt, alternator and starter.

When Reassembling

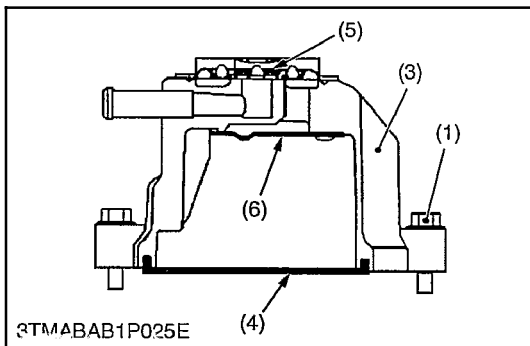
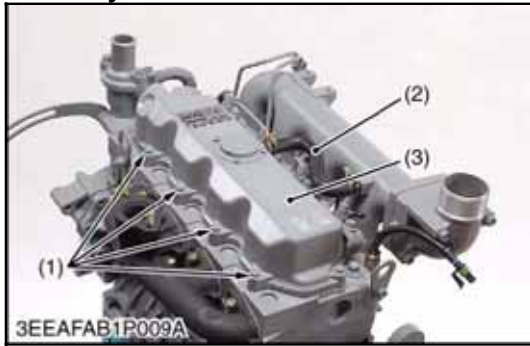
NOTE

Check to see that there are no cracks on the belt surface.

After reinstalling the fan belt, be sure to adjust the fan belt tension.

When reinstalling the fan, make sure that it is put on correctly.

2.2.3 Cylinder Head And Valves



2.2.3.a Valve Cover

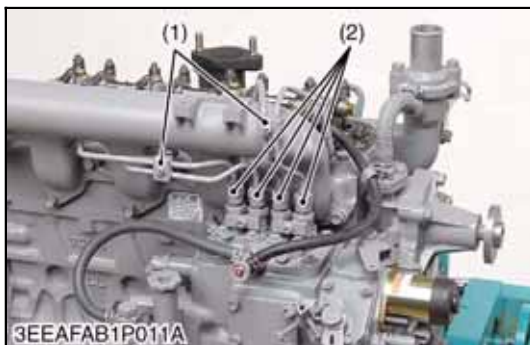
1. Remove the breather hose (2).
2. Remove the valve cover bolts (1).
3. Remove the valve cover (3).

When Reassembling

Check to see that the valve cover gasket (4) is in good condition and in place.

Tightening Torque	Valve Cover Bolts	6.87 to 11.2 N·m 0.7 to 1.15 kgf·m 5.07 to 8.31 ft-lbs
-------------------	-------------------	--

- | | |
|---------------------|-----------------------|
| 1. Valve Cover Bolt | 4. Valve Cover Gasket |
| 2. Breather Hose | 5. Breather Valve |
| 3. Valve Cover | 6. Plate |



2.2.3.b Injection Pipes

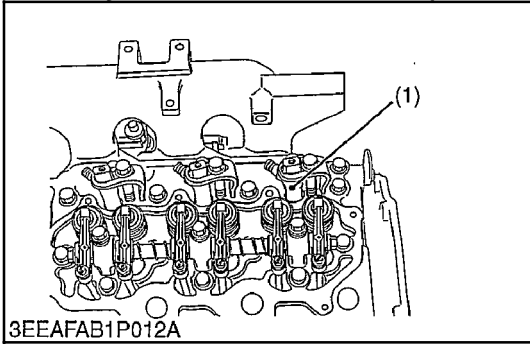
1. Loosen the bolts on the pipe clamps (1).
2. Detach the injection pipes (2).

When Reassembling

Blow out any debris that may be in the pipes.

Tightening Torque	Injection Pipe Retaining Nut	15 to 24 N·m 1.5 to 2.5 kgf·m 11 to 18 ft-lbs
-------------------	------------------------------	---

2.2.3 Cylinder Head And Valves (Continued)



2.2.3.c Nozzle Holder Assembly

1. Remove the overflow pipe assembly.
2. Remove the nozzle holder assemblies (1).

When Reassembling

Replace the copper gasket with a new one.

Tightening Torque	Nozzle Holder Assembly	26 to 29 N-m 2.6 to 3.0 kgf-m 19 to 21 ft-lbs
	Overflow Pipe Assembly Retaining Bolt	9.81 to 11.2 N-m 1.00 to 1.15 kgf-m 7.24 to 8.31 ft-lbs

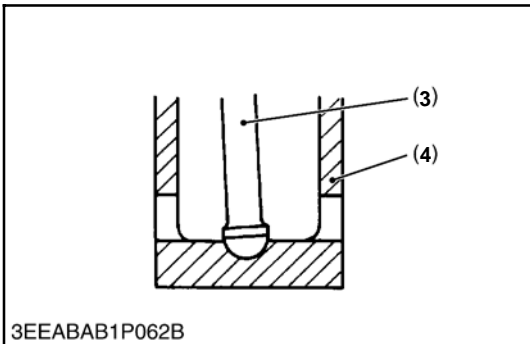


2.2.3.d Rocker Arm and Push Rod

1. Remove the rocker arm bracket mounting bolts (1).
2. Detach the rocker arm assembly (2).
3. Remove the push rods (3).

When Reassembling

When putting the push rods (3) onto the tappets (4), check to see if the push rod end is properly seated in the tappet dimples.



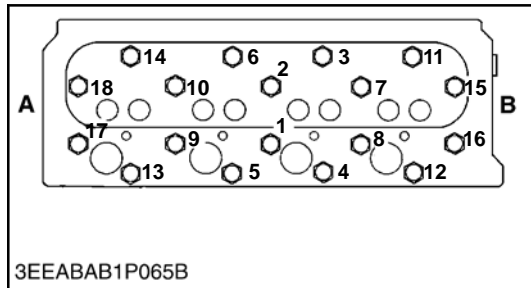
NOTE

After installing the rocker arm, be sure to adjust the valve clearance. (Refer to Section 1.8.7)

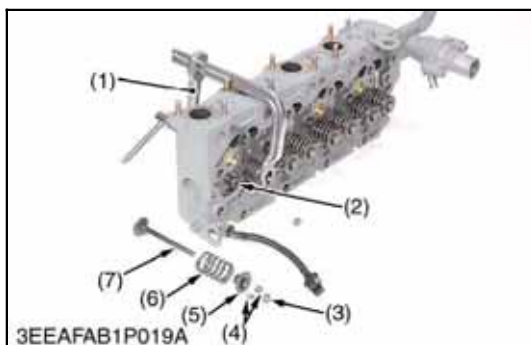
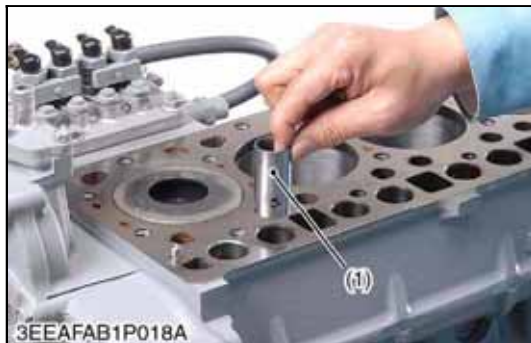
1. Rocker Arm Bracket Mounting Bolt
2. Rocker Arm Assembly
3. Push Rod
4. Tappet

Tightening Torque	Rocker Arm Bracket Mounting Bolt	24 to 27 N-m 2.4 to 2.8 kgf-m 18 to 20 ft-lbs
-------------------	----------------------------------	---

2.2.3 Cylinder Head And Valves (Continued)



1. Hose Clamp
 2. Filter-Drier Inlet
- A: Gear Case Side
B: Flywheel Side



2.2.3.e Cylinder Head

1. Loosen the hose clamp (1), and remove the water return pipe (2).
2. Remove the cylinder head bolts in the order of (18) to (1).
3. Lift up the cylinder head and remove.
4. Remove the cylinder head gasket (3).

When Reassembling

Replace the cylinder head gasket (3) with a new one. Apply oil to, then re-install the cylinder head bolts. Tighten the cylinder head bolts in sequence starting from the center in the order of (1) to (18).

Tighten the head bolts uniformly or head warpage may occur.

Tightening Torque	Cylinder Head Bolt	93.1 to 98.0 N·m 9.5 to 10.0 kgf·m 68.7 to 72.3 ft-lbs

NOTE

When replacing the cylinder head gasket (3), be sure you are using a new gasket that matches the original gasket.

2.2.3.f Tappets

1. Remove the tappets (1) from the crankcase.

When Reassembling

Visually check the contact between the tappets (1) and individual cam lobes.

Coat the tappets with engine oil before installing them.

NOTE

When re-installing tappets into the engine, make sure that they are re-installed in their original location.

2.2.3.g Valves

1. Remove the valve caps (3).
2. Remove the valve spring collet (4), pushing the valve spring retainer (5) by the valve spring compressor (1).
3. Remove the valve spring retainer (5), valve spring (6) and valve stem seal (2).
4. Remove the valve (7).

When Reassembling

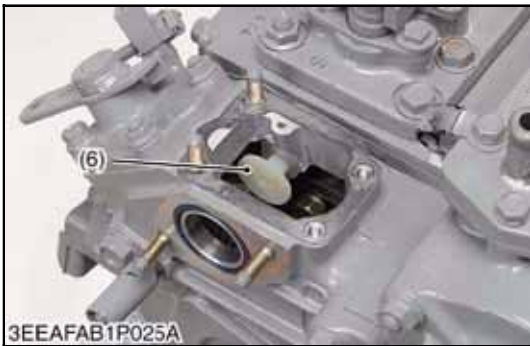
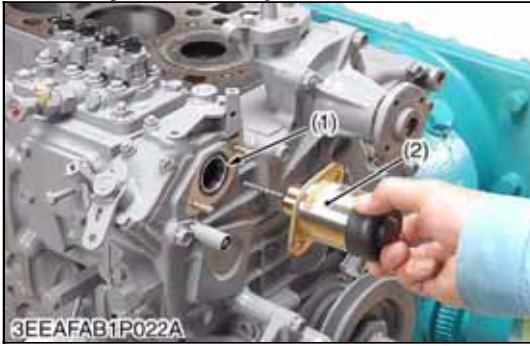
Clean the valve stem and the valve guide. Apply engine oil to the valve stem when reassembling.

After installing the valve spring collets (4), lightly tap the stem with a plastic hammer to assure the collets have seated on the valve stem.

NOTE

When re-installing valves into the engine, make sure that they are re-installed in their original location.

2.2.4 Injection Pump and Gear Case



2.2.4.a Injection Pump

1. Remove the fuel speed solenoid (2) and hi-idling body (3).
2. Remove the engine stop lever (5) and stop solenoid guide (6).
3. Remove the fuel injection pump assembly (7).

NOTE

Remove the injection pump assembly (7) **after** removing the fuel speed solenoid (2) and hi-idling body (3), engine stop lever (5) and stop solenoid guide (6).

When Reassembling

Install the fuel speed solenoid (2), the hi-idling body (3) and the stop solenoid guide (6) after installing the injection pump (7).

Replace the hi-idling body gasket (4) with a new one.

Install the fuel speed solenoid guide (6) and then the stop lever (5) into the gear case. Cycle the stop lever to insure that it functions.

NOTE

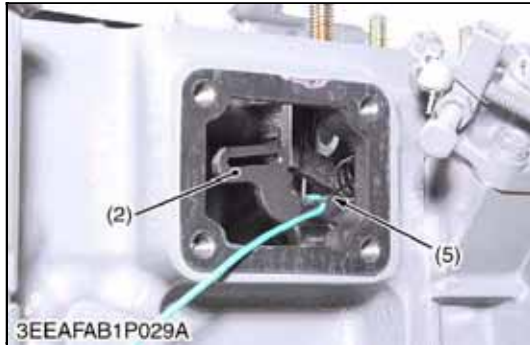
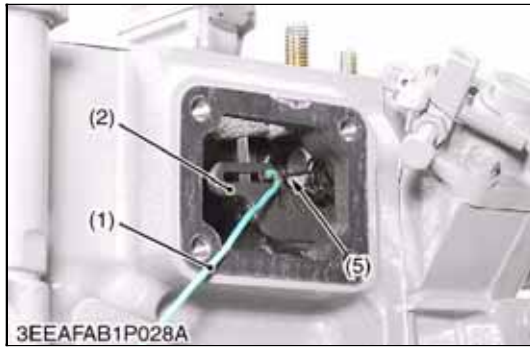
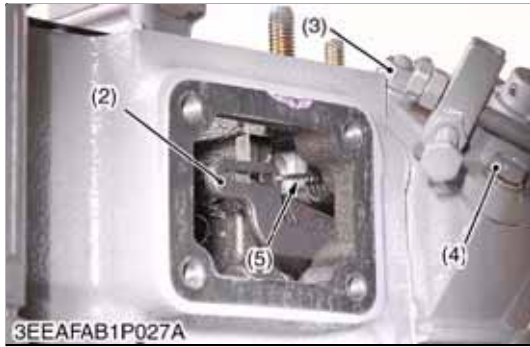
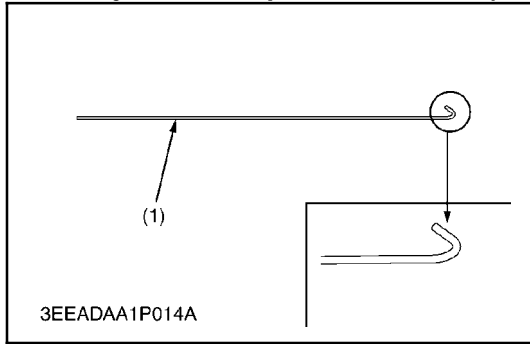
When installing the fuel speed solenoid (2), use care to keep the O-ring (1) in place.

Be sure to insert the push rod of the stop solenoid into the hole at the center of the solenoid guide (6).

Tightening Torque	Hi-idling Body	45.0 to 49.0 N·m 4.5 to 5.0 kgf·m 33 to 36 ft·lbs
-------------------	----------------	---

- | | |
|--------------------------|----------------------------|
| 1. O-ring | 5. Stop Lever |
| 2. Fuel Speed Solenoid | 6. Stop Solenoid Guide |
| 3. Hi-Idling Body | 7. Injection Pump Assembly |
| 4. Hi-Idling Body Gasket | |

2.2.4 Injection Pump and Gear Case (Continued)



2.2.4.b Governor Springs and Speed Control Plate

NOTE

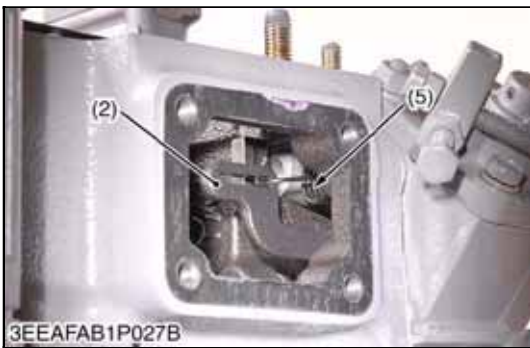
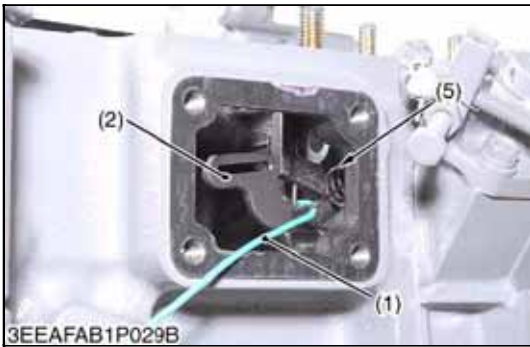
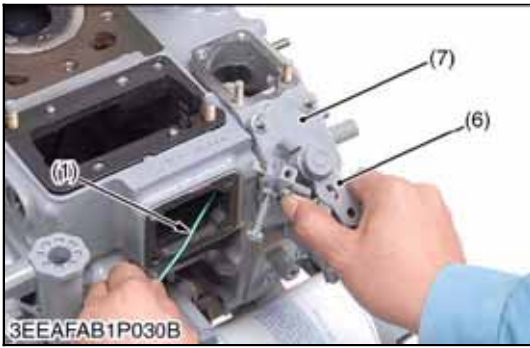
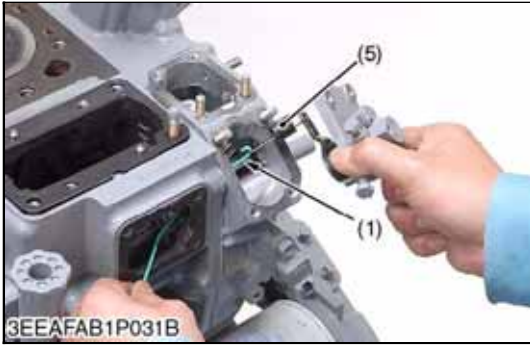
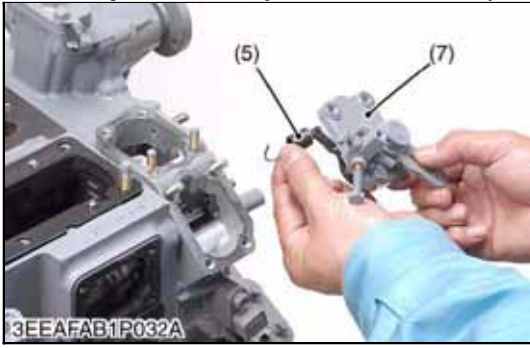
Specific Tool (1): A 1.2mm (.050 inch) diameter wire with a total length of 200mm (8 inch) with the tip bent into a hook as depicted in the illustration is required to hang the governor springs.

1. Remove the injection pump cover.
2. Remove the speed control plate (7) mounting nuts (3) and bolts (4).
3. Using the Specific Tool (1), undo the the large governor spring (5) from the fork lever (2).
4. Set the speed control lever (6) as shown in the figure.
5. Remove the speed control plate (7), using care not to let the governor spring (5) disengage from the plate and fall into the gear case.



- | | |
|--------------------------------------|--------------------------|
| 1. Specific Tool | 5. Large Governor Spring |
| 2. Fork Lever | 6. Speed Control Lever |
| 3. Speed Control Plate Mounting Nut | 7. Speed Control Plate |
| 4. Speed Control Plate Mounting Bolt | |

2.2.4 Injection Pump and Gear Case (Continued)



2.2.4.b Governor Springs and Speed Control Plate (Continued)

When Reassembling

NOTE

A length of string passed thru the governor spring can be used to retrieve the spring if it un-hooks from both the specific tool and the speed control plate.

Begin reassembly by inserting the specific tool (1) thru the injection pump cover opening thru to the speed control plate opening.

1. Using the specific tool (1), capture the governor spring (5) and speed control plate (7) assembly.
2. Pull the governor spring (5) / speed control plate (7) assembly thru and secure it to the fork lever (2).
3. Seat and assemble the speed control (5) plate with two bolts and two nuts to the gear case.
4. Check the movement of the speed control lever (4).

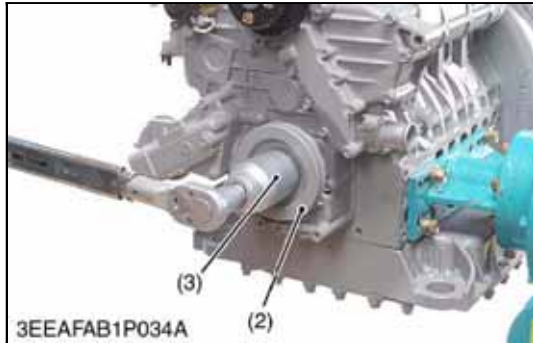
NOTE

The speed control lever (6) must be free to move from low idle position to maximum speed position and should always return to the high idle position.

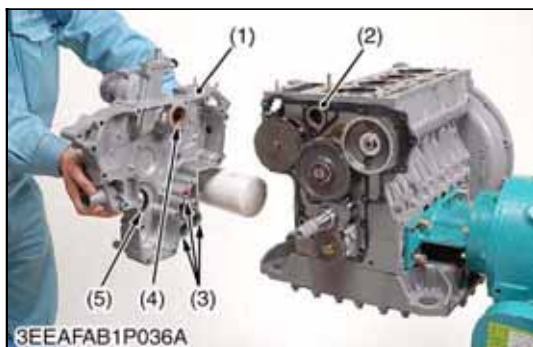
5. Finally, install the injection pump cover to the gear case.

- | | |
|--------------------------------------|--------------------------|
| 1. Specific Tool | 5. Large Governor Spring |
| 2. Fork Lever | 6. Speed Control Lever |
| 3. Speed Control Plate Mounting Nut | 7. Speed Control Plate |
| 4. Speed Control Plate Mounting Bolt | |

2.2.4 Injection Pump and Gear Case (Continued)



1. Nut
2. Fan Drive Pulley
3. 46 mm Deep Socket wrench
4. Gear Puller



1. Gear Case
2. Gear Case Gasket
3. O-ring
4. O-ring
5. Oil seal

2.2.4.c Fan Drive Pulley

1. Lock the flywheel using the flywheel stopper
2. Remove the fan drive pulley mounting nut (1) using the 46 mm deep socket wrench (3).
3. Remove the fan drive pulley (2) with a gear puller (4).
4. Remove the feather key.

When Reassembling

Apply grease to the splines of the coupling.

Tightening Torque	Drive Pulley Mounting Nut	138 to 156 N·m 14.0 to 16.0 kgf·m 102 to 115 ft·lbs
-------------------	---------------------------	---

2.2.4.d Gear Case

1. Remove the gear case (1).
2. Remove the O-rings (3)(4).

When Reassembling

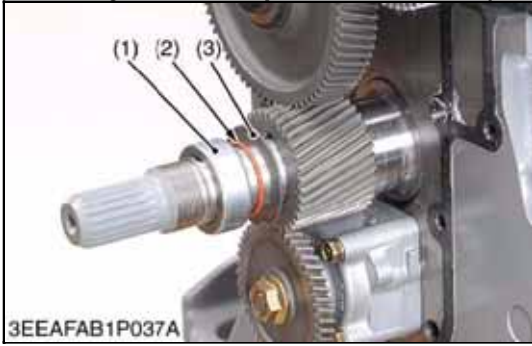
Replace the gear case gasket and O-rings (3)(4).

Apply gasket sealant to both sides of the gear case gasket (2).

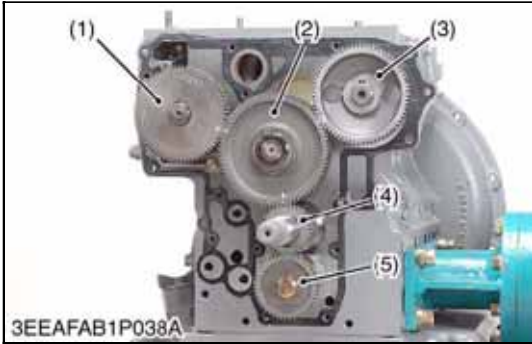
Check/insure that the four O-rings (3)(4) are in place on the gear case (1).

Apply a thin film of oil to the crankshaft oil seal lip (5) and take care not to roll the lip when installing the gear case.

2.2.4 Injection Pump and Gear Case (Continued)



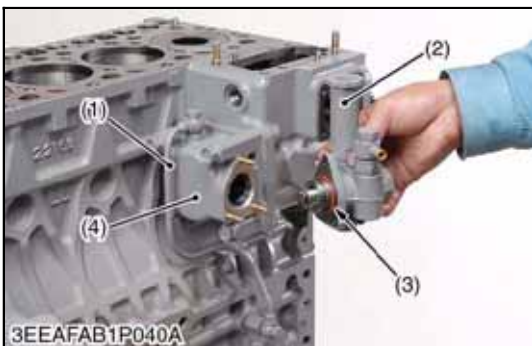
1. Crankshaft Collar
2. O-ring
3. Crankshaft Oil Slinger



1. Injection Pump Gear
2. Idle Gear
3. Cam Gear
4. Crank Gear
5. Oil Pump Drive Gear



1. Camshaft Set Screw
2. Camshaft



1. Oil Pipe
2. Fuel Feed Pump
3. O-ring
4. Fuel Feed Pump Holder

2.2.4.e Crankshaft Oil Slinger

1. Remove the crankshaft collar (1).
2. Remove the O-ring (2).
3. Remove the crankshaft oil slinger (3).

When Reassembling

Insert the crankshaft collar (1) after installing the gear case to the crankcase.

2.2.4.f Idle Gear

1. Detach the external snap ring.
2. Remove the idle gear collar.
3. Remove the idle gear (2).

When Reassembling

Check to see each gear is aligned with its aligning mark.

Idle gear (2) and crank gear (4)

Idle gear (2) and cam gear (3)

Idle gear (2) and injection pump gear (1)

2.2.4.g Camshaft

1. Remove the camshaft retaining bolt (1) and pull the camshaft (2) out.

When Reassembling

Refer to installation of Idle Gear (Refer to Section 2.2.4.f).

Tightening Torque	Camshaft retaining bolt	24 to 27 N·m 2.4 to 2.8 kgf·m 18 to 20 ft·lbs
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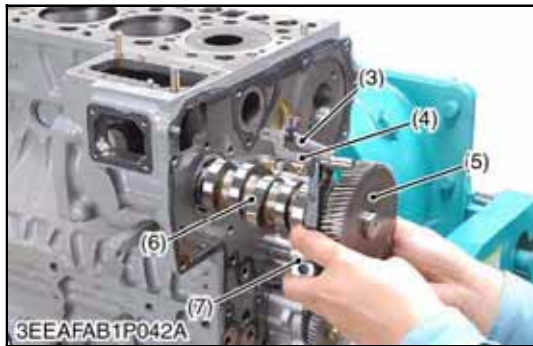
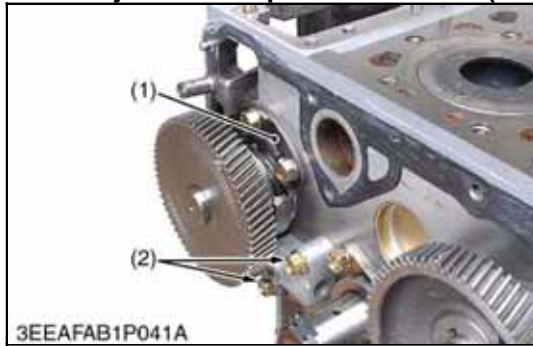
2.2.4.h Fuel Feed Pump Holder

1. Disconnect the oil pipe (1).
2. Remove the fuel feed pump (2).
3. Remove the fuel feed pump holder (4).

When Reassembling

Replace the O-rings (3) with new O-rings.

2.2.4 Injection Pump and Gear Case (Continued)



- | | |
|---|------------------------|
| 1. Fuel Camshaft Stopper | 5. Injection Pump Gear |
| 2. Fork Lever Holder Mounting
Screws | 6. Fuel Camshaft |
| 3. Fork Lever 1 | 7. Fork Lever Holder |
| 4. Fork Lever 2 | |



- | | |
|------------------------|----------------|
| 1. Oil Pump | 3. Gear Puller |
| 2. Oil Pump Drive Gear | |

2.2.4.i Fuel Camshaft And Fork Lever Assembly

1. Detach the fuel camshaft stopper (1).
2. Remove the three fork lever holder mounting screws (2).
3. Remove the fuel camshaft assembly (5), (6) and fork lever assembly (3), (4), and (7) at the same time.

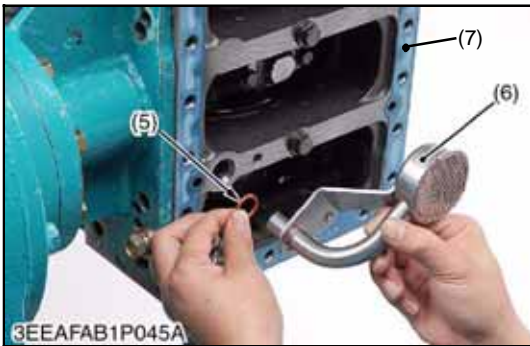
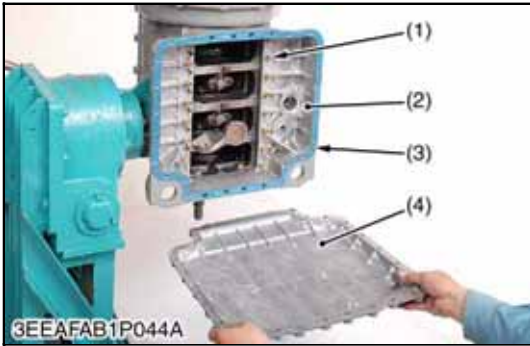
When Reassembling

After installation, check to see that the fork levers 1 (3) and 2 (4) are fixed to the fork lever shaft, and that they can turn smoothly in the holder (7).

2.2.4.j Oil Pump

1. Remove the nut.
2. Draw out the oil pump drive gear (2) with a gear puller (3).
3. Remove the four oil pump mounting bolts. Detach the oil pump (1).

2.2.5 Oil Pan and Oil Strainer



- | | |
|---------------------------|-------------------|
| 1. Oil Pan Mounting Screw | 5. O-ring |
| 2. Oil Pan | 6. Oil Strainer |
| 3. Oil Pan Cover Gasket | 7. Oil Pan Gasket |
| 4. Oil Pan Cover | |

2.2.5.a Oil Pan and Oil Strainer

1. Remove the oil pan cover (4).
2. Remove the oil pan mounting bolts (1).
3. Remove the oil pan (2) by lightly tapping the rim of the pan with a wooden hammer.
4. Remove the old gaskets (3) and (7).
5. Remove the oil strainer (6) and O-ring (5).

When Reassembling

Check to see that the oil filter strainer (6) is clean.

Visually check the O-ring (5), apply engine oil and install it to the pick-up tube.

Install the strainer (6) and O-ring (5).

Apply gasket sealant to the oil pan side of the oil pan gasket (7) and fit the gasket to the oil pan (2).

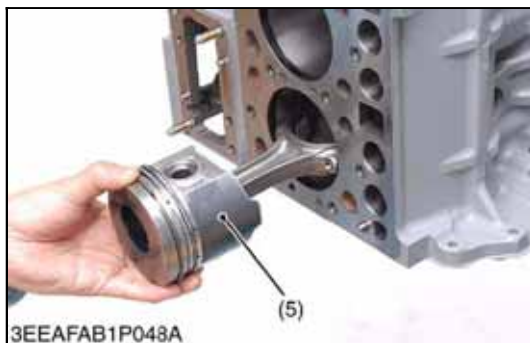
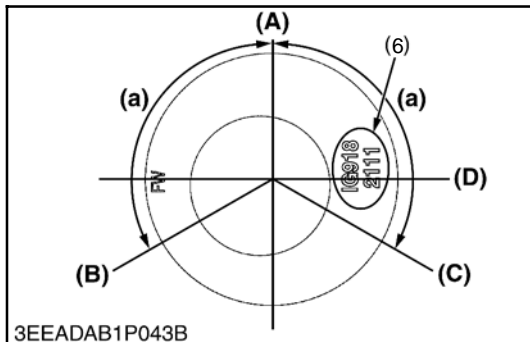
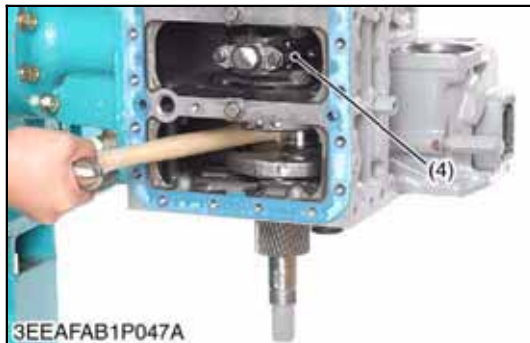
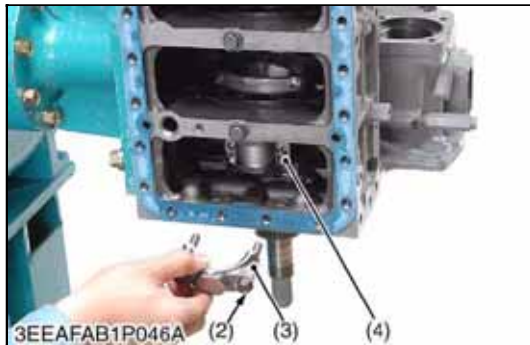
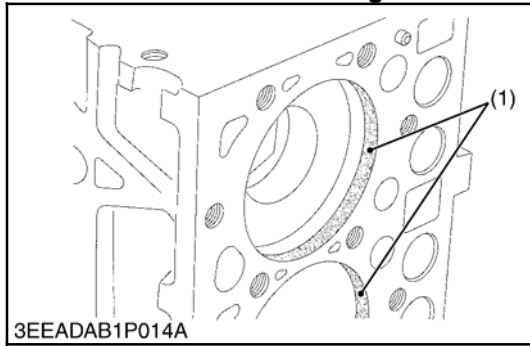
Install the oil pan (2) to the engine, and tighten the oil pan mounting bolts (1) diagonally. Avoid uneven tightening of the oil pan mounting bolts. (Refer to Section 1.5.2 Torque Specifications)

Apply gasket sealant to the oil pan cover side of the oil pan cover gasket (3) and fit the gasket to the oil pan cover (4).

Install the oil pan cover (4) to the oil pan (2).

Install and tighten the oil pan cover bolts diagonally. Avoid uneven tightening of the oil pan cover mounting bolts. (Refer to Section 1.5.2 Torque Specifications)

2.2.6 Piston and Connecting Rod



2.2.6.a Pistons

1. Completely remove the carbon ridge (1) at the top of the cylinder walls.
2. Remove the connecting rod cap (3).
3. Turn the flywheel and bring the piston to top dead center.
4. Push the piston out by lightly tapping the connecting rod from the bottom of the crankcase with the grip of a hammer.
5. Repeat the procedure for the other three cylinders.

When Reassembling

Liberalily coat the piston and piston rings with engine oil. When inserting the piston into the cylinder, face the mark on the connecting rod to the injection pump.

NOTE

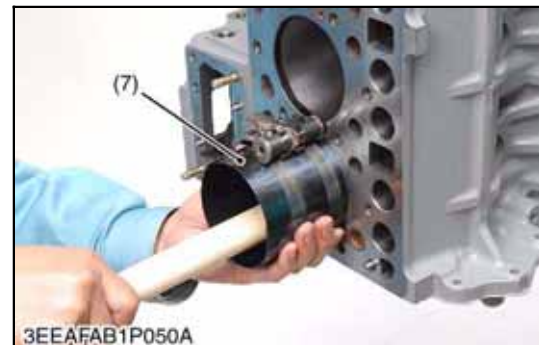
If re-installing the original piston assemblies into the engine be sure that they are returned to their original cylinder.

Place the piston rings with their gaps at 2.09 rad. (120°) from the piston pin's direction as shown.

Carefully insert the pistons into the cylinders using the piston ring compressor (7).

When inserting the piston into the cylinder avoid damaging the molybdenum disulfide coating on the piston skirt. This coating is useful in minimizing the clearance between the piston and cylinder.

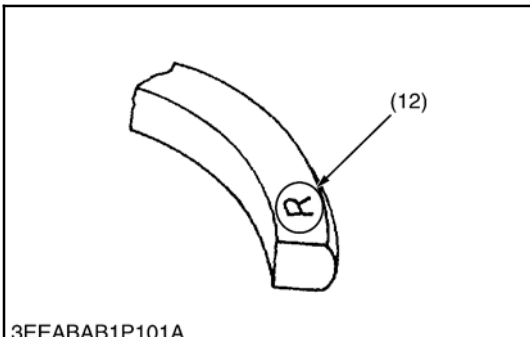
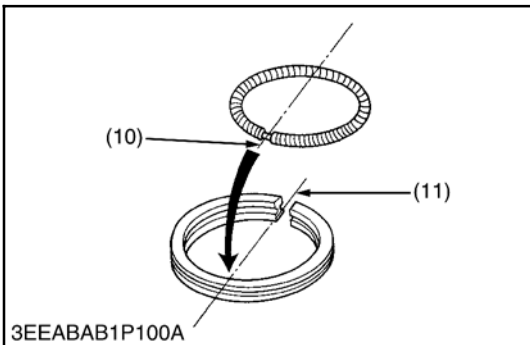
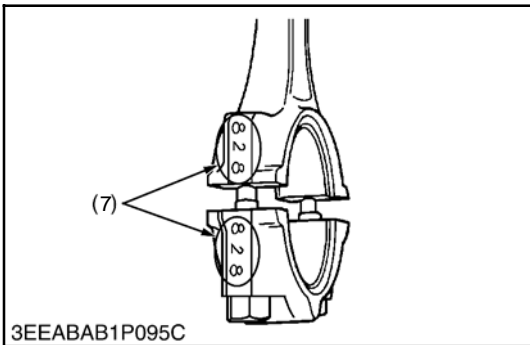
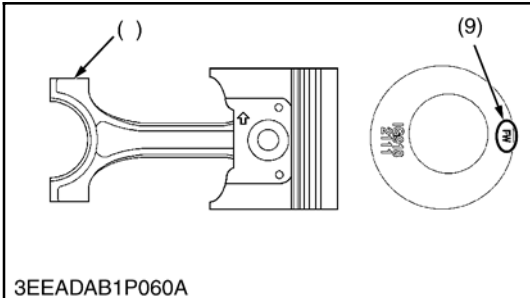
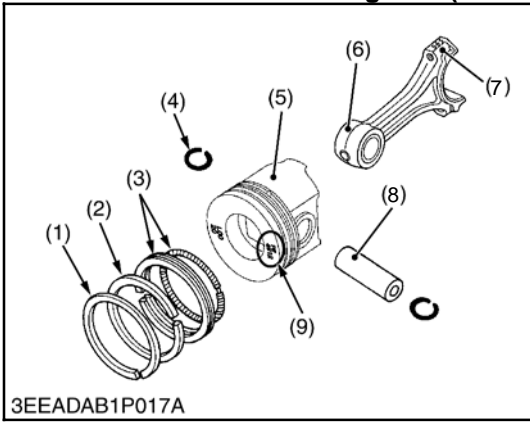
When replacing a piston, use a replacement piston with the same code number. The piston ID mark (6) is on top of the piston.



- | | |
|---|---------------------------|
| 1. Carbon | 7. Piston Ring Compressor |
| 2. Connecting Rod Bolt | (A) Top Ring Gap |
| 3. Connecting Rod Cap | (B) Second Ring Gap |
| 4. Connecting Rod | (C) Oil Ring Gap |
| 5. Molybdenum Disulfide Coating on Piston Skirt | (D) Piston Pin Hole |
| 6. Piston ID Mark | (a) 2.09 rad. (120°) |

Tightening Torque	Connecting Rod Bolt	45 to 49 N·m 4.5 to 5.0 kgf·m 33 to 36 ft·lbs
-------------------	---------------------	---

2.2.6 Piston and Connecting Rod (Continued)



2.2.6.b Piston Ring and Connecting Rod

1. Remove the piston rings (1), (2), (3).
2. Remove the piston pin (8) and then separate the connecting rod (6) from the piston (5).

NOTE

Mark both the connecting rod and piston so that if they are to be re-used that the original combination of parts will go back together. Do not interchange used parts.

When Reassembling

When installing the rings, assemble so that the manufacturer's mark (12) near the gap faces the top of the piston (5).

When installing the oil control ring (3) onto the piston (5), place the expander joint (10) on the opposite side of the oil ring gap (11).

Apply engine oil to the piston pin (8).

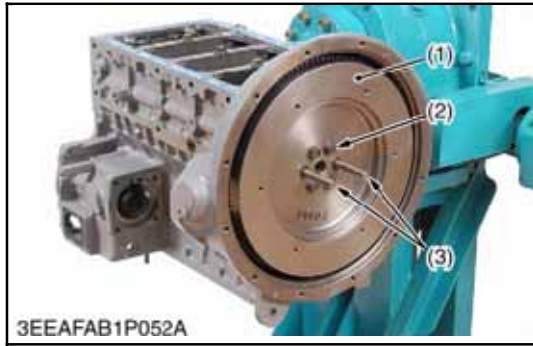
When assembling the connecting rod (6) to the piston (5), immerse the piston (5) in hot oil (80°C / 176°F) for 10 to 15 minutes, then assemble the piston, piston pin, and connecting rod.

NOTE

Assemble the piston (5) on to the connecting rod (6) with the FW mark (9) facing the flywheel end and the connecting rod mark (7) facing the injection pump side.

- | | |
|-------------------------|-------------------------|
| 1. Top Ring | 7. Mark |
| 2. Second Ring | 8. Piston Pin |
| 3. Oil Control Ring | 9. FW Mark |
| 4. Piston Pin Snap Ring | 10. Expander Joint |
| 5. Piston | 11. Oil Ring Gap |
| 6. Connecting Rod | 12. Manufacturer's Mark |

2.2.7 Crankshaft



1. Flywheel
2. Flywheel Bolt
3. Flywheel Guide Bolts



1. Bearing Case Cover Mounting Bolt
2. Bearing Case Cover Mounting bolt
3. Bearing Case Cover
4. Oil Seal
5. Bearing Case Gasket
6. Bearing Case Cover Gasket
- (a). Top

2.2.7.a Flywheel

1. Prevent the flywheel (1) from rotating.
2. Remove two flywheel bolts (2).

NOTE

The use of air tools to remove the flywheel bolts may damage the threads in the crankshaft.

3. Install two flywheel guide bolts (3).
4. Remove all of the flywheel bolts (2).
5. Remove the flywheel (1) slowly along the flywheel guide bolts (3).

When Reassembling

Install two flywheel guide bolts (3).

Check to see that the mating surfaces of the crankshaft and flywheel are clean.

Apply engine oil to the flywheel bolts and install.

Tightening Torque	Flywheel Bolts	98.0 to 107.8 N·m
		10.0 to 11.0 kgf·m 72.3 to 79.5 ft-lbs

2.2.7.b Bearing Case Cover

1. Remove the bearing case cover mounting bolts. First, remove the inside bolts (2) and then the outside bolts (1).
2. Screw two of the removed bolts into the bolt hole of the bearing case cover (3) to remove it.

NOTE

The length of the inside (2) and the outside (1) bolts is different. When reassembling reinstall the appropriate bolt in the correct location.

When Reassembling

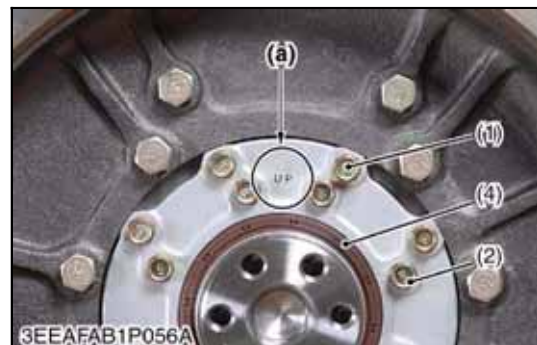
Fit the bearing case gasket (5) and the bearing case cover gasket (6) to the bearing case cover (3). Orient them correctly.

Install the bearing case cover (3), again orienting it correctly, using the "UP" mark (a).

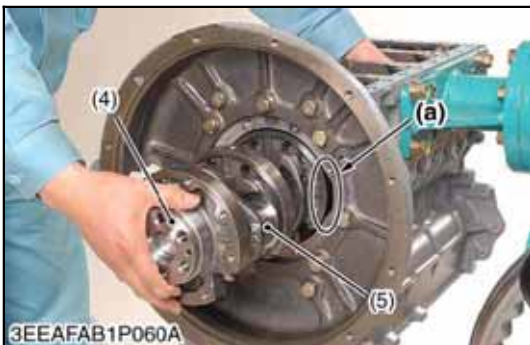
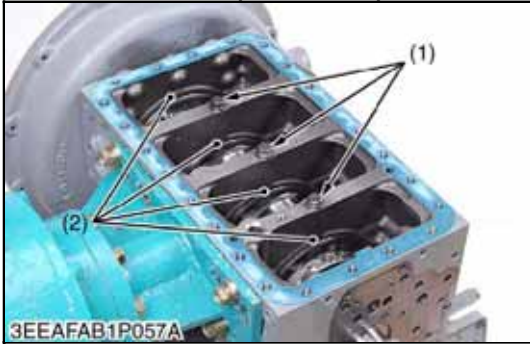
Apply oil to the oil seal (4), and take care not to roll the seal when installed.

Tighten the bearing case cover bolts diagonally and evenly.

Tightening Torque	Bearing Case Cover Mounting bolt	24 to 27 N·m
		2.4 to 2.8 kgf·m 18 to 20 ft-lbs



2.2.7 Crankshaft (Continued)



2.2.7.c Crankshaft Assembly Removal

NOTE

Before disassembling, check the side clearance of the crankshaft. Check it during reassembly.

1. Remove the three main bearing case bolts (1).
2. Pull out the crankshaft assembly (2), being careful not to damage the crankcase bearings (3).
3. While pulling the crankshaft assembly (2) out, use care to align each of the crank pins (5) (left or right) to clear the crankcase relief (a).

When Reassembling

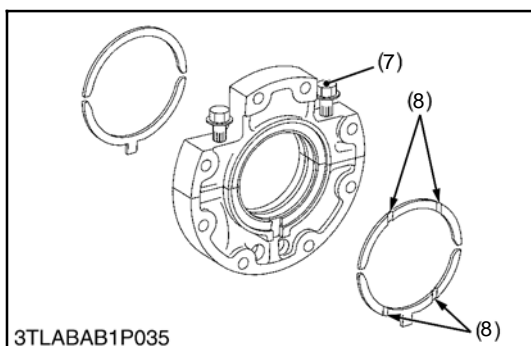
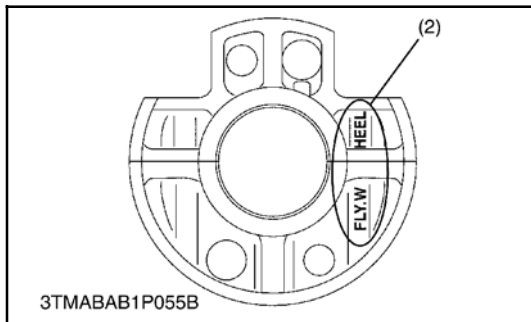
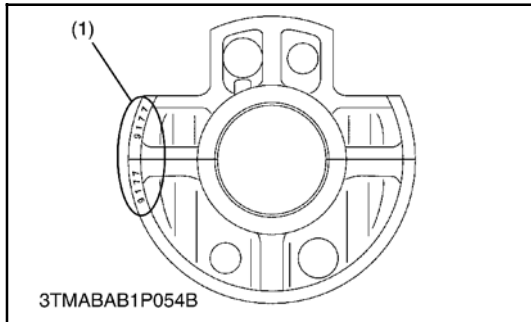
When installing the main bearing case assembly, align the bolt holes of the crankshaft assembly (2) with the holes of the crankcase.

Apply oil to the threads of the main bearing case bolts (1) before re-insertion.

Tightening Torque	Main Bearing Case Bolt	69 to 73 N·m 7.0 to 7.5 kgf·m 51 to 54 ft-lbs
-------------------	------------------------	---

1. Main Bearing Case Screw 2
2. Main Bearing Case 2
3. Crankshaft Bearing 1
4. Crankshaft Assembly
5. Cylinder 4 Crank Pin
- (a). Main Bearing Case Relief

2.2.7 Crankshaft (Continued)



2.2.7.d Main Bearing Case Assembly

1. Remove the two main bearing case bolts (7), and remove the main bearing case assembly being careful with the thrust bearing and crankshaft bearing.
2. Remove the remaining main bearing cases as above.

When Reassembling

Clean the oil passages in the main bearing case.

Apply clean engine oil to the bearings.

Install the main bearing case assemblies in their original locations. The diameters of the main bearing cases vary. Install them in order from the gear case end according to their markings (A,B,C).

Match the alignment numbers (1) and mark (2) on the main bearing case.

When installing the main bearing case, face the mark "FLYWHEEL" to the flywheel.

Install the thrust bearing with its oil groove facing (8) outward.

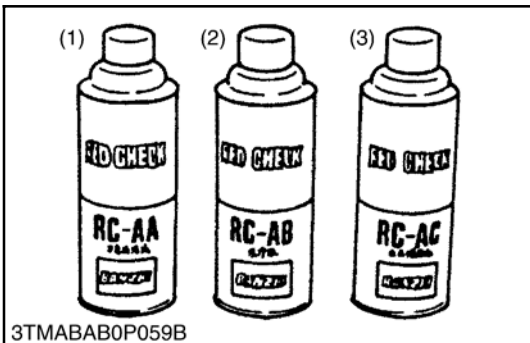
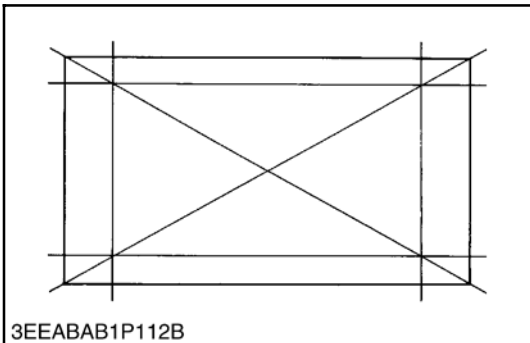
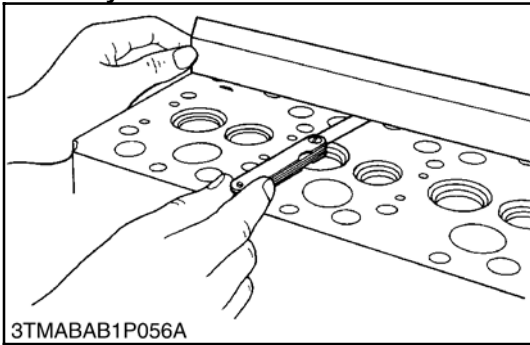
Confirm that main bearing case moves smoothly after torquing the main bearing case bolt to specification.

Tightening Torque	Main Bearing Case bolt	46 to 50 N·m 4.7 to 5.2 kgf·m 34 to 37 ft·lbs
-------------------	------------------------	---

- | | |
|---------------------|---------------------------|
| 1. Alignment Number | 5. B |
| 2. Alignment Mark | 6. A |
| 3. No Mark | 7. Main bearing Case Bolt |
| 4. C | 8. Oil Groove |

2.3 SERVICING

2.3.1 Cylinder Head And Valves



1. Red Dye
2. Detergent

3. White Developer

2.3.1.a Cylinder Head Surface Flatness

1. Clean the cylinder head surface.
2. Place a straightedge on the cylinder head surface, in six locations as depicted in the drawing.
3. Measure any clearance between the straightedge and cylinder head with a feeler gauge.
4. If the measurement exceeds the allowable limit, resurface or replace the head.

NOTE

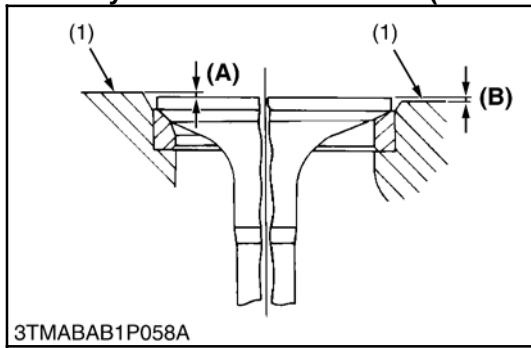
Check the valve recessing after after resurfacing the head.

Cylinder Head Surface Flatness	Factory Specification	0.05mm over a span of 500mm 0.002 in. over a span of 20 in.
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2.3.1.b Cylinder Head Cracks

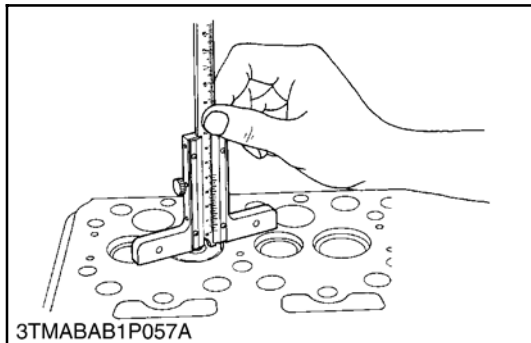
1. Cylinder head crack(s) can be found with using a non-destructive test procedure using a dye/penetrant kit.
2. Clean the cylinder head surface using a good quality degreaser and detergent (2).
3. Spray the cylinder head surface with the red liquid or dye (1). Let it sit on the surface for ten minutes.
4. Wash the dye off the head using the detergent (2) and dry the head.
5. Spray the white developer (3) on to the head.
6. Red marks will bleed through the developer identifying cracks in the head if they are present.

2.3.1 Cylinder Head And Valves (Continued)

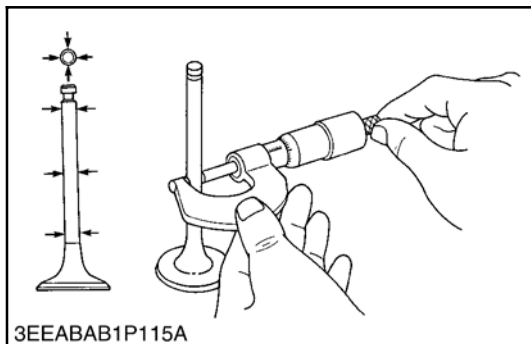


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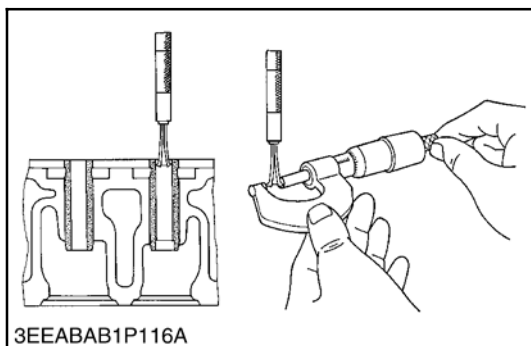
- | | |
|--------------------------|----------------|
| 1. Cylinder Head Surface | (A) Recess |
| | (B) Protrusion |



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2.3.1.c Valve Recessing

1. Clean the cylinder head surface (1), valve face and valve seat.
2. Insert the valve into the head, making certain that the valve is fully seated.
3. Measure the valve recessing with a depth gauge.
4. If the measurement exceeds the allowable limit, replace the valve.
5. If the measurement still exceeds the allowable limit, replace the cylinder head.

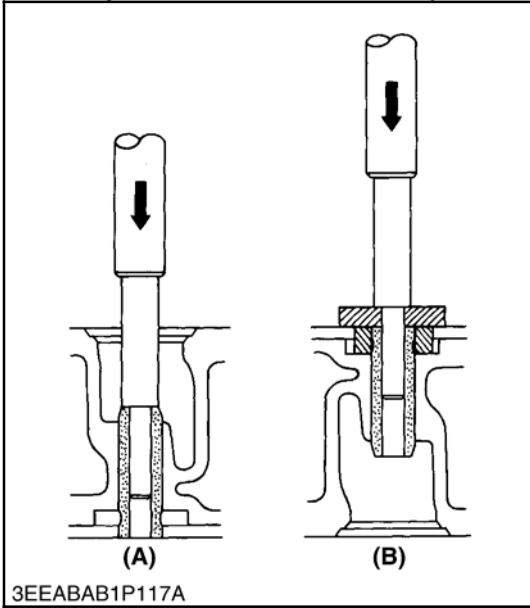
Valve Recessing	Factory Specification	0.065 (protrusion) mm to 0.085 (recessing) mm 0.026 (protrusion) in. to 0.033 (recessing) in.
	Allowable Limit	-

2.3.1.d Clearance Between Valve Stem And Valve Guide

1. Remove carbon from the valve guide section.
2. Measure the valve stem O.D. with a micrometer.
3. Measure the valve guide with a small hole gauge, and calculate the clearance.
4. If the clearance exceeds the the allowable limit, replace the valves. If the clearance still exceeds the allowable limit, replace the valve guide.

Clearance Between Valve Stem and Guide	Factory Specification	0.040 to 0.070 mm 0.0016 to 0.0027 in.
	Allowable Limit	0.1 mm 0.0039 in.
Valve Stem O.D.	Factory Specification	7.960 to 7.975 mm 0.3134 to 0.3139 in.
Valve Guide I.D.	Factory Specification	8.015 to 8.030 mm 0.3156 to 0.3161 in.

2.3.1 Cylinder Head And Valves (Continued)



(A) When Removing

(B) When Installing

2.3.1.e Replacing Valve Guide

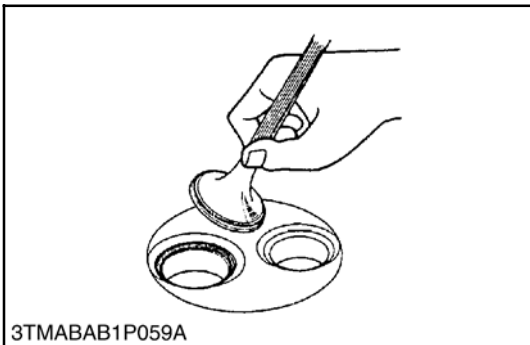
(A) (When removing)

1. Press out the used valve guide using a valve guide replacing tool.

(B) (When installing)

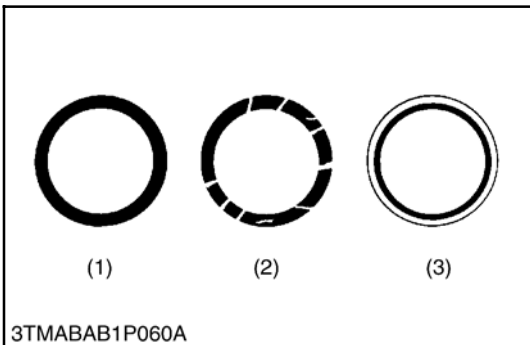
1. Clean a new valve guide and valve guide bore, then apply oil to them.
2. Press in a new valve guide using a valve guide replacing tool.
3. Ream the I.D. of the valve guide to the specified dimension (precisely).

Valve Guide I.D. Intake & Exhaust	Factory Specification	8.015 to 8.030 mm 0.3156 to 0.3161 in.
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2.3.1.f Valve Seating

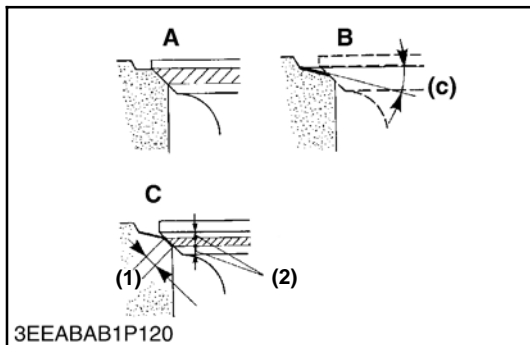
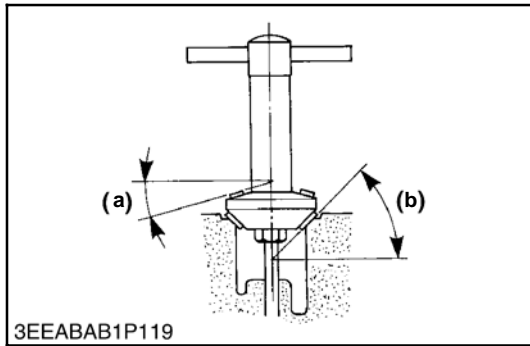
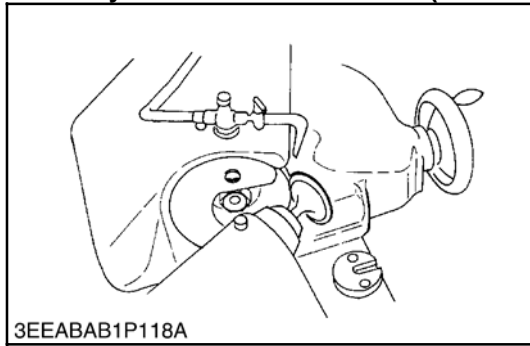
1. Coat the valve face lightly with prussian blue and put the valve on its seat to check the contact pattern
2. If the valve does not seat all the way around the valve seat, or the contact is less than 70%, correct the valve seating as outlined in paragraph 2.3.1.g.
3. If the valve contact does not comply with the reference value, replace the valve or correct the contact of valve seating.



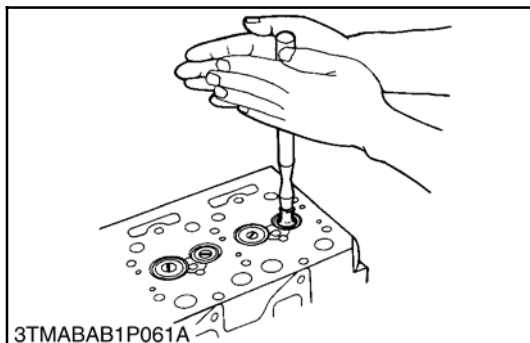
1. Correct
2. Incorrect

3. Incorrect

2.3.1 Cylinder Head And Valves (Continued)



- | | | | |
|----|-------------------------------------|----|----------------------|
| a. | 0.26 rad.(15°) or
0.52 rad.(30°) | A. | Check Contact |
| b. | 0.79 rad.(45°) or
1.0 rad.(60°) | B. | Correct Seat Width |
| c. | 0.52 rad.(30°) or
0.26 rad.(15°) | C. | Check Contact |
| | | 1. | Valve Seat Width |
| | | 2. | Identical Dimensions |



2.3.1.g Correcting Valve and Valve Seat

NOTE

Before correcting the valve seat, make certain that the valve and valve guide are within factory specifications.

After correcting the valve seat, be sure to check the valve recessing.

(A) Correcting the Valve

1. Correct the valve with a valve grinder.

Valve Face Angle	Factory Specification	IN.	0.79 rad / 45°
		EX.	0.79 rad / 45°

(B) Correcting the Valve Seat

1. Slightly correct the valve seat surface with a 1.0 rad. (60°) (intake valve) or 0.79 rad. (45°) (exhaust valve) seat cutter.
2. Resurface the seat surface with a 0.52 rad. (30°) valve seat cutter to the Intake valve seat and with a 0.26 rad. (15°) valve seat cutter to the exhaust valve seat so that the width is close to the specified valve seat width (2.12 mm, 0.0835 in.).
3. After resurfacing the seat, apply a thin film of valve lapping compound between the valve and the seat, then use a valve lapping tool to seat the valve to the valve seat.
4. Check the valve seating with prussian blue. The valve seating should show good contact all the way around.

Valve Face Angle	Factory Specification	IN.	0.79 rad / 45°
		EX.	0.79 rad / 45°

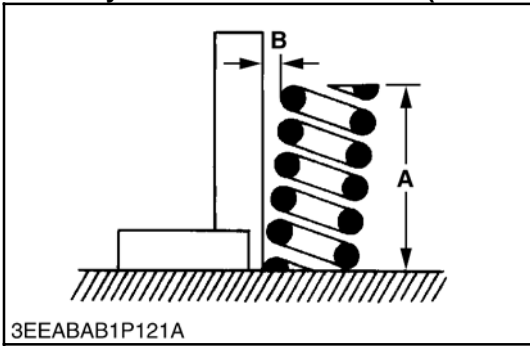
2.3.1.h Valve Lapping

1. Apply compound evenly to the valve lapping surface.
2. Insert the valve into the valve guide. Lap the valve onto its seat with a valve lapper or bolt driver.
3. After lapping the valve, wash the compound away and apply oil, then repeat valve lapping with oil.
4. Apply prussian blue to the contact surface to check the contact pattern, if it is less than 70%, repeat valve lapping again.

NOTE

When valve lapping is performed, be sure to check the valve recessing and adjust the valve clearance after assembling the valve.

2.3.1 Cylinder Head And Valves (Continued)

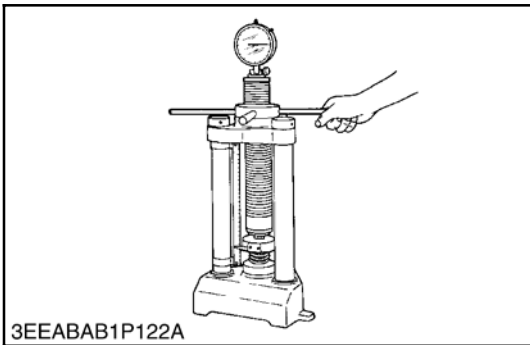


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2.3.1.i Free Length and Tilt of Valve Spring

1. Measure the free length **A** of the valve spring with vernier calipers. If the measurement is less than the allowable limit, replace the spring.
2. Put the valve spring on a surface plate, place a square on the side of the valve spring.
3. Check to see if the entire side is in contact with the square. Rotate the spring and measure for maximum tilt **B**. Check the entire surface of the valve spring for defects. If any are found, replace it.

Free Length A	Factory Specification	41.7 to 42.2 mm 1.65 to 1.66 in.
	Allowable Limit	41.2 mm 1.62 in.
Tilt B	Allowable Limit	1.0 mm 0.039 in.

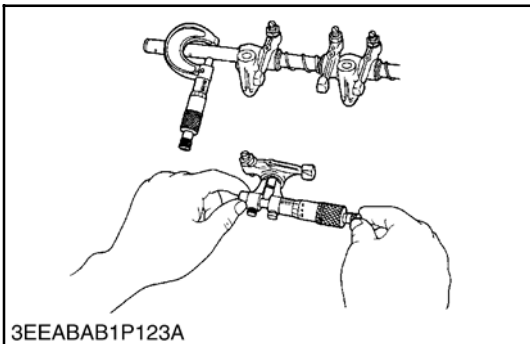


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2.3.1.j Valve Spring Setting Load

1. Place the valve spring on a tester and compress it to the same length it is actually compressed in the engine.
2. Read the compression load on the gauge.
3. If the measurement is less than the allowable limit, replace it.

Setting Load / Setting Length	Factory Specification	118 N / 35 mm 12.0 kgf / 35 mm. 26.5 lbs. / 1.38 in.
	Allowable Limit	100 N / 35 mm 10.2 kgf / 35 mm. 22.5 lbs. / 1.38 in.



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2.3.1.k Oil Clearance Between Rocker Arm and Rocker Arm Shaft

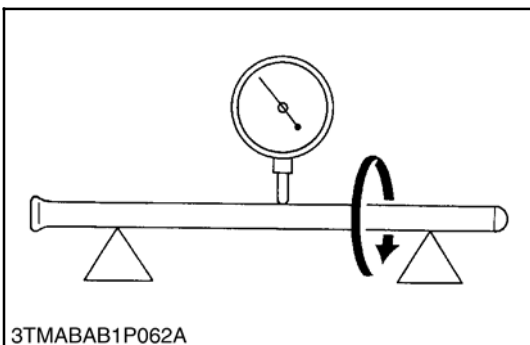
1. Measure the rocker arm shaft O.D. with an outside micrometer.
2. Measure the rocker arm I.D. with a inside micrometer, then calculate the oil clearance.
3. If the oil clearance exceeds the allowable limit, replace the rocker arm then measure the oil clearance again. If the clearance is still out of specification, replace the rocker arm shaft.

Oil Clearance Rocker Arm/ Shaft	Factory Specification	0.016 to 0.045 mm 0.0063 to 0.0017 in.
	Allowable Limit	0.10 mm 0.0039 in.
Rocker Arm Shaft O.D.	Factory Specification	13.973 to 13.984 mm 0.55012 to 0.55055 in.
Rocker Arm I.D.	Factory Specification	14.000 to 14.018 mm 0.55119 to 0.55188 in.

2.3.1.l Push Rod Alignment

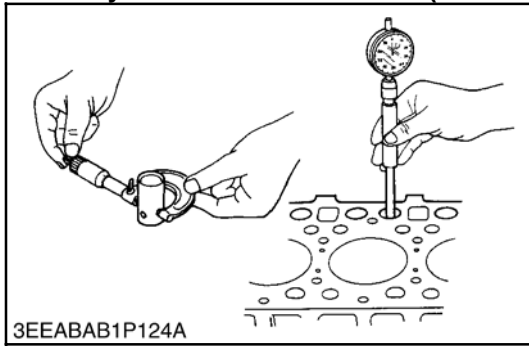
1. Place the push rod on V blocks
2. Measure the push rod alignment.
3. If the measurement exceeds the allowable limit, replace the push rod.

Push Rod Alignment	Allowable Limit	0.25 mm 0.0098 in.
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2.3.1 Cylinder Head And Valves (Continued)

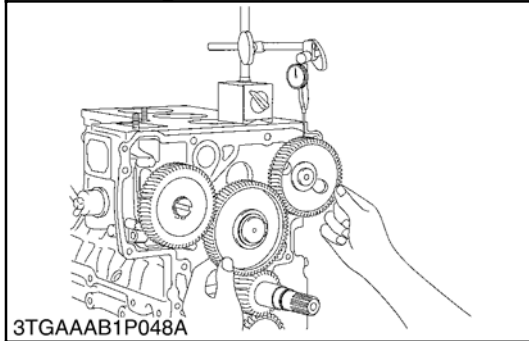


2.3.1.m Oil Clearance Between Tappet and Tappet Guide Bore

1. Measure the tappet O.D. with a micrometer.
2. Measure the I.D. of the tappet guide bore with a cylinder gauge and calculate the clearance.
3. If the measurement exceeds the allowable limit, or the tappet is damaged, replace the tappet.

Oil Clearance Tappet/ Tappet Guide Bore	Factory Specification	0.020 to 0.062 mm 0.00079 to 0.00244 in.
	Allowable Limit	0.07 mm 0.003 in.
Tappet O.D.	Factory Specification	23.959 to 23.980 mm 0.94327 to 0.94409 in.
Tappet Guide I.D.	Factory Specification	24.000 to 24.021 mm 0.94489 to 0.94570 in.

2.3.2 Timing Gears, Camshaft and Fuel Camshaft



2.3.2.a Timing Gear Backlash

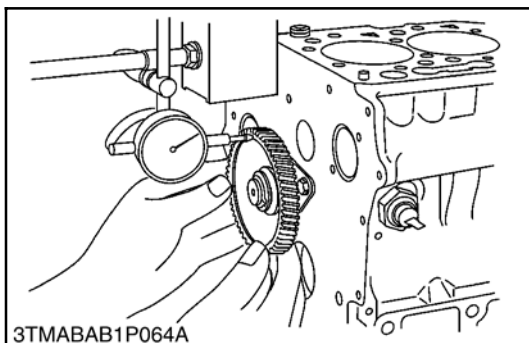
1. Set a dial indicator (lever type) with its tip on the gear tooth.
2. Move the gear to measure the backlash, holding its mating gear.
3. If the backlash exceeds the allowable limit, check the oil clearance of the shafts and the gear.
4. If the oil clearance is proper, replace the gear.

Backlash/ Idle Gear/ Crank Gear	Factory Specification	0.0415 to 0.1122 mm 0.00163 to 0.00442 in.
	Allowable Limit	0.15 mm 0.0059 in.
Backlash/ Idle Gear/ Cam Gear	Factory Specification	0.0415 to 0.1154 mm 0.00163 to 0.00454 in.
	Allowable Limit	0.15 mm 0.0059 in.
Backlash/ Idle Gear/ Injection Pump Gear	Factory Specification	0.0415 to 0.1154 mm 0.00163 to 0.00454 in.
	Allowable Limit	0.15 mm 0.0059 in.
Backlash/ Crank Gear/ Oil Pump Gear	Factory Specification	0.0415 to 0.1090 mm 0.00163 to 0.00429 in.
	Allowable Limit	0.15 mm 0.0059 in.

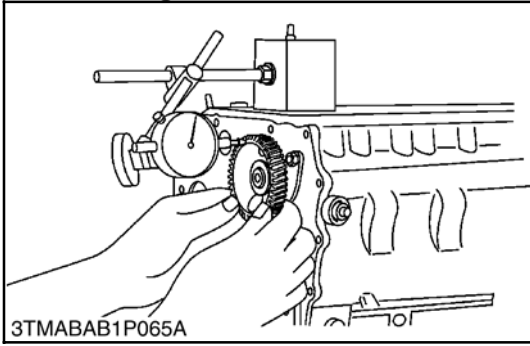
2.3.2.b Idle Gear Side Clearance

1. Set a dial indicator with its tip on the idle gear.
2. Move the gear front to rear to measure the side clearance.
3. If the measurement exceeds the allowable limit, replace the idle gear collar.

Idle Gear Side Clearance	Factory Specification	0.12 to 0.48 mm 0.0047 to 0.018 in.
	Allowable Limit	0.9 mm 0.04 in.



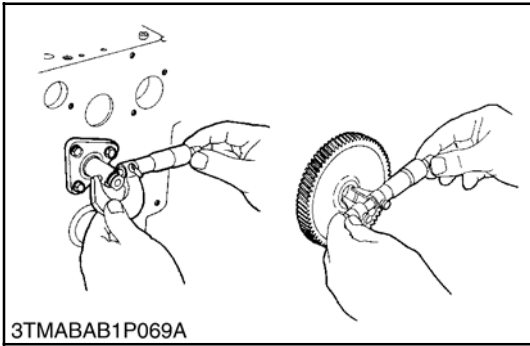
2.3.2 Timing Gears, Camshaft and Fuel Camshaft (Continued)



2.3.2.c Camshaft Side Clearance

1. Set a dial indicator with its tip on the camshaft.
2. Move the camshaft gear front to rear to measure the side clearance.
3. If the measurement exceeds the allowable limit, replace the camshaft stopper.

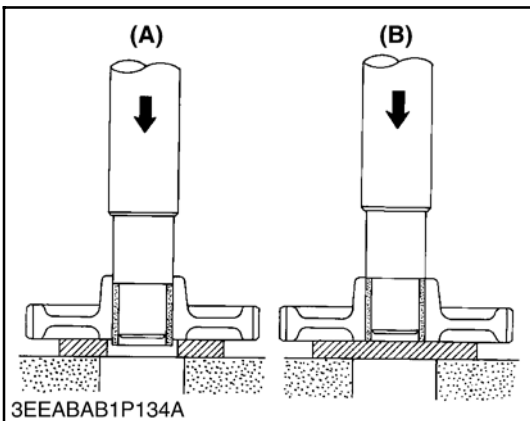
Camshaft Side Clearance	Factory Specification	0.07 to 0.22 mm 0.0028 to 0.0087 in.
	Allowable Limit	0.30 mm 0.0118 in.



2.3.2.d Idle Gear Shaft and Idle Gear Bushing Clearance

1. Measure the idle gear shaft O.D. with a micrometer.
2. Measure the idle gear bushing I.D. with an inside micrometer, and calculate the clearance.
3. If the measurement exceeds the allowable limit, replace the bushing.

Idle Gear Shaft/ Bushing Clearance	Factory Specification	0.025 to 0.066 mm 0.00099 to 0.00260 in.
	Allowable Limit	0.1 mm 0.0039 in.
Idle Gear Shaft O.D.	Factory Specification	23.959 to 23.980 mm 0.94327 to 0.94410 in.
Idle Gear Shaft I.D.	Factory Specification	24.000 to 24.021 mm 0.94488 to 0.94571 in.



2.3.2.e Idle Gear Shaft and Idle Gear Bushing Clearance

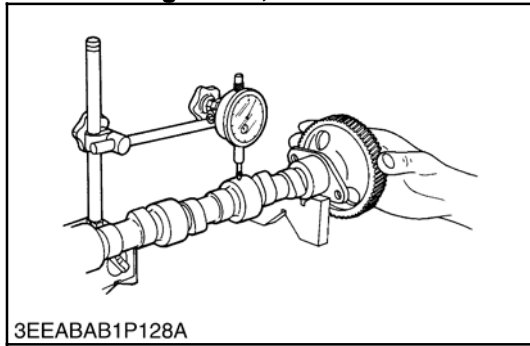
(A) When Removing

1. Press out the bushing using an Idle Gear Bushing Replacing Tool.

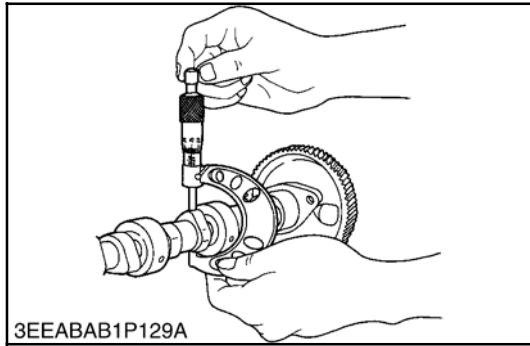
(B) When Installing

1. Clean a new idle gear bushing and the idle gear bore, and apply engine oil to both.
2. Using the idle gear replacing tool, press in the new bushing to the specified dimension (see **B**)

2.3.2 Timing Gears, Camshaft and Fuel Camshaft (Continued)



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2.3.2.f Camshaft Alignment

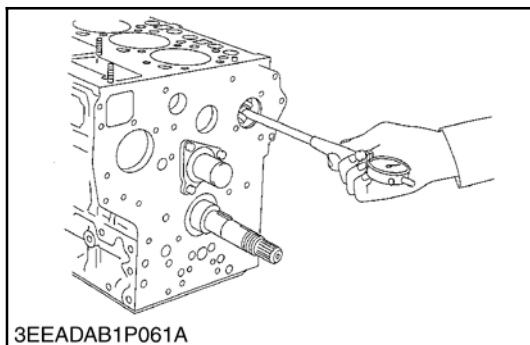
1. Support the camshaft with V blocks on a surface plate at both end journals.
2. Set a dial indicator with its tip on the intermediate journal.
3. Rotate the camshaft and measure for run-out.
4. If the measurement exceeds the allowable limit, replace the camshaft.

Camshaft Run-out	Allowable Limit	0.1 mm 0.0004 in.
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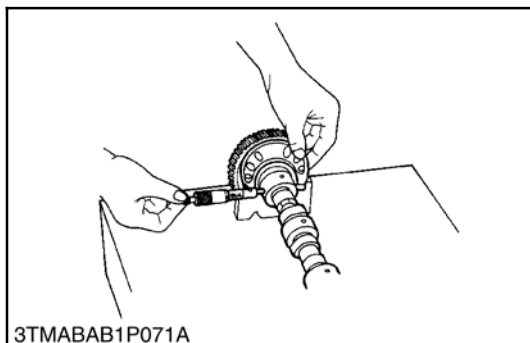
2.3.2.g Cam Height

1. Measure the cam lobe at its largest O.D. with an outside micrometer.
2. If the measurement is less than the allowable limit, replace the camshaft.

Cam Height Intake	Factory Specification	33.27 mm 1.310 in.
	Allowable Limit	33.22 mm 1.308 in.
Cam Height Exhaust	Factory Specification	33.47 mm 1.318 in.
	Allowable Limit	33.42 mm 1.316 in.



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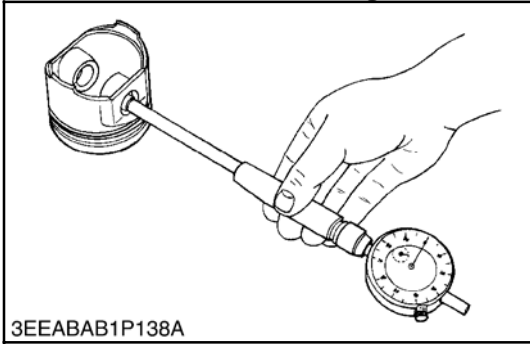
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2.3.2.h Camshaft Oil Clearance

1. Measure the camshaft journal O.D. with an outside micrometer.
2. Measure the cylinder block camshaft bore I.D. with a cylinder gauge, and calculate the oil clearance.
3. If the oil clearance exceeds the allowable limit, replace the camshaft

Camshaft Journal Clearance	Factory Specification	0.050 to 0.091 mm 0.0020 to 0.0035 in.
	Allowable Limit	0.15 mm 0.0059 in.
Camshaft Journal O.D.	Factory Specification	39.934 to 39.950 mm 1.5722 to 1.5728 in.
Camshaft Bore I.D.	Factory Specification	40.000 to 40.025 mm 1.5748 to 1.5757 in.

2.3.3 Piston and Connecting Rod



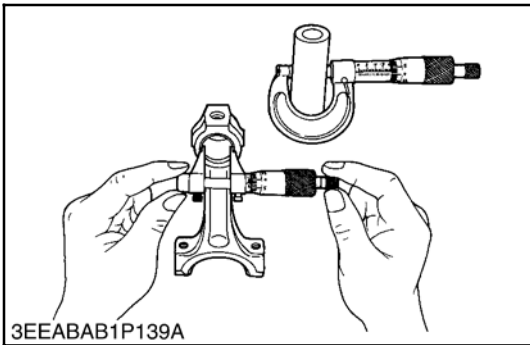
2.3.3.a Piston Pin Bore I.D.

1. Measure the piston pin bore I.D. in both the horizontal and vertical directions with a cylinder gauge.
2. If the measurement exceeds the allowable limit, replace the piston.

Piston Pin Bore I.D.	Factory Specification	25.000 to 25.013 mm 0.98426 to 0.98476 in.
	Allowable Limit	25.05 mm 0.9862 in.

2.3.3.b Piston Pin and Bushing Clearance

1. Measure the piston pin O.D. with an outside micrometer.
2. Measure the connecting rod small end bushing I.D. with an inside micrometer.
3. If the clearance exceeds the allowable limit, replace the bushing. If the clearance is still excessive, replace the piston pin.



Piston Pin to Small End Bushing Clearance	Factory Specification	0.014 to 0.038 mm 0.00055 to 0.00150 in.
	Allowable Limit	0.15 mm 0.0059 in.
Piston Pin O.D.	Factory Specification	25.002 to 25.011 mm 0.98433 to 0.98468 in.
Small End Bushing I.D.	Factory Specification	25.025 to 25.040 mm 0.98523 to 0.98582 in.

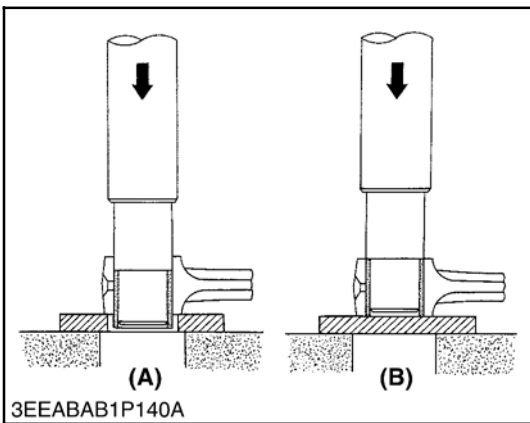
2.3.3.c Replacing Connecting Rod Small End Bushing

(A) When Removing

1. Press out the small end bushing using a Small End Bushing Replacing Tool.

(B) When Installing

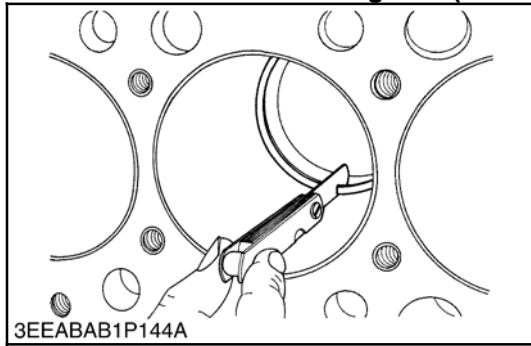
1. Clean a new small end bushing and bore, and apply engine oil to both.
2. Using the small end bushing replacing tool, press in the new bushing to the specified dimension (see B).



NOTE

Be sure to align the bushing so that the oil hole in the bushing aligns with the oil port in the connecting rod.

2.3.3 Piston and Connecting Rod (Continued)



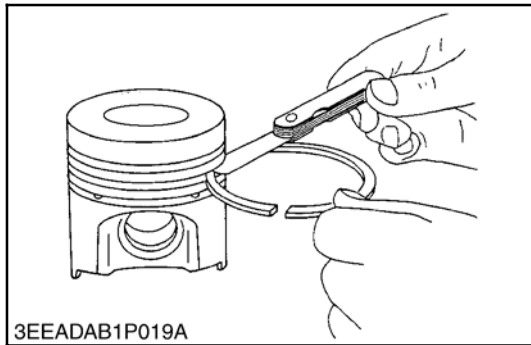
2.3.3.d Piston Ring Gap

1. Insert the piston ring into the lower part of the cylinder (the least worn section). Use the piston to square the ring in the cylinder.
2. Measure the ring gap with a feeler gauge.
3. If the gap exceeds the allowable limit, replace the ring.

Top Ring (Keystone Type)	Factory Specification	0.20 to 0.35 mm 0.0079 to 0.013 in.
	Allowable Limit	1.25 mm / 0.0492 in.
Second Ring	Factory Specification	0.40 to 0.55 mm 0.016 to 0.021 in.
	Allowable Limit	1.25 mm / 0.0492 in.
Oil Control Ring	Factory Specification	0.25 to 0.45 mm 0.0099 to 0.017 in.
	Allowable Limit	1.25 mm / 0.0492 in.

2.3.3.e Piston Ring to Groove Clearance

1. Clean the rings and the ring grooves, and install each ring in its groove.
2. Measure the clearance between the ring and its groove with a feeler gauge (with the exception of the top ring, Keystone Type, which cannot be accurately measured with a feeler gauge).
3. If the clearance exceeds the allowable limit, replace the ring.
4. If the clearance still exceeds the allowable limit after replacing the ring, replace the piston.



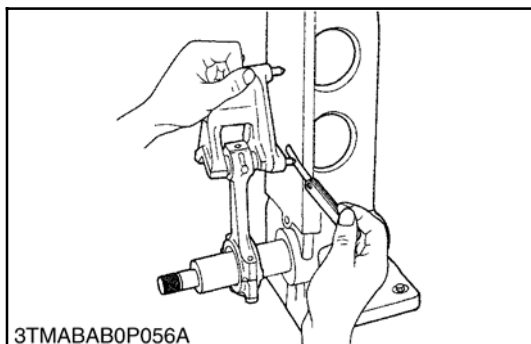
Second Ring	Factory Specification	0.093 to .128 mm 0.00367 to 0.00503 in.
	Allowable Limit	0.20 mm / 0.0079 in.
Oil Control Ring	Factory Specification	0.020 to 0.060 mm 0.00079 to 0.0023 in.
	Allowable Limit	0.15 mm / 0.0059 in.

2.3.3.f Connecting Rod Alignment

NOTE

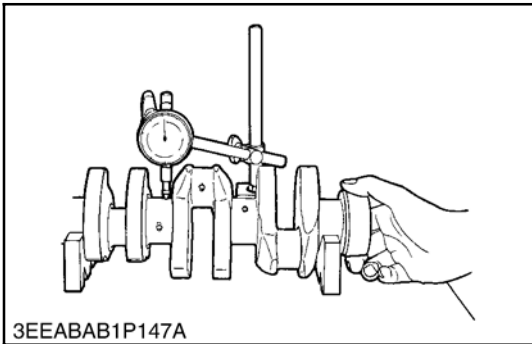
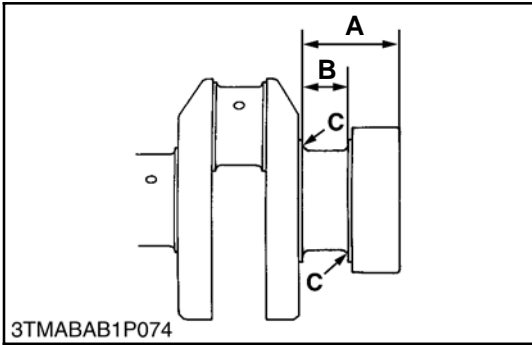
Since the I.D. of the connecting rod small end bushing is the basis of this procedure, check the bushing for wear before proceeding.

1. Install the piston pin into the connecting rod.
2. Install the connecting rod on the connecting rod alignment tool.
3. Put a gauge over the piston pin and move it against the face plate.
4. If the gauge does not fit squarely against the face plate, measure the space between the pin of the gauge and the face plate.
5. If the measurement exceeds the allowable limit, replace the connecting rod.



Connecting Rod Alignment	Allowable Limit	0.05 mm / 0.002 in.
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2.3.4 Crankshaft



2.3.4.a Crankshaft End Clearance

1. Push on the end of the crankshaft to seat it toward the flywheel end of the engine block.
2. Attach, then zero a dial indicator on the forward end of the crankshaft.
3. Measure the end play by pulling the crankshaft forward.
4. If the measurement exceeds the allowable limit replace the thrustwashers.

Crankshaft Side Clearance	Factory Specification	0.15 to 0.31 mm 0.0059 to 0.012 in.
	Allowable Limit	0.5 mm 0.02 in.

(Reference)

Oversize dimensions of crankshaft journal.

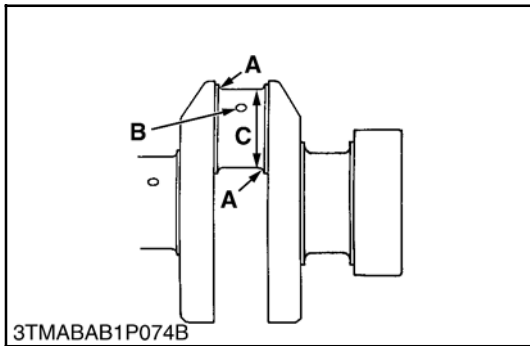
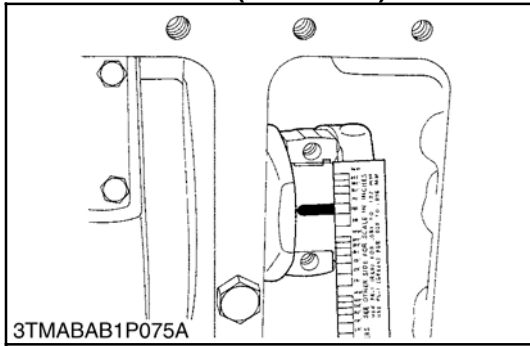
Oversize	0.2mm / 0.008 in.	0.4mm / 0.02 in.
Dimension A	54.5 to 54.7 mm 2.146 to 2.153 in.	54.6 to 54.8 mm 2.150 to 2.157 in.
Dimension B	26.20 to 26.25 mm 1.032 to 1.033 in.	26.40 to 26.45 mm 1.040 to 1.041 in.
Dimension C	2.8 to 3.2 mm radius 0.11 to 0.12 in. radius	2.8 to 3.2 mm radius 0.11 to 0.12 in. radius
The crankshaft journal must be fine-finished to higher than 0.4-S.		

2.3.4.b Crankshaft Alignment

1. Support the crankshaft with V blocks on a surface plate at both end journals. Set a dial indicator with its tip on the intermediate journal, perpendicular to the journal.
2. Rotate the crankshaft on the V blocks and get the misalignment (half of the measurement).
3. If the misalignment exceeds the allowable limit, replace the crankshaft.

Crankshaft Alignment	Allowable Limit	0.02 mm 0.0008 in.
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2.3.4 Crankshaft (Continued)



2.3.4.c Crankpin to Connecting Rod Bearing Clearance

1. Clean the crankpin and the connecting rod bearing.
2. Put a strip of plastigage on the center of the crankpin in each direction as shown in the figure.
3. Install the connecting rod cap and tighten the bolts to the specification. (Refer to 2.2.6.a)
4. Remove the cap again
5. Measure the amount of the flattening with the scale to get the clearance.
6. If the measurement exceeds the allowable limit replace the connecting rod bearing.
7. If the allowable limit is not attainable with a standard size bearing, install an undersize bearing by referring to the table below.

Crankpin/ Connecting Rod Clearance	Factory Specification	0.025 to 0.087 mm 0.00099 to 0.0034 in.
	Allowable Limit	0.2 mm 0.0079 in.

Crankpin O.D.	Factory Specification	46.959 to 46.975 mm 1.8488 to 1.8494 in.
Connecting Rod Bearing I.D.	Factory Specification	47.000 to 47.046 mm 1.8504 to 1.8522 in.

(Reference)

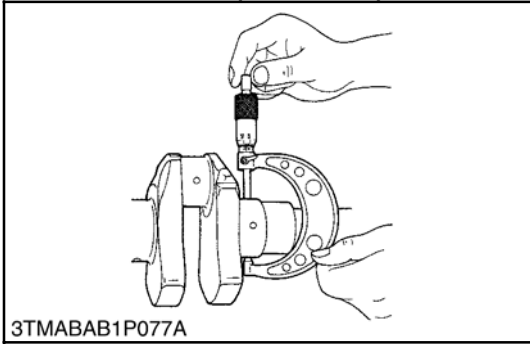
Undersize dimensions of crankpin journal.

Undersize	0.2mm / 0.008 in.	0.4mm / 0.02 in.
Dimension A	3.3 to 3.7 mm 0.13 to 0.14 in.	3.3 to 3.7 mm 0.13 to 0.14 in.
Dimension B	1.0 to 1.5 mm radius 0.040 to 0.059 in. radius	1.0 to 1.5 mm radius 0.040 to 0.059 in. radius
Dimension C	46.759 to 46.775 mm 1.8409 to 1.8415 in. radius	46.559 to 46.575 mm 1.8331 to 1.8336 in. radius

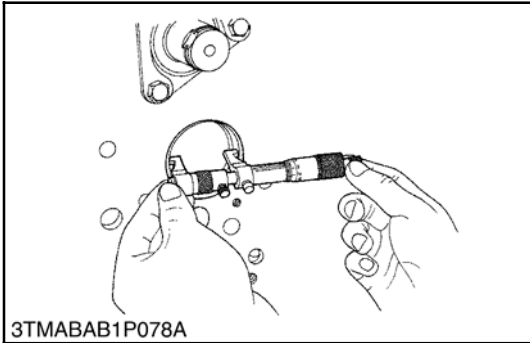
The crankshaft journal must be fine-finished to higher than 0.8-S.

*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm
(0.040 to 0.059 in. relief.

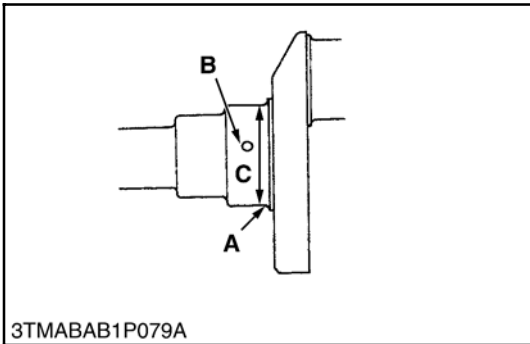
2.3.4 Crankshaft (Continued)



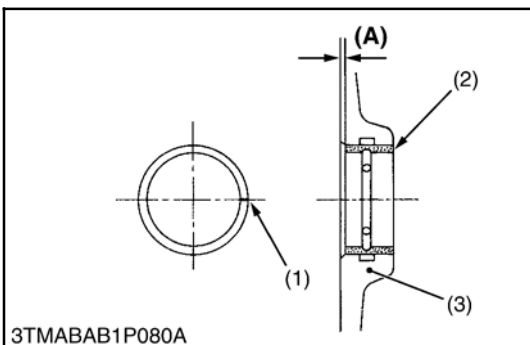
3TMABAB1P077A



3TMABAB1P078A



3TMABAB1P079A



3TMABAB1P080A

- 1. Seam
- 2. Crankshaft Bearing #1
- 3. Cylinder Block
- A Dimension

2.3.4.d Crankshaft Journal to Crankshaft Bearing #1 Clearance

1. Measure the O.D. of the crankshaft journal with an outside micrometer.
2. Measure the I.D. of crankshaft bearing #1 with an inside micrometer and calculate clearance.
3. If the clearance exceeds the allowable limit, replace crankshaft bearing #1.
4. If the allowable limit is not attainable with a standard size bearing, install an undersize bearing by referring to the table below.

Crankshaft Journal to #1 Bearing Clearance	Factory Specification	0.040 to 0.118 mm 0.00158 to 0.00464 in.
	Allowable Limit	0.2 mm 0.0079 in.
Crankshaft Journal O.D.	Factory Specification	59.921 to 59.940 mm 2.3591 to 2.3598 in.
Crankshaft Bearing Bearing I.D.	Factory Specification	59.980 to 60.039 mm 2.3615 to 2.3637 in.

(Reference) Undersize dimensions of crankshaft journal.

Oversize	0.2mm / 0.0008 in.	0.4mm / 0.0016 in.
Dimension A	2.8 to 3.2 mm radius 0.11 to 0.12 in. radius	2.8 to 3.2 mm radius 0.11 to 0.12 in. radius
Dimension B	1.0 to 1.5 mm radius 0.040 to 0.059 in. radius	1.0 to 1.5 mm radius 0.040 to 0.059 in. radius
Dimension C	59.721 to 59.740 mm 2.3513 to 2.3519 in.	59.521 to 59.540 mm 2.3434 to 2.3440 in.

The crankshaft journal must be fine-finished to higher than 0.4-S.

*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm (0.040 0.059 in.) relief.

2.3.4.e Replacing Crankshaft Bearing #1

(A) When Removing

1. Press out the crankshaft bearing #1 (2) using a crankshaft bearing (1) replacing tool.

(B) When Installing

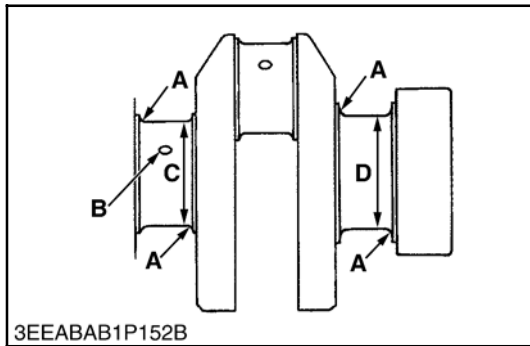
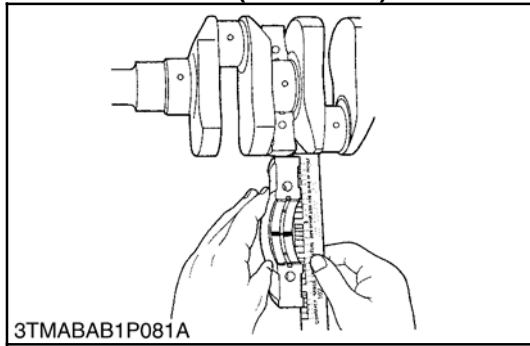
1. Clean a new crankshaft bearing #1 (2) and crankshaft journal bore, and apply engine oil to both.
2. Using the crankshaft bearing (1) replacing tool, press in the new bearing #1 (2) so that its seam (1) directs toward the exhaust manifold side.

NOTE

Be sure to align the bushing so that the oil hole in the bushing aligns with the oil port in the connecting rod.

Dimension A	Factory Specification	4.2 to 4.5 mm 0.166 to 0.177 in.
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2.3.4 Crankshaft (Continued)



2.3.4.f Crankshaft Journal to Crankshaft Bearing #2 Clearance

1. Put a strip of plastigage on the center of the crankshaft journal.
2. Install the bearing case and tighten the bolts to specification.
3. Remove the bearing case again.
4. Measure the amount of the flattening with the scale to get the clearance.
5. If the measurement exceeds the allowable limit replace crankshaft bearing #2.
6. If the allowable limit is not attainable with a standard size bearing, install an undersize bearing by referring to the table below.

NOTE

Be sure not to move the crankshaft while the bearing bolts are tightened.

Crankshaft Journal to #2 Bearing Clearance	Factory Specification	0.040 to 0.104 mm 0.00158 to 0.00409 in.
	Allowable Limit	0.2 mm 0.0079 in.
Crankshaft Journal O.D.	Factory Specification	59.921 to 59.940 mm 2.3591 to 2.3598 in.
Crankshaft Bearing I.D.	Factory Specification	59.980 to 60.025 mm 2.3615 to 2.3631 in.

(Reference)

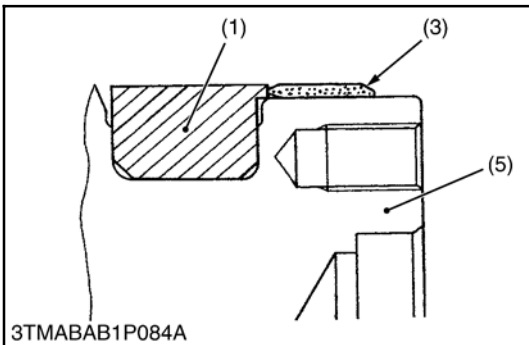
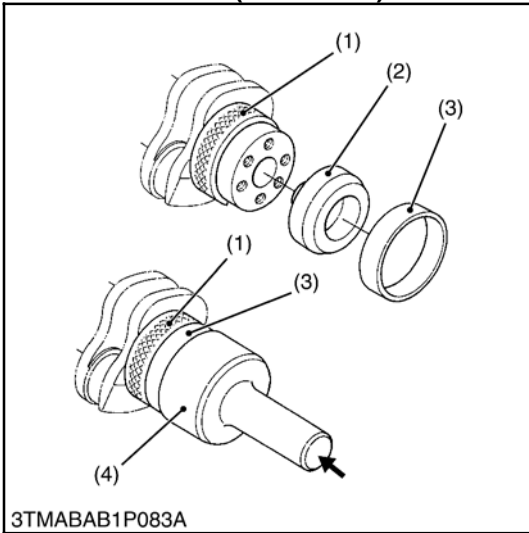
Undersize dimensions of crankshaft journal.

Oversize	0.2mm / 0.008 in.	0.4mm / 0.016 in.
Dimension A	2.8 to 3.2 mm radius 0.11 to 0.12 in. radius	2.8 to 3.2 mm radius 0.11 to 0.12 in. radius
Dimension B	1.0 to 1.5 mm radius 0.040 to 0.059 in. radius	1.0 to 1.5 mm radius 0.040 to 0.059 in. radius
Dimension C	59.721 to 59.740 mm 2.3513 to 2.3519 in.	59.521 to 59.540 mm 2.3433 to 2.3440 in.

The crankshaft journal must be fine-finished to higher than 0.4-S.

*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm (0.040 0.059 in.) relief.

2.3.4 Crankshaft (Continued)



- | | |
|----------------------|---------------------------------|
| 1. Stopper | 4. Auxiliary Socket For Pushing |
| 2. Sleeve Guide | 5. Crankshaft |
| 3. Crankshaft Sleeve | |

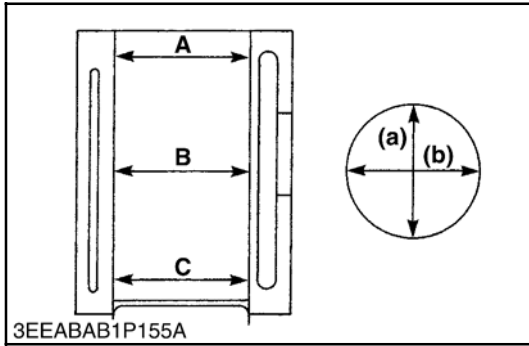
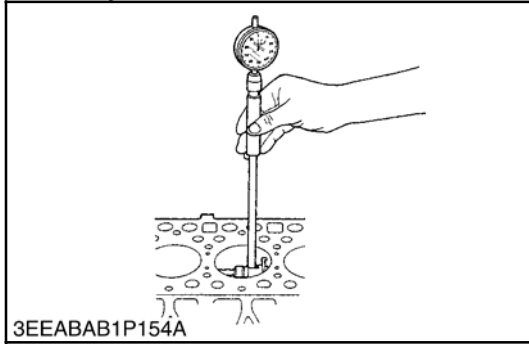
2.3.4.g Replacing Crankshaft Sleeve

1. Remove the crankshaft sleeve (3) using a special-use puller set.
2. Set the sleeve guide (2) to the crankshaft (5).
3. Set the stopper (1) to the crankshaft (5) as shown in the figure.
4. Heat the new sleeve to a temperature between 150 to 200°C (302 to 392°F), and fix the sleeve on the crankshaft (5) as shown in the figure.
5. Press fit the sleeve using the auxiliary socket for pushing (4).

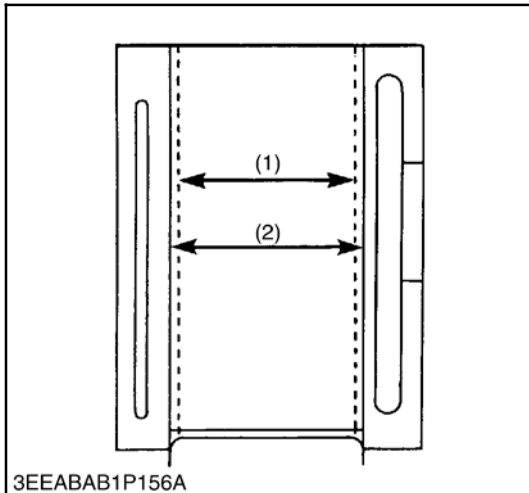
NOTE

Install the sleeve with the largest chamfered surface facing outward.

2.3.5 Cylinder



- a. Top
- b. Middle
- c. Bottom (skirt)
- a. Right-angled to Piston Pin
- b. Piston Pin Direction



- 1. Cylinder I.D. (before correction)
- 2. Oversize Cylinder I.D.

2.3.5.a Cylinder Wear

1. Measure the I.D. of the cylinder at the six positions (see figure with a cylinder gauge to find the maximum and minimum I.D.'s).
2. Determine the difference (maximum wear) between the maximum and minimum I.D.'s.
3. If the wear exceeds the allowable limit, bore and hone to the oversize dimension. (refer to **Correcting Cylinder**)
4. Visually check the cylinder wall for scratches. If deep scratches are found, the cylinder walls should be bored. (refer to **Correcting Cylinder**)

Cylinder I.D.	Factory Specification	83.000 to 83.022 mm 3.2678 to 3.2685 in.
Maximum Wear	Allowable Limit	83.170 mm 3.2744 in.

2.3.5.b Correcting Cylinder (Oversize +0.25 mm)

1. When the cylinder is worn beyond the allowable limit, bore and hone it to the specified dimension.

Cylinder I.D.	Factory Specification	83.250 to 83.272 mm 3.2776 to 3.2784 in.
Maximum Wear	Allowable Limit	83.420 mm 3.2843 in.
Finishing	Hone to 2.2 to 3.0 mm μ R max. (0.00087 to 0.00118 in. μ R max.)	

2. Replace the piston and piston rings with oversize (+0.25 mm) ones.

SECTION 3

LUBRICATING SYSTEM

3.1 CHECKING AND ADJUSTING



3.1.1 Engine Oil Pressure

1. Remove the engine oil pressure switch, and install an oil pressure gauge.
2. Start the engine. After warming up, read the oil pressure at idling and at rated speeds.

3. If the oil pressure is less than the allowable limit, check the following:

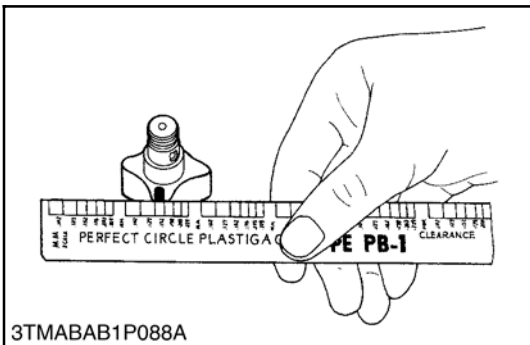
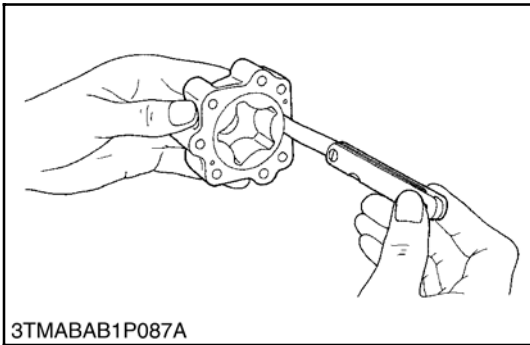
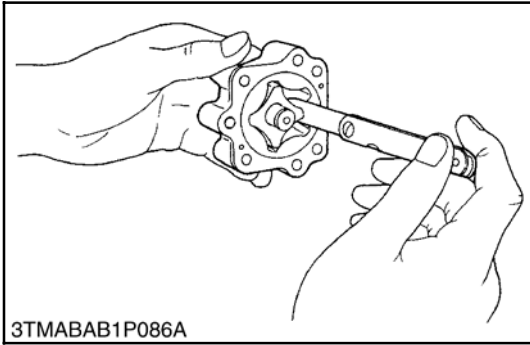
- Engine oil sufficient
- Oil pump defective
- Oil strainer clogged
- Oil filter cartridge clogged
- Oil gallery clogged
- Excessive oil clearance
- Relief valve stuck

At Idle Speed	Factory Specification	More than 98 kPa 1.0 kgf/cm ² 14 psi
	Allowable Limit	50 kPa 0.5 kgf/cm ² 7 psi
At Rated Speed	Factory Specification	300 to 440 kPa 3.0 to 4.5 kgf/cm ² 43 to 64 psi
	Allowable Limit	250 kPa 2.5 kgf/cm ² 36 psi

(When Reassembling)

After checking the engine oil pressure, tighten the engine oil pressure switch to the specified torque.

3.2 SERVICING



3.2.1 Rotor Lobe Clearance

1. Measure the clearance between lobes of the inner rotor and the outer rotor with a feeler gauge.
2. Measure the clearance between the outer rotor and the pump body with a feeler gauge.
3. If the clearance exceeds the factory specifications, replace the oil pump rotor assembly.

Inner/Outer Rotor Clearance	Factory Specification	0.03 to 0.14 mm 0.0012 to 0.0055 in.
	Allowable Limit	0.2 mm 0.008 in.
Outer Rotor/ Pump Body Clearance	Factory Specification	0.11 to 0.19 mm 0.0044 to 0.0074 in.
	Allowable Limit	0.25 mm 0.0098 in.

3.2.2 Rotor to Cover Clearance

1. Put a strip of plastigage onto the rotor face with grease.
2. Install the cover and tighten the bolts.
3. Remove the cover carefully, and read the plastigage.
4. If the clearance exceeds the factory specifications, replace the oil pump rotor assembly.

Rotor/Cover Clearance	Factory Specification	0.105 to 0.150 mm 0.00414 to 0.00590 in.
	Allowable Limit	0.20 mm 0.008 in.

SECTION 4

COOLING SYSTEM

4.1 CHECKING AND ADJUSTING



Beware of moving V-belt and belt driven components

4.1.1 Notched V-Belt Service

NOTE

A frayed, cracked or worn V-belt must be replaced. After installing a new belt, it is advisable to check the adjustment after running the unit for three or four hours. This will allow for the initial stretch, which is common on new belts. Once this initial stretch has taken place, the belt should be checked at regular intervals.

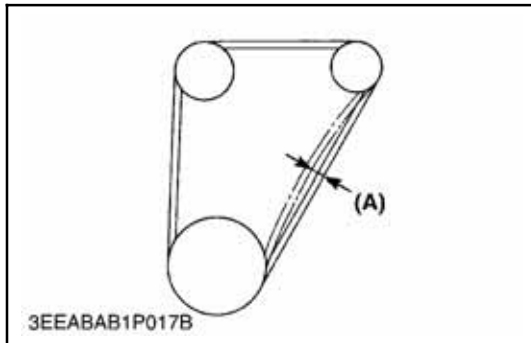
To replace or adjust the notched V-belt, do the following:

a. Replacing the V-Belt

1. Loosen the idler pivot bolt.
2. Replace the belt and adjust tension in accordance with the following steps.

b. Adjusting Tension

1. Measure the deflection (A), by depressing the belt halfway between the fan drive pulley and alternator pulley at the specified force (Refer to 1.7.3).



2. Use hand force only on the idler pulley to tighten belt. *Do not use a pry bar or excessive force as it may cause damage to the engine.*

Use of a belt tension gauge (Carrier Part # 07-00203-00) or a belt tension tester (Carrier Part # 07-00253-00) is advised.

3. When belt is at correct tension, tighten pivot bolt.

4.1.1a Poly V-Belt Service

a. Replacing the Poly-V-Belt

1. Apply the proper size socket to the crank pulley nut, then slowly rotate the crank. At the same time, use a flat, blunt object to guide the belt off the crank pulley towards radiator. Be careful not to damage grooves on the pulley.

2. Replace the Poly-V-Belt by positioning the belt on the water pump pulley, and while rotating the engine (as in step 1), use a flat, blunt object to guide the belt onto the crank pulley. Be careful not to damage grooves on the pulley or belt.

4.1.2 Fan Belt Damage and Wear

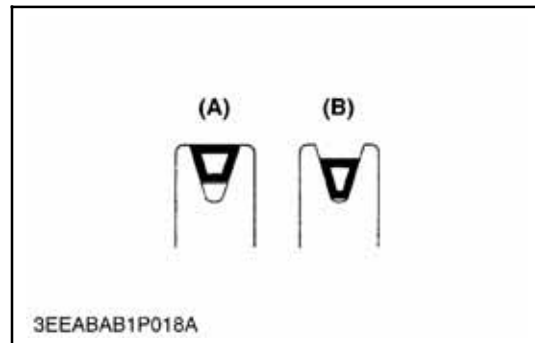
1. Check the fan belt for damage.
2. If the belt is damage in any way, replace it.



A. Good

B. Bad

3. Check if the belt is worn and sunk in the pulley groove.
4. If the fan belt is worn and deeply sunk in the pulley groove, replace it.



A. Good

B. Bad

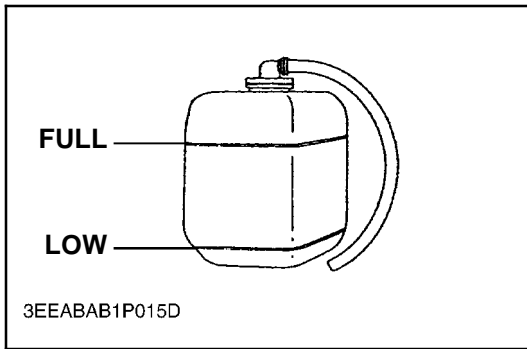
4.1.3 Checking Coolant Level



When removing the radiator cap, wait at least ten minutes after the engine has stopped and cooled down. Otherwise, hot water may discharge from the radiator, scalding anyone nearby.

1. Remove the radiator cap and check to see that the coolant level is just below the port.

With the recovery tank: Check to see that the coolant level lies between **FULL** and **LOW**.



2. If the coolant level is too low, check the reason for the lost coolant.

- a. If coolant loss is due to evaporation, add only clean soft water.
- b. If coolant loss is due to a leak, repair the leak, then add a coolant mixture of the same type and specification that is in the system. If the coolant brand cannot be identified, drain out all of the remaining coolant and refill with a totally new mix.

NOTE

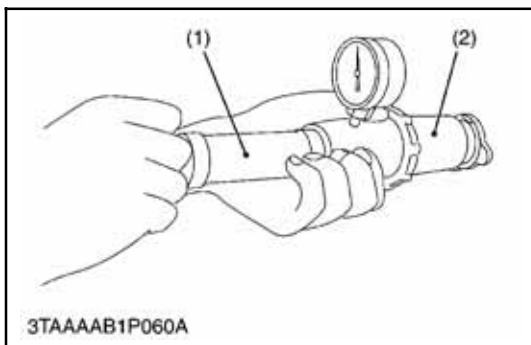
When adding coolant to the system, air must be vented from the engine coolant passages by jiggling the upper and lower radiator hoses.

Be sure to close the radiator cap securely. If the cap is loose or improperly closed, coolant may leak out and the engine could overheat.

Do not use an antifreeze and scale inhibitor at the same time.

Never mix different types or brands of coolants.

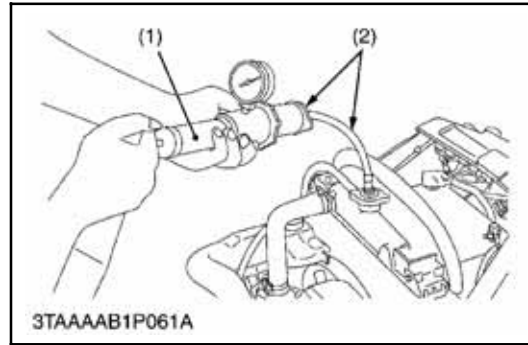
4.1.4 Radiator Cap



1. Attach the radiator cap to a pressure tester.
2. Apply pressure and observe the time for the pressure to fall.
3. If the measurement is less than the factory specification, replace the cap.

Pressure Falling Time	Factory Specification	More than 10 seconds for pressure fall from 88 to 59kPa 0.9 to 0.6 kgf/cm ² 13 to 9 psi
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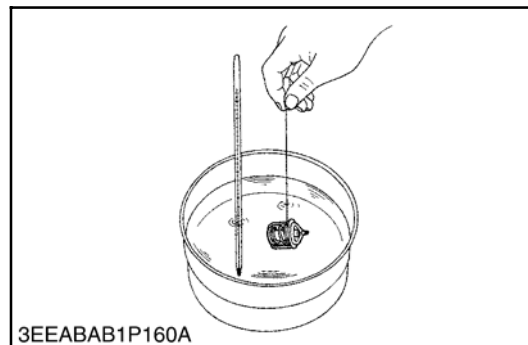
4.1.5 Radiator



1. Fill the radiator with water.
2. Attach the pressure tester to the radiator.
3. Apply pressure and look for leaks.
4. Repair/replace as necessary to assure that the specified pressure will hold.

Radiator Leakage Test	Factory Specification	157 kPa 1.6 kgf/cm ² 23 psi
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4.1.6 Thermostat Opening Temperature

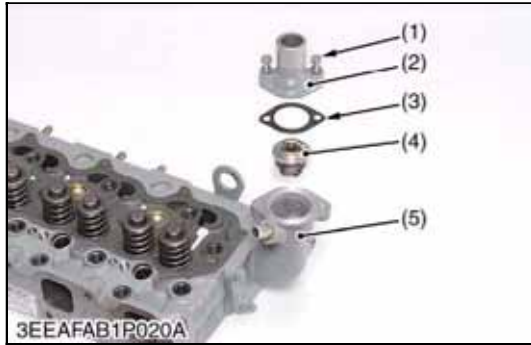


1. Suspend the thermostat in water by a string with one end of the string inserted between the valve and its seat.
2. Immerse the thermostat in water and raise the temperature of the water gradually.
3. With a thermometer, read the temperature of the water when the valve opens and leaves the string.
4. Continue heating the water, read the temperature of the water when the valve has opened approximately 6mm (0.236 in).
5. If the measurement is not within the factory specifications, replace the thermostat.

Thermostat Opening Temperature	Factory Specification	80.5 to 83.5°C 176.9 to 182.3°F
Thermostat Full Open Temperature	Factory Specification	95°C 203°F

4.2 SERVICING

4.2.1 Thermostat Assembly



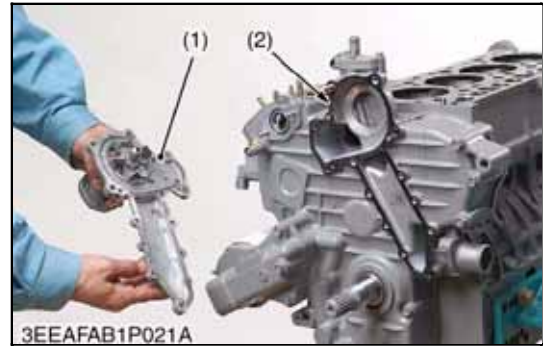
- | | |
|----------------------------|------------------------|
| 1. Thermostat Cover Bolt | 4. Thermostat Assembly |
| 2. Thermostat Cover | 5. Thermostat Housing |
| 3. Thermostat Cover Gasket | |

1. Remove the thermostat cover mounting bolts (1), and remove the thermostat cover (2).
2. Remove the thermostat assembly (4).

(When Reassembling)

Apply a liquid gasket only at the thermostat cover side of the thermostat cover gasket (3).

4.2.2 Water Pump Assembly



- | | |
|----------------------|----------------------|
| 1. Water Pump Flange | 4. Water Pump Gasket |
| 2. Water Pump Shaft | 5. Mechanical Seal |
| 3. Water Pump Body | 6. Impeller |

1. Remove the fan belt.
2. Remove the water pump pulley.
3. Remove the water pump from the gear case assembly.
4. Remove the water pump flange (1).
5. Press out the water pump shaft (2) with the impeller (6) on it.
6. Remove the impeller from the water pump shaft.
7. Remove the mechanical seal.

(When Reassembling)

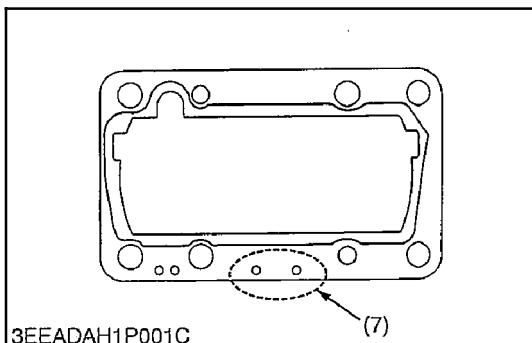
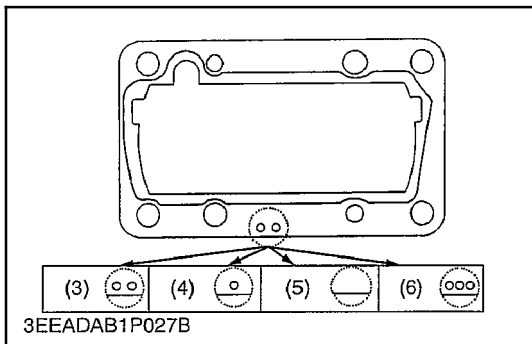
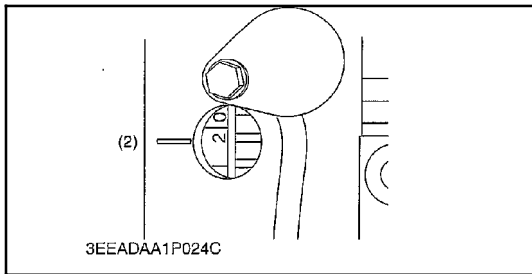
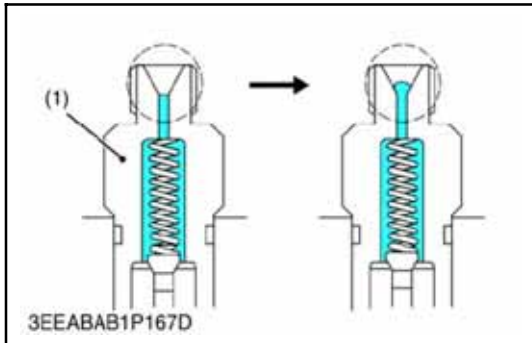
Replace the mechanical seal with a new one.

Apply a liquid gasket to both sides of the gasket (4).

SECTION 5

FUEL SYSTEM

5.1 CHECKING AND ADJUSTING



5.1.1 Injection Timing

1. Remove the fuel speed solenoid.
2. Remove the injection pipes and nozzle.
3. Move the speed control lever to the maximum speed position.

NOTE

Turn the flywheel with a screwdriver.

4. Turn the flywheel counterclockwise (facing the flywheel) until the fuel fills up the hole of the delivery valve holder for #1 cylinder.
5. Turn the flywheel further and stop turning when the fuel begins to flow over.
6. Open the view port on the flywheel bell housing and read the number on the flywheel. The number indicated is the timing value for the engine. (The flywheel has a mark '1TC' and marks every 5° of engine timing to 25° total).

Injection Timing	Factory Specification	0.0568 to 0.0829 rad. 3.25° to 4.75° B.T.D.C.
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NOTE

Injection timing adjustment is accomplished by adding or removing shims under the injection pump.

The timing advances by removing one shim and retards timing by adding the same shim.

The addition or removal of 0.05 mm (0.0020 in.) of shim, changes the injection timing by approximately 0.009 rad. (0.5°).

Sealant should be applied to both sides of soft metal gasket shims except for the .0175mm shim. A .0175mm shim should have sealant applied to one side only.

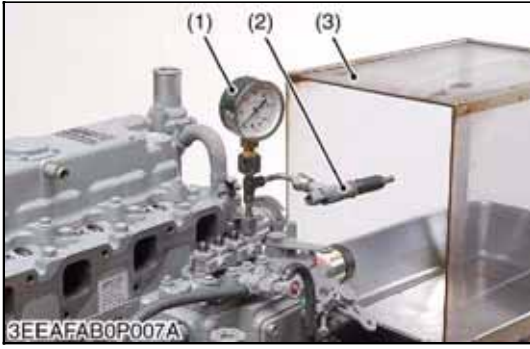
When replacing the injection pump be sure to use the same number and size of new gasket shims.

5.1.2 Shim Identification

Shims are available in thicknesses of 0.20 mm, 0.25 mm, 0.30 mm, and 0.35mm. Combine shims for adjustments.

- | | |
|--------------------------|---------------------------|
| 1. Delivery Valve Holder | 5. 0-Holes: 0.30 mm shim |
| 2. Timing Mark | 6. 3-Holes: 0.35 mm shim |
| 3. 2-Holes: 0.20 mm shim | 7. 2-Holes: 0.175 mm shim |
| 4. 1-Hole: 0.25 mm shim | |

5.1 CHECKING AND ADJUSTING



- 1. Injection Pump Pressure Tester
- 2. Injection Nozzle
- 3. Protective Cover

5.1.3 Pump Pressure Test

1. Remove the engine fuel speed solenoid.
2. Remove the injection pipes and nozzle.
3. Connect a pressure tester to the fuel injection pump.
4. Connect the injection nozzle (2) jetted with the proper injection pressure to the injection pump pressure tester (1).
5. Using the starter, rotate the crankshaft until the fuel pressure is built up.
6. If the pressure does not build up, replace the pump element with a new one and test again.

Fuel Pump Pressure Test	Factory Specification	18.63 MPa 190 kgf/cm ² 2702 psi
-------------------------	-----------------------	--

5.1.4 Delivery Valve Fuel Seal

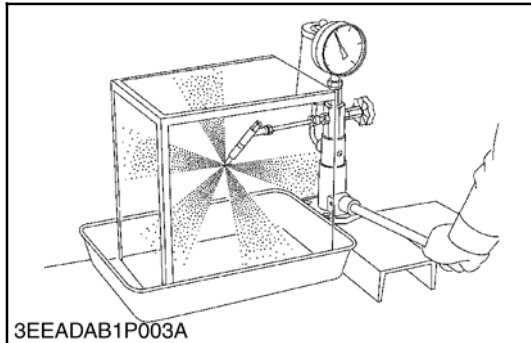
1. Remove the engine fuel speed solenoid.
2. Remove the injection pipes and nozzle.
3. Connect a pressure tester to the fuel injection pump.
4. Connect the injection nozzle (2) jetted with the proper injection pressure to the injection pump pressure tester (1).
5. Using the starter, rotate the crankshaft until the fuel pressure is built up.
6. Release the pressure in the delivery chamber by rotating the crankshaft to bottom dead center. (turn the crankshaft 1.57 rad. (90°) clockwise from fuel timing set point)
7. If the pressure drop for 5 seconds exceeds the allowable limit, replace the delivery valve or pump assembly.

Delivery Valve Fuel Seal	Factory Specification	10 seconds 18.63 to 17.65 MPa 190 to 180 kgf/cm ² 2702 to 2560 psi
	Allowable Limit	5 seconds 18.63 to 17.65 MPa 190 to 180 kgf/cm ² 2702 to 2560 psi

5.2 INJECTION NOZZLE

WARNING

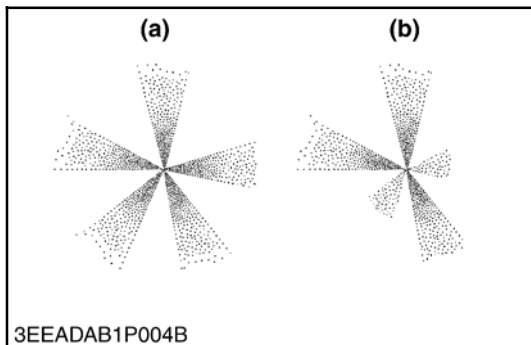
Check the injection nozzle only after confirming that nobody is near the spray. If the spray from the nozzle contacts the human body, cells may be destroyed and blood poisoning may result.



5.2.1 Nozzle Injection Pressure

1. Set the injection nozzle in a nozzle tester.
2. Slowly move the tester handle to measure the pressure at which fuel begins jetting out from the nozzle.
3. If the measurement is not within factory specifications, replace the nozzle assembly.

Fuel Injection Pressure 1st Stage	Factory Specification	18.64 to 20.1 MPa 190 to 205 kg/cm ² 2703 to 2915 psi
--------------------------------------	-----------------------	--

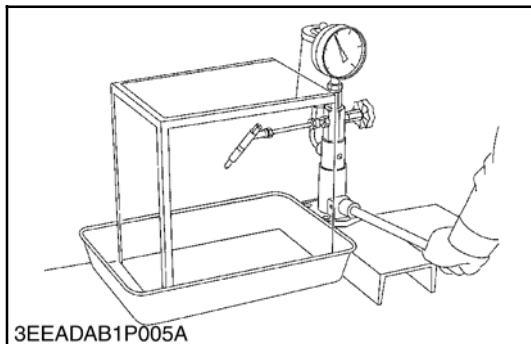


5.2.2 Nozzle Spraying Condition

1. Set the injection nozzle in a nozzle tester and check the nozzle spraying condition.
2. If the spraying condition is defective, replace the injection nozzle assembly.

(a) GOOD

(b) BAD



5.2.3 Valve Seat Tightness

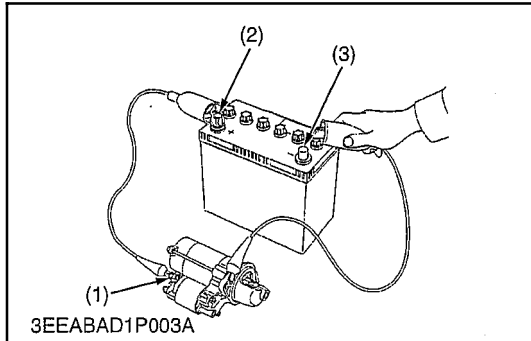
1. Set the injection nozzle in a nozzle tester.
2. Raise the fuel pressure, and maintain 16.67 MPa (170 kgf/cm², 2418 psi) for 10 seconds.
3. If any fuel leak is found, replace the injection nozzle assembly.

Valve Seat Tightness	Factory Specification	No fuel leak at 16.67MPa 170 kgf/cm ² 2418 psi
----------------------	-----------------------	--

SECTION 6

ELECTRICAL SYSTEM

6.1 STARTER TEST



- 1. C Terminal
- 2. Positive Terminal
- 3. Negative Terminal

6.1.1 Motor Test



Secure the starter to prevent it from moving when power is applied to it.

1. Disconnect the cable from the negative terminal on the battery.
2. Disconnect the cable from the positive terminal on the battery.
3. Disconnect the leads from the starter **B** terminal.
4. Remove the starter from the engine.
5. Connect a jumper lead from the starter solenoid **C** terminal (1) to the positive battery terminal.
6. Connect a jumper lead momentarily between the starter motor housing and the negative post on the battery.
7. If the starter does not run, repair or replace the starter.

Tightening Torque	B Terminal Nut	8.8 to 11.8 N·m
		0.9 to 1.2 kgf·m
		6.5 to 8.7 ft·lbs.

6.1.2 Magnetic Switch Test

NOTE

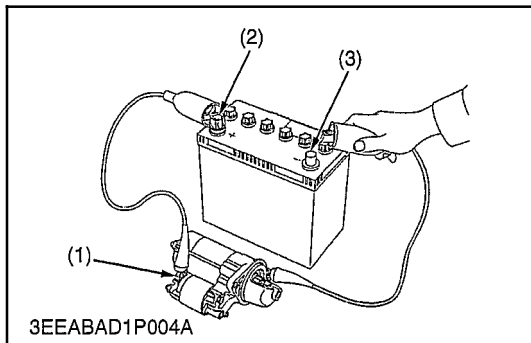
This test should only be carried out for a 3 to 5 second time period and not longer.

1. Disconnect the cable from the negative terminal on the battery.
2. Disconnect the cable from the positive terminal on the battery.
3. Disconnect the the positive cable and leads from the starter **B** terminal.
4. Remove the starter from the engine.
5. Connect a jumper lead from the starter **S** terminal (1) to the positive battery post (2).
6. Momentarily, connect a jumper lead between the starter housing and negative battery terminal (3).
7. If the pinion gear nose does not pop out, replace the starter.

NOTE

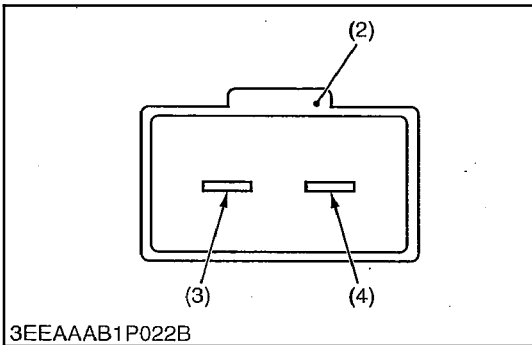
The **B** terminal is the terminal that connects the cable from the battery to the starter.

The **S** terminal is the terminal that connects the cable from the starter switch to the magnetic switch.



- 1. S Terminal
- 2. Positive Terminal
- 3. Negative Terminal

6.2 FUEL SPEED SOLENOID



6.2.1 Solenoid Test

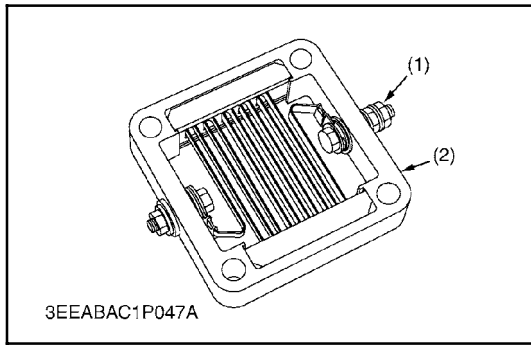
WARNING

The solenoid can become very warm to the touch when energized for any length in time.

1. Disconnect the plug from the solenoid connector (2).
2. Remove the solenoid (1) from the engine.
3. Supply power (12VDC) to the solenoid thru terminals (3) and (4).
4. If the rod in the solenoid (1) moves smoothly (approximately 0.6"), the solenoid is normal, if the rod does not move, or moves only a fraction of that distance, replace it.

- | | |
|------------------------|---------------------------------|
| 1. Fuel Speed Solenoid | A. Actuator Rod (Power Off) |
| 2. Solenoid Connector | B. Actuator Rod (12VDC applied) |
| 3. Terminal 2 (-) | |
| 4. Terminal 1 (+) | |

6.3 INTAKE AIR HEATER



6.3.1 Intake Air Heater Test

1. Disconnect the lead from the heater terminal (1).
2. Measure the resistance between the heater positive terminal (1) and the heater body (2).
3. If the resistance is infinity or significantly different than the specification, replace the heater.

Intake Air Heater Resistance	Factory Specification	0.3 ohms
------------------------------	-----------------------	----------

1. Positive Terminal

2. Heater Body

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