

NISSAN
MODEL **SD** SERIES
DIESEL ENGINE
SD22, SD23, SD25 & SD33

SERVICE MANUAL

2nd Revision



ENGINE MECHANICAL

SECTION EM

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SERVICE DATA AND

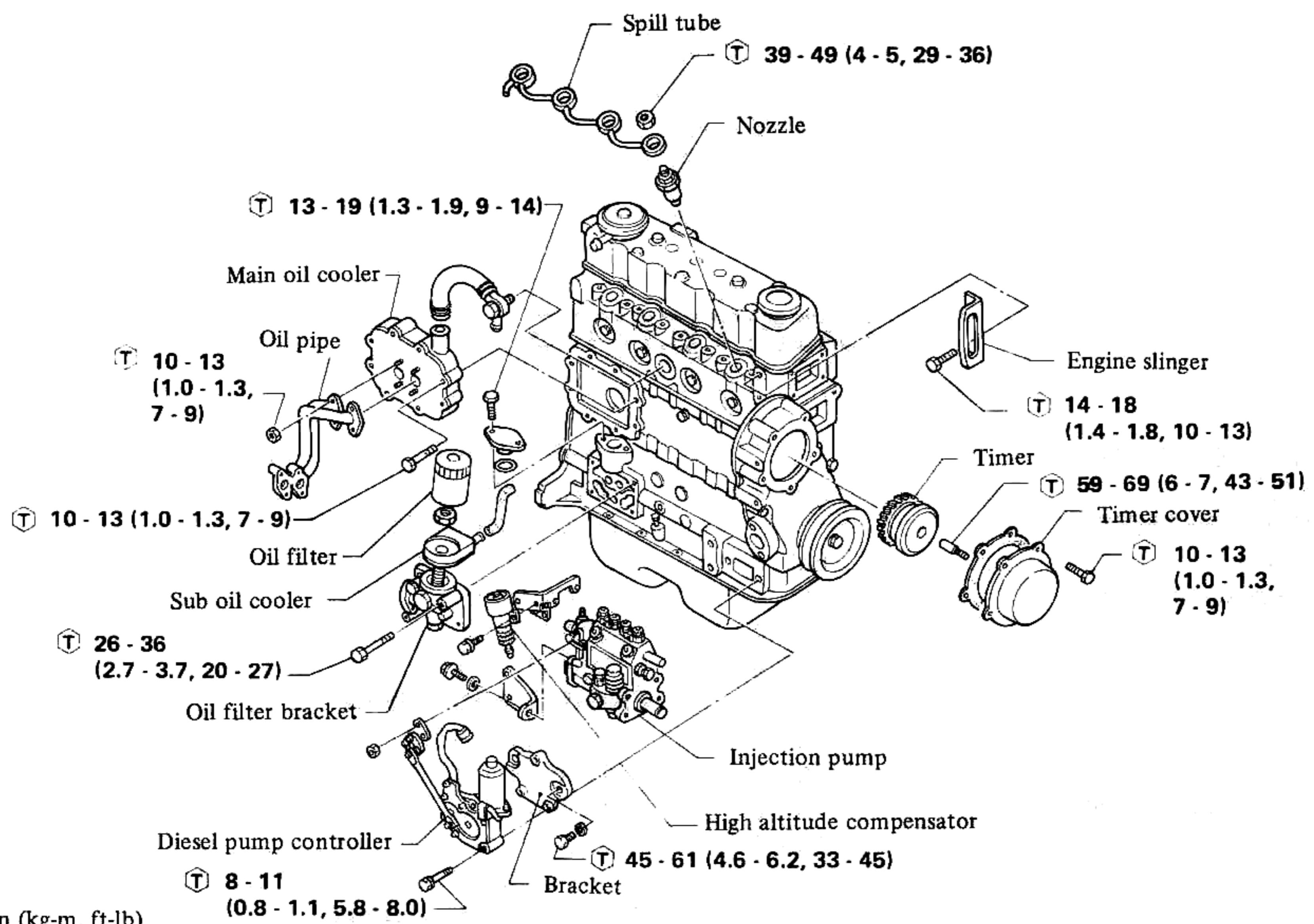
SPECIFICATIONS

INSPECTION AND ADJUSTMENT EM-23

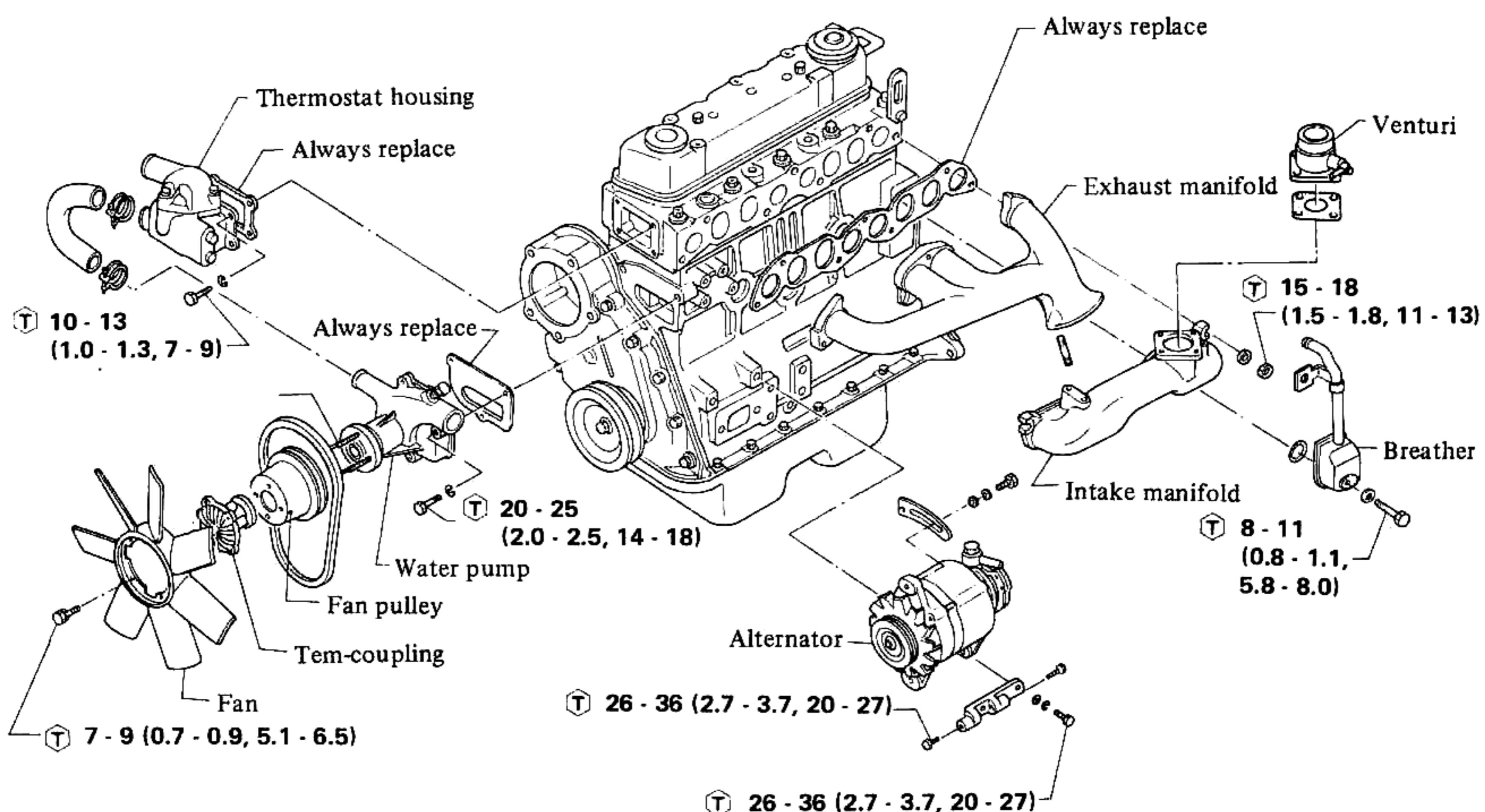
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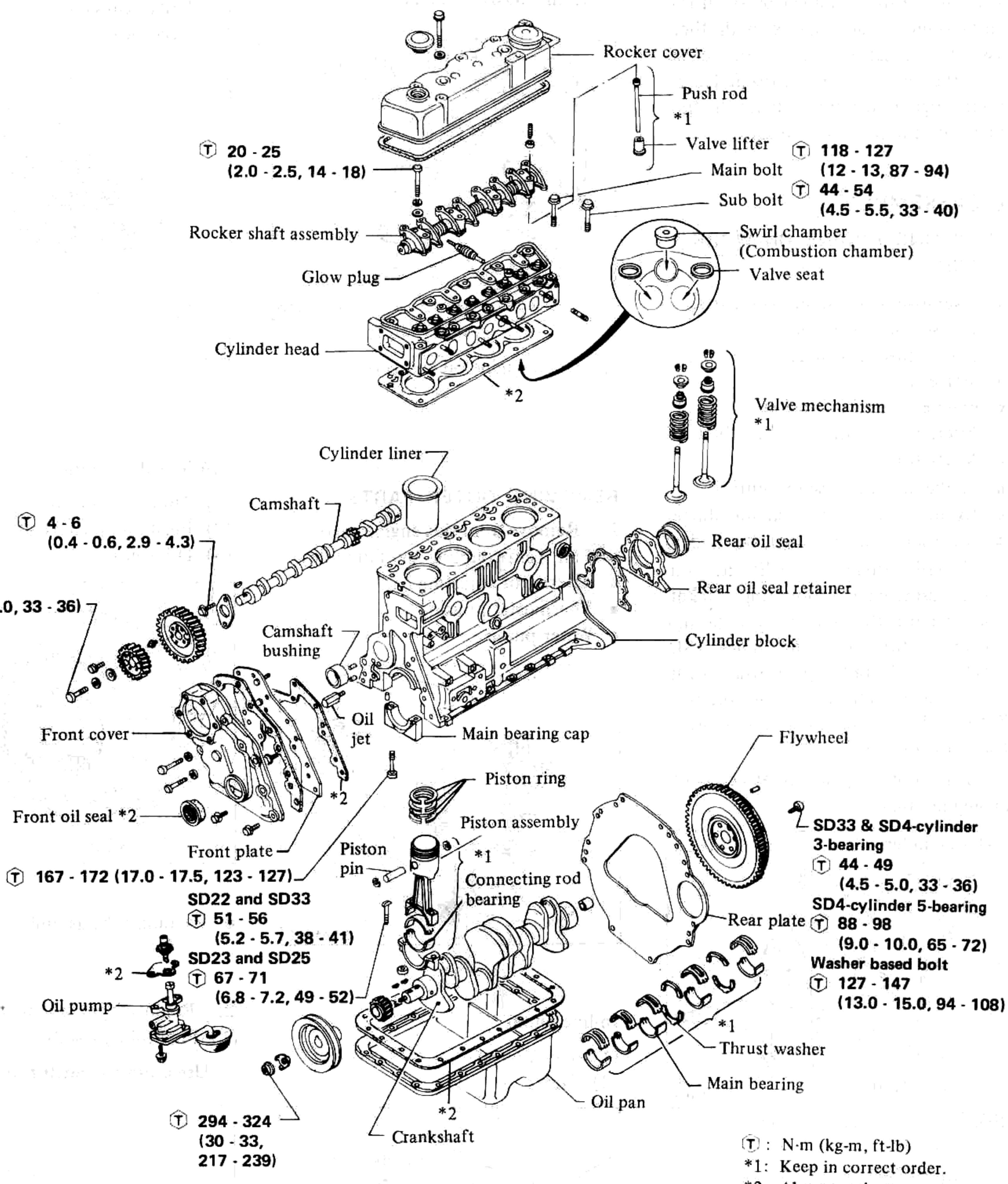
..... EM-31

ENGINE COMPONENTS (Outer parts)

SEM064A

**T :** N·m (kg·m, ft-lb)

SEM065A

ENGINE COMPONENTS (Internal parts)

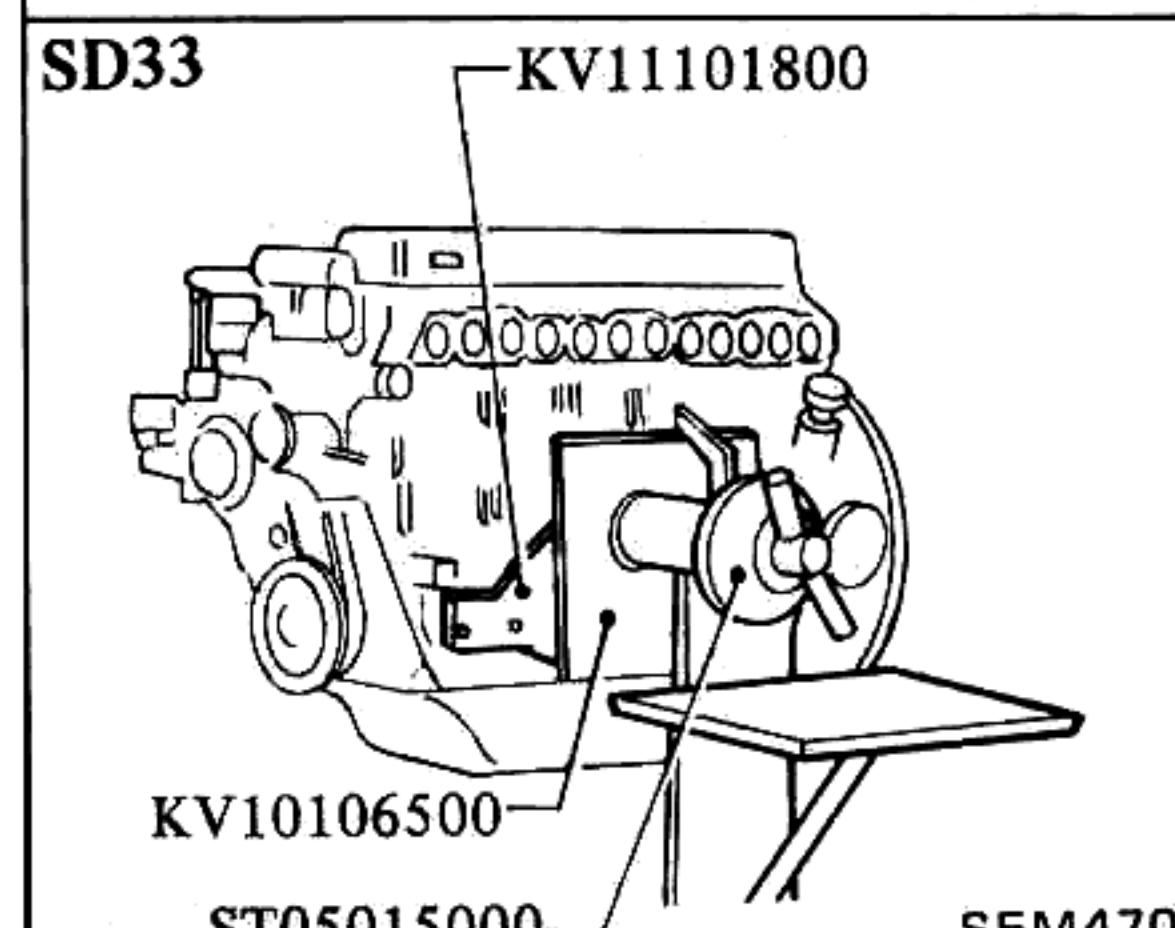
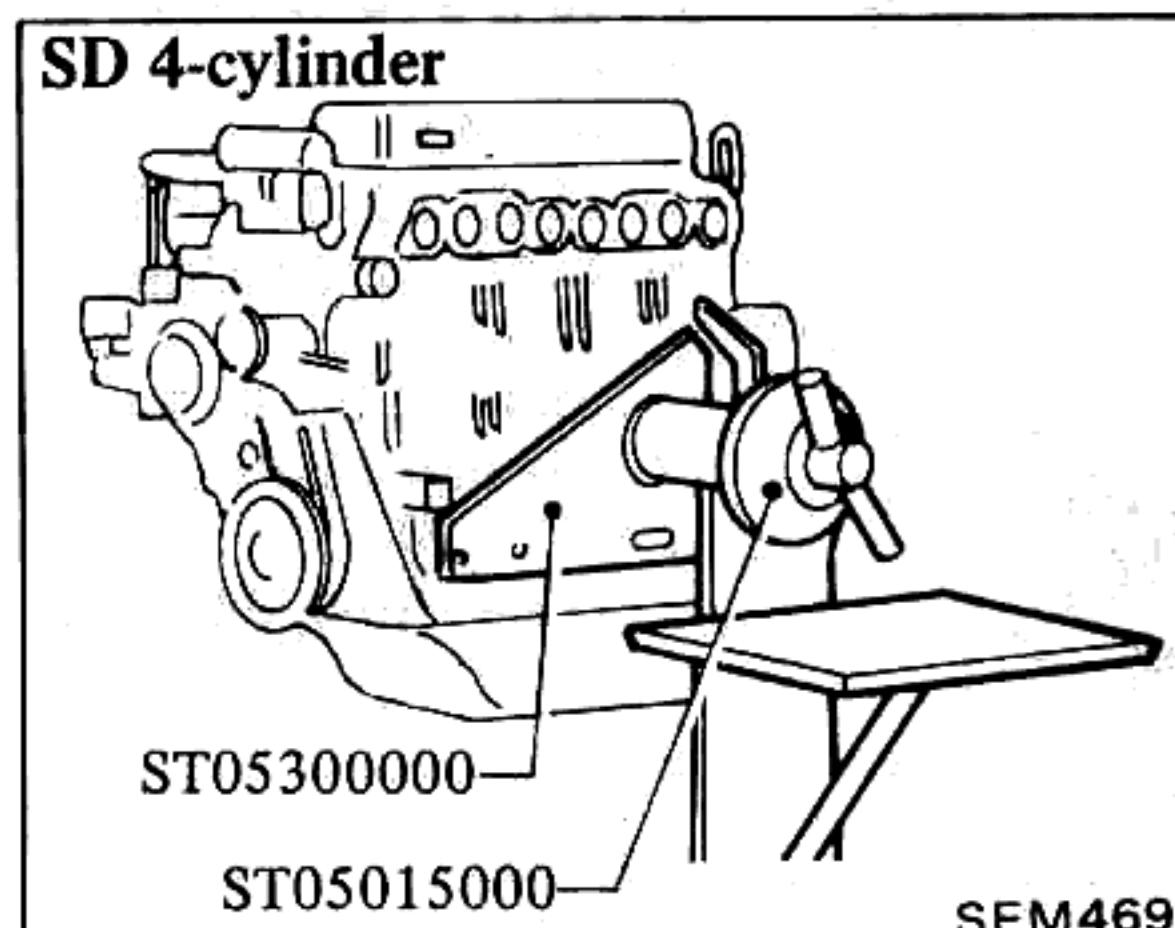
T : N·m (kg·m, ft·lb)
 *1: Keep in correct order.
 *2: Always replace.

ENGINE DISASSEMBLY**PRECAUTIONS**

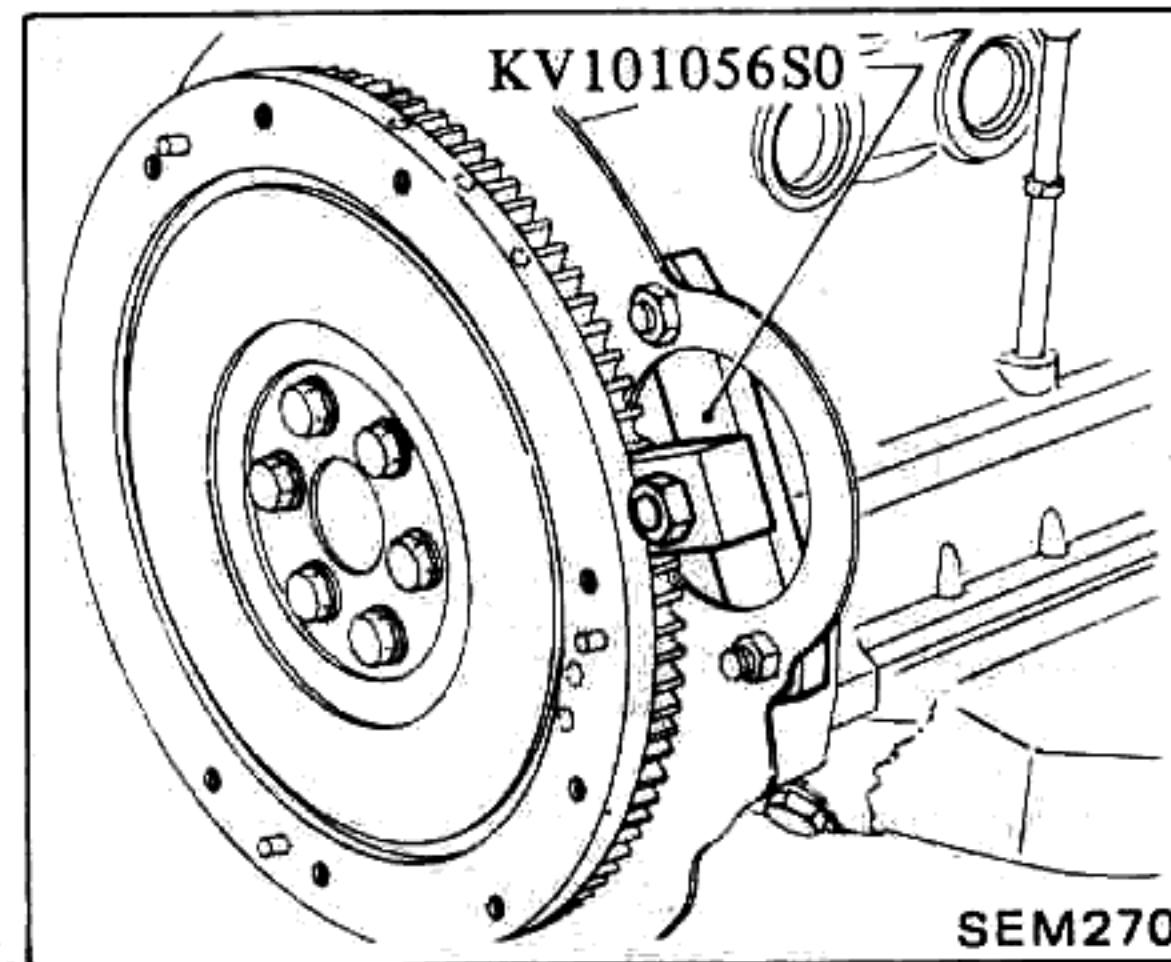
Arrange the disassembled parts on the parts stand in accordance with their assembled locations, sequence, etc., so that the parts will be reassembled in their original locations. Place mating marks on the parts if necessary.

DISASSEMBLY**MOUNTING ENGINE ON WORK STAND**

1. Remove rear and left side parts.
 - Transmission assembly
 - Clutch cover assembly
 - Starter motor
 - Engine mounting bracket
 - Alternator assembly and fan belt
 - Alternator bracket
 - Intake manifold with venturi
 - Exhaust manifold & engine slinger
 - Breather assembly (SD 4-cylinder)
2. Install engine attachment on engine, using engine mounting bracket holes, air breather mounting hole and starter motor mounting holes (SD 4-cylinder). Install engine attachment on engine, using mounting bracket holes and cylinder block water drain cock hole (SD33).
3. Place both engine and attachment on engine stand.



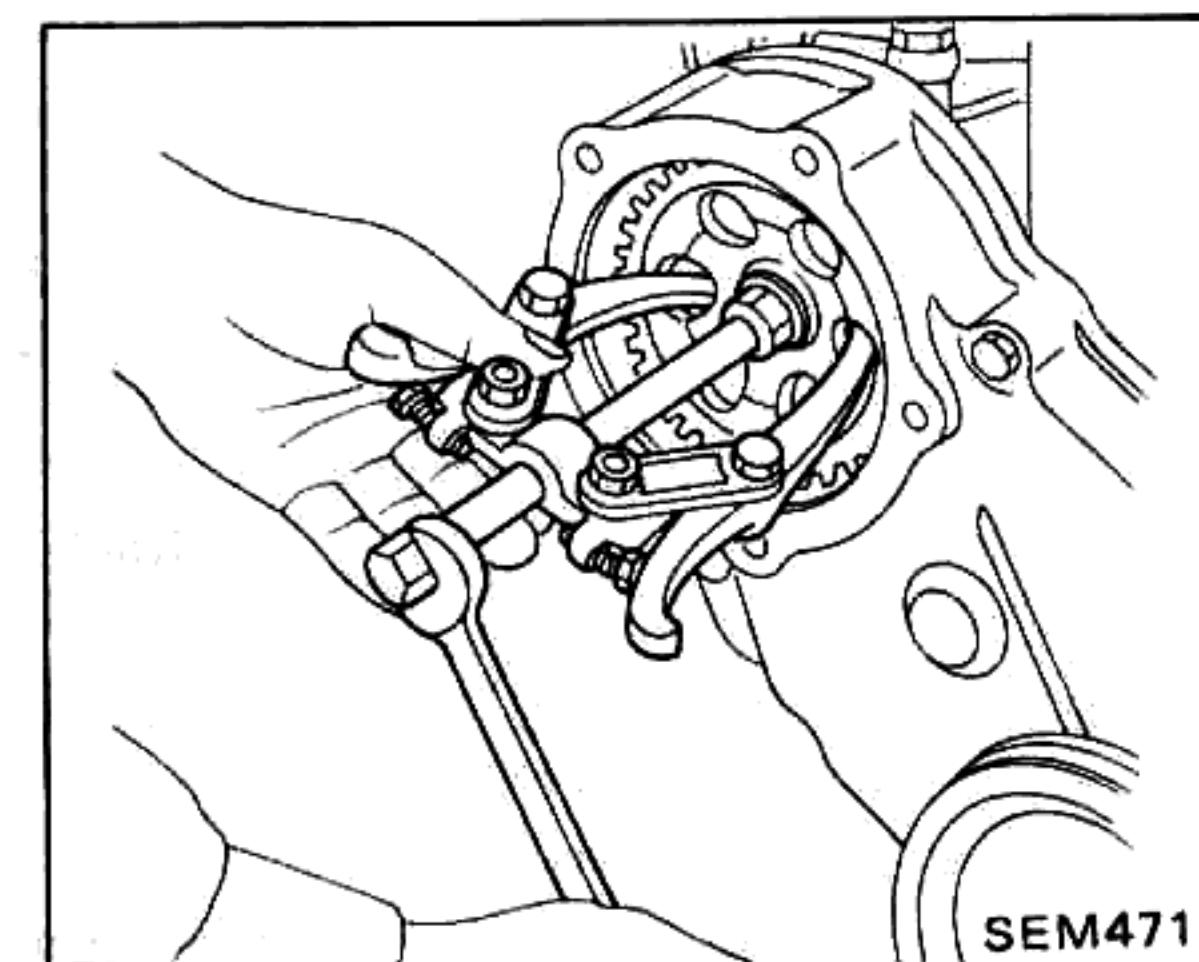
4. Install Tool to prevent crankshaft rotation (SD 4-cylinder).



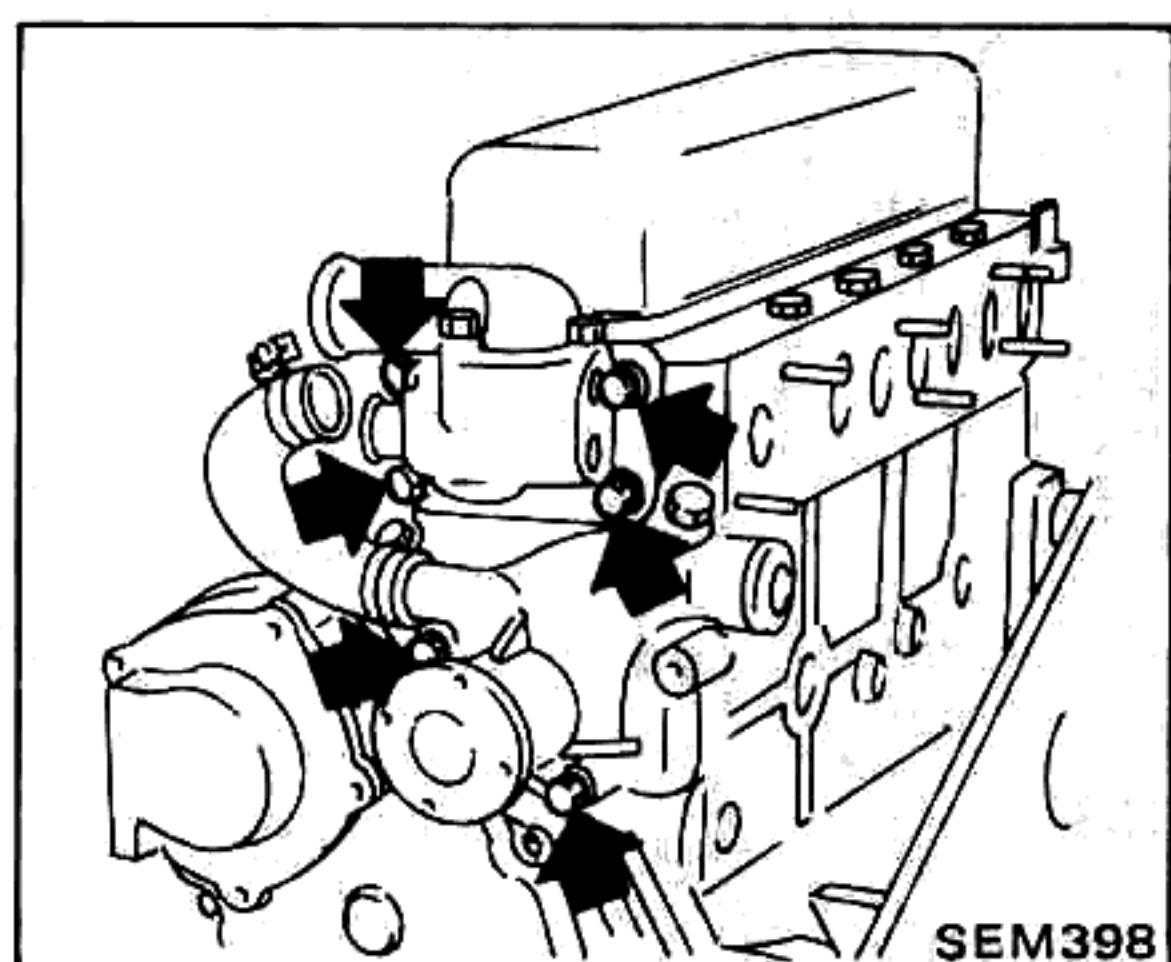
5. Drain engine oil and coolant.

VE pump

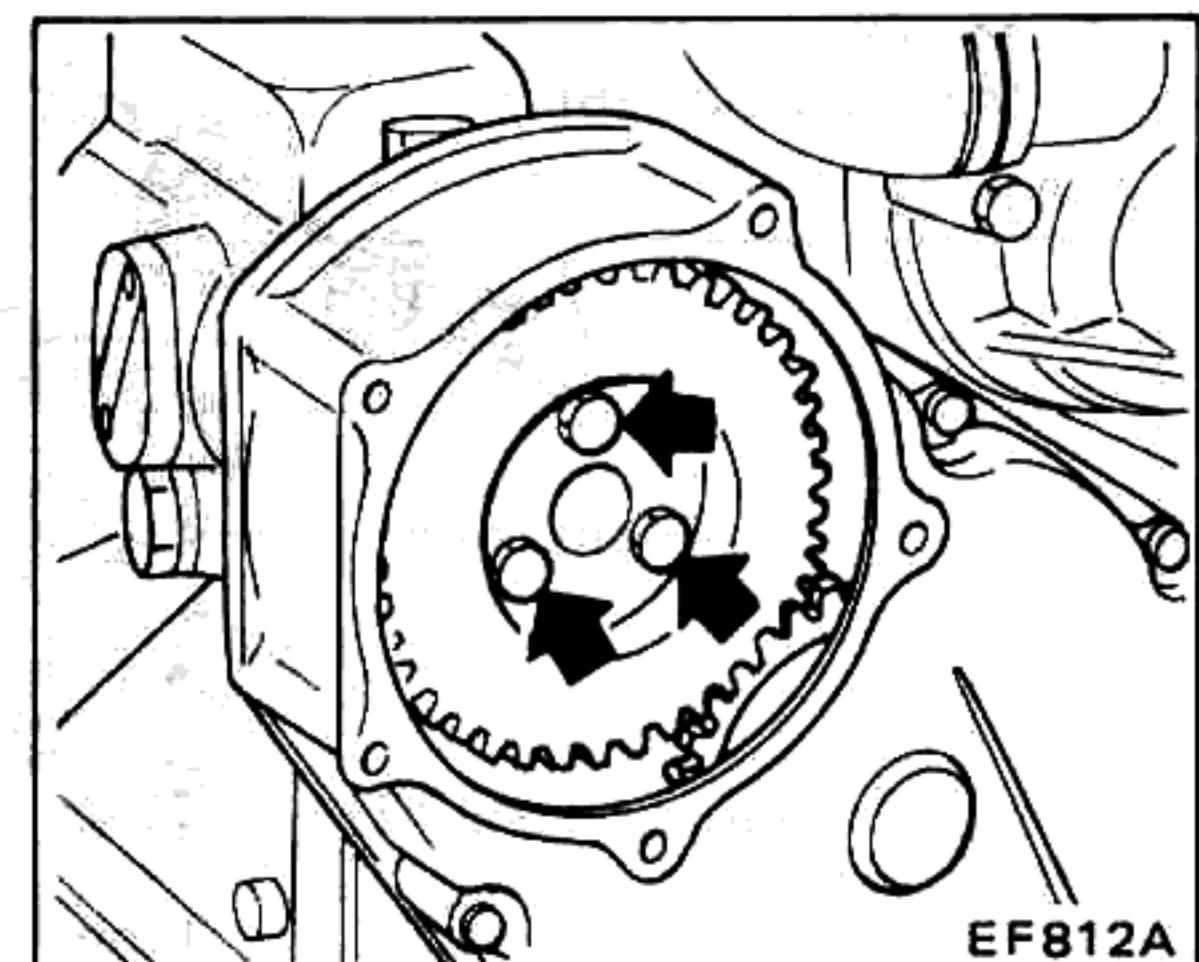
- (1) Drive gear cover
- (2) Drive gear

**REMOVING OUTER PARTS**

1. Remove front side engine parts.
 - Fan, Tem-coupling and fan pulley
 - Alternator adjusting bar
 - Thermostat housing
 - Water pump

**C.A.V.-D.P.A. pump**

- (1) Timing gear cover
- (2) Feed pump camshaft
- (3) Drive gear



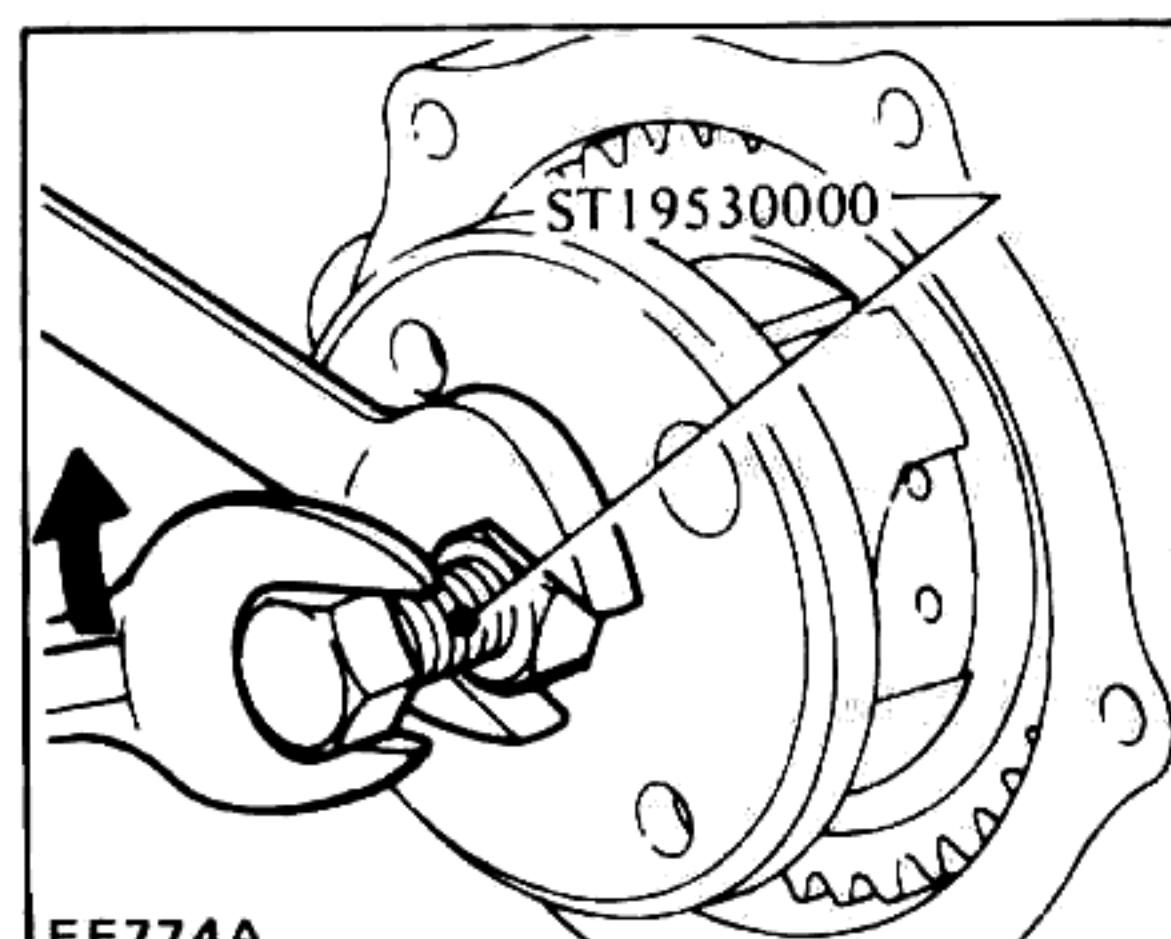
- Vacuum tube assembly

2. Remove right side parts.
- (1) Fuel tube assembly

Use double wrench action.

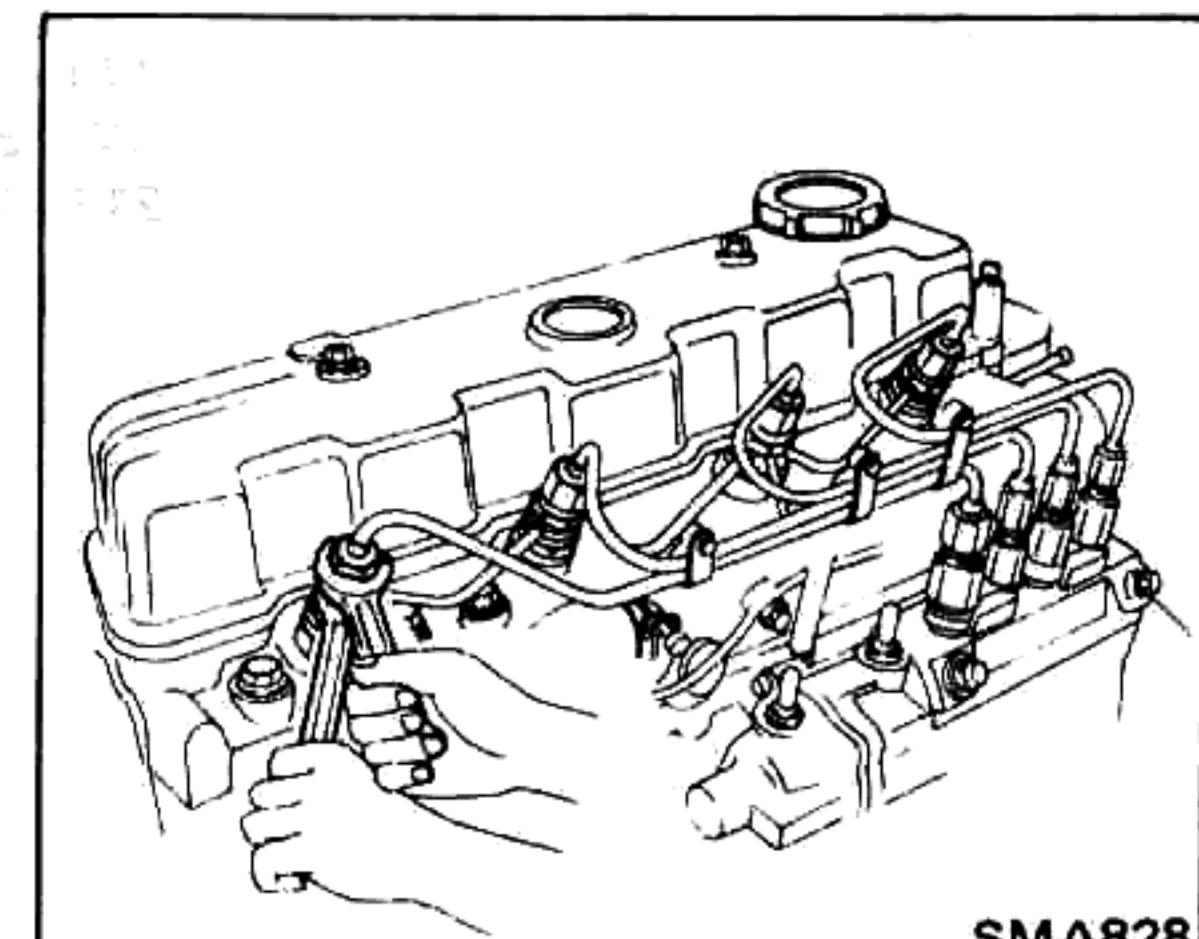
In-line pump

- (1) Timer cover
- (2) Timer



2. Remove right side parts.

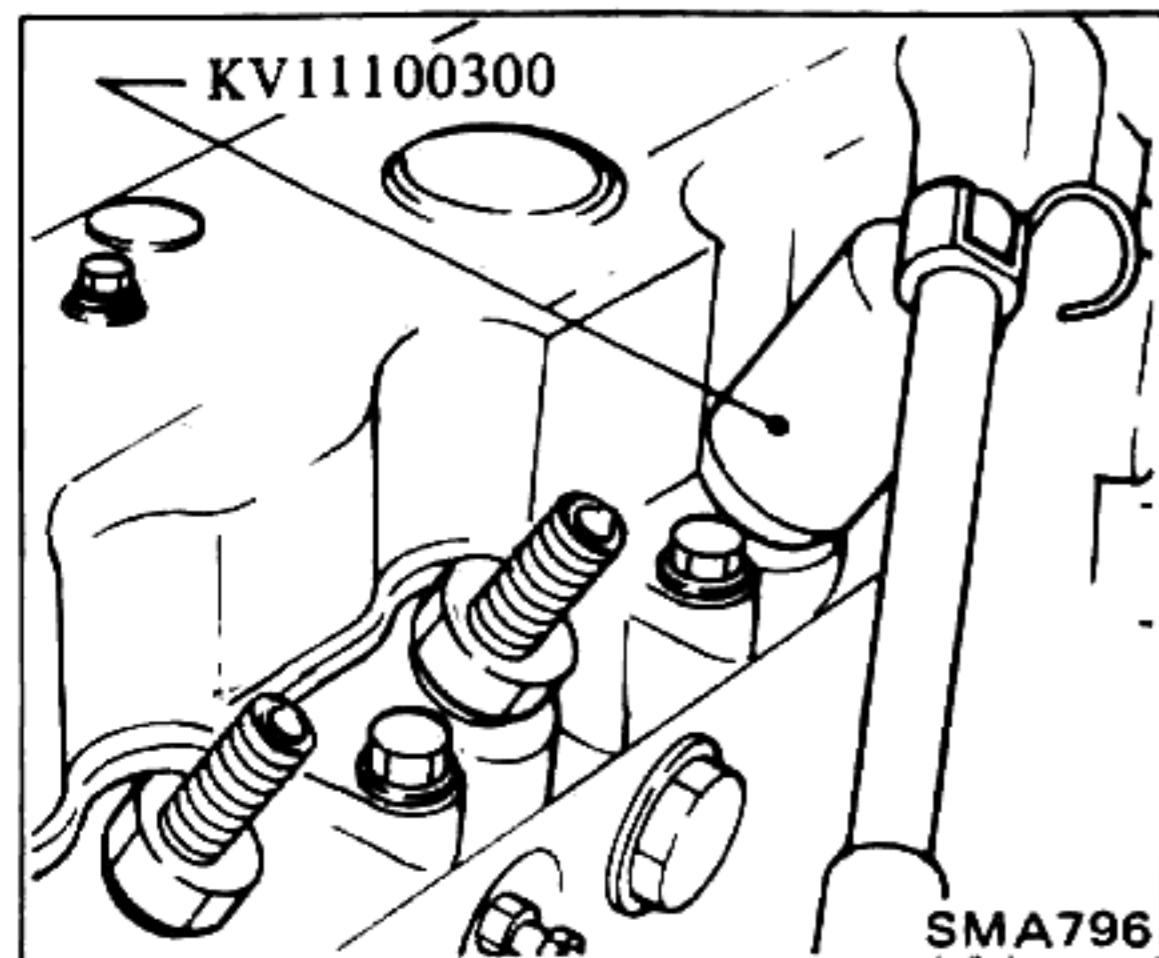
- (1) Fuel tube assembly



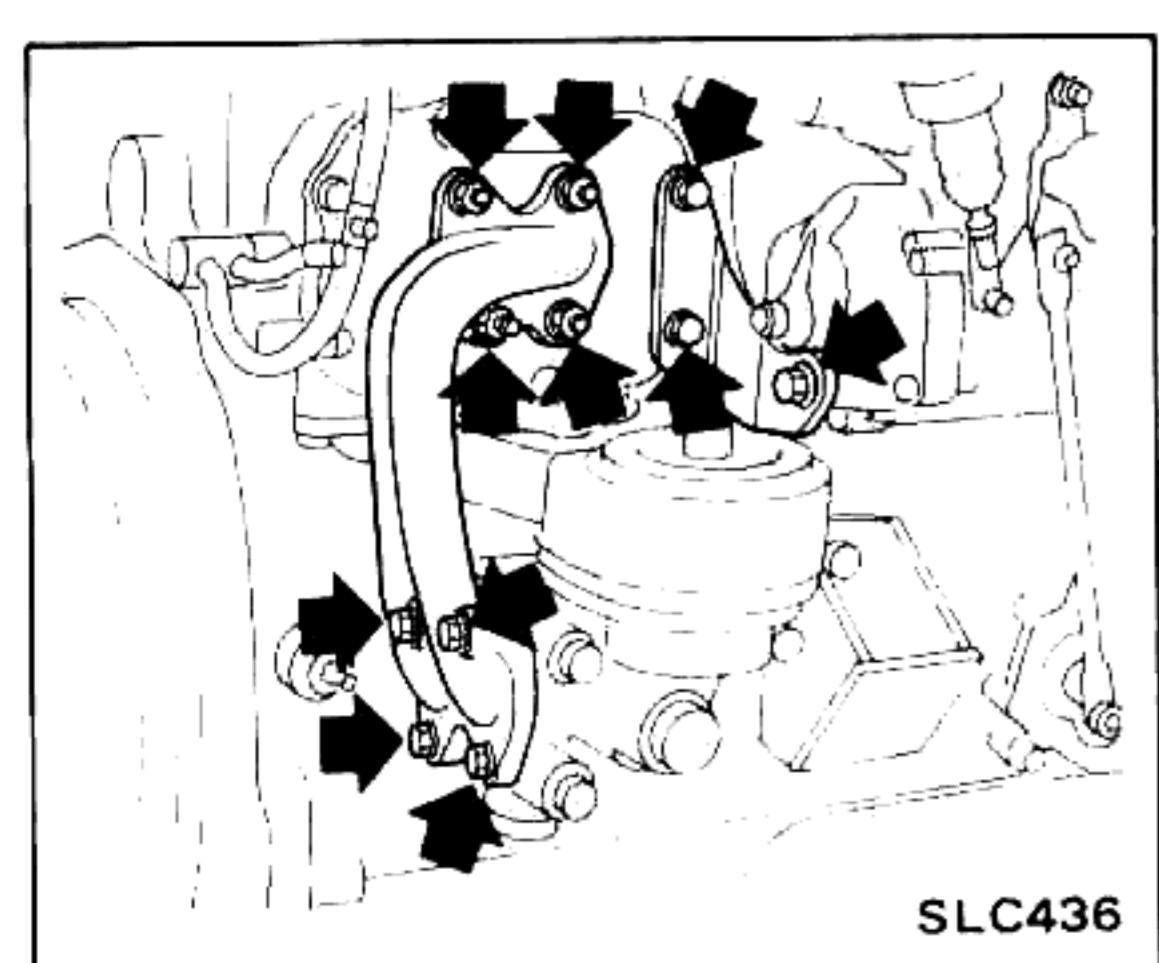
ENGINE DISASSEMBLY

- (2) Spill tube
- (3) Injection nozzles
- (4) Nozzle washers

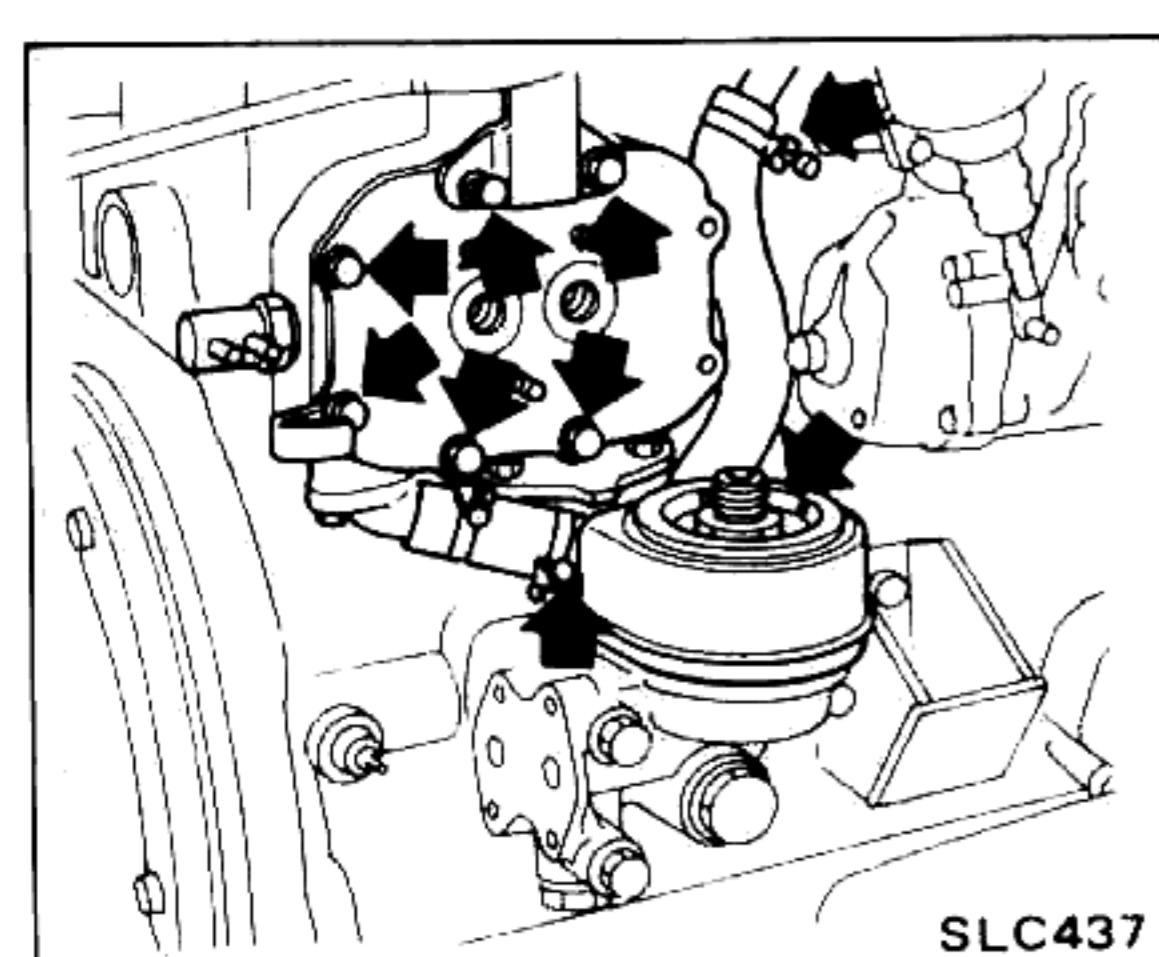
Plug nozzle holes to prevent entry of dust and dirt.



- (5) Oil cooler
- (a) SD 4-cylinder
 - Oil filter using Tool.
 - Remove injection pump rear bracket (if equipped) and oil pipe.



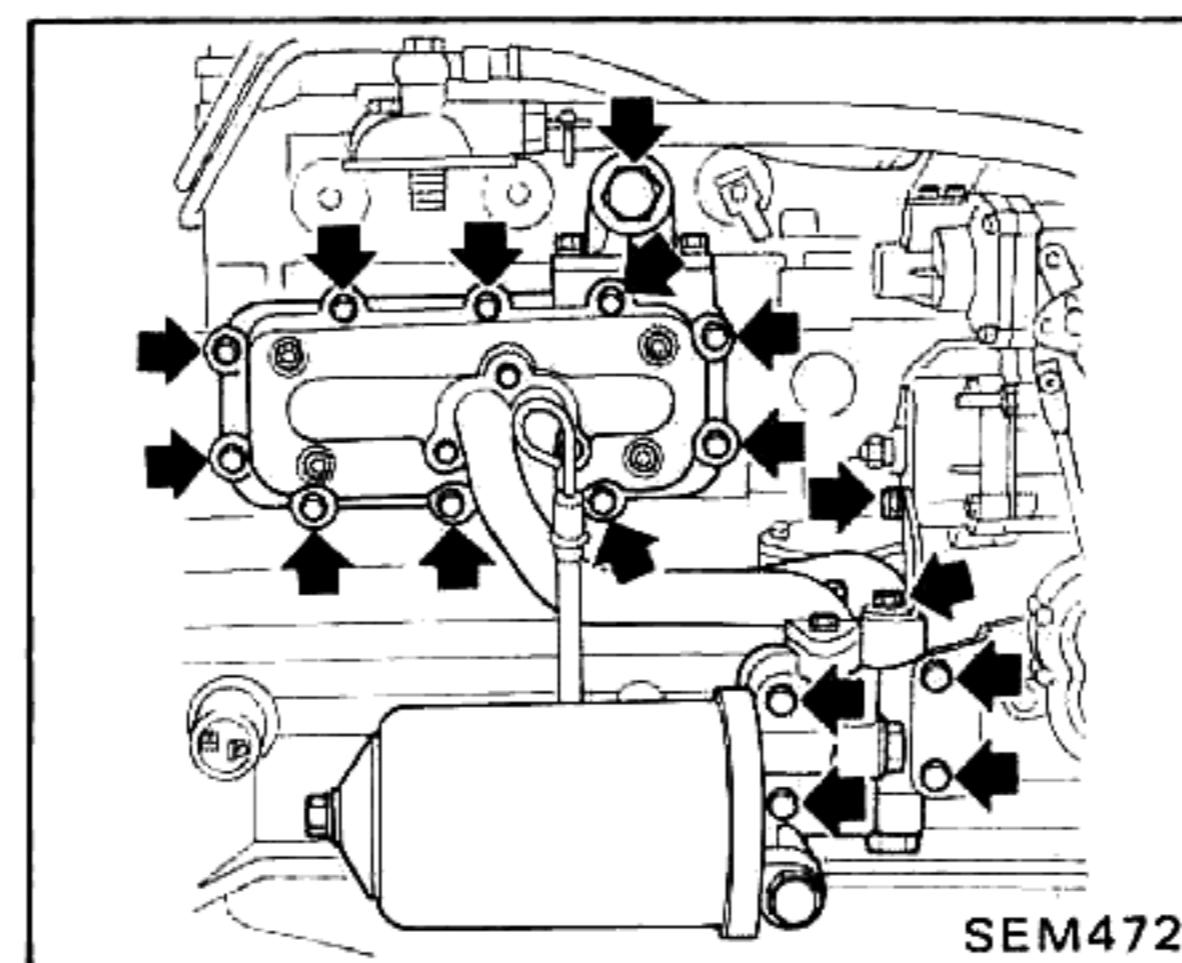
- Remove main and sub oil cooler (if equipped) assembly.



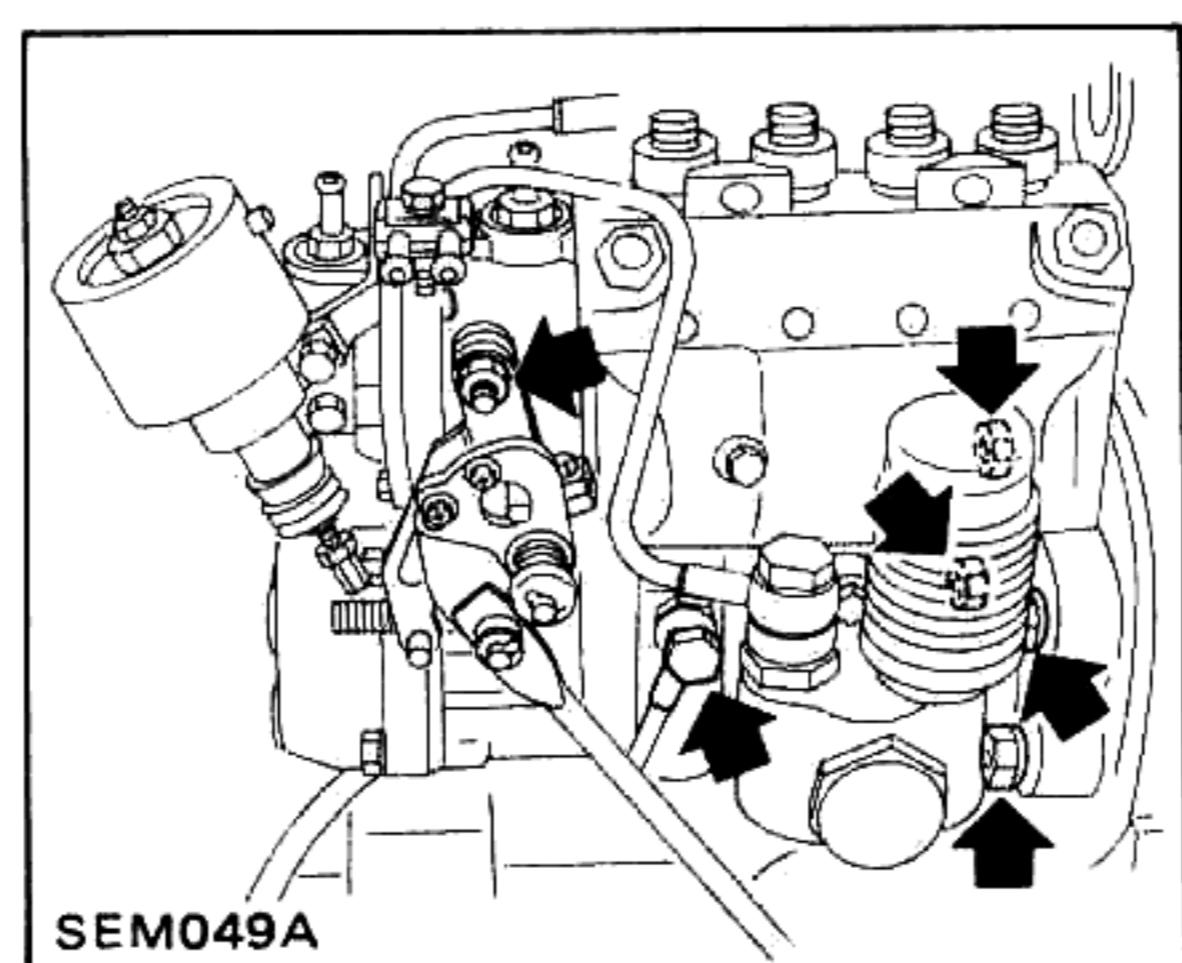
- Remove oil filter bracket.

(b) SD33

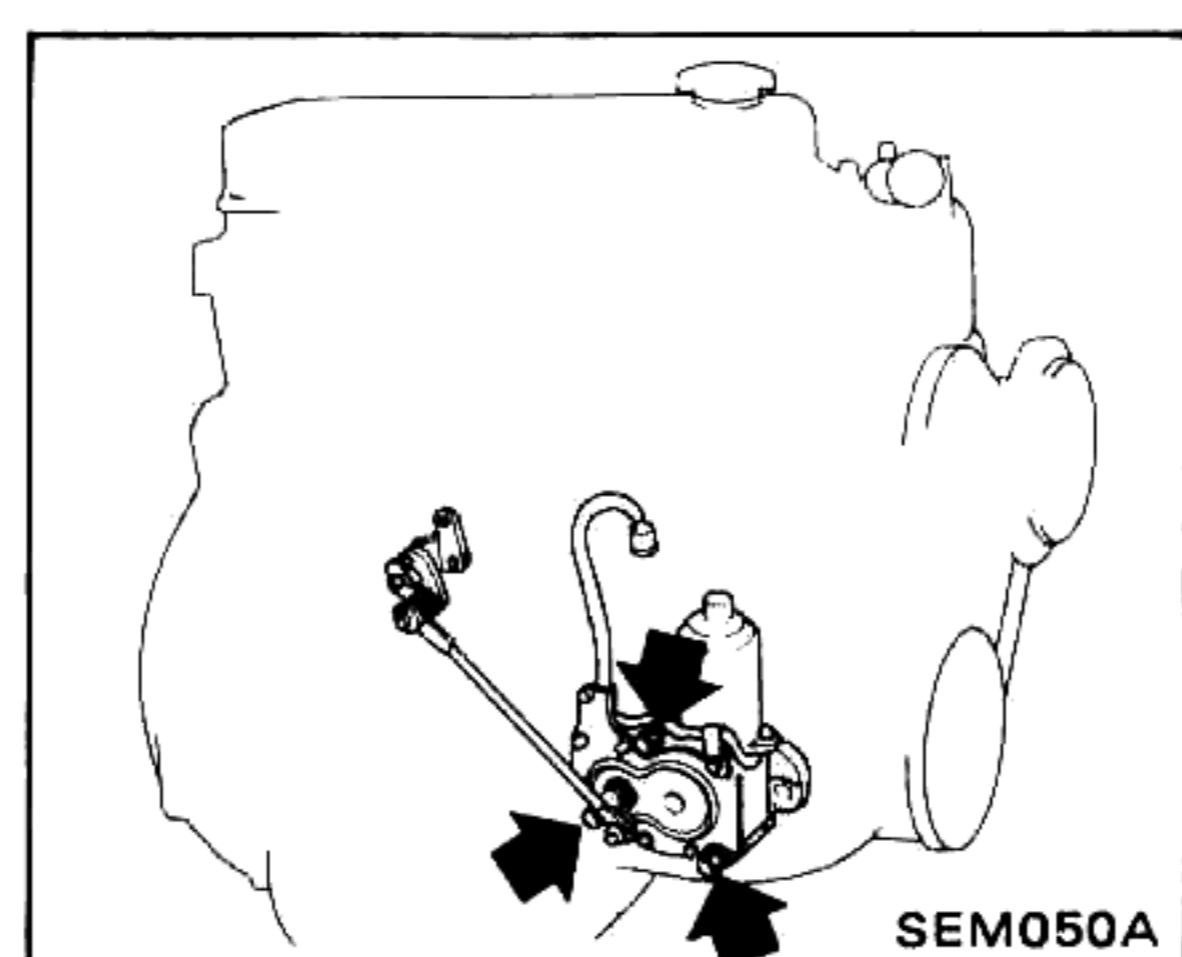
- Fuel filter using Tool
- Oil cooler and oil filter bracket with oil filter



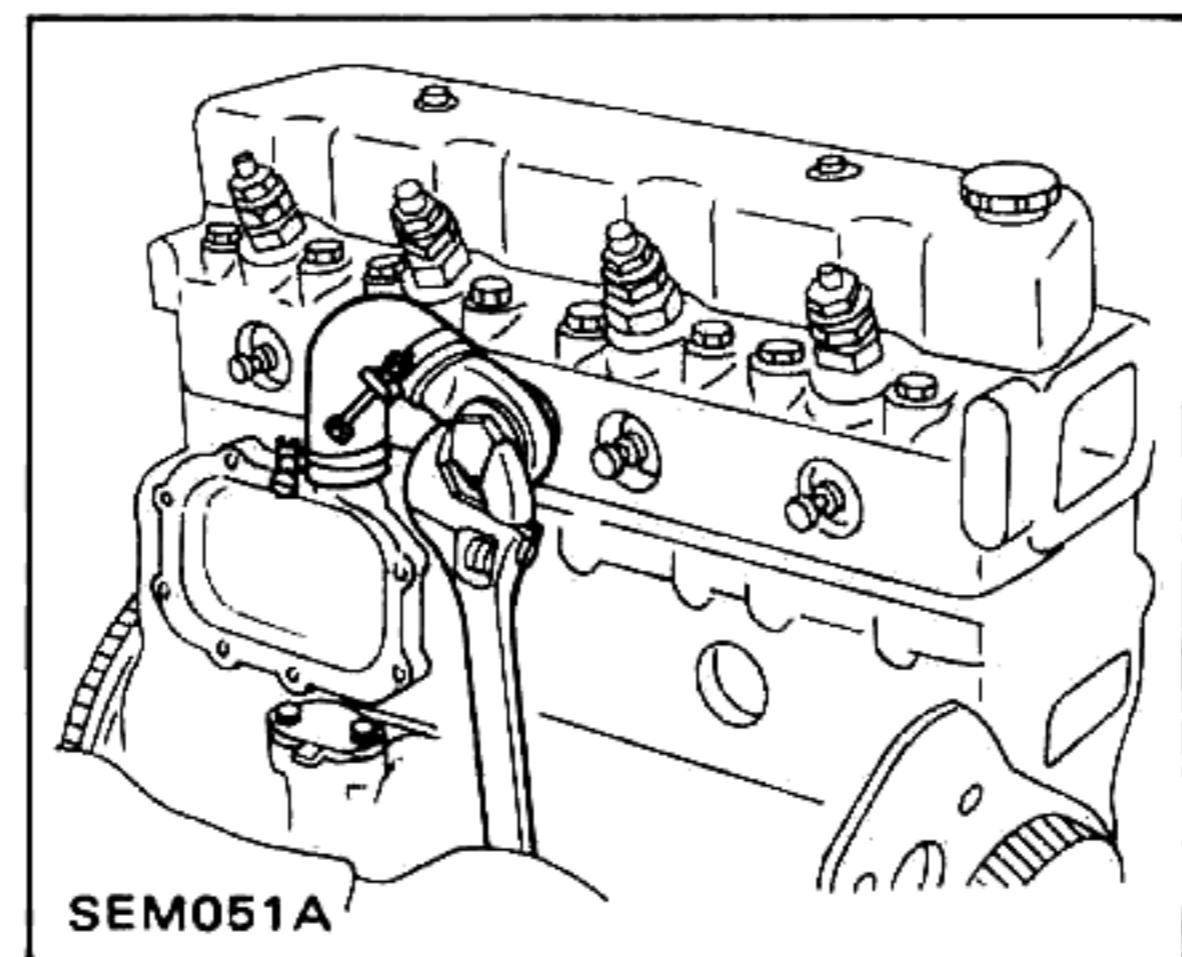
(6) Injection pump assembly



(7) Diesel pump controller assembly (In-line type only)

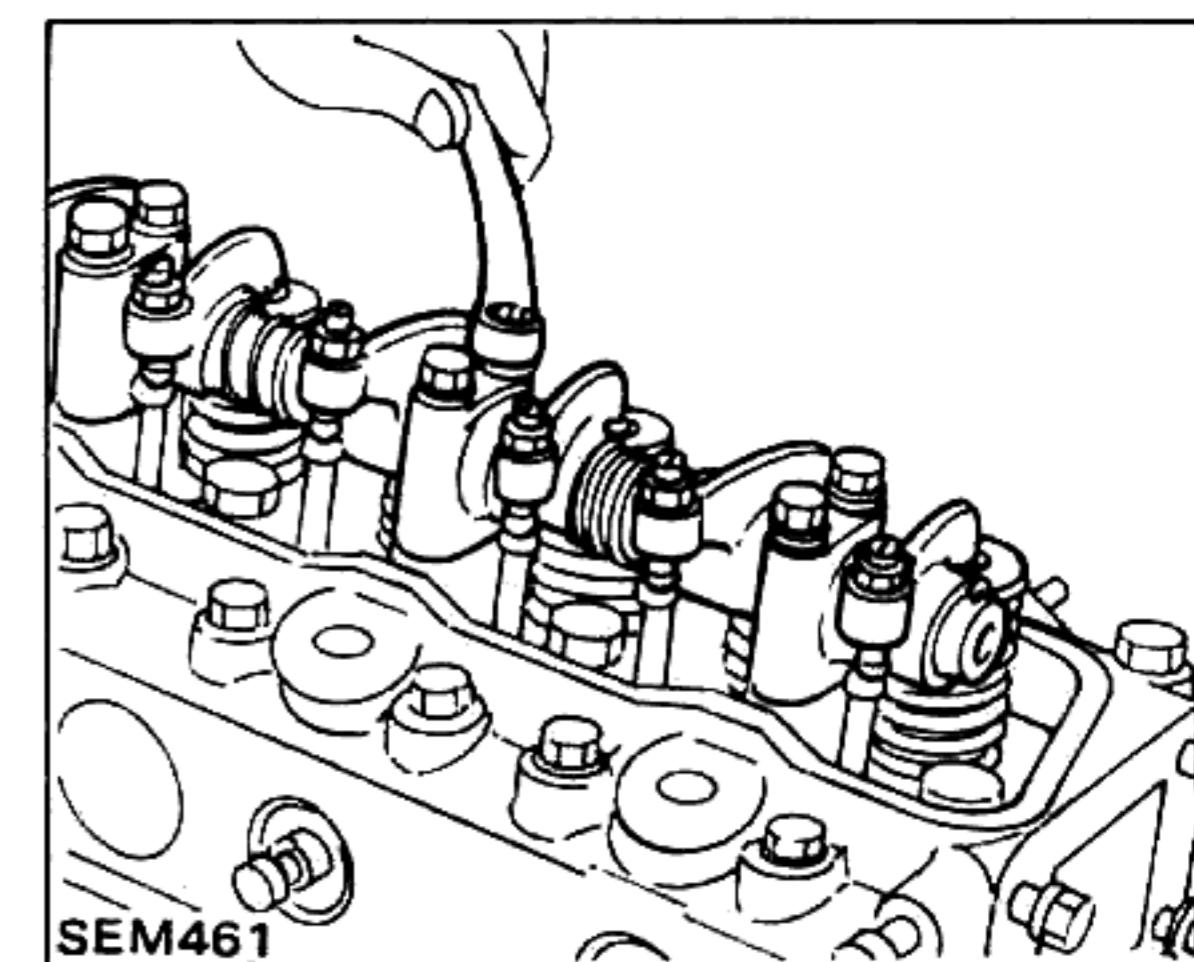


(8) Glow plug harness and oil cooler hose.

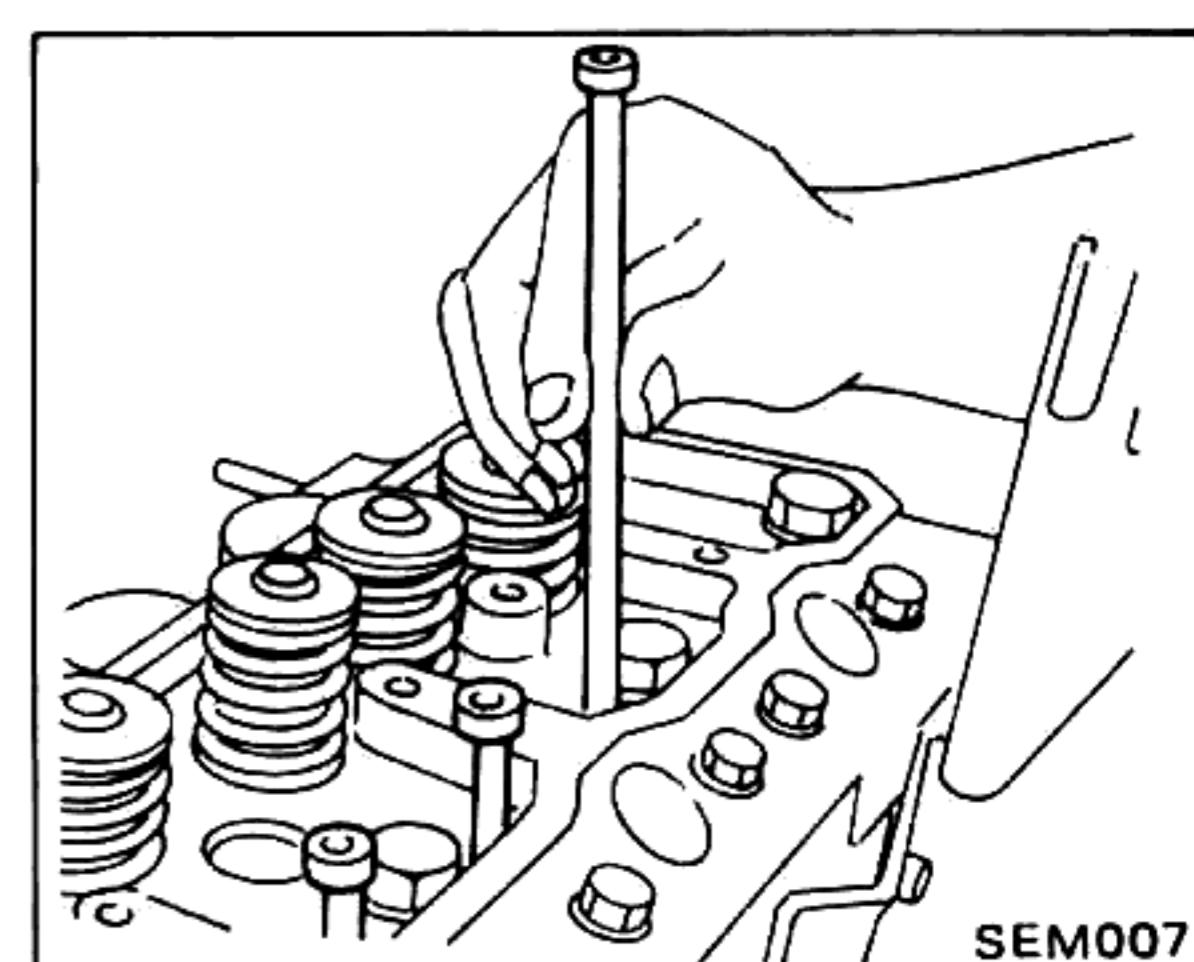


REMOVING INTERNAL PARTS

1. Remove rocker cover.
2. Remove rocker shaft assembly.

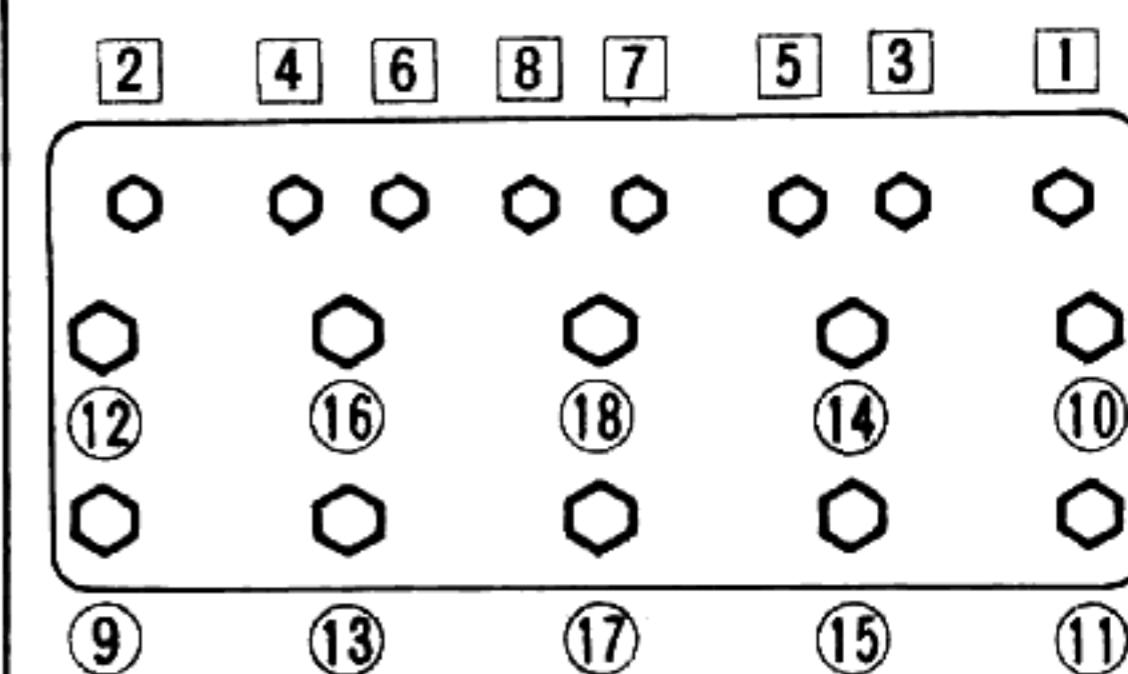


3. Remove push rods and keep them in correct order.

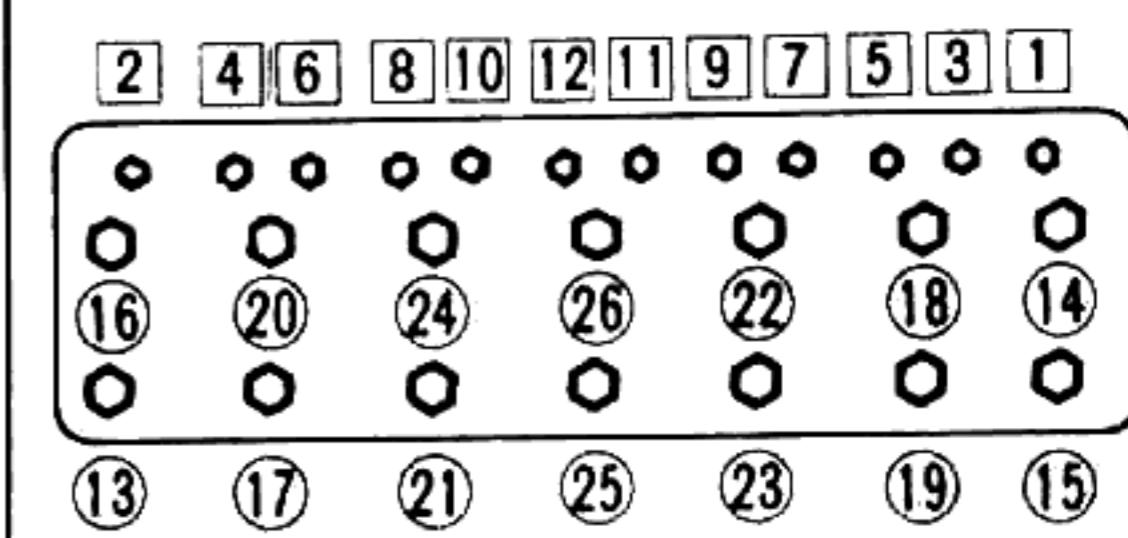


4. Remove cylinder head bolts in the sequence shown below and then remove cylinder head assembly and cylinder head gasket assembly.

SD 4-cylinder



SD33

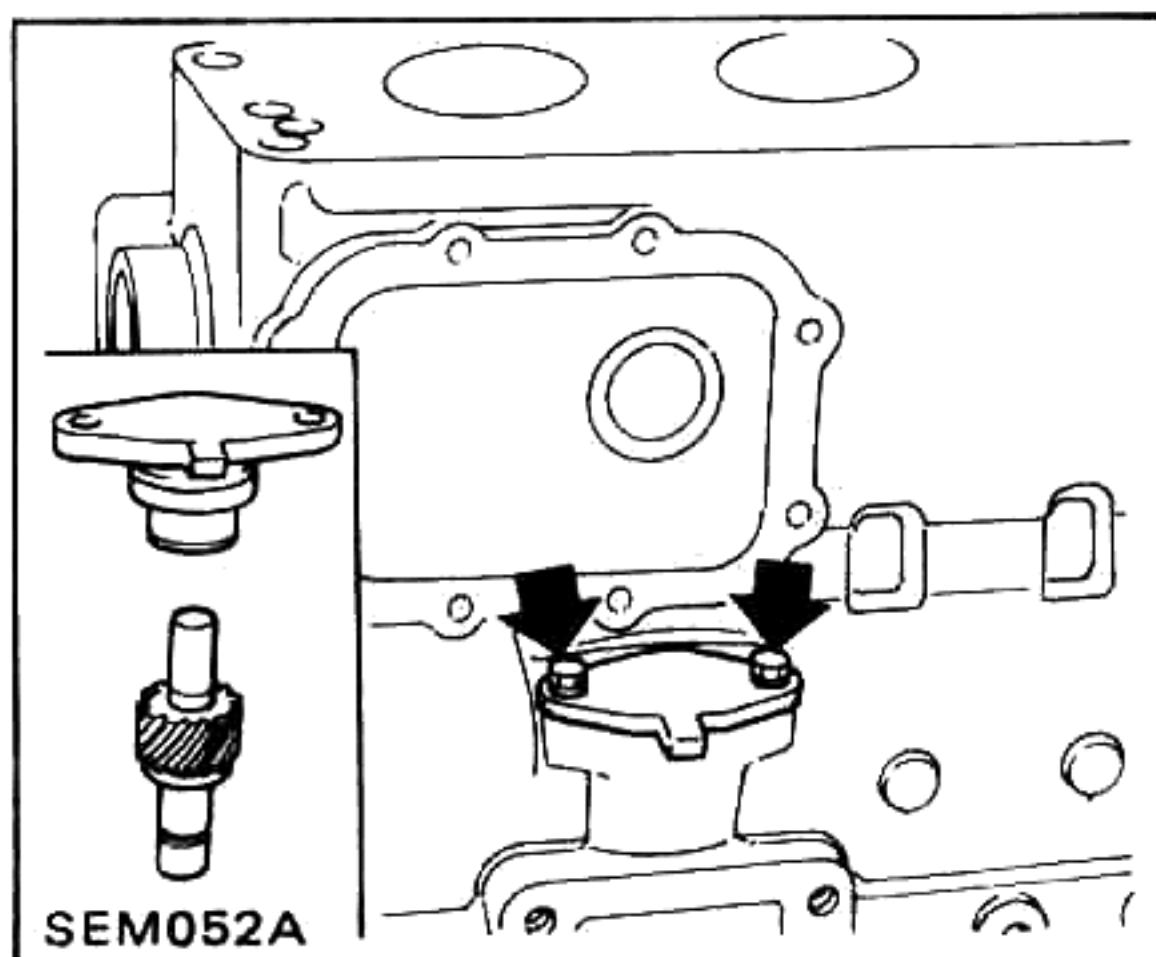


SEM511

ENGINE DISASSEMBLY

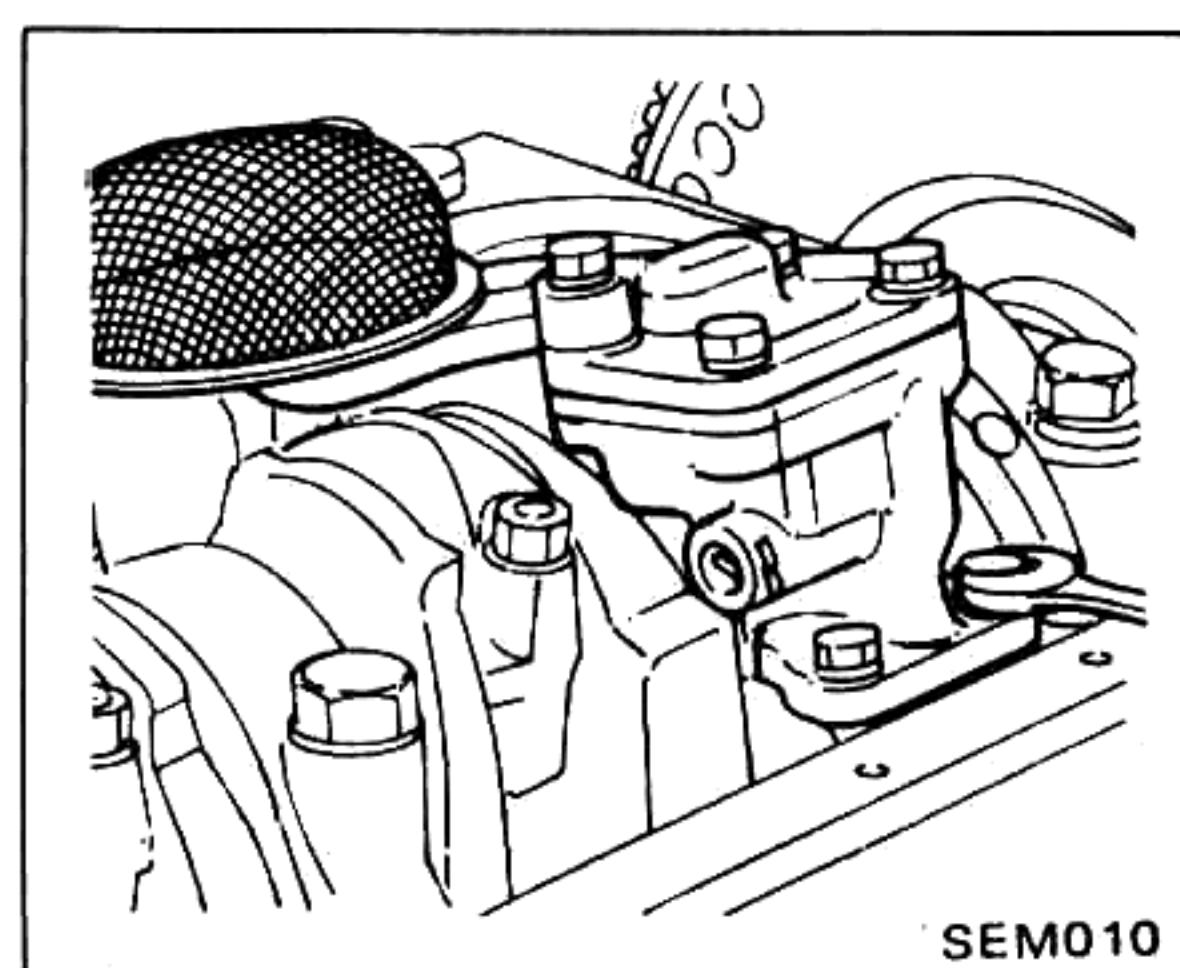
5. Remove oil pump.

- (1) Remove spindle support and drive spindle.



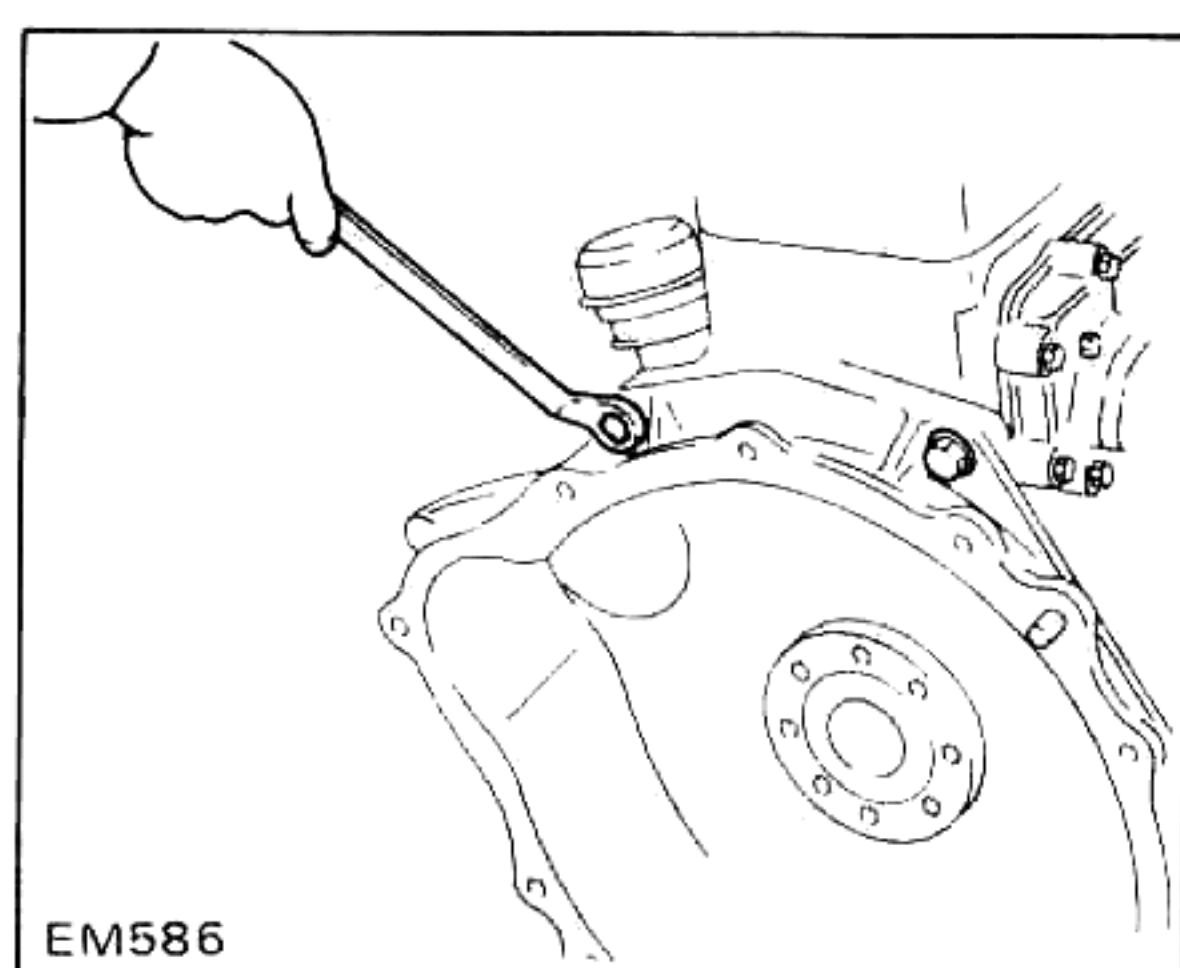
(2) Remove oil pan.

- (3) Remove oil pump assembly.

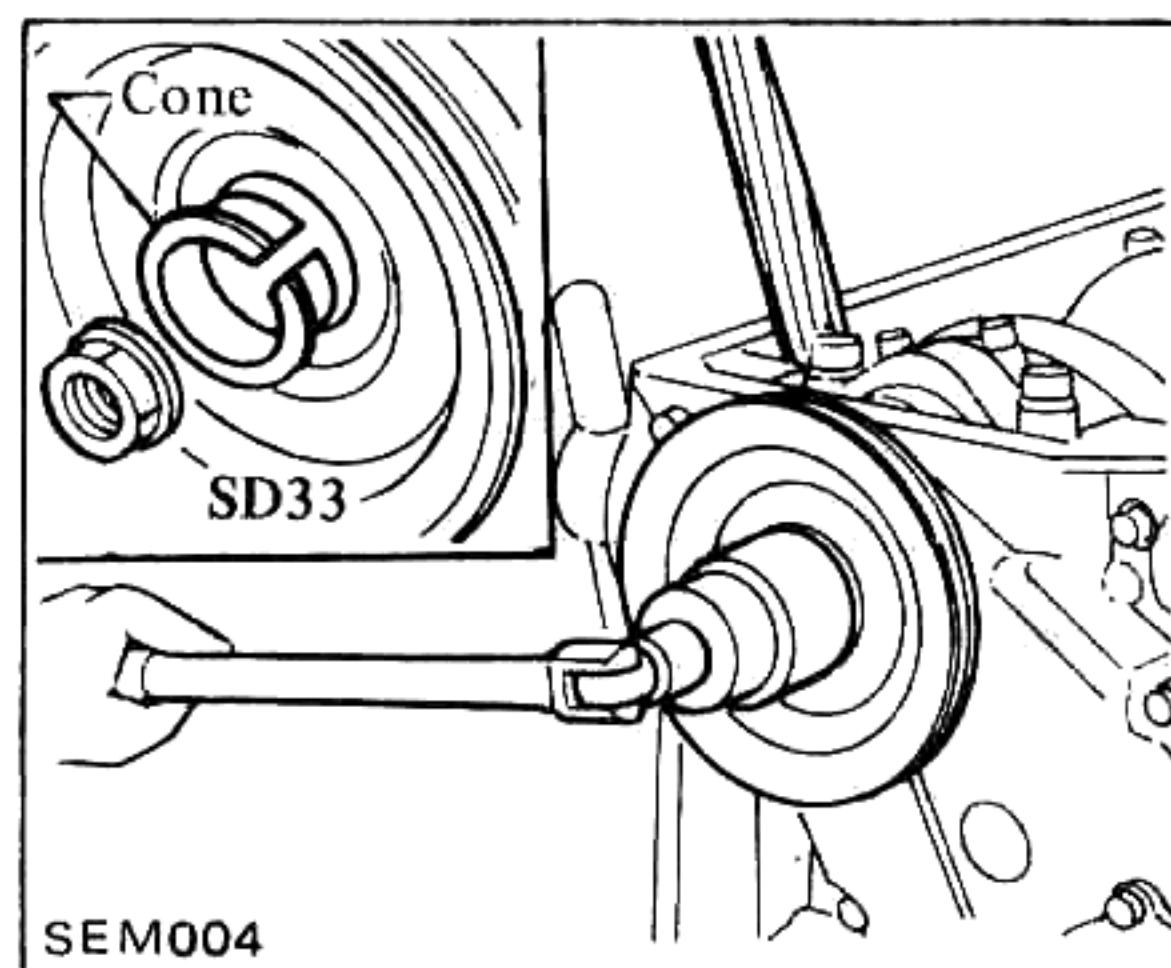


6. Remove flywheel.

- (1) Straighten lock plates (if equipped).
- (2) Place a wooden block between cylinder block and flywheel to prevent crankshaft from turning (SD33).
- (3) Remove flywheel.
- (4) Remove flywheel housing (SD33).



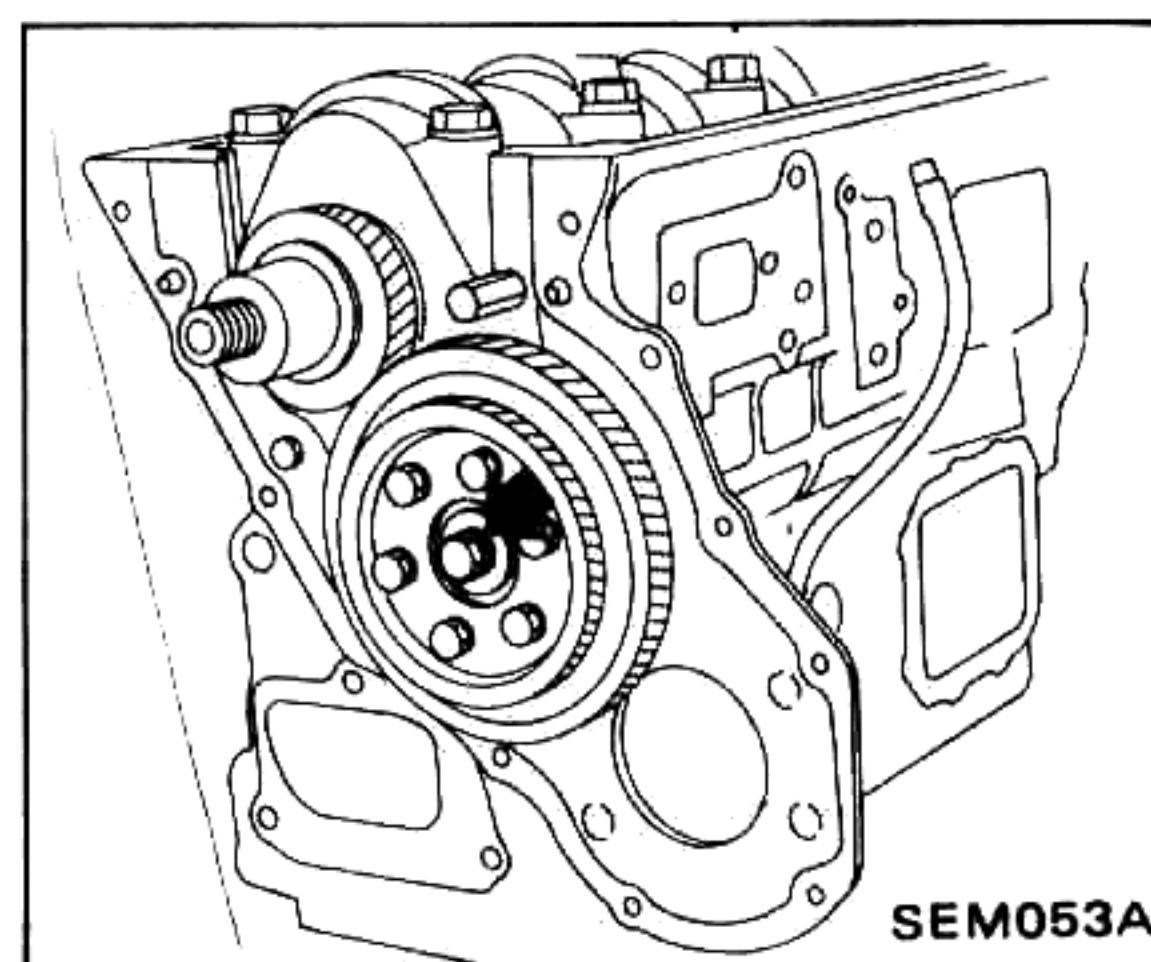
7. Crank pulley



If it is difficult to remove cone, tap evenly around the periphery of the crankshaft pulley (with a brass rod and hammer), causing the cone to protrude beyond the pulley (SD33).

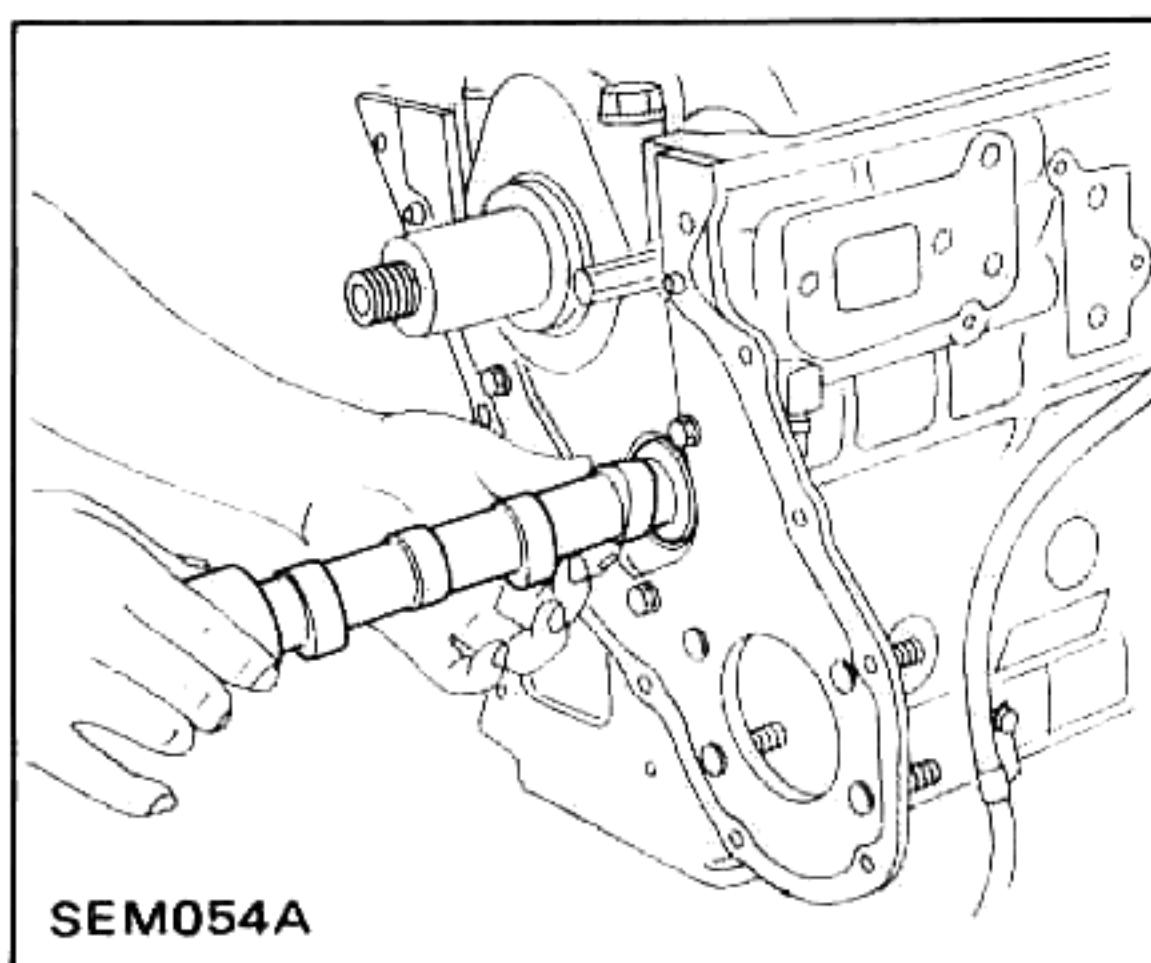
8. Remove front cover.

9. Remove camshaft gear.

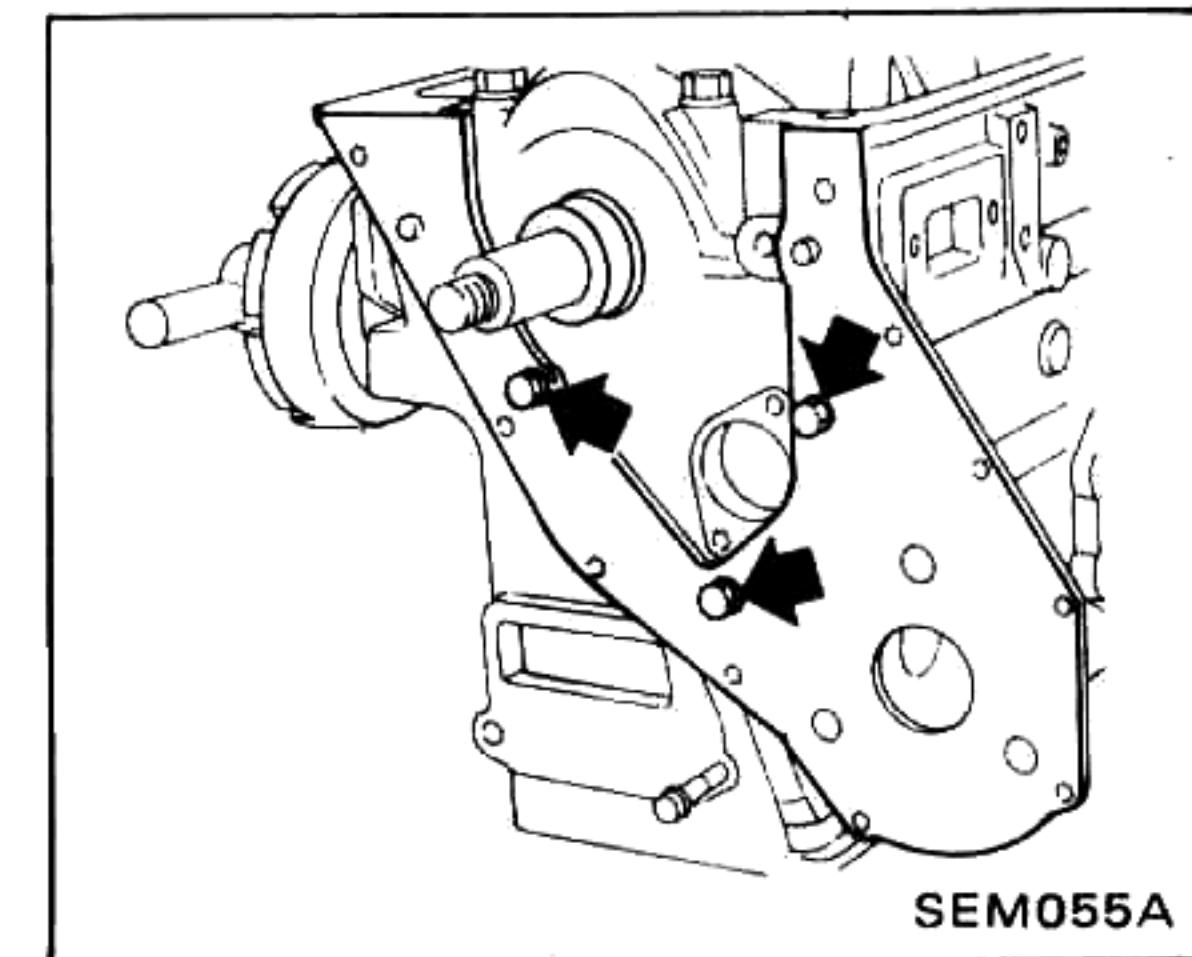


10. Remove camshaft.

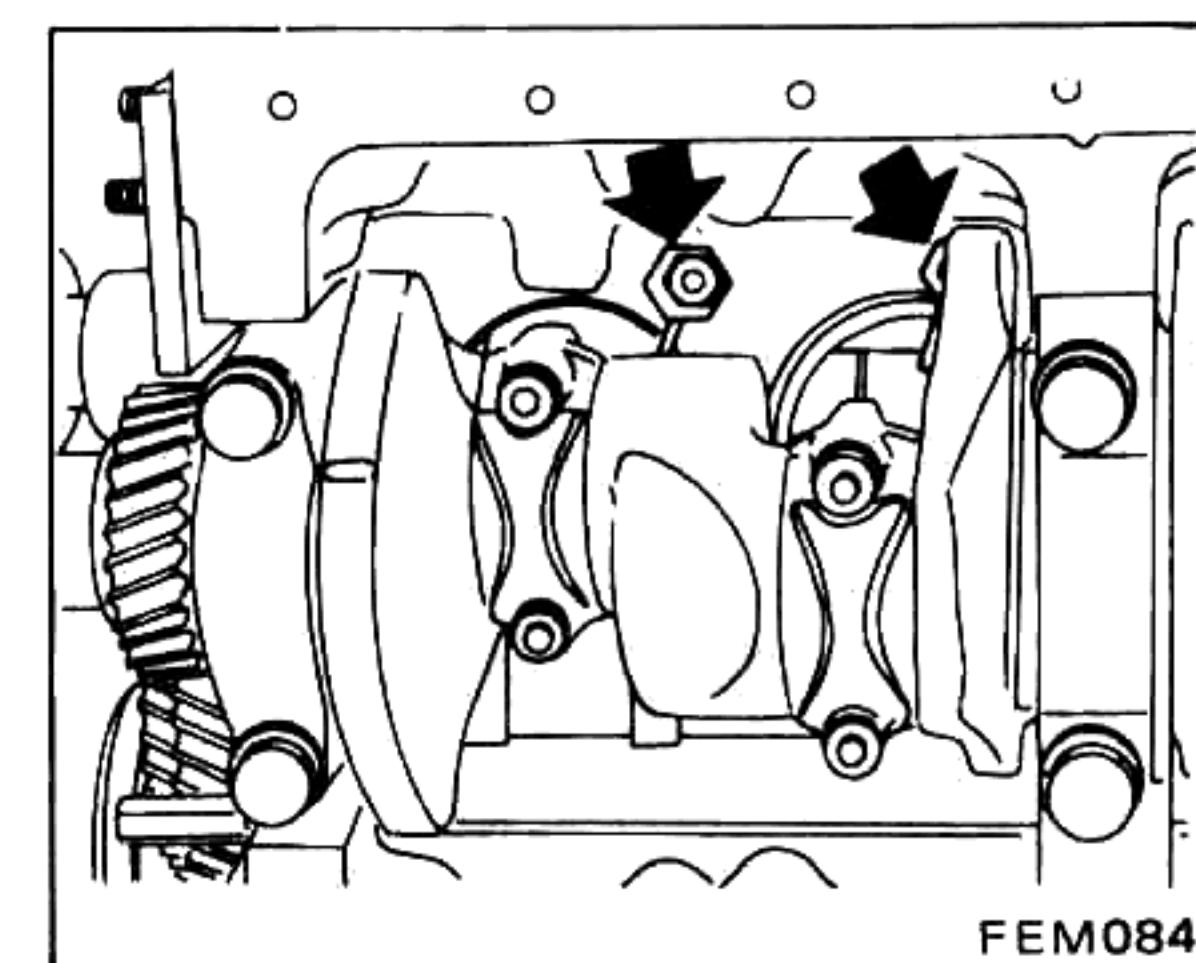
- (1) Remove camshaft locating plate.
- (2) Bring crankshaft to upper side as shown below and remove camshaft.



13. Remove front plate.

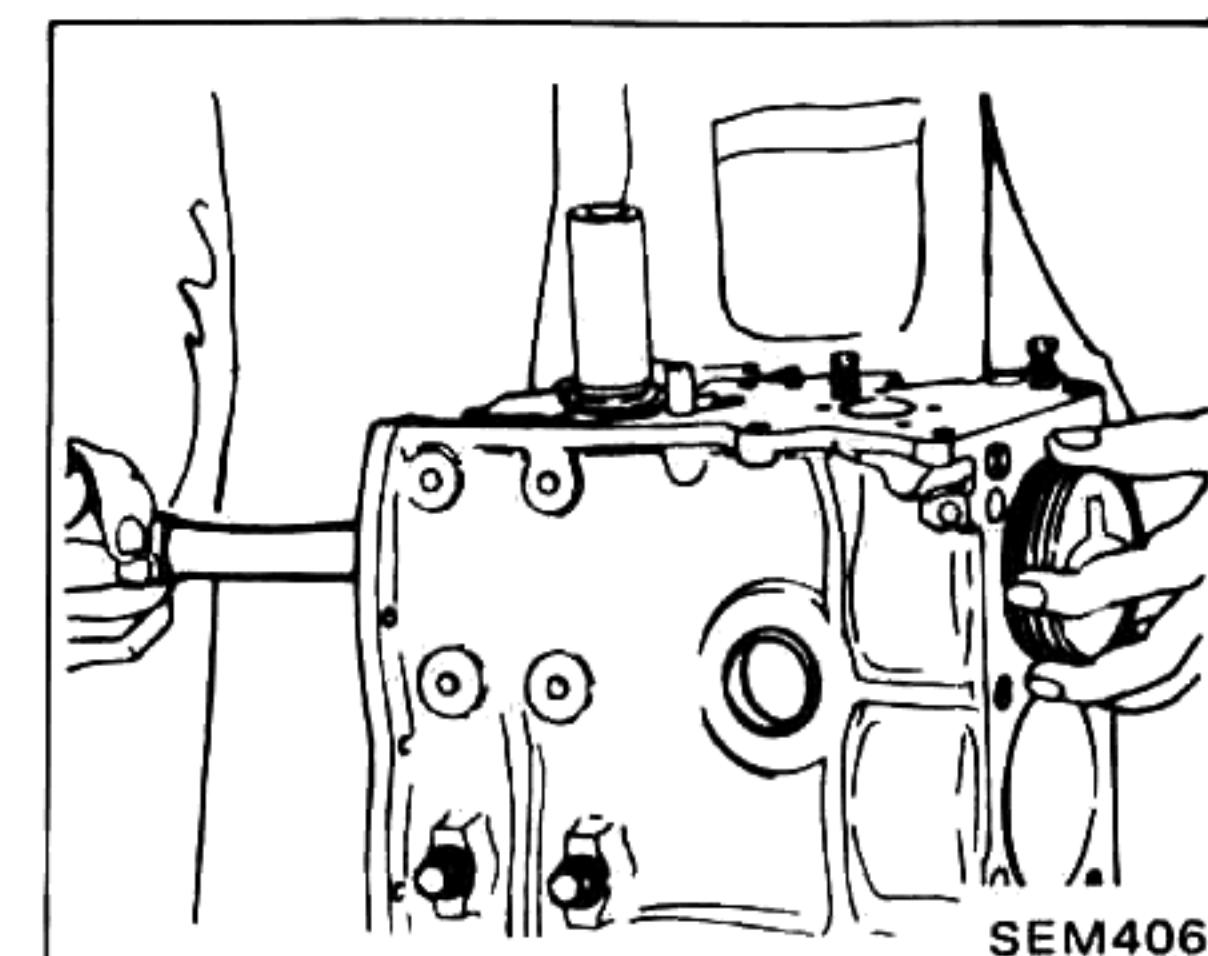


14. Remove oil jet bolts and then remove oil jet.



15. Pistons and connecting rod assembly

- (1) Remove connecting rod caps and connecting rod bearings.
- (2) Take pistons and connecting rods out of cylinder head side.



11. Remove valve lifters and keep them in correct order.

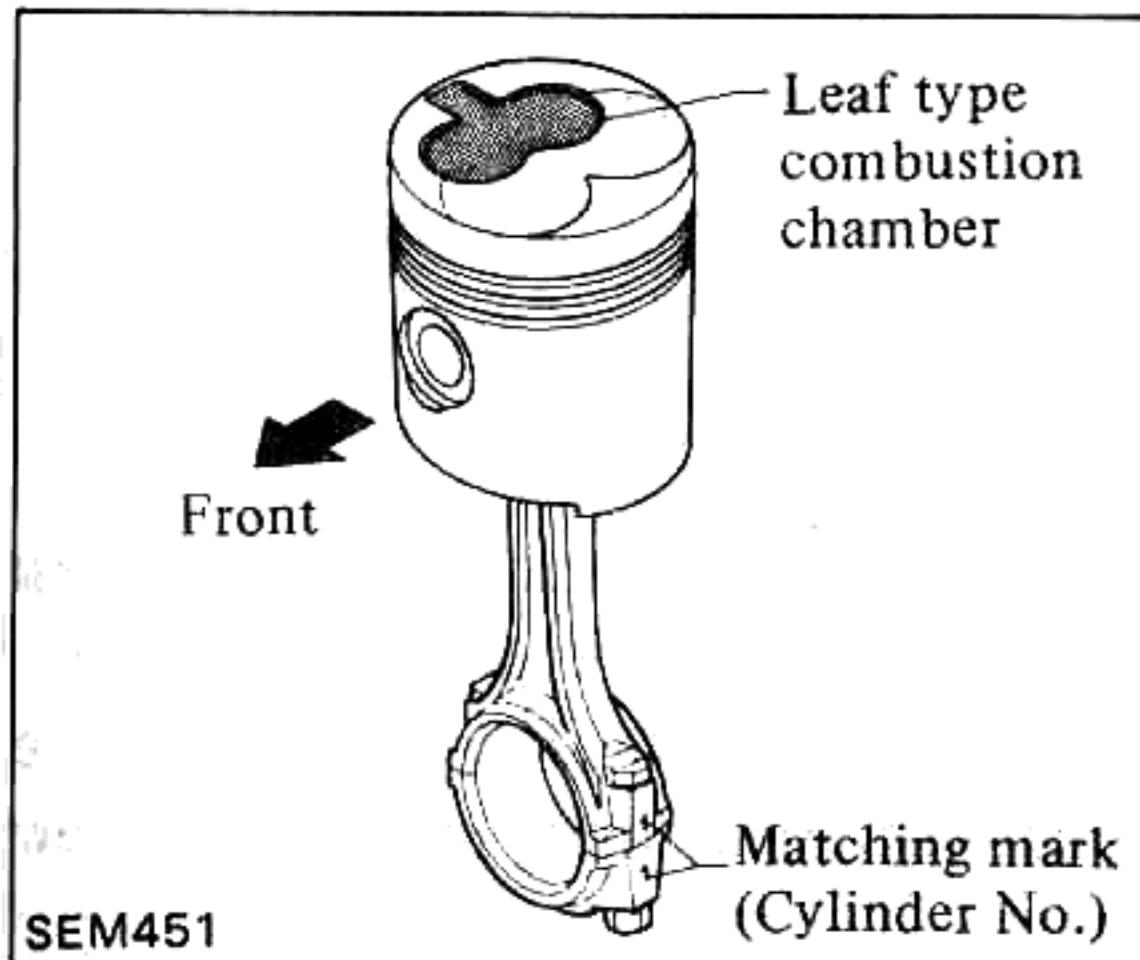
12. Remove crankshaft gear.

If it is difficult to extract crankshaft gear, use a suitable puller.

- a. Piston can be easily removed by scraping carbon off top face of cylinder with a scraper.

WARNING:
When removing flywheel, be careful not to drop it.

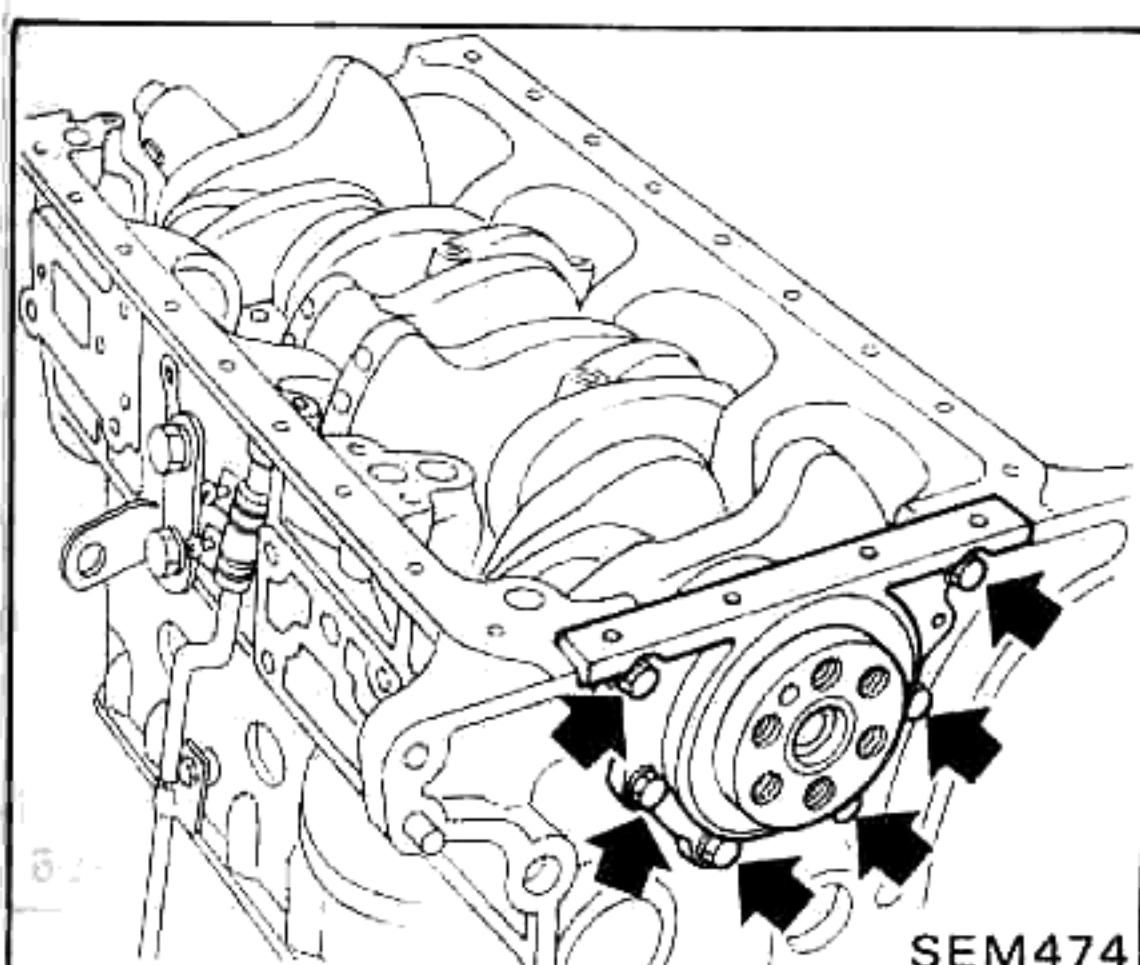
- b. Numbers are stamped on connecting rod and cap corresponding to each cylinder. Care should be taken to avoid a wrong combination including bearing.**



16. Crankshaft

(1) 5 bearings (SD 4-cylinder)

- a) Remove rear oil seal assembly.



- b) Remove main bearing cap with bearing.

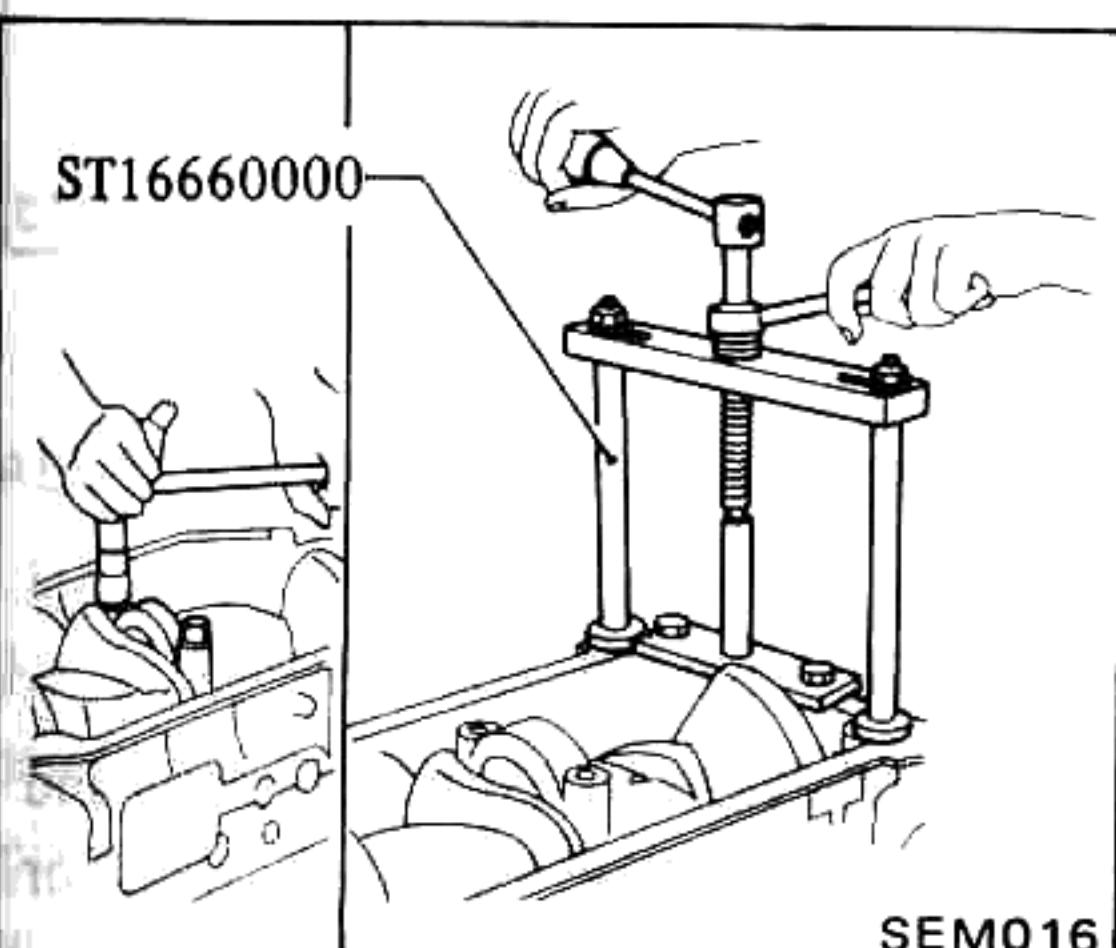
- c) Remove crankshaft and main bearings.

Keep main bearing in correct order.

(2) 3 bearings (SD22) & 4 bearings (SD33).

- a) Remove main bearing cap with bearing.

Remove rear main bearing cap with Tool.



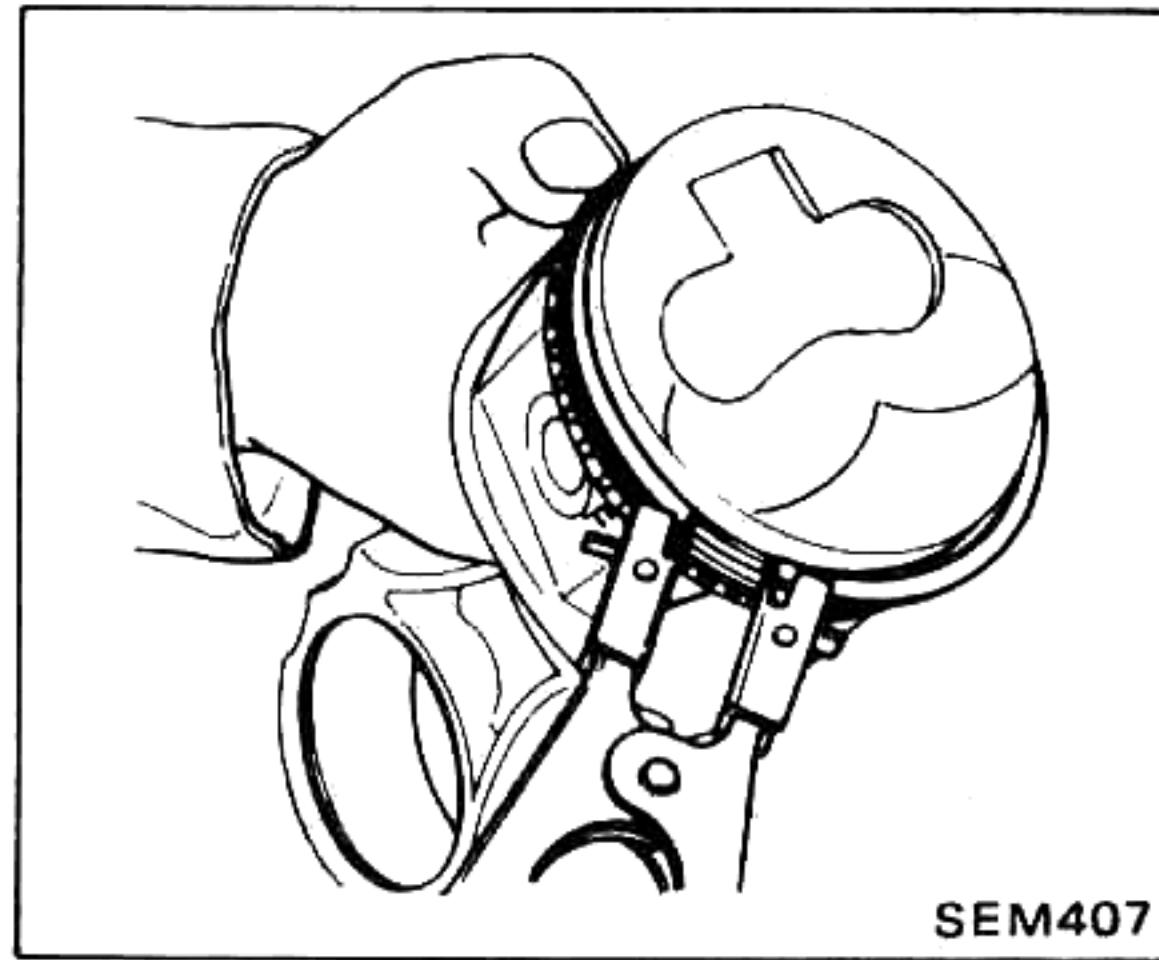
- b) Remove crankshaft and main bearings.

Keep main bearing in correct order.

- c) Remove oil seal from crankshaft and rear main cap.

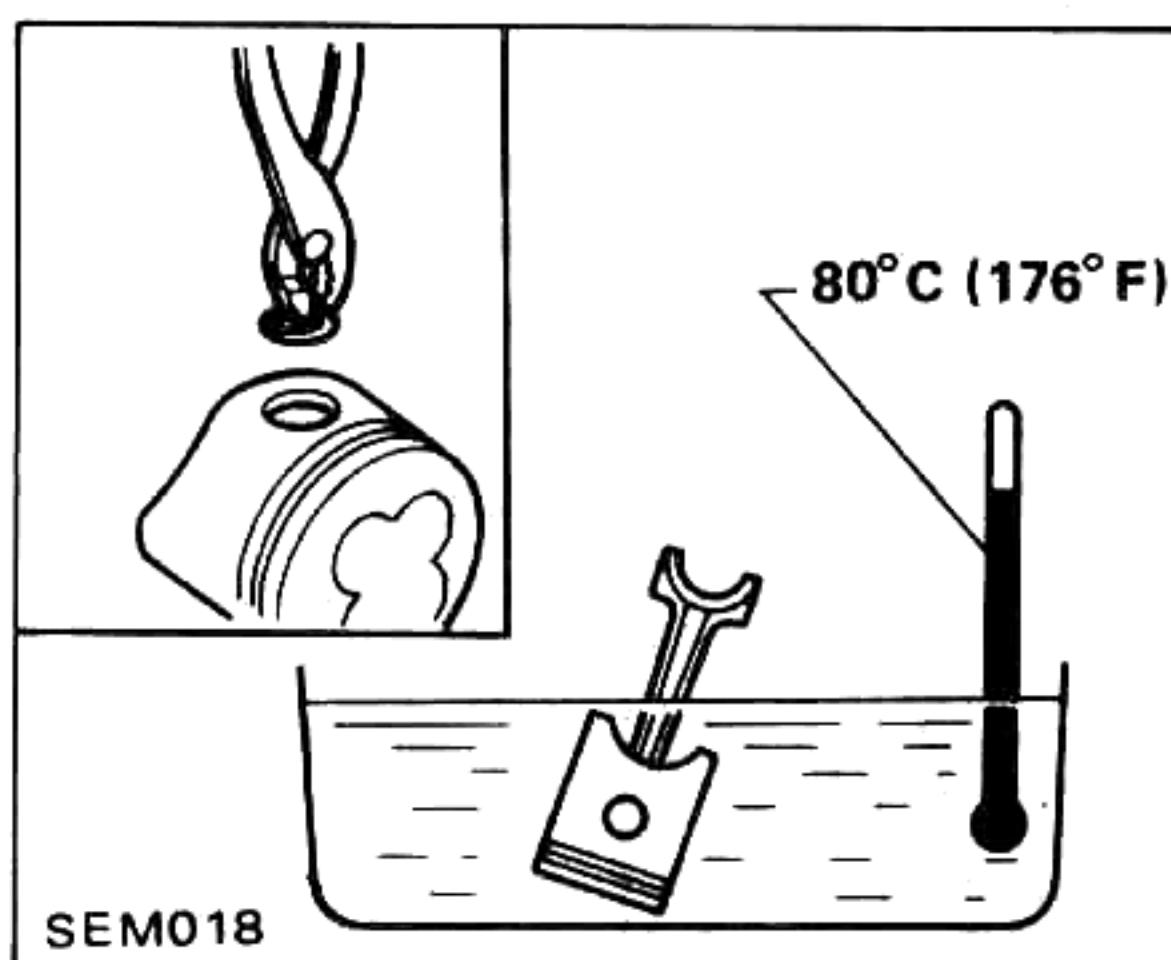
DISASSEMBLING PISTON AND CONNECTING ROD

1. Remove piston ring with a ring remover.



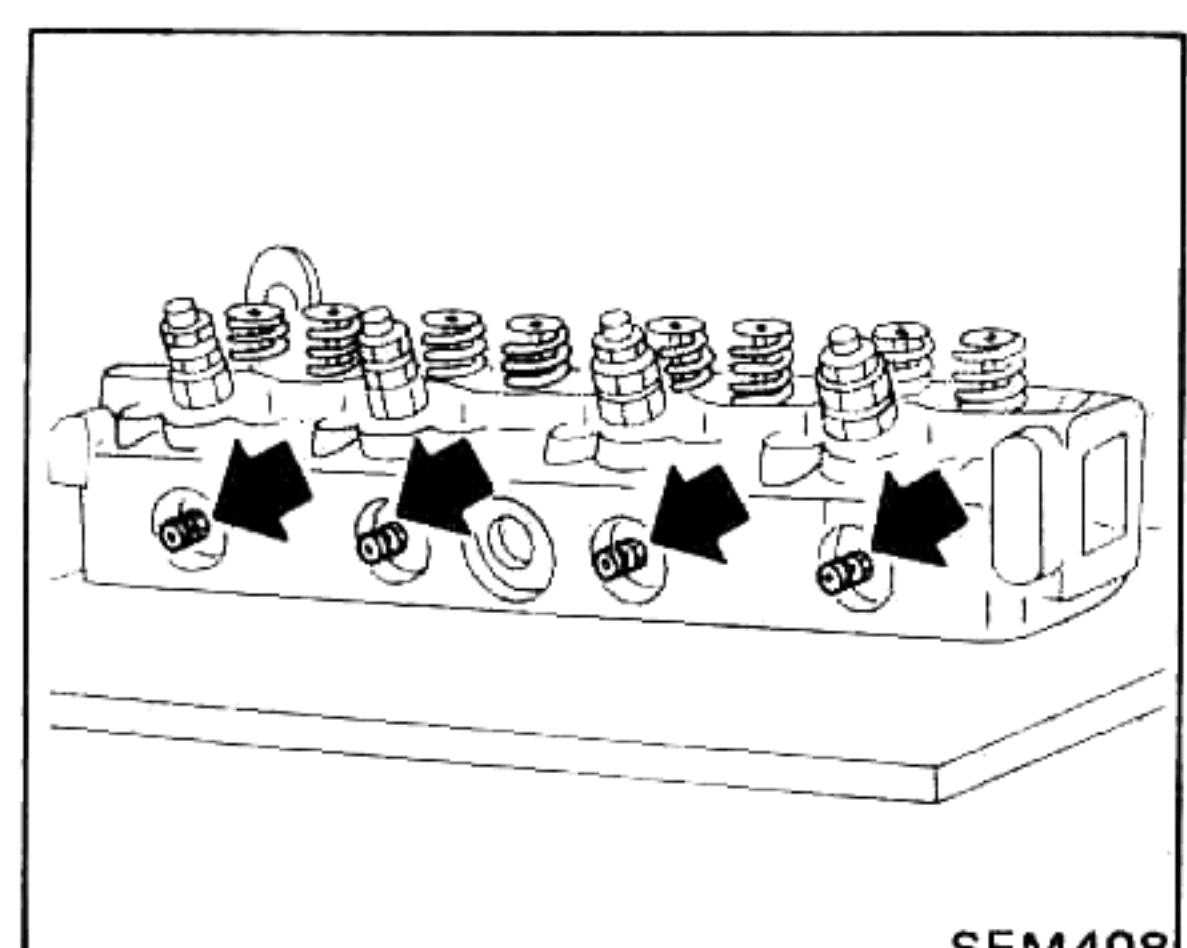
When removing piston rings, be careful not to scratch piston.

2. Remove piston snap rings, and immerse piston in oil of 80°C (176°F), and push out piston pin.

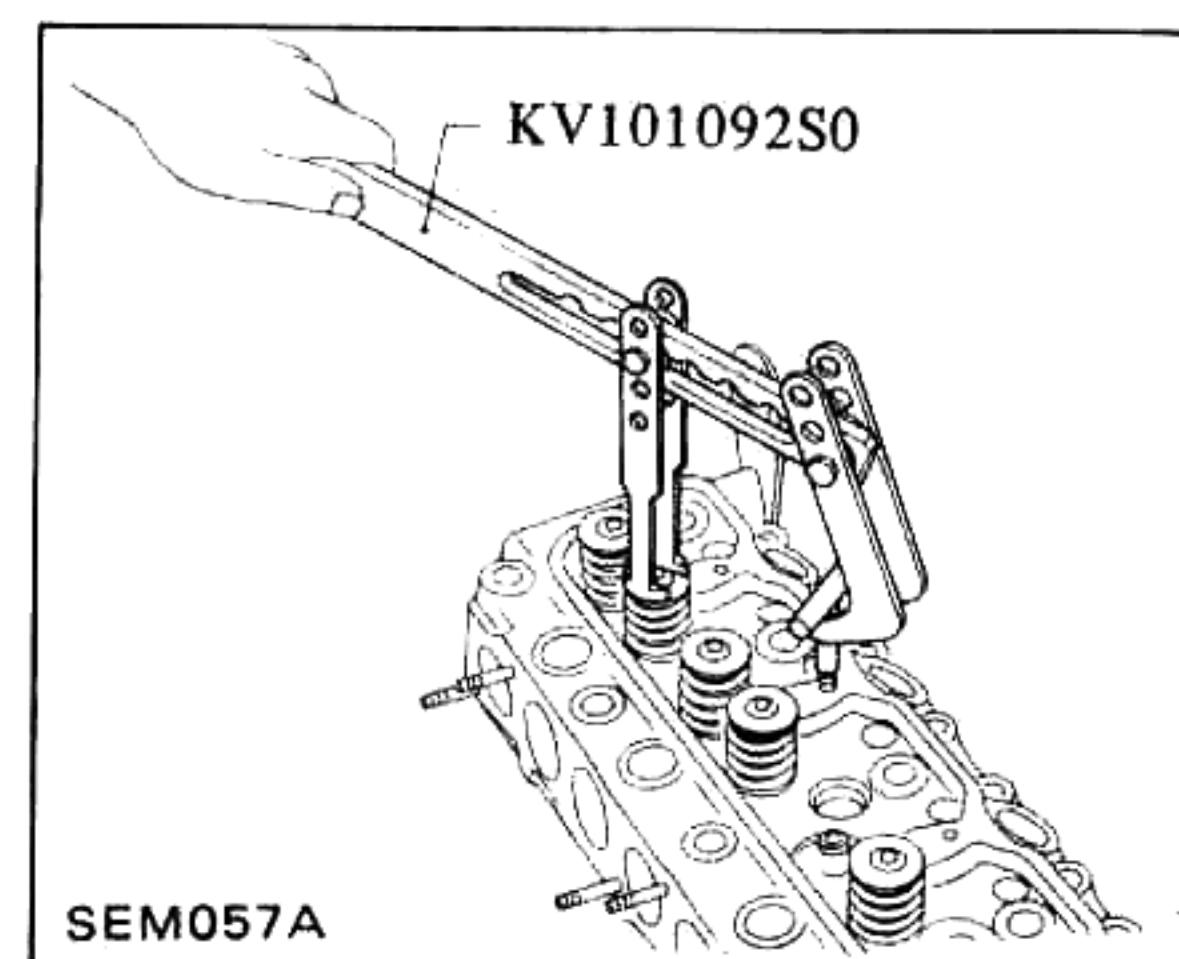


DISASSEMBLING CYLINDER HEAD

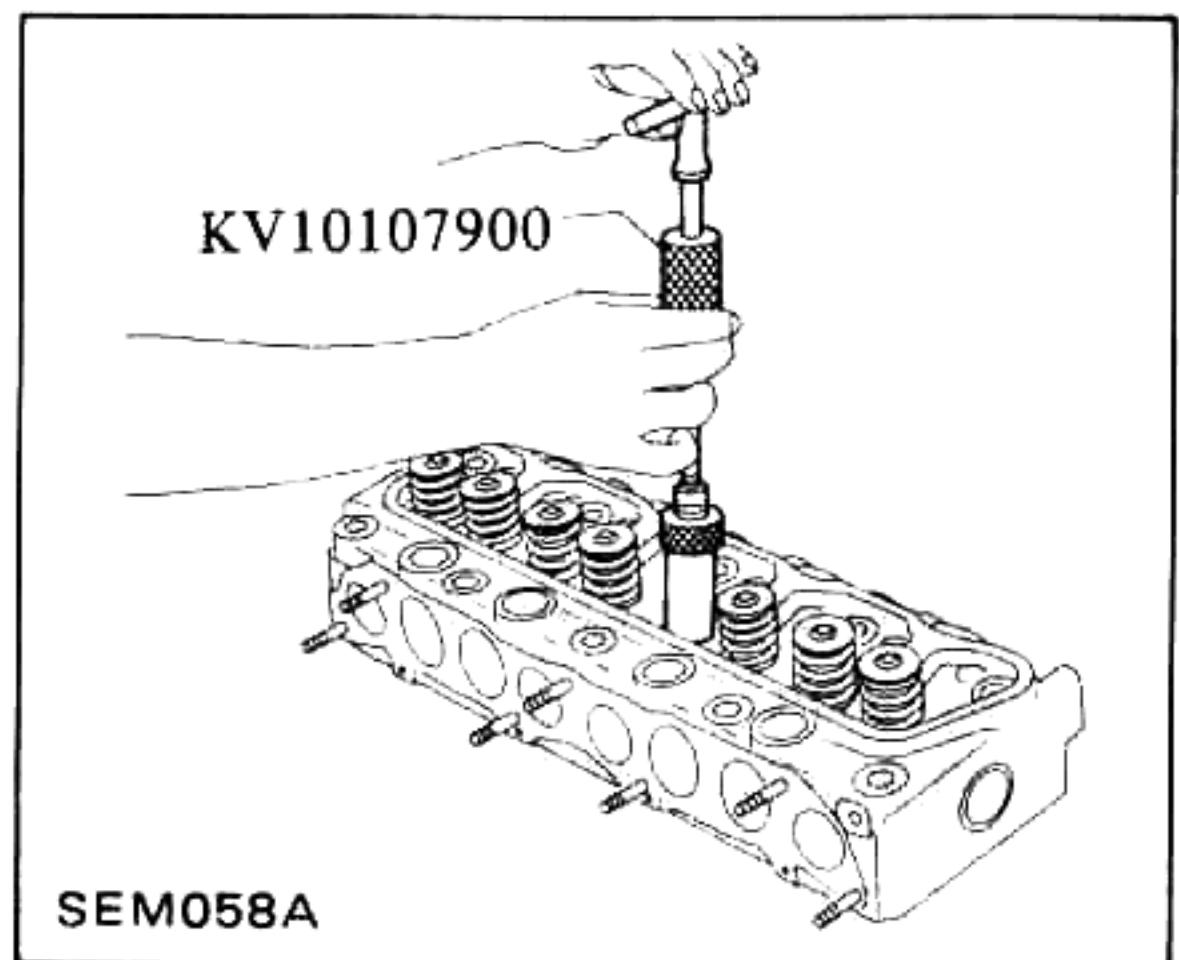
1. Remove glow plugs.



2. Remove valves, valve springs and relating parts using Tool.



3. Remove valve stem seals.



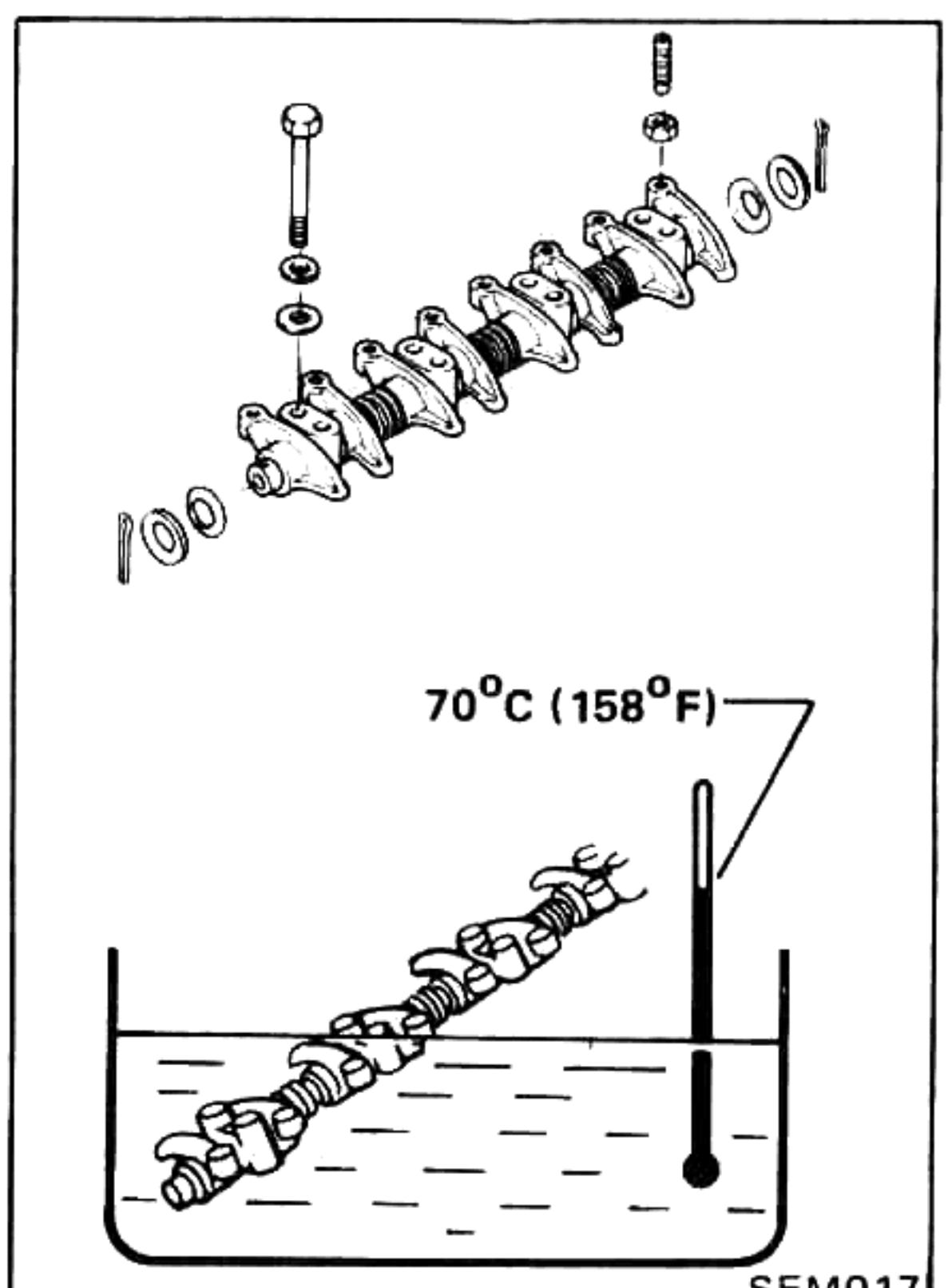
Keep valve spring and valves in correct order.

DISASSEMBLING ROCKER SHAFT

1. Remove cotter pin, washer and outer spring.

2. Remove valve rocker and rocker shaft bracket.

If it is difficult to remove rocker shaft bracket, immerse rocker shaft assembly in oil of 70°C (158°F) for a few minutes and then remove bracket.



INSPECTION AND REPAIR

Clean all removed parts in cleaning oil, eliminating obstacles or dust/dirt from passages or holes. Also check these parts to make sure they are free from cracks or flaws.

CYLINDER HEAD AND VALVE

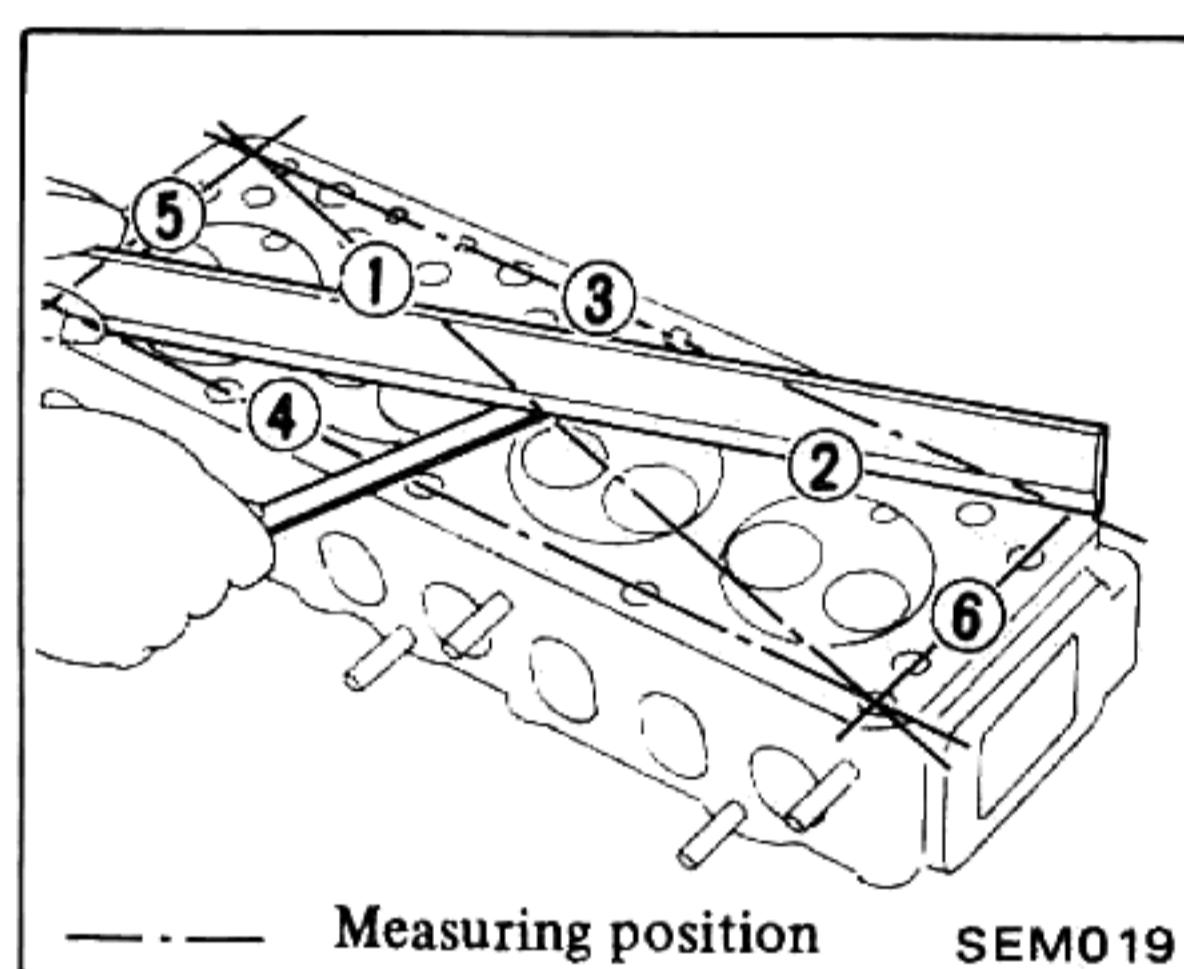
CHECKING CYLINDER HEAD MATING FACE

Measure the surface of cylinder head (on cylinder block side) for warpage.

Warpage of surface:

Less than

0.2 mm (0.008 in)



If beyond the specified limit, correct with a surface grinder.

Cylinder head height should be greater than 89.7 mm (3.531 in) after surface has been ground.

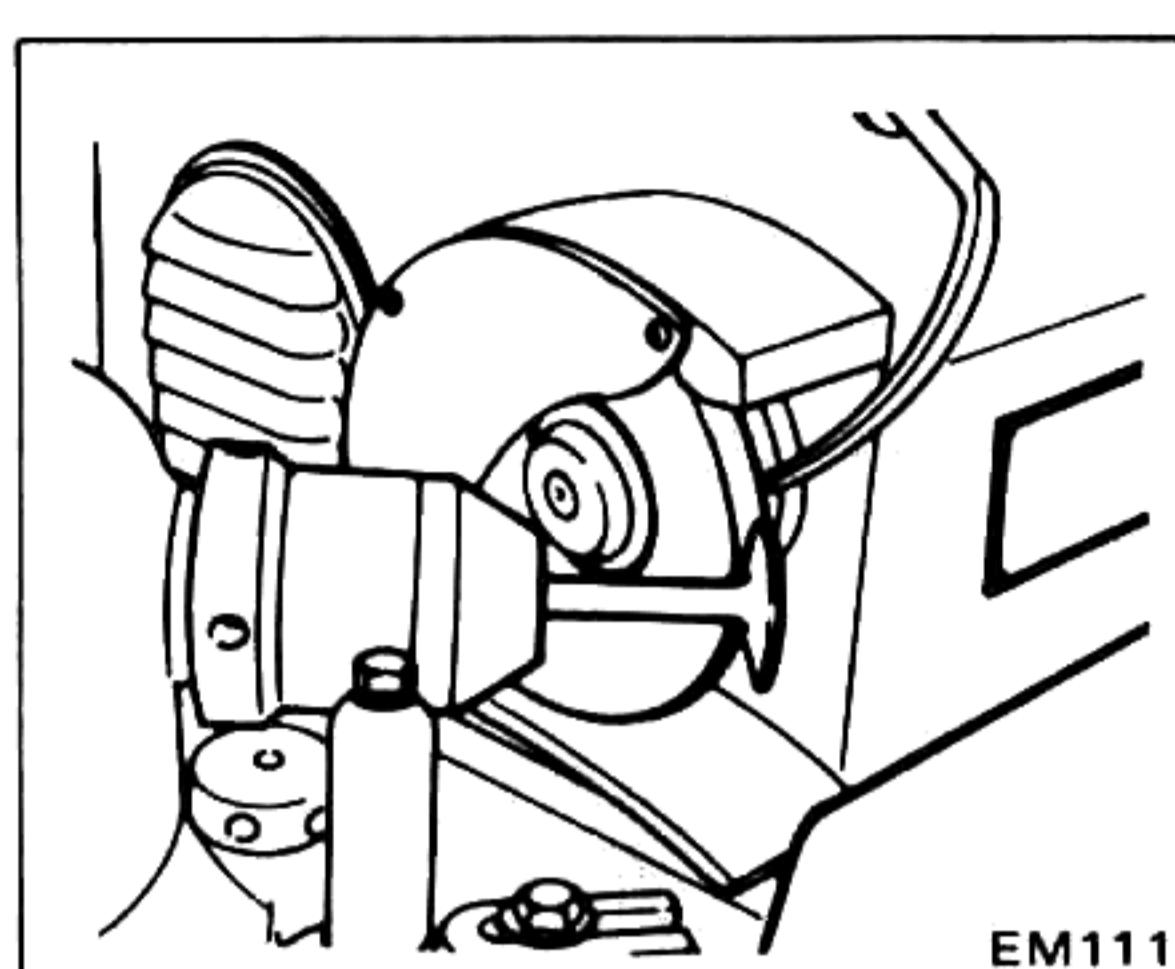
VALVE

- Check each of the intake and exhaust valve for worn, damaged or deformed valve stems. Correct or replace the valve that is faulty.

For standard size of valve, refer to S.D.S.

- Valve face or valve stem end surface should be refaced by using a valve grinder.

Valve face angle:

 $45^\circ - 45^\circ 30'$ 

Maximum allowable bend:

Less than

0.5 mm

(0.020 in)

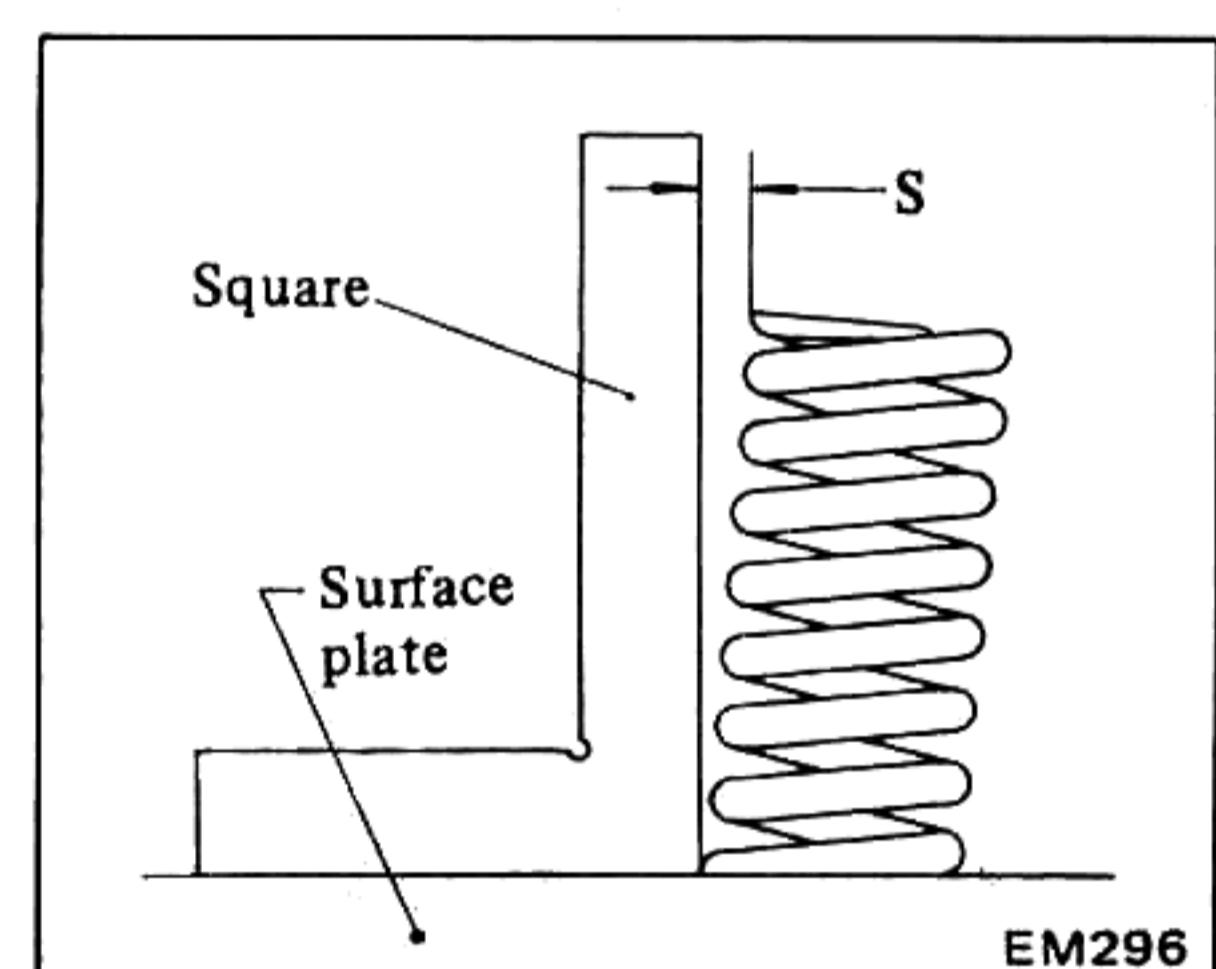
VALVE SPRING

- Check valve spring for squareness using a steel square and surface plate. If spring is out of square "S" more than specified limit, replace with new ones.

Out of square ("S"):

Less than

1.3 mm (0.051 in)



VALVE LIFTER AND PUSH ROD

Valve lifter

- Check valve lifters for excessive wear on the face.
- Replace with new ones if worn beyond repair.

- Valve lifter end should be smooth.
- Valve lifter to lifter hole clearance:

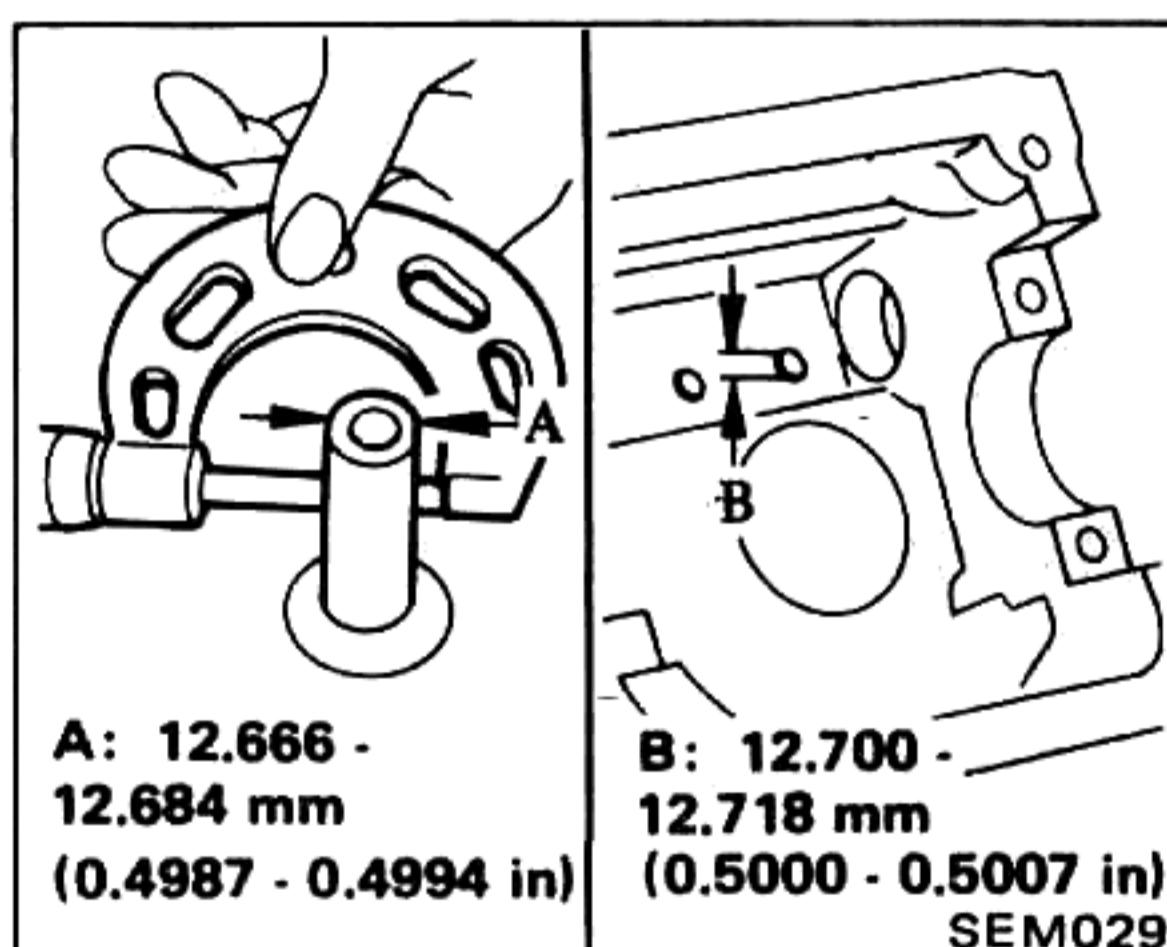
Standard

0.016 - 0.052 mm
(0.0006 - 0.0020 in)

Limit

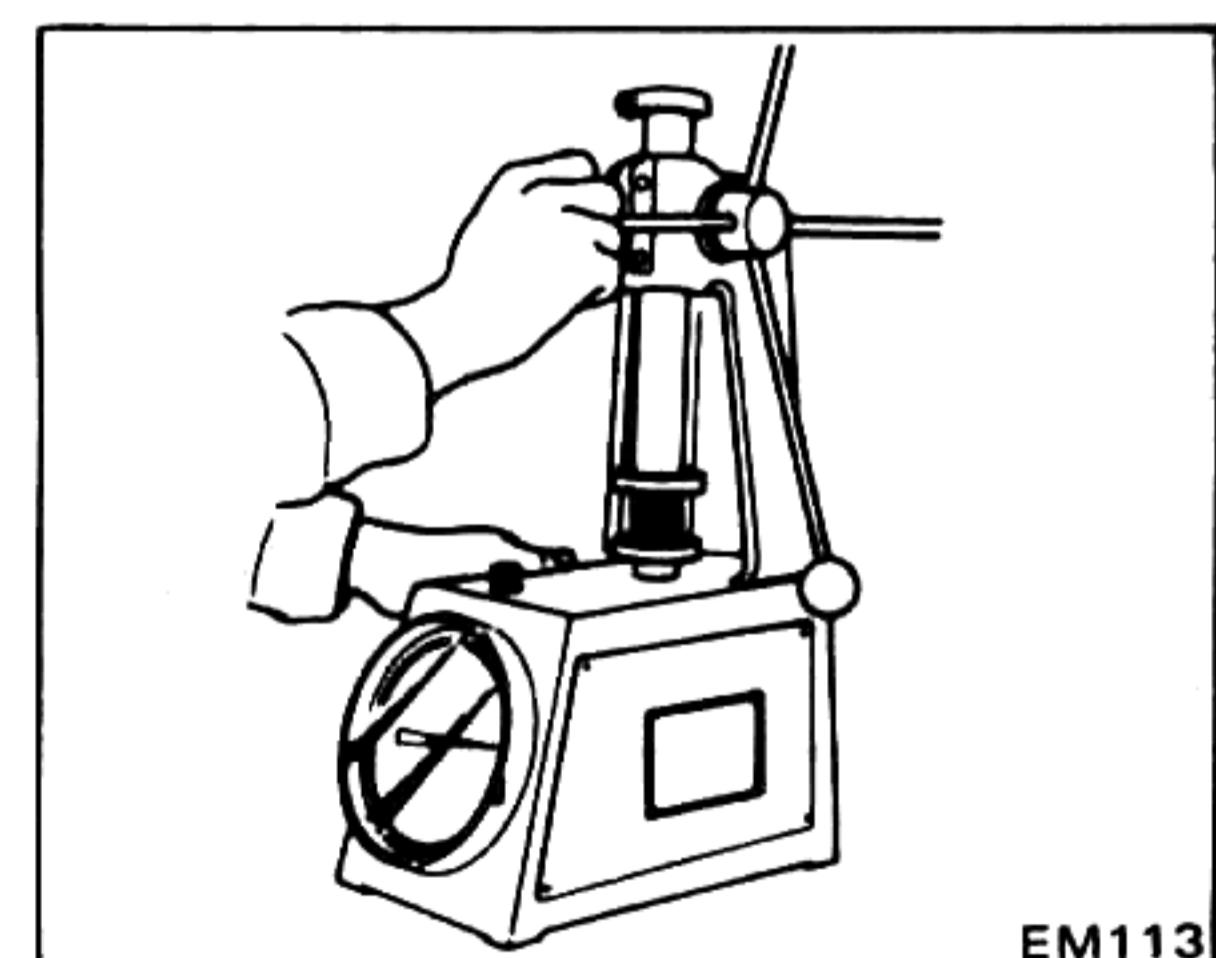
Less than

0.10 mm (0.0039 in)



- Measure free length and tension of spring. If measured value exceeds specified limit, replace spring.

Refer to S.D.S.



Push rod

- Inspect push rod for excessive wear on the face.
- Replace if worn or damaged beyond repair.
- Check push rod for bend using a dial gauge.

VALVE ROCKER ASSEMBLY

- Check valve rockers, brackets and rocker shafts for scoring, wear or distortion. Replace if necessary.

2. Check clearance between valve rockers and rocker shaft. If specified clearance is exceeded, replace affected valve rockers or shafts.

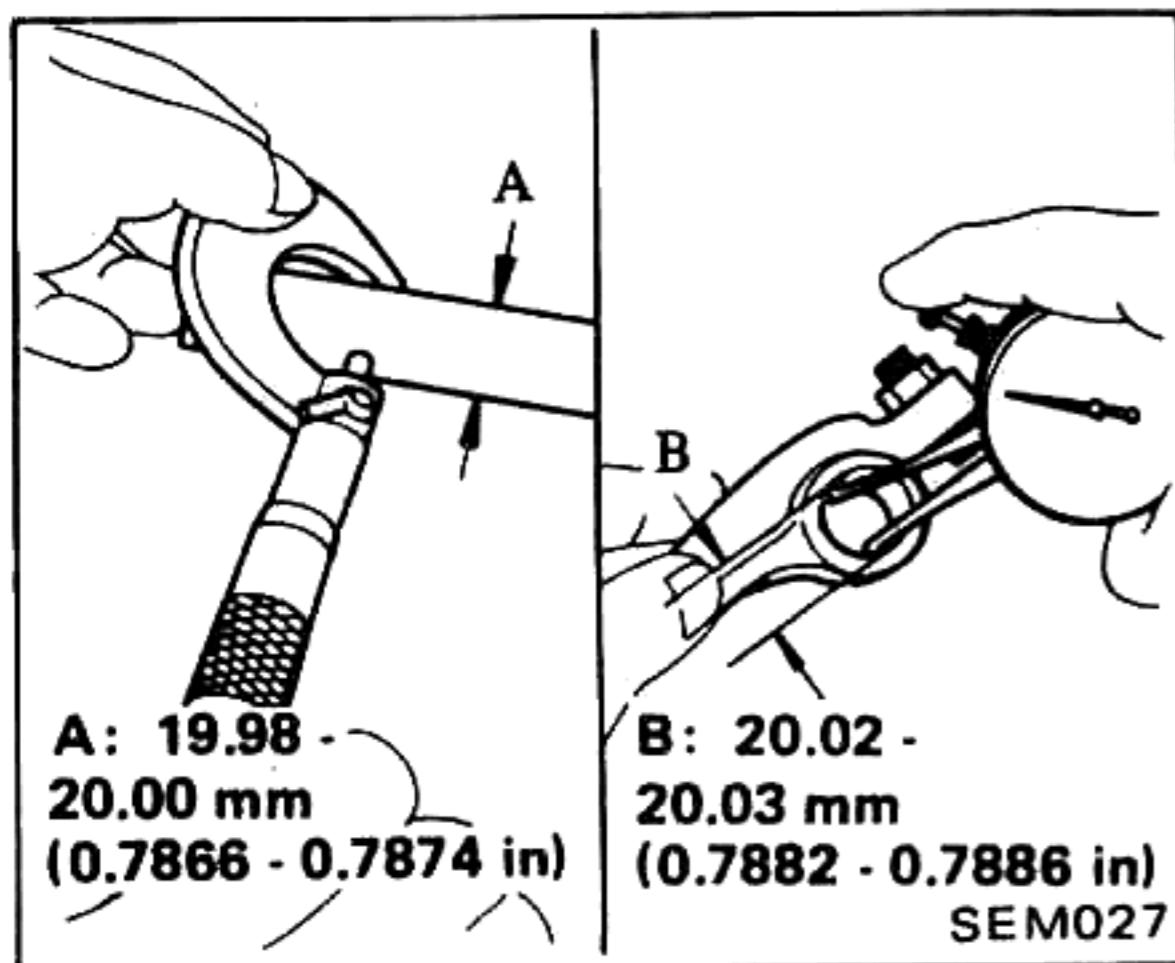
Specified clearance:

Standard

**0.02 - 0.05 mm
(0.0008 - 0.0020 in)**

Limit

**Less than
0.15 mm (0.0059 in)**



3. Check rocker shaft bend at its center. If bend is within specified limit, straighten it; and if it is greater than specified limit, replace rocker shaft.

Rocker shaft bend

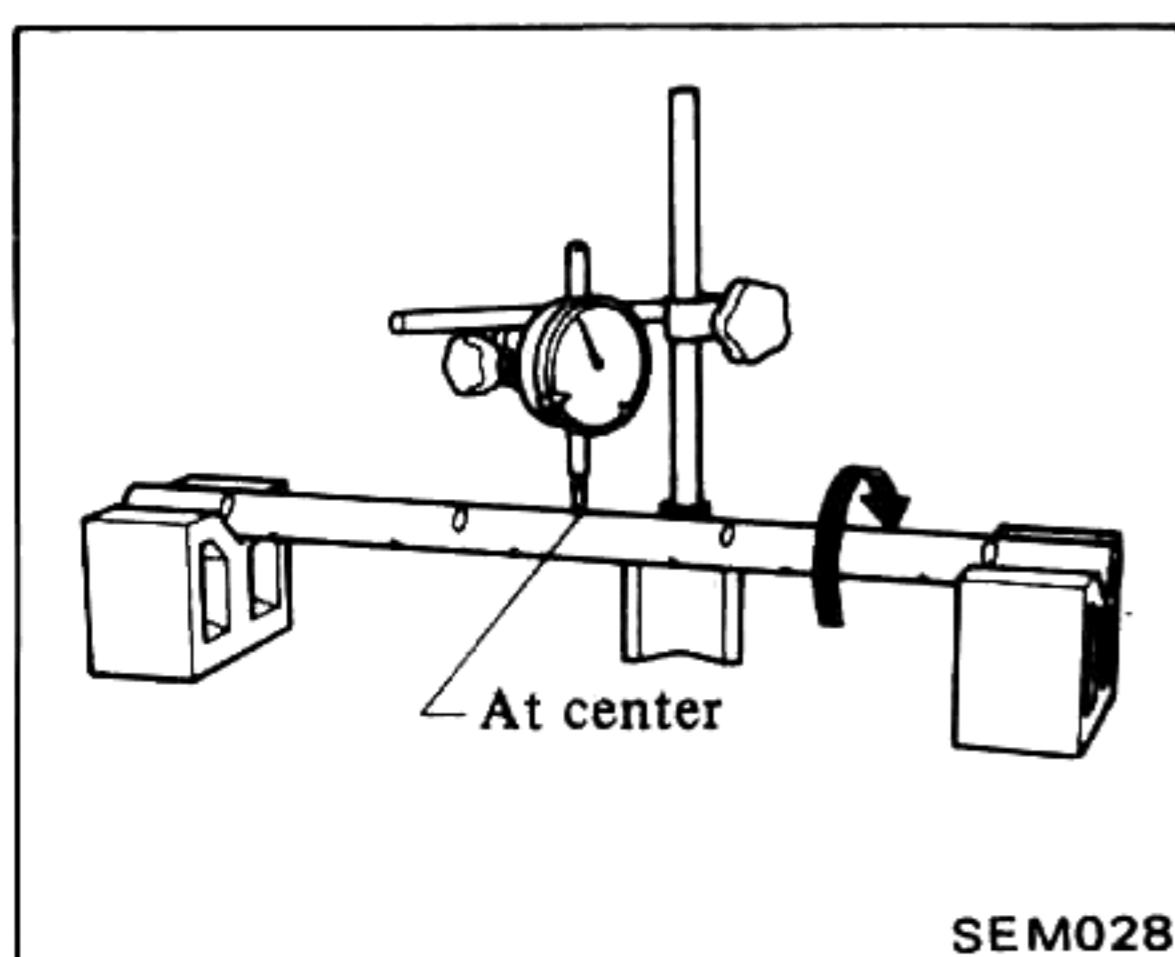
(Total indicator reading):

Standard

0 - 0.1 mm (0 - 0.004 in)

Limit

**Less than
0.3 mm (0.012 in)**



VALVE GUIDE (SD23 and SD25)

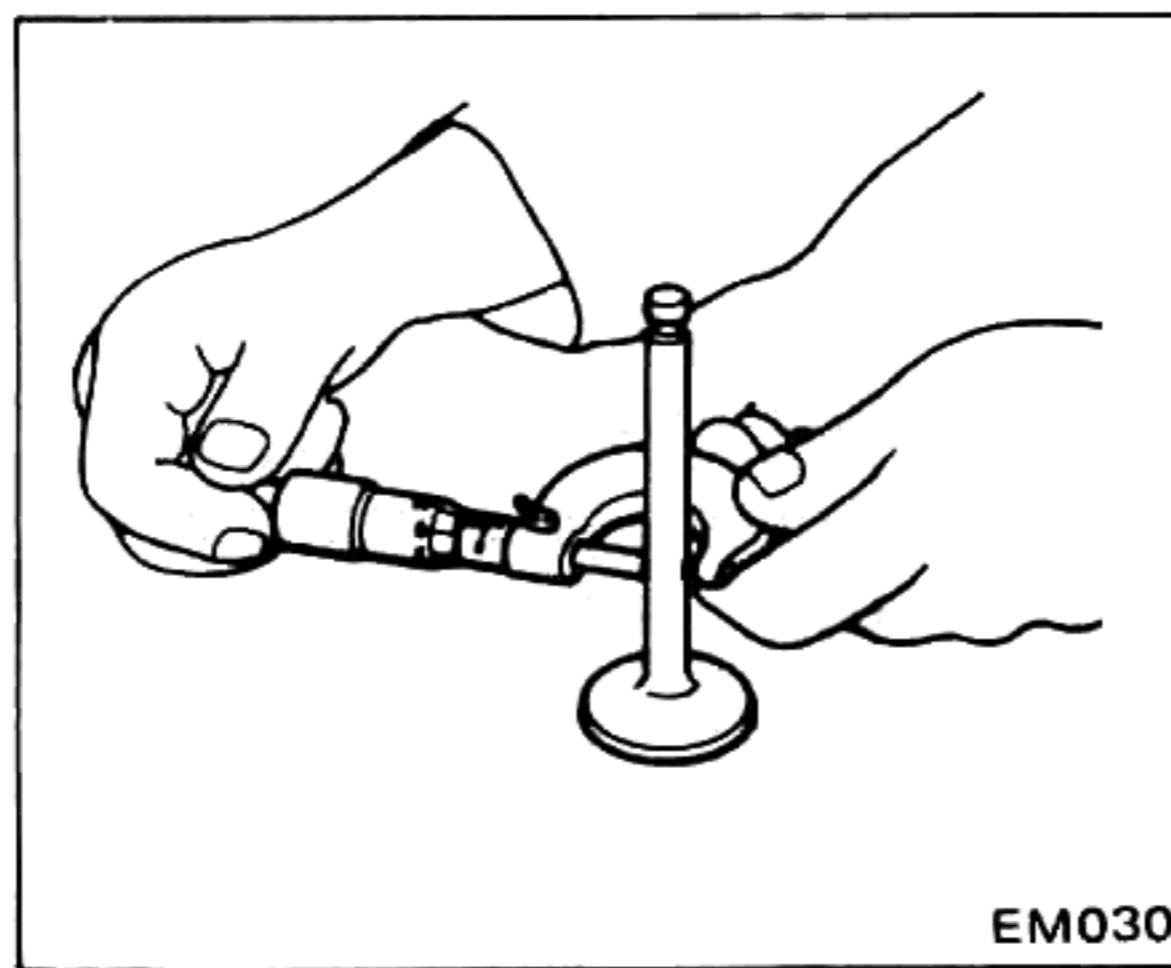
Measure the clearance between valve guide and valve stem. If the clearance exceeds the specified limit, replace the worn parts or both valve and valve guide. In this case, it is

essential to determine if such a clearance has been caused by a worn or bent valve stem or by a worn valve guide.

Determining clearance

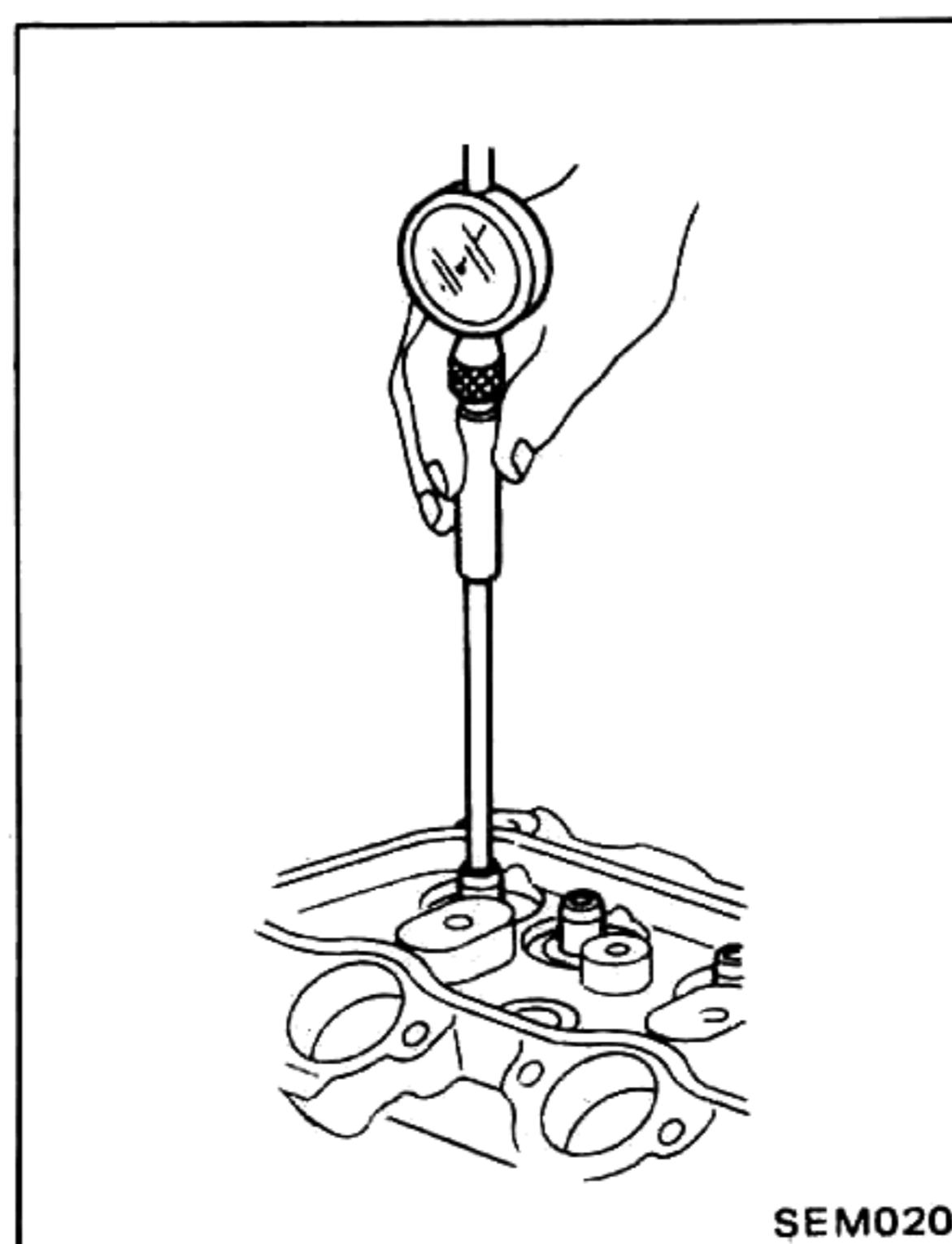
1. Precise method

- (1) Measure diameter of valve stem in three places: top, center, and bottom. Refer to S.D.S.



- (2) Measure valve guide bore at center using telescope hole gauge.

- (3) Subtract the highest reading of valve stem diameter from valve guide bore to obtain the stem to guide clearance.



Stem to guide clearance:

Standard

Intake

**0.015 - 0.045 mm
(0.0006 - 0.0018 in)**

Exhaust

**0.04 - 0.07 mm
(0.0016 - 0.0028 in)**

Max. tolerance

Intake

Less than

0.15 mm (0.0059 in)

Exhaust

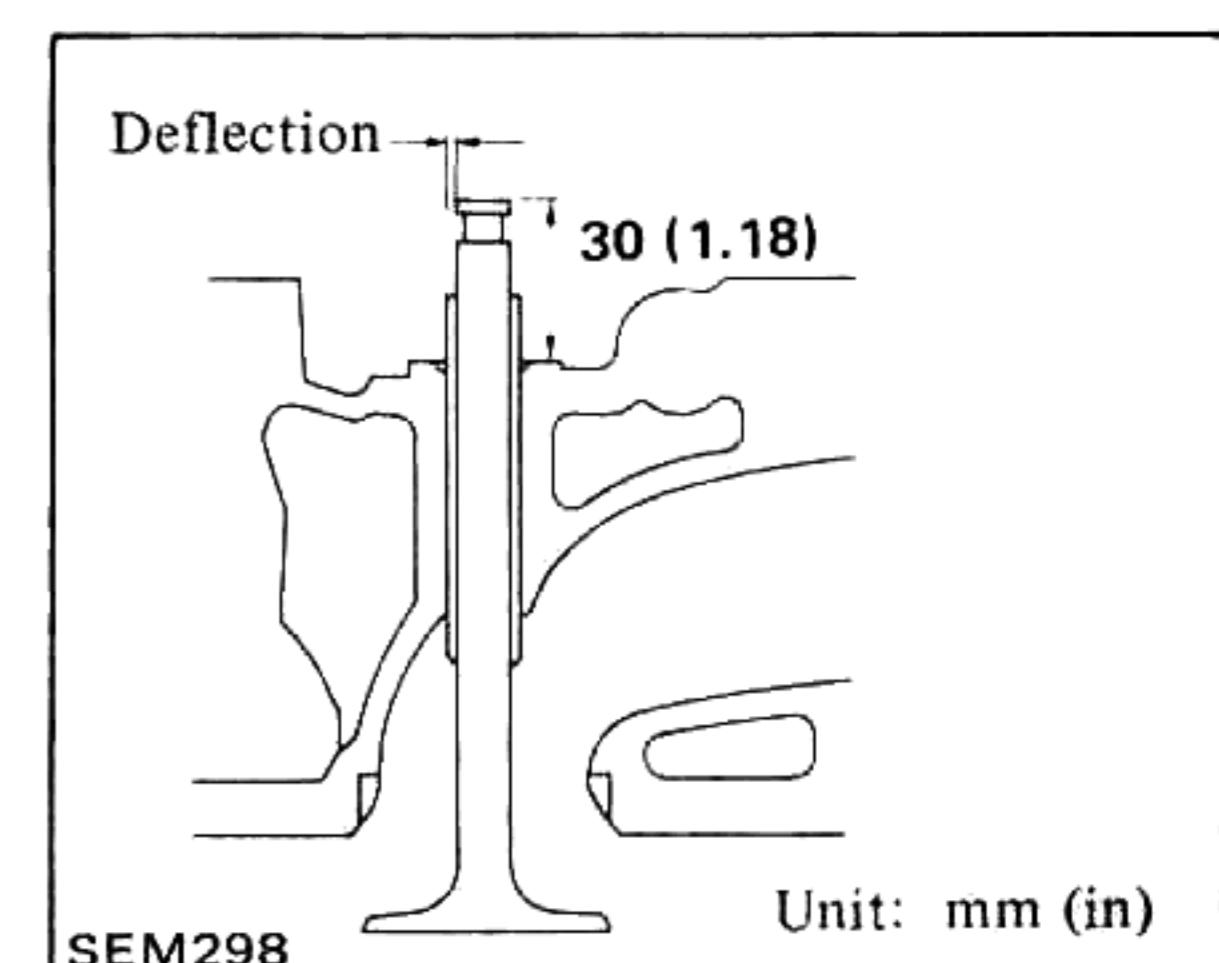
Less than

0.20 mm (0.0079 in)

2. Expedient method

Pry the valve in a lateral direction, and measure the deflection at stem tip with dial gauge.

Stem to guide clearance is 1/2 of measured value.



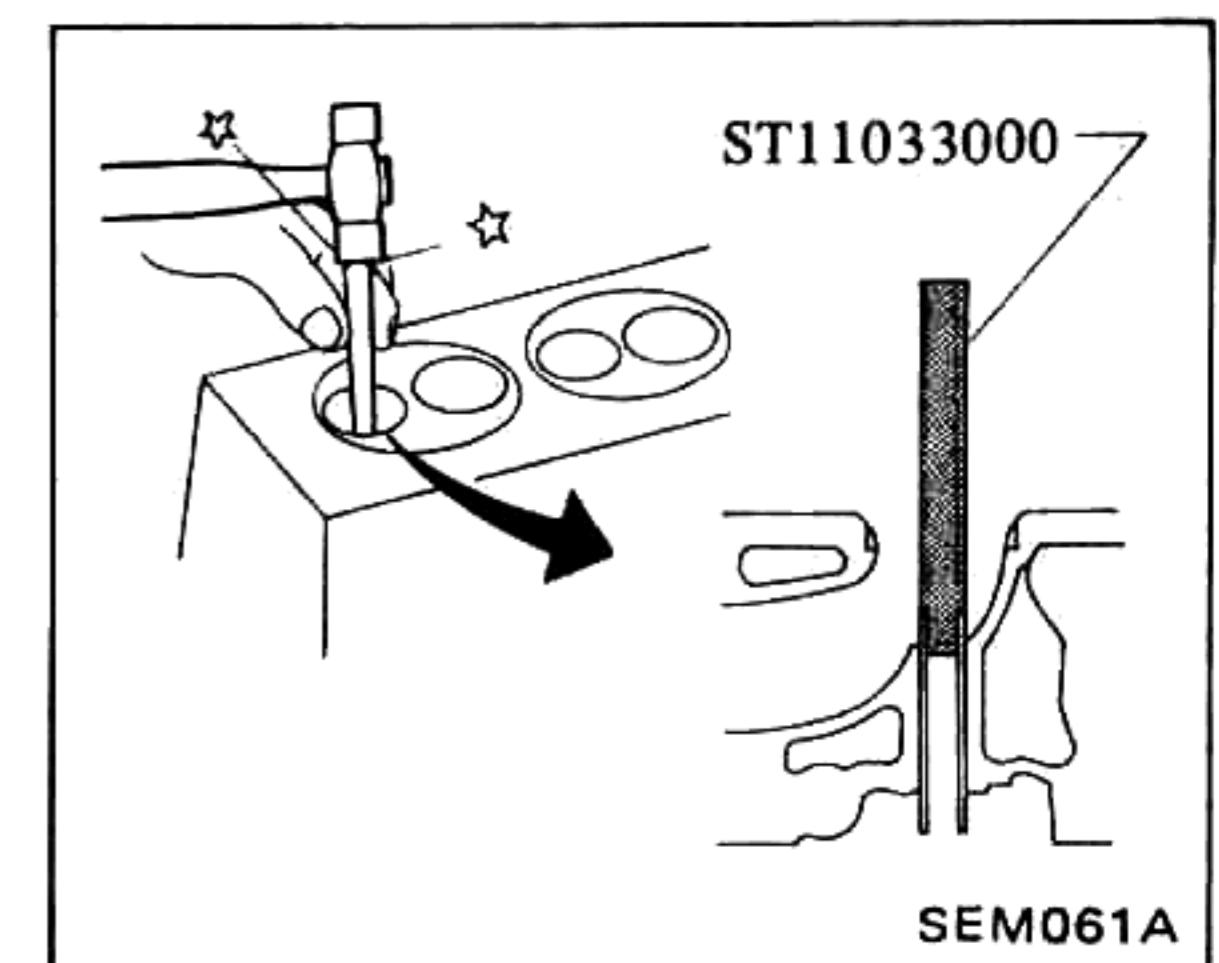
Valve should be moved in parallel with rocker arm. (Generally, a large amount of wear occurs in this direction.)

Replacement of valve guide

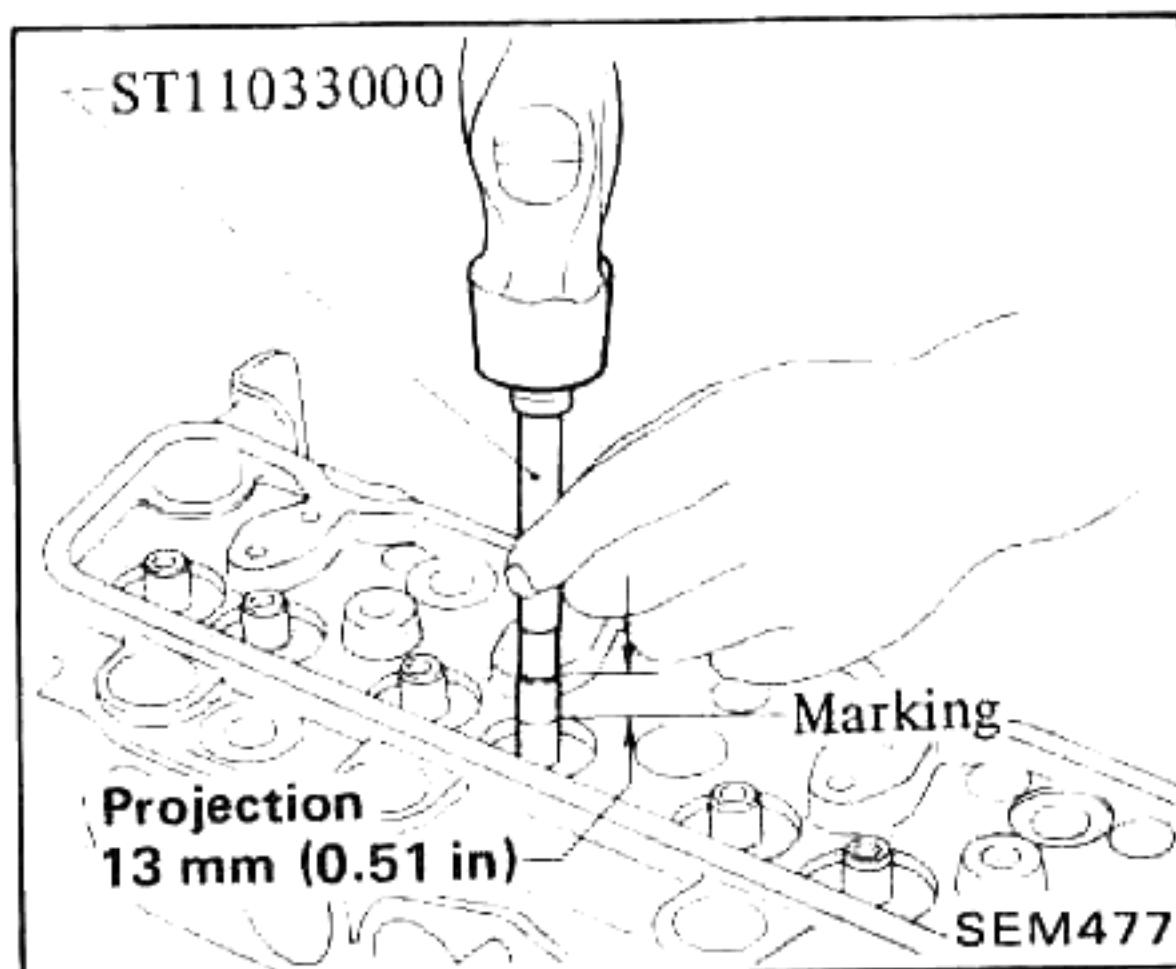
To remove old guides, use a press (under a 2-ton pressure) or a hammer, and Tool.

1. Drive them out toward rocker cover side using Tool.

Heating the cylinder head will facilitate the operation.



2. Install new guide onto cylinder head until the guide projects out 13 mm (0.51 in).



3. Ream the bore using Tool ST11032000.

Reaming bore:

8.000 - 8.015 mm
(0.3150 - 0.3156 in)

VALVE STEM HOLE (SD22 and SD33) (Cylinder head)

Measure clearance between valve stem hole (cylinder head) and valve stem. If clearance exceeds specified limit, replace worn parts.

Determining clearance

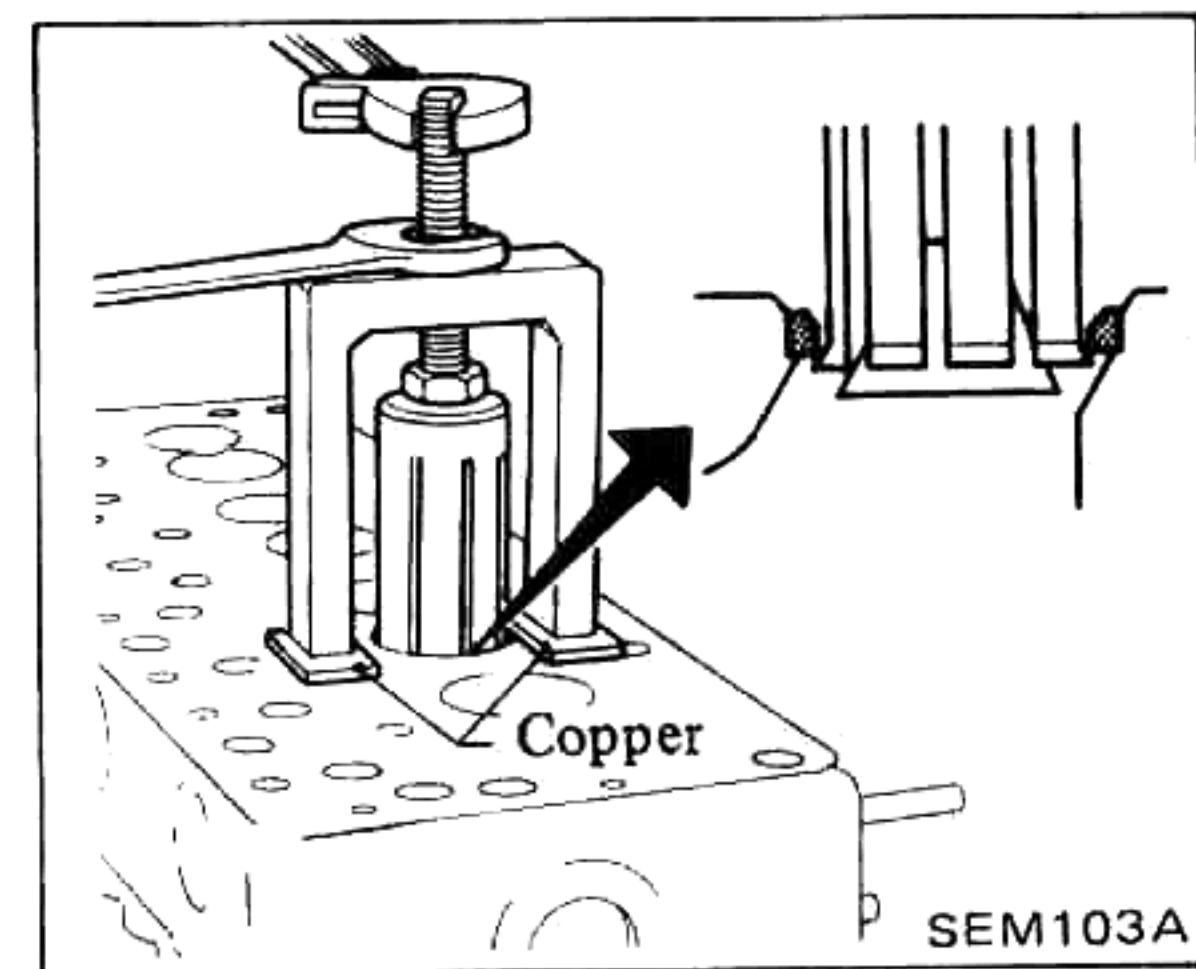
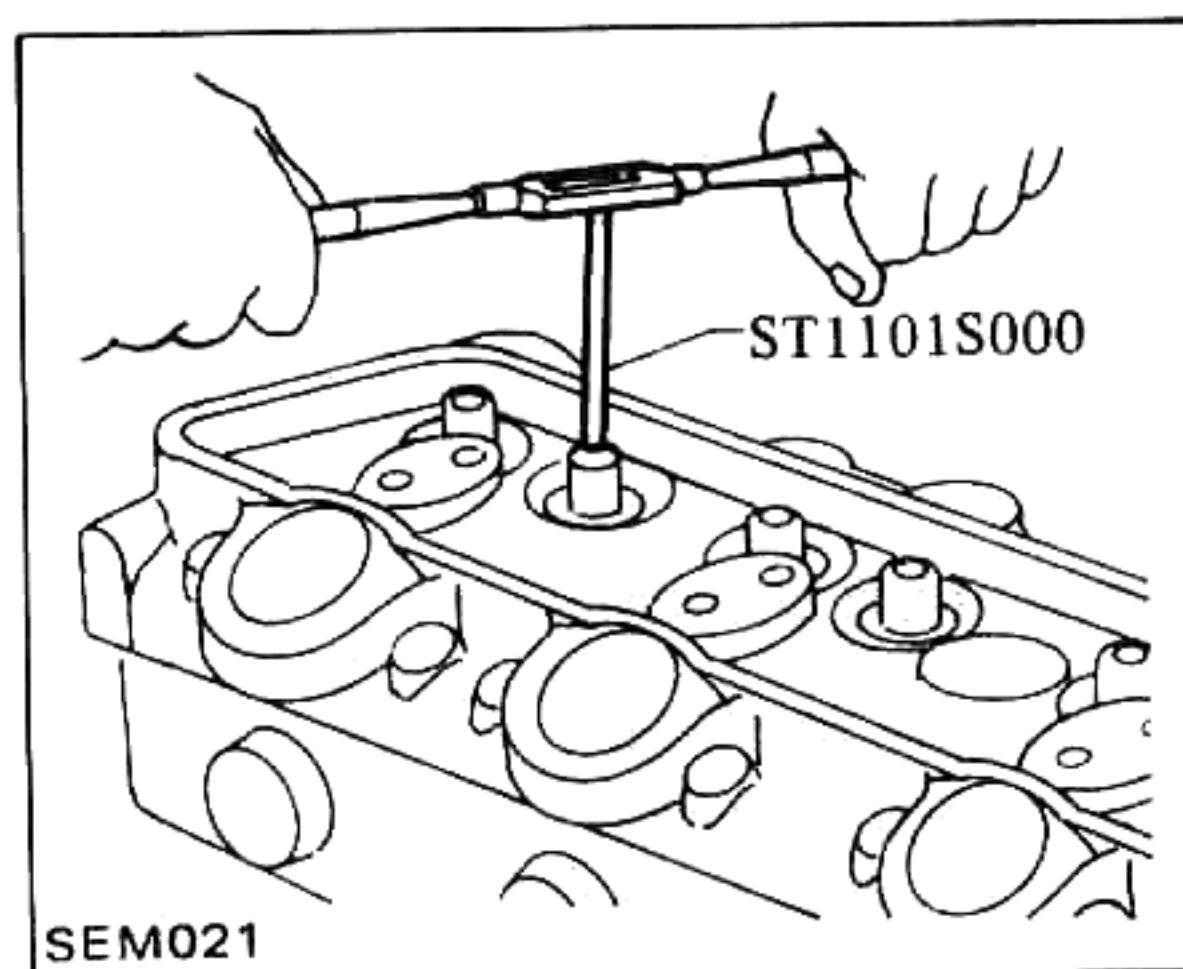
Refer to Valve Guide for determining clearance check method.

1. If valve stem clearance exceeds limit, grind valve stem hole and use oversize intake and exhaust valves.

Select oversize valve stem so that clearance between valve stem hole and stem is less than 0.15 mm (0.0059 in) at intake side and less than 0.20 mm (0.0079 in) at exhaust side.

Unit: mm (in)

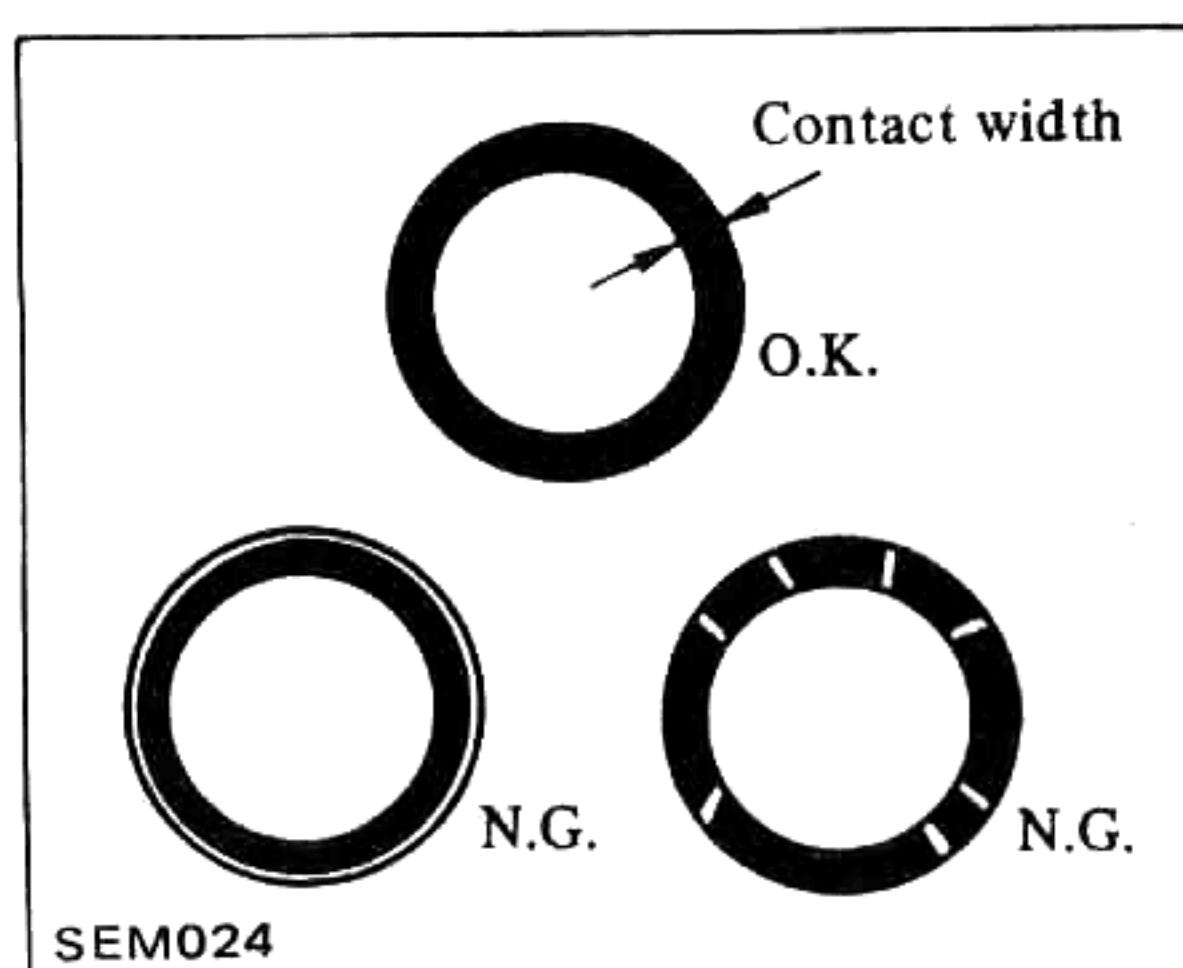
Grinding valve stem hole diameter	Diameter of oversize valve stem to be used
8.200 - 8.215 (0.3228 - 0.3234)	8.2 (0.323)
8.400 - 8.415 (0.3307 - 0.3313)	8.4 (0.331)



2. Install new valve seats.

- a. Eliminate the old staked lugs (Exhaust side).
b. Oversize exhaust valve seats are available as 0.2 and 0.4 mm (0.008 and 0.016 in).

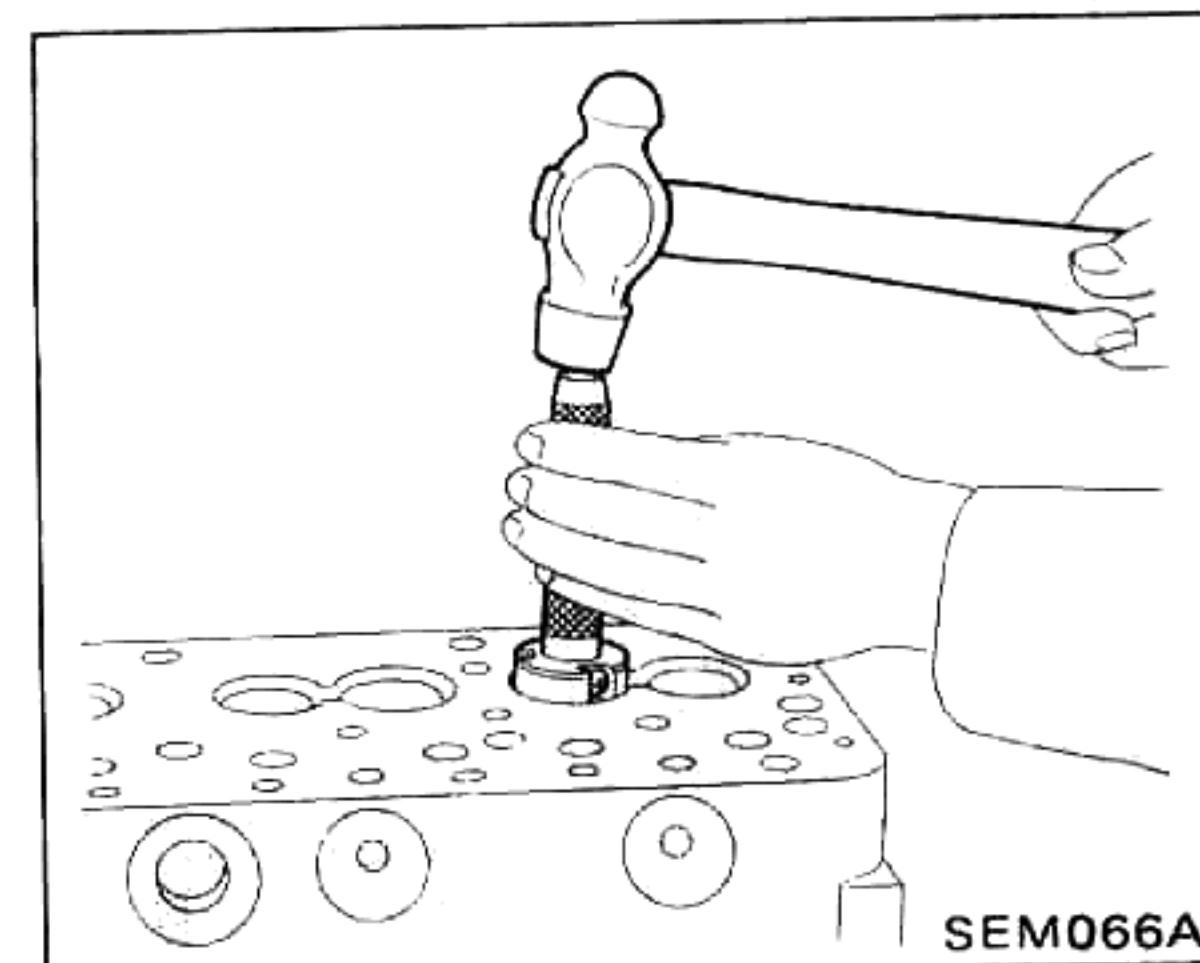
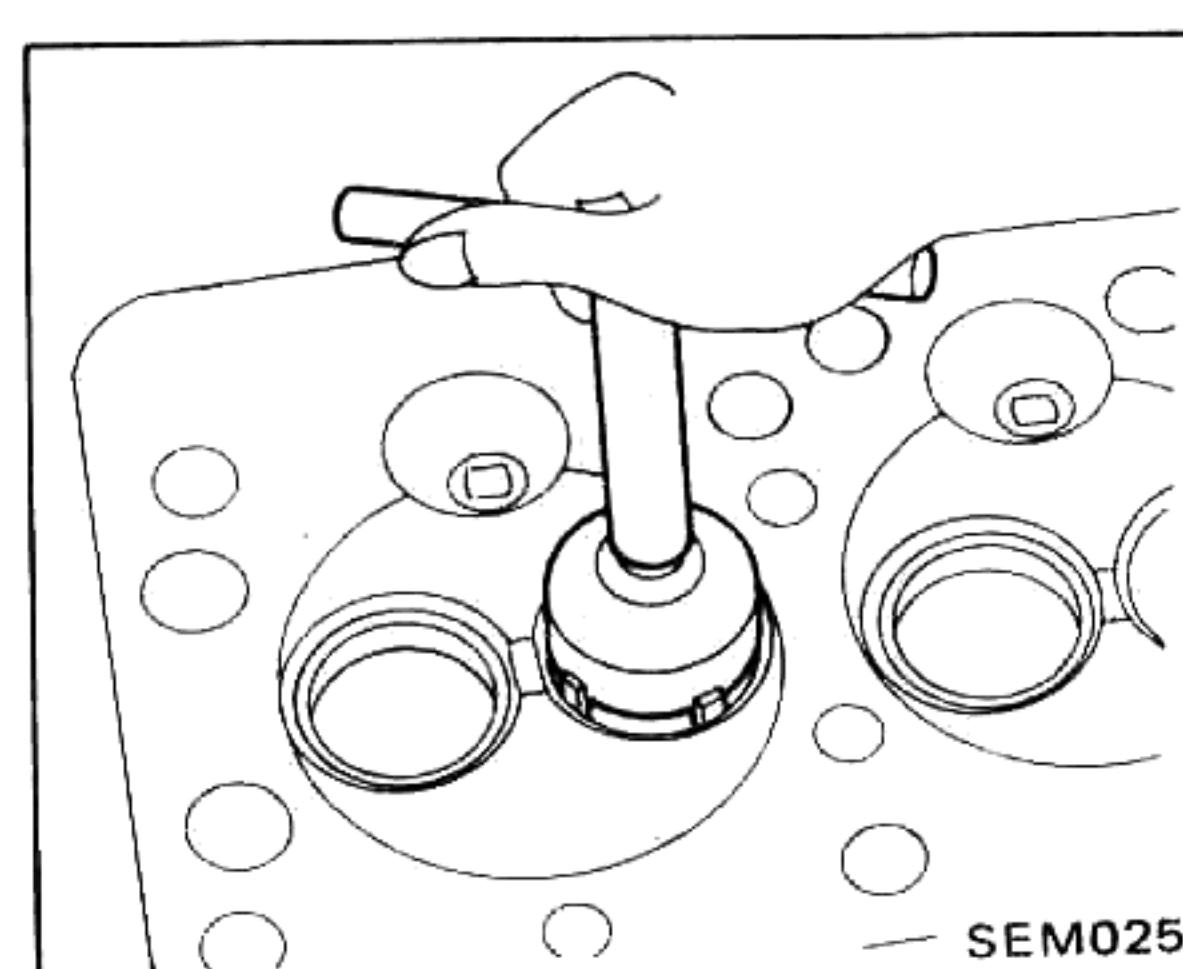
- (1) Place new valve seats dry ice and allow it to cool for five minutes.



WARNING:
Do not touch cooled valve seats with bare hand.

- (2) Heat cylinder head to 80°C (176°F).

- (3) Install cooled valve seats on cylinder head with Tool.



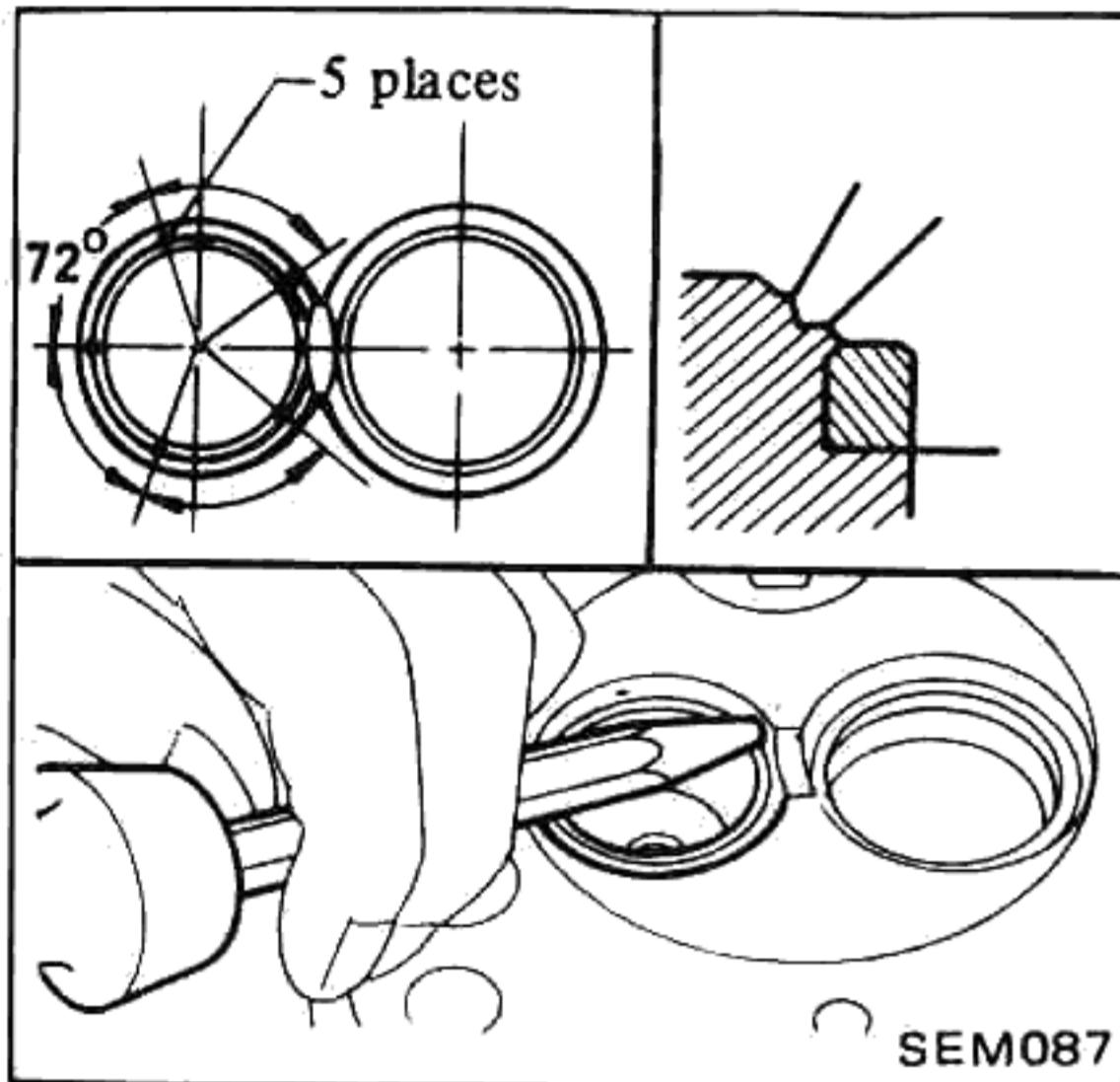
Valve seat insert replacement

1. Remove valve seats with Tool.

Place a copper seat between contact surface of Tool and cylinder head.

(4) Stake exhaust valve seat at five places with punch.

When staking valve seat, select different places than those staked before.



MEASURING CYLINDER HEAD-TO-VALVE DISTANCE

Measure distance from cylinder head surface to intake and exhaust valves. If specified distance is exceeded, replace valve(s) or valve seat(s).

Specified distance:

Standard

Intake

0.275 - 0.675 mm
(0.0108 - 0.0266 in)

Exhaust

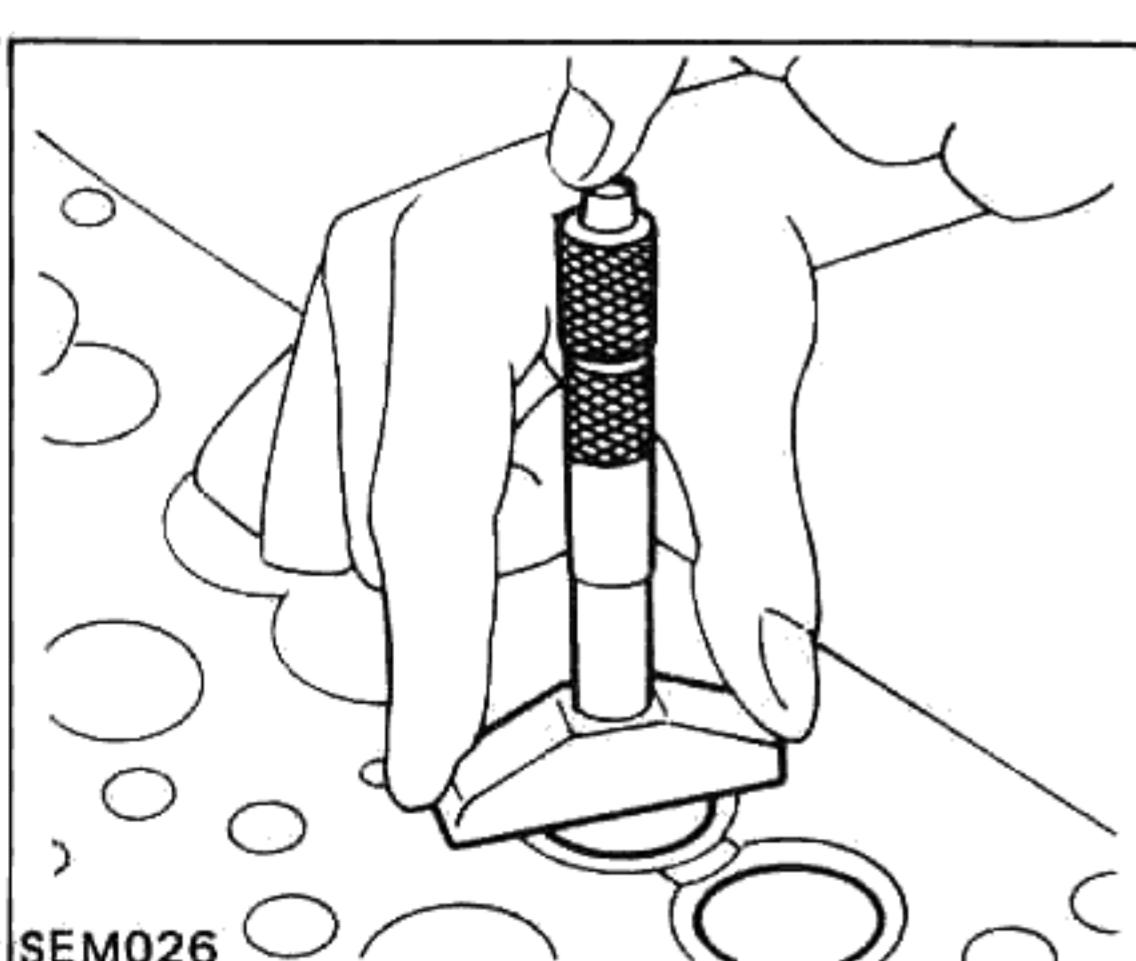
0.305 - 0.695 mm
(0.0120 - 0.0274 in)

Limit

Less than

1.25 mm (0.0492 in)

for intake and exhaust valves



CAMSHAFT AND CAMSHAFT BUSHING

CAMSHAFT BUSHING CLEARANCE

Measure inside diameter of camshaft bushing with an inside dial gauge and outside diameter of camshaft journal with a micrometer.

Clearance between camshaft and bushing (A-B):

Standard

Front

0.024 - 0.102 mm
(0.0009 - 0.0040 in)

Center (SD 4-cylinder), Nos. 2 and 3 (SD33)

0.037 - 0.115 mm
(0.0015 - 0.0045 in)

Rear

0.024 - 0.102 mm
(0.0009 - 0.0040 in)

Limit

Less than

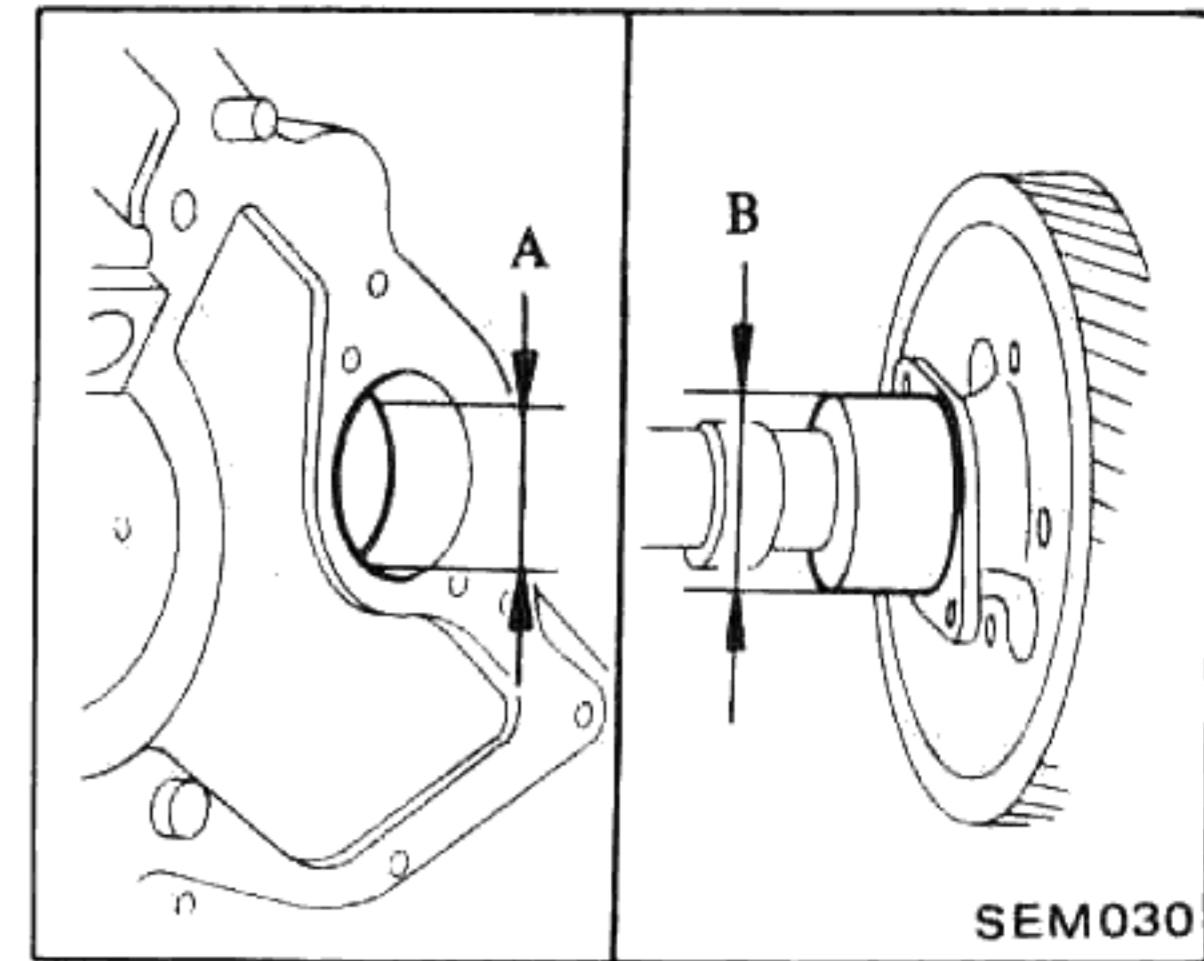
0.15 mm (0.0059 in)

Camshaft bushing undersize:

0.25 mm (0.0098 in),

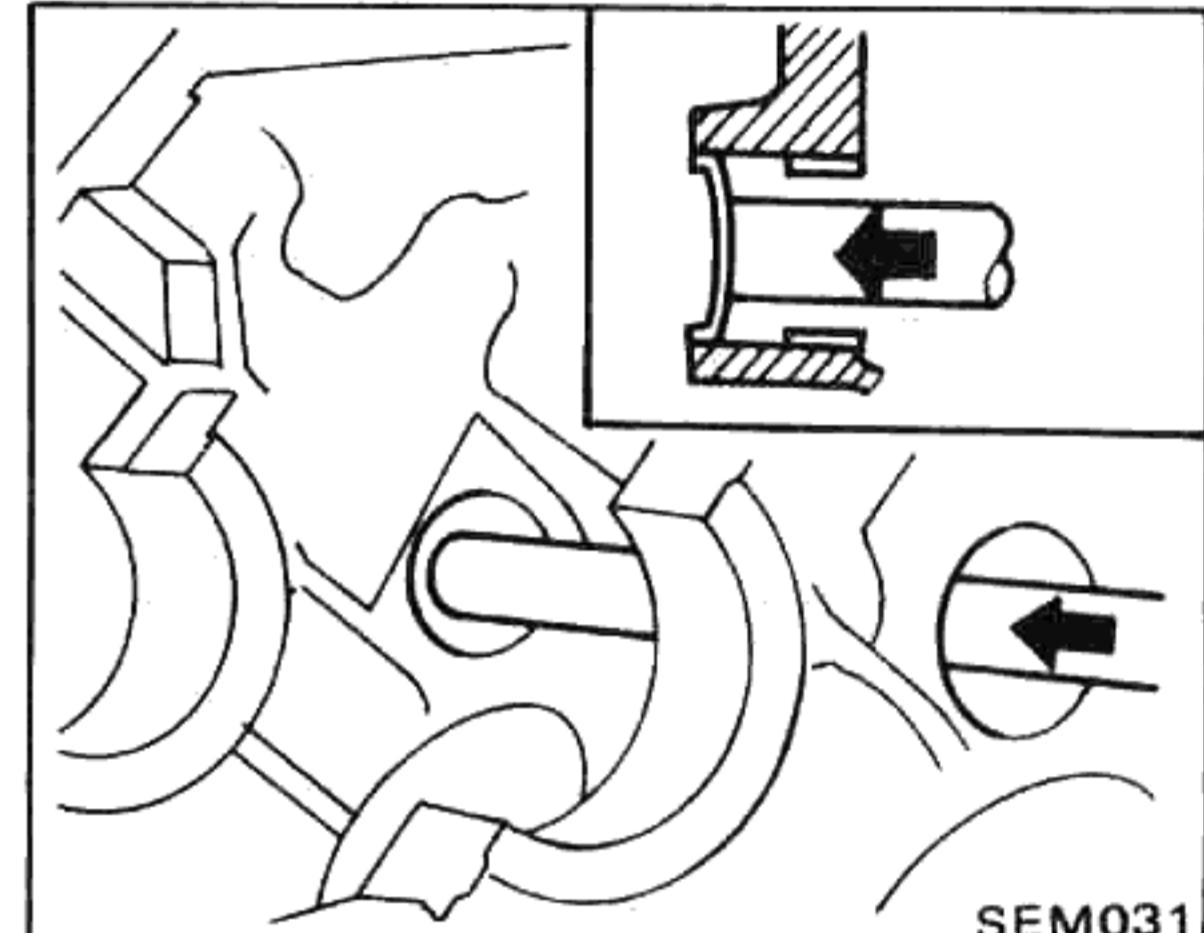
0.50 mm (0.0197 in),

0.75 mm (0.0295 in)



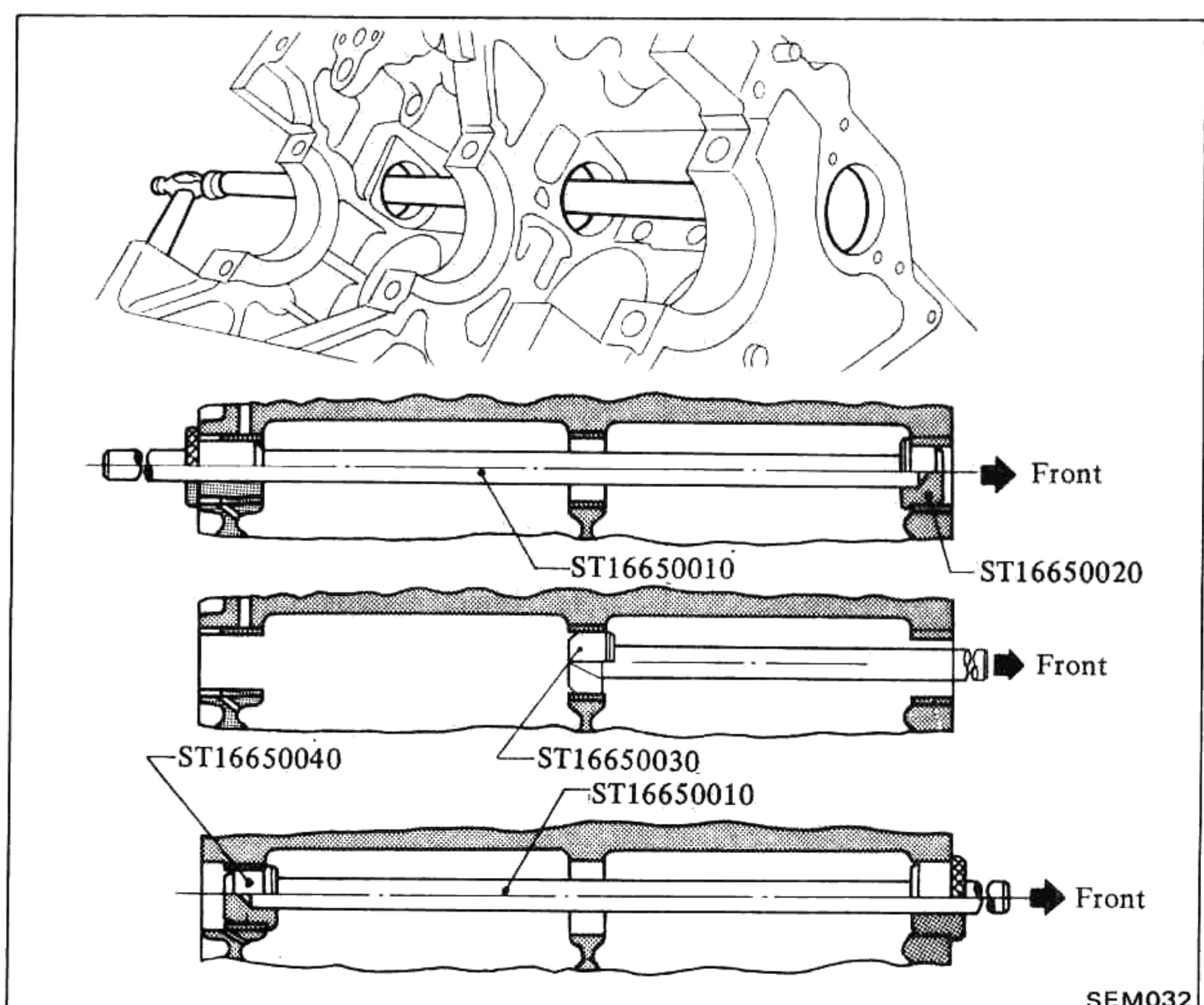
REPLACING CAMSHAFT BUSHING

1. Remove rear plug.



2. Remove camshaft bushing with Tool.

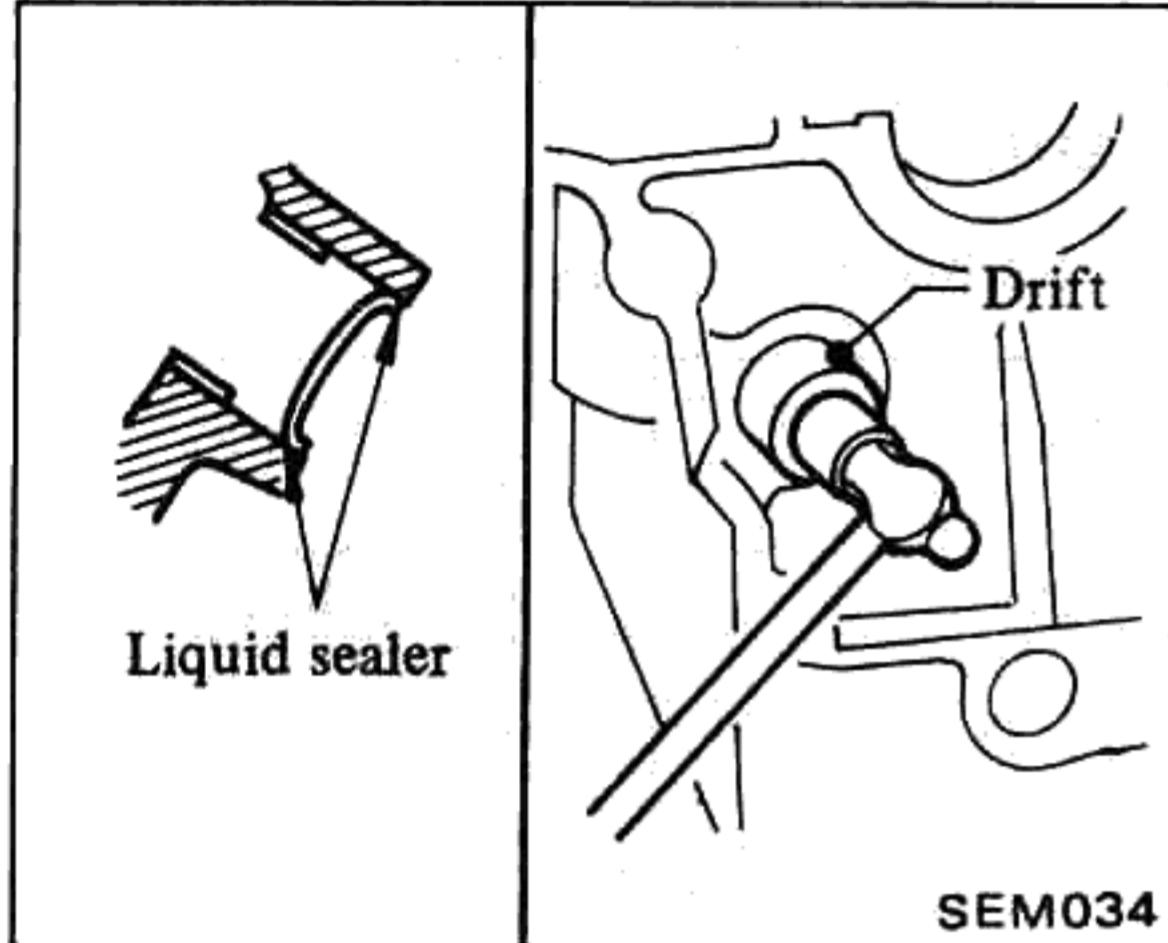
Remove bushing from front side of engine.



INSPECTION AND REPAIR

3. Install new bushing with Tool, following in the reverse order of removal.
- a. Align cylinder block oil passage hole and bushing oil hole.
- b. Install bushing with beveled end facing front.
4. Check camshaft bushing clearance.
5. Install new rear plug with a drift.

Apply liquid sealer.



CAMSHAFT ALIGNMENT

1. Check camshaft journal and cam surface for bend, wear or damage.
If fault is beyond limit, replace.
2. Check camshaft bend at center journal.
If bend is greater than specified limit, repair or replace camshaft.

Camshaft bend

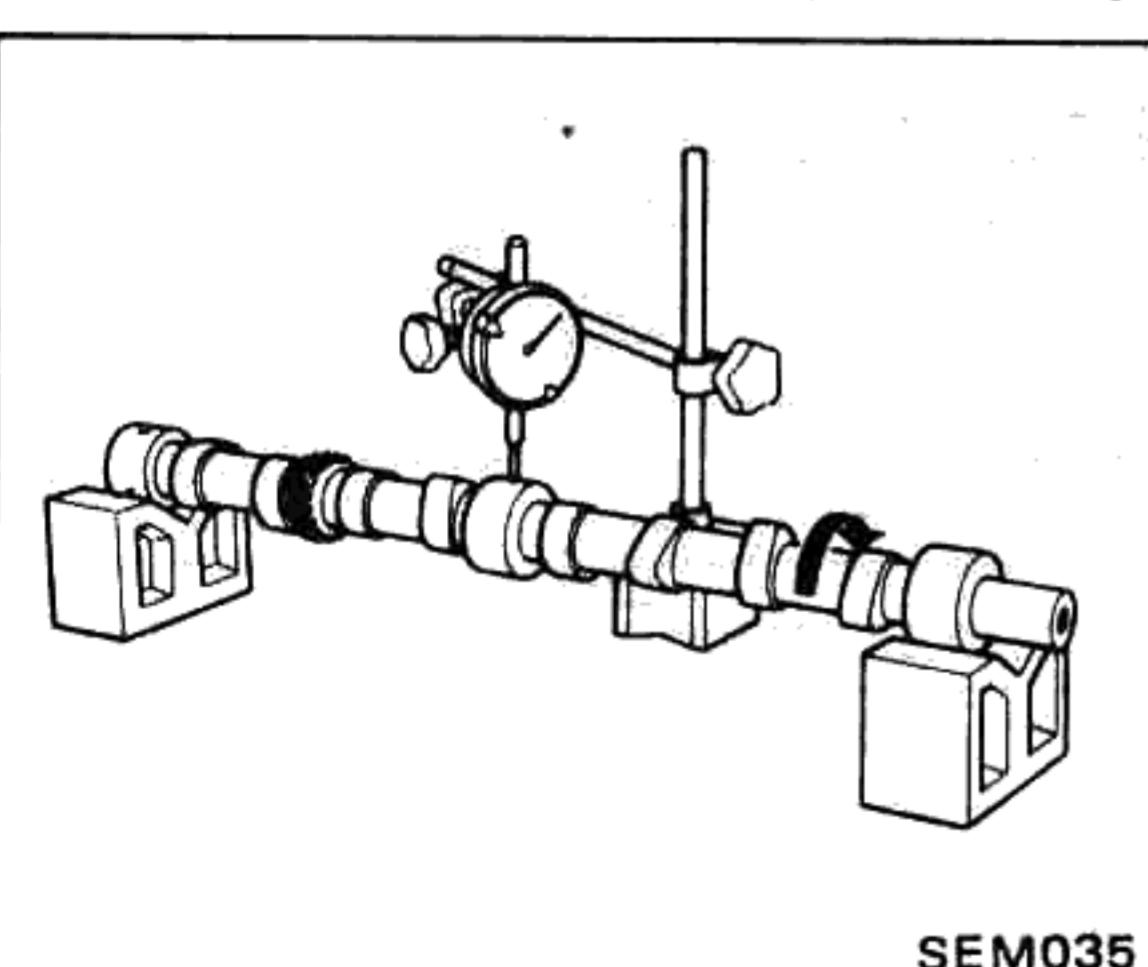
(Total indicator reading):

Standard

0 - 0.03 mm (0 - 0.0012 in)

Limit

Less than 0.06 mm (0.0024 in)



3. Measure camshaft end play between locating plate and gear. If beyond the specified limit, replace camshaft locating plate.

Camshaft end play:

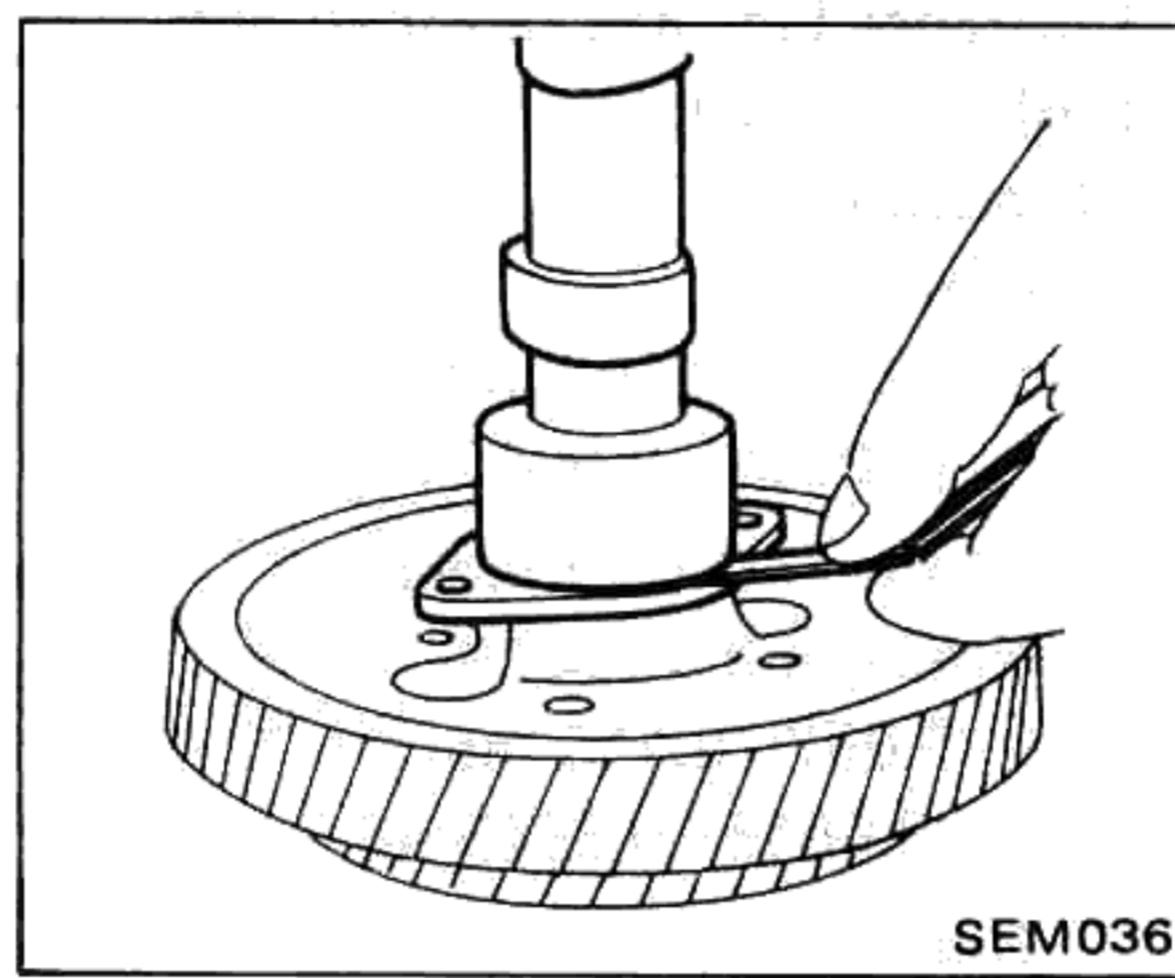
Standard

0.08 - 0.28 mm

(0.0031 - 0.0110 in)

Limit

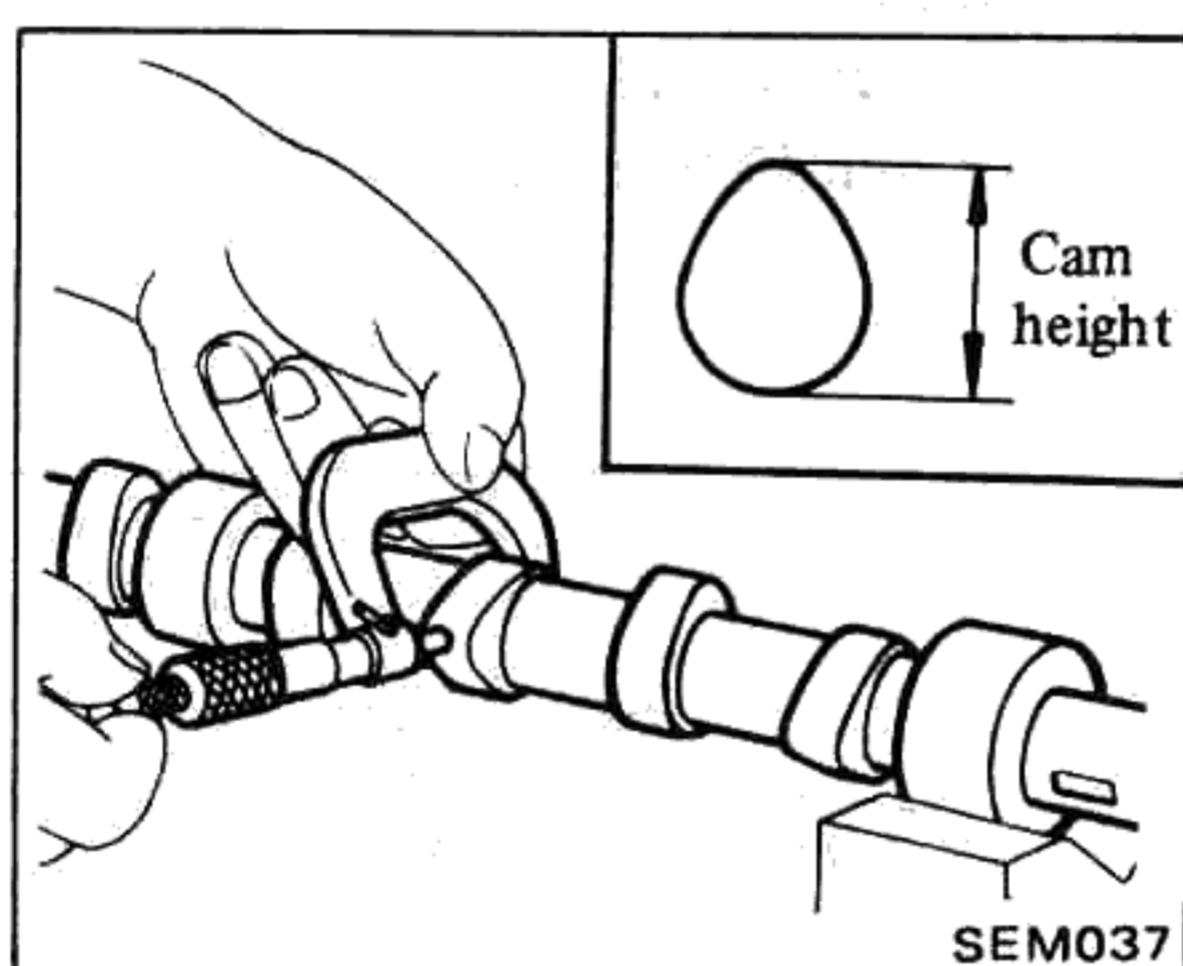
Less than 0.5 mm (0.020 in)



4. Measure camshaft cam height. If beyond the specified limit, replace camshaft.

Cam height limit:

36.8 mm (1.449 in)



CYLINDER BLOCK

1. Check cylinder block for cracks or flaws.
2. Check cylinder block warpage with cylinder liner removed. If beyond the limit, correct with a surface grinder.

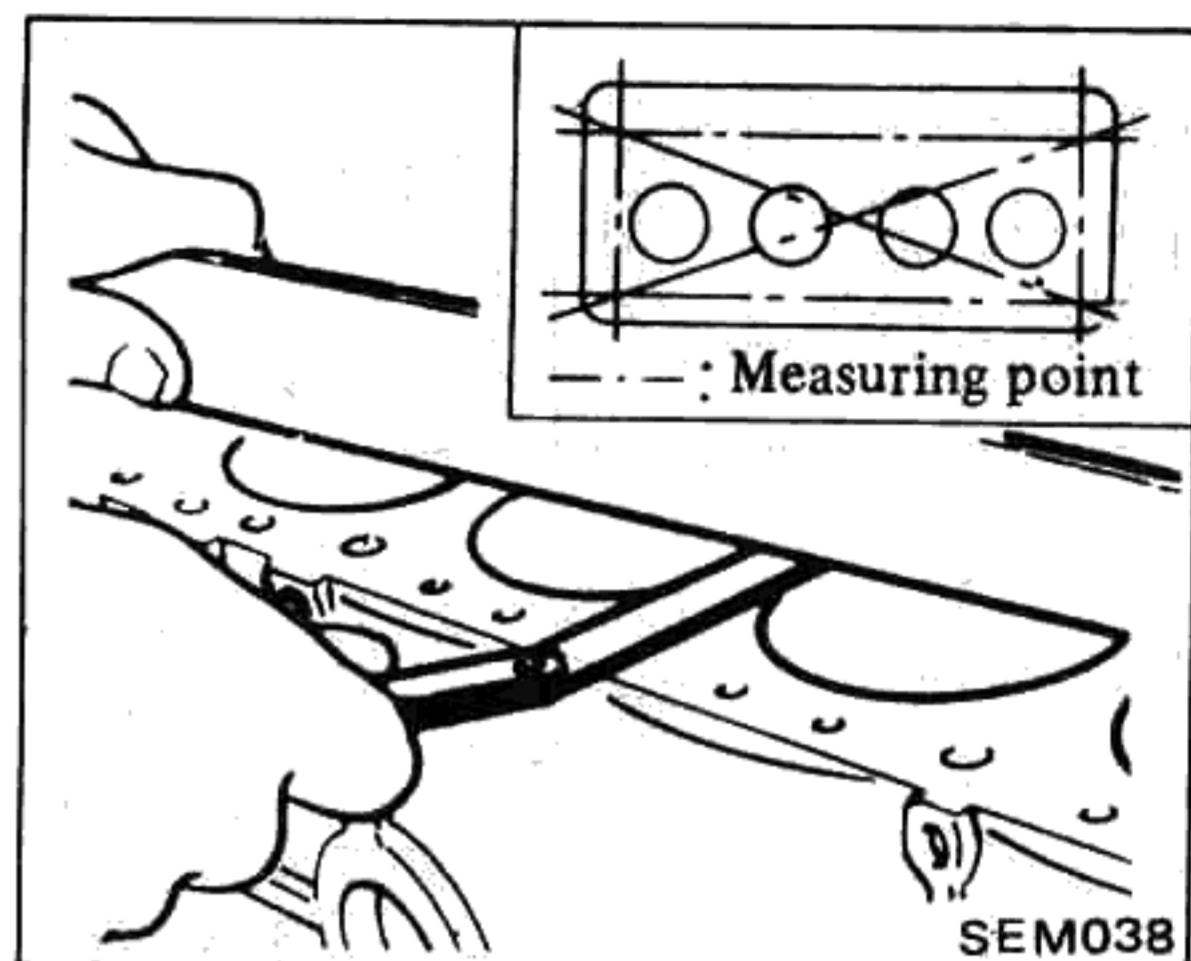
**Warpage of cylinder block surface
(Without cylinder liner):**

Longitudinal

Less than 0.10 mm (0.0039 in)

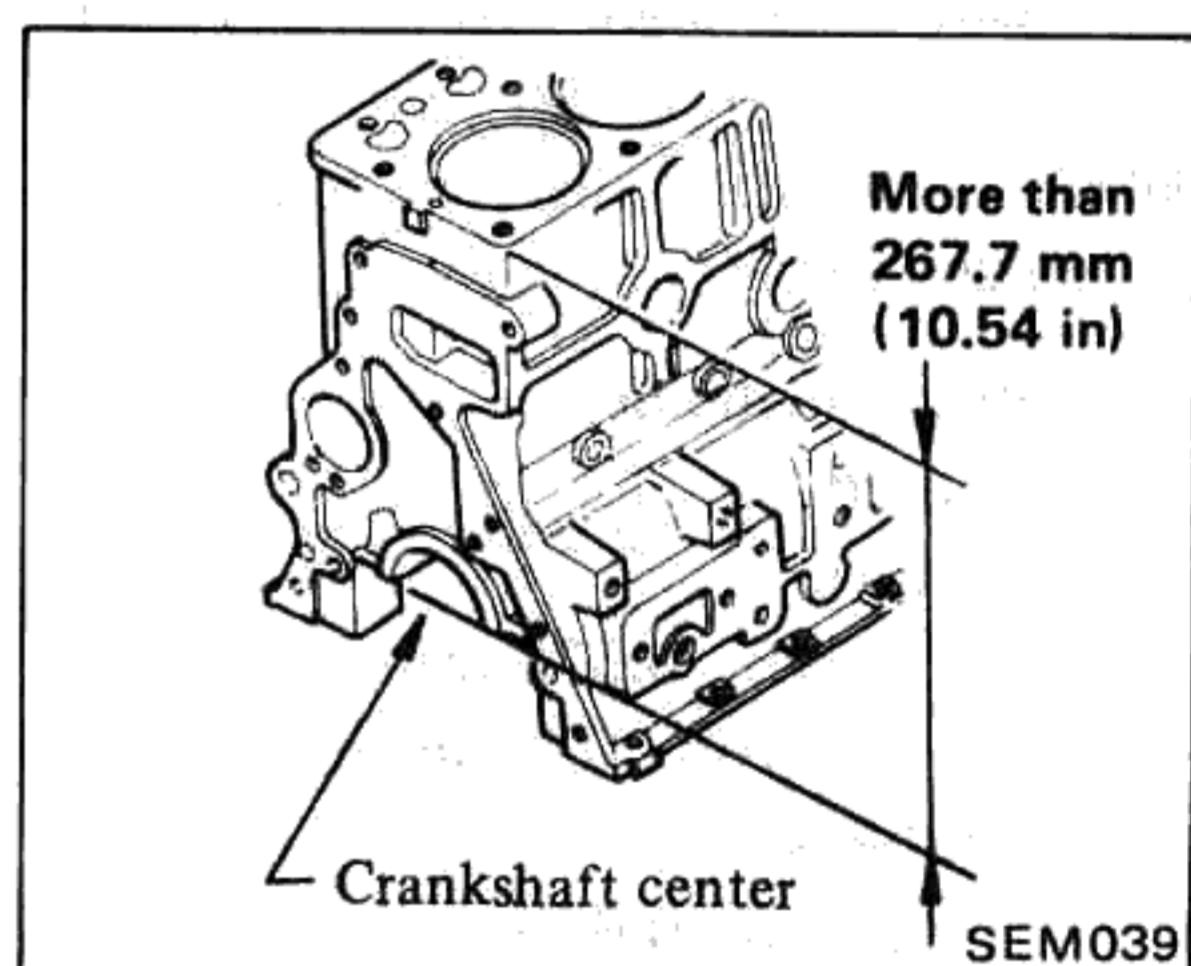
Transverse direction

Less than 0.02 mm (0.0008 in)



Surface grinding limit:

Height from upper face of cylinder block to crankshaft centerline should be greater than specified limit.



CYLINDER LINER

1. Check cylinder liner wear by means of bore diameter.

Cylinder liner bore wear limit:

Less than 0.3 mm (0.012 in)

Bore standard:

SD22 and SD33

82.995 - 83.025 mm
(3.2675 - 3.2687 in)

SD23 and SD25

89.000 - 89.035 mm
(3.5039 - 3.5053 in)

2. Measure cylinder liner bore for out-of-round and taper with a bore gauge. If beyond the limit, replace cylinder liner.

Out-of-round (X-Y):

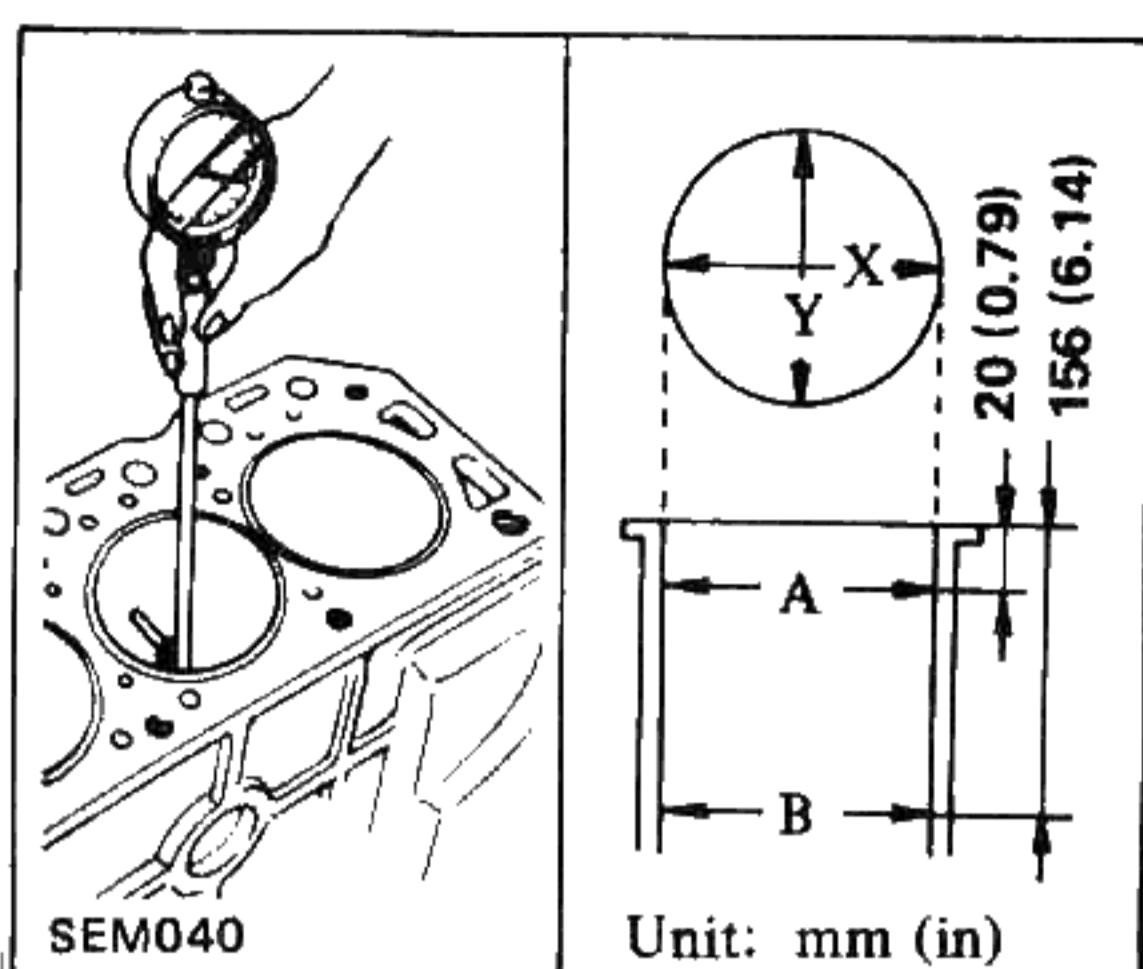
Standard

0.02 mm (0.0008 in)

Taper (A-B):

Standard

0.02 mm (0.0008 in)



3. Check amount of projection of cylinder liner.

Cylinder liner projection:

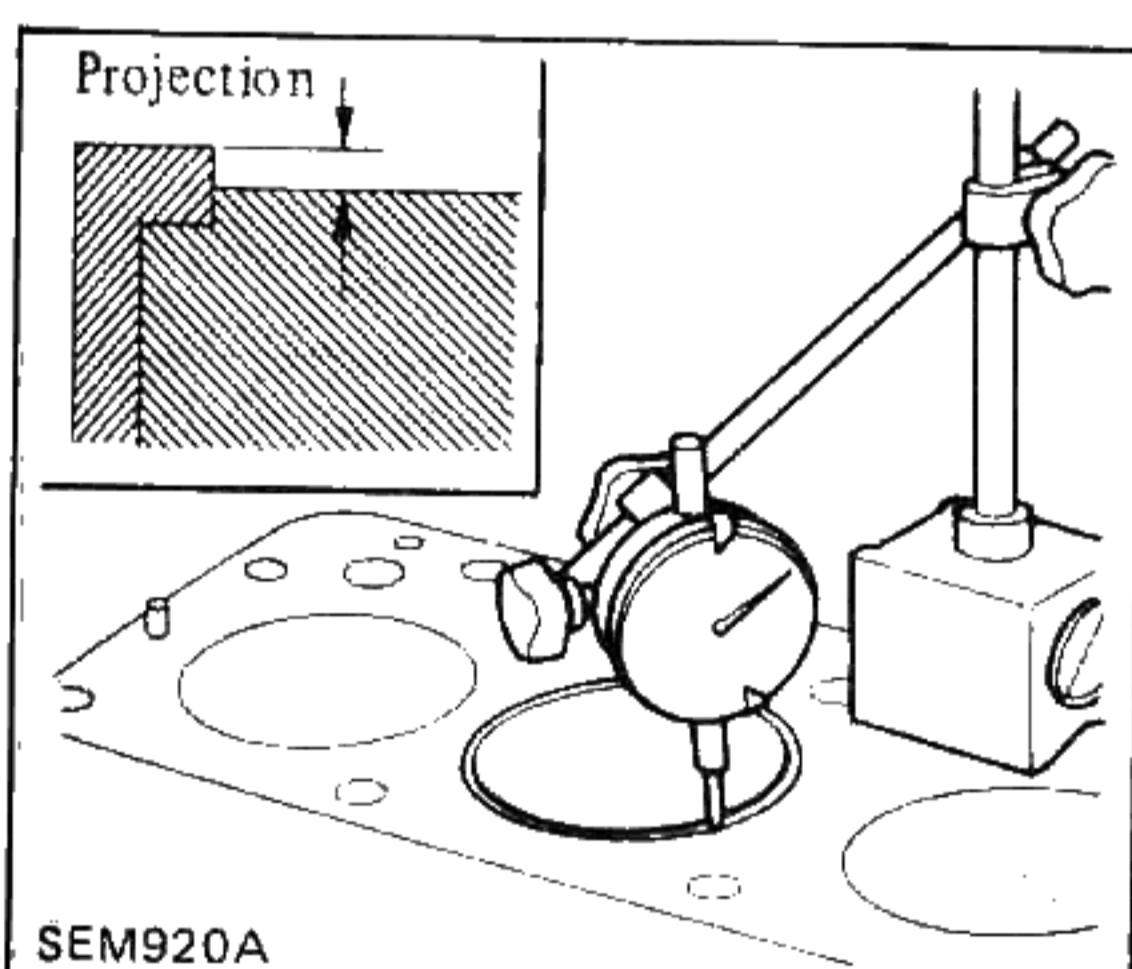
Standard

0.02 - 0.09 mm

(0.0008 - 0.0035 in)

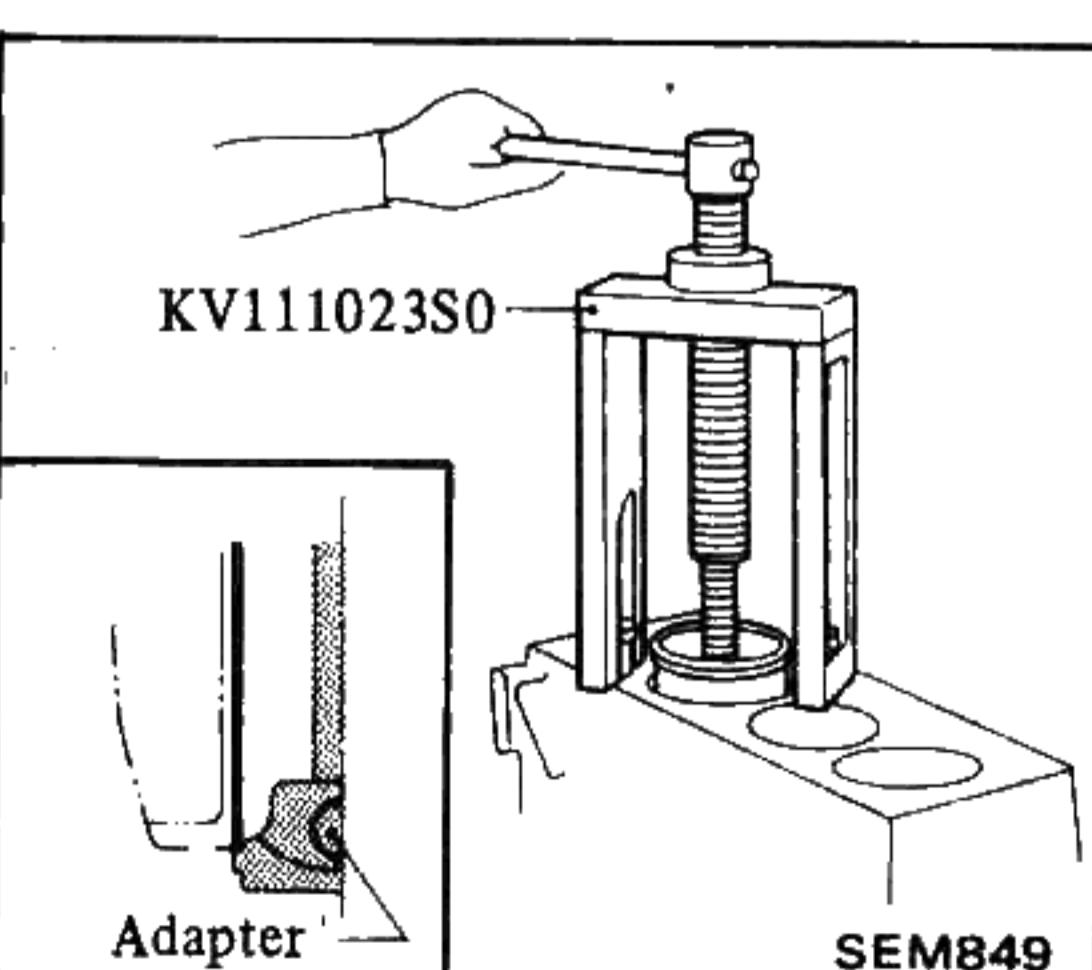
Deviation of each cylinder

Less than 0.05 mm (0.0020 in)

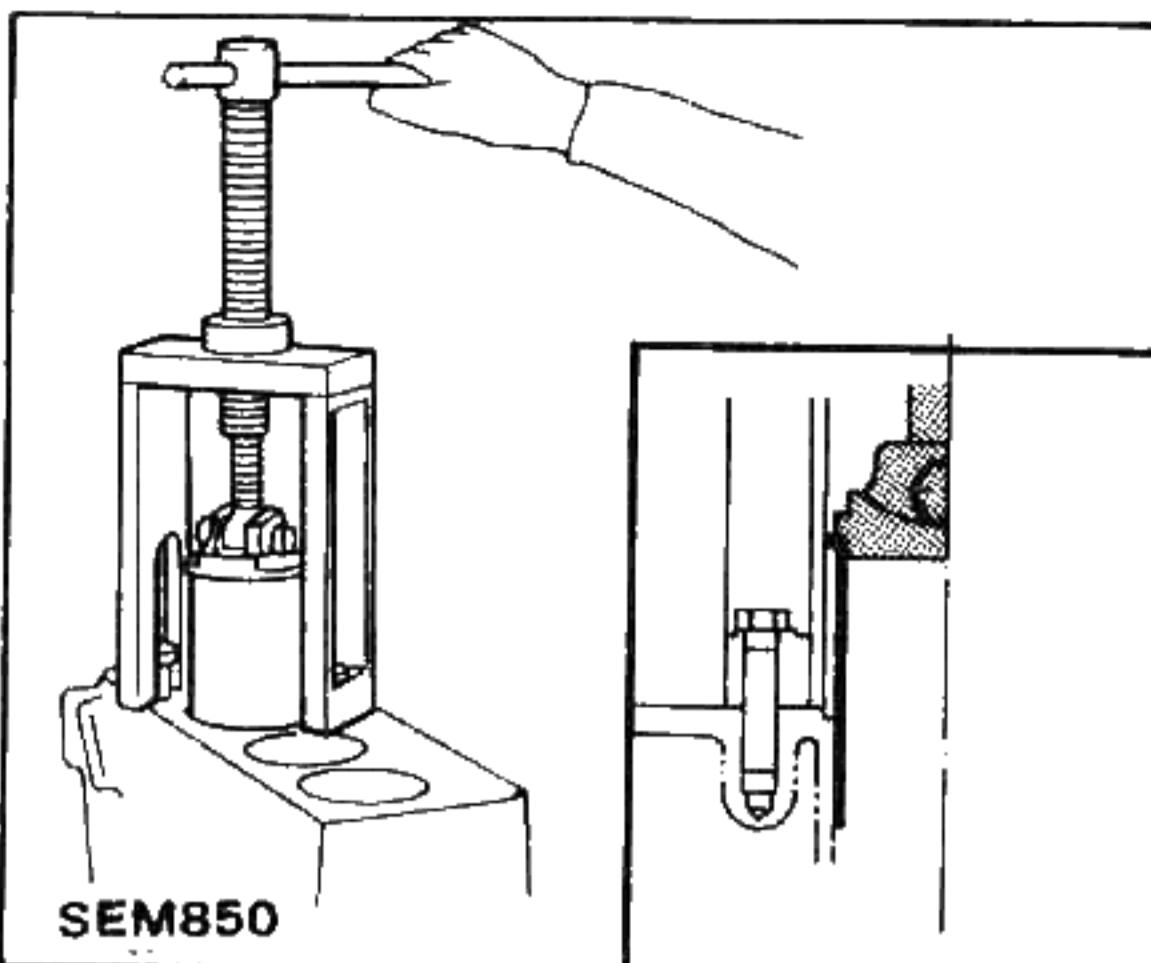


CYLINDER LINER REPLACEMENT

1. Remove cylinder liner with Tool.



2. Install cylinder liner with Tool or press stand.



3. Check amount of projection of cylinder liner.

PISTON, PISTON PIN AND PISTON RINGS

1. Check for damage, scratches and wear. Replace if such a fault is detected.

2. Check piston outside diameter.

- 5-ring piston

Measure piston outside diameter at 50.5 mm (1.988 in) from piston head. If beyond the limit, replace piston.

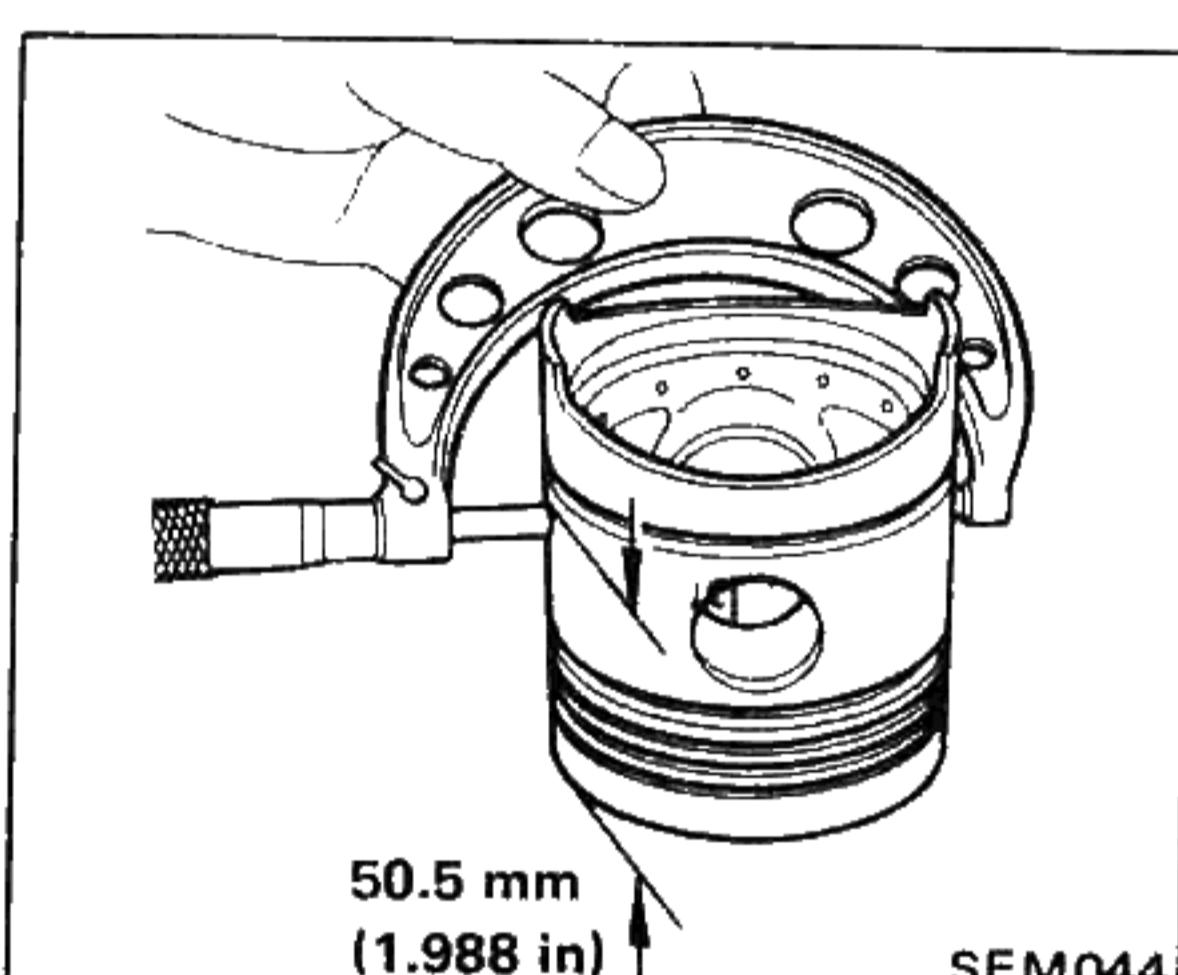
Piston wear limit:

Less than 0.15 mm (0.0059 in)

Piston outside diameter:

Standard

82.845 - 82.885 mm
(3.2616 - 3.2632 in)



- 3-ring piston

Measure piston outside diameter at 70.0 mm (2.756 in) from piston head. If beyond the limit, replace piston.

Piston wear limit:

Less than 0.15 mm (0.0059 in)

Piston outside diameter:

Standard

SD22 and SD33

3 rings

82.905 - 82.945 mm
(3.4998 - 3.5014 in)

5 rings

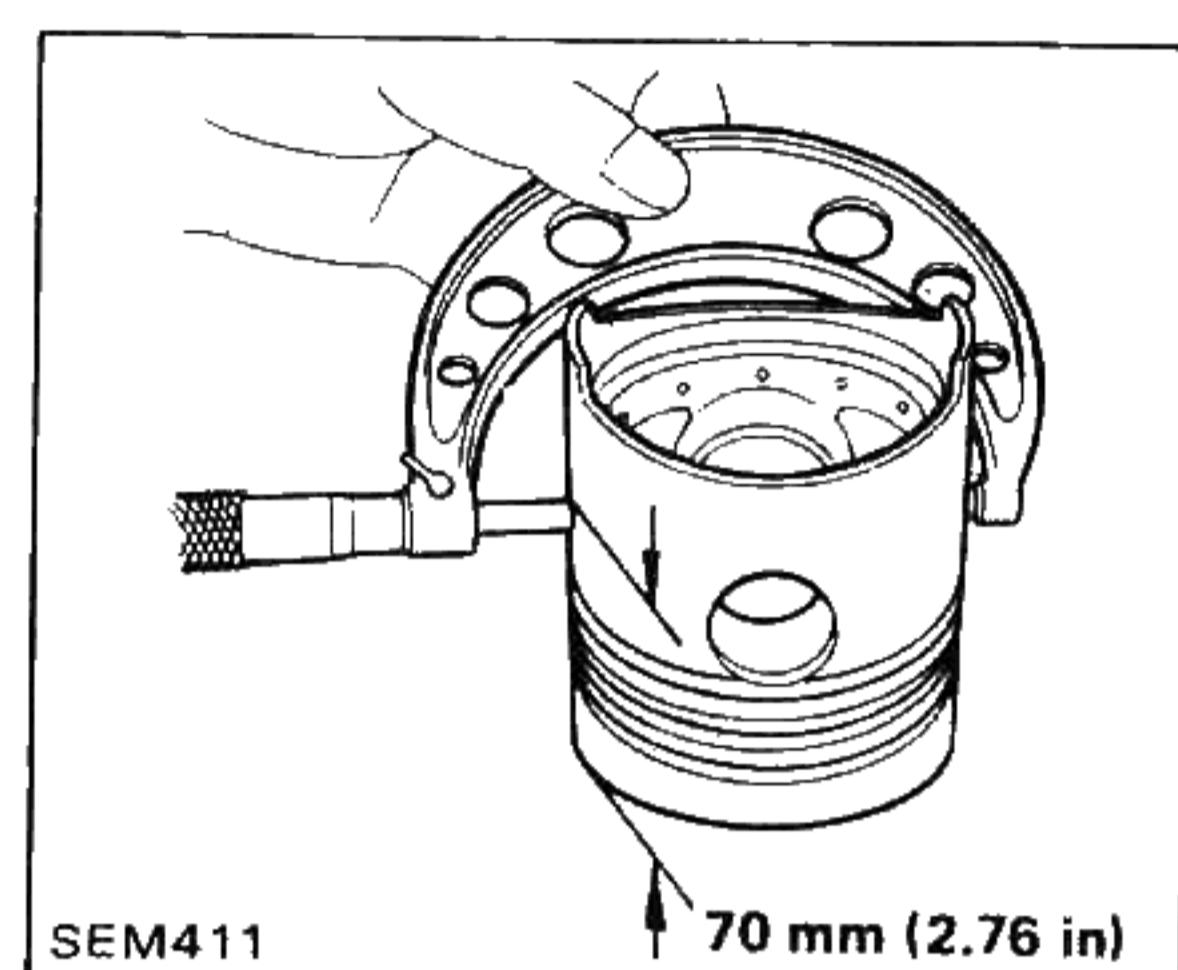
82.845 - 82.885 mm

(3.2616 - 3.2632 in)

SD23 and SD25

88.895 - 88.935 mm

(3.4998 - 3.5014 in)



3. Measure Piston ring to ring groove clearance. If beyond the limit, replace piston rings or piston.

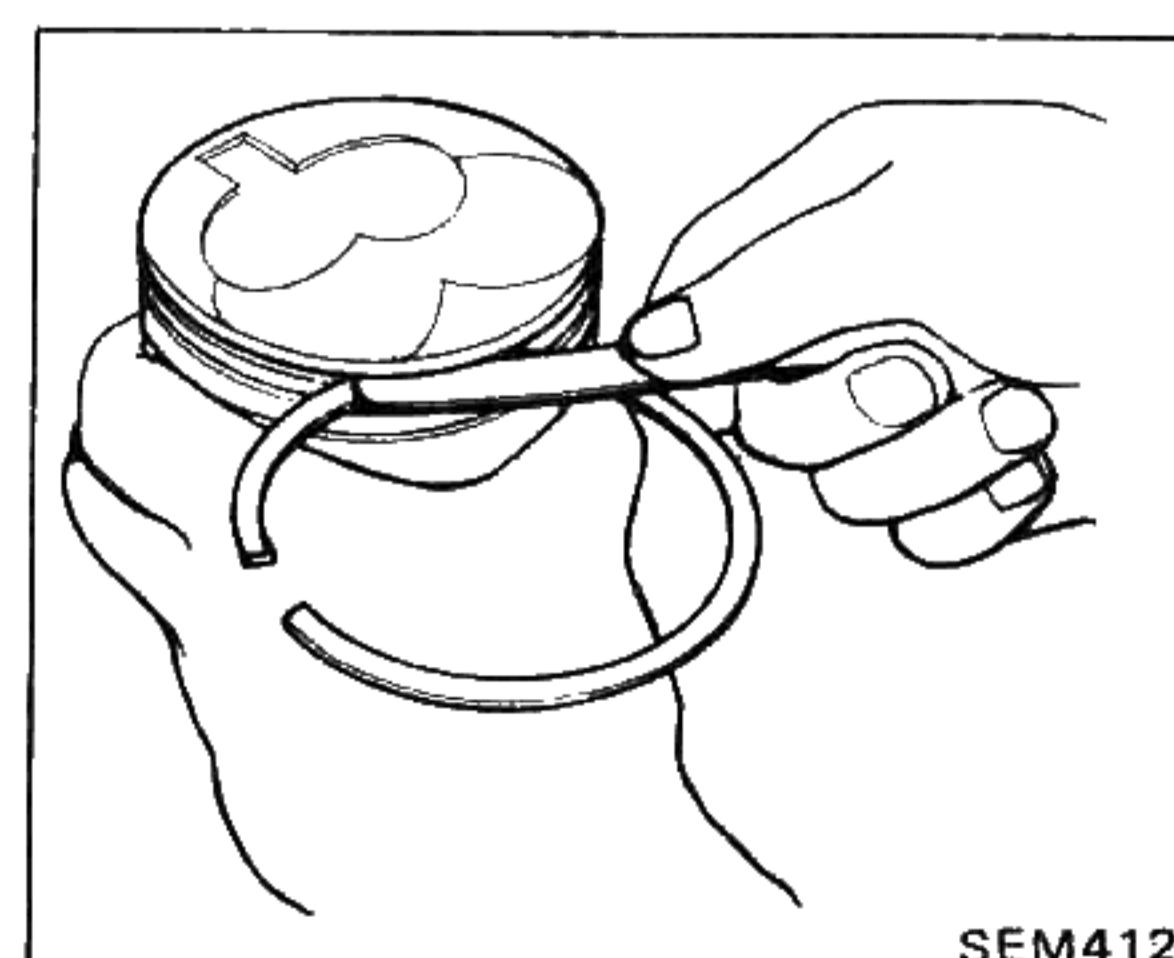
Piston ring to groove clearance

(side clearance):

Limit

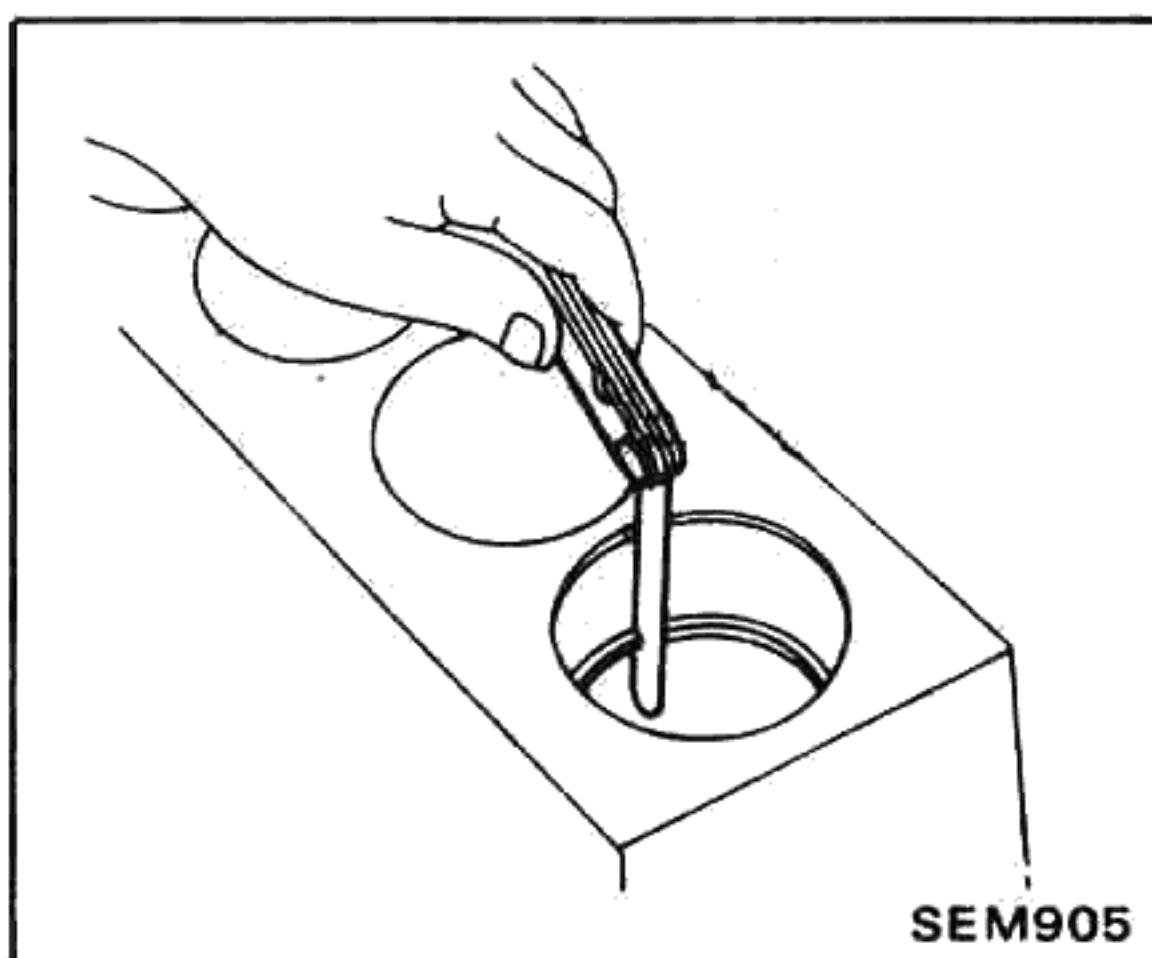
Unit: mm (in)

Ring No.	5 rings	3 rings
1	Less than 0.5 (0.020)	Less than 0.5 (0.020)
2	Less than 0.3 (0.012)	Less than 0.3 (0.012)
3		Less than 0.15 (0.0059)
4	Less than 0.15 (0.0059)	-
5	0.15 (0.0059)	-



4. Measure piston ring end gap by securely placing piston ring in cylinder liner at position where cylinder bore wear is least. If beyond the maximum limit, replace piston ring.

Maximum ring gap:
1.5 mm (0.059 in)

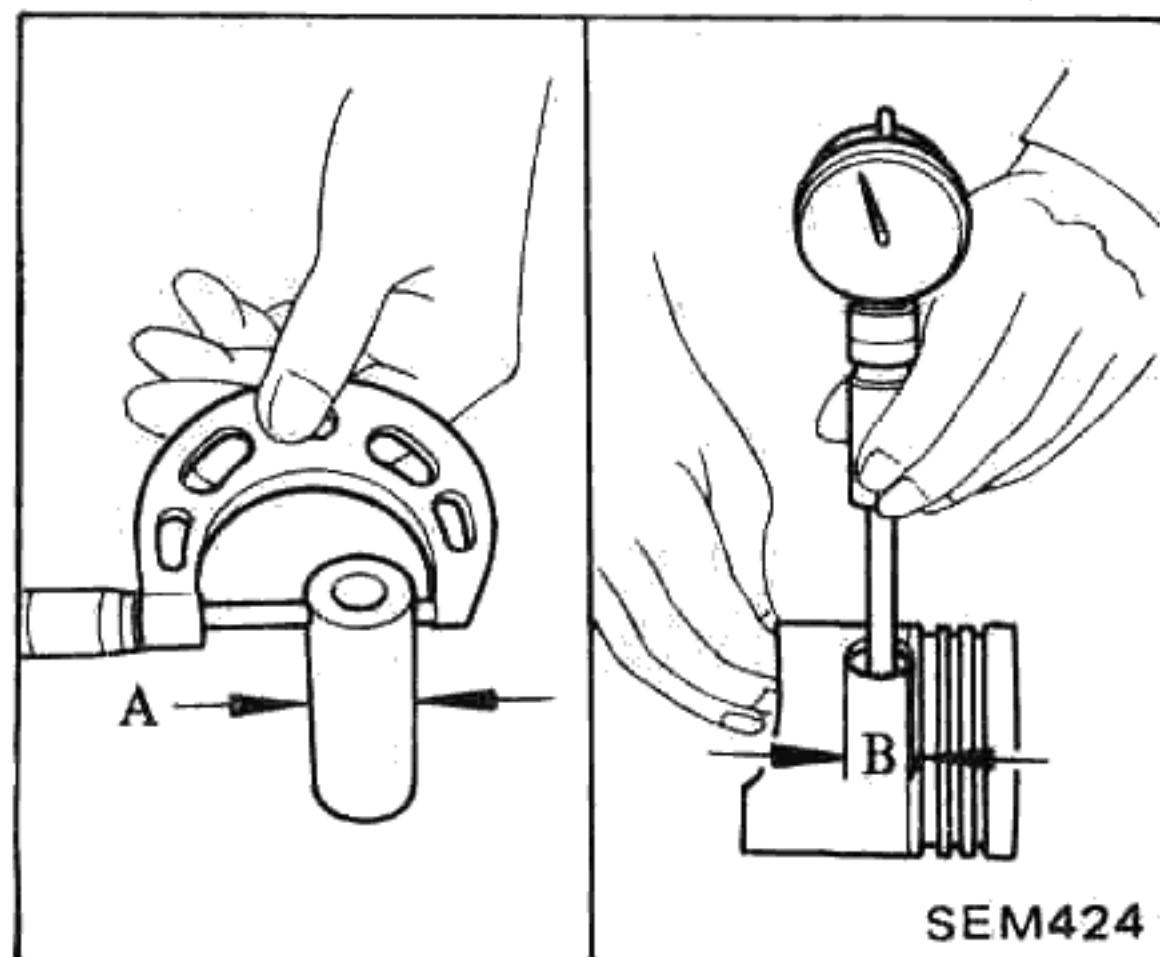


5. Measure piston pin to piston clearance. If beyond the limit, replace piston pin and piston.

Piston pin to piston clearance (A-B):
Limit

Unit: mm (in)

5 rings & 3 rings
Less than 0.003 (0.0001)



CONNECTING ROD

1. If a connecting rod has any flaw on both slides of the thrust face and the large end, correct or replace it.
2. Check connecting rod for bend or torsion using a connecting rod aligner. If bend or torsion exceeds the limit, correct or replace.

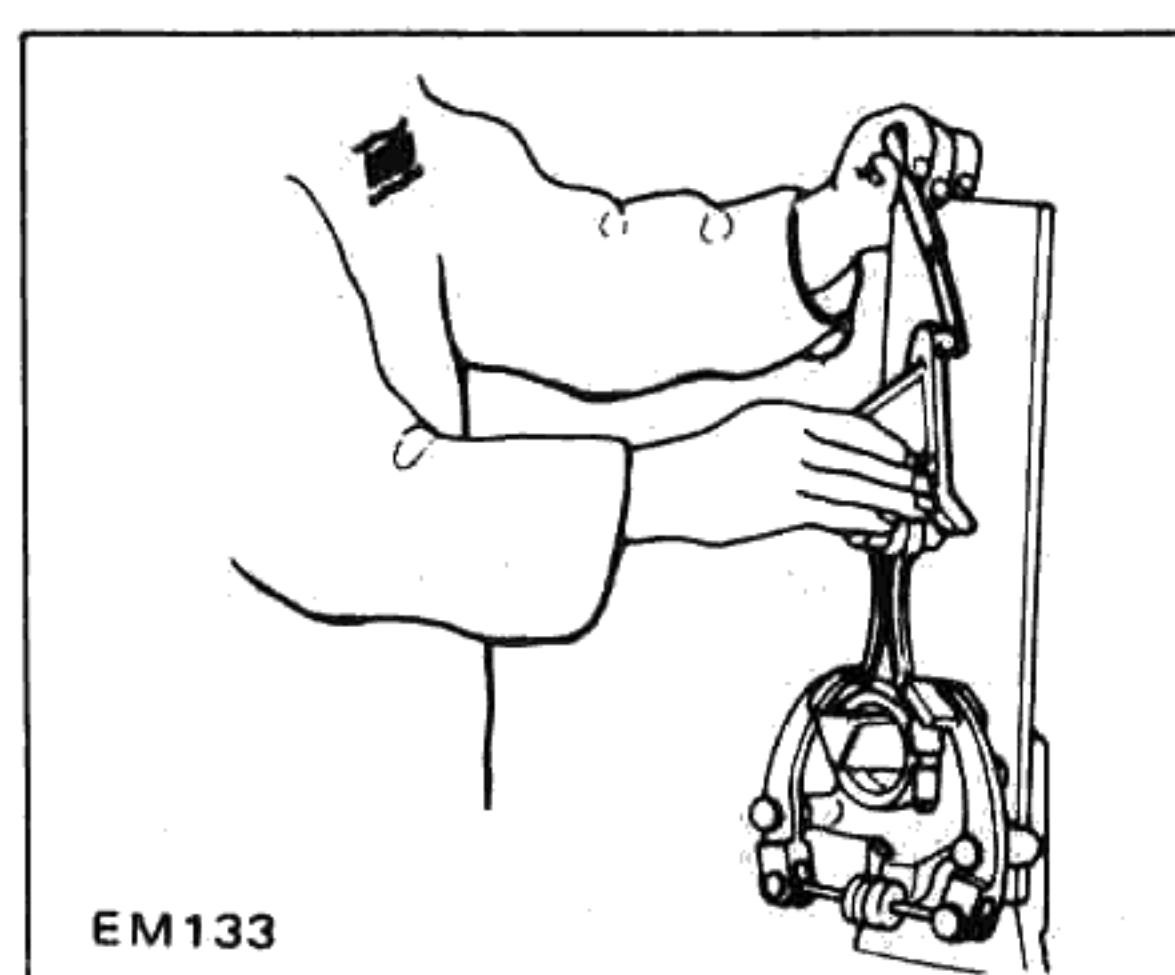
Bend and torsion
[per 100 mm (3.94 in) length]:
Standard

Bend

Less than 0.05 mm
(0.0020 in)

Torsion

Less than 0.05 mm
(0.0020 in)



REPLACEMENT OF CONNECTING ROD SMALL END BUSHING

1. Drive in the small end bushing until it is flush with the end surface of the rod.

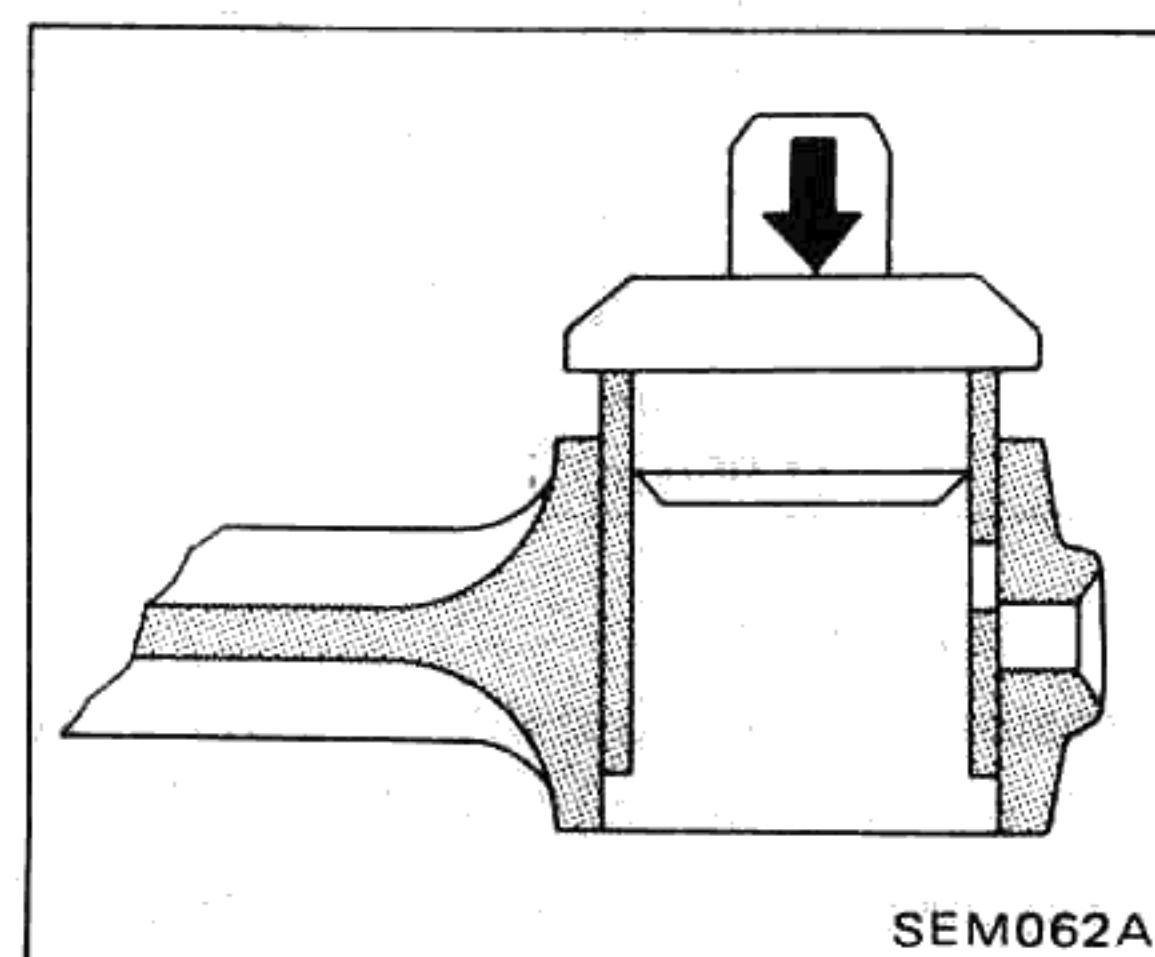
Be sure to align the oil holes.

2. After driving in the small end bushing, finish the bushing to the inside diameter specified by maintenance standard.

Small end bushing inside diameter

Maintenance standard:

26.025 - 26.038 mm
(1.0246 - 1.0251 in)



CRANKSHAFT

1. Check journal and crank pin for flaws or clogged oil passage. If necessary, replace crankshaft.

2. Check journal and crank pin for out-of-round and taper with a micrometer.

If beyond the specified value, replace or regrind crankshaft.

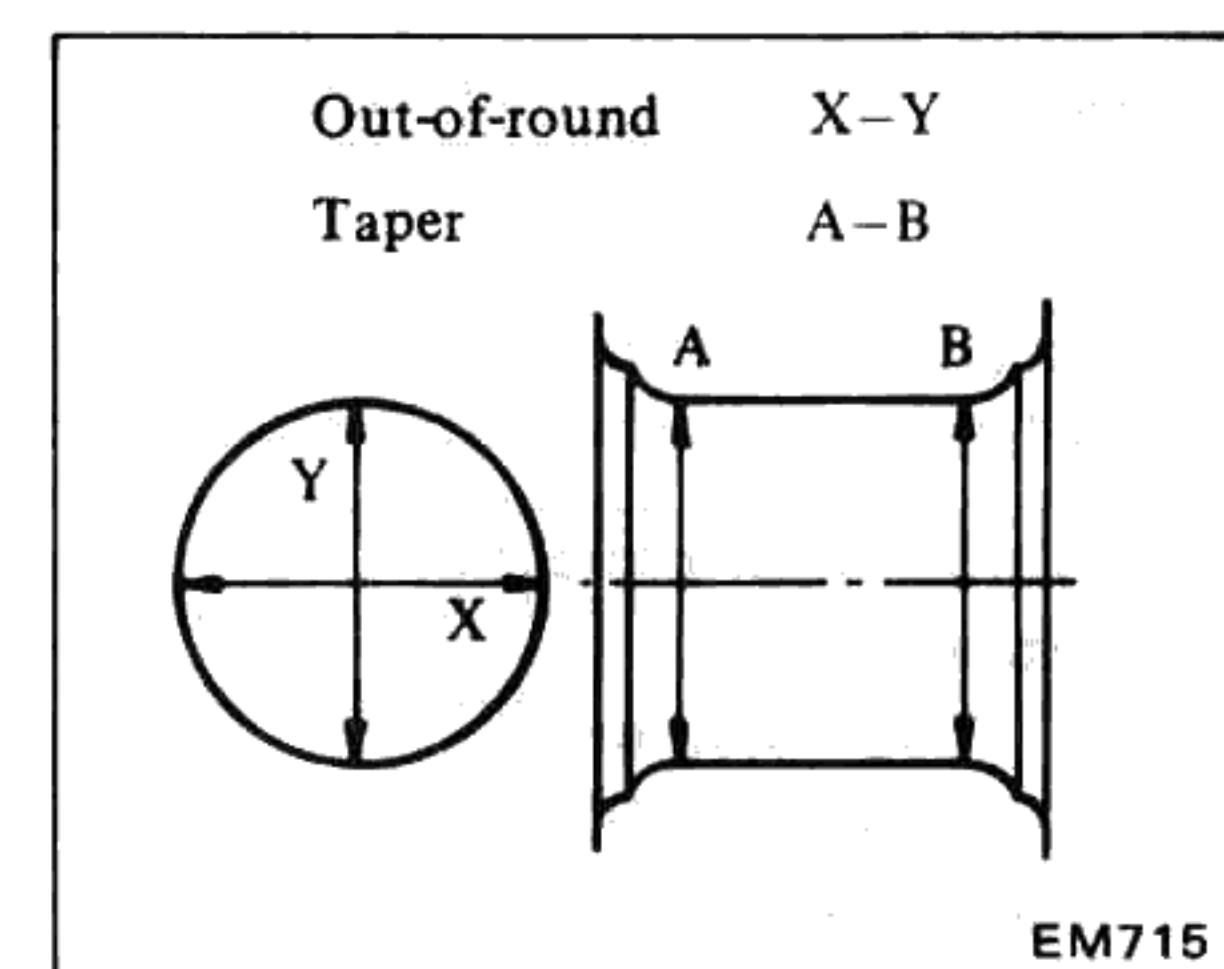
After regrinding crankshaft, use suitable undersize main bearing.

Out-of-round (X-Y):

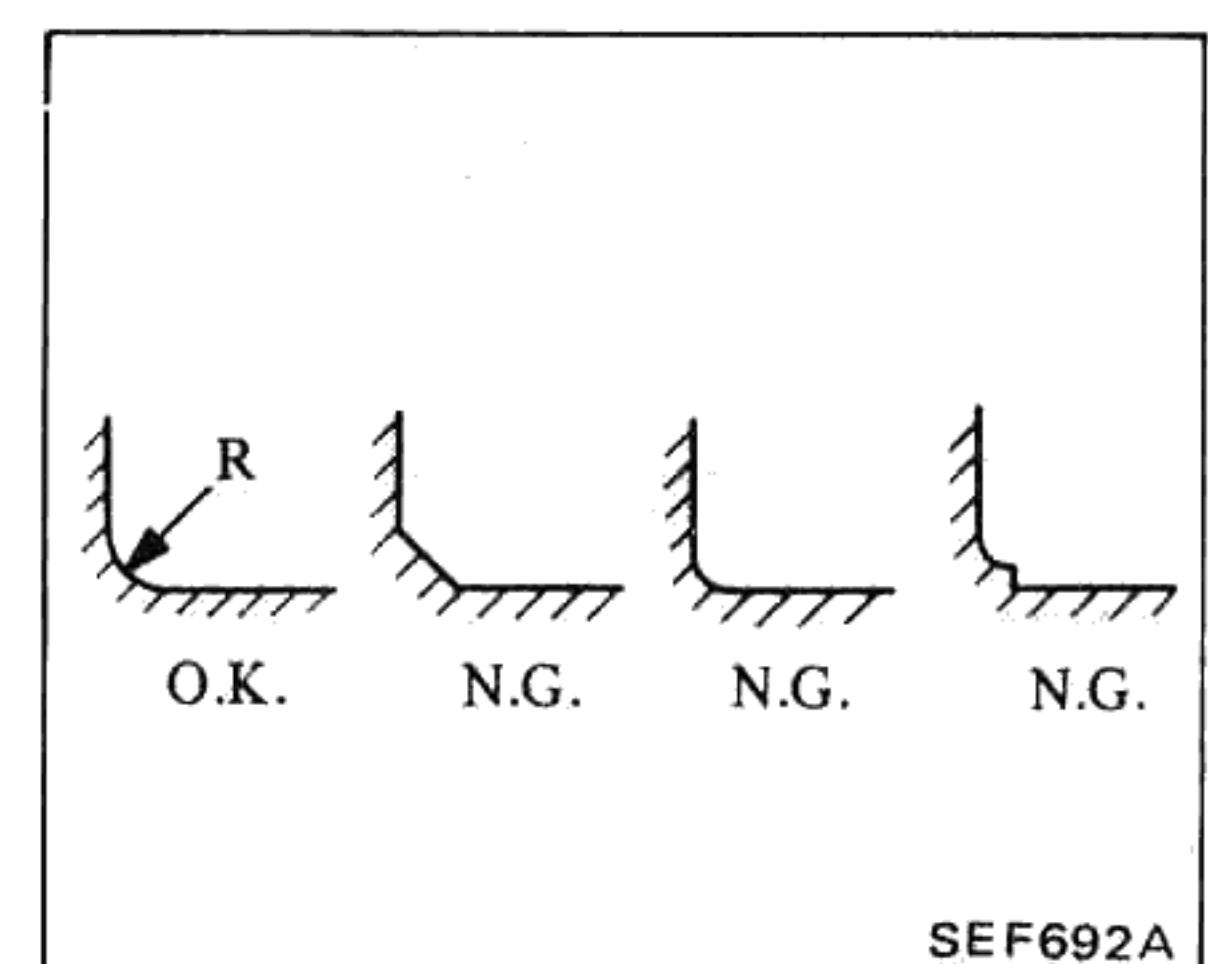
Less than
0.02 mm (0.0008 in)

Taper (A-B):

Less than
0.02 mm (0.0008 in)



When regrinding crankshaft, finish fillets as follows:



R Crank journal: 3.0 mm (0.118 in)

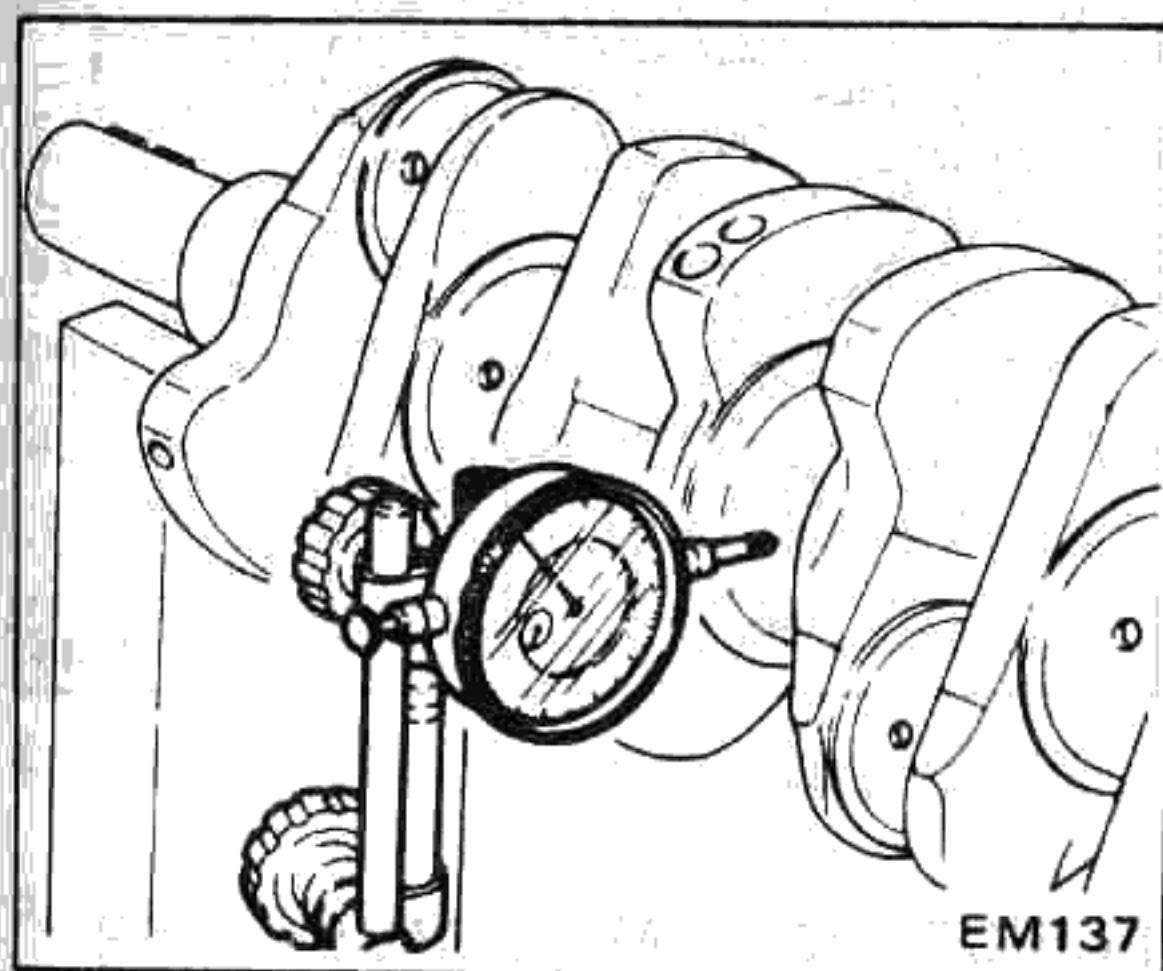
Crank pin: 3.5 mm (0.138 in)

Do not attempt to cut counter-weight of crankshaft.

3. Check crankshaft bend on center journal. If beyond the specified value, replace or repair.

Crankshaft bend
(Total indicator reading):
Standard
0 - 0.06 mm
(0 - 0.0024 in)

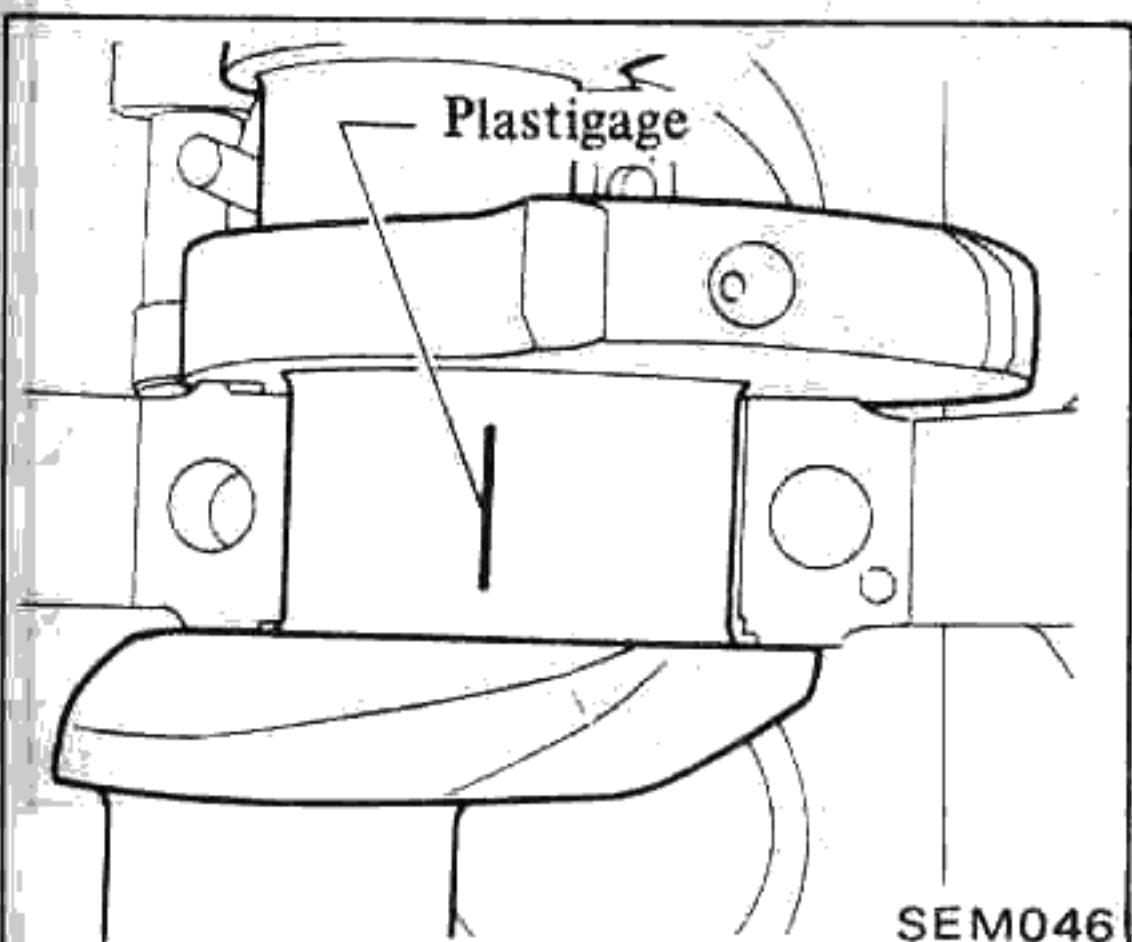
Limit
Less than
0.2 mm (0.008 in)



BEARINGS

MAIN BEARING OIL CLEARANCE

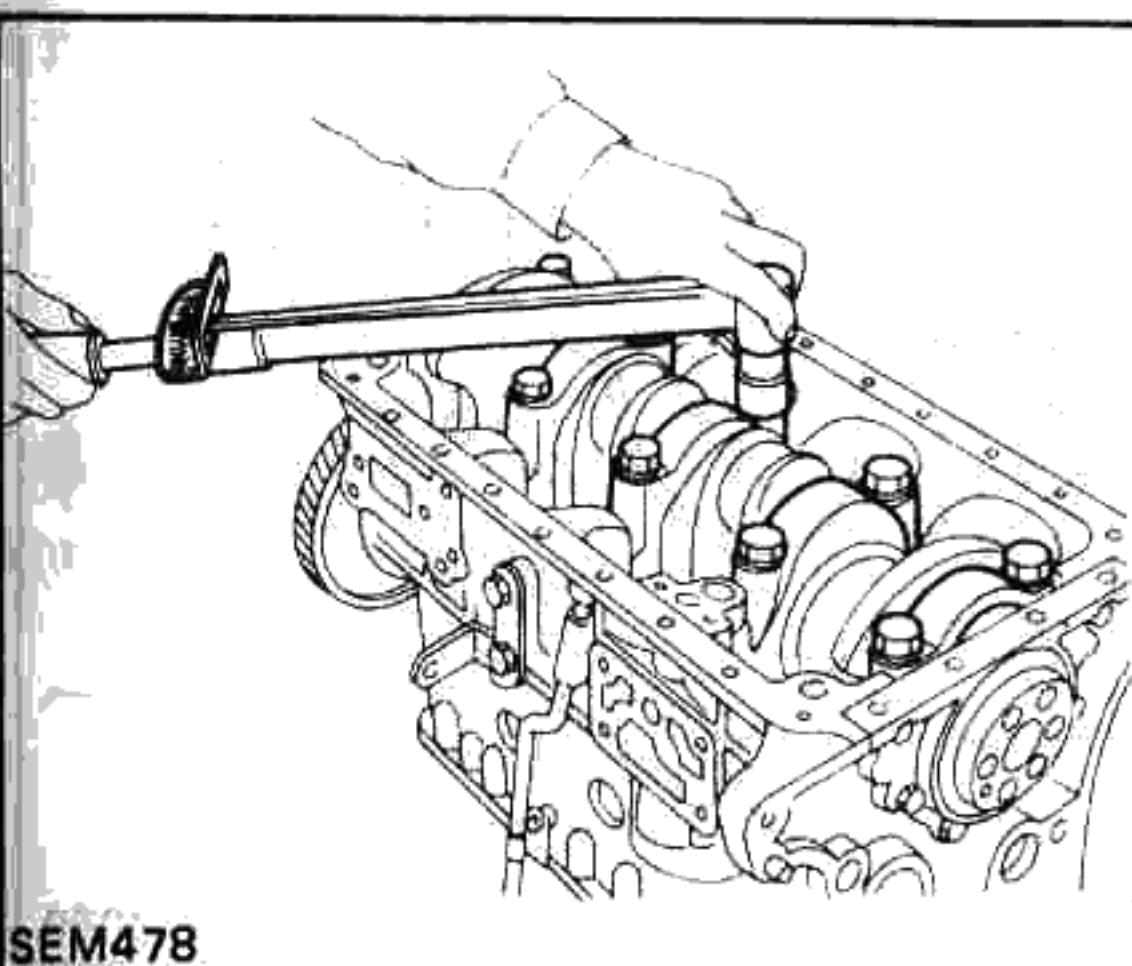
1. Thoroughly clean all bearings, journal and caps, and check for scratches, melt, scores or wear. Replace bearings, if any fault is detected.
2. Set main bearings on cylinder block and install crankshaft.
3. Set plastigage at each journal.



4. Install main bearing caps with main bearings and tighten.

Do not turn crankshaft.

T : Main bearing cap bolt:
167 - 172 N·m
(17.0 - 17.5 kg-m,
123 - 127 ft-lb)



5. Remove cap and measure main bearing oil clearance with plastigage. If clearance is not within specification, replace bearings.

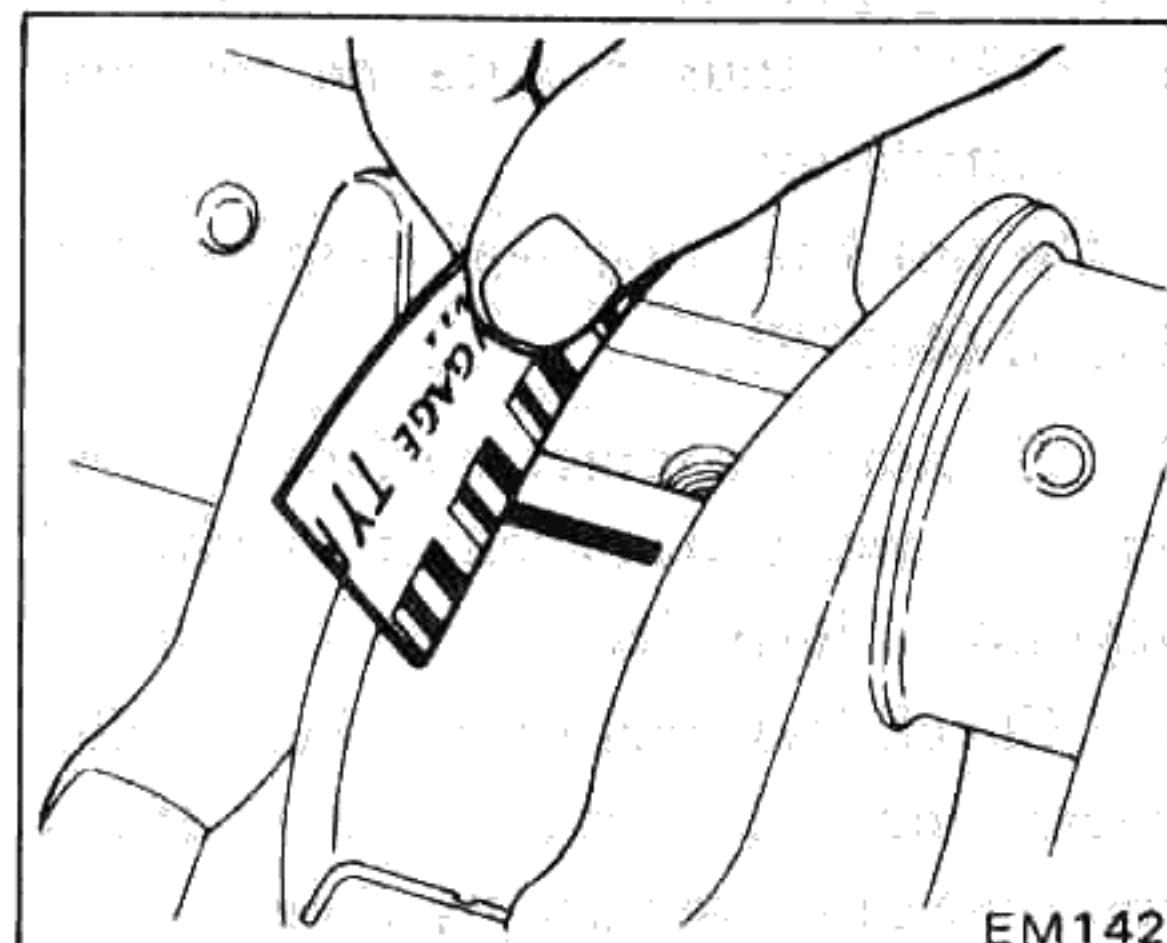
Main bearing oil clearance:

Standard

**0.035 - 0.093 mm
(0.0014 - 0.0037 in)**

Limit

**Less than
0.15 mm (0.0059 in)**



CONNECTING ROD BEARING OIL CLEARANCE

Measure connecting rod bearing oil clearance in same manner as main bearing oil clearance.

If clearance is not within specification, replace bearings.

Do not turn connecting rod or crankshaft.

T : Connecting rod cap:

SD22 and SD33

51 - 56 N·m

(5.2 - 5.7 kg-m,

38 - 41 ft-lb)

SD23 and SD25

67 - 71 N·m

(6.8 - 7.2 kg-m,

49 - 52 ft-lb)

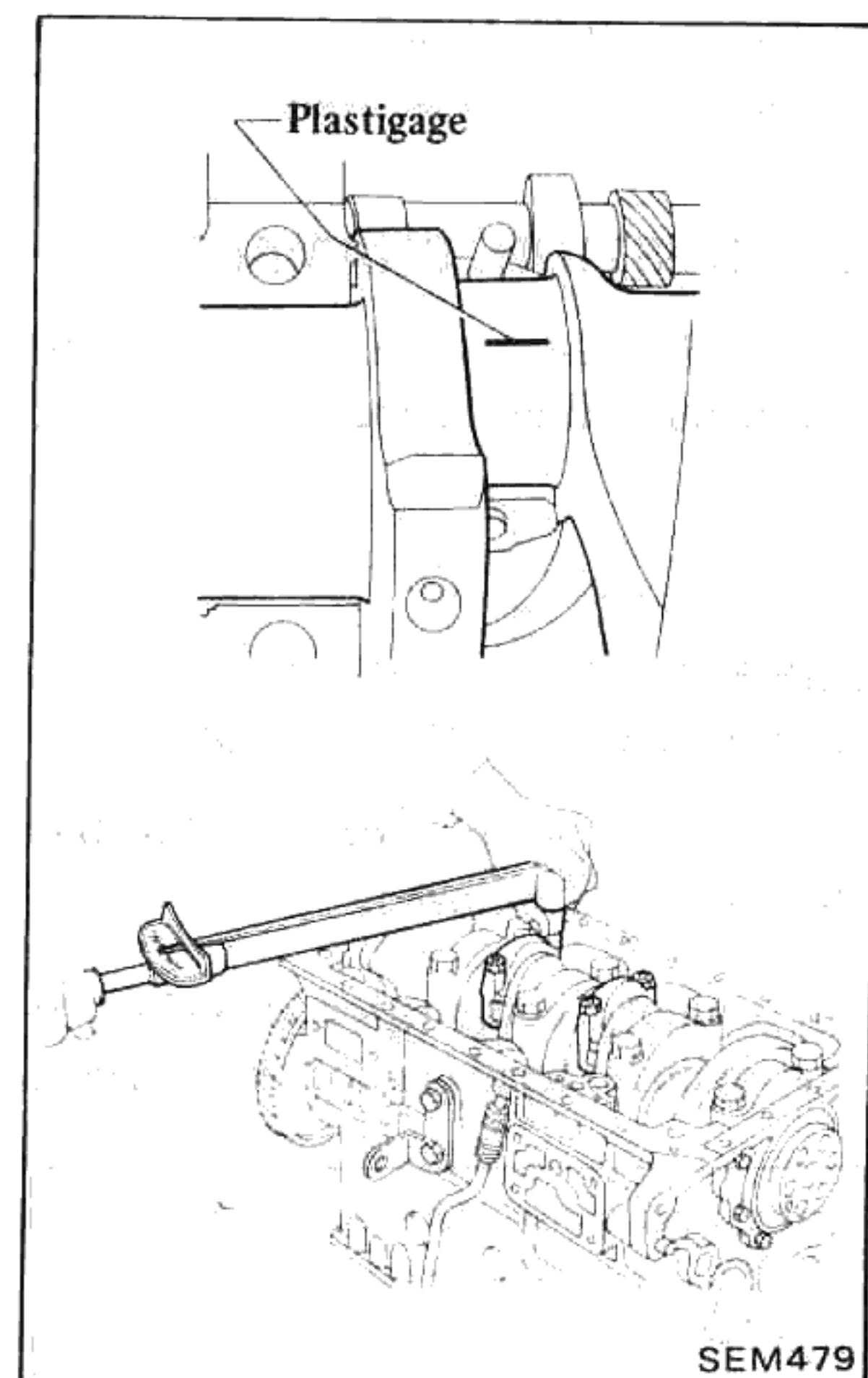
Connecting rod bearing oil clearance:

Standard

**0.035 - 0.087 mm
(0.0014 - 0.0034 in)**

Limit

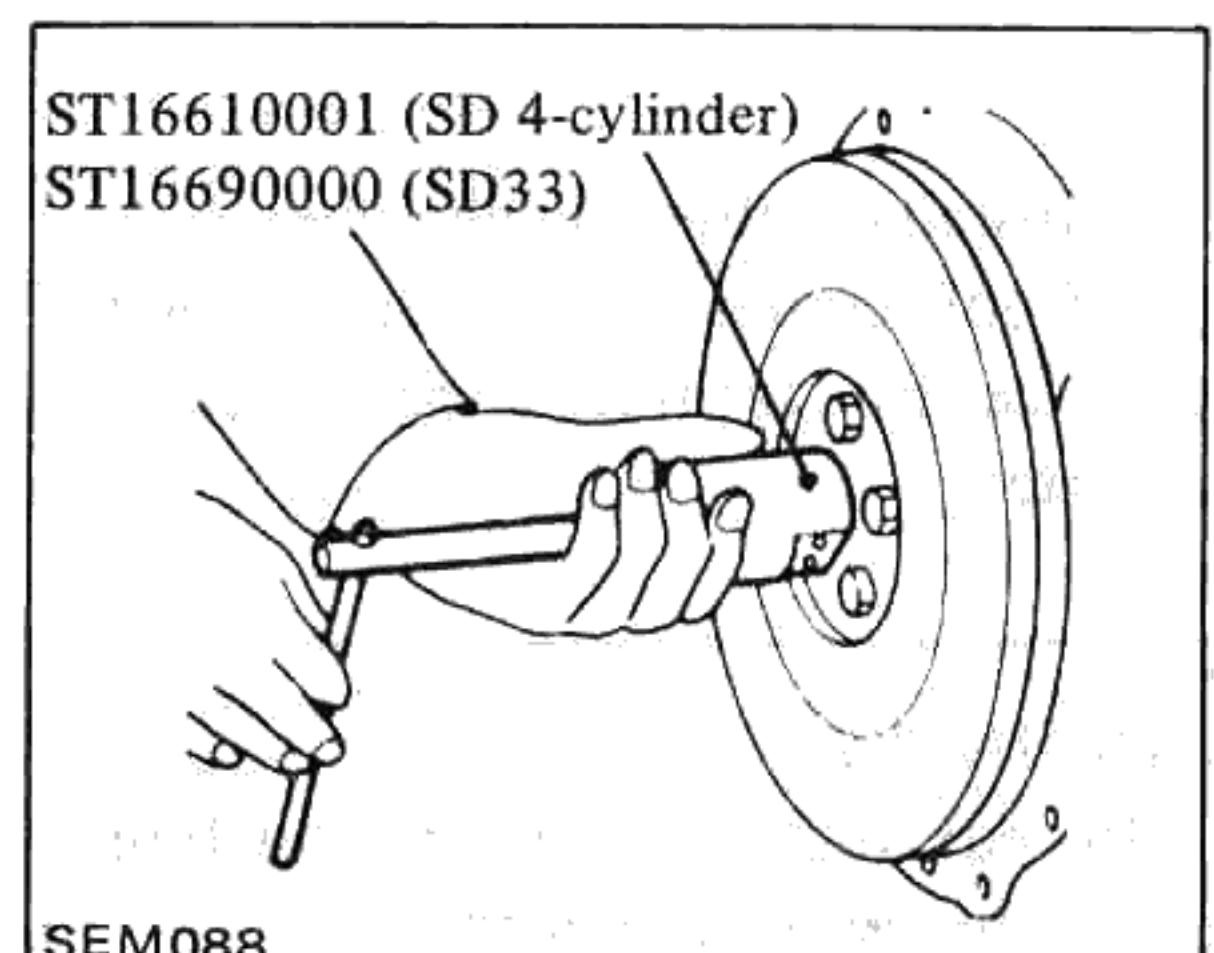
**Less than
0.15 mm (0.0059 in)**



CRANKSHAFT PILOT BUSHING

CRANKSHAFT PILOT BUSHING REPLACEMENT

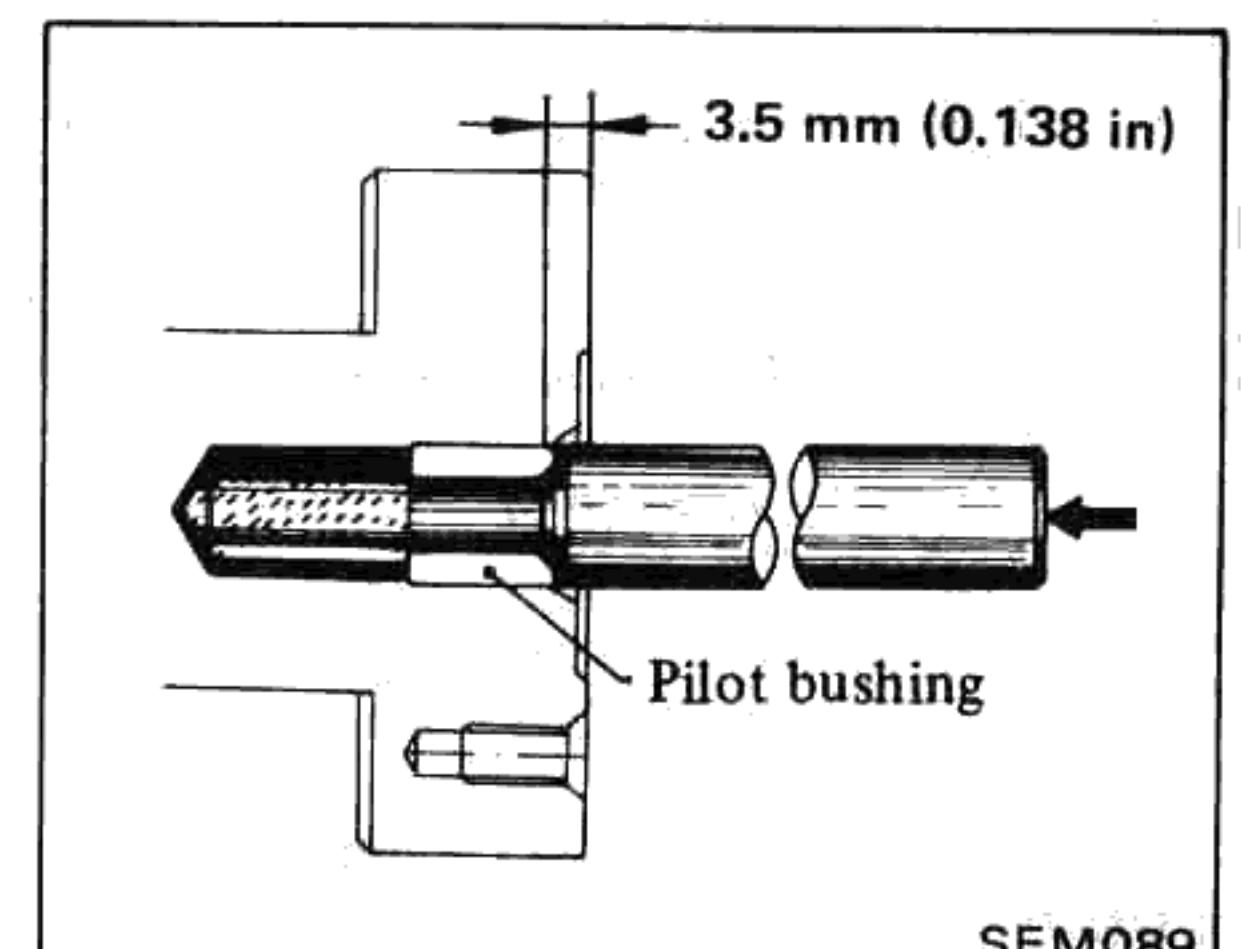
1. Pull out bushing with Tool.



2. Insert pilot bushing until distance between flange end and bushing is specified value.

Distance "A":

Approx. 3.5 mm (0.138 in)



- Do not oil bushing.**
- Do not insert excessively.**

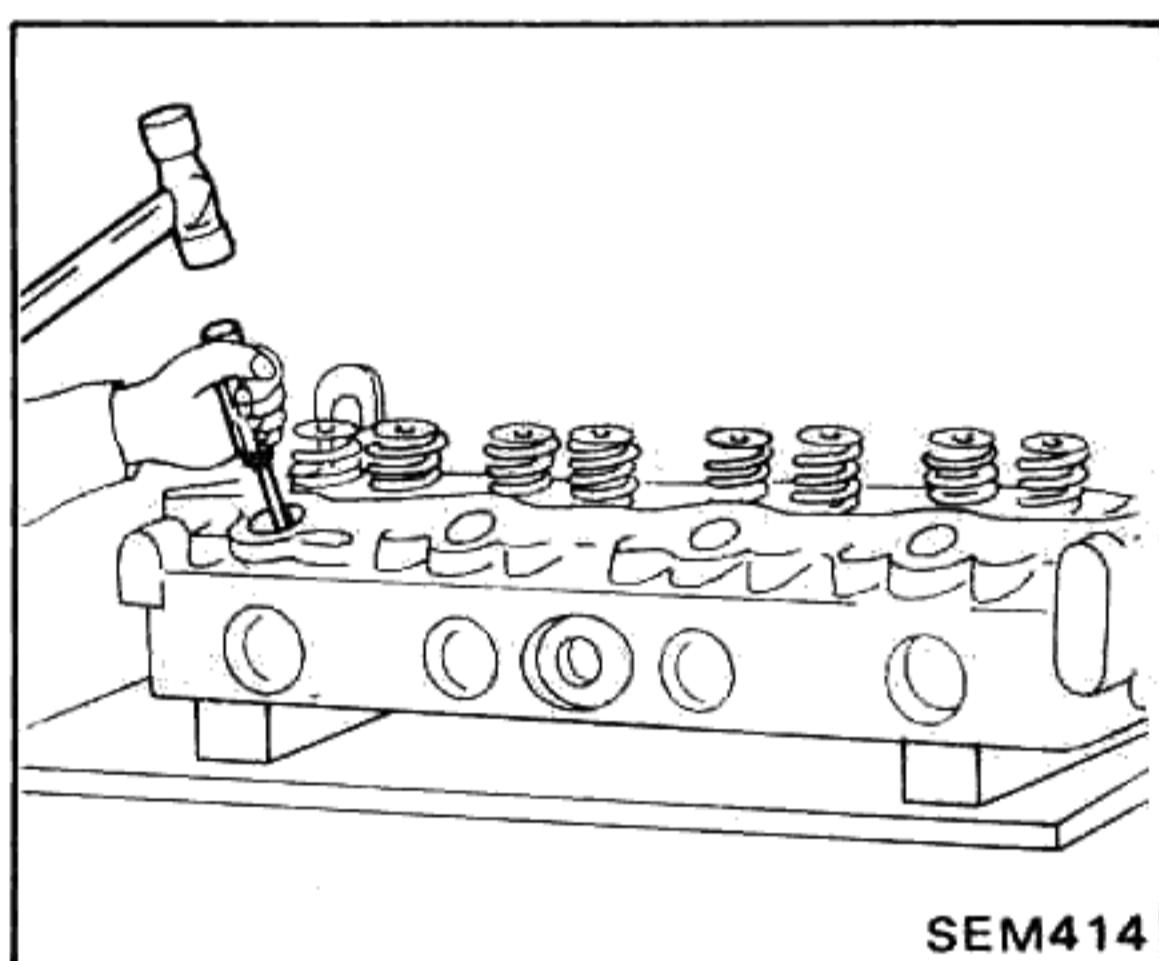
COMBUSTION CHAMBER

Check combustion chamber for cracks and other damage. If necessary, replace.

COMBUSTION CHAMBER REPLACEMENT

Usually combustion chamber should not be removed.

- Remove combustion chamber so that cylinder head cannot be damaged.

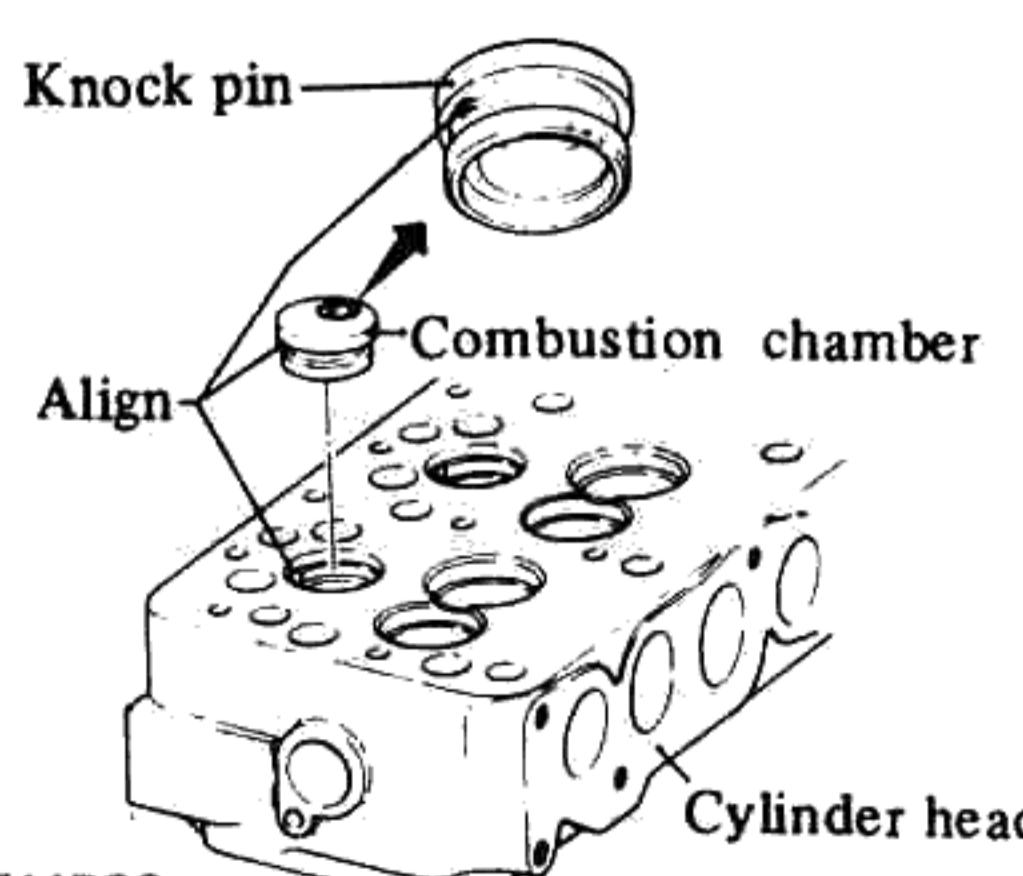


- Install combustion chamber.

(1) Cool combustion chamber with dry ice for approximately 5 to 10 minutes.

WARNING:
Do not touch cooled combustion chamber with bare hand.

(2) Align combustion chamber knock pin with cylinder head notch, and drive in combustion chamber with a soft hammer.



- Check amount of protrusion of combustion chamber.

FLYWHEEL

- Check ring gear for wear or damage. If worn or damaged excessively, replace.

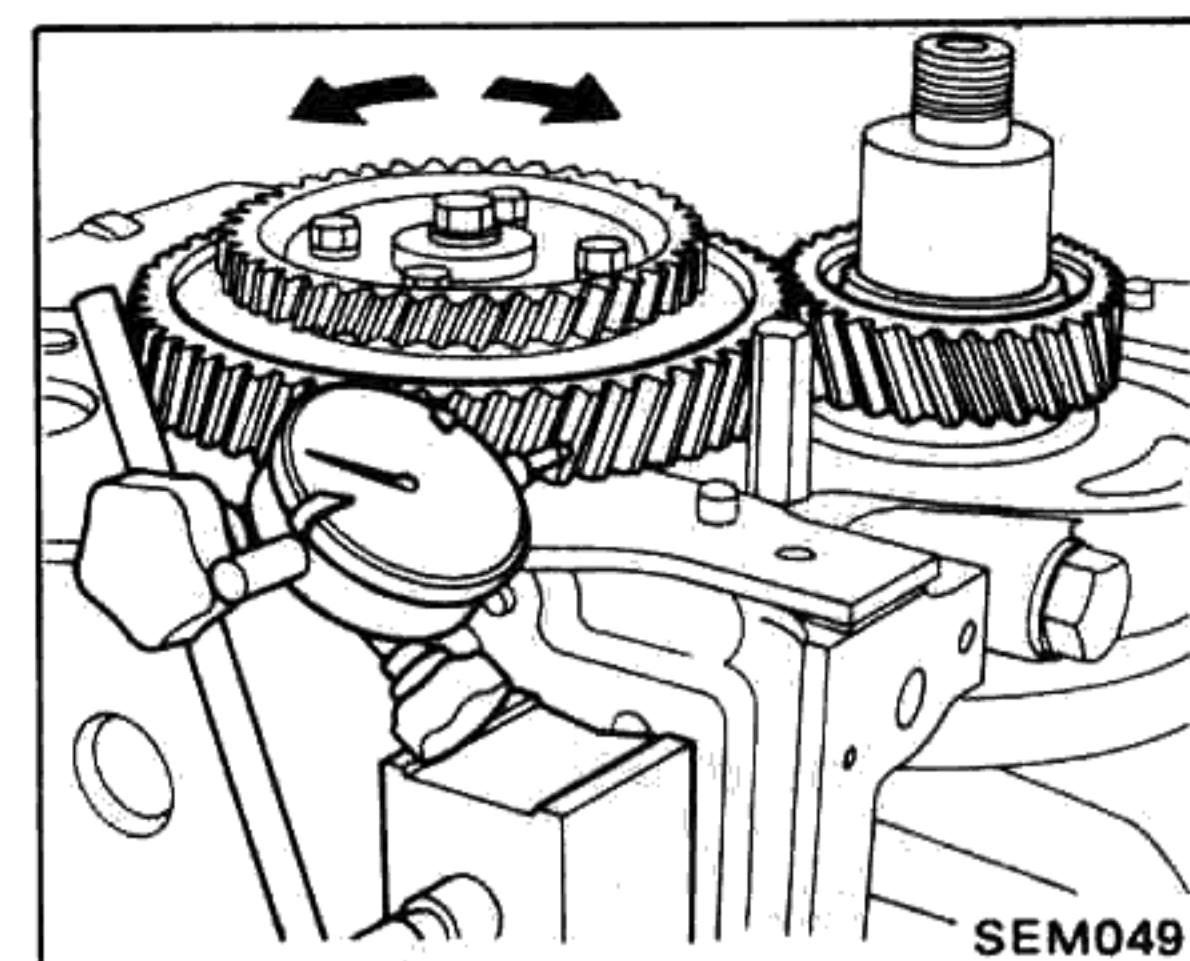
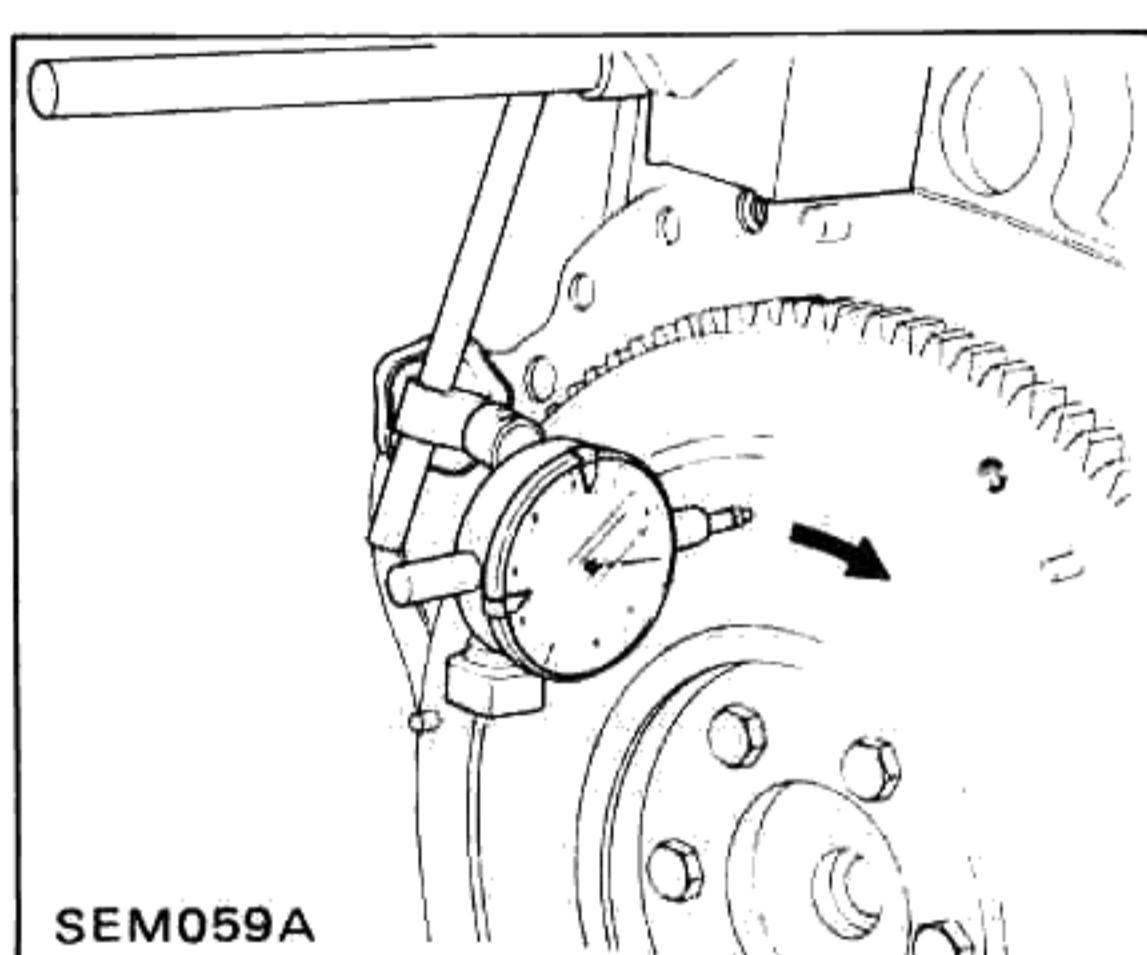
Removal and installation of ring gear requires use of hydraulic press. Heat ring gear to 180 to 200°C (356 to 392°F), thus facilitating removal and installation.

Do not heat ring gear to more than 250°C (482°F).

- If clutch contact surface of flywheel is worn, damaged or roughened beyond limit, replace.
- Check flywheel runout before disassembling and after assembling. If beyond the limit, replace flywheel.

Runout (Total indicator reading):

Less than 0.15 mm (0.0059 in)



INJECTION PUMP DRIVE GEAR

Check gear backlash before disassembling and after assembling. If beyond the limit, replace idler gear or injection pump drive gear.

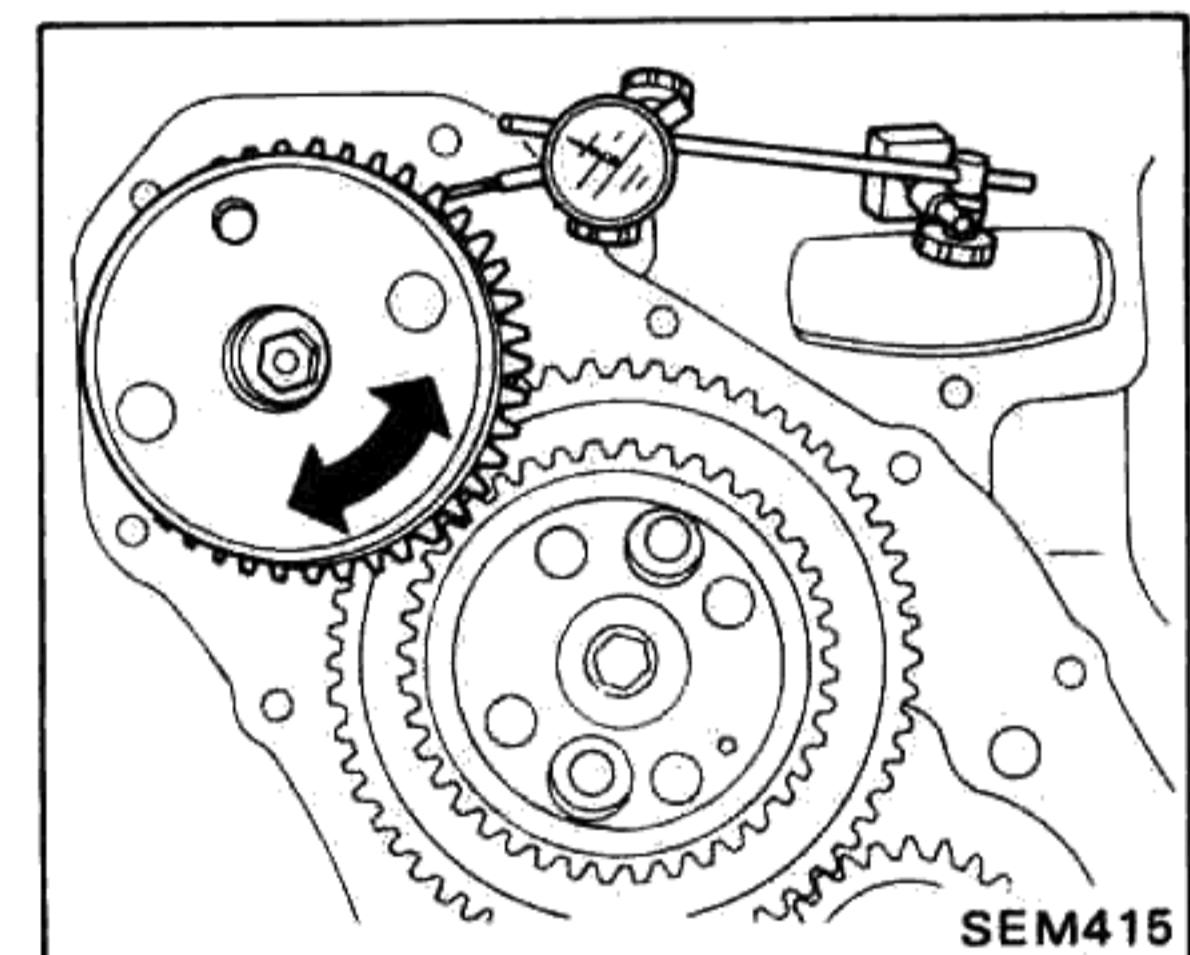
Gear backlash:

Standard

**0.07 - 0.20 mm
(0.0028 - 0.0079 in)**

Limit

0.30 mm (0.0118 in)



GEAR TRAIN

CAMSHAFT DRIVE GEAR

- If gear tooth and key have scratches or are excessively worn, replace gear and key.
- Check gear train backlash before disassembling and after assembling. If beyond the limit, replace gear.

Backlash:

Standard

**0.07 - 0.20 mm
(0.0028 - 0.0079 in)**

Limit

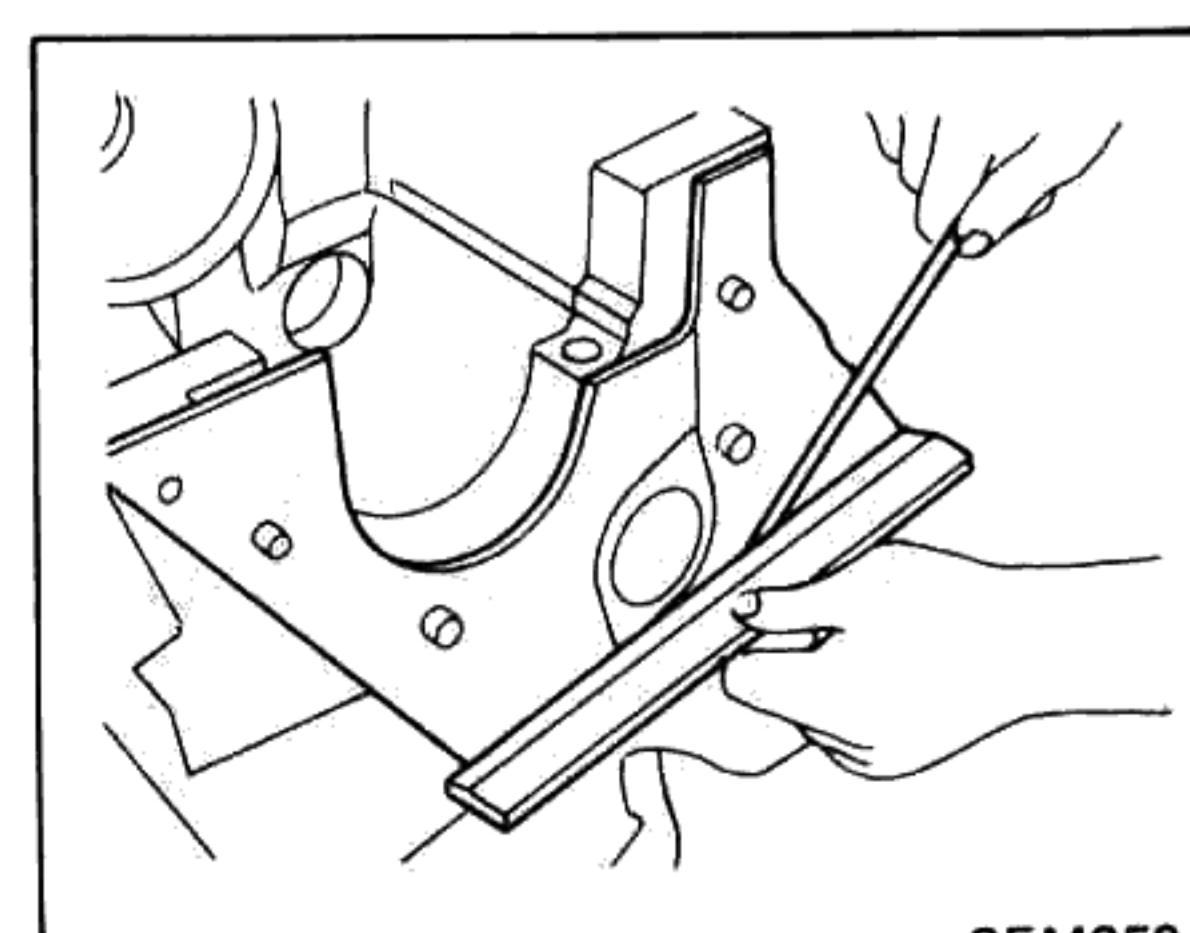
0.30 mm (0.0118 in)

FRONT PLATE

Check front plate for warpage. If not within the limit, make flat or replace front plate.

Warpage limit:

0.2 mm (0.008 in)



ENGINE ASSEMBLY

PRECAUTIONS

1. When installing sliding parts such as bearings, be sure to apply engine oil on the sliding surfaces.
2. Use new packing and oil seals.
3. Be sure to follow the specified order and tightening torque.

4 bearings (SD33) & 3 bearings (SD22)

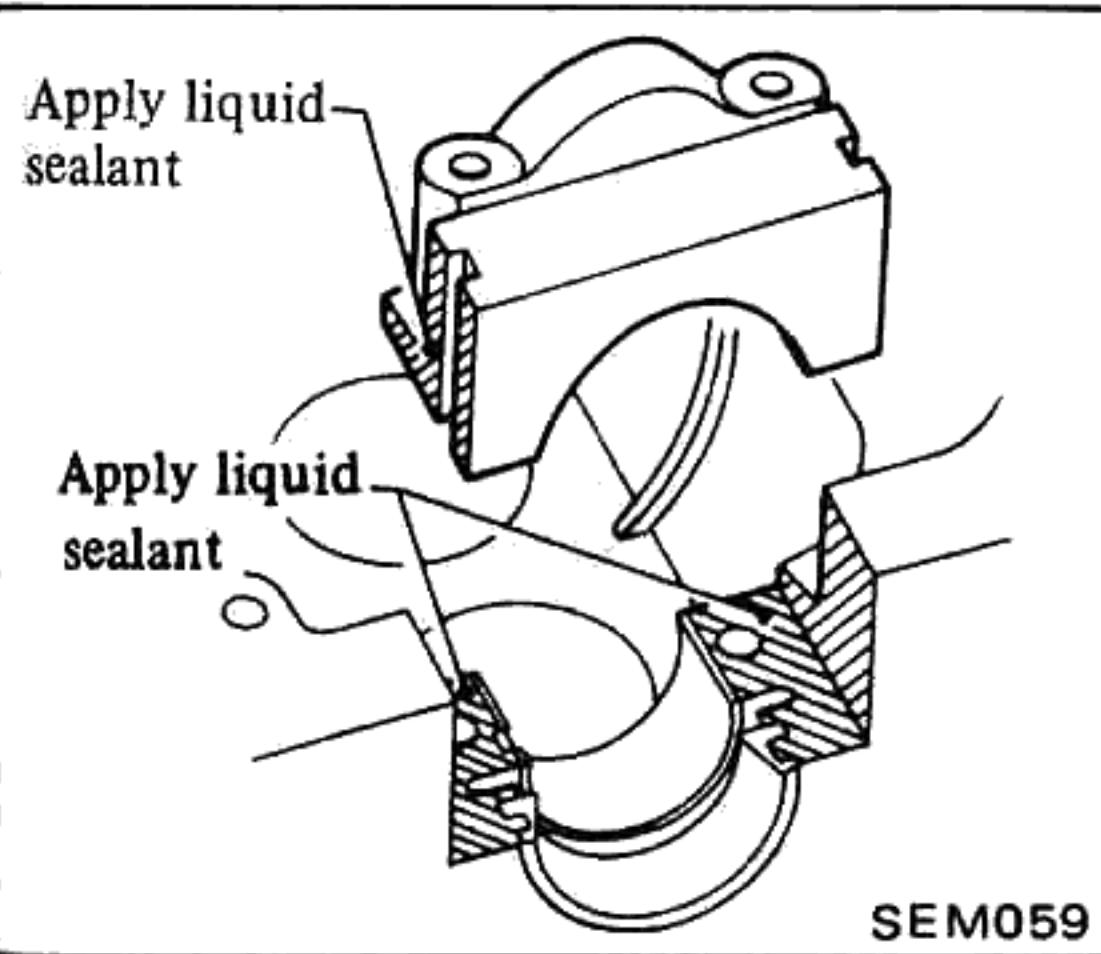
4. Applying sealant

Use sealant to eliminate water and oil leaks.

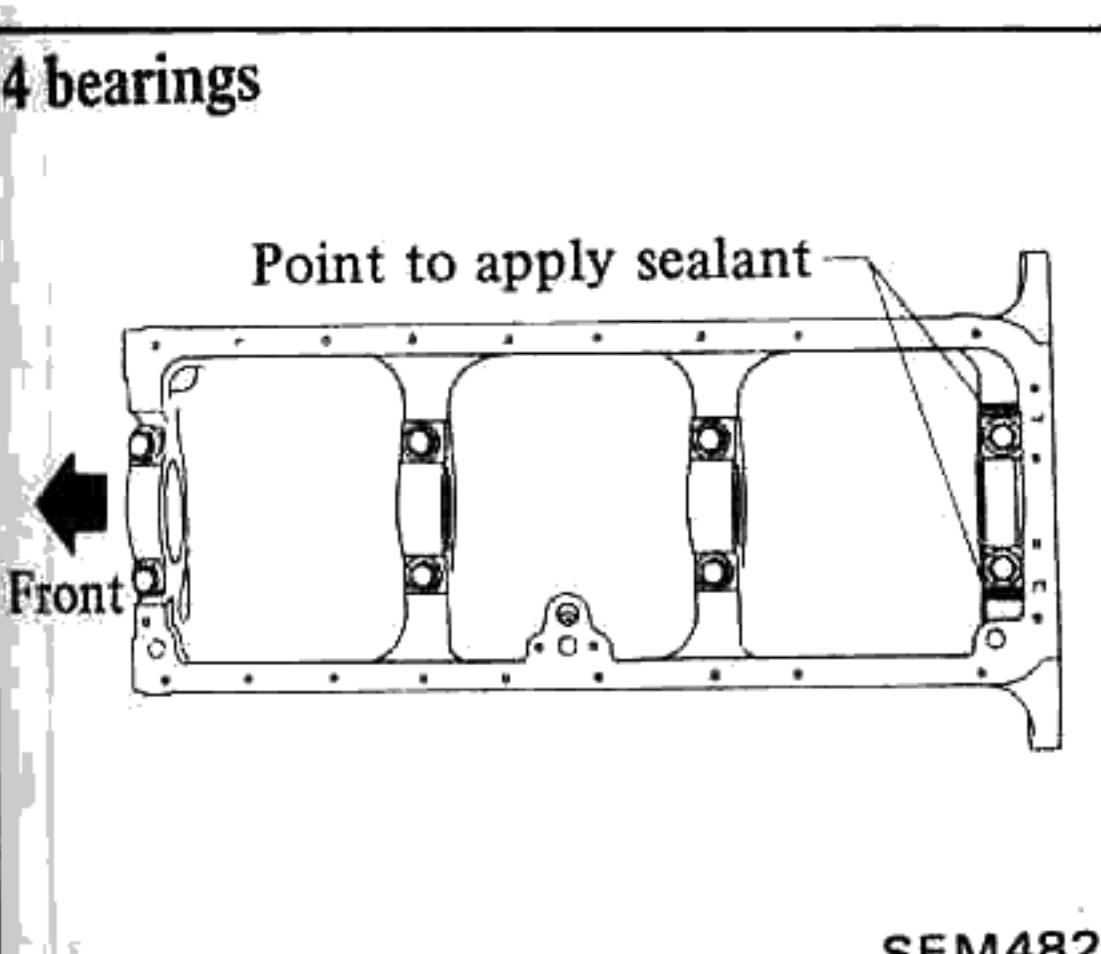
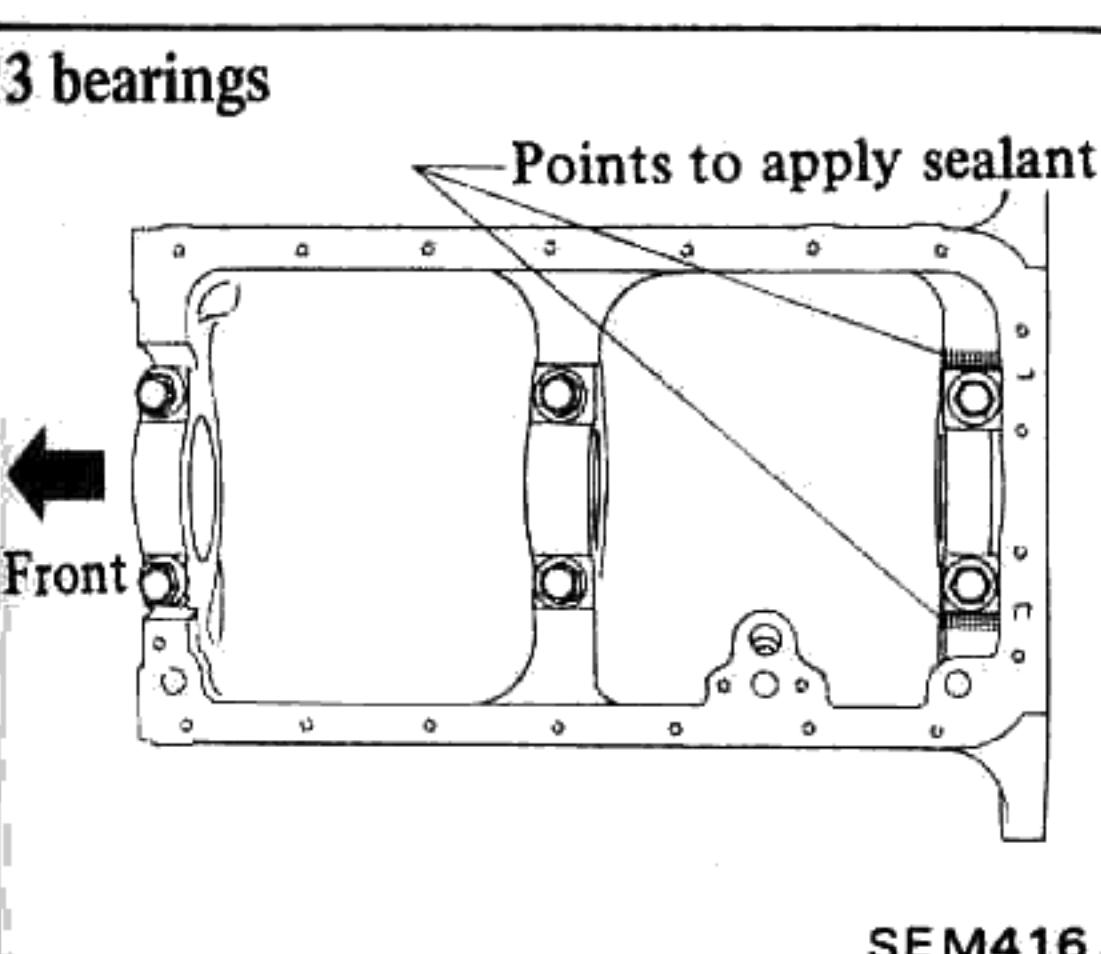
Do not apply too much sealant.

Parts requiring sealant are:

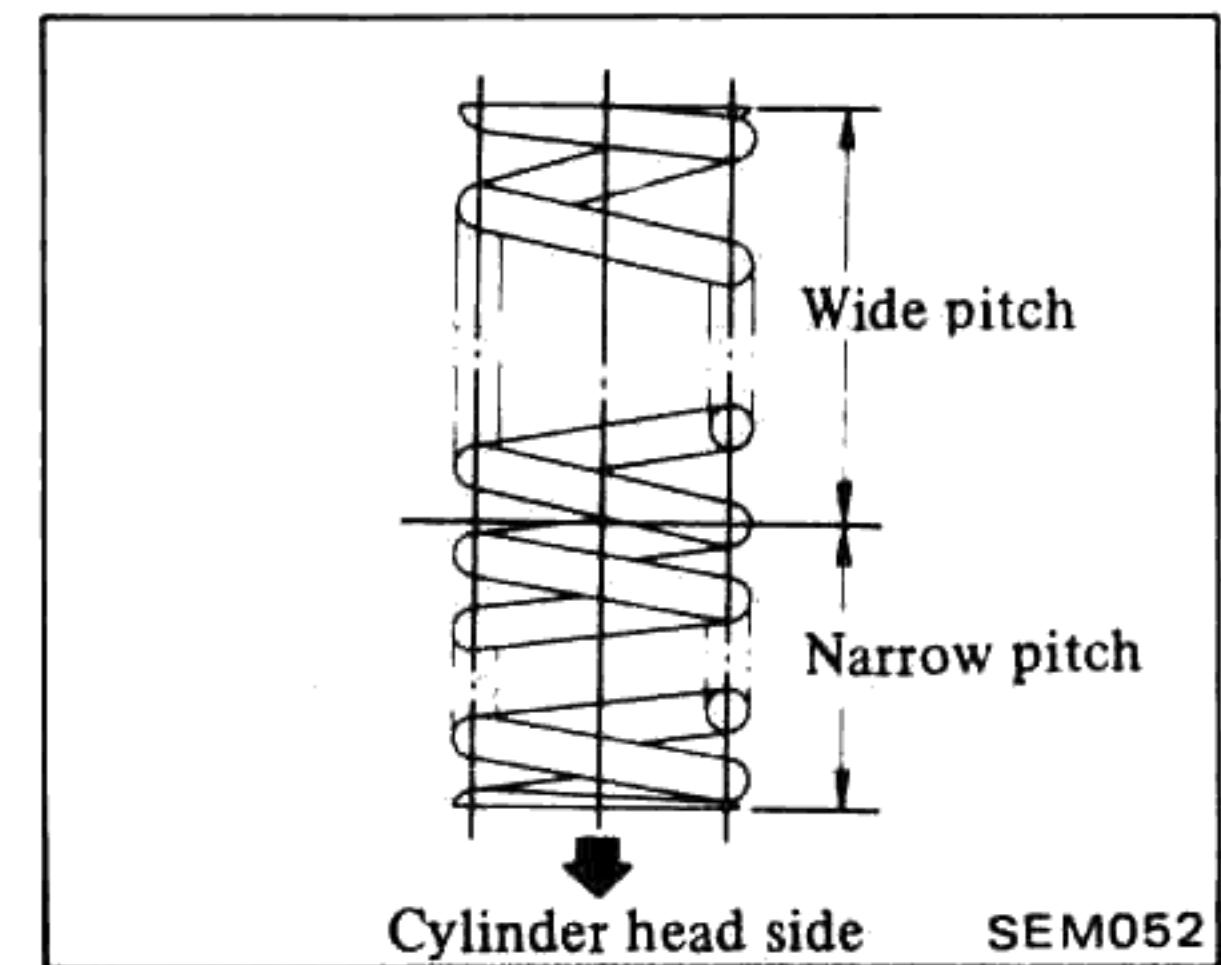
- (1) Main bearing cap and cylinder block



- (2) Cylinder block



After inserting rear bearing cap side seals, apply sealant to rear main bearing cap.



ASSEMBLING CYLINDER HEAD

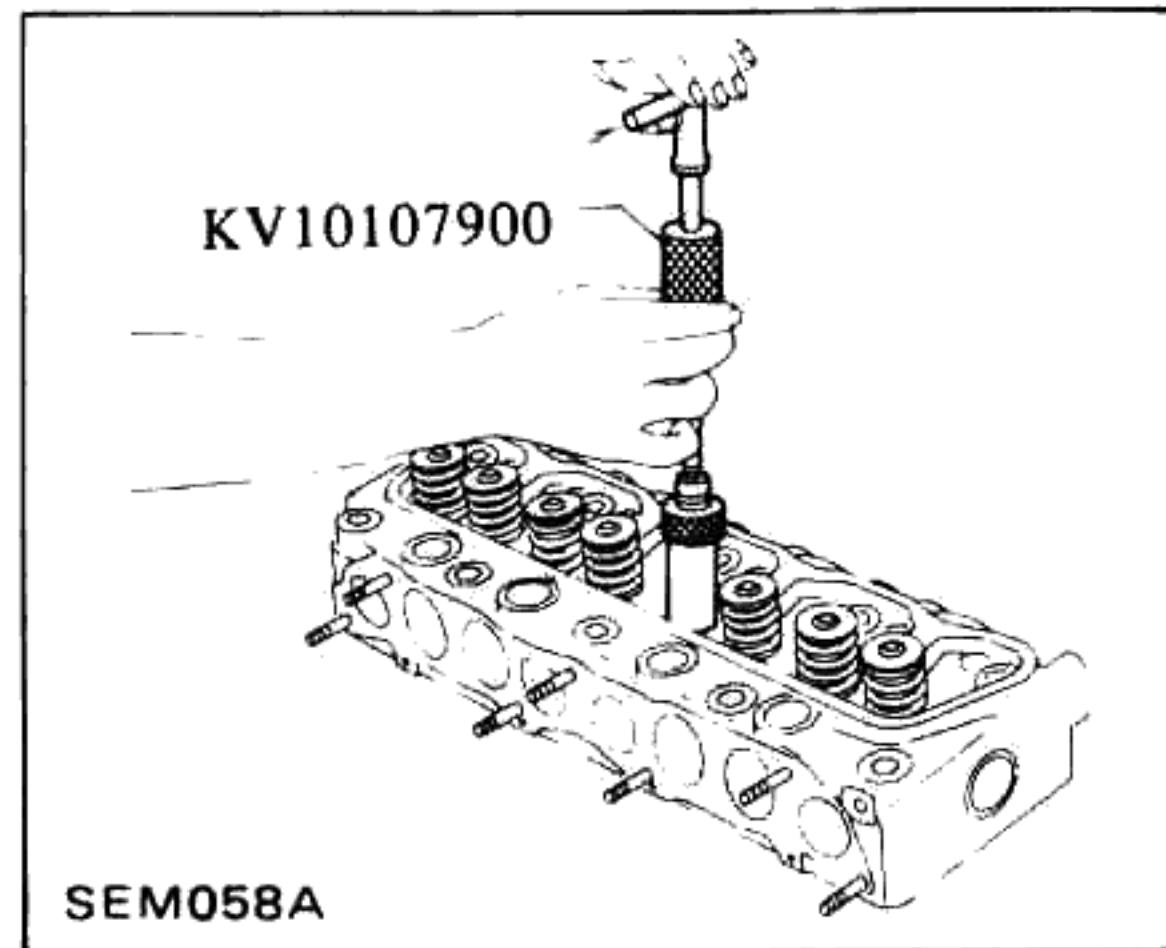
1. Install glow plugs.

① : Glow plug

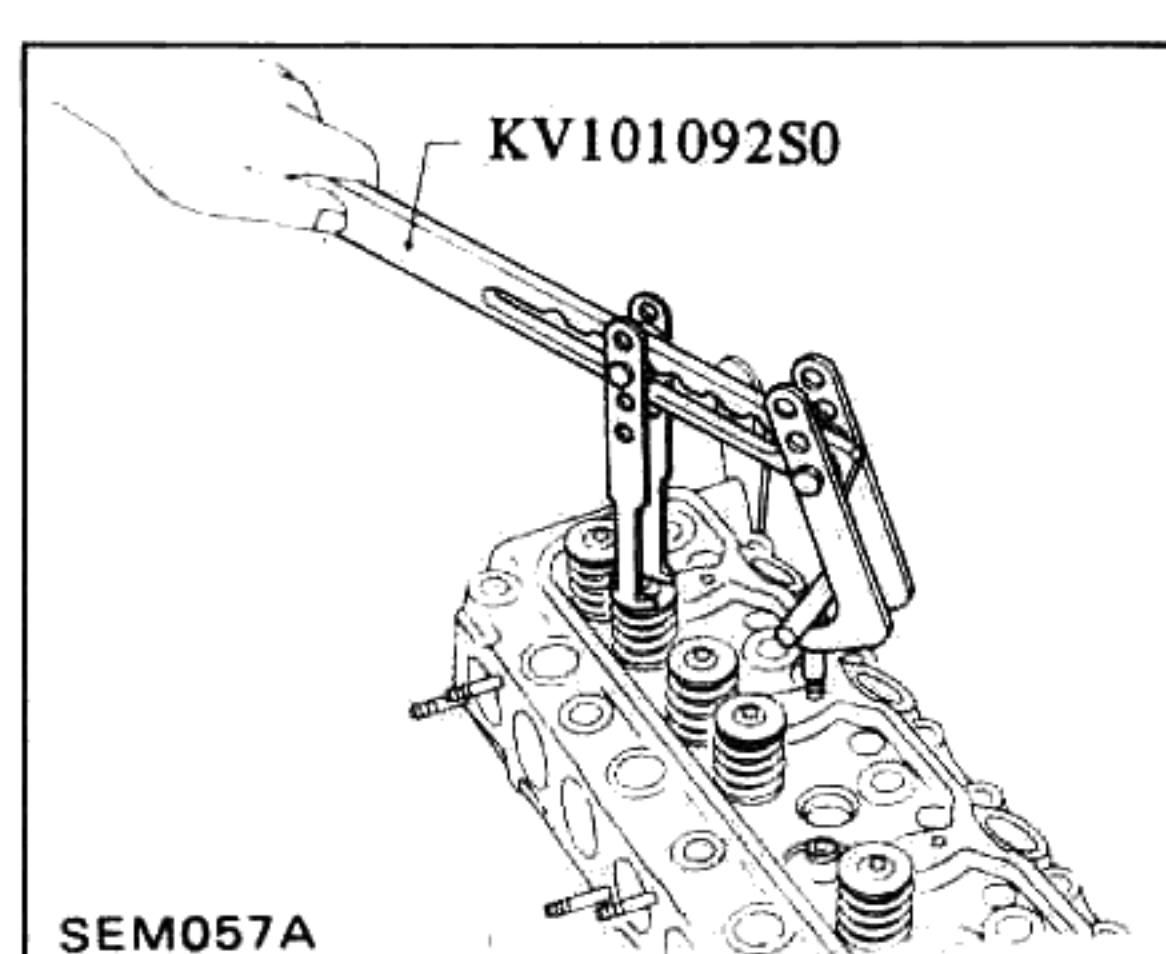
15 - 20 N·m
(1.5 - 2.0 kg·m,
11 - 14 ft-lb)

2. Install valve and valve spring.

- (1) Install new valve stem seal with Tool.



- (2) Install valve, valve spring, valve spring retainer and valve spring collet by using Tool.



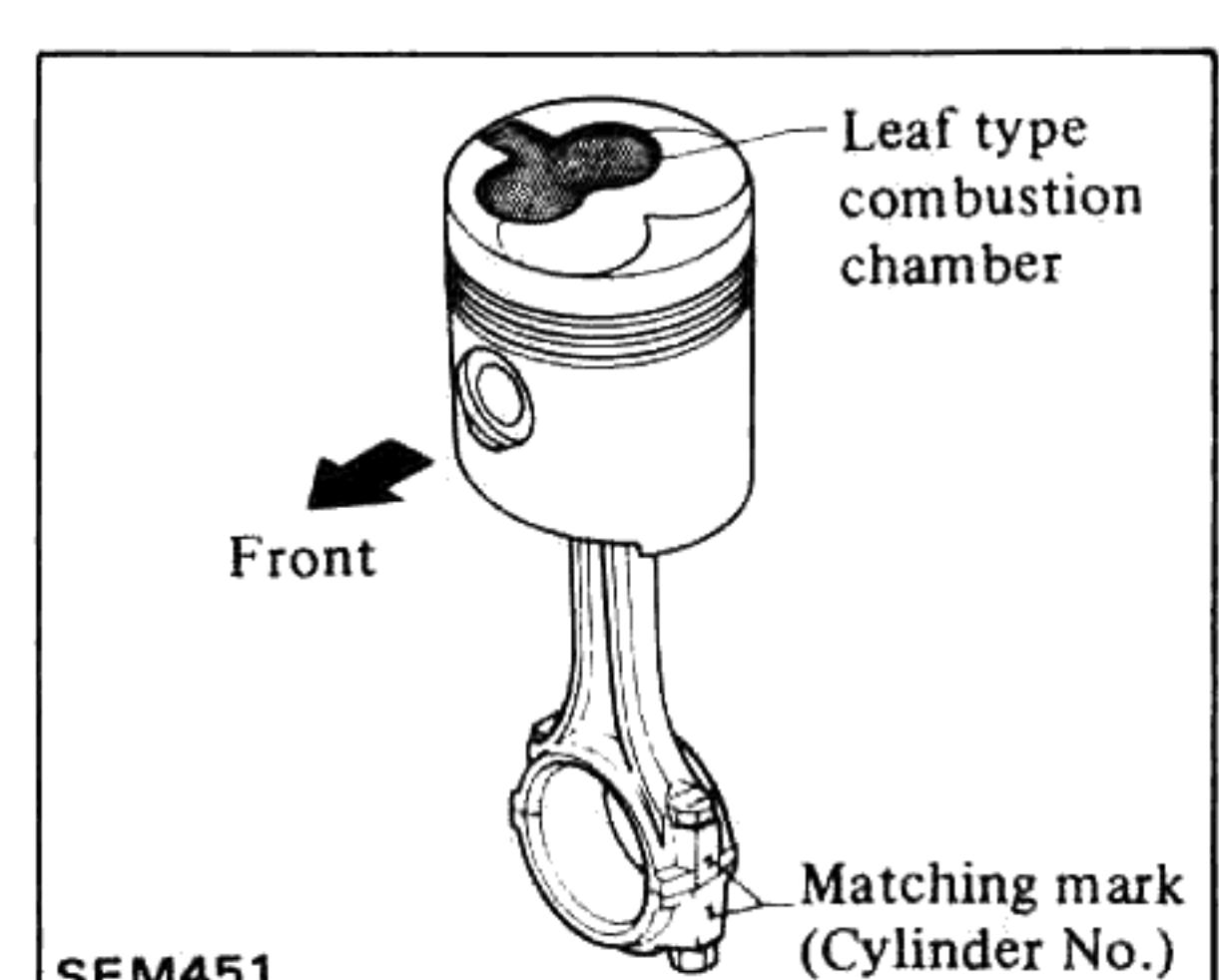
- a. Install valve spring (uneven pitch type) with its narrow pitch side (yellow or red painted) at cylinder head side.

- b. When installing valve, apply engine oil on the valve stem and lip of valve stem oil seal.
- c. Check whether the valve face is free of foreign matter.

ASSEMBLING PISTON AND CONNECTING ROD

Assemble pistons, piston pins and connecting rods of the designated cylinders.

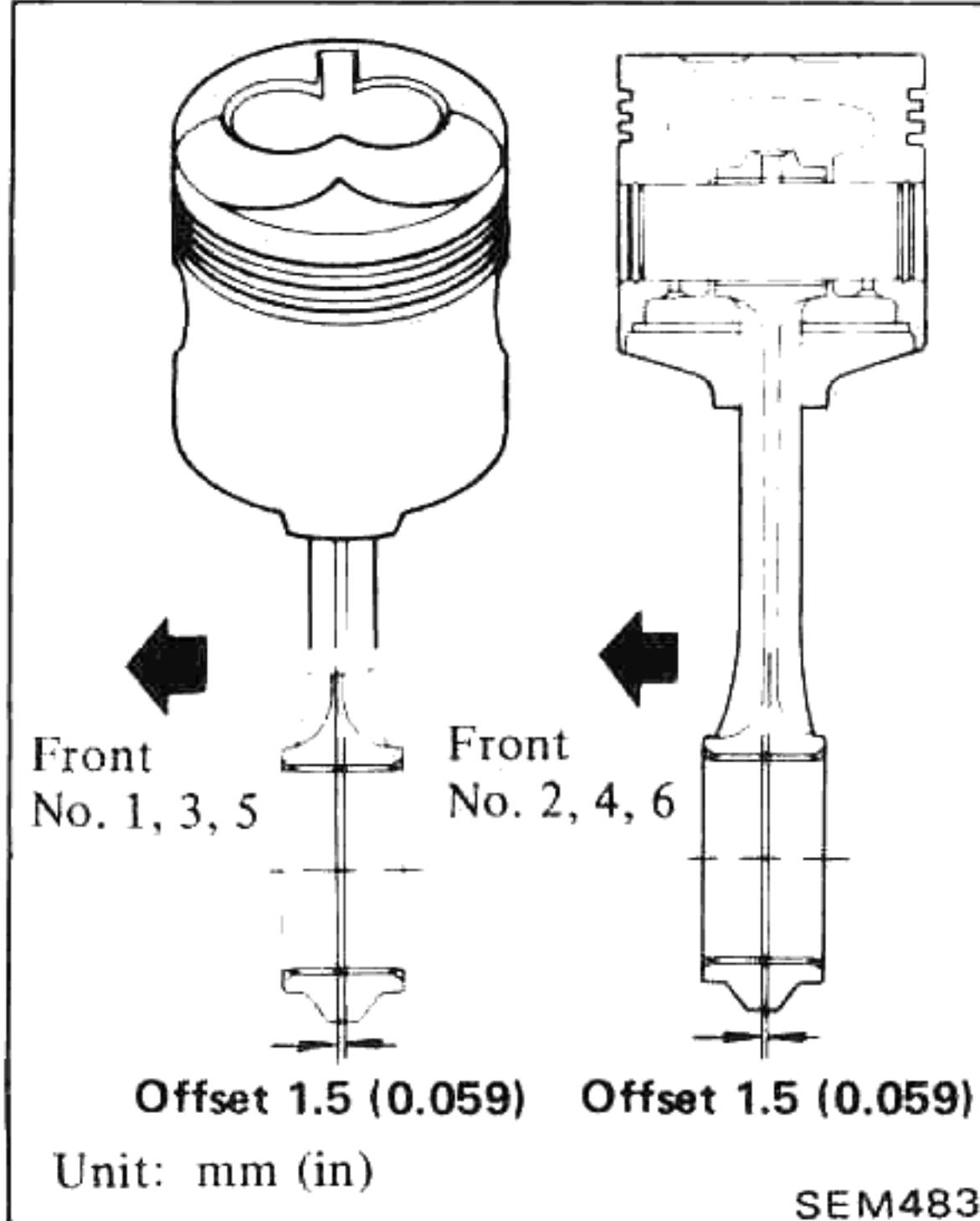
- a. Immerse piston in oil of 80°C (176°F), and push in piston pin. Install snap ring.
- b. Install connecting rod and piston so that leaf type combustion chamber on piston head is opposite the matching marks on connecting rod and cap.



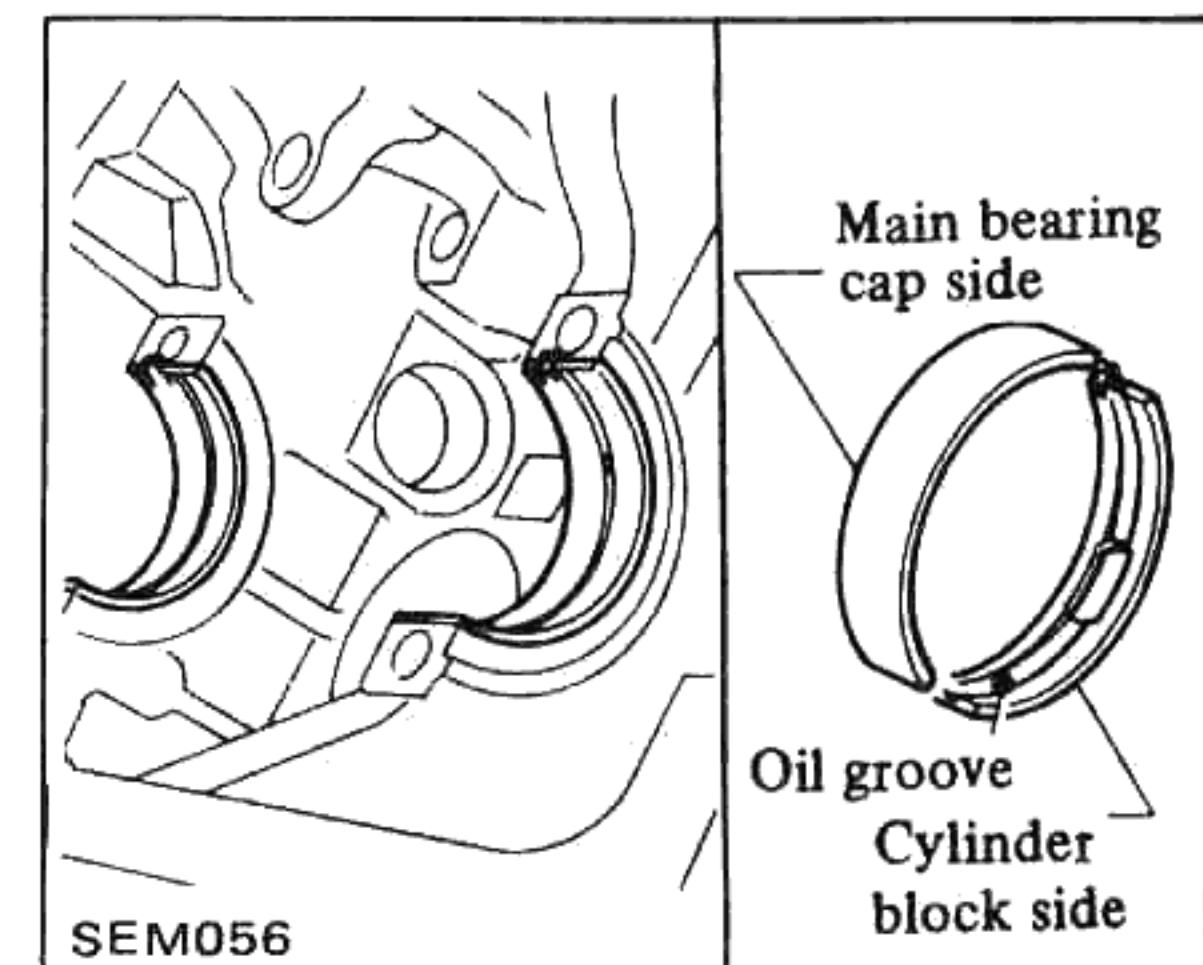
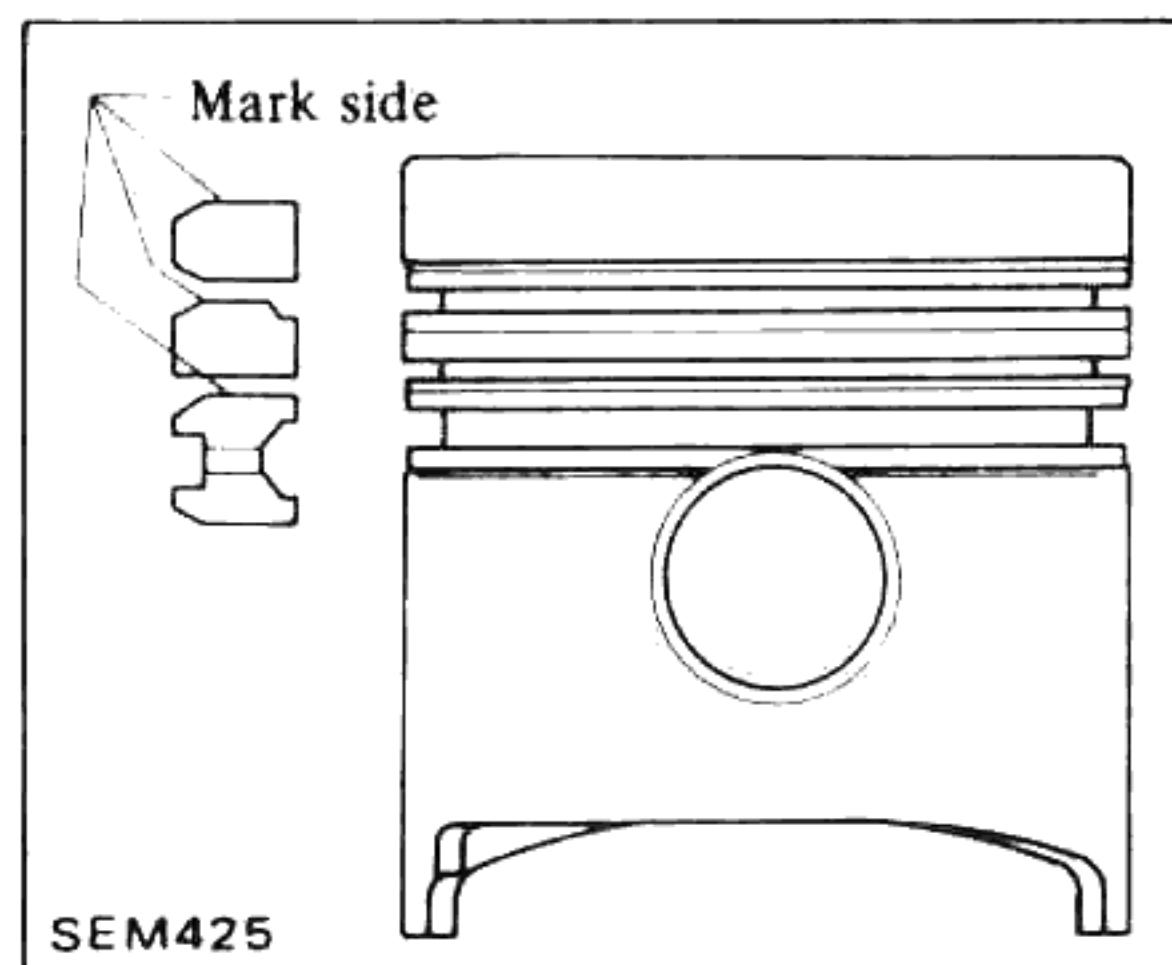
ENGINE ASSEMBLY

SD22-3 bearing & SD33

No matching marks are stamped on service parts of connecting rod. Install so that connecting rod big end is offset with respect to piston, so that on No. 1, No. 3 and No. 5 cylinders this offset is rearward with respect to engine and on No. 2, No. 4 and No. 6 cylinders this offset is forward with respect to engine and so that leaf type combustion chamber on piston head is at right side of engine.



Install piston ring so that mark stamped on ring faces upward.

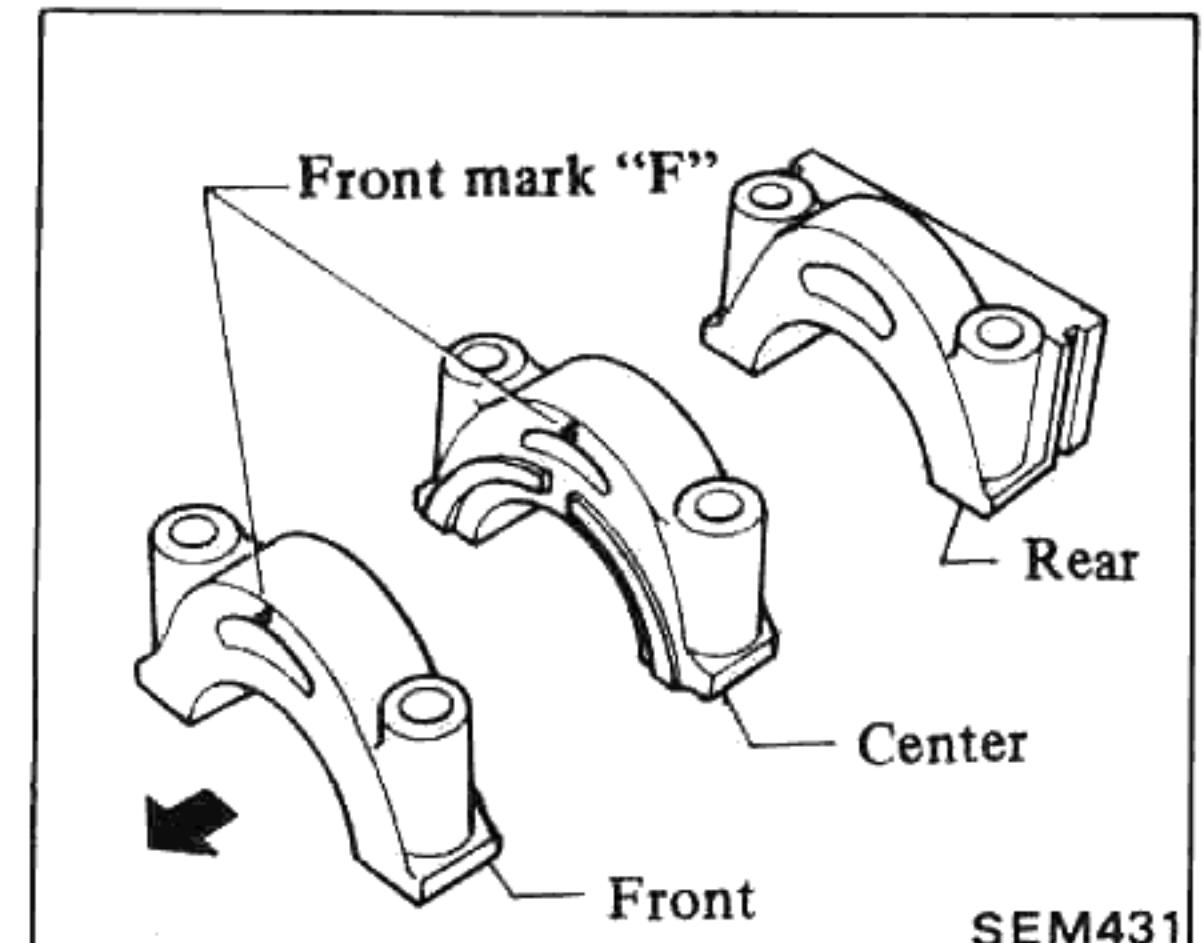


b. Only apply engine oil to inside of bearing.

- (2) Apply engine oil to crankshaft journal and pin and install crankshaft.
- (3) Install main bearing caps.

3 bearings (SD22) & 4 bearings (SD33)

- a) Install main bearing cap so that embossed "F" mark is at front side of vehicle.

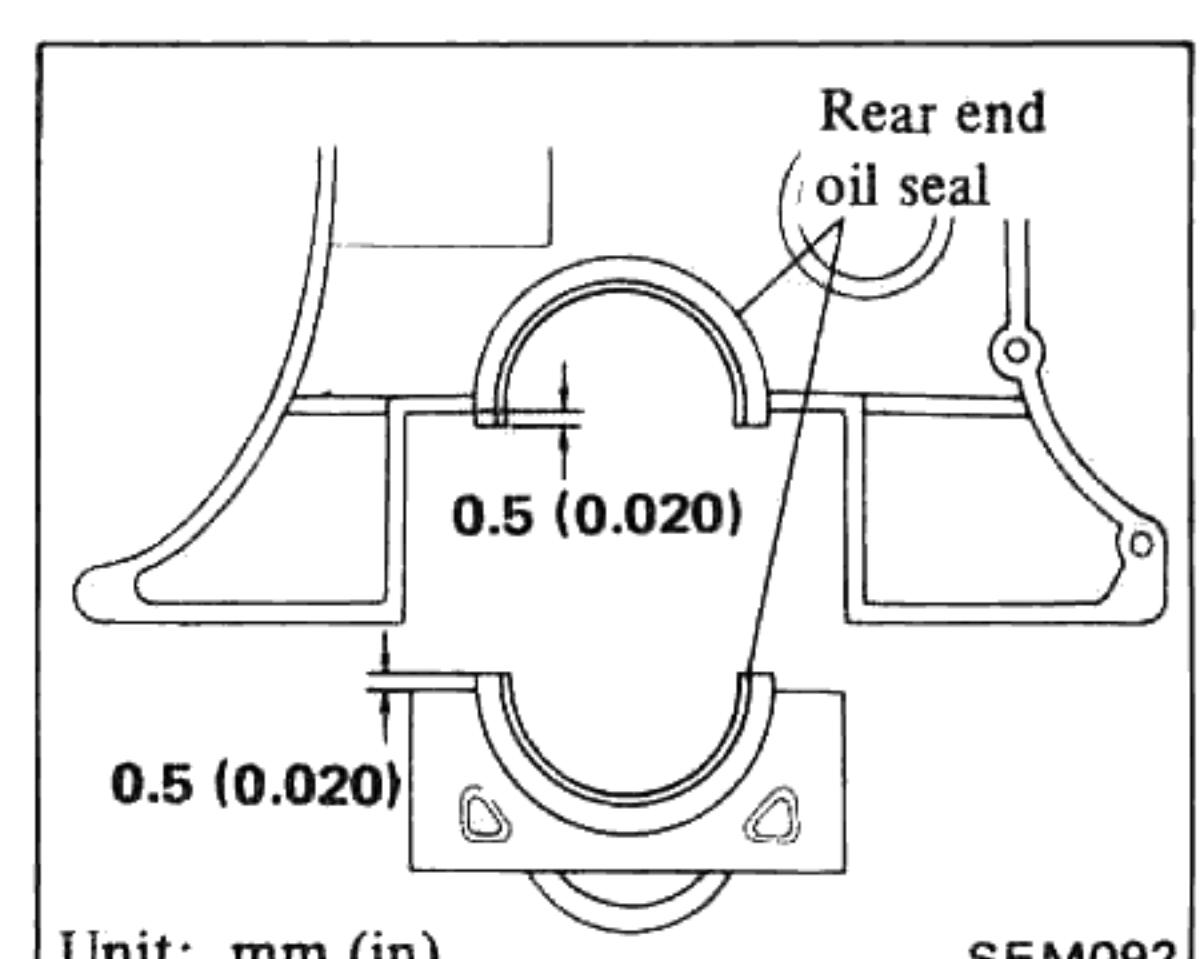


- b) Apply engine oil to main bearing cap and cylinder block contact surfaces.

- c) Install rear end oil seals to main bearing cap and cylinder block by hand so that they are protruded by 0.5 mm (0.020 in) from end surface.

Apply grease to contact surface of rear end oil seal and crankshaft.

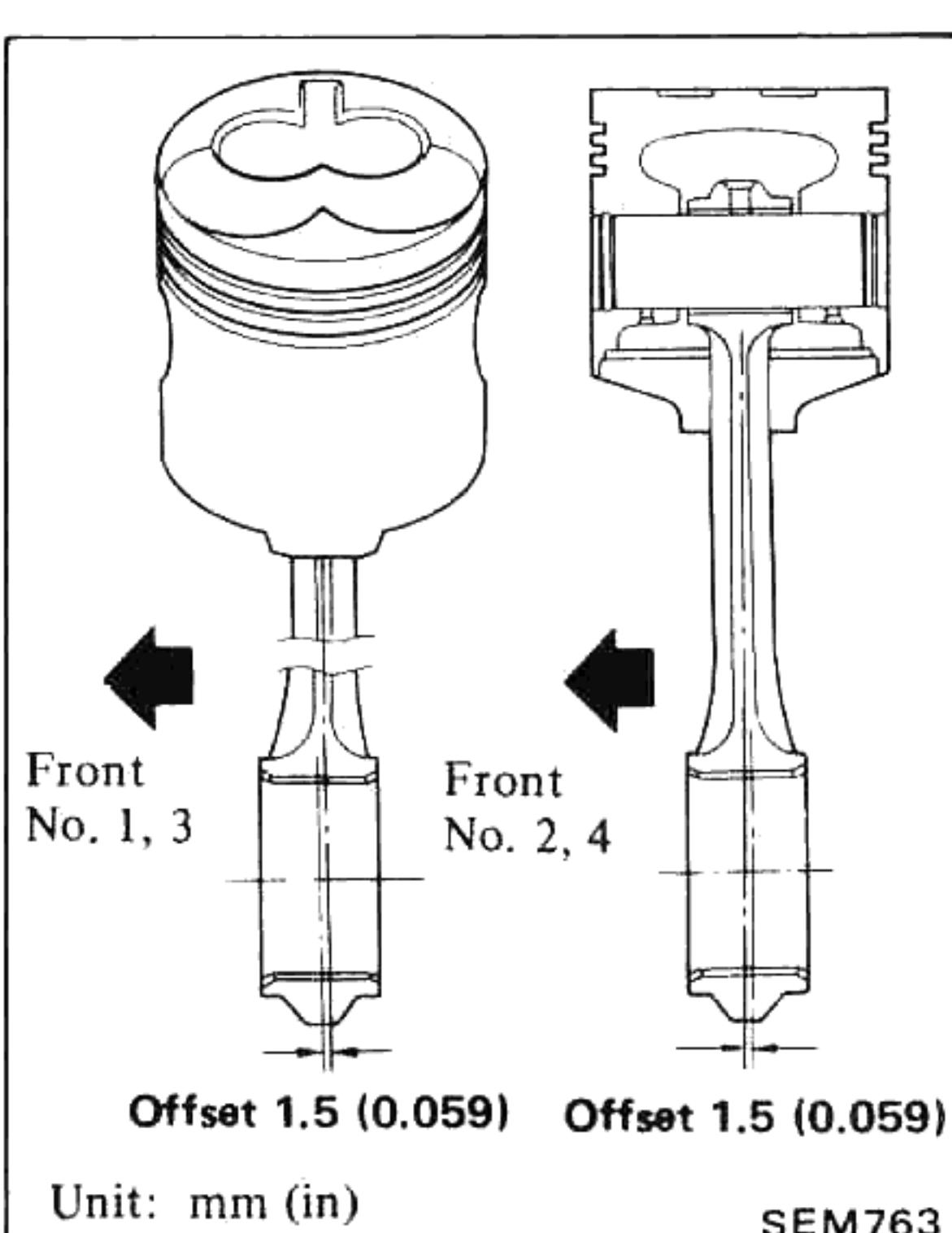
Do not depress oil seal at middle portion.



SD series 5-bearing engine

Install so that connecting rod big end is offset with respect to piston, and that this offset is forward on No. 1 and No. 3 cylinders with respect to engine and rearward on No. 2 and No. 4 cylinders.

Additionally, the leaf type combustion chamber on piston head must be at right side of engine.



ASSEMBLING ENGINE OVERALL

INSTALLING INTERNAL PARTS

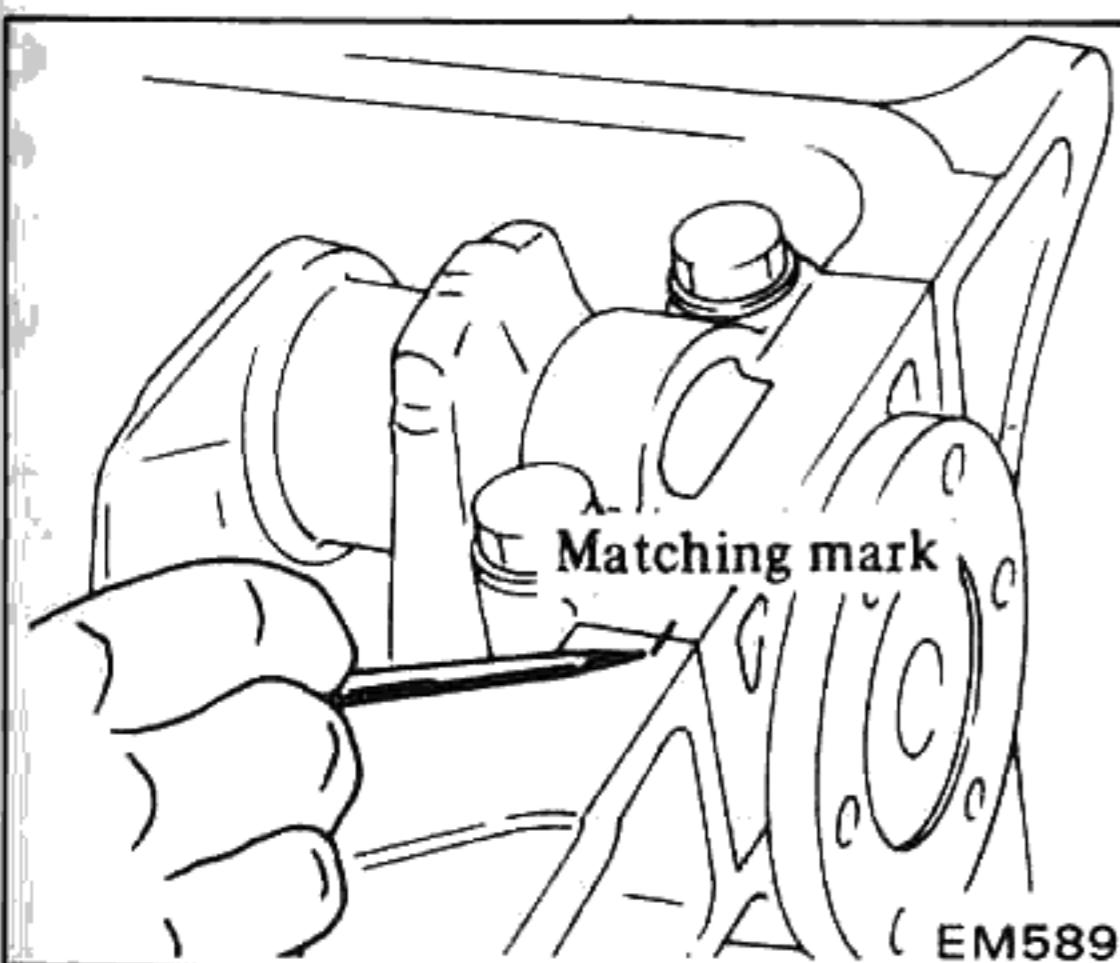
First, mount cylinder block on work stand (refer to Engine Disassembly).

Then install following parts:

1. Install front plate, and measure front plate warpage.
2. Install valve lifter with engine oil coated.
3. Install camshaft assembly with engine oil applied to bushing.
4. Crankshaft
 - (1) Set upper main bearings at the proper position on cylinder block.
 - a. **Install bearing so that side with oil groove is on cylinder block side and side without oil groove is on cap side.**

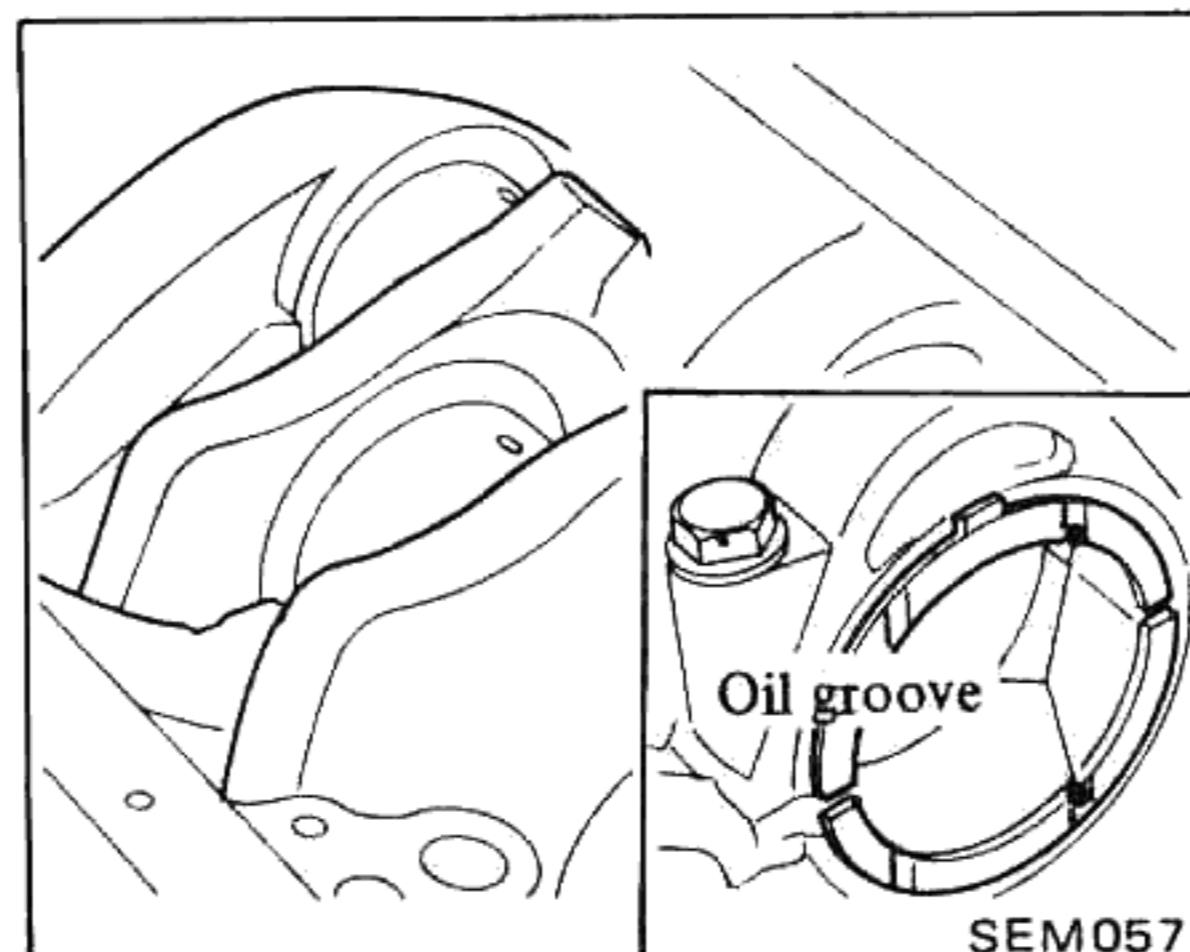
ENGINE ASSEMBLY

- d) Install rear main bearing cap by aligning marks on cylinder block and cap.



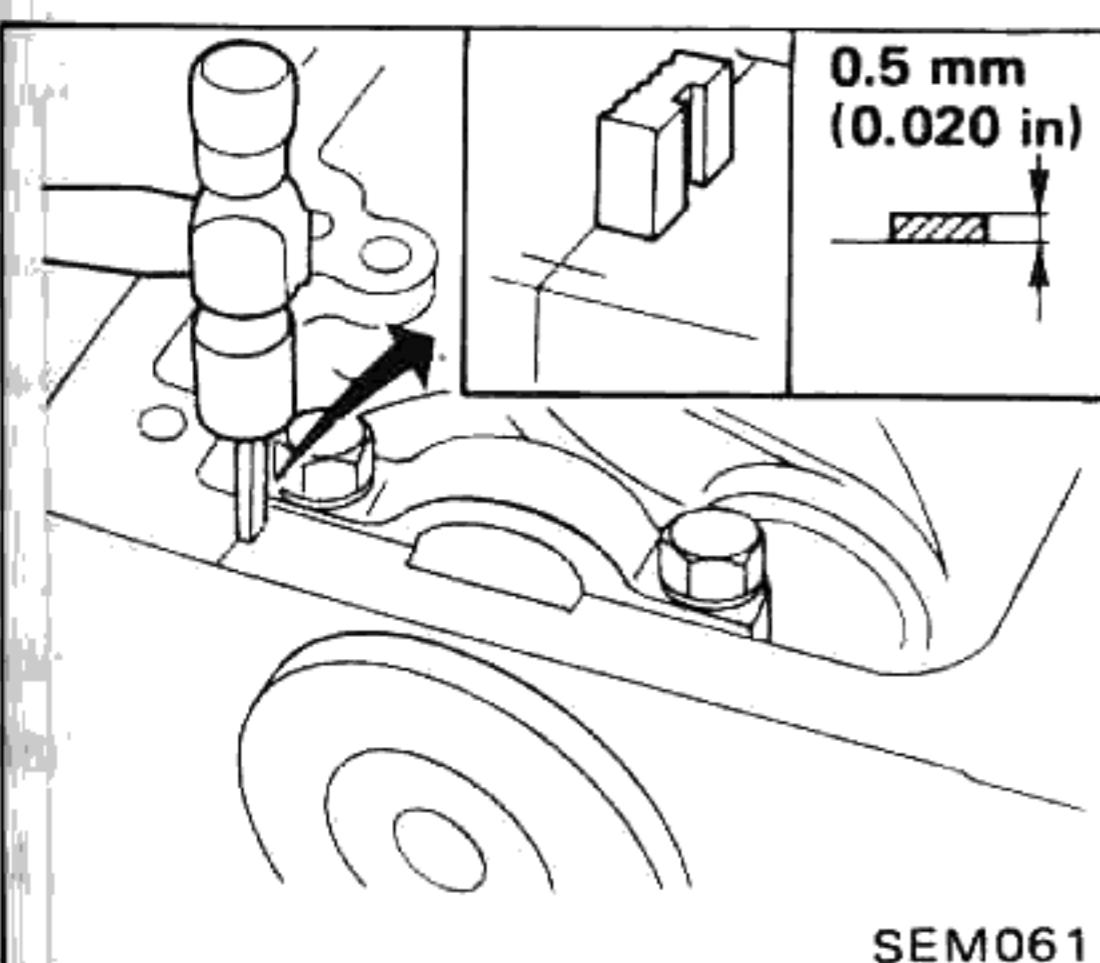
- (4) Install crankshaft thrust washer at the 4th journal from front.

Install thrust washer so that oil groove can face crankshaft.



- e) Install new rear main bearing cap side seal with liquid sealant.

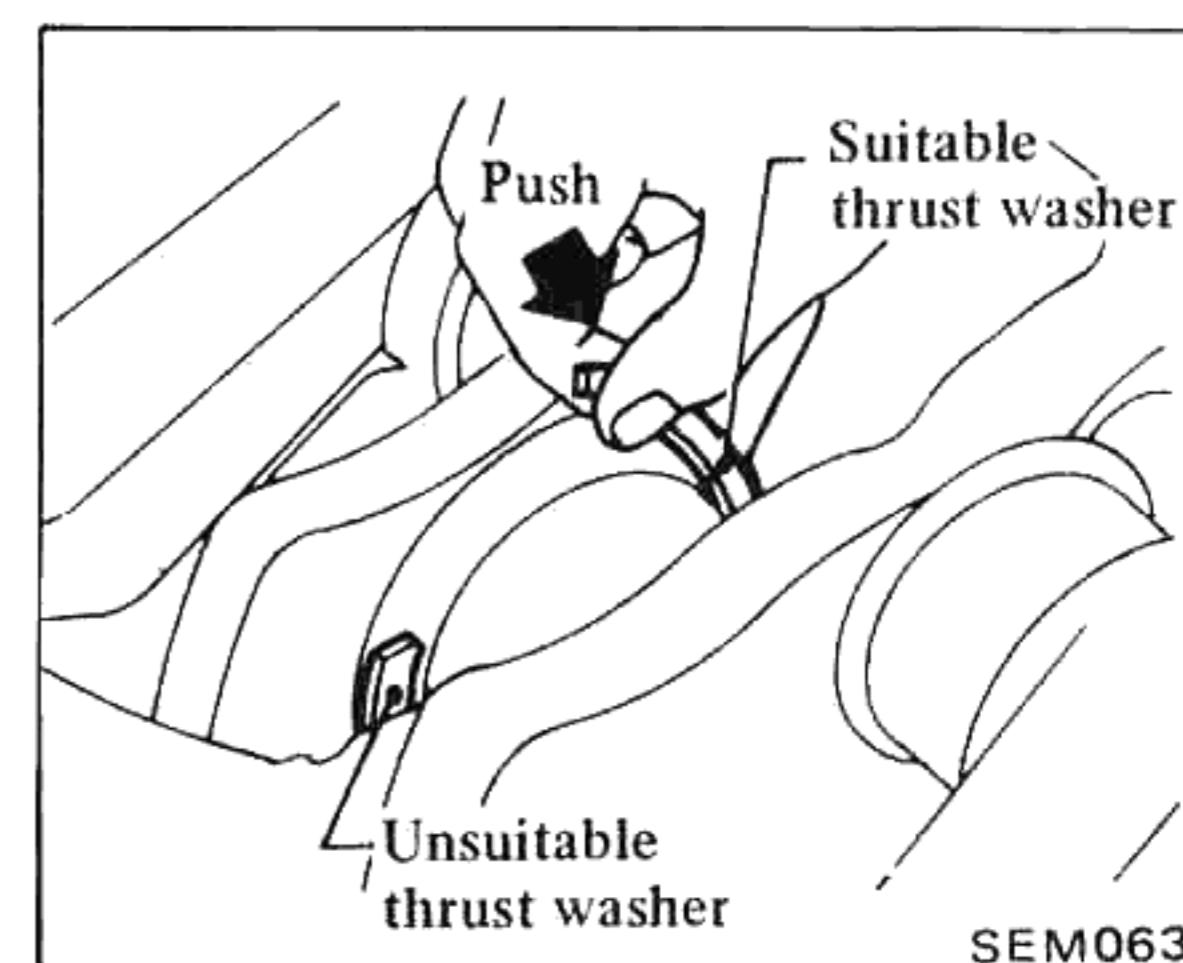
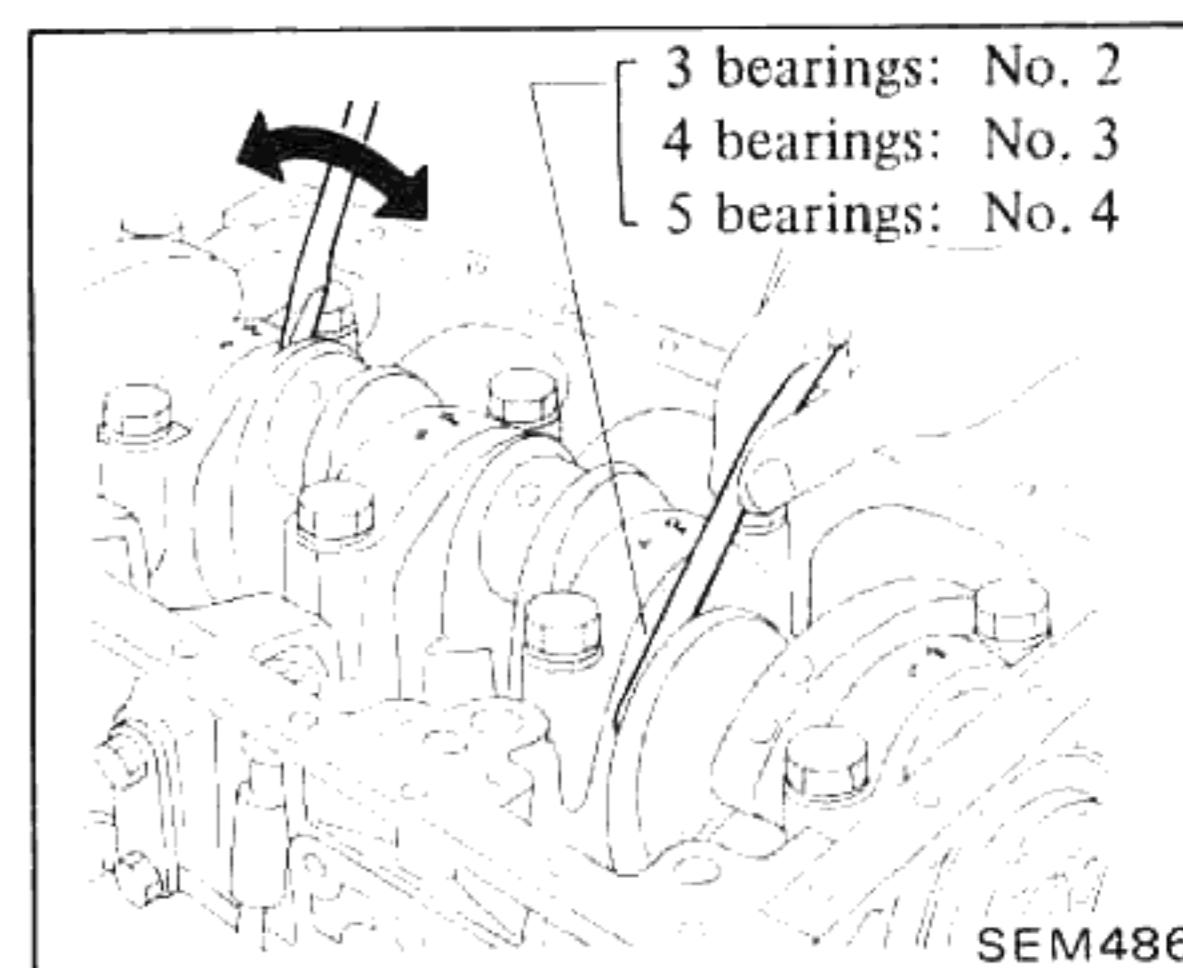
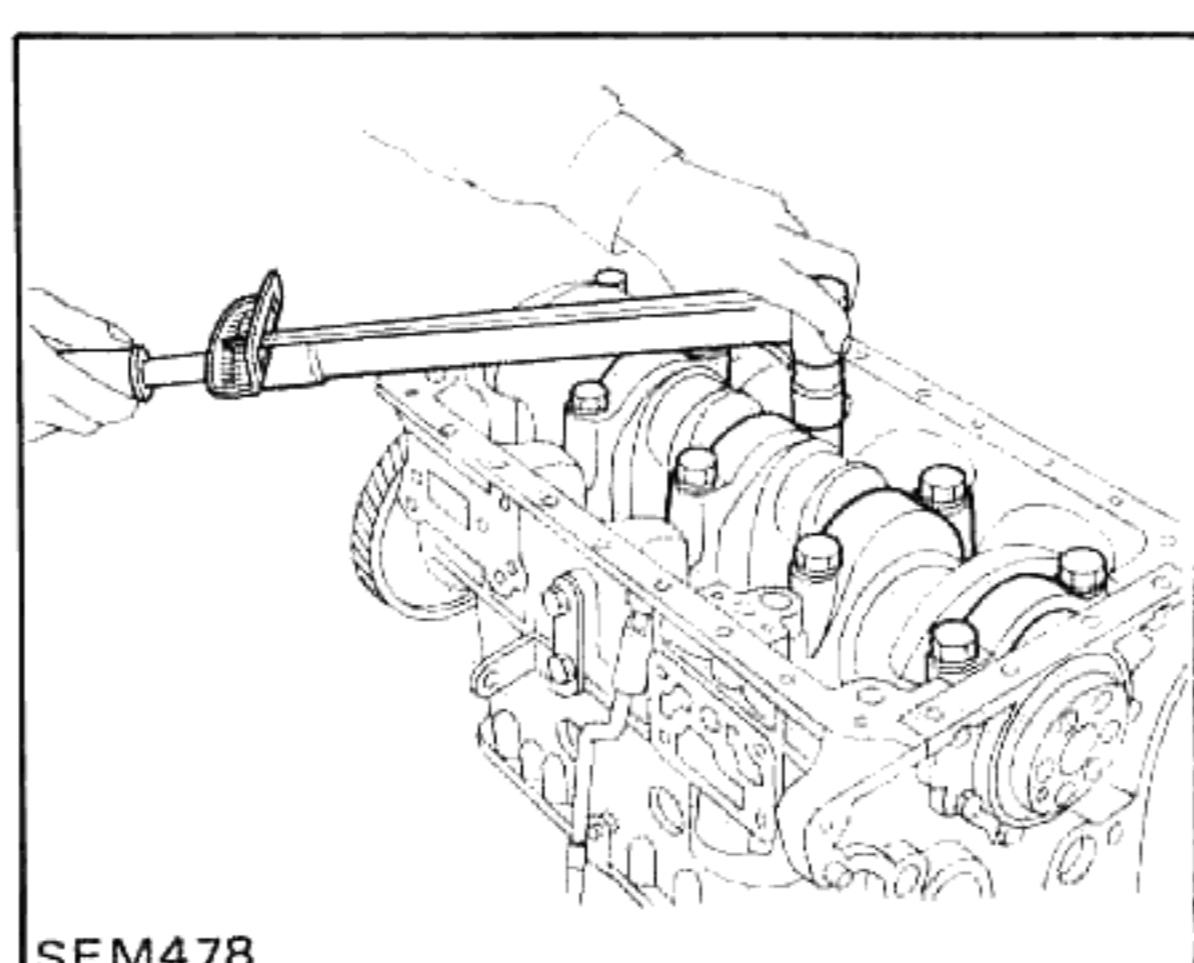
- a. Face groove of side oil seal toward cap and block.
b. Make sure that side oil seal end protrudes by 0.5 mm (0.020 in) from cylinder block.



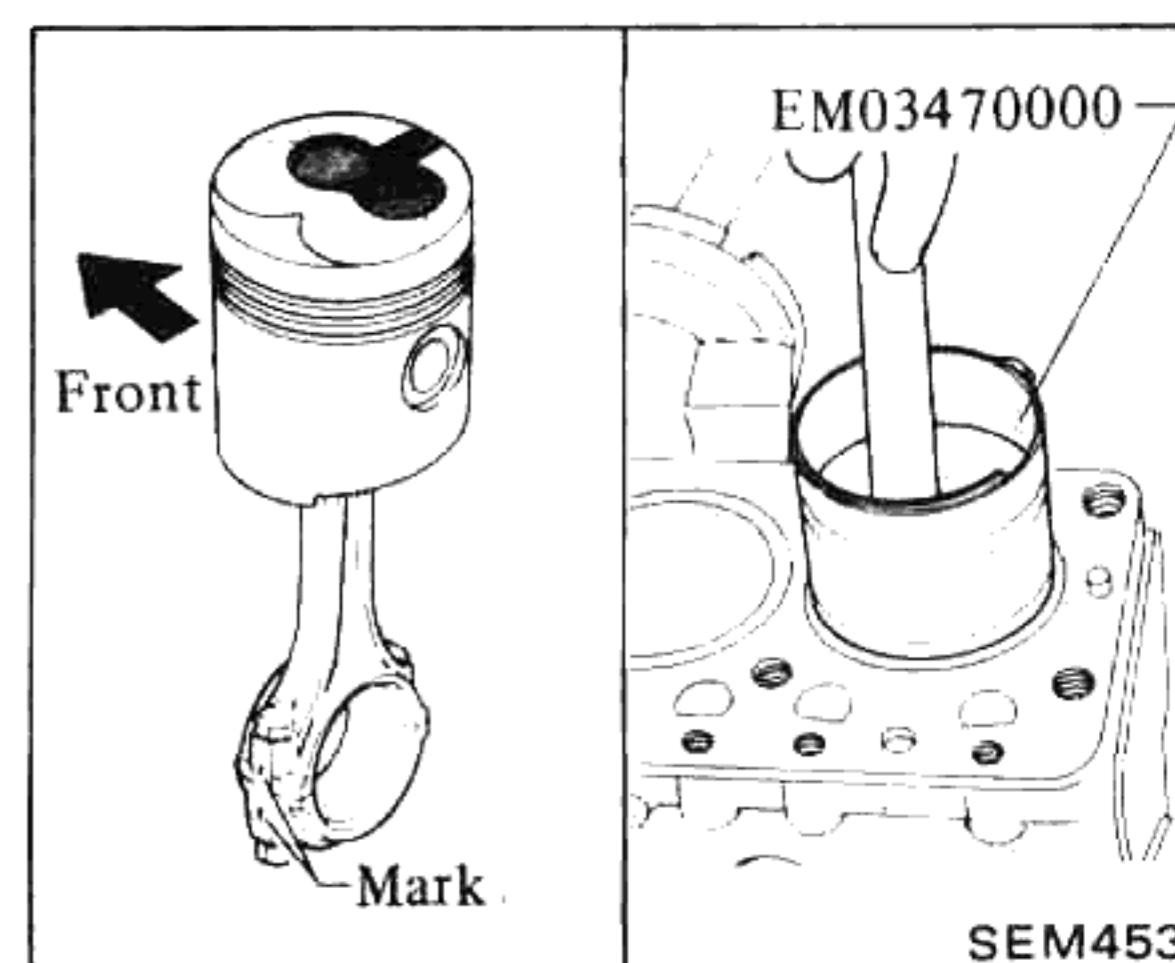
- (5) Tighten bearing cap bolts gradually in stages, starting from two to three separate stages, from center bearing and moving outward in sequence.

T : Main bearing cap bolt:

**167 - 172 N·m
(17.0 - 17.5 kg-m,
123 - 127 ft-lb)**



5. Install piston assembly with Tool.
(1) Install piston assembly by aligning matching mark on connecting rod big end.



- (6) Measure crankshaft end play.

If not within specification, replace with proper thrust washer.

Crankshaft end play:

Standard

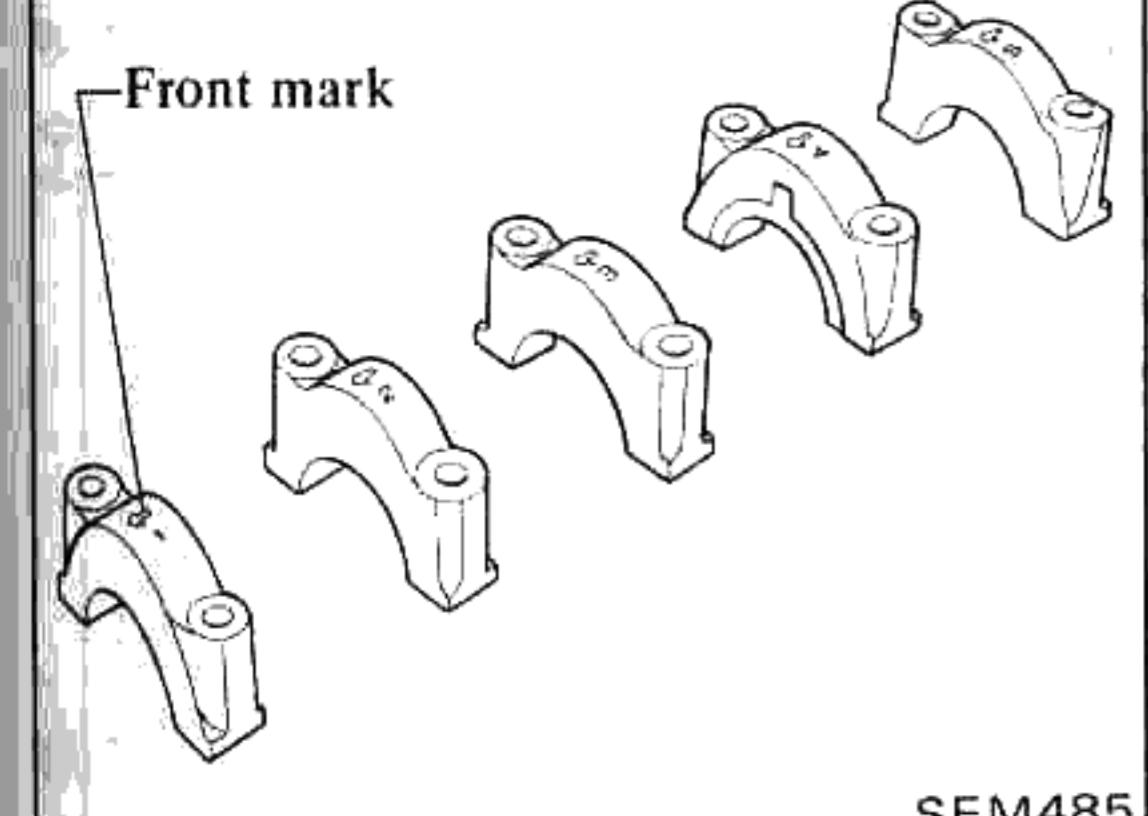
**0.06 - 0.14 mm
(0.0024 - 0.0055 in)**

Limit

Less than 0.4 mm (0.016 in)

Thrust washer oversize:

**0.2 mm (0.008 in) and
0.4 mm (0.016 in) oversize**



- b) Apply engine oil to main bearing cap and cylinder block contact surfaces.

- c) Install oil seal assembly. Apply grease to contact surface of rear end oil seal and crankshaft.

ENGINE ASSEMBLY

(2) Tighten connecting rod bearing cap nut.

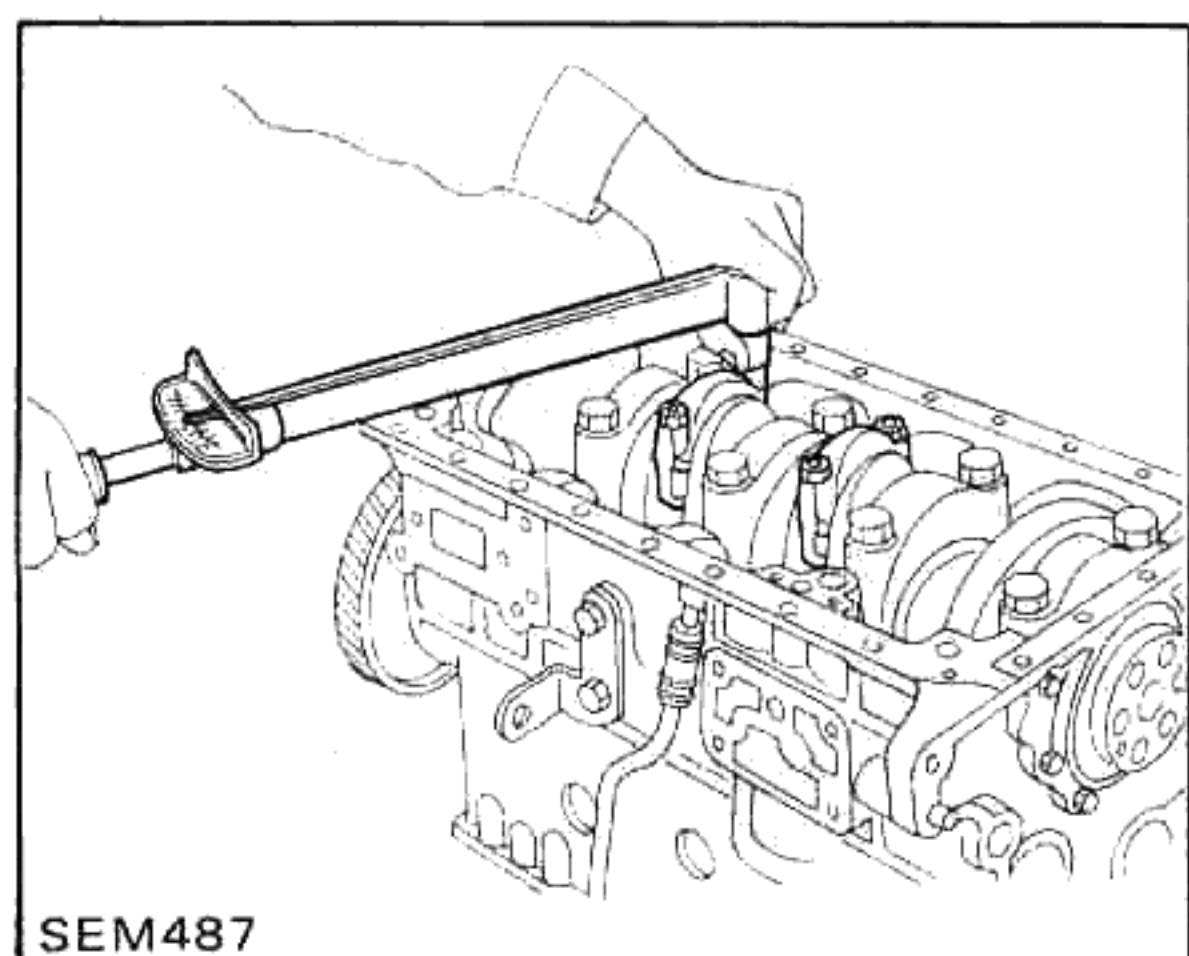
T : Connecting rod bearing cap:

SD22 and SD33

51 - 56 N·m
(5.2 - 5.7 kg-m,
38 - 41 ft-lb)

SD23 and SD25

67 - 71 N·m
(6.8 - 7.2 kg-m,
49 - 52 ft-lb)

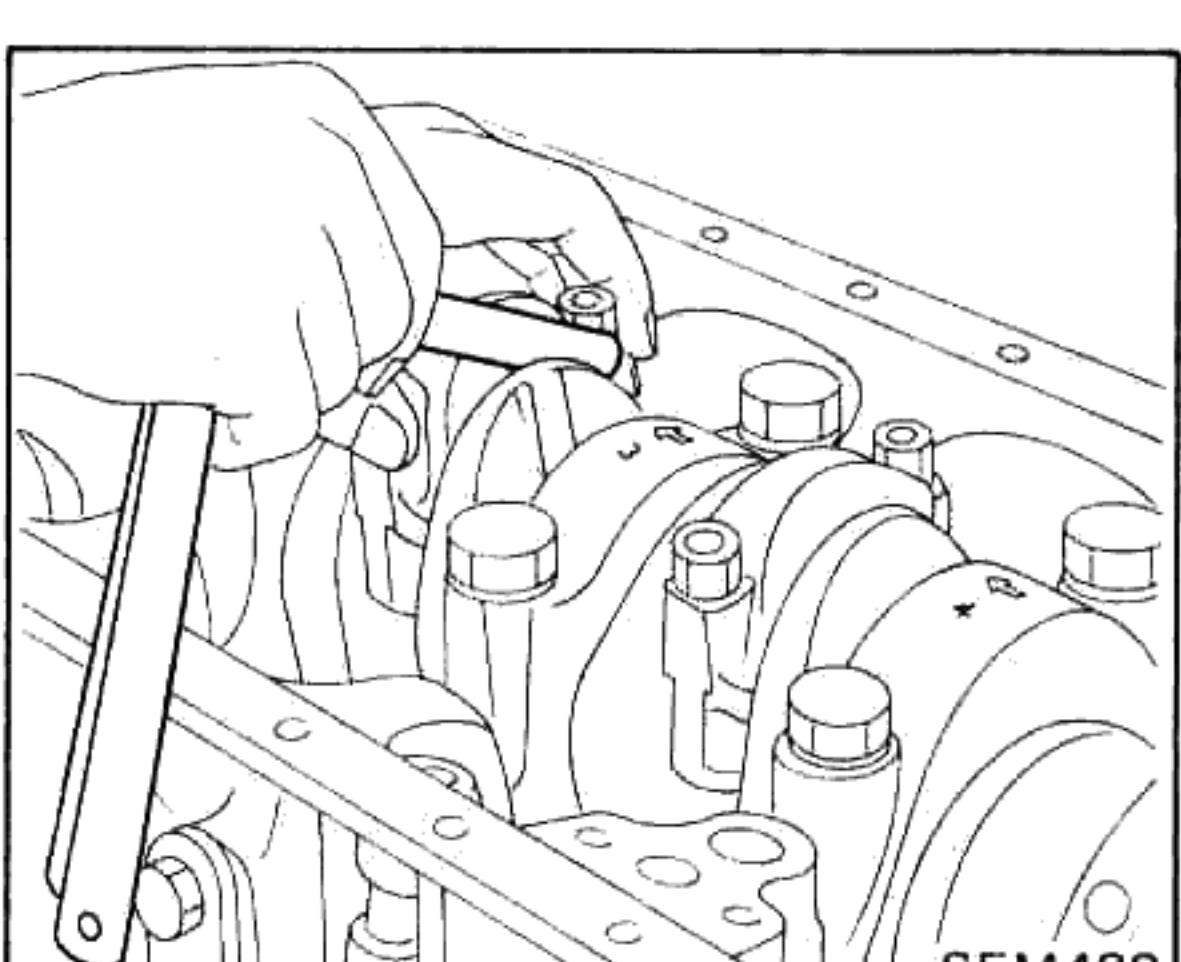


(3) Measure clearance between connecting rod big end and web of crankshaft.

If beyond the specified value, replace connecting rod.

Connecting rod thrust clearance:

0.1 - 0.2 mm
(0.004 - 0.008 in)



6. Install oil pump assembly.

7. Measure piston top clearance.

(1) Set piston to T.D.C.

(2) Measure clearance between top of piston and cylinder block with dial gauge. Measure clearance at front and rear of each piston.

Piston top clearance:

Standard

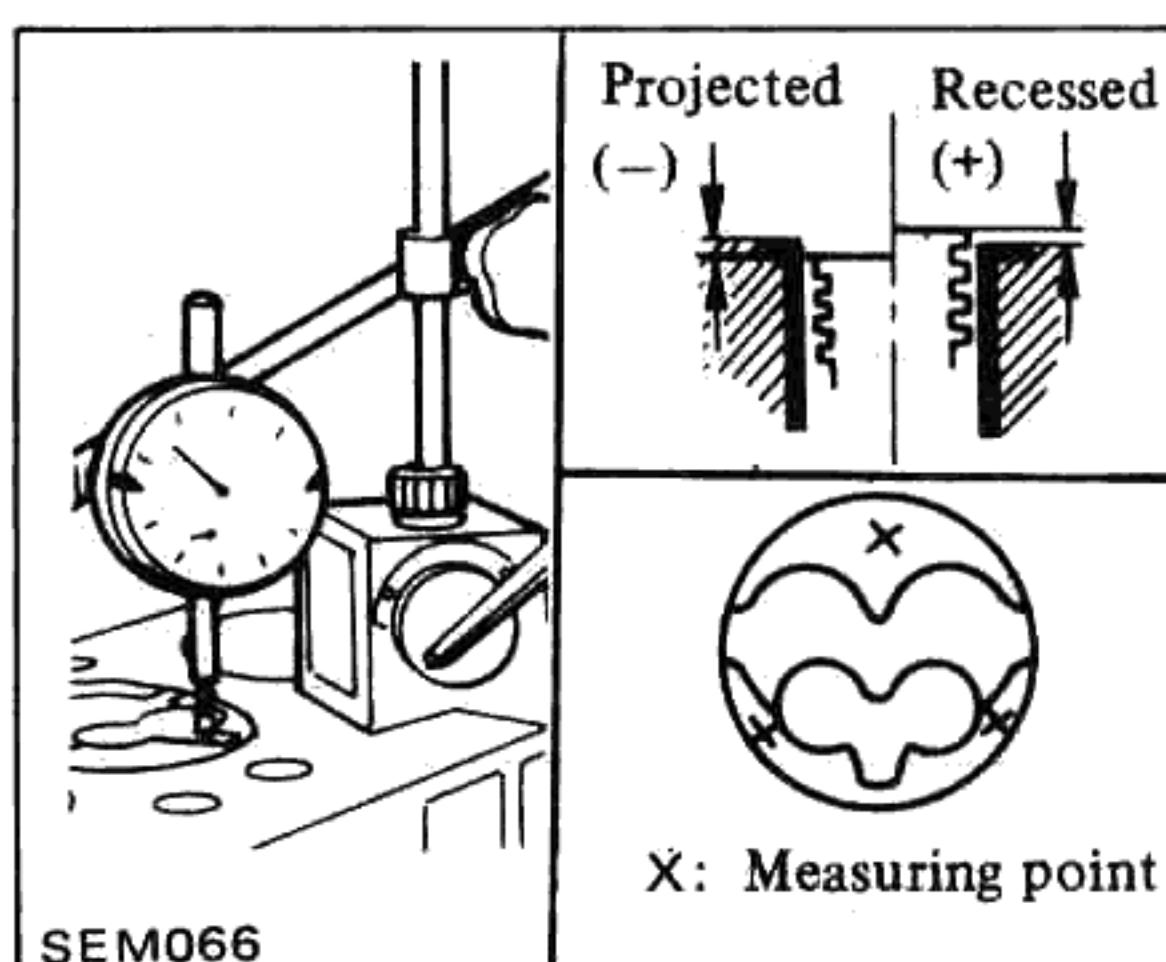
-0.27 - +0.08 mm

(-0.0106 - +0.0031 in)

Limit

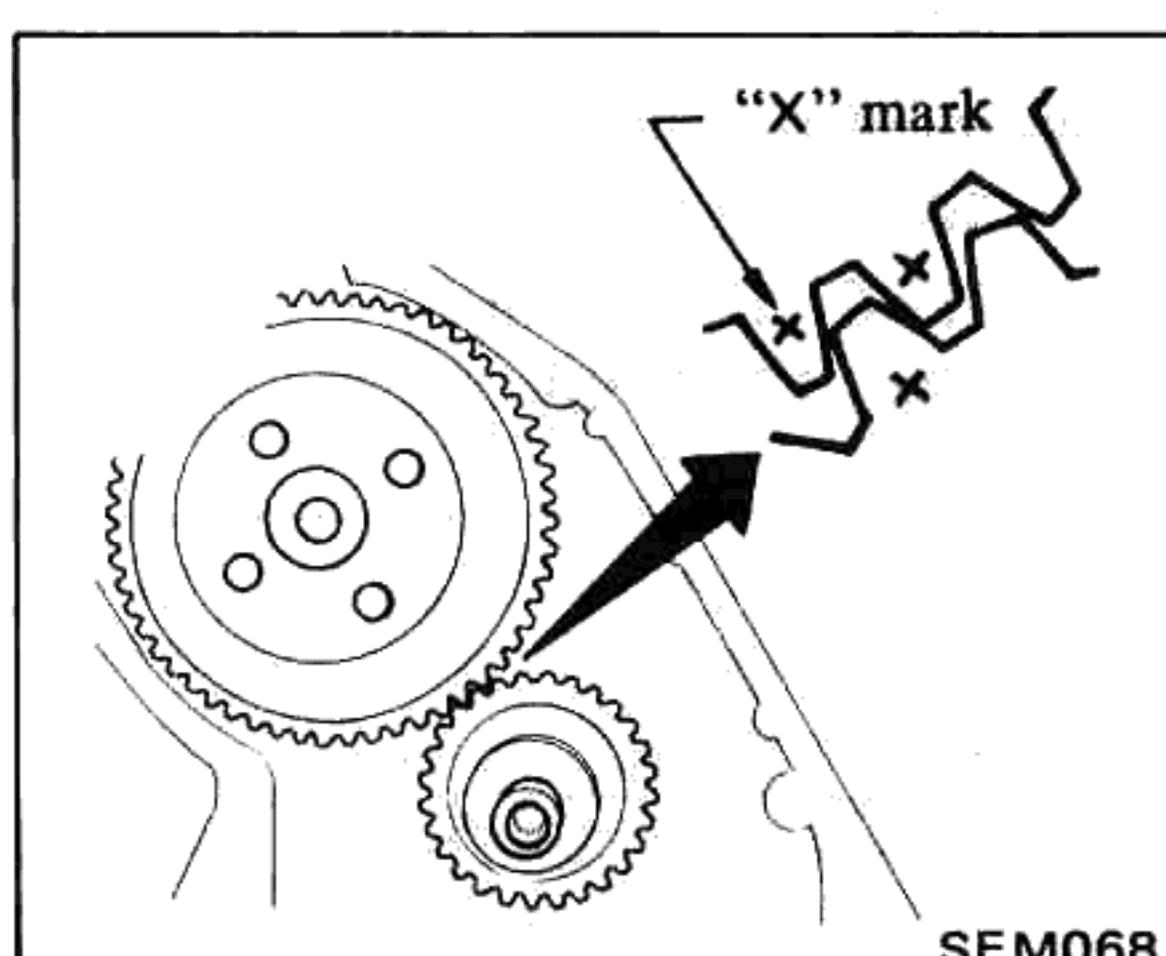
-0.4 - +0.3 mm

(-0.016 - +0.012 in)



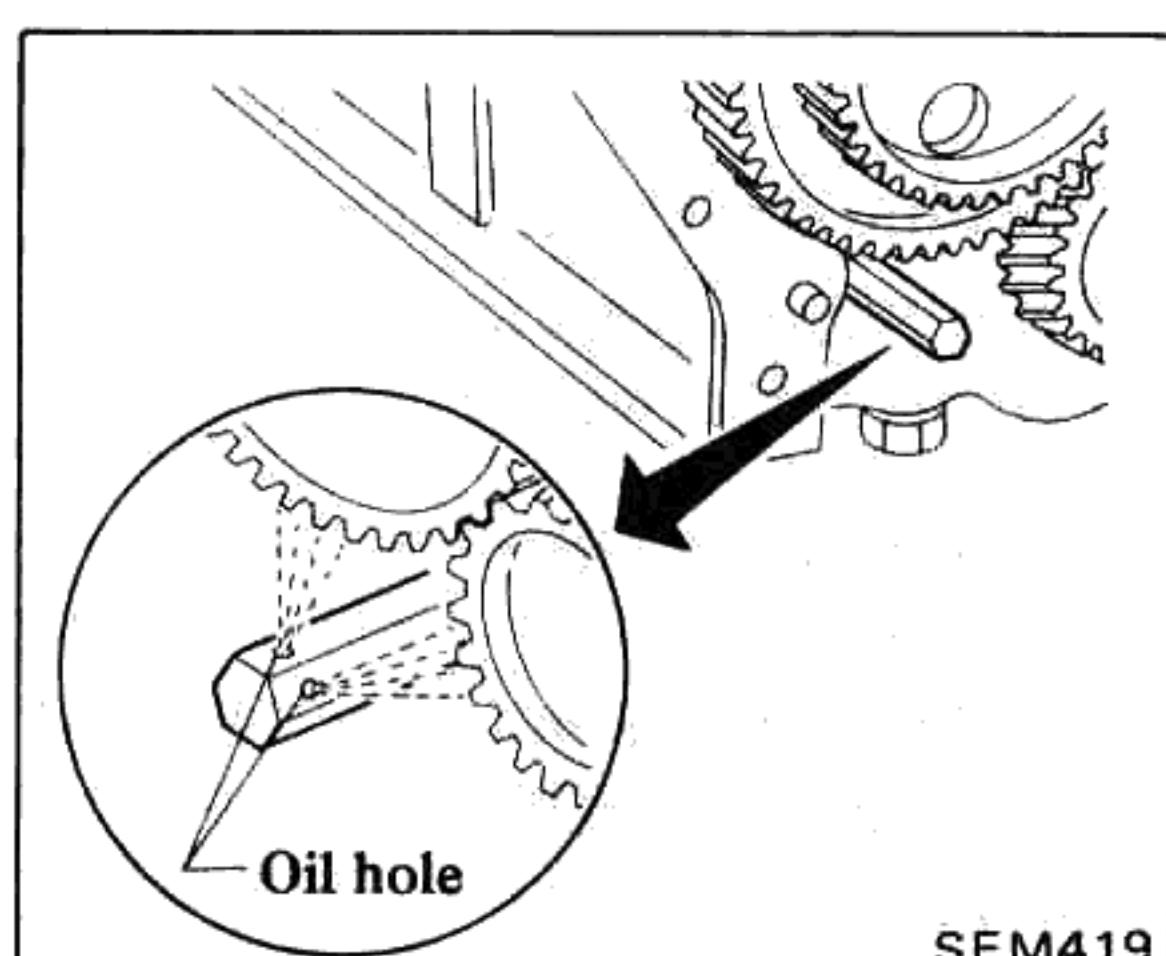
8. Install crankshaft gear.

(1) Install crankshaft gear through key by aligning crank gear and cam-shaft gear matching marks.



(2) Measure gear backlash. Refer to Inspection and Repair.

9. Install oil jet so that it can face each gear.



10. Install rear engine plate (SD 4-cylinder)/flywheel housing (SD33)

and flywheel and then bend lock plate (if equipped).

T : Flywheel bolt

3 bearings & 4 bearings

44 - 49 N·m
(4.5 - 5.0 kg-m,
33 - 36 ft-lb)

5 bearings

88 - 98 N·m
(9.0 - 10.0 kg-m,
65 - 72 ft-lb)

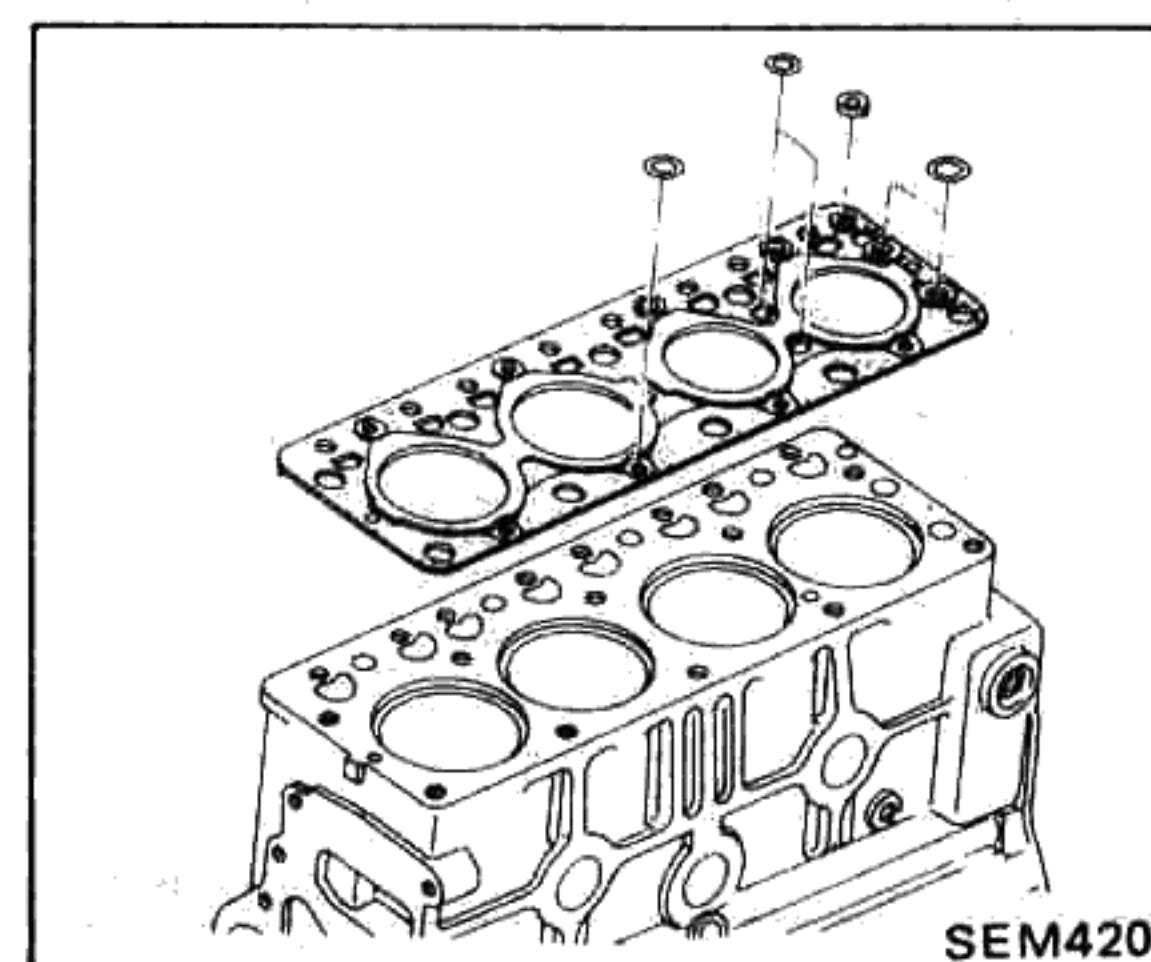
Washer based bolt

127 - 147 N·m
(13.0 - 15.0 kg-m,
94 - 108 ft-lb)

INSTALLING CYLINDER HEAD

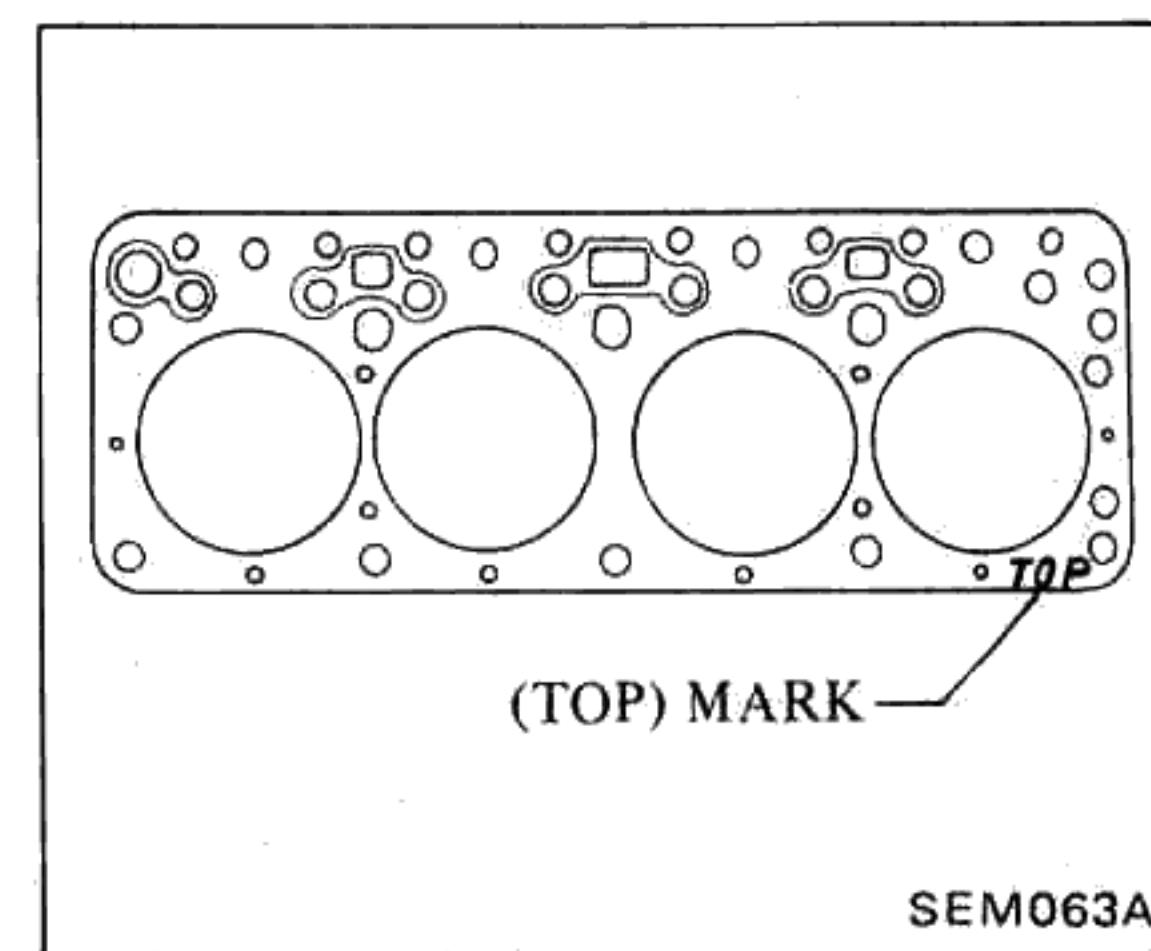
1. Install new cylinder head gasket.

Securely install rubber rings into water and oil holes.



2. Install cylinder head by accommodating knock pin of cylinder block.

Be sure to install gasket with TOP mark facing upward if that mark is stamped.



3. Tighten cylinder head bolts in the sequence shown below. Install cylinder head.

- (1) Tighten main bolts to 59 - 78 N·m
(6 - 8 kg-m, 43 - 58 ft-lb).
- (2) Tighten sub bolts to 20 - 29 N·m
(2 - 3 kg-m, 14 - 22 ft-lb).
- (3) Tighten main bolts to 118 - 127 N·m (12 - 13 kg-m, 87 - 94 ft-lb).
- (4) Tighten sub bolts to 44 - 54 N·m (4.5 - 5.5 kg-m, 33 - 40 ft-lb).

SD 4-cylinder



SD33

25 23 21 19 17 15 16 18 20 22 24 26

11 7 3 1 5 9 13

14 10 6 2 4 8 12

After installing engine in the vehicle, warm up engine and retighten cylinder head bolts.

4. Install push rod.

Turn push rod and make sure that it is within spherical area of valve lifter.

5. Install rocker shaft assembly.

- a. Tighten in two or three stages outwardly from center bracket.
- b. Fully loosen rocker arm screws.

⑤ : Rocker shaft bolt

20 - 25 N·m
(2.0 - 2.5 kg-m,
14 - 18 ft-lb)

INSTALLING FRONT PARTS

1. Install front cover with new gasket and new front oil seal.

⑤ : Front cover fixing bolt

M6

4 - 6 N·m
(0.4 - 0.6 kg-m,
2.9 - 4.3 ft-lb)

M8

10 - 13 N·m
(1.0 - 1.3 kg-m, 0.7 ft-lb)

7 - 9 ft-lb

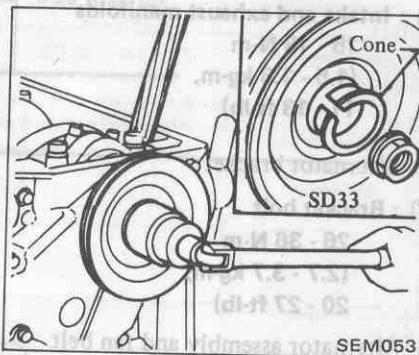
2. Install crank pulley.

⑤ : Crank pulley

294 - 324 N·m

(30 - 33 kg-m,

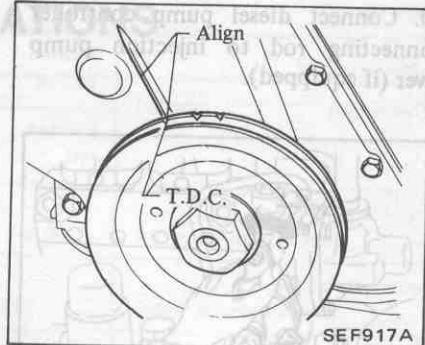
217 - 239 ft-lb)



3. Install oil pan with new gasket coated with liquid sealant.

4. Install water pump with new gasket.

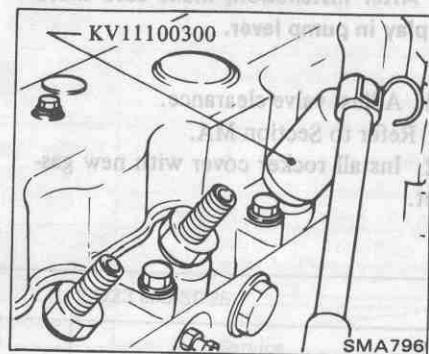
5. Install thermostat housing with new gasket.



5. Install injection pump assembly. Refer to Section EF.

6. Injection nozzle and tube.

- (1) Install new washer and injection nozzle.



7. Install spill tube.

⑤ : Spill tube fixing nut

39 - 49 N·m
(4 - 5 kg-m,
29 - 36 ft-lb)

8. Install injection tube.

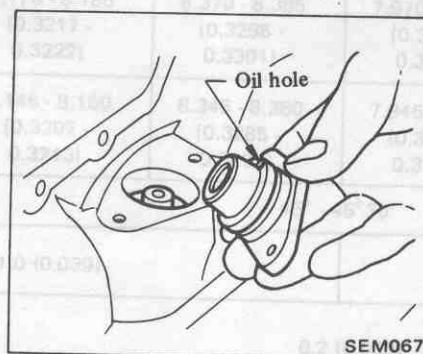
⑤ : Injection tube flare nut

29 - 34 N·m
(3.0 - 3.5 kg-m,
22 - 25 ft-lb)

7. Temporarily install oil cooler, oil filter bracket and oil pipe, and then gradually tighten them.

8. Vacuum tube assembly.

9. Install diesel pump controller.

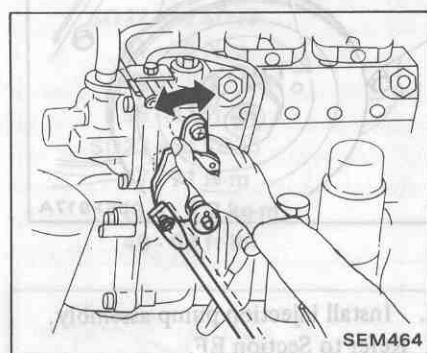


2. Connect oil cooler hose to cylinder head.

3. Install glow plug harness.

4. Align front cover and crank pulley mark for setting No. 1 piston at T.D.C.

10. Connect diesel pump controller connecting rod to injection pump lever (if equipped).



After installation, make sure there is play in pump lever.

11. Adjust valve clearance.

Refer to Section MA.

12. Install rocker cover with new gasket.



If beyond the specified value, replace connecting rod.

Connecting rod thrust clearance
0.1 - 0.2 mm (0.004 - 0.008 in)
(0.004 - 0.008 mm) (0.00016 - 0.00032 in)



Install cylinder head by aligning the marks. If connecting rod clearance is less than specified, replace connecting rod.

6. Install oil pump assembly.

7. Measure piston top clearance.

(1) Set piston to T.D.C.

(2) Measure clearance between top of piston and cylinder block with dial gauge. Measure clearance at front and rear of each piston.

⑤ : Rocker cover bolt

10 - 13 N·m
(1.0 - 1.3 kg·m, 0.7 ft-lb)
7 - 9 ft-lb

13. Dismount engine from work stand and remove engine attachment.

14. Install rear and left side parts.

- Breather assembly
- Intake and Exhaust manifold

⑥ : Intake and exhaust manifolds

15 - 18 N·m
(1.5 - 1.8 kg·m,
11 - 13 ft-lb)

- Alternator bracket

⑦ : Bracket bolt

26 - 36 N·m
(2.7 - 3.7 kg·m,
20 - 27 ft-lb)

- Alternator assembly and fan belt

⑧ : 11 - 14 N·m

(1.1 - 1.4 kg·m,
8 - 10 ft-lb)

- Engine mountings
- Starter motor
- Clutch cover assembly
- Refer to Section CL.
- Transmission assembly
- Refer to Section MT.

ENGINE TUNE-UP

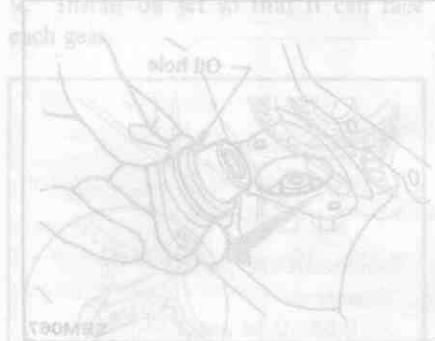
After installing engine in vehicle, tune up engine.

Refer to Section MA.

- Fill engine oil and coolant to the specified levels.
- Bleed fuel system.
- Adjust drive belt deflection.
- Adjust injection timing.
- Adjust idle speed.
- Adjust valve clearance.
- Retighten cylinder head bolt.

INSTALLING SIDE PARTS

Install cylinder head by aligning the marks. If connecting rod clearance is less than specified, replace connecting rod.



3. Connect oil cooler lines to engine.

4. Connect oil pump assembly to cylinder block.

INSTALLING FRONT PARTS

1. Install front cover with seal.

2. Tighten cylinder head bolts in the sequence shown in 0.9 - 0.0 cylinder head.
3. Tighten cylinder head bolts in the sequence shown in 0.9 - 0.0 cylinder head.

SERVICE DATA AND SPECIFICATIONS**INSPECTION AND ADJUSTMENT****CYLINDER HEAD**

	Standard	Limit	Unit: mm (in)
Longitudinal direction	Less than 0.10 (0.0039)	0.20 (0.0079)	
Transverse direction	Less than 0.05 (0.0020)	SD22 and SD33	

VALVE

	Standard	Service	(in) mm (in)	Unit: mm (in)
Diameter "D1"	34.035 - 39.045 (1.3435 - 1.5372)			
Diameter "D2"			140.0 - 140.37 (5.5118 - 5.5137)	
Diameter of seat "D3"			81.0.8 - 81.0.9 (3.2118.0 - 3.2119.0)	
Valve seat face angle "α"			89° - 90°	
Exhaust			L	
Diameter "D1"	35.035 - 36.045 (1.3773 - 1.4372)		SEM188 - 140.0	37.045 - 37.245 (1.4559 - 1.4770)
	SD22 and SD33		SD23 and SD25	
	Standard	Service	Standard	Service
Valve head diameter "D"	30.05 - 31.05 (1.2188 - 1.2224)	30.95 - 31.05 (1.2195 - 1.2224)	30.0 - 31.0 (1.2000 - 1.2144)	32.00 - 33.00 (1.2872 - 1.3012)
Intake	38.0 (1.496)		40.0 (1.575)	
Exhaust	32.0 (1.260)		34.0 (1.339)	
Valve length "L"	89° - 90°		117 (4.61)	
Intake			(8200.0) 85.0	89 - 90
Exhaust			(8200.0) 85.0	
Valve stem diameter "d"				
Intake	7.970 - 7.985 (0.3138 - 0.3144)	8.170 - 8.185 (0.3217 - 0.3222)	8.370 - 8.385 (0.3295 - 0.3301)	7.970 - 7.985 (0.3138 - 0.3144)
Exhaust	7.945 - 7.960 (0.3128 - 0.3134)	8.145 - 8.160 (0.3207 - 0.3213)	8.345 - 8.360 (0.3285 - 0.3291)	7.945 - 7.960 (0.3128 - 0.3134)
Valve seat angle "α"			45° - 45° 30'	
Valve margin "T" limit		1.0 (0.039)		1.5 (0.059)
Valve stem and surface grinding limit			0.2 (0.008)	
Valve clearance (Hot)				
Intake				-
Exhaust			0.35 (0.014)	-

SERVICE DATA AND SPECIFICATIONS

Valve spring

Free length mm (in)	Painted yellow	50.20 (1.976)
	Painted red	50.35 (1.982)
Pressure height mm/N (mm/kg, in/lb)	30.4/599.2 (30.4/61.1, 1.197/134.7)	
Assembled height mm/N (mm/kg, in/lb)	39/294 (39/30, 1.54/66)	
Out of square mm (in)	1.3 (0.051)	

Valve stem hole (Cylinder head) (SD22 and SD33)

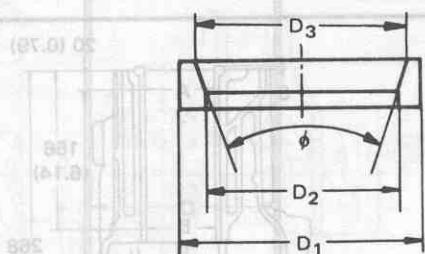
		Unit: mm (in)	
		Valve stem hole inner diameter	8.000 - 8.015 (0.3150 - 0.3156)
		Standard	Max. tolerance
Stem to stem hole clearance Intake	0.015 - 0.045 (0.0006 - 0.0018)	0.015 - 0.045 (0.0006 - 0.0018)	0.15 (0.0059)
Exhaust	0.04 - 0.07 (0.0016 - 0.0028)	0.04 - 0.07 (0.0016 - 0.0028)	0.20 (0.0079)
Valve deflection limit			0.15 (0.0059)

Valve guide (SD23 and SD25)

Unit: mm (in)

	Standard	Service
Valve guide outside diameter is play in pump lever.	12.033 - 12.044 (0.4737 - 0.4742)	26 - 30 N·m (2.7 - 3.7 kgm) 20 - 27 ft·lb
Valve guide inner diameter (Finished size)	8.00 - 8.015 (0.3150 - 0.3156)	
Cylinder head valve guide hole diameter	12.00 - 12.011 (0.4724 - 0.4729)	(1.1 - 1.4 kgm, 8 - 10 ft·lb)
Interference fit of valve guide	0.022 - 0.044 (0.0009 - 0.0017)	
	Standard	Max. tolerance
Stem to guide clearance Intake	0.015 - 0.045 (0.0006 - 0.0018)	0.15 (0.0059)
Exhaust	0.04 - 0.07 (0.0016 - 0.0028)	0.20 (0.0079)
Valve deflection limit	0.15 (0.0059)	

SERVICE DATA AND SPECIFICATIONS

Valve seat

Piston ring

		Standard	Unit mm (in)
Side clearance	No. 1	0.06 - 0.10 (0.0024 - 0.0039)	Camshaft journal diameter
	No. 2	0.10 - 0.20 (0.0040 - 0.0080)	Camshaft journal diameter
		0.10 - 0.20 (0.0040 - 0.0080)	Oil clearance
Chamfer		0.3 (0.012)	Front

EM733 (9000.0) 81.0

SD22 and SD33
SD23 and SD25

	Standard	Service	Standard	Service
Intake				
Outer diameter "D1"	39.035 - 39.045 (1.5368 - 1.5372)	—	41.035 - 41.045 (1.6155 - 1.6159)	—
Inner diameter "D2"	32.9 - 33.1 (1.295 - 1.303)	—	34.9 - 35.1 (1.374 - 1.382)	—
Diameter of seat "D3"	36.95 - 37.05 (1.4547 - 1.4587)	—	38.95 - 39.05 (1.5335 - 1.5374)	—
Valve seat face angle " ϕ "	89° - 90°	—	89° - 90°	—
Exhaust				
Outer diameter "D1"	35.035 - 35.045 (1.3793 - 1.3797)	35.235 - 35.245 (1.3872 - 1.3876)	35.435 - 35.445 (1.3951 - 1.3955)	37.035 - 37.045 (1.4581 - 1.4585)
Inner diameter "D2"	28.4 - 28.6 (1.118 - 1.126)	28.4 - 28.6 (1.118 - 1.126)	28.4 - 28.6 (1.118 - 1.126)	30.4 - 30.6 (1.197 - 1.205)
Diameter of seat "D3"	30.95 - 31.05 (1.2185 - 1.2224)	30.95 - 31.05 (1.2185 - 1.2224)	30.95 - 31.05 (1.2185 - 1.2224)	32.950 - 33.050 (1.2972 - 1.3012)
Cylinder head valve seat diameter	34.995 - 35.01 (1.3778 - 1.3783)	35.195 - 35.21 (1.3856 - 1.3862)	35.395 - 35.41 (1.3935 - 1.3941)	36.995 - 37.010 (1.4565 - 1.4571)
Valve seat face angle " ϕ "	89° - 90°	—	Piston pin	89° - 90°

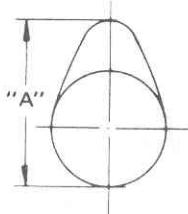
SERVICE DATA AND SPECIFICATIONS

CAMSHAFT AND CAMSHAFT BUSHING

50-52157

Unit: mm (in)

	Standard	Limit
Camshaft journal to bushing clearance [Oil clearance]	0.024 - 0.102 (0.0009 - 0.0040)	0.15 (0.0059)
Front		
Center		
Rear	0.024 - 0.102 (0.0009 - 0.0040)	
Camshaft journal diameter		
Front	45.434 - 45.447 (1.7887 - 1.7892)	—
Center	43.897 - 43.910 (1.7282 - 1.7287)	—
Rear	41.218 - 41.231 (1.6228 - 1.6233)	—
Camshaft bend (Total indicator reading)	Less than 0.03 (0.0012)	0.06 (0.0024)
Camshaft end play	0.08 - 0.28 (0.0031 - 0.0110)	0.50 (0.0197)

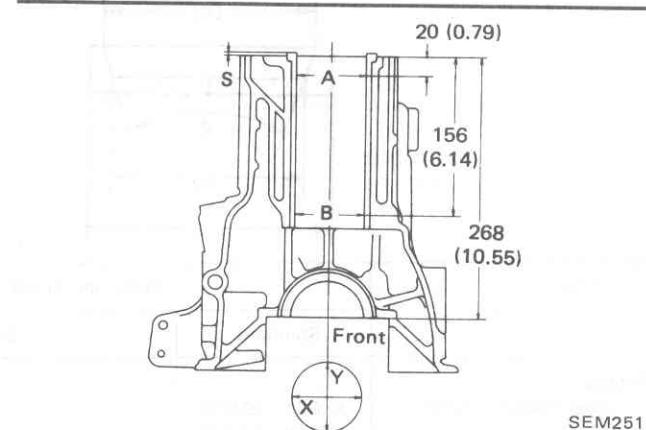


EM671

Cam height "A"	37.28 - 37.32 (1.4677 - 1.4693)
Cam height limit	36.8 (1.449)

CYLINDER BLOCK AND CYLINDER LINER

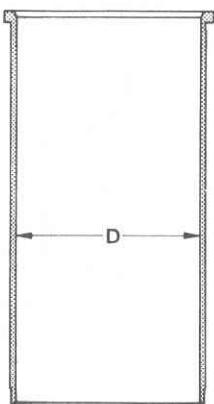
Unit: mm (in)



	Standard	Wear limit
Surface flatness (Without cylinder liner)	Less than 0.10 (0.0039) (Shaft direction) Less than 0.02 (0.0008) (Right angle direction)	0.3 (0.012)
Cylinder bore (With cylinder liner) Inner diameter		
SD22 and SD33	82.985 - 83.020 (3.2671 - 3.2685)	0.3 (0.012)
SD23 and SD25	89.000 - 89.030 (3.5039 - 3.5051)	
Out-of-round (X-Y)	Less than 0.02 (0.0008)	—
Taper (A-B)	Less than 0.02 (0.0008)	—
Projection "S"	0.02 - 0.09 (0.0008 - 0.0035)	—
Division of each cylinder "S"	Less than 0.05 (0.0020)	—
Piston to cylinder liner clearance		
SD22 and SD33	0.04 - 0.11 (0.0016 - 0.0043)	
SD23 and SD25	0.09 - 0.115 (0.0035 - 0.0045)	
Interference fit cylinder liner to block		
SD22 and SD33	0.01 - 0.03 (0.0004 - 0.0012)	
SD23 and SD25	0.02 - 0.09 (0.0008 - 0.0035)	

SERVICE DATA AND SPECIFICATIONS

Unit: mm (in)



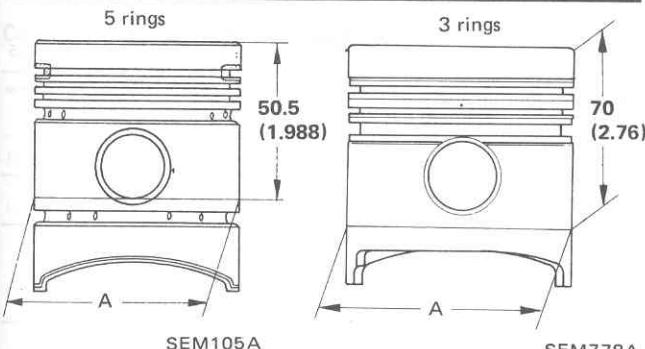
SEM427

	Standard	Service
Cylinder liner inner diameter "D" SD22 and SD33	82.995 - 83.025 (3.2675 - 3.2687)	83.03 - 83.05 (3.2689 - 3.2697)
SD23 and SD25	89.000 - 89.035 (3.5039 - 3.5053)	89.050 - 89.070 (3.5059 - 3.5067)

PISTON, PISTON RING AND PISTON PIN

Piston

Unit: mm (in)



SEM105A

SEM778A

	SD22 and SD33	SD23 and SD25
Piston skirt diameter "A" 3 rings	82.905 - 82.945 (3.2640 - 3.2655)	88.895 - 88.935 (3.4998 - 3.5014)
5 rings	82.845 - 82.885 (3.2616 - 3.2632)	—
Piston pin hole diameter	25.99 - 26.00 (1.0232 - 1.0236)	

Piston ring

Unit: mm (in)

	Standard		Limit	
	5 rings	3 rings	5 rings	3 rings
Side clearance				
No. 1	0.06 - 0.10 (0.0024 - 0.0039)		0.5 (0.020)	
No. 2	0.04 - 0.08 (0.0016 - 0.0031)		0.3 (0.012)	
No. 3	0.04 - 0.08 (0.0016 - 0.0031)	0.02 - 0.06 (0.0008 - 0.0024)	0.3 (0.012)	0.15 (0.0059)
No. 4	0.02 - 0.06 (0.0008 - 0.0024)	—	0.15 (0.0059)	—
No. 5	—	—	0.15 (0.0059)	—
Ring gap				
No. 1	0.30 - 0.45 (0.0118 - 0.0177)			
No. 2	0.20 - 0.35 (0.0079 - 0.0138)			
No. 3	0.20 - 0.35 (0.0079 - 0.0138)	0.15 - 0.30 (0.0059 - 0.0118)	1.5 (0.059)	
No. 4 & No. 5	0.15 - 0.30 (0.0059 - 0.0118)	—		

Piston pin

Unit: mm (in)

	SD22 and SD33	SD23 and SD25
Piston pin outer diameter	25.993 - 26.000 (1.0233 - 1.0236)	
Interference fit of piston pin to piston	0 - 0.003 (0 - 0.0001)	-0.007 - 0.010 (-0.0003 - 0.0004)
Piston pin to connecting rod clearance	0.025 - 0.045 (0.0010 - 0.0018)	

SERVICE DATA AND SPECIFICATIONS

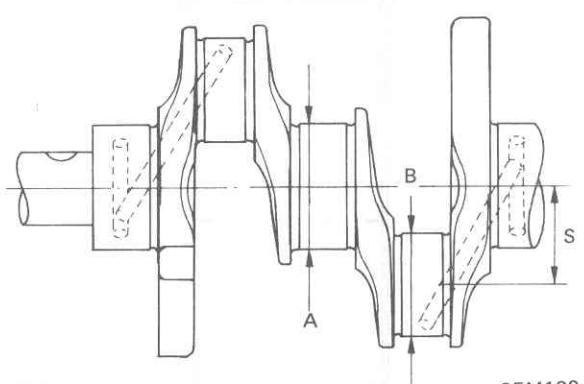
CONNECTING ROD

Unit: mm (in)

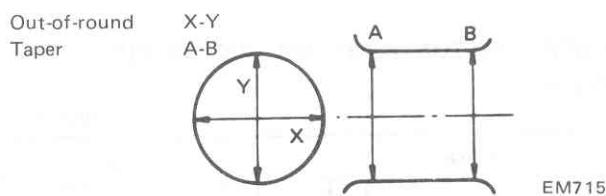
Center distance SD22, SD25 and SD33	170.0 (6.69)
SD23	174.2 (6.86)
Connecting rod bend or torsion [Per 100 mm (3.94 in) length]	
Standard	0 - 0.05 (0 - 0.0020)
Limit	0.05 (0.0020)
Piston pin bore diameter	26.025 - 26.038 (1.0246 - 1.0251)
Big end play	
Standard	0.1 - 0.2 (0.004 - 0.008)
Limit	0.2 (0.008)

CRANKSHAFT

Unit: mm (in)



Journal diameter "A"	70.907 - 70.920 (2.7916 - 2.7921)
Pin diameter "B"	52.913 - 52.926 (2.0832 - 2.0837)
"S"	
SD22, SD25 and SD33	50.00 (1.9685)
SD23	46.00 (1.8110)



Taper of journal and pin "A-B"	
Standard	0.01 (0.0004)
Limit	0.02 (0.0008)
Out-of-round of journal and pin "X-Y"	
Standard	0.01 (0.0004)
Limit	0.02 (0.0008)
Crankshaft bend	
Standard	0 - 0.03 (0 - 0.0012)
Limit	0.10 (0.0039)
Crankshaft end play	
Standard	0.06 - 0.14 (0.0024 - 0.0055)
Limit	0.40 (0.0157)

SERVICE DATA AND SPECIFICATIONS

BEARING

Bearing clearance

Unit: mm (in)

	Standard	Limit
Main bearing clearance 3 or 4 bearings	0.035 - 0.093 (0.0014 - 0.0037)	0.15 (0.0059)
5 bearings	0.035 - 0.087 (0.0014 - 0.0034)	
Connecting rod bearing clearance	0.035 - 0.081 (0.0014 - 0.0032)	0.15 (0.0059)

Main bearing undersize

Unit: mm (in)

	Crank journal diameter
Standard	70.907 - 70.920 (2.7916 - 2.7921)
Undersize 0.25 (0.0098)	70.657 - 70.670 (2.7818 - 2.7823)
0.50 (0.0197)	70.407 - 70.420 (2.7719 - 2.7724)
0.75 (0.0295)	70.157 - 70.170 (2.7621 - 2.7626)
1.00 (0.0394)	69.907 - 69.920 (2.7522 - 2.7528)

Connecting rod bearing undersize

Unit: mm (in)

	Crank pin diameter
Standard	52.913 - 52.926 (2.0832 - 2.0837)
Undersize 0.25 (0.0098)	52.663 - 52.676 (2.0733 - 2.0739)
0.50 (0.0197)	52.413 - 52.426 (2.0635 - 2.0640)
0.75 (0.0295)	52.163 - 52.176 (2.0537 - 2.0542)
1.00 (0.0394)	51.913 - 51.926 (2.0438 - 2.0443)

MISCELLANEOUS COMPONENTS

Unit: mm (in)

Gear train Backlash of each gear	0.07 - 0.20 (0.0028 - 0.0079)
Flywheel Runout (Total indicator reading)	Less than 0.15 (0.0059)

TIGHTENING TORQUE

Engine outer parts

	N·m	kg·m	ft-lb
Water outlet bolt	10 - 13	1.0 - 1.3	7 - 9
Water pump bolt M8	10 - 13	1.0 - 1.3	7 - 9
	20 - 25	2.0 - 2.5	14 - 18
Manifold bolt and nut	15 - 18	1.5 - 1.8	11 - 13
Injection pump nut (In-line)	20 - 25	2.0 - 2.5	14 - 18
Injection pump (VE type) nut	20 - 25	2.0 - 2.5	14 - 18
	16 - 22	1.6 - 2.2	12 - 16
Injection pump (C.A.V.-D.P.A.)	15 - 20	1.5 - 2.0	11 - 14
Injection nozzle to cylinder head *1	59 - 69	6.0 - 7.0	43 - 51
	69 - 78	7.0 - 8.0	51 - 58
Oil cooler bolt	10 - 13	1.0 - 1.3	7 - 9
Oil cooler pipe nut	10 - 13	1.0 - 1.3	7 - 9
Timing gear cover bolt	10 - 13	1.0 - 1.3	7 - 9
Injection pump timer nut	59 - 69	6 - 7	43 - 51
Injection pump drive gear nut (VE type)	59 - 69	6.0 - 7.0	43 - 51
Injection pump drive gear (C.A.V.-D.P.A.)	15 - 20	1.5 - 2.0	11 - 14
Feed pump gear (C.A.V.-D.P.A.)	15 - 20	1.5 - 2.0	11 - 14
Injection tube flare nut	29 - 34	3.0 - 3.5	22 - 25
Spill tube with cap nut	39 - 49	4 - 5	29 - 36
Oil filter bracket bolt	26 - 36	2.7 - 3.7	20 - 27
Alternator bracket bolt	26 - 36	2.7 - 3.7	20 - 27
Alternator to adjusting bar bolt	11 - 14	1.1 - 1.4	8 - 10
Diesel pump controller bolt	10 - 13	1.0 - 1.3	7 - 9
Diesel pump controller bracket bolt	45 - 61	4.6 - 6.2	33 - 45
Thermostat housing	10 - 13	1.0 - 1.3	7 - 9

*1: Part No. of injection nozzle

16600-90060, 16600-36W00, 16600-T9000

*2: Part No. of injection nozzle

16600-37502, 16600-90012, 16600-90019, 16600-J5571,
16600-T3401, 16600-T3470, 16600-T6200, 16600-T6201,
16600-Y8400, 16600-Y8401.

SERVICE DATA AND SPECIFICATIONS

Engine internal parts

	N·m	kg·m	ft-lb
Main bearing cap bolt	167 - 172	17.0 - 17.5	123 - 127
Crank pulley nut	294 - 324	30 - 33	217 - 239
Flywheel bolt 3 bearings & 4 bearings	44 - 49	4.5 - 5.0	33 - 36
5 bearings	88 - 98	9.0 - 10.0	65 - 72
Bolt w/washer	127 - 147	13 - 15	94 - 108
Front cover bolt			
M6	4 - 6	0.4 - 0.6	2.9 - 4.3
M8	10 - 13	1.0 - 1.3	7 - 9
Front end plate bolt	10 - 13	1.0 - 1.3	7 - 9
Camshaft gear bolt	44 - 49	4.5 - 5.0	33 - 36
Oil pump bolt	13 - 19	1.3 - 1.9	9 - 14
Oil pan bolt	7 - 10	0.7 - 1.0	5.1 - 7.2
Cylinder head bolt			
Sub	44 - 54	4.5 - 5.5	33 - 40
Main	118 - 127	12 - 13	87 - 94
Rocker arm shaft bolt	20 - 25	2.0 - 2.5	14 - 18
Rocker arm lock nut	20 - 25	2.0 - 2.5	14 - 18
Camshaft thrust plate bolt	4 - 6	0.4 - 0.6	2.9 - 4.3
Connecting rod big end nut			
SD22 and SD33	51 - 56	5.2 - 5.7	38 - 41
SD23 and SD25	67 - 71	6.8 - 7.2	49 - 52
Rocker cover bolt	10 - 13	1.0 - 1.3	7 - 9
Oil jet (for piston)	29 - 39	3 - 4	22 - 29

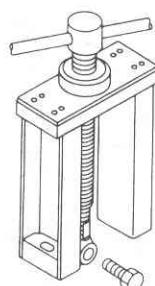
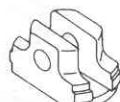
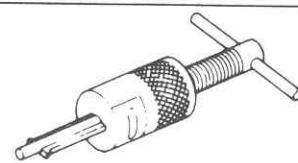
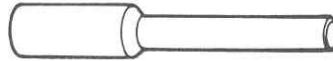
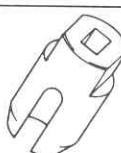
SPECIAL SERVICE TOOLS

Tool number	Tool name	Engine application			
		SD22	SD23	SD25	SD33
ST05300000	Engine attachment		X	X	X
① KV11101800 ② KV10106500	Engine attachment Engine stand shaft		—	—	X
ST0501S000 ① ST05011000 ② ST05012000	Engine stand assembly Engine stand Base		X	X	X
KV11102180 ① ST16660000 ② KV11101300	Crankshaft main bearing Cap puller Adapter		X	—	—
KV10107900	Valve lip seal puller		X	X	X

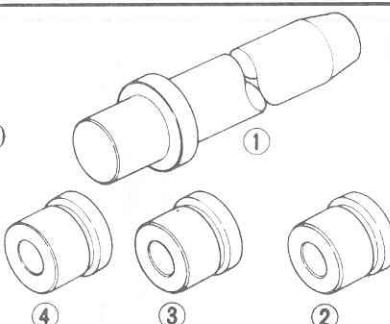
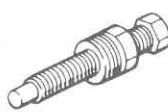
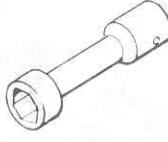
SPECIAL SERVICE TOOLS

Tool number	Tool name	Engine application				
		SD22	SD23	SD25	SD33	
KV101092S0 ① KV10109210 ② KV10109220	Valve spring compressor Compressor Adapter		X	X	X	X
ST1101S000	Valve guide reamer		X	-	-	X
KV101039S0 ① ST11081000 ② ST11032000 ③ ST11033000	Valve guide reamer set Reamer [12.2 mm (0.480 in) dia.] [8.0 mm (0.315 in) dia.] Valve guide drift		-	X	X	-
KV111011S0 ① KV11101120 ② KV11101130	Valve seat remover Adapter (Exhaust) Adapter (Intake)		X	-	-	X
KV111012S0 ① KV11101220 ② KV11101230 ③ KV11101240	Valve seat insert tool Adapter (Intake) Adapter (Exhaust) Adapter (Exhaust)		X	-	-	X

SPECIAL SERVICE TOOLS

Tool number	Tool name	Engine application			
		SD22	SD23	SD25	SD33
KV111023S0	Cylinder liner tool		X	X	X
KV11102320	Cylinder liner tool adapter		-	X	X
KV11102500	Cylinder liner tool adapter		X	-	-
ST16610001	Pilot bushing puller		X	X	X
ST16690000	Pilot bushing puller		-	-	-
KV11101000	Valve oil seal drift		X	X	X
EM03470000	Piston ring compressor		X	X	X
KV11100300	Nozzle holder socket		X	X	X

SPECIAL SERVICE TOOLS

Tool number	Tool name	Engine application				
		SD22	SD23	SD25	SD33	
ST16650000 ① ST16650010 ② ST16650020 ③ ST16650030 ④ ST16650040	Cam bush replacer Bar Adapter (Front) Adapter (Center) Adapter (Rear)		X	X	X	X
ST19530000	Injection pump timer puller		X	X	X	X
ST19320000	Oil filter wrench		X	X	X	X
KV11100400	Socket wrench		X	X	X	X

GENERAL INFORMATION

SECTION GI

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SPECIFICATIONS	GI-2
Table of model and corresponding engine	GI-2
ENGINE SERIAL NUMBER LOCATION	GI-3

TIGHTENING TORQUE OF STANDARD BOLT

ENGINE SERIAL NUMBER LOCATION

TABLE OF MODEL AND CORRESPONDING ENGINE

Model	Engine	Location number plate	Remarks
130	SD25	DIESEL KIKI-BOSCH In-line	The engine number is stamped on the right side of the cylinder block.
180	SD33 8 T	DIESEL KIKI-BOSCH In-line	
HDO	SD25	DIESEL KIKI-BOSCH AE	Only for Hold Knob Engines
MDO	SD25	DIESEL KIKI-BOSCH AE	Only for Hold Knob Engines
140	SD25	DIESEL KIKI-BOSCH In-line	
SD4 4-cylinder	CAV-DPA 11SDS	DIESEL KIKI-BOSCH In-line	Only for Taiwan
E23	SD25	DIESEL KIKI-BOSCH In-line	Only for Europe and America
	SD25	DIESEL KIKI-BOSCH AE	
E23	SD25	DIESEL KIKI-BOSCH AE	
	SD25	DIESEL KIKI-BOSCH AE	
350	SD25	DIESEL KIKI-BOSCH AE	Only for Europe and America
	SD25	DIESEL KIKI-BOSCH AE	
350	SD25	DIESEL KIKI-BOSCH In-line	From May, 1988
	SD25	DIESEL KIKI-BOSCH In-line	From April, 1986

*5. There is a few different kinds of SD25 engines with respect to the number of piston rings and main bearing. When you see our line of the number of piston rings or main bearing of a particular SD25 engine, refer to the table below.

SPECIFICATIONS

SPECIFICATIONS

Engine model	SD22	SD23	SD25	SD33
Cylinder arrangement	In-line			
Number of cylinders	4		6	
Valve arrangement	O.H.V.			
Bore x Stroke mm (in)	83 x 100 (3.27 x 3.94)	89 x 92 (3.50 x 3.62)	89 x 100 (3.50 x 3.94)	83 x 100 (3.27 x 3.94)
Displacement cm ³ (cu in)	2,164 (132.05)	2,289 (139.67)	2,488 (151.82)	3,246 (198.07)
Firing order	1-3-4-2			1-4-2-6-3-5
Number of piston rings	Compression 3 Oil 2	2	1	3 2
Number of main bearings	3	5	5	4
Compression ratio	20.8	20.5	20.7	21.4 *1 20.8
Cetane number of diesel fuel	More than 45			

*1: Only for 720 model

TABLE OF MODEL AND CORRESPONDING ENGINE

Model	Engine	Injection pump type	Remarks
430	SD22	DIESEL KIKI-BOSCH in-line	*2
160	SD33 & T	DIESEL KIKI-BOSCH in-line	
H40	SD25	DIESEL KIKI-BOSCH in-line	
		DIESEL KIKI-BOSCH VE	
W40	SD25	DIESEL KIKI-BOSCH in-line	Only for Hong Kong
		DIESEL KIKI-BOSCH VE	
140	SD22	DIESEL KIKI-BOSCH in-line	*2
F22	SD22	C.A.V.-D.P.A.	Only for Taiwan
	SD25	DIESEL KIKI-BOSCH in-line	
		DIESEL KIKI-BOSCH VE	Only for Europe and Australia
E23	SD23	DIESEL KIKI-BOSCH in-line	
	SD22	DIESEL KIKI-BOSCH VE	*2
720	SD23	DIESEL KIKI-BOSCH VE	
	SD22	DIESEL KIKI-BOSCH in-line	*2
	SD23	DIESEL KIKI-BOSCH in-line	
		DIESEL KIKI-BOSCH VE	Only for Europe and Australia
	SD25	DIESEL KIKI-BOSCH in-line	
		DIESEL KIKI-BOSCH VE	Only for Europe and Australia

*2: There are a few different kinds of SD22 engines with respect to the number of piston rings and main bearings. When you are not sure of the number of piston rings or main bearings of a particular SD22 engine, refer to the table below.

ENGINE SERIAL NUMBER LOCATION

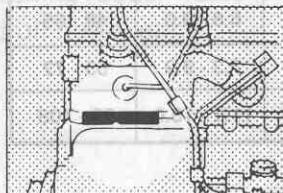
		Applied SD22 engine number			
Number of		5 rings	3 rings	SD22-743434 ~	(only for Hong Kong)
430	Piston rings	5 rings	3 rings	SD22-743434 ~	(only for Hong Kong)
	Main bearings	3 bearings	SD22-618766 ~	SD22-754092 ~	(for other countries)
Main bearings		5 bearings		5 rings	
140	Piston rings	5 rings	3 bearings	5 rings	
	Main bearings	3 bearings	3 bearings		
E23	Piston rings	5 rings	SD22-557447 ~	3 rings	
	Main bearings	3 bearings	3 bearings		
720	Piston rings	5 rings	SD22-703539 ~	3 rings	
	Main bearing	3 bearings	5 bearings		

ENGINE SERIAL NUMBER LOCATION

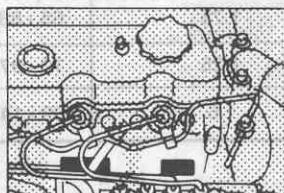
The engine number is stamped on the right side of the cylinder block.

SDXX XXXXXX Serial No.
Engine model

SD 4-cylinder



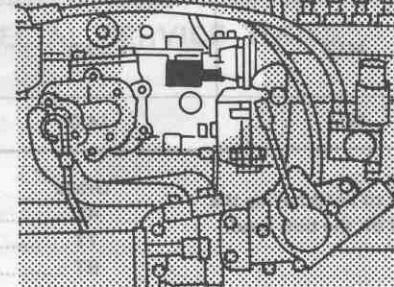
Up to
Apr., 1980



From
May, 1980

SGI016

SD33



TLC019

TIGHTENING TORQUE OF STANDARD BOLT

TIGHTENING TORQUE OF STANDARD BOLT

Grade	Nominal size	Diameter mm	Pitch mm	Tightening torque		
				N·m	kg·m	ft-lb
4T	M6	6.0	1.0	3 - 4	0.3 - 0.4	2.2 - 2.9
	M8	8.0	1.25	8 - 11	0.8 - 1.1	5.8 - 8.0
			1.0	8 - 11	0.8 - 1.1	5.8 - 8.0
	M10	10.0	1.5	16 - 22	1.6 - 2.2	12 - 16
			1.25	16 - 22	1.6 - 2.2	12 - 16
	M12	12.0	1.75	26 - 36	2.7 - 3.7	20 - 27
			1.25	30 - 40	3.1 - 4.1	22 - 30
7T	M14	14.0	1.5	46 - 62	4.7 - 6.3	34 - 46
	M6	6.0	1.0	6 - 7	0.6 - 0.7	4.3 - 5.1
	M8	8.0	1.25	14 - 18	1.4 - 1.8	10 - 13
			1.0	14 - 18	1.4 - 1.8	10 - 13
	M10	10.0	1.5	25 - 35	2.6 - 3.6	19 - 26
			1.25	26 - 36	2.7 - 3.7	20 - 27
10T	M12	12.0	1.75	45 - 61	4.6 - 6.2	33 - 45
			1.25	50 - 68	5.1 - 6.9	37 - 50
	M14	14.0	1.5	76 - 103	7.7 - 10.5	56 - 76
	M6	6.0	1.0	8 - 11	0.8 - 1.1	5.8 - 8.0
			1.25	19 - 25	1.9 - 2.5	14 - 18
9T	M8	8.0	1.0	20 - 27	2.0 - 2.8	14 - 20
			1.5	36 - 50	3.7 - 5.1	27 - 37
	M10	10.0	1.25	39 - 51	4.0 - 5.2	29 - 38
			1.75	65 - 88	6.6 - 9.0	48 - 65
	M12	12.0	1.25	72 - 97	7.3 - 9.9	53 - 72
			1.5	109 - 147	11.1 - 15.0	80 - 108

1. Special parts are excluded.

2. This standard is applicable to bolts having the following marks embossed on the bolt head.

Grade	Mark
4T	4
7T.....	7
9T	9

*2 There are a few cases where a bolt may have more than one set of class numbers or markings. When you are not sure of the number of class numbers or markings of a particular bolt, refer to the table below.

MAINTENANCE

SECTION MA

CONTENTS

BASIC MECHANICAL SYSTEM	MA- 2	COOLING AND LUBRICATION SYSTEM	MA-11
Retightening cylinder head bolts, manifold nuts and venturi nuts	MA- 2	Changing engine coolant	MA-11
Adjusting intake and exhaust valve clearance	MA- 2	Checking cooling system hoses and connections for leaks	MA-11
Checking and adjusting drive belt	MA- 3	Changing engine oil and oil filter	MA-11
Checking engine compression pressure ..	MA- 4	Checking engine oil for leaks	MA-12
INJECTION AND FUEL SYSTEM	MA- 5	Checking and changing injection pump oil (Lubrication type only)	MA-12
Checking and adjusting injection timing	MA- 5	Lubricating injection pump governor diaphragm	MA-13
Idle and maximum speed adjustment ..	MA- 5	ELECTRICAL SYSTEM	MA-13
Injection nozzle	MA- 8	Checking glow plugs	MA-13
Cleaning and replacing air cleaner filter	MA- 8	SERVICE DATA AND SPECIFICATIONS	MA-14
Checking fuel filter, draining water and replacing filter	MA- 9	Inspection and adjustment	MA-14
Checking fuel lines (Hoses, piping, connectors, etc.)	MA-10	Tightening torque	MA-14
Checking rubber hoses (Water, air vacuum and oil hoses, etc.)	MA-10	TRouble Diagnoses And CORRECTIONS	MA-15
		SPECIAL SERVICE TOOLS	MA-29

BASIC MECHANICAL SYSTEM

RETIGHTENING CYLINDER HEAD BOLTS, MANIFOLD NUTS AND VENTURI NUTS

CYLINDER HEAD BOLTS

- Run engine until coolant temperature indicator points to the middle of gauge, then stop engine.
- Remove valve rocker cover.
- Tighten cylinder head bolts according to the order shown in the figure, starting with the center and moving toward the ends.

: Cylinder head bolts

Main bolts (○):

118 - 127 N·m

(12 - 13 kg·m,

87 - 94 ft-lb)

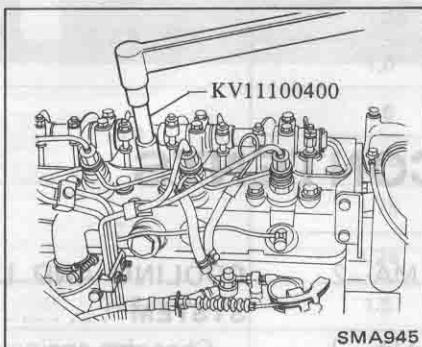
Sub bolts (□):

44 - 54 N·m

(4.5 - 5.5 kg·m,

33 - 40 ft-lb)

When tightening main bolts (near the rocker shaft side), be sure to use Tool.



SMA945

- Install valve rocker cover.

MANIFOLD AND EXHAUST TUBE NUTS

WARNING:

Do not check the exhaust system until it has cooled off. Otherwise, you may burn yourself.

SD 4-cylinder

17	15	13	11	12	14	16	18
○	○	○	○	○	○	○	○
○	○	○	○	○	○	○	○
⑦	③	①	⑤	⑨			
○	○	○	○	○	○	○	○
⑩	⑥	②	④	⑧			

ET553

Intake & Exhaust manifold nuts

15 - 18 N·m

(1.5 - 1.8 kg·m,

11 - 13 ft-lb)

For the exhaust tube nuts' tightening torque specifications, refer to Section EF of the applicable Service Manual.

SD33

25	23	21	19	17	15	16	18	20	22	24	26
○	○	○	○	○	○	○	○	○	○	○	○
○	○	○	○	○	○	○	○	○	○	○	○
⑪	⑦	③	①	⑤	⑨	⑬					
○	○	○	○	○	○	○	○	○	○	○	○
⑭	⑩	⑥	②	④	⑧	⑫					

ET564

VENTURI NUTS

Leaks at this area may cause rough idle, surging, deceleration, popping or whistle.

VENTURI NUTS

3 - 4 N·m

(0.3 - 0.4 kg·m,

2.2 - 2.9 ft-lb)

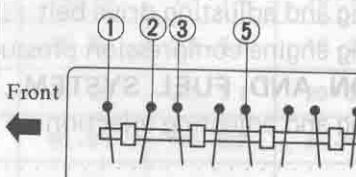
ADJUSTING INTAKE AND EXHAUST VALVE CLEARANCE

- Adjustment should be made while engine is hot.
- Adjustment cannot be made while engine is in operation.

To adjust, proceed as follows:

- Remove valve rocker cover.
- Set No. 1 piston to Top Dead Center on compression stroke.
- Adjust clearances of ①, ②, ③ and ⑤ valves.

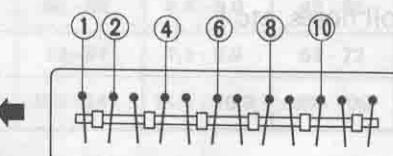
SD 4-cylinder



ET549

Adjust clearances of valves ①, ②, ④, ⑥, ⑧ and ⑩.

SD33



ET550

Valve clearance (Hot):

Intake

SD 4-cylinder — ② ③

SD33 — ② ⑥ ⑩

0.35 mm (0.014 in)

Exhaust

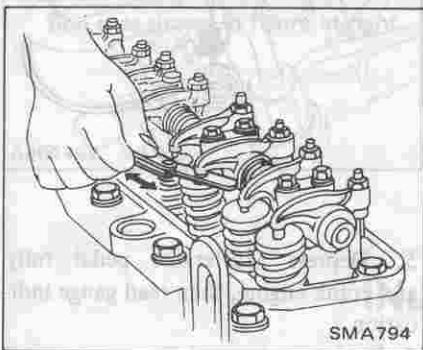
SD 4-cylinder — ① ⑤

SD33 — ① ④ ⑧

0.35 mm (0.014 in)

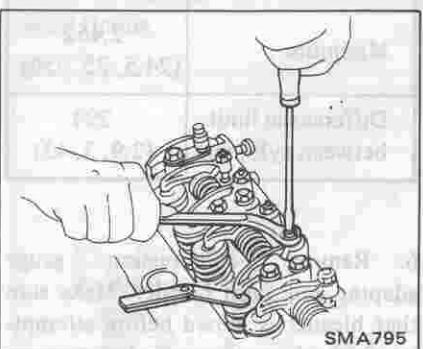
(1) Using feeler gauge, measure clearance between rocker arm and valve head.

Feeler gauge should move with a very slight drag.



(2) If clearance is not the specified value, loosen rocker arm nut and turn rocker arm screw to provide proper clearance.

(3) Hold rocker arm screw and tighten rocker arm nut.

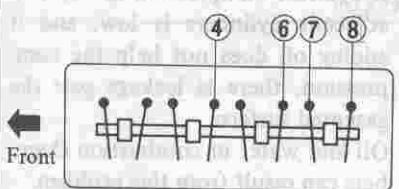


(4) Recheck clearance.

4. Bring No. 4 piston (SD 4-cylinder) or No. 6 piston (SD33) to Top Dead Center on compression stroke.

5. Adjust clearances of ④, ⑥, ⑦ and ⑧ valves.

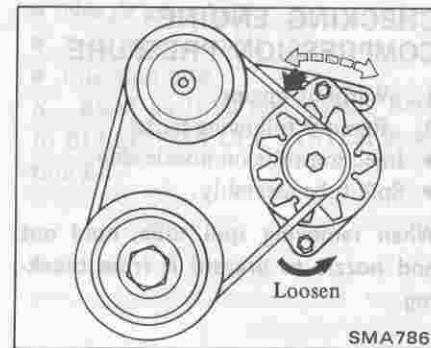
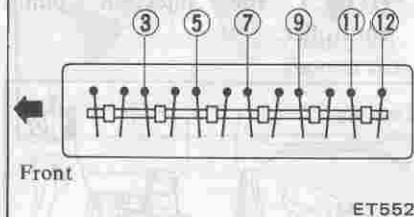
SD 4-cylinder



ET551

Adjust clearances of valves ③, ⑤, ⑦, ⑨, ⑪ and ⑫.

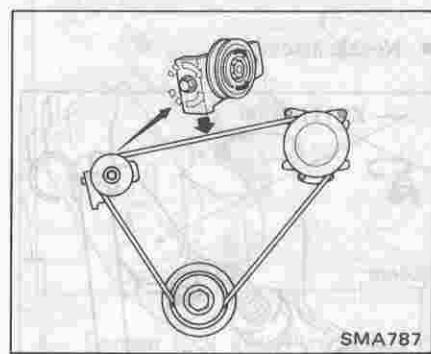
SD33



SMA786

AIR CONDITIONER COMPRESSOR BELT

1. Loosen idler pulley lock nut.
2. Turn idler pulley adjusting bolt in either direction until air conditioner compressor belts' tension is within the specified range.



SMA787

3. Tighten idler pulley lock nut.

CHECKING AND ADJUSTING DRIVE BELT

1. Visually inspect for cracks or damage.

The belts should not touch the bottom of the pulley groove.

2. Check belt tension by pushing. The belts should deflect by the specified amount.

Drive belt deflection:

8 - 12 mm

(0.31 - 0.47 in)

Applied pressing force:

98 N (10 kg, 22 lb)

3. Adjust belt tension as follows:

FAN BELT

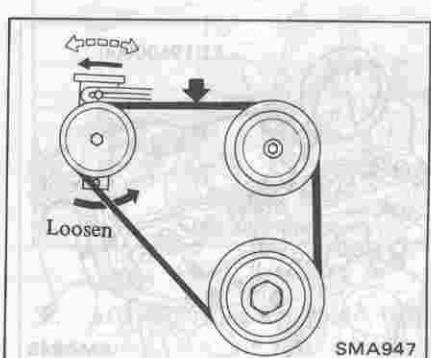
1. Loosen upper and lower alternator securing bolts until alternator can be moved slightly.
2. Move alternator with a prying bar until belt tension is within the specified range.

Then tighten bolts securely.

POWER STEERING PUMP BELT

1. Loosen pump fixing bolt and adjusting bar bolt.
2. Move pump until fan belt tension is within the specified range.

Then tighten pump fixing bolt and adjusting bar bolt.

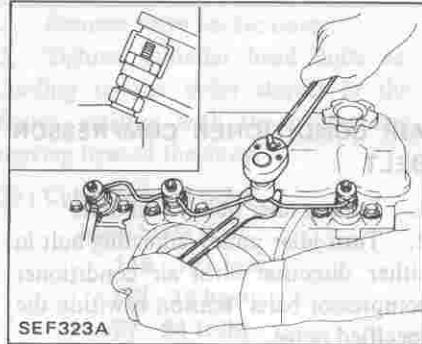


SMA947

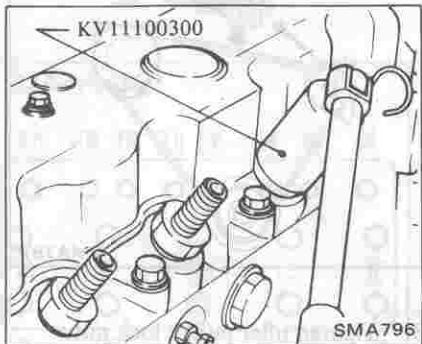
CHECKING ENGINE COMPRESSION PRESSURE

1. Warm up engine.
2. Remove following parts:
 - Injection tube on nozzle side
 - Spill tube assembly.

When removing spill tube, hold nut and nozzle to prevent it from breaking.



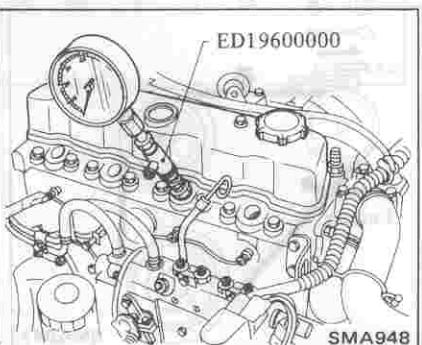
- Nozzle assemblies



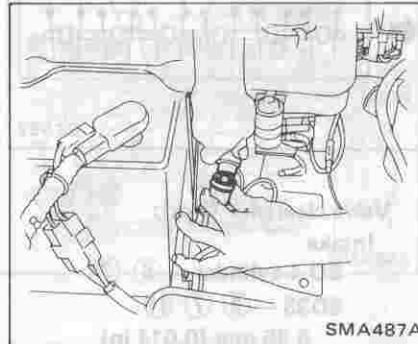
- Nozzle gaskets
- 3. Fit compression gauge adapter to cylinder head. Make sure bleeder of gauge is closed.

Compression gauge adapter

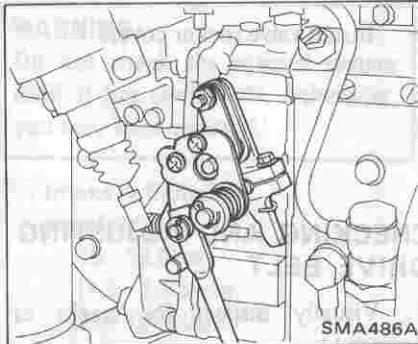
76 - 78 N·m
(7.7 - 8.0 kg·m,
56 - 58 ft-lb)



4. Set no fuel injected condition.
 - In-line type
 - (1) For model equipped with injection pump controller
 - a. Disconnect harness connector between injection pump control unit (D.P.C.) and injection pump controller.

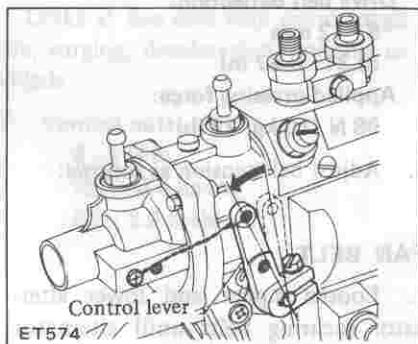


- b. Confirm that injection pump control lever stays in the stop position.



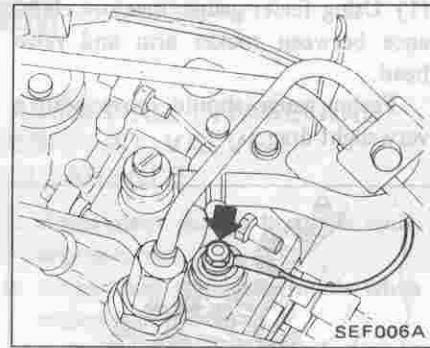
- (2) For model not equipped with injection pump controller

Set control lever of injection pump at zero injection.



- VE and C.A.V.-D.P.A. type

Disconnect or remove fuel cut solenoid wire.



5. Depress accelerator pedal fully and crank engine, then read gauge indication.
 - Engine compression measurement should be made as quickly as possible.

Compression pressure:

Unit: kPa (bar, kg/cm², psi)/200 rpm

Standard	2,942 (29.4, 30, 427)
Minimum	2,452 (24.5, 25, 356)
Differential limit between cylinders	294 (2.9, 3, 43)

6. Remove compression gauge adapter and push bleeder. Make sure that bleeder is closed before attempting to check another cylinder.

If cylinder compression in one or more cylinders is low, pour a small quantity of engine oil into cylinders through the nozzle holes and retest compression.

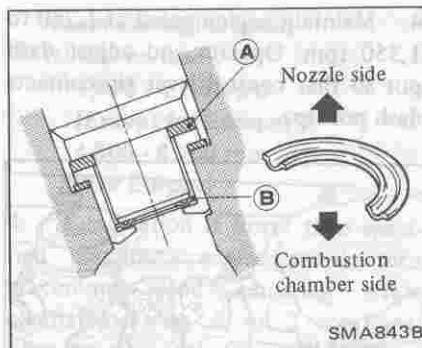
- If adding oil helps the compression pressure, chances are that piston rings are worn or damaged.
- If pressure stays low, valve may be sticking or seating improperly.
- If cylinder compression in any two adjacent cylinders is low, and if adding oil does not help the compression, there is leakage past the gasketed surface.

Oil and water in combustion chambers can result from this problem.

7. Install following parts:
 - Nozzle gaskets

When installing injection nozzle, observe the following cautions.

- Always use new injection nozzle gaskets (A and B).
- When installing the small nozzle gasket (B), the installation direction is as shown in figure at right.

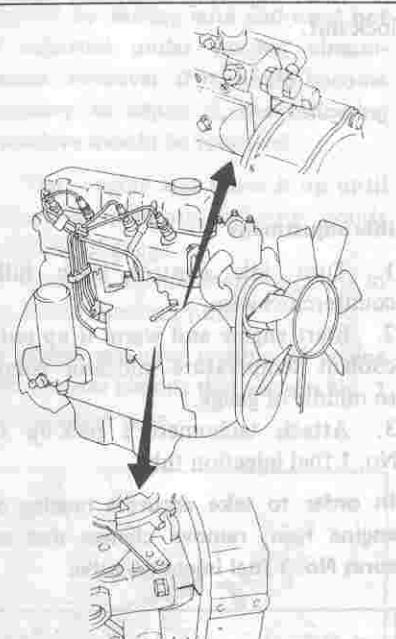


INJECTION AND FUEL SYSTEM

CHECKING AND ADJUSTING INJECTION TIMING

CHECKING

Check alignment marks on pump and engine front plate. Align these if necessary or check initial injection timing. Refer to section EF for adjusting initial timing.



IDLE AND MAXIMUM SPEED ADJUSTMENT

IN-LINE TYPE

CAUTION:

- a. Do not remove sealing wires unless absolutely necessary.
- b. Maximum speed adjusting screw is retained by sealing wire and need not be adjusted under normal circumstances. However, if it should become necessary, adjust it with the screw. After adjustment, always wind up with sealing wire.

Throttle control wire adjustment

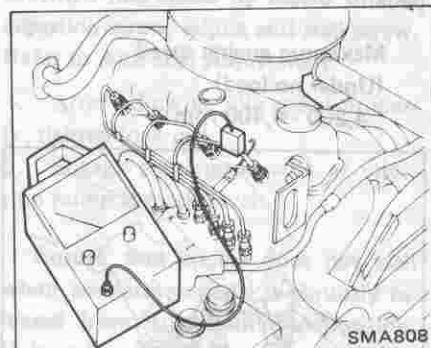
1. Turn idle control knob fully counterclockwise.
2. Push idle control knob in.
3. Make sure that free play is 1 mm (0.04 in) at venturi's throttle lever.
4. If not within the specified range, adjust with wire adjusting nut.
5. After adjusting free play properly, tighten lock nut.

Idle adjustment

1. Turn idle control knob fully counterclockwise.
2. Push idle control knob in.
3. Run engine until coolant temperature indicator points to the middle of gauge.
4. Attach tachometer's pick-up to No.1 fuel injection tube.

- Nozzle assemblies
- Spill tube assembly
- Injection tube
- 8. Bleed air from fuel system. Refer to BLEEDING FUEL SYSTEM in section EF.

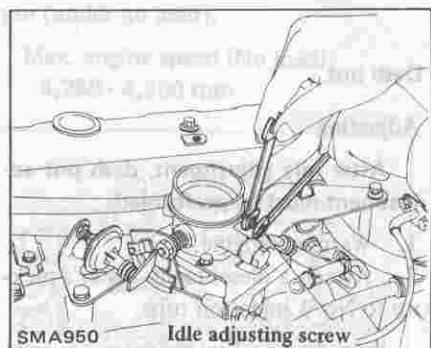
In order to obtain a more accurate reading of engine speed, remove the clamps on No. 1 injection tube.



4. Loosen lock nut, then adjust engine to the specified idle speed with idle speed screw.

Idle speed:

550 - 650 rpm
(without power steering/
Air conditioner)
650 - 750 rpm
(with power steering/
Air conditioner)



5. After adjusting idle speed, tighten lock nut.

INJECTION AND FUEL SYSTEM

Maximum speed adjustment

Maximum speed adjusting screw is retained by sealing wire and need not be adjusted under normal circumstances. However, if it should become necessary to adjust it, the following procedures should be followed:

1. Start engine and warm it up until coolant temperature indicator points to middle of gauge.
2. Connect tachometer's pick-up to No. 1 fuel injection tube.

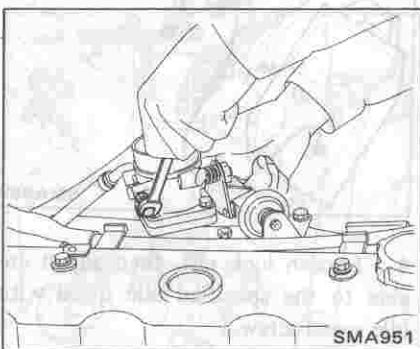
To obtain accurate reading of engine rpm, loosen clamp that secures No. 1 fuel injection tubes.

3. To obtain maximum speed, turn the adjusting screw either direction while fully depressing accelerator pedal.

Maximum engine speed

(Under no load):

4,200 - 4,400 rpm



4. After adjustment, tighten lock nut securely.

5. Wind up with a sealing wire.

Dash pot

Adjusting

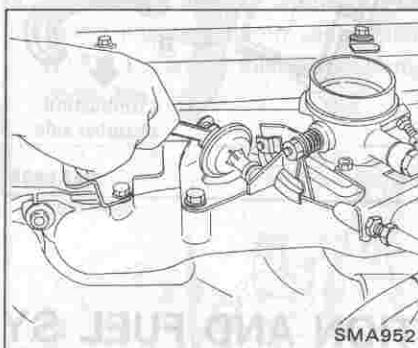
After idle adjustment, dash pot adjustment must be performed.

1. Warm up engine.
2. Attach a diesel tacho tester's pick-up to No. 1 injection tube.

In order to obtain a more accurate reading of engine speed, remove the clamp on No. 1 injection tube.

3. Loosen dash pot lock nut.

4. Maintain engine speed at 1,280 to 1,350 rpm. Operate and adjust dash pot so that control lever tip contacts dash pot tip.

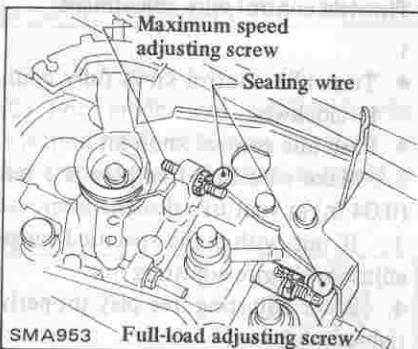


5. Tighten dash pot lock nut.

VE-TYPE

CAUTION:

- a. Do not remove sealing wires unless absolutely necessary.



- b. Disturbing full-load adjusting screw adjustment will change fuel flow characteristics, resulting in an improperly adjusted engine. Readjustment of fuel injection pump should be done using a pump tester.

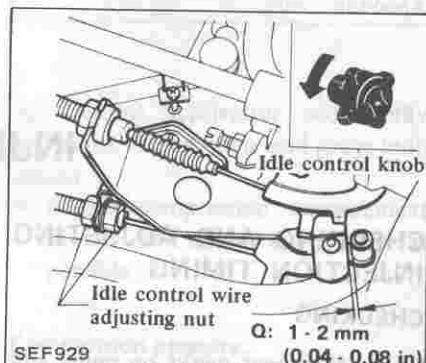
- c. If maximum speed adjusting screw is turned in direction that increases control lever angle, engine damage may result.

Throttle control wire adjustment

1. Turn idle control knob fully counterclockwise.
2. Make sure that clearance between idle control lever pin and fuel injection pump control lever is within the specified range.

Clearance:

1 - 2 mm (0.04 - 0.08 in)

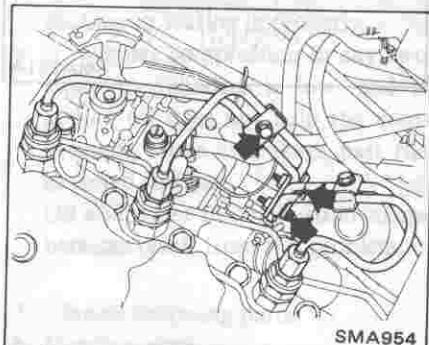


3. If not within the specified range, adjust with idle control wire adjusting nut.
4. After adjusting clearance, tighten lock nut.

Idle adjustment

1. Turn idle control knob fully counterclockwise.
2. Start engine and warm it up until coolant temperature indicator points to middle of gauge.
3. Attach tachometer's pick-up to No. 1 fuel injection tube.

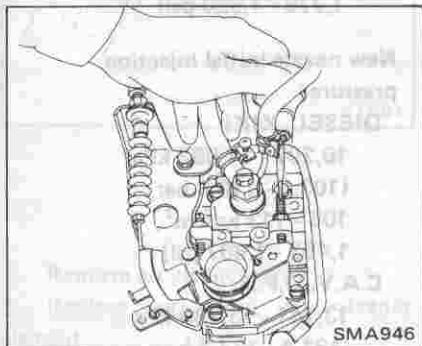
In order to take accurate reading of engine rpm, remove clamps that secures No. 1 fuel injection tube.



4. Adjust engine to specified idle speed with idle speed adjusting screw.

Idle speed:

- 550 - 650 rpm
(without power steering/
Air conditioner)
- 650 - 750 rpm
(with power steering/
Air conditioner)



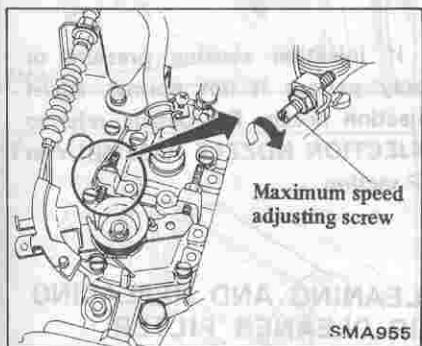
5. After adjusting idle speed properly, tighten lock nut.

Maximum speed adjustment

Maximum speed adjusting screw is retained by sealing wire and need not be adjusted under normal circumstances. However, if it should become necessary to adjust it, the following procedure should be followed:

1. Start engine and warm it up until coolant temperature indicator points to middle of gauge.
2. Connect tachometer's pick-up to No. 1 fuel injection tube.

To obtain accurate reading of engine rpm, remove clamps that secures No. 1 fuel injection tube.



3. Depress accelerator pedal fully under no load and, at this point, read the tachometer indication.

Maximum engine speed

(Under no load):

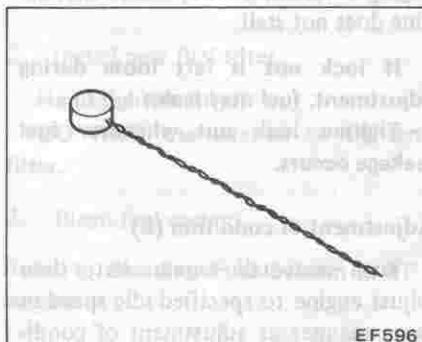
4,450 - 4,750 rpm

(Except for Europe)

4,500 - 4,700 rpm

(For Europe)

4. If indication is lower than specified maximum engine speed, turn maximum speed adjusting screw counterclockwise 1 or 2 rotations. Then depress accelerator pedal to floor under no load and, at this point, read indication.
5. If indication is still lower than specified speed, repeat step 4 above until specified engine speed is reached.
6. After adjustment, tighten lock nut securely.
7. Wind up with a sealing wire.



C.A.V.-D.P.A. TYPE

CAUTION:

- a. Do not remove sealing wires unless absolutely necessary.
- b. Always adjust the engine's maximum speed so that it can not overrun. Overrunning can damage engine.

Throttle control wire adjustment

1. Turn idle control knob fully counterclockwise.
2. Make sure that free play is 1 mm (0.04 in) at pump control lever.
3. If not within the specified range, adjust with wire adjusting nuts.
4. After adjusting free play properly, tighten lock nut.

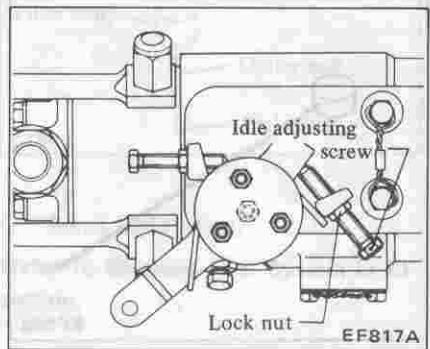
Idle adjustment

1. Run engine until coolant temperature indicator points to middle of gauge.

2. Disengage accelerator wire at injection pump throttle lever.

3. Adjust engine to the specified idle speed with idle adjusting screw.

Idle speed: 650 rpm



If engine speed does not drop to specified idle speed by means of idle adjusting screw, adjust anti-stall screw. Refer to Anti-stall Adjustment.

4. After adjusting idle speed properly, tighten lock nut.
5. Engage accelerator wire at injection pump throttle lever.

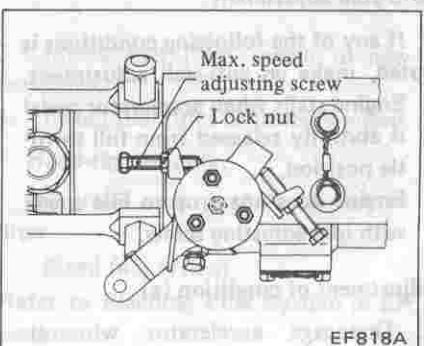
Ensure that engine does not stall when accelerator pedal is abruptly released from fully depressed position. If it stalls, make "an anti-stall adjustment".

Maximum speed adjustment

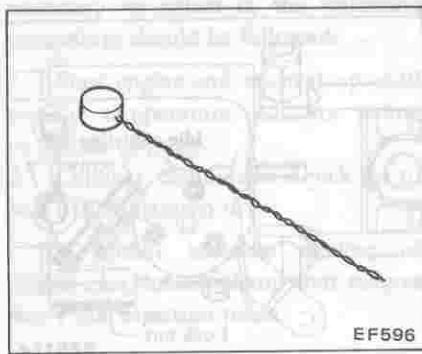
1. Disengage accelerator wire at the injection pump throttle lever.
2. Run engine under no load, and move throttle lever to fully open position. Adjust engine to specified max. rpm (under no load).

Max. engine speed (No load):

4,250 - 4,300 rpm



3. After adjustment, tighten lock nut securely.
4. Slide a sealing sleeve over max. speed adjusting screw, and wind up with a wire.

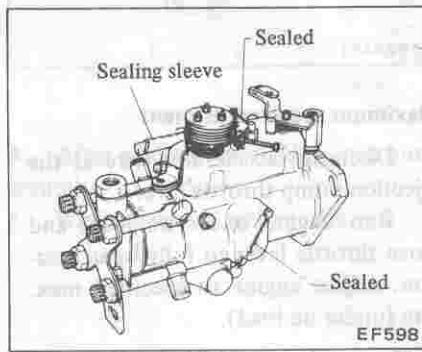


5. Engage accelerator wire at injection pump throttle lever.

Seal up at the following three places.

- (1) Max. speed adjusting screw (Nissan)
- (2) Control cover mounting bolt (Pump manufacturer)
- (3) Cover plate mounting bolt on pump housing side (Pump manufacturer)

If injection pump is renewed, have new pump adjusted for max. engine speed and sealed up by distributor.



Anti-stall adjustment

If any of the following conditions is noted, make an anti-stall adjustment.

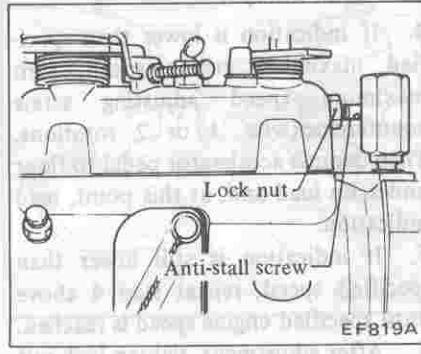
- a. Engine stalls when accelerator pedal is abruptly released from full throttle position.
- b. Engine does not drop to idle speed with idle adjusting screw.

Adjustment of condition (a)

1. Disengage accelerator wire at

injection pump throttle lever.

2. Turn anti-stall screw in until engine speed starts to increase. From that position, turn screw out one-half rotation.



3. After adjusting idle speed and engaging accelerator wire, ensure that engine does not stall.

If lock nut is left loose during adjustment, fuel may leak.

Tighten lock nut whenever fuel leakage occurs.

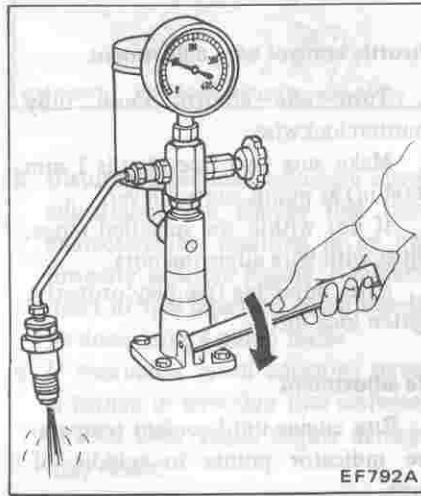
Adjustment of condition (b)

Turn anti-stall screw out, then adjust engine to specified idle speed in same manner as adjustment of condition (a).

INJECTION NOZZLE INSPECTION

Check valve for nozzle tester should be closed to prevent damage to gauge.

- a. Check initial injection pressure by pumping tester handle one time per second.



Initial injection pressure:

DIESEL KIKI

9,807 - 10,297 kPa
(98.1 - 103.0 bar,
100 - 105 kg/cm²,
1,422 - 1,493 psi)

C.A.V.-D.P.A.

12,259 - 13,239 kPa
(122.6 - 132.4 bar,
125 - 135 kg/cm²,
1,778 - 1,920 psi)

New nozzle initial injection pressure:

DIESEL KIKI

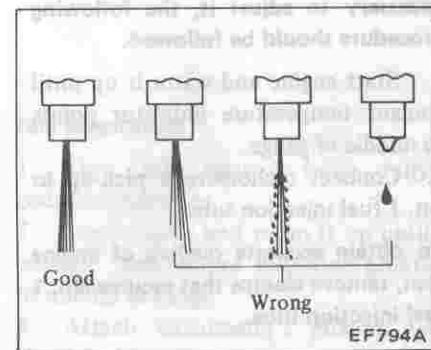
10,297 - 11,082 kPa
(103.0 - 110.8 bar,
105 - 113 kg/cm²,
1,493 - 1,607 psi)

C.A.V.-D.P.A.

13,141 - 13,730 kPa
(131.4 - 137.3 bar,
134 - 140 kg/cm²,
1,905 - 1,991 psi)

The new nozzle requires that the initial injection pressure always be checked.

- b. Check spray pattern by pumping tester handle 4 to 6 times per second or more.

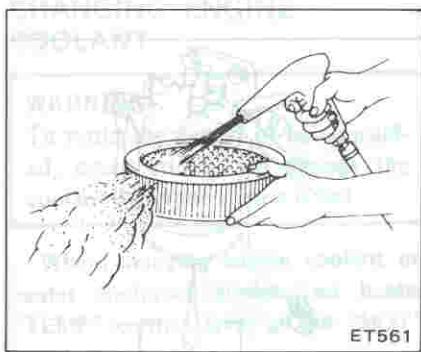


If injection starting pressure or spray pattern is not normal, adjust injection nozzle. For details, refer to INJECTION NOZZLE ASSEMBLY in EF section.

CLEANING AND REPLACING AIR CLEANER FILTER

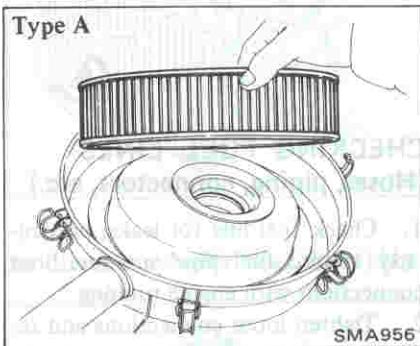
- a. Replace viscous type filter element at the specified maintenance intervals. It does not have to be cleaned between replacement periods.

- b. Clean dry type filter element at the specified maintenance intervals. If necessary, replace it.

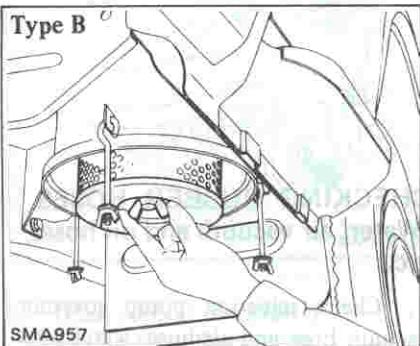


ET561

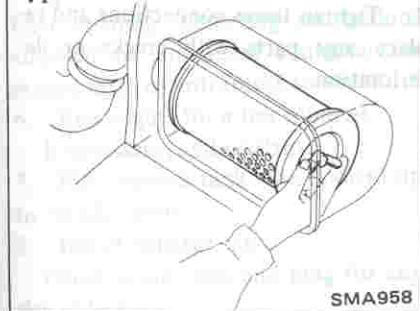
1. Remove air cleaner cover.
2. Replace or clean air cleaner element.



Type A



Type B



Type C

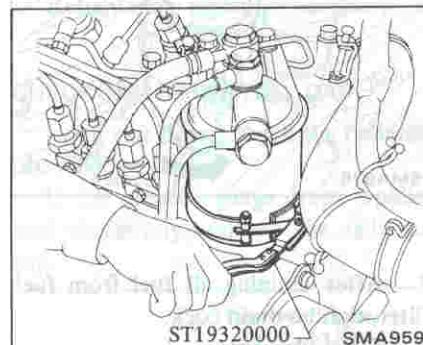
CHECKING FUEL FILTER, DRAINING WATER AND REPLACING FILTER

REPLACING FUEL FILTER

In-line type

Cartridge

1. Remove fuel filter, using Tool.



2. Install new fuel filter.

Hand-tighten only.

DO NOT use wrench to tighten filter.

3. Bleed fuel system.

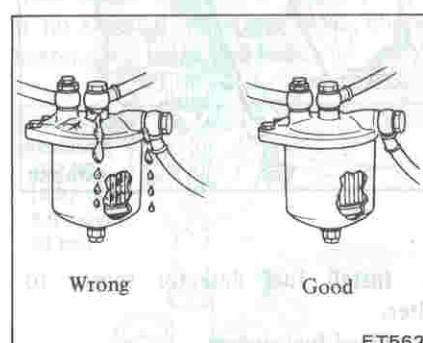
Refer to Bleeding Fuel System in EF section.

Except cartridge

1. Check fuel filter.

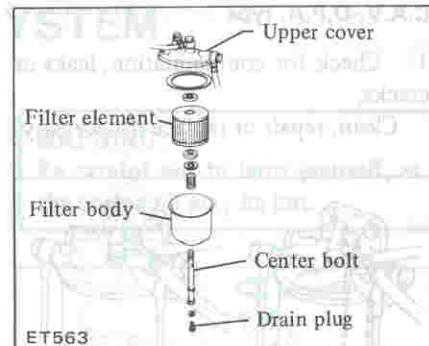
Check for contamination, leak or cracks.

Clean, repair or replace if necessary.



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2. Drain fuel by loosening drain plug.
3. Loosen center bolt and remove bolt, filter body, element, lower cover, etc.
4. Clean component parts.
5. Install new element and assemble fuel filter.

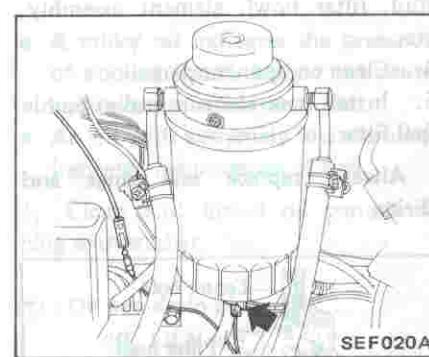


6. Bleed fuel system.

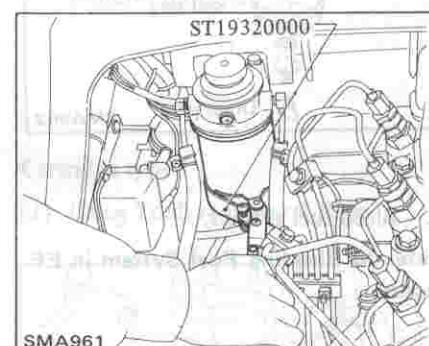
Refer to Bleeding Fuel System in EF section.

VE-type

1. Remove fuel filter sensor and drain fuel.



2. Remove fuel filter, using Tool.



3. Install fuel filter sensor to new fuel filter.

4. Install fuel filter to priming pump.

Hand-tighten only.

DO NOT use wrench to tighten filter.

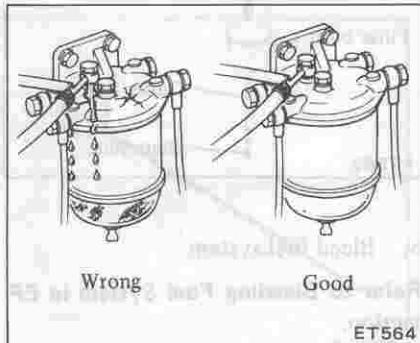
5. Bleed fuel system.

Refer to Bleeding Fuel System in EF section.

C.A.V.-D.P.A. type

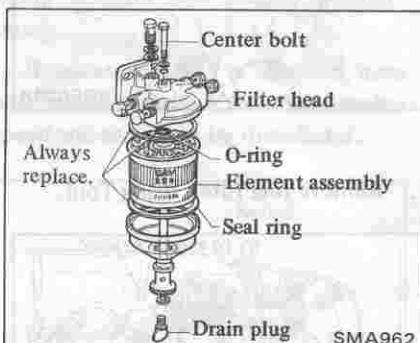
- Check for contamination, leaks or cracks.

Clean, repair or replace if necessary.



- Drain fuel in filter.
- Loosen center bolt and remove stud, filter bowl, element assembly, etc.
- Clean component parts.
- Install new element and assemble fuel filter.

Always replace seal rings and O-ring.



- Bleed fuel system.

Refer to Bleeding Fuel System in EF section.

DRAINING WATER

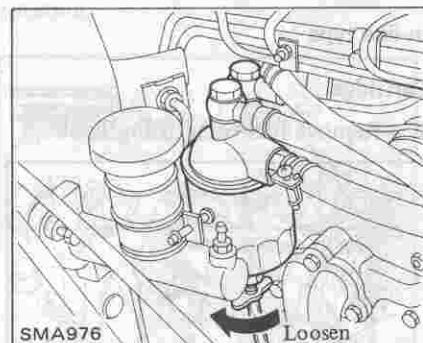
a. Drain water from fuel filter in accordance with maintenance schedule. Also do this when warning light comes on (for VE-type.)

b. Bleed air from fuel system.

c. Be sure to place a container beneath fuel filter.

In-line type

- Loosen drain cock and drain water.



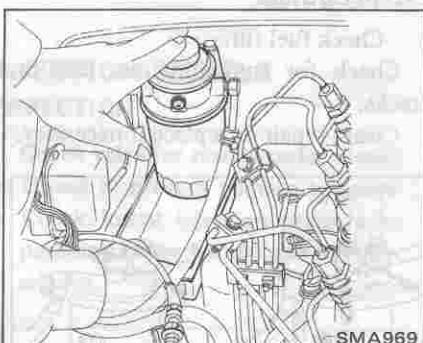
- After draining all fuel from fuel filter, tighten drain cock.
- Bleed fuel system.

Refer to Bleeding Fuel System in EF section.

VE-type

- Set a container under fuel filter.
- Remove fuel detector sensor and drain water.

Pumping priming pump will quicken water drain.



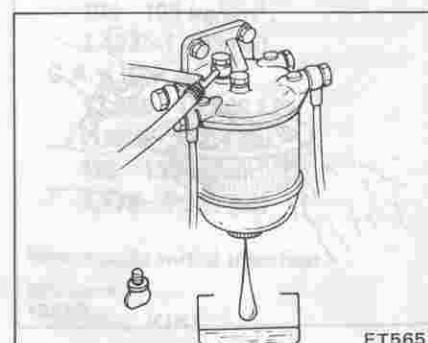
- Install fuel detector sensor to filter.

4. Bleed fuel system.

Refer to Bleeding Fuel System in EF section.

C.A.V.-D.P.A. type

- Remove drain plug and drain water.



- Install drain plug to filter.
- Bleed fuel system.

Refer to Bleeding Fuel System in EF section.

**CHECKING FUEL LINES
(Hoses, piping, connectors, etc.)**

- Check fuel line for leaks, particularly around fuel pipe and fuel hose connections with engine running.
- Tighten loose connections and replace any damaged or deformed parts.

**CHECKING RUBBER HOSES
(Water, air vacuum and oil hoses, etc.)**

- Check injection pump governor vacuum hose and air hose, water hose and oil hose for damage, cracks or deterioration.
- Tighten loose connections and replace any parts with cracks or deterioration.

COOLING AND LUBRICATION SYSTEM

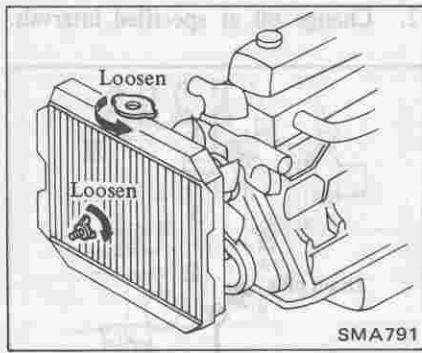
CHANGING ENGINE COOLANT

WARNING:

To avoid the danger of being scalded, never attempt to change the coolant when the engine is hot.

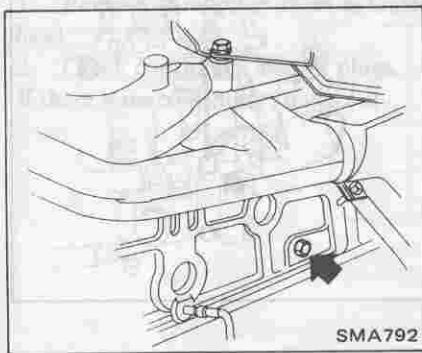
When changing engine coolant on heater equipped models, set heater "TEMP" control lever at full "HOT" position.

1. Open drain cock at bottom of radiator, and remove radiator cap.



SMA791

2. Remove cylinder block drain plug.



SMA792

3. Drain coolant completely.
Then flush cooling system.
4. Close drain cock and plug.
5. Fill radiator with coolant up to filler opening, observing instructions attached to anti-freeze container for mixing ratio of anti-freeze to water.
6. Run engine for a few minutes.
If necessary, add coolant.
7. Fill reservoir tank with coolant up to "MAX" level.
8. Install radiator cap.
Check drain cock and plug for any sign of leakage.

CHECKING COOLING SYSTEM HOSES AND CONNECTIONS FOR LEAKS

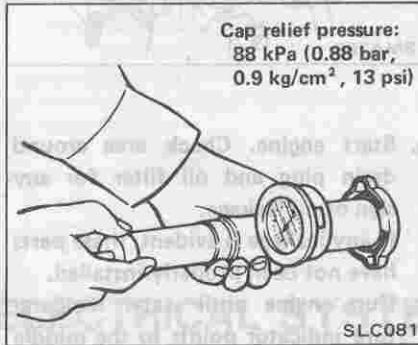
Check hoses and fittings for loose connections or deterioration.

Retighten or replace if necessary.

CHECKING RADIATOR CAP

Using cap tester, check the radiator cap relief pressure.

If the pressure gauge drops rapidly and excessively, replace the radiator cap.

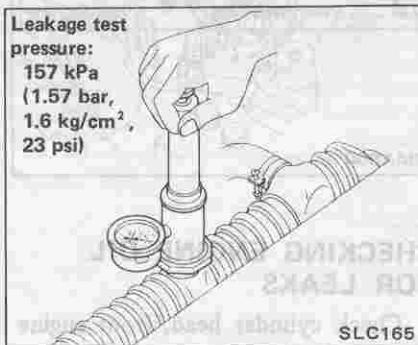


SLC081

CHECKING COOLING SYSTEM FOR LEAKS

Attach pressure tester and pump tester, and apply specified pressure. Check for drop in pressure.

If pressure drops, check for leaks from hoses, radiator, or water pump. If no external leaks are found, check heater core, block and head.



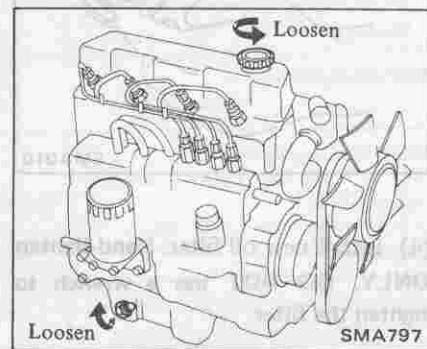
SLC165

CHANGING ENGINE OIL AND OIL FILTER

1. Warm up engine.
2. Remove oil pan drain plug and oil filler cap, and allow oil to drain.

WARNING:

Be careful not to burn yourself, as the engine oil may be hot.



SMA797

- A milky oil indicates the presence of cooling water. Isolate the cause and take corrective measures.
- An oil with extremely low viscosity indicates the presence of fuel.

3. Clean and install oil pan drain plug with washer.

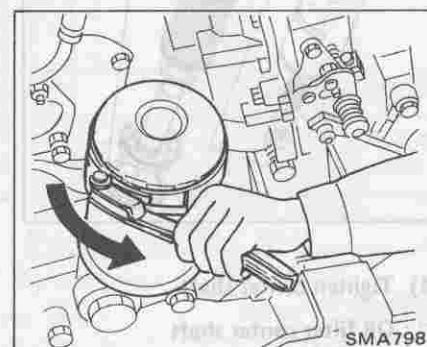
T : Oil pan drain plug

49 - 59 N·m
(5 - 6 kg·m,
36 - 43 ft-lb)

4. Remove oil filter.

Cartridge type

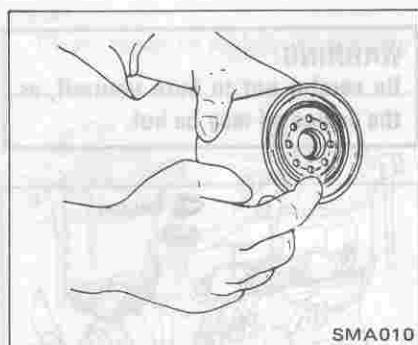
- (1) Using Tool, remove oil filter.



SMA798

- (2) Wipe oil filter mounting surface with a clean rag.

- (3) Smear a little engine oil on rubber lip of new oil filter.

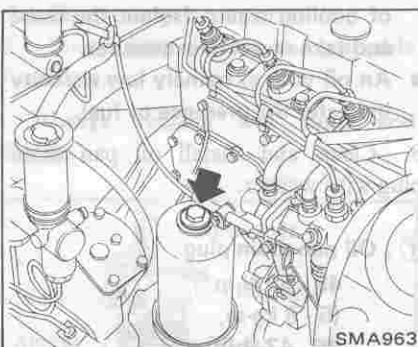


SMA010

- (4) Install new oil filter. **Hand-tighten ONLY. DO NOT use a wrench to tighten the filter.**

Center shaft type

- (1) Remove center shaft.

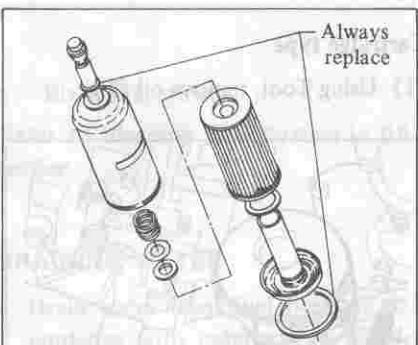


SMA963

- (2) Take out filter element.

- (3) Install new element

Always use new gaskets.



Always replace
gaskets

- (4) Tighten center shaft.

T : Oil filter center shaft

SD 4-cylinder

25 - 29 N·m

(2.5 - 3.0 kg·m,

18 - 22 ft-lb)

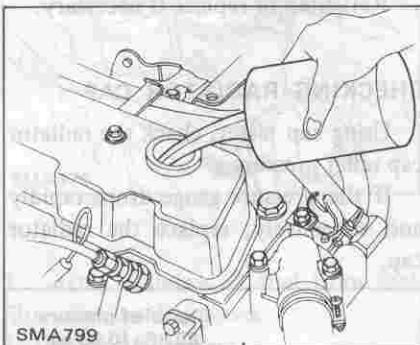
SD33

20 - 25 N·m

(2.0 - 2.5 kg·m,

14 - 18 ft-lb)

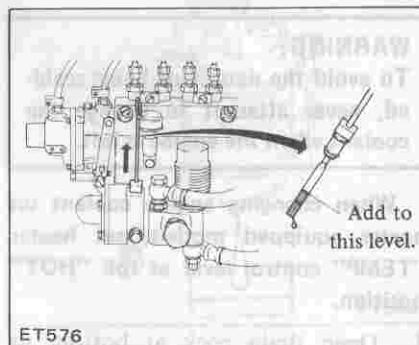
5. Refill engine with new engine oil, referring to Recommended Lubricants in Owner's Manual loaded on vehicle.



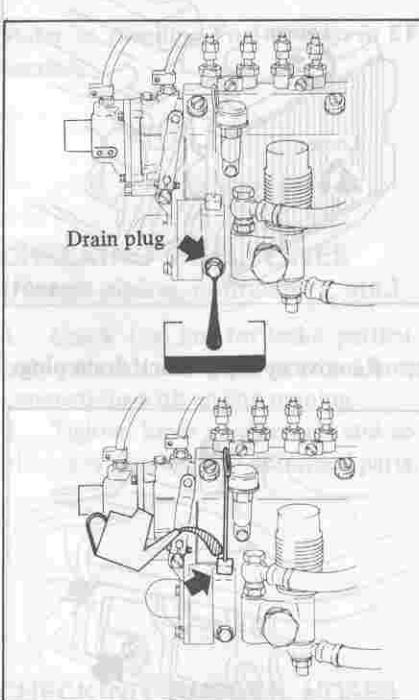
SMA799

CHECKING AND CHANGING INJECTION PUMP OIL (Lubrication type only)

1. Check oil level.



2. Change oil at specified intervals.



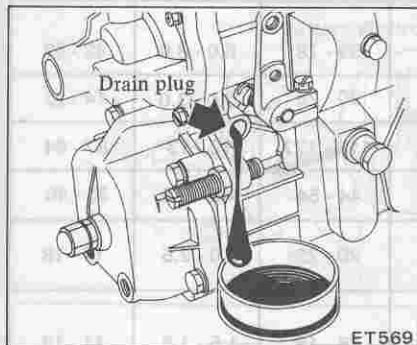
3. Check for leaks.

CHECKING ENGINE OIL FOR LEAKS

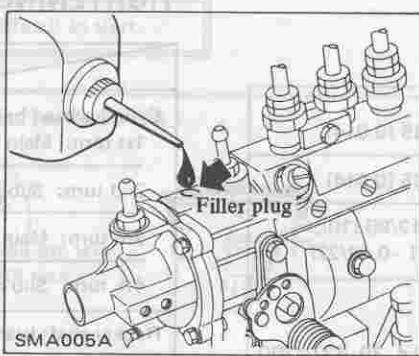
Check cylinder head, front engine cover, oil pan, oil pump, oil filter gasket, etc. or other parts for sign of leaks past their gasketed surfaces. If necessary, replace gaskets or faulty parts. After maintenance has been done, check replaced parts to see if any leaks occur.

LUBRICATING INJECTION PUMP GOVERNOR DIAPHRAGM

1. Drain fuel from governor chamber.



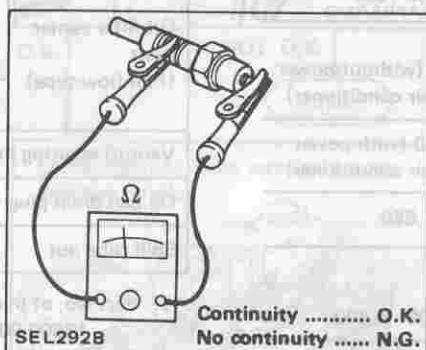
2. Lubricate governor diaphragm.
Fill with three to four droplets of diaphragm oil.



**Diaphragm oil
OL36V1 or cod liver oil**

CHECKING GLOW PLUGS

1. Remove glow plugs from cylinder head.
2. Check continuity in glow plugs.
If there is no continuity, replace it.



SERVICE DATA AND SPECIFICATIONS**INSPECTION AND ADJUSTMENT****BASIC MECHANICAL SYSTEM**

Valve clearance (Hot) Intake	mm (in)	0.35 (0.014)
Exhaust		0.35 (0.014)
Fan belt deflection mm/N (kg), (in/lb)		8 - 12/98 (10), (0.31 - 0.47/22)
Compression pressure kPa (bar, kg/cm ² , psi)/rpm		
Standard		2,942 (29.4, 30, 427)/200
Minimum		2,452 (24.5, 25, 356)/200
Compression differential limit between cylinders		294 (2.9, 3, 43)/200

INJECTION SYSTEM

Injection timing DIESEL KIKI-Bosch in-line type	B.T.D.C./rpm	18°/600 (Only for 720 model with SD23 or SD25)
		20°/600 (For the others)
VE type		8°/600
C.A.V.-D.P.A. type		14.5°/600
Idling rpm In-line & VE type		550 - 650 (without power steering/air conditioner)
		650 - 750 (with power steering/air conditioner)
C.A.V.-D.P.A. type		650
Max. engine speed under no load rpm		
In-line type		4,200 - 4,400
VE type		4,450 - 4,750 (Except for Europe)
		4,500 - 4,700 (For Europe)
C.A.V.-D.P.A. type		4,250 - 4,300
Dash pot Touch speed rpm		1,280 - 1,350

COOLING SYSTEMUnit: kPa (bar, kg/cm², psi)

Radiator cap relief pressure	88 (0.88, 0.9, 13)
Cooling system leakage testing pressure	157 (1.57, 1.6, 23)

TIGHTENING TORQUE

		N·m	kg·m	ft·lb
Cylinder head bolt 1st turn: Main bolt		59 - 78	6.0 - 8.0	43 - 58
2nd turn: Sub bolt		20 - 29	2.0 - 3.0	14 - 22
3rd turn: Main bolt		118 - 127	12 - 13	87 - 94
4th turn: Sub bolt		44 - 54	4.5 - 5.5	33 - 40
Rocker shaft bracket bolt		20 - 25	2.0 - 2.5	14 - 18
Manifold nut Intake & exhaust		15 - 18	1.5 - 1.8	11 - 13
Injection nozzle assembly (to cylinder head) *1		59 - 69	6.0 - 7.0	43 - 51
	*2	69 - 78	7.0 - 8.0	51 - 58
Injection pump securing nut				
DIESEL KIKI-Bosch in-line type		20 - 25	2.0 - 2.5	14 - 18
VE-type	nut	20 - 25	2.0 - 2.5	14 - 18
	bolt	16 - 22	1.6 - 2.2	12 - 16
C.A.V.-D.P.A. type		15 - 20	1.5 - 2.0	11 - 14
Oil filter center shaft (Full-flow type)	SD 4- cylin- der	25 - 29	2.5 - 3.0	18 - 22
	SD33	20 - 25	2.0 - 2.5	14 - 18
Venturi securing nut		3 - 4	0.3 - 0.4	2.2 - 2.9
Oil pan drain plug		49 - 59	5.0 - 6.0	36 - 43
Spill tube nut		39 - 49	4.0 - 5.0	29 - 36

*1 Part No. of injection nozzle

16600-90060, 16600-36W00, 16600-T9000

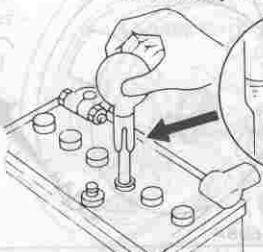
*2 Part No. of injection nozzle

16600-37502, 16600-90012, 16600-90019,
16600-J5571, 16600-T3401, 16600-T3470,
16600-T6200, 16600-T6201, 16600-Y8400,
16600-Y8401

TROUBLE DIAGNOSES AND CORRECTIONS

Engine fails or is difficult to start.

Are battery electrolyte and fuel levels O.K.?



Read top level with scale.



SMA826

ELECTRICAL SYSTEM

Will starter motor rotate?

Check points

- Connections
- Ignition switch
- Starting circuit
- Starter motor

O.K.

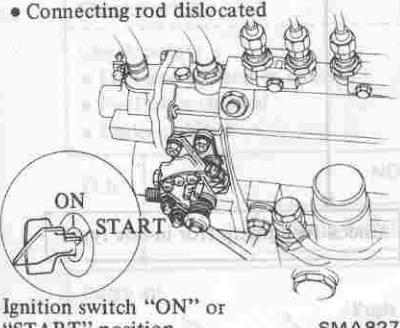
NOT O.K.

Repair or replace.

Will injection pump controller operate?

Check points

- Connections
- Check D.P.C. operations (including D.P.C. module)
- Refer to Section EL.
- Connecting rod dislocated



Ignition switch "ON" or "START" position

SMA827

NOT O.K.

Repair or replace.

A

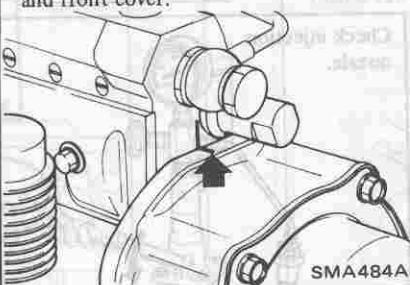
B

C

	: Condition
	: Check points
	: Action
	: Probable cause system

FUEL SYSTEM

Check timing mark of injection pump and front cover.

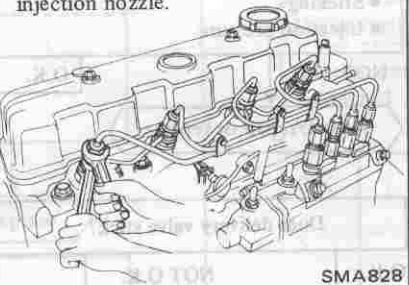


O.K.

NOT O.K.

Adjust.

Crank engine to make sure fuel reaches injection nozzle.



NOT O.K.

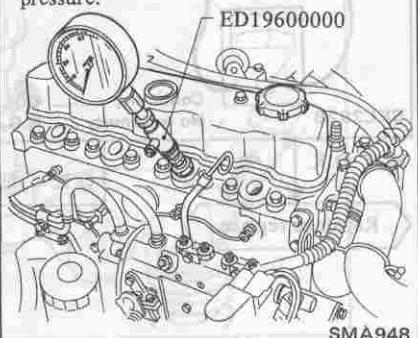
O.K.

B

C

MECHANICAL SYSTEM

Crank engine and check compression pressure.



SMA948

Check points

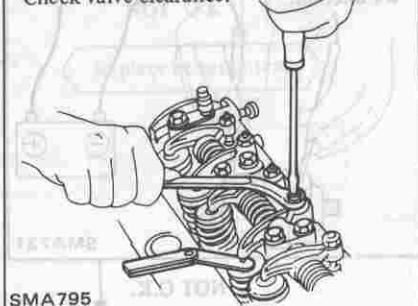
- Piston or piston ring worn
- Valve or valve seat worn
- Cylinder head gasket damaged

O.K.

NOT O.K.

Repair or replace.

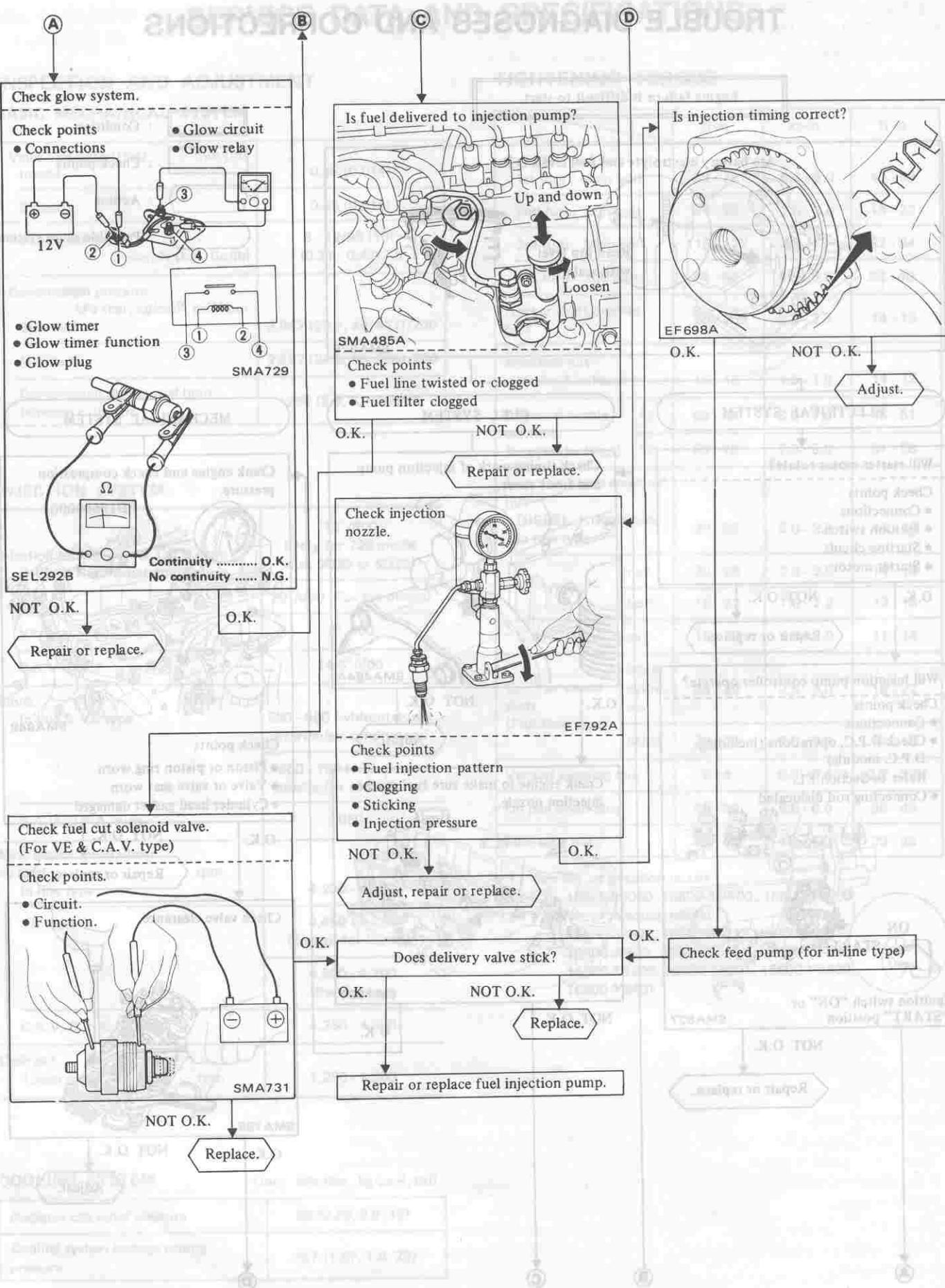
Check valve clearance.



O.K.

NOT O.K.

Adjust.

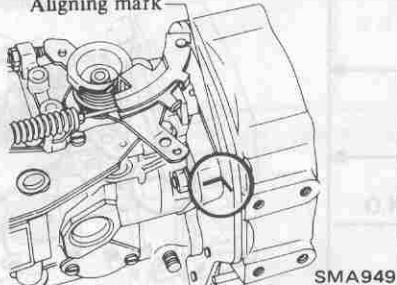


UNSTABLE IDLING SPEED(SMOKE)

FUEL SYSTEM

Check timing mark of injection pump and front cover.

Aligning mark



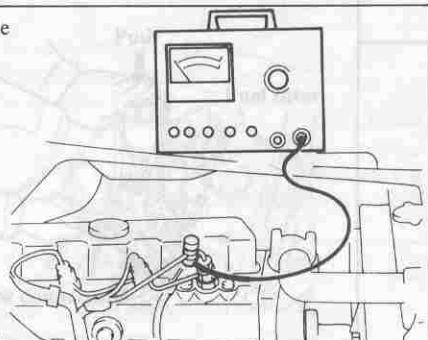
O.K.

NOT O.K.

Adjust.

Check idle speed.

SMA021A



O.K.

NOT O.K.

Adjust.

Check fuel line.

Check points

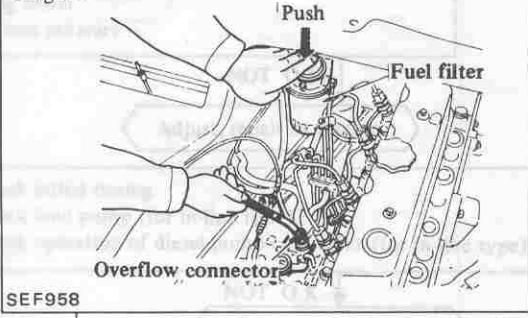
- Fuel line twisted or clogged
- Fuel filter clogged
- Leaks or loose

O.K.

NOT O.K.

Repair, retighten or replace.

Purge air



SEF958

MECHANICAL SYSTEM

Is injection timing correct?

SEF014A

O.K.

NOT O.K.

Adjust.

Check valve clearance.

SMA254A

O.K.

NOT O.K.

Adjust.

Check engine mounting.

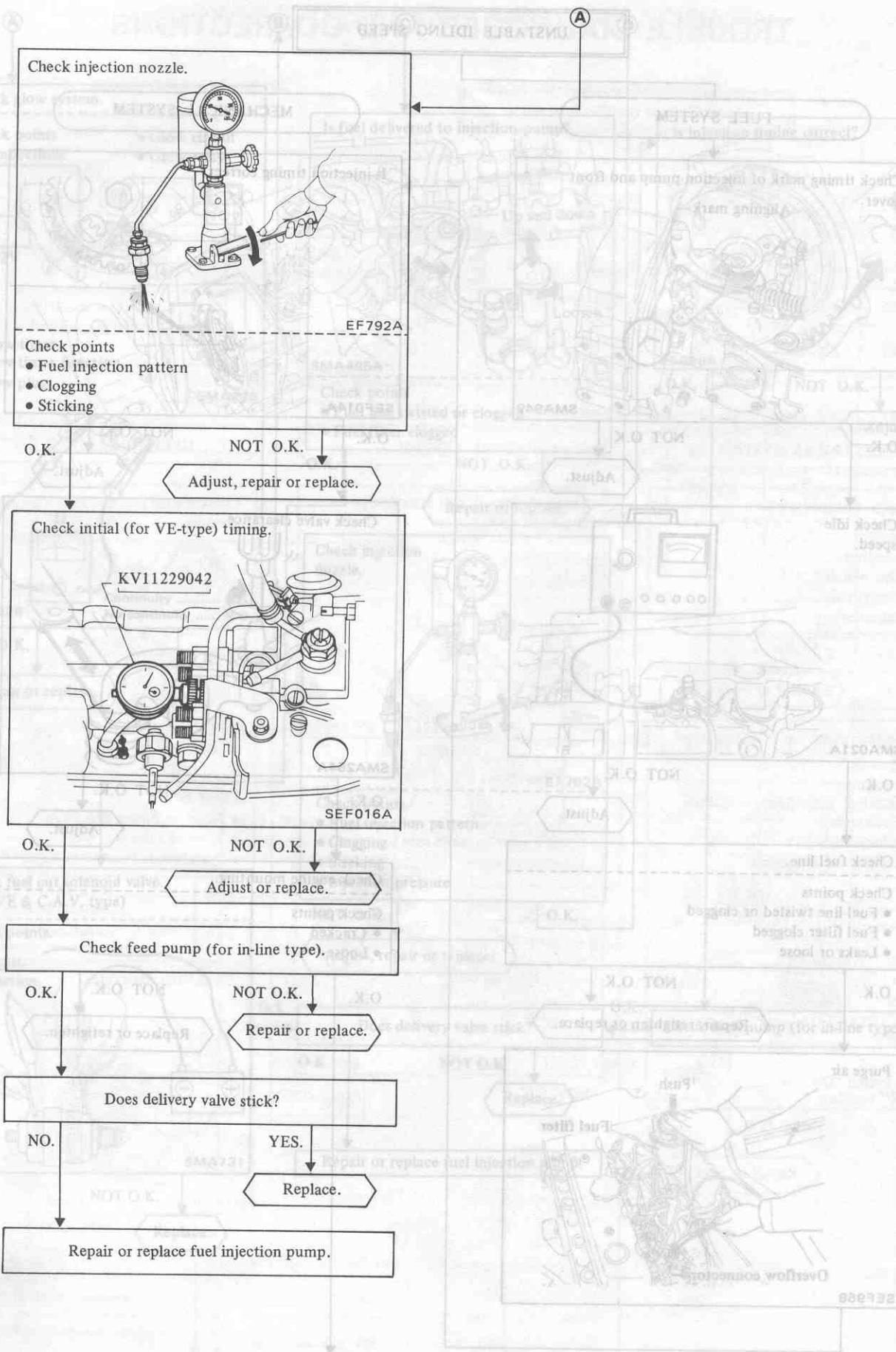
Check points

- Cracked
- Loose

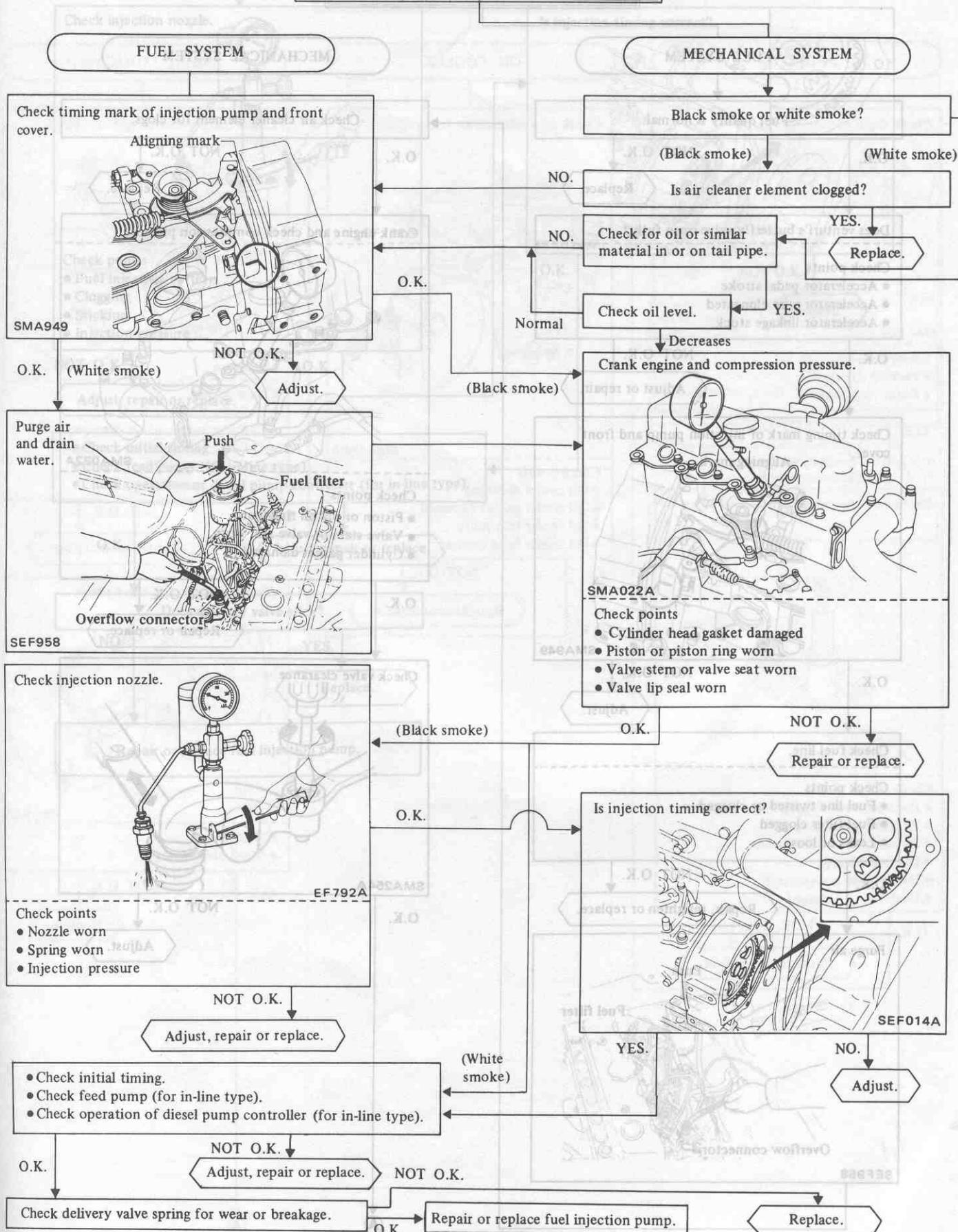
O.K.

NOT O.K.

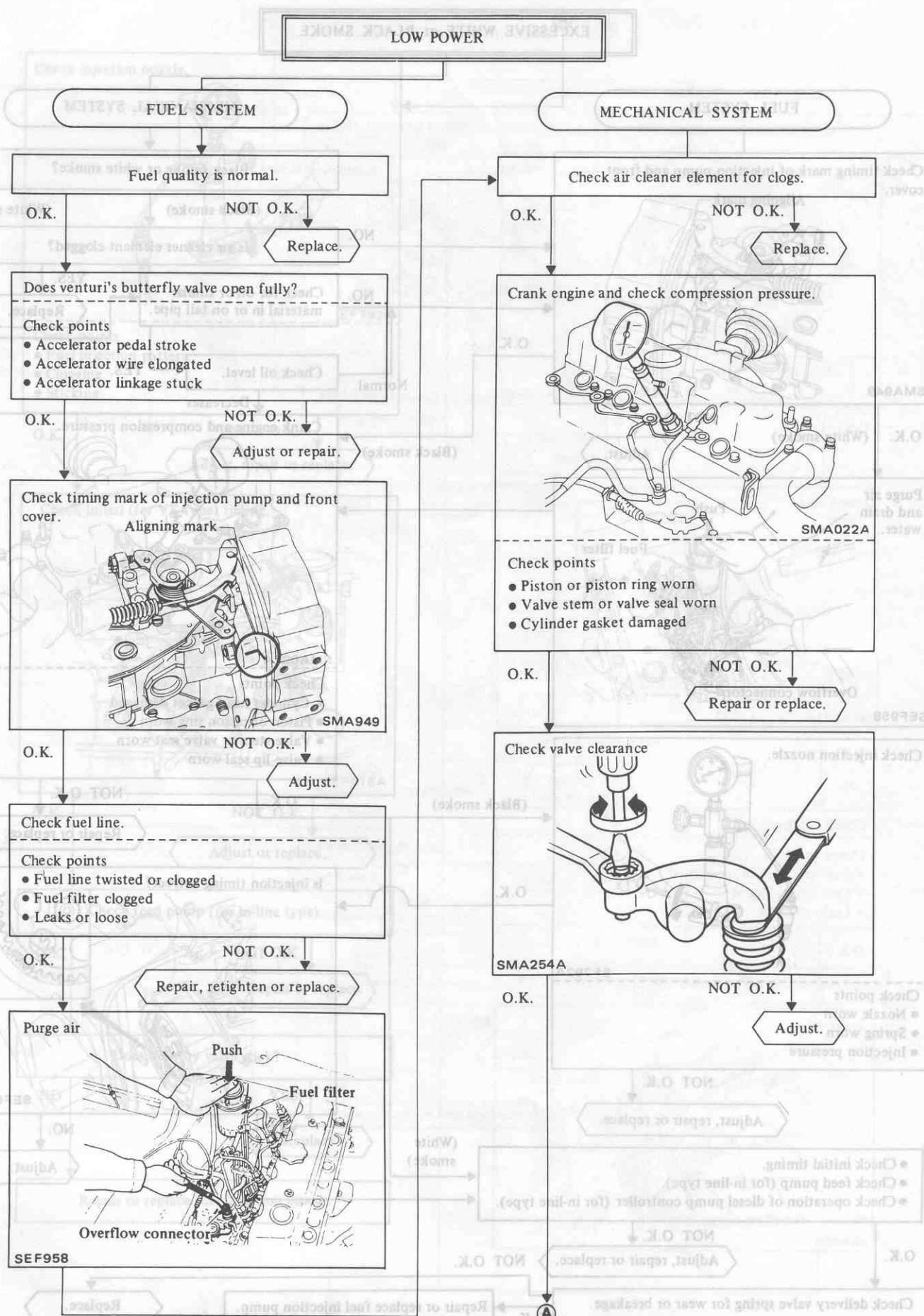
Replace or retighten.

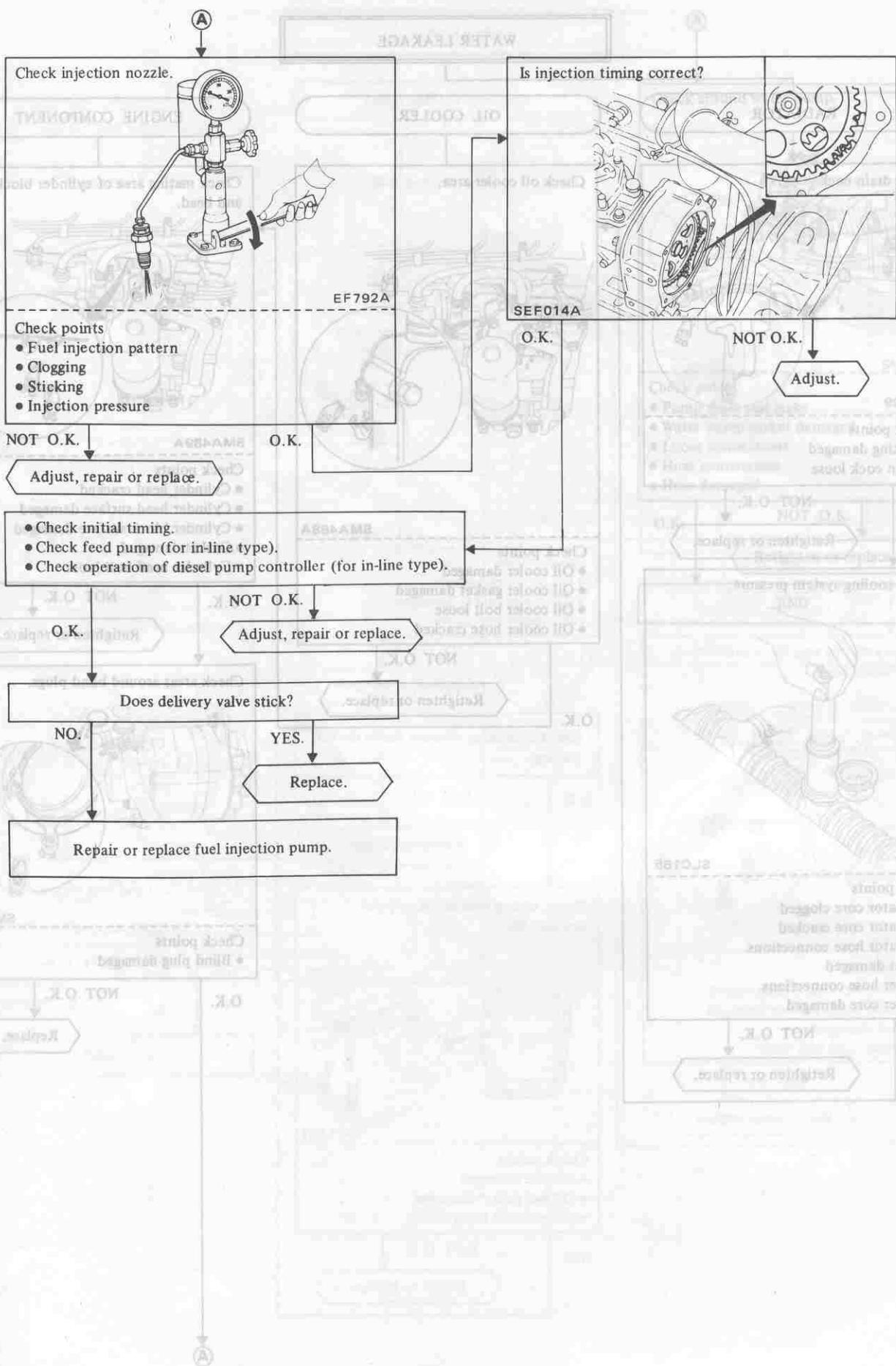


EXCESSIVE WHITE or BLACK SMOKE



TROUBLE DIAGNOSES AND CORRECTIONS

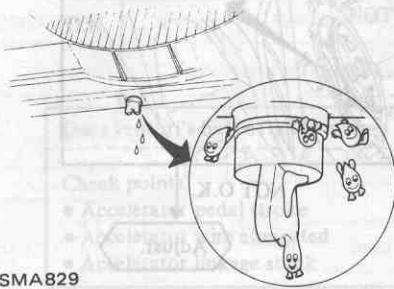




WATER LEAKAGE

RADIATOR

Check drain cock.



SMA829

Check points

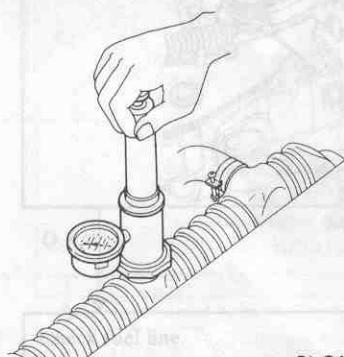
- Packing damaged
- Drain cock loose

O.K.

NOT O.K.

Retighten or replace.

Check cooling system pressure.



SLC165

Check points

- Radiator core clogged
- Radiator core cracked
- Radiator hose connections
- Hoses damaged
- Heater hose connections
- Heater core damaged

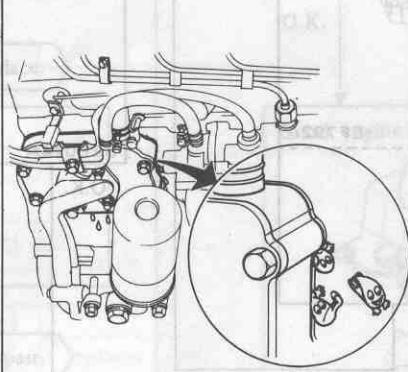
O.K.

NOT O.K.

Retighten or replace.

OIL COOLER

Check oil cooler area.



Check points

- Oil cooler damaged
- Oil cooler gasket damaged
- Oil cooler bolt loose
- Oil cooler hose cracked

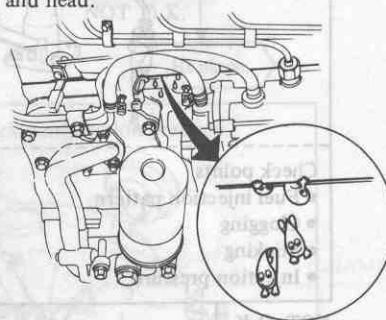
O.K.

NOT O.K.

Retighten or replace.

SMA488A

Check mating area of cylinder block and head.



SMA489A

Check points

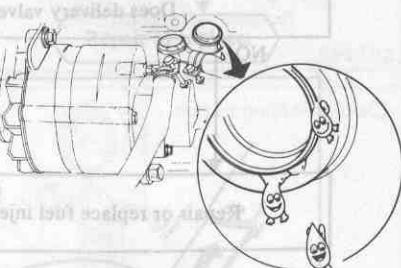
- Cylinder head cracked
- Cylinder head surface damaged
- Cylinder block surface damaged
- Gasket damaged
- Cylinder head bolt loose

O.K.

NOT O.K.

Retighten or replace.

Check areas around blind plugs.



SMA832

Check points

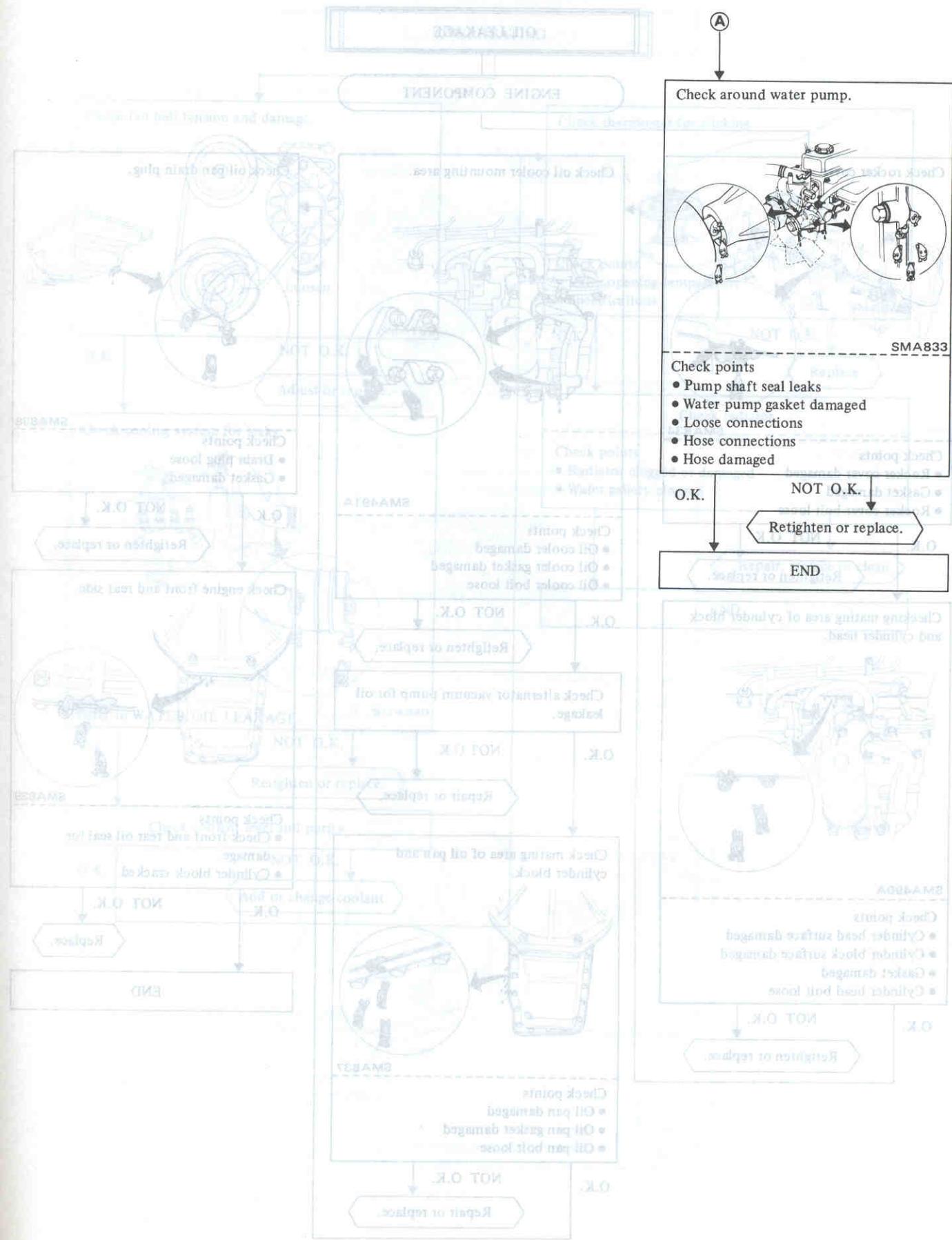
- Blind plug damaged

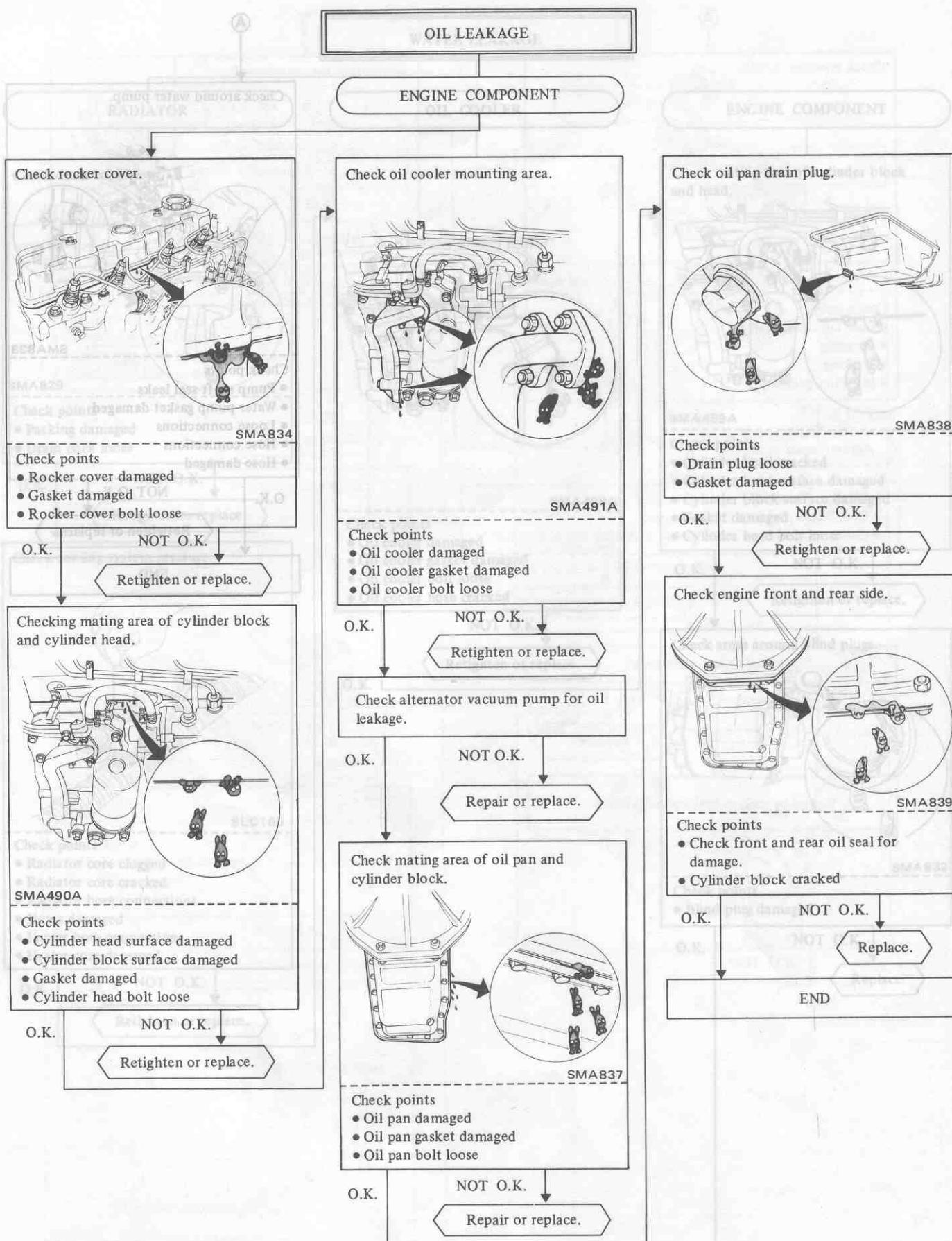
O.K.

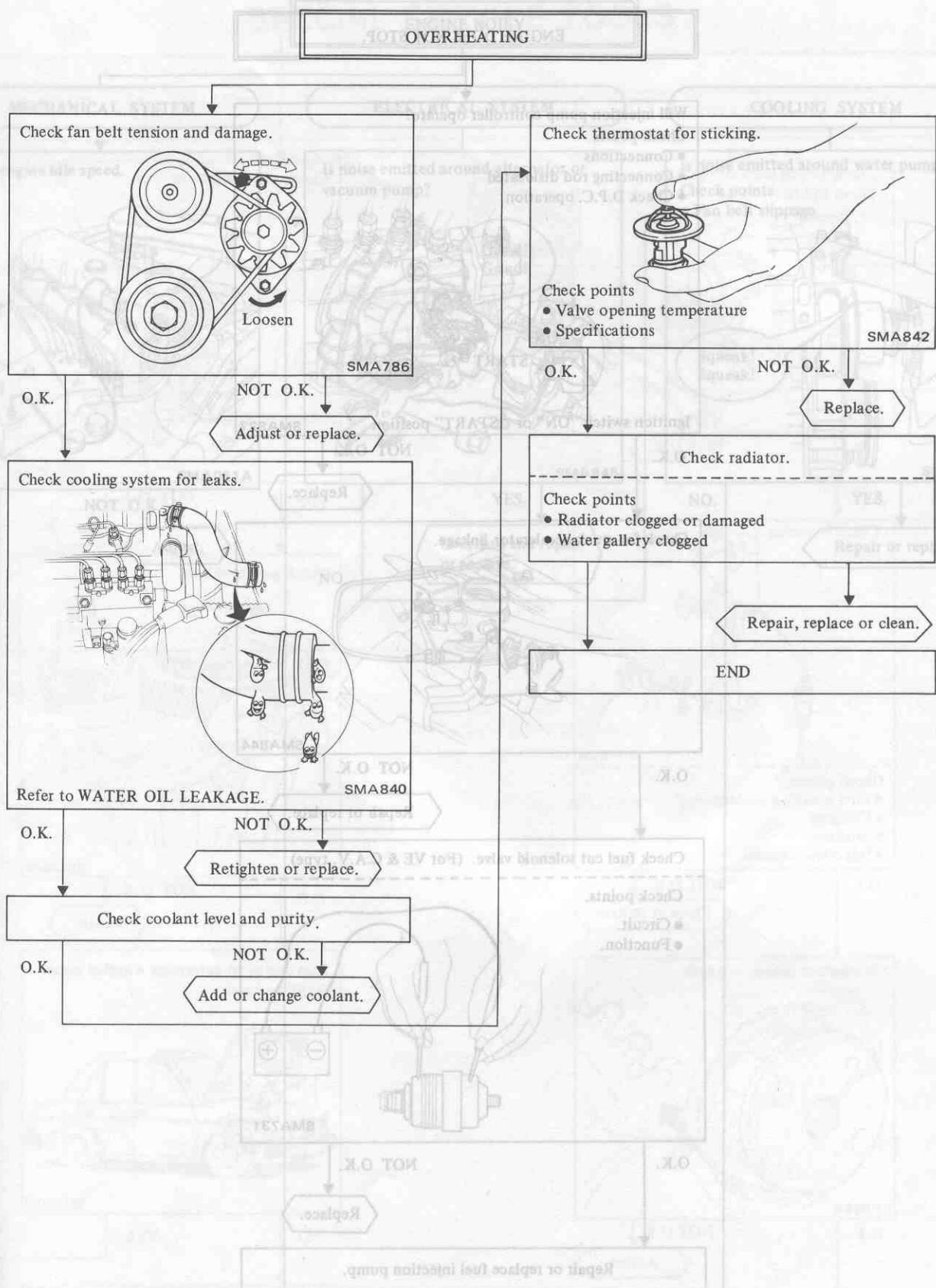
NOT O.K.

Replace.

A





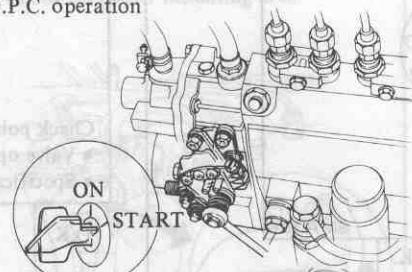


ENGINE DOES NOT STOP.

Will injection pump controller operate?

Check points

- Connections
- Connecting rod dislocated
- Check D.P.C. operation



Ignition switch "ON" or "START" position

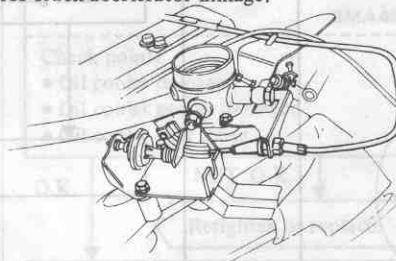
SMA827

O.K.

NOT O.K.

Replace.

Check for stuck accelerator linkage.



SMA844

O.K.

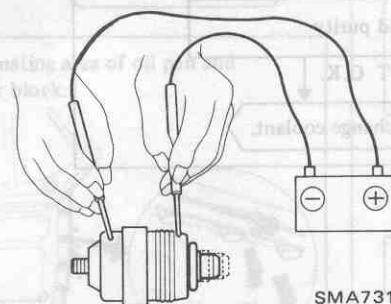
NOT O.K.

Repair or replace.

Check fuel cut solenoid valve. (For VE & C.A.V. type)

Check points.

- Circuit.
- Function.



SMA731

O.K.

NOT O.K.

Replace.

Repair or replace fuel injection pump.

O.K.

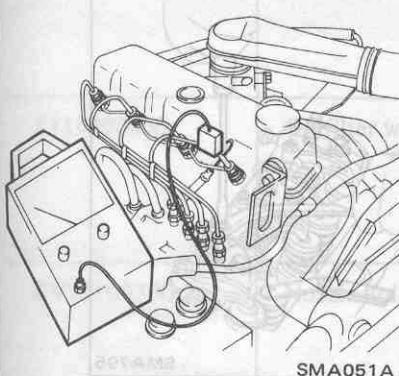
NOT O.K.

Repair or replace.

SPECIAL ENGINE NOISY

MECHANICAL SYSTEM

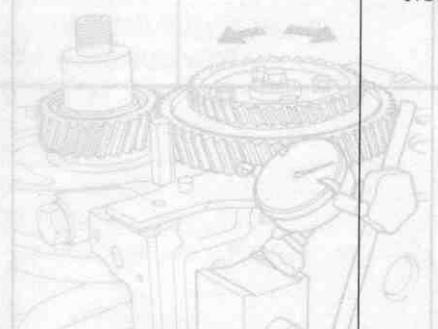
Check engine idle speed.



O.K.

NOT O.K.

Adjust.



NOT O.K.

Replace.



YES

NO

END

A

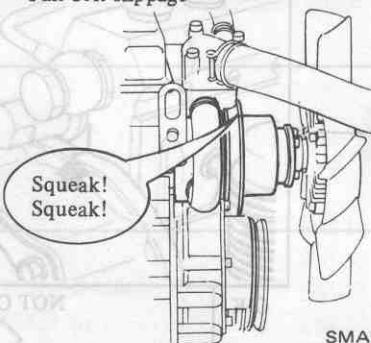
B

COOLING SYSTEM

Is noise emitted around water pump?

Check points

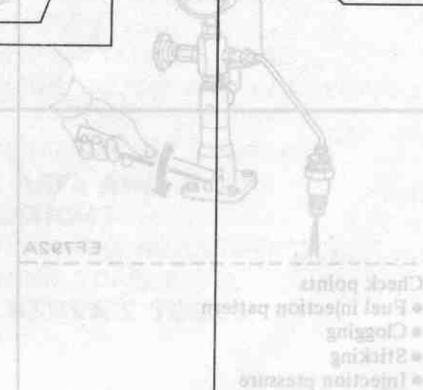
- Fan belt slippage



NO.

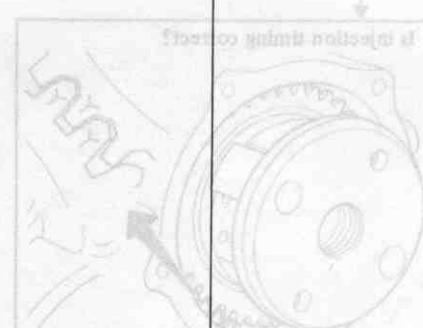
YES.

Repair or replace.



NOT O.K. → Check to replace.

O.K. → Proceed to next trouble diagnosis.



NOT O.K.

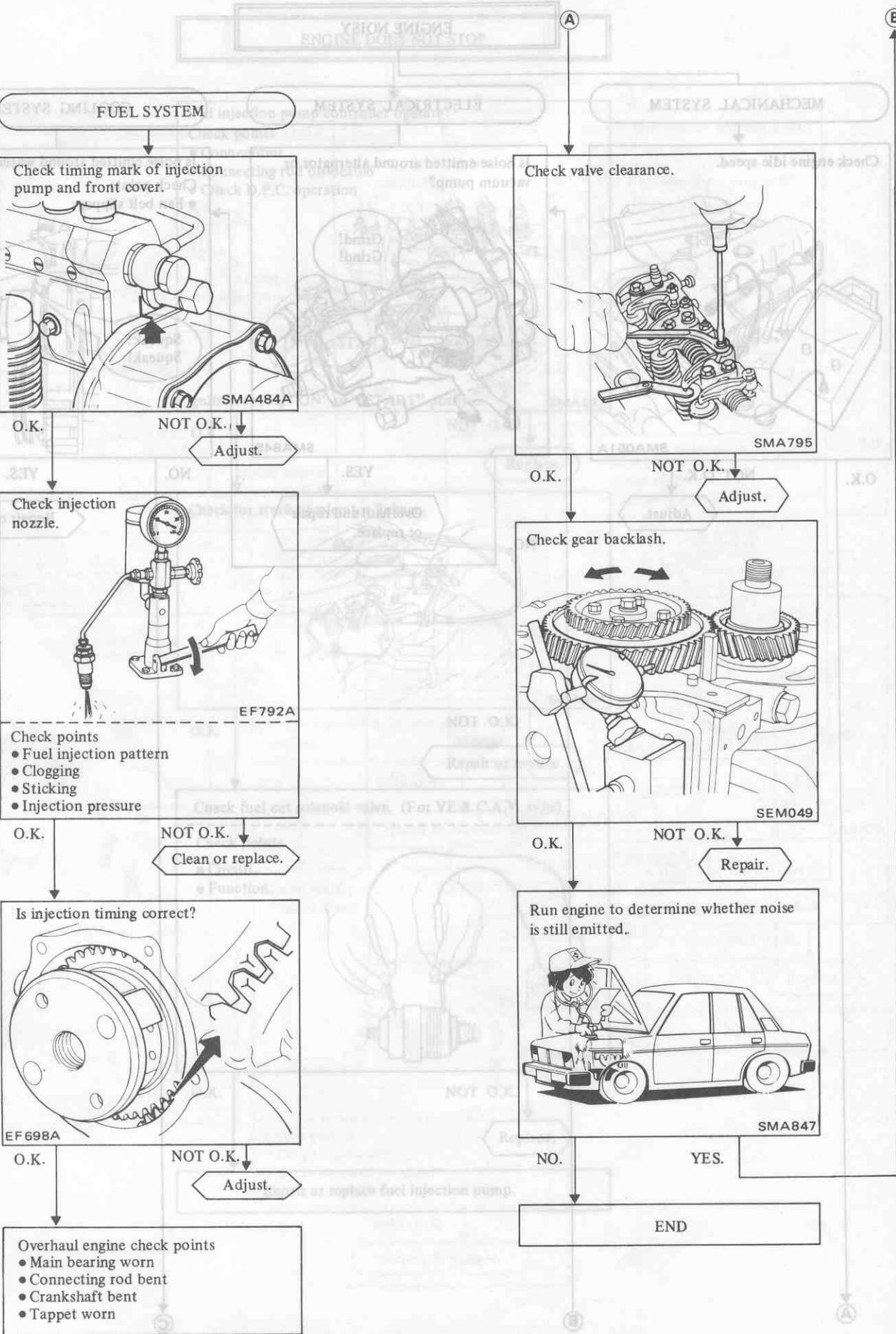
Adjust.

O.K.

- Rubber washers
- Crankshaft pulley belt
- Counterweight top pulley
- Main bearing washers
- Gear pump engine speed bonus

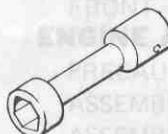
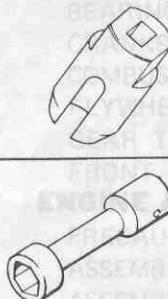
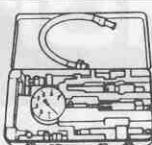
C

TROUBLE DIAGNOSES AND CORRECTIONS



SPECIAL SERVICE TOOLS


Tool number	Tool name
ED19600000	Compression gauge set
ST19320000	Oil filter wrench
KV11100300	Nozzle holder socket
KV11100400	Socket




EN

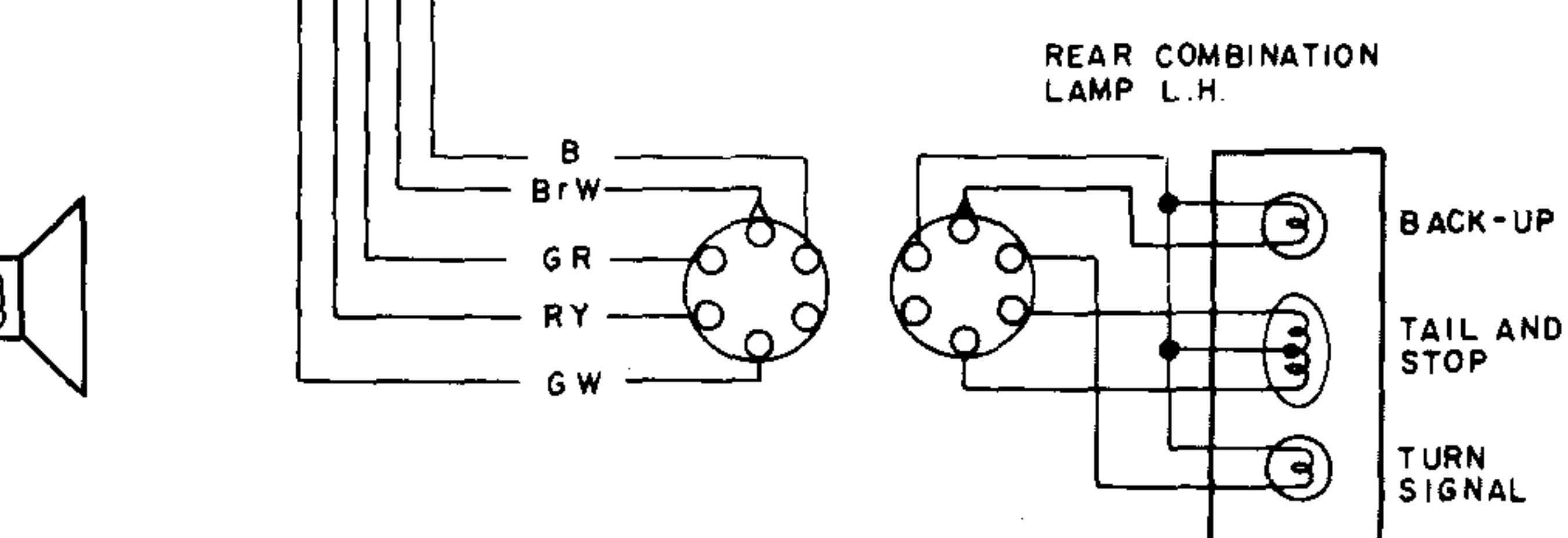
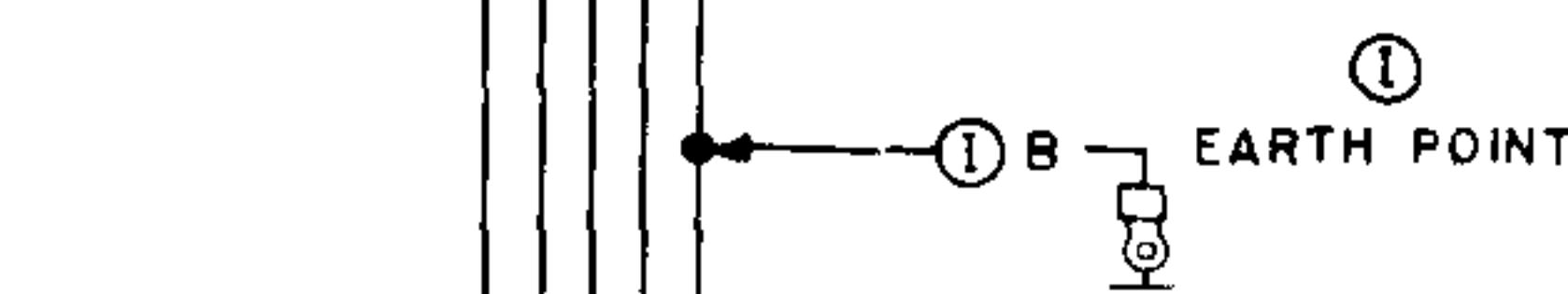
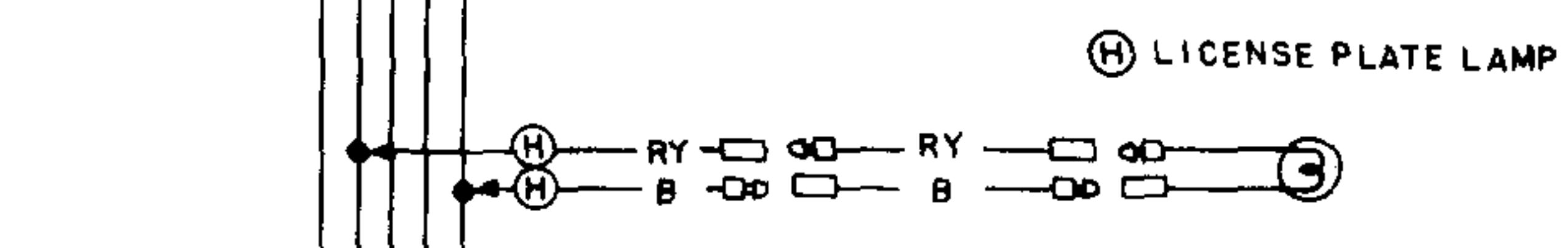
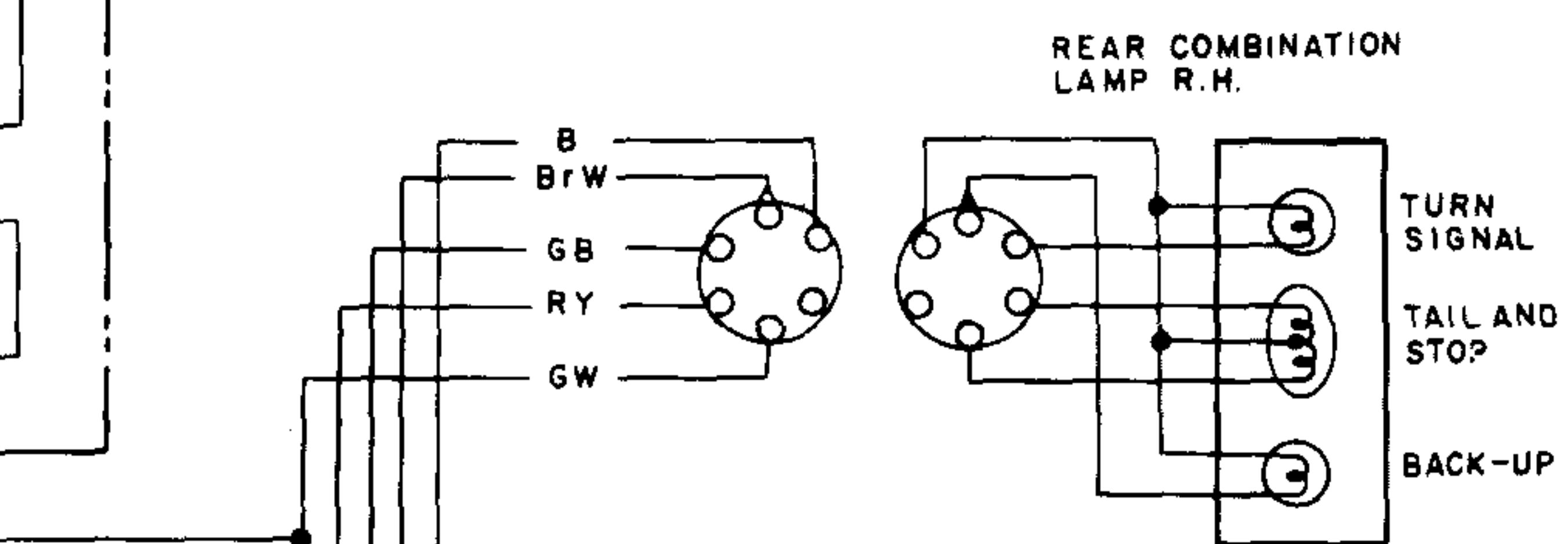
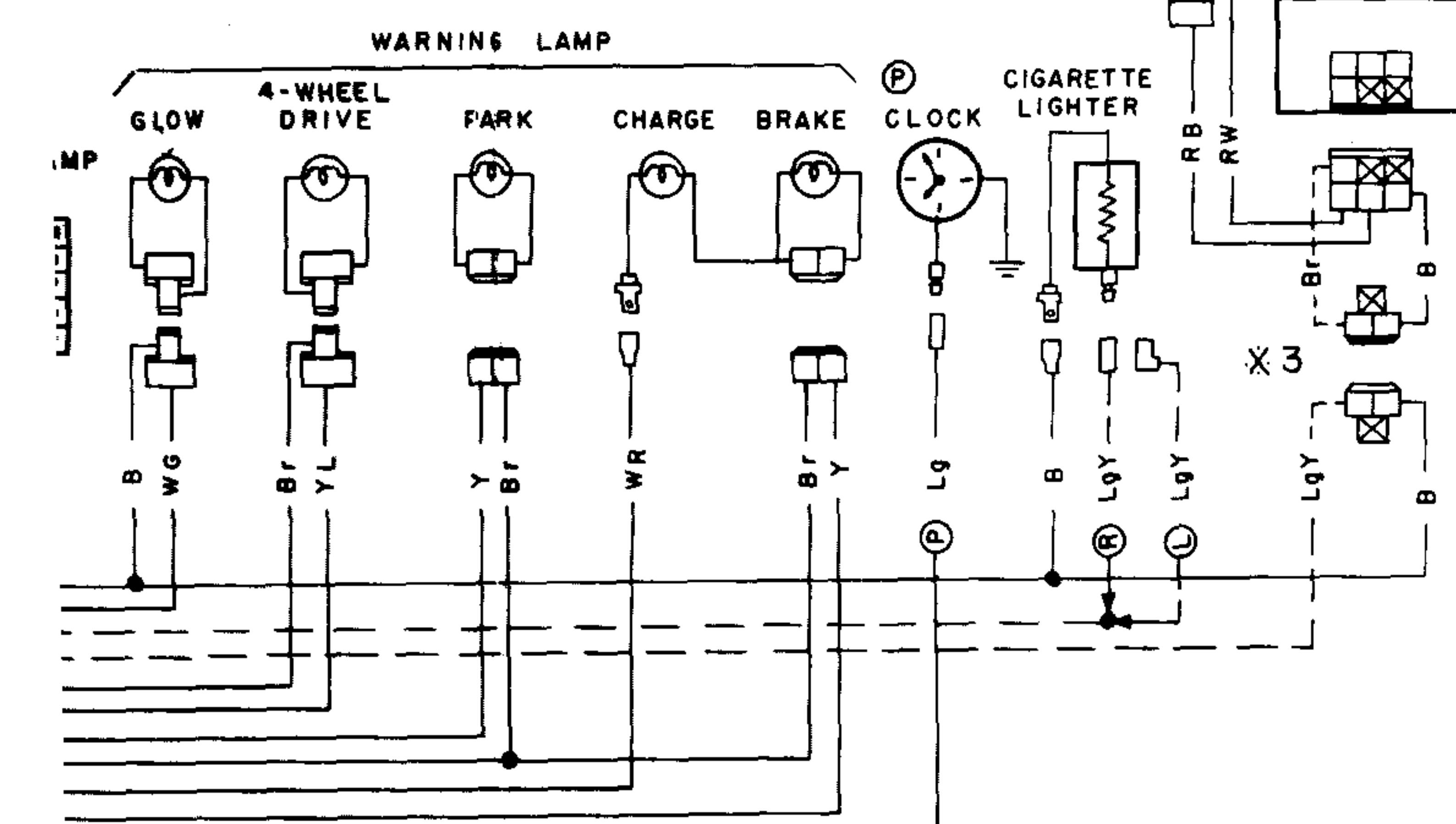
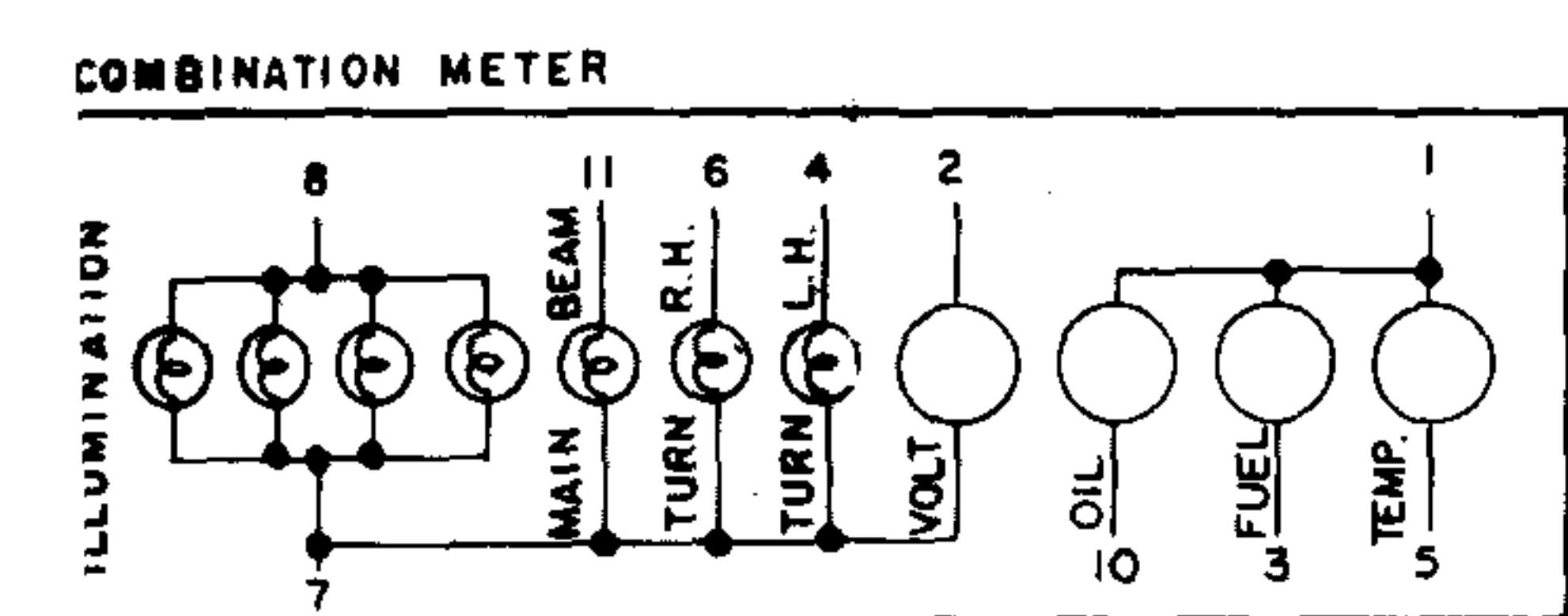
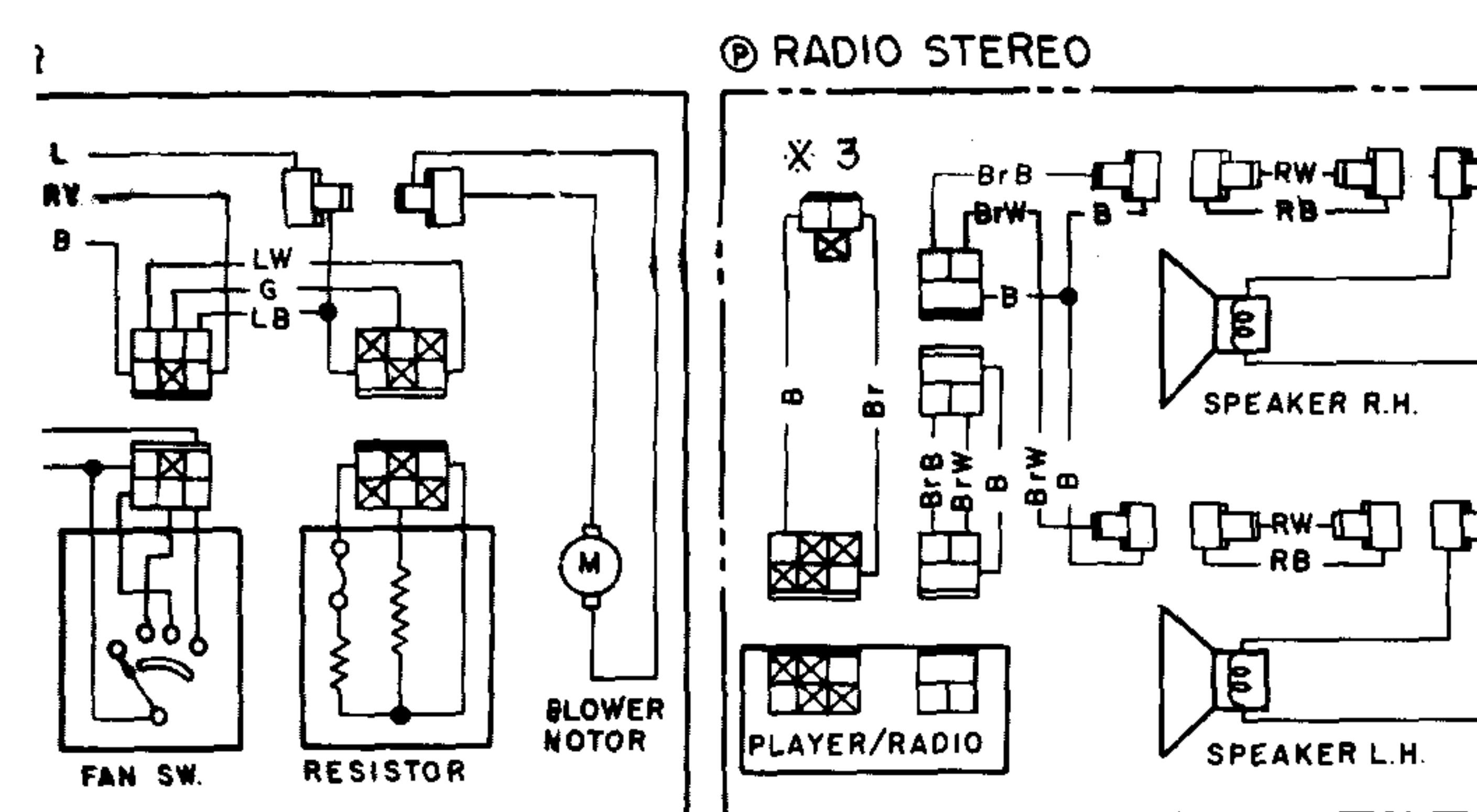
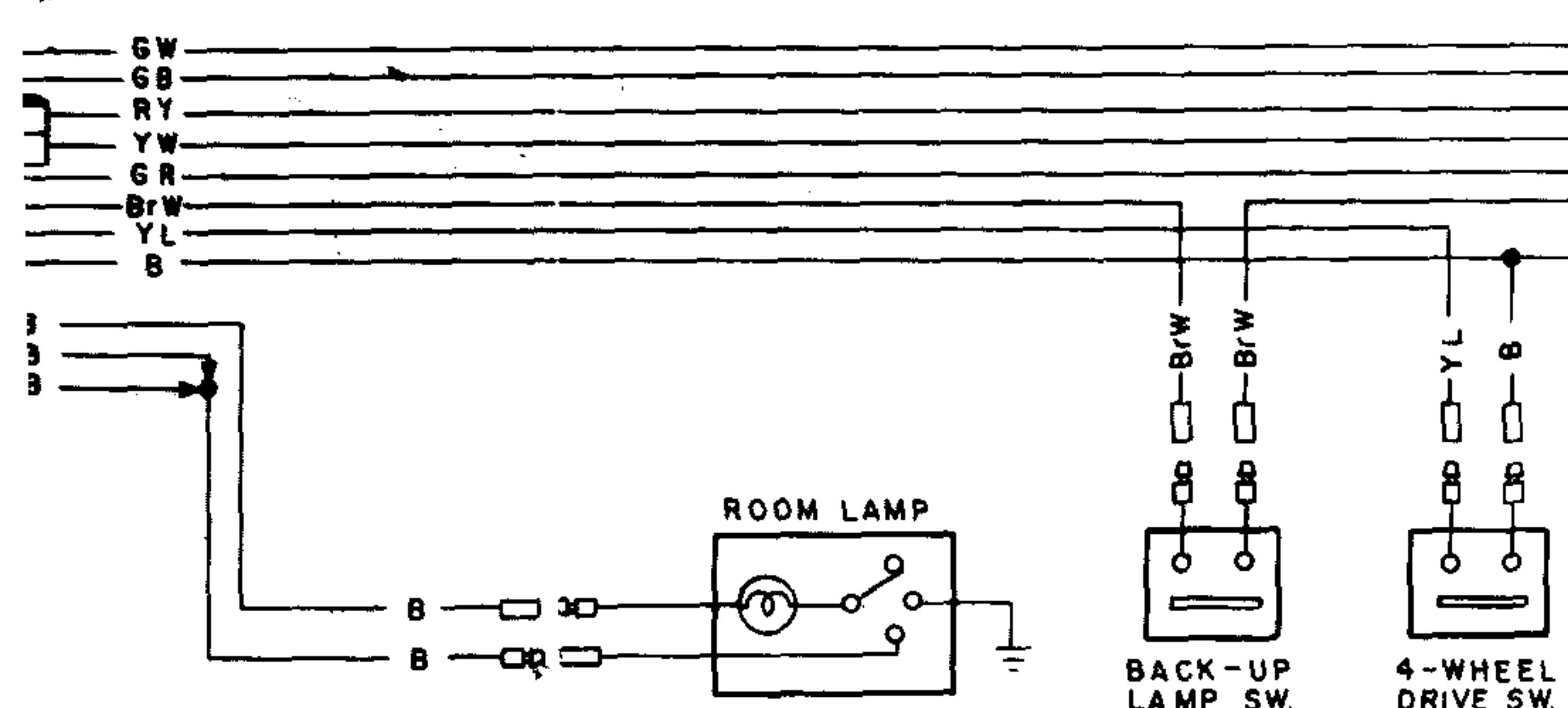
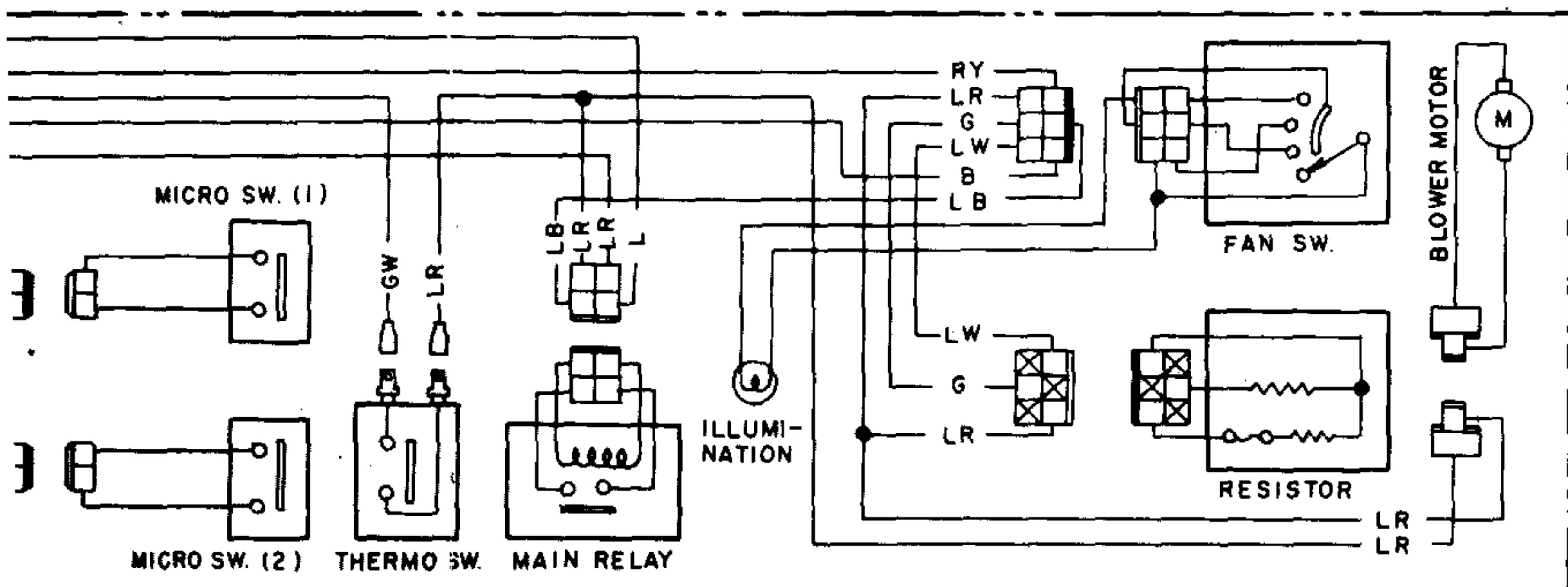
EM- 2	BEARINGS	EM-16
EM- 3	SHAFT PILOT BUSHING	EM-16
EM- 4	INJECTION CHAMBER	EM-16
EM- 4	WHEEL	EM-16
EM- 4	GEAR TRAIN	EM-16
EM- 4	FLAME PLATE	EM-16
EM- 4	ENGINE ASSEMBLY	EM-17
EM- 7	PREPARATIONS	EM-17
EM- 7	ASSEMBLING CYLINDER HEAD	EM-17
EM- 8	ASSEMBLING PISTON AND CONNECTING	
EM- 9	ROD	EM-17
EM-11	ASSEMBLING ENGINE OVERALL	EM-18
EM-12	SERVICE DATA AND	
EM-12	SPECIFICATIONS	EM-23
EM-13	INSPECTION AND ADJUSTMENT	EM-23
EM-14	TIGHTENING TORQUE	EM-29
	SPECIAL SERVICE TOOLS	EM-31

MODEL 160 SERIES (Equipped with SD33 engine)





ITIONER



ALWAYS 24 VOLT APPLIED CABLE (POWER SOURCE + CIRCUIT)	MALE
ALWAYS 12 VOLT APPLIED CABLE (POWER SOURCE + CIRCUIT)	FEMALE
EARTH CABLE (POWER SOURCE - CIRCUIT)	PIN CONNECTOR
	PLAIN CONNECTOR
	POSITION
GW.....GREEN with WHITE Stripe	Ignition sw. in lock. Light sw. and wiper sw. in off. Door closed. Transmission in neutral (A/T selector lever in parking). Parking brake pulled. Driver's seat belt unlocked.
LG.....BLUE with GREEN Stripe	

HARDTOP MODELS

PICK-UP MODELS

OPTION

CABLE COLORS

B BLACK
W WHITE
R RED
G GREEN
L BLUE
Y YELLOW
LG LIGHT GREEN
Br BROWN
Gr GREY

TWO-TONE COLOR CABLE

GW.....GREEN with WHITE Stripe

LG.....BLUE with GREEN Stripe