

# WORKSHOP MANUAL

## Diesel Marine Engine

### 5.280HE—4.200HE—4.220HE—4.195HE

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**60300075**  
Mis à jour 01/2013

# TO THE READER

This Workshop Manual has been prepared to provide servicing personnel with information on the mechanism, service and maintenance of KUBOTA Diesel Engine 03-M Series. It is divided into two parts, "Mechanism" and "Servicing" for each section.

## ■ Mechanism

Information on the Features and New Mechanisms are described. This information should be understood before proceeding with troubleshooting, disassembling and servicing.

## ■ Servicing

The heading "General" includes general precautions, check and maintenance and special tools. There are troubleshooting, checking and adjusting, disassembling and assembling, and servicing which cover procedures, precautions, factory specifications and allowable limits.

All information illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes in all information at any time without notice.

Due to covering many models of this manual, illustration being used, have not been specified as one model.

**July 2001**

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## SAFETY FIRST

This symbol, the industry's "Safety Alert Symbol", is used throughout this manual and on labels on the machine itself to warn of the possibility of personal injury. Read these instructions carefully.

It is essential that you read the instructions and safety regulations before you attempt to repair or use this unit.



### DANGER

: Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



### WARNING

: Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



### CAUTION

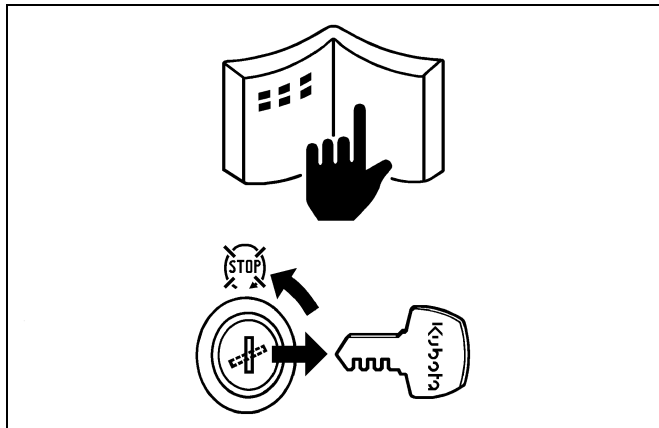
: Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

### ■ IMPORTANT

: Indicates that equipment or property damage could result if instructions are not followed.

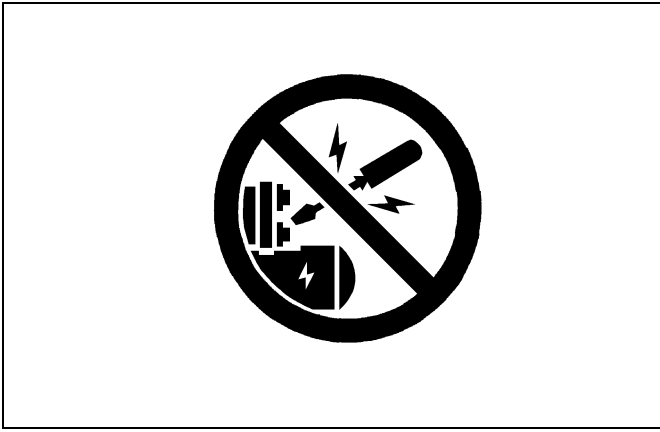
### ■ NOTE

: Gives helpful information.



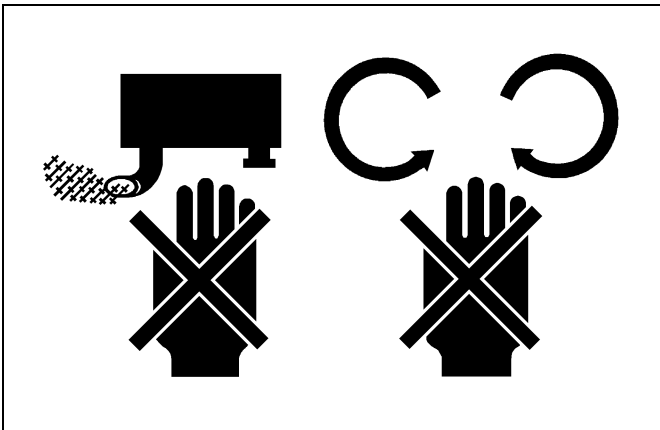
### BEFORE SERVICING AND REPAIRING

- Read all instructions and safety instructions in this manual and on your engine safety decals.
- Clean the work area and engine.
- Park the machine on a firm and level ground.
- Allow the engine to cool before proceeding.
- Stop the engine, and remove the key.
- Disconnect the battery negative cable.



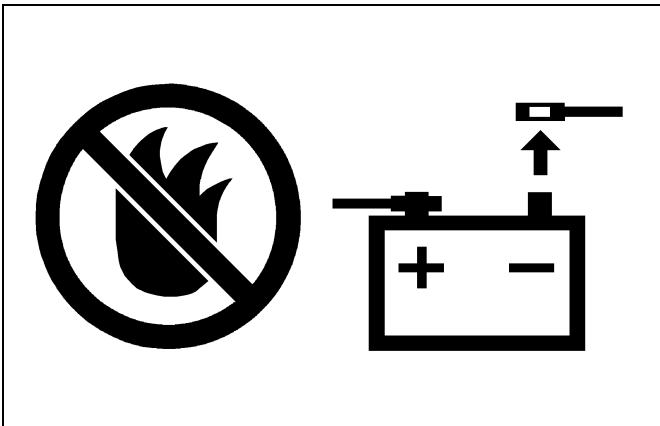
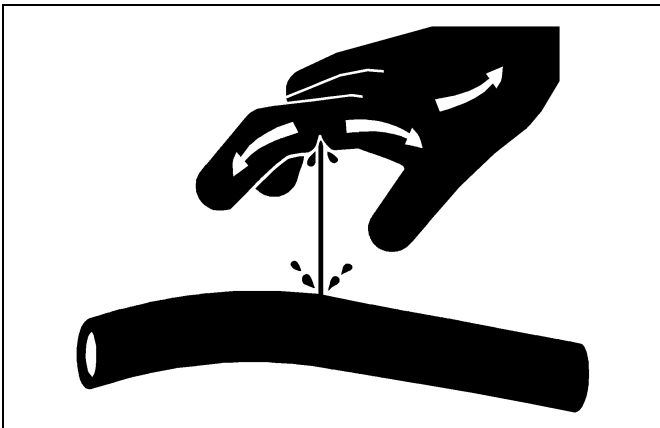
### SAFETY STARTING

- Do not start the engine by shorting across starter terminals or bypassing the safety start switch.
- Unauthorized modifications to the engine may impair the function and / or safety and affect engine life.



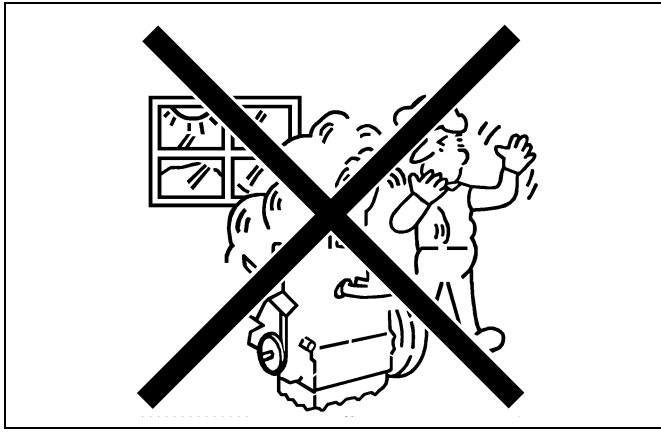
### SAFETY WORKING

- Do not work on the machine while under the influence of alcohol, medication, or other substances or while fatigued.
- Wear close fitting clothing and safety equipment appropriate to the job.
- Use tools appropriate to the work. Makeshift tools, parts, and procedures are not recommended.
- When servicing is performed together by two or more persons, take care to perform all work safely.
- Do not touch the rotating or hot parts while the engine is running.
- Never remove the radiator cap while the engine is running, or immediately after stopping. Otherwise, hot water will spout out from radiator. Only remove radiator cap when cool enough to touch with bare hands. Slowly loosen the cap to first stop to relieve pressure before removing completely.
- Escaping fluid (fuel or hydraulic oil) under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting hydraulic or fuel lines. Tighten all connections before applying pressure.
- Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.



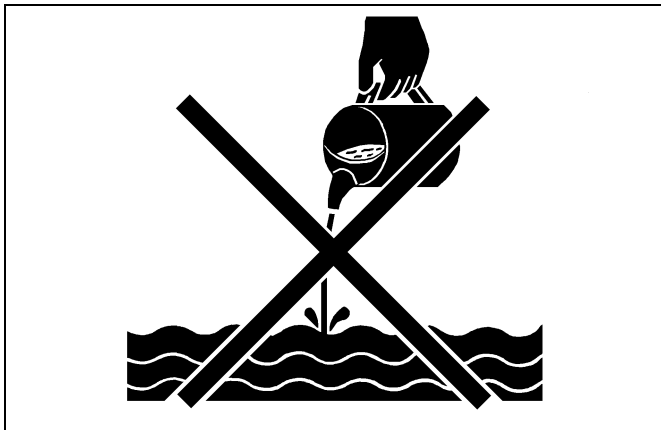
### AVOID FIRES

- Fuel is extremely flammable and explosive under certain conditions. Do not smoke or allow flames or sparks in your working area.
- To avoid sparks from an accidental short circuit, always disconnect the battery negative cable first and connect it last.
- Battery gas can explode. Keep sparks and open flame away from the top of battery, especially when charging the battery.
- Make sure that no fuel has been spilled on the engine.



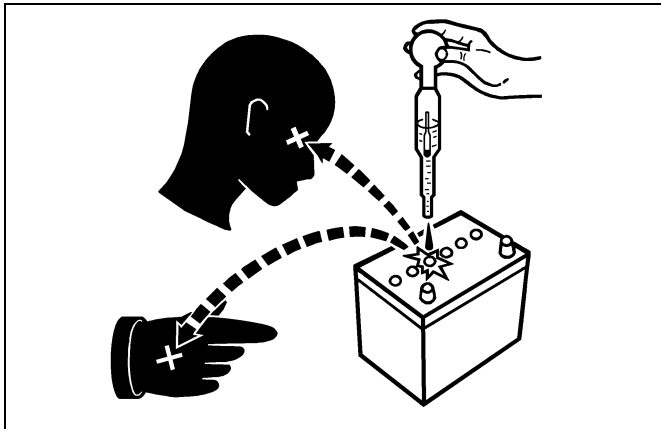
### VENTILATE WORK AREA

- If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in a closed area. The exhaust gas contains poisonous carbon monoxide.



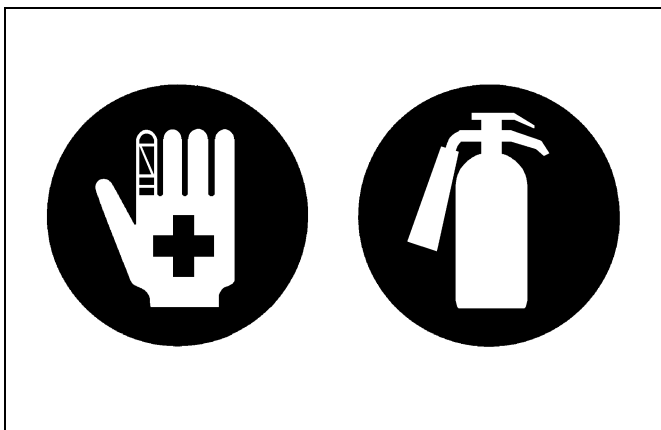
### DISPOSE OF FLUIDS PROPERLY

- Do not pour fluids into the ground, down a drain, or into a stream, pond, or lake. Observe relevant environmental protection regulations when disposing of oil, fuel, coolant, electrolyte and other harmful waste.



### PREVENT ACID BURNS

- Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, clothing and cause blindness if splashed into eyes. Keep electrolyte away from eyes, hands and clothing. If you spill electrolyte on yourself, flush with water, and get medical attention immediately.



### PREPARE FOR EMERGENCIES

- Keep a first aid kit and fire extinguisher handy at all times.
- Keep emergency numbers for doctors, ambulance service, hospital and fire department near your telephone.

# SPECIFICATIONS

| Model                     | D1503-M  | D1703-M  | D1803-M  |
|---------------------------|--|--|--|
| Number of Cylinders       | 3  |  |  |
| Type                      | Vertical, Water-cooled, 4 cycle diesel engine  |  |  |
| Bore × Stroke             | 83 × 92.4 mm (3.27 × 3.64 in.)   | 87 × 92.4 mm (3.43 × 3.64 in.)   | 87 × 102.4 mm (3.43 × 4.03 in.)  |
| Total Displacement        | 1499 cm <sup>3</sup> (91.47 cu.in.)  | 1647 cm <sup>3</sup> (100.51 cu.in.)   | 1826 cm <sup>3</sup> (111.43 cu.in.)   |
| ISO Net Cont.             | 20.4 kW / 2800 min <sup>-1</sup> (rpm)<br>(27.4 HP / 2800 min <sup>-1</sup> (rpm))   | 22.4 kW / 2800 min <sup>-1</sup> (rpm)<br>(30.0 HP / 2800 min <sup>-1</sup> (rpm)) | 23.3 kW / 2600 min <sup>-1</sup> (rpm)<br>(31.2 HP / 2600 min <sup>-1</sup> (rpm)) |
| ISO/SAE Net Intermittent  | 23.5 kW / 2800 min <sup>-1</sup> (rpm)<br>(31.5 HP / 2800 min <sup>-1</sup> (rpm))   | 25.7 kW / 2800 min <sup>-1</sup> (rpm)<br>(34.5 HP / 2800 min <sup>-1</sup> (rpm)) | 26.9 kW / 2600 min <sup>-1</sup> (rpm)<br>(36.1 HP / 2600 min <sup>-1</sup> (rpm)) |
| SAE Gross Intermittent    | 24.9 kW / 2800 min <sup>-1</sup> (rpm)<br>(33.4 HP / 2800 min <sup>-1</sup> (rpm))   | 27.4 kW / 2800 min <sup>-1</sup> (rpm)<br>(36.7 HP / 2800 min <sup>-1</sup> (rpm)) | 28.4 kW / 2600 min <sup>-1</sup> (rpm)<br>(38.1 HP / 2600 min <sup>-1</sup> (rpm)) |
| Maximum Bare Speed        | 3000 min <sup>-1</sup> (rpm)   |  | 2800 min <sup>-1</sup> (rpm)   |
| Minimum Bore Idling Speed | 750 to 850 min <sup>-1</sup> (rpm)   |  |  |
| Combustion Chamber        | Spherical Type (E-TVCS)  |  |  |
| Fuel Injection Pump       | Bosch Type Mini Pump   |  |  |
| Governor                  | All speed mechanical governor  |  |  |
| Direction of Rotation     | Counter-Clockwise (viewed from flywheel side)  |  |  |
| Injection Nozzle          | Bosch Throttle Type Mini Nozzle (OPD)  |  |  |
| Injection Timing          | 0.314 rad (18 °) before T.D.C.   |  |  |
| Firing Order              | 1-2-3  |  |  |
| Injection Pressure        | 13.73 MPa (140 kgf/cm <sup>2</sup> , 1991 psi)   |  |  |
| Compression Ratio         | 23 : 1   | 22.6 : 1   | 23.8 : 1   |
| Lubricating System        | Forced Lubrication by Trochoid Pump  |  |  |
| Oil Pressure Indicating   | Electrical type switch   |  |  |
| Lubricating Filter        | Full flow paper filter (cartridge type)  |  |  |
| Cooling System            | Pressurized radiator, forced circulation with water pump   |  |  |
| Starting System           | Electric Starting with Starter   |  |  |
| Starting Motor            | 12 V, 1.4 kW   |  | 12 V, 2.0 kW   |
| Starting Support Device   | By Glow Plug in Combustion Chamber   |  |  |
| Battery                   | 12 V, 60 AH, equivalent  |  | 12 V, 88 AH, equivalent  |
| Charging Alternator       | 12 V, 480 W  |  |  |
| Fuel                      | Diesel Fuel No.2-D (ASTM D975)   |  |  |
| Lubricating Oil           | Class CF lubricating oil as per API classification is recommended.<br>If this class of lubricating oil is not available, preferably use Class CD or CE lubricating oil.<br>For details on recommended lubricating oils, see page S-17, 20. |  |  |
| Lubricating Oil Capacity  | Oil Pan Depth 90 mm (3.54 in.)   | 5.6 L (1.48 U.S.gals)  |  |
|                           | Oil Pan Depth 124 mm (4.88 in.)  | 7.0 L (1.85 U.S.gals)  |  |
| Weight (Dry)              | 148 kg (326 lbs)   |  | 151 kg (333 lbs)   |

\* The specification described above is of the standard engine of each model.

\* Conversion Formula : HP = 0.746 kW, PS = 0.7355 kW

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| Model                     |                                    | V2203-M  | V2403-M  |
|---------------------------|------------------------------------|--|--|
| Number of Cylinders       |                                    | 4  |  |
| Type                      |                                    | Vertical, Water-cooled, 4 cycle diesel engine  |  |
| Bore × Stroke             |                                    | 87 × 92.4 mm (3.43 × 3.64 in.)   | 87 × 102.4 mm (3.43 × 4.03 in.)  |
| Total Displacement        |                                    | 2197 cm <sup>3</sup> (134.07 cu.in.)   | 2434 cm <sup>3</sup> (148.53 cu.in.)   |
| ISO Net Cont.             |                                    | 29.8 kW / 2800 min <sup>-1</sup> (rpm)<br>(40.0 HP / 2800 min <sup>-1</sup> (rpm))   | 31.0 kW / 2800 min <sup>-1</sup> (rpm)<br>(41.6 HP / 2600 min <sup>-1</sup> (rpm)) |
| ISO/SAE Net Intermittent  |                                    | 34.3 kW / 2800 min <sup>-1</sup> (rpm)<br>(46.0 HP / 2800 min <sup>-1</sup> (rpm))   | 35.8 kW / 2600 min <sup>-1</sup> (rpm)<br>(48.0 HP / 2600 min <sup>-1</sup> (rpm)) |
| SAE Gross Intermittent    |                                    | 36.4 kW / 2800 min <sup>-1</sup> (rpm)<br>(48.8 HP / 2800 min <sup>-1</sup> (rpm))   | 38.0 kW / 2600 min <sup>-1</sup> (rpm)<br>(51.0 HP / 2600 min <sup>-1</sup> (rpm)) |
| Maximum Bare Speed        |                                    | 3000 min <sup>-1</sup> (rpm)   | 2800 min <sup>-1</sup> (rpm)   |
| Minimum Bore Idling Speed |                                    | 750 to 850 min <sup>-1</sup> (rpm)   |  |
| Combustion Chamber        |                                    | Spherical Type (E-TVCS)  |  |
| Fuel Injection Pump       |                                    | Bosch Type Mini Pump   |  |
| Governor                  |                                    | All speed mechanical governor  |  |
| Direction of Rotation     |                                    | Counter-Clockwise (viewed from flywheel side)  |  |
| Injection Nozzle          |                                    | Bosch Throttle Type Mini Nozzle (OPD)  |  |
| Injection Timing          |                                    | 0.314 rad (18 °) before T.D.C.   |  |
| Firing Order              |                                    | 1-3-4-2  |  |
| Injection Pressure        |                                    | 13.73 MPa (140 kgf/cm <sup>2</sup> , 1991 psi)   |  |
| Compression Ratio         |                                    | 22.6 : 1   | 23.8 : 1   |
| Lubricating System        |                                    | Forced Lubrication by Trochoid Pump  |  |
| Oil Pressure Indicating   |                                    | Electrical type switch   |  |
| Lubricating Filter        |                                    | Full flow paper filter (cartridge type)  |  |
| Cooling System            |                                    | Pressurized radiator, forced circulation with water pump   |  |
| Starting System           |                                    | Electric Starting with Starter   |  |
| Starting Motor            |                                    | 12 V, 1.4 kW   | 12 V, 2.0 kW   |
| Starting Support Device   |                                    | By Glow Plug in Combustion Chamber   |  |
| Battery                   |                                    | 12 V, 88 AH, equivalent  | 12 V, 92 AH, equivalent  |
| Charging Alternator       |                                    | 12 V, 480 W  |  |
| Fuel                      |                                    | Diesel Fuel No.2-D (ASTM D975)   |  |
| Lubricating Oil           |                                    | Class CF lubricating oil as per API classification is recommended.<br>If this class of lubricating oil is not available, preferably use Class CD or CE lubricating oil.<br>For details on recommended lubricating oils, see page S-17, 20. |  |
| Lubricating Oil Capacity  | Oil Pan Depth<br>90 mm (3.54 in.)  | 7.6 L (2.01 U.S.gals)  |  |
|                           | Oil Pan Depth<br>124 mm (4.88 in.) | 9.5 L (2.51 U.S.gals)  |  |
| Weight (Dry)              |                                    | 180 kg (397 lbs)   | 184 kg (406 lbs)   |

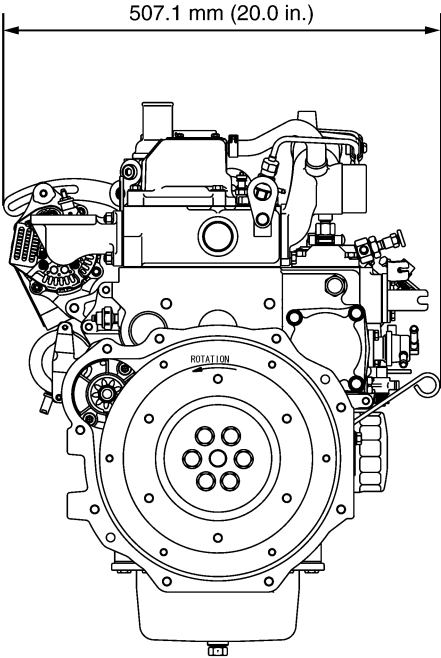
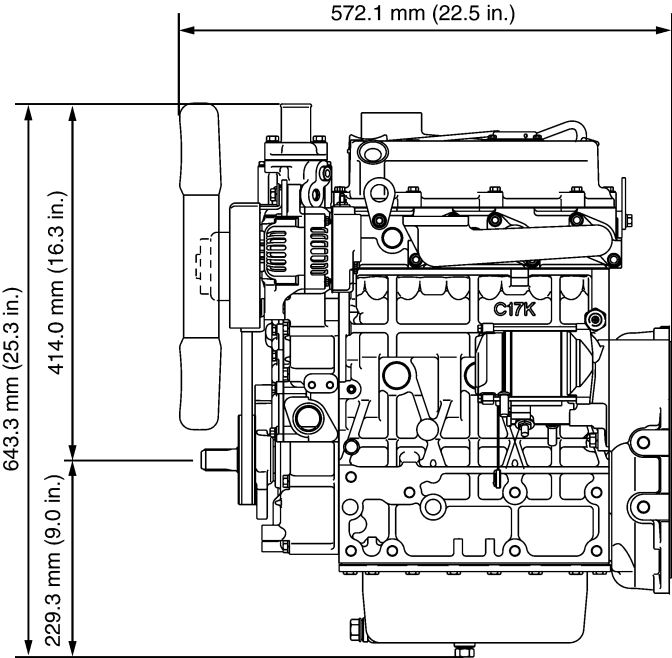
\* The specification described above is of the standard engine of each model.

\* Conversion Formula : HP = 0.746 kW, PS = 0.7355 kW

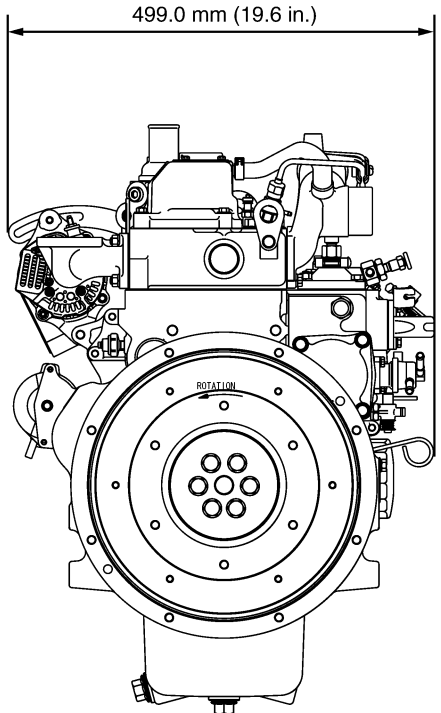
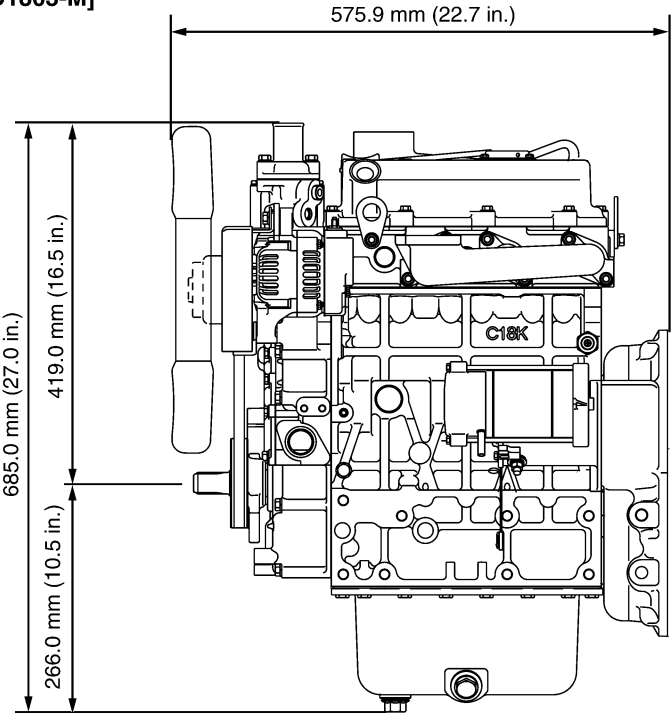
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DIMENSIONS

[D1503-M, D1703-M]

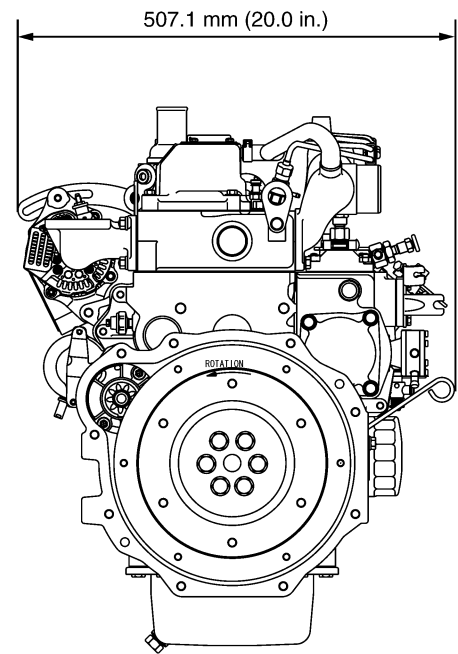
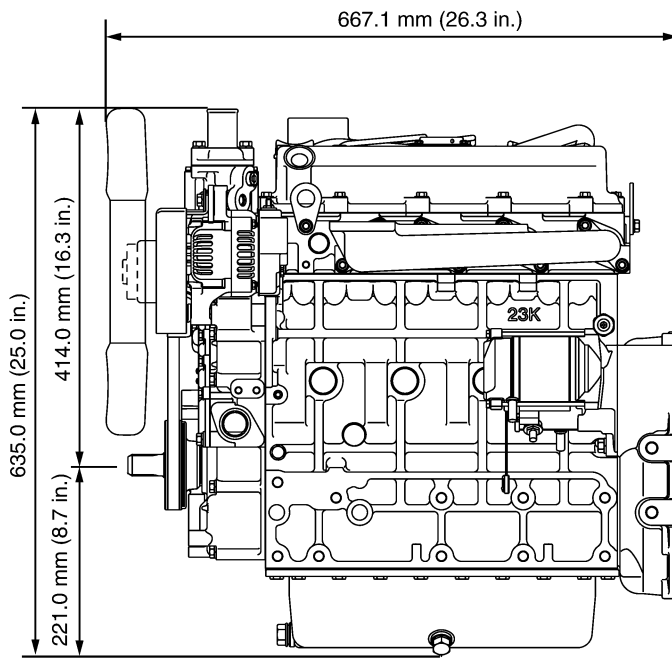
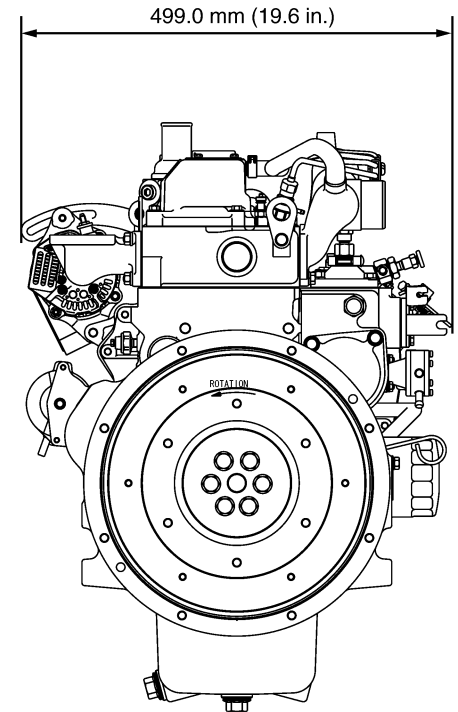
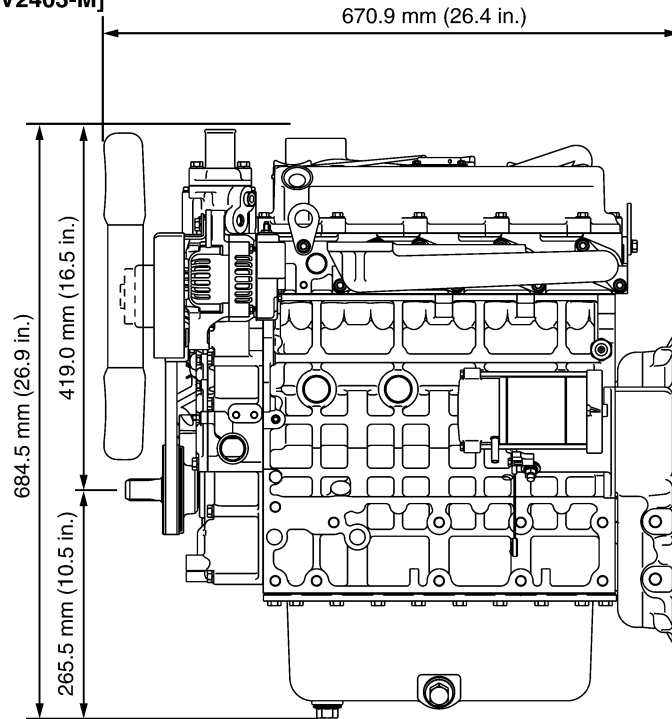


[D1803-M]



3EEADAAFP001A



**[V2203-M]****[V2403-M]**

3EEADAAFP002A

# MECHANISM

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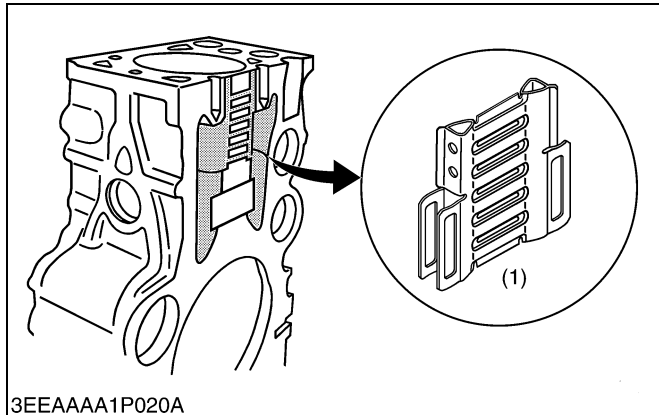
|   |     |
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| 1. ENGINE BODY .....                                      | M-1 |
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## NOTICE

For not above-mentioned engine mechanism information, please refer ENGINE MECHANISM WSM (97897-01870).

# 1. ENGINE BODY

## [1] HOLLOW CORE



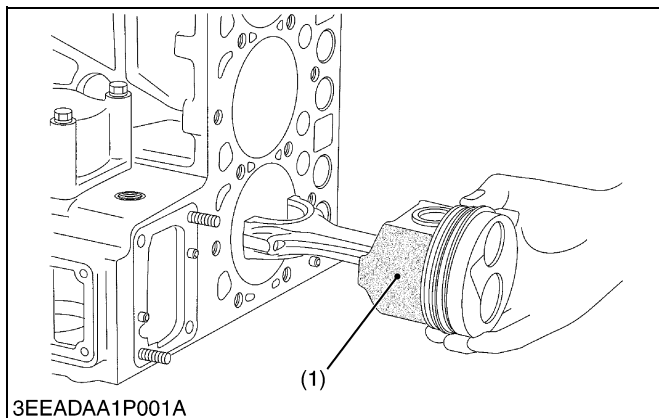
The cylinder block has a hollow core (1) already cast inside the cylinder-to-cylinder water jacket.

In this core, there is a pair of vertical cooling passages (right and left) as well as multiple horizontal cooling channels that interconnect these cooling passages. This design allows smoother cooling water flow through the cylinder block, which cools down a wider range between the cylinders more effectively.

(1) Hollow Core

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## [2] PISTON



Piston's skirt is coated with **molybdenum disulfide★**, which reduces the piston slap noise and thus the entire operating noise.

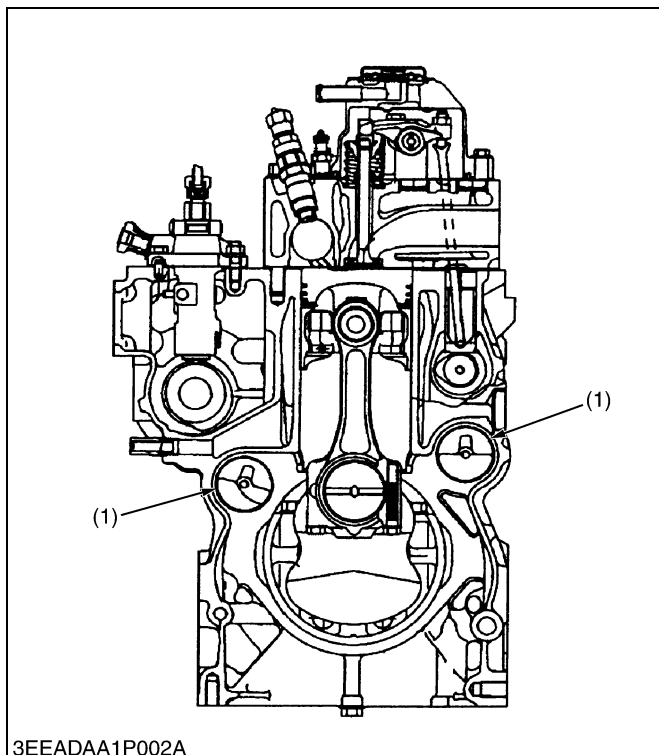
### ★Molybdenum disulfide (MoS<sub>2</sub>)

The molybdenum disulfide (1) serves as a solid lubricant, like a Graphite or Teflon. This material helps resist metal wears even with little lube oil.

(1) Molybdenum Disulfide

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## [3] BUILT-IN DYNAMIC BALANCER (BALANCER MODEL ONLY)



Engine are sure to vibrate by piston's reciprocation. Theoretically, three-cylinder engines are much less prone to cause vibration than four-cylinder ones (second inertia, etc.). However, any engine has many moving parts in addition to its pistons and cannot be completely free from vibration.

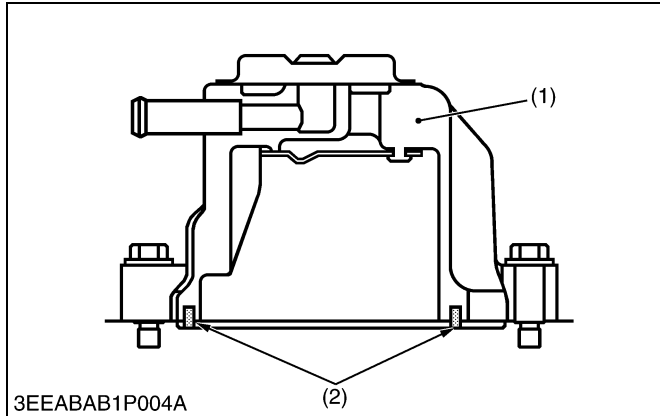
The four cylinders engine V2203 and V2403 can be fitted with balance weight on crankcase to absorb the second inertia mentioned above and reduce vibration.

This engine is internally provide with two balancers (1), one at the suction side and the other at the exhaust side.

(1) Balancer

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## [4] HALF-FLOATING HEAD COVER



The rubber packing (2) is fitted in to maintain the cylinder head cover (1) 0.5 mm (0.02 in.) or so off the cylinder head (1). This arrangement helps reduce noise coming from the cylinder head.

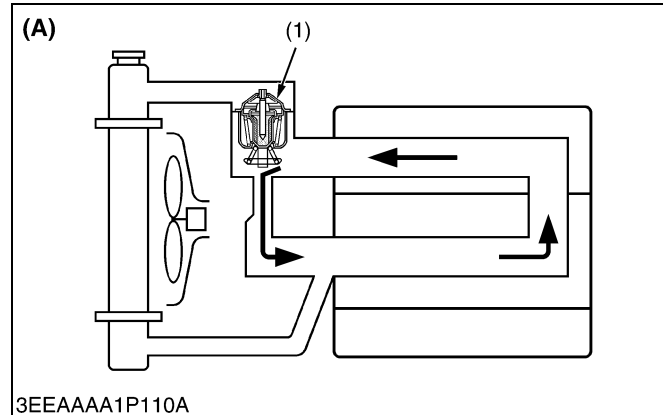
(1) Cylinder Head Cover

(2) Rubber Packing

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## 2. COOLING SYSTEM

### [1] BOTTOM BYPASS SYSTEM



Bottom bypass system is introduced in 03-M Series for improving the cooling performance of the radiator.

While the temperature of coolant in the engine is low, the thermostat is held closed and the coolant is allowed to flow through the bypass pipe and to circulate in the engine.

When the temperature exceeds the thermostat valve opening level, the thermostat fully opens itself to prevent the hot coolant from flowing through the bypass into the engine.

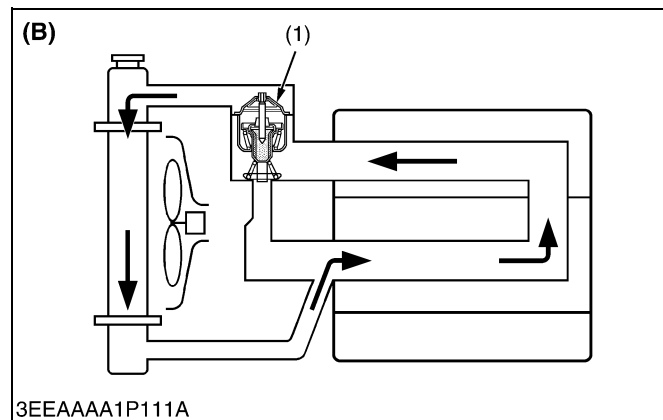
In this way, the radiator can increase its cooling performance.

(1) Thermostat

(A) Bypass Opened

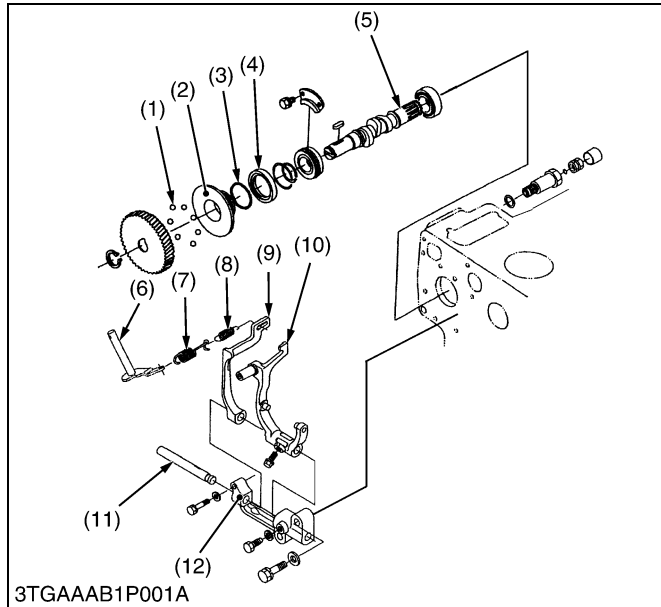
(B) Bypass Closed

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## 3. FUEL SYSTEM

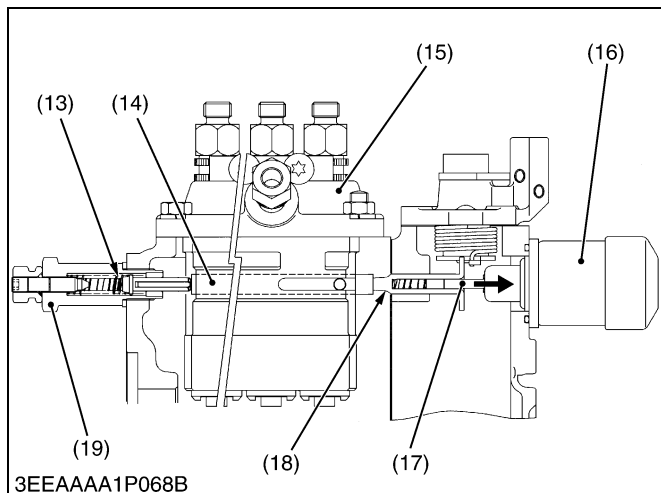
### [1] GOVERNOR



The governor serves to keep engine speed constant by automatically adjusting the amount of fuel supplied to the engine according to changes in the load. This engine employs an all-speed governor which controls the centrifugal force of the steel ball (1) weight, produced by rotation of the fuel camshaft (5), and the tension of the governor spring 1 (7) and 2 (8) are balanced.

- |                        |                        |
|------------------------|------------------------|
| (1) Steel Ball         | (7) Governor Spring 1  |
| (2) Governor Sleeve    | (8) Governor Spring 2  |
| (3) Steel Ball         | (9) Fork Lever 2       |
| (4) Governor Ball Case | (10) Fork Lever 1      |
| (5) Fuel Camshaft      | (11) Fork Lever Shaft  |
| (6) Governor Lever     | (12) Fork Lever Holder |

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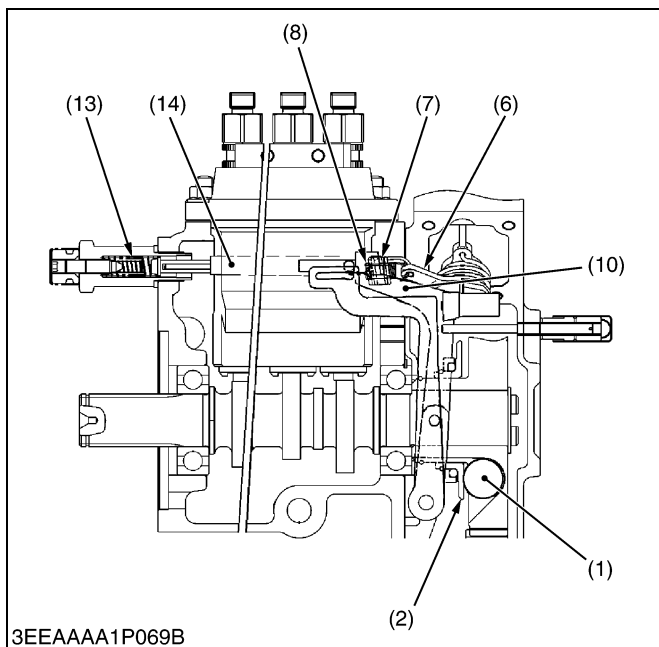
#### ■ At Start

Flowing of the battery current into the engine stop solenoid (16), the plunger (17) is actuated to arrow direction.

Since the steel ball (1) have no centrifugal force, the control rack (14) is pushed to the right by the start spring (13). Accordingly, the control rack (14) moves to the maximum injection position to assure easy starting.

- |                           |                       |
|---------------------------|-----------------------|
| (13) Start Spring         | (17) Plunger          |
| (14) Control Rack         | (18) Guide            |
| (15) Injection Pump       | (19) Idling Apparatus |
| (16) Engine Stop Solenoid |                       |

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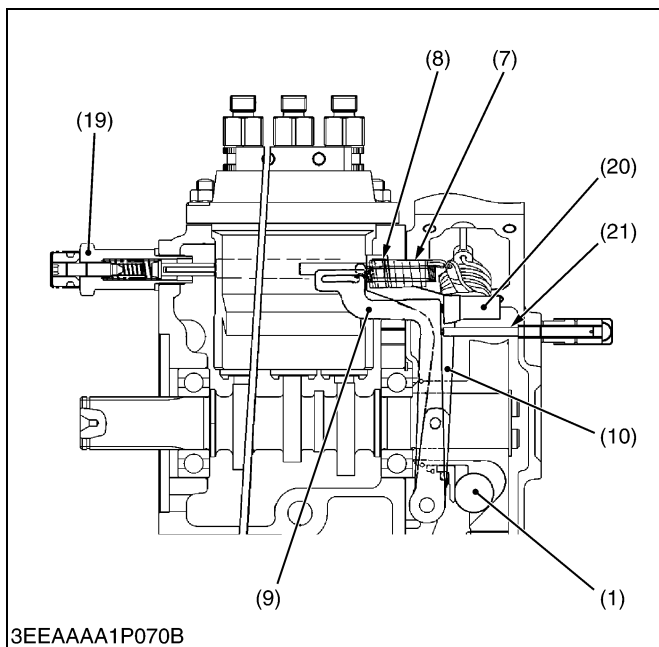
### ■ At Idling

When the speed control lever is set at the idling position after the engine starts, the governor spring 1 (7) does not work at all and the governor spring 2 (8) does only act slightly. The governor sleeve (2) is pushed leftward by a centrifugal force of steel ball (1).

Therefore, the fork lever 1 (10) and control rack (14) are moved to the left by the governor sleeve (2) and then the start spring (13) is compressed by the control rack (14). As a result, the control rack (14) is kept at a position where a centrifugal force of steel ball (1) and forces of start spring (13), governor spring 2 (8) are balanced, providing stable idling.

- |                       |                       |
|-----------------------|-----------------------|
| (1) Steel Ball        | (8) Governor Spring 2 |
| (2) Governor Sleeve   | (10) Fork Lever 1     |
| (6) Governor Lever    | (13) Start Spring     |
| (7) Governor Spring 1 | (14) Control Rack     |

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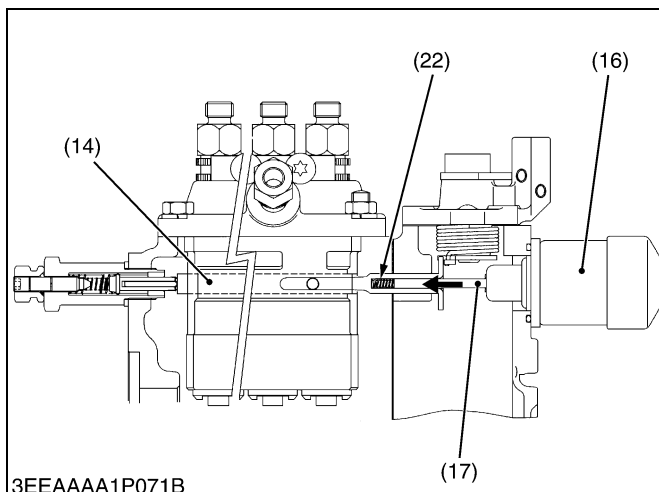
### ■ At High Speed Running with Overload

When an overload is applied to the engine running at a high speed, the centrifugal force of steel ball (1) becomes small as the engine speed is dropped, and fork lever 2 (9) is pulled to the right by the governor springs 1 (7) and 2 (8), increasing fuel injection. Though, fork lever 2 (9) becomes ineffective in increasing fuel injection when it is stopped by the adjusting screw (21).

After that, when the force of torque spring (20) becomes greater than the centrifugal force of the steel ball (1), fork lever 1 (10) moves rightward to increase fuel injection, causing the engine to run continuously at a high torque.

- |                       |                       |
|-----------------------|-----------------------|
| (1) Steel Ball        | (10) Fork Lever 1     |
| (7) Governor Spring 1 | (19) Idling Apparatus |
| (8) Governor Spring 2 | (20) Torque Spring    |
| (9) Fork Lever 2      | (21) Adjusting Screw  |

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### ■ To Stop Engine

When the battery current stops, the plunger (17) of engine stop solenoid (16) is returned to the original position, the spring (22) to keep the control rack (14) in "No fuel injection" position.

- |                           |              |
|---------------------------|--------------|
| (14) Control Rack         | (17) Plunger |
| (16) Engine Stop Solenoid | (22) Spring  |

W1018007

# SERVICING

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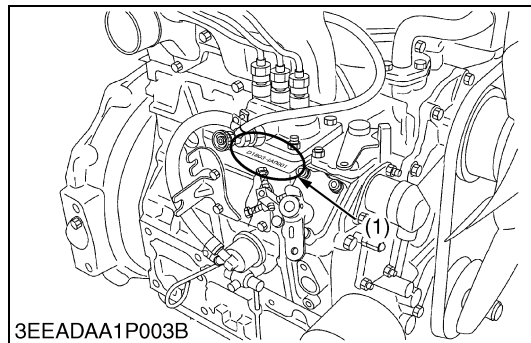


|  |       |
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# 1. GENERAL

## [1] ENGINE IDENTIFICATION

### (1) Model Name and Engine Serial Number



When contacting the manufacture, always specify your engine model name 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.

#### • Year of manufacture

| Alphabet or Number | Year | Alphabet or Number | Year |
|--------------------|------|--------------------|------|
| 1                  | 2001 | F                  | 2015 |
| 2                  | 2002 | G                  | 2016 |
| 3                  | 2003 | H                  | 2017 |
| 4                  | 2004 | J                  | 2018 |
| 5                  | 2005 | K                  | 2019 |
| 6                  | 2006 | L                  | 2020 |
| 7                  | 2007 | M                  | 2021 |
| 8                  | 2008 | N                  | 2022 |
| 9                  | 2009 | P                  | 2023 |
| A                  | 2010 | R                  | 2024 |
| B                  | 2011 | S                  | 2025 |
| C                  | 2012 | T                  | 2026 |
| D                  | 2013 | V                  | 2027 |
| E                  | 2014 |                    |      |

#### • Month of manufacture

| Month     | Engine Serial Number |         |
|-----------|----------------------|---------|
|           | 0001 ~ 9999          | 10000 ~ |
| January   | A0001 ~ A9999        | B0001 ~ |
| February  | C0001 ~ C9999        | D0001 ~ |
| March     | E0001 ~ E9999        | F0001 ~ |
| April     | G0001 ~ G9999        | H0001 ~ |
| May       | J0001 ~ J9999        | K0001 ~ |
| June      | L0001 ~ L9999        | M0001 ~ |
| July      | N0001 ~ N9999        | P0001 ~ |
| August    | Q0001 ~ Q9999        | R0001 ~ |
| September | S0001 ~ S9999        | T0001 ~ |
| October   | U0001 ~ U9999        | V0001 ~ |
| November  | W0001 ~ W9999        | X0001 ~ |
| December  | Y0001 ~ Y9999        | Z0001 ~ |

e.g. D1803-1A0001

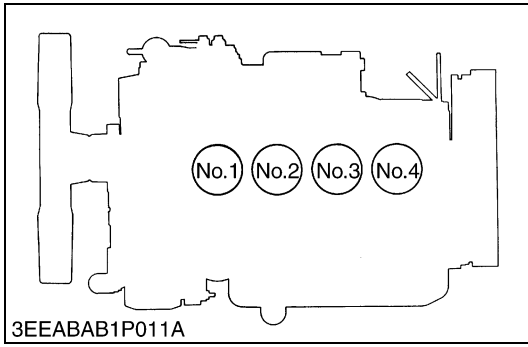
“1” indicates 2001 and “A” indicates January.

So, 1A indicates that the engine was manufactured in January, 2001.

(1) Engine Model Name and Serial Number

W1010477

## (2) Cylinder Number

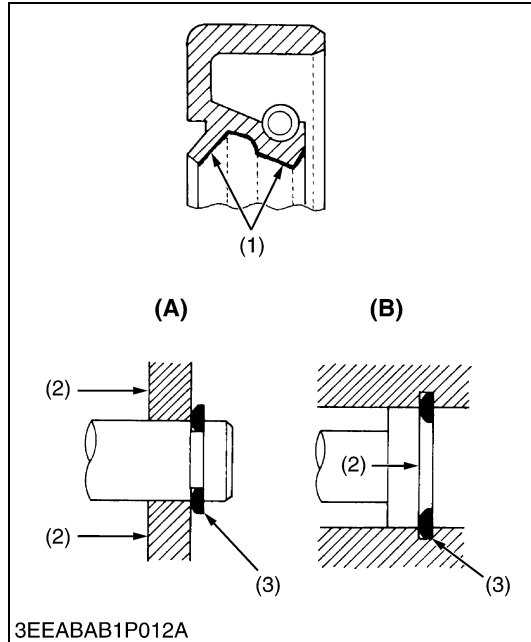


The cylinder numbers of 03-M Series diesel engine are designated as shown in the figure.

The sequence of cylinder numbers is given as No.1, No.2, No.3 and No.4 starting from the gear case side.

W1011077

## [2] GENERAL PRECAUTION



- 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 measuring.
- Use only KUBOTA genuine parts for parts replacement 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.
- Be sure to perform run-in the serviced or reassembled engine. Do not attempt to give heavy load at once, or serious damage may result to the engine.

(1) Grease

(2) Force

(3) Place the Sharp Edge against the Direction of Force

(A) External Snap Ring

(B) Internal Snap Ring

W1011734

### [3] TIGHTENING TORQUES

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 proper sequence and the proper torque.

#### (1) Tightening Torques for Special Use Screws, Bolts and Nuts

##### ■ NOTE

- For “\*” marked screws, bolts and nuts on the table, apply engine oil to their threads and seats before tightening.
- The letter “M” in Size x Pitch means that the screw, bolt or nut dimension stands for 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 screw            | M6 × 1.0     | 6.9 to 11.3    | 0.7 to 1.15  | 5.1 to 8.32    |
| * Cylinder head screw                | M11 × 1.25   | 93.2 to 98.1   | 9.5 to 10.0  | 68.7 to 72.3   |
| * Main bearing case screw 1          | M9 × 1.25    | 46.1 to 51.0   | 4.7 to 5.2   | 34.0 to 37.6   |
| * Main bearing case screw 2          | M10 × 1.25   | 68.6 to 73.5   | 7.0 to 7.5   | 50.6 to 54.2   |
| * Flywheel screw                     | M12 × 1.25   | 98.1 to 107.9  | 10.0 to 11.0 | 72.3 to 79.6   |
| * Connecting rod screw               | M8 × 1.0     | 44.1 to 49.0   | 4.5 to 5.0   | 32.5 to 36.2   |
| * Rocker arm bracket screw           | M8 × 1.25    | 23.5 to 27.5   | 2.4 to 2.8   | 17.4 to 20.3   |
| * Idle gear shaft screw              | M8 × 1.25    | 23.5 to 27.5   | 2.4 to 2.8   | 17.4 to 20.3   |
| Fan drive pulley mounting nut        | M30 × 1.5    | 137.3 to 156.9 | 14.0 to 16.0 | 101.3 to 115.7 |
| * Bearing case cover screw           | M8 × 1.25    | 23.5 to 27.5   | 2.4 to 2.8   | 17.4 to 20.3   |
| Glow plug                            | M10 × 1.25   | 19.6 to 24.5   | 2.0 to 2.5   | 14.5 to 18.1   |
| Nozzle holder assembly               | M20 × 1.5    | 49.0 to 68.6   | 5.0 to 7.0   | 36.2 to 50.6   |
| Oil Switch taper screw               | PT 1/8       | 14.7 to 19.6   | 1.5 to 2.0   | 10.8 to 14.5   |
| Injection pipe retaining nut         | M12 × 1.5    | 24.5 to 34.3   | 2.5 to 3.5   | 18.1 to 25.3   |
| Overflow pipe assembly retaining nut | —            | 19.6 to 24.5   | 2.0 to 2.5   | 14.5 to 18.1   |
| Camshaft set screw                   | M8 × 1.25    | 23.5 to 27.5   | 2.4 to 2.8   | 17.4 to 20.3   |
| Hi-idling body                       | M14 × 1.0    | 44.1 to 49.0   | 4.5 to 5.0   | 32.6 to 36.3   |
| Balancer shaft set bolt              | M8 × 1.25    | 23.5 to 27.5   | 2.4 to 2.8   | 17.4 to 20.3   |

W1013236

#### (2) Tightening Torques for General Use Screws, Bolts and Nuts

| Grade<br>Nominal Diameter | Standard Screw and Bolt<br>④ |              |              | Special Screw and Bolt<br>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 6.9   | 9.8 to 11.3                 | 1.00 to 1.15 | 7.23 to 8.32 |
| M8                        | 17.7 to 20.6                 | 1.8 to 2.1   | 13.0 to 15.2 | 23.5 to 27.5                | 2.4 to 2.8   | 17.4 to 20.3 |
| M10                       | 39.2 to 45.1                 | 4.0 to 4.6   | 28.9 to 33.3 | 48.1 to 55.9                | 4.9 to 5.7   | 35.4 to 41.2 |
| M12                       | 62.8 to 72.6                 | 6.4 to 7.4   | 46.3 to 53.5 | 77.5 to 90.2                | 7.9 to 9.2   | 57.1 to 66.5 |

W10371750

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 SS400, S20C         |
| 7              | Special screw and bolt S43C, S48C (Refined) |

W1012705

## [4] TROUBLESHOOTING

| Symptom                                | Probable Cause  | Solution  | Reference Page           |
|--|---|---|--------------------------|
| <b>Engine Does Not Start</b>           | No fuel   | Replenish fuel  | –                        |
|  | Air in the fuel system  | Vent air  | S-21                     |
|  | Water in the fuel system  | Change fuel and repair or replace fuel system                                 | S-21, 28                 |
|  | Fuel hose clogged   | Clean or replace  | S-21                     |
|  | Fuel filter clogged   | Replace   | S-28                     |
|  | Excessively high viscosity of fuel or engine oil at low temperature | Use specified fuel or engine oil  | –                        |
|  | Fuel with low cetane number   | Use specified fuel  | –                        |
|  | Fuel leak due to loose injection pipe retaining nut                 | Tighten retaining nut   | S-53                     |
|  | Incorrect injection timing  | Adjust  | S-95                     |
|  | Fuel camshaft worn  | Replace   | S-62                     |
|  | Injection nozzle clogged  | Clean or replace  | S-54, 97                 |
|  | Injection pump malfunctioning                                       | Repair or replace   | S-57, 96                 |
|  | 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  | S-61                     |
|  | Piston ring and cylinder worn                                       | Replace   | S-50, 64, 65, 80, 81, 88 |
|  | Excessive valve clearance   | Adjust  | S-51                     |
|  | Stop solenoid malfunctioning  | Replace   | –                        |
| <b>(Starter Does Not Run)</b>          | Battery discharged  | Charge  | S-32, 33                 |
|  | Starter malfunctioning  | Replace   | S-52, 99, 102, 104, 105  |
|  | Key switch malfunctioning   | Repair or replace   | –                        |
|  | Wiring disconnected   | Connect   | –                        |
| <b>Engine Revolution Is Not Smooth</b> | Fuel filter clogged or dirty  | Replace   | S-28                     |
|  | Air cleaner clogged   | Clean or replace  | S-22, 27, 33             |
|  | Fuel leak due to loose injection pipe retaining nut                 | Tighten retaining nut   | S-53                     |
|  | Injection pump malfunctioning                                       | Repair or replace   | S-57, 96                 |
|  | Incorrect nozzle injection pressure                                 | Adjust  | S-54, 97                 |
|  | Injection nozzle stuck or clogged                                   | Repair or replace   | S-54, 97                 |
|  | Governor malfunctioning   | Repair  | S-58, 62                 |

W1014322

| Symptom  | Probable Cause                                 | Solution                                  | Reference Page           |
|--|--|---|--------------------------|
| <b>Either White or Blue Exhaust Gas Is Observed</b>      | Excessive engine oil                           | Reduce to specified level                 | S-18                     |
|  | Piston ring and liner worn or stuck            | Repair or replace                         | S-50, 64, 65, 80, 81, 88 |
|  | Incorrect injection timing                     | Adjust                                    | S-95                     |
| <b>Either Black or Dark Gray Exhaust Gas Is Observed</b> | Overload                                       | Lessen the load                           | –                        |
|  | Low grade fuel used                            | Use specified fuel                        | –                        |
|  | Fuel filter clogged                            | Replace                                   | S-28                     |
|  | Air cleaner clogged                            | Clean or replace                          | S-22, 27, 33             |
|  | Deficient nozzle injection                     | Repair or replace nozzle                  | S-54, 97                 |
| <b>Deficient Output</b>                                  | Incorrect injection timing                     | Adjust                                    | S-95                     |
|  | Engine's moving parts seem to be seizing       | Repair or replace                         | –                        |
|  | Injection pump malfunctioning                  | Repair or replace                         | S-57, 96                 |
|  | Deficient nozzle injection                     | Repair or replace nozzle                  | S-54, 97                 |
|  | Compression leak                               | Check the compression pressure and repair | S-50                     |
|  | Air cleaner dirty or clogged                   | Clean or replace                          | S-22, 27, 33             |
| <b>Excessive Lubricant Oil Consumption</b>               | Piston ring's gap facing the same direction    | Shift ring gap direction                  | S-64                     |
|  | Oil ring worn or stuck                         | Replace                                   | S-65, 80, 81             |
|  | Piston ring groove worn                        | Replace piston                            | S-65, 81                 |
|  | Valve stem and valve guide worn                | Replace                                   | S-56, 70, 71             |
|  | Crankshaft bearing, and crank pin bearing worn | Replace                                   | –                        |
|  | Oil leaking due to defective seals or packing  | Replace                                   | –                        |
| <b>Fuel Mixed into Lubricant Oil</b>                     | Injection pump's plunger worn                  | Repair or replace                         | S-57, 96                 |
|  | Deficient nozzle injection                     | Repair or replace nozzle                  | S-54, 97, 98             |
|  | Injection pump broken                          | Replace                                   | S-57                     |
| <b>Water Mixed into Lubricant Oil</b>                    | Head gasket defective                          | Replace                                   | S-55                     |
|  | Cylinder block or cylinder head flawed         | Replace                                   | S-55, 69                 |

W1014322

| Symptom                          | Probable Cause                                  | Solution                             | Reference Page       |
|----------------------------------|---|--------------------------------------|----------------------|
| <b>Low Oil Pressure</b>          | Engine oil insufficient                         | Replenish                            | S-18                 |
|                                  | Oil strainer clogged                            | Clean                                | S-63                 |
|                                  | Relief valve stuck with dirt                    | Clean                                | –                    |
|                                  | Relief valve spring weaken or broken            | Replace                              | –                    |
|                                  | Excessive oil clearance of crankshaft bearing   | Replace                              | S-67, 84, 85, 86, 87 |
|                                  | Excessive oil clearance of crankpin bearing     | Replace                              | S-64, 83             |
|                                  | Excessive oil clearance of rocker arm           | Replace                              | S-54, 73             |
|                                  | Oil passage clogged                             | Clean                                | –                    |
|                                  | Different type of oil                           | Use specified type of oil            | S-20                 |
|                                  | Oil pump defective                              | Replace                              | S-62, 90, 91         |
| <b>High Oil Pressure</b>         | Different type of oil                           | Use specified type of oil            | S-20                 |
|                                  | Relief valve defective                          | Replace                              | –                    |
| <b>Engine Overheated</b>         | Engine oil insufficient                         | Replenish                            | S-20                 |
|                                  | Fan belt broken or elongated                    | Replace or adjust                    | S-23, 31             |
|                                  | Coolant insufficient                            | Replenish                            | S-19                 |
|                                  | Radiator net and radiator fin clogged with dust | Clean                                | –                    |
|                                  | Inside of radiator corroded                     | Clean or replace                     | S-29                 |
|                                  | Coolant flow route corroded                     | Clean or replace                     | S-29, 30             |
|                                  | Radiator cap defective                          | Replace                              | S-92                 |
|                                  | Overload running                                | Reduce the load                      | –                    |
|                                  | Head gasket defective                           | Replace                              | S-55                 |
|                                  | Incorrect injection timing                      | Adjust                               | S-95                 |
|                                  | Unsuitable fuel used                            | Use specified fuel                   | –                    |
| <b>Battery Quickly Discharge</b> | Battery electrolyte insufficient                | Replenish distilled water and charge | S-22, 32             |
|                                  | Fan belt slips                                  | Adjust belt tension or change        | S-22, 23, 31         |
|                                  | Wiring disconnected                             | Connect                              | –                    |
|                                  | Rectifier defective                             | Replace                              | S-103, 107           |
|                                  | Alternator defective                            | Replace                              | S-103, 106, 107      |
|                                  | Battery defective                               | Replace                              | –                    |

W1014322



## [5] SERVICING SPECIFICATIONS

### ENGINE BODY

| Item  |                 | Factory Specification   | Allowable Limit  |
|---|-----------------|---|--|
| Cylinder Head Surface                                       | Flatness        | —   | 0.05 mm / 500 mm<br>0.0020 in. /<br>19.69 in.  |
| Compression Pressure<br>(When Cranking with Starting Motor) |                 | 3.53 to 4.02 MPa /<br>290 min <sup>-1</sup> (rpm)<br>36 to 41 kgf/cm <sup>2</sup> /<br>290 min <sup>-1</sup> (rpm)<br>512 to 583 psi /<br>290 min <sup>-1</sup> (rpm) | 2.55 MPa /<br>290 min <sup>-1</sup> (rpm)<br>26 kgf/cm <sup>2</sup> /<br>290 min <sup>-1</sup> (rpm)<br>370 psi /<br>290 min <sup>-1</sup> (rpm) |
| Difference among Cylinders                                  |                 | —   | 10 % or less   |
| Top Clearance   |                 | 0.55 to 0.70 mm<br>0.0217 to 0.0276 in.   | —  |
| Valve Clearance (When Cold)                                 |                 | 0.18 to 0.22 mm<br>0.0071 to 0.0087 in.   | —  |
| Valve Seat  | Width (Intake)  | 2.12 mm<br>0.0835 in.   | —  |
|   | Width (Exhaust) | 2.12 mm<br>0.0835 in.   | —  |
| Valve Seat  | Angle (Intake)  | 1.047 rad<br>60 °   | —  |
|   | Angle (Exhaust) | 0.785 rad<br>45 °   | —  |
| Valve Face  | Angle (Intake)  | 1.047 rad<br>60 °   | —  |
|   | Angle (Exhaust) | 0.785 rad<br>45 °   | —  |
| Valve Stem to Valve Guide                                   | Clearance       | 0.040 to 0.070 mm<br>0.00157 to 0.00276 in.   | 0.10 mm<br>0.0039 in.  |
| Valve Stem  | O.D.            | 7.960 to 7.975 mm<br>0.31339 to 0.31398 in.   | —  |
| Valve Guide   | I.D.            | 8.015 to 8.030 mm<br>0.31555 to 0.31614 in.   | —  |
| Valve Recessing   | Protrusion      | 0.05 mm<br>0.0020 in.   | —  |
|   | Recessing       | to<br>0.15 mm<br>0.0059 in.   | 0.4 mm<br>0.0157 in.   |

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**ENGINE BODY (Continued)**

| Item                           |  |                                  | Factory Specification  | Allowable Limit   |
|--------------------------------|--|----------------------------------|--|---|
| Valve Timing (Intake Valve)    | D1503-M                                  | Open                             | 0.14 rad (8 °)<br>before T.D.C.                                  | —   |
|                                |  | Close                            | 0.35 rad (20 °)<br>after B.D.C.                                  | —   |
|                                | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M | Open                             | 0.21 rad (12 °)<br>before T.D.C.                                 | —   |
|                                |  | Close                            | 0.63 rad (36 °)<br>after B.D.C.                                  | —   |
| Valve Timing (Exhaust Valve)   | D1503-M                                  | Open                             | 1.05 rad (60 °)<br>before B.D.C.                                 | —   |
|                                |  | Close                            | 0.21 rad (12 °)<br>after T.D.C.                                  | —   |
|                                | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M | Open                             | 0.99 rad (57 °)<br>before B.D.C.                                 | —   |
|                                |  | Close                            | 0.21 rad (12 °)<br>after T.D.C.                                  | —   |
| Valve Spring                   |  | Free Length                      | 41.7 to 42.2 mm<br>1.6417 to 1.6614 in.                          | 41.2 mm<br>1.6220 in.   |
|                                |  | Setting Load /<br>Setting Length | 117.6 N / 35.0 mm<br>12.0 kgf / 35.0 mm<br>26.4 lbs / 1.3780 in. | 100.0 N /35.0 mm<br>10.2 kgf /35.0 mm<br>22.5 lbs /1.3780 in. |
|                                |  | Tilt                             | —  | 1.0 mm<br>0.039 in.   |
| Rocker Arm Shaft to Rocker Arm |  | Clearance                        | 0.016 to 0.045 mm<br>0.00063 to 0.00177 in.                      | 0.10 mm<br>0.0039 in.   |
| Rocker Arm Shaft               |  | O.D.                             | 13.973 to 13.984 mm<br>0.55012 to 0.55055 in.                    | —   |
| Rocker Arm                     |  | I.D.                             | 14.000 to 14.018 mm<br>0.55118 to 0.55189 in.                    | —   |
| Push Rod                       |  | Alignment                        | —  | 0.25 mm<br>0.0098 in.   |
| Tappet to Tappet Guide         |  | Clearance                        | 0.020 to 0.062 mm<br>0.00079 to 0.00244 in.                      | 0.07 mm<br>0.0028 in.   |
| Tappet                         |  | O.D.                             | 23.959 to 23.980 mm<br>0.94327 to 0.94410 in.                    | —   |
| Tappet Guide                   |  | I.D.                             | 24.000 to 24.021 mm<br>0.94488 to 0.94571 in.                    | —   |

W1013874

**ENGINE BODY (Continued)**

| Item  |                              | Factory Specification                         | Allowable Limit        |
|---|------------------------------|---|------------------------|
| Timing Gear<br>Crank Gear to Idle Gear              | Backlash                     | 0.0415 to 0.1122 mm<br>0.00163 to 0.00442 in. | 0.15 mm<br>0.0059 in.  |
| Idle Gear to Cam Gear                               | Backlash                     | 0.0415 to 0.1154 mm<br>0.00163 to 0.00454 in. | 0.15 mm<br>0.0059 in.  |
| Idle Gear to Injection Pump Gear                    | Backlash                     | 0.0415 to 0.1154 mm<br>0.00163 to 0.00454 in. | 0.15 mm<br>0.0059 in.  |
| Crank Gear to Oil Pump Gear                         | Backlash                     | 0.0415 to 0.1090 mm<br>0.00163 to 0.00429 in. | 0.15 mm<br>0.0059 in.  |
| Idle Gear to Balancer Gear<br>(Balancer Model Only) | Backlash<br>(Intake side)    | 0.0350 to 0.1160 mm<br>0.00138 to 0.00457 in. | 0.15 mm<br>0.0059 in.  |
|   | Backlash<br>(Exhaust side)   | 0.0350 to 0.1160 mm<br>0.00138 to 0.00457 in. | 0.15 mm<br>0.0059 in.  |
| Idle Gear   | Side Clearance               | 0.12 to 0.48 mm<br>0.0047 to 0.0189 in.       | 0.9 mm<br>0.0354 in.   |
| Idle Gear Shaft to Idle Gear Bushing                | Clearance                    | 0.025 to 0.066 mm<br>0.00098 to 0.00260 in.   | 0.10 mm<br>0.0039 in.  |
| Idle Gear Shaft                                     | O.D.                         | 37.959 to 37.975 mm<br>1.49445 to 1.49508 in. | —                      |
| Idle Gear Bushing                                   | I.D.                         | 38.000 to 38.025 mm<br>1.49606 to 1.49705 in. | —                      |
| Camshaft  | Side Clearance               | 0.07 to 0.22 mm<br>0.0028 to 0.0087 in.       | 0.30 mm<br>0.0118 in.  |
| Camshaft  | Alignment                    | —   | 0.01 mm<br>0.0004 in.  |
| Cam   | Height<br>(Intake / Exhaust) | 33.90 mm<br>1.3346 in.                        | 33.85 mm<br>1.3327 in. |
| Camshaft Journal to Cylinder Block Bore             | Clearance                    | 0.050 to 0.091 mm<br>0.00197 to 0.00358 in.   | 0.15 mm<br>0.0059 in.  |
| Camshaft Journal                                    | O.D.                         | 39.934 to 39.950 mm<br>1.57221 to 1.57284 in. | —                      |
| Cylinder Block Bore                                 | I.D.                         | 40.000 to 40.025 mm<br>1.57480 to 1.57579 in. | —                      |
| Balancer Shaft<br>(Balancer Model Only)             | Side Clearance               | 0.07 to 0.22 mm<br>0.0028 to 0.0087 in.       | 0.30 mm<br>0.0118 in.  |
| Balancer Shaft<br>(Balancer Model Only)             | Alignment                    | —   | 0.02 mm<br>0.0008 in.  |

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**ENGINE BODY (Continued)**

| Item   |  |           | Factory Specification                         | Allowable Limit        |
|--|--|-----------|---|------------------------|
| Balancer Shaft Journal 1 to Balancer Shaft Bearing 1 (Balancer Model Only) |  | Clearance | 0.030 to 0.111 mm<br>0.00118 to 0.00437 in.   | 0.20 mm<br>0.0079 in.  |
| Balancer Shaft Journal 1   |  | O.D.      | 43.934 to 43.950 mm<br>1.72969 to 1.73032 in. | —                      |
| Balancer Shaft Bearing 1   |  | I.D.      | 43.980 to 44.045 mm<br>1.73150 to 1.73406 in. | —                      |
| Balancer Shaft Journal 2 to Balancer Shaft Bearing 2 (Balancer Model Only) |  | Clearance | 0.030 to 0.111 mm<br>0.00118 to 0.00437 in.   | 0.20 mm<br>0.0079 in.  |
| Balancer Shaft Journal 2   |  | O.D.      | 41.934 to 41.950 mm<br>1.65095 to 1.65158 in. | —                      |
| Balancer Shaft Bearing 2   |  | I.D.      | 41.980 to 42.045 mm<br>1.65276 to 1.65532 in. | —                      |
| Balancer Shaft Journal 3 to Balancer Shaft Bearing 3 (Balancer Model Only) |  | Clearance | 0.020 to 0.094 mm<br>0.00079 to 0.00370 in.   | 0.20 mm<br>0.0079 in.  |
| Balancer Shaft Journal 3   |  | O.D.      | 21.947 to 21.960 mm<br>0.86406 to 0.86457 in. | —                      |
| Balancer Shaft Bearing 3   |  | I.D.      | 21.980 to 22.041 mm<br>0.86535 to 0.86776 in. | —                      |
| Piston Pin Bore  |  | I.D.      | 25.000 to 25.013 mm<br>0.98425 to 0.98476 in. | 25.05 mm<br>0.9862 in. |
| Second Ring to Ring Groove   | D1503-M                                  | Clearance | 0.093 to 0.120 mm<br>0.0037 to 0.0047 in.     | 0.20 mm<br>0.0079 in.  |
|  | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M |           | 0.093 to 0.128 mm<br>0.0037 to 0.0050 in.     | 0.20 mm<br>0.0079 in.  |
| Oil Ring to Ring Groove  |  | Clearance | 0.020 to 0.060 mm<br>0.0008 to 0.0024 in.     | 0.15 mm<br>0.0059 in.  |
| Top Ring   | D1503-M                                  | Ring Gap  | 0.20 to 0.35 mm<br>0.0079 to 0.0138 in.       | 1.25 mm<br>0.0492 in.  |
|  | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M |           | 0.20 to 0.40 mm<br>0.0079 to 0.0157 in.       | 1.25 mm<br>0.0492 in.  |
| Second Ring  |  | Ring Gap  | 0.30 to 0.45 mm<br>0.0118 to 0.0177 in.       | 1.25 mm<br>0.0492 in.  |
| Oil Ring   |  | Ring Gap  | 0.25 to 0.45 mm<br>0.0098 to 0.0177 in.       | 1.25 mm<br>0.0492 in.  |
| Connecting Rod   |  | Alignment | —   | 0.05 mm<br>0.0020 in.  |

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**ENGINE BODY (Continued)**

| Item   |                               | Factory Specification |   | Allowable Limit        |
|--|-------------------------------|-----------------------|---|------------------------|
| Piston Pin to Small End Bushing  |                               | Clearance             | 0.014 to 0.038 mm<br>0.00055 to 0.00150 in.   | 0.15 mm<br>0.0059 in.  |
| Piston Pin   |                               | O.D.                  | 25.002 to 25.011 mm<br>0.98433 to 0.98469 in. | —                      |
| Small End Bushing  |                               | I.D.                  | 25.025 to 25.040 mm<br>0.98524 to 0.98583 in. | —                      |
| Crankshaft   |                               | Alignment             | —   | 0.02 mm<br>0.00079 in. |
| Crankshaft Journal to Crankshaft Bearing 1<br>(Serial No.: below 3R9999) |                               | Oil Clearance         | 0.040 to 0.118 mm<br>0.00157 to 0.00465 in.   | 0.20 mm<br>0.0079 in.  |
| Crankshaft Journal   | D1503-M<br>D1703-M<br>V2203-M | O.D.                  | 51.921 to 51.940 mm<br>2.04413 to 2.04488 in. | —                      |
| Crankshaft Bearing 1   | D1803-M<br>V2403-M            |                       | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. | —                      |
|  | D1503-M<br>D1703-M<br>V2203-M | I.D.                  | 51.980 to 52.039 mm<br>2.04646 to 2.04878 in. | —                      |
|  | D1803-M<br>V2403-M            |                       | 59.980 to 60.039 mm<br>2.36142 to 2.36374 in. | —                      |
| Crankshaft Journal to Crankshaft Bearing 1<br>(Serial No.: above 3S0001) |                               | Oil Clearance         | 0.040 to 0.118 mm<br>0.00157 to 0.00465 in.   | 0.20 mm<br>0.0079 in.  |
| Crankshaft Journal   |                               | O.D.                  | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. | —                      |
| Crankshaft Bearing 1   |                               | I.D.                  | 59.980 to 60.039 mm<br>2.36142 to 2.36374 in. | —                      |
| Crankshaft Journal to Crankshaft Bearing 2<br>(Serial No.: below 3R9999) |                               | Oil Clearance         | 0.040 to 0.104 mm<br>0.00157 to 0.00409 in.   | 0.20 mm<br>0.0079 in.  |
| Crankshaft Journal   | D1503-M<br>D1703-M<br>V2203-M | O.D.                  | 51.921 to 51.940 mm<br>2.04413 to 2.04488 in. | —                      |
| Crankshaft Bearing 2   | D1803-M<br>V2403-M            |                       | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. | —                      |
|  | D1503-M<br>D1703-M<br>V2203-M | I.D.                  | 51.980 to 52.025 mm<br>2.04646 to 2.04823 in. | —                      |
|  | D1803-M<br>V2403-M            |                       | 59.980 to 60.025 mm<br>2.36142 to 2.36319 in. | —                      |

W1029676

**ENGINE BODY (Continued)**

| Item  |  |                | Factory Specification                         | Allowable Limit         |
|---|--|----------------|---|-------------------------|
| Crankshaft Journal to Crankshaft Bearing 2 (Serial No.: above 3S0001) |  | Oil Clearance  | 0.040 to 0.104 mm<br>0.00157 to 0.00409 in.   | 0.20 mm<br>0.0079 in.   |
| Crankshaft Journal  |  | O.D.           | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. | —                       |
| Crankshaft Bearing 2  |  | I.D.           | 59.980 to 60.025 mm<br>2.36142 to 2.36319 in. | —                       |
| Crankpin to Crankpin Bearing  |  | Oil Clearance  | 0.025 to 0.087 mm<br>0.00098 to 0.00343 in.   | 0.20 mm<br>0.0079 in.   |
| Crankpin  |  | O.D.           | 46.959 to 46.975 mm<br>1.84878 to 1.84941 in. | —                       |
| Crankpin Bearing  |  | I.D.           | 47.000 to 47.046 mm<br>1.85039 to 1.85221 in. | —                       |
| Crankshaft<br>(Serial No.: below 3R9999)                              | D1503-M<br>D1703-M<br>V2203-M            | Side Clearance | 0.15 to 0.35 mm<br>0.0059 to 0.0138 in.       | 0.5 mm<br>0.0197 in.    |
|   | D1803-M<br>V2403-M                       |                | 0.15 to 0.31 mm<br>0.0059 to 0.0122 in.       | 0.5 mm<br>0.0197 in.    |
| Crankshaft (Serial No.: above 3S0001)                                 |  | Side Clearance | 0.15 to 0.31 mm<br>0.0059 to 0.0122 in.       | 0.5 mm<br>0.0197 in.    |
| Cylinder Bore<br>[Standard]   | D1503-M                                  | I.D.           | 83.000 to 83.022 mm<br>3.26772 to 3.26858 in. | 83.150 mm<br>3.2736 in. |
|   | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M |                | 87.000 to 87.022 mm<br>3.42520 to 3.42606 in. | 87.150 mm<br>3.4311 in. |
|   | D1503-M                                  | I.D.           | 83.250 to 83.272 mm<br>3.27756 to 3.27843 in. | 83.400 mm<br>3.2835 in. |
|   | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M |                | 87.250 to 87.272 mm<br>3.43504 to 3.43591 in. | 87.400 mm<br>3.4409 in. |
| [Oversize]  |  |                |   |                         |

W1013874

**LUBRICATING SYSTEM**

| Item                       |                  | Factory Specification  | Allowable Limit                                |
|----------------------------|------------------|--|--|
| Engine Oil Pressure        | At Idle Speed    | More than 98 kPa<br>1.0 kgf/cm <sup>2</sup><br>14 psi                | 49 kPa<br>0.5 kgf/cm <sup>2</sup><br>7 psi     |
|                            | At Rated Speed   | 294 to 441 kPa<br>3.0 to 4.5 kgf/cm <sup>2</sup><br>42.7 to 64.0 psi | 245 kPa<br>2.5 kgf/cm <sup>2</sup><br>35.6 psi |
| Engine Oil Pressure Switch | Working Pressure | 49 kPa<br>0.5 kgf/cm <sup>2</sup><br>7 psi                           | —  |
| Inner Rotor to Outer Rotor | Clearance        | 0.03 to 0.14 mm<br>0.0012 to 0.0055 in.                              | 0.2 mm<br>0.0079 in.                           |
| Outer Rotor to Pump Body   | Clearance        | 0.11 to 0.19 mm<br>0.0043 to 0.0075 in.                              | 0.25 mm<br>0.0098 in.                          |
| Inner Rotor to Cover       | Clearance        | 0.105 to 0.150 mm<br>0.00413 to 0.00591 in.                          | 0.20 mm<br>0.0079 in.                          |

W1013973

**COOLING SYSTEM**

|              |   |  |   |
|--------------|---|--|---|
| Fan Belt     | Tension                                       | 7.0 to 9.0 mm (0.28 to 0.35 in.) deflection at 98 N (10 kgf, 22 lbs) of force  | — |
| Thermostat   | Valve Opening Temperature (At Beginning)      | 69.5 to 72.5 °C<br>157.1 to 162.5 °F   | — |
|              | Valve Opening Temperature (Opened Completely) | 85 °C<br>185 °F  | — |
| Radiator     | Water Tightness                               | No leak at<br>137 kPa<br>1.4 kgf/cm <sup>2</sup><br>20 psi   | — |
| Radiator Cap | Pressure Falling Time                         | 10 seconds or more for pressure falling from 88 to 59 kPa<br>from 0.9 to 0.6 kgf/cm <sup>2</sup><br>from 13 to 9 psi | — |

W1013874

**FUEL SYSTEM**

| Item                        |                         | Factory Specification   | Allowable Limit |
|-----------------------------|-------------------------|---|-----------------|
| Injection Pump              | Injection Timing        | 0.297 to 0.331 rad<br>(17 to 19 °) before<br>T.D.C.   | —               |
| Injection Nozzle            | Injection Pressure      | 13.73 to 14.71 MPa<br>140 to 150 kgf/cm <sup>2</sup><br>1991 to 2133 psi  | —               |
| Injection Nozzle Valve Seat | Valve Seat<br>Tightness | When the pressure is<br>12.75 MPa<br>(130 kgf/cm <sup>2</sup> , 1849 psi),<br>the valve seat must be<br>fuel tightness. | —               |

W1013973

**ELECTRICAL SYSTEM**

|            |                                 |            |   |                       |
|------------|---------------------------------|------------|---|-----------------------|
| Starter    | Commutator                      | O.D.       | 30.0 mm<br>1.181 in.                    | 29.0 mm<br>1.142 in.  |
|            | Mica                            | Under Cut  | 0.50 to 0.80 mm<br>0.0197 to 0.0315 in. | 0.20 mm<br>0.0079 in. |
|            | Brush                           | Length     | 15.0 mm<br>0.591 in.                    | 11.0 mm<br>0.433 in.  |
|            | Brush Holder and Holder Support | Resistance | Infinity                                | —                     |
| Alternator | No-load voltage                 |            | More than 13.5 V                        | —                     |
|            | Stator                          | Resistance | Less than 1.0 $\Omega$                  | —                     |
|            | Rotor                           | Resistance | 2.9 $\Omega$                            | —                     |
|            | Slip Ring                       | O.D.       | 14.4 mm<br>0.567 in.                    | 14.0 mm<br>0.551 in.  |
|            | Brush                           | Length     | 10.5 mm<br>0.413 in.                    | 8.4 mm<br>0.331 in.   |
| Glow Plug  |                                 | Resistance | Approx. 0.9 $\Omega$                    | —                     |

W1094286



## [6] MAINTENANCE CHECK LIST

To maintain long-lasting and safe engine performance, make it a rule to carry out regular inspections by following the table below.

| Item   |  | Service Interval |            |            |            |            |            |                  |        |            |             |             |            | Reference<br>page |
|--|--|------------------|------------|------------|------------|------------|------------|------------------|--------|------------|-------------|-------------|------------|-------------------|
|  |  | Every            |            |            |            |            |            |                  |        |            |             |             |            |                   |
|  |  | 50<br>hrs        | 100<br>hrs | 150<br>hrs | 200<br>hrs | 400<br>hrs | 500<br>hrs | 1 or 2<br>months | 1 year | 800<br>hrs | 1500<br>hrs | 3000<br>hrs | 2<br>years |                   |
| * Checking fuel hoses and clamp bands  |  | ☆                |            |            |            |            |            |                  |        |            |             |             |            | S-21              |
| Changing Engine oil<br>(depending on the oil pan)                                  | (1) Oil pan<br>depth<br>(90 mm<br>3.54 in.)  | ★                |            | ☆          |            |            |            |                  |        |            |             |             |            | S-20, 24          |
|  | (2) Oil pan<br>depth<br>(124 mm<br>4.88 in.) | ★                |            |            | ☆          |            |            |                  |        |            |             |             |            | S-20, 26          |
| * Cleaning air cleaner element<br>(Replace the element after 6-times<br>cleanings) |  |                  | ☆          |            |            |            |            |                  |        |            |             |             |            | S-22              |
| * Cleaning fuel filter (Element type)  |  |                  | ☆          |            |            |            |            |                  |        |            |             |             |            | S-22              |
| Checking battery electrolyte level   |  |                  | ☆          |            |            |            |            |                  |        |            |             |             |            | S-22              |
| Checking fan belt tension and damage   |  |                  | ☆          |            |            |            |            |                  |        |            |             |             |            | S-23              |
| Replacing oil filter cartridge   | (1) Oil pan<br>depth<br>(90 mm<br>3.54 in.)  | ★                |            | ☆          |            |            |            |                  |        |            |             |             |            | S-20, 25          |
|  | (2) Oil pan<br>depth<br>(124 mm<br>4.88 in.) | ★                |            |            | ☆          |            |            |                  |        |            |             |             |            | S-20, 27          |
| Checking radiator hoses and clamp<br>bands   |  |                  |            |            | ☆          |            |            |                  |        |            |             |             |            | S-27              |
| * Checking intake air line   |  |                  |            |            | ☆          |            |            |                  |        |            |             |             |            | S-27              |
| Replacing fuel filter cartridge  |  |                  |            |            |            | ☆          |            |                  |        |            |             |             |            | S-28              |
| Cleaning water jacket and radiator<br>interior                                     |  |                  |            |            |            |            | ☆          |                  |        |            |             |             |            | S-29              |
| Replacing fan belt   |  |                  |            |            |            |            | ☆          |                  |        |            |             |             |            | S-31              |
| Recharging battery   |  |                  |            |            |            |            |            | ☆                |        |            |             |             |            | S-32              |
| * Replacing air cleaner element  |  |                  |            |            |            |            |            |                  | ☆      |            |             |             |            | S-33              |
| Checking valve clearance   |  |                  |            |            |            |            |            |                  |        | ☆          |             |             |            | S-34              |
| * Checking injection nozzle pressure   |  |                  |            |            |            |            |            |                  |        |            | ☆           |             |            | S-35              |
| * Checking injection pump  |  |                  |            |            |            |            |            |                  |        |            |             | ☆           |            | —                 |
| * Replacing intake air line  |  |                  |            |            |            |            |            |                  |        |            |             |             | ☆          | S-38              |
| Replacing battery  |  |                  |            |            |            |            |            |                  |        |            |             |             | ☆          | —                 |
| Replacing radiator hoses and clamp<br>bands  |  |                  |            |            |            |            |            |                  |        |            |             |             | ☆          | S-38              |
| * Replacing fuel hoses and clamp bands   |  |                  |            |            |            |            |            |                  |        |            |             |             | ☆          | S-39              |
| Changing radiator coolant (L.L.C.)   |  |                  |            |            |            |            |            |                  |        |            |             |             | ☆          | S-40              |

★ Change engine oil and replace oil filter cartridge after the first 50 hours of operation.

\* The items listed above (\* marked) are registered as emission related critical parts by KUBOTA in the U.S. EPA nonroad emission regulation. As the engine owner, you are responsible for the performance of the required maintenance on the engine according to the above instruction.

W1029462

**CAUTION**

- When changing or inspecting, be sure to level and stop the engine.

**NOTE****Lubricating Oil**

With the emission control now in effect, the CF-4 and CG-4 lubricating oils have been developed for use of a low-sulfur fuel on-road vehicle engines. When an off-road vehicle engine runs on a high-sulfur fuel, it is advisable to employ the CF, CD or CE lubricating oil with a high total base number. If the CF-4 or 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.**

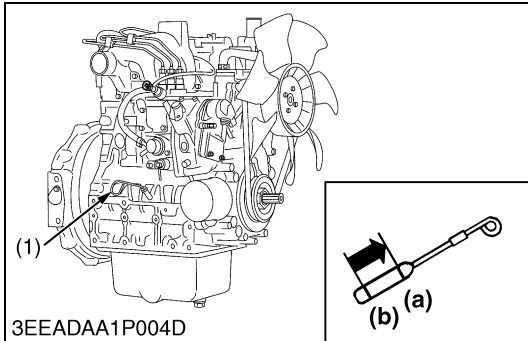
| Lubricating<br>oil class | Fuel                          |             | Remarks       |
|--------------------------|-------------------------------|-------------|---------------|
|                          | Low sulfur<br>(0.5 % $\geq$ ) | High sulfur |               |
| CF                       | ○                             | ○           | TBN $\geq$ 10 |
| CF-4                     | ○                             | X           |               |
| CG-4                     | ○                             | X           |               |

○ : Recommendable X : Not recommendable

W1035555

## [7] CHECK AND MAINTENANCE

### (1) Daily Check Points



#### 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.

#### ■ IMPORTANT

- When using an oil of different maker or viscosity from the previous, drain old oil. Never mix two different types of oil.

#### ■ NOTE

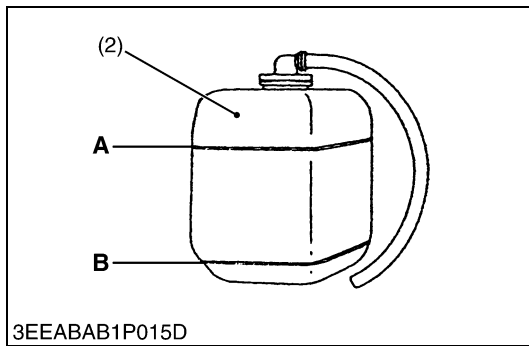
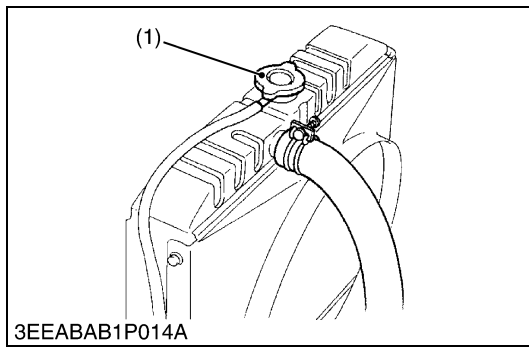
- Be sure to inspect the engine, locating it on a horizontal place. If placed on gradients, accurately, oil quantity may not be measured.
- Be sure to keep the oil level between upper and lower limits of the dipstick. Too much oil may cause a drop in output or excessive blow-by gas. On the closed breather type engine in which mist is sucked through port, too much oil may caused oil hammer. While too little oil, may seize the engine's rotating and sliding parts.

(1) Dipstick

(a) Maximum

(b) Minimum

W1035676



### Checking and Replenish Coolant

#### 1. Without recovery tank :

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

#### With recovery tank (2) :

Check to see that the coolant level lies between **FULL (A)** and **LOW (B)**.

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

##### (Case 1)

If coolant is decreasing by evaporation, replenish only fresh, soft water.

##### (Case 2)

If coolant is decreasing by leak, replenish coolant of the same manufacture and type in the specified mixture ratio (fresh, soft water and L.L.C.). If the coolant brand cannot be identified, drain out all of the remaining coolant and refill with a totally new brand of coolant mix.



### CAUTION

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

### ■ IMPORTANT

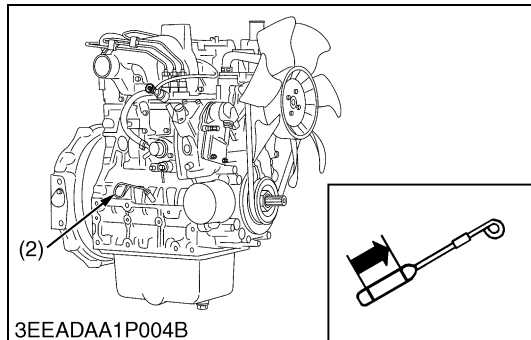
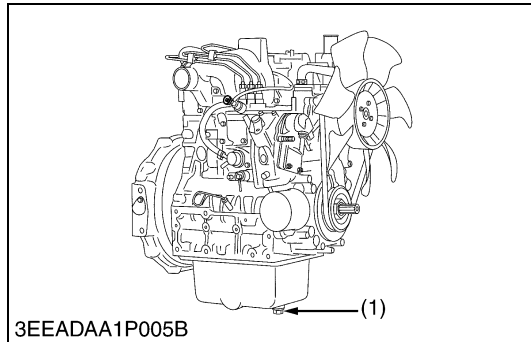
- During filling the coolant, air must be vented from the engine coolant passages. The air vents by jiggling the radiator upper and lower hoses.
- Be sure to close the radiator cap securely. If the cap is loose or improperly closed, coolant may leak out and the engine could overheat.
- Do not use an antifreeze and scale inhibitor at the same time.
- Never mix the different type or brand of L.L.C..

- (1) Radiator Cap  
(2) Recovery Tank

- A: FULL  
B: LOW

W1035779

## (2) Check Points of Initial 50 Hours



### Changing Engine Oil

#### CAUTION

- **Be sure to stop the engine before changing engine oil.**
1. Start and warm up the engine for approx. 5 minutes.
  2. Place an oil pan underneath the engine.
  3. To drain the used oil, remove the drain plug (1) at the bottom of the engine and drain the oil completely.
  4. Screw the drain plug (1).
  5. Fill new oil up to upper line on the dipstick (2).

#### IMPORTANT

- **When using an oil of different maker or viscosity from the previous one, remove all of the old oil.**
- **Never mix two different types of oil.**
- **Engine oil should have properties of API classification CD/CE/CF/CF-4/CG-4.**
- **Use the proper SAE Engine Oil according to ambient temperature.**

|                                |                                     |
|--------------------------------|-------------------------------------|
| Above 25 °C (77 °F)            | SAE 30 or SAE 10W-30<br>SAE 10W-40  |
| 0 °C to 25 °C (32 °F to 77 °F) | SAE 20 or SAE 10W-30<br>SAE 10W-40  |
| Below 0 °C (32 °F)             | SAE 10W or SAE 10W-30<br>SAE 10W-40 |

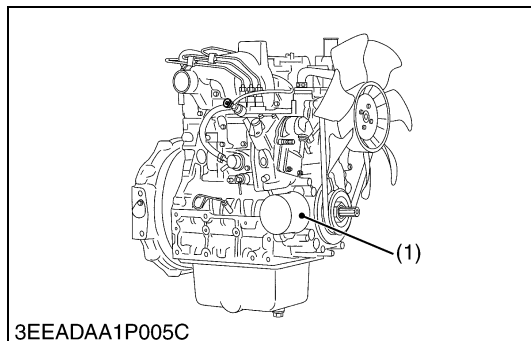
| Models                        | Oil pan depth          |                        |
|-------------------------------|------------------------|------------------------|
|                               | 124 mm (4.88 in.)      | *90 mm (3.54 in.)      |
| D1503-M<br>D1703-M<br>D1803-M | 7.0 L<br>1.85 U.S.gals | 5.6 L<br>1.48 U.S.gals |
| V2203-M<br>V2403-M            | 9.5 L<br>2.51 U.S.gals | 7.6 L<br>2.01 U.S.gals |

\*90 mm (3.54 in.) oil pan depth is optional.

(1) Drain Plug

(2) Dipstick

W1205767



### Replacing Oil Filter Cartridge

#### CAUTION

- **Be sure to stop the engine before replacing filter cartridge.**
1. Remove the oil filter cartridge (1) with the filter wrench.
  2. Apply a slight coat of oil onto the new cartridge gasket.
  3. To install the new cartridge, screw it in by hand. Over tightening may cause deformation of rubber gasket.
  4. After the new cartridge has been replaced, the engine oil normally decrease a little. Thus see that the engine oil does not leak through the seal and be sure to read the oil level on the dipstick. Then, replenish the engine oil up to the specified level.

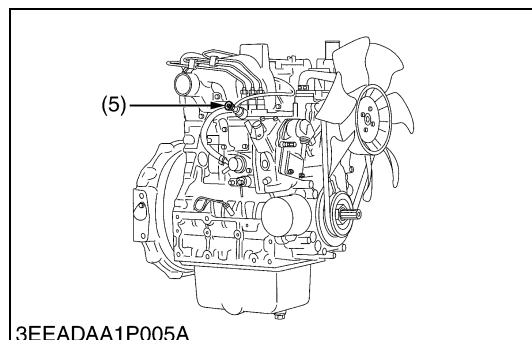
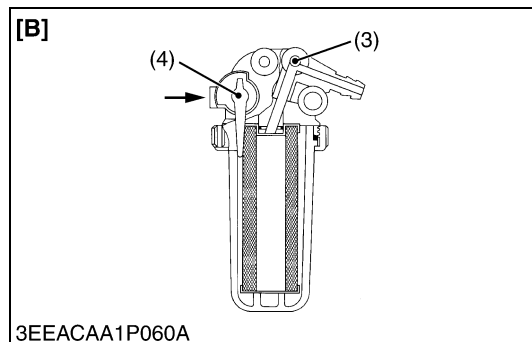
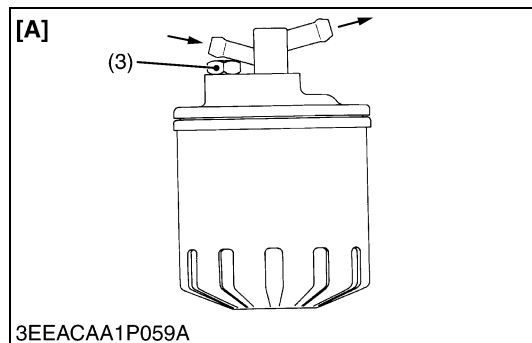
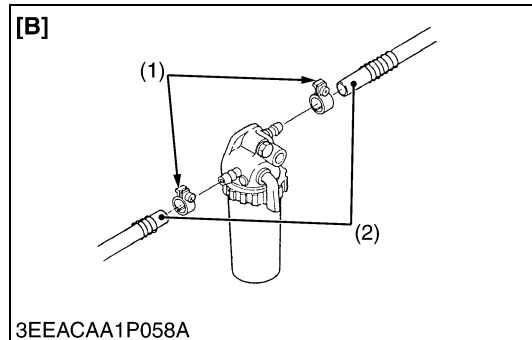
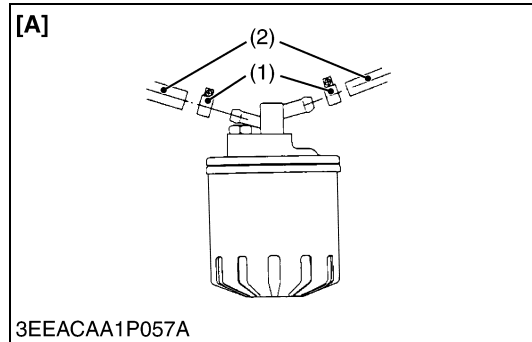
#### IMPORTANT

- **To prevent serious damage to the engine, replacement element must be highly efficient. Use only a KUBOTA genuine filter or its equivalent.**

(1) Engine Oil Filter Cartridge

W1208769

### (3) Check Points of Every 50 Hours



#### Checking Fuel Hoses and Clamp Bands

1. If the clamp (1) is loose, apply oil to the threads and securely retighten it.
2. The fuel hose (2) is made of rubber and ages regardless of the period service.  
Change the fuel hose together with the clamp every two years.
3. However, if the fuel hose and clamp are found to be damaged or deteriorate earlier than two years, then change or remedy.
4. After the fuel hose and the clamp have been changed, bleed the fuel system.



#### CAUTION

- Stop the engine when attempting the check and change prescribed above.

#### (When bleeding fuel system)

1. Fill the tank with fuel and open the fuel cock (4). ([B] only)
2. Loosen the air vent plug (3) of the fuel filter a few turns.
3. Screw back the plug when bubbles do not come up any more.
4. Open the air vent cock (5) on top of the fuel injection pump.
5. If equipped electrical fuel feed pump, turn the key to **AC** position and pump the fuel up for 10 to 15 seconds.  
If equipped mechanical fuel feed pump, set the stop lever on stop position and crank the engine for 10 to 15 seconds.
6. Close securely the air vent cock after air bleeding.

#### NOTE

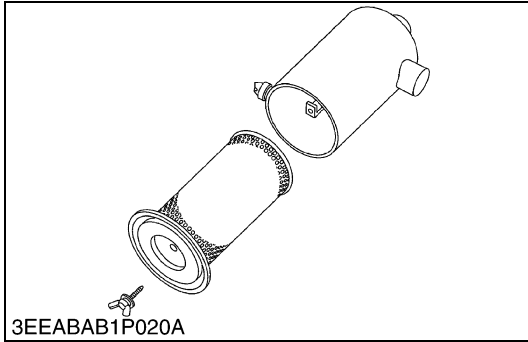
- Always keep the air vent cock on the fuel injection pump closed except when air is vented, or it may cause the engine to stop.

- (1) Clamp  
(2) Fuel Hose  
(3) Air Vent Plug  
(4) Fuel Cock  
(5) Air Vent Cock

[A] Cartridge Type  
[B] Element Type

W1035921

#### (4) Check Points of Every 100 Hours



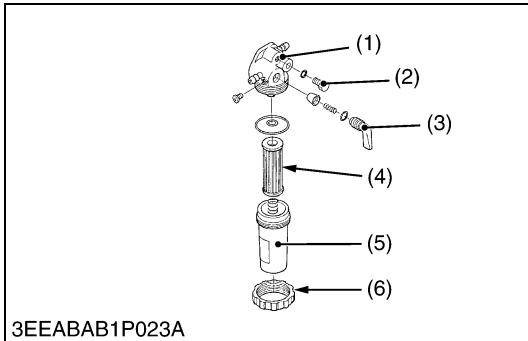
##### Cleaning Air Cleaner Element

1. Remove the air cleaner element.
2. Use clean dry compressed air on the inside of the element. Pressure of compressed air must be under 205 kPa (2.1 kgf/cm<sup>2</sup>, 30 psi). Maintain reasonable distance between the nozzle and the filter.

##### ■ NOTE

- The air cleaner uses a dry element. Never apply oil to it.
- Do not run the engine with filter element removed.
- Change the element once a year or every 6th cleaning.

W1045746



##### Cleaning Fuel Filter (Element Type only)

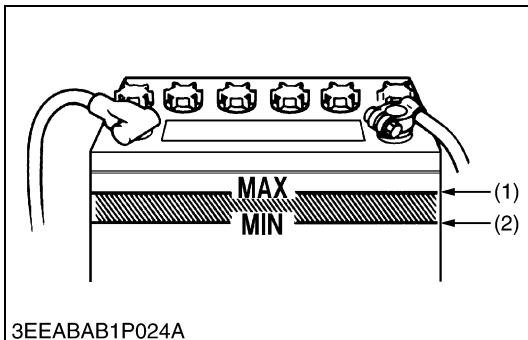
1. Close the fuel cock (3).
2. Unscrew the retaining ring (6) and remove the filter cup (5), and rinse the inside with kerosene.
3. Take out the element (4) and dip it in the kerosene to rinse.
4. After cleaning, reassemble the fuel filter, keeping out dust and dirt.
5. Bleed the fuel system.

##### ■ IMPORTANT

- If dust and dirt enter the fuel, the fuel injection pump and injection nozzle will wear quickly. To prevent this, be sure to clean the fuel filter cup (5) periodically.

- |                   |                    |
|-------------------|--------------------|
| (1) Cock Body     | (4) Filter Element |
| (2) Air Vent Plug | (5) Filter Cup     |
| (3) Fuel Cock     | (6) Retaining Ring |

W1046058

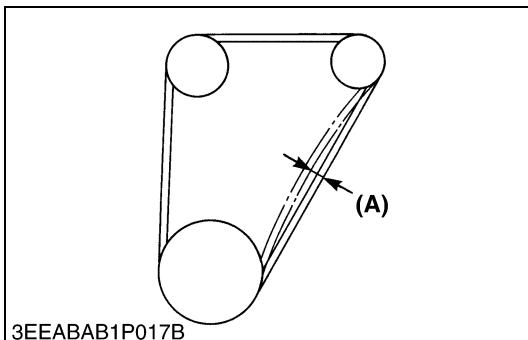


##### Checking Battery Electrolyte Level

1. Check the battery electrolyte level.
2. If the level is below than lower level line (2), and the distilled water to pour level of each cell.

- |                      |                      |
|----------------------|----------------------|
| (1) Upper Level Line | (2) Lower Level Line |
|----------------------|----------------------|

W1047154



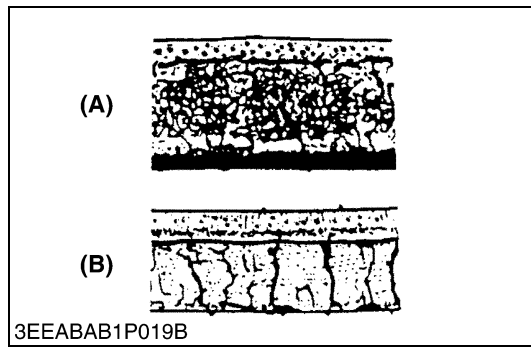
##### Fan Belt Tension

1. Measure the deflection (A), depressing the belt halfway between the fan drive pulley and alternator pulley at specified force 98 N (10 kgf, 22 lbs).
2. If the measurement is not within the factory specifications, loosen the alternator mounting screws and relocate the alternator to adjust.

|                |               |                                   |
|----------------|---------------|-----------------------------------|
| Deflection (A) | Factory spec. | 7.0 to 9.0 mm<br>0.28 to 0.35 in. |
|----------------|---------------|-----------------------------------|

(A) Deflection

W1208957



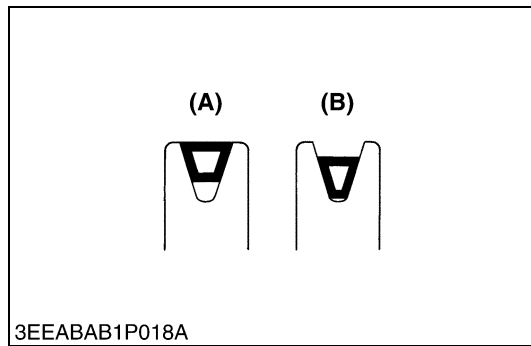
### **Fan Belt Damage and Wear**

1. Check the fan belt for damage.
2. If the fan belt is damaged, replace it.
3. Check if the fan belt is worn and sunk in the pulley groove.
4. If the fan belt is nearly worn out and deeply sunk in the pulley groove, replace it.

(A) Good

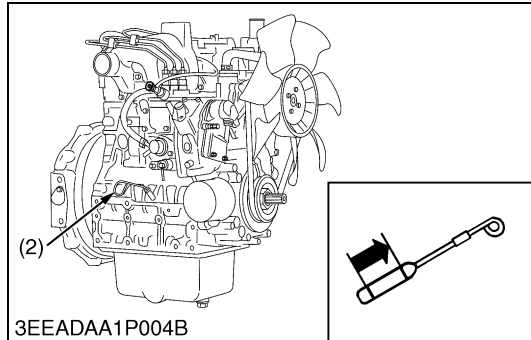
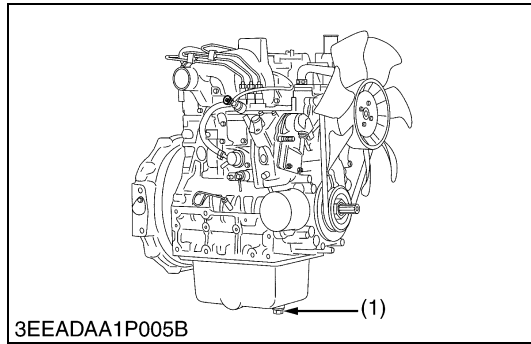
(B) Bad

W1057475





## (5) Check Point of Every 150 Hours



### Changing Engine Oil (for 90 mm (3.54 in.) Depth Oil Pan)



#### CAUTION

- **Be sure to stop engine before changing engine oil.**
- 1. Start and warm up the engine for approx. 5 minutes.
- 2. Place an oil pan underneath the engine.
- 3. To drain the used oil, remove the drain plug (1) at the bottom of the engine and drain the oil completely.
- 4. Screw the drain plug (1).
- 5. Fill new oil up to upper line on the dipstick (2).



#### IMPORTANT

- **When using an oil of different maker or viscosity from the previous one, remove all of the old oil.**
- **Never mix two different types of oil.**
- **Engine oil should have properties of API classification CD/CE/CF/CF-4/CG-4.**
- **Use the proper SAE Engine Oil according to ambient temperature.**

|                                |                                     |
|--------------------------------|-------------------------------------|
| Above 25 °C (77 °F)            | SAE 30 or SAE 10W-30<br>SAE 10W-40  |
| 0 °C to 25 °C (32 °F to 77 °F) | SAE 20 or SAE 10W-30<br>SAE 10W-40  |
| Below 0 °C (32 °F)             | SAE 10W or SAE 10W-30<br>SAE 10W-40 |

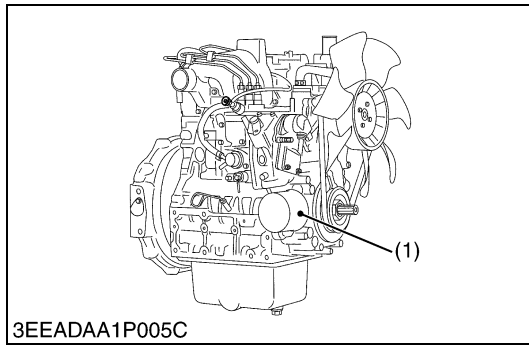
| Models                        | Oil pan depth          |                        |
|-------------------------------|------------------------|------------------------|
|                               | 124 mm (4.88 in.)      | *90 mm (3.54 in.)      |
| D1503-M<br>D1703-M<br>D1803-M | 7.0 L<br>1.85 U.S.gals | 5.6 L<br>1.48 U.S.gals |
| V2203-M<br>V2403-M            | 9.5 L<br>2.51 U.S.gals | 7.6 L<br>2.01 U.S.gals |

\*90 mm (3.54 in.) oil pan depth is optional.

(1) Drain Plug

(2) Dipstick

W1022029



### **Replacing Oil Filter Cartridge (for 90 mm (3.54 in.) Depth Oil Pan)**

#### **⚠ CAUTION**

- **Be sure to stop the engine before replacing filter cartridge.**
1. Remove the oil filter cartridge (1) with the filter wrench.
  2. Apply a slight coat of oil onto the new cartridge gasket.
  3. To install the new cartridge, screw it in by hand. Over tightening may cause deformation of rubber gasket.
  4. After the new cartridge has been replaced, the engine oil normally decrease a little. Thus see that the engine oil does not leak through the seal and be sure to read the oil level on the dipstick. Then, replenish the engine oil up to the specified level.

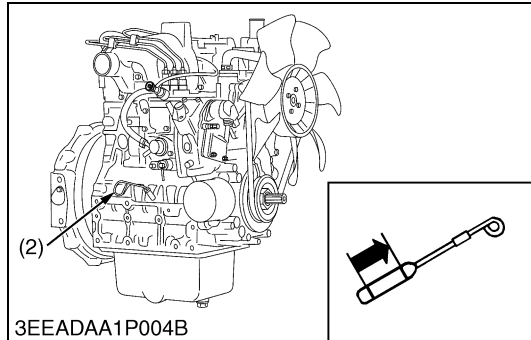
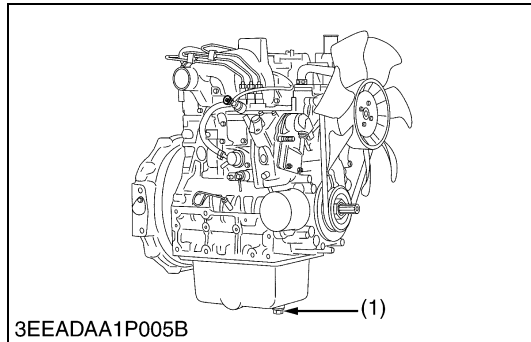
#### **■ IMPORTANT**

- **To prevent serious damage to the engine, replacement element must be highly efficient. Use only a KUBOTA genuine filter or its equivalent.**

(1) Engine Oil Filter Cartridge

W1022423

## (6) Check Points of Every 200 Hours



### Changing Engine Oil (for 124 mm (4.88 in.) Depth Oil Pan)



#### CAUTION

- **Be sure to stop engine before changing engine oil.**
- 1. Start and warm up the engine for approx. 5 minutes.
- 2. Place an oil pan underneath the engine.
- 3. To drain the used oil, remove the drain plug (1) at the bottom of the engine and drain the oil completely.
- 4. Screw the drain plug (1).
- 5. Fill new oil up to upper line on the dipstick (2).



#### IMPORTANT

- **When using an oil of different maker or viscosity from the previous one, remove all of the old oil.**
- **Never mix two different types of oil.**
- **Engine oil should have properties of API classification CD/CE/CF/CF-4/CG-4.**
- **Use the proper SAE Engine Oil according to ambient temperature.**

|                                |                                     |
|--------------------------------|-------------------------------------|
| Above 25 °C (77 °F)            | SAE 30 or SAE 10W-30<br>SAE 10W-40  |
| 0 °C to 25 °C (32 °F to 77 °F) | SAE 20 or SAE 10W-30<br>SAE 10W-40  |
| Below 0 °C (32 °F)             | SAE 10W or SAE 10W-30<br>SAE 10W-40 |

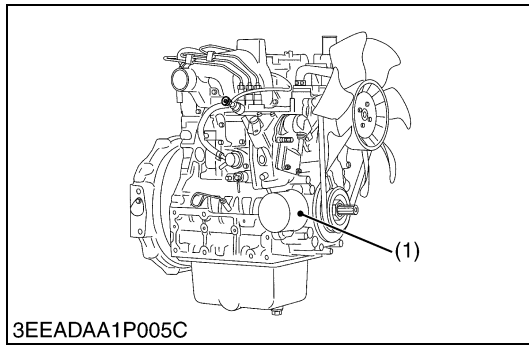
| Models                        | Oil pan depth          |                        |
|-------------------------------|------------------------|------------------------|
|                               | 124 mm (4.88 in.)      | *90 mm (3.54 in.)      |
| D1503-M<br>D1703-M<br>D1803-M | 7.0 L<br>1.85 U.S.gals | 5.6 L<br>1.48 U.S.gals |
| V2203-M<br>V2403-M            | 9.5 L<br>2.51 U.S.gals | 7.6 L<br>2.01 U.S.gals |

\*90 mm (3.54 in.) oil pan depth is optional.

(1) Drain Plug

(2) Dipstick

W1022765



### **Replacing Oil Filter Cartridge (for 124 mm (4.88 in.) Depth Oil Pan)**

#### **⚠ CAUTION**

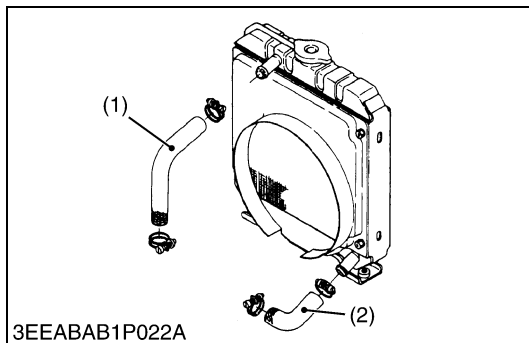
- **Be sure to stop the engine before replacing filter cartridge.**
1. Remove the oil filter cartridge (1) with the filter wrench.
  2. Apply a slight coat of oil onto the new cartridge gasket.
  3. To install the new cartridge, screw it in by hand. Over tightening may cause deformation of rubber gasket.
  4. After the new cartridge has been replaced, the engine oil normally decrease a little. Thus see that the engine oil does not leak through the seal and be sure to read the oil level on the dipstick. Then, replenish the engine oil up to the specified level.

#### **■ IMPORTANT**

- **To prevent serious damage to the engine, replacement element must be highly efficient. Use only a KUBOTA genuine filter or its equivalent.**

(1) Engine Oil Filter Cartridge

W1023046



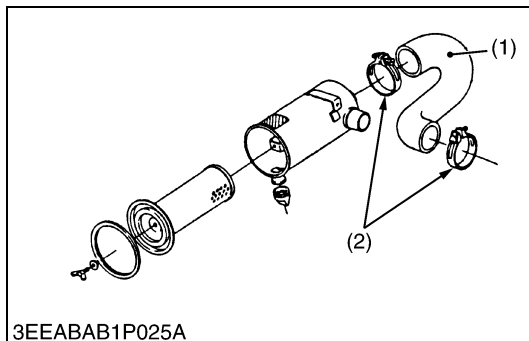
### **Checking Radiator Hoses**

1. Check to see if the radiator hoses are properly fixed every 200 hours of operation or every six months, whichever comes first.
2. If the clamp is loose, apply oil to the threads and retighten it securely.
3. The water hose is made of rubber and tends to age. It must be replaced every two years. Also replace the clamp and tighten it securely.

(1) Upper Hose

(2) Lower Hose

W1050147



### **Checking Intake Air Line**

1. Check to see if the intake air hose(s) are properly fixed every 200 hours of operation.
2. If the clamp is loose, apply oil to the threads and retighten it securely.
3. The intake air hose(s) is made of rubber and tends to age. It must be changed every two years. Also change the clamp and tighten it securely.

#### **■ IMPORTANT**

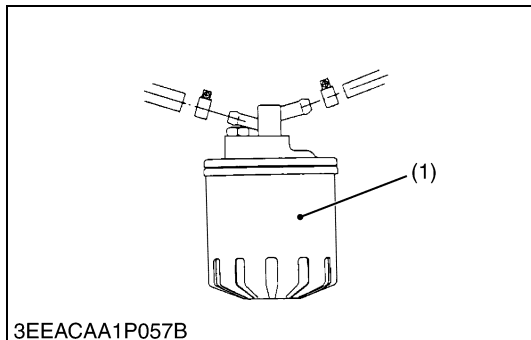
- **To prevent serious damage to the engine, keep out any dust inside the intake air line.**

(1) Intake Air Hose

(2) Clamp

W1050335

## (7) Check Points of Every 400 hours



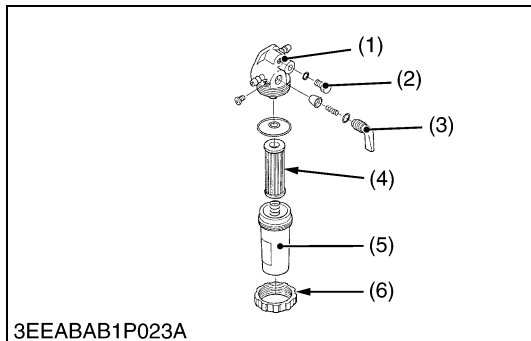
### Replacing Fuel Filter Cartridge (Cartridge Type)

Water and dust in fuel are collected in the filter cartridge. So, change the filter cartridge every 400 hours service.

1. Remove the used filter cartridge with filter wrench.
2. Apply a thin film of fuel to the surface of new filter cartridge gasket before screwing on.
3. Then tighten enough by hand.
4. Loosen the air vent plug to let the air out.
5. Start engine and check for fuel leakage.

(1) Fuel Filter Cartridge

W1050548



### Replacing Fuel Filter Element (Element Type)

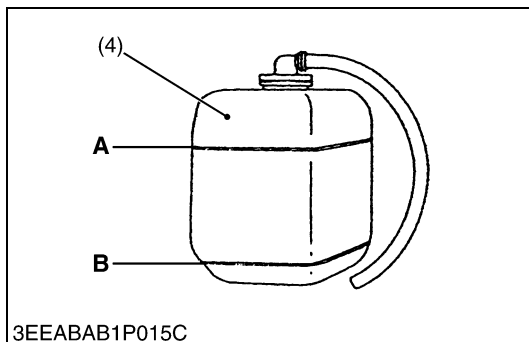
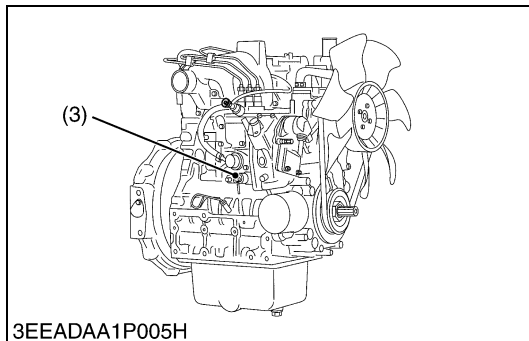
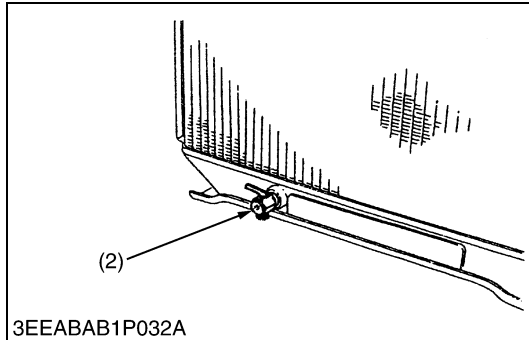
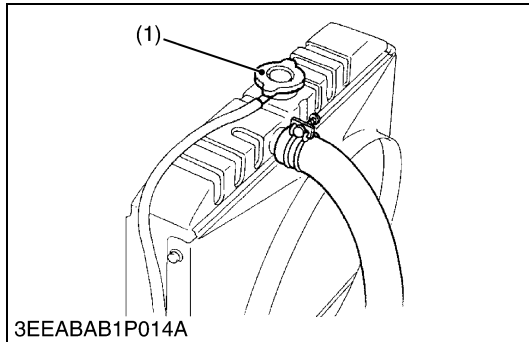
1. Close the fuel cock (3).
2. Unscrew the retaining ring (6) and remove the filter cup (5), and rinse the inside with kerosene.
3. Replace the filter element (4).
4. Reassemble the fuel filter, keeping out dust and dirt.
5. Bleed the fuel system.

(1) Cock Body  
(2) Air Vent Plug  
(3) Fuel Cock

(4) Filter Element  
(5) Filter Cup  
(6) Retaining Ring

W1050583

## (8) Check Points of Every 500 Hours



### Cleaning Water Jacket and Radiator Interior



#### CAUTION

- **Do not remove the radiator cap when the engine is hot. Then loosen cap slightly to the stop to relieve any excess pressure before removing cap completely.**
1. Stop the engine and let cool down.
  2. To drain the coolant, open the radiator drain plug (2) and remove the radiator cap (1). Then radiator cap (1) must be removed to completely drain the coolant. And open the drain cock (3).
  3. After all coolant is drained, close the drain plug.
  4. Fill with clean water and cooling system cleaner.
  5. Follow directions of the cleaner instruction.
  6. After flushing, fill with clean water and anti-freeze until the coolant level is just below the port. Install the radiator cap (1) securely.
  7. Fill with coolant up to "FULL" (A) mark on the recovery tank (4).
  8. Start and operate the engine for few minutes.
  9. Stop the engine and let cool. Check coolant level of radiator and recovery tank (4) and add coolant if necessary.

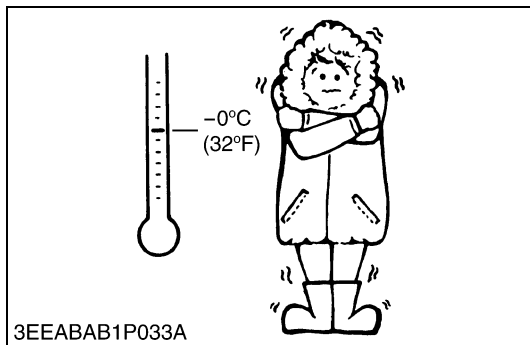
#### ■ IMPORTANT

- **Do not start engine without coolant.**
- **Use clean, fresh, soft water and anti-freeze to fill the radiator and recovery tank.**
- **When the anti-freeze is mixed with fresh, soft water, the anti-freeze mixing ratio must be less than 50 %.**
- **Securely tighten radiator cap. If the cap is loose or improperly fitted, water may leak out and the engine could overheat.**

- (1) Radiator Cap  
 (2) Drain Plug  
 (3) Recovery Tank  
 (4) Drain Cock

A : Full  
 B : Low

W1038102



### Anti-Freeze

- There are two types of anti-freeze available: use the permanent type (PT) for this engine.
- Before adding anti-freeze for the first time, clean the radiator interior by pouring fresh, soft water and draining it a few times.
- The procedure for mixing water and anti-freeze differs according to the make of the anti-freeze and the ambient temperature. Basically, it should be referred to SAE J1034 standard, more specifically also to SAE J814c.
- Mix the anti-freeze with fresh, soft water, and then fill into the radiator.

### ■ IMPORTANT

- **When the anti-freeze is mixed with fresh, soft water, the anti-freeze mixing ratio must be less than 50 %.**

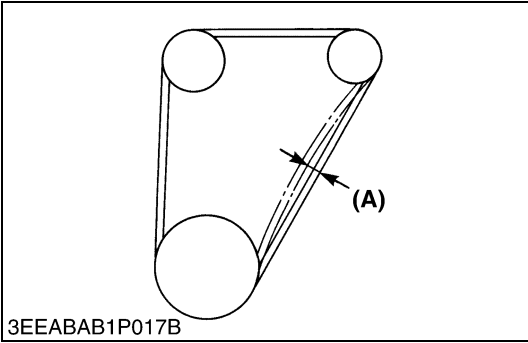
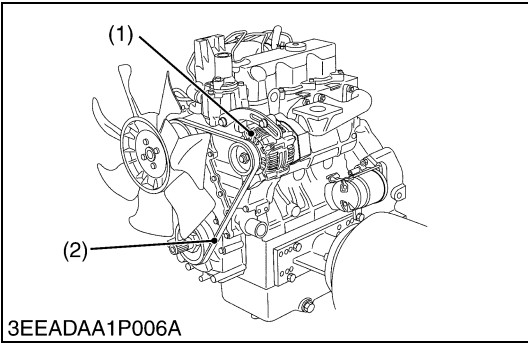
| Vol %<br>anti-freeze | Freezing point |       | Boiling point* |       |
|----------------------|----------------|-------|----------------|-------|
|                      | °C             | °F    | °C             | °F    |
| 40                   | -24            | -11.2 | 106            | 222.8 |
| 50                   | -37            | -34.6 | 108            | 226.4 |

\* At  $1.013 \times 100000$  Pa (760 mmHg) pressure (atmospheric). A higher boiling point is obtained by using a radiator pressure cap which permits the development of pressure within the cooling system.

### ■ NOTE

- The above data represents industrial standards that necessitate a minimum glycol content in the concentrated anti-freeze.
- When the coolant level drops due to evaporation, add fresh, soft water only to keep the anti-freeze mixing ratio less than 50 %. In case of leakage, add anti-freeze and fresh, soft water in the specified mixing ratio.
- Anti-freeze absorbs moisture. Keep unused anti-freeze in a tightly sealed container.
- Do not use radiator cleaning agents when anti-freeze has been added to the coolant.  
(Anti-freeze contains an anti-corrosive agent, which will react with the radiator cleaning agent forming sludge which will affect the engine parts.)

W1039218



**Replacing Fan Belt**

- 1. Remove the alternator (1).
- 2. Remove the fan belt (2).
- 3. Replace new fan belt.
- 4. Install the alternator (1).
- 5. Check the fan belt tension.

|                |               |  |
|----------------|---------------|--|
| Deflection (A) | Factory spec. | 7.0 to 9.0 mm<br>/ 98 N or 10 kgf<br>0.28 to 0.35 in.<br>/ 98 N or 22 lbs. |
|----------------|---------------|--|

- (1) Alternator
- (2) Fan Belt

(A) Deflection

W1052220



## (9) Check Points of Every 1 or 2 Months

### Recharging



#### **CAUTION**

- When the battery is being activated, hydrogen and oxygen gases in the battery are extremely explosive. Keep open sparks and flames away from the battery at all times, especially when charging the battery.
- When charging battery, remove battery vent plugs.
- When disconnecting the cable from the battery, start with the negative terminal first. When connecting the cable to the battery, start with the positive terminal first.
- Never check battery charge by placing a metal object across the posts.

Use a voltmeter or hydrometer.

#### **1) Slow Charging**

1. Add distilled water if the electrolyte level is low. When charging, the amount of electrolyte should be slightly lower than the specified level to prevent overflow.
2. Connect the battery to the charging unit, following the manufacture's instructions.
3. As the electrolyte generates gas while charging, remove all port caps.
4. The electrolyte temperature must not exceed 40 °C (104 °F) during charging.  
If it exceed 40 °C (104 °F), decrease the charging amperage or stop charging for a while.
5. When charging several batteries in series, charging at the rate of the smallest battery in the line.

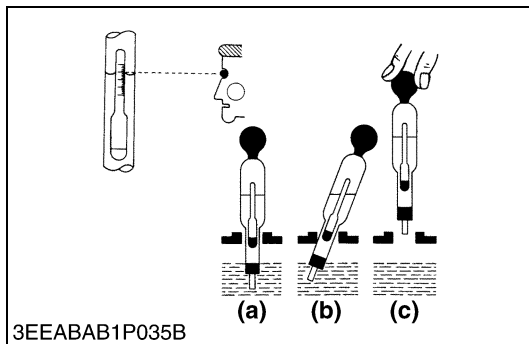
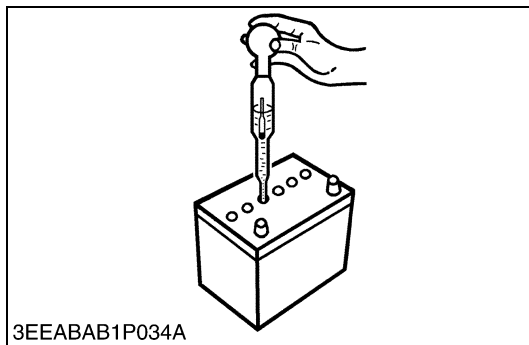
#### **2) Quick Charging**

1. Determine the proper charging current and charging time with the tester attached to the quick charger.
2. Determine the proper charging current as 1/1 of the battery capacity. If the battery capacity exceeds 50 Ah, consider 50 A as the maximum.

#### **■ Precaution for Operating a Quick Charger**

- Operating with a quick charger differs according to the type.  
Consult the instruction manual and use accordingly.

W1052658



### Battery Specific Gravity

1. Check the specific gravity of the electrolyte in each cell with a hydrometer.
2. When the electrolyte temperature differs from that at which the hydrometer was calibrated, correct the specific gravity reading following the formula mentioned in **(Reference)**.
3. If the specific gravity is less than 1.215 (after it is corrected for temperature), charge or replace the battery.
4. If the specific gravity differs between any two cells by more than 0.05, replace the battery.

#### NOTE

- Hold the hydrometer tube vertical without removing it from the electrolyte.
- Do not suck too much electrolyte into the tube.
- Allow the float to move freely and hold the hydrometer at eye level.
- The hydrometer reading must be taken at the highest electrolyte level.

#### (Reference)

- Specific gravity slightly varies with temperature. To be exact, the specific gravity decreases by 0.0007 with an increase of 1 °C (0.0004 with an increase of 1 °F) in temperature, and increases by 0.0007 with a decreases of 1 °C (0.0004 with a decrease of 1 °F).

Therefore, using 20 °C (68 °F) as a reference, the specific gravity reading must be corrected by the following formula :

- Specific gravity at 20 °C = Measured value + 0.0007 × (electrolyte temperature : 20 °C)
- Specific gravity at 68 °F = Measured value + 0.0004 × (electrolyte temperature : 68 °F)

| Specific Gravity | State of Charge             |
|------------------|-----------------------------|
| 1.260 Sp. Gr.    | 100 % Charged               |
| 1.230 Sp. Gr.    | 75 % Charged                |
| 1.200 Sp. Gr.    | 50 % Charged                |
| 1.170 Sp. Gr.    | 25 % Charged                |
| 1.140 Sp. Gr.    | Very Little Useful Capacity |
| 1.110 Sp. Gr.    | Discharged                  |

At an electrolyte temperature of 20 °C (68 °F)

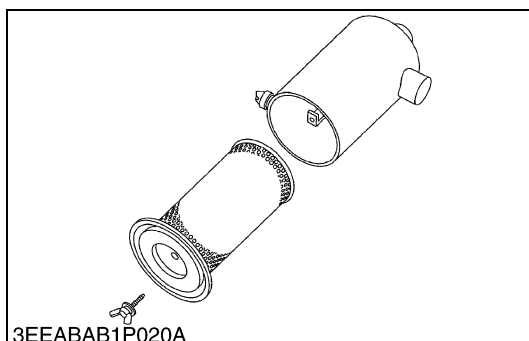
(a) Good

(c) Bad

(b) Bad

W1012763

## (10) Check Point of Every Year



### Replacing Air Cleaner Element

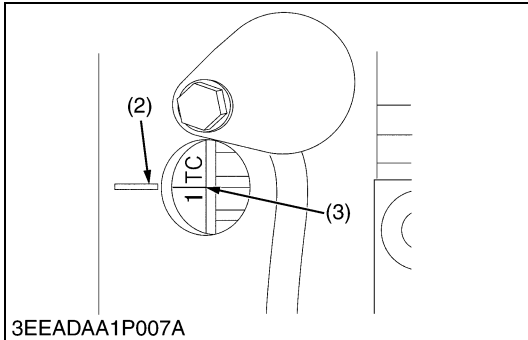
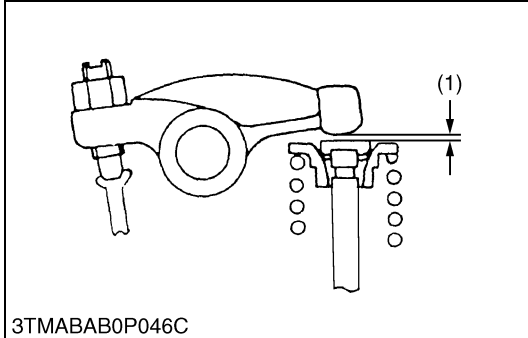
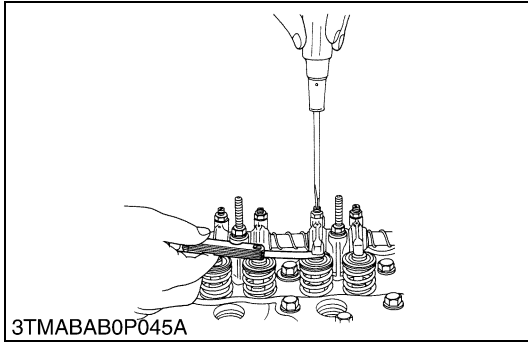
1. Remove used air cleaner element.
2. Replace new air cleaner element.

#### NOTE

- The air cleaner uses a dry element. Never apply oil to it.
- Do not run the engine with filter element removed.

W1020554

## (11) Check Point of Every 800 Hours



### Valve Clearance

#### ■ IMPORTANT

- Valve clearance must be checked and adjusted when engine is cold.
- Remove the head cover.
  - Align the "1TC" mark line (3) on the flywheel and projection (2) on the housing so that the No.1 piston comes to the compression or overlap top dead center.
  - Check the following valve clearance (1) marked with "☆" using a feeler gauge.
  - If the clearance is not within the factory specifications, adjust with the adjusting screw.

|                 |               |   |
|-----------------|---------------|---|
| Valve clearance | Factory spec. | 0.18 to 0.22 mm<br>0.0071 to 0.0087 in. |
|-----------------|---------------|---|

#### ■ NOTE

- The "TC" marking line on the flywheel is just for No. 1 cylinder. There is no "TC" marking for the other cylinders.
- No. 1 piston comes to the top dead center position when the "TC" marking is aligned with the projection (2) in the window on flywheel-housing. Turn the flywheel 0.26 rad (15°) clockwise and counterclockwise to see if the piston is at the compression top dead center or the overlap position. Now referring to the table below, readjust the valve clearance (1). (The piston is at the top dead center when both the IN. and EX. valves do not move; it is at the overlap position when both the valves move.)
- Finally turn the flywheel 6.28 rad (360°) and align the "TC" marking and the projection (2) perfectly. Adjust all the other valve clearance as required.
- After turning the flywheel counterclockwise twice or three times, recheck the valve clearance (1).
- After adjusting the valve clearance (1), firmly tighten the lock nut of the adjusting screw.

| Valve arrangement<br>Adjustable cylinder location of piston |       | D1503-M<br>D1703-M<br>D1803-M |     | V2203-M<br>V2403-M |     |
|---|-------|-------------------------------|-----|--------------------|-----|
|   |       | IN.                           | EX. | IN.                | EX. |
| When No. 1 piston comes to compression top dead center      | No. 1 | ☆                             | ☆   | ☆                  | ☆   |
|   | No. 2 |                               | ☆   | ☆                  |     |
|   | No. 3 | ☆                             |     |                    | ☆   |
|   | No. 4 | —                             | —   |                    |     |
| When No. 1 piston comes to overlap position                 | No. 1 |                               |     |                    |     |
|   | No. 2 | ☆                             |     |                    | ☆   |
|   | No. 3 |                               | ☆   | ☆                  |     |
|   | No. 4 | —                             | —   | ☆                  | ☆   |

(1) Valve Clearance  
(2) Projection

(3) TC Mark Line

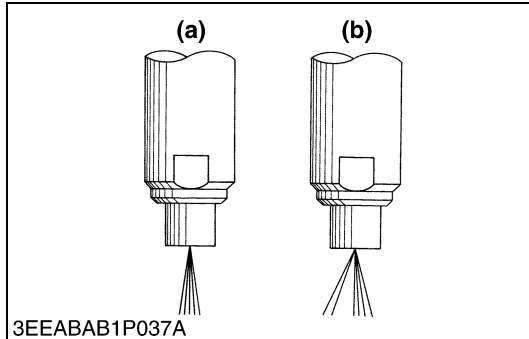
W10113200

## (12) Check Points of Every 1500 Hours



### CAUTION

- Check the injection pressure and condition after confirming that there is nobody standing in the direction the fume goes.
- If the fume from the nozzle directly contacts the human body, cells may be destroyed and blood poisoning may be caused.



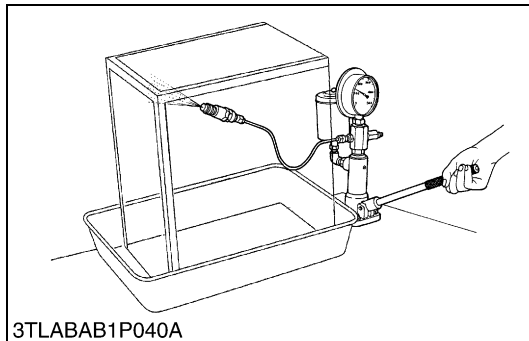
### Nozzle Spraying Condition

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

(a) Good

(b) Bad

W10411400



### Fuel Injection Pressure

1. Set the injection nozzle to 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 the factory specifications, replace the adjusting washer (1) in the nozzle holder to adjust it.

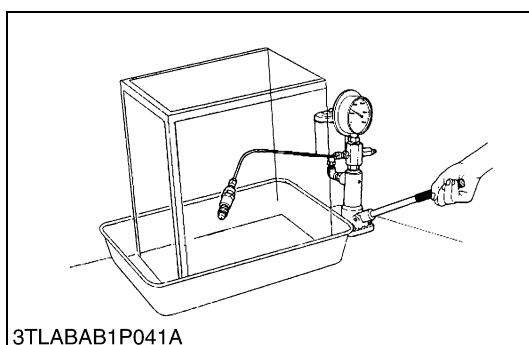
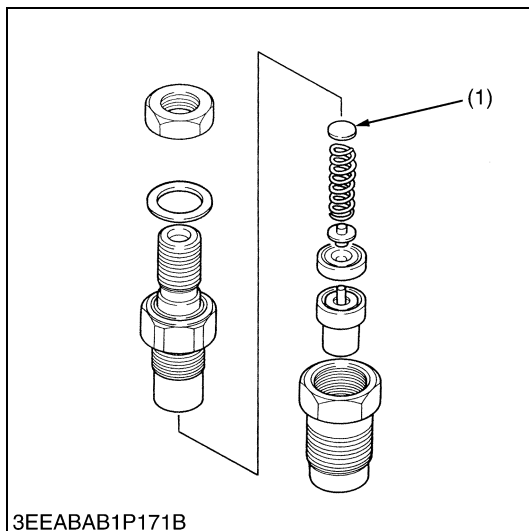
#### (Reference)

- Pressure variation with 0.01 mm (0.0004 in.) difference of adjusting washer thickness.  
Approx. 235 kPa (2.4 kgf/cm<sup>2</sup>, 34 psi)

| Fuel injection pressure | Factory spec. | 13.73 to 14.71 MPa<br>140 to 150 kgf/cm <sup>2</sup><br>1991 to 2134 psi |
|-------------------------|---------------|--|
|-------------------------|---------------|--|

(1) Adjusting Washer

W10182100

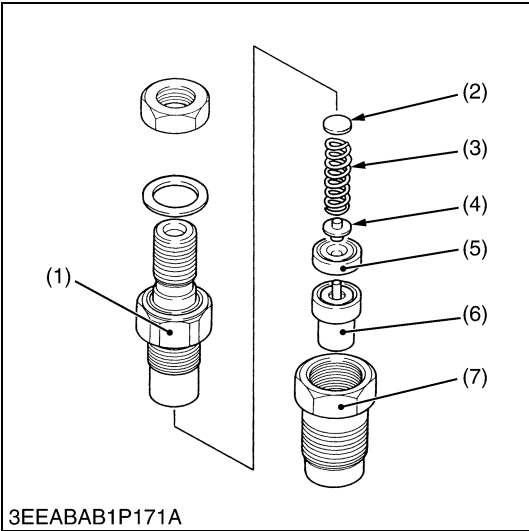


### Valve Seat Tightness

1. Set the injection nozzle to a nozzle tester.
2. Raise the fuel pressure, and keep at 12.75 MPa (130 kgf/cm<sup>2</sup>, 1849 psi) for 10 seconds.
3. If any fuel leak is found, replace the nozzle piece.

| Valve seat tightness | Factory spec. | No fuel leak at<br>12.75 MPa<br>130 kgf/cm <sup>2</sup><br>1849 psi |
|----------------------|---------------|---|
|----------------------|---------------|---|

W10412730



**Nozzle Holder**

- 1. Secure the nozzle retaining nut (7) with a vise.
- 2. Remove the nozzle holder (1), and take out parts inside.

**(When reassembling)**

- Assemble the nozzle in clean fuel oil.
- Install the push rod (4), noting its direction.
- After assembling the nozzle, be sure to adjust the fuel injection pressure.

|                   |                             |   |
|-------------------|-----------------------------|---|
| Tightening torque | Nozzle holder               | 34.3 to 39.2 N·m<br>3.5 to 4.0 kgf·m<br>25.3 to 28.9 ft-lbs |
|                   | Overflow pipe retaining nut | 19.6 to 24.5 N·m<br>2.0 to 2.5 kgf·m<br>14.5 to 18.1 ft-lbs |
|                   | Nozzle holder assembly      | 49.0 to 68.6 N·m<br>5.0 to 7.0 kgf·m<br>36.2 to 50.6 ft-lbs |

- (1) Nozzle Holder

(2) Adjusting Washer

(3) Nozzle Spring

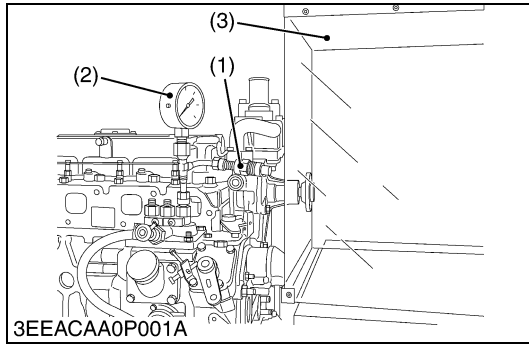
(4) Push Rod
- (5) Distance Piece

(6) Nozzle Piece

(7) Nozzle Retaining Nut

W1018491

### (13) Check Points of Every 3000 Hours



#### Checking Injection Pump

##### (Fuel Tightness of Pump Element)

1. Remove the engine stop solenoid.
2. Remove the injection pipes and glow plugs.
3. Install the injection pump pressure tester to the injection pump.
4. Install the injection nozzle (1) jetted with the proper injection pressure to the injection pump pressure tester (2). (Refer to the figure.)
5. Set the speed control lever to the maximum speed position.
6. Run the starter to increase the pressure.
7. If the pressure can not reach the allowable limit, replace the pump with new one or repair with a Kubota-authorized pump service shop.

##### (Fuel Tightness of Delivery Valve)

1. Remove the engine stop solenoid.
2. Remove the injection pipes and glow plugs.
3. Set a pressure tester to the fuel injection pump.
4. Install the injection nozzle (1) jetted with the proper injection pressure to the injection pump pressure tester (2).
5. Run the starter to increase the pressure.
6. Stop the starter when the fuel jets from the injection nozzle. After that, turn the flywheel by the hand and raise the pressure to approx. 13.73 MPa (140 kgf/cm<sup>2</sup>, 1991 psi).
7. Now turn the flywheel back about half a turn (to keep the plunger free). Maintain the flywheel at this position and clock the time taken for the pressure to drop from 13.73 to 12.75 MPa (from 140 to 130 kgf/cm<sup>2</sup>, from 1991 to 1849 psi).
8. Measure the time needed to decrease the pressure from 13.73 to 12.75 MPa (from 140 to 130 kgf/cm<sup>2</sup>, from 1991 to 1849 psi).
9. If the measurement is less than allowable limit, replace the pump with new one or repair with a Kubota-authorized pump service shop.

|                                  |                 |   |
|----------------------------------|-----------------|---|
| Fuel tightness of pump element   | Allowable limit | 13.73 MPa<br>140 kgf/cm <sup>2</sup><br>1991 psi                                    |
| Fuel tightness of delivery valve | Factory spec.   | 10 seconds<br>13.73 → 12.75 MPa<br>140 → 130 kgf/cm <sup>2</sup><br>1991 → 1849 psi |
|                                  | Allowable limit | 5 seconds<br>13.73 → 12.75 MPa<br>140 → 130 kgf/cm <sup>2</sup><br>1991 → 1849 psi  |

#### ■ NOTE

- Never try to disassemble the injection pump assembly. For repairs, you are strongly requested to contact a Kubota-authorized pump service shop.

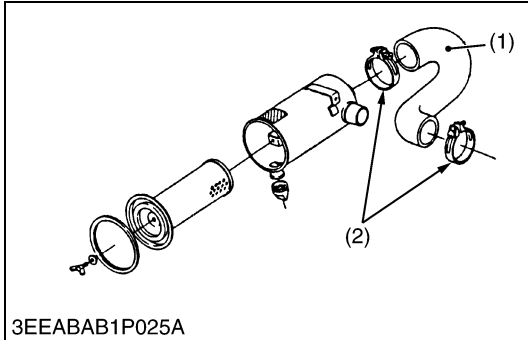
(1) Injection Nozzle

(3) Protection Cover for Jetted Fuel

(2) Injection Pump Pressure Tester

W1022357

## (14) Check Points of Every 2 Years



### Replacing Intake Air Line

1. Loosen the clamp (2).
2. Remove the intake air hose (1) and clamp (2).
3. Replace new intake air hose (1) and new clamp (2).
4. Tighten the clamp (2).

#### ■ NOTE

- To prevent serious damage to the engine, keep out any dust inside the intake air line.

(1) Intake Air Hose

(2) Clamp

W1023867

### Replacing Battery

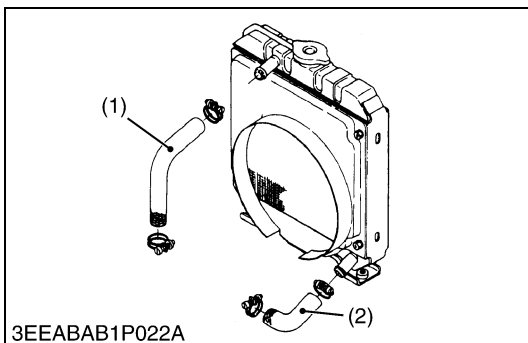


#### CAUTION

- When the battery is being activated, hydrogen and oxygen gases in the battery are extremely explosive. Keep open sparks and flames away from the battery at all times, especially when charging the battery.
- When charging battery, remove battery vent plugs.
- When disconnecting the cable from the battery, start with the negative terminal first. When connecting the cable to the battery, start with the positive terminal first.
- Never check battery charge by placing a metal object across the posts.

1. Disconnect the negative terminal and positive terminal.
2. Remove the battery holder.
3. Remove the used battery.
4. Replace the new battery.
5. Tighten the battery holder.
6. Connect the positive terminal.
7. Connect the negative terminal.

W1023996



### Replacing Radiator Hoses and Clamp Bands



#### CAUTION

- Do not remove the radiator cap when the engine is hot. Then loosen cap slightly to the stop to relieve any excess pressure before removing cap completely.

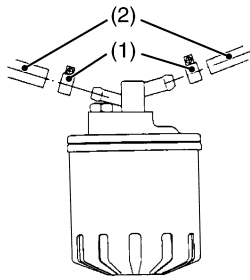
1. Drain the coolant.
2. Loosen the clamp bands.
3. Remove the upper hose (1) and lower hose (2).
4. Replace new upper / lower hose (1), (2) and clamp bands.
5. Tighten the clamp bands.
6. Fill with clean water and anti-freeze until the coolant level is just below the port. Install the radiator cap securely.

(1) Upper Hose

(2) Lower Hose

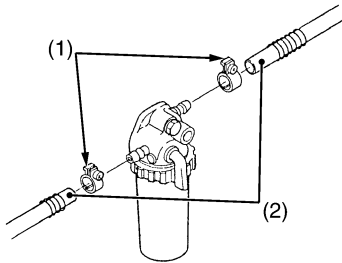
W1024178

[A]



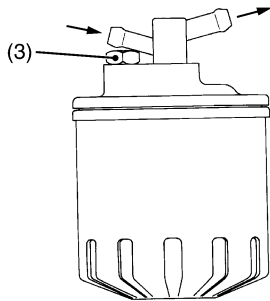
3EEACAA1P057A

[B]



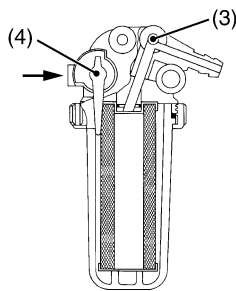
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[A]



3EEACAA1P059A

[B]



3EEACAA1P060A

### Replacing Fuel Hoses and Clamp Bands

1. Loosen the clamp (1) and remove the fuel hose (2).
2. Replace new fuel hose (2) and new clamp (2).
3. Tighten the clamp (1).



### CAUTION

- Stop the engine when attempting the check and change prescribed above.

### (When bleeding fuel system)

1. Fill the tank with fuel and open the cock (4).
2. Loosen the air vent plug (3) of the fuel filter a few turns.
3. Screw back the plug when bubbles do not come up any more.
4. Open the air vent cock on top of the fuel injection pump.
5. If equipped electrical fuel feed pump, turn the key to **AC** position and pump the fuel up for 10 to 15 seconds.  
If equipped mechanical fuel feed pump, set the stop lever on stop position and crank the engine for 10 to 15 seconds.
6. Close securely the air vent cock after air bleeding.

### NOTE

- Always keep the air vent cock on the fuel injection pump closed except when air is vented, or it may cause the engine to stop.

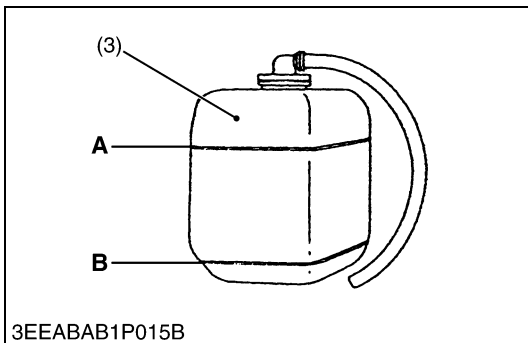
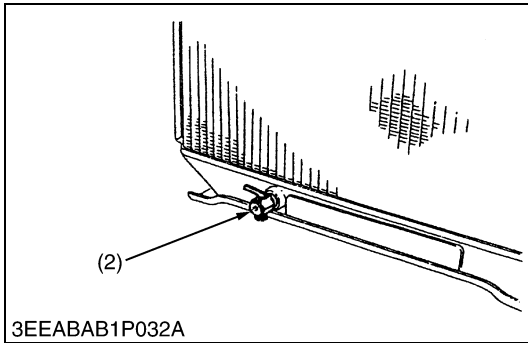
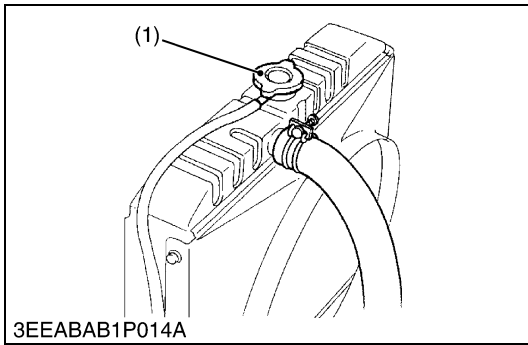
- (1) Clamp  
(2) Fuel Hose  
(3) Air Vent Plug  
(4) Fuel Cock

[A] Cartridge Type

[B] Element Type

W1024305





### Changing Radiator Coolant (L.L.C.)

#### **CAUTION**

- **Do not remove the radiator cap when the engine is hot. Then loosen cap slightly to the stop to relieve any excess pressure before removing cap completely.**
1. Stop the engine and let cool down.
  2. To drain the coolant, open the radiator drain plug (2) and remove the radiator cap (1). Then radiator cap (1) must be removed to completely drain the coolant. And open the drain cock of engine body.
  3. After all coolant is drained, close the drain plug.
  4. Fill with clean water and cooling system cleaner.
  5. Follow directions of the cleaner instruction.
  6. After flushing, fill with clean water and anti-freeze until the coolant level is just below the port. Install the radiator cap (1) securely.
  7. Fill with coolant up to "FULL" (A) mark on the recovery tank (3).
  8. Start and operate the engine for few minutes.
  9. Stop the engine and let cool. Check coolant level of radiator and recovery tank (3) and add coolant if necessary.

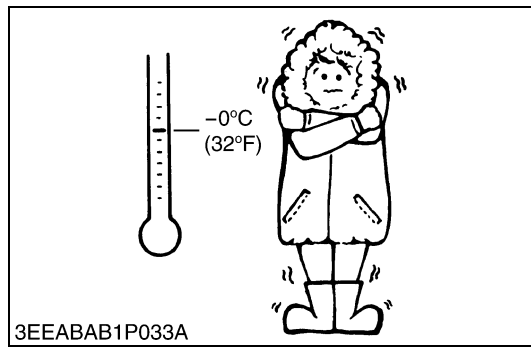
#### **IMPORTANT**

- **Do not start engine without coolant.**
- **Use clean, fresh, soft water and anti-freeze to fill the radiator and recovery tank.**
- **When the anti-freeze is mixed with fresh, soft water, the anti-freeze mixing ratio must be less than 50 %.**
- **Securely tighten radiator cap. If the cap is loose or improperly fitted, water may leak out and the engine could overheat.**

- (1) Radiator Cap  
 (2) Drain Plug  
 (3) Recovery Tank

A : Full  
 B : Low

W1024599



### Changing Radiator Coolant (L.L.C.) (Continued)

#### (Anti-freeze)

- There are two types of anti-freeze available: use the permanent type (PT) for this engine.
- Before adding anti-freeze for the first time, clean the radiator interior by pouring fresh, soft water and draining it a few times.
- The procedure for mixing water and anti-freeze differs according to the make of the anti-freeze and the ambient temperature. Basically, it should be referred to SAE J1034 standard, more specifically also to SAE J814c.
- Mix the anti-freeze with fresh, soft water, and then fill into the radiator.

#### ■ IMPORTANT

- **When the anti-freeze is mixed with fresh, soft water, the anti-freeze mixing ratio must be less than 50 %.**

| Vol %<br>anti-freeze | Freezing point |       | Boiling point* |       |
|----------------------|----------------|-------|----------------|-------|
|                      | °C             | °F    | °C             | °F    |
| 40                   | -24            | -11.2 | 106            | 222.8 |
| 50                   | -37            | -34.6 | 108            | 226.4 |

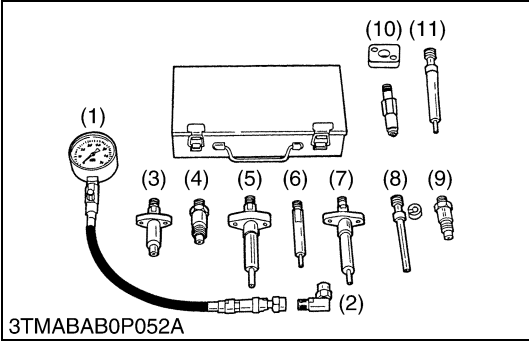
\* At  $1.013 \times 100000$  Pa (760 mmHg) pressure (atmospheric). A higher boiling point is obtained by using a radiator pressure cap which permits the development of pressure within the cooling system.

#### ■ NOTE

- The above data represents industrial standards that necessitate a minimum glycol content in the concentrated anti-freeze.
- When the coolant level drops due to evaporation, add fresh, soft water only to keep the anti-freeze mixing ratio less than 50 %. In case of leakage, add anti-freeze and fresh, soft water in the specified mixing ratio.
- Anti-freeze absorbs moisture. Keep unused anti-freeze in a tightly sealed container.
- Do not use radiator cleaning agents when anti-freeze has been added to the coolant.  
(Anti-freeze contains an anti-corrosive agent, which will react with the radiator cleaning agent forming sludge which will affect the engine parts.)

W1024852

[8] SPECIAL TOOLS



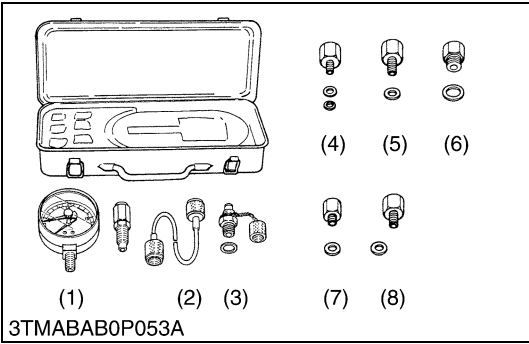
**Diesel Engine Compression Tester**

Code No: 07909-30208 (Assembly)07909-31251 (G)  
07909-30934 (A to F)07909-31271 (I)  
07909-31211 (E and F)07909-31281 (J)  
07909-31231 (H)

Application: Use to measure diesel engine compression and diagnostics of need for major overhaul.

- |                      |                       |
|----------------------|-----------------------|
| (1) Gauge            | (7) Adaptor <b>F</b>  |
| (2) L Joint          | (8) Adaptor <b>G</b>  |
| (3) Adaptor <b>A</b> | (9) Adaptor <b>H</b>  |
| (4) Adaptor <b>B</b> | (10) Adaptor <b>I</b> |
| (5) Adaptor <b>C</b> | (11) Adaptor <b>J</b> |
| (6) Adaptor <b>E</b> |                       |

W1024200



**Oil Pressure Tester**

Code No: 07916-32032

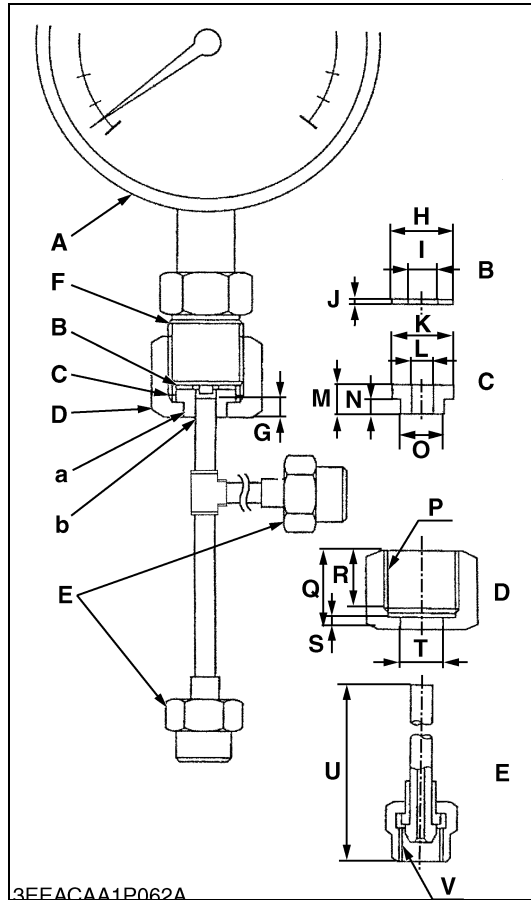
Application: Use to measure lubricating oil pressure.

- |                    |               |
|--------------------|---------------|
| (1) Gauge          | (5) Adaptor 2 |
| (2) Cable          | (6) Adaptor 3 |
| (3) Threaded Joint | (7) Adaptor 4 |
| (4) Adaptor 1      | (8) Adaptor 5 |

W1024318

### NOTE

- The following special tools are not provided, so make them referring to the figure.



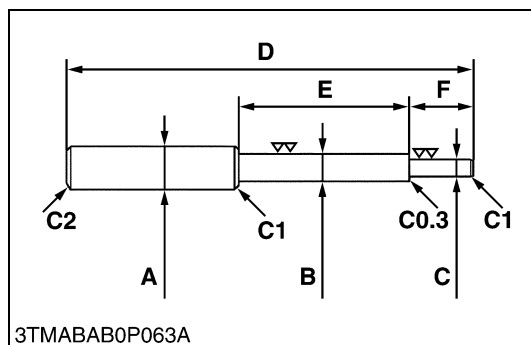
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### Injection Pump Pressure Tester

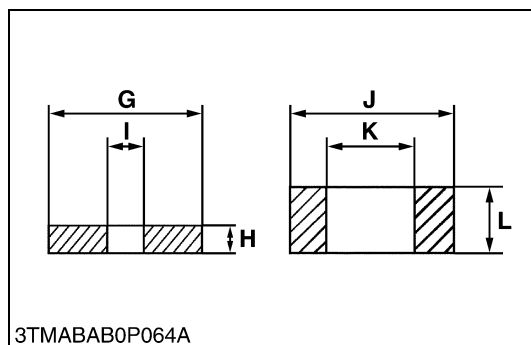
Application: Use to check fuel tightness of injection pumps.

|   |   |
|---|---|
| A | Pressure gauge full scale : More than 29.4 MPa (300 kgf/cm <sup>2</sup> , 4267 psi) |
| B | Copper gasket   |
| C | Flange (Material : Steel)   |
| D | Hex. nut 27 mm (1.06 in.) across the plat   |
| E | Retaining nut   |
| F | PF 1/2  |
| G | 5 mm (0.20 in.)   |
| H | 17 mm dia. (0.67 in. dia.)  |
| I | 8 mm dia. (0.31 in. dia.)   |
| J | 1.0 mm (0.039 in.)  |
| K | 17 mm dia. (0.67 in. dia.)  |
| L | 6.10 to 6.20 mm dia. (0.2402 to 0.2441 in. dia.)                                    |
| M | 8 mm (0.31 in.)   |
| N | 4 mm (0.16 in.)   |
| O | 11.97 to 11.99 mm dia. (0.4713 to 0.4720 in. dia.)                                  |
| P | PF 1/2  |
| Q | 23 mm (0.91 in.)  |
| R | 17 mm (0.67 in.)  |
| S | 4 mm (0.16 in.)   |
| T | 12.00 to 12.02 mm dia. (0.4724 to 0.4732 in. dia.)                                  |
| U | 100 mm (3.94 in.)   |
| V | M12 × P1.5  |
| a | Adhesive application  |
| b | Fillet welding on the enter circumference   |

W10252400



3TMABAB0P063A



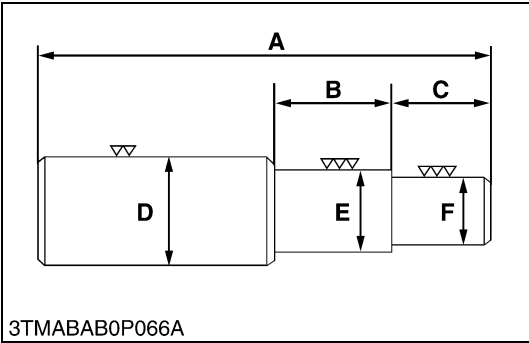
3TMABAB0P064A

### Valve Guide Replacing Tool

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

|      |  |
|------|--|
| A    | 20 mm dia. (0.79 in. dia.)                     |
| B    | 12.7 to 12.9 mm dia. (0.500 to 0.508 in. dia.) |
| C    | 7.5 to 7.6 mm dia. (0.295 to 0.299 in. dia.)   |
| D    | 225 mm (8.86 in.)                              |
| E    | 70 mm (2.76 in.)                               |
| F    | 45 mm (1.77 in.)                               |
| G    | 25 mm dia. (0.98 in. dia.)                     |
| H    | 5 mm (0.197 in.)                               |
| I    | 7.7 to 8.0 mm dia. (0.303 to 0.315 in. dia.)   |
| J    | 20 mm dia. (0.787 in. dia.)                    |
| K    | 13.5 to 13.8 mm dia. (0.531 to 0.543 in. dia.) |
| L    | 8.9 to 9.1 mm (0.350 to 0.358 in.)             |
| C1   | Chamfer 1.0 mm (0.039 in.)                     |
| C2   | Chamfer 2.0 mm (0.079 in.)                     |
| C0.3 | Chamfer 0.3 mm (0.012 in.)                     |

W1025017



**Bushing Replacing Tools**

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

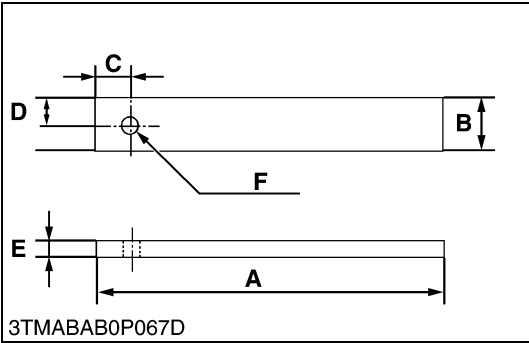
1. For small end bushing

|   |  |
|---|--|
| 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 (1.50 in.)                                 |
| D | 45 mm dia. (1.77 in. dia.)                       |
| 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.) |

W1025500

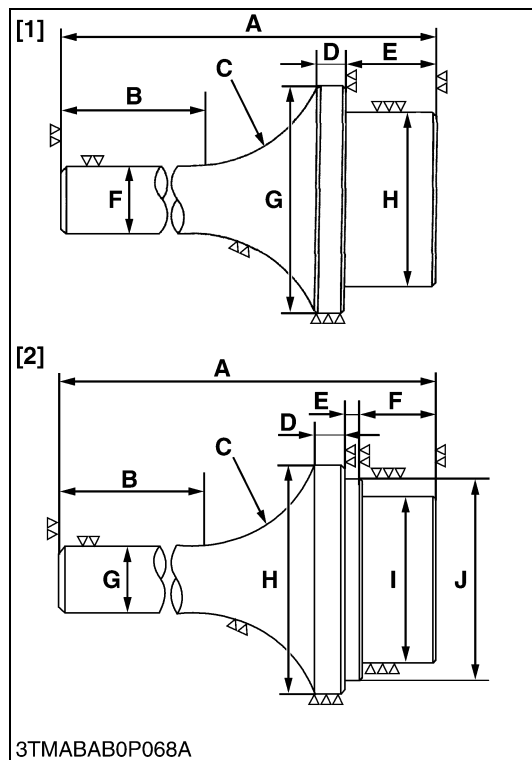


**Flywheel Stopper**

Application: Use to loosen and tighten the flywheel screw.

|   |                            |
|---|----------------------------|
| A | 200 mm (7.87 in.)          |
| B | 30 mm (1.18 in.)           |
| C | 20 mm (0.79 in.)           |
| D | 15 mm (0.59 in.)           |
| E | 8 mm (0.31 in.)            |
| F | 10 mm dia. (0.39 in. dia.) |

W10259480



### Crankshaft Bearing 1 Replacing Tool

Application: Use to press out and press fit the crankshaft bearing 1.

1. Extracting tool (D1503, D1703, V2203: Serial No.: below 3R9999)

|   |  |
|---|--|
| A | 135 mm (5.31 in.)                              |
| B | 72 mm (2.83 in.)                               |
| C | 40 mm radius (1.57 in. radius)                 |
| D | 10 mm (0.39 in.)                               |
| E | 20 mm (0.79 in.)                               |
| F | 20 mm dia. (0.79 in. dia.)                     |
| G | 56.8 to 56.9 mm dia. (2.236 to 2.240 in. dia.) |
| H | 51.8 to 51.9 mm dia. (2.039 to 2.043 in. dia.) |

2. Inserting tool (D1503, D1703, V2203 : Serial No.: below 3R9999)

|   |  |
|---|--|
| A | 130 mm (5.12 in.)                              |
| B | 72 mm (2.83 in.)                               |
| C | 40 mm radius (1.57 in. radius)                 |
| D | 9 mm (0.35 in.)                                |
| E | 4 mm (0.16 in.)                                |
| F | 20 mm (0.79 in.)                               |
| G | 20 mm dia. (0.79 in. dia.)                     |
| H | 68 mm dia. (2.68 in. dia.)                     |
| I | 51.8 to 51.9 mm dia. (2.039 to 2.043 in. dia.) |
| J | 56.8 to 56.9 mm dia. (2.236 to 2.240 in. dia.) |

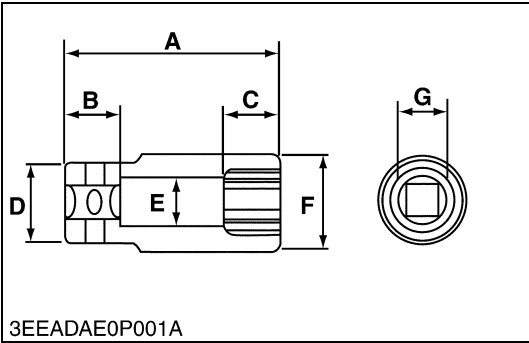
1. Extracting tool (D1803, V2403 : Serial No.: below 3R9999)  
(Serial No.: above 3S0001)

|   |  |
|---|--|
| A | 135 mm (5.31 in.)                              |
| B | 72 mm (2.83 in.)                               |
| C | 40 mm radius (1.57 in. radius)                 |
| 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. Inserting tool (D1803, V2403 : Serial No.: below 3R9999)  
(Serial No.: above 3S0001)

|   |  |
|---|--|
| A | 130 mm (5.12 in.)                              |
| B | 72 mm (2.83 in.)                               |
| C | 40 mm radius (1.57 in. radius)                 |
| D | 9 mm (0.35 in.)                                |
| E | 4 mm (0.16 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.) |

W1026139

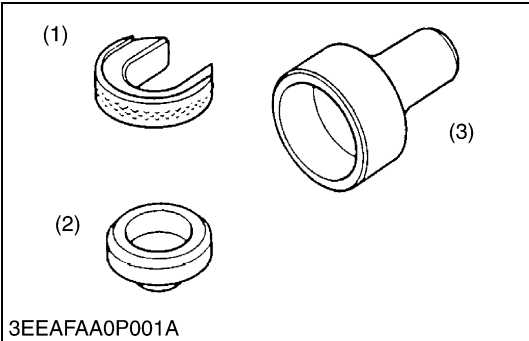


**Socket Wrench for Crank Pulley Nut (46 mm Deep Socket Wrench)**

Application: Use to loosen and tighten the fan drive pulley mounting nut.

|   |                              |
|---|------------------------------|
| A | 100 mm (3.94 in.)            |
| B | 25.0 mm (0.98 in.)           |
| C | 27.0 mm (1.06 in.)           |
| D | 45.0 mm dia. (1.77 in. dia.) |
| E | 35.0 mm dia. (1.38 in. dia.) |
| F | 62.5 mm dia. (2.46 in. dia.) |
| G | 46.0 mm (1.81 in.)           |

W1044361



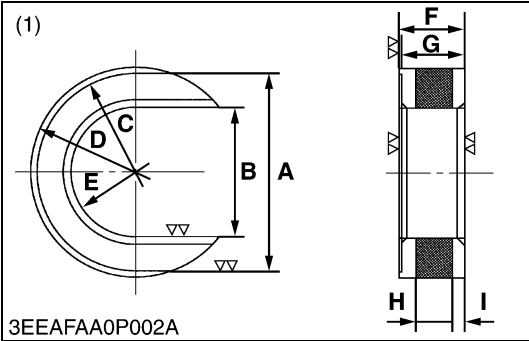
**Auxiliary Socket for Fixing Crankshaft Sleeve**

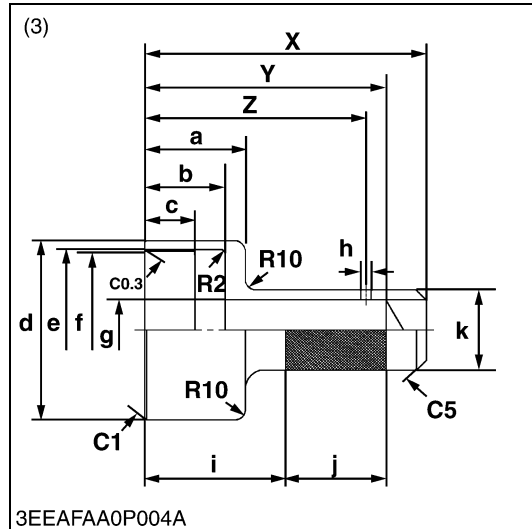
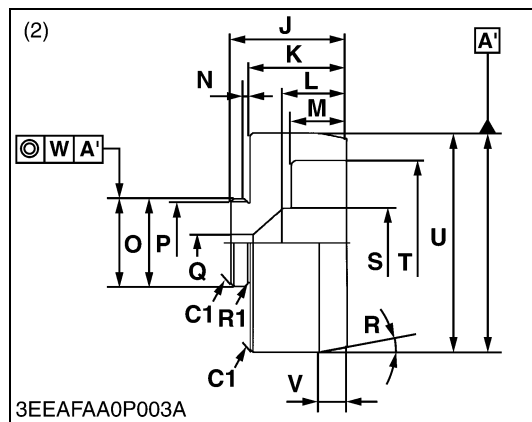
Application: Use to fix the crankshaft sleeve of the diesel engine.

|   |  |
|---|--|
| A | 80.0 mm (3.1496 in.)                             |
| B | 60.1 to 60.3 mm (2.3661 to 2.3740 in.)           |
| C | 80.0 mm dia. (3.1496 in. dia.)                   |
| D | 85.0 mm dia. (3.3465 in. dia.)                   |
| E | 60.1 to 60.3 mm dia. (2.3661 to 2.3740 in. dia.) |
| F | 26.3 to 26.4 mm (1.0354 to 1.0394 in.)           |
| G | 25.85 to 25.90 mm (1.0177 to 1.0197 in.)         |
| H | 15.0 mm (0.5906 in.)                             |
| I | 5.0 mm (0.1969 in.)                              |

- (1) Stopper
- (2) Sleeve Guide
- (3) Auxiliary Socket for Pushing

W1027695





### Auxiliary Socket for Fixing Crankshaft Sleeve (Continued)

Application: Use to fix the crankshaft sleeve of the diesel engine.

|      |  |
|------|--|
| J    | 42.0 mm (1.6535 in.)                                 |
| K    | 30.5 to 30.6 mm (1.2008 to 1.2047 in.)               |
| L    | 23.0 mm (0.9055 in.)                                 |
| M    | 20.0 mm (0.7874 in.)                                 |
| N    | 2.0 mm (0.0787 in.)                                  |
| O    | 31.911 to 31.950 mm dia. (1.2563 to 1.2579 in. dia.) |
| P    | 30.0 mm dia. (1.1811 in. dia.)                       |
| Q    | 5.0 mm dia. (0.1969 in. dia.)                        |
| R    | 0.087 rad (5 °)                                      |
| S    | 25.0 mm dia. (0.9843 in. dia.)                       |
| T    | 60.0 mm dia. (2.3622 in. dia.)                       |
| U    | 79.80 to 79.85 mm dia. (3.1417 to 3.1437 in. dia.)   |
| V    | 10.0 mm (0.3937 in.)                                 |
| W    | 0.04 mm dia. (0.0016 in. dia.)                       |
| X    | 140 mm (5.5118 in.)                                  |
| Y    | 120 mm (4.7244 in.)                                  |
| Z    | 110 mm (4.3307 in.)                                  |
| a    | 50.0 mm (1.9685 in.)                                 |
| b    | 39.9 to 40.0 mm (1.5709 to 1.5748 in.)               |
| c    | 25.0 mm (0.9843 in.)                                 |
| d    | 90.0 mm dia. (3.5433 in. dia.)                       |
| e    | 81.0 mm dia. (3.1890 in. dia.)                       |
| f    | 80.10 to 80.15 mm dia. (3.1535 to 3.1555 in. dia.)   |
| g    | 30.0 mm dia. (1.1811 in. dia.)                       |
| h    | 5.0 mm dia. (0.1969 in. dia.)                        |
| i    | 70.0 mm (2.7559 in.)                                 |
| j    | 50.0 mm (1.9685 in.)                                 |
| k    | 40.0 mm dia. (1.5748 in. dia.)                       |
| C1   | Chamfer 1.0 mm (0.0394 in.)                          |
| C5   | Chamfer 5.0 mm (0.1969 in.)                          |
| C0.3 | Chamfer 0.3 mm (0.012 in.)                           |
| R1   | 1.0 mm radius (0.0394 in. radius)                    |
| R2   | 2.0 mm radius (0.0787 in. radius)                    |
| R10  | 10.0 mm radius (0.3937 in. radius)                   |

(2) Sleeve Guide

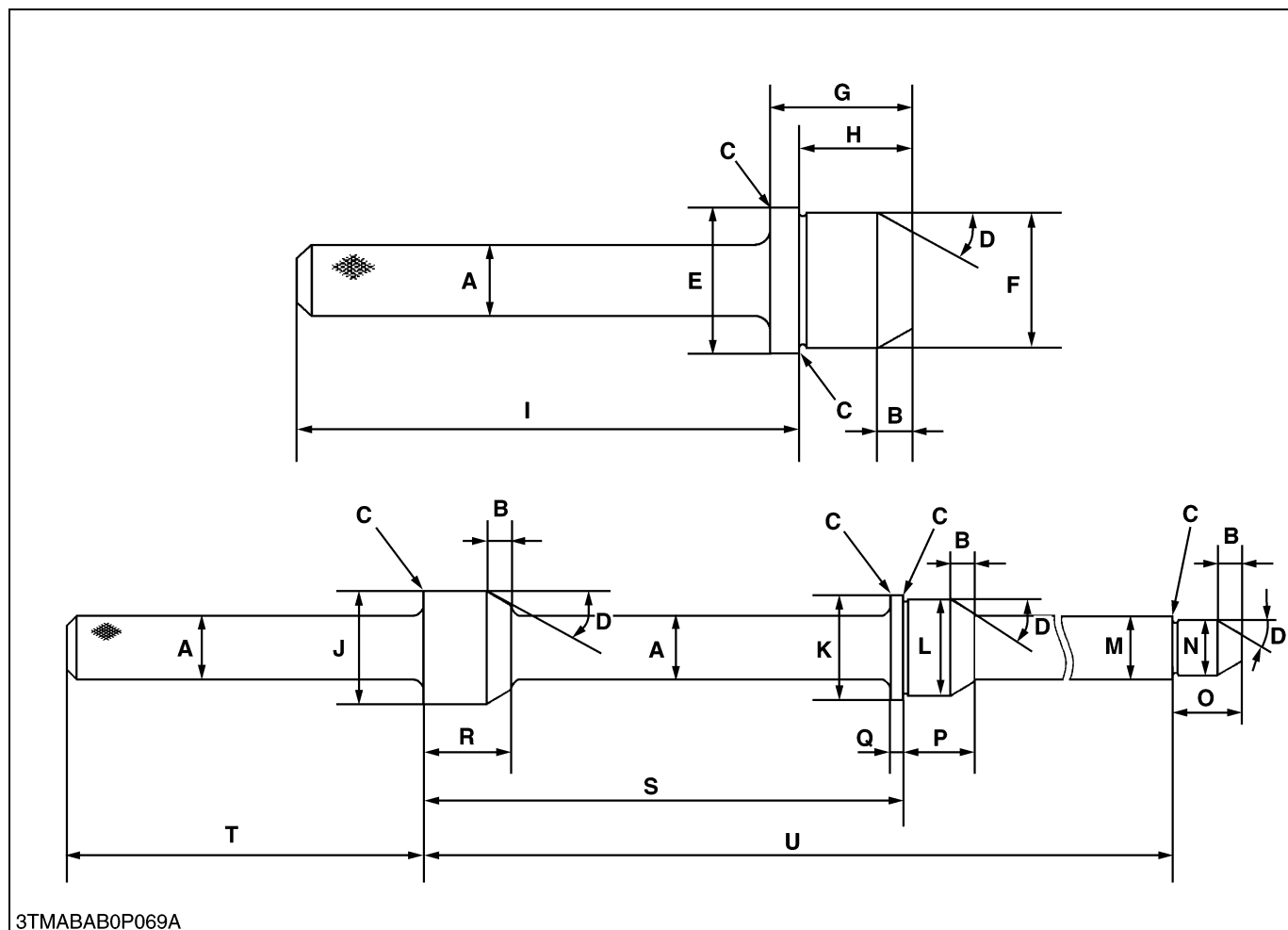
(3) Auxiliary Socket for Pushing

W1027898



**Balancer Metal Replacing Tool (for Removing)**

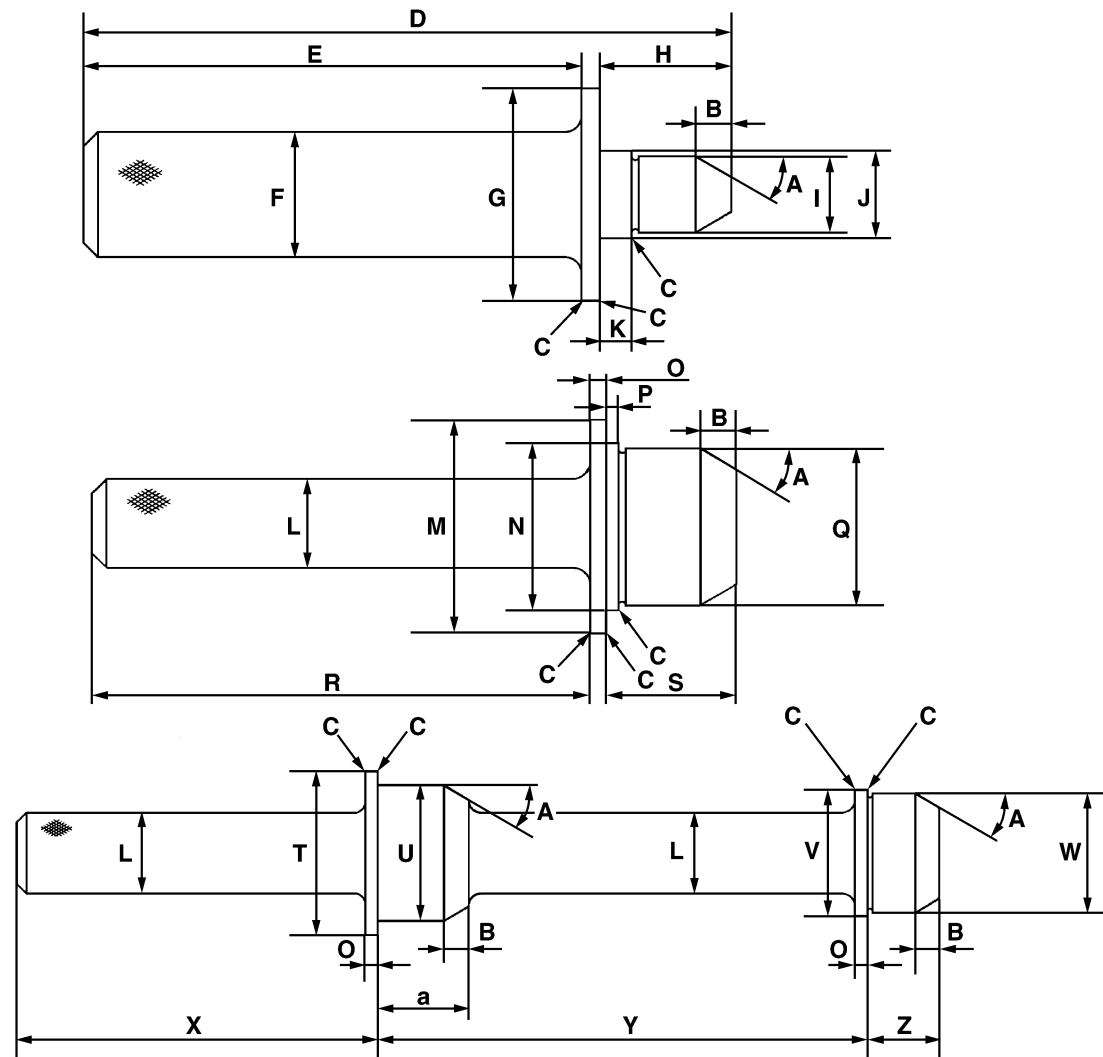
Application: Use to remove the metal bearing.



|   |  |   |  |
|---|--|---|--|
| A | 25 mm dia. (0.98 in. dia.)                           | L | 41.934 to 41.950 mm dia. (1.6509 to 1.6516 in. dia.) |
| B | 10 mm (0.39 in.)                                     | M | 24.959 to 24.980 mm dia. (0.9826 to 0.9835 in. dia.) |
| C | Chamfer 0.3 mm (0.01 in.)                            | N | 21.947 to 21.960 mm dia. (0.8641 to 0.8646 in. dia.) |
| D | 0.52 rad (30 °)                                      | O | 28 mm (1.10 in.)                                     |
| E | 46.950 to 46.975 mm dia. (1.8484 to 1.8494 in. dia.) | P | 29 mm (1.14 in.)                                     |
| F | 43.934 to 43.950 mm dia. (1.7297 to 1.7303 in. dia.) | Q | 5 mm (0.20 in.)                                      |
| G | 41 mm (1.61 in.)                                     | R | 36 mm (1.42 in.)                                     |
| H | 32.5 mm (1.28 in.)                                   | S | 195.25 to 195.75 mm (7.687 to 7.707 in.)             |
| I | 148.5 mm (5.85 in.)                                  | T | 145 mm (5.71 in.)                                    |
| J | 46.50 to 46.75 mm dia. (1.831 to 1.841 in. dia.)     | U | 384.75 to 385.25 mm (15.148 to 15.167 in.)           |
| K | 44.950 to 44.975 mm dia. (1.7697 to 1.7707 in. dia.) |   |  |

**Balancer Metal Replacing Tool (for Fitting)**

Application: Use to press fit the metal bearing.

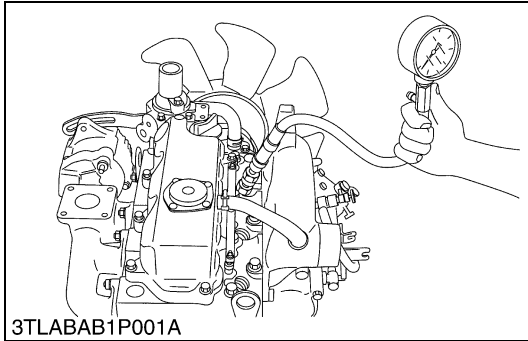


3TMABAB0P070A

|   |  |   |  |
|---|--|---|--|
| A | 0.52 rad (30 °)                                      | O | 5 mm (0.20 in.)                                      |
| B | 10 mm (0.39 in.)                                     | P | 3.3 to 3.7 mm (0.130 to 0.146 in.)                   |
| C | Chamfer 0.3 mm (0.01 in.)                            | Q | 43.934 to 43.950 mm dia. (1.7297 to 1.7303 in. dia.) |
| D | 182 mm (7.17 in.)                                    | R | 140 mm (5.51 in.)                                    |
| E | 140 mm (5.51 in.)                                    | S | 36 mm (1.42 in.)                                     |
| F | 35 mm dia. (1.38 in. dia.)                           | T | 60 mm dia. (2.36 in. dia.)                           |
| G | 60 mm dia. (2.36 in. dia.)                           | U | 46.950 to 46.975 mm dia. (1.8484 to 1.8494 in. dia.) |
| H | 37 mm (1.46 in.)                                     | V | 44.950 to 44.975 mm dia. (1.7697 to 1.7707 in. dia.) |
| I | 21.947 to 21.960 mm dia. (0.8641 to 0.8646 in. dia.) | W | 41.934 to 41.950 mm dia. (1.6509 to 1.6516 in. dia.) |
| J | 24.959 to 24.980 mm dia. (0.9826 to 0.9835 in. dia.) | X | 145 mm (5.71 in.)                                    |
| K | 8.8 to 9.2 mm (0.346 to 0.362 in.)                   | Y | 195.25 to 195.75 mm (7.687 to 7.707 in.)             |
| L | 25 mm dia. (0.98 in. dia.)                           | Z | 29 mm (1.14 in.)                                     |
| M | 60 mm dia. (2.36 in. dia.)                           | a | 36 mm (1.42 in.)                                     |
| N | 46.950 to 46.975 mm dia. (1.8484 to 1.8494 in. dia.) |   |  |

## 2. ENGINE BODY

### [1] CHECKING AND ADJUSTING



#### Compression Pressure

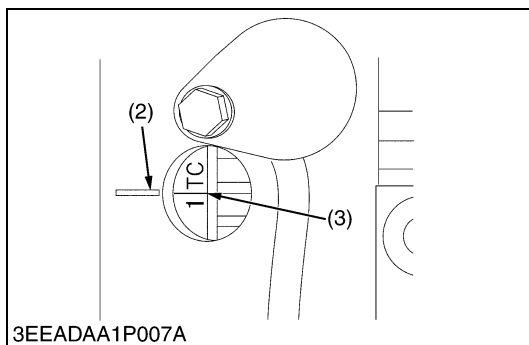
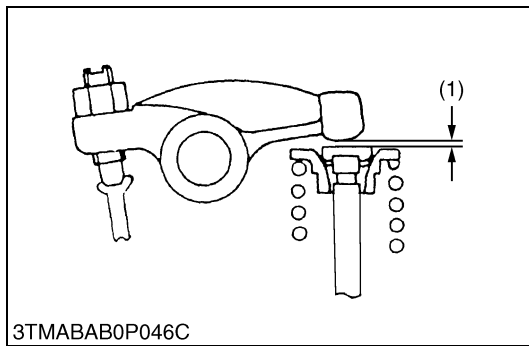
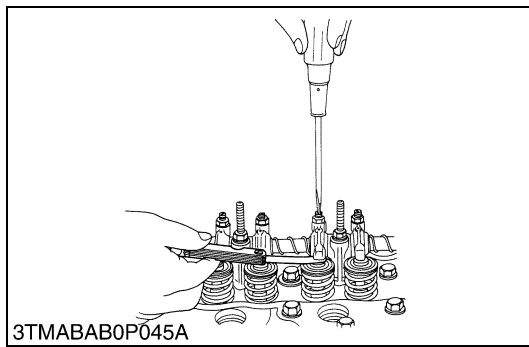
1. Run the engine until it is warmed up.
2. Stop the engine and disconnect the **2P** connector from the stop solenoid in order not to inject fuel.
3. Remove the air cleaner, the muffler and all injection nozzles.
4. Set a compression tester with the adaptor to the nozzle hole.
5. While cranking the engine with the starter, measure the compression pressure.
6. Repeat steps 4 through 6 for each cylinder.
7. If the measurement is below the allowable limit, apply a small amount of oil to the cylinder wall through the nozzle hole and measure the compression pressure again.
8. If the compression pressure is still less than the allowable limit, check the top clearance, valve and cylinder head.
9. If the compression pressure increases after applying oil, check the cylinder wall and piston rings.

#### ■ NOTE

- Check the compression pressure with the specified valve clearance.
- Always use a fully charged battery for performing this test.
- Variances in cylinder compression values should be under 10 %.

|                      |                 |  |
|----------------------|-----------------|--|
| Compression pressure | Factory spec.   | 3.53 to 4.02 MPa<br>36 to 41 kgf/cm <sup>2</sup><br>512 to 583 psi |
|                      | Allowable limit | 2.55 MPa<br>26 kgf/cm <sup>2</sup><br>370 psi                      |

W1018639



## Valve Clearance

### ■ IMPORTANT

- Valve clearance must be checked and adjusted when engine is cold.
- Remove the head cover.
  - Align the "1TC" mark line (3) on the flywheel and projection (2) on the housing so that the No.1 piston comes to the compression or overlap top dead center.
  - Check the following valve clearance (1) marked with "☆" using a feeler gauge.
  - If the clearance is not within the factory specifications, adjust with the adjusting screw.

|                 |               |   |
|-----------------|---------------|---|
| Valve clearance | Factory spec. | 0.18 to 0.22 mm<br>0.0071 to 0.0087 in. |
|-----------------|---------------|---|

### ■ NOTE

- The "TC" marking line on the flywheel is just for No. 1 cylinder. There is no "TC" marking for the other cylinders.
- No. 1 piston comes to the top dead center position when the "TC" marking is aligned with the projection (2) in the window on flywheel-housing. Turn the flywheel 0.26 rad (15°) clockwise and counterclockwise to see if the piston is at the compression top dead center or the overlap position. Now referring to the table below, readjust the valve clearance (1). (The piston is at the top dead center when both the IN. and EX. valves do not move; it is at the overlap position when both the valves move.)
- Finally turn the flywheel 6.28 rad (360°) and align the "TC" marking and the projection (2) perfectly. Adjust all the other valve clearance as required.
- After turning the flywheel counterclockwise twice or three times, recheck the valve clearance (1).
- After adjusting the valve clearance (1), firmly tighten the lock nut of the adjusting screw.

| Valve arrangement<br>Adjustable cylinder location of piston |       | D1503-M<br>D1703-M<br>D1803-M |     | V2203-M<br>V2403-M |     |
|---|-------|-------------------------------|-----|--------------------|-----|
|   |       | IN.                           | EX. | IN.                | EX. |
| When No. 1 piston comes to compression top dead center      | No. 1 | ☆                             | ☆   | ☆                  | ☆   |
|   | No. 2 |                               | ☆   | ☆                  |     |
|   | No. 3 | ☆                             |     |                    | ☆   |
|   | No. 4 | —                             | —   |                    |     |
| When No. 1 piston comes to overlap position                 | No. 1 |                               |     |                    |     |
|   | No. 2 | ☆                             |     |                    | ☆   |
|   | No. 3 |                               | ☆   | ☆                  |     |
|   | No. 4 | —                             | —   | ☆                  | ☆   |

(1) Valve Clearance

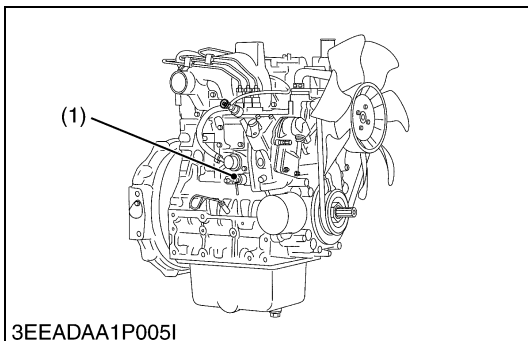
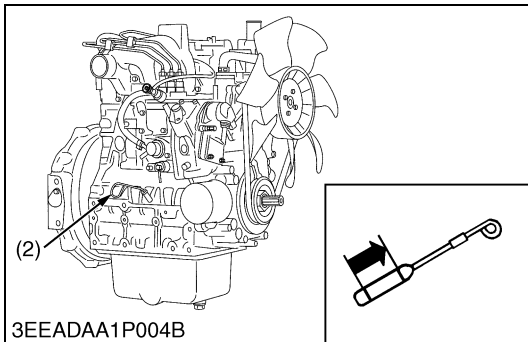
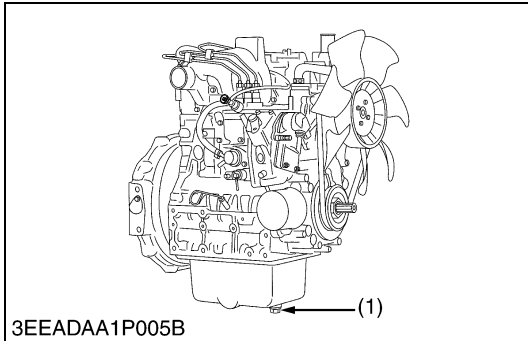
(2) Projection

(3) TC Mark Line

W12468700

## [2] DISASSEMBLING AND ASSEMBLING

### (1) Draining Oil and Coolant



#### Draining Engine Oil

1. Start and warm up the engine for approx. 5 minutes.
2. Place an oil pan underneath the engine.
3. Remove the drain plug (1) to drain oil.
4. After draining, screw in the drain plug.

#### **(When refilling)**

- Fill the engine oil up to the upper line on the dipstick (2).

#### ■ **IMPORTANT**

- **Never mix two different type of oil.**
- **Use the proper SAE Engine Oil according to ambient temperature.**

(1) Drain Plug

(2) Dipstick

W1028998

#### Draining Coolant



#### **CAUTION**

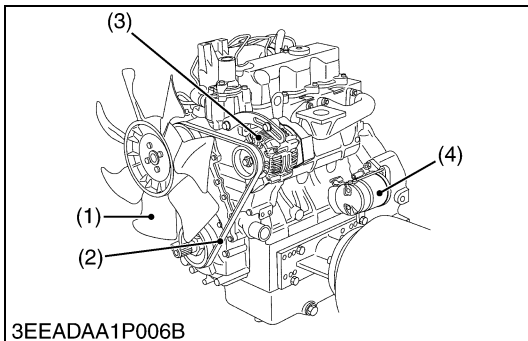
- **Never remove radiator cap while operating or immediately after stopping. Otherwise, hot water will spout out from the radiator. Wait for more than ten minutes to cool the radiator, before opening the cap.**

1. Prepare a bucket. Open the coolant drain cock.

(1) Coolant Drain Cock

W1029172

### (2) External Components



#### Air Cleaner, Muffler and Others

1. Remove the air cleaner and muffler.
2. Remove the fan (1), fan belt (2), alternator (3) and starter (4).

#### **(When reassembling)**

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

#### ■ **IMPORTANT**

- **After reassembling the fan belt, be sure to adjust the fan belt tension.**
- **Do not confuse the direction of the fan.**

(1) Fan

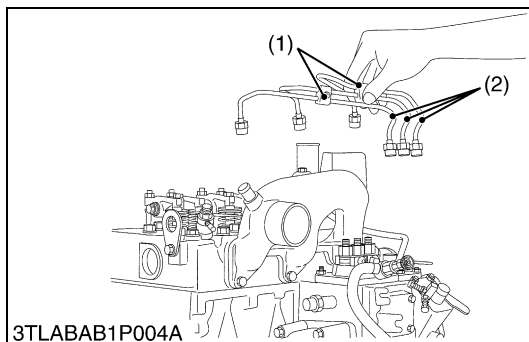
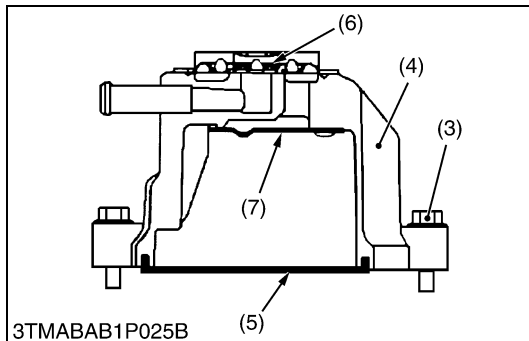
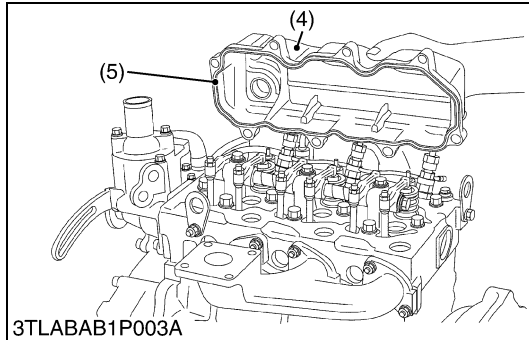
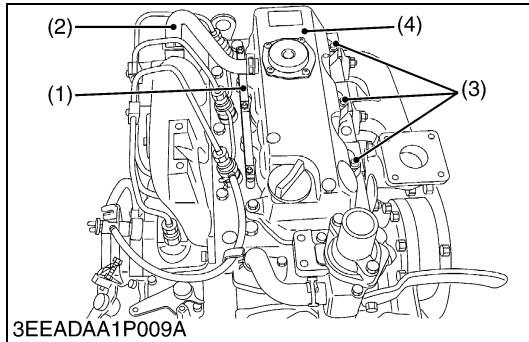
(3) Alternator

(2) Fan Belt

(4) Starter

W1060302

### (3) Cylinder Head and Valves



#### Cylinder Head Cover

1. Remove the lead (1).
2. Remove the breather hose (2).
3. Remove the head cover screws (3).
4. Remove the cylinder head cover (4).

#### **(When reassembling)**

- Check to see if the cylinder head cover gasket (5) is not defective.

| Tightening torque | Cylinder head cover screw | 6.9 to 11.3 N·m<br>0.7 to 1.15 kgf·m<br>5.1 to 8.32 ft-lbs |
|-------------------|---------------------------|--|
|-------------------|---------------------------|--|

- |                         |                                |
|-------------------------|--------------------------------|
| (1) Lead                | (5) Cylinder Head Cover Gasket |
| (2) Breather Hose       | (6) Breather Valve             |
| (3) Head Cover Screw    | (7) Plate                      |
| (4) Cylinder Head Cover |                                |

W1060460

#### Injection Pipes

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

#### **(When reassembling)**

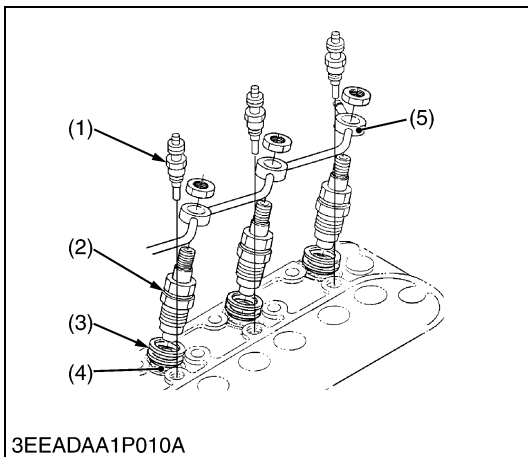
- Blow out dust inside the pipes.

| Tightening torque | Injection pipe retaining nut | 24.5 to 34.3 N·m<br>2.5 to 3.5 kgf·m<br>18.1 to 25.3 ft-lbs |
|-------------------|------------------------------|---|
|-------------------|------------------------------|---|

(1) Pipe Clamp

(2) Injection Pipe

W1060970



### Nozzle Holder Assembly and Glow Plug

1. Remove the overflow pipe assembly (5).
2. Remove the nozzle holder assemblies (2) using a 21 mm deep socket wrench.
3. Remove the copper gasket (3) and heat seal (4).
4. Remove the glow plugs (1).

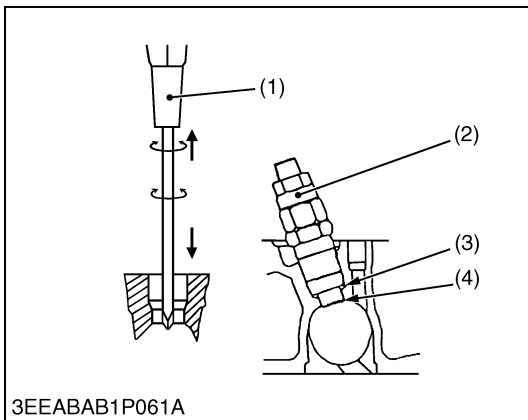
#### (When reassembling)

- Replace the copper gasket and heat seal with new one.

|                   |                                      |   |
|-------------------|--------------------------------------|---|
| Tightening torque | Nozzle holder assembly               | 49.0 to 68.6 N·m<br>5.0 to 7.0 kgf·m<br>36.2 to 50.6 ft-lbs |
|                   | Overflow pipe assembly retaining nut | 19.6 to 24.5 N·m<br>2.0 to 2.5 kgf·m<br>14.5 to 18.1 ft-lbs |
|                   | Glow plug                            | 19.6 to 24.5 N·m<br>2.0 to 2.5 kgf·m<br>14.5 to 18.1 ft-lbs |

- (1) Glow Plug (4) Heat Seal  
(2) Nozzle Holder Assembly (5) Overflow Pipe Assembly  
(3) Copper Gasket

W1020917



### Nozzle Heat Seal Service Removal Procedure

#### ■ IMPORTANT

- Use a plus (phillips head) screw driver (1) that has a Dia. which is bigger than the heat seal hole (Approx. 6 mm) 1/4 in.

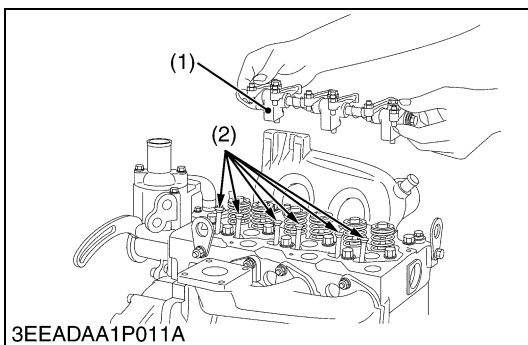
1. Drive screw driver (1) lightly into the heat seal hole.
2. Turn screw driver (1) three or four times each way.
3. While turning the screw driver (1), slowly pull the heat seal (4) out together with the copper gasket (3).
4. If the heat seal (4) drops, repeat the above procedure.

#### (When reassembling)

- Heat seal (4) and copper gasket (3) must be changed when the injection nozzle is removed for cleaning or for service.

- (1) Plus Screw Driver (3) Copper Gasket  
(2) Nozzle Holder (4) Heat Seal

W1021255



### Rocker Arm and Push Rod

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

#### (When reassembling)

- When putting the push rods (2) onto the tappets (3), check to see if their ends are properly engaged with the dimples.

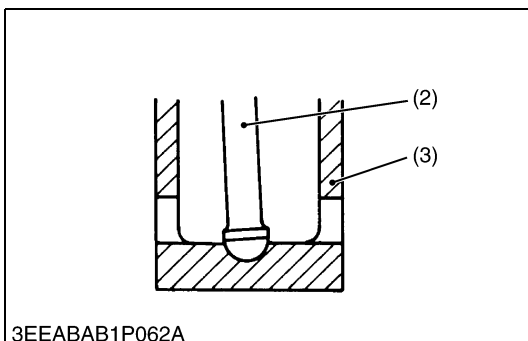
#### ■ IMPORTANT

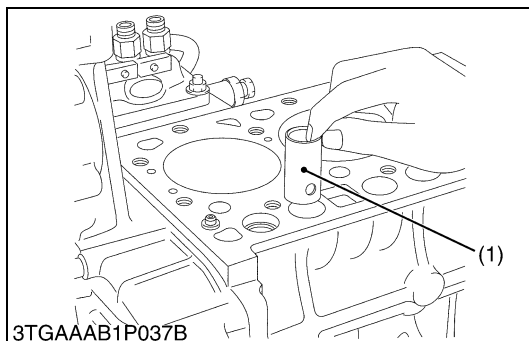
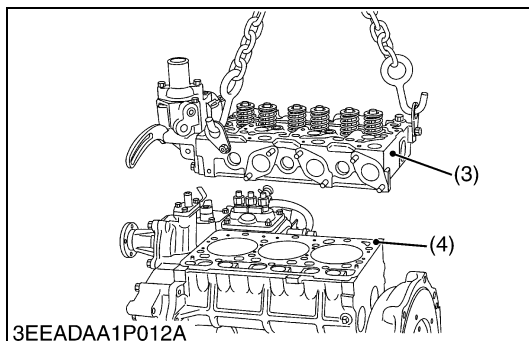
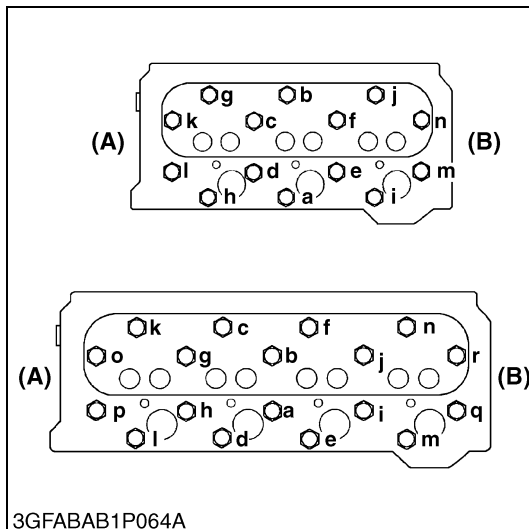
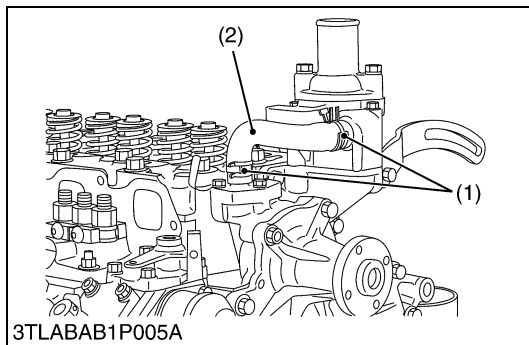
- After installing the rocker arm, be sure to adjust the valve clearance.

|                   |                                  |   |
|-------------------|----------------------------------|---|
| Tightening torque | Rocker arm bracket mounting bolt | 23.5 to 27.5 N·m<br>2.4 to 2.8 kgf·m<br>17.4 to 20.3 ft-lbs |
|-------------------|----------------------------------|---|

- (1) Rocker Arm Assembly (3) Tappet  
(2) Push Rod

W1021437





### Cylinder Head

1. Loosen the pipe clamp (1), and remove the water return pipe (2).
2. Remove the cylinder head screw in the order of **(n or r) to (a)**.
3. Lift up the cylinder head (3) to detach.
4. Remove the cylinder head gasket (4).

#### (When reassembling)

- Replace the cylinder head gasket (4) with a new one.
- Tighten the cylinder head screws after applying sufficient oil.
- Tighten the cylinder head screws in diagonal sequence starting from the center in the order of **(a) to (n or r)**.
- Tighten them uniformly, or the head may deform in the long run.

| Tightening torque | Cylinder head screw | 93.2 to 98.1 N·m<br>9.5 to 10.0 kgf·m<br>68.7 to 72.3 ft-lbs |
|-------------------|---------------------|--|
|-------------------|---------------------|--|

- (1) Pipe Clamp
- (2) Return Pipe
- (3) Cylinder Head
- (4) Cylinder Head Gasket

- (n or r) to (a): To Loosen**  
**(a) to (n or r): To Tighten**  
**(A) Flywheel Side**  
**(B) Gear Case Side**

W1021755

### Tappets

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

#### (When reassembling)

- Visually check the contact between tappets (1) and cams for proper rotation. If defect is found, replace tappets.
- Before installing the tappets (1), apply engine oil thinly around them.

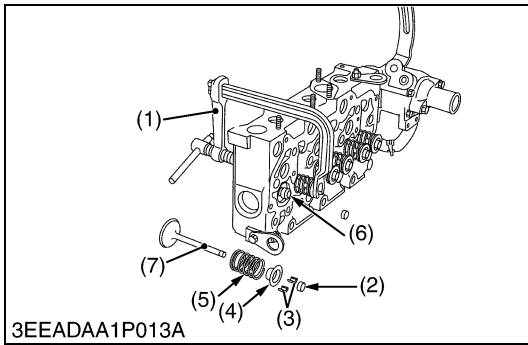
#### ■ IMPORTANT

- **Do not change the combination of tappet (1) and tappet guide of the crankcase.**

- (1) Tappet

W1022001





### Valves

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

#### (When reassembling)

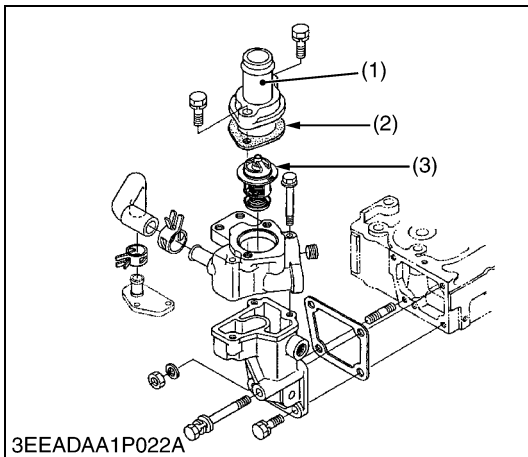
- Wash the valve stem and valve guide hole, and apply engine oil sufficiently.
- After installing the valve spring collets (3), lightly tap the stem to assure proper fit with a plastic hammer.

#### ■ IMPORTANT

- **Don't change the combination of valve and valve guide hole.**

- |                           |                     |
|---------------------------|---------------------|
| (1) Valve Spring Replacer | (5) Valve Spring    |
| (2) Valve Cap             | (6) Valve Stem Seal |
| (3) Valve Spring Collet   | (7) Valve           |
| (4) Valve Spring Retainer |                     |

W1022102



### Thermostat Assembly

1. Remove the thermostat cover mounting screws, and remove the thermostat cover (1).
2. Remove the thermostat assembly (3).

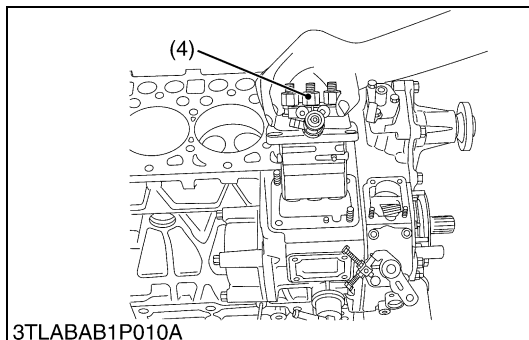
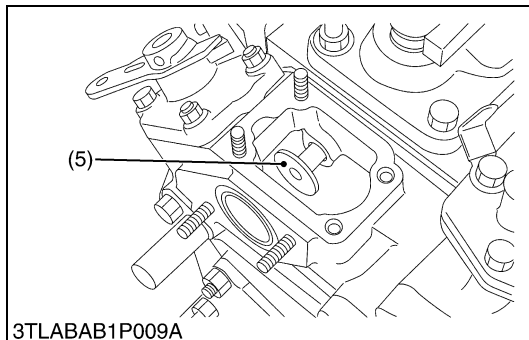
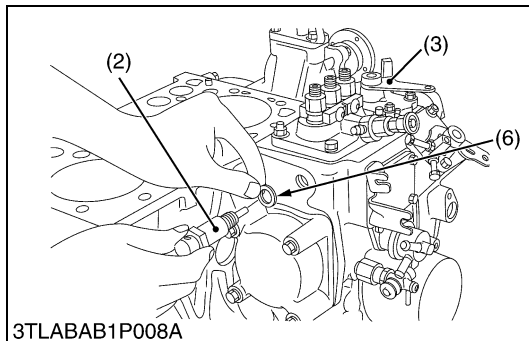
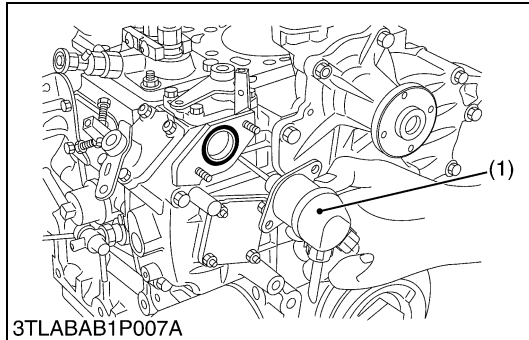
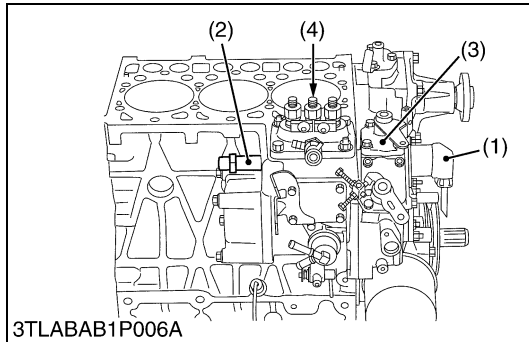
#### (When reassembling)

- Apply a liquid gasket (Three Bond 1215 or equivalent) only at the thermostat cover side of the thermostat cover gasket (2).

- |                             |                         |
|-----------------------------|-------------------------|
| (1) Thermostat Cover        | (3) Thermostat Assembly |
| (2) Thermostat Cover Gasket |                         |

W1249339

#### (4) Timing Gears, Camshaft and Fuel Camshaft



##### Injection Pump

1. Remove the stop solenoid (1) and hi-idling body (2).
2. Remove the engine stop lever (3) and stop solenoid guide (5).
3. Remove the fuel injection pump assembly (4).

##### ■ IMPORTANT

- Before removing the injection pump assembly (4), be sure to remove the stop solenoid (1), hi-idling body (2), engine stop lever (3) and stop solenoid guide (5).

##### (When reassembling)

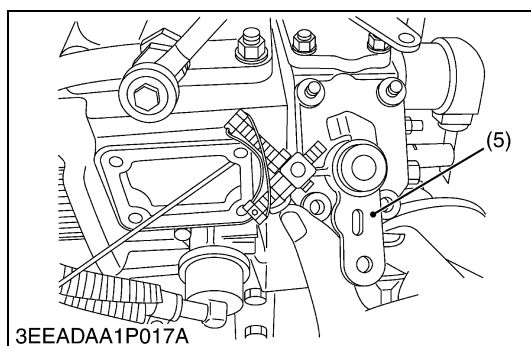
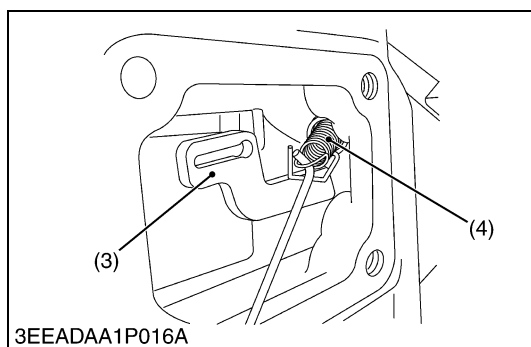
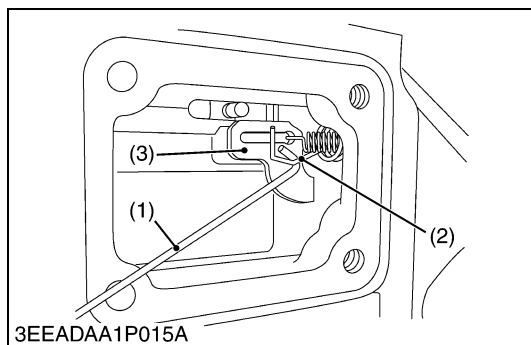
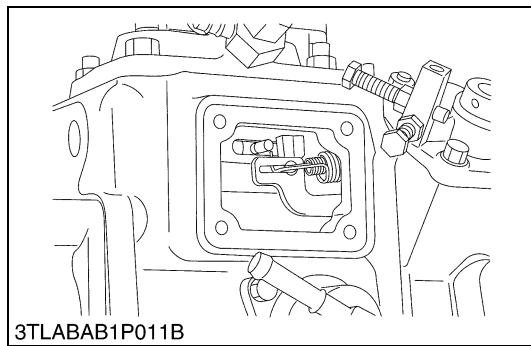
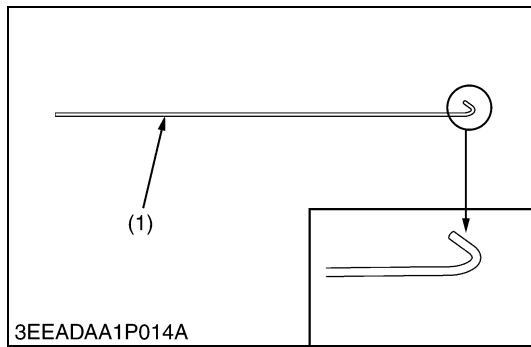
- Before attaching the stop solenoid (1), hi-idling body (2) and stop solenoid guide (5), install the injection pump first into position.
- Replace the hi-idling body gasket (6) with a new one.
- Before fitting the stop lever (3) to the gear case, install the stop solenoid guide (5) first into position. Then attach the stop lever and use it to see if it functions well.
- Before fitting the idling limiter in place, attach the stop solenoid guide (5) and the engine stop lever (3) in their respective positions.
- When installing the stop solenoid (1), be careful to keep the O-ring in place.
- Be sure to insert the push rod of the stop solenoid into the hole at the center of the solenoid guide (5).

| Tightening torque | Hi-idling body | 44.1 to 49.0 N·m<br>4.5 to 5.0 kgf·m<br>32.5 to 36.3 ft·lbs |
|-------------------|----------------|---|
|-------------------|----------------|---|

- (1) Stop Solenoid  
(2) Hi-idling Body  
(3) Stop Lever

- (4) Injection Pump Assembly  
(5) Stop Solenoid Guide  
(6) Hi-idling Body Gasket

W1023686



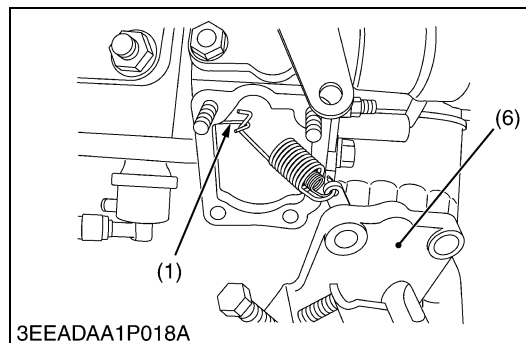
### Governor Springs and Speed Control Plate

#### NOTE

- Specific tool (1) :  
1.2 mm diameter hard wire with its end hooked, overall length 200 mm (7.87 in.).

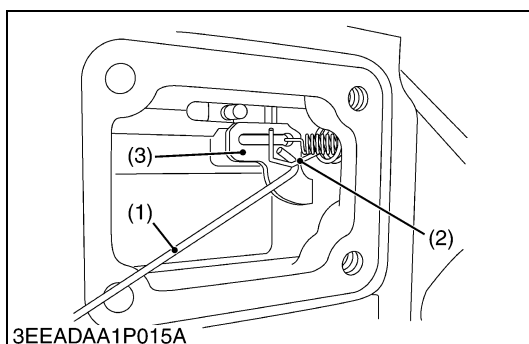
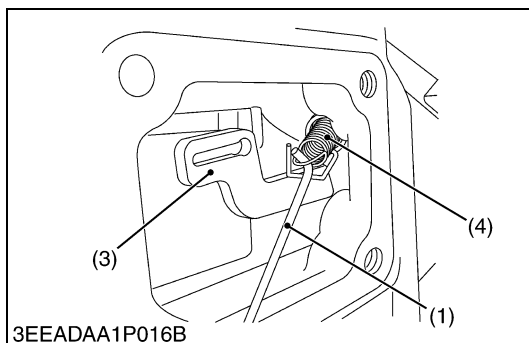
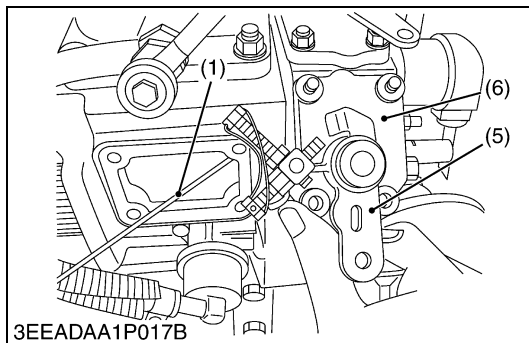
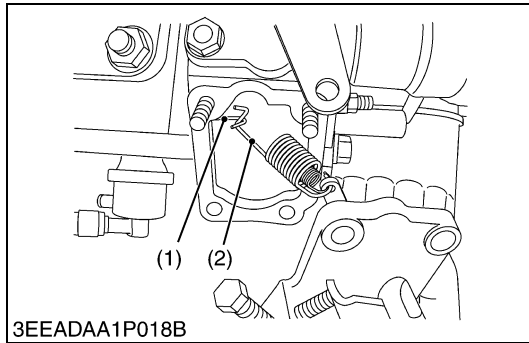
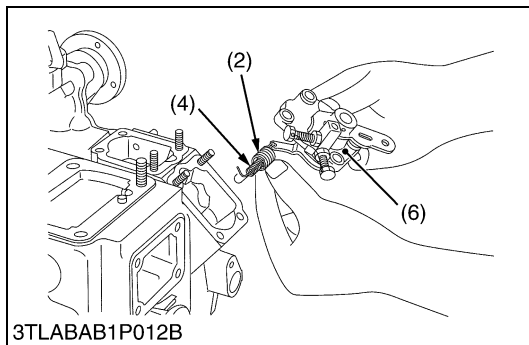
The tip of wire is bent like the hook to hang governor springs.

- Remove the injection pump cover.
- Remove the speed control plate (6) mounting nuts and bolts.
- Using the specific tool (1), undo the large governor spring (2) from the fork lever (3).
- Using the specific tool (1), undo the small governor spring (4) from the fork lever (3).
- Set the speed control lever (5) as the figure.
- Take out the speed control plate (6) with care not to let the large (2) and small (4) governor springs come off this plate and fall in to the gear case.



- |                           |                           |
|---------------------------|---------------------------|
| (1) Specific Tool         | (4) Small Governor Spring |
| (2) Large Governor Spring | (5) Speed Control Lever   |
| (3) Fork Lever            | (6) Speed Control Plate   |

W1148604



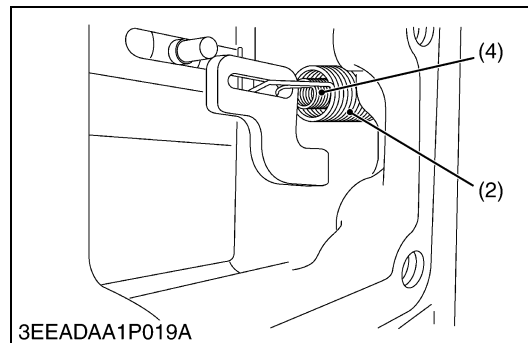
### Governor Springs and Speed Control Plate (Continued)

#### (When reassembling)

- Hook the small spring (4) first and then the large governor spring (2) on the speed control plate (6).
- Put the specific tool (1) from the injection pump side to catch the large governor spring (2). Keep this spring slightly extended and place the speed control plate (6) in its specified position.
- Using the specific tool (1), hook the small governor spring (4) onto the fork lever (3).

#### ■ NOTE

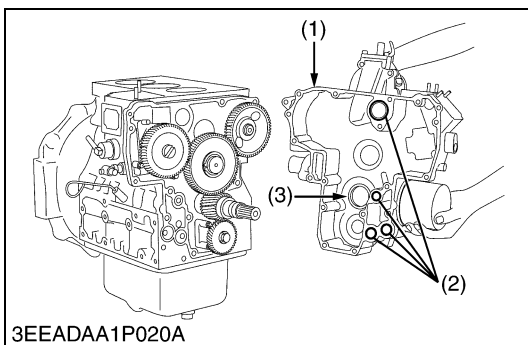
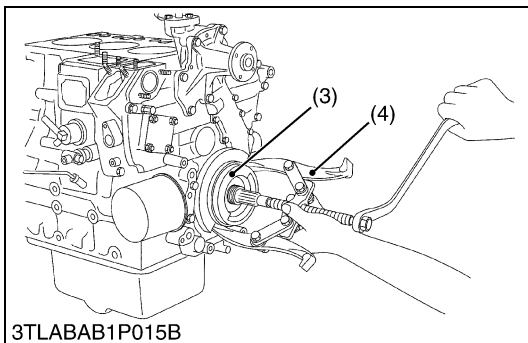
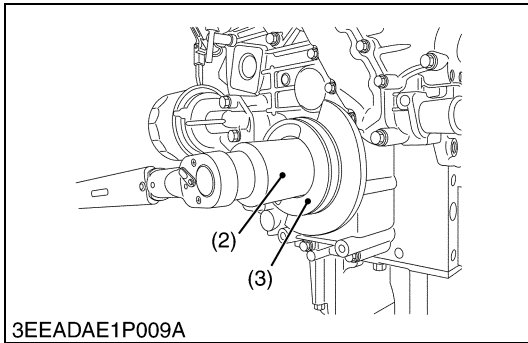
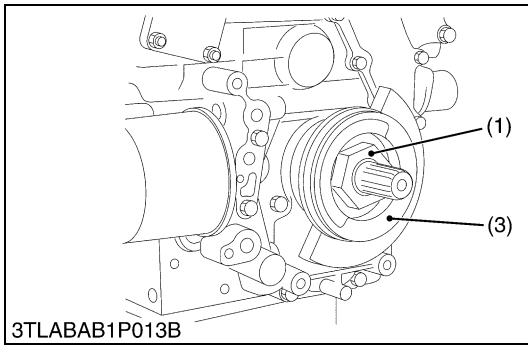
- Be careful not to stretch the small governor spring (4) too long because otherwise it may get deformed permanently.
- Using the specific tool (1), hook the large governor spring (2) onto the fork lever (3).
- Make sure both the governor springs (2), (4) are tight on the fork lever (3).
- Apply and tighten up the two bolts and two nuts on the speed control plate (6).
- Check that the speed control lever (5) positions low idle, after assembling governor springs.
- Check that the speed control lever (5) returns to the high idle position rather than the low idle position, after moving the lever to the maximum speed position.
- Finally attach the injection pump cover in position.



- (1) Specific Tool  
(2) Large Governor Spring  
(3) Fork Lever

- (4) Small Governor Spring  
(5) Speed Control Lever  
(6) Speed Control Plate

W1152334



### Fan Drive Pulley

1. Lock the flywheel not to turn using the flywheel stopper.
2. Remove the fan drive pulley mounting nut (1) using 46 mm deep socket wrench (2).
3. Remove the fan drive pulley (3) with gear puller (4).
4. Remove the feather key.

#### (When reassembling)

- Apply grease to the splines of coupling.
- Tighten the fan drive pulley mounting nut to the specified torque.

| Tightening torque | Fan drive pulley mounting nut | 137.3 to 156.9 N·m<br>14.0 to 16.0 kgf·m<br>101.3 to 115.7 ft·lbs |
|-------------------|-------------------------------|---|
|-------------------|-------------------------------|---|

- (1) Nut (3) Fan Drive Pulley  
(2) 46 mm Deep Socket Wrench (4) Gear Puller

W1024348

### Gear Case

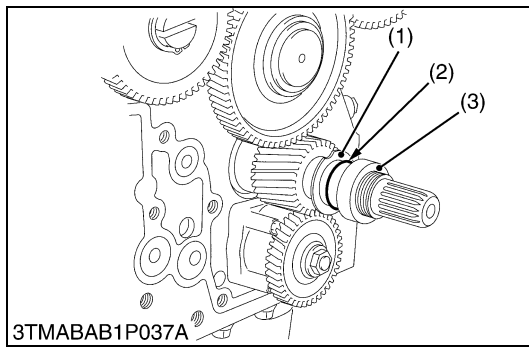
1. Remove the hour meter gear case (if equipped).
2. Remove the gear case (1).
3. Remove the O-rings (2).

#### (When reassembling)

- Replace the gear case gasket and O-rings (2).
- Apply liquid gasket (Three Bond 1215 or equivalent) to both side of hour meter gear case gasket (if equipped).
- Check to see if there are four O-rings (2) inside the gear case (1).
- Apply a thin film of engine oil to the oil seal (3), and install it, noting the lip come off.
- Before installing the gear case gasket, apply a non-drying adhesive.

- (1) Gear Case (3) Oil Seal  
(2) O-ring

W1024531



### **Crankshaft Oil Slinger**

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

#### **(When reassembling)**

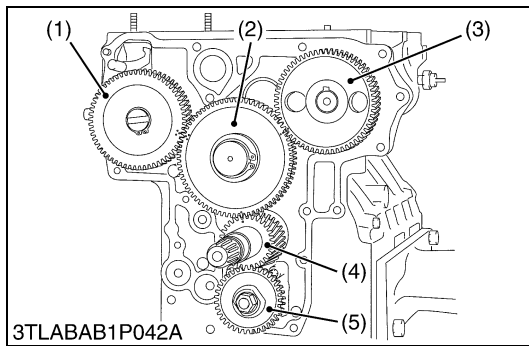
- Insert the crankshaft collar (3) after install the gear case to cylinder body.

(1) Crankshaft Oil Slinger

(3) Crankshaft Collar

(2) O-ring

W1024731



### **Idle Gear**

1. Remove the external snap ring.
2. Detach the idle gear collar.
3. Detach 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 camshaft gear (3)
  - Idle gear (2) and injection pump gear (1)

(1) Injection Pump Gear

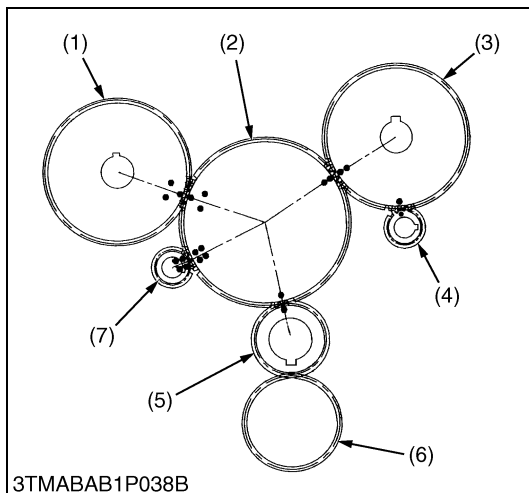
(4) Crank Gear

(2) Idle Gear

(5) Oil Pump Drive Gear

(3) Cam Gear

W1024941



### **Idle Gear (For Balancer Model)**

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

#### **(When reassembling)**

- Check to see each gear is aligned with its aligning mark:
  - Idle gear (2) and crank gear (5), cam gear (3) and balancer gear (4)
  - Cam gear (3) and idle gear (2)
  - Idle gear (2) and injection pump gear (1)
  - Idle gear (2) and balancer gear (7)

(1) Injection Pump Gear

(4) Balancer Gear

(2) Idle Gear

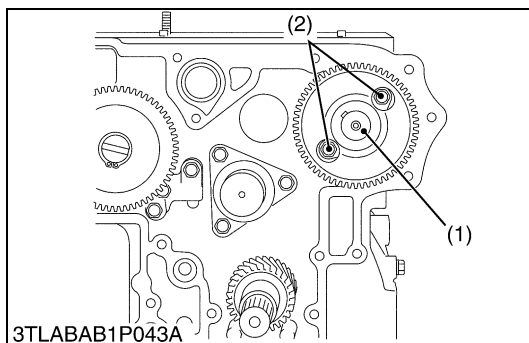
(5) Crank Gear

(3) Cam Gear

(6) Oil Pump Drive Gear

(7) Balancer Gear

W1097988



### **Camshaft**

1. Remove the camshaft set screws (2) and draw out the camshaft (1).

#### **(When reassembling)**

- When installing the idle gear, be sure to align the alignment marks on gears.

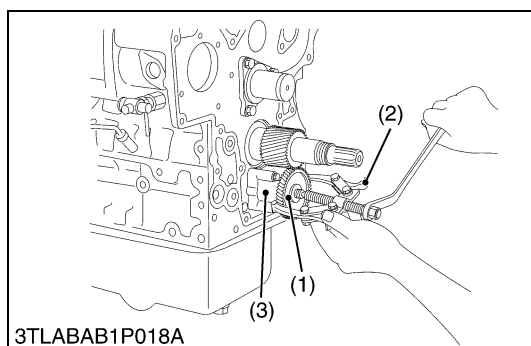
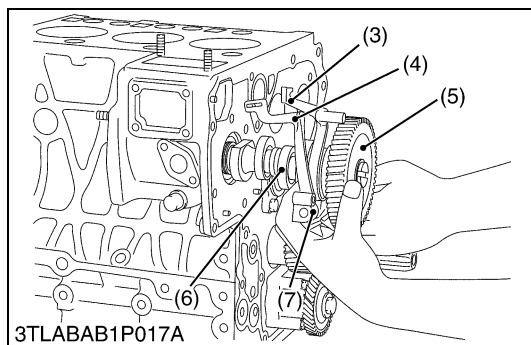
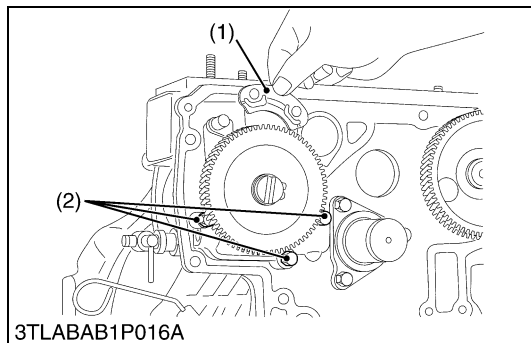
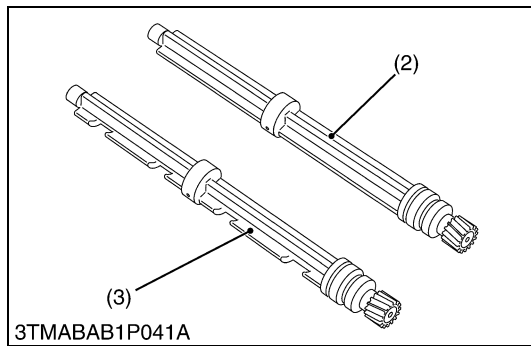
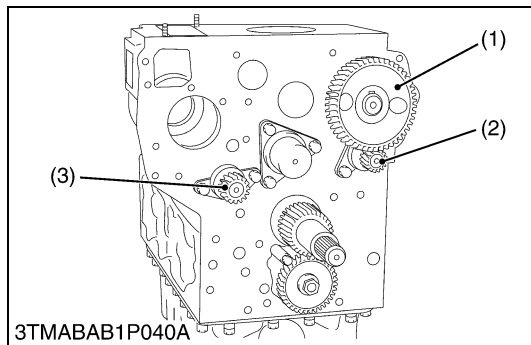
|                   |                    |   |
|-------------------|--------------------|---|
| Tightening torque | Camshaft set screw | 23.5 to 27.5 N·m<br>2.4 to 2.8 kgf·m<br>17.4 to 20.3 ft-lbs |
|-------------------|--------------------|---|

(1) Camshaft

(2) Camshaft Set Screw

W1025098





### Camshaft and Balancer Shaft (For Balancer Model)

1. Remove the camshaft set screws and draw out the camshaft (1).
2. Remove the balancer shaft 1 (2) set bolts and draw out the balancer shaft 1 (2).
3. Remove the balancer shaft 2 (3) set bolts and draw out the balancer shaft 2 (3).

#### (When reassembling)

- When install the balancer shaft 1 (2) and 2 (3), be sure to place the 1st and 4th cylinders piston at the top dead center in compression then, align all mating marks on each gear to assemble the timing gears, set the idle gear last.

|                   |                         |   |
|-------------------|-------------------------|---|
| Tightening torque | Camshaft set screw      | 23.5 to 27.5 N·m<br>2.4 to 2.8 kgf·m<br>17.4 to 20.3 ft-lbs |
|                   | Balancer shaft set bolt | 23.5 to 27.5 N·m<br>2.4 to 2.8 kgf·m<br>17.4 to 20.3 ft-lbs |

(1) Camshaft

(3) Balancer Shaft 2

(2) Balancer Shaft 1

W1099079

### Fuel Camshaft and Fork Lever Assembly

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

#### (When reassembling)

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

(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

W1025309

### Oil Pump

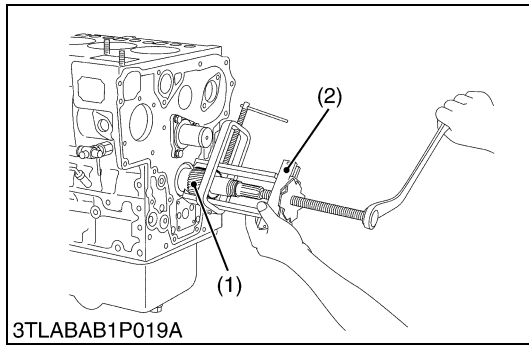
1. Remove the nut.
2. Draw out the oil pump drive gear (1) with gear puller (2).
3. Remove the four oil pump mounting screws. Detach the oil pump (3).

(1) Oil Pump Drive Gear

(3) Oil Pump

(2) Gear Puller

W1025581



### **Crank Gear**

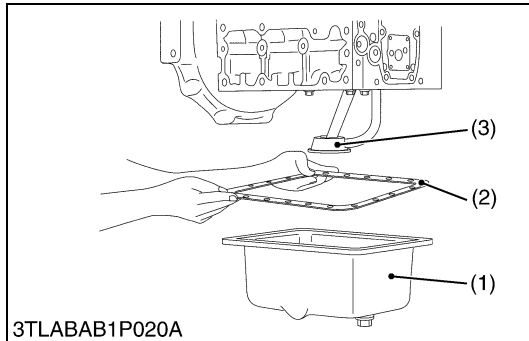
1. Draw out the crank gear (1) with a puller (2).
2. Remove the feather key.

(1) Crank Gear

(2) Gear Puller

W1025476

## **(5) Piston and Connecting Rod**



### **Oil Pan and Oil Strainer**

1. Remove the oil pan mounting screws.
2. Remove the oil pan (1) by lightly tapping the rim of the pan with a wooden hammer.
3. Remove the oil pan gasket (2).
4. Remove the oil strainer (3) and O-ring (4).

#### **(When reassembling)**

- After cleaning the oil strainer (3), check to see that the filter mesh is clean, and install it.
- Visually check the O-ring (4), apply engine oil, and install it.
- Securely fit the O-ring (4) to the oil strainer (3).
- Apply a liquid gasket (Three Bond 1215 or equivalent) to the oil pan side of the oil pan gasket (2).
- To avoid uneven tightening, tighten oil pan mounting screws in diagonal order from the center.

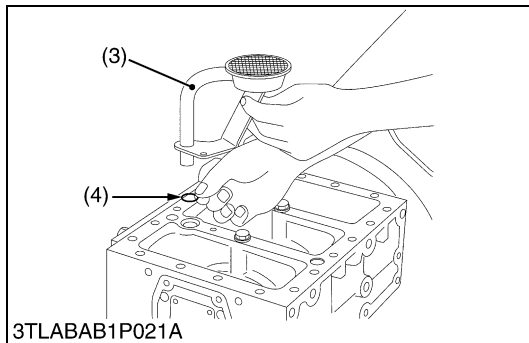
(1) Oil Pan

(3) Oil Strainer

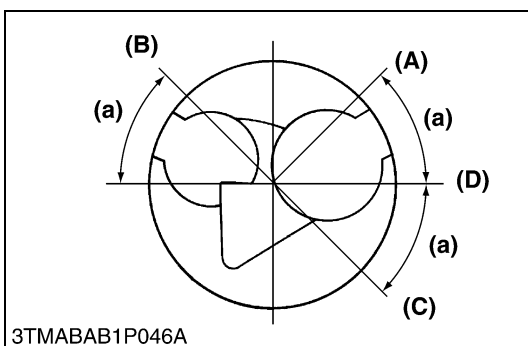
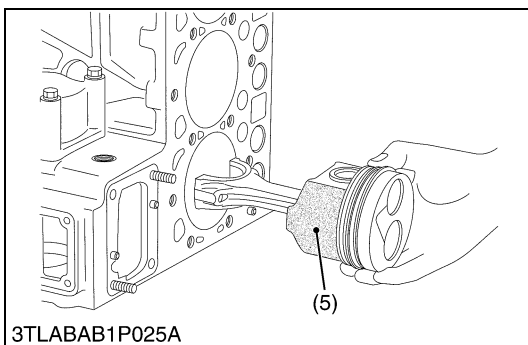
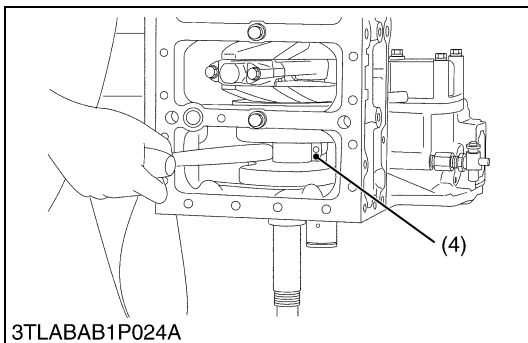
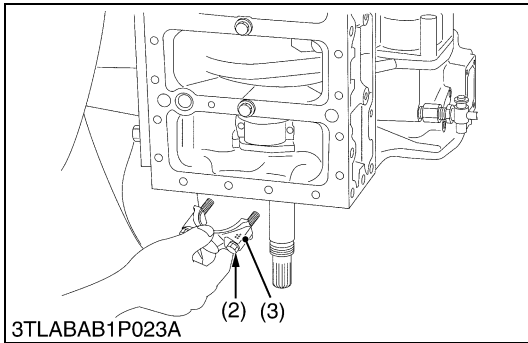
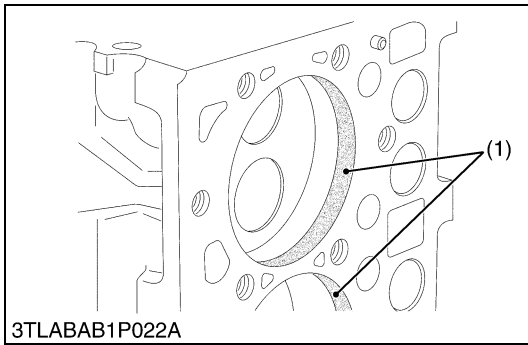
(2) Oil Pan Gasket

(4) O-ring

W1025687







### Pistons

1. Completely clean carbon (1) in the cylinders.
2. Remove the connecting rod cap (3).
3. Turn the flywheel and bring the piston to top dead center.
4. Draw out the piston upward by lightly tapping it from the bottom of the crankcase with the grip of a hammer.
5. Draw out the other piston in the same method as above.

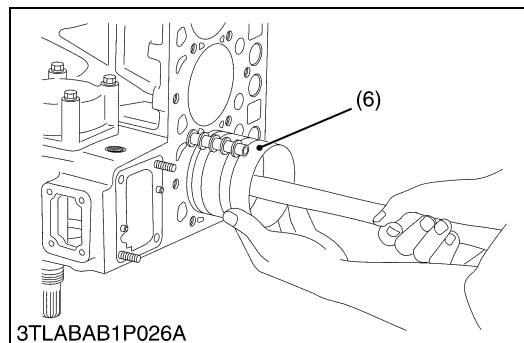
#### (When reassembling)

- Before inserting piston into the cylinder, apply enough engine oil to the piston.
- When inserting the piston into the cylinder, face the mark on the connecting rod to the injection pump.

#### ■ IMPORTANT

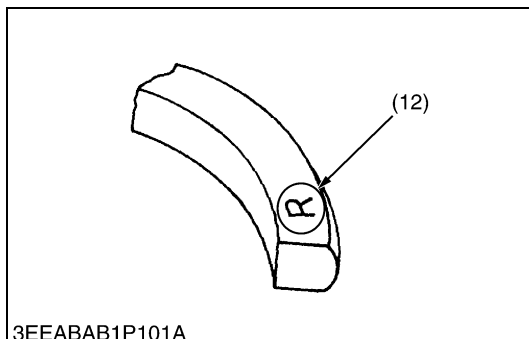
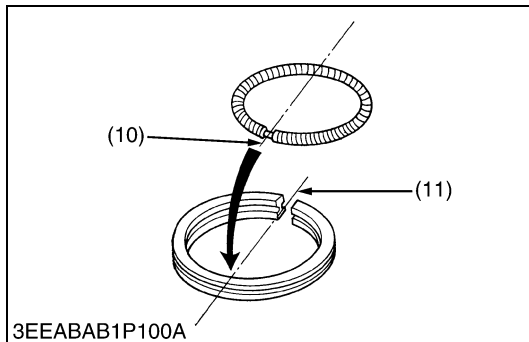
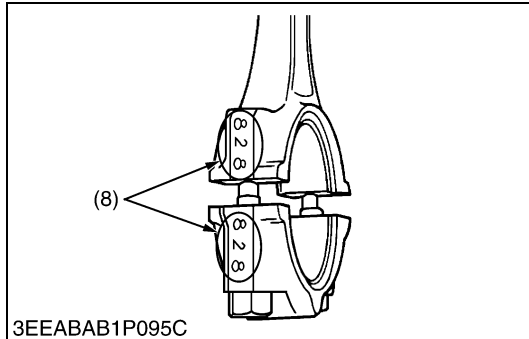
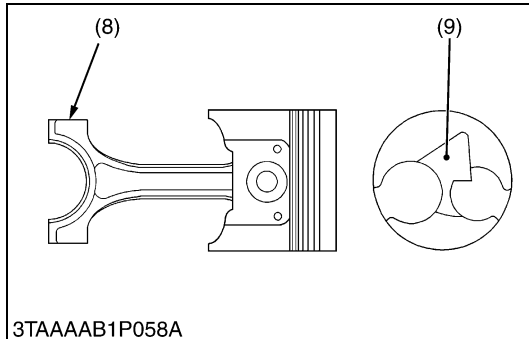
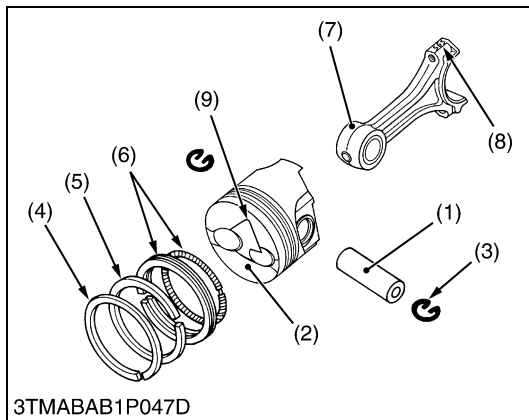
- Do not change the combination of cylinder and piston. Make sure of the position of each piston by marking. For example, mark "1" on the No. 1 piston.
- Place the piston rings with their gaps at 0.79 rad (45 °) from the piston pin's direction as shown in the figure.
- Carefully insert the pistons using a piston ring compressor (6).
- When inserting the piston in place, be careful not to get the molybdenum disulfide coating torn off its skirt. This coating is useful in minimizing the clearance with the cylinder liner. Just after the piston pin has been press-fitted, in particular, the piston is still hot and the coating is easy to peel off. Wait until the piston cools down.

|                   |                      |   |
|-------------------|----------------------|---|
| Tightening torque | Connecting rod screw | 44.1 to 49.0 N·m<br>4.5 to 5.0 kgf·m<br>32.5 to 36.2 ft·lbs |
|-------------------|----------------------|---|



- |  |                     |
|--|---------------------|
| (1) Carbon                                       | (A) Top Ring Gap    |
| (2) Connecting Rod Screw                         | (B) Second Ring Gap |
| (3) Connecting Rod Cap                           | (C) Oil Ring Gap    |
| (4) Connecting Rod                               | (D) Piston Pin Hole |
| (5) Molybdenum Disulfide Coating in Piston Skirt | (a) 0.79 rad (45 °) |
| (6) Piston Ring Compressor                       |                     |

W1026141



### Piston Ring and Connecting Rod

1. Remove the piston rings (4), (5), (6) using a piston ring tool.
2. Remove the piston pin (1), and separate the connecting rod (7) from the piston (2).

#### (When reassembling)

- When installing the rings, assemble the rings so that the manufacturer's mark (12) near the gap faces the top of the piston (2).
- When installing the oil ring (6) onto the piston (2), place the expander joint (10) on the opposite side of the oil ring gap (11).
- Apply engine oil to the piston pin.
- When installing the connecting rod (7) to the piston (2), immerse the piston (2) in 80 °C (176 °F) oil for 10 to 15 minutes and insert the piston pin (1) to the piston (2).
- When installing the connecting rod (7) to the piston (2), align the mark (8) on the connecting rod (7) to the fan-shaped concave (9).

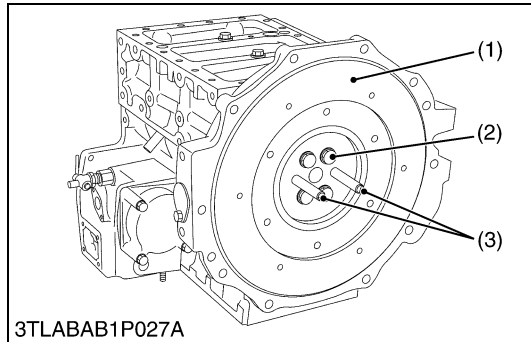
#### ■ NOTE

- **Mark the same number on the connecting rod (7) and the piston (2) so as not to change the combination.**

- |                          |                          |
|--------------------------|--------------------------|
| (1) Piston Pin           | (7) Connecting Rod       |
| (2) Piston               | (8) Mark                 |
| (3) Piston Pin Snap Ring | (9) Fan-Shaped Concave   |
| (4) Top Ring             | (10) Expander Joint      |
| (5) Second Ring          | (11) Oil Ring Gap        |
| (6) Oil Ring             | (12) Manufacturer's Mark |

W1026376

## (6) Crankshaft



### Flywheel

1. Fit the stopper to the flywheel (1).
2. At first, remove two pieces of the flywheel screws (2).
3. Insert two pieces of the flywheel guide screws (3) in the holes.
4. Remove the all flywheel screws (2).
5. Remove the flywheel (1) slowly along the flywheel guide screws (3).

### (When reassembling)

- Insert two pieces of the flywheel guide screws (3).
- Check to see that there are no metal particles left on the flywheel mounting surfaces.
- Apply engine oil to the threads and the undercut surface of the flywheel bolt and fit the bolt.

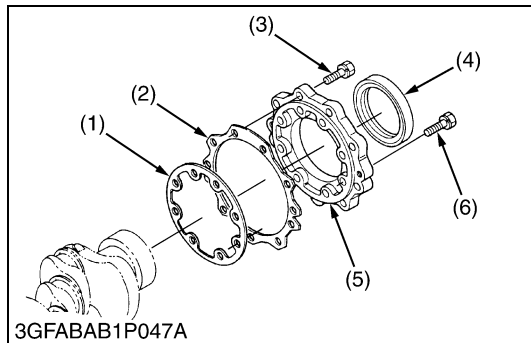
|                   |                |  |
|-------------------|----------------|--|
| Tightening torque | Flywheel screw | 98.1 to 107.9 N·m<br>10.0 to 11.0 kgf·m<br>72.3 to 79.6 ft-lbs |
|-------------------|----------------|--|

(1) Flywheel

(3) Flywheel Guide Screws

(2) Flywheel Screw

W1026863



### Bearing Case Cover

1. Remove the bearing case cover mounting screws. First, remove inside screws (6) and then outside screws (3).
2. Screw two removed screws into the screw hole of bearing case cover (5) to remove it.

### ■ IMPORTANT

- The length of inside screws (6) and outside screws (3) are different. Do not take a mistake using inside screws and outside screws.

### (When reassembling)

- Fit the bearing case gasket (1) and the bearing case cover gasket (2) with correct directions.
- Install the bearing case cover (5) to position the casting mark "UP" on it upward.
- Apply engine oil to the oil seal lip and take care that it is not rolled when installing.
- Tighten the bearing case cover mounting screws with even force on the diagonal line.

|                   |                                   |   |
|-------------------|-----------------------------------|---|
| Tightening torque | Bearing case cover mounting screw | 23.5 to 27.5 N·m<br>2.4 to 2.8 kgf·m<br>17.4 to 20.3 ft-lbs |
|-------------------|-----------------------------------|---|

(1) Bearing Case Gasket

(5) Bearing Case Cover

(2) Bearing Case Cover Gasket

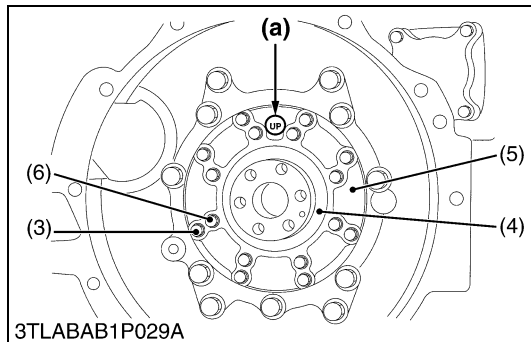
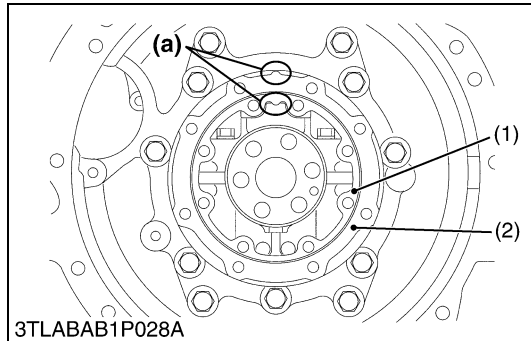
(6) Bearing Case Cover Mounting Screw

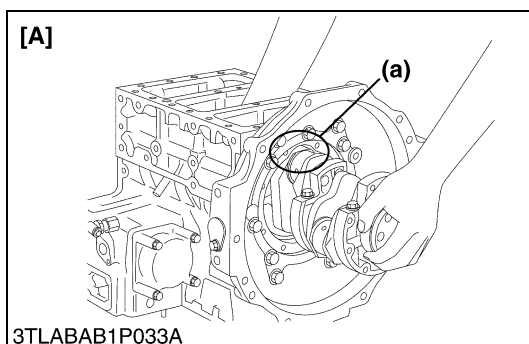
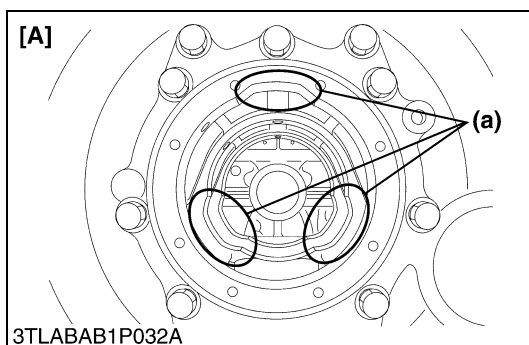
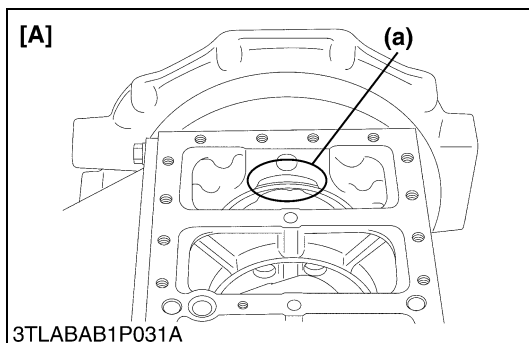
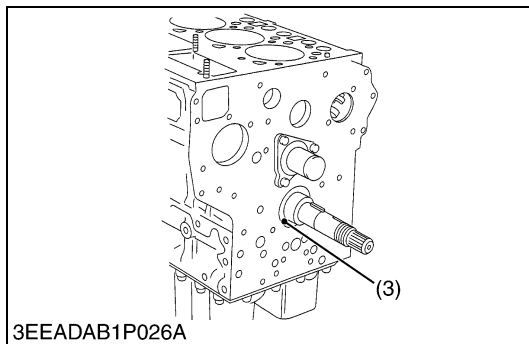
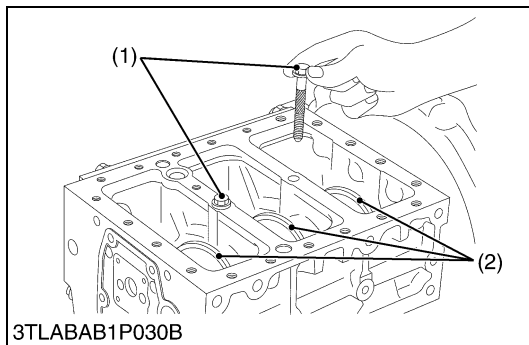
(3) Bearing Case Cover Mounting Screw

(4) Oil Seal

(a) Upside

W10292140





## Crankshaft

### NOTE

- Before disassembling, check the side clearance of crankshaft. Also check it during reassembling.

#### For D1503-M, D1703-M and V2203-M

- Remove the main bearing case screw 2 (1).
- Pull out the crankshaft assembly, taking care not to damage the crankshaft bearing 1 (3).

#### For D1803-M

- Remove the main bearing case screw 2 (1).
- Turn the crankshaft to set the crank pin of the third cylinder to the bottom dead center. Then draw out the crankshaft until the crank pin of the second cylinder comes to the center of the third cylinder.
- Turn the crankshaft by 2.09 rad (120 °) counterclockwise to set the crank pin of the second cylinder to the bottom dead center. Draw out the crankshaft until the crank pin of the first cylinder comes to the center of the third cylinder.
- Repeat the above steps to draw out all the crankshaft.

#### For V2403-M

- Remove the main bearing case screw 2 (1).
- Turn the crankshaft to set the crank pin of the 4th cylinder to the horizontal directions (Right or Left). Then draw out all the crankshaft, holding the crank pins to the horizontal directions (Right or Left).

### (When reassembling)

### IMPORTANT

- Install the crankshaft sub assembly, aligning the screw hole of main bearing case 2 (2) with the screw hole of cylinder block.
- When tightening the main bearing case screw 2 (1), apply oil to the screw and screw by hand before tightening the specific torque.

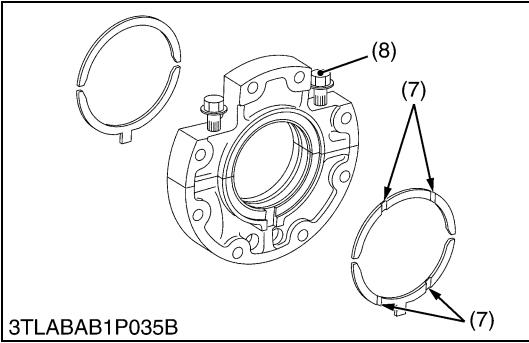
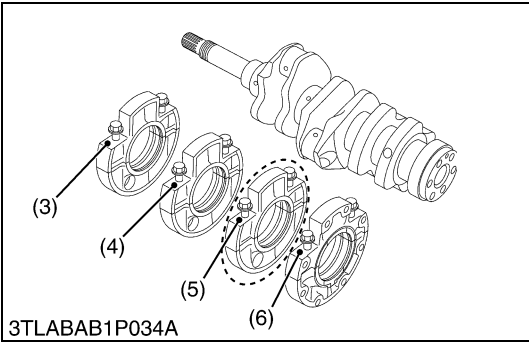
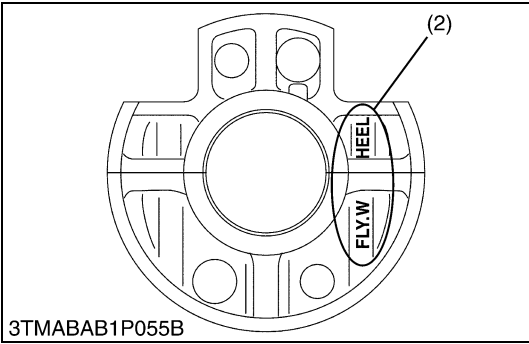
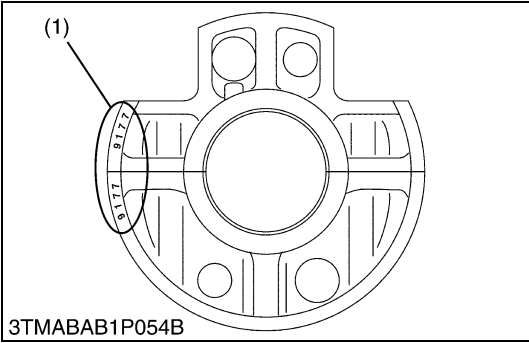
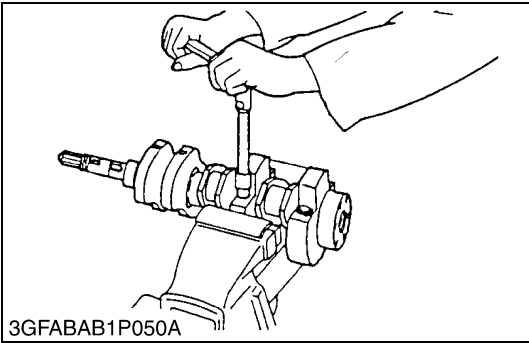
If not smooth to screw by hand, align the screw holes between the cylinder block and the main bearing case.

|                   |                           |                     |
|-------------------|---------------------------|---------------------|
| Tightening torque | Main bearing case screw 2 | 68.6 to 73.5 N·m    |
|                   |                           | 7.0 to 7.5 kgf·m    |
|                   |                           | 50.6 to 54.2 ft·lbs |

- (1) Main Bearing Case Screw 2  
(2) Main Bearing Case 2  
(3) Crankshaft bearing 1

- (a) Cut place for removing and installing the crankshaft  
[A] D1803-M

W1066311



**Main Bearing Case Assembly**

1. Remove the two main bearing case screws 1 (8), and remove the main bearing case assembly being careful with thrust bearing and crankshaft bearing.
2. Remove the main bearing case 1, 2 as above.

**(When reassembling)**

- Clean the oil passage in the main bearing case.
- Apply clean engine oil on the bearings.
- Install the main bearing case assemblies in the original positions. Since diameters of main bearing cases vary, install them in order of makings (A, B for 3 cylinders and A, B, C for 4 cylinders) from the gear case side.
- Match the alignment numbers (1) and mark (2) on the main bearing case.
- When installing the main bearing case 1 and 2, face the mark “FLYWHEEL” to the flywheel.
- Install the thrust bearing with its oil groove facing (7) outward.
- Confirm that the main bearing case moves smoothly after tightening the main bearing case screw 1 (8) to the specified torque.

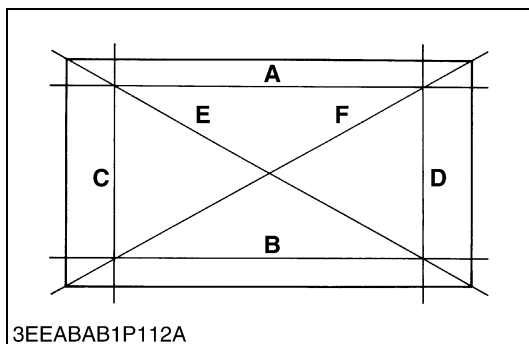
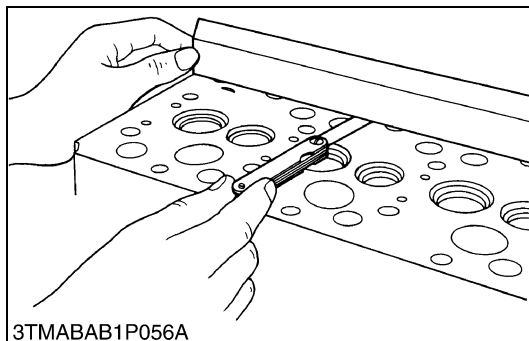
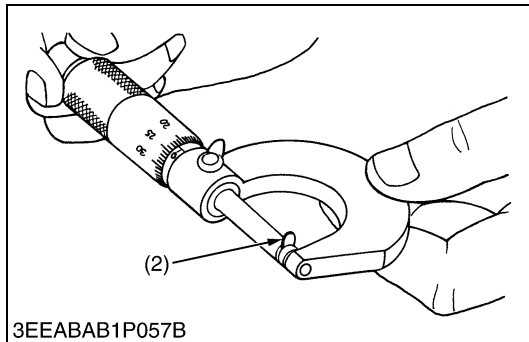
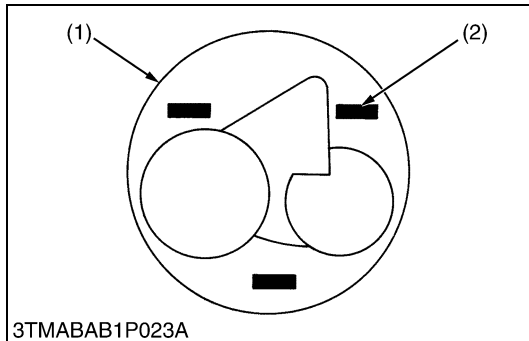
|                   |                           |   |
|-------------------|---------------------------|---|
| Tightening torque | Main bearing case screw 1 | 46.1 to 51.0 N·m<br>4.7 to 5.2 kgf·m<br>34.0 to 37.6 ft-lbs |
|-------------------|---------------------------|---|

- |                      |                               |
|----------------------|-------------------------------|
| (1) Alignment Number | (5) C                         |
| (2) Alignment Mark   | (6) No Mark                   |
| (3) A                | (7) Oil Groove                |
| (4) B                | (8) Main Bearing Case Screw 1 |

W1027366

### [3] SERVICING

#### (1) Cylinder Head and Valves



#### Top Clearance

1. Remove the cylinder head.
2. Move the piston up and stick a strip of fuse (2) on the piston head at three position with grease.
3. Lower the piston and install the cylinder head. (Use a new cylinder head gasket and tighten with a specified tightening torque.)
4. Turn the flywheel until the piston (1) passes through the top dead center.
5. Remove the cylinder head and measure the thickness of the fuses.
6. If the measurement is not within the factory specifications, check the oil clearances between the crankpin and bearing and between the piston pin and bushing.

|               |               |   |
|---------------|---------------|---|
| Top clearance | Factory spec. | 0.55 to 0.70 mm<br>0.0217 to 0.0276 in. |
|---------------|---------------|---|

|                   |                     |  |
|-------------------|---------------------|--|
| Tightening torque | Cylinder head screw | 93.2 to 98.1 N·m<br>9.5 to 10.0 kgf·m<br>68.7 to 72.3 ft-lbs |
|-------------------|---------------------|--|

(1) Piston

(2) Fuse

W1020190

#### Cylinder Head Surface Flatness

1. Clean the cylinder head surface.
2. Place a straightedge on the cylinder head's four sides (A), (B), (C) and (D) and two diagonal (E) and (F) as shown in the figure.
3. Measure the clearance with a feeler gauge.
4. If the measurement exceeds the allowable limit, correct it with a surface grinder.

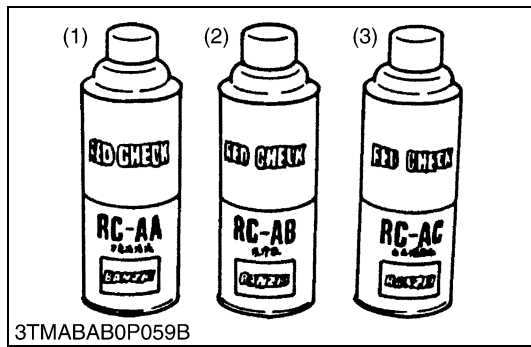
#### ■ IMPORTANT

- Do not place the straightedge on the combustion chamber.
- Be sure to check the valve recessing after correcting.

|                                |                 |                       |
|--------------------------------|-----------------|-----------------------|
| Cylinder head surface flatness | Allowable limit | 0.05 mm<br>0.0020 in. |
|--------------------------------|-----------------|-----------------------|

W1027737





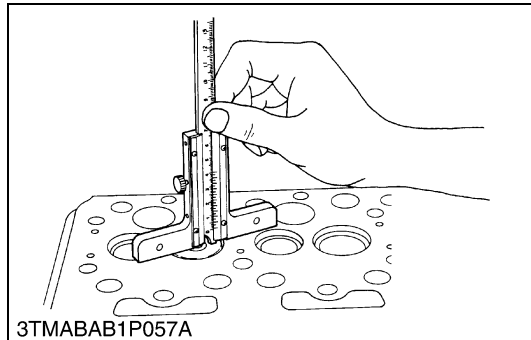
### Cylinder Head Flaw

1. Prepare an air spray red check.
2. Clean the surface of the cylinder head with detergent (2).
3. Spray the cylinder head surface with the red permeative liquid (1). Leave it five to ten minutes after spraying.
4. Wash away the red permeative liquid on the cylinder head surface with the detergent (2).
5. Spray the cylinder head surface with white developer (3).
6. If flawed, it can be identified as red marks.

(1) Red Permeative Liquid  
(2) Detergent

(3) White Developer

W1076542



### Valve Recessing

1. Clean the cylinder head surface, valve face and valve seat.
2. Insert the valve into the valve guide.
3. Measure the valve recessing with a depth gauge.
4. If the measurement exceeds the allowable limit, replace the valve.
5. If it still exceeds the allowable limit after replacing the valve, replace the cylinder head.

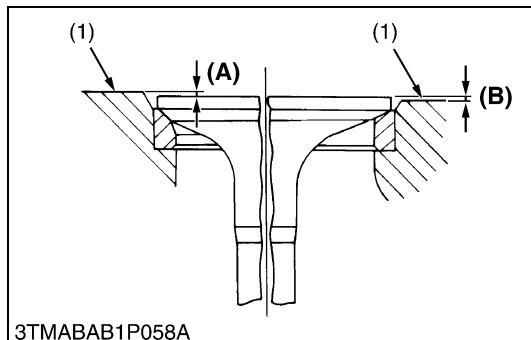
|                 |                 |   |
|-----------------|-----------------|---|
| Valve recessing | Factory spec.   | 0.05 (protrusion) to<br>0.15 (recessing) mm<br>0.0020 (protrusion) to<br>0.0059 (recessing) in. |
|                 | Allowable limit | 0.40 (recessing) mm<br>0.0157 (recessing) in.   |

(1) Cylinder Head Surface

(A) Recessing

(B) Protrusion

W10768800



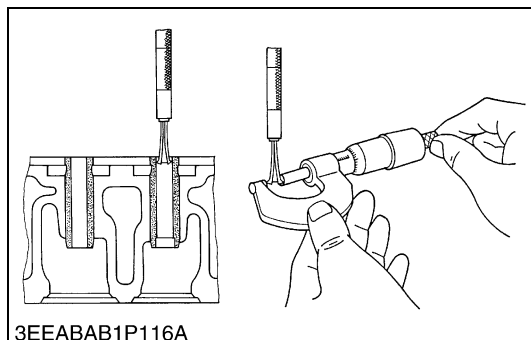
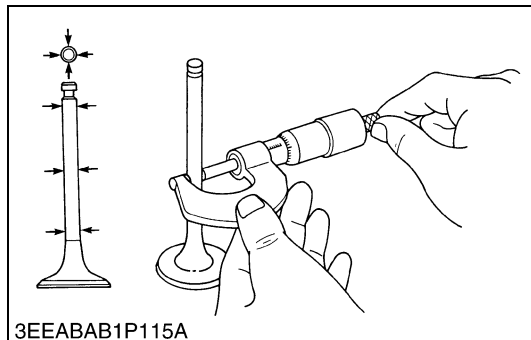
### Clearance between Valve Stem and Valve Guide

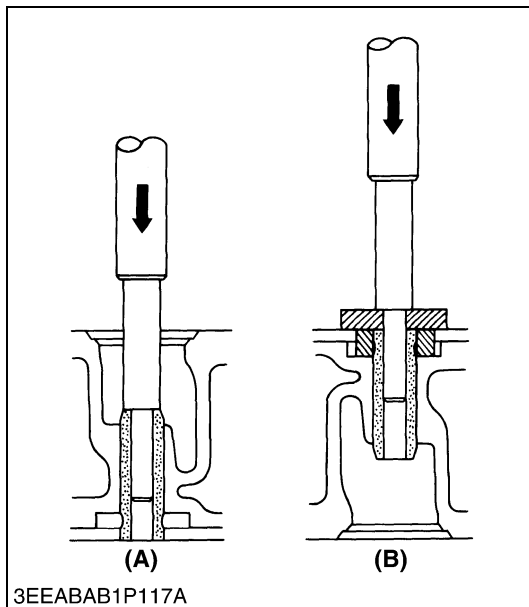
1. Remove carbon from the valve guide section.
2. Measure the valve stem O.D. with an outside micrometer.
3. Measure the valve guide I.D. with a small hole gauge, and calculate the clearance.
4. If the clearance exceeds the allowable limit, replace the valves. If it still exceeds the allowable limit,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

|  |                 |   |
|--|-----------------|---|
| Clearance between valve stem and valve guide | Factory spec.   | 0.040 to 0.070 mm<br>0.00157 to 0.00276 in. |
|  | Allowable limit | 0.10 mm<br>0.0039 in.                       |

|                  |               |   |
|------------------|---------------|---|
| Valve stem O.D.  | Factory spec. | 7.960 to 7.975 mm<br>0.31339 to 0.31398 in. |
| Valve guide I.D. | Factory spec. | 8.015 to 8.030 mm<br>0.31555 to 0.31614 in. |

W10774950





### Replacing Valve Guide

#### (When removing)

1. Press out the used valve guide using a valve guide replacing tool.  
(See page “**SPECIAL TOOLS**”.)

#### (When installing)

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

|  |               |   |
|--|---------------|---|
| Valve guide I.D.<br>(Intake and exhaust) | Factory spec. | 8.015 to 8.030 mm<br>0.31555 to 0.31614 in. |
|--|---------------|---|

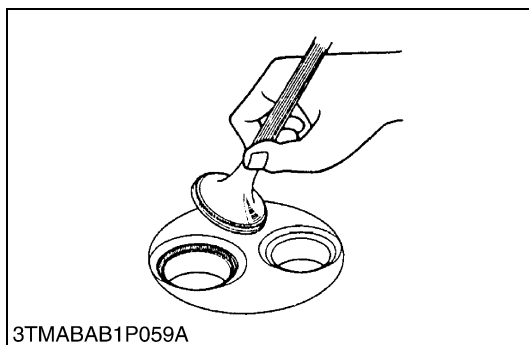
#### ■ IMPORTANT

- Do not hit the valve guide with a hammer during replacement.

(A) When Removing

(B) When Installing

W10278890



### Valve Seating

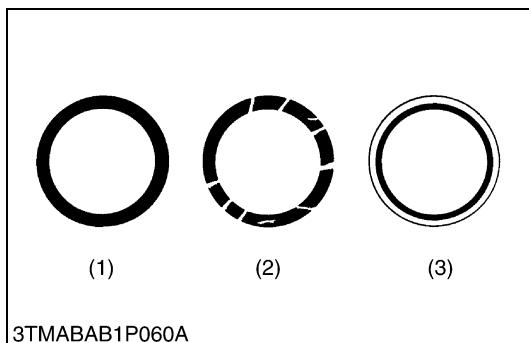
1. Coat the valve face lightly with prussian blue and put the valve on its seat to check the contact.
2. If the valve does not seat all the way around the valve seat or the valve contact is less than 70 %, correct the valve seating as follows.
3. If the valve contact does not comply with the reference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

|                  |               |                       |
|------------------|---------------|-----------------------|
| Valve seat width | Factory spec. | 2.12 mm<br>0.0835 in. |
|------------------|---------------|-----------------------|

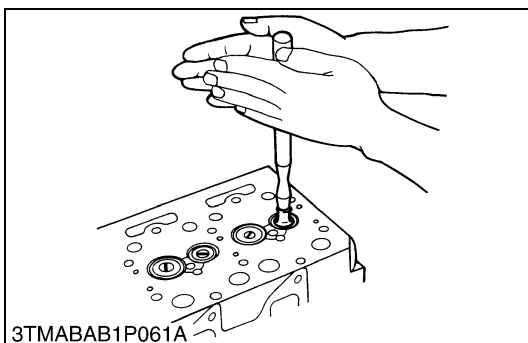
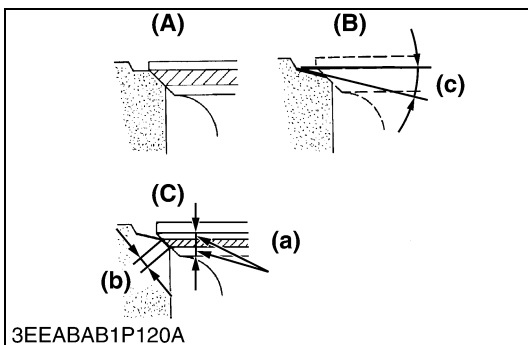
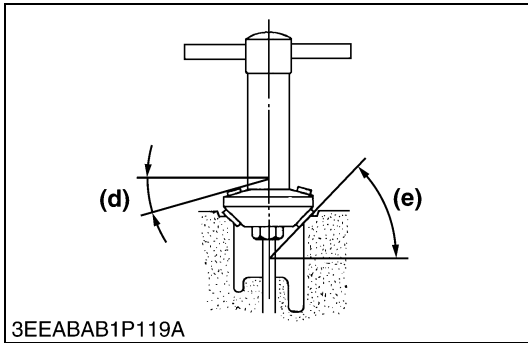
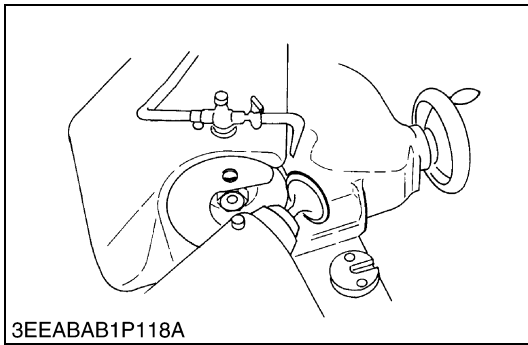
- (1) Correct  
(2) Incorrect

(3) Incorrect

W10282190







## Correcting Valve and Valve Seat

### NOTE

- Before correcting the valve and seat, check the valve stem and the I.D. of valve guide section, and repair them if necessary.
- After correcting the valve seat, be sure to check the valve recessing.

### 1) Correcting Valve

1. Correct the valve with a valve refacer.

|                  |               |     |                   |
|------------------|---------------|-----|-------------------|
| Valve face angle | Factory spec. | IN. | 1.047 rad<br>60 ° |
|                  |               | EX. | 0.785 rad<br>45 ° |

### 2) Correcting Valve Seat

1. Slightly correct the seat surface with a 1.047 rad (60 °) (intake valve) or 0.785 rad (45 °) (exhaust valve) valve seat cutter.
2. Resurface the seat surface with a 0.523 rad (30 °) valve seat cutter to intake valve seat and with a 0.262 rad (15 °) valve seat cutter to exhaust valve seat so that the width is close to specified valve seat width (2.12 mm, 0.0835 in.).
3. After resurfacing the seat, inspect for even valve seating, apply a thin film of compound between the valve face and valve seat, and fit them with valve lapping tool.
4. Check the valve seating with prussian blue. The valve seating surface should show good contact all the way around.

|                  |               |     |                   |
|------------------|---------------|-----|-------------------|
| Valve seat angle | Factory spec. | IN. | 1.047 rad<br>60 ° |
|                  |               | EX. | 0.785 rad<br>45 ° |

- (A) Check Contact  
(B) Correct Seat Width  
(C) Check Contact

- (a) Identical Dimensions  
(b) Valve Seat Width  
(c) 0.523 rad (30 °) or 0.262 rad (15 °)  
(d) 0.262 rad (15 °) or 0.523 rad (30 °)  
(e) 0.785 rad (45 °) or 1.047 rad (60 °)

W10283500

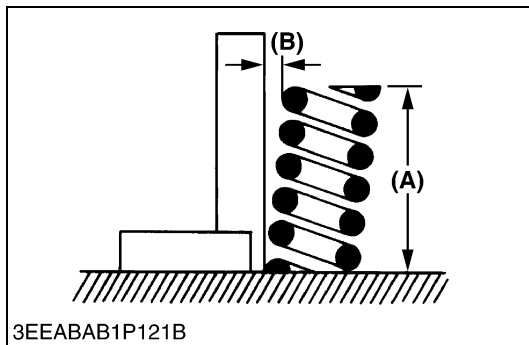
## Valve Lapping

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 flapper or screwdriver.
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 seated rate. If it is less than 70 %, repeat valve lapping again.

### IMPORTANT

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

W10288140



### Free Length and Tilt of Valve Spring

1. Measure the free length **(A)** of valve spring with vernier calipers. If the measurement is less than the allowable limit, replace it.
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 valve spring and measure the maximum tilt **(B)**. If the measurement exceeds the allowable limit, replace it.
4. Check the entire surface of the valve spring for scratches. If there is any defect, replace it.

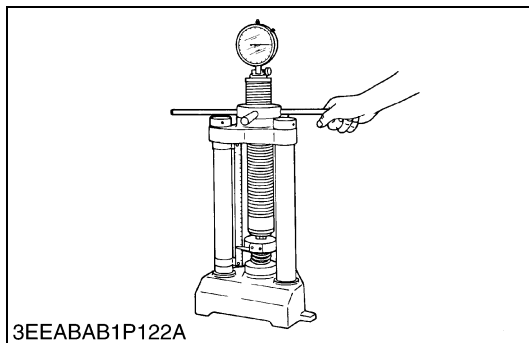
|                        |                 |   |
|------------------------|-----------------|---|
| Free length <b>(A)</b> | Factory spec.   | 41.7 to 42.2 mm<br>1.6417 to 1.6614 in. |
|                        | Allowable limit | 41.2 mm<br>1.6220 in.                   |

|                 |                 |                     |
|-----------------|-----------------|---------------------|
| Tilt <b>(B)</b> | Allowable limit | 1.0 mm<br>0.039 in. |
|-----------------|-----------------|---------------------|

(A) Free Length

(B) Tilt

W10289350

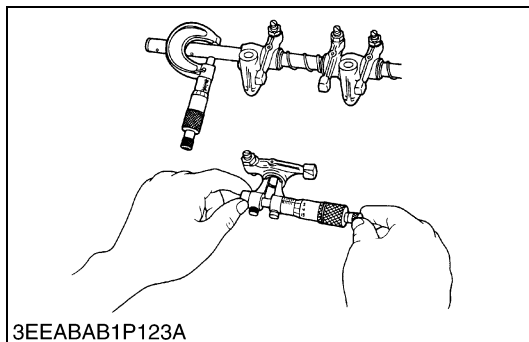


### Valve Spring Setting Load

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 /<br>Setting length | Factory spec.   | 117.6 N / 35.0 mm<br>12.0 kgf / 35.0 mm<br>26.4 lbs / 1.3780 in. |
|                                  | Allowable limit | 100.0 N / 35.0 mm<br>10.2 kgf / 35.0 mm<br>22.5 lbs / 1.3780 in. |

W10784360



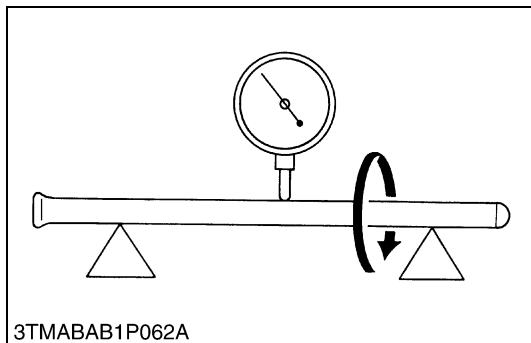
### Oil Clearance between Rocker Arm and Rocker Arm Shaft

1. Measure the rocker arm shaft O.D. with an outside micrometer.
2. Measure the rocker arm I.D. with an inside micrometer, and then calculate the oil clearance.
3. If the oil clearance exceeds the allowable limit, replace the rocker arm and measure the oil clearance again. If it still exceeds the allowable limit, replace also the rocker arm shaft.

|   |                 |   |
|---|-----------------|---|
| Oil clearance between<br>rocker arm and rocker<br>arm shaft | Factory spec.   | 0.016 to 0.045 mm<br>0.00063 to 0.00177 in. |
|   | Allowable limit | 0.10 mm<br>0.0039 in.                       |

|                       |               |   |
|-----------------------|---------------|---|
| Rocker arm shaft O.D. | Factory spec. | 13.973 to 13.984 mm<br>0.55012 to 0.55055 in. |
| Rocker arm I.D.       | Factory spec. | 14.000 to 14.018 mm<br>0.55118 to 0.55189 in. |

W1029150

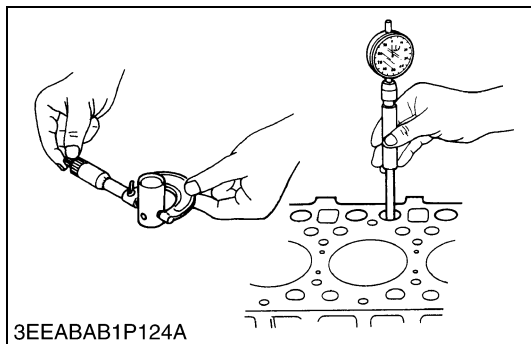


### Push Rod Alignment

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<br>0.0098 in. |
|--------------------|-----------------|-----------------------|

W10292900



### Oil Clearance between Tappet and Tappet Guide Bore

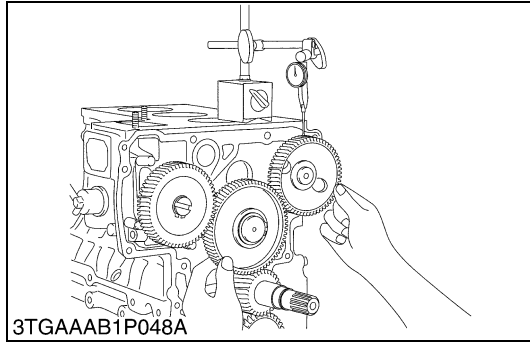
1. Measure the tappet O.D. with an outside micrometer.
2. Measure the I.D. of the tappet guide bore with a cylinder gauge, and calculate the oil clearance.
3. If the oil clearance exceeds the allowable limit or the tappet is damaged, replace the tappet.

|  |                 |   |
|--|-----------------|---|
| Oil Clearance between tappet and tappet guide bore | Factory spec.   | 0.020 to 0.062 mm<br>0.00079 to 0.00244 in. |
|  | Allowable limit | 0.07 mm<br>0.0028 in.                       |

|                        |               |   |
|------------------------|---------------|---|
| Tappet O.D.            | Factory spec. | 23.959 to 23.980 mm<br>0.94327 to 0.94410 in. |
| Tappet guide bore I.D. | Factory spec. | 24.000 to 24.021 mm<br>0.94488 to 0.94571 in. |

W1029366

## (2) Timing Gears, Camshaft and Fuel Camshaft



### 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 not proper, replace the gear.

|   |                 |   |
|---|-----------------|---|
| Backlash between idle gear and crank gear | Factory spec.   | 0.0415 to 0.1122 mm<br>0.00163 to 0.00442 in. |
|   | Allowable limit | 0.15 mm<br>0.0059 in.                         |

|   |                 |   |
|---|-----------------|---|
| Backlash between idle gear and cam gear | Factory spec.   | 0.0415 to 0.1154 mm<br>0.00163 to 0.00454 in. |
|   | Allowable limit | 0.15 mm<br>0.0059 in.                         |

|  |                 |   |
|--|-----------------|---|
| Backlash between idle gear and injection pump gear | Factory spec.   | 0.0415 to 0.1154 mm<br>0.00163 to 0.00454 in. |
|  | Allowable limit | 0.15 mm<br>0.0059 in.                         |

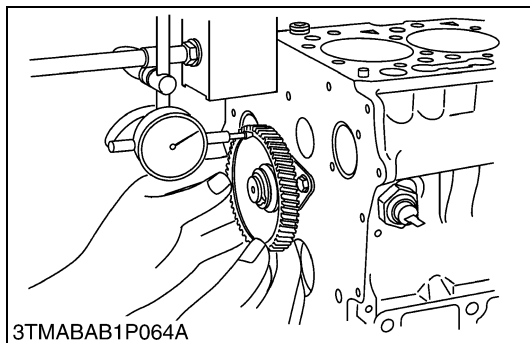
|   |                 |   |
|---|-----------------|---|
| Backlash between crank gear and oil pump gear | Factory spec.   | 0.0415 to 0.1090 mm<br>0.00163 to 0.00429 in. |
|   | Allowable limit | 0.15 mm<br>0.0059 in.                         |

### For Balancer Model Only

|  |                 |   |
|--|-----------------|---|
| Backlash between idle gear and balancer gear (Intake side) | Factory spec.   | 0.0350 to 0.1160 mm<br>0.00138 to 0.00457 in. |
|  | Allowable limit | 0.15 mm<br>0.0059 in.                         |

|  |                 |   |
|--|-----------------|---|
| Backlash between cam gear and balancer gear (Exhaust side) | Factory spec.   | 0.0350 to 0.1160 mm<br>0.00138 to 0.00457 in. |
|  | Allowable limit | 0.15 mm<br>0.0059 in.                         |

W1029564

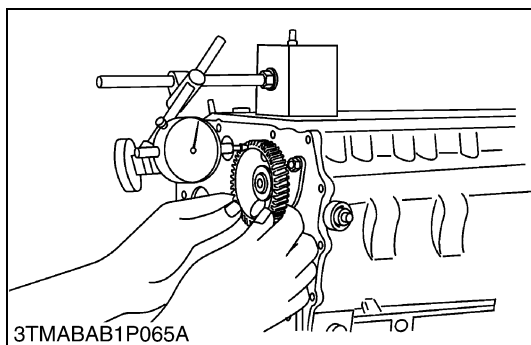


### Idle Gear Side Clearance

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

|                          |                 |   |
|--------------------------|-----------------|---|
| Idle gear side clearance | Factory spec.   | 0.12 to 0.48 mm<br>0.0047 to 0.0189 in. |
|                          | Allowable limit | 0.9 mm<br>0.0354 in.                    |

W1029843

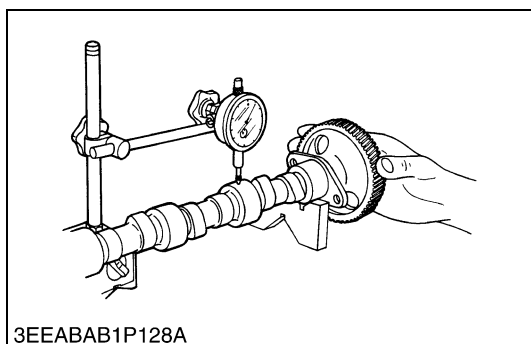


### Camshaft Side Clearance

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

|                         |                 |   |
|-------------------------|-----------------|---|
| Camshaft side clearance | Factory spec.   | 0.07 to 0.22 mm<br>0.0028 to 0.0087 in. |
|                         | Allowable limit | 0.30 mm<br>0.0118 in.                   |

W1030012

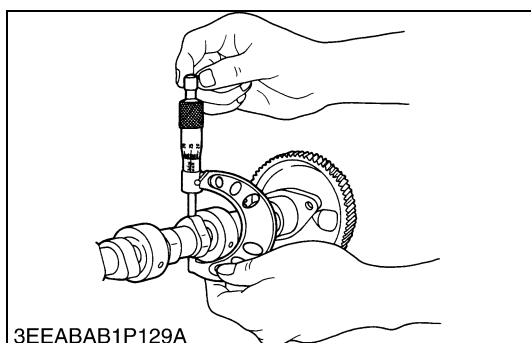


### Camshaft Alignment

1. Support the camshaft with V blocks on the surface plate at both end journals.
2. Set a dial indicator with its tip on the intermediate journal.
3. Measure the camshaft alignment.
4. If the measurement exceeds the allowable limit, replace the camshaft.

|                    |                 |                       |
|--------------------|-----------------|-----------------------|
| Camshaft alignment | Allowable limit | 0.01 mm<br>0.0004 in. |
|--------------------|-----------------|-----------------------|

W1031413



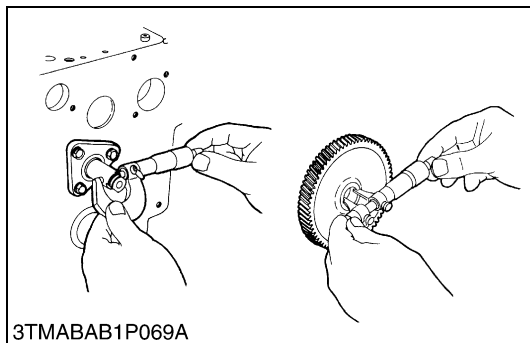
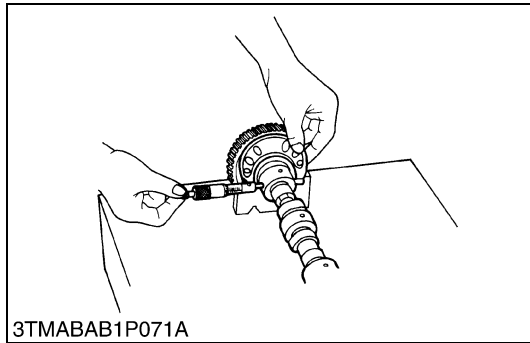
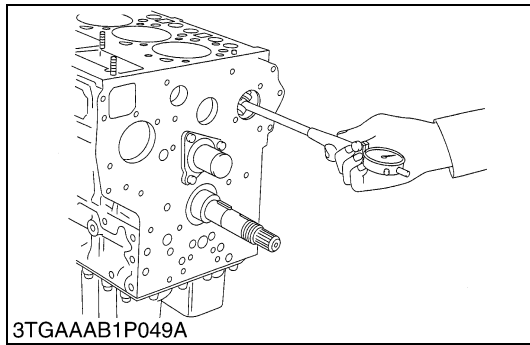
### Cam Height

1. Measure the height of the cam at its highest point with an outside micrometer.
2. If the measurement is less than the allowable limit, replace the camshaft.

|                      |                 |                        |
|----------------------|-----------------|------------------------|
| Cam height of intake | Factory spec.   | 33.90 mm<br>1.3346 in. |
|                      | Allowable limit | 33.85 mm<br>1.3327 in. |

|                       |                 |                        |
|-----------------------|-----------------|------------------------|
| Cam height of exhaust | Factory spec.   | 33.90 mm<br>1.3346 in. |
|                       | Allowable limit | 33.85 mm<br>1.3327 in. |

W1031532



### Oil Clearance of Camshaft Journal

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

|                                   |                 |   |
|-----------------------------------|-----------------|---|
| Oil clearance of camshaft journal | Factory spec.   | 0.050 to 0.091 mm<br>0.00197 to 0.00358 in. |
|                                   | Allowable limit | 0.15 mm<br>0.0059 in.                       |

|                          |               |   |
|--------------------------|---------------|---|
| Camshaft journal O.D.    | Factory spec. | 39.934 to 39.950 mm<br>1.57221 to 1.57284 in. |
| Cylinder block bore I.D. | Factory spec. | 40.000 to 40.025 mm<br>1.57480 to 1.57579 in. |

W1031662

### Oil Clearance between Idle Gear Shaft and Idle Gear Bushing

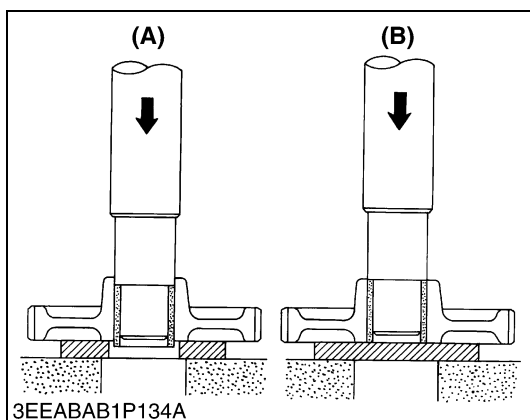
1. Measure the idle gear shaft O.D. with an outside micrometer.
2. Measure the idle gear bushing I.D. with an inside micrometer, and calculate the oil clearance.
3. If the oil clearance exceeds the allowable limit, replace the bushing.

If it still exceeds the allowable limit, replace the idle gear shaft.

|   |                 |   |
|---|-----------------|---|
| Oil clearance between idle gear shaft and idle gear bushing | Factory spec.   | 0.025 to 0.066 mm<br>0.00098 to 0.00260 in. |
|   | Allowable limit | 0.10 mm<br>0.0039 in.                       |

|                        |               |   |
|------------------------|---------------|---|
| Idle gear shaft O.D.   | Factory spec. | 37.959 to 37.975 mm<br>1.49445 to 1.49508 in. |
| Idle gear bushing I.D. | Factory spec. | 38.000 to 38.025 mm<br>1.49606 to 1.49705 in. |

W1030933



### Replacing Idle Gear Bushing

#### (When removing)

1. Press out the used idle gear bushing using an idle gear bushing replacing tool. (See page "SPECIAL TOOLS".)

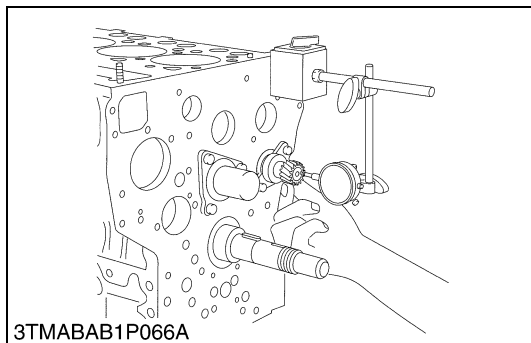
#### (When installing)

1. Clean a new idle gear bushing and idle gear bore, and apply engine oil to them.
2. Press in a new bushing using an idle gear bushing replacing tool, until it is flush with the end of the idle gear.

(A) When Removing

(B) When Installing

W1031083

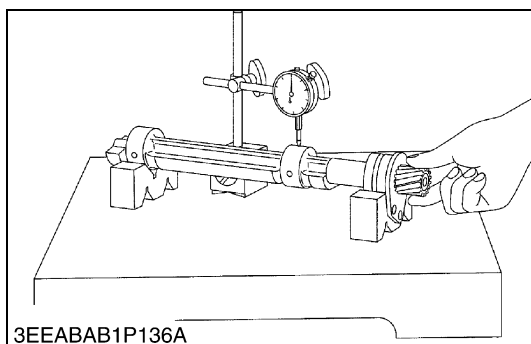


### **Balancer Shaft Side Clearance (for Balancer Model Only)**

1. Set a dial indicator with tip on the balancer shaft.
2. Measure the side clearance by moving the balancer shaft to the front and rear.
3. If the measurement exceeds the allowable limit, replace the balancer shaft.

|                               |                 |   |
|-------------------------------|-----------------|---|
| Balancer shaft side clearance | Factory spec.   | 0.07 to 0.22 mm<br>0.0028 to 0.0087 in. |
|                               | Allowable limit | 0.30 mm<br>0.0118 in.                   |

W1030111

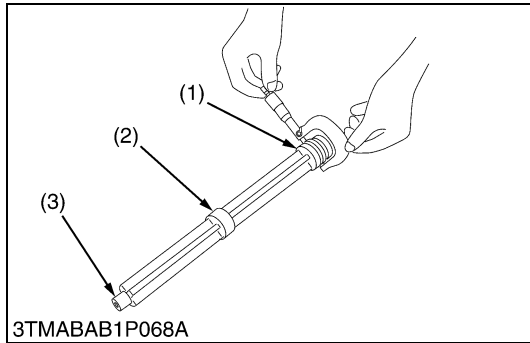
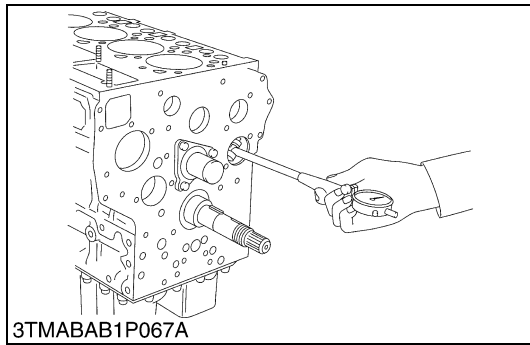


### **Balancer Shaft Alignment**

1. Support the balancer shaft with V blocks on the surface plate and set a dial indicator with its tip on the intermediate journal at high angle.
2. Rotate the balancer shaft on the V block and get the misalignment (half of the measurement).
3. If the misalignment exceeds the allowable limit, replace the balancer shaft.

|                          |                 |                       |
|--------------------------|-----------------|-----------------------|
| Balancer shaft alignment | Allowable limit | 0.02 mm<br>0.0008 in. |
|--------------------------|-----------------|-----------------------|

W1042630



### **Oil Clearance of Balancer Shaft Journal (for Balancer Model Only)**

1. Measure the balancer shaft journal O.D. with an outside micrometer.
2. Measure the cylinder block bore I.D. for balancer shaft with an inside micrometer or cylinder gauge.
3. If the clearance exceeds the allowable limit, replace the balancer shaft.

|   |                 |   |
|---|-----------------|---|
| Oil clearance of balancer shaft journal 1 | Factory spec.   | 0.030 to 0.111 mm<br>0.00118 to 0.00437 in. |
|   | Allowable limit | 0.20 mm<br>0.0079 in.                       |

|                               |               |   |
|-------------------------------|---------------|---|
| Balancer shaft journal 1 O.D. | Factory spec. | 43.934 to 43.950 mm<br>1.72969 to 1.73032 in. |
| Balancer shaft bearing 1 I.D. | Factory spec. | 43.980 to 44.045 mm<br>1.73150 to 1.73406 in. |

|   |                 |   |
|---|-----------------|---|
| Oil clearance of balancer shaft journal 2 | Factory spec.   | 0.030 to 0.111 mm<br>0.00118 to 0.00437 in. |
|   | Allowable limit | 0.20 mm<br>0.0079 in.                       |

|                               |               |   |
|-------------------------------|---------------|---|
| Balancer shaft journal 2 O.D. | Factory spec. | 41.934 to 41.950 mm<br>1.65095 to 1.65158 in. |
| Balancer shaft bearing 2 I.D. | Factory spec. | 41.980 to 42.045 mm<br>1.65276 to 1.65532 in. |

|   |                 |   |
|---|-----------------|---|
| Oil clearance of balancer shaft journal 3 | Factory spec.   | 0.020 to 0.094 mm<br>0.00079 to 0.00370 in. |
|   | Allowable limit | 0.20 mm<br>0.0079 in.                       |

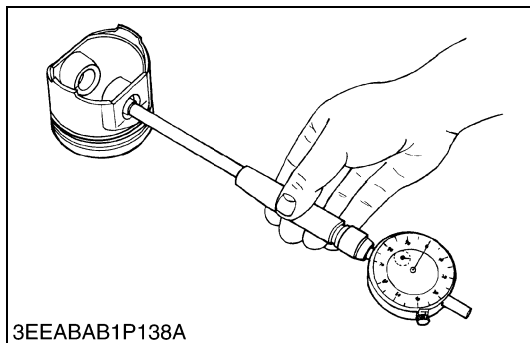
|                               |               |   |
|-------------------------------|---------------|---|
| Balancer shaft journal 3 O.D. | Factory spec. | 21.947 to 21.960 mm<br>0.86406 to 0.86457 in. |
| Balancer shaft bearing 3 I.D. | Factory spec. | 21.980 to 22.041 mm<br>0.86535 to 0.86776 in. |

(1) Balancer Shaft Journal 1  
(2) Balancer Shaft Journal 2

(3) Balancer Shaft Journal 3

W1030206

### **(3) Piston and Connecting Rod**



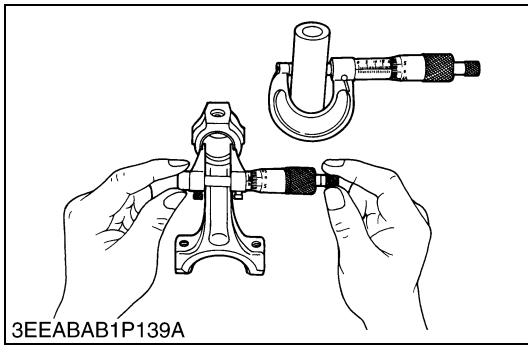
### **Piston Pin Bore I.D.**

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 spec.   | 25.000 to 25.013 mm<br>0.98425 to 0.98476 in. |
|                      | Allowable limit | 25.05 mm<br>0.9862 in.                        |

W1031817





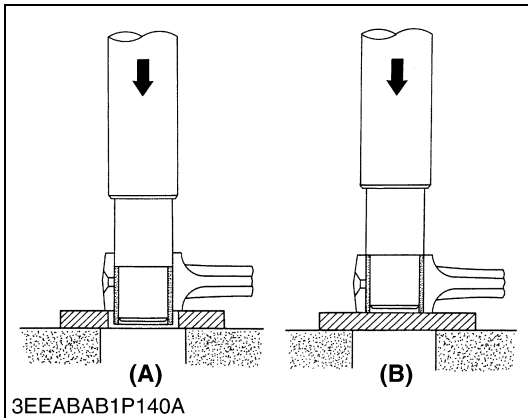
### Oil Clearance between Piston Pin and Small End Bushing

1. Measure the piston pin O.D. where it contacts the bushing with an outside micrometer.
2. Measure the small end bushing I.D. with an inside micrometer, and calculate the oil clearance.
3. If the oil clearance exceeds the allowable limit, replace the bushing. If it still exceeds the allowable limit, replace the piston pin.

|  |                 |   |
|--|-----------------|---|
| Oil clearance between piston pin and small end bushing | Factory spec.   | 0.014 to 0.038 mm<br>0.00055 to 0.00150 in. |
|  | Allowable limit | 0.15 mm<br>0.0059 in.                       |

|                        |               |   |
|------------------------|---------------|---|
| Piston pin O.D.        | Factory spec. | 25.002 to 25.011 mm<br>0.98433 to 0.98469 in. |
| Small end bushing I.D. | Factory spec. | 25.025 to 25.040 mm<br>0.98524 to 0.98583 in. |

W1031982



### Replacing Connecting Rod Small End Bushing

#### (When removing)

1. Press out the used small end bushing using a small end bushing replacing tool. (See page "SPECIAL TOOLS".)

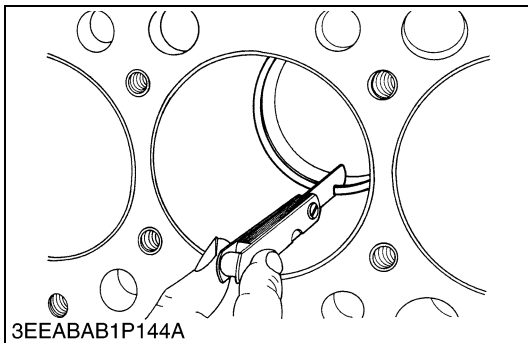
#### (When installing)

1. Clean a new small end bushing and bore, and apply engine oil to them.
2. Using a small end bushing replacing tool, press in a new bushing taking due care to see that the connecting rod oil hole matches the bushing hole.

(A) When removing

(B) When installing

W1032140



### Piston Ring Gap

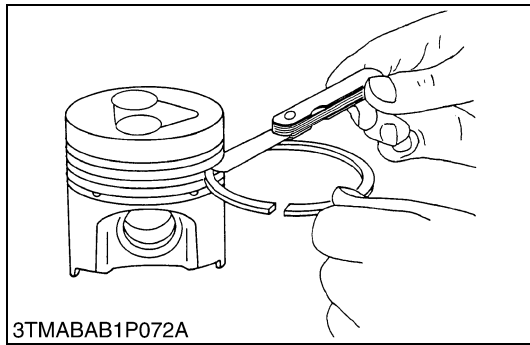
1. Insert the piston ring into the lower part of the liner (the least worn out part) with the piston.
2. Measure the ring gap with a feeler gauge.
3. If the gap exceeds the allowable limit, replace the ring.

|          |                 |  |   |
|----------|-----------------|--|---|
| Top ring | Factory spec.   | D1503-M                                  | 0.20 to 0.35 mm<br>0.0079 to 0.0138 in. |
|          |                 | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M | 0.20 to 0.40 mm<br>0.0079 to 0.0157 in. |
|          | Allowable limit |  | 1.25 mm<br>0.0492 in.                   |

|             |                 |   |
|-------------|-----------------|---|
| Second ring | Factory spec.   | 0.30 to 0.45 mm<br>0.0118 to 0.0177 in. |
|             | Allowable limit | 1.25 mm<br>0.0492 in.                   |

|          |                 |   |
|----------|-----------------|---|
| Oil ring | Factory spec.   | 0.25 to 0.45 mm<br>0.0098 to 0.0177 in. |
|          | Allowable limit | 1.25 mm<br>0.0492 in.                   |

W1032246



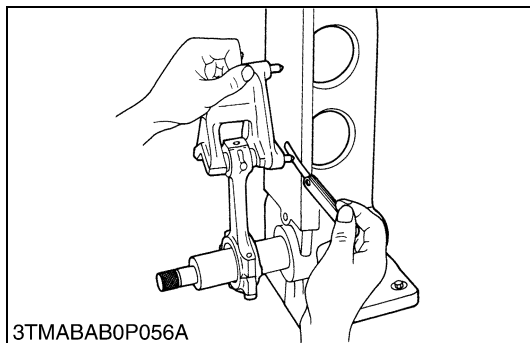
### **Clearance between Piston Ring and Groove**

1. Clean the rings and the ring grooves, and install each ring in its groove.
2. Measure the clearance between the ring and the groove with a feeler gauge or depth gauge.
3. If the clearance exceeds the allowable limit, replace the piston ring.
4. If the clearance still exceeds the allowable limit with new ring, replace the piston.

|             |                 |  |   |
|-------------|-----------------|--|---|
| Second ring | Factory spec.   | D1503-M                                  | 0.093 to 0.120 mm<br>0.0037 to 0.0047 in. |
|             |                 | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M | 0.093 to 0.128 mm<br>0.0037 to 0.0050 in. |
|             | Allowable limit |  | 0.20 mm<br>0.0079 in.                     |

|          |                 |  |   |
|----------|-----------------|--|---|
| Oil ring | Factory spec.   |  | 0.020 to 0.060 mm<br>0.0008 to 0.0021 in. |
|          | Allowable limit |  | 0.15 mm<br>0.0059 in.                     |

W1032489



### **Connecting Rod Alignment**

#### ■ NOTE

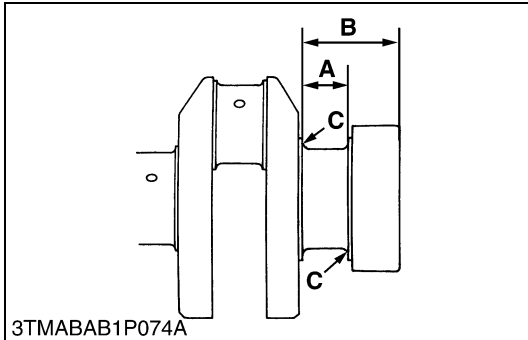
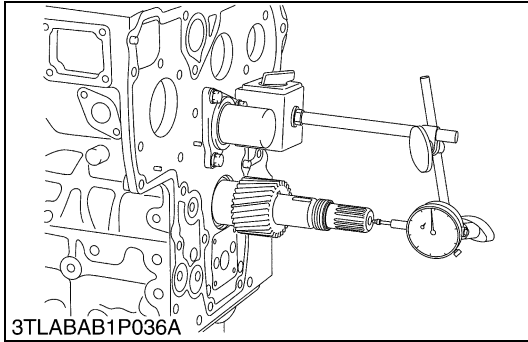
- **Since the I.D. of the connecting rod small end bushing is the basis of this check, check bushing for wear beforehand.**

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<br>0.0020 in. |
|--------------------------|-----------------|-----------------------|

W1032720

## (4) Crankshaft



### Side Clearance of Crankshaft

1. Set a dial indicator with its tip on the end of the crankshaft.
2. Measure the side clearance by moving the crankshaft to the front and rear.
3. If the measurement exceeds the allowable limit, replace the thrust bearings.
4. If the same size bearing is useless because of the crankshaft journal wear, replace it with an oversize one referring to the table and figure.

#### (Serial No: below 3R9999)

|                           |                 |                               |   |
|---------------------------|-----------------|-------------------------------|---|
| Crankshaft side clearance | Factory spec.   | D1503-M<br>D1703-M<br>V2203-M | 0.15 to 0.35 mm<br>0.0059 to 0.0138 in. |
|                           |                 | D1803-M<br>V2403-M            | 0.15 to 0.31 mm<br>0.0059 to 0.0122 in. |
|                           | Allowable limit |                               | 0.5 mm<br>0.0197 in.                    |

#### (Serial No.: above 3S0001)

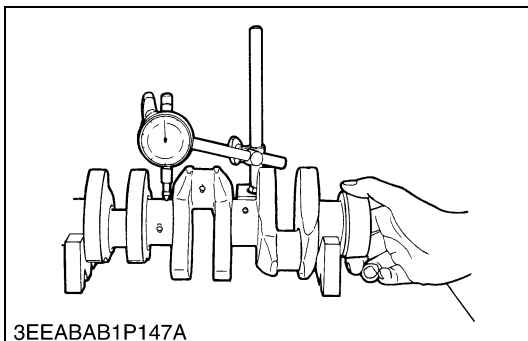
|                           |                 |  |   |
|---------------------------|-----------------|--|---|
| Crankshaft side clearance | Factory spec.   |  | 0.15 to 0.31 mm<br>0.0059 to 0.0122 in. |
|                           | Allowable limit |  | 0.5 mm<br>0.0197 in.                    |

### (Reference)

- Oversize dimensions of crankshaft journal

|   |   |   |
|---|---|---|
| Oversize  | 0.2 mm<br>0.008 in.                                 | 0.4 mm<br>0.016 in.                                 |
| Dimension A   | 26.20 to 26.25 mm<br>1.0315 to 1.0335 in.           | 26.40 to 26.45 mm<br>1.0394 to 1.0413 in.           |
| Dimension B   | 54.5 to 54.7 mm<br>2.1457 to 2.1535 in.             | 54.6 to 54.8 mm<br>2.1496 to 2.1575 in.             |
| Dimension C   | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius |
| (0.8-S)<br>The crankshaft journal must be fine-finished to higher than ∇∇∇∇ |   |   |

W1032880

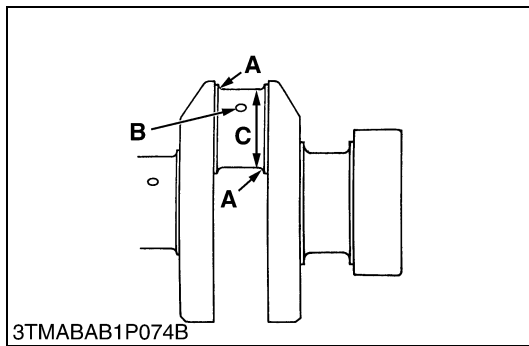
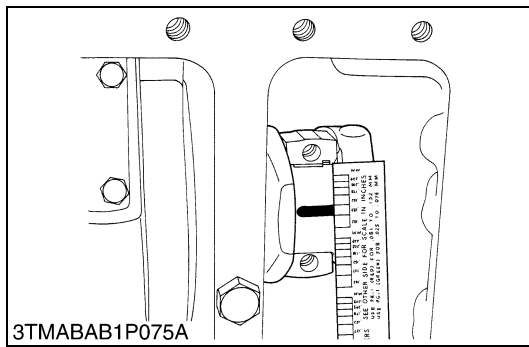


### Crankshaft Alignment

1. Support the crankshaft with V blocks on the surface plate at both end journals.
2. Set a dial indicator with its tip on the intermediate journal.
3. Measure the crankshaft alignment.
4. If the measurement exceeds the allowable limit, replace the crankshaft.

|                      |                 |                        |
|----------------------|-----------------|------------------------|
| Crankshaft alignment | Allowable limit | 0.02 mm<br>0.00079 in. |
|----------------------|-----------------|------------------------|

W1033001



### Oil Clearance between Crankpin and Crankpin Bearing

1. Clean the crankpin and crankpin bearing.
2. Put a strip of plastigage on the center of the crankpin.
3. Install the connecting rod cap and tighten the connecting rod screws to the specified torque, and remove the cap again.
4. Measure the amount of the flattening with the scale, and get the oil clearance.
5. If the oil clearance exceeds the allowable limit, replace the crankpin bearing.
6. If the same size bearing is useless because of the crankpin wear, replace it with an undersize one referring to the table and figure.

#### NOTE

- **Never insert the plastigage into the crankpin oil hole.**
- **Be sure not to move the crankshaft while the connecting rod screws are tightened.**

|   |                 |   |
|---|-----------------|---|
| Oil clearance between crankpin and crankpin bearing | Factory spec.   | 0.025 to 0.087 mm<br>0.00098 to 0.00343 in. |
|   | Allowable limit | 0.20 mm<br>0.0079 in.                       |

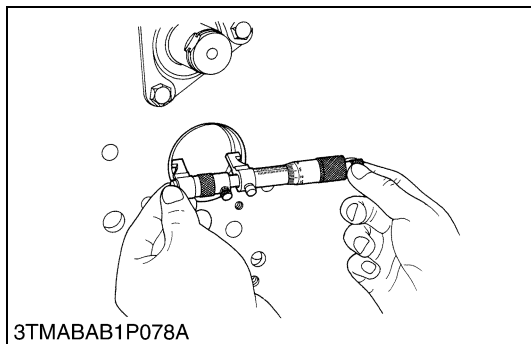
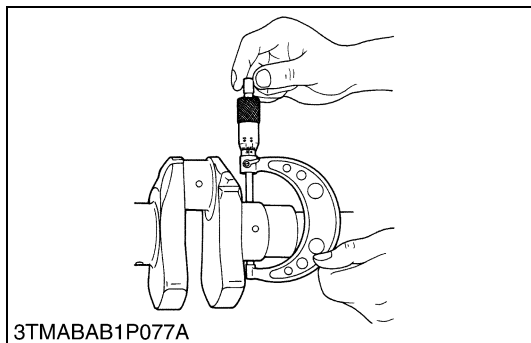
|                       |               |   |
|-----------------------|---------------|---|
| Crankpin O.D.         | Factory spec. | 46.959 to 46.975 mm<br>1.84878 to 1.84941 in. |
| Crankpin bearing I.D. | Factory spec. | 47.000 to 47.046 mm<br>1.85039 to 1.85221 in. |

#### (Reference)

- Undersize dimensions of crankpin

| Undersize  | 0.2 mm<br>0.008 in.                                     | 0.4 mm<br>0.016 in.                                     |
|--|---|---|
| Dimension A  | 3.3 to 3.7 mm radius<br>0.1299 to 0.1457 in. radius     | 3.3 to 3.7 mm radius<br>0.1299 to 0.1457 in. radius     |
| *Dimension B   | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief     | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief     |
| Dimension C  | 46.759 to 46.775 mm dia.<br>1.84091 to 1.84154 in. dia. | 46.559 to 46.575 mm dia.<br>1.83303 to 1.83366 in. dia. |
| (0.8-S)<br>The crankpin must be fine-finished to higher than $\nabla\nabla\nabla\nabla$<br>*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm<br>(0.0394 to 0.0591 in.) relief. |   |   |

W1033106



### **Oil Clearance between Crankshaft Journal and Crankshaft Bearing 1**

1. Measure the O.D. of the crankshaft journal with an outside micrometer.
2. Measure the I.D. of the crankshaft bearing 1 with an inside micrometer, and calculate oil clearance.
3. If the clearance exceeds the allowable limit, replace the crankshaft bearing 1.
4. If the same size bearing is useless because of the crankshaft journal wear, replace it with an undersize one referring to the table and figure.

|   |                 |   |
|---|-----------------|---|
| Oil clearance between crankshaft journal and crankshaft bearing 1 | Factory spec.   | 0.040 to 0.118 mm<br>0.00157 to 0.00409 in. |
|   | Allowable limit | 0.20 mm<br>0.0079 in.                       |

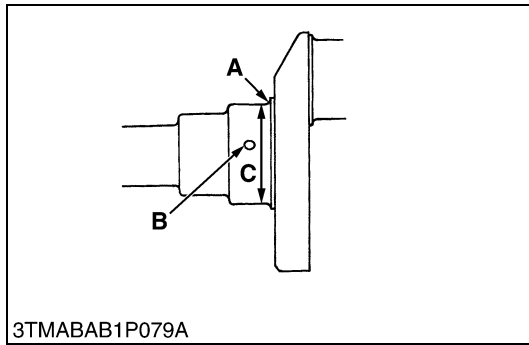
#### **(Serial No.: below 3R9999)**

|                           |               |                               |   |
|---------------------------|---------------|-------------------------------|---|
| Crankshaft journal O.D.   | Factory spec. | D1503-M<br>V1703-M<br>V2203-M | 51.921 to 51.940 mm<br>2.0441 to 2.0449 in.   |
|                           |               | D1803-M<br>V2403-M            | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. |
| Crankshaft bearing 1 I.D. | Factory spec. | D1503-M<br>V1703-M<br>V2203-M | 51.980 to 52.039 mm<br>2.0464 to 2.0488 in.   |
|                           |               | D1803-M<br>V2403-M            | 59.980 to 60.039 mm<br>2.36142 to 2.36374 in. |

#### **(Serial No.: above 3S0001)**

|                           |               |   |
|---------------------------|---------------|---|
| Crankshaft journal O.D.   | Factory spec. | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. |
| Crankshaft bearing 1 I.D. | Factory spec. | 59.980 to 60.039 mm<br>2.36142 to 2.36374 in. |

W1033717



### Oil Clearance between Crankshaft Journal and Crankshaft Bearing 1 (Continued)

#### (Reference)

- Undersize dimensions of crankshaft journal

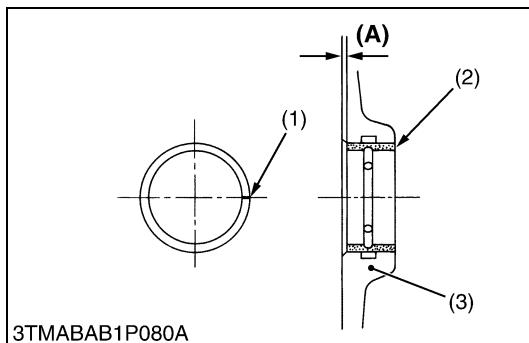
#### (Serial No.: below 3R9999)

|  |   |   |
|--|---|---|
| Undersize  | 0.2 mm<br>0.008 in.                                 | 0.4 mm<br>0.016 in.                                 |
| Dimension A  | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius |
| *Dimension B   | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief |
| Dimension C  | D1503-M<br>V1703-M<br>V2203-M                       | 51.721 to 51.740 mm<br>2.0363 to 2.0370 in.         |
|  | D1803-M<br>V2403-M                                  | 51.521 to 51.540 mm<br>2.0284 to 2.0291 in.         |
| (0.8-S)<br>The crankshaft journal must be fine-finished to higher than ∇∇∇∇<br>*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm<br>(0.0394 to 0.0591 in.) relief. |   |   |

#### (Serial No.: above 3S0001)

|  |   |   |
|--|---|---|
| Undersize  | 0.2 mm<br>0.008 in.                                 | 0.4 mm<br>0.016 in.                                 |
| Dimension A  | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius |
| *Dimension B   | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief |
| Dimension C  | 59.721 to 59.740 mm<br>2.35122 to 2.35197 in.       | 59.521 to 59.540 mm<br>2.34335 to 2.34410 in.       |
| (0.8-S)<br>The crankshaft journal must be fine-finished to higher than ∇∇∇∇<br>*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm<br>(0.0394 to 0.0591 in.) relief. |   |   |

W1198330



### Replacing Crankshaft Bearing 1

#### (When removing)

1. Press out the used crankshaft bearing 1 using a crankshaft bearing 1 replacing tool. (See page "SPECIAL TOOLS".)

#### (When installing)

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

|               |               |                                       |
|---------------|---------------|---------------------------------------|
| Dimension (A) | Factory spec. | 4.2 to 4.5 mm<br>0.1654 to 0.1772 in. |
|---------------|---------------|---------------------------------------|

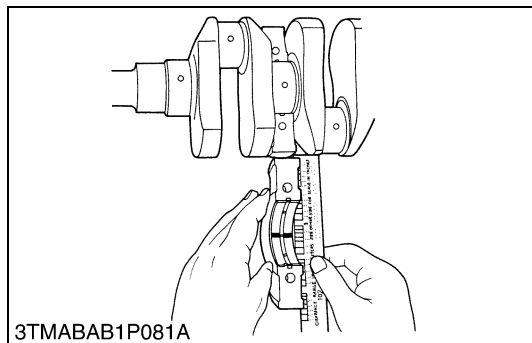
(1) Seam

(2) Crankshaft Bearing 1

(3) Cylinder Block

(A) Dimension

W1033946



### **Oil Clearance between Crankshaft Journal and Crankshaft Bearing 2**

1. Put a strip of plastigage on the center of the journal.
2. Install the bearing case and tighten the bearing case screws 1 to the specified torque, and remove the bearing case again.
3. Measure the amount of the flattening with the scale and get the oil clearance.
4. If the clearance exceeds the allowable limit, replace the crankshaft bearing 2.
5. If the same size bearing is useless because of the crankshaft journal wear, replace it with an undersize one referring to the table and figure.

#### **NOTE**

- Be sure not to move the crankshaft while the bearing case screws are tightened.

|   |                 |   |
|---|-----------------|---|
| Oil clearance between crankshaft and crankshaft bearing 2 | Factory spec.   | 0.040 to 0.104 mm<br>0.00157 to 0.00409 in. |
|   | Allowable limit | 0.20 mm<br>0.0079 in.                       |

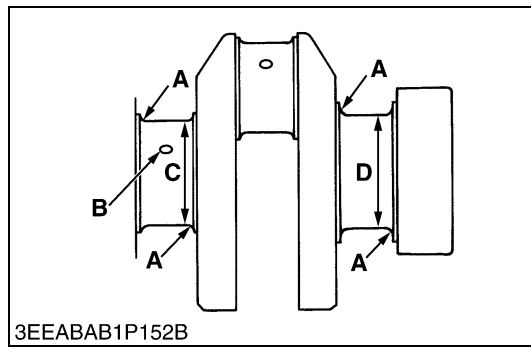
#### **(Serial No.: below 3R9999)**

|                           |               |                               |   |
|---------------------------|---------------|-------------------------------|---|
| Crankshaft O.D.           | Factory spec. | D1503-M<br>V1703-M<br>V2203-M | 51.921 to 51.940 mm<br>2.0441 to 2.0449 in.   |
|                           |               | D1803-M<br>V2403-M            | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. |
| Crankshaft bearing 2 I.D. | Factory spec. | D1503-M<br>V1703-M<br>V2203-M | 51.980 to 52.025 mm<br>2.04646 to 2.04823 in. |
|                           |               | D1803-M<br>V2403-M            | 59.980 to 60.025 mm<br>2.36142 to 2.36318 in. |

#### **(Serial No.: above 3S0001)**

|                           |               |   |
|---------------------------|---------------|---|
| Crankshaft journal O.D.   | Factory spec. | 59.921 to 59.940 mm<br>2.35910 to 2.35984 in. |
| Crankshaft bearing 2 I.D. | Factory spec. | 59.980 to 60.025 mm<br>2.36142 to 2.36318 in. |

W1083821



### Oil Clearance between Crankshaft Journal and Crankshaft Bearing 2 (Continued)

#### (Reference)

- Undersize dimensions of crankshaft journal

#### (Serial No.: below 3R9999)

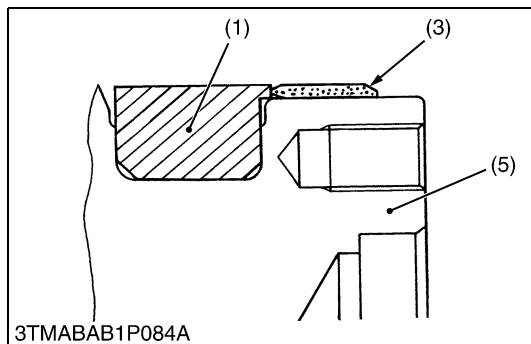
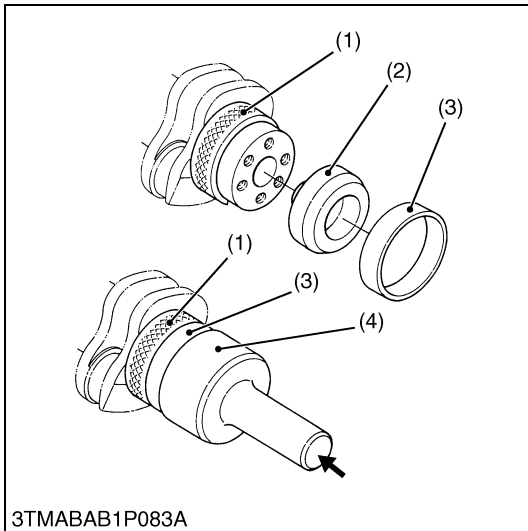
|  |                               |   |   |
|--|-------------------------------|---|---|
| Undersize  |                               | 0.2 mm<br>0.008 in.                                 | 0.4 mm<br>0.016 in.                                 |
| Dimension <b>A</b>   |                               | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius |
| *Dimension <b>B</b>  |                               | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief |
| Dimension<br><b>C, D</b>   | D1503-M<br>V1703-M<br>V2203-M | 51.721 to 51.740 mm<br>2.03626 to 2.03701 in.       | 51.521 to 51.540 mm<br>2.02839 to 2.02913 in.       |
|  | D1803-M<br>V2403-M            | 59.721 to 59.740 mm<br>2.35122 to 2.35197 in.       | 59.521 to 59.540 mm<br>2.34335 to 2.34410 in.       |
| (0.8-S)<br>The crankshaft journal must be fine-finished to higher than ∇∇∇∇<br>*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm<br>(0.0394 to 0.0591 in.) relief. |                               |   |   |

#### (Serial No.: above 3S0001)

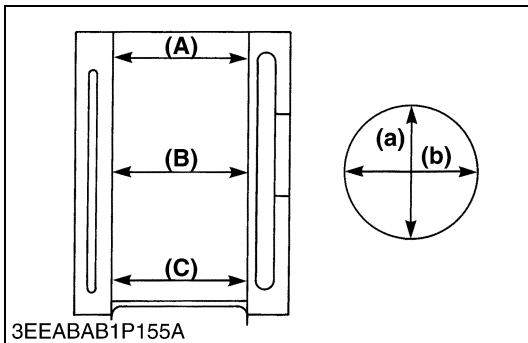
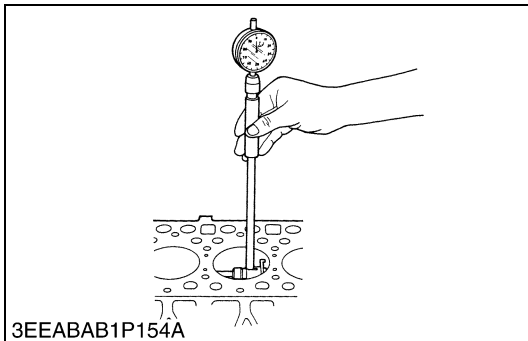
|   |   |   |
|---|---|---|
| Undersize   | 0.2 mm<br>0.008 in.                                 | 0.4 mm<br>0.016 in.                                 |
| Dimension <b>A</b>  | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius | 2.8 to 3.2 mm radius<br>0.1102 to 0.1260 in. radius |
| *Dimension <b>B</b>   | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief | 1.0 to 1.5 mm relief<br>0.0394 to 0.0591 in. relief |
| Dimension <b>C, D</b>   | 59.721 to 59.740 mm<br>2.35122 to 2.35197 in.       | 59.521 to 59.540 mm<br>2.34335 to 2.34410 in.       |
| <div>(0.8-S)</div> <div>The crankshaft journal must be fine-finished to higher than ∇∇∇∇</div> <div>*Holes to be de-burred and edges rounded with 1.0 to 1.5 mm</div> <div>(0.0394 to 0.0591 in.) relief.</div> |   |   |

W1034075





## (5) Cylinder



## Replacing Crankshaft Sleeve

1. Remove the used crankshaft sleeve (3).
2. Set the sleeve guide (2) to the crankshaft (5).
3. Set the stopper (1) to the crankshaft (5) as shown in figure.
4. Heat a new sleeve to a temperature between 150 and 200 °C (302 and 392 °F), and fix the sleeve to the crankshaft (5) as shown in figure.
5. Press fit the sleeve using the auxiliary socket for pushing (4). (Refer to “**SPECIAL TOOLS**”.)

### NOTE

- Mount the sleeve with its largely chamfered surface facing outward.
- Should heating is not enough, a sleeve might stop halfway, so careful.

(1) Stopper

(2) Sleeve Guide

(3) Crankshaft Sleeve

(4) Auxiliary Socket for Pushing

(5) Crankshaft

W1033503

## 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. Get the difference (Maximum wear) between the maximum and the 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 should be bored. (Refer to “**Correcting Cylinder**”.)

|               |                 |                    |   |
|---------------|-----------------|--------------------|---|
| Cylinder I.D. | Factory spec.   | D1503-M            | 83.000 to 83.022 mm<br>3.26772 to 3.26858 in. |
|               |                 | D1703-M            |   |
|               |                 | D1803-M            | 87.000 to 87.022 mm<br>3.42520 to 3.42606 in. |
|               |                 | V2203-M<br>V2403-M |   |
|               | Allowable limit | D1503-M            | 83.150 mm<br>3.2736 in.                       |
|               |                 | D1703-M            |   |
|               |                 | D1803-M            | 87.150 mm<br>3.4311 in.                       |
|               |                 | V2203-M<br>V2403-M |   |

A Top

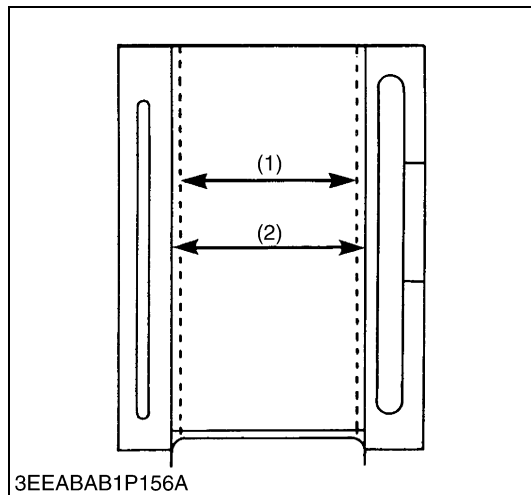
B Middle

C Bottom (Skirt)

(a) Right-angled to Piston Pin

(b) Piston Pin Direction

W1034389



### Correcting Cylinder (Oversize)

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

|                        |  |  |   |                         |
|------------------------|--|--|---|-------------------------|
| Oversize cylinder I.D. | Factory spec.  | D1503-M                                  | 83.250 to 83.272 mm<br>3.27756 to 3.27843 in. |                         |
|                        |  | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M | 87.250 to 87.272 mm<br>3.43504 to 3.43591 in. |                         |
|                        |  | Allowable limit                          | D1503-M                                       | 83.400 mm<br>3.2835 in. |
|                        |  |  | D1703-M<br>D1803-M<br>V2203-M<br>V2403-M      | 87.400 mm<br>3.4409 in. |
| Finishing              | Hone to 2.2 to 3.0 mm μR max.<br>▽▽▽<br>(0.00087 to 0.00118 in. μR max.) |  |   |                         |

- Replace the piston and piston rings with oversize ones.  
Oversize : 0.25 mm (0.0098 in.)

| Parts Name           | Model              | Code Number | Marking |
|----------------------|--------------------|-------------|---------|
| Piston               | D1503-M            | 1A021-21900 | 0.25 OS |
|                      | D1703-M            | 1A091-21900 | 0.25 OS |
|                      | D1803-M            |             |         |
|                      | V2203-M            |             |         |
|                      | V2403-M            |             |         |
| Piston ring assembly | D1503-M            | 1A021-21090 | 0.25 OS |
|                      | D1703-M            | 1A091-21090 | 0.25 OS |
|                      | D1803-M            |             |         |
|                      | V2203-M<br>V2403-M |             |         |

### NOTE

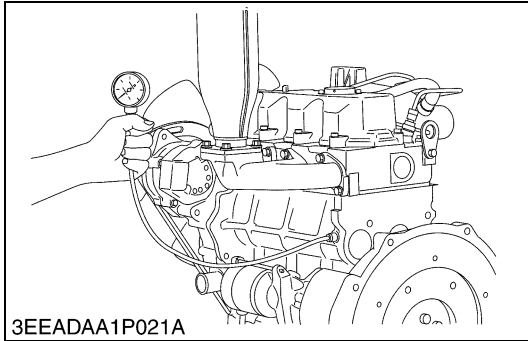
- When the oversize cylinder is worn beyond the allowable limit, replace the cylinder block with a new one.

(1) Cylinder I.D. (Before Correction)      (2) Cylinder I.D. (Oversize)

W1034448

### 3. LUBRICATING SYSTEM

#### [1] CHECKING



##### Engine Oil Pressure

1. Remove the engine oil pressure switch, and set a oil pressure tester (Code No.: 07916-32032). (Adaptor screw size : PT 1/8)
2. Start the engine. After warming up, measure the oil pressure of both idling and rated speeds.
3. If the oil pressure is less than the allowable limit, check the following.
  - Engine oil insufficient.
  - Oil pump defective
  - Oil strainer clogged
  - Oil filter cartridge clogged
  - Oil gallery clogged
  - Excessive oil clearance
  - Foreign matter in the relief valve

|                     |                |                 |  |
|---------------------|----------------|-----------------|--|
| Engine oil pressure | At idle speed  | Factory spec.   | More than 98 kPa<br>1.0 kgf/cm <sup>2</sup><br>14 psi                |
|                     |                | Allowable limit | 49 kPa<br>0.5 kgf/cm <sup>2</sup><br>7 psi                           |
|                     | At rated speed | Factory spec.   | 294 to 441 kPa<br>3.0 to 4.5 kgf/cm <sup>2</sup><br>42.7 to 64.0 psi |
|                     |                | Allowable limit | 245 kPa<br>2.5 kgf/cm <sup>2</sup><br>35.6 psi                       |

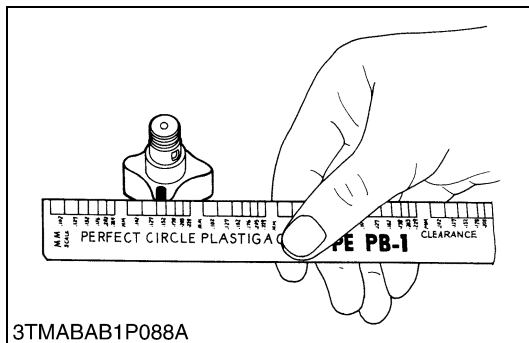
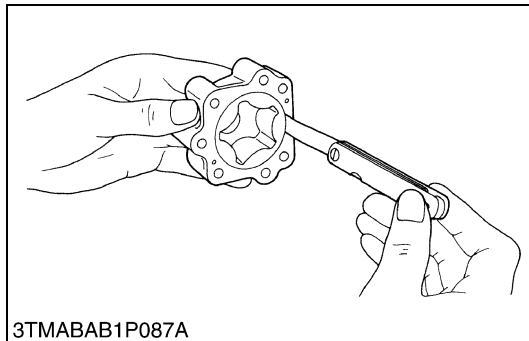
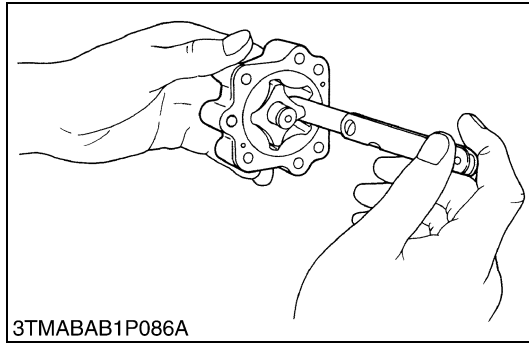
##### (When reassembling)

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

|                   |                     |   |
|-------------------|---------------------|---|
| Tightening torque | Oil pressure switch | 14.7 to 19.6 N·m<br>1.5 to 2.0 kgf·m<br>10.8 to 14.5 ft-lbs |
|-------------------|---------------------|---|

W1034952

## [2] SERVICING



### 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.

|   |               |   |
|---|---------------|---|
| Clearance between inner rotor and outer rotor | Factory spec. | 0.03 to 0.14 mm<br>0.0012 to 0.0055 in. |
|---|---------------|---|

|   |               |   |
|---|---------------|---|
| Clearance between outer rotor and pump body | Factory spec. | 0.11 to 0.19 mm<br>0.0043 to 0.0075 in. |
|---|---------------|---|

W1035296

### Clearance between Rotor and Cover

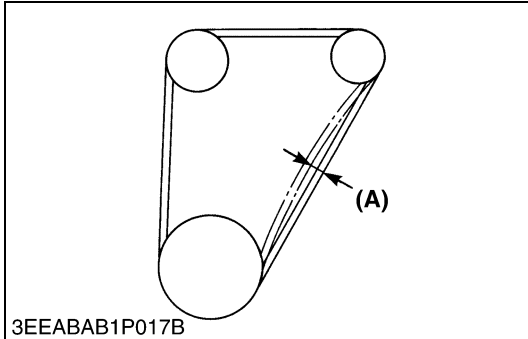
1. Put a strip of plastigage onto the rotor face with grease.
2. Install the cover and tighten the screws.
3. Remove the cover carefully, and measure the width of the press gauge with a sheet of gauge.
4. If the clearance exceeds the factory specifications, replace oil pump rotor assembly.

|   |               |   |
|---|---------------|---|
| Clearance between inner rotor and cover | Factory spec. | 0.105 to 0.150 mm<br>0.00413 to 0.00591 in. |
|---|---------------|---|

W1035444

## 4. COOLING SYSTEM

### [1] CHECKING AND ADJUSTING



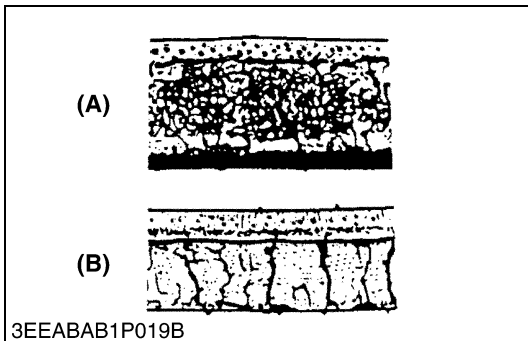
#### Fan Belt Tension

1. Measure the deflection **(A)**, depressing the belt halfway between the fan drive pulley and alternator pulley at specified force 98 N (10 kgf, 22 lbs).
2. If the measurement is not within the factory specifications, loosen the alternator mounting screws and relocate the alternator to adjust.

|                       |               |                                   |
|-----------------------|---------------|-----------------------------------|
| Deflection <b>(A)</b> | Factory spec. | 7.0 to 9.0 mm<br>0.28 to 0.35 in. |
|-----------------------|---------------|-----------------------------------|

**(A) Deflection**

W1035667



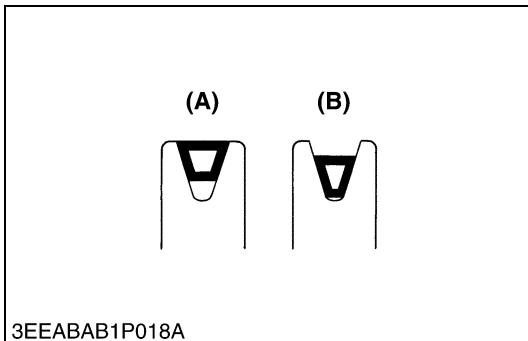
#### Fan Belt Damage and Wear

1. Check the fan belt for damage.
2. If the fan belt is damaged, replace it.
3. Check if the fan belt is worn and sunk in the pulley groove.
4. If the fan belt is nearly worn out and deeply sunk in the pulley groove, replace it.

**(A) Good**

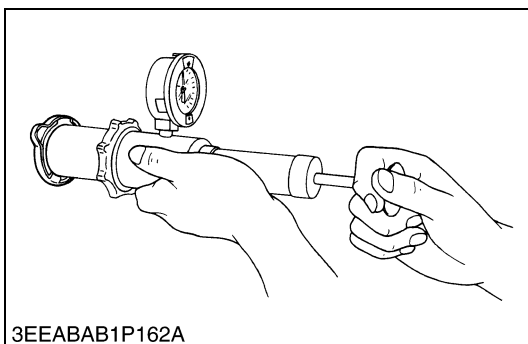
**(B) Bad**

W1020602



#### CAUTION

- When removing the radiator cap, wait at least ten minutes after the engine has stopped and cooled down. Otherwise, hot water may gush out, scalding nearby people.

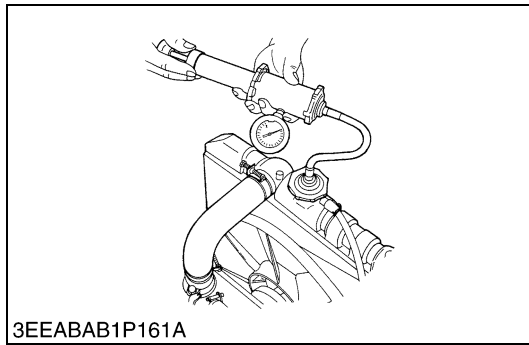


#### Radiator Cap Air Leakage

1. Set a radiator tester and adaptor on the radiator cap.
2. Apply the specified pressure 88 kPa (0.9 kgf/cm<sup>2</sup>, 13 psi), and measure the time for the pressure to fall to 59 kPa (0.6 kgf/cm<sup>2</sup>, 9 psi).
3. If the measurement is less than the factory specification, replace the radiator cap.

|                       |               |   |
|-----------------------|---------------|---|
| Pressure falling time | Factory spec. | More than 10 seconds for pressure fall from 88 to 59 kPa (from 0.9 to 0.6 kgf/cm <sup>2</sup> , from 13 to 9 psi) |
|-----------------------|---------------|---|

W10387530

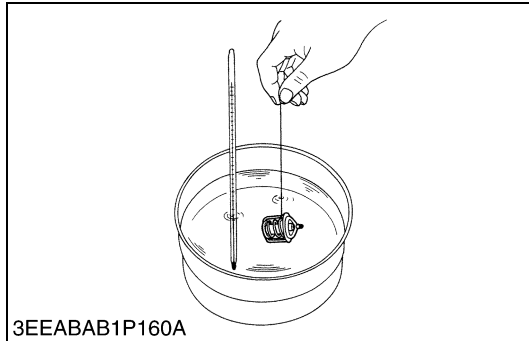


### **Radiator Water Leakage**

1. Pour a specified amount of water into the radiator.
2. Set a radiator tester and an adapter and raise the water pressure to the specified pressure.
3. Check the radiator for water leaks.
4. For water leak from the pinhole, replace the radiator or repair with the radiator cement. When water leak is excessive, replace the radiator.

|                                      |               |   |
|--------------------------------------|---------------|---|
| Radiator water leakage test pressure | Factory spec. | No leak at 137 kPa<br>1.4 kgf/cm <sup>2</sup><br>20 psi |
|--------------------------------------|---------------|---|

W10389070



### **Thermostat Valve Opening Temperature**

1. Suspend the thermostat in the water by a string with its end inserted between the valve and seat.
2. Heating the water gradually, read the temperature when the valve opens and leaves the string.
3. Continue heating and read the temperature when the valve opens approx. 6 mm (0.236 in.).
4. If the measurement is not within the factory specifications, replace the thermostat.

|  |               |                                      |
|--|---------------|--------------------------------------|
| Thermostat's valve opening temperature           | Factory spec. | 69.5 to 72.5 °C<br>157.1 to 162.5 °F |
| Temperature at which thermostat completely opens | Factory spec. | 85 °C<br>185 °F                      |

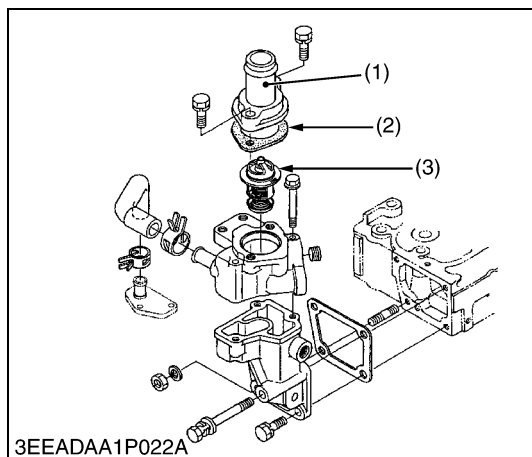
W1035849

## [2] DISASSEMBLING AND ASSEMBLING



### CAUTION

- When removing the radiator cap, wait at least ten minutes after the engine has stopped and cooled down. Otherwise, hot water may gush out, scalding nearby people.



### Thermostat Assembly

1. Remove the thermostat cover mounting screws, and remove the thermostat cover (1).
2. Remove the thermostat assembly (3).

### **(When reassembling)**

- Apply a liquid gasket (Three Bond 1215 or equivalent) only at the thermostat cover side of the thermostat cover gasket (2).

- (1) Thermostat Cover  
(2) Thermostat Cover Gasket

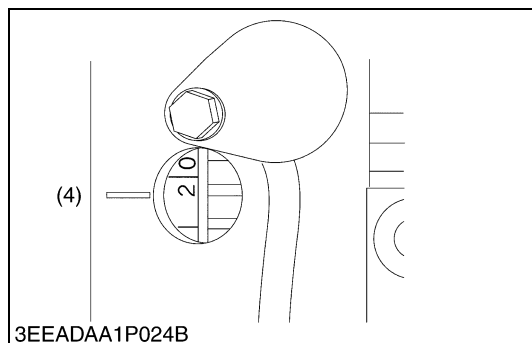
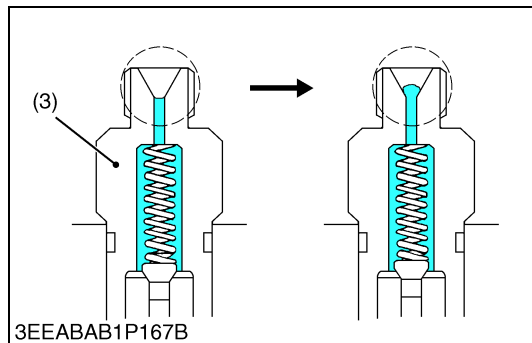
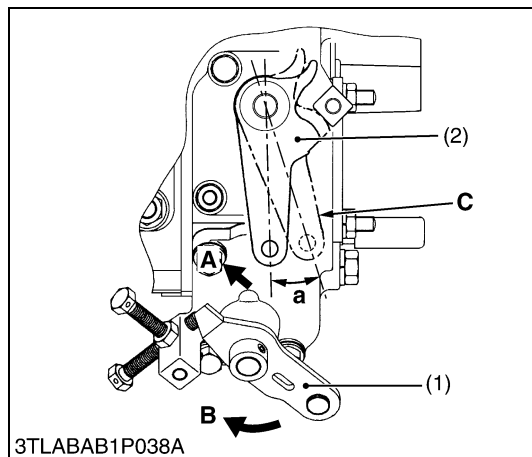
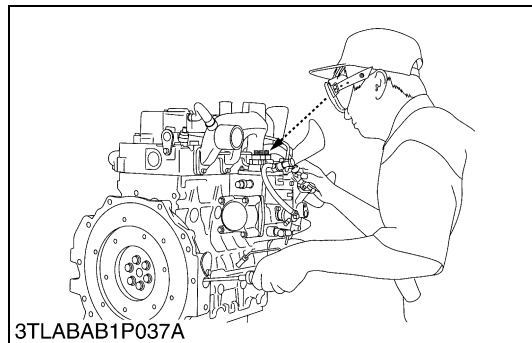
- (3) Thermostat Assembly

W1105115

## 5. FUEL SYSTEM

### [1] CHECKING AND ADJUSTING

#### (1) Injection Pump



#### Injection Timing

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

#### (Reference)

- Turn the flywheel with screwdriver.

#### NOTE

- For V2203-M and V2403-M, the pumps have a displacement angle. In adjusting the injection timing, pull the stop lever (2) from its free position by 0.232 to 0.302 rad (13.3 to 17.3 °) toward the stop position.

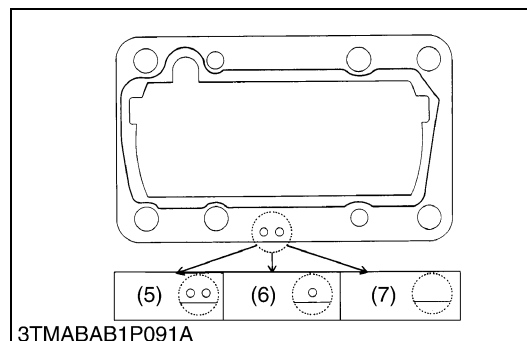
1. Turn the flywheel counterclockwise (facing the flywheel) until the fuel fills up to the hole of the delivery valve holder for 1st cylinder.
2. Turn the flywheel further and stop turning when the fuel begins to flow over, to get the present injection timing.
3. (The flywheel has mark 1TC and four lines indicating every 0.087 rad (5 °) of crank angle from 0.175 rad (10 °) to 0.436 rad (25 °) before mark 1TC) Calculate the angle which the center of the window points out. If the calculation differs from specified injection timing, add or remove the shim to adjust.

#### (Injection Timing)

0.297 to 0.331 rad (17 ° to 19 °) B.T.D.C.

#### NOTE

- The sealant is applied to both sides of the soft metal gasket shim. The liquid gasket is not required for assembling.
- Shims are available in thickness of 0.20 mm, 0.25 mm and 0.30 mm. Combine these shims for adjustments.
- Addition or reduction of shim (0.05 mm, 0.0020 in.) delays or advances the injection timing by approx. 0.0087 rad (0.5 °).
- In disassembling and replacing, be sure to use the same number of new gasket shims with the same thickness.



- (1) Speed Control Lever
- (2) Stop Lever
- (3) Delivery Valve Holder
- (4) Timing Mark
- (5) 2-Holes: 0.20 mm (Shim)
- (6) 1-hole: 0.25 mm (Shim)
- (7) Without hole: 0.30 mm (Shim)

A: To STOP Position

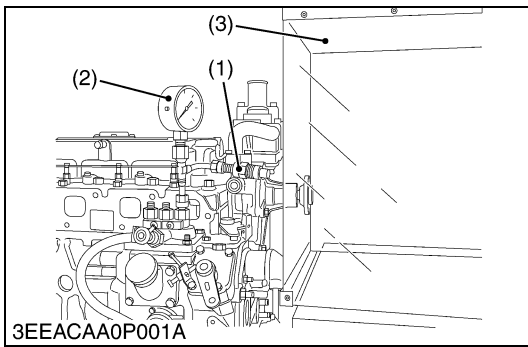
B: To Max. Speed Position

C: Stop Lever in Free Position

a: 0.232 to 0.302 rad (13.3 to 17.3 °)

W1036402





### Fuel Tightness of Pump Element

1. Remove the engine stop solenoid.
2. Remove the injection pipes and glow plugs.
3. Install the injection pump pressure tester to the injection pump.
4. Install the injection nozzle (1) jetted with the proper injection pressure to the injection pump pressure tester (2). (Refer to the figure.)
5. Set the speed control lever to the maximum speed position.
6. Run the starter to increase the pressure.
7. If the pressure can not reach the allowable limit, replace the pump with new one or repair with a Kubota-authorized pump service shop.

|                                |                 |  |
|--------------------------------|-----------------|--|
| Fuel tightness of pump element | Allowable limit | 13.73 MPa<br>140 kgf/cm <sup>2</sup><br>1991 psi |
|--------------------------------|-----------------|--|

#### NOTE

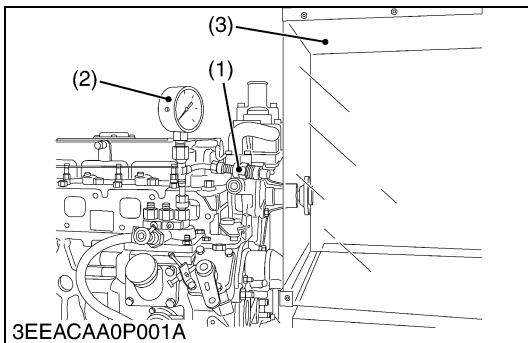
- **Never try to disassemble the injection pump assembly. For repairs, you are strongly requested to contact a Kubota-authorized pump service shop.**

(1) Injection Nozzle

(3) Protection Cover for Jetted Fuel

(2) Injection Pump Pressure Tester

W1017430



### Fuel Tightness of Delivery Valve

1. Remove the engine stop solenoid.
2. Remove the injection pipes and glow plugs.
3. Set a pressure tester to the fuel injection pump.
4. Install the injection nozzle (1) jetted with the proper injection pressure to the injection pump pressure tester (2).
5. Run the starter to increase the pressure.
6. Stop the starter when the fuel jets from the injection nozzle. After that, turn the flywheel by the hand and raise the pressure to approx. 13.73 MPa (140 kgf/cm<sup>2</sup>, 1991 psi).
7. Now turn the flywheel back about half a turn (to keep the plunger free). Maintain the flywheel at this position and clock the time taken for the pressure to drop from 13.73 to 12.75 MPa (from 140 to 130 kgf/cm<sup>2</sup>, from 1991 to 1849 psi).
8. Measure the time needed to decrease the pressure from 13.73 to 12.75 MPa (140 to 130 kgf/cm<sup>2</sup>, 1991 to 1849 psi).
9. If the measurement is less than allowable limit, replace the pump with new one or repair with a Kubota-authorized pump service shop.

|                                  |                 |   |
|----------------------------------|-----------------|---|
| Fuel tightness of delivery valve | Factory spec.   | 10 seconds<br>13.73 → 12.75 MPa<br>140 → 130 kgf/cm <sup>2</sup><br>1991 → 1849 psi |
|                                  | Allowable limit | 5 seconds<br>13.73 → 12.75 MPa<br>140 → 130 kgf/cm <sup>2</sup><br>1991 → 1849 psi  |

#### NOTE

- **Never try to disassemble the injection pump assembly. For repairs, you are strongly requested to contact a Kubota-authorized pump service shop.**

(1) Injection Nozzle

(3) Protection Cover for Jetted Fuel

(2) Injection Pump Pressure Tester

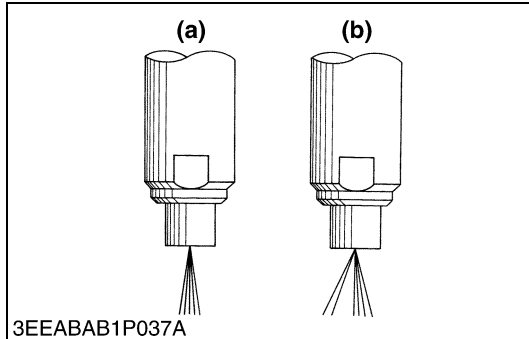
W1017786

## (2) Injection Nozzle



### CAUTION

- Check the injection pressure and condition after confirming that there is nobody standing in the direction the fume goes.
- If the fume from the nozzle directly contacts the human body, cells may be destroyed and blood poisoning may be caused.



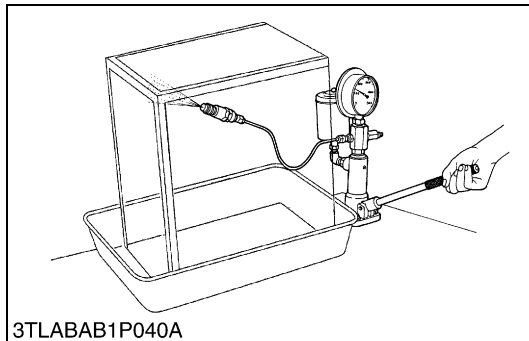
### Nozzle Spraying Condition

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

(a) Good

(b) Bad

W12598880



### Fuel Injection Pressure

1. Set the injection nozzle to 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 the factory specifications, replace the adjusting washer (1) in the nozzle holder to adjust it.

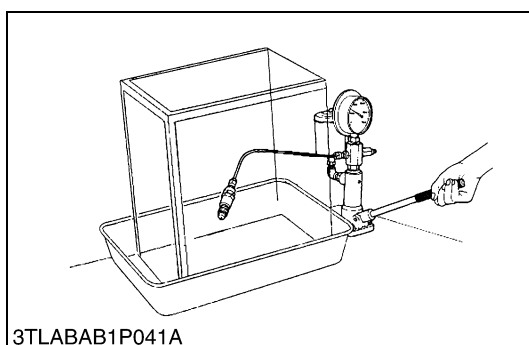
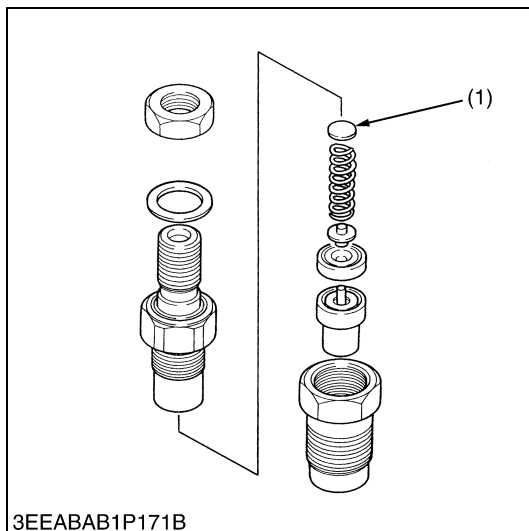
#### (Reference)

- Pressure variation with 0.01 mm (0.0004 in.) difference of adjusting washer thickness.  
Approx. 235 kPa (2.4 kgf/cm<sup>2</sup>, 34 psi)

| Fuel injection pressure | Factory spec. | 13.73 to 14.71 MPa<br>140 to 150 kgf/cm <sup>2</sup><br>1991 to 2134 psi |
|-------------------------|---------------|--|
|-------------------------|---------------|--|

(1) Adjusting Washer

W12599730

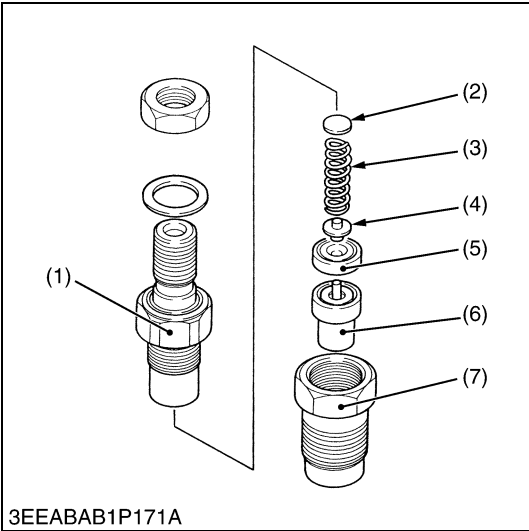


### Valve Seat Tightness

1. Set the injection nozzle to a nozzle tester.
2. Raise the fuel pressure, and keep at 12.75 MPa (130 kgf/cm<sup>2</sup>, 1849 psi) for 10 seconds.
3. If any fuel leak is found, replace the nozzle piece.

| Valve seat tightness | Factory spec. | No fuel leak at<br>12.75 MPa<br>130 kgf/cm <sup>2</sup><br>1849 psi |
|----------------------|---------------|---|
|----------------------|---------------|---|

W12601340



**Nozzle Holder**

- 1. Secure the nozzle retaining nut (7) with a vise.
- 2. Remove the nozzle holder (1), and take out parts inside.

**(When reassembling)**

- Assemble the nozzle in clean fuel oil.
- Install the push rod (4), noting its direction.
- After assembling the nozzle, be sure to adjust the fuel injection pressure.

|                   |                             |   |
|-------------------|-----------------------------|---|
| Tightening torque | Nozzle holder               | 34.3 to 39.2 N·m<br>3.5 to 4.0 kgf·m<br>25.3 to 28.9 ft-lbs |
|                   | Overflow pipe retaining nut | 19.6 to 24.5 N·m<br>2.0 to 2.5 kgf·m<br>14.5 to 18.1 ft-lbs |
|                   | Nozzle holder assembly      | 49.0 to 68.6 N·m<br>5.0 to 7.0 kgf·m<br>36.2 to 50.6 ft-lbs |

- (1) Nozzle Holder

(2) Adjusting Washer

(3) Nozzle Spring

(4) Push Rod
- (5) Distance Piece

(6) Nozzle Piece

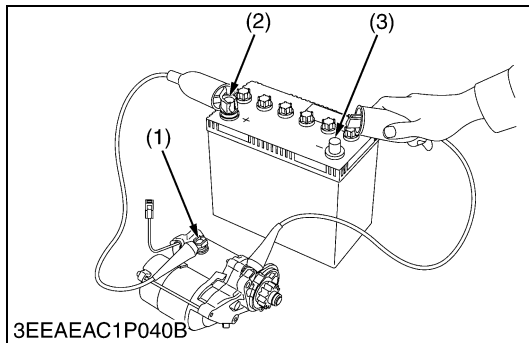
(7) Nozzle Retaining Nut

W1260248

## 6. ELECTRICAL SYSTEM

### [1] CHECKING

#### (1) Starter



#### Motor Test



#### **CAUTION**

- **Secure the starter to prevent it from jumping up and down while testing the motor.**

1. Disconnect the battery negative cable from the battery.
2. Disconnect the battery positive cable from 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 **C** terminal (1) to the battery positive terminal (2).
6. Connect a jumper lead momentarily between the starter's body and the battery negative terminal (3).
7. If the motor does not run, starter is failure.  
Repair or replace the starter.

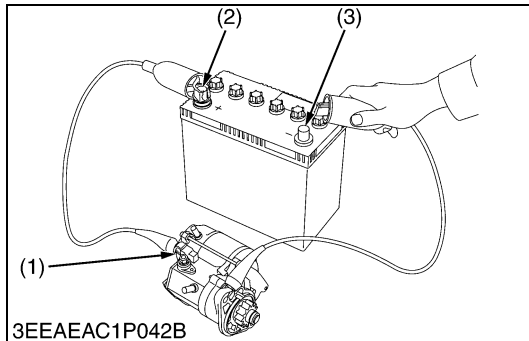
#### ■ **NOTE**

- **B terminal** : It is the terminal which connects the cable from the battery to the starter.
- **C terminal** : It is the terminal which connects the cable from the motor to the magnet switch.

- (1) **C** Terminal  
(2) Positive Terminal

- (3) Negative Terminal

W1019297



#### Magnetic Switch Test

1. Disconnect the battery negative cable from the battery.
2. Disconnect the battery positive cable from 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 **S** terminal (1) to the battery positive terminal (2).
6. Connect a jumper lead momentarily between the starter's body and the battery negative terminal (3).
7. If the pinion gear does not pop out, the magnetic switch is failure.  
Repair or replace the starter.

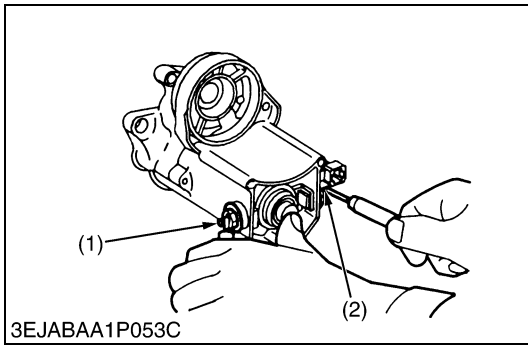
#### ■ **NOTE**

- **B terminal** : It is the terminal which connects the cable from the battery to the starter.
- **S terminal** : It is the terminal which connects the cable from the starter switch to the magnet switch.

- (1) **S** Terminal  
(2) Positive Terminal

- (3) Negative Terminal

0000010743E



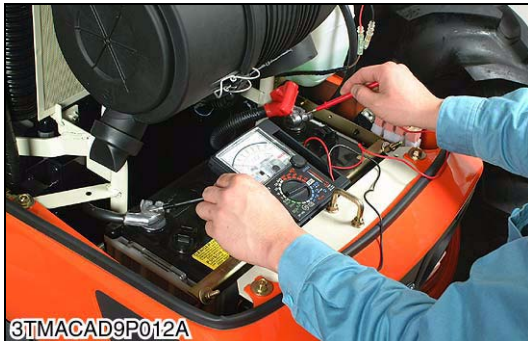
### Magnet Switch Continuity Test

1. Check the continuity across the **C** terminal (1) and the **B** terminal (2) with a circuit tester, pushing in the plunger.
2. If not continuous or if a certain value is indicated, replace the magnet switch.

(1) **C** Terminal(2) **B** Terminal

0000010771E

## (2) Alternator



### Alternator on Unit Test

#### (Before testing)

- Before alternator on unit test, check the battery terminal connections, circuit connection, fan belt tension, charging indicator lamp, fuses on the circuit, and abnormal noise from the alternator.
- Prepare full charged battery for the test.

#### ■ NOTE

- **Be careful not to touch the rotating engine parts while engine is running.**

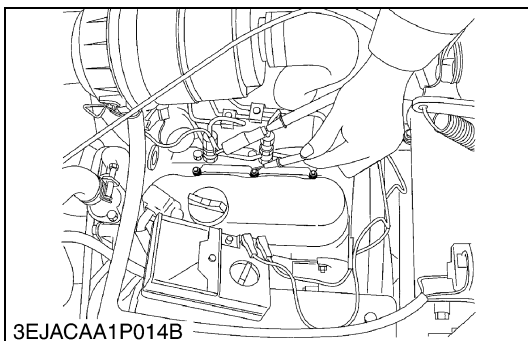
**Keep safety distance from the engine rotating parts.**

1. Start the engine.
2. When the engine is operating measure the voltage between two battery terminals. If the voltage is between 13.8 V and 14.8 V, the alternator is operating normally.
3. If the results of alternator on unit test are not within the specifications, disassemble the alternator and check the each component part for finding out the failure. See the "DISASSEMBLING AND ASSEMBLING" and "SERVICING" for alternator.

|                               |               |                                 |
|-------------------------------|---------------|---------------------------------|
| Regulating voltage at no load | Factory spec. | 13.8 to 14.8 V at 25 °C (77 °F) |
|-------------------------------|---------------|---------------------------------|

0000010745E

## (3) Glow Plug

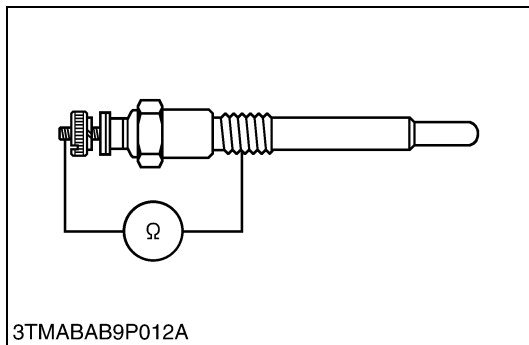


### Glow Plug Lead Terminal Voltage

1. Turn the key switch to the "**GLOW** (or **PREHEAT**)" position, and measure the voltage with a circuit tester between the lead terminal and the engine body.
2. If the voltage differs from the battery voltage, the wiring harness or main switch is faulty.

|         |   |                         |
|---------|---|-------------------------|
| Voltage | Main switch key at <b>GLOW</b> (or <b>PREHEAT</b> ) | Approx. battery voltage |
|---------|---|-------------------------|

0000010725E



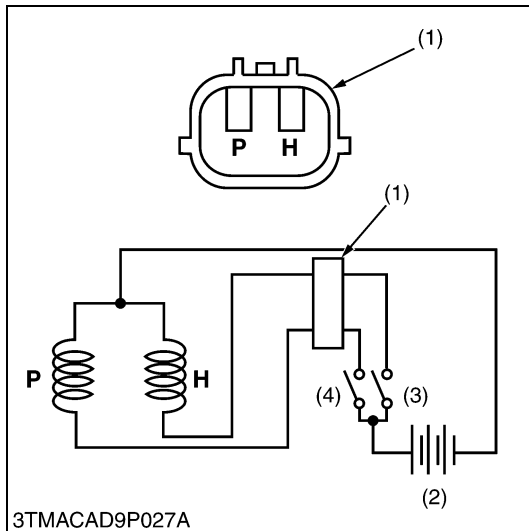
### Glow Plug Continuity

1. Remove the glow plug.
2. Measure the resistance with a circuit tester between the glow plug terminal and the glow plug housing.
3. If the factory specification is not indicated, glow plug is faulty.

| Resistance | Factory spec. | Approx. 0.9 Ω |
|------------|---------------|---------------|
|------------|---------------|---------------|

0000010726E

## (4) Engine Stop Solenoid



### Engine Stop Solenoid

1. Remove the engine stop solenoid from the engine.
2. Connect the jumper leads from the pulling coil **P** terminal to the switch (3), and from switch (3) to the battery positive terminal.
3. Connect the jumper leads from the holding coil **H** terminal to the switch (4), and from switch (4) to the battery positive terminal.
4. Connect the jumper leads from the engine stop solenoid body to the battery negative terminal.
5. When switch (4) is turn on, the plunger pull into the solenoid body and then turn off the switch (4), the plunger comes out.
6. Turn on the switch (3) then turn on the switch (4), the plunger pull into the solenoid body and it keep in holding position after turn off the switch (4).
7. If the plunger is not attracted, the engine stop solenoid is faulty.

### ■ IMPORTANT

- **Never apply the current for pulling coil more than two seconds when inspecting.**

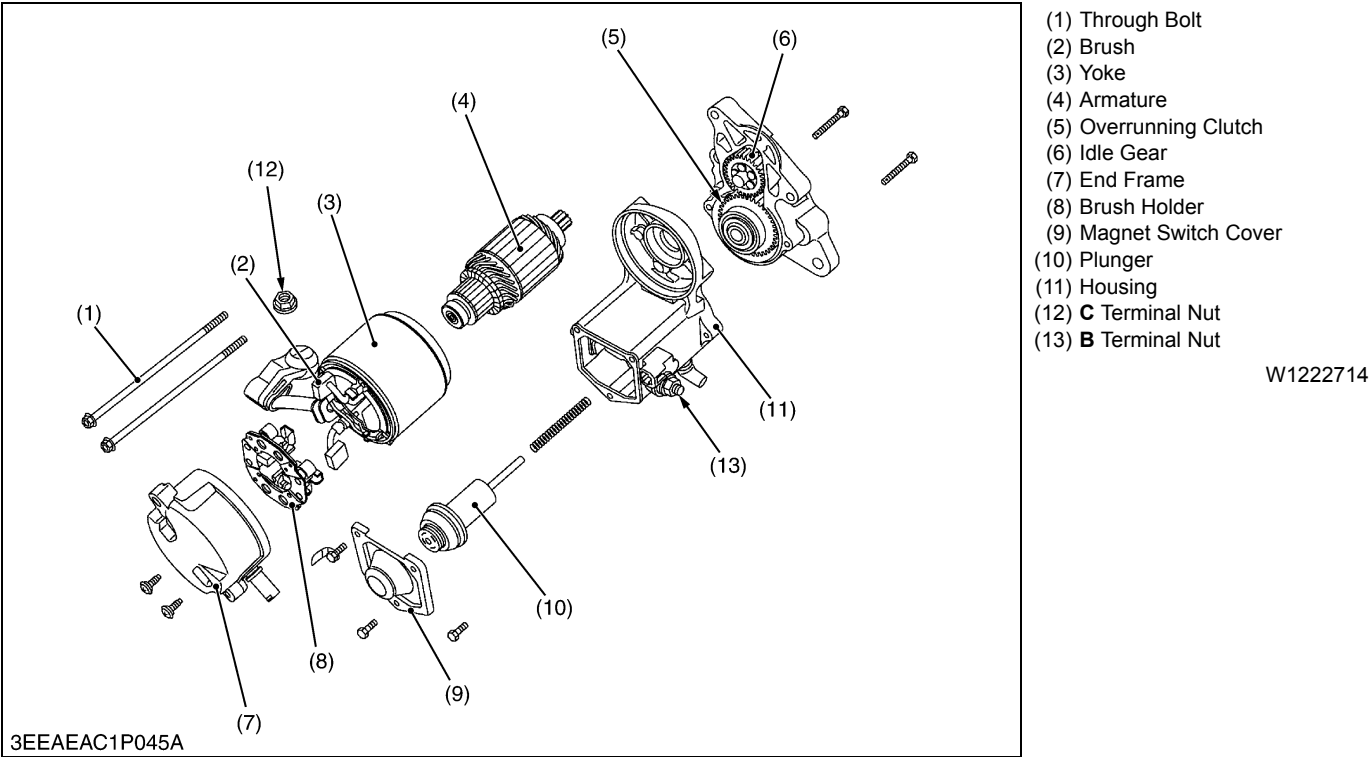
- (1) Connector  
 (2) Battery  
 (3) Switch for Holding Coil  
 (4) Switch for Pulling Coil

**P : Terminal for Pulling Coil**  
**H : Terminal for Holding Coil**

W1020600

[2] DISASSEMBLING AND ASSEMBLING

(1) Starter



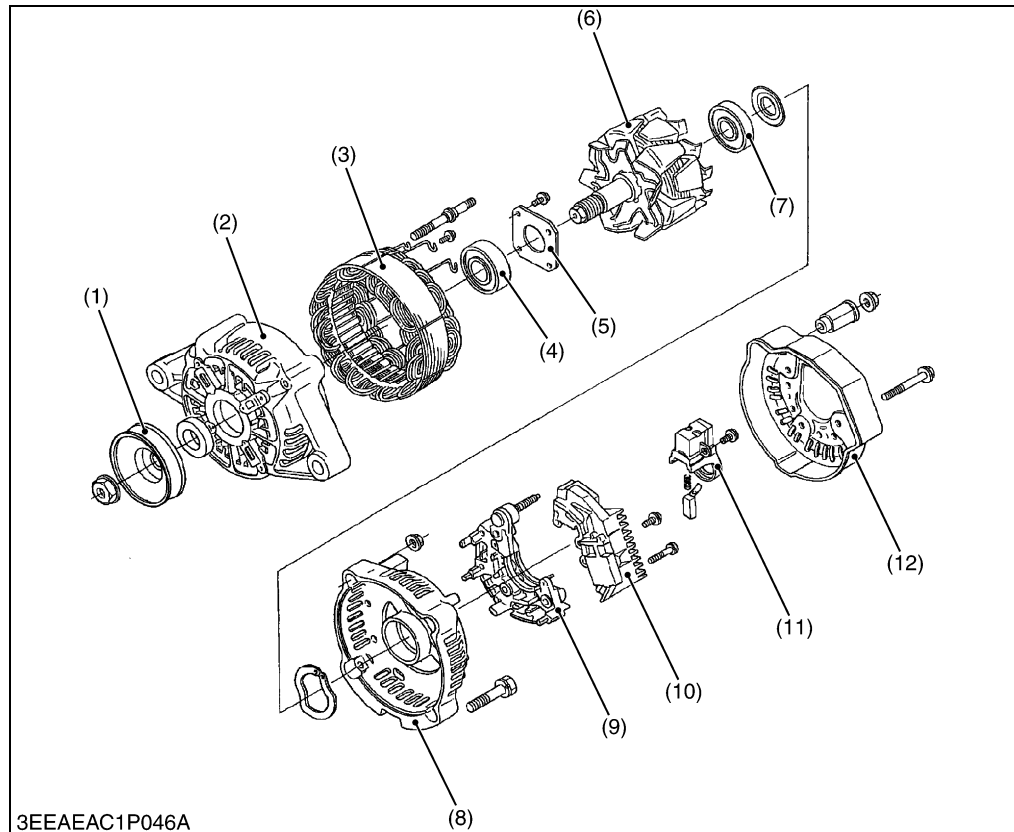
1. Unscrew the C terminal nut (12), and disconnect the connecting lead.
2. Remove the two through bolts (1).
3. Detach the motor.
4. Remove the end frame (7).
5. Remove the brush from the brush holder while holding the spring up.
6. Remove the brush holder (8).
7. Draw out the armature (4) from the yoke (3).
8. Remove the housing (11).
9. Remove the idle gear (6) and the overrunning clutch (5).
- 10.Remove the magnet switch cover (9).
- 11.Remove the plunger (10).

- NOTE
- Do not damage to the brush and commutator.
- (When reassembling)
- Apply grease (DENSO No. 50 or equivalent) to the idle gear and overrunning clutch portions.

|                   |                |  |
|-------------------|----------------|--|
| Tightening torque | B terminal nut | 5.9 to 11.8 N·m<br>0.6 to 1.2 kgf·m<br>4.3 to 8.7 ft-lbs |
|-------------------|----------------|--|

W1012736

## (2) Alternator



- (1) Pulley
- (2) Drive End Frame
- (3) Stator
- (4) Bearing
- (5) Retainer Plate
- (6) Rotor
- (7) Bearing
- (8) Rear End Frame
- (9) Rectifier
- (10) IC Regulator
- (11) Brush Holder
- (12) Rear End Cover

W1224079

1. Remove the pulley (1).
2. Remove the rear end cover (12).
3. Remove the brush holder (11).
4. Remove the IC regulator (10).
5. Remove the four screws holding the stator lead wires.
6. Remove the rectifier (9).
7. Remove the rear end frame (8).
8. Press out the rotor (6) from drive end frame (2).
9. Remove the retainer plate (5).
10. Press out the bearing (4) from drive end frame (2) with a press and jig.
11. Lightly secure the rotor with a vise to prevent damage, and remove the bearing (7) with a puller.

### (When reassembling)

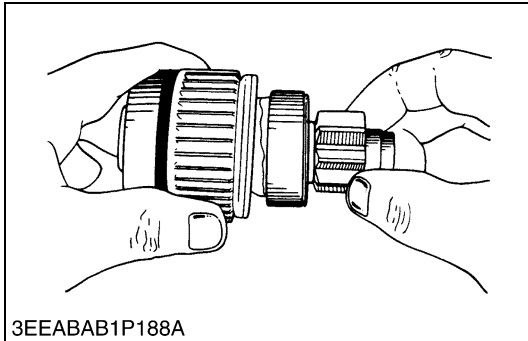
|                   |            |   |
|-------------------|------------|---|
| Tightening torque | Pulley nut | 58.3 to 78.9 N·m<br>5.95 to 8.05 kgf·m<br>43.0 to 58.2 ft-lbs |
|-------------------|------------|---|

W1224556



## [3] SERVICING

### (1) Starter



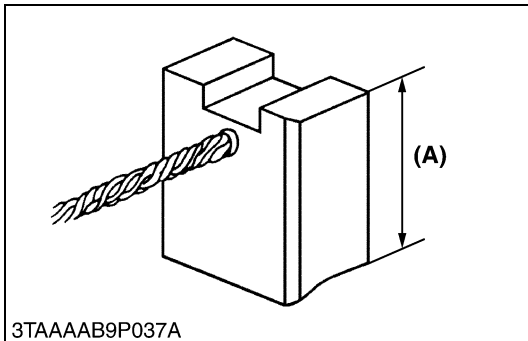
#### Overrunning Clutch

1. Check the pinion and if worn or damaged, replace the clutch assembly.
2. Check that the pinion turns freely and smoothly in the overrunning direction and does not slip in the cranking direction.
3. If the pinion slips or does not turn in both directions, replace the overrunning clutch assembly.

#### ■ NOTE

- Do not wash off the grease in the overrunning clutch with the chemicals or oils.

W1156799

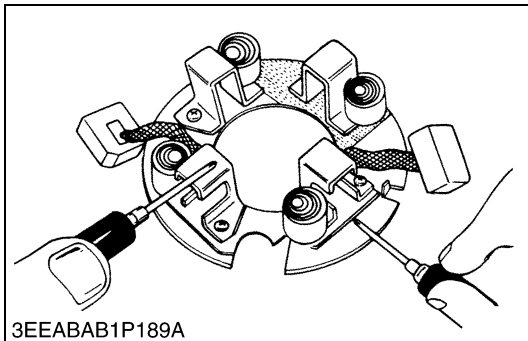


#### Brush Wear

1. If the connect face of the brush is dirty or dusty, clean it with emery paper.
2. Measure the brush length "A" with vernier caliper.
3. If the length is than the allowable limit, replace the yoke assembly and brush holder.

|                |                 |                      |
|----------------|-----------------|----------------------|
| Brush length A | Factory spec.   | 15.0 mm<br>0.591 in. |
|                | Allowable limit | 11.0 mm<br>0.433 in. |

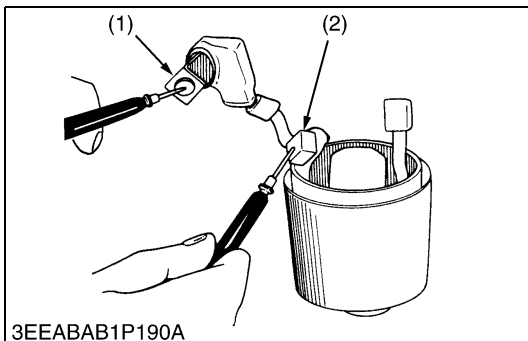
W1156360



#### Brush Holder

1. Check the continuity across the brush holder and the holder support with a circuit tester.
2. If it conducts, replace the brush holder.

W1156895



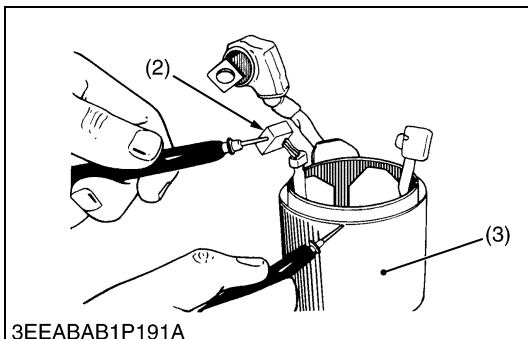
#### Field Coil

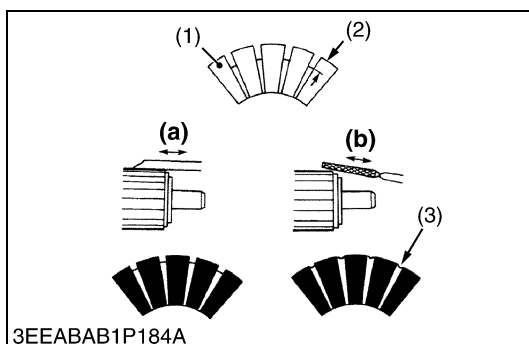
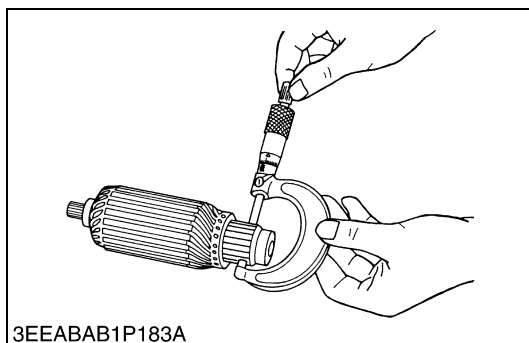
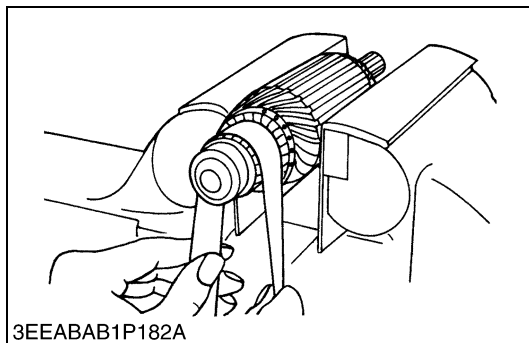
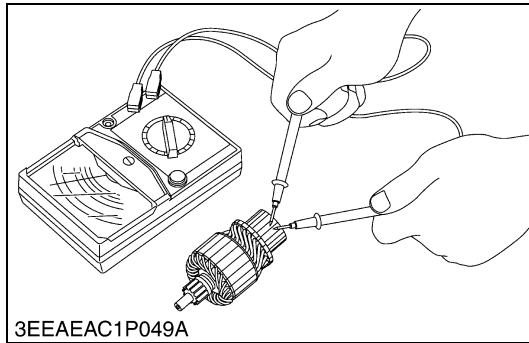
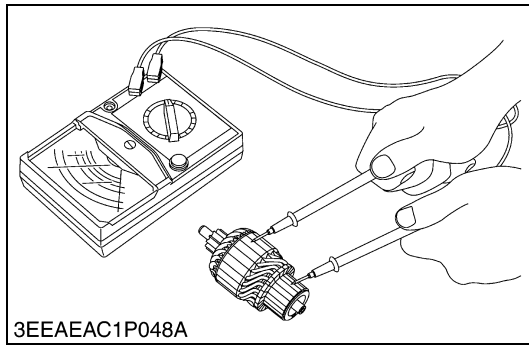
1. Check the continuity across the lead (1) and brush (2) with a circuit tester.
2. If it does not conduct, replace the yoke assembly.
3. Check the continuity across the brush (2) and yoke (3) with a circuit tester.
4. If it conducts, replace the yoke assembly.

(1) Lead  
(2) Bush

(3) Yoke

W1156968





### Armature Coil

1. Check the continuity across the commutator and armature coil core with resistance range of circuit tester.
2. If it conducts, replace the armature.
3. Check the continuity across the segments of the commutator with resistance range of circuit tester.
4. If it dose not conduct, replace the armature.

W1156507

### Commutator and Mica

1. Check the contact of the commutator for wear, and grind the commutator with emery paper if it is slightly worn.
2. Measure the commutator O.D. with an outside micrometer at several points.
3. If the minimum O.D. is less than the allowable limit, replace the armature.
4. If the difference of the O.D.'s exceeds the allowable limit, correct the commutator on a lathe to the factory specification.
5. Measure the mica undercut.
6. If the undercut is less than the allowable limit, correct it with a saw blade and chamfer the segment edges.

|                 |                 |                      |
|-----------------|-----------------|----------------------|
| Commutator O.D. | Factory spec.   | 30.0 mm<br>1.181 in. |
|                 | Allowable limit | 29.0 mm<br>1.142 in. |

|                      |                 |                                 |
|----------------------|-----------------|---------------------------------|
| Difference of O.D.'s | Factory spec.   | Less than 0.02 mm<br>0.0008 in. |
|                      | Allowable limit | 0.05 mm<br>0.0020 in.           |

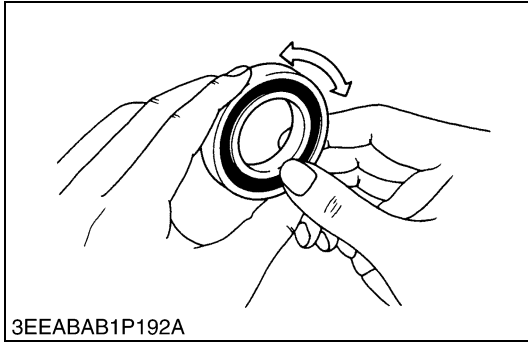
|                |                 |   |
|----------------|-----------------|---|
| Mica under cut | Factory spec.   | 0.50 to 0.80 mm<br>0.0197 to 0.0315 in. |
|                | Allowable limit | 0.20 mm<br>0.0079 in.                   |

- (1) Segment  
(2) Depth of Mica  
(3) Mica

- (a) Correct  
(b) Incorrect

W1155802

## (2) Alternator

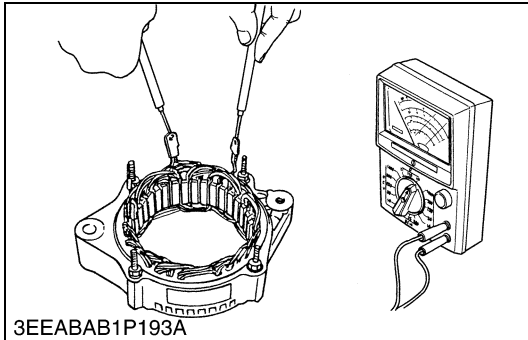


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### Bearing

1. Check the bearing for smooth rotation.
2. If it does not rotate smoothly, replace it.

W1019790



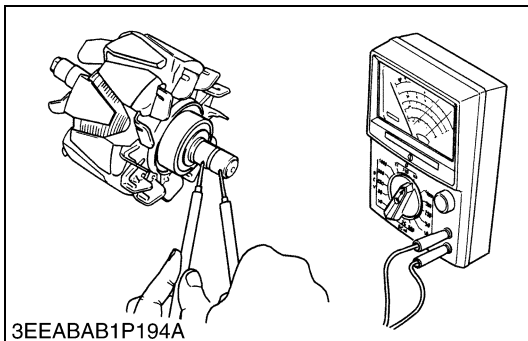
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### Stator

1. Measure the resistance across each lead of the stator coil with resistance range of circuit tester.
2. If the measurement is not within factory specification, replace it.
3. Check the continuity across each stator coil lead and core with resistance range of circuit tester.
4. If infinity is not indicated, replace it.

| Resistance | Factory spec. | Less than 1.0 $\Omega$ |
|------------|---------------|------------------------|
|------------|---------------|------------------------|

W1019964



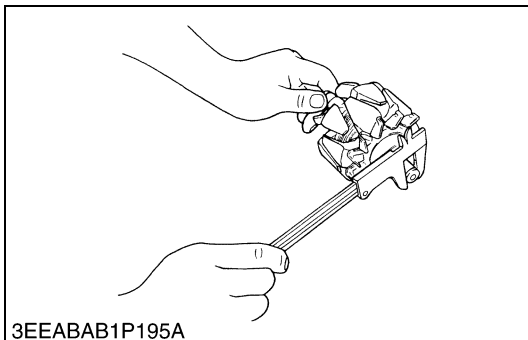
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### Rotor

1. Measure the resistance across the slip rings.
2. If the resistance is not the factory specification, replace it.
3. Check the continuity across the slip ring and core with resistance range of circuit tester.
4. If infinity is not indicated, replace it.

| Resistance | Factory spec. | 2.9 $\Omega$ |
|------------|---------------|--------------|
|------------|---------------|--------------|

W1020094



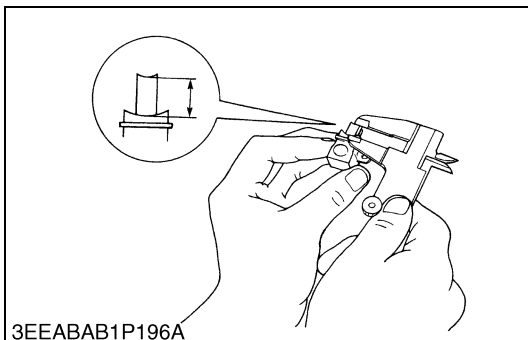
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### Slip Ring

1. Check the slip ring for score.
2. If scored, correct with an emery paper or on a lathe.
3. Measure the O.D. of slip ring with vernier calipers.
4. If the measurement is less than the allowable limit, replace it.

|                |                 |                      |
|----------------|-----------------|----------------------|
| Slip ring O.D. | Factory spec.   | 14.4 mm<br>0.567 in. |
|                | Allowable limit | 14.0 mm<br>0.551 in. |

W1020208



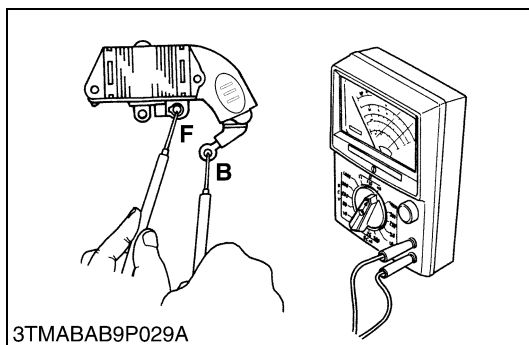
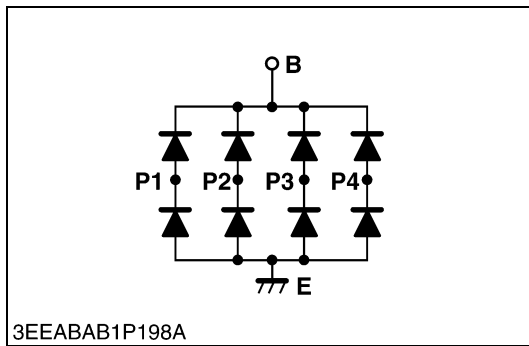
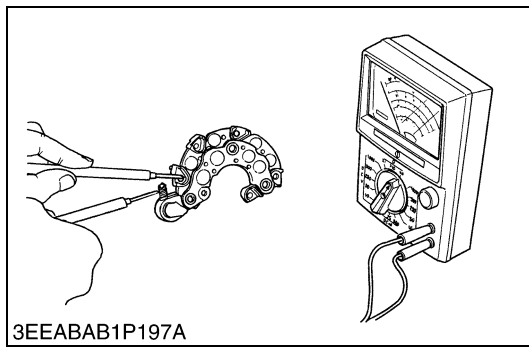
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### Brush Wear

1. Measure the brush length with vernier calipers.
2. If the measurement is less than allowable limit, replace it.
3. Make sure that the brush moves smoothly.
4. If the brush is defective, replace it.

|              |                 |                      |
|--------------|-----------------|----------------------|
| Brush length | Factory spec.   | 10.5 mm<br>0.413 in. |
|              | Allowable limit | 8.4 mm<br>0.331 in.  |

W1020329



### Rectifier

1. Check the continuity across each diode of rectifier with resistance range of circuit tester.
2. The rectifier is normal if the diode in the rectifier conducts in one direction and does not conduct in the reverse direction.

#### ■ IMPORTANT

- Do not use a 500 V megger for measuring because it will destroy the rectifier.

#### ■ NOTE

- Do not use an auto digital multimeter. Because it's very hard to check the continuity of rectifier by using it.

W1020452

### IC Regulator

1. Check the continuity across the **B** terminal and the **F** terminal of IC regulator with resistance range of circuit tester.
2. The IC regulator is normal if the IC regulator conducts in one direction and does not conduct in the reverse direction.

#### ■ IMPORTANT

- Do not use a 500 V megger for measuring because it will destroy the IC regulator.

#### ■ NOTE

- Do not use an auto digital multimeter. Because it's very hard to check the continuity of IC regulator by using it.

W1020645

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