

Operation & Maintenance Manual

GENERATOR DIESEL ENGINE

DE12T

POULS

P126T1-1
















P126T1

P126T1-II

FOREWORD

This manual is designed to serve as an instruction for the Operation & Maintenance of generating-set engines of Doosan POLUS series: P126TI- II/P126TI /P126TI-1/DE12T. The POLUS means 'Power Plus' that is represented more powerful Doosan generating-set engines and it is marked on engine name as an initial P. On the other hand, initial D stands for standard engine prior to POLUS version. The first half is for operation and the latter half is for maintenance like disassembling, inspecting and re-assembling etc in order to help an understanding for the maintenance procedure more easily. To keep the best performance and the durability of engine for a long time, CORRECT OPERATION and PROPER MAINTENANCE are essential.

In this manual, the following symbols are used to indicate the type of service operations to be performed.

	Removal		Adjustment
	Installation		Cleaning
	Disassembly		Pay close attention-Important
	Reassembly		Tighten to specified torque
	Align the marks		Use special tools of manufacturer
	Directional Indication		Lubricate oil
	Inspection		Lubricate grease
	Measurement		

If you have any question or recommendation in connection with this manual, please do not hesitate to contact our head office, dealers or authorized service shops near by your location for any services. Also some figures in this manual may be different from the actual appearance of the engine because of explaining them with the representative figure among these models. For the last, the contents of this instruction manual may be changed without prior notice for some quality improvement. Thank you.

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1. Safety Regulations

1.1. General Notes

Handling diesel engines and the necessary resources is no problem when the personnel commissioned with operation and maintenance are trained accordingly and use their common sense.

This summary is a compilation of the most important regulations. These are broken down into main sections which contain the information necessary for preventing injury to persons, damage to property and pollution. In addition to these regulations those dictated by the type of engine and its site are to be observed also.



Important :

If, despite all precautions, an accident occurs, in particular through contact with caustic acids, fuel penetrating the skin, scalding from oil, antifreeze being splashed in the eyes etc., consult a doctor immediately.

1.2. Regulations Designed to Prevent Accidents

1.2.1. During commissioning, starting and operation

Before putting the engine into operation for the first time, read the operating instructions carefully and familiarize yourself with the “critical” points, If you are unsure, ask your DAEWOO representative.

- For reasons of safety we recommend you attach a notice to the door of the engine room prohibiting the access of unauthorized persons and that you draw the attention of the operating personal to the fact that they are responsible for the safety of persons who enter the engine room.
- The engine must be started and operated only by authorized personnel. Ensure that the engine cannot be started by unauthorized persons.
- When the engine is running, do not get too close to the rotating parts. Wear close-fitting clothing.
- Do not touch the engine with bare hands when it is warm from operation risk of burns.
- Exhaust gases are toxic. Comply with the installation instructions for the installation of DAEWOO generator diesel engines which are to be operated in enclosed spaces. Ensure that there is adequate ventilation and air extraction.
- Keep vicinity of engine, ladders and stairways free of oil and grease.
Accidents caused by slipping can have serious consequences.

1.2.2. During maintenance and care

- Always carry out maintenance work when the engine is switched off. If the engine has to be maintained while it is running, e.g. changing the elements of change-over filters, remember that there is a risk of scalding. Do not get too close to rotating parts.
- Change the oil when the engine is warm from operation.



Caution :

There is a risk of burns and scalding. Do not touch oil drain valve or oil filters with bare hands.

- Take into account the amount of oil in the sump. Use a vessel of sufficient size to ensure that the oil will not overflow.
- Open the coolant circuit only when the engine has cooled down. If opening while the engine is still warm is unavoidable, comply with the instructions in the chapter entitled "Cooling".
- Neither tighten up nor open pipes and hoses (lube oil circuit, coolant circuit and any additional hydraulic oil circuit) during the operation. The fluid which flows out can cause injury.
- Fuel is inflammable. Do not smoke or use naked lights in its vicinity. The tank must be filled only when the engine is switched off.
- Keep service products (anti-freeze) only in containers which can not be confused with drinks containers.
- Comply with the manufacturer's instructions when handling batteries.



Caution :

Accumulator acid is toxic and caustic. Battery gases are explosive.

1.2.3. When carrying out checking, setting and repair work

- Checking, setting and repair work must be carried out by authorized personnel only.
- Use only tools which are in satisfactory condition. Slip caused by the worn open-end wrench could lead to injury.
- When the engine is hanging on a crane, no-one must be allowed to stand or pass under it. Keep lifting gear in good condition.
- When checking injectors, do not put your hands under the jet of fuel.
Do not inhale atomized fuel.
- When working on the electrical system disconnect the battery earth cable first. Connect it up again last to prevent short circuits.

1.3. Regulations Designed to Prevent Damage to Engine and Premature Wear

- 1) Never demand more of the engine than it was designed to yield for its intended purpose. Detailed information on this can be found in the sales literature. The injection pump must not be adjusted without prior written permission of DAEWOO.

- 2) If faults occur, find the cause immediately and have it eliminated in order to prevent more serious damage.
- 3) Use only genuine DAEWOO spare parts. DAEWOO will accept no responsibility for damage resulting from the installation of other parts which are supposedly "just as good".
- 4) In addition to the above, note the following points.
 - Never let the engine run when dry, i.e. without lube oil or coolant. Use only DAEWOO-approved service products (engine oil, anti-freeze and anticorrosion agent).
 - Pay attention to cleanliness, The Diesel fuel must be free of water. See "Maintenance and care".
 - Have the engine maintained at the specified intervals.
 - Do not switch off the engine immediately when it is warm, but let it run without load for about 5 minutes so that temperature equalization can take place.
 - Never put cold coolant into an overheated engine. See "Maintenance and care".
 - Do not add so much engine oil that the oil level rises above the max. marking on the dipstick. Do not exceed the maximum permissible tilt of the engine. Serious damage to the engine may result if these instructions are not adhered to.
 - Always ensure that the testing and monitoring equipment (for battery charge, oil pressure, and coolant temperature) function satisfactorily.
 - Comply with instructions for operation of the alternator. See "Commissioning and operation".
 - Do not let the water pump run dry. If there is a risk of frost, drain the water when the engine is switched off.

1.4. Regulations Designed to Prevent Pollution

1.4.1. Engine oil, filter element, fuel filter

- Take old oil only to an oil collection point. Take strict precautions to ensure that oil does not get into the drains or into the ground.
- The drinking water supply may be contaminated.
- Oil and fuel filter elements are classed as dangerous waste and must be treated as such.

1.4.2. Coolant

- Treat undiluted anti-corrosion agent and / or antifreeze as dangerous waste.
- When disposing of spent coolant comply with the regulations of the relevant local authorities.

1.5. Notes on Safety in Handling Used Engine Oil

Prolonged or repeated contact between the skin and any kind of engine oil decreases the skin. Drying, irritation or inflammation of the skin may therefore occur. Used engine oil also contains dangerous substances which have caused skin cancer in animal experiments. If the basic rules of hygiene and health and safety at work are observed, health risks are not to be expected as a result of handling used engine oil.



Health precautions

- Avoid prolonged or repeated skin contact with used engine oil.
- Protect your skin by means of suitable agents (creams etc.) or wear protective gloves.
- Clean skin which has been in contact with engine oil.
 - Wash thoroughly with soap and water, A nailbrush is an effective aid.
 - Certain products make it easier to clean your hands.
 - Do not use petrol, Diesel fuel, gas oil, thinners or solvents as washing agents.
- After washing apply a fatty skin cream to the skin.
- Change oil-soaked clothing and shoes.
- Do not put oily rags into your pockets.



Ensure that used engine oil is disposed of properly.

- Engine oil can endanger the water supply -

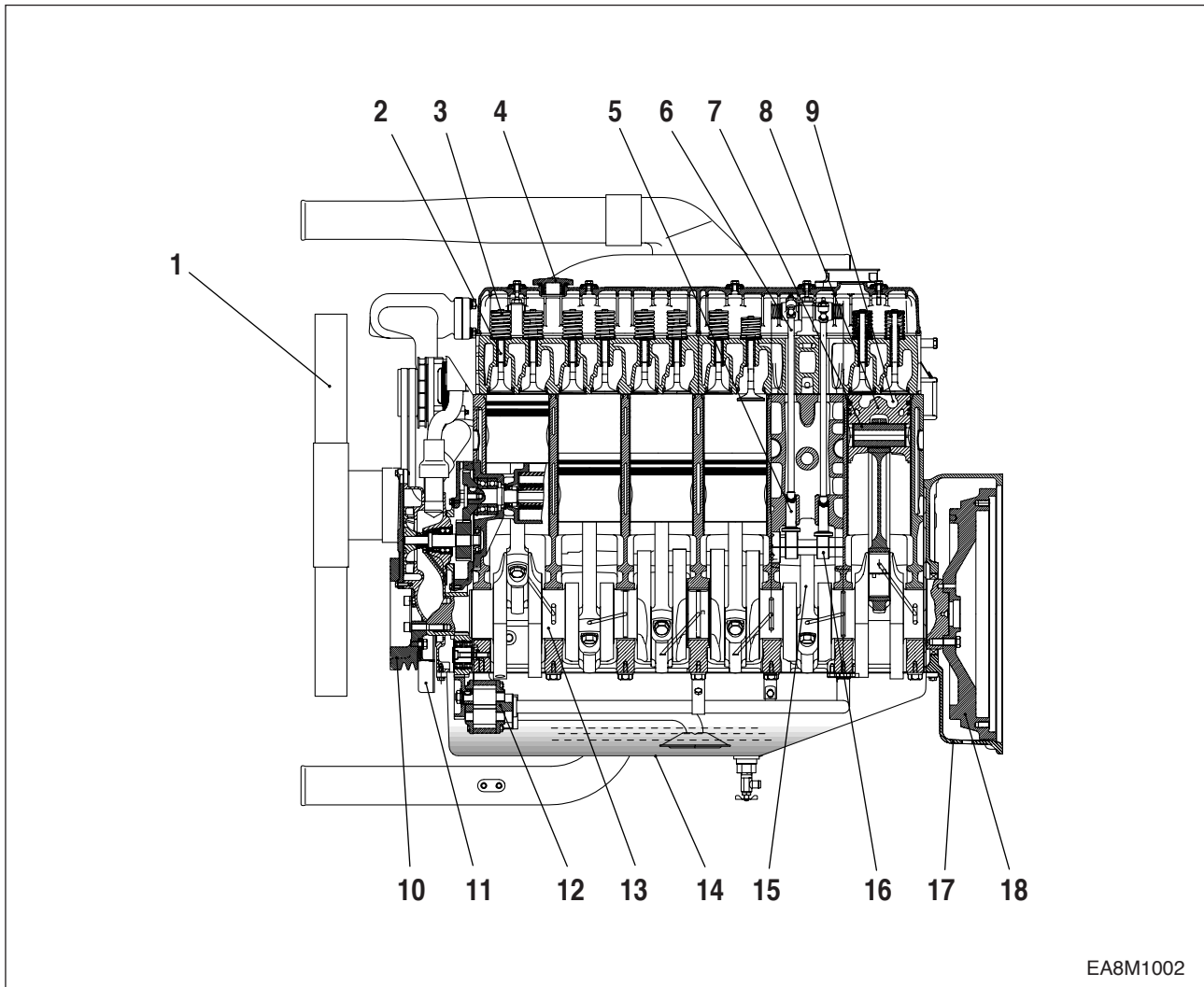
For this reason do not let engine oil get into the ground, waterways, the drains or the sewers. Violations are punishable. Collect and dispose of used engine oil carefully.

For information on collection points please contact the seller, the supplier or the local authorities.

2. General Information

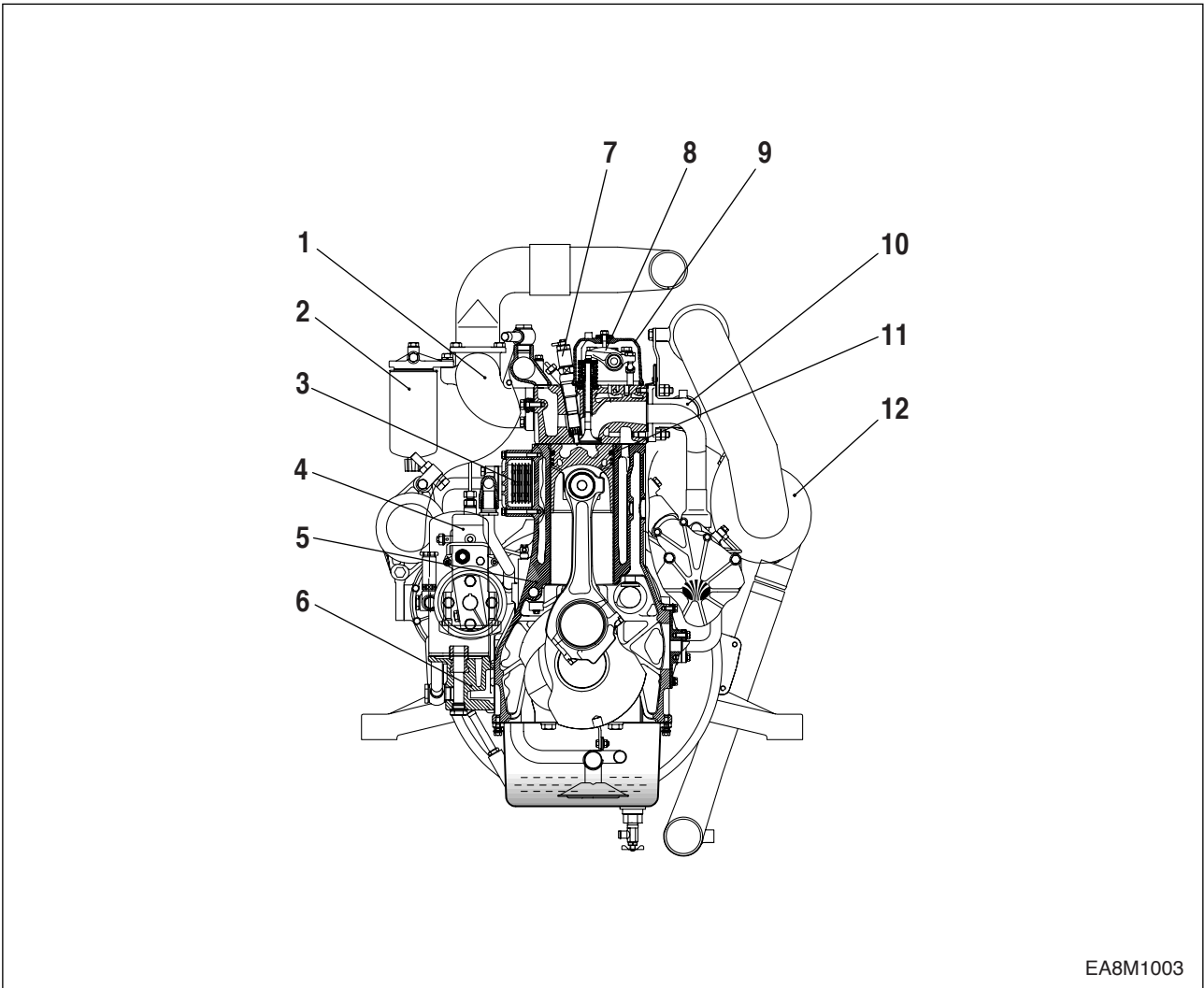
2.1. Engine Assembly

2.1.1. Engine sectional view (Longitudinal)



- | | | |
|------------------|-----------------------|----------------------|
| 1. Cooling fan | 7. Piston pin | 13. Crankshaft |
| 2. Exhaust valve | 8. Piston | 14. Oil pan |
| 3. Valve spring | 9. Combustion chamber | 15. Connecting rod |
| 4. Oil filter | 10. Crankshaft pulley | 16. Camshaft |
| 5. Tappet | 11. Vibration damper | 17. Flywheel housing |
| 6. Push rod | 12. Oil pump | 18. Flywheel |

2.1.2. Engine sectional view (Cross)

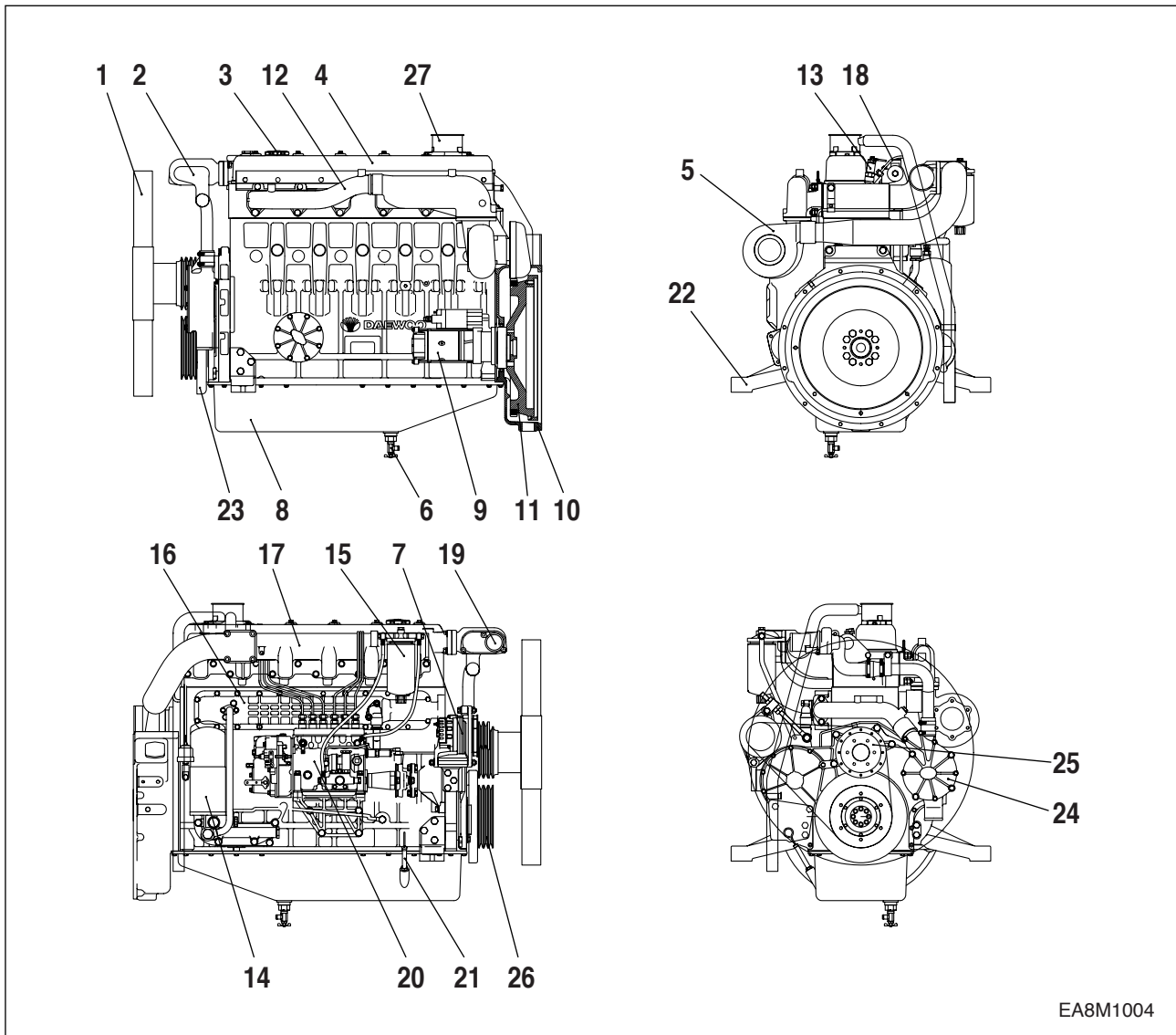


- 1. Intake manifold
- 2. Fuel filter
- 3. Oil cooler
- 4. Injection pump
- 5. Cylinder block
- 6. Oil filter

- 7. Injection nozzle assembly
- 8. Rocker arm
- 9. Cylinder head cover
- 10. Exhaust manifold
- 11. Piston ring
- 12. Turbocharger

2.1.3. Engine assembly views

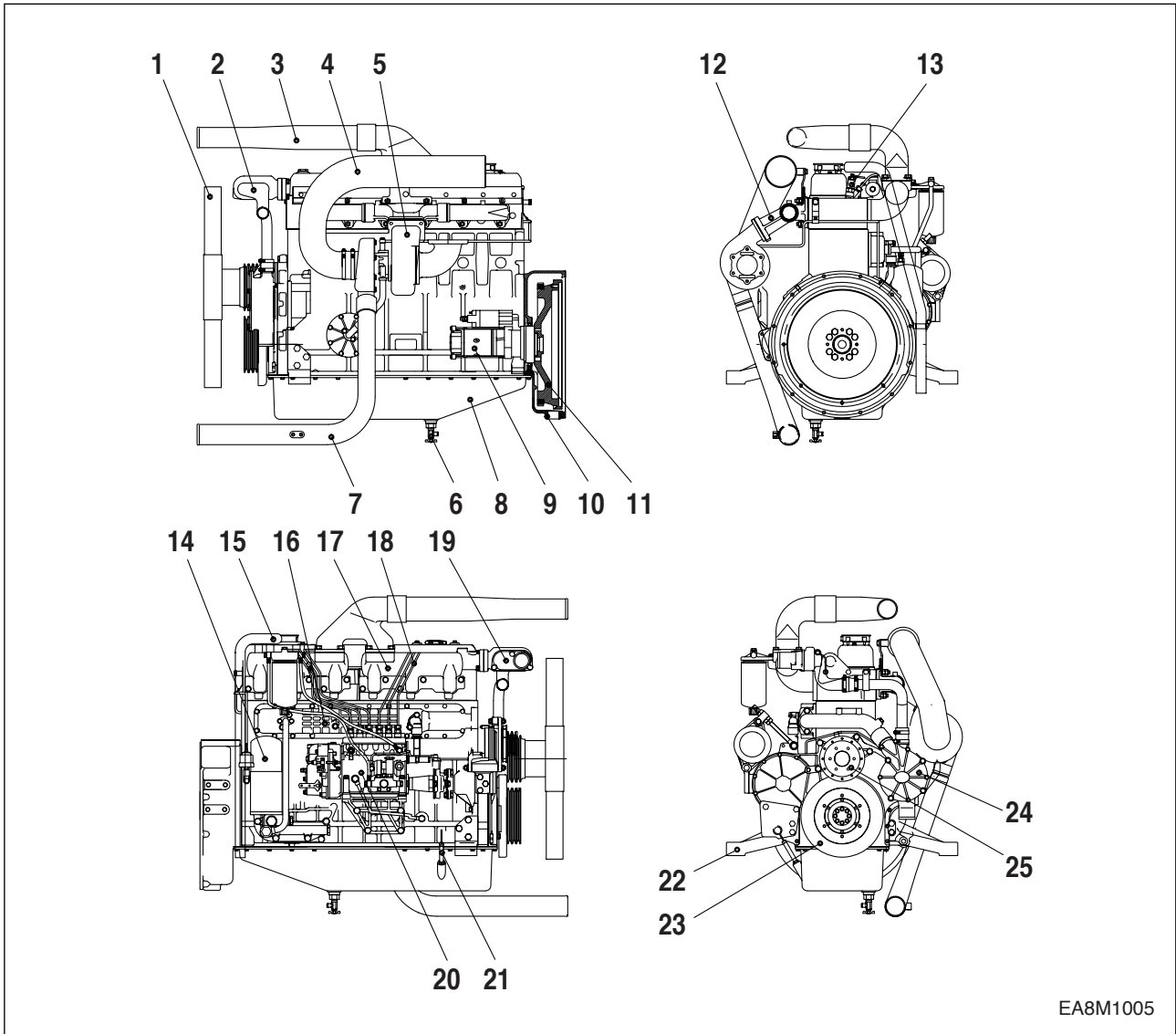
1) DE12T



EA8M1004

- | | | |
|------------------------|-------------------------------|-----------------------|
| 1. Cooling fan | 10. Flywheel housing | 19. Thermostat |
| 2. Cooling water pipe | 11. Flywheel | 20. Injection pump |
| 3. Oil filler cap | 12. Exhaust manifold | 21. Oil level gauge |
| 4. Cylinder head cover | 13. Injection nozzle assembly | 22. Mounting bracket |
| 5. Turbocharger | 14. Oil filter | 23. Vibration damper |
| 6. Oil drain valve | 15. Fuel filter | 24. Water pump |
| 7. Alternator | 16. Oil cooler | 25. Fan drive |
| 8. Oil pan | 17. Intake manifold | 26. Crankshaft pulley |
| 9. Starter | 18. Injection pipe | 27. Breather |

2) P126TI / P126TI-II



EA8M1005

- | | | |
|--|-------------------------------|----------------------|
| 1. Cooling fan | 8. Oil pan | 18. Injection pipe |
| 2. Cooling water pipe | 9. Starter | 19. Thermostat |
| 3. Air pipe
(Intercooler → Intake manifold) | 10. Flywheel housing | 20. Injection pump |
| 4. Air pipe
(Air cleaner → Turbocharger) | 11. Flywheel | 21. Oil level gauge |
| 5. Turbocharger | 12. Exhaust manifold | 22. Mounting bracket |
| 6. Oil drain valve | 13. Injection nozzle assembly | 23. Vibration damper |
| 7. Air pipe
(Intercooler → Intake manifold) | 14. Oil filter | 24. Water pump |
| | 15. Breather hose | 25. Fan drive |
| | 16. Oil cooler | |
| | 17. Intake manifold | |

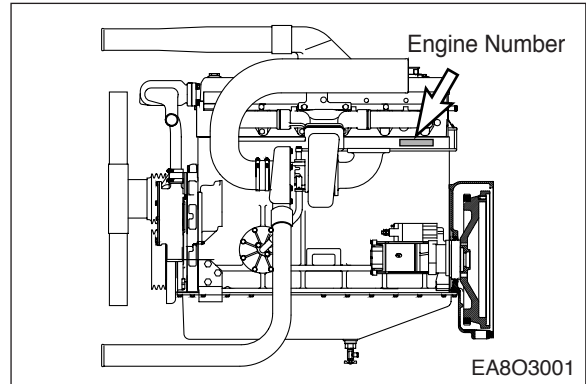
2.2. Engine Specification

Engine Model		DE12T	P126TI	P126TI-1	P126TI-II		
Items							
Engine type		Water-cooled, 4 cycle in-line type Turbo charged	Water-cooled, 4 cycle in-line type Turbo charged & intercooled				
Combustion chamber type		Direct injection type					
Cylinder liner type		Replaceable dry liner					
Timing gear system		Gear driven type					
No. of piston ring		Compression ring 2, oil ring 1					
No. of cylinder-bore x stroke (mm)		4 - 123 x 155					
Total piston displacement (cc)		11,051					
Compression ratio		17.1 : 1					
Engine dimension (length x width x height) (mm)		1,365.5 x 870 x 1,046	1,383 x 870 x 1,207				
Engine weight (kg)		930	910				
Rotating direction (from flywheel)		Counter clockwise					
Fuel injection order		1 - 5 - 3 - 6 - 2 - 4					
Fuel injection timing (B.T.D.C static)		12°	16°	16°	16°		
Injection pump type		Zexel in-line "P" type					
Governor type		Mechanical governor type(RSV)	Electric governor type(Ghana Control)				
Injection nozzle type		Multi-hole type (5 hole)	Multi-hole type (5 hole)				
Fuel injection pressure (kg/cm ²)		220	1st : 160, 2nd : 220				
Compression pressure (kg/cm ²)		28 (at 200 rpm)					
Power (ISO 3046)	Condition	50Hz (1,500rpm)	60Hz (1,800rpm)	50Hz (1,500rpm)	60Hz (1,800rpm)	60Hz (1,800rpm)	60Hz (1,800rpm)
	Continuous	-	-	280PS (206kW)	336PS (247kW)	-	-
	Prime	205PS (151kW)	245PS (180kW)	328PS (241kW)	378PS (278kW)	356PS (262kW)	-
	Stand by	226PS (166kW)	270PS (199kW)	370PS (272kW)	405PS (298kW)	392PS (288kW)	465PS (342kW)
Intake and exhaust valve clearance (at cold) (mm)		0.3					
Intake valve	Open at	18° (B.T.D.C)					
	Close at	34° (A.B.D.C)					
Exhaust valve	Open at	46° (B.B.D.C)					
	Close at	14° (A.T.D.C)					
Lubrication method		Full forced pressure feed type					
Oil pump type		Gear type driven by crankshaft					
Oil filter type		Full-flow, Cartridge type					
Lubricating oil capacity (max./min.) (lit)		23/20					
Oil cooler type		Water cooled					
Water pump		Gear driven impeller type					
Cooling Method		Pressurized circulation					
Cooling water capacity (engine only) (lit)		19					
Thermostat type		Wax pallet type (71 ~ 85 °C)					
Alternator voltage - capacity (V - A)		24 - 45					
Starting Motor voltage - output (V - kW)		24 - 6.0					

3. Technical Information

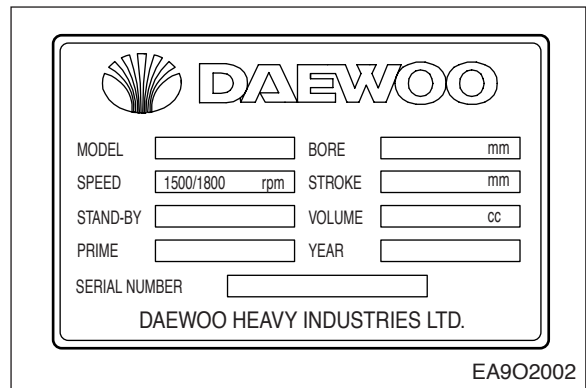
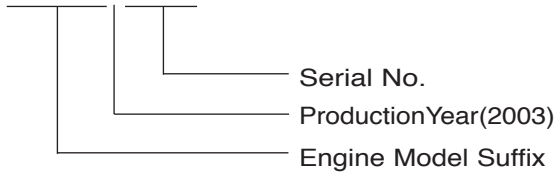
3.1. Engine Model and Serial Number

The engine model and serial number is located on the engine as illustrated. These numbers are required when requesting warranty and ordering parts. They are also referred to as engine model and serial number because of their location.



• **Engine serial No. (example 1 : DE12T)**

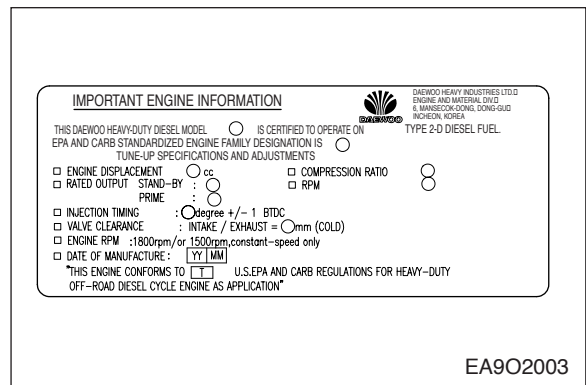
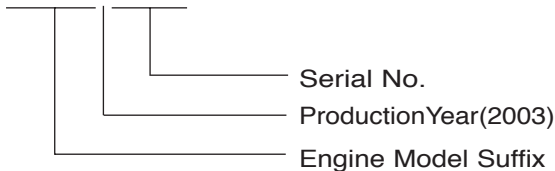
EBHOA300001



< Name Plate : General >

• **Engine serial No. (example 2 : P126TI)**

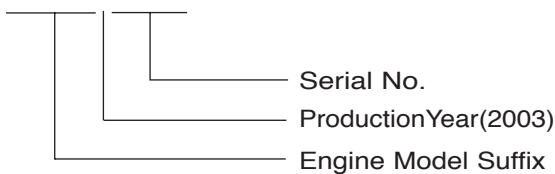
EDIOA300001



< Name Plate : EPA & CARB >

• **Engine serial No. (example 3: P126TI-II)**

EDIOC300001



3.2. Engine Type

The Engines DE12T/ P126TI / P126TI-II are in-line vertical water-cooled 6-cylinder four-stroke diesel engines with direct injection. DE12T is turbo-charged engine, and P126TI / P126TI-II models are turbo-charged and inter-cooled engine.

3.2.1. Cylinder block

The cylinder block is a single piece of alloy cast iron. To increase its stiffness, it is extended to a level below the crankshaft center line. The engine has replaceable dry cylinder liners and individual cylinder heads with struck-in valve seat rings and replaceable valve guides,

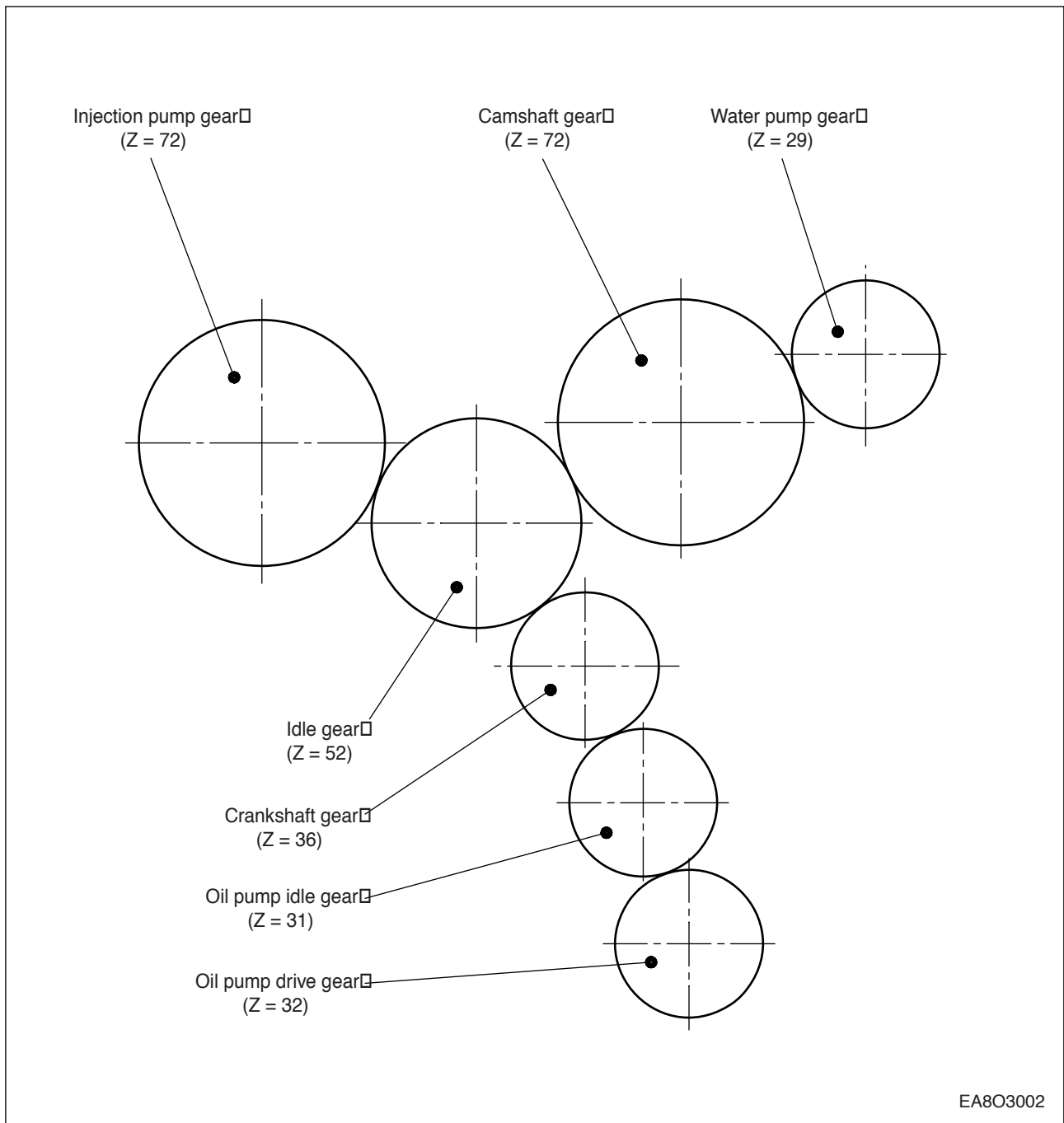
3.2.2. Piston con-rod / crankshaft

The forged crankshaft is a ingrate type (Counterweight is integrated with crank shaft body). Radial oil seal on crankshaft and flywheel are provided to seal the flywheel housing inside penetrations.

The con-rods (connecting rods) are die-forged, diagonally split and can be removed through the top of the cylinders together with the pistons. Crankshaft and connecting rods run in steel-backed lead bronze ready-to fit type bearings.

3.3. Engine Timing

Camshaft, oil pump and injection pump are driven by a gear train arranged at the front end.



3.4. Valves

The overhead valves are actuated via chilled cast iron tappets, push rods and rocker arms from the camshaft.

3.5. Lubrication System

The engine is equipped with force-feed lubrication.

The pressure is produced by a gear pump whose drive gear is in direct mesh with the crankshaft gear at the front end of cylinder block.

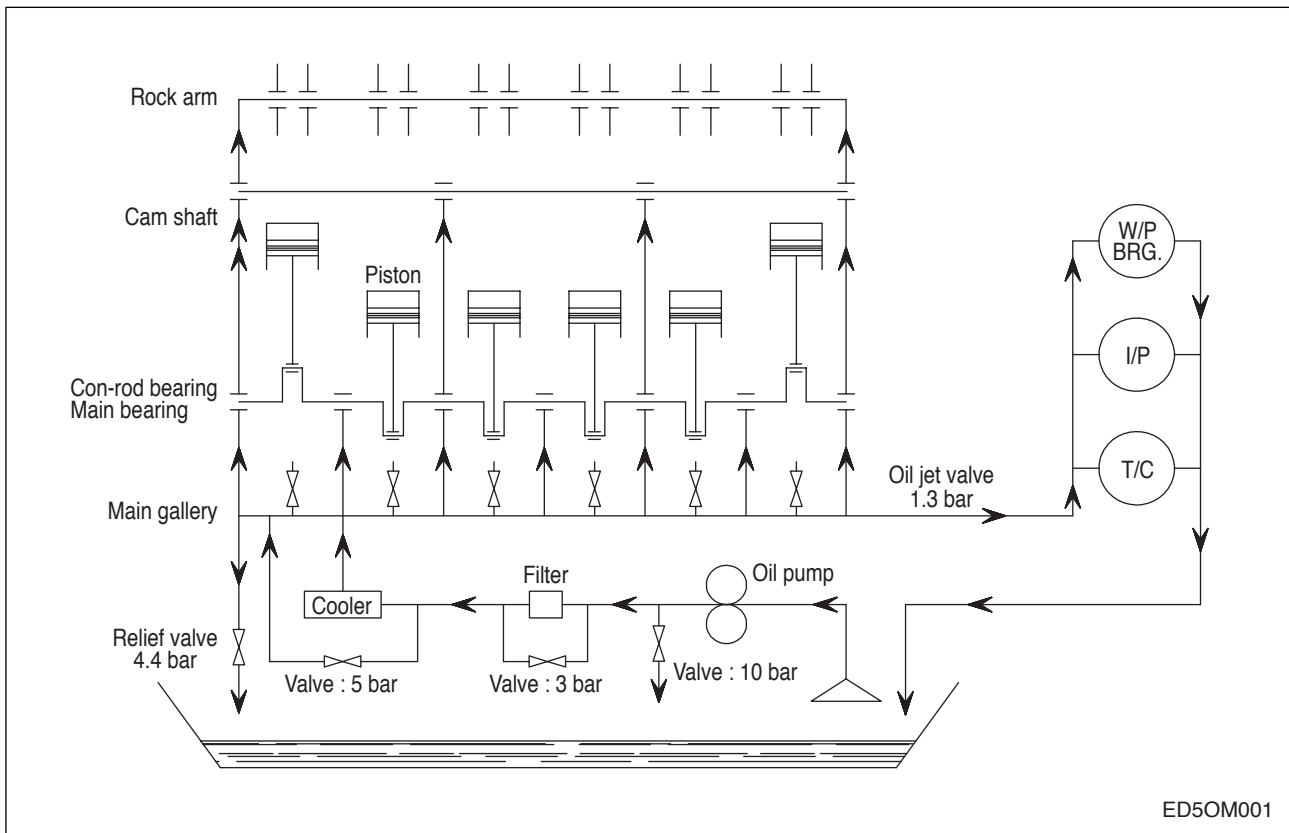
The oil pump draws the oil from the oil sump and delivers it through the oil cooler and oil filter to the main distributor gallery and from there to the main bearings, big-end bearings and camshaft bearings as well as to the small-end bearings and the rocker arms.

The injection pump and the turbocharger are also connected to the engine lubricating system.

The cylinder walls and timing gears are splash lubricated.

Each cylinder has an oil jet provided for cooling the underside of the pistons.

The lube oil is cleaned in a full-flow oil filter.

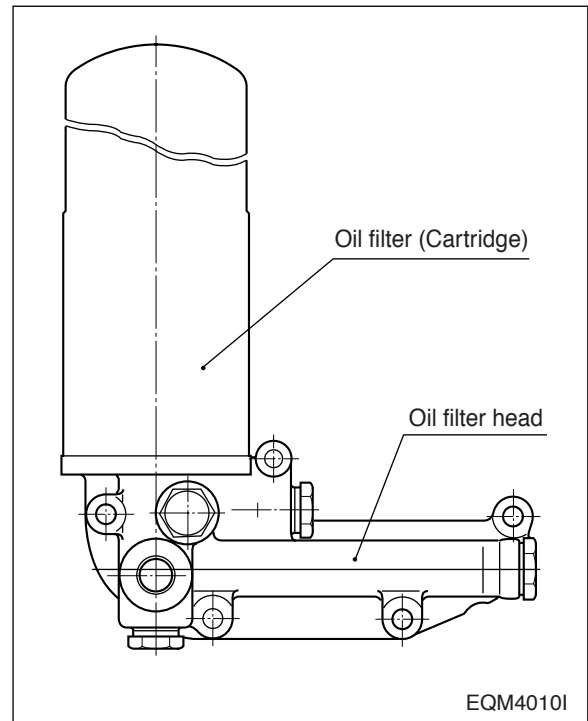


3.5.1. Oil cooler

An oil cooler is provided between the oil filter and the cylinder block. This cooler is a flat tube type with turbulence inserts and operated by the coolant.

3.5.2. Oil filter

Check for oil pressure and oil leaks, and repair or replace the oil filter if necessary. Change the oil filter cartridge simultaneously at every replacement of engine oil.



3.6. Air Cleaner

In case that elements are deformed, damaged or if the air cleaner has a crack, replace it. By the definite interval, the elements must be cleaned and replaced.

- Cleaning of air cleaner element: Every 200 hours.
- Changing of air cleaner element: Every 400 hours.

3.7. Fuel System

The fuel is delivered by the fuel feed pump via the fuel filter to the injection pump and from there to the injection nozzles.

The fuel is sprayed into the cylinders through nozzles fitted in screw-fit injection nozzle holders in the cylinder heads.

Excessively delivered fuel and leak fuel from the nozzle flow through the return pipe back to the tank.

A strainer is arranged ahead of the fuel feed pump.

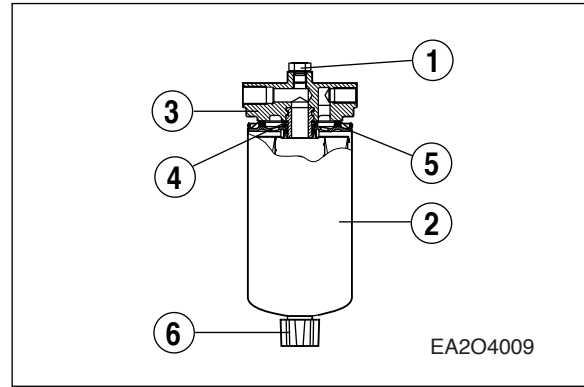
3.7.1. Fuel filter

This fuel filter has two functions not only oil filtering but also water separating.

Before entering the suction chamber of the injection pump, the fuel is cleaned in a strainer of fuel feed pump and a fuel filter.

Drain water in cartridge with loosening the cock under filter manually (6) from time to time.

The fuel filter should be replaced at every 400 hours.



3.7.2. Fuel requirements

DAEWOO marine diesel engines was designed to use Number 2-D diesel fuel or equivalent that meets specification DIN 51601-DK. For maximum fuel economy, Number 2-D fuel whenever possible. When temperatures are below -7°C (20°F), use Number 1-D fuel. If Number 1-D fuel is not available, the mixture of one kerosene to two gallons of Number 2-D fuel can be used. Once kerosene has been added, the engine should be run for several minutes to mix the fuel.

3.7.3. How to select fuel oil

Fuel quality is an important factor in obtaining satisfactory engine performance, long engine life, and acceptable exhaust emission levels. DAEWOO engines are designed to operate on most diesel fuels marketed today. In general, fuels meeting the properties of ASTM Designation D975 (grades 1-D and 2-D) have provided satisfactory performance.

The ASTM 975 specification, however, does not in itself adequately define the fuel characteristics needed for assurance of fuel quality.

The properties listed in the fuel oil selection chart below have provided optimum engine performance. Grade 2-D fuel is normally available for generator service. Grade 1-D fuel should not be used in pleasure craft engines, except in an emergency.



Fuel oil selection chart

General Fuel Classification	ASTM Test	No. 1 ASTM 1-D	No. 2 ASTM 2-D	DIN 51601
Gravity, °API #)	D 287	40 ~ 44	33 ~ 37	0.815 ~ 0.855
Flash Point Min. °F (°C)	D 93	100 (38)	125 (52)	131 (55)
Viscosity, Kinematic CST 100 °F (40 °C)	D 445	1.3 ~ 2.4	1.9 ~ 4.1	1.8 ~ 10
Cloud Point °F #)	D 2500	See Note 1)	See Note 1)	See Note 1)
Sulfur Content wt%, Max.	D 129	0.5	0.5	0.15
Carbon Residue on 10%, wt%, Max.	D 524	0.15	0.35	0.1
Accelerated Stability Total Insolubles mg/100 ml, Max. #)	D 2274	1.5	1.5	
Ash, wt%, Max.	D 482	0.01	0.01	
Cetane Number, Min. +)	D 613	45	45	> 45
Distillation Temperature, °F(°C) IMP, Typican #) 10% Typical #) 50% Typical #) 90% +) End Point #)	D 86	350(177) 385(196) 45(218) 500 (260) Max. 550(288) Max.	375(191) 430(221) 510(256) 625(329) Max. 675(357) Max.	680(360)
Water & Sediment %, Max.	D 1796	0.05	0.05	0.05

#) Not specified In ASTM D 975

+) Differs from ASTM D 975



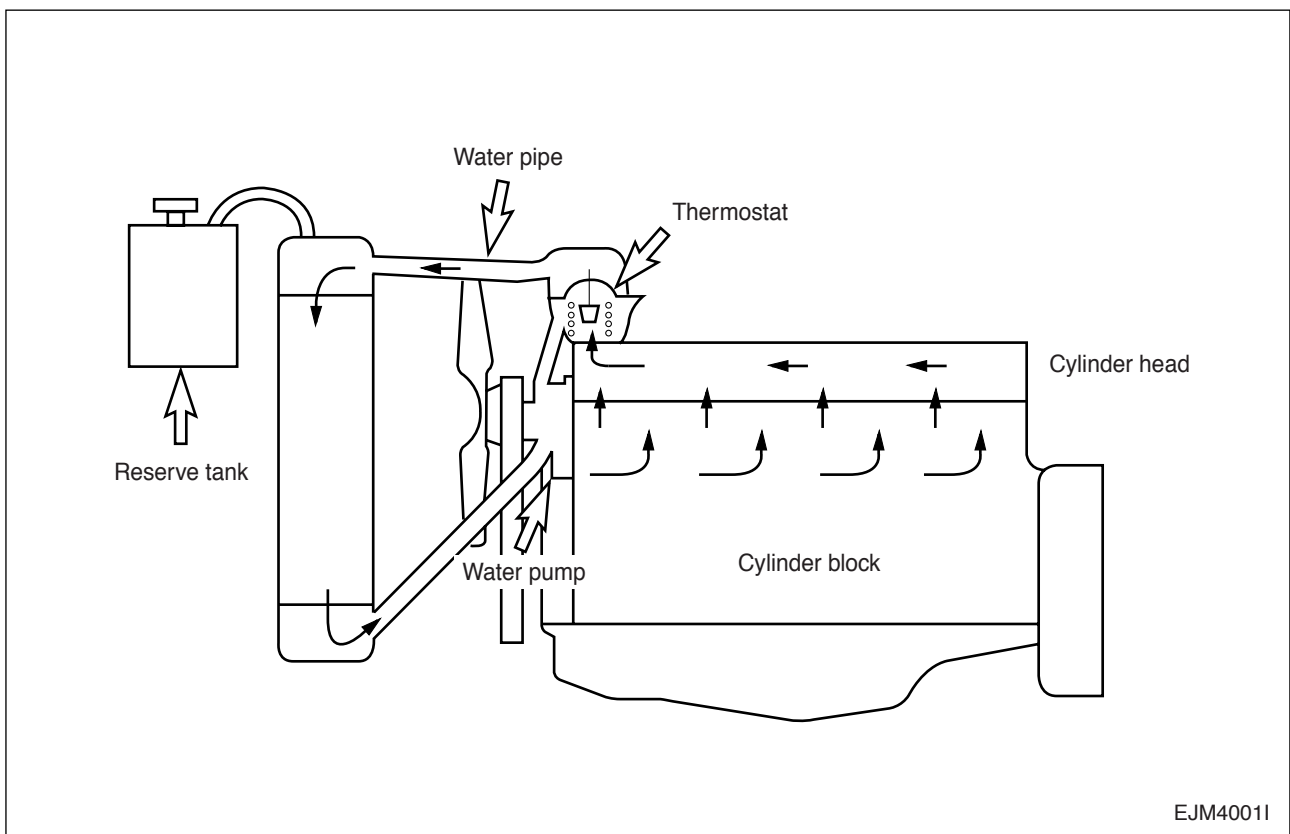
Note : 1.The cloud point should be 6°C(10°F) below the lowest expected fuel temperature to prevent clogging of fuel fitters by crystals.

3.8. Cooling System

The engine has a liquid-cooling system. The fresh water pump is a maintenance-free by gear from the crankshaft.

Depending on the agreed extent of delivery and the design of the engine, the coolant circuit can be equipped with temperature monitors which, in the event of loss of coolant, shut the engine down.

- Check the coolant level of the expansion tank by removing the expansion tank filler cap, and add coolant if necessary.
- When injecting antifreeze solution, first drain out the old coolant from the cylinder block and radiator, and then clean them with cleaning solution.
- Be sure to mix soft water with antifreeze solution.

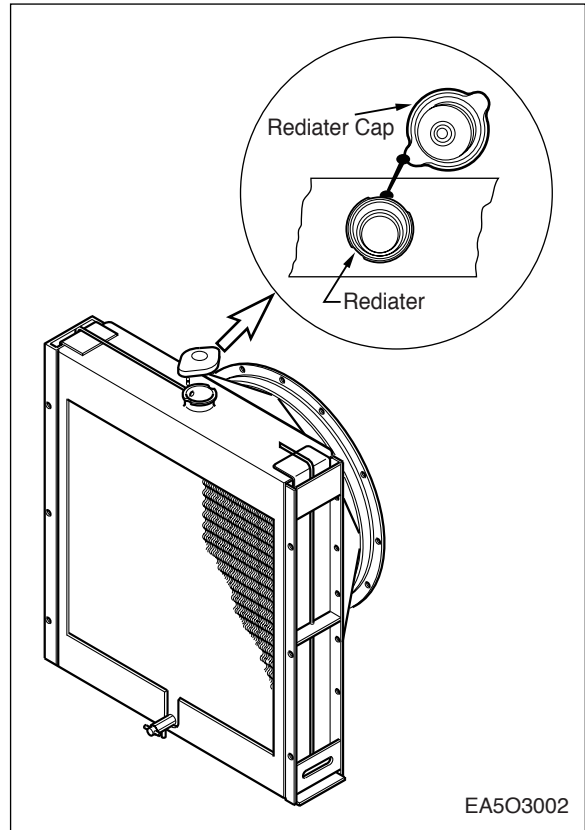


3.8.1. Coolant pressure cap

Check the pressure valve opening pressure using a expansion tank cap tester. Replace the filler cap assembly if the measured valve does not reach the specified limit. (pressure valve opening pressure : 0.9 kg/cm²)



Note : Because it is dangerous to open the pressure cap quickly when coolant is hot, after lowering the inside pressure of the tank by slow-opening at first open it fully.



3.8.2. Cooling water

- Regarding the cooling water that is to be used for engine, the soft water not the hard water must be used.
- The engine cooling water can be used diluting it with antifreezing solution 40% and the additive for rust prevention (DCA4) 3 ~ 5 %.
- The density of above solution and additive must be inspected every 500 hours to maintain it properly.



Note : The proper density control of antifreezing solution and rust preventing additive will be able to prevent the rusting effectively and maintain the stable quality of engine. For the improper control might give the fatal damage to the cooling water pump and cylinder liners, detail care is needed.

- Since DE12T , P126TI and P126TI-II cylinder liner is dry type, particularly the cooling water control should be applied thoroughly.
- The density of antifreezing solution and additive for rust prevention is able to be confirmed by the cooling water test kit. (Fleetguard CC2602M)
- How to use the cooling water test kit
 - 1) When the cooling water temp. of engine is in the range of 10 ~ 55 °C, loosen the plug for cooling water discharge and fill the plastic cup about a half.



Note : In taking the cooling water sample, if the water in auxiliary tank were taken, it is hard to measure the accurate density. Take the cooling water sample necessarily loosening the cooling water discharge plug.

- 2) At the state of a test paper soaked in the sampled water, after taking the paper out through water agitation, shake off the water.
- 3) Wait for about 45 sec. till the color change of test paper.



Note : However, it should not elapse longer than 75 sec, and if it did, the hue would change.

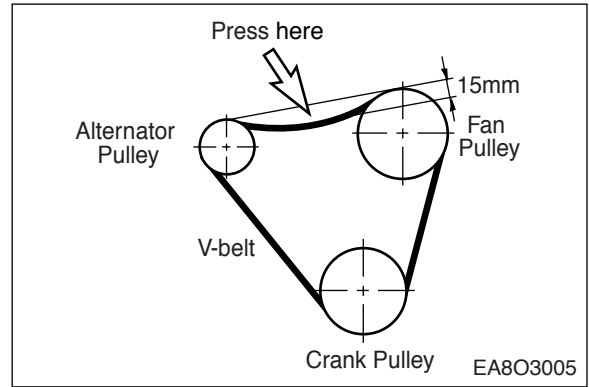
- 4) Make the numerical value by comparing the test paper which hue has changed with the color list of label on storage bottle.
- 5) By comparing the hue changed into yellowish green or so with the green color indication of test paper storage bottle, confirm the density. (Then, the density indication must be in the hue range of 33% to 50%).
- 6) The brown at the middle of test paper and the lower pink color indication represent the additive state for rust prevention, and the proper range is that the meeting numerical value of brown (vertical) and pink color (horizontal) locates in the range of 0.3 to 0.8 at the color list of label on the test paper storage bottle.
- 7) In case of less than 0.3, replenish the additive for rust prevention (DCA4), and in case of more than 0.8, pour out the cooling water about 50% and then readjust the density after refilling with clean fresh water.

• **Amount of Anti-freeze in winter**

Ambient Temperature (°C)	Cooling water (%)	Anti-freeze (%)
Over -10	85	15
-10	80	20
-15	73	27
-20	67	33
-25	60	40
-30	56	44
-40	50	50

3.9. V-belt Tension Check and Adjust

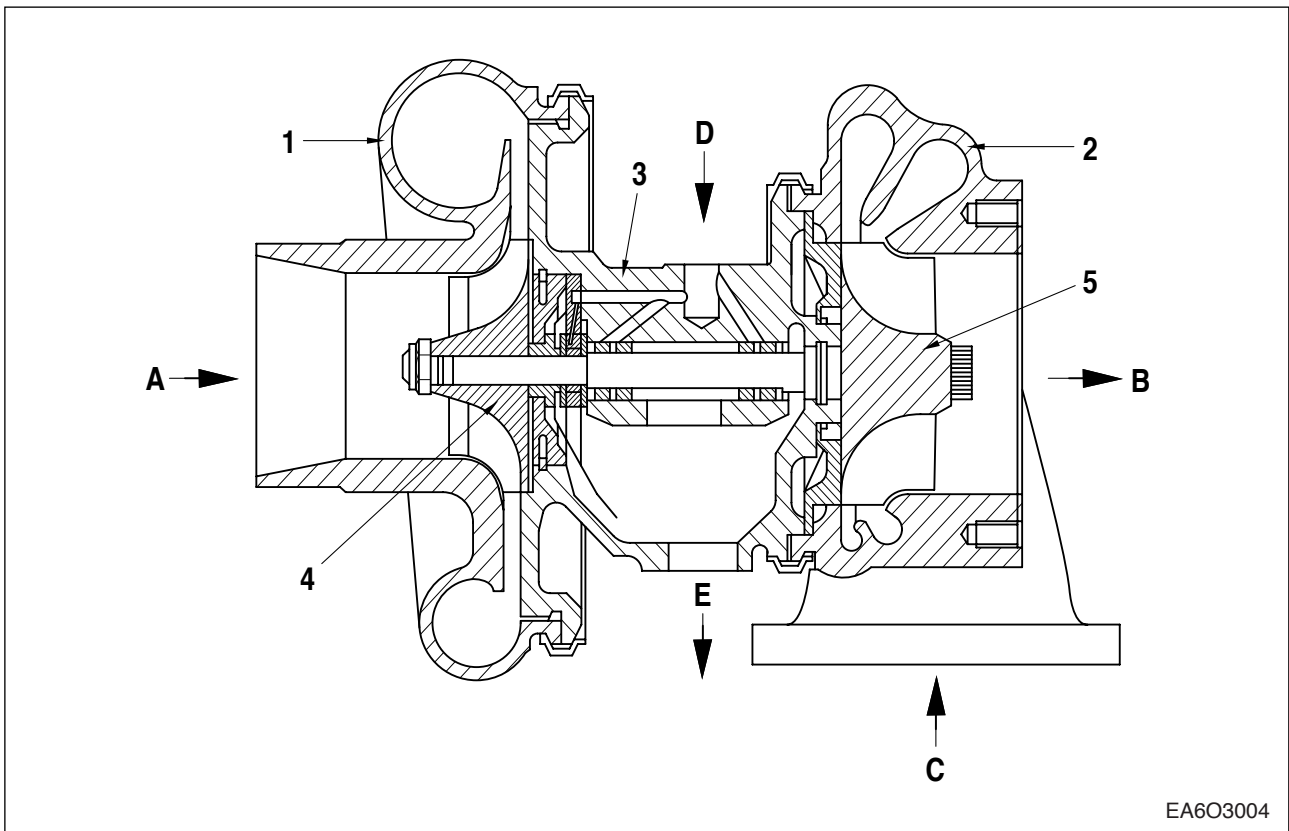
By the finger-pressure the belt is pressed by 10mm ~ 15mm between the fan pulley and the alternator pulley in normal condition. For the adjustment of the tension, loosen the adjusting bolts which support the alternator, adjust the tension and tighten the bolts again.



3.10. Turbocharger

The exhaust gases of the engine are passed through the turbine rotor of the turbocharger. Air compressor impeller mounted on the same shaft draws in fresh air and delivers it at a higher pressure to the cylinders.

The turbocharger is naturally air-cooled. Lubrication of the main bearing is by oil under pressure from the engine lubricating system.



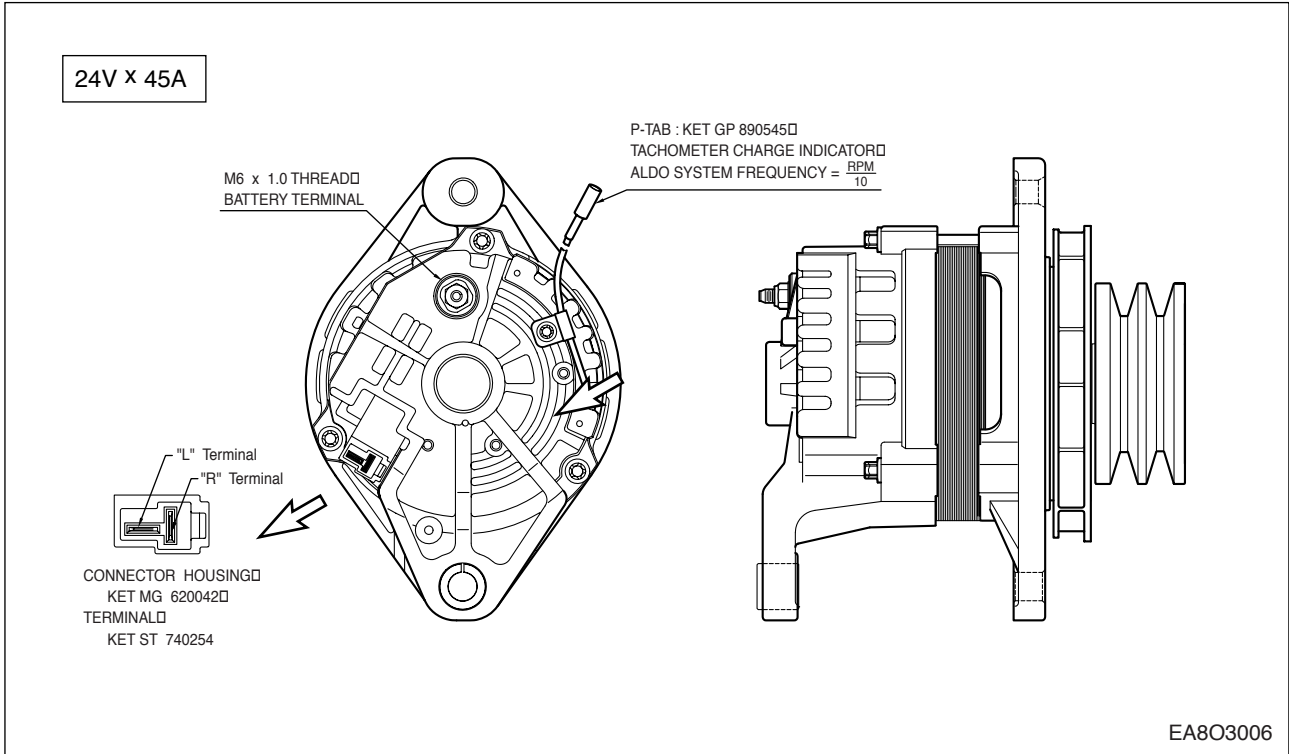
- 1. Compressor casing
- 2. Turbine casing
- 3. Compressor wheel
- 4. Impeller
- 5. Turbine

- A. Air inlet
- B. Gas outlet
- C. Gas inlet
- D. Oil supply
- E. Oil return

3.11. Electrical Equipment

3.11.1. Alternator

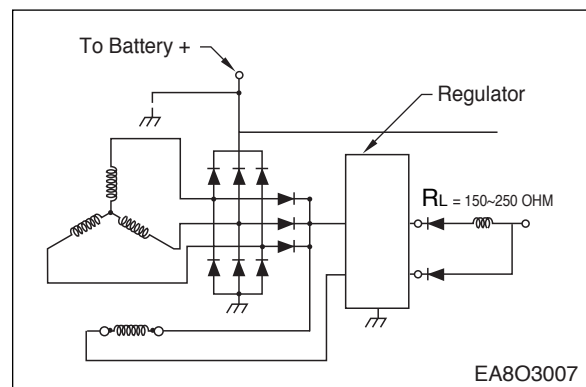
The alternator is fitted with integral silicon rectifiers. A transistorized regulator mounted on the alternator body interior limits the alternator voltage. The alternator should not be operated except with the regulator and battery connected in circuit to avoid damage to the rectifier and regulator.



The alternator is maintenance-free, nevertheless, it must be protected against dust and, above all, against moisture and water.



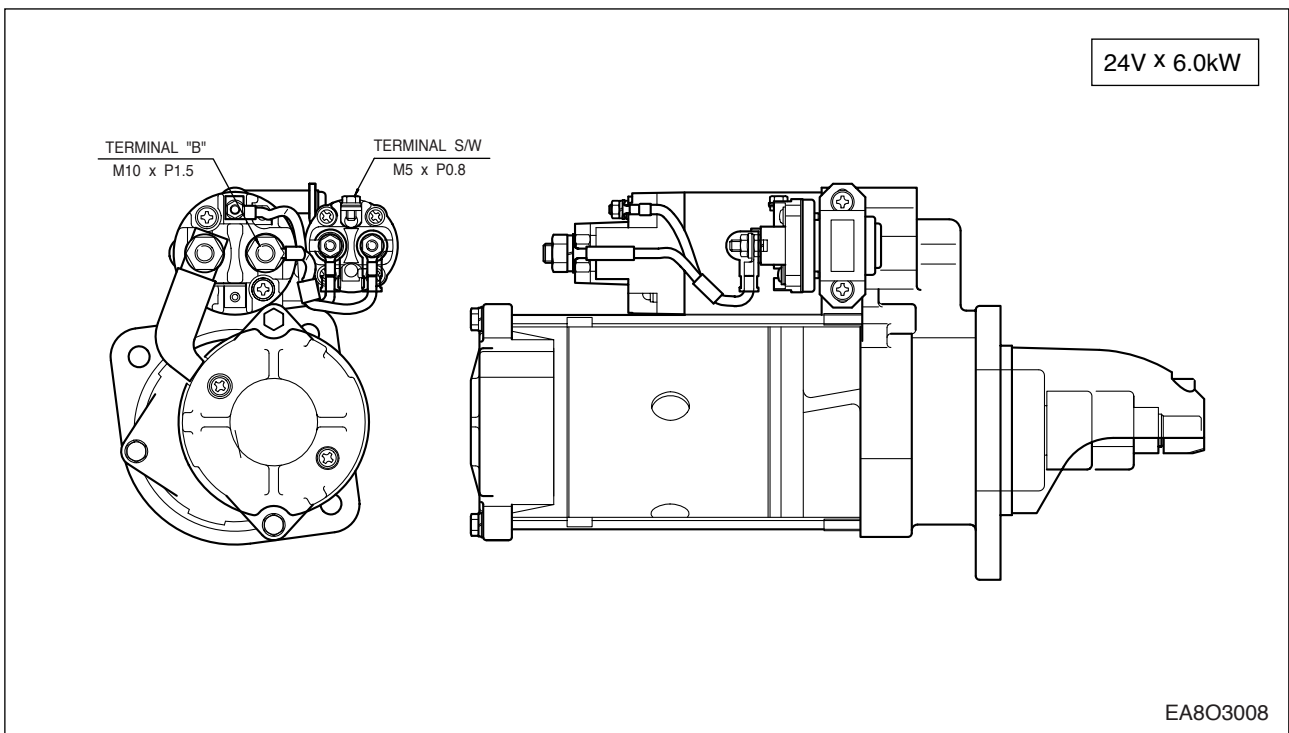
Operate the alternator according to the instructions given in the chapter.



3.11.2. Starter motor

The sliding-gear starter motor is flanged to the rear of the flywheel housing on the left-hand side. When the starting key switch is turned on, the starter motor pinion flies out and engages the ring gear of the flywheel. Then the main contact is closed, current flows, and the engine is started. After the engine starts, the pinion automatically returns to its initial position when the starting key switch is released. Once the engine starts, the starting key switch should be released immediately. Otherwise, the starter motor may be damaged or burned out.

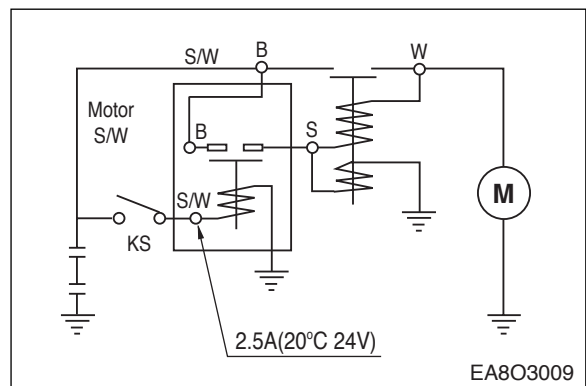
In case of repairing the engine dip the pinion of the starter and ring gear into the fuel and remove the corrosion with brush. After that apply the grease on them to protect the corrosion. Whenever you clean the starter, always pay attention not to occur the electric short due to entering the water.



Always protect starter motor against moisture.



Warning : Always disconnect the battery earth cable before starting work on the electrical system. Connect up the earth cable last, as there is otherwise a risk of short-circuits.



4. Commissioning and Operation

4.1. Preparation

At the time of initial commissioning of a new or overhauled engine make sure to have observed the “Technical Information for the installation DAEWOO generator engines”.

- Oil filler neck on cylinder head cover

Before daily starting of the engine, check the fuel, coolant and oil level, replenish if necessary.

The notches in the dipstick indicate the highest and lowest permissible oil levels

The oil required in the sump is specified in the “Engine Specification”.



Note : The oil required to fill the oil fillers and pipes depends upon the engine and use and must be determined individually at the time of initial commissioning. (Make the Max and Min. marks of the determined quantity on the oil level gauge.)

- Cleanliness

Ensure utmost cleanliness when handling fuels, lubricants and coolants.

4.2. Breaking-in

4.2.1. Operation of a new engine (Break-In)

Because the sliding surfaces of a new engine are not lapped enough, the oil film can be destroyed easily by overload or overspeed and the engine life-time may be shortened.

Therefore the following things must be obeyed by all means.

Up to the first 50 hours

- Engine should be run at fast idling until the temperature of the engine becomes normal operating condition.
- Overload or continuous high speed operation should be avoided.
- High speed operation with no load should be prevented.
- Abrupt start and stop of the engine should be avoided.
- Engine speed must be under 70% of its maximum speed.
- Maintenance and inspection must be accomplished thoroughly.

4.2.2. Check points for break-in

During the break-in (the initial running of the engine) period, be particularly observant as follows:

- a) Check engine oil level frequently. Maintain oil level in the safe range, between the “min.” and “max.” marks on dipstick.



Note : If you have a problem getting a good oil level reading on dipstick, rotate dipstick 180° and re-insert for check.

- b) Watch the oil pressure warning lamp. If the lamp blinks, it may be the oil pick-up screen is not covered with oil. Check oil dipstick. Add oil to the oil pan, if required. Do not overfill. If level is correct and the status still exists, see your DEALER for possible switch or oil pump and line malfunction.



Note : Oil pressure will rise as RPM increases, and fall as RPM decreases. In addition, cold oil will generally show higher oil pressure for any specific RPM than hot oil. Both of these conditions reflect normal engine operation.

- c) Watch the engine water temperature gauge and be sure there is proper water circulation. The water temperature gauge needle will fluctuate if water level in expansion tank is too low. At the end of the break-in period, remove break-in oil and replace the oil filter. Fill oil pan with recommended engine oil. Refer to following table.

<Engine Oil capacity>

	Oil pan (only)
DE12T	23 liter
P126TI/P126TI- II	23 liter

4.2.3. Operating after break-in

When starting a cold engine, always allow the engine to warm up gradually. Never run the engine at full throttle until the engine is thoroughly warmed up. Be sure to check the oil level frequently during the first 50 hours of operation, since the oil consumption will be high until the piston rings are properly seated.

4.3. Inspections after Starting

During operation the oil pressure in the engine lubrication system must be monitored. If the monitoring devices register a drop in the lube oil pressure, switch off the engine immediately. And the charge warning lamp of the alternator should go out when the engine is running.

- Do not disconnect the battery or pole terminals or the cables!
- If, during operation, the battery charge lamp suddenly lights up, stop the engine immediately and remedy the fault in the electrical system!
- Engine should be stopped if the color, the noise or the odor of exhaust gas is not normal.
- Confirm the following things through warning lamps and gauge panel.

4.3.1. Pressure of lubricating oil

The normal pressure comes up to 1 kg/cm² (1.0 bar) at idling and 3 ~ 5 kg/cm² (3.0 ~ 4.9 bar) at maximum speed. If the pressure fluctuates at idling or does not reach up to the expected level at high speed, shut down the engine immediately and check the oil level and the oil line leakage.

4.3.2. Temperature of cooling water

The cooling water temperature should be 71 ~ 85°C in normal operating conditions. Abnormally high cooling water temperature could cause the overheating of engine and the sticking of cylinder components. And excessively low cooling water temperature increases the fuel consumption, accelerates the wears of cylinder liners and shortens the engine life-time.

4.4. Operation in Winter Time

Pay special attention to the freezing of cooling water and the viscosity of lubricating oil.

4.4.1. Prevention against the freeze of cooling water

When not using anti-freeze, completely discharge the whole cooling water after engine running. The freeze of cooling water causes the fatal damages of the engine. Because the anti-freeze is used to prevent cooling water from freeze, consult "The amount of anti-freeze".

4.4.2. Prevention against excessive cooling

Drop of thermal efficiency caused by excessive cooling increases fuel consumption, therefore prevent the engine from excessive cooling. If the temperature of coolant does not reach to normal condition (71 ~ 85°C) after continuous operation, examine the thermostat or the other cooling lines.

4.4.3. Lubricating oil

As cold weather leads to the rise of oil viscosity, engine speed becomes unstable after starting. Therefore the lubricating oil for winter should be used to prevent this instability. Refer to "Lubricating System section".

4.5. Tuning the Engine

The purpose of an engine tune-up is to restore power and performance that's been lost through wear, corrosion or deterioration of one or more parts or components. In the normal operation of an engine, these changes can take place gradually at a number of points, so that it's seldom advisable to attempt an improvement in performance by correction of one or two items only. Time will be saved and more lasting results will be obtained by following a definite and thorough procedure of analysis and correction of all items affecting power and performance.

Economical, trouble-free operation can better be ensured if a complete tune-up is performed once every years, preferably in the spring. Components that affect power and performance to be checked are:

- Components affecting fuel injection ;
Nozzle, delivery valve, fuel filter, water separator, etc.
- Components affecting Intake & exhaust ;
Air filter, inter-cooler, turbo, silencer, etc.
- Components affecting lubrication & cooling ;
Air & oil filter, anti- freeze, etc.

5. Maintenance and Care

5.1. Periodical Inspection and Maintenance

In order to insure maximum, trouble-free engine performance at all times, regular inspection, adjustment and maintenance are vital.

- Daily inspections in below figure should be checked every day.
- The maintenance should be executed thoroughly at regular intervals.
(Refer to " 7.1. Periodic Inspection Cycle")

5.2. Lubrication System

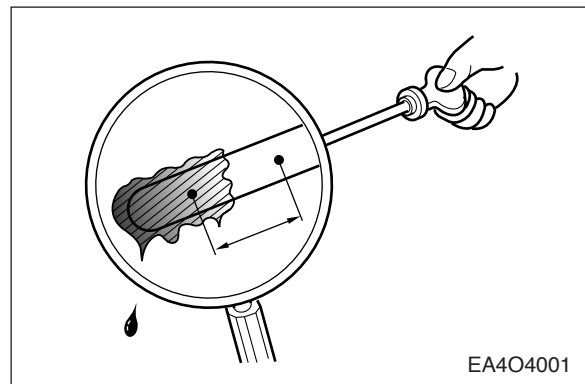
5.2.1. Exchanging of lubrication oil

Engine oil and the oil filter are important factors affecting engine life. They affect ease of starting, fuel economy, combustion chamber deposits and engine wear. Refill and drain oil pan every 50 hours of operation or 6 months whichever occurs first. At the end of the break-in period (50 hours), change the oil sump oil and replace the oil filter.

5.2.2. Oil level

Check the oil level in the engine sump daily with a dipstick.

- The notches in dipstick must indicate the oil level between the max. and the min. permissible.
- The oil level should be checked with the engine horizontal and only after it has been shut down for about 5 minutes.
- Examining the viscosity and the contamination of the oil smeared at the dipstick replace the engine oil if necessary.

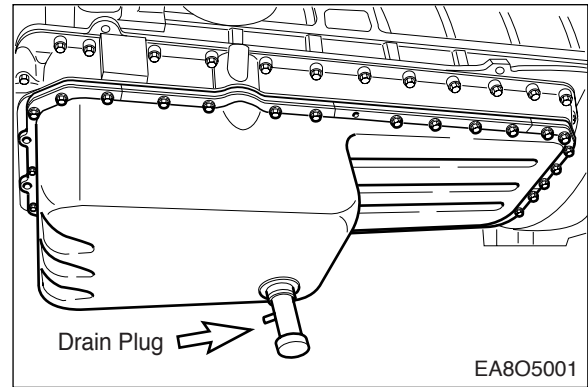


Caution : Do not add so much engine oil that the oil level rises above the max. marking on the dipstick. Over lifting will result in damage to the engine.

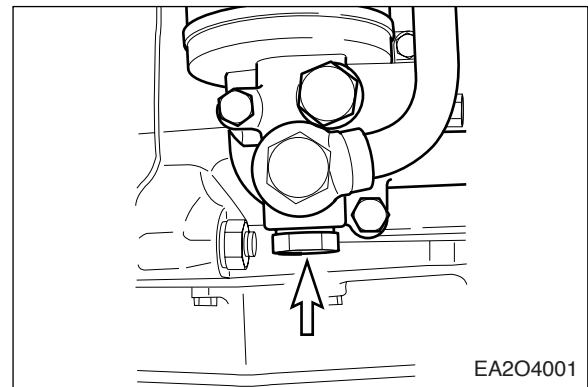
5.2.3. Oil exchange procedure

While the oil is still hot, exchange oil as follows:

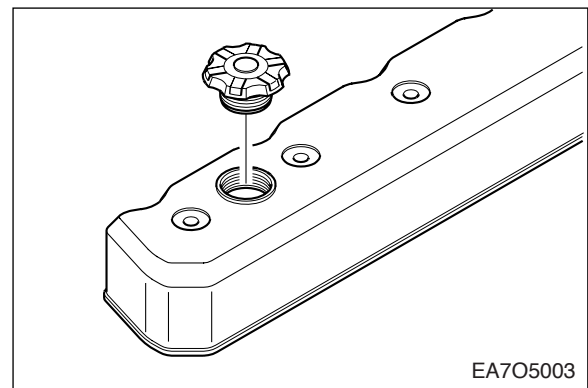
- Take out the oil dipstick.
- Remove the drain valve from oil pan and the drain plug from oil filter head, then drain out the engine oil into a container.



- Reassemble the drain valve with the oil pan and the drain plug with oil filter head after draining out the engine oil.



- Refill with new engine oil at the oil filler neck on the head cover and the lubricating oil in accordance with the oil capacity of the engine through oil filler. Be careful about the mixing of dust or contaminator during the supplement of oil. Then confirm that oil level gauge indicates the vicinity of its maximum level.
- For a few minutes, operate the engine at idling in order to circulate oil through lubrication system.

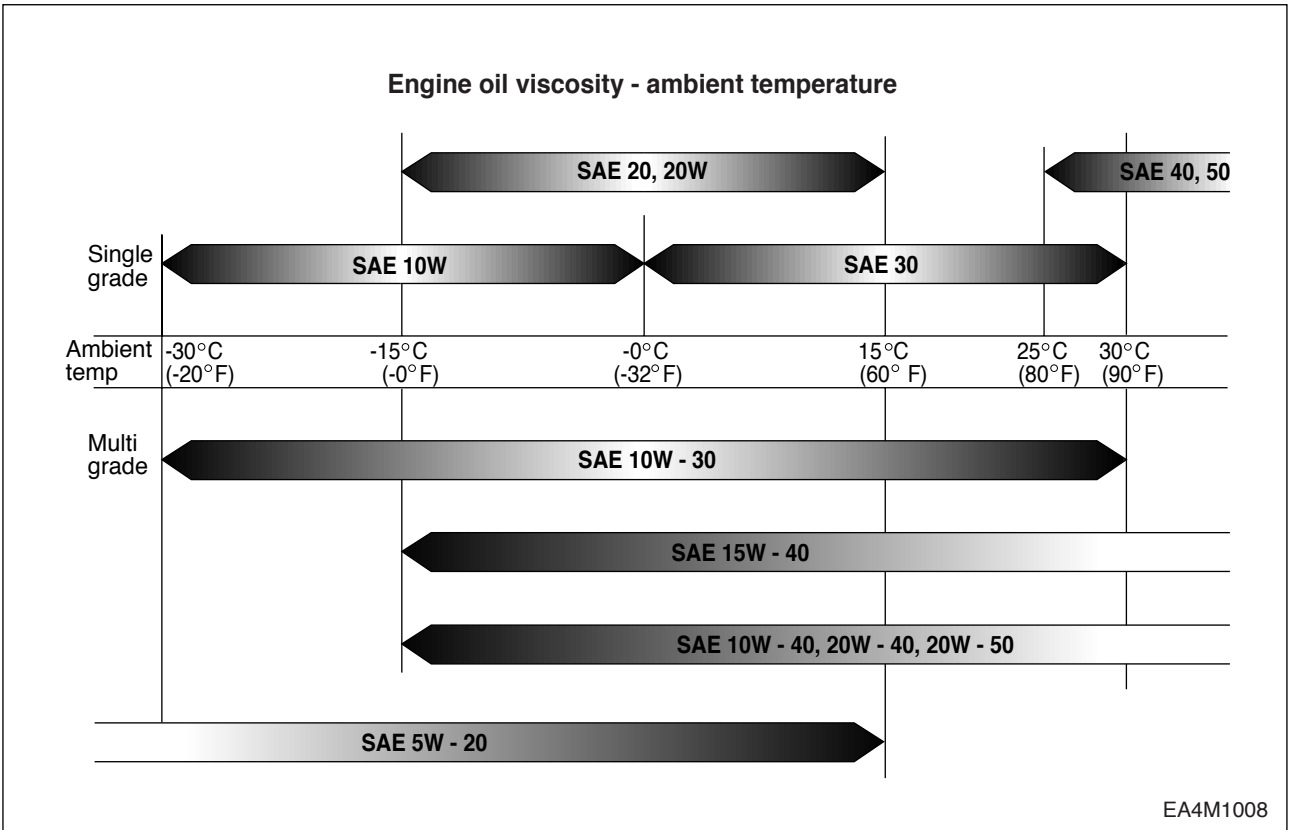


- Thereafter shut down the engine. After waiting for about 10 minutes measure the quantity of oil and refill the additional oil if necessary.

• **Recommend of lubricating oil**



Initial factory filling is high quality break-in oil (API Service CH-4 grade). During the break-in period (50 hours), check the oil level frequently. Somewhat higher oil consumption is normal until piston rings are seated. The oil level should be maintained in the safe range between Min. and Max. mark on the dipstick. To obtain the best engine performance and engine life, Engine oil is specified by API Service, lettered designations and SAE viscosity numbers. If the specified engine oil is not available, use a reputable brand of engine oil labeled for API Service CH-4 and SAE viscosity 15W40 or 10W40. Refer to oil identification symbol on the container.



5.2.4. Replacement of oil filter cartridge

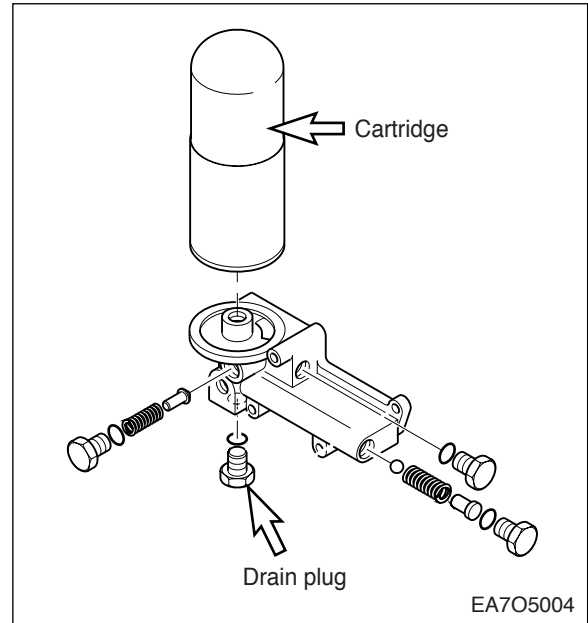
At the same times of oil exchanges, replace the oil filter cartridge.

- Drain engine oil by loosening the drain plug on the filter head.



Caution : Don't forget tightening the drain plug after having drained engine oil.

- Loosen the oil filter by turning it counter-clockwise with a filter wrench.
- With a rag wipe clean the fitting face of the filter body and the oil filter body so that new oil filter cartridge can be seated properly.
- Lightly oil the O-ring and turn the oil filter until sealing face is fitted against the O-ring. Turn 1-1/4 turns further with the filter wrench.



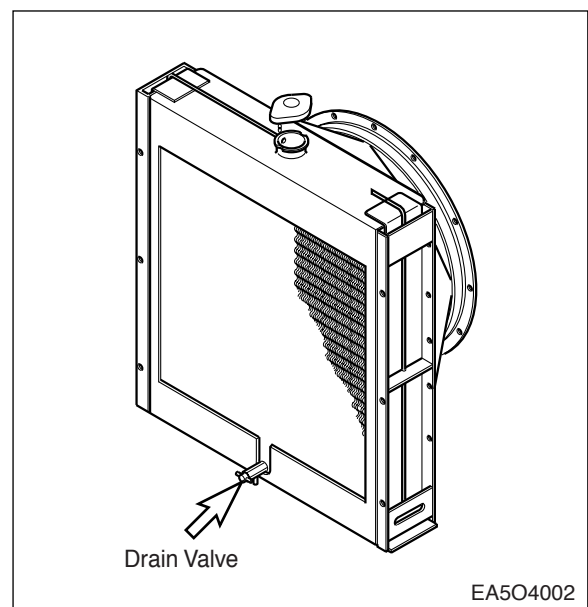
Note : It is strongly advisable to use DAEWOO genuine oil filter cartridge for replacement.

5.3. Cooling System

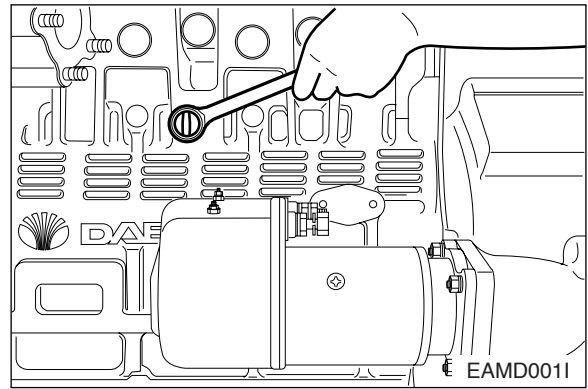
The coolant must be changed at intervals of 1,200 hours operation or six months whichever comes first. If the coolant is being fouled greatly, it will lead an engine overheat or coolant blow off from the expansion tank.

5.3.1. Coolant draining

- a) Remove the pressure cap.
- b) Open the drain valve at the radiator lower part to drain the coolant as the right figure.



- c) Loosen the coolant drain plug.
Loosen the coolant drain plug of the cylinder block.



Caution : When removing the pressure filler cap while the engine is still hot, cover the cap with a rag, then turn it slowly to release the internal steam pressure. This will prevent a person from scalding with hot steam spouted out from the filler port.

5.3.2. Cleaning of the cooling system inside circuit (by authorized specialist personnel)

When the cooling system circuits are fouled with water scales or sludge particles, the cooling efficiency will be lowered.

Investigations have shown that in many cases the poor condition of the coolant and /or the cooling system accounts for damage to the water pump mechanical seal. The poor condition of the cooling system is normally due to use of unsuitable or no anti-freezing agents and corrosion inhibitor or defect, not early enough replaced covers for filler neck and working valves.

If twice in a short time the water pump of an engine develops leaks or the coolant is heavily contaminated (dull, brown, mechanically contaminated, gray or black signs of a leakage on the water pump casing) clean the cooling system prior to removing that water pump as follows.

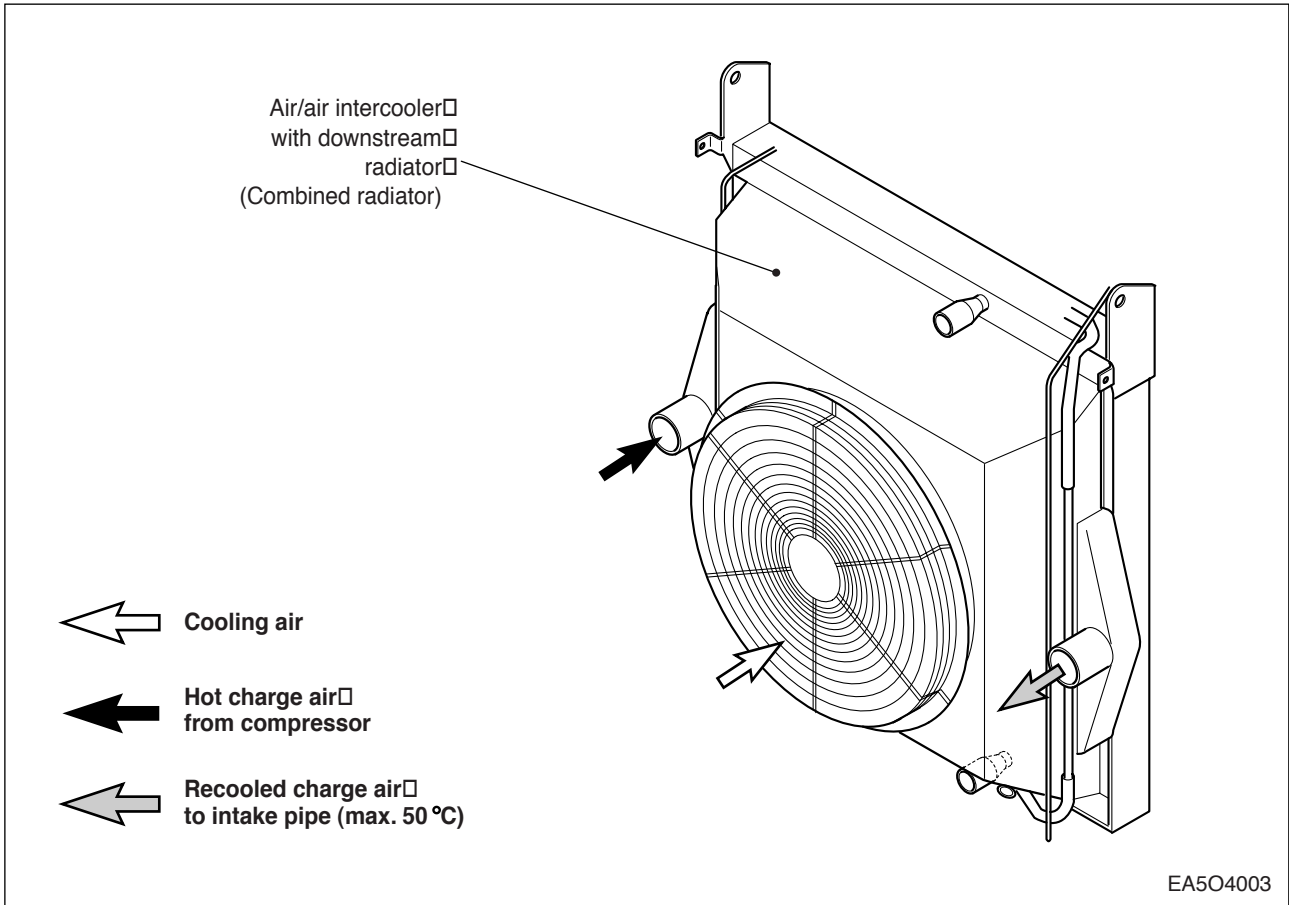
- a) Drain coolant.
- b) Remove thermostats, so that the whole cooling system is immediately flown through when cleaned.
- c) Fill the cooling system with a mixture of potable water and 1.5% by volume of cleaner. (Henkel P3T5175)
- d) Warm up engine under load. After a temperature of 60°C is reached, run engine for a further 15 minutes.
- e) Drain cleaning fluid.
- f) Repeat steps c) and d).
- g) Flush cooling system.
- h) Replace drain plug by drain plug with a bore of 8mm diameter.
- i) Fill cooling system with hot water.
- j) Run engine at idle for 30 minutes. At the same time continuously replenish the water leaking from the bore in drain plug by adding fresh water.



Periodically clean the circuit interior with a cleaner.
- Cooling system cleaning interval: Every 1,200 hours.

5.3.3. Intercooler

The intercooler is air to air type and has a large cooling fan capacity. The intercooler life and performance depends on the intake air condition greatly. Fouled air pollutes and clogs the air fins of intercooler. As a result of this, the engine output is decreased and engine malfunction is occurred. So you always check whether the intake air systems like air filter element are worn or polluted.



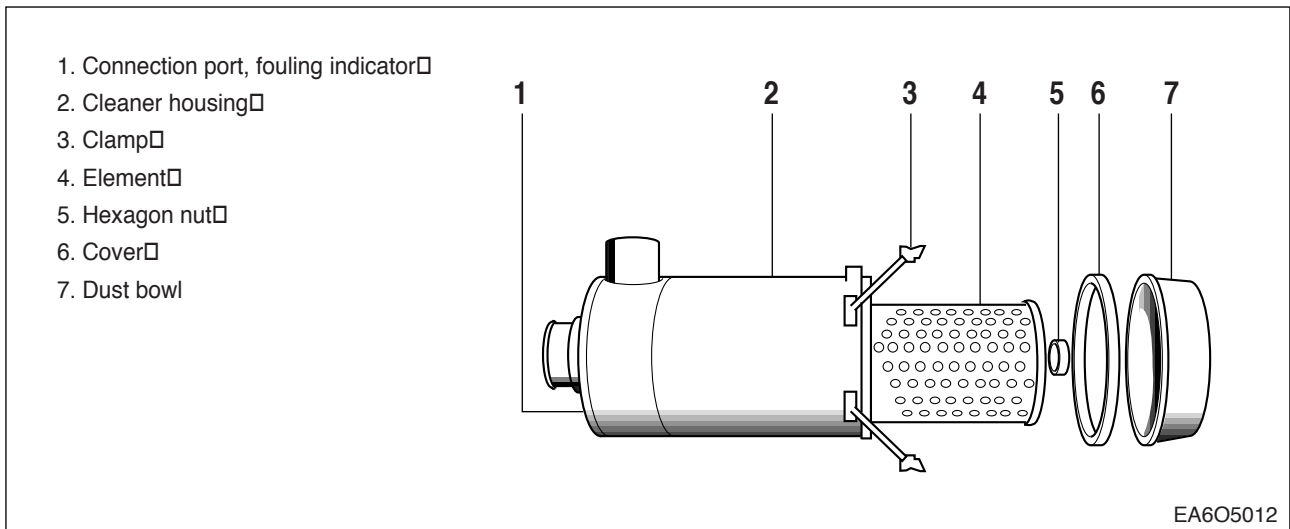
- **Cleaning**

In order to maintain the heat transfer efficiency of the intercooler, it is necessary to clean it at regular intervals.



Cleaning of intercooler fins : Every 600 hours.

5.4. Air Intake System



5.4.1. Maintenance (only when engine is switched off)

Empty the dust bowl (7) regularly. The bowl should never be filled more than halfway with dust. On slipping off the two clamps (3), the dust bowl can be removed. Take off the cover (6) of the dust bowl and empty.

Be careful to assemble cover and bowl correctly.

There is a recess in the cover rim and a lug on the collector which should register. Where the filter is installed horizontally, watch for “top” mark on cleaner bowl.

5.4.2. Changing filter element



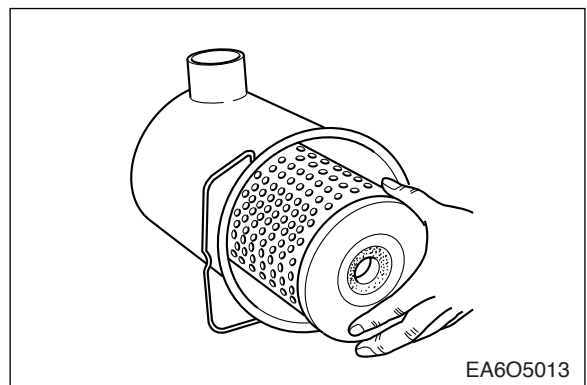
Caution : Do not allow dirt to get into the clean air end.

On removing the hexagon nut, take out the dirty cartridge and renew or clean.

Wipe the cleaner housing with a damp cloth, in particular the sealing surface for the element.



Notice : Unless the maximum number of cleanings (up to 5 x) have been done, the filter cartridge should be renewed every two years or 4,000 hours operation.

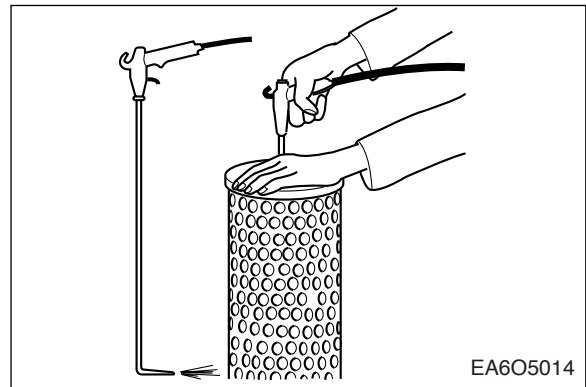


5.4.3. Cleaning filter elements

- **By compressed air (Wear goggles)**

For the purpose, the air gun should be fitted with a nozzle extension which is bent 90° at the discharge end and which is long enough to reach down inside to the bottom of the element.

Moving the air gun up and down, blow out the element from the inside (maximum 500kPa - 5 bar) until no more dust comes out of the filter pleats.



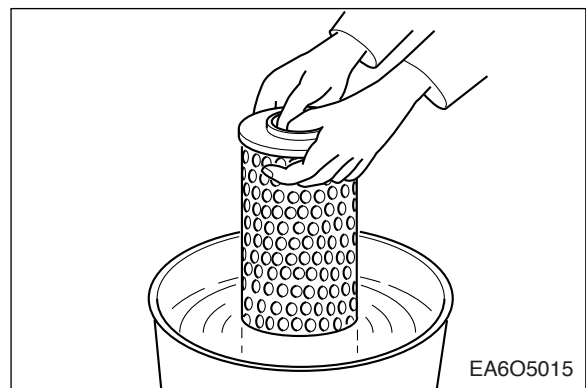
- **By washing**

Before washing, the element should be precleaned by means of compressed air, as described above.

Then allow the element to soak in luke-warm washing solvent for 10 minutes, and then move it to and for in the solvent for about 5 minutes.

Rinse thoroughly in clean water, shake out and allow drying at room temperature. The cartridge must be dry before it is reinstalled.

Never use steam sprayers, petrol (gasoline), alkalis or hot liquids etc. to clean the filter elements.



- **Knocking out dirt by hand**

In emergencies, when no compressed air or cleaning agent is available, it is possible to clean the filter cartridge provisionally by hitting the end disk of the cartridge with the ball of one's thumb.

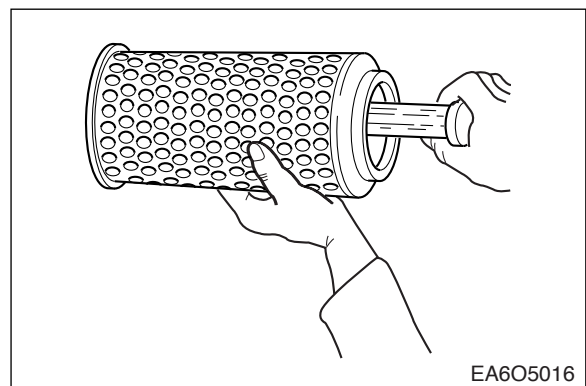
Under no circumstances should the element be hit with a hard object or knocked against a hard surface to loosen dirt deposits.

- **Checking the filter cartridge**

Before reinstalling the cartridge, it must be checked for damage e.g. to the paper pleats and rubber gaskets, or for bulges and dents etc. in the metal jacket.

Cracks and holes in the paper pleating can be established by inspecting the cartridge with a flashlight.

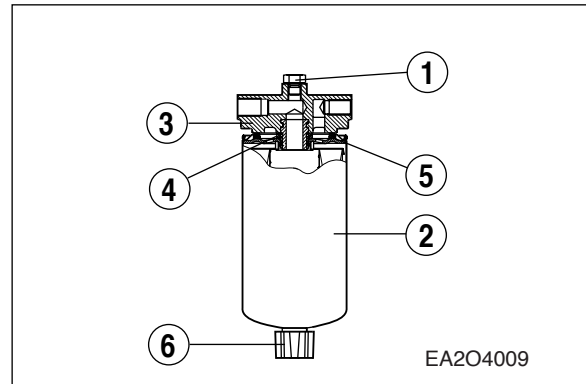
Damaged cartridges should not be reused under any circumstances. In cases of doubt, discard the cartridge and install a new one.



5.5. Fuel System

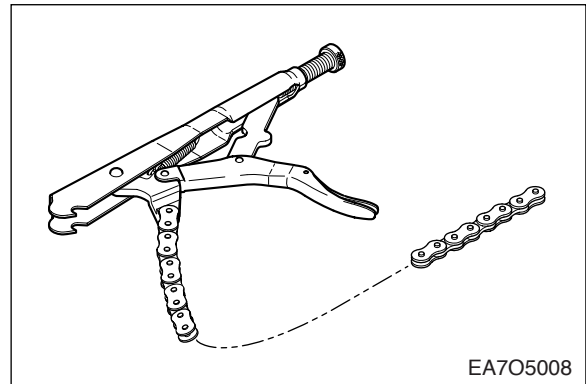
5.5.1. Fuel filter

- After every 200 hour of operation, drain the water and sediment from the fuel-water separator.
- Shut off the engine. Use your hand to open the drain valve ⑥ .
- Turn the valve counter clockwise approximately 2 ~ 3 turns until draining occurs. Drain the filter sump of water until close fuel is visible.
- Turn the valve clockwise to close the drain valve. Do not over tighten the valve, over-tightening can damage the threads.



5.5.2. Replacement of fuel filter

- Clean the area around the fuel filter head ③ .
- Remove the fuel filter ② by turning it counter-clockwise with filter wrench. (Discard the used filter.)
- Remove the fuel filter thread adapter seal ring ④ .
- Use a clean lint free cloth to clean the gasket surface of the fuel filter head ③ .
- Install the new thread adapter seal ring ④ supplied with the new filter.
- Use clean oil to lubricate the filter seal ⑤ , and fill the new filter with clean fuel.
- Install the filter on the filter head ③ .
- Tighten the filter until the gasket contacts the filter head surface.
- Tighten the filter on additional one-half to three-fourths of a turn with the filter wrench, on as specified by the filter manufacturer.



Notice : Mechanical over tightening of the filter can distort the thread or damage the filter element seal.

5.5.3. Fuel system checks

Fill the tank with the recommended fuel. Keeping tanks full reduces water condensation and helps keep fuel cool, which is important to engine performance.

Make sure fuel supply valves (if used) are open.

To insure prompt starting and even running, the fuel system must be primed with the fuel feed pump manually before starting the engine the first time, or after a fuel filter change.

Refill at the end of each day's operation to prevent condensation from contaminating the fuel.

Condensation formed in a partially filled tank promotes the growth of microbial organisms that can clog fuel filters and restrict fuel flow.

If the engine is equipped with a fuel water separator, drain off any water that has accumulated. Water in fuel can seriously affect engine performance and may cause engine damage.

DAEWOO recommends installation of a fuel water separator on generator units.

- **Air removal of fuel system**

The suction room of fuel injection pump has the function of air removal continuously during the operation through a relief valve.

In case that the suction room lacks fuel at all, for instance, in case of new installation of injection pump, after loosening the air removing screws of cartridge filter respectively, remove the air by operating the manual pump of fuel supply pump until bubble will disappear.

- **Fuel supply pump**

Every time of engine oil replacement, the fuel strainer installed at the fuel supply pump should be removed and cleaned.

5.5.4. Fuel Contamination and water trap

In the generator environment, the most likely fuel contaminants are water and microbial growth (black "slime"). Generally, this type of contamination is the result of poor fuel handling practices.

Black "slime" requires water in the fuel to form and grow, so the best prevention is to keep water content to a minimum in storage tanks.

If diesel fuel which contains moisture is used the injection system and the cylinder liners / pistons will be damaged. This can be prevented to some extent by filling the tank as soon as the engine is switched off while the fuel tank is still warm (formation of condensation is prevented).

Drain moisture from storage tanks regularly. Installation of a water trap upstream of the fuel filter is also advisable.



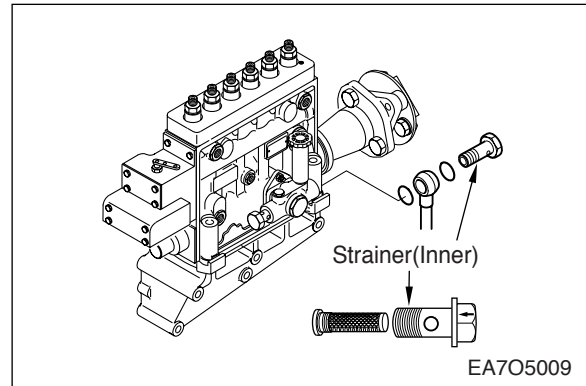
Notice : A galvanized steel tank should never be used for fuel storage, because the fuel oil reacts chemically with the zinc coating to form powdery flakes which can quickly clog the fuel filters and damage the fuel pump and injection nozzles.

5.5.5. Priming pump strainer cleaning

Clean the priming pump strainer every 200 operation hours.

The strainer is incorporated in the priming pump inlet side joint bolt.

Clean the strainer with the compressed air and rinse it in the fuel oil.

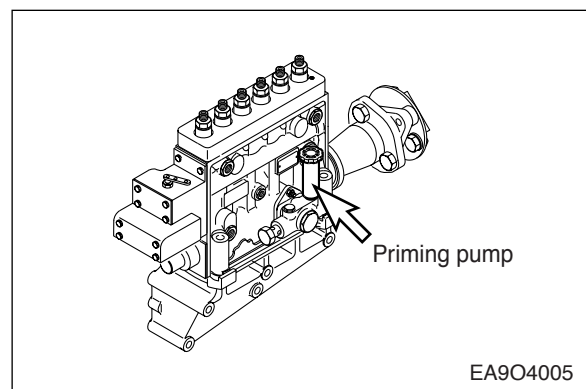


5.5.6. Bleeding the fuel system

Whenever fuel filter is changed or the engine is stopped by cause of the fuel lack, the air of fuel line must be removed as follows.

Bleed the fuel by manually operating the priming pump with fuel filter outlet joint bolt and injection pump bleeder screw loosened.

- Press the feed pump cap repetitively until the fuel without bubbles overflows from the bleeding plug screw.
- After the whole air is pulled out, close the plug screws of the filter and the pump.
- Confirm the resistance of fuel delivery by repetition pressing of the feed pump cap, Pressure and turn the priming pump cap simultaneously to close it.



5.5.7. Injection pump

- Check the fuel injection pump housing for cracks or breaks, and replace if damaged.
- Check and see if the lead seal for idling control and speed control levers have not been removed.
- No alterations must be made to the injection pump. If the lead seal is damaged the warranty on the engine will become null and void.
- We strongly recommended that any faults developing in the injection pump should be taken care of by authorized specialist personnel.

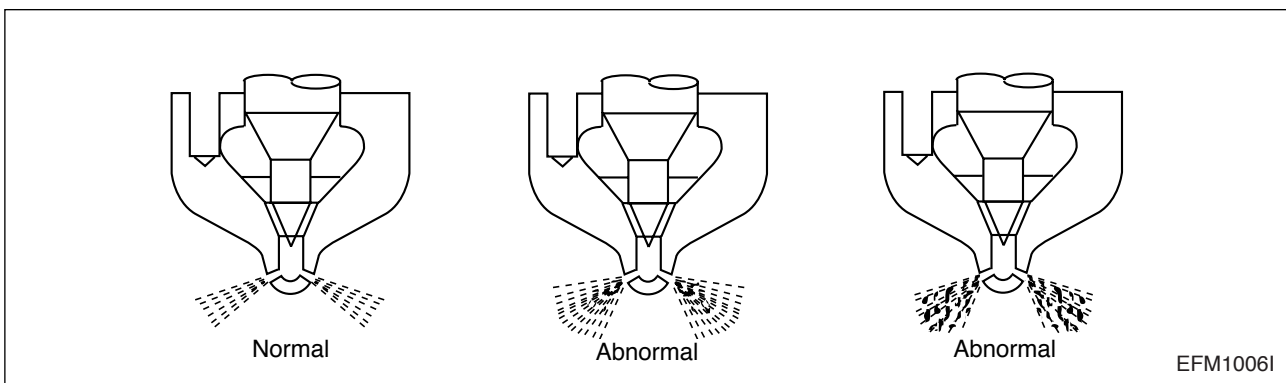
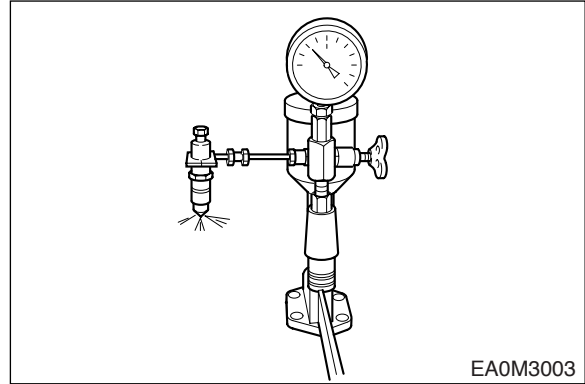
5.6. Injection Nozzle Maintenance (by authorized specialist personnel)

The injectors are designed to spray the fuel delivered by the injection pump directly into the spherical combustion chamber in the piston crown.

The injector consists of the nozzle and the nozzle holder.

A copper seal fitted to the injector ensures gas-tight seating and good heat dissipation.

The opening pressure of the nozzle is adjusted by means of shims at the compression spring.



- Install a nozzle to a nozzle tester.
- Check injection pressure, and adjust the nozzle using the adjusting shim if the pressure does not meet the specified limit.
- Check nozzle spray patterns and replace if damaged.

	DE12T	P126TI / P126TI- II
Opening pressure	220kg/cm ²	1st : 160kg/cm ² 2nd : 220kg/cm ²



Caution : The injection lines are designed for high operating pressures and should thus be handled with particular care.

- When mounting the pipes to the engine take care of good fitness.
- Do not bend pipes to permanent deformation (not for replacing the nozzles either).
- Do not mount any heavily bent pipes.
- Avoid bending the pipes at the ends by more than 2 to 3 degrees.

In case of faults in the injection system which might have resulted in excessive operating pressures, not only the failed part but also the injection line has to be replaced.

5.7. Turbocharger

5.7.1. Maintenance (by authorized specialist personnel)

The turbochargers do not call for any specific maintenance.

The only points to be observed are the oil pipes which should be checked at every oil change for leakage and restrictions.

The air cleaners should be carefully serviced.

Furthermore, a regular check should be kept on charge air exhaust gas pipes. Any leakages should be attended to at once because they are liable to cause overheating of the engine.

When operating in highly dust or oil-laden atmospheres, cleaning of the air impeller may be necessary from time to time. To this end, remove compressor casing (**Caution : Do not skew it!**) and clean in a non-acid solvent, if necessary using a plastic scraper.

If the air compressor should be badly fouled, it is recommended that the wheel be allowed to soak in a vessel with solvent and to clean it then with a stiff brush. In doing so, take care to see that only the compressor wheel is immersed and that the turbocharger is supported on the bearing casing and not on the wheel.

5.7.2. Special hints

It is recommended that the radial and axial clearances of the rotor be checked after every 3,000 hours operation.

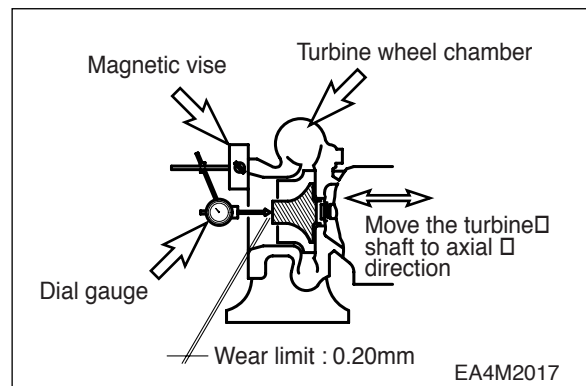
This precaution will enable any wear of the Measuring of axial clearance bearings to be detected in good time before serious damage is caused to the rotor and bearings.

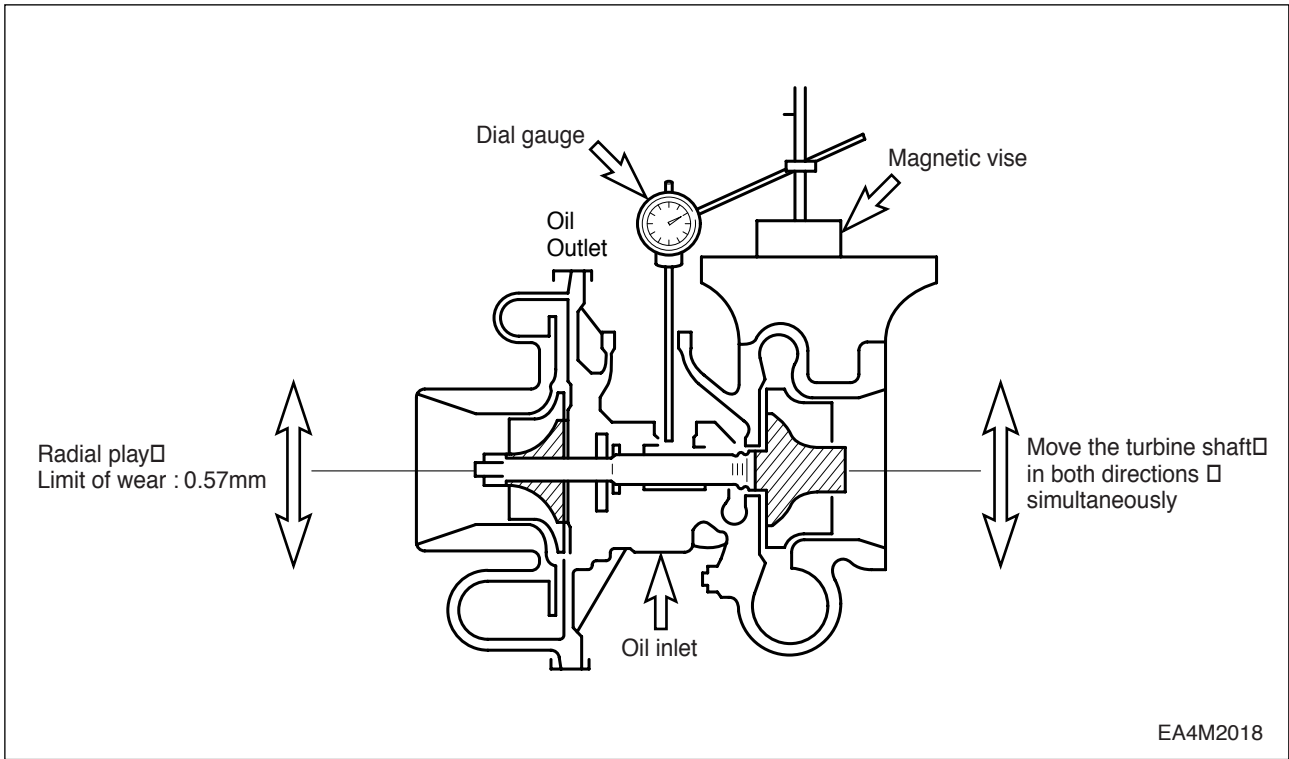
- Measuring rotor axial clearance

Axial clearance	0.2 mm
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- Measuring radial clearance

Radial clearance	0.65 mm
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6. Checking and Setting

6.1. Adjustment of Valve Clearance

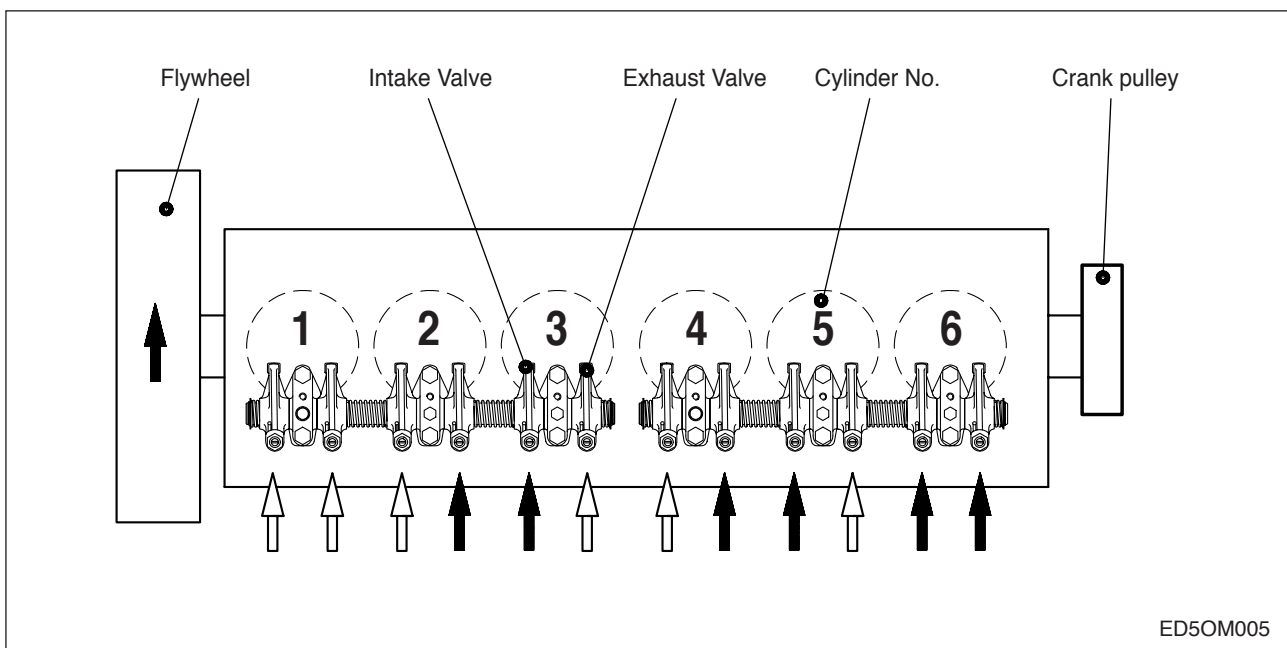
6.1.1. General information

The valve clearances are to be adjusted at the times of the following situations.

- After initial 50 hour's operation.
- When the engine is overhauled and the cylinder heads are disassembled.
- When severe noise comes from valve train.
- When the engine is not normally operated, even though there is no trouble in the fuel system.

6.1.2. Adjusting order of the valve clearance

- Cylinder No. 1 begins from the rear side where the flywheel is mounted but cylinder No. 6 begins from the front side of the engine on the contrary.



Step 1:



- After letting the cylinder No.6 in the overlap TDC position by turning the crankshaft, adjust the valves corresponding to "↑" of following figure. At this time cylinder No. 1 should be at the ignition TDC position(O.T).

Step 2:

- After adjusting upper valves turn the crank pulley 360° to adjust the other valve clearance until the cylinder No. 1 comes to overlap TDC position.
At this time cylinder No. 6 should be at the ignition TDC position(O.T).
- Adjust the valves corresponding to "↑" in upper figure.
After reconfirming the valve clearances, retighten it if necessary.

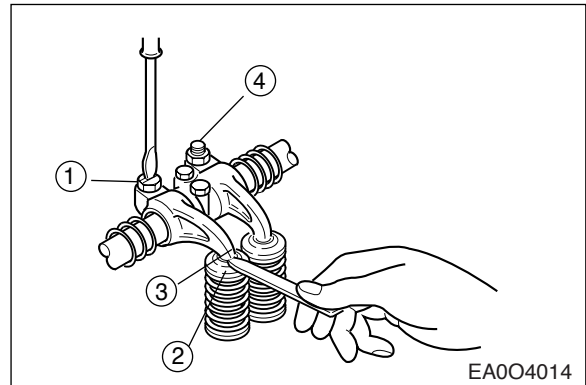


- Loosen the lock nuts of the rocker arm adjusting screws and push the specified feeler gauge and adjust the valve clearance with adjusting screw respectively.

Model	Intake Valve	Exhaust Valve
DE12T P126TI / P126TI-II	0.3 mm	0.3 mm

6.1.3 Method of adjusting the valve clearance

- 1) Loosen the lock-nuts ① using a ring spanner.
- 2) Insert a thickness gauge of 0.3mm between valve stem ② and rocker arm ③.
- 3) Turn the adjusting bolts ④ using a screw driver until the gauge can be pulled out with some restriction.
- 4) After the adjustment fix the adjusting bolt not to rotate and tighten the lock-nut at the same time.
- 5) Measure the clearance one more time and if necessary adjust again.

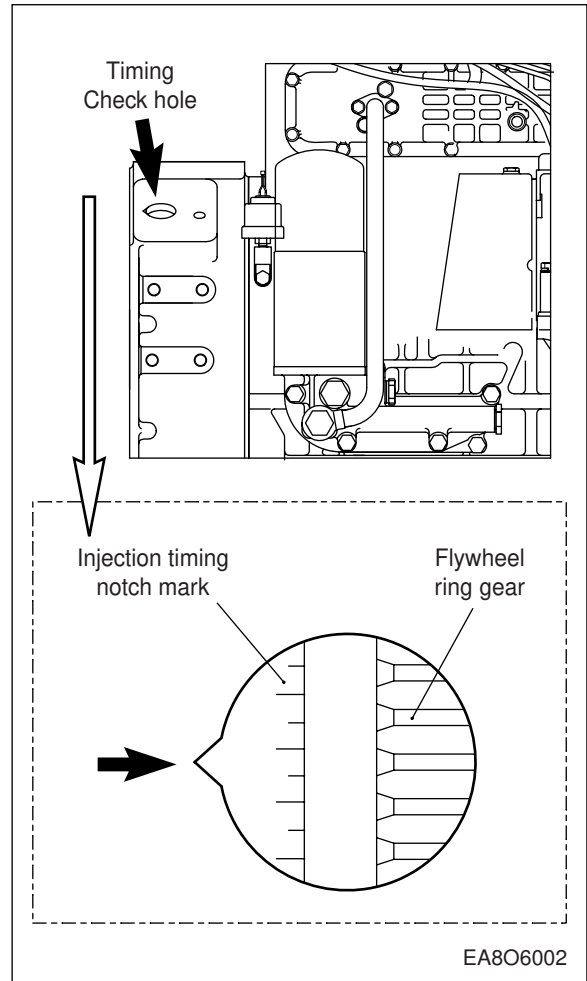


6.2. Adjustment of Injection Timing

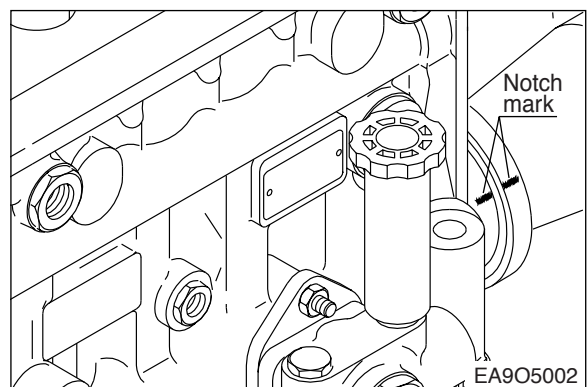
6.2.1. Method of adjusting injection timing

- Turn the flywheel until No. 1 piston is placed in the “OT” position of notch marks on the flywheel, and then turn again the flywheel clockwise until showing the notch mark of the right figure corresponding to the injection timing is aligned with the pointer (↓) on the flywheel housing.

	DE12T	P126TI/P126TI-II
Fuel injection timing (B.T.D.C static)	12°	16°

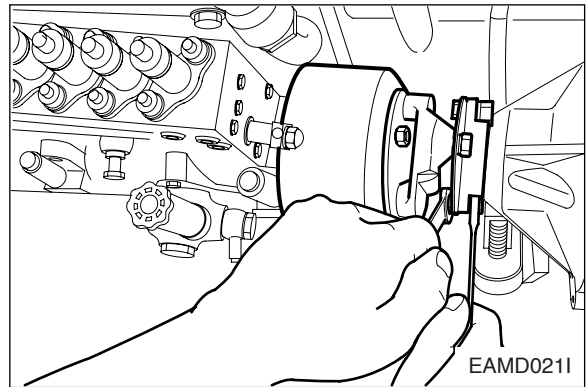


- Turn the timer until the notch mark of the indicator plate attached to the fuel injection pump is aligned with the notch mark of the timer.



- Tighten the coupling fixing bolts and nuts to specified torque.

Torque	6.0 kg·m
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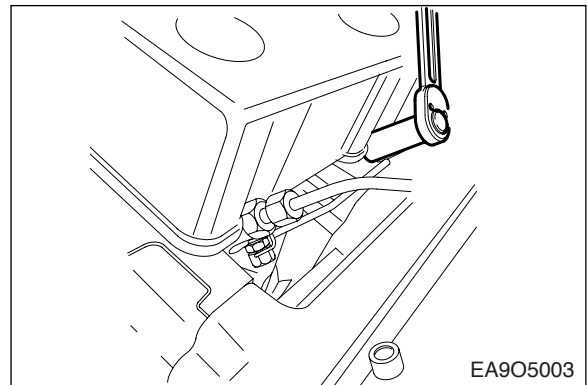
- Tighten the drive shaft connecting flange fixing bolts to specified torque.

Torque	7.5 ~ 8.5 kg·m
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- Install the oil delivery pipe and return pipe.

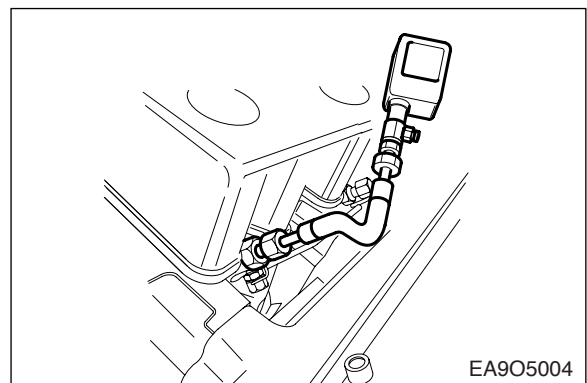
6.3. Cylinder Compression Pressure

- 1) Stop the engine after warming it up, then remove the nozzle assemblies.



- 2) Install a special tool (gauge adapter) in nozzle holder hole and connect the compression pressure gauge to the adapter.
- 3) Cut off fuel circulation, rotate the starter, then measure compression pressure of each cylinder.

Standard value	25~28 kg/cm ²
Limit	24 kg/cm ² or less
Difference between each cylinder	Within ± 10%



- Testing conditions : at water temperature of 20 °C and speed of 200 rpm (10 turns)

6.4. V-belts

The tension of the V-belts should be checked after every 2,000 hours of operation.

(1) Change the V-belts if necessary

If in the case of a multiple belt drive, wear or differing tensions are found, always replace the complete set of belts.

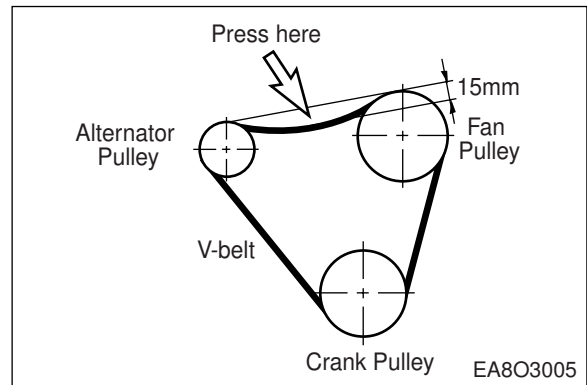
(2) Checking condition

Check V-belts for cracks, oil, overheating and wear.

(3) Testing by hand

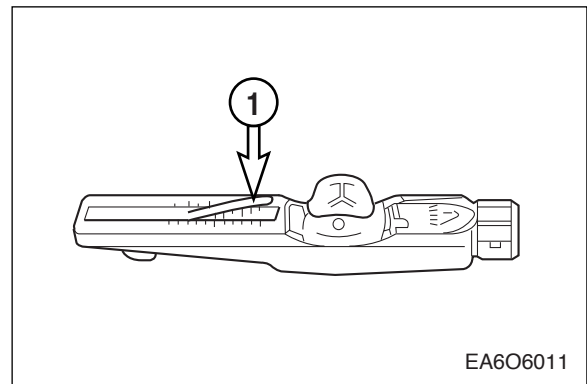
The tension is correct if the V-belts can be pressed in by about the thickness of the V-belt. (no more midway between the belt pulleys)

A more precise check of the V-belt tension is possible only by using a V-belt tension tester.

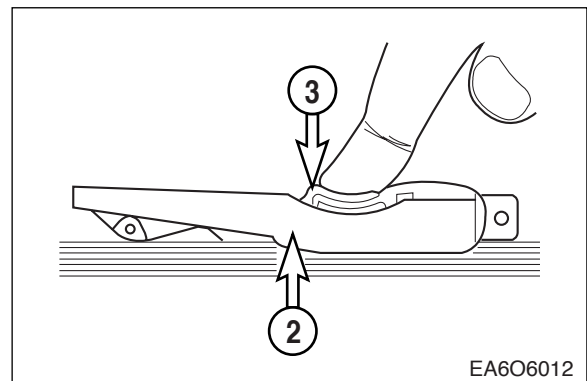


(4) Measuring tension

- ① Lower indicator arm (1) into the scale.
 - Apply tester to belt at a point midway between two pulleys so that edge of contact surface (2) is flush with the V-belt.
 - Slowly depress pad (3) until the spring can be heard to disengage. This will cause the indicator to move upwards.If pressure is maintained after the spring has disengaged a false reading will be obtained!



- ② Reading of tension
 - Read of the tensioning force of the belt at the point where the top surface of the indicator arm (1) intersects with the scale.
 - Before taking readings make ensure that the indicator arm remains in its position.



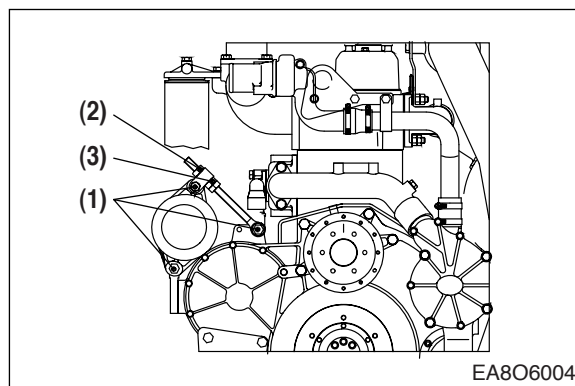
Type	Drive belt width	Tensioning forces on the tester		
		new installation		When servicing after long running time
		Installation	After 10 min. running time	
M	9.5 mm	50 kg	45 kg	40 kg
A *	11.8 mm	55 kg	50 kg	45 kg
B	15.5 mm	75 kg	70 kg	60 kg
C	20.2 mm	75 kg	70 kg	60 kg

*** : Adopted in DE12T and P126TI / P126TI-II**

(5) Tensioning and changing V-belt

- Remove fixing bolts. (1)
- Remove lock nut. (2)
- Adjust nut (3) until V-belts have correct tensions.
- Retighten lock nut and fixing bolts.

To change the V-belts loosen mounting bolts (1) and lock nut (2) and push tension pulley inwards by turning adjusting nut (3).



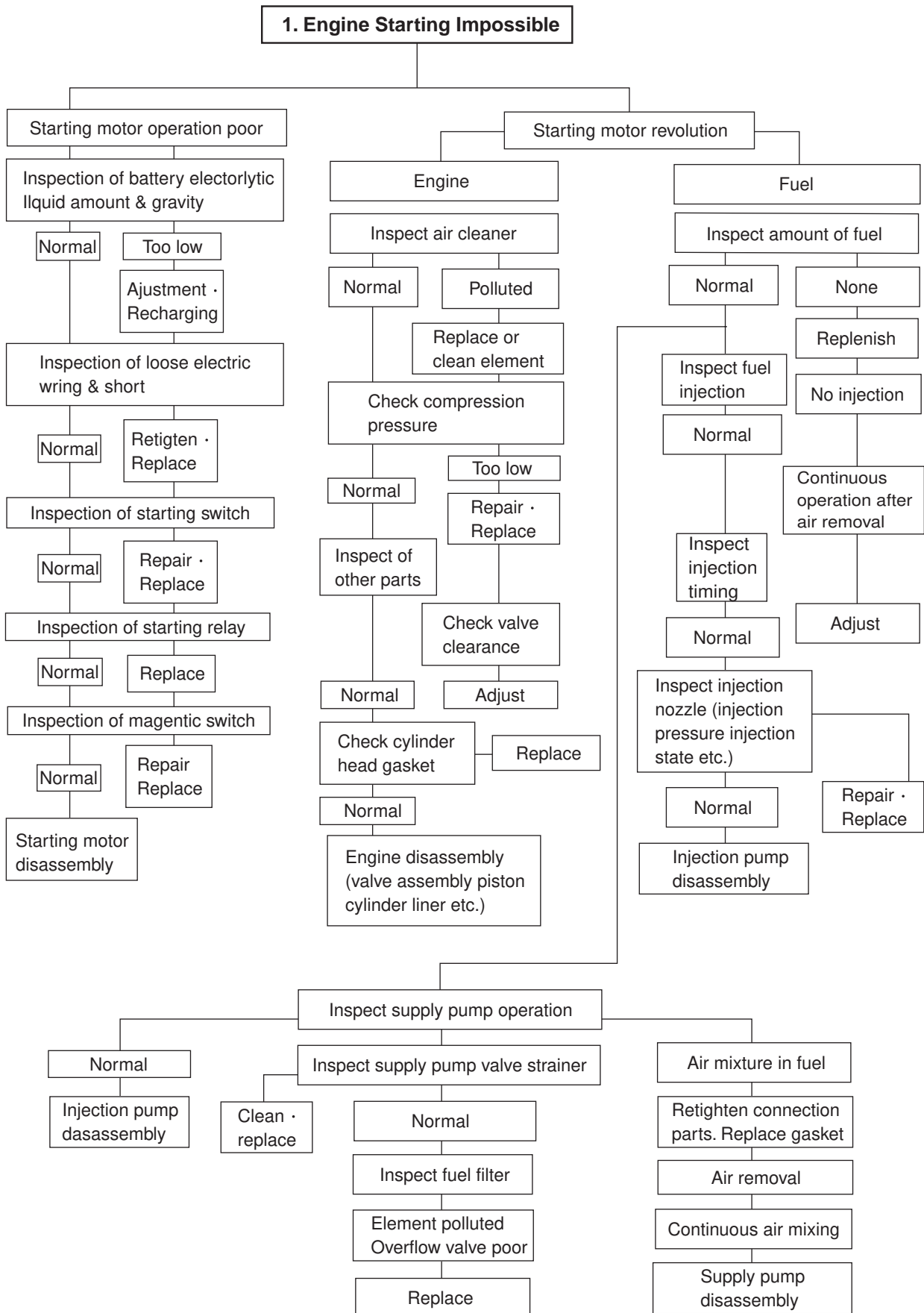
7. Operation Tip

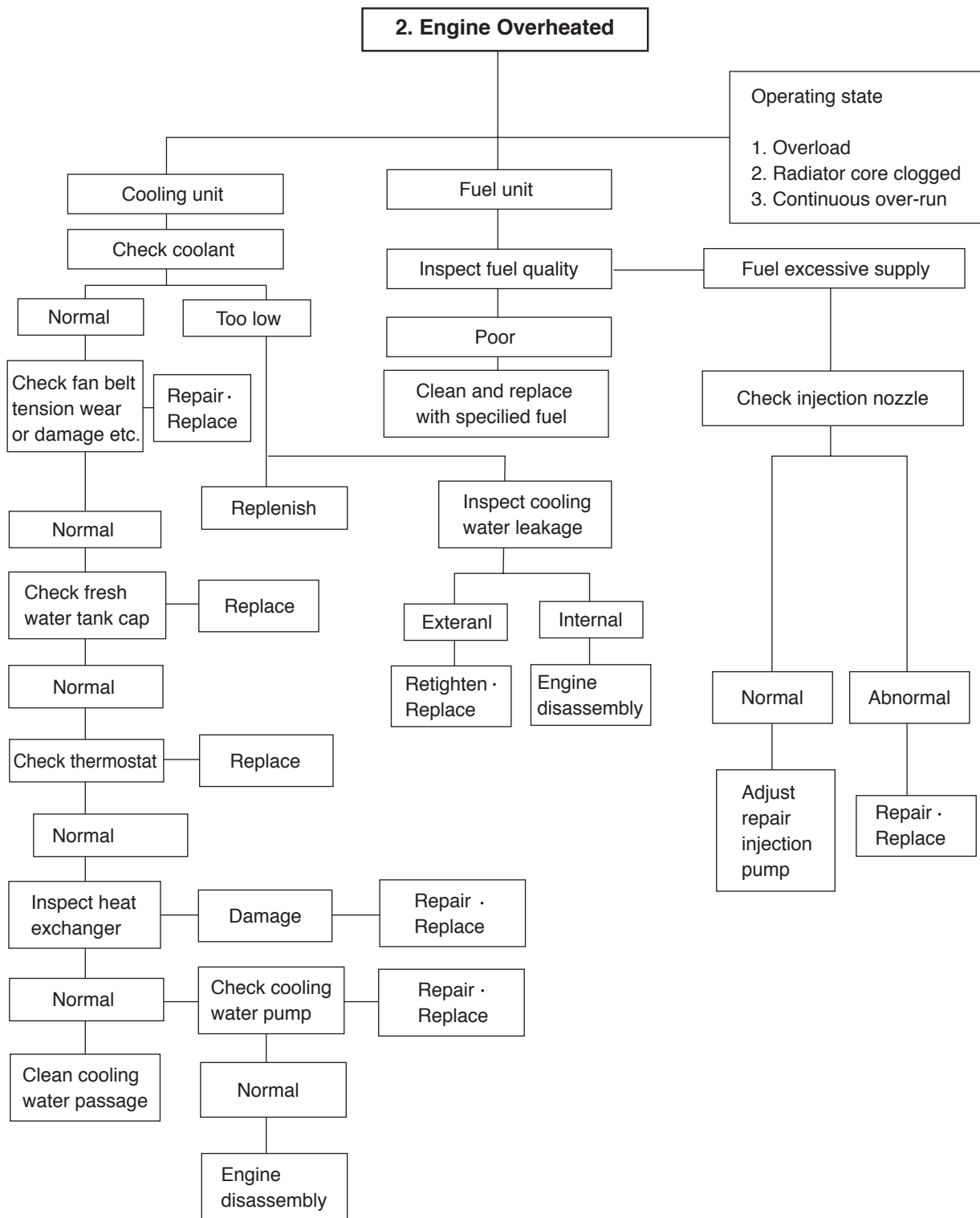
7.1. Periodic Inspection Cycle

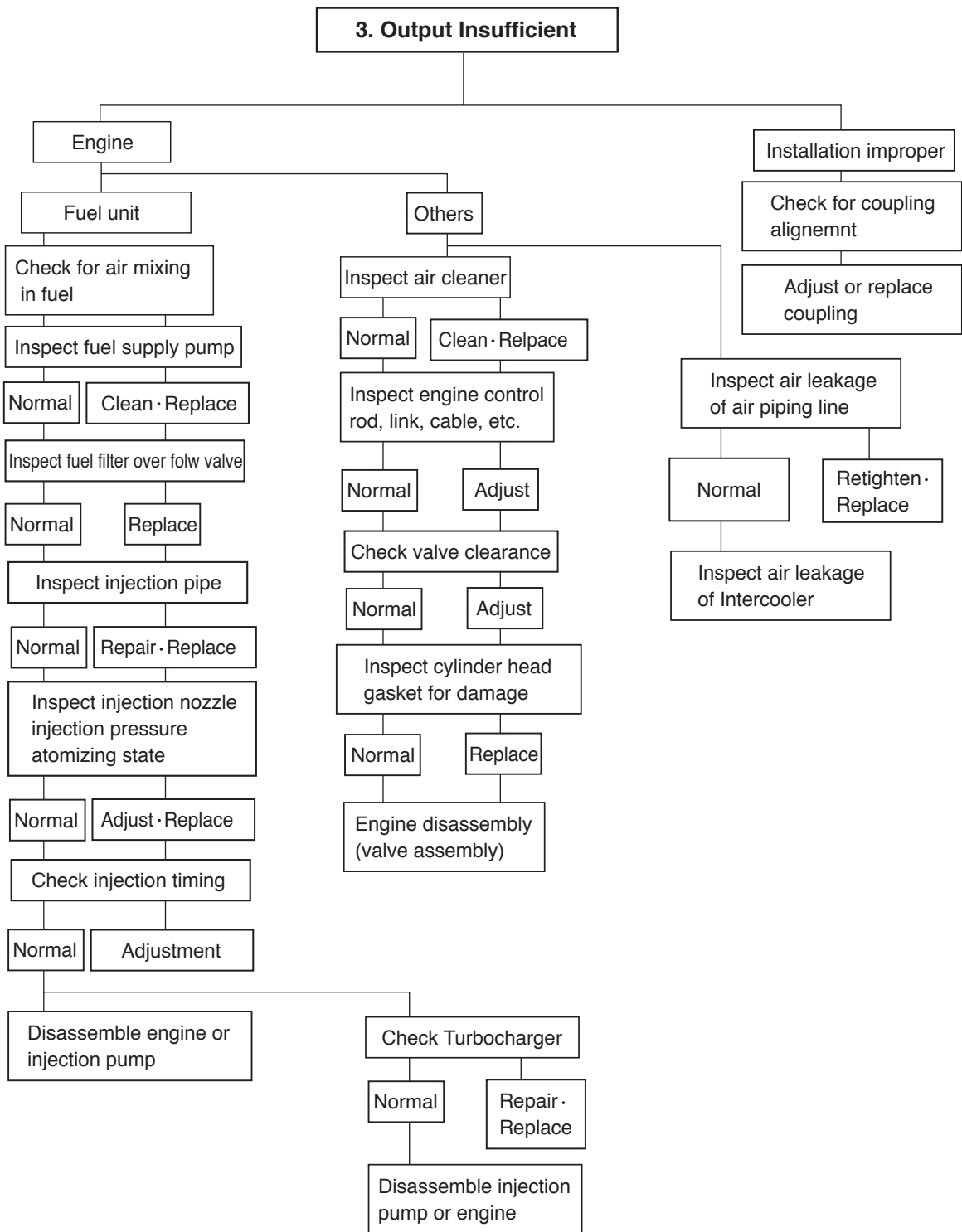
○ : Check & adjust ● : Replace

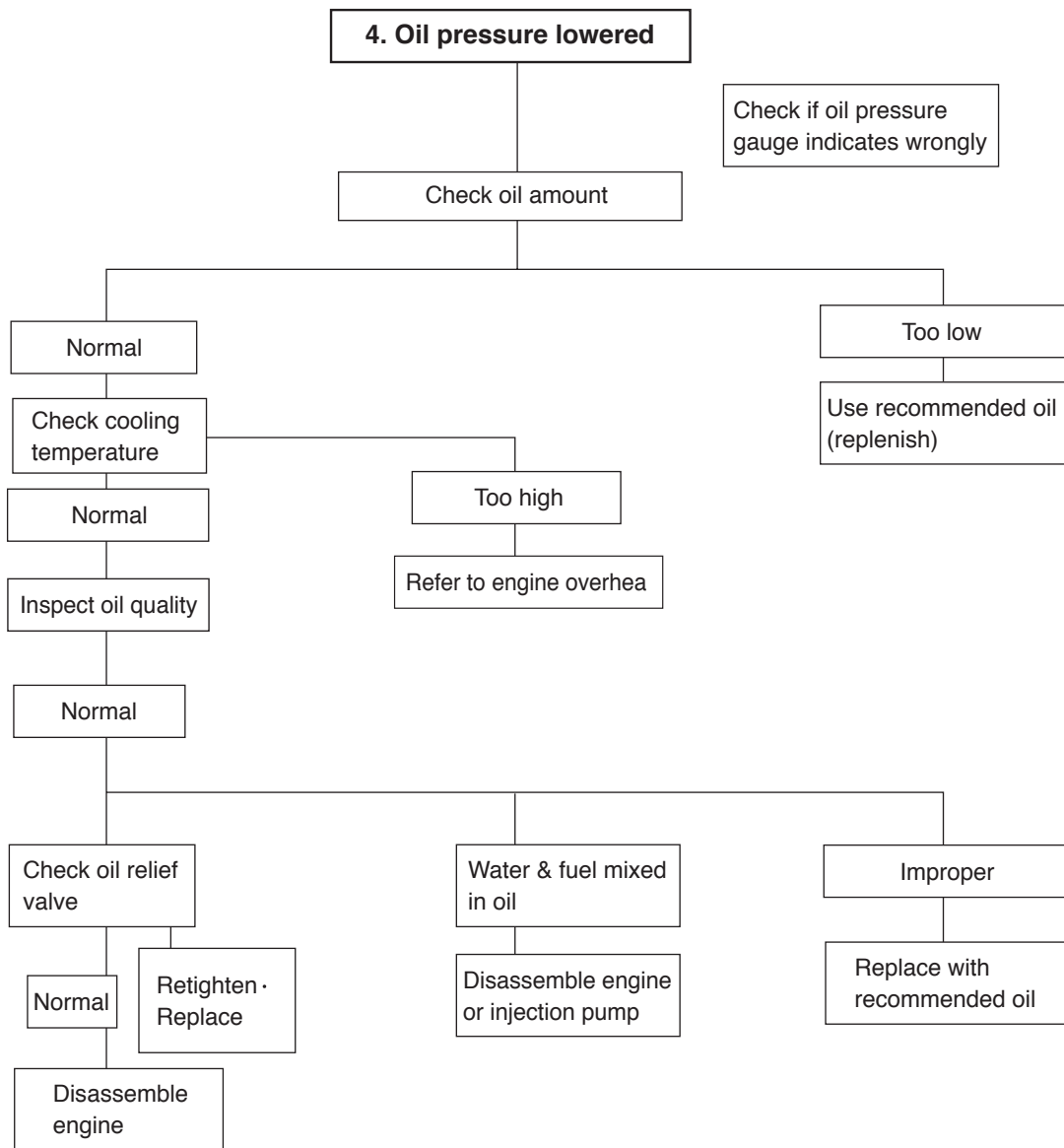
Inspection		Daily	Every 50hrs	Every 200hrs	Every 400hrs	Every 800hrs	Every 1200hrs	Remark
Cooling System	Check for leakage(hoses, clamp)	○						
	Check the water level	○						
	Change the coolant water						●	
	Adjust the V-belt tension	○						Every 2,000hrs
	Clean the radiator						○	
Lubrication System	Check for leakage	○						
	Check the oil level gauge	○						
	Change the lubricating oil		● 1st	●				
	Replace the oil filter cartridge		● 1st	●				
Intake & Exhaust System	Check the leakage for intercooler (hoses, clamp)	○						
	Clean and change the air cleaner element			○ clean	●			
	Clean the inter-cooler air fins				○			
	Clean the turbo-charger							Every 2,000hrs
Fuel System	Check the leakage fuel line	○						
	Clean the fuel strainer of fuel feed pump						○	
	Remove sediment from fuel tank						○	
	Drain the water in separator			○				
	Replace the fuel filter element				●			
	Check fuel Injection timing			○				When necessary
	Check the injection nozzles			○				When necessary
Engine Adjust	Check the state of exhaust gas	○						
	Check the battery charging	○						
	Check the compression pressure						○	When necessary
	Adjust Intake/Exhaust valve clearance		○ 1st					When necessary

7.2. Trouble Shooting



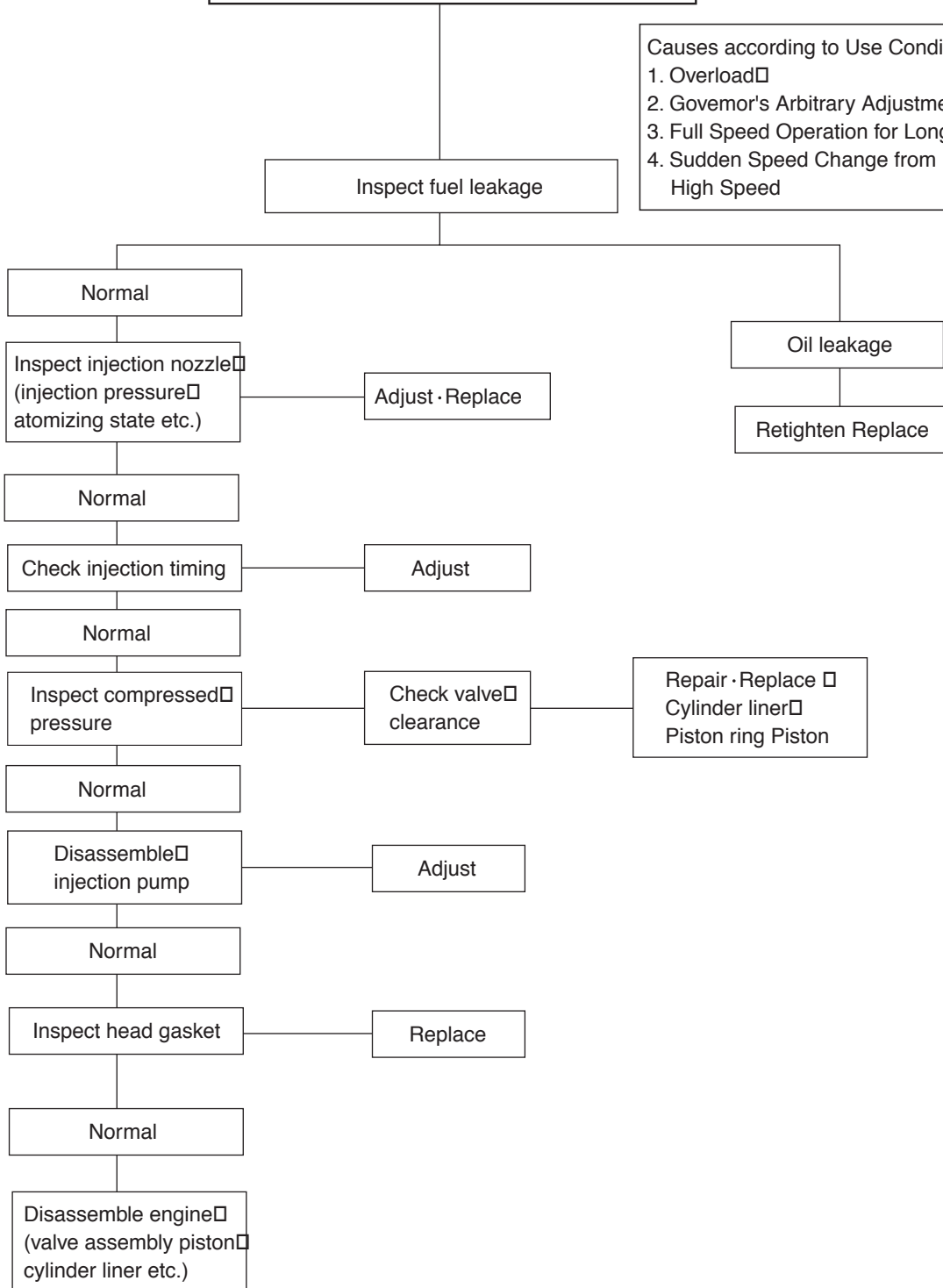




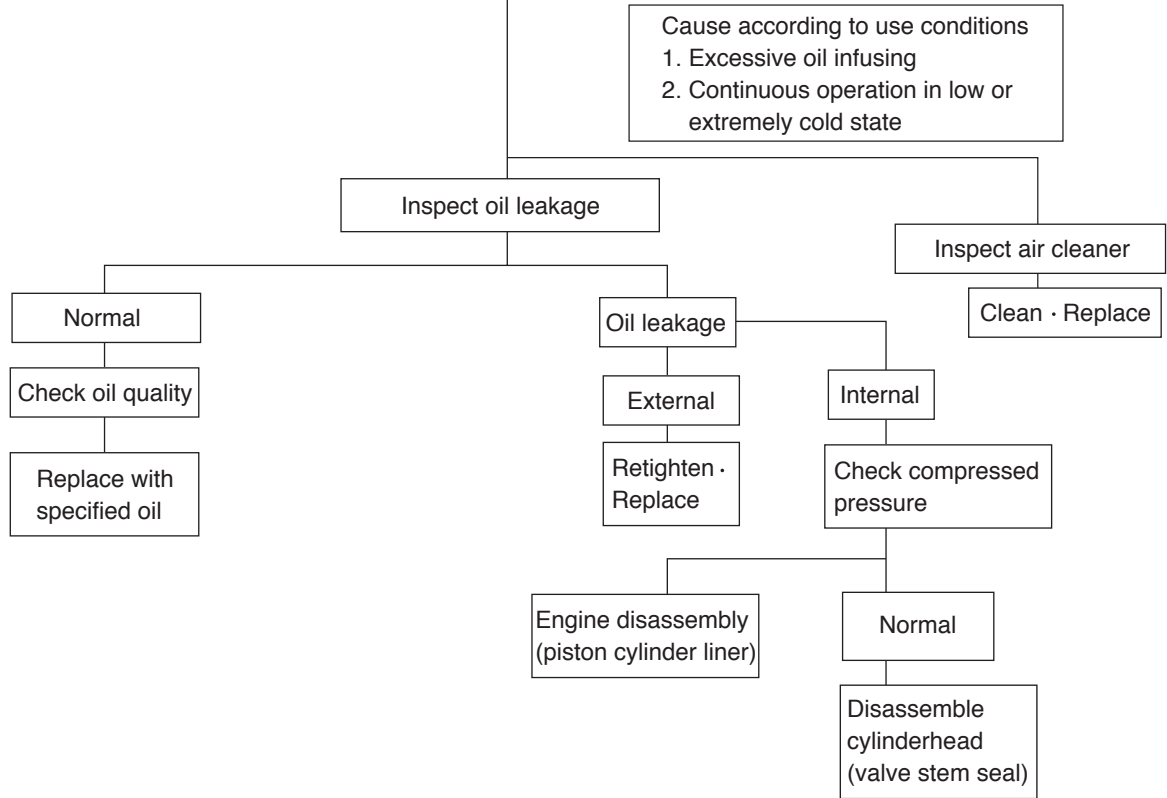


5. Fuel Consumption Excessive

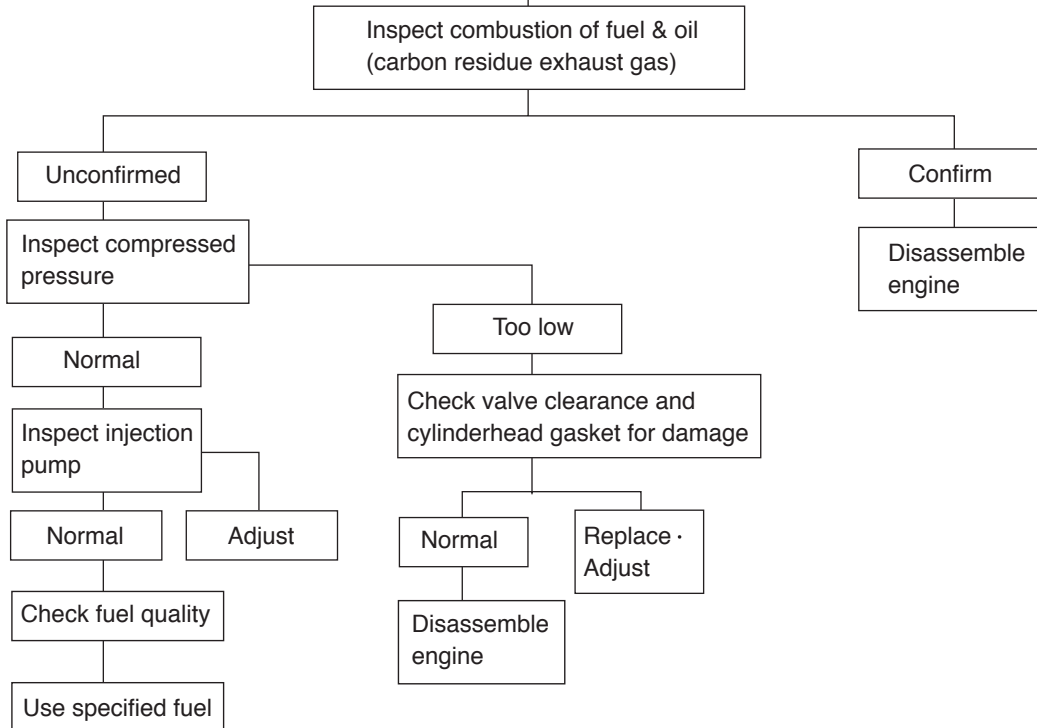
Causes according to Use Conditions □
 1. Overload □
 2. Governor's Arbitrary Adjustment □
 3. Full Speed Operation for Long time □
 4. Sudden Speed Change from Low to □
 High Speed

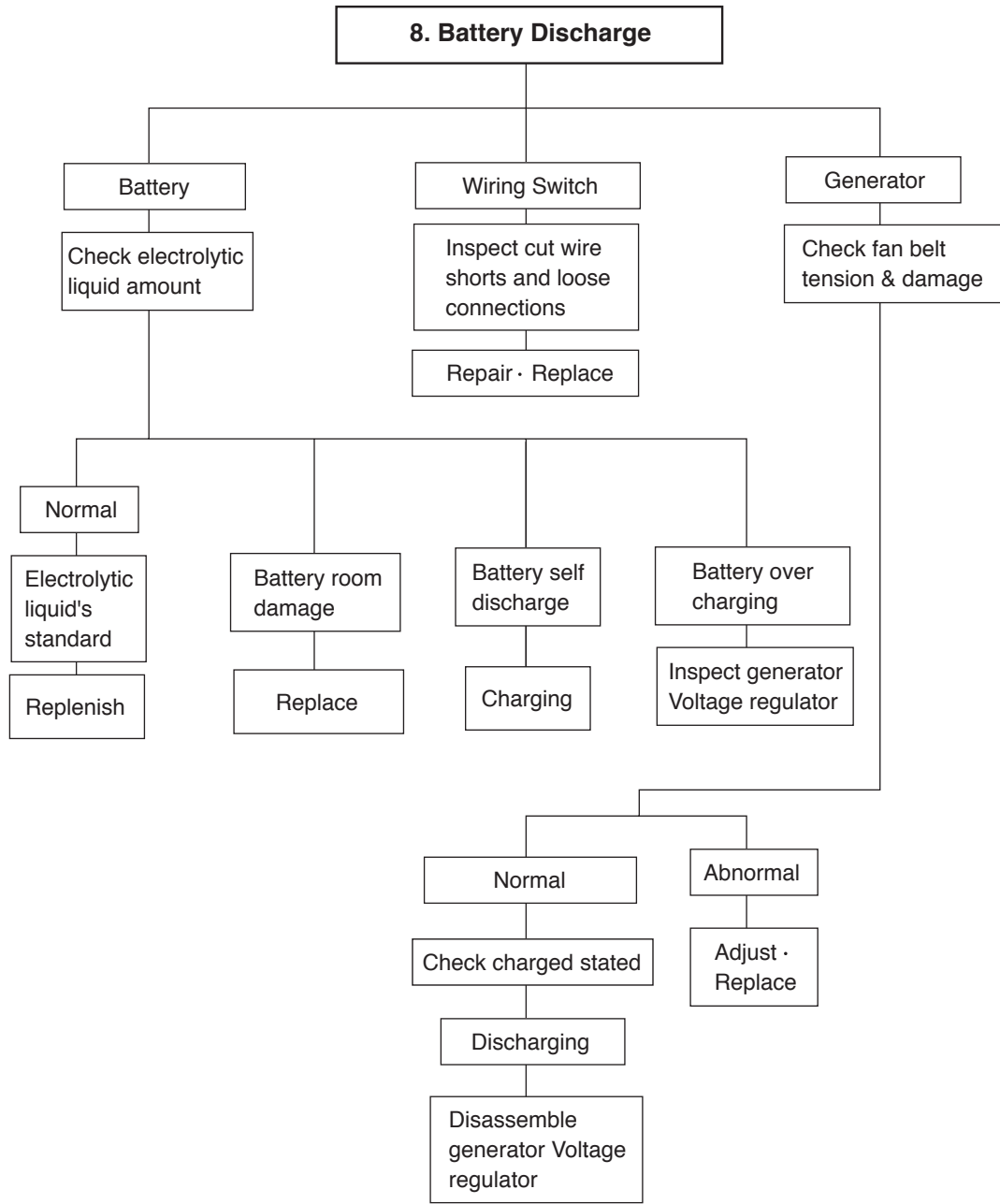


6. Oil Consumption Excessive



7. Engine Knocking





7.3. Causes and Remedies

Condition	Causes	Remedies
1) Starting difficult (1) Compression pressure	<ul style="list-style-type: none"> • Valve's poor shut, stem distortion • Valve spring damage • Cylinder head gasket's leak • Wear of piston, piston ring or liner 	Repair or replace Replace valve spring Replace gasket Adjust
2) Idle operation abnormal	<ul style="list-style-type: none"> • Injection timing incorrect • Air mixing at injection pump 	Adjust Remove air
3) Engine output insufficient (1) Continuous output insufficient	<ul style="list-style-type: none"> • Valve clearance incorrect • Valve tightness poor • Cylinder head gasket's leak • Wear, stick, damage of piston ring • Injection timing incorrect • Fuel injection amount insufficient • Nozzle injection pressure improper or stuck • Supply pump's function lowered • Fuel pipe system clogged • Air suction amount insufficient • Supercharger poor 	Adjust Repair Replace gasket Replace piston ring Adjust Adjust injection pump Adjust or replace Repair or replace Repair Clean or replace air cleaner Repair or replace
(2) Output insufficient when in acceleration	<ul style="list-style-type: none"> • Compression pressure insufficient • Injection timing incorrect • Fuel injection amount insufficient • Injection pump timer's function insufficient • Nozzle injection pressure, injection angle improper • Supply pump's function lowered • Air intake amount insufficient • cleaner 	Disassemble engine Adjust Adjust injection pump Repair or replace Repair, replace Repair or replace Clean or replace air
4) Overheating	<ul style="list-style-type: none"> • Engine oil insufficient or poor • Cooling water insufficient • Fan belt loosened, worn, damaged • Cooling water pump's function lowered • Water temp. regulator's operation poor • Valve clearance incorrect • Exhaust system's resistance increased 	Replenish or replace Replenish or replace Adjust or replace Repair or replace Replace Adjust Clean or replace

Condition	Cause	Remedies
5) Engine noisy	For noises arise compositely such as rotating parts, lapping parts etc., there is necessity to search the cause of noises accurately.	
(1) Crankshaft	<ul style="list-style-type: none"> • As the wear of bearing or crankshaft progress, the oil clearances increase. • Lopsided wear of crankshaft • Oil supply insufficient due to oil passage clogging • Stuck bearing 	Replace bearing & grind crankshaft Grind or replace Clean oil passage Replace bearing & Grind
(2) Con rod and Con rod bearing	<ul style="list-style-type: none"> • Lopsided wear of con rod bearing • Lopsided wear of crank pin • Connecting rod distortion • Stuck bearing • Oil supply insufficiency as clogging at oil passage progresses 	Replace bearing Grind crankshaft Repair or replace Replace & grind crankshaft Clean oil passage
(3) Piston, piston pin & piston ring	<ul style="list-style-type: none"> • Piston clearance increase as the wear of piston and piston ring progresses • Wear of piston or piston pin • Piston stuck • Piston insertion poor • Piston ring damaged 	Replace piston & piston ring Replace Replace piston Replace piston Replace piston
(4) Others	<ul style="list-style-type: none"> • Wear of crankshaft, thrust bearing bearing • Camshaft end play increased • Idle gear end play increased • Timing gear backlash excessive • Valve clearance excessive • Abnormal wear of tappet, cam • Supercharger inner part damaged 	Replace thrust Replace thrust plate Replace thrust washer Repair or replace Adjust valve clearance Replace tappet, cam Repair or replace
6) Fuel Consumption Exttive	<ul style="list-style-type: none"> • Injection timing incorrect • Fuel injection amount excessive 	Adjust Adjust injection pump

Condition	Cause	Remedies	
7) Oil Consumption Excessive (1) Oil level elevated			
	<ul style="list-style-type: none"> • Clearance between cylinder iner & piston 	Replace	
	<ul style="list-style-type: none"> • Wear of piston ring, ring groove • Piston ring's damage, stick, wear • Piston ring opening's disposition improper • Piston skirt part damaged or abnormal wear • Oil ring's oil return hole clogged • Oil ring's contact poor 	Replace piston, piston ring Replace piston ring Correct position Replace piston Replace piston ring Replace piston ring	
	(2) Oil level lowered	<ul style="list-style-type: none"> • Looseness of valve stem & guide • Wear of valve stem seal • Cylinder head gasket's leak 	Replace in set Replace seal Replace gasket
	(3) Oil leak	<ul style="list-style-type: none"> • Looseness of connection parts • Various parts' packing poor • Oil seal poor 	Replace gasket, repair Replace packing Replace oil seal

8. General Information

8.1. General Repair Instructions

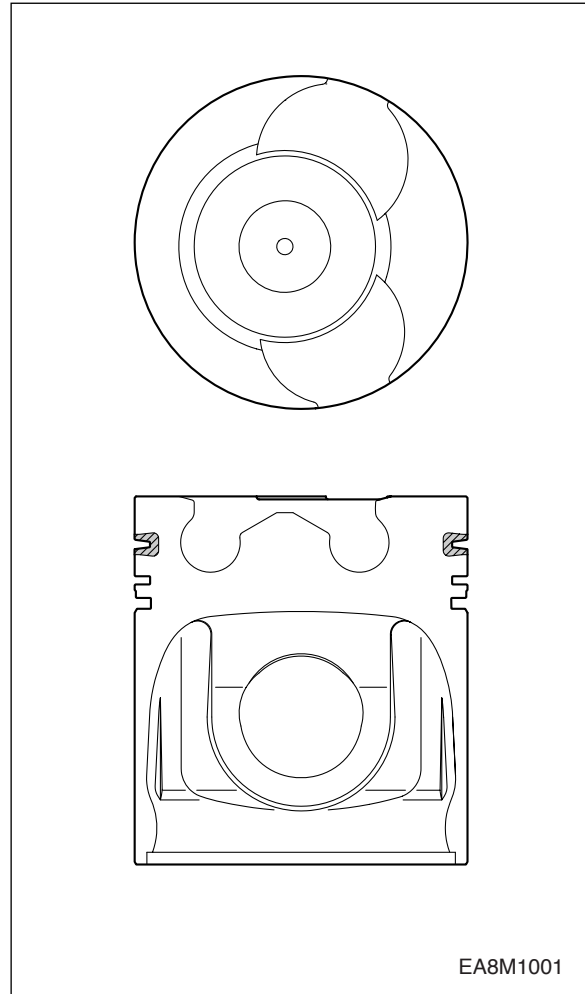
1. Before Performing service operation, disconnect the grounding cable from the battery for reducing the chance of cable damage and burning due to short-circuiting.
2. Use covers for preventing the components from damage or pollution.
3. Engine oil and anti-freeze solution must be handled with reasonable care as they cause paint damage.
4. The use of proper tools and special tools where specified is important to efficient and reliable service operation.
5. Use genuine DAEWOO parts necessarily.
6. Used cotter pins, gaskets, O-rings, oil seals, lock washer and self-lock nuts should be discarded and new ones should be prepared for installation as normal function of the parts can not be maintained if these parts are reused.
7. To facilitate proper and smooth reassemble operation, keep disassembled parts neatly in groups. Keeping fixing bolts and nut separate is very important as they vary in hardness design depending on position of Installation.
8. Clean the parts before inspection or reassembly. Also clean oil ports, etc. using compressed air to make certain they are free from restrictions.
9. Lubricate rotating and sliding faces of parts with oil or grease before installation.
10. When necessary, use a sealer on gaskets to prevent leakage.
11. Carefully observe all specifications for bolts and nuts torques.
12. When service operation is completed, make a final check to be sure service has been done property.

8.2. Engine Characteristics

8.2.1. OMEGA combustion bowl

The OMEGA combustion bowl is a unit designed to perform high efficiency, low emission combustion. As the rim around the combustion bowl port of the upper of the piston has been machined in a smaller size than the interior of the combustion bowl, strong swirl is produced in the combustion bowl and strong squish flow makes the fuel be mixed more sufficiently with air.

Due to the application of OMEGA combustion system and optimal utilization of intake and exhaust port configuration within the cylinder head, the POLUS P126TI, P126TI-II and DE12T (DE12 series) generator diesel engines discharge very low level of hazardous exhaust gases such as smoke, nitrogen oxide, hydrocarbon, or carbon monoxide and thus ensure high performance and low fuel consumption.



8.2.2. Oil Gallery Cooling Type Piston (P126TI / P126TI-II)

Oil gallery cooling is used for the piston of P126TI and P126TI-II generator engine.

When thermal loading is high, piston cooling by means of an oil gallery in the crown is normally necessary to prevent crown cracking and ring sticking. The design of the gallery, the design and location of the oil spray nozzle and the quantity of oil flowing in the gallery are critical in order to achieve the desired temperature reduction.

The cross section shape of the gallery should be designed to achieve sufficient oil movement to maximize cooling efficiency.



9. Disassembly and Reassembly of Major Components

9.1. Disassembly

9.1.1. General precautions

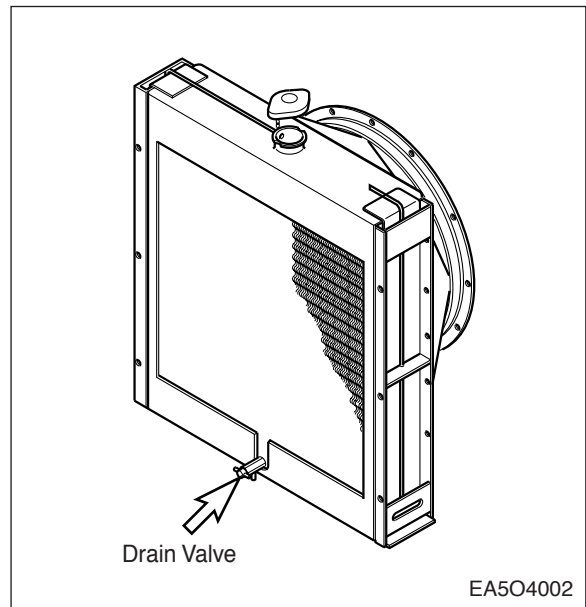
- Maintenance operation should be carried out in a bright and clean place.
- Before disassembly, provide parts racks for storage of various tools and disassembled parts.
- Arrange the disassembled parts in the disassembly sequence and use care to prevent any damage to them.

9.1.2. Cooling water

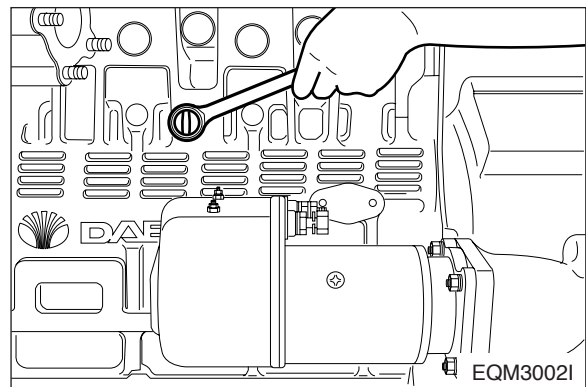
- Remove the radiator cap. Open the drain plug at the radiator lower part to drain the coolant as the right figure.



CAUTION : When removing radiator filler cap while the engine is still hot, cover the cap with a rag, then turn it slowly to release the internal steam pressure. This will prevent a person from scalding with hot steam spouted out from the filler port.

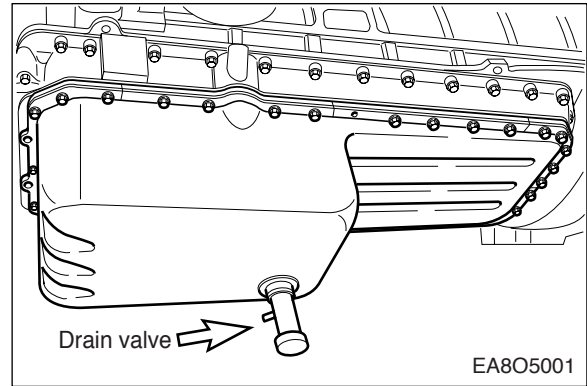


- Remove the drain plug from the cylinder block and drain out the cooling water into a container.



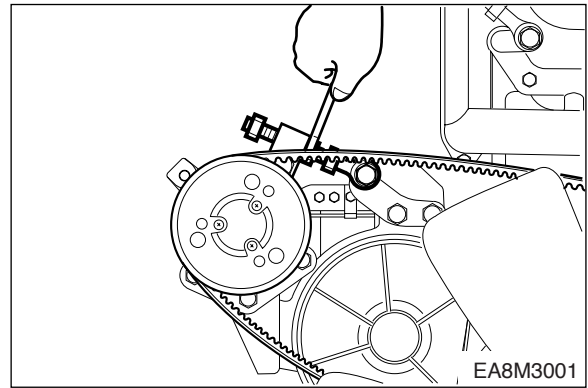
9.1.3. Engine oil

- Take out the oil dipstick.
- Remove the oil drain valve of oil pan and drain out the engine oil into a prepared container.



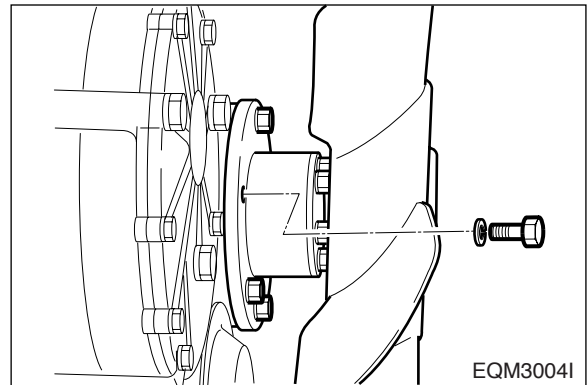
9.1.4. Alternator belt

- Loosen the tension adjusting nut installed on the alternator bracket, and take off the alternator belt.



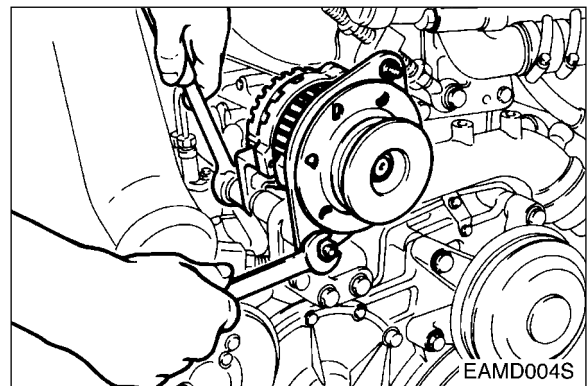
9.1.5. Cooling fan

- Remove the flange fixing bolts, then take off the flange and cooling fan.



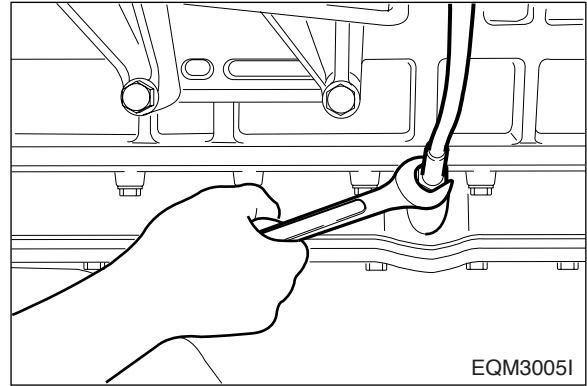
9.1.6. Alternator

- Remove the alternator fixing bolt and disassemble the alternator.
- Remove the tension adjusting bolt and bracket.



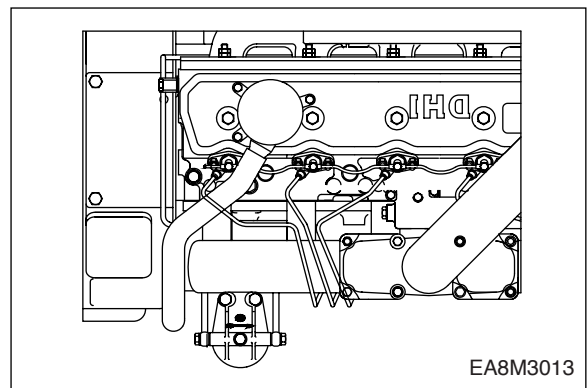
9.1.7. Guide tube of oil level gauge

- Loosen the flange nut installed on the oil pan to remove the guide tube.



9.1.8. Fuel filter

- Remove fuel hoses connected to the fuel injection pump, take off the bracket fixing bolts, then disassemble the fuel filter.

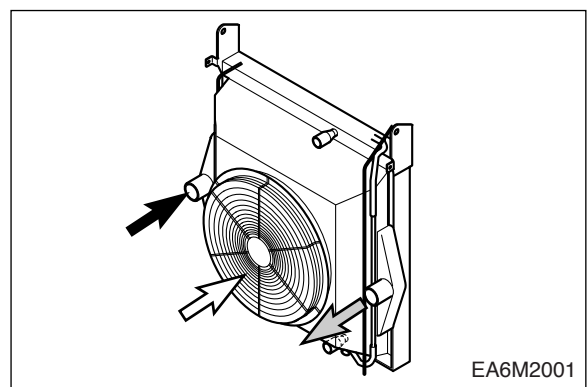


9.1.9. Breather

- Loosen the clamp screw to remove the rubber hose.

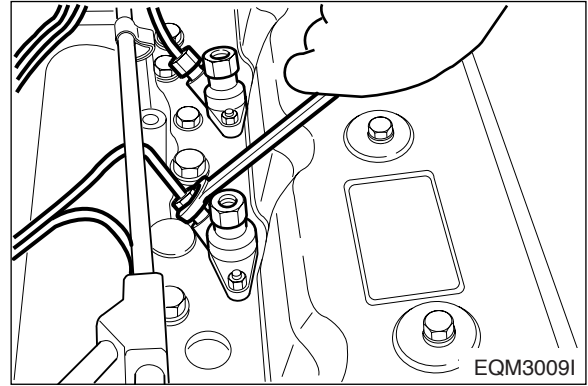
9.1.10. Intercooler

- Tear down the various hoses and air pipes from the inter cooler.
- Remove the intercooler fixing bolts and tear it down.



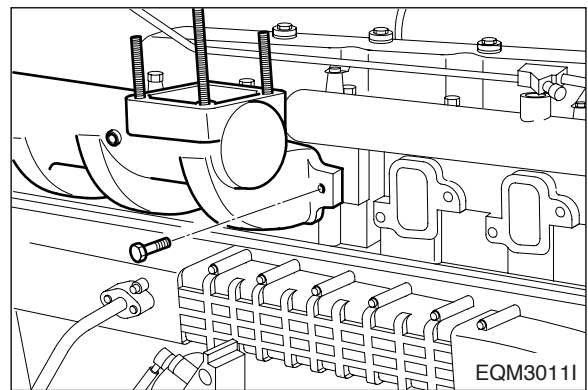
9.1.11. Injection pipe

- Unscrew the hollow screws to disassemble the fuel return pipe.
- Remove the nuts installed on the fuel injection pump and nozzles, then disassemble the injection pipe.



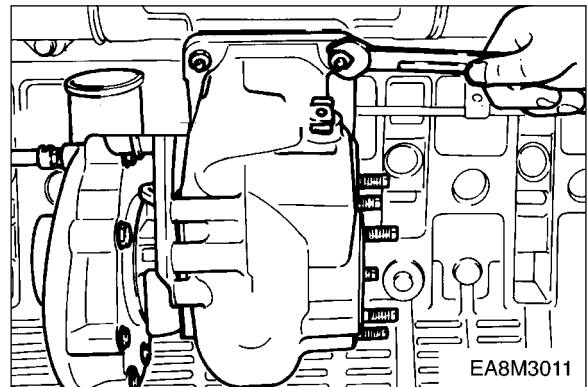
9.1.12. Intake manifold

- Remove the air hose connected to the fuel injection pump.
- Loosen the intake manifold fixing bolts, then disassemble the intake manifold.



9.1.13. Turbo charger

- Release the clamp screw of the rubber hose connected to the intake manifold, and take off the intake pipes both simultaneously.
- Unscrew the exhaust pipe bracket fixing bolts, release the nuts installed on the turbocharger, then disassemble the exhaust pipe.
- Remove the turbocharger after removing the oil supply pipe and return pipe and releasing the fixing nuts.

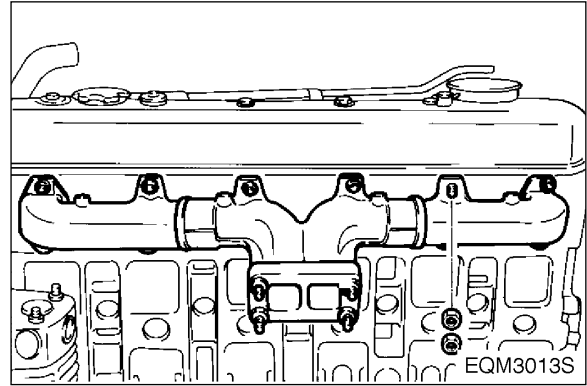


9.1.14. Exhaust manifold

- Release the exhaust manifold fixing bolts, disassemble the exhaust manifold, then remove the heat shield and gasket.

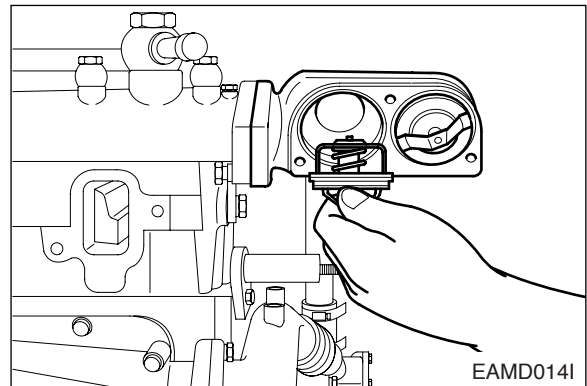


NOTE : Make sure to release the nuts one after another because the exhaust manifold will be removed if you unscrew two nuts simultaneously.



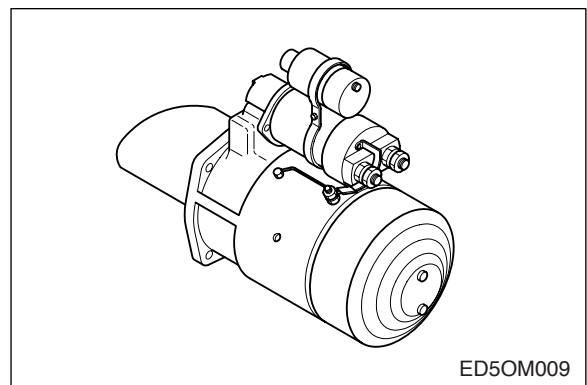
9.1.15. Thermostat

- Remove the by-pass pipe connected to the water pump, unscrew the thermostat fixing bolts, then disassemble the thermostat housing.
- Disassemble the thermostat housing and remove the thermostat.
- Disassemble the water pipe by unscrewing the bolts and nuts installed on the cylinder head.



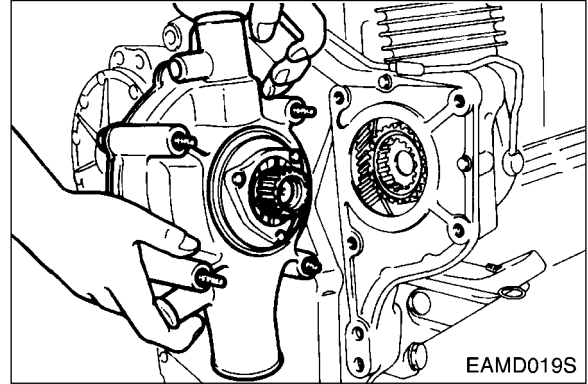
9.1.16. Starter

- Unscrew the starter fixing bolts, then disassemble the starter.



9.1.17. Water pump

- Remove the water pipe connected to the expansion tank.
- Remove the water pipe and hoses connected to the water pump.
- Unscrew the water pump fixing bolts and remove the water pump.

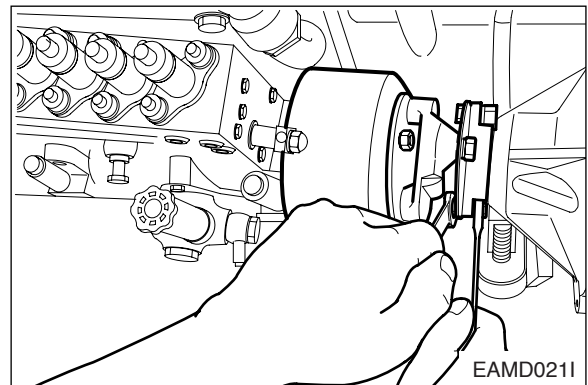


9.1.18. Injection pump

- Remove the oil supply pipe and return pipe connected to the fuel injection pump.
- Unscrew the bolts connecting the coupling and drive shaft, disassemble the injection pump mounting bolts, then detach the injection pump.



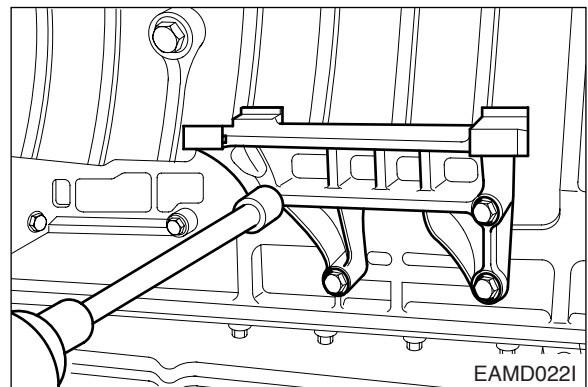
NOTE : After letting No.1 cylinder to the 'OT' position by turning the crankshaft, disassemble the injection pump.



- Release the pump fixing bracket bolts to disassemble the bracket from the cylinder block.

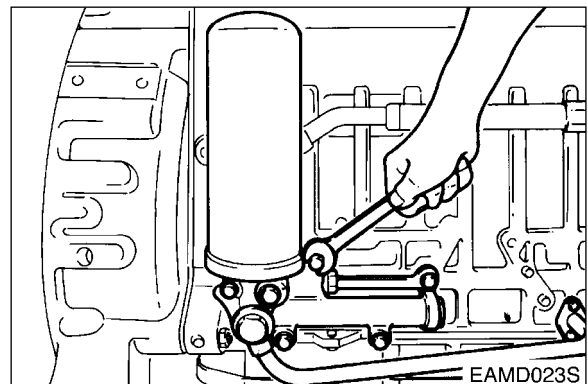


NOTE : Do not mix the disassembled shims. These should be reassembled to the original position.



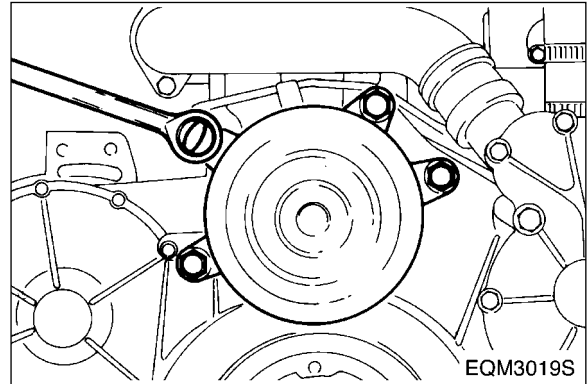
9.1.19. Oil filter

- Using a filter remover wrench, remove the oil filter cartridge.
- Remove the pipe connected to the oil cooler.
- Loosen the oil filter fixing bolts and disassemble the oil filter head from the cylinder block.



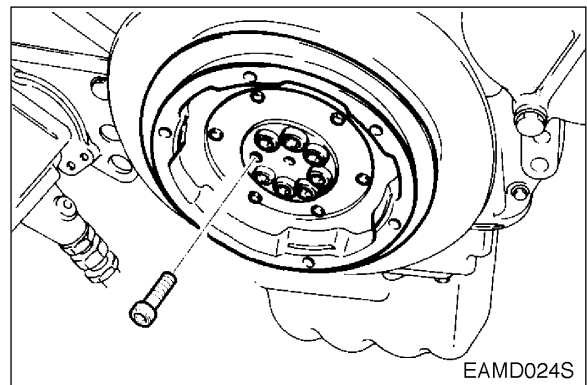
9.1.20. Fan drive pulley

- Remove the bolts and disassemble the fan drive pulley.



9.1.21. Vibration damper

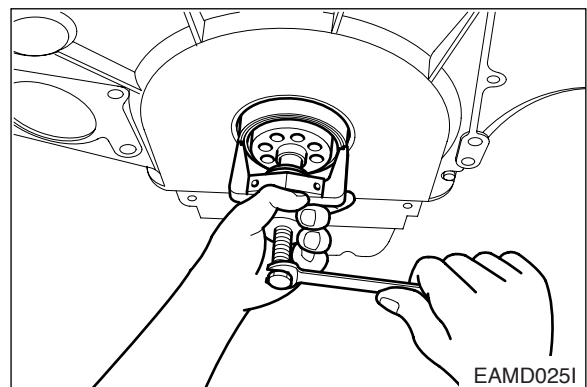
- Unscrew the pulley fixing bolts and disassemble the pulley-vibration damper assembly.
- Unscrew the vibration damper fixing bolts and disassemble the damper from the pulley.



9.1.22. Timing gear case cover

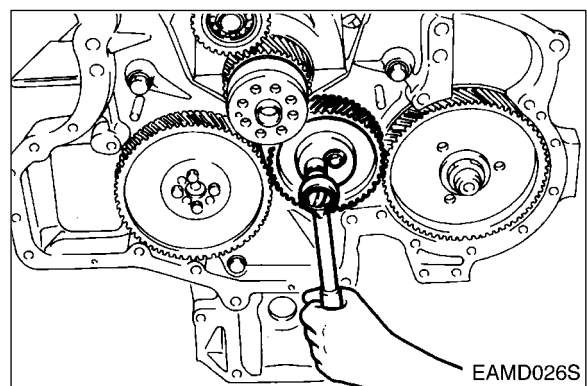


- Disassemble the oil seal using an oil seal removing jig.
- Remove the cover fixing bolts and disassemble the cover from the timing gear case.



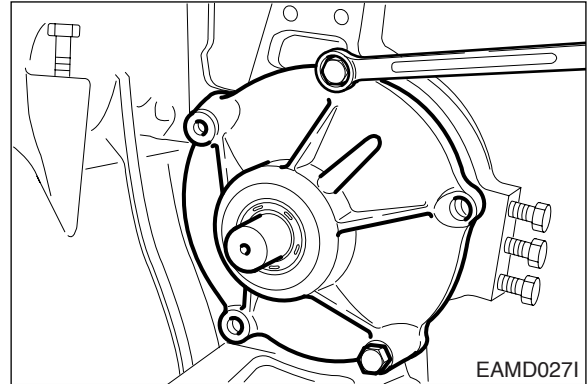
9.1.23. Idle gear

- Unscrew the idle gear fixing bolts and disassemble the thrust washer and idle gear.
- Disassemble the idle gear pin using a rubber hammer to prevent damage to them.



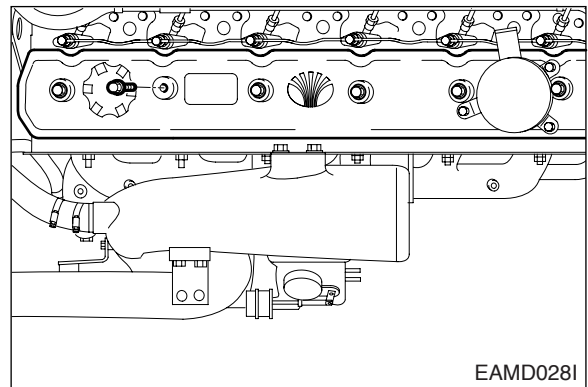
9.1.24. Fuel injection pump drive assembly

- Unscrew the injection pump drive shaft bearing housing fixing bolts and remove the injection pump drive assembly which the shaft, gear, bearings, and housing are put together.



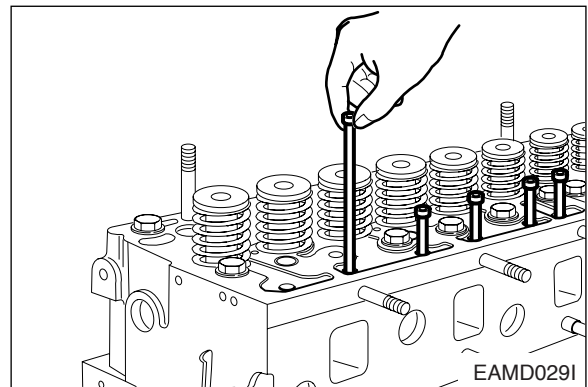
9.1.25. Cylinder head cover

- Unscrew the cover fixing bolts and disassemble the cover.
- Keep the bolts in an assembly state so that the packings and washers may not be lost, and keep the cover packing as assembled with the cover.



9.1.26. Rocker arm assembly

- Unscrew the rocker arm bracket bolts and remove the rocker arm assembly.
- Take off the snap rings to remove the washers and rocker arm, then unscrew the bracket fixing bolts to take off the bracket and springs.
- Take out the push rods.

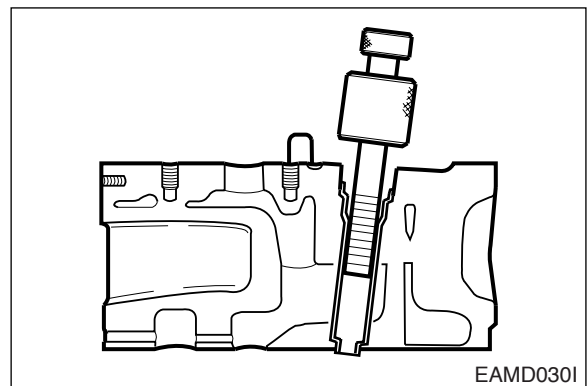


9.1.27. Injection nozzle

- Take off the injection pipes between the injection pump and injection nozzles.
- Remove the nozzle tube using nozzle tube removing jig.

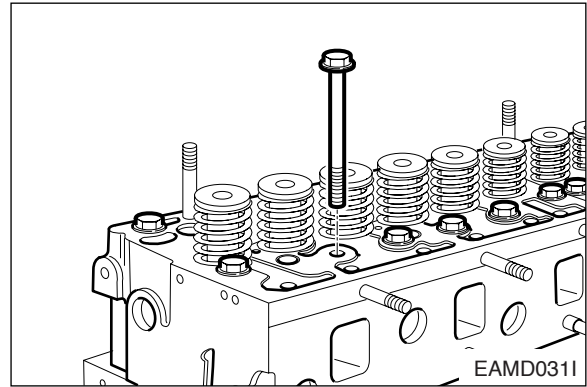


Do not disassemble injection nozzle unless coolant or gas come out.



9.1.28. Cylinder head

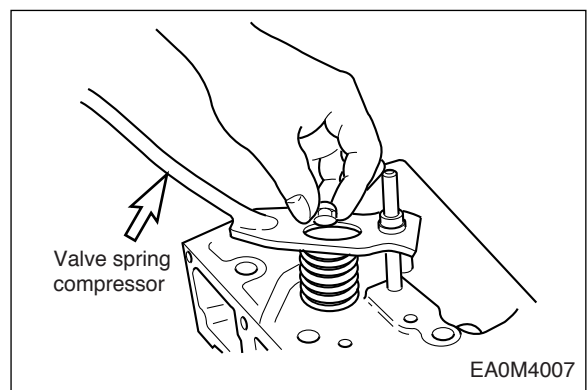
- Unscrew the cylinder head fixing bolts and take off the cylinder head.
- Remove the cylinder head gasket.



9.1.29. Valve and valve stem seal

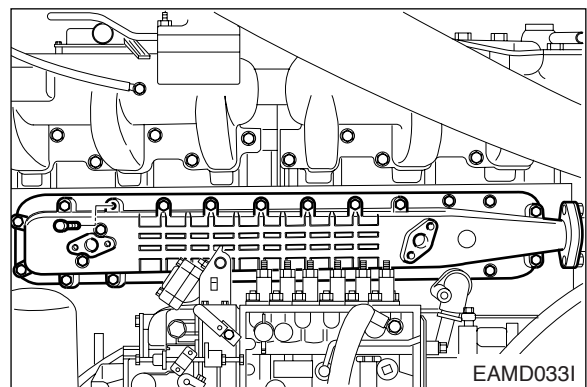


- Compress the valve spring retainer using a jig and take off the valve cotter pins.
- Disassemble the valve springs and retainers.
- Take off the valves.
- Remove using a general tool and discard the valve stem seals in order not to be re-used.



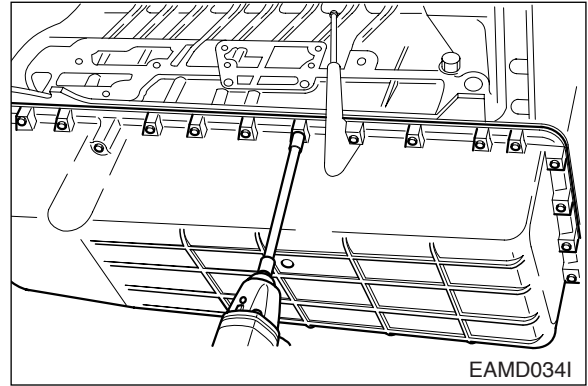
9.1.30. Oil cooler

- Remove the water pipe connected to the water pump.
- Remove the oil pipe connected to the cylinder block.
- Unscrew the oil cooler cover fixing bolts and disassemble the oil cooler assembly from the cylinder block.
- Unscrew the oil cooler fixing bolts and remove the oil cooler from the oil cooler cover.



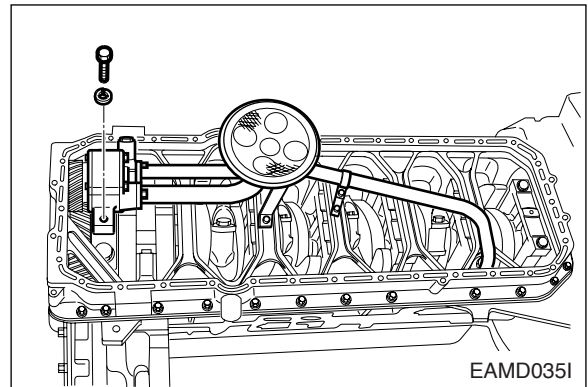
9.1.31. Oil pan

- Stand the engine with the flywheel housing facing the bottom.
- Release the oil pan fixing bolts, remove the stiffeners then disassemble the oil pan.



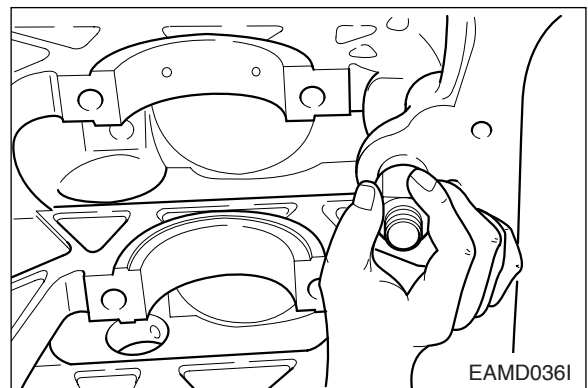
9.1.32. Oil pump and oil pipe

- Unscrew the oil suction pipe bracket bolts, releasing the pipe fixing bolts, then disassemble the oil suction pipe assembly.
- Disassemble the oil pipe feeding oil from the oil pump to the cylinder block.
- Unscrew the oil pump fixing bolts and disassemble the oil pump.



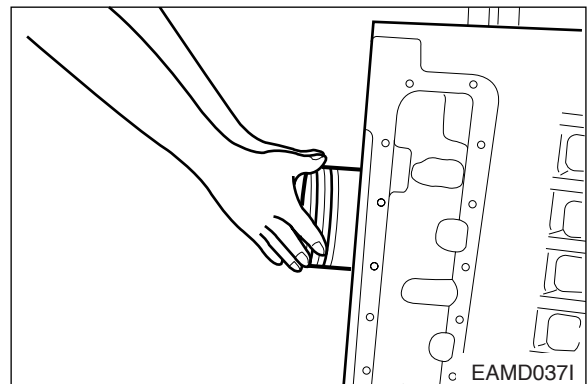
9.1.33. Relief valve

- Disassemble the relief valve.



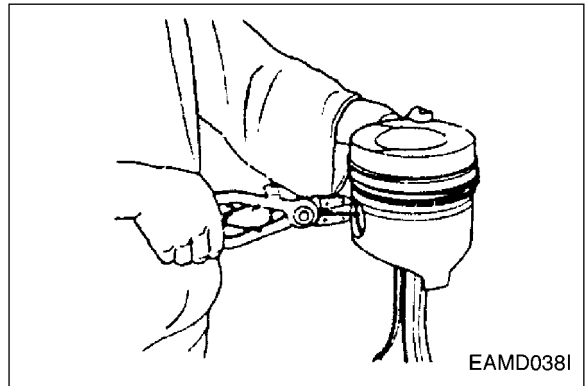
9.1.34. Piston and connection rod

- Disassemble the pistons by two cylinders while turning the crankshaft.
- Unscrew the connecting rod fixing bolts and take off the pistons and connecting rods in the direction of piston.

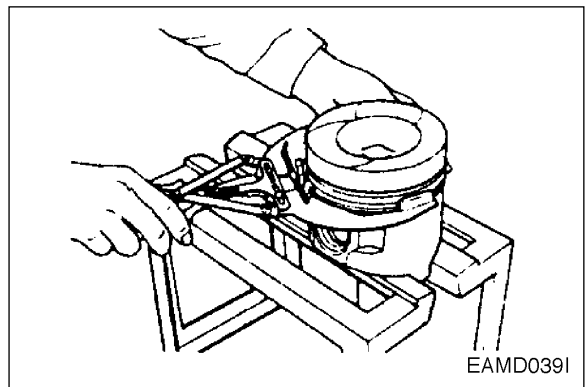




- Remove the piston pin snap rings, take off the piston pin, then disconnect the connecting rod from the piston.

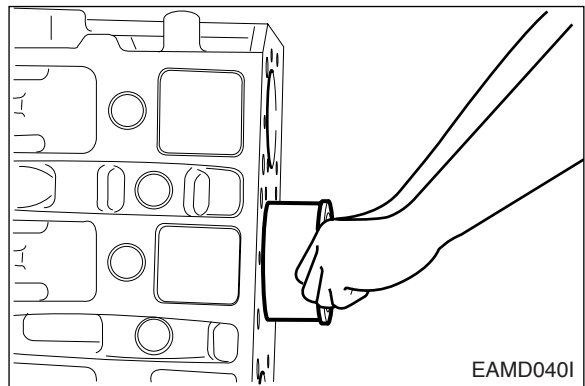


- Disassemble the piston rings using ring pliers.
- Use care not to interchange the disassembled parts and keep them in the sequence of cylinder No.



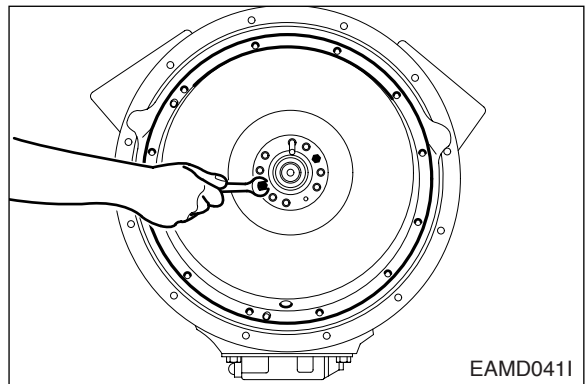
9.1.35. Cylinder liner

- Disassemble the cylinder liner using a liner puller.



9.1.36. Flywheel

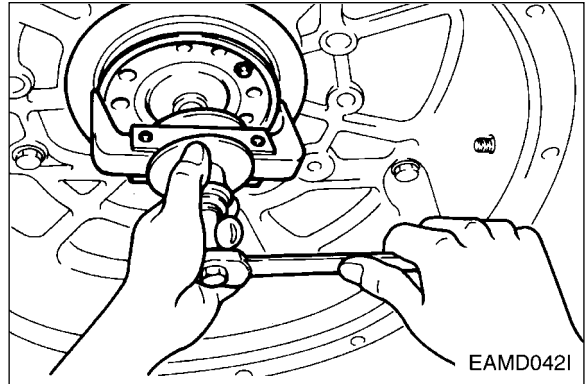
- Position the engine so that the head installing surface of the cylinder block faces down.
- Unscrew the flywheel fixing bolts and fit a dowel pin.
- Install flywheel disassembling bolts in the bolt holes machined on the flywheel, and disassemble the flywheel.



9.1.37. Oil seal

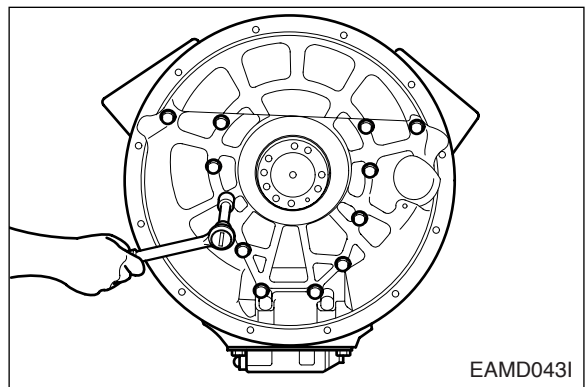


- Take off the rear oil seal using an oil seal disassembling jig.
- If only the inside guide ring is removed, use a special tool to take off the outside seal.



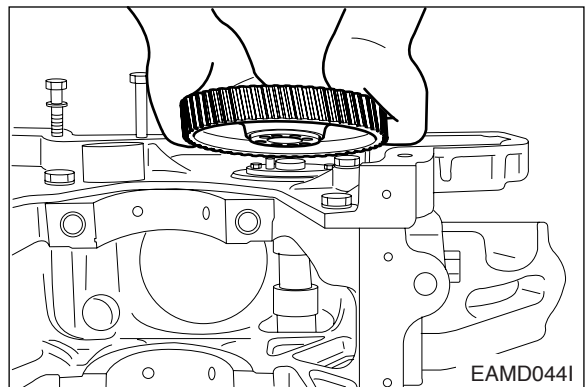
9.1.38. Flywheel housing

- Loosen the housing fixing bolts disassemble the flywheel housing.



9.1.39. Cam shaft and tappet

- Remove the cam shaft gear.
- Take off the cam shaft gear thrust washer.
- Take out the cam shaft using care not to damage the cam shaft.
- Slide out the tappets by hand.

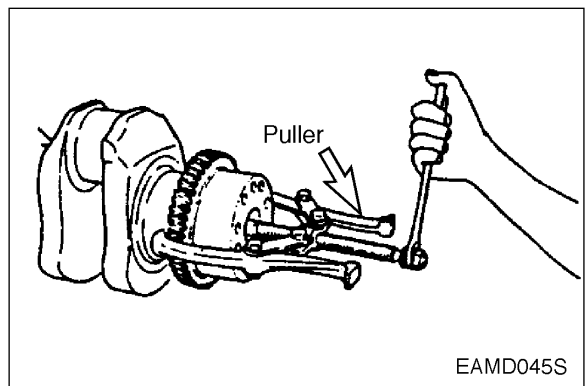


9.1.40. Crankshaft gear and oil pump idle gear

- Loosen the socket head bolts and take out the oil pump idle gear.

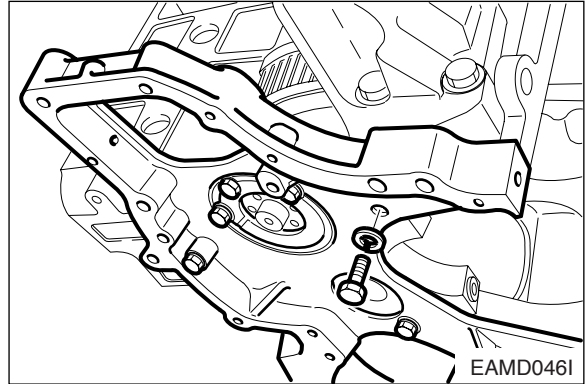


- Use a puller to remove the crankshaft gear.



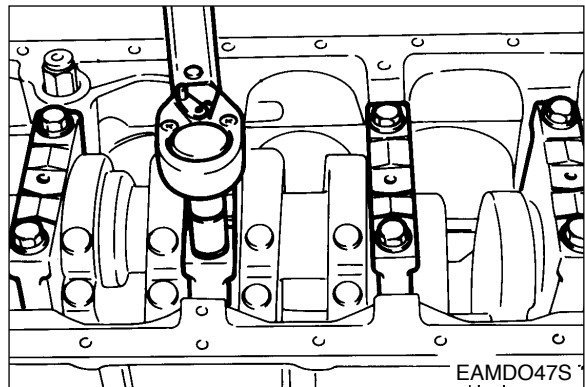
9.1.41. Timing gear case

- Unscrew the case fixing bolts and disassemble the timing gear case.



9.1.42. Crankshaft

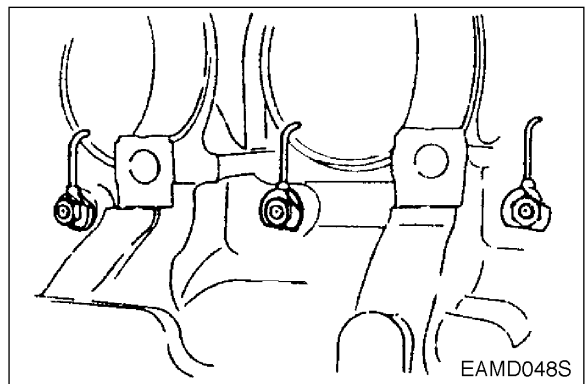
- Remove the bolts from bearing caps.
- Remove the main bearing cap fixing bolts in the order of assembling.
- (Remove them in the same way of the cylinder head bolts.)
- Maintain the removed bearing caps in the order of cylinders.
- Temporarily install the bolts at the both side of crankshaft, and lift the shaft with a rope.



NOTE : Do not mingle with the metal bearings and bearing caps randomly. To prevent mixing, temporarily assemble the metal bearings to the corresponding bearing caps in turn.

9.1.43. Oil spray nozzle

- Unscrew the fixing bolt and remove the oil spray nozzles.



9.2. Inspection

9.2.1. Cylinder block



- 1) Clean the cylinder block thoroughly and make a visual inspection for cracks or damage.
- 2) Replace if cracked or severely damaged, and correct if slightly damaged.
- 3) Check oil and water flow lines for restriction or corrosion.
- 4) Make a hydraulic test to check for any cracks or air leaks.(Hydraulic test) :

Stop up each outlet port of water/oil passages in the cylinder block, apply air pressure of about 4kg/cm² against the inlet ports, then immerse the cylinder block in water for about 1 minute to check any leaks. (Water temperature: 70 °C)

9.2.2. Cylinder head



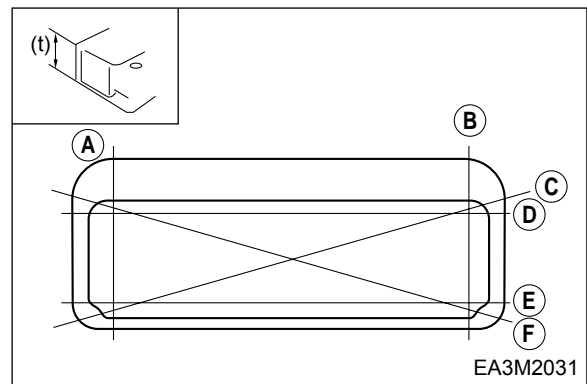
1) Inspection

- Carefully remove carbon from the lower face of the cylinder head using nonmetallic material to prevent scratching of the valve seat faces.
- Check the entire cylinder head for very fine cracks or damage invisible to ordinary sight using a hydraulic tester or a magnetic flaw detector.



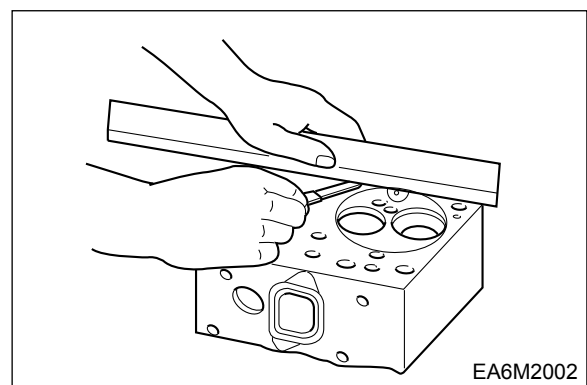
2) Distortion at the lower face

- Measure the amount of distortion using a straight edge and a feeler gauge at six positions (A ~ F) as shown in the right figure.
- If the measured value exceeds the standard value, retrace the head with grinding paper of fine grain size to correct such defect.
- If the measured value exceeds the maximum allowable limit, replace the cylinder head.



Lower face warpage and height

	Standard	Limit
Warpage	0.2 mm or less	0.3 mm
Thickness : t (reference)	114.95 ~ 115.0 mm	113.9 mm





3) flatness

Measure flatness of the intake/exhaust manifolds fitting surfaces on the cylinder head using a straight edge and a feeler gauge.

Standard	Limit
0.05 mm	0.2 mm



4) Hydraulic test

Hydraulic test method for the cylinder head is same as that for cylinder block.

9.2.3. Valve and valve guide

1) Valve

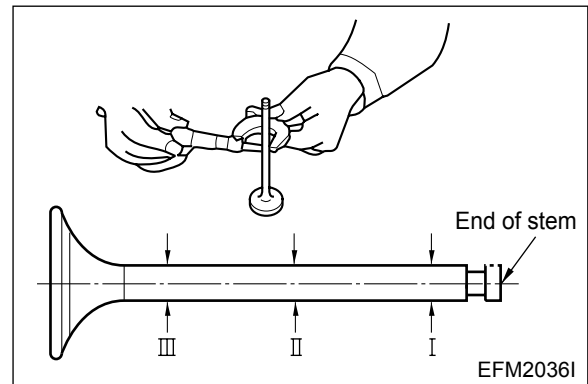
Clean the valves with clean diesel oil, then inspect them as follows:



• Valve stem outer diameter

Measure the valve stem outer diameter at 3 positions. (top, middle, and bottom) If the amount of wear is beyond the limit, replace the valve.

Dimension Description	Standard	Limit
Intake valve stem	ϕ 8.950~ ϕ 8.970 mm	ϕ 0.02 mm
Exhaust valve stem	ϕ 8.935~ ϕ 8.955 mm	ϕ 0.02 mm



• Valve seat contacting faces

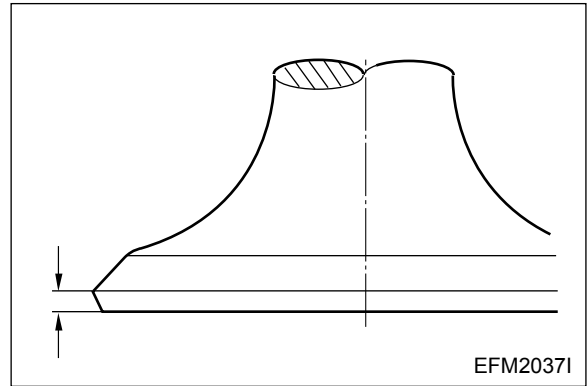
Check the valve seat contacting faces for scratches or wear, and correct the faces with grinding paper as necessary. Replace if severely damaged.



● **Valve head thickness**

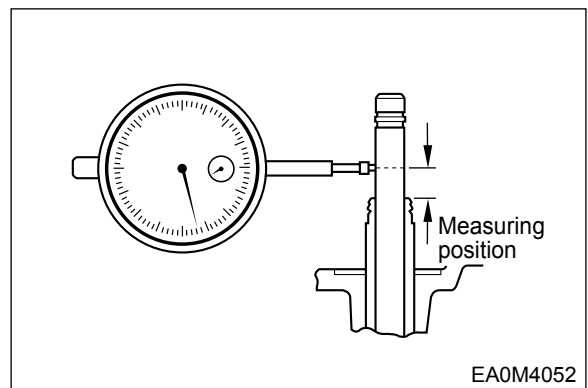
Measure the valve head thickness, and replace the valve if the measured value is beyond the limit.

Dimension Description	Standard	Limit
Intake valve	1.5 mm	1 mm or less
Exhaust valve	1.5 mm	0.9 mm or less



2) Valve guide

- Install the valve into the valve guide and measure the clearance between them by valve movement. If the clearance is excessive, measure the valve and replace either the valve or the valve guide, whichever worn more.



Valve stem end play

	Standard	Limit
Intake valve	0.04 ~ 0.07 mm	0.2 mm
Exhaust valve	0.06 ~ 0.09 mm	0.25 mm



- Install the valve into the cylinder head valve guide, then check and see if it is centered with the valve seat using a special tool.



3) Valve seat

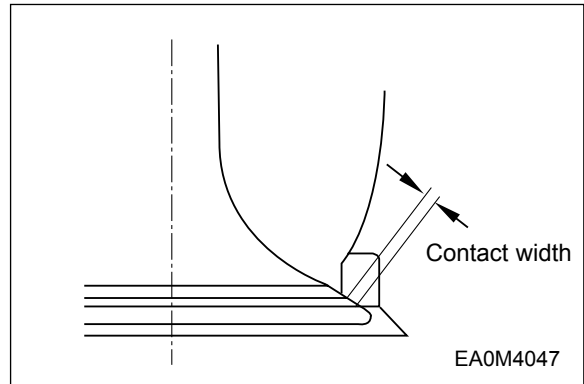


● Contacting face amount

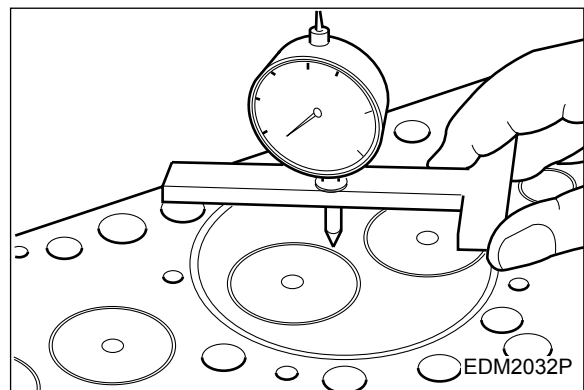
Measure the contacting face between intake valve and exhaust valve seat for valve seat wear, and replace if the measured value exceeds the specified limit.

Valve contact width

Standard	Limit
1.5 mm	2.0 mm



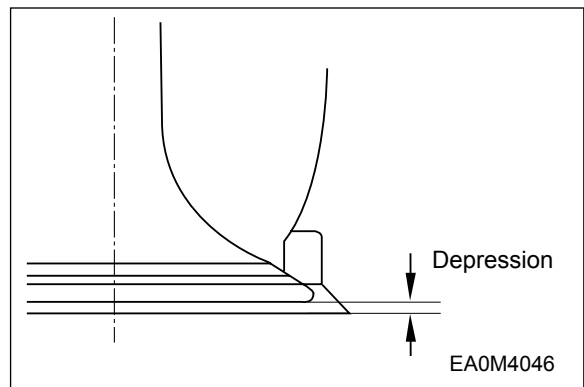
- Install the valve into the valve seat on the cylinder head, and check the amount of depression of the valve from the lower portion of the cylinder head using a dial gauge.



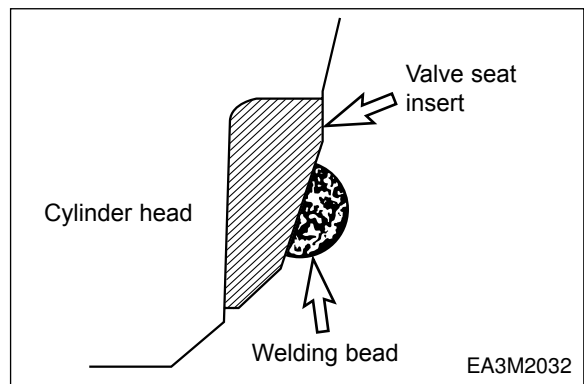
Valve Depression

	Standard	Limit
Intake & Exhaust	0 ~ 0.3 mm	0.55 mm

If the amount of depression is beyond the specified limit, replace the valve seat.



- For removal of the valve seat, apply arc welding work to two points of valve seat insert, and pull out the valve seat insert with inner extractor.





- For assembling of a new valve seat, by putting it among the dry ices of an ice box previously for about 2 hours for the cold shrinkage, and press it in the cylinder head by a special tool. (bench press)
- Apply the valve lapping compound on the valve head seating face and lap the valve seat by turning it until it is seated in its position, then wipe out the lapping compound.



Note : Clean the valve and cylinder head with light oil or equivalent after the valve seat finishing is completed, and make sure that there are no grinding materials remained.

4) Valve spring



- **Visual check**

Visually check the exterior of the valve springs for damage, and replace if necessary.

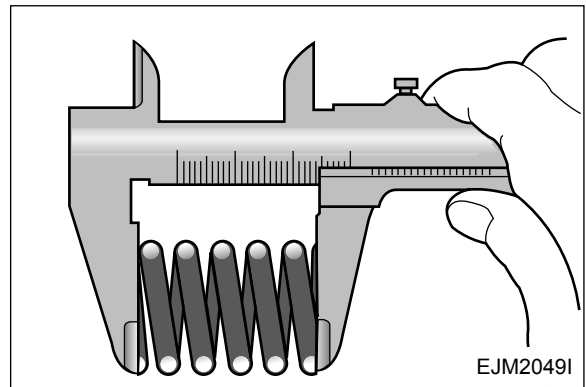


- **Valve spring free length**

Use a vernier caliper to measure the valve spring free length.

If the measured value is less than the specified limit, the valve spring must be replaced.

Spring free Length		Standard
Intake valve		75.5 mm
Exhaust valve	Inner	65 mm
	Outer	75.5 mm

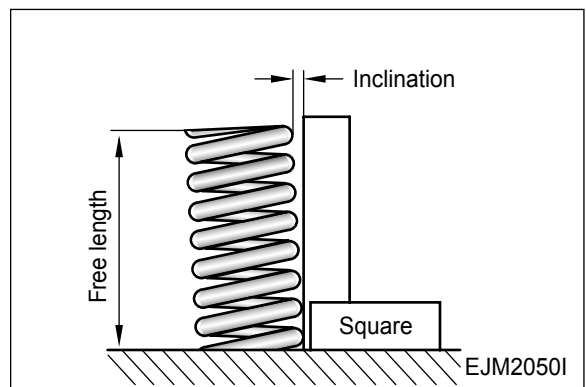


- **Valve spring inclination**

Use a surface plate and a square to measure the valve spring inclination.

If the measured value exceeds the specified limit, the valve spring must be replaced.

	Standard	Limit
Valve spring Inclination	1.0 mm	2.0 mm

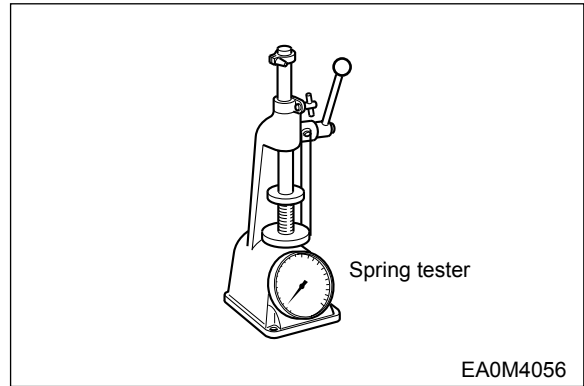




● **Valve spring tension**

Use a spring tester to measure the valve spring tension if the measured value is less than the specified limit, the valve spring must be replaced.

	Set Length		Spring force	Limit
Intake valve	Valve Spring Tension at 37mm Set Length		61.8 ~ 68.3 kg	61.8 kg
Exhaust valve	Inner	34 mm	36.1 ~ 39.9 kg	36.1 kg



9.2.4. Rocker arm shaft assembly

1) Rocker arm shaft

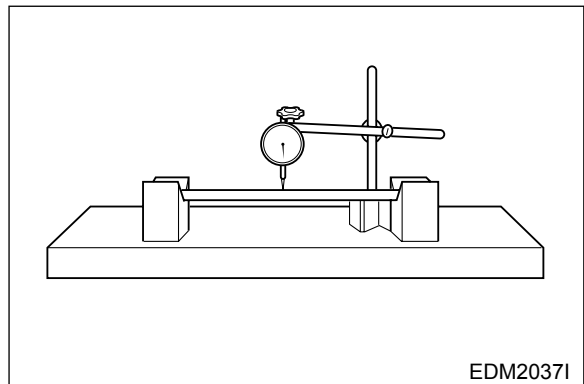


● **Rocker arm shaft run-out**

Place the rocker arm shaft on two V blocks and inspect the shaft for bend using a dial gauge.

If the amount of this run-out is small, press the shaft with a bench press to correct the run-out. Replace the shaft if the measured value exceeds the limit.

Limit	0.2 mm
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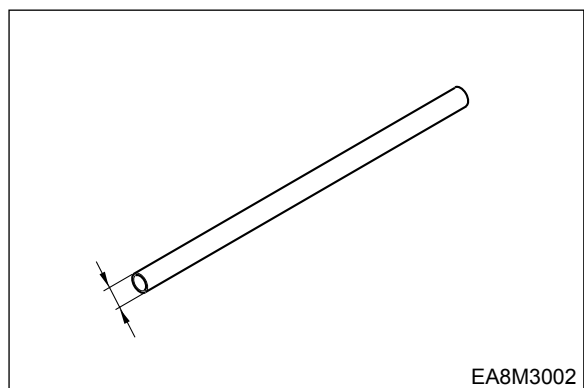


● **Rocker arm shaft diameter**

With an outside micrometer, measure the rocker arm shaft diameter at the point where the rocker arms have been installed.

Replace the rocker arm if the amount of wear is beyond the specified limit.

Standard	Limit
φ 23.978 ~ φ 23.959 mm	φ 23.75 mm



2) Rocker arm



• Visual check

Visually check the face of the rocker arm in contact with the valve stem end for scores and step wear. If the wear is small, correct it with an oil stone or grinding paper of fine grain size. Rocker arm with a considerable amount of step wear should be replaced.

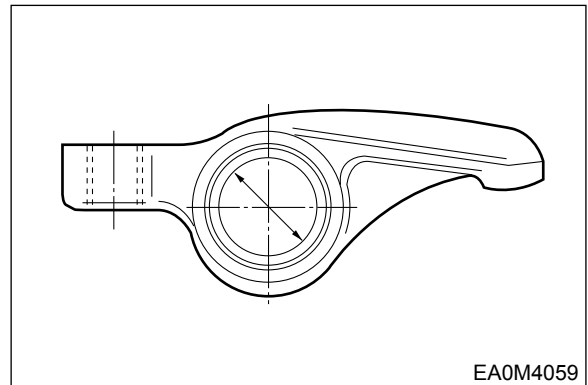


• Diameter of the rocker arm bushing

Measure the inside diameter of the rocker arm bushing with an inside micrometer or vernier calipers, and compare the measured values with the rocker arm shaft diameter. If the clearance exceeds the limit, replace either bushing or shaft, whichever worn more.

<Clearance>

Standard	Limit
0.020 ~ 0.093 mm	0.25 mm



3) Tappet and push rod



• Clearance

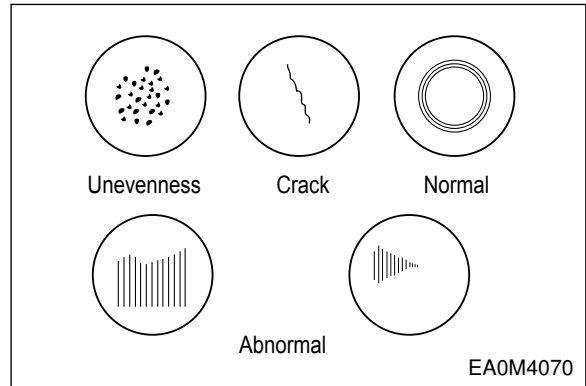
Measure the clearance of the tappet and tappet holes of the cylinder block. If the value is beyond the specified limit, replace tappets.

Standard	Limit
0.035 ~ 0.077 mm	0.1 mm



● **Visual check of tappet**

Visually check the face of the tappets in contact with the cam for pitting, scores or cracks, and replace if severely damaged. If the amount of cracks or pitting is small, correct with an oil stone or grinding paper.

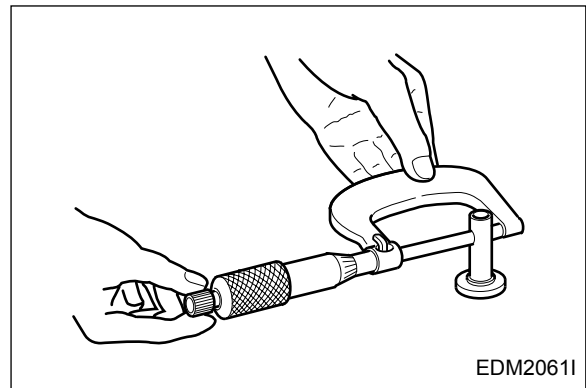


● **Outside diameter**

With an outside micrometer, measure the tappet outside diameter. If the measured value is beyond the limit, replace tappets.

Tappet Dia	$\phi 19.944 \sim \phi 19.965 \text{ mm}$
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	Standard	Limit
Tappet Clearance	0.035~0.077mm	0.1mm

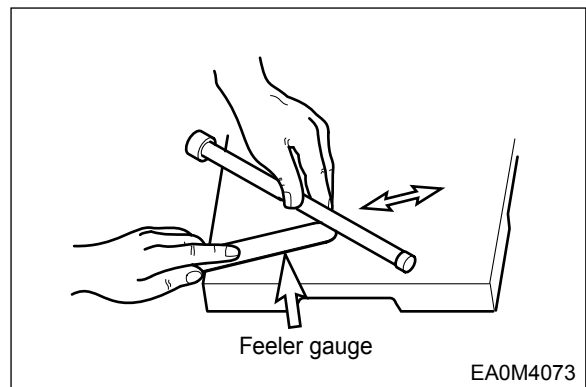


● **Push rod run-out**

Limit	0.3 mm or less
--------------	----------------

Use a feeler gauge to measure the push rod run-out.

Roll the push rod along a smooth flat surface as shown in the figure.



9.2.5. Cam shaft

1) Cam

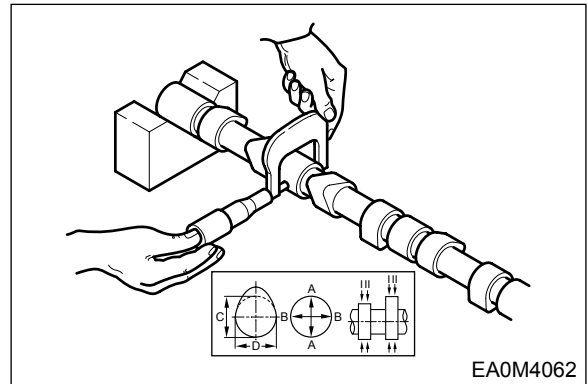


• Cam lobe height

	Standard	Limit
Cam journal diameter(A,B)	$\phi 59.86 \sim \phi 59.88$ mm	$\phi 59.52$ mm

Use a micrometer to measure the cam journal diameter.

If the measured number is less than the specified limit, the camshaft must be replaced.



EA0M4062



• Cam surface

Inspect the cam face for scratch or damage.

Slight step wear or damage on the cam face may be corrected with oil stone or oiled grinding paper. But, replace if severely damaged.

2) Cam shaft



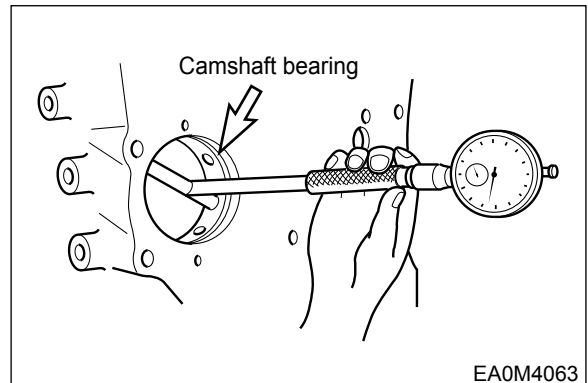
• Clearance between camshaft journal and camshaft bush

- With an outside micrometer, measure the camshaft journal diameter.
- Measure the inside diameter of the camshaft bushing on the cylinder block using a cylinder bore indicator, and compare the measured value with the camshaft outside diameter to determine the clearance.

<Clearance>

Standard	Limit
0.050 ~ 0.128 mm	0.2 mm

Replace the bushing if the measured value is beyond the specified limit.



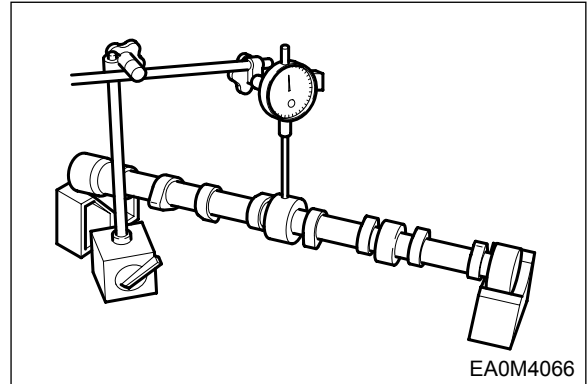
EA0M4063



● Run-out

Support the camshaft on two V blocks and check for run-out using a dial indicator. Correct or replace the cam shaft if the amount of run-out is beyond the value indicating need for servicing.

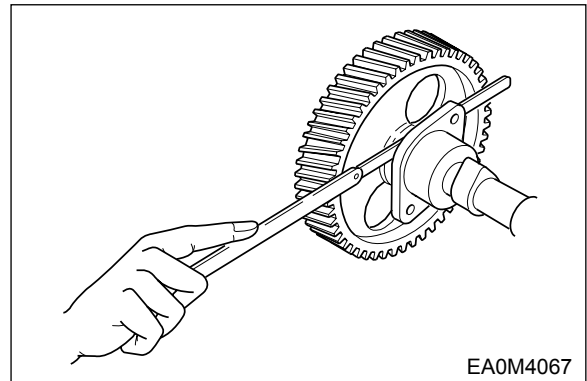
Standard	Limit
0.05 mm	0.2 mm



3) Cam shaft end play

- Push the thrust plate toward the cam gear.
- With a feeler gauge, measure the clearance between the thrust plate and camshaft journal.
- If the end play is excessive, replace the thrust plate.

Standard	Limit
0.13 ~ 0.27 mm	0.3 mm



9.2.6. Crank shaft



1) Defect check

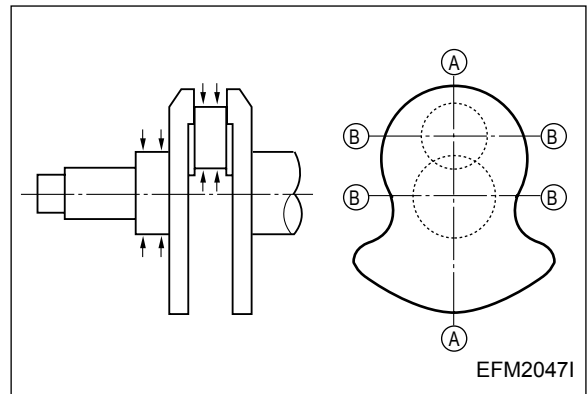
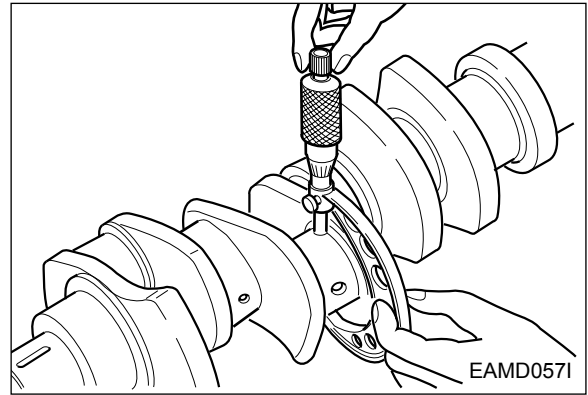
- Visually check the crankshaft journal and crank pins for scores or cracks.
- Using a magnetic particle test and color check, inspect the crankshaft for cracks, and replace the crankshaft which has cracks.

2) Wear



- With an outside micrometer measure the diameter of the crankshaft journals and pins in the directions as shown, and compare the measured values to determine the amount of wear.
- If the amount of wear is beyond the limit, have the crankshaft ground and install undersize bearings. However, if the amount of wear is within the limit, you can correct the wear using an oil stone or oiled grinding paper of fine grain size. (Be sure to use grinding paper which has been immersed in oil.)

	Standard	Limit
Journal diameter	$\phi 95.966 \sim \phi 95.988 \text{ mm}$	$\phi 95 \text{ mm}$
Pin diameter	$\phi 82.966 \sim \phi 82.988 \text{ mm}$	$\phi 82 \text{ mm}$



* Undersize bearings available

- ◆ Standard
- ◆ 0.25 (Inside diameter is 0.25 mm lesser than the standard size.)
- ◆ 0.50 (Inside diameter is 0.50 mm lesser than the standard size.)
- ◆ 0.75 (Inside diameter is 0.75 mm lesser than the standard size.)
- ◆ 1.00 (Inside diameter is 1.00 mm lesser than the standard size.)

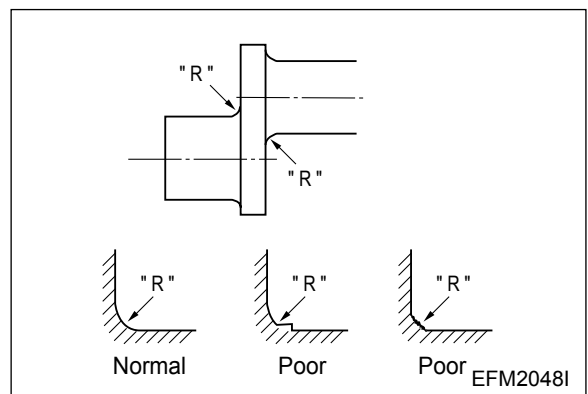
Undersize bearings are available in 4 different sizes as indicated above, and the crankshaft can be reground to the above sizes.



Note : When regrounding the crankshaft as described below, the fillet section 'R' should be finished correctly. Avoid sharp corners or insufficient fillet.

* Standard values of 'R'

- ① Crankshaft Pin 'R': $4.5 \begin{smallmatrix} 0 \\ -0.2 \end{smallmatrix}$
- ② Crankshaft journal 'R': $4 \begin{smallmatrix} 0 \\ -0.2 \end{smallmatrix}$

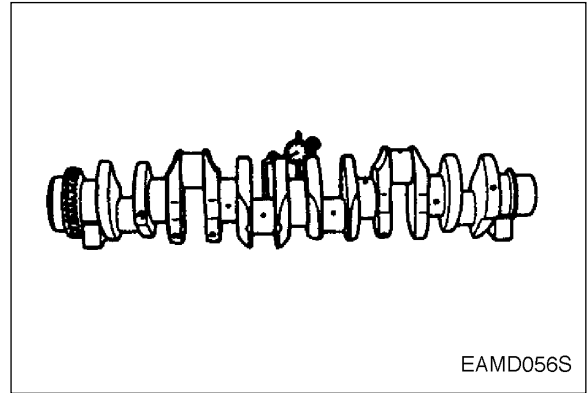


3) Crankshaft run-out



- Support the crankshaft on V blocks.
- Turn the crankshaft with a dial indicator placed on the surface plate and take the amount of crankshaft run-out.

Standard	Limit
0.05 mm	0.1 mm



9.2.7. Crank shaft bearing and connection rod bearing

1) Visual check



Visually check the crankshaft bearing and connecting rod bearing for scores, uneven wear or damage.

2) Oil clearance between crankshaft and bearing.

- Main bearing clearance (Method 1)



Install the main bearing in the cylinder block, tighten the bearing cap to specified torque, then measure the inside diameter.



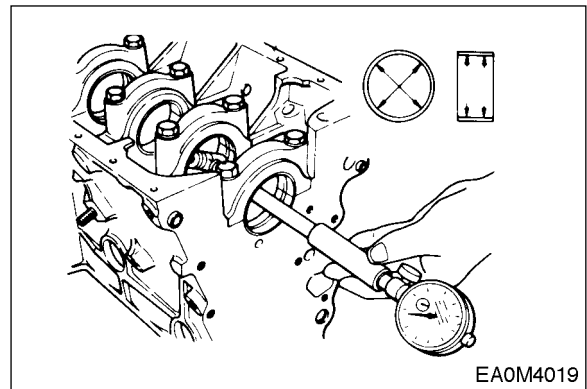
Torque	30 kg•m
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Standard Dia.	∅ 96.06 ~ ∅ 96.108 mm
----------------------	-----------------------

Compare the two values obtained through measurement of main bearing inside diameter with the outside diameters of crankshaft journals to determine the oil clearance.

<Main bearing oil clearance>

Standard	Limit
0.072 ~ 0.142 mm	0.25 mm



● **Connecting rod bearing clearance**

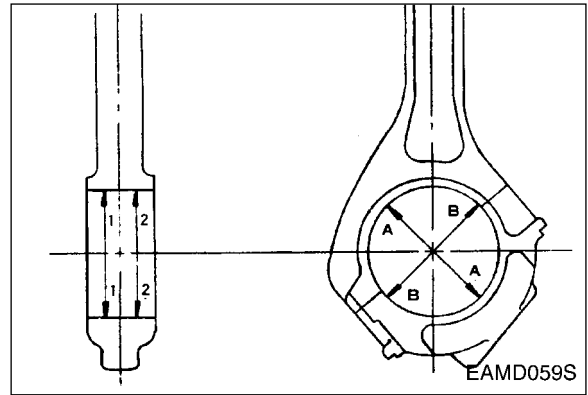


Install the connecting rod bearing in the connecting rod bearing cap, tighten the connecting rod cap bolts to the specified torque, then measure the inside diameter.



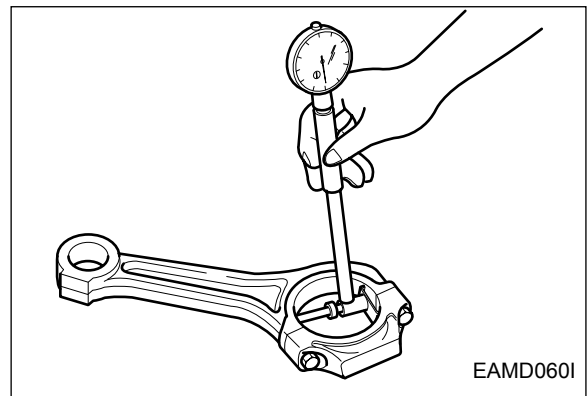
Torque	28 kg•m
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Standard Dia.	∅ 83.02 ~ ∅ 83.092 mm
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Compare the two values obtained through measurement of connecting rod bearing inside diameter with the outside diameters of crankshaft pins to determine the oil clearance.

Standard	Limit
0.032 ~ 0.102 mm	0.20 mm



● If the clearance deviates from the specified range, have the crankshaft journals and pins ground and install undersize bearings.

● **Connecting rod bearing clearance**



(Method 2 : with plastic gauge)



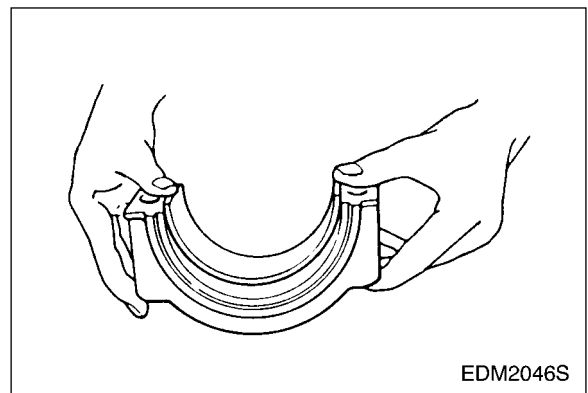
Assemble the crankshaft on the cylinder block and put the plastic gauge on journal and pin of crankshaft and then after assembling bearing cap, tighten the bolts at the specific torque. Again after disassembling the bearing cap by removing the bolts, take out the flatted plastic gauge and measure the width of plastic gauge by means of plastic gauge measuring scale. This is the oil clearance.

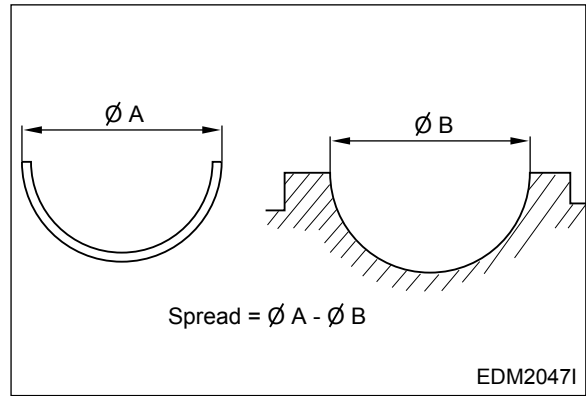
3) Bearing spread and crush

● **Inspection**



Check to see that the bearing requires a considerable amount of finger pressure at reassembly operation.



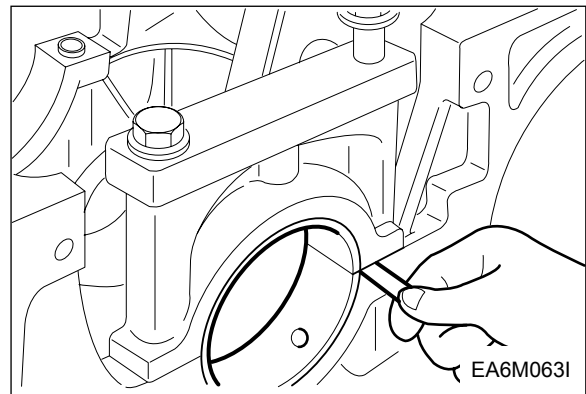


● **Crankshaft bearing crush**



Install the bearing and cap in the cylinder block, retighten the bolts to specified torque, unscrew out one bolt completely, then measure the clearance between the bearing cap and cylinder block using a feeler gauge.

Standard Dia.	0.15 ~ 0.25 mm
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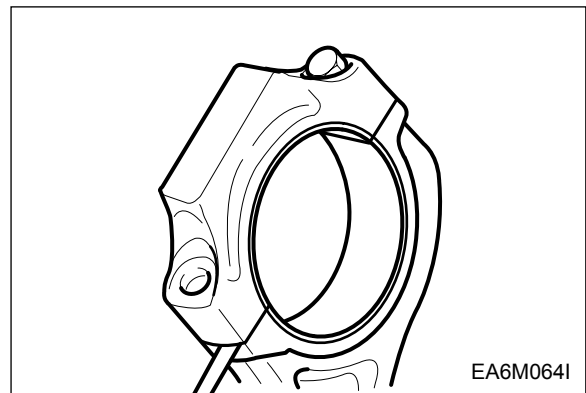


● **Connecting rod bearing crush**



Install the bearing and cap in the connecting rod big end, retighten the bolts to specified torque, unscrew out one bolt completely, then measure the clearance between the bearing cap and connecting rod big end using a feeler gauge.

Standard	0.086 ~ 0.116 mm
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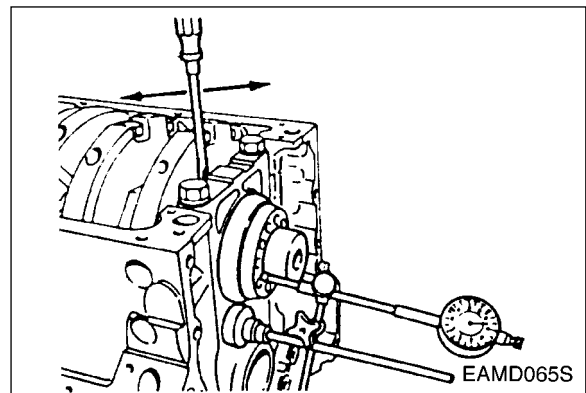
4) crank shaft end play

● Assemble the crankshaft to the cylinder block.



● With a dial gauge, measure crankshaft end play.

Standard	Limit
0.15 ~ 0.325 mm	0.5 mm



9.2.8. Piston

1) Visual check



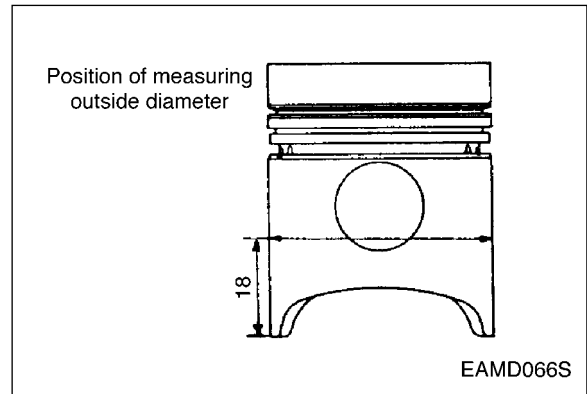
Visually check the pistons for cracks, scuff or wear, paying particular attention to the ring groove.

2) Clearance between the piston and cylinder liner



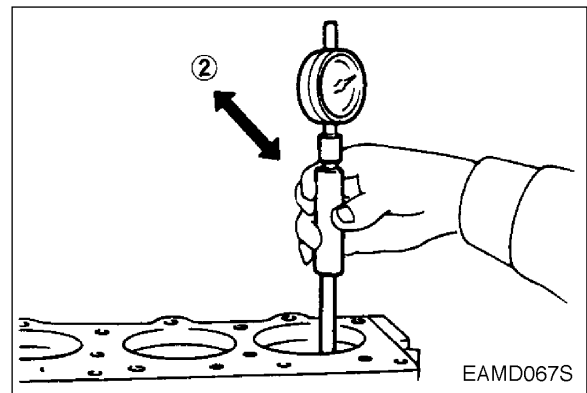
- With an outside micrometer, measure the piston outside diameter at a point 18mm away from the lower end of piston skirt in a direction at a right angle to the piston pin hole.

Standard	ϕ 122.433 ~ ϕ 127.863 mm
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- Using a cylinder bore gauge, measure cylinder liner inside diameter at 3 points (cylinder top ring contacting face, middle, and oil ring contacting face on BDC) in a direction at an angle of 45°. Take the mean value with the largest and smallest values excepted.

Standard	Limit
ϕ 123 ~ ϕ 123.023 mm	ϕ 123.223 mm



- The clearance is computed by subtracting the piston outside diameter from the cylinder liner inside diameter. Replace either piston or cylinder liner, whichever damaged more, if the clearance is beyond the specified limit.

Clearance between piston and liner

Standard	0.109 ~ 0.166 mm
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9.2.9. Piston rings

1) Visual check



Replace the piston rings with new ones if detected worn or broken when the engine is overhauled.

2) Piston ring gap

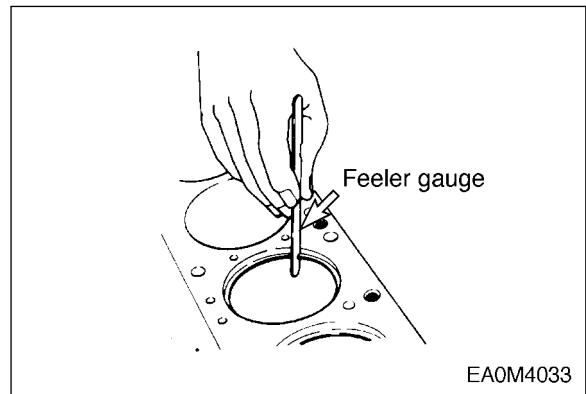
- Insert the piston ring into the upper portion of the cylinder liner bore so that it is held at a right angle to the cylinder liner wall.



- Measure the piston ring gap with a feeler gauge.

	Standard	Limit
Top ring	0.30 ~ 0.45 mm	1.5 mm
2nd ring	0.35 ~ 0.50 mm	1.5 mm
Oil ring	0.30 ~ 0.50 mm	1.5 mm

Replace piston rings with new ones if the gap is beyond the limit

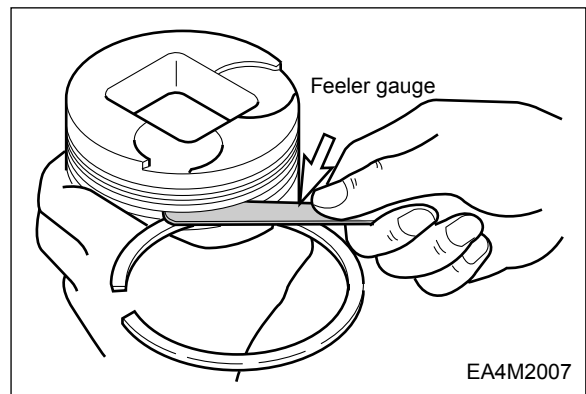


3) Piston ring side clearance

- Fit the compression ring and oil ring in the piston ring groove.
- With a feeler gauge, measure side clearance of each ring, and replace either the ring or piston if the measured value is beyond the specified limit.



	Standard	Limit
Top ring	0.105 ~ 0.155 mm	
2nd ring	0.07 ~ 0.102 mm	0.15 mm
Oil ring	0.05 ~ 0.085 mm	0.15 mm



4) Piston ring tension



With a tension tester, measure piston ring tension. Replace the piston ring if the measured value is beyond the limit.

	Standard
Top ring	2.27 ~ 3.41 kg
2nd ring	2.0 ~ 3.0 kg
Oil ring	4.03 ~ 5.57 kg

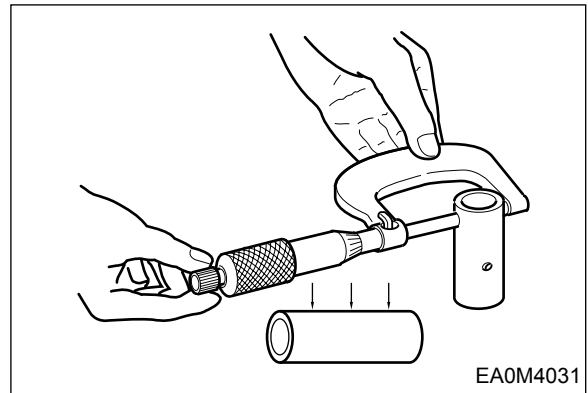
9.2.10. Piston pin

1) Wear



Measure the amount of wear on the piston pin at the points as shown. The measured values are beyond the limit (0.005 mm or greater), replace the pin

Standard	Limit
$\phi 44.995 \sim \phi 45 \text{ mm}$	$\phi 44.990 \text{ mm or less}$



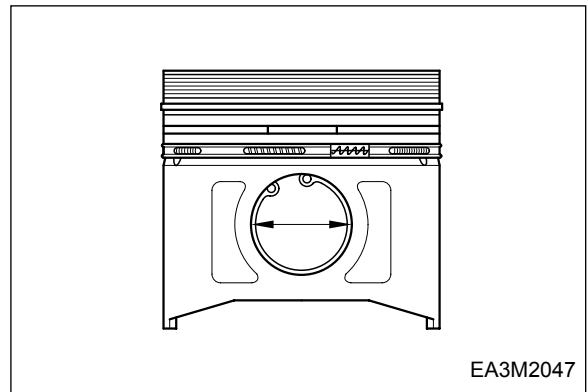
EA0M4031

2) Clearance



Measure the clearance between the piston pin and connecting rod bushing, and replace either of them, whichever damaged more, if the measured value is beyond the limit.

Standard	Limit
0.003 ~ 0.009 mm	0.011 mm



EA3M2047

3) Condition check



Check the engaged condition of the piston and piston pin. If it is possible to force the pin into the piston heated with piston heater, the piston is normal. When replacing the piston, be sure to replace the piston pin together.

9.2.11. Connecting rod

1) Distorsion



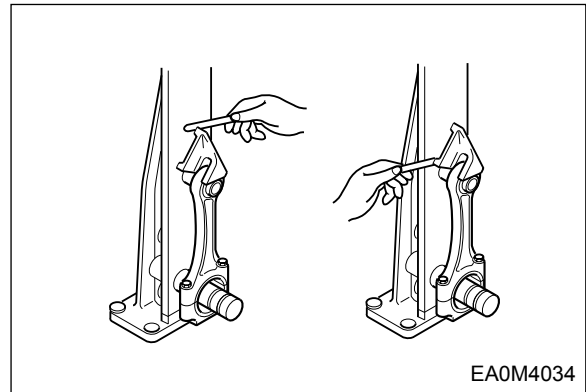
Check the connecting rod for distortion. As shown in the figure below, install the connecting rod to the connecting rod tester, and check for distortion using a feeler gauge. If the connecting rod is found distorted, never re-use it but replace with a new one.

2) Holes alignment (parallelism)



Measure the alignment of the connecting rod piston pin bushing holes with connecting rod big end holes. At this time also, use both connecting rod tester and feeler gauge.

Standard	Limit
0.05 mm	0.1 mm or less



3) Wear



- Assemble the connecting rod to the crankshaft and measure connecting rod big end side clearance using a feeler gauge.
- Assemble the connecting rod to the piston and measure connecting rod small end side clearance.
- If the measured values are beyond the limit, replace the connecting rod.

Limit	0.5 mm
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9.3. Reassembly

9.3.1. General precautions

- Wash clean all the disassembled parts, particularly oil and water ports, using compressed air, then check that they are free from restrictions.
- Arrange the general and special tools in order for engine assembly operation.
- To wet each sliding part, prepare the clean engine oil.
- Prepare service materials such as sealant, gaskets, etc.
- Discard used gaskets, seal rings, and consumable parts, and replace with new ones.
- Apply only the specified torque for bolts in the specified tightening order and avoid over-tightening.
- Be sure to check that all the engine parts operate smoothly after being reassembled.
- Check the bolts for looseness after preliminary reassembly.
- After completing the engine reassembly operation, check if there is missing parts or shortage of parts.
- Keep your hands clean during the working.

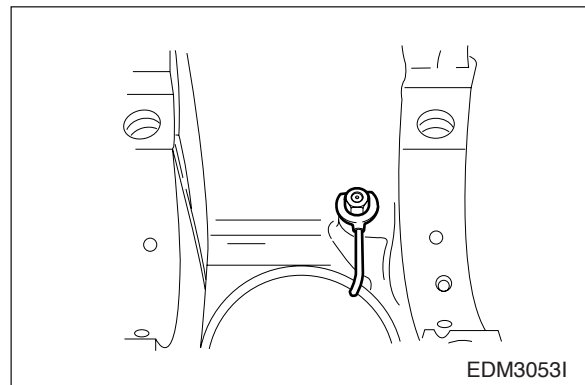
9.3.2. Cylinder block

Cover the floor of the workshop with wood plate or thick paper to prevent damage to the cylinder head and place the cylinder block with the head fitting surface facing downward.

9.3.3. Oil spray nozzle



Tighten and assemble the oil spray nozzle flange with fixing bolts using the spray nozzle jig.



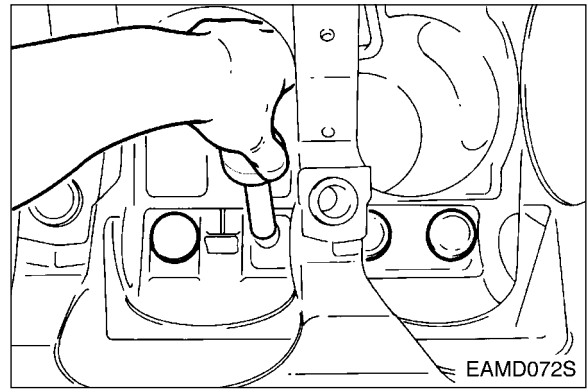
9.3.4. Tappet and cam shaft



- Undercool a new bush with dry ice for about 2 hours and press it into position in the cylinder block using a bench press. After the pressing operation, measure the inside diameter of the cam bush to check if it is not deformed.



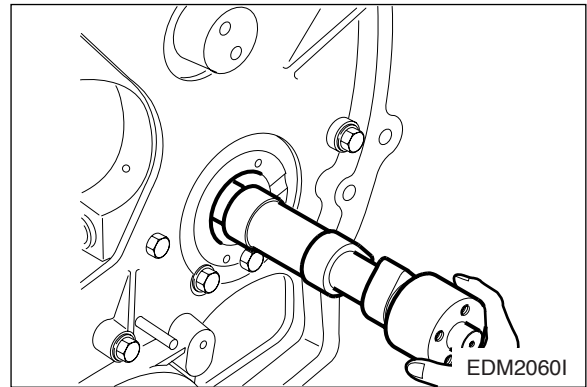
- Apply engine oil to the entire face of the tappets and slide them into the tappet holes on the cylinder block.



- Wet the cam bush inside diameter and camshaft with oil, and carefully assemble them while turning the camshaft.



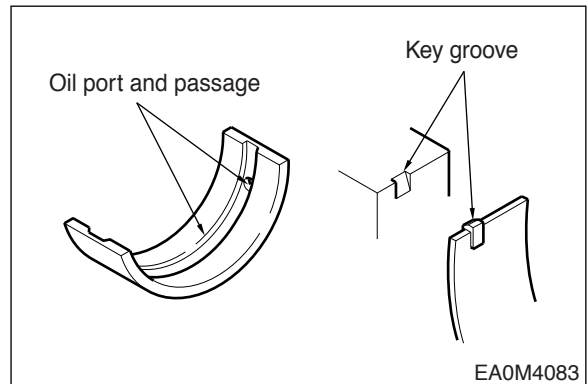
- Check to see that the camshaft rotates smoothly.



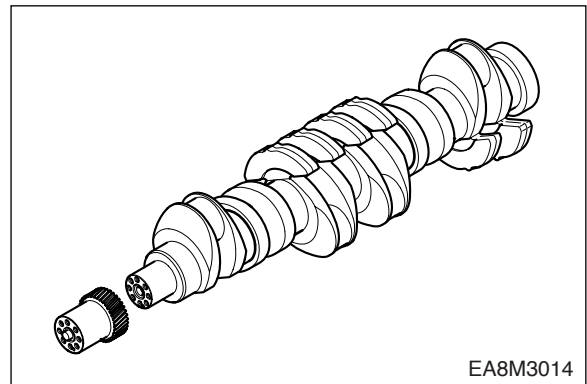
9.3.5. Crankshaft



- Install the main bearing machined with two holes in the cylinder block so that the key is aligned with the key groove, then apply oil to the bearing surface.

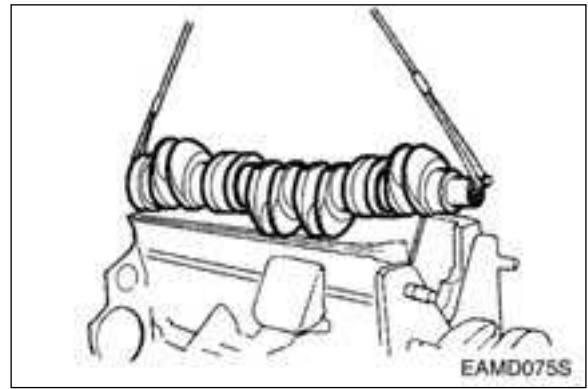


- Heat the crankshaft gear for at least 10 minutes to 120°C, then apply sealant (Loctite # 641) to the inside wall of the heated crankshaft gear evenly before inserting it to the end of crankshaft.

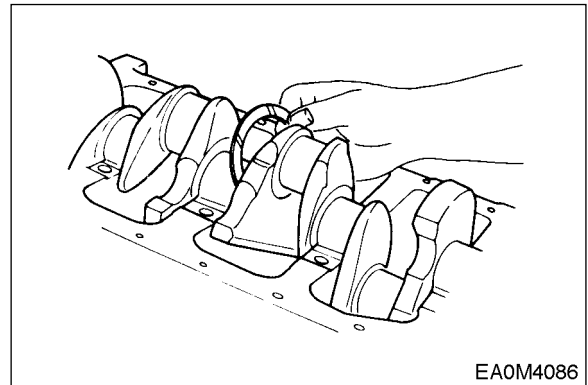




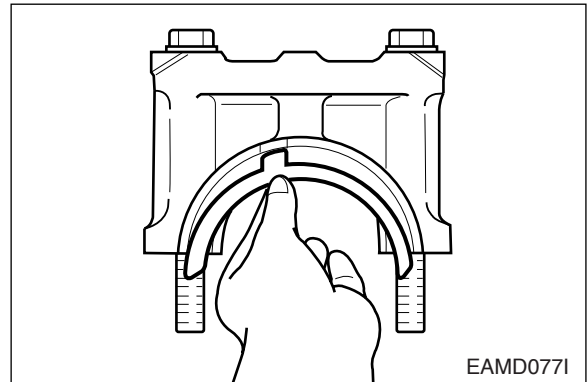
- Semi-tighten a bolt at both sides of the crankshaft, apply engine oil to journals and pins, then assemble the crankshaft with the cylinder block by tightening the fixing bolts.



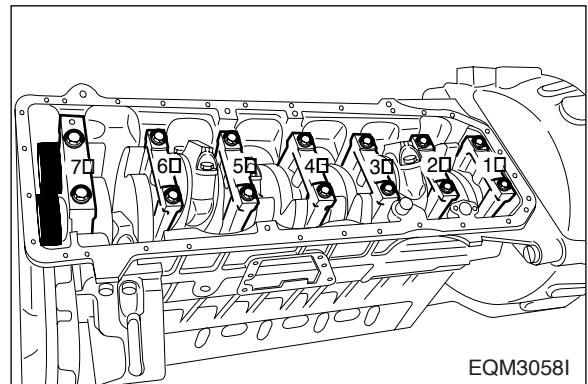
- Install the oiled thrust washers with the oil groove facing outward.



- Install the bearing and thrust washers to the bearing cap and apply oil to the bearing and thrust washers.



- Install the bearing cap by matching the cylinder block No. with the bearing cap No.





- Apply oil to the entire part of the bearing cap bolts, then tighten in tightening sequence to specified torque.



Torque	30 kg•m
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- After semi-tightening both bolts evenly, tighten them diagonally specified torque using a torque wrench as follows.

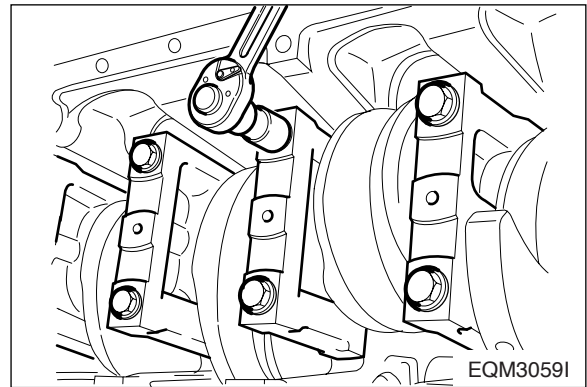
<Tightening order>

- (1) First stage : Coat engine oil over the bolts.
- (2) Second stage : Temporary assemble the bolts about 1 ~ 2 threads
- (3) Third stage : With impact wrench, tighten up to about 15 kg.m
- (4) Fourth stage : With torque wrench, tighten up to about 25 kg.m
- (5) Fifth stage : By means of torque wrench, tighten finally in the specified torque. (30 kg.m).

- Tighten the bearing cap in the sequence of 4-3-5-2-6-1-7.



- Check to see that the assembled crankshaft turns smoothly.



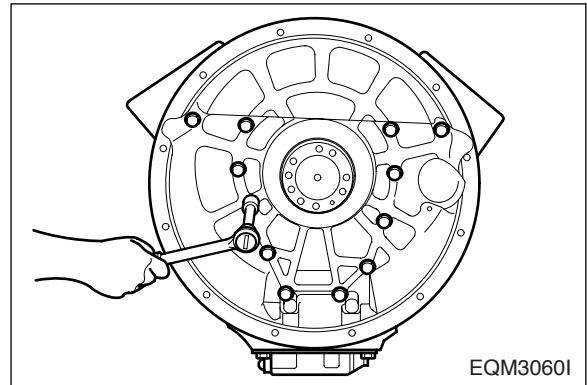
9.3.6. Flywheel housing

- Temporarily install the guide bar on the cylinder block.
- Apply gasket to the cylinder block.



- Using the dowel pin and guide bar, install the flywheel housing and tighten the fixing bolts in a diagonal sequence to specified torque.

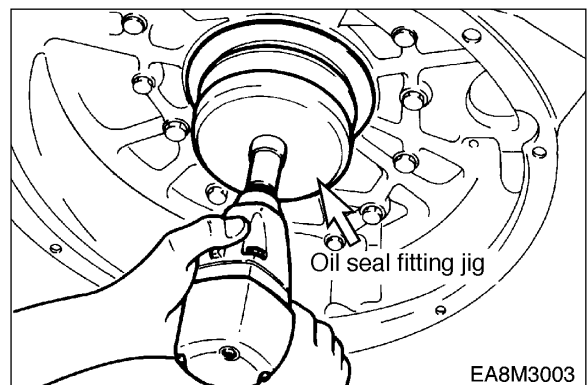
Torque	12 kg•m
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9.3.7. Rear oil seal



- Apply lubricating oil to the outside of the oil seal and flywheel housing inside diameter and fit them over the crank shaft, then assemble the oil seal using an oil seal fitting jig.



9.3.8. Flywheel



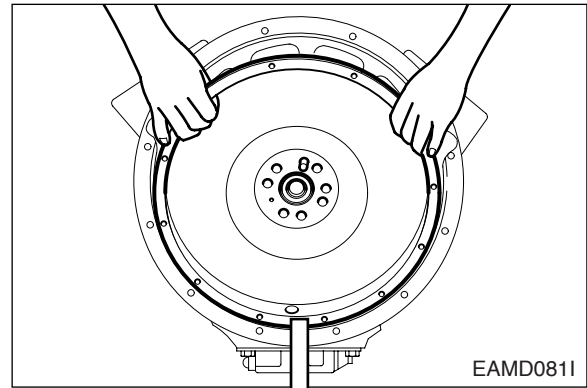
- Install a guide bar into a bolt hole on the crank shaft, and lift the flywheel to align the dowel pin with the pin hole on the flywheel for temporary assembly operation.

- Install bolts in the remaining holes, take out the guide bar, then install a bolt in the hole where the guide bar had been inserted.

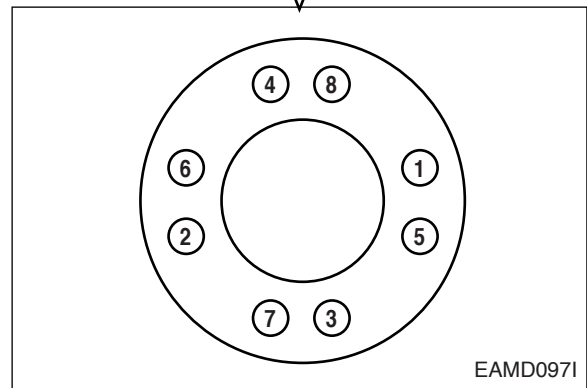


- Tighten the fixing bolts using a torque wrench in a diagonal sequence to specified torque.

Torque	18 kg•m
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EAMD0811

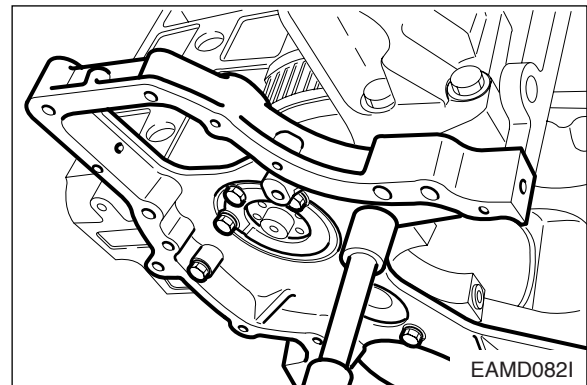


EAMD0971

9.3.9. Timing gear case



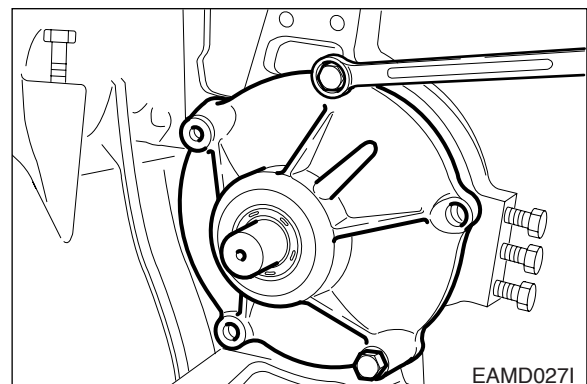
- Mount gasket using dowel pin on the cylinder block.
- Install the timing gear case by aligning the dowel pin with the dowel pin hole on the timing gear case.



EAMD0821

9.3.10. Fuel injection pump drive gear assembly

- Mount gasket by aligning the bolt holes with the pin holes on the bearing housing.
- Tighten up the fixing bolts in the direction of fuel injection pump.



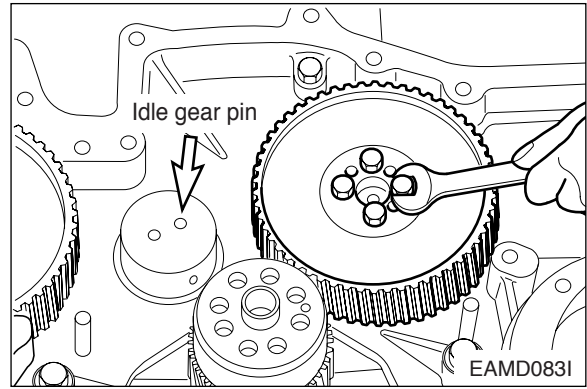
EAMD0271

9.3.11. Timing gear

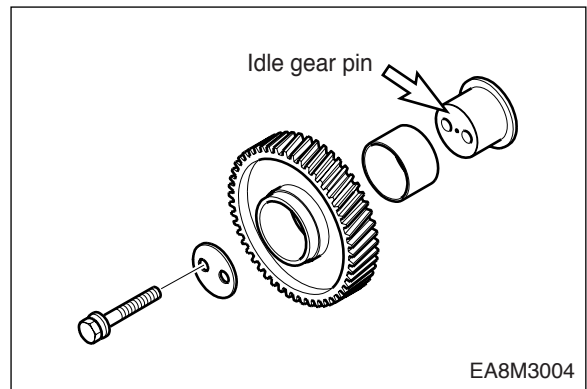
- Install the oil pump idle gear onto the No.7 bearing cap.
- Install a thrust washer over the camshaft and assemble the cam gear by aligning it with camshaft key groove.



Torque	3.1 kg·m
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- With the oil port on the idle gear pin facing the cylinder block, install the idle gear pin.

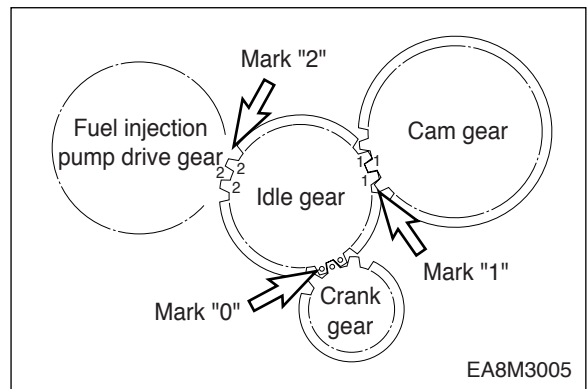


- Install the idle gear by coinciding the marks impressed on the crank gear, cam gear, fuel injection pump drive gear, and idle gear.



- Install a thrust washer on the idle gear and tighten to specified torque.

Torque	7.4 kg·m
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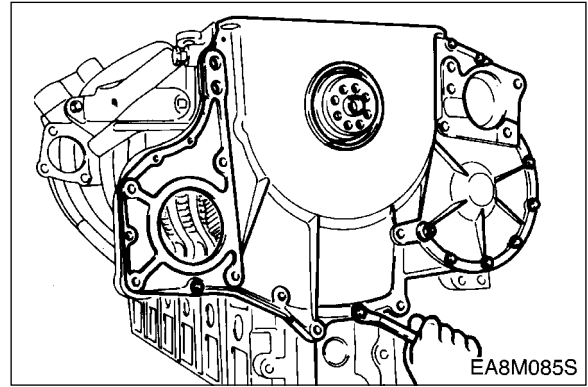


- Check and adjust the amount of backlash between gears using a feeler gauge.

Measuring position (between)	Backlash	Limit
Cam gear & idle gear	0.16 ~ 0.28 mm	0.35 mm
Crank gear & idle gear	0.16 ~ 0.28 mm	0.35 mm
Injection pump & idle gear	0.16 ~ 0.28 mm	0.35 mm

9.3.12. Timing gear case cover

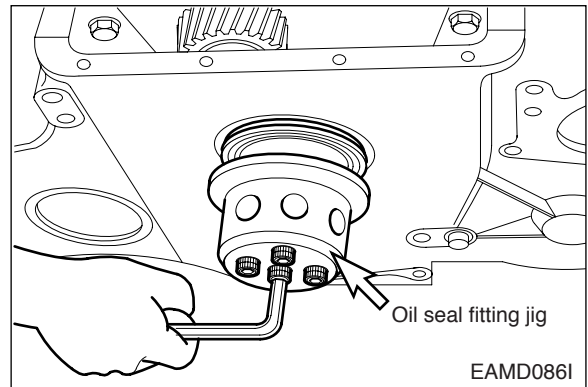
- Install dowel pin on the timing gear case.
- Mount a gasket by aligning the fixing bolt holes with those on the gasket.
- Align the dowel pin with the cover pin hole, then install the cover with light tap.
- Tighten the fixing bolts beginning with the oil pan fitting face.



9.3.13. Front oil seal



- Apply lubricating oil to the outside of the oil seal and timing gear case inside diameter and fit them over the crankshaft, then assemble the oil seal using an oil seal fitting jig.

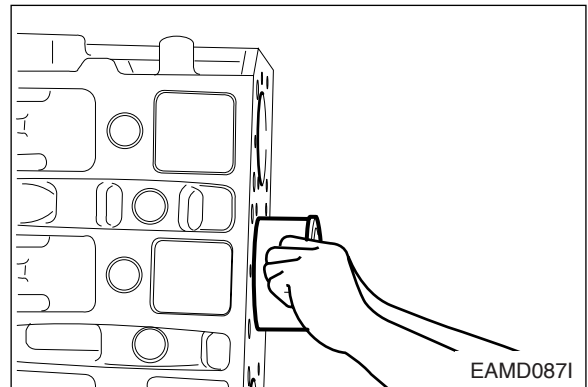


9.3.14. Cylinder liner

- Stand the cylinder block so that the flywheel faces downward.
- Thoroughly clean the liner flange fitting surface and bore inside with compressed air to prevent the entry of foreign substances.
- After the cleaning operation, make the cylinder liner dried up and push it into the cylinder block by hand.



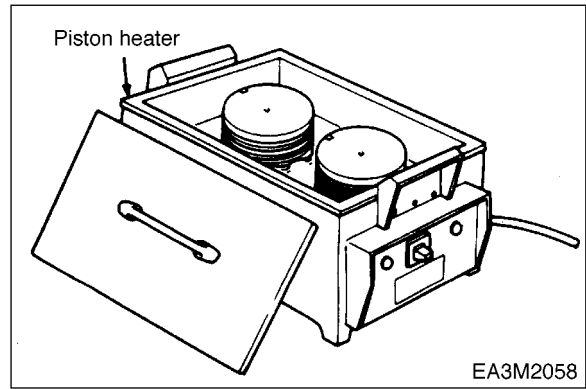
- Wet the liner inside diameter with engine oil.



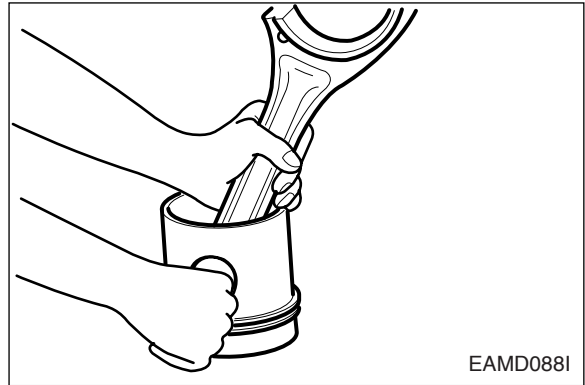
9.3.15. Piston and connecting rod



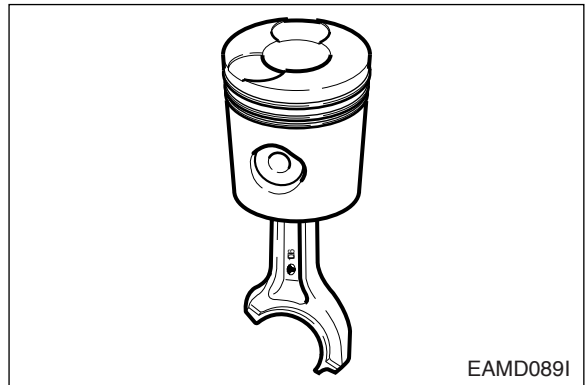
- Use a piston heater to heat the piston approximately 100 °C (212 °F) for 5 minutes.



- Align the piston pin hole with the oiled connecting rod small end and press the piston pin (by lightly tapping with a rubber hammer) to assemble the connecting rod with the piston.



- Noting the direction of the piston, make the longer side (machined with key groove on the bearing) of the connecting rod big end and the mark of '🌸' impressed on the inside of the piston face each other in opposite directions. On the piston head surface, the longer side of connecting rod big end is in opposite direction from the valve seating surface as well as in the same direction with the narrow margin of combustion chamber.



- Install the snap rings and check to see that it is securely assembled.



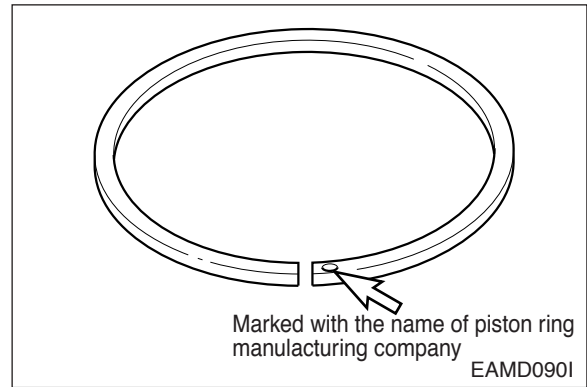
- Install the piston ring in the piston using piston ring pliers.



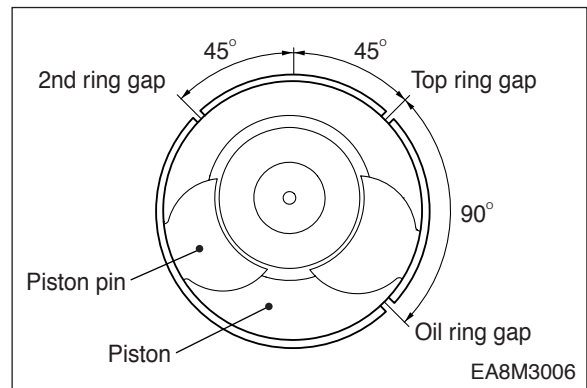
- Identify the mark "Y" or "TOP" on the ring end to prevent the top and bottom of the piston ring is interchanged each other and make the marked top face upward.



Note : Be sure to make the piston ring end marked face("Y" or "TOP") upward.

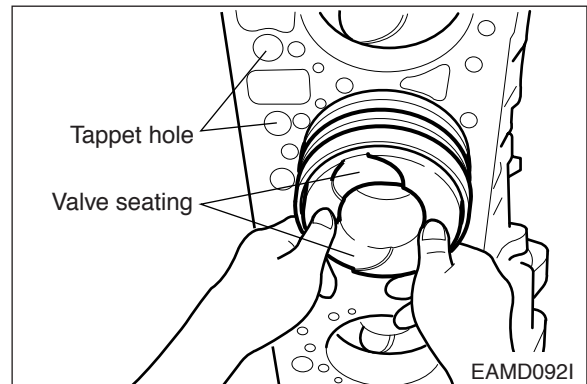


- Adjust the angle among individual piston ring gaps to 90° and fit a piston assembling jig onto the piston, Use care not to match the ring gaps with the pin direction.



- Install the bearing by aligning it with the connecting rod key groove and apply oil to the bearing and piston.

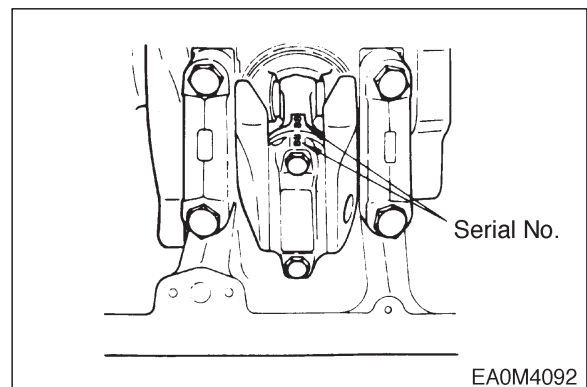
- Position the valve seating surface toward the tappet hole and insert the piston with hand. Use care not to damage the cylinder liner and piston, and slightly lift and insert the piston into the cylinder so that the ring may not be damaged by the fillet of the liner.



- Install the bearing in the connecting rod cap and apply oil.



- Make sure that the manufacture serial numbers impressed on the connecting rod cap and connecting rod big end are identical, and install the connecting rod cap by aligning it with dowel pin.





- Wet the fixing bolts with oil, semi-tighten them with hand, tighten them to specified torque using a torque wrench as follows.

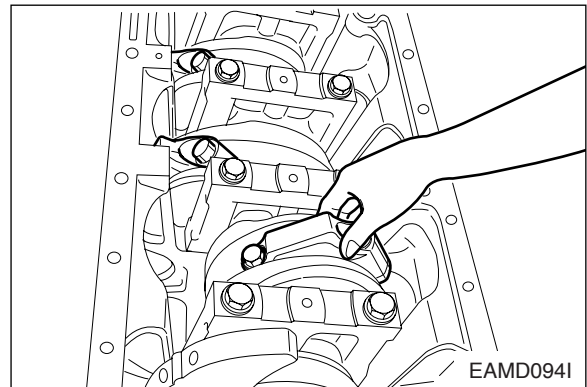
<Tightening order>

- (1) First stage : Coat engine oil over bolts
- (2) Second stage : Temporary screw the bolt about 1 ~ 2 threads
- (3) Third stage : With torque wrench, tighten at about 15 kg.m
- (4) Fourth stage : With torque wrench, tighten up to about 22 kg.m
- (5) Fifth stage : Finally, tighten in the specified torque 28kg.m with torque wrench .

Torque	28 kg·m
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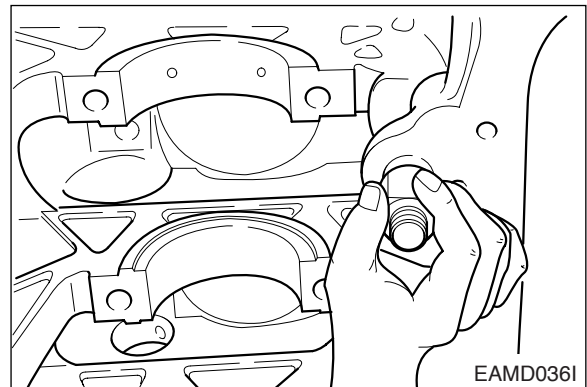


- Move the bearing cap with hand, and release and reassemble it if no movement is detected.



9.3.16. Relief valve

- Assemble the relief valve.



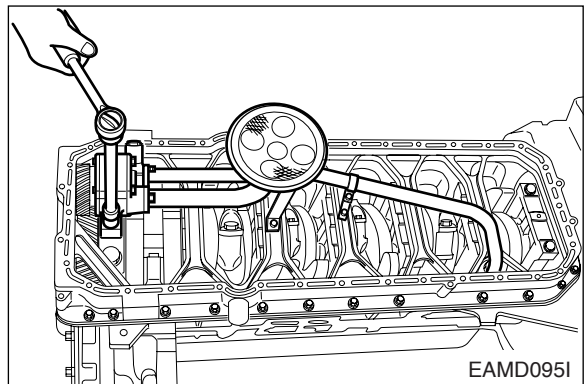
9.3.17. Oil pump and oil pipe



- Install a dowel pin in the No.7 bearing cap, then assemble the oil pump with specified torque.

Torque	4.4 kg·m
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- Assemble the oil suction pipe with the delivery pipe, then install the bracket on the bearing cap.

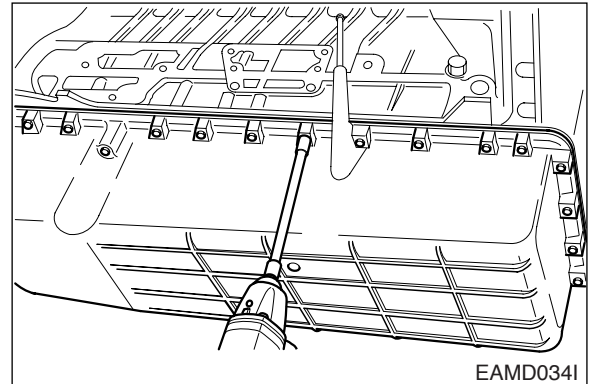


9.3.18. Oil pan

- Mount gasket and put the oil pan thereon.
- Place stiffeners and tighten bolts.
- Align the bolt holes with gasket holes to prevent damage to the gasket and tighten to specified torque.



Torque	2.2 kg·m
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EAMD0341

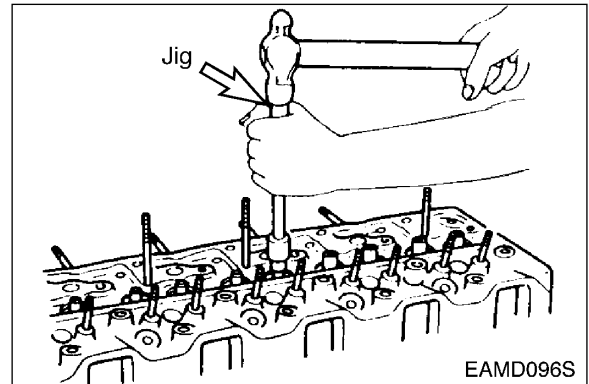
9.3.19. Intake and exhaust valves



- Identify the marks of “IN” and “EX” impressed on the valve head before assembling the valve with the valve head.



- With a valve stem seal fitting jig, assemble the valve stem seal with the valve guide.



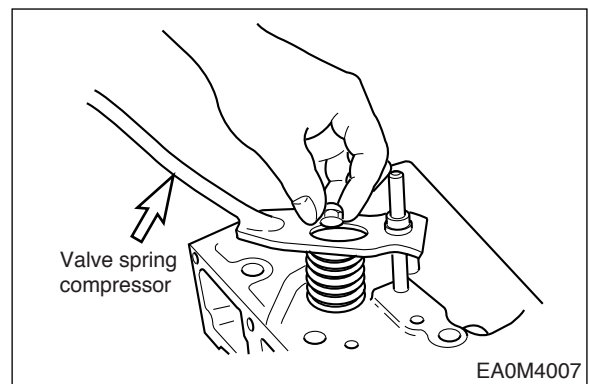
EAMD096S



- After installing valve springs and spring retainer, press the retainer with a jig, then install cotter pin.



- Tap the valve stem lightly with a rubber hammer to check that the valve is assembled correctly.



EA0M4007

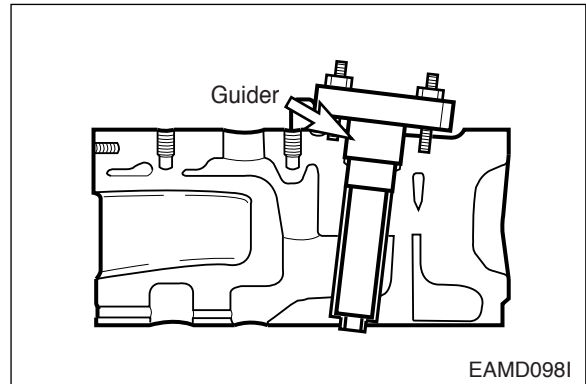
9.3.20. Nozzle tube



- Apply sealant (LOCTITE # 620) to the nozzle tube and place the O-ring over the cylinder head fitting face on the nozzle tube, then install the nozzle tube in the cylinder head.



- Install a guider of the nozzle tube insert ass'y (Guider + Expander) the cylinder head, then tighten the nozzle fixing nuts.

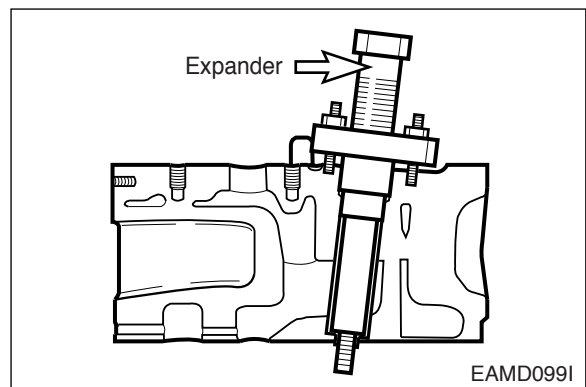


- Apply engine oil to an expander and install it onto the special tool (guider).
- Tighten the bolts until the expander is forced out of the cylinder head bottom.



- After mounting the nozzle tube, make a hydraulic test to check for water leaks.

Test pressure	2 kg/cm ²
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9.3.21. Cylinder head

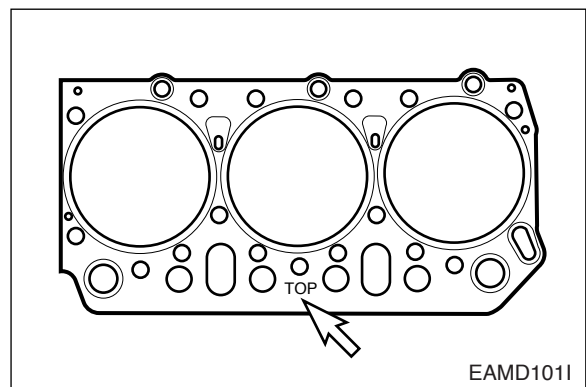
- Install the injection nozzle fixing stud bolts and water pipe fixing stud bolts.



- Clean the head bolt holes on the cylinder block with compressed air to remove foreign substances and thoroughly clean the gasket fitting face of the cylinder block.



- Install head gasket, with 'TOP' mark facing upward, on the cylinder block by aligning the holes with dowels.



Cylinder Head gasket	Asbestos core type		Semi steel type
	Rubber color : Black		Rubber color : Red
Use bolt	TY 12.9T	TY 10.9T	








- Check the inside of combustion chamber for foreign substances, and carefully mount the cylinder head assembly in the block by aligning the dowel pin with the dowel pin hole. Be careful not to damage the head gasket. If the dowel pin is not in alignment, lift the cylinder head again and then remount it.



- Coat the head bolts with engine oil, then tighten them in proper sequence to the specified torque.

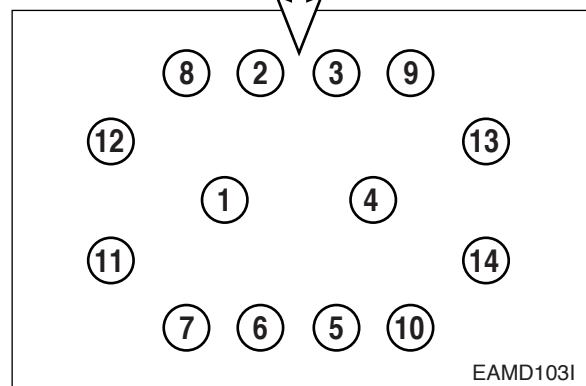
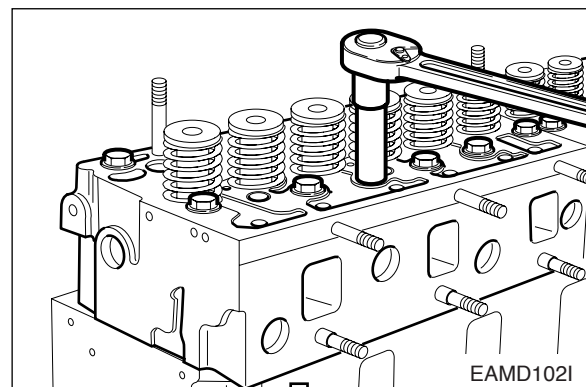
<Cylinder Head Bolts>

	Type 1	Type 2	Type 3(12.9T)	Type 4(12.9T)	Type 5(10.9T)
Type	 TY 12.9T	 TY 10.9T		 TY	 DL08
	M14x1.5x153	M14x1.5x150	M14x1.5x153	M14x1.5x150	M14x1.5x150
Tighten torque	24.5 kg.m	1st : 6kg.m 2nd : 180° Finished : 150°	1st : 6kg.m 2nd : 90° + 90° Finished : 30°	1st : 7kg.m 2nd : 90° + 90°	1st : 6kg.m 2nd : 90° + 90° Finished : 90°

However, before tightening bolts, align the side face of 2 cylinder heads with parallel. They should be adjusted in a straight line exactly.

<Tightening order of bolts by steps>

- (1) First stage: Coat the bolts with engine oil.
- (2) Second stage : Tighten 1 ~ 2 threads with hands.
- (3) Third stage : Tighten at about 6 kg.m with a wrench.
- (4) Fourth stage : Tighten at rotating angle method 90° with a wrench.
- (5) Fifth stage : Tighten at rotating angle method 90° with a wrench.
- (6) Sixth stage : Finally, tighten at rotating angle method 90° with a torque wrench .



Especially, all bolts are tightened simultaneously in each step according to above process as possible.



Note : Cylinder head bolts should be replaced by new one after using two or three times because of being loosed as a result of its length too extended. (Limit length 150mm)



- Coat the push rod with engine oil and insert it into the push rod hole.



- Adjust the valve clearance as following guide.

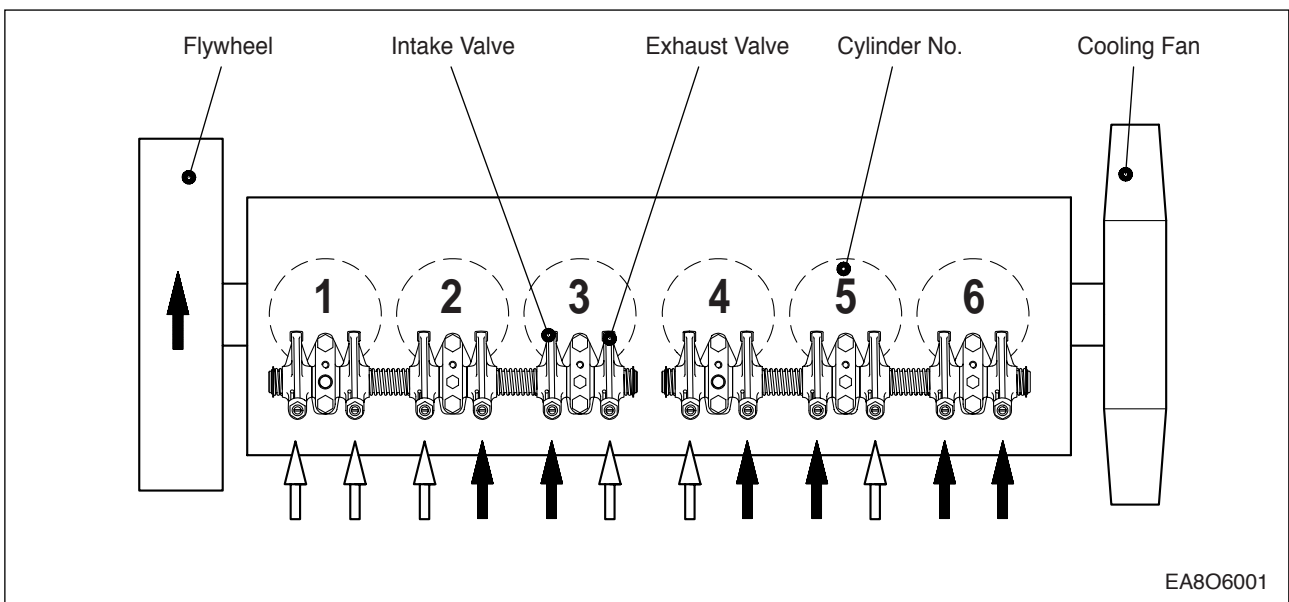
<Guide for valve clearance adjustment>

- ◆ After letting the #1 cylinder's piston come at the compression top dead center by turning the crankshaft, adjust the valve clearances.
- ◆ Loosen the lock nuts of rocker arm adjusting screws and push the feeler gauge of specified value between a rocker arm and a valve stem and adjust the clearance with adjusting screw respectively and then tighten with the lock nut.
- ◆ As for the valve clearance, adjust it when in cold, as follow.

Model	Intake Valve	Exhaust Valve
DE12T P126TI / P126TI- II	0.3 mm	0.3 mm

- By cranking the engine, let #6 cylinder's valves overlap.
- In time, adjust the valve clearance corresponding to " ⇔ " of lower lists.
- Adjust the valve clearance corresponding to " ➔ " of lower lists.
- After reinsuring the valve clearances, retighten if necessary.

- ◆ No. 1 Cylinder is located at the side where flywheel was installed.

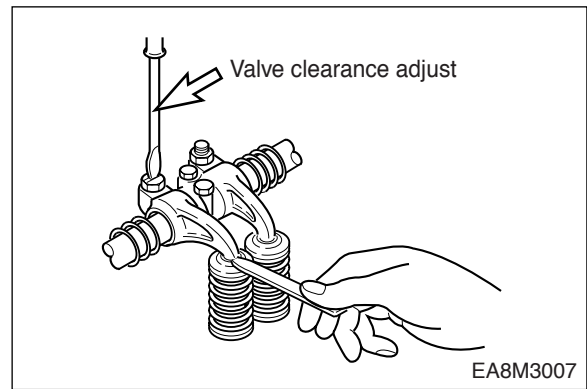




- Adjust valve clearance with a feeler gauge and tighten the fixing nuts to specified torque.



Torque	4.4 kg·m
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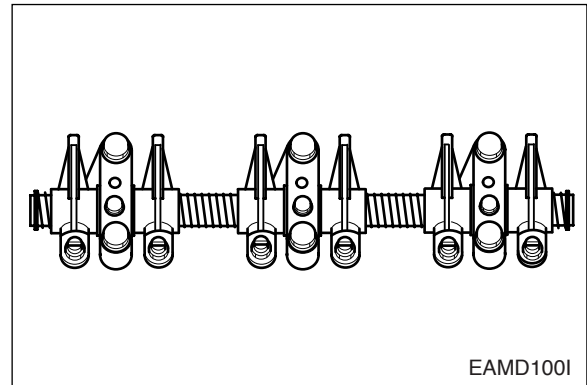
9.3.22. Rocker arm assembly



- Apply lubricating oil to the rocker arm bush and shaft, and assemble the intermediate bracket with the rocker arm using fixing bolts.



Torque	M10(x2) : 4.4 kg·m M8 : 2.2 kg·m
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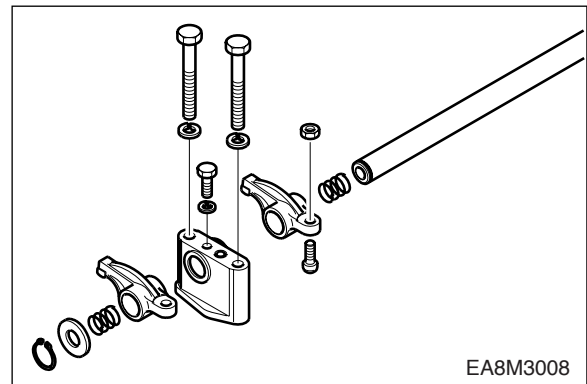


- Semi-install valve clearance adjusting bolts onto the rocker arm.

- Install the spring, rocker arm, bracket, rocker arm, spring, washer, and snap ring in the described sequence.



- Install the rocker arm and bracket in the same direction.



9.3.23. Injection nozzle

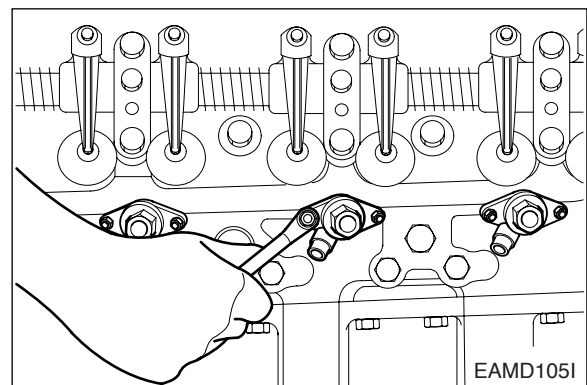


- Install the dust seal with its round portion facing downward.
- Mount a seal ring (0.5 mm) on the seal ring seating surface of the nozzle tube and assemble nozzle holder assembly with the stud bolt with the nozzle pipe installing direction facing outward.



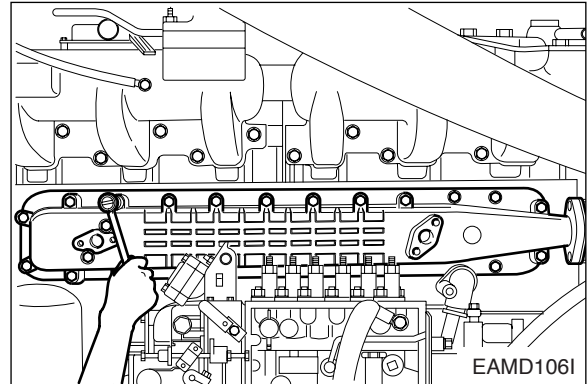
- Be sure to follow the specified torque.

Torque	1.0 kg·m
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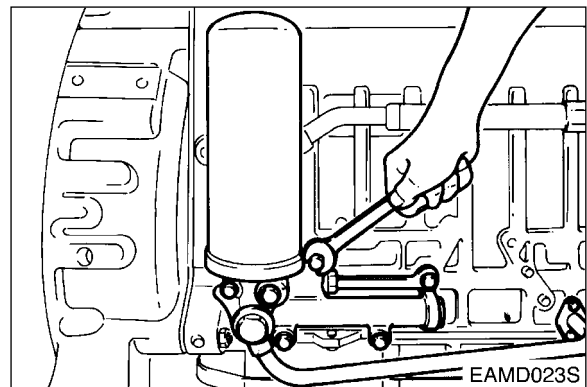
9.3.24. Oil cooler

- Install the oil cooler onto the oil cooler cover.
- Carefully apply the gasket to prevent oil leakage.
- Do not damage the gasket and install the cover onto the cylinder block.
- Connect a connection pipe between the water pump and oil cooler.



9.3.25. Oil filter

- Install the oil filter onto the cylinder block, and tighten the fixing bolts.
- With the hollow screw, assemble the oil pipe connected between the oil cooler and cylinder block.
- Install a connection pipe between the oil cooler and oil filter.
- Install the oil cooler connecting pipe.
- Install packing and assemble the cartridge using a filter wrench.



9.3.26. Injection pump

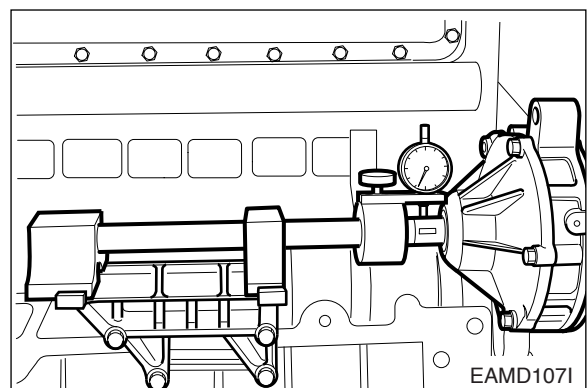
- Install the injection pump bracket in the cylinder block.
- After measuring the amount of run-out with an alignment setting jig, disassemble the bracket, adjust the shims, then reassemble it.



Run out	0.2 mm or less
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- Mount the top/bottom adjusting shims in the bracket and then mount the fuel injection pump.



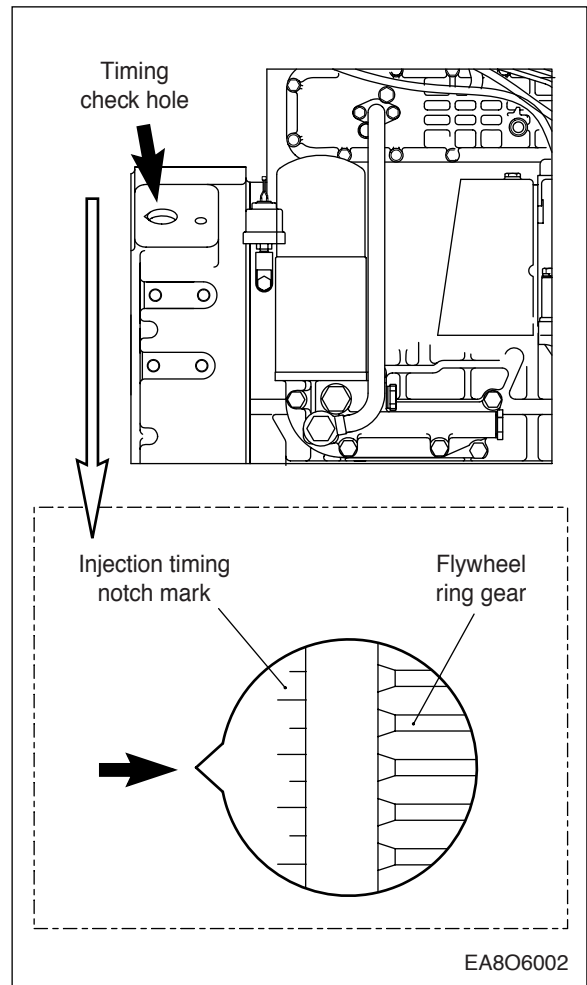
- Tighten the fixing bolts in a diagonal sequence to specified torque.

Torque	4.4 kg·m
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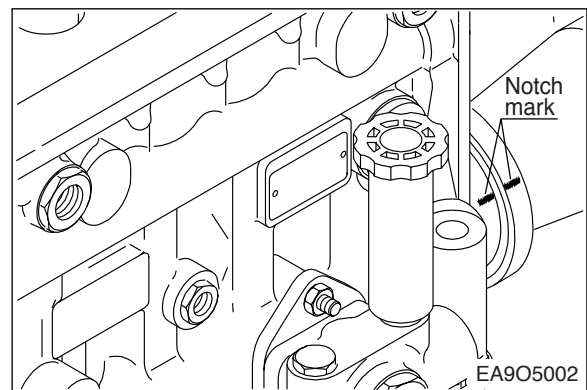


- Turn the flywheel until No. 1 piston is placed in the “OT” position of notch marks on the flywheel, and then turn again the flywheel clockwise until showing the notch mark of the right figure corresponding to the injection timing is aligned with the pointer (↓) on the flywheel housing.

	DE12T	P126TI/P126TI-II
Fuel injection timing (B.T.D.C static)	12°	16°



- Turn the timer until the notch mark of the indicator plate attached to the fuel injection pump is aligned with the notch mark of the timer.





- Tighten the Coupling fixing bolts and nuts to specified torque.

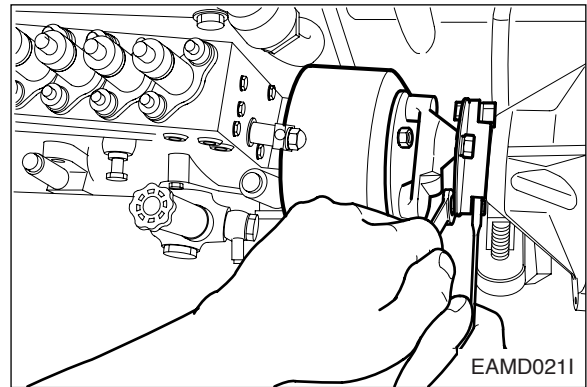
Torque	6.0 kg·m
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- Tighten the drive shaft connecting flange fixing bolts to specified torque

Torque	7.5 ~ 8.5 kg·m
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- Install the oil delivery pipe and return pipe.

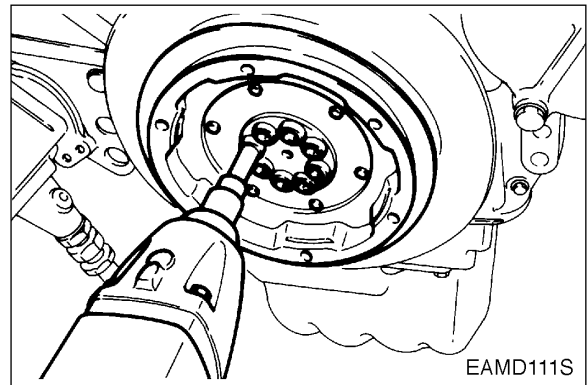


9.3.27. Vibration damper end pulley

- Install the vibration damper on the crankshaft pulley.
- Install the crankshaft pulley assembly on the crankshaft, then tighten the bolts and thrust washers.

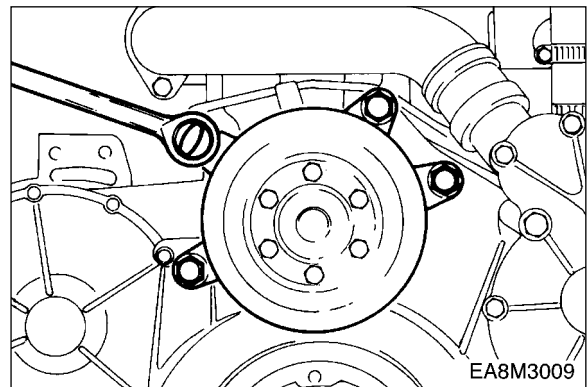


Torque	13.4 kg·m
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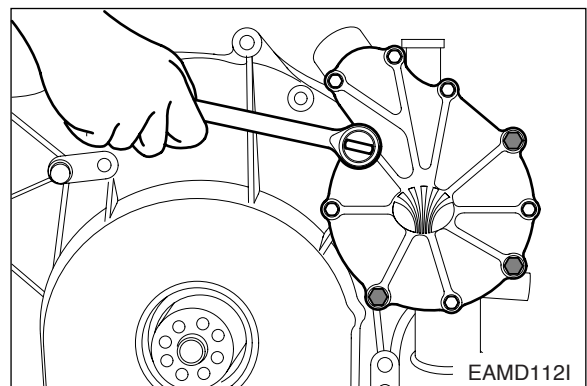
9.3.28. Fan drive pulley

- Install the fan drive pulley onto the timing gear case cover.



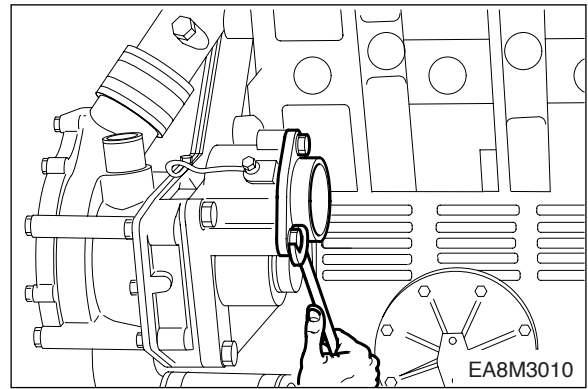
9.3.29. Water pump

- Mount a new O-ring.
- Install the water pump drive pinion over the PTO (power take-off) spline.
- Connect water pipes and by-pass pipe to the water pump.
- Connect a water pipe to the expansion tank.



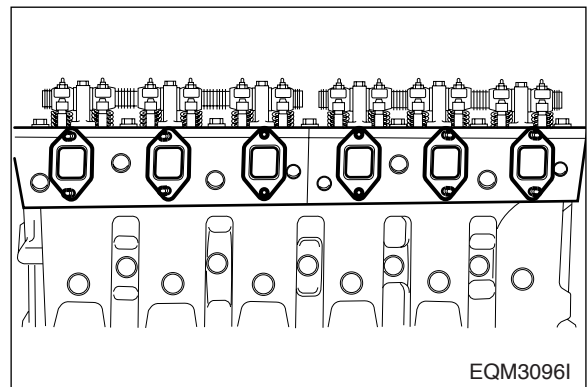
9.3.30. Power take-off

- Assemble the power take-off sub assembly.



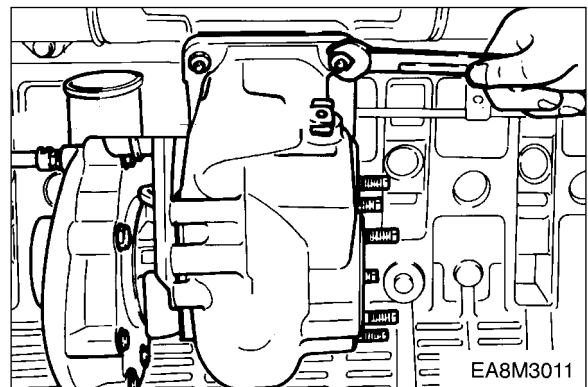
9.3.31. Exhaust manifold

- Install the exhaust manifold gasket over the stud bolts by aligning the gasket with the exhaust port on the cylinder head so that the face and back of the gasket can be positioned correctly.
- Semi-assemble the exhaust manifold and install the heat resisting plate.
- First, install the nuts and then place an additional nut on each of them to prevent looseness.

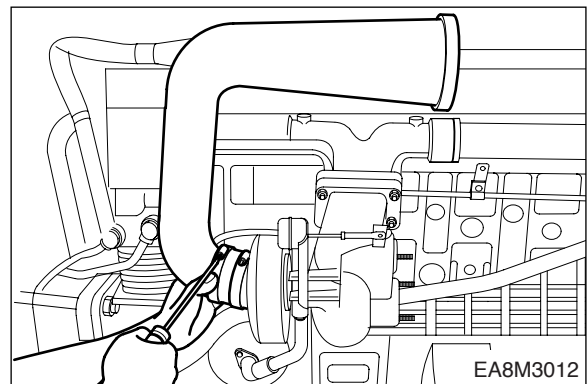


9.3.32. Turbocharger

- Fit a new gasket over the stud bolts of the exhaust manifold before tightening those turbocharger fixing bolts.
- Install the oil supply pipe and return pipe.

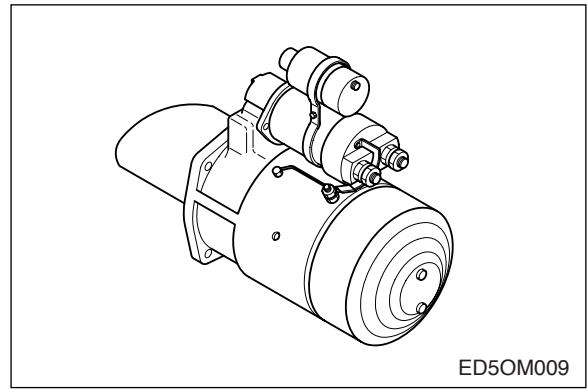


- Semi-assemble the bracket to the intake pipe, connect a rubber hose between the turbocharger and intake pipe using rubber hose, then assemble the bracket completely.



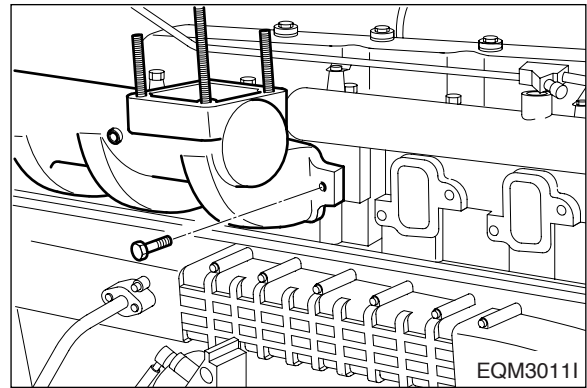
9.3.33. Starter

- Assemble the starter in position on the flywheel housing.



9.3.34. Intake manifold

- Fit a gasket on the intake manifold before assembling the intake manifold.

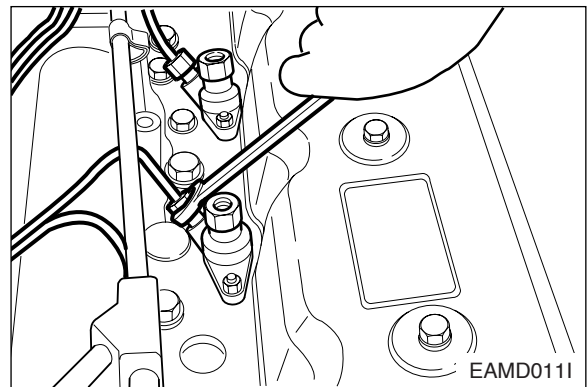


9.3.35. Injection pipe & fuel return pipe



- Assemble the injection pipe according to specified torque as blow

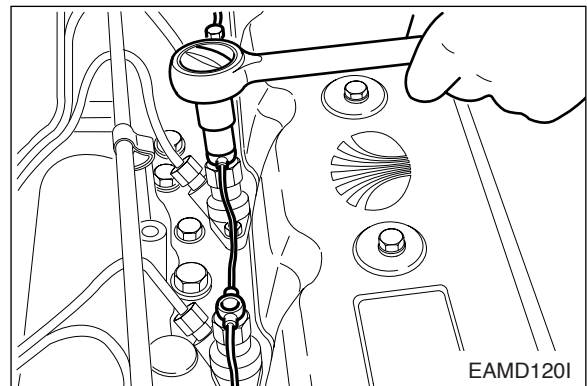
Nut size	Torque
Spanner Dia. 17mm	3.0Kg.m
Spanner Dia. 19mm	4.0Kg.m



- Semi-assemble the nuts at both end of the fuel injection pipe and tighten them up one by one to specified torque.

Torque	1 ~ 1.5 Kg.m
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- Tighten the hollow screws to assemble the fuel return pipe.
- Assemble the fuel return hose on the fuel injection pump.

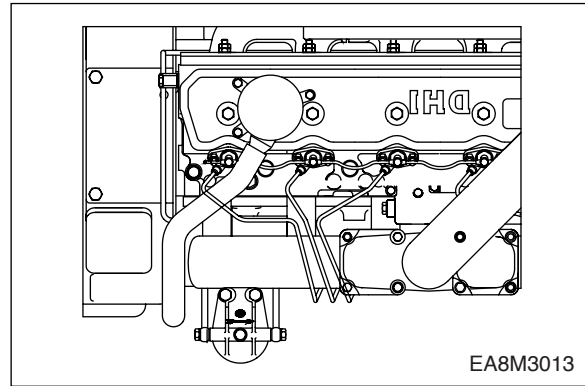


9.3.36. Fuel filter

- Assemble the fuel filter with the intake manifold.



- Assemble the fuel feed hose according to the direction of an arrow impressed on the fuel filter head so that fuel can be fed in the sequence of **FUEL FEED PUMP** → **FUEL FILTER** → **FUEL INJECTION PUMP**.



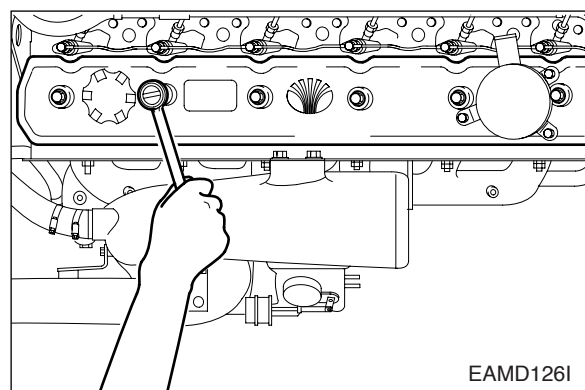
9.3.37. Cylinder head cover



- Assemble the cover packing with the cover, install the cover on the head, then tighten the fixing bolts in sequence to specified torque.

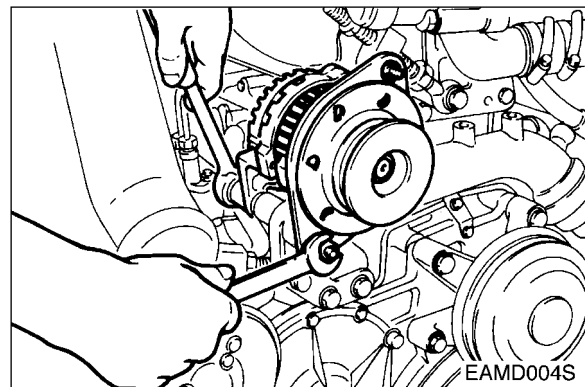
Torque	2.5 kg·m
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- Assemble the breather hose with PCV valve.



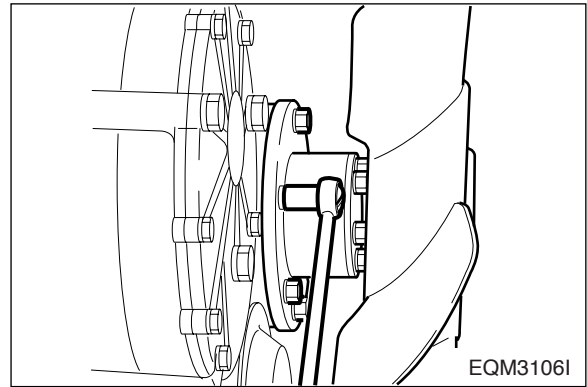
9.3.38. Alternator

- Install the alternator mounting bracket.
- Install the alternator with fixing bolts to the mounting bracket.



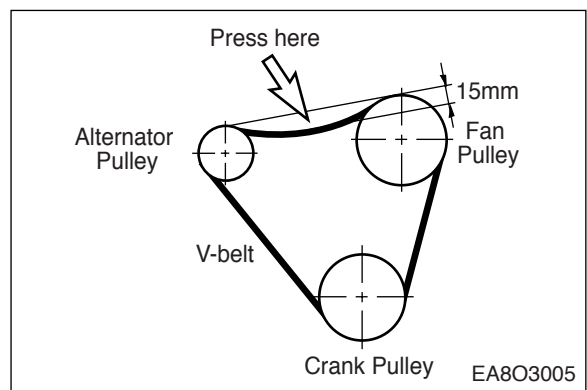
9.3.39. Cooling fan

- Install the cooling fan and flange, then tighten the fixing bolt.



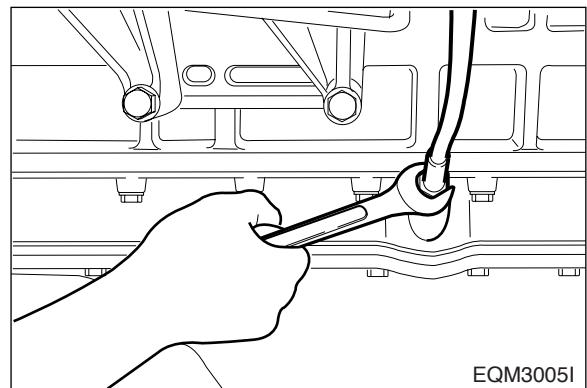
9.3.40. V- belt

- Install the V-belt on the crank pulley, alternator pulley and fan drive pulley.
- Adjust the V-belt tension using the tension adjusting bolt.



9.3.41. Oil level gauge

- Assemble the oil level gauge and guide tube on the oil pan.



9.4. Breaking-in

Refer to “Breaking-in” in chapter of “Commissioning and Operation”.

10. Maintenance of Major Components

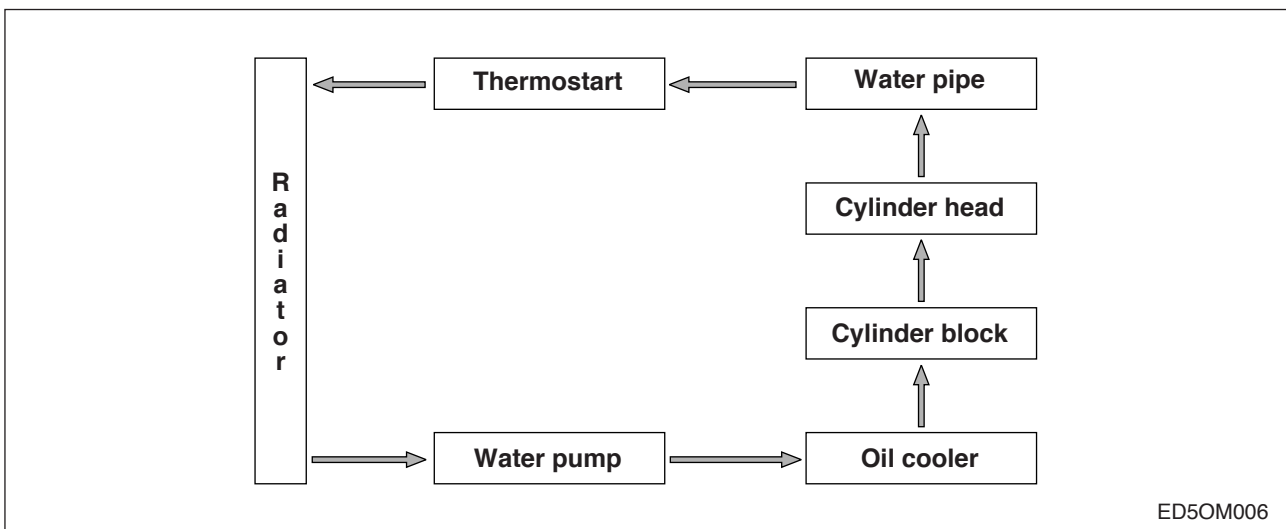
10.1. Cooling System

10.1.1. General information

This engine is water-cooling type. Heat from the combustion chamber and engine oil heat are cooled down by coolant and radiated to the outside, resulting in the normal operation of the engine.

Looking into the cooling system, the water pumped up by the water pump circulates around the oil cooler through the water pipe to absorb the oil heat, and then flows through the water jacket of the cylinder block and water passage of the cylinder head to absorb the heat of the combustion chamber.

The water absorbing the oil heat and combustion chamber heat goes on to the thermostat through the water pipe, and circulates to the water pump if water temperature is lower than the valve opening temperature on the thermostat, while circulating to the radiator at water temperature higher than the valve opening temperature. At the radiator, the heat absorbed in the coolant is radiated to cool down and the coolant recirculates to the water pump.

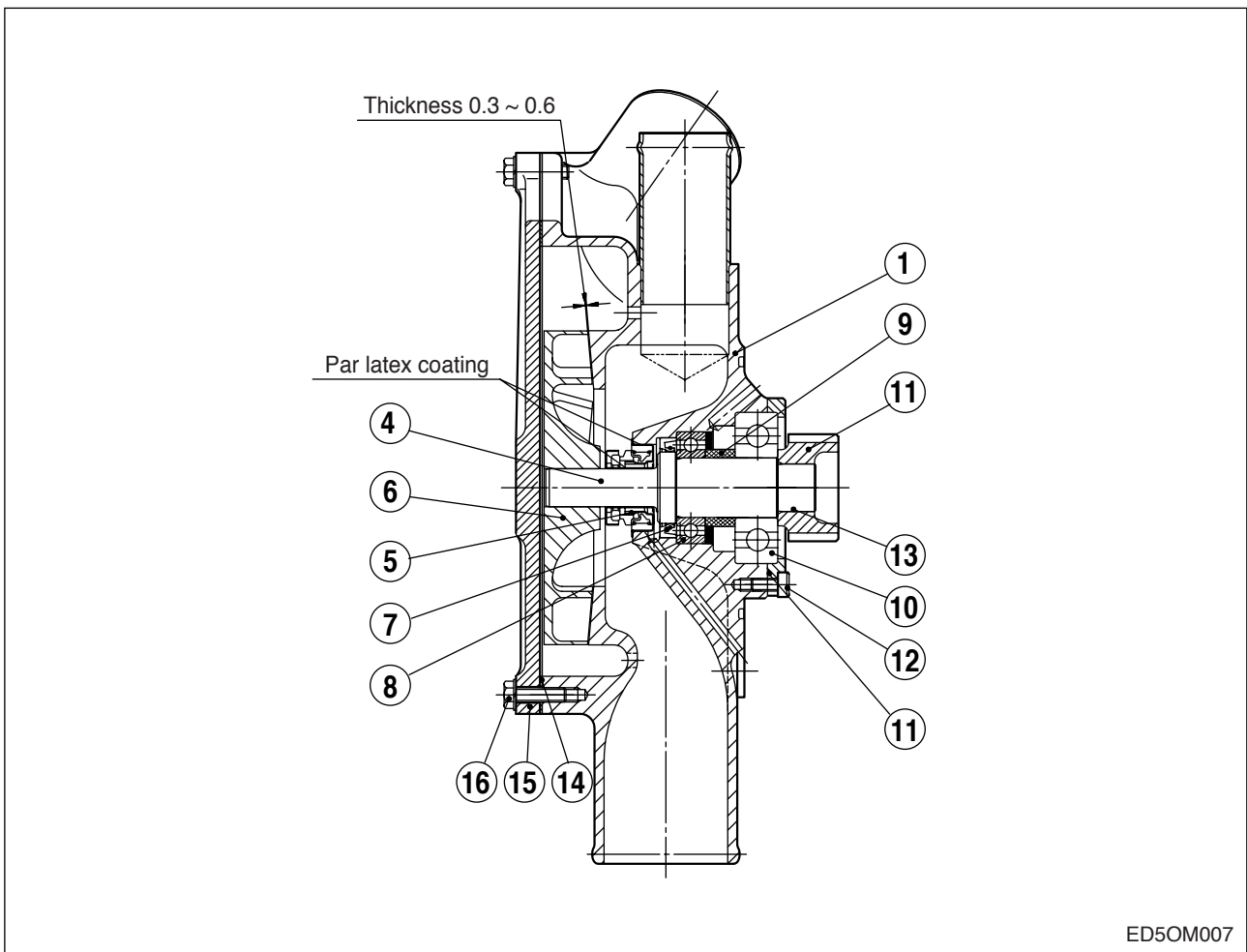


• Specification

Item	Specification
1. Water pump	Centrifugal type
type	
Delivery	About 280 liter/min
Pumping speed	2,234 rpm
Pumping back pressure	760 mmHg
2. Thermostat	
Operating temperature	71 ~ 85°C
3. Cooling fan and belt	
Fan diameter - Number of blades	∅755 - 7
Fan belt tension	15mm/ deflection by thumb

10.1.2. Water pump

- Loosen the bolt (16) to disassemble the housing cover (15).
- Heat the impeller (6) slightly, then remove it using a puller jig.
- Remove the mechanical seal.
- Unscrew the socket bolt (12) and remove the shaft and bearing assembly from the housing.
- With a press, remove the spline shaft and bearing.
- Reverse the disassembly sequence for reassembly operation.
- Replace the oil seal (7) with a new one at reassembly.
- To reassemble the impeller, maintain a constant gap (0.3 ~ 0.6 mm) between the impeller and pump housing using a feeler gauge.



ED5OM007

<Construction of water pump>

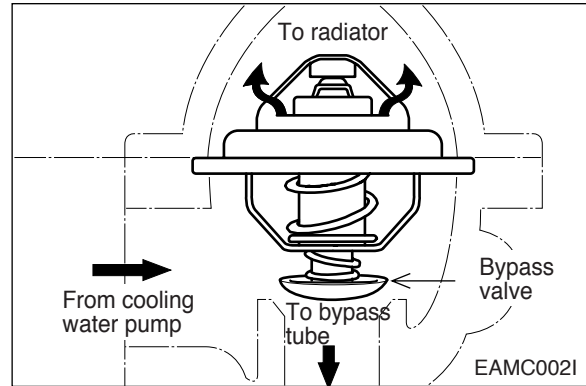
- | | | |
|-----------------------|-------------------|-------------------|
| 1. Water pump housing | 8. Ball bearing | 13. Spline shaft |
| 4. Shaft | 9. Spacer | 14. Gasket |
| 5. Mechanical seal | 10. Ball bearing | 15. Housing cover |
| 6. Impeller | 11. Bearing cover | 16. Bolt |
| 7. Oil seal | 12. Socket bolt | |

10.1.3. Thermostat

- **General descriptions and main data**

The thermostat maintains a constant temperature of coolant (71 ~ 85°C) and improves thermal efficiency of the engine by preventing heat loss.

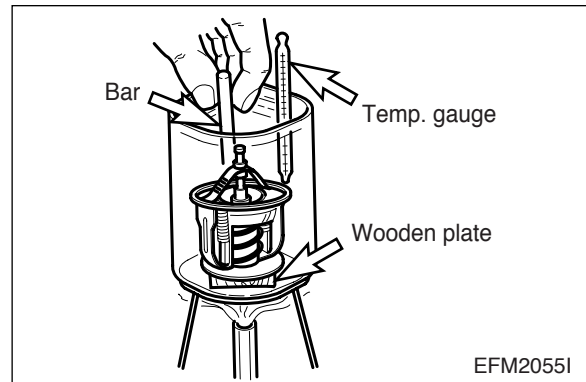
Namely, when the temperature of coolant is low, the thermostat valve is closed to make the coolant bypass to directly enter the water pump; when the coolant temperature rises to open wide the thermostat valve, the bypass circuit is closed and the water passage to the radiator is opened so that the coolant is forced to flow into the radiator.



Item	Specifications
Type	Wax-pallet type
Open at	71 °C
Open wide at	85 °C
Valve lift	8 mm or more

- **Inspecting**

- (1) Check the wax pallet and spring for damage.
- (2) Put the thermostat in a container of water, then heat the water slowly and check temperature with a thermometer. If the valve lift is 0.1 mm (starting to open) at temperature of 71 °C and 8 mm or more (opening wide) at temperature of 85 °C, the thermostat is normal.



- **Replacing thermostat and precautions for handling**

- (1) Precautions for handling

The wax pallet type thermostat does not react as quickly as bellows type one to a variation of temperature of coolant. Such relatively slow reaction is mainly due to the large heat capacity of the wax pellet type thermostat. Therefore, to avoid a sharp rise of coolant temperature, it is essential to idle the engine sufficiently before running it. In cold weather, do not run the engine at overload or overspeed it immediately after starting off.

- (2) When draining out or replenishing coolant, do it slowly so that air is bled sufficiently from the entire cooling system.

- (3) Replacing thermostat

If the thermostat is detected defective, retrace with a new one.

10.1.4. Diagnostics and troubleshooting

Complaints	Possible causes	Corrections
1. Engine overheating	<ul style="list-style-type: none"> • Lack of coolant • Radiator cap pressure valve spring weakened • Fan belt loosened or broken • Fan belt fouled with oil • Thermostat inoperative • Water pump defective • Restrictions in water passages due to deposit of scales • Injection timing incorrect • Restriction in radiator core • Gases leaking into water jacket due to broken cylinder head gasket 	<ul style="list-style-type: none"> • Replenish coolant • Replace cap • Adjust or replace fan belt • Replace fan belt • Replace thermostat • Repair or replace • Clean radiator and water passages • Adjust injection timing correctly • Clean exterior of radiator • Replace cylinder head gasket
2. Engine overcooling	<ul style="list-style-type: none"> • Thermostat inoperative • Ambient temperature too low 	<ul style="list-style-type: none"> • Replace thermostat • Install radiator curtain
3. Lack of coolant	<ul style="list-style-type: none"> • Radiator leaky • Radiator hoses loosely connected or damaged • Radiator cap valve spring weakened • Water pump leaky • Heater hoses loosely connected or broken • Cylinder head gasket leaky • Cylinder head or cylinder block cracked 	<ul style="list-style-type: none"> • Correct or replace • Retighten clamps or replace hoses • Replace cap • Repair or replace • Tighten or replace hoses • Replace cylinder head gasket • Replace cylinder head block
4. Cooling system noisy	<ul style="list-style-type: none"> • Water pump bearing defective • Fan loosely fitted or bent • Fan out of balance • Fan belt defective 	<ul style="list-style-type: none"> • Replace bearing • Retighten or replace fan • Replace fan • Replace fan belt

10.2. Lubricating System

10.2.1. General descriptions and main data

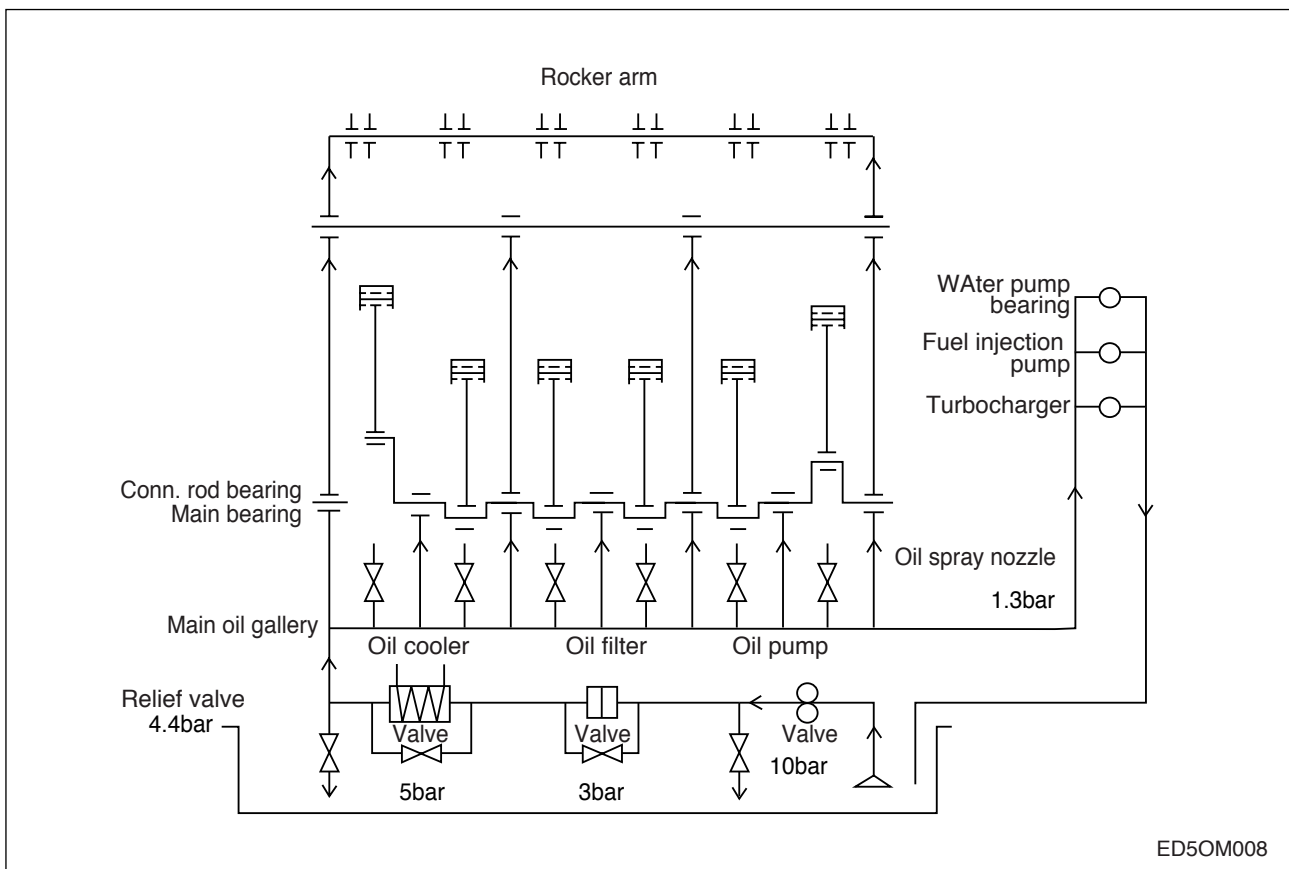
- **General descriptions**

All the engine oil pumped up from the oil pan by the gear type oil pump is filtrated through the oil cooler and oil filter, and this filtrated oil is forced through the main oil gallery in the cylinder block from where it is distributed to lubricate the various sliding parts, and fuel injection pump in order to ensure normal engine performance.

- **Specifications**

Item	Specifications	Item	Specifications
Lubricating system	Forced pressure circulation	Oil filter type	Full flow
Oil pump type	Gear type	Bypass for filter element	
Relief valve opening pressure	$10 \pm 1.5 \text{ kg} \cdot \text{cm}^2$	Valve opening pressure	$1.8 \pm 2.3 \text{ kg} \cdot \text{cm}^2$
Bypass for oil cooler		Bypass for entire oil filter	
Opening pressure	$5 + 1 \text{ kg} \cdot \text{cm}^2$	Valve opening pressure	$4.0 \sim 4.8 \text{ kg} \cdot \text{cm}^2$
Adjusting valve for spray nozzle			
Opening pressure	$1.5 \sim 1.8 \text{ kg} \cdot \text{cm}^2$		

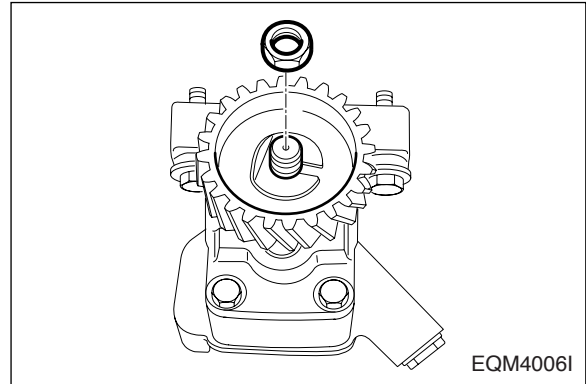
- **Diagram of lubricating system**



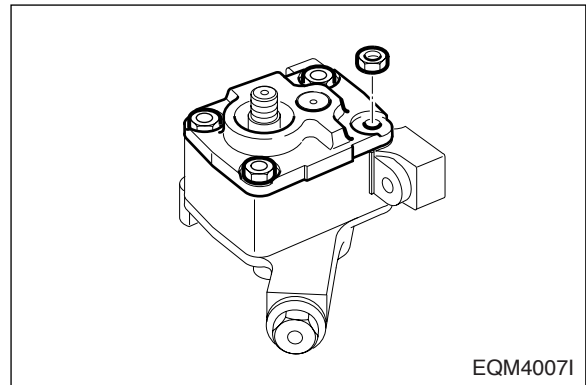
10.2.2. Oil pump

• Disassembly

- (1) Disassembly of oil pump drive gear
 - a. Unscrew the screw and disassemble the oil relief valve.
 - b. Unfold the washer for the oil pump drive gear fixing nut and remove the nut.
 - c. Disassemble the drive gear.



- (2) Remove the oil pump cover fixing nuts and disassemble the oil pump cover. The oil pump cover is fixed with the two dowel pins.

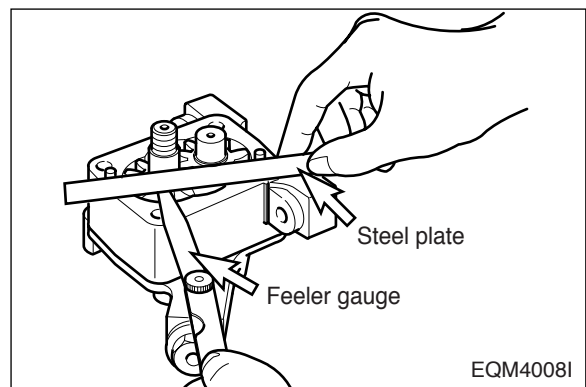


- (3) Disassemble the drive gear and driven gear.

• Inspection and correction

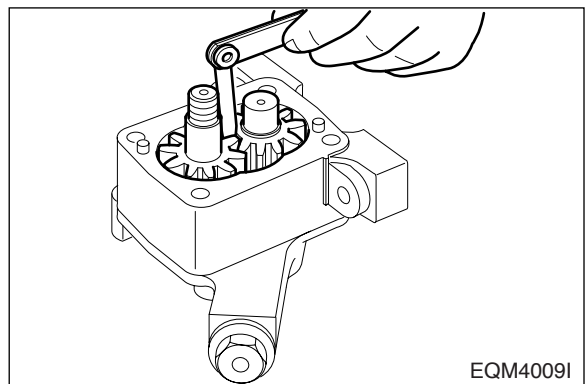
- (1) With steel rule and feeler gauge, measure the axial end play of the oil pump gear. Replace if the measured value is beyond the limit.

End play	0.025 ~ 0.089 mm
-----------------	------------------



- (2) With a feeler gauge, measure the amount of backlash between the oil pump drive gear and driven gear. Replace if the measured value is beyond the limit.

Backlash	0.50 ~ 0.64 mm
-----------------	----------------



(3) Measuring clearance between drive shaft and bushing

- a. Measure the outside diameters of the drive shaft and driven shaft, and replace if the measured values are less than the limit.

Limit	ϕ 16.95 mm
--------------	-----------------

- b. Measure the inside diameter of the pump body bushing to determine the clearance between the bushing and shaft, and compare the measured value with the standard value to determine whether to replace or not.

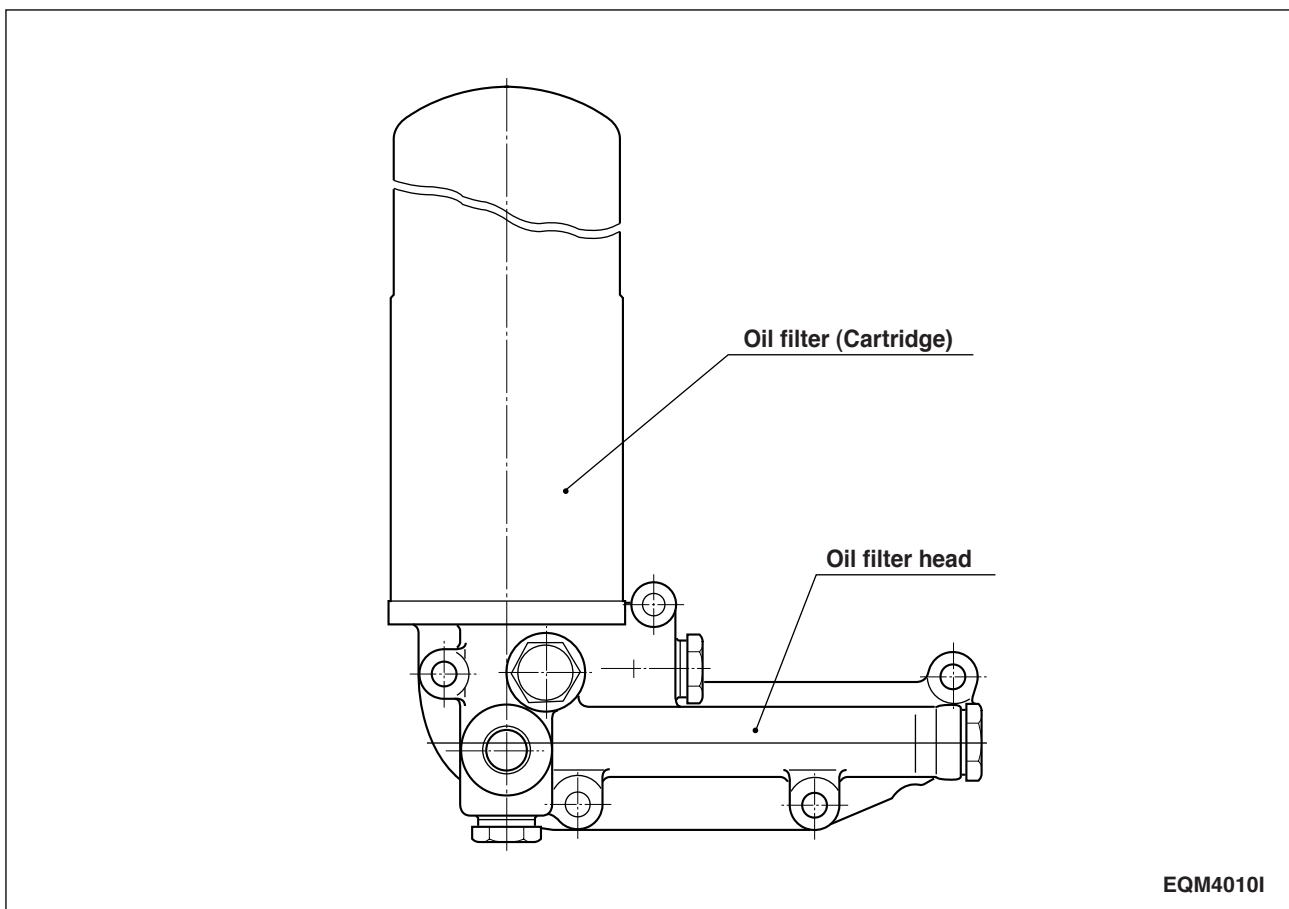
Clearance	0.032 ~ 0.077 mm
------------------	------------------

• **Reassembly**

- (1) For reassembly, reverse the disassembly sequence.

10.2.3. Oil filter

The oil filter mounted in this engine is of cartridge type, so it is necessary to replace it with a new one at the specified intervals.



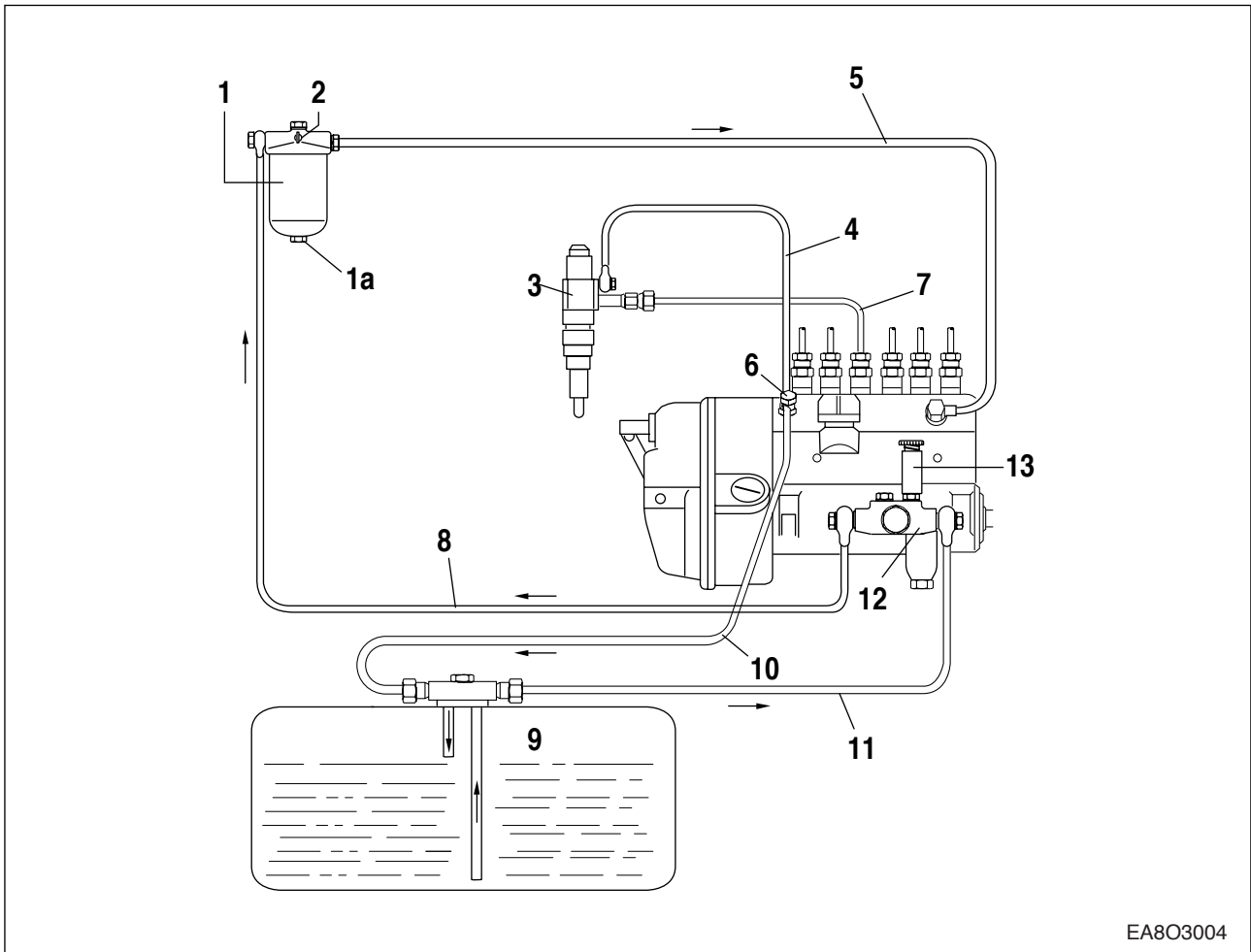
10.2.4. Diagnostics and troubleshooting

Complaints	Possible causes	Corrections
1. Oil consumption excessive	<ul style="list-style-type: none"> • Poor oil • Oil seal or packing leaky • Pistons or piston rings worn • Cylinder liner worn • Piston rings sticking • Valve guide oil seals or valve guides, or valve stem worn 	<ul style="list-style-type: none"> • Use suggested oil • Replace • Replace pistons and/or piston rings • Replace cylinder liner • Replace pistons and/or piston rings • Replace
2. Oil pressure too low	<ul style="list-style-type: none"> • Poor oil • Relief valve sticking • Restrictions in oil pump strainer • Oil pump gear worn • Oil pump feed pipe cracked • Oil pump defective • Oil pressure gauge defective • Various bearings worn 	<ul style="list-style-type: none"> • Use suggested oil • Replace • Clean strainer • Replace • Replace • Correct or replace • Correct or replace • Replace
3. Oil deteriorates quickly	<ul style="list-style-type: none"> • Restriction in oil filter • Gases leaking • Wrong oil used 	<ul style="list-style-type: none"> • Replace filter element • Replace piston rings and cylinder liner • Use suggested oil

10.3. Fuel Injection Pump

10.3.1. General information of fuel system

The fuel system consists of the fuel tank, injection pump, injection nozzle, fuel filter, and fuel lines such as pipes and hoses necessary to connect those components.



EA803004

- | | |
|---|-------------------------------------|
| 1. Fuel filter | 7. Delivery pipe |
| 1a. Fuel water drain plug | 8. Fuel pipe (manual pump → filter) |
| 2. Air bleeding screw (for fuel filter) | 9. Fuel tank |
| 3. Injection nozzle | 10. Fuel return pipe |
| 4. Overflow tube | 11. Suction pipe |
| 5. Fuel pipe (filter → injection pump) | 12. Feed pump |
| 6. Overflow valve | 13. Injection pump |

10.3.2. Injection pump

The components relating to the injection pump should be serviced at regular intervals as the plunger and delivery valve may be worn after a given length of time for use and cause the deterioration of the engine.

Make sure that servicing should be performed at the professional maintenance shop as authorized by Bosch or Zexel Company.

For adjustment of fuel injection volume, refer to the 'Specifications of fuel injection pump' described on the following pages.

1) DE12T

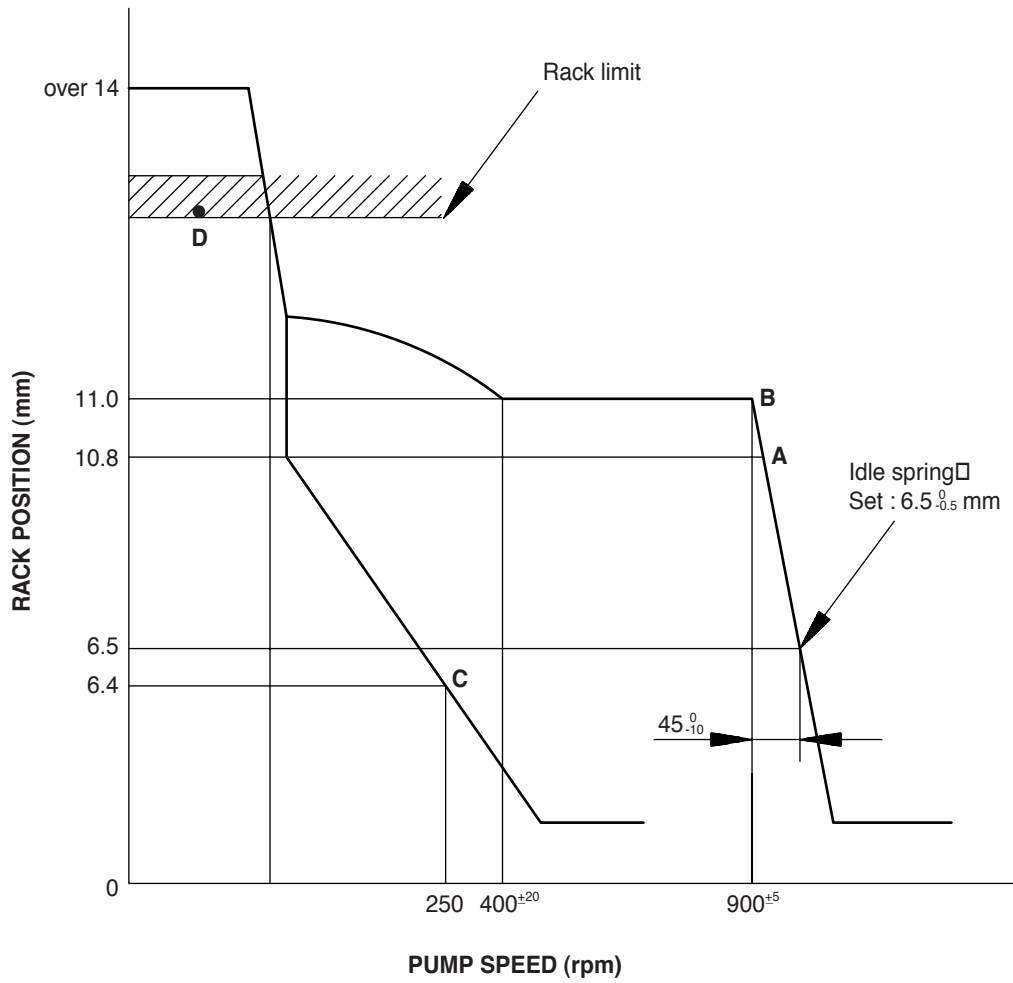
(1) Main data and specifications

Part No.	: 65.11101-7222(106672-9920)
Model	: NP-PE6P120/720RS3000(106061-7250)
Governor	: NP-EP/RSV200-1200PD36C311(105407-4720)
Timer	: without timer
Plunger	: ϕ 12, right hand helix 30 lead
Delivery valve	: 120 mm ³ /st(ϕ 8 x 2.4mm)
Fuel feed pump	: NP-FP/K-P(105207-1400)
Pre-stroke	: 4.7 mm
(2) Nozzle holder assembly	: 65.10101-7300(105160-4351)
(3) Nozzle	: 65.10102-6046(105029-1330)
(4) Injection pipe	: 65.10301-7004B
(5) Injection order	: 1-5-3-6-2-4
(6) Injection timing	: BTDC 12°C
(7) Calibration data	

Adjusting point	Rack position (mm)	Pump speed (rpm)	Injection volume (mm ³ /1,000st)	Variation rate (%)	Basic point	Fixing point	Ref.
A	10.8	900	129±2	±2			
B	11	875	(135)±3	-			
C	Approx. 6.4	250	14.5±1.5	±15			
D	-	100	193.5±10	-			

	Content	Specification	Engine Application
Adjusting conditions	Nozzle holder assembly	105780-8140	65.10101-7300
	Nozzle	105780-0000	65.10102-6046
	Nozzle holder	105780-2080	-
	Opening pressure	175 kg·cm ²	220 kg·cm ²
	Injection pipe	ϕ 8 x ϕ 3 - 600 mm	ϕ 6 x ϕ 2.2 - 650 mm
	Fuel delivery pressure	1.6 kg·cm ²	-
	Fuel temperature	35 ~ 45 °C	35 ~ 45 °C

(8) Governor adjustment



EA8M4001

2) P126TI / P126TI-II

(1) Main data and specifications

Part No.	: 65.11101 -7310 (106674-4130 ZEXEL)
Model	: NP-PE6P120/700RS3S (106067-6020)
Governor	: Ghana Control (DWA-2000)
Plunger & barrel	: ϕ 12, right hand double helix 30 lead
Delivery valve	: 90mm ² /st (ϕ 7 x 2.35mm)
Fuel feed pump	: NP-FP/KD-PS (105237-5470)
Pre-stroke	: 3.9 \pm 0.05 mm

(2) Nozzle holder assembly : 65.10101-7054 (10501-8520)

(3) Nozzle : 65.10102-6048 (105019-2450)

(4) Injection pipe : 65.10301-6042, 65.10301-6043

(5) Injection order : 1-5-3-6-2-4

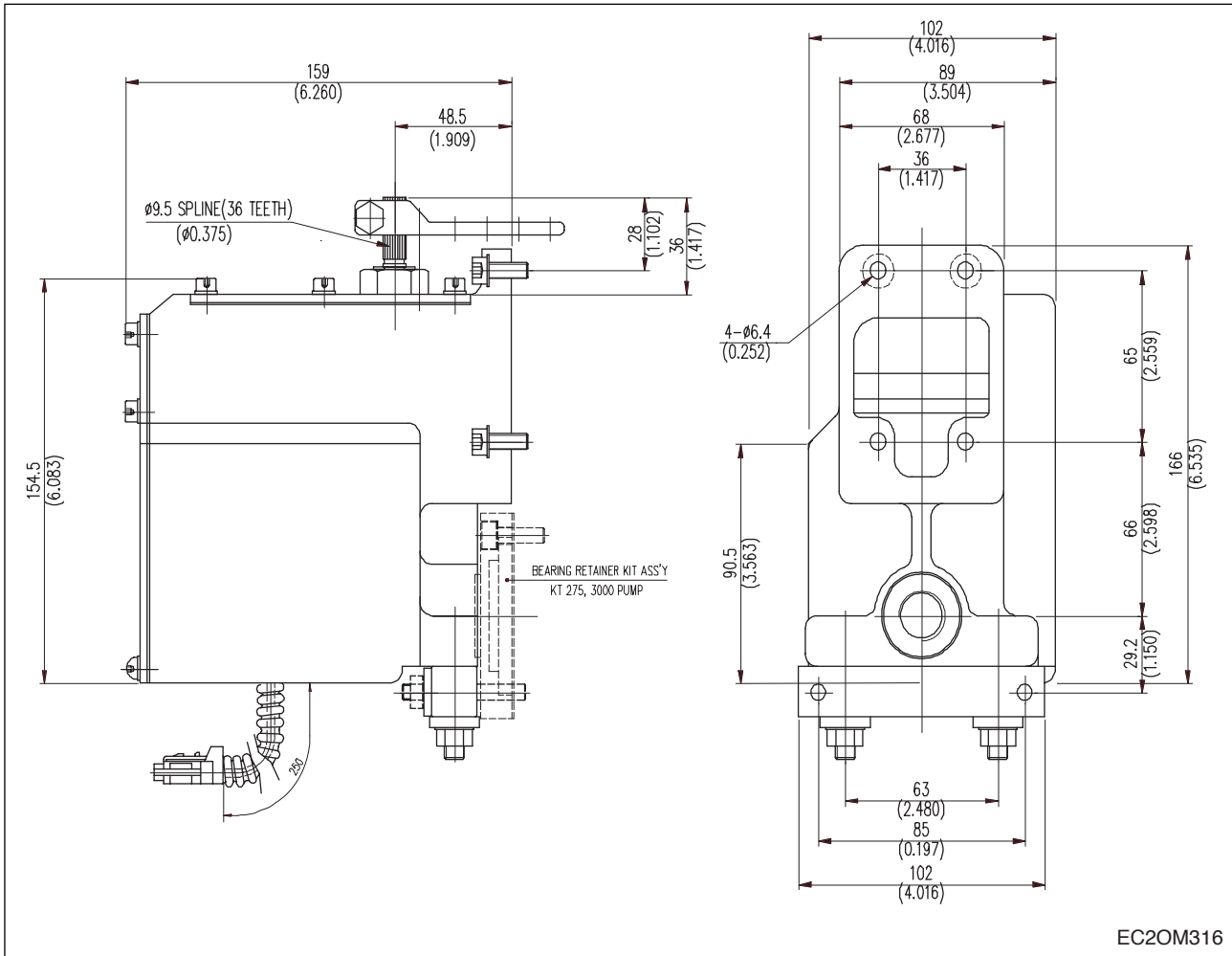
(6) Injection timing : BTDC 16°

(A) Test condition for injection pump	Nozzle & Holder Ass'y	105780-8130	Opening pressure : 175 kg·cm ²			
	Injection pipe(ID ,OD ,L)	-	ϕ 3.0 x ϕ 8.0 - 600 mm			
	Test oil	ISO4113	Temperature :40 \pm 5°C			
(B) Engine standard parts	Nozzle & holder Ass'y	65.10101-7054	Nozzle (5 x ϕ 0.37)			
		65.10102-6048	1st pressure : 160 kg·cm ² 2nd pressure : 220 kg·cm ²			
	Injection pipe(ID, OD ,L)	65.10301-6042 65.10301-6043	ϕ 2.2 x ϕ 6 - 600mm			
Rack diagram and setting valve at each point						
Standby power	Check point	Rack position (mm)	Pump speed (rpm)	Injection Q'ty on RIG (mm ³ / 1,000 st)		Press. (mmHg)
				(A) Test condition for inj. pump	(B) Engine standard parts	
	B		900		240 \pm 3	-
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-

10.3.3. Governor System (P126TI/ P126TI-II)

Governor system for fuel injection pump consists of “Integral Actuator” and “Speed Control Unit”.

10.3.3.1. Integral actuator



<Dimension View>

Fig. No.	Description	Q'ty	Remark
1	Frame	1	
2	Bearing retainer kit Ass'y	1	
3	Mounting bar	1	
8	SWP connector	1	Mg610320
11	Front cover	1	T3.2
13	Shaft	1	
15	Return spring guide Ass'y	1	
16	Oil seal	1	SC 0283 E0
17	Allen screw	8	M5 x 0.8 x L12
23	Manual stop device Ass'y	1	
30	Stop plate	1	T3.2
52	Return shaft Ass'y	1	
54	Stop level	1	
62	Lead wire		LG 16AWG
63	Corrugate tube		Dia.10, L250+-10

10.3.3.2. Speed Control Unit for Governor System (DWC-2000 SERIES SPEED CONTROL UNIT)

<Introduction>

This speed control unit performs the electronic function of the engine governing system. The speed control unit senses the pulses from the magnetic speed sensor, compares them with the speed control unit's set point and supplies the appropriate current output to the actuator to control the engine's fuel system.

An integral, independent single element speed switch is provided internally which can be used to initiate engine shutdown in the event that an overspeed condition is reached. The performance of the speed control unit is fast and responsive in either isochronous or droop operation.

Adjustments are provided for: operating speed, idle speed, overspeed shutdown setting, droop, run ramp, crank ramp, starting fuel, speed ramping and two performance adjustments (gain and stability). All adjustments are accessible from the front cover. The primary features of the DWC-2000 Series speed control unit are the engine STARTING FUEL and SPEED RAMPING adjustments. The use of these features will minimize engine exhaust smoke experienced prior to attain engine operating speed. The speed control unit also includes other features such as adjustable droop and idle operation, inputs for accessories used in multi-engine or special applications and protection against reverse voltage polarity, transient voltages and accidental short circuit of the actuator. Loss of battery supply, loss of speed sensor and overspeed signaling are built-in to provide engine shutdown.

<Description>

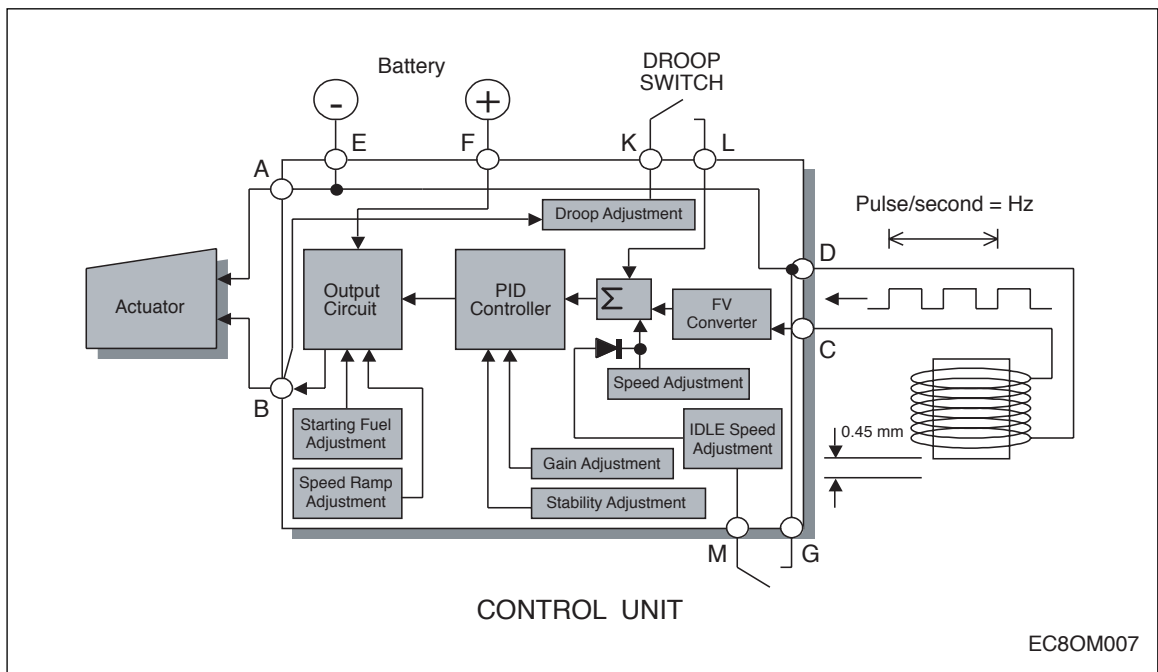


Figure 1. Governor system schematic

The engine speed signal is usually obtained from a magnetic speed sensor mounted in close proximity to the teeth of a ferrous ring gear that is driven by the engine. The frequency of the speed sensor signal is proportional to the engine speed. The speed control unit will accept any signal if the frequency is proportional to engine signal, and in the frequency range of the speed control unit (1K to 7.5K Hz.). The speed sensor is typically mounted in close proximity to an engine driven ferrous gear, usually the engine ring gear. As the teeth of the gear pass the magnetic sensor, a signal is generated which is proportional to engine speed. The signal strength must also be within the range of the input amplifier. An amplitude of 1 to 120 volts RMS is required to allow the unit to function within its design specifications. The speed control unit has an input impedance of 20K-ohms between the speed sensor input terminals. ("C" & "D"). Terminal "D" is connected internally to the battery negative. Only one end of the shielded cable should be connected.

When a speed sensor signal is received by the controller, the signal is amplified and shaped by an internal circuit to form constant area pulses. If the speed sensor monitor does not detect a speed sensor signal, the output circuit of the speed control unit will turn off all current to the actuator.

The summing point of the speed sensor and the speed adjust control is the input to the dynamic control section of the governor. The dynamic control circuit, of which the gain and stability adjustments are part, has a control function that will provide isochronous and stable performance for most engine types and fuel systems.

The speed control unit circuit is influenced by the gain and stability performance adjustments. The governor system sensitivity is increased with clockwise rotation of the gain adjustment. The gain adjustment has a non-linear range of 33:1. The stability adjustment, when advanced clockwise, increases the time rate of response of the governor system to match the various time constants of a wide variety of engines. The speed control unit is a PID device, the "D", derivative portion can be varied when required.(See Instability section.)

During the engine cranking cycle, STARTING FUEL can be adjusted from an almost closed, to a nearly full fuel position. Once the engine has started, the speed control point is determined, first by the IDLE speed set point and the SPEED RAMPING circuit, After engine speed ramping has been completed, the engine will be at its governed operating speed. At the desired governed engine speed, the actuator will be energized with sufficient current to maintain the desired engine speed, independent of load (isochronous operation).

The output actuator current switching circuit provides current to drive the actuator. The output transistor is alternately switched off and on at a frequency of 300Hz. which is well beyond the natural frequency of the actuator, hence no visible motion from the switching results. Switching the output transistors reduces its internal power dissipation for efficient power control. The output circuit can provide current of up to 10amps continuous at 25°C for 24VDC battery systems. The actuator responds to the average current to position the engine fuel control lever.

In standard operation, the speed control unit performance is isochronous. Droop governing can be selected by connecting terminals K & L and the percent of droop governing can be varied with the droop adjustment control. The droop range can be decreased by connecting Terminals G and H.

The speed control unit has several performance and protection features which enhance the governor system. A speed anticipation circuit minimizes speed overshoot on engine startup or when large increments of load are applied to the engine.

1) Specification

• Performance

Isochronous Operation / Steady State Stability	±0.25% or better
Speed Range/Governor	1K~7.5 K Hz continuous
Speed Drift with Temperature	±0.5% Maximum
Idle Adjust CW	60% of set speed
Idle Adjust CCW	Less than 1200Hz
Drop Range	1-5% regulation *
Drop Adj. Max.(K-L Jumpered)	450 Hz., ± 90 Hz. per 1.0A change
Drop Adj. min.(K-L Jumpered)	20 Hz., ± 8 Hz. per 1.0A change
Speed Trim Range	±210 Hz
Remote Variable Speed Range	500~7.5 Hz. or any part thereof
Terminal Sensitivity	
J	100 Hz ± 15 Hz/Volt @ 6.0K Impedence
L	680 Hz ± 50 Hz/Volt @ 165K Impedence
N	135 Hz ± 10 Hz/Volt @ 1MΩ Impedence
P	10 VCD Supply @ 20 [mA] Max.

• Environmental

Ambient Operating Temperature Range	-40~85°C
Relative Humidity	up to 95%
All Surface Finishes	Fungus Proof and Corrosion Resistant

• Power input

Supply	24VDC Battery System(Transient and Reverse Voltage Protected)**
Polarity	Negative Ground(Case Isolated)
Power Consumption	50[mA] continuous plus actuator current
Maximum controllable actuator current at 25°C-(Inductive Load)	10{A} continuous***
Magnetic Speed Sensor Signal	1~120[V] RMS

• Reliability

vibration	1G @ 20~100 Hz
Testing	100% Functionally Tested

• Physical

Dimensions	See Outline(Dia. 1)
Weight	705 grams
Mounting	Any Position, Vertical Preferred

* Droop is based on a speed sensor frequency of 4000Hz. and an actuator current change of 1amp from no load to full load. Applications with higher speed sensor signals will experience less percentage of droop. See droop description for specific details on operation of droop ranges.

** Protected against reverse voltage by a series diode. A 15 amp fuse must be installed in the positive battery lead.

*** Protected against short circuit to actuator(shuts off current to actuator), unit automatically turns back on when short is removed.

2) Application and installation information

The speed control unit is rugged enough for mounting in a control cabinet or engine mounted enclosure or in a remote console up to 20 meters(65ft.) from the engine. Care should be taken to insure that the speed control unit, mount it vertically so that condensation will not accumulate in the speed control unit.

<Warning>

An overspeed shutdown device, independent of the governor system, should be provided to prevent loss of engine control which may cause personal injury or equipment damage. Do not rely exclusively on the governor system electric actuator to prevent over speed. A Secondary shutoff device, such as a fuel solenoid must be used.

3) Wiring

Wiring to the speed control unit should be as shown in Diagram 1. Wire leads to the battery and actuator from the speed control unit terminals A, B, E and F should be #16 AWG(1.3 mm sq.) or larger. Long cables require an increased wire size to minimize voltage drops. An external 15amp fuse is recommended in series with terminal F, the positive (+) battery input terminal.

The magnetic speed sensor leads must be twisted and/or shielded for their entire length. If shielded cables are used, connect all the shields to terminal D only. The shield should be insulated to insure no other part of the shield comes in contact with engine ground, otherwise stray speed signals may be introduced to the speed control unit. With the engine stopped, adjust the gap between the magnetic speed sensor and the ring gear teeth. The gap should not be any smaller than 0.020 in.(0.45mm). Usually, gear tooth will achieve a satisfactory air gap. The magnetic speed sensor voltage should be at least 1 VAC RMS during cranking.

4) Adjustments

• Before starting engine

Confirm the following adjustment positions. The adjustments are factory pre-set as follows :

Check to insure the GAIN and STABILITY adjustments, and if applied, the external SPEED TRIM CONTROL are set to mid position.

Preset the DWC-2000 as follows:

Gain	Minimum CCW
Stability	Mid-range
Speed Adjust	3650Hz
Idle	1950Hz
Droop	Maximum CCW (minimum setting)
Overspeed	Maximum CW
Run Ramp	Maximum CW
CRANK Ramp	Maximum CW
STARTING FUEL	FULL CW(Maximum Fuel)
SPEED RAMPING	FULL CCW(Fastest)

- **Start engine**

The speed control unit governed speed setting is factory set at approximately engine idle speed. Crank the engine with DC power applied to the governor system. The actuator will energize to the maximum fuel position until the engine starts. The governor system should control the engine at a low idle speed. If the engine is unstable after starting, turn the GAIN and STABILITY adjustments counterclockwise until the engine is stable.

- **Governor speed setting**

The governed speed set point is increased by clockwise rotation of the SPEED adjustment control. Remote speed adjustment can be obtained with an optional 5K Speed Trim Control. (See Diagram 1.)

- **Governor performance**

Once the engine is at operating speed and at no load, the following governor performance adjustment can be made.

- A. At no load, turn the gain control CW until instability results. Then back-off slightly CCW (1/8 turn) beyond the point where stability returns.
- B. Turn the stability control CW until instability results. Then back-off slightly CCW (1/8 turn) beyond the point where stability returns. Excellent performance should result from these adjustments.

If instability cannot be corrected or further performance improvements are required, refer to the section on SYSTEM TROUBLESHOOTING.

- **Starting fuel adjustment**

The engine's exhaust smoke at start-up can be minimized by completing the following adjustments.

- A. Place the engine in idle by connecting Terminals M & G.
- B. Adjust the IDLE speed for as low a speed setting as the application allows.
- C. Adjust the STARTING FUEL CCW until the engine speed begins to fall. Increase the STARTING FUEL slightly so that the idle speed is returned to the desired level.
- D. Stop the engine.

One of two methods of operation for the DWC-2000 may now be selected.

Method 1 : Start the engine and accelerate directly to the operating speed(Gen Sets, etc.).

- ✘ Remove the connection between Terminals M & G. Start the engine and adjust the SPEED RAMPING for the least smoke on acceleration from idle to rated speed. If the starting smoke is excessive, the STARTING FUEL may need to be adjusted slightly CCW. If the starting time is too long, the STARTING FUEL may need to be adjusted slightly CW.

Method 2 : Start the engine and control at an idle speed for a period of time prior to accelerating to the operating speed. This method separates the starting process so that each may be optimized for the lowest smoke emissions.

✘ Replace the connection between Terminals M & G with a switch, usually an oil pressure switch. Start the engine. If the starting smoke is excessive, the STARTING FUEL may need to be adjusted slightly CCW. If the starting time is too long, the STARTING FUEL may need to be adjusted slightly CW.

When the switch opens, adjust the SPEED RAMPING for the least amount of smoke when accelerating from idle speed to rated speed.

• Idle speed setting

If the IDLE speed setting was not adjusted as detailed in "Starting Fuel Adjustment" section, then place the optional external selector switch in the IDLE position. The idle speed set point is increased by clockwise rotation of the IDLE adjustment control. When the engine is at idle speed, the speed control unit applies droop to the governor system to insure stable operation

• Speed droop operation

Droop is typically used for the paralleling of engine driven generators.

Place the optional external selector switch in the DROOP position, DROOP is increased by clockwise rotation of the DROOP adjustment control. When in droop operation, the engine speed will decrease as engine load increases. The percentage of droop is based on the actuator current change from engine no load to full load. A wide range of droop is available with the internal control. Droop level requirements above 10% are unusual.

If droop levels experienced are higher or lower than those required, contact the factory for assistance.

After the droop level has been adjusted, the rated engine speed setting may need to be reset. Check the engine speed and adjust the speed setting accordingly.

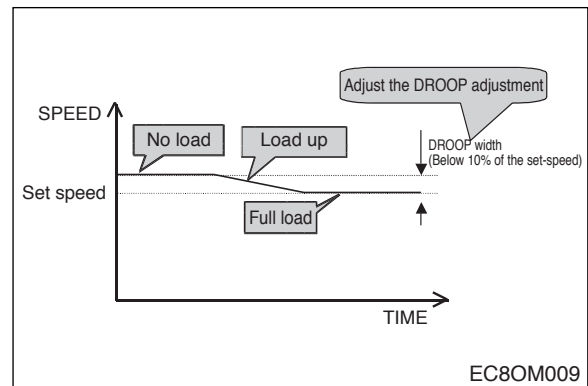


Figure 3. The relation between the speed and a amount of load.

• **Accessory input**

The AUXiliary Terminal N accepts input signals from load sharing units, auto synchronizers, and other governor system accessories, DWC accessories are directly connected to this terminal. It is recommended that this connection from accessories be shielded as it is a sensitive input terminal. If the auto synchronizer is used alone, not in conjunction with a load sharing module, a 3M ohm resistor should be connected between Terminals N and P. This is required to match the voltage levels between the speed control unit and the synchronizer.

when an accessory is connected to Terminal N, the speed will decrease and the speed adjustment must be reset.

when operating in the upper end of the control unit frequency range, a jumperwire or frequency trim control may be required between Terminals G and J. This increases the frequency range of the speed control to over 7000Hz.

• **Accessory supply**

the +10 volt regulated supply, Terminal P, can be utilized to provide power to DWC- 2000 governor system accessories. Up to 20ma of current can be drawn from this supply. Ground reference is Terminal G. Caution : a short circuit on this terminal can damage the speed control unit.

• **Wide range remote variable speed operation**

Simple and effective remote variable speed can be obtained with the DWC-2000 Series control unit. A single remote speed adjustment potentiometer can be used to adjust the engine speed continuously over specific speed range. Select the desired speed range and the corresponding potentiometer value.(Refer to TABLE 1.) If the exact range cannot be found, select the next higher range potentiometer. An additional fixed resistor may be placed across the potentiometer to obtain the exact desired range. Connect the speed range potentiometer as shown in Diagram 2.

To maintain engine stability at the minimum speed setting, a small amount of droop can be added using the DROOP adjustment. At the maximum speed setting the governor performance will be near isochronous, regardless of the droop adjustment setting.

TABLE 1. Variable Speed Range Potentiometer Value

Speed Range	Potentiometer Value
900 Hz	1K
2,400 Hz	5K
3,000 Hz	10K
3,500 Hz	25K
3,700 Hz	50K

Diagram 2.

• **OVERSPEED shutdown setting**

DWC-2000 has a Test switch to determine the OVERSPEED set point and test the engine shutdown function. If you want to adjust the OVERSPEED set point at the speed about 10% higher than the RUN set speed, use the Test switch. When the engine is operating at the Run set speed in pushing the Test switch, rotate the Overspeed Adjust. by CCW until the Overspeed shutdown function is operated. When the Test switch is pushed, the Overspeed set point is reduced to 10/11 of the real set point.

• **RUN ramp turn-On speed setting**

When the engine is operating at the Run set speed, adjust the Run lamp adjustment CCW until the lamp is on. Then, more rotate 1/2 turn by CCW.

• **CRANK ramp turn-on speed setting**

When the engine is operating at the Idle set speed(800rpm), adjust the Crank lamp adjustment CCW until the lamp is on. Then, more rotate 1.5 turns by CCW.

5) System troubleshooting

• **System Inoperative**

If the engine governing system does not function, the fault may be determined by performing the voltage tests described in steps 1,2,3,and 4. (+) and (-) refer to meter polarity. Should normal values be indicated as a result of following the trouble shooting steps, the fault may be with the actuator or the wiring to the actuator. See the actuator publication for testing details.

STEP	TERMINALS	NORMAL VALUE	PROBABLE CAUSE OF ABNORMAL READING
1	F(+) & E(-)	Battery Supply Voltage(24V)	<ol style="list-style-type: none"> 1. DC battery power not connected. Check for blown fuse. 2. Low battery voltage. 3. Wiring error.
2	C & D	1.0VAC RMS min., while cranking	<ol style="list-style-type: none"> 1. Gap between speed sensor and gear teeth too great. Check gap. 2. Improper or defective wiring to the speed sensor. Resistance between terminals C and D should be 30 to 1200ohms 3. Defective speed sensor.
3	P(+) & G(-)	10VDC, Internal Supply	<ol style="list-style-type: none"> 1. Short on terminal P. (This will cause a defective unit.) 2. Defective Speed Control.
4	F(+) & A(-)	1.0 - 2.0 VDC while cranking	<ol style="list-style-type: none"> 1. SPEED adjustment set too low. 2. Short/open in actuator wiring. 3. Defective speed control. 4. Defective actuator. See Actuator Troubleshooting.

• **Unsatisfactory performance**

If the governing system functions poorly, perform the following tests.

SYMPTOM	TEST	PROBABLE FAULT
Engine overspeeds	Do not crank. Apply DC power to the governor system.	Actuator goes to full fuel. then, disconnect speed sensor at Terminals C & D. <ul style="list-style-type: none"> • If actuator still at full fuel → speed control unit defective. • If actuator at minimum fuel position → erroneous speed signal. Check speed sensor data.
	Manually hold the engine at the desired running speed. Measure the DC voltage between Terminals A(-)&F(+) on the speed control unit.	<ol style="list-style-type: none"> 1. If the voltage reading is 4.0 to 6.0VDC <ol style="list-style-type: none"> a) SPEED adjustment set above desired speed b) Defective speed control unit. 2. If the voltage reading is above 6.0VDC. <ol style="list-style-type: none"> a) Actuator or linkage binding. 3. If the voltage reading is below 4.0VDC. 4. Gain set too low.
Actuator does not energize fully.	Measure the voltage at the battery while cranking.	If the voltage is less than 15V for a 24V system, replace the battery if it is weak or undersized.
	Momentarily connect Terminals A and F. The actuator should move to the full fuel position.	<ol style="list-style-type: none"> 1. Actuator or battery wiring in error. 2. Actuator or linkage binding. 3. Defective actuator. See actuator troubleshooting. 4. Fuse opens. Check for short in actuator or actuator wiring harness.
Engine remains below desired governed speed.	Measure the actuator output. Terminals A&B, while running under governor control	<ol style="list-style-type: none"> 1. If voltage measurement is within approximately 3 volts of the battery supply voltage, then fuel control restricted from reaching full fuel position. Possibly due to interference from the mechanical governor, carburetor spring or linkage alignment. 2. Speed setting too low.

• **Insufficient magnetic speed sensor signal**

A strong magnetic speed sensor signal will eliminate the possibility of missed or extra pulses. The speed control unit will govern well with 0.5volts RMS speed sensor signal. A speed sensor signal of 3 volts RMS or greater at governed speed is recommended. Measurement of the signal is made at Terminals C and D.

The amplitude of the speed sensor signal can be raised by reducing the gap between the speed sensor tip and the engine ring gear. The gap should not be any smaller than 0.020 in (0.45mm). when the engine is stopped, back the speed sensor out by 3/4 turn after touching the ring gear tooth to achieve a satisfactory air gap.

- **Electromagnetic compatibility (EMC)**

EMI SUSCEPTIBILITY - The governor system can be adversely affected by large interfering signals that are conducted through the cabling or through direct radiation into the control circuits.

All DWC-2000 speed control units contain filters and shielding designed to protect the units sensitive circuits from moderate external interfering sources.

Although it is difficult to predict levels of interference, applications that include magnetos, solid state ignition systems, radio transmitters, voltage regulators or battery chargers should be considered suspect as possible interfering sources.

If it is suspected that external fields, either those that are radiated or conducted, are or will affect the governor systems operation, it is recommended to use shielded cable for all including the speed sensor shield, is connected to a single point on the case of the speed control unit. Mount the speed control unit to a grounded metal back plate or place it in a sealed metal box.

Conduction is when the interfering signal is conducted through the interconnecting wiring to the governor system electronics. Shielded cables and installing filters are common remedies.

As an aid to help reduce the levels of EMI of a conductive nature, a battery line filter and shielded cables are conveniently supplied by DWC.

- **Instability**

Instability in a closed loop speed control system can be categorized into two general types. PERIODIC appears to be sinusoidal and at a regular rate. NON-PERIODIC is a random wandering or an occasional deviation from a steady state band for no apparent reason.

Switch D1 controls the Differential function. When the position of switch D1 is "ON", the function is operated. Move the switch to the "OFF" position if there is fast instability in the system.

The PERIODIC type can be further classified as fast or slow instability. Fast instability is a 3Hz. or faster irregularity of the speed and is usually a jitter. Slow periodic instability is below 3Hz., can be very slow, and is sometimes violent.

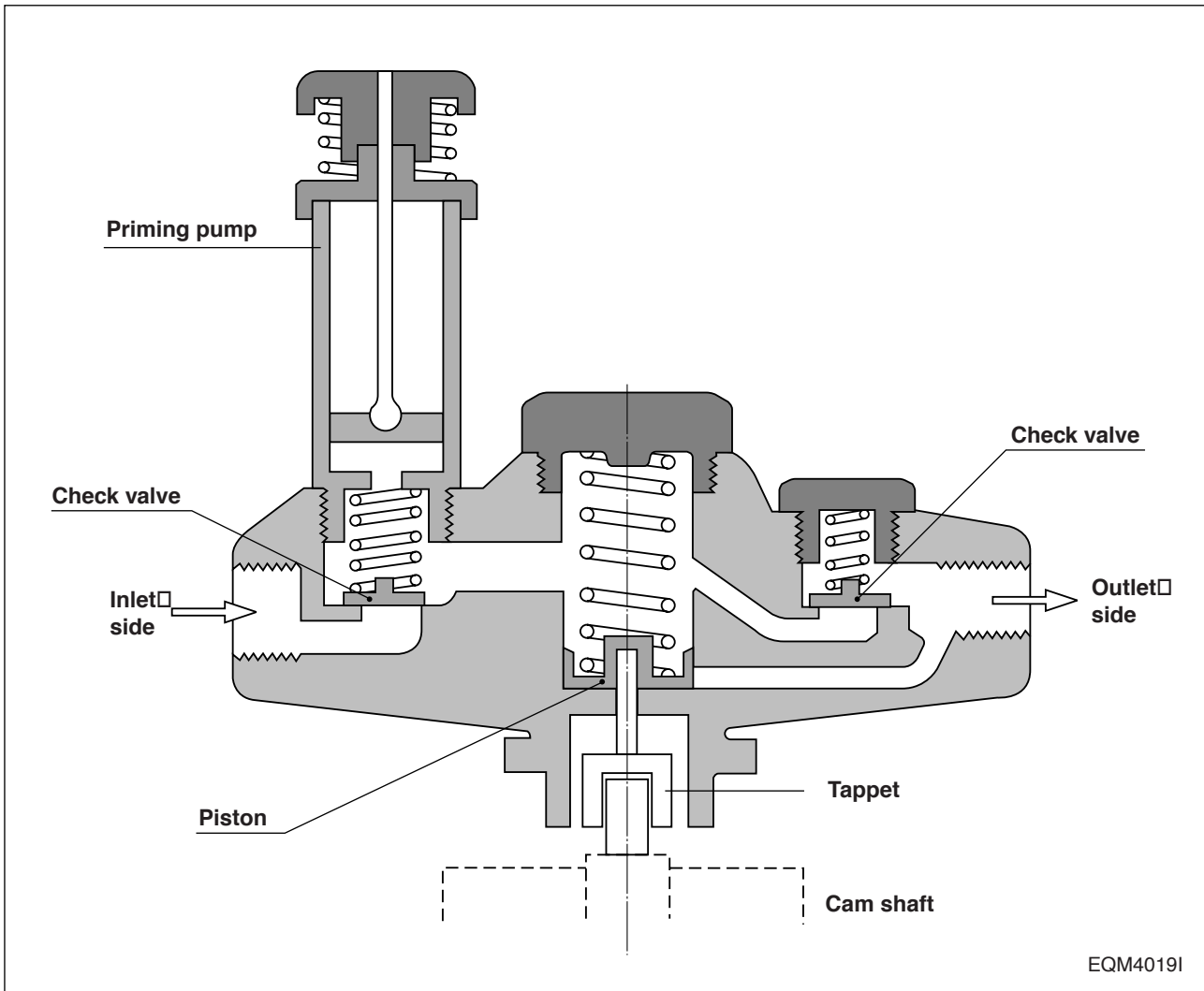
If fast instability occurs, this is typically the governor responding to engine firings. Raising the engine speed increases the frequency of instability and vice versa. In this case, placing switch D1 in the "OFF" position will reduce the speed control unit's sensitivity to high frequency signals. Should instability still be present, placing switch D2 to the "OFF" position may help stabilize the engine. Again, readjust the GAIN and STABILITY for optimum control. Interference from powerful electrical signals can also be the cause. Turn off the battery chargers or other electrical equipment to see if the system disappears.

Slow instability can have many causes. Adjustment of the GAIN and STABILITY usually cures most situations by matching the speed control unit dynamics. If slow instability is unaffected by this procedure, evaluate the fuel system and engine performance. Check the fuel system linkage for binding, high friction, or poor linkage. Be sure to check linkage during engine operation. Also look at the engine fuel system. Irregularities with carburetion or fuel injection systems can change engine power with a constant throttle setting. This can result in speed deviations beyond the control of the governor system. Adding a small amount of droop can help stabilize the system for troubleshooting.

NON-PERIODIC instability should respond to the GAIN control. If increasing the gain reduces the instability, then the problem is probably with the engine. Higher gain allows the governor to respond faster and correct for disturbance. Look for engine mis-firings, an erratic fuel system, or load changes on the engine generator set voltage regulator. If the throttle is slightly erratic, but performance is fast, move switch D1 to the "OFF" position. This will tend to steady the system.

10.3.4. Fuel feed pump

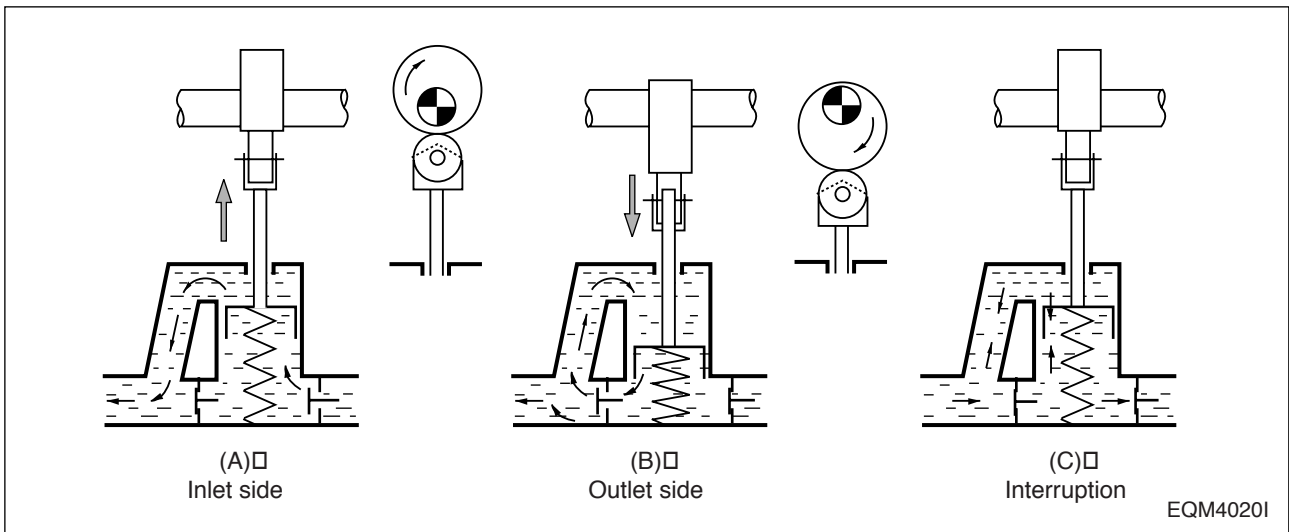
1) General descriptions and construction



The P-type injection pump is mounted with K-ADS or KP type feed pump. These pumps have the same basic construction and operation, and the general descriptions of the KP type pump are given below:

The figures show its construction (right figure) and operation (below figure). The piston in the fuel feed pump is driven by the push rod and tappet via the camshaft of injection pump and performs reciprocating operation to control the suction and delivery of fuel. When the cam reaches the Bottom Dead Center as shown in the figure, the fuel is drawn in through the check valve on the inlet side.

The fuel pressurized as the cam rotates on flows through the check valve on the outlet side as shown in (B). If the feeding pressure increases abnormally, the spring is compressed, resulting in interrupting further delivery of fuel as shown in (C).

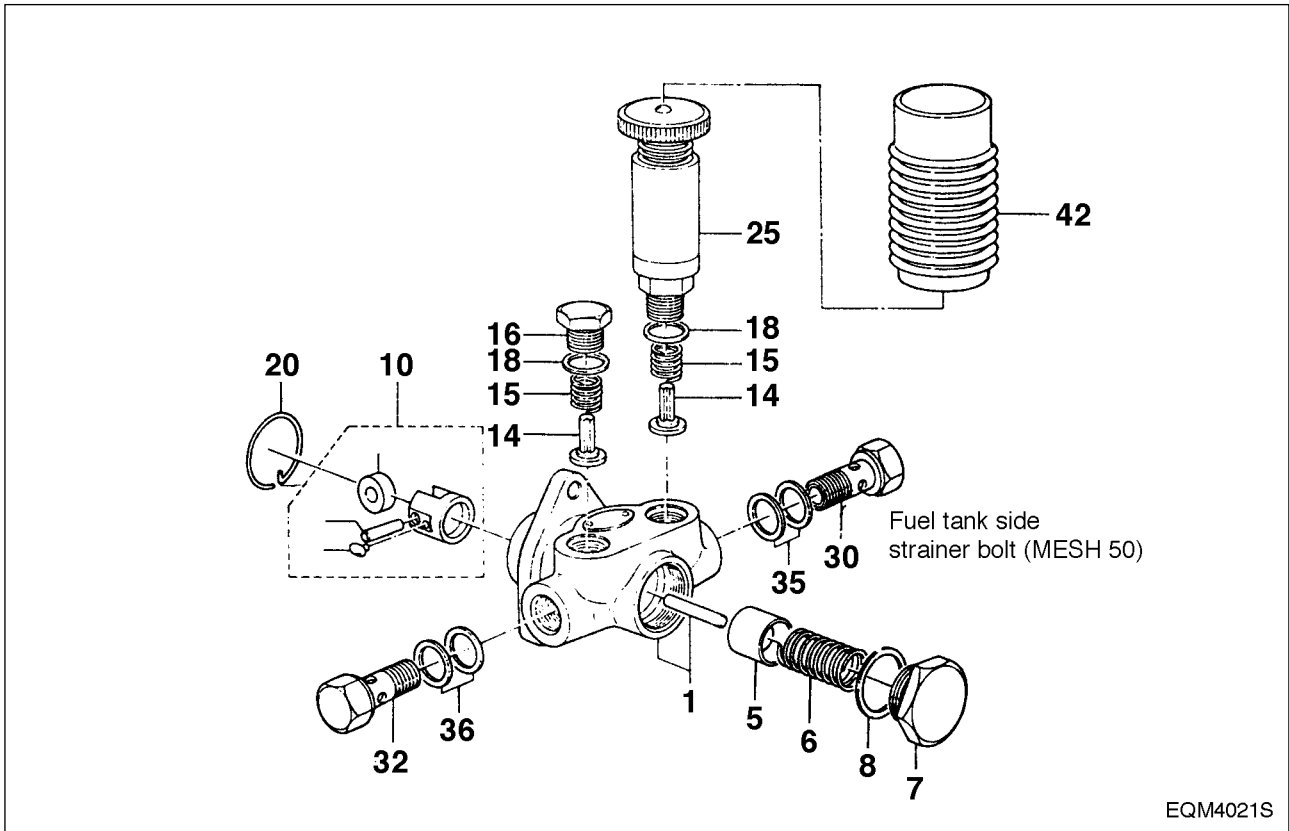


This feed pump is mounted with a priming pump designed to permit manual feeding of fuel from the fuel tank with the injection pump mounted in the engine. During the manual feeding operation, air must be bled from the fuel lines.

When using the priming pump, fix it securely to prevent the possible entry of moisture or other foreign substances in the inside of feed pump.

In addition, a strainer is fitted into joint bolt on the inlet side of the fuel feed pump to filtrate any foreign substances possibly mixed in fuel.

2) disassembly



- Clamp the feed pump with a vise and disassemble the plugs (30, 32), strainer (31) and gaskets (35, 36).
- Take off the priming pump (25), plug (16), both gaskets (18), spring (15), and check valve (14).
- Take off the plug (7), gasket (8), spring (6), and piston (5) on the piston side.
- Pull out the snap ring (20) holding the tappet (10).
- Disassemble the snap ring, then take off the tappet (10) and push rod (1).

3) Inspection

- If the check valve is damaged or scored on its seat face, replace it with a new one.
- Inspect the piston and tappet for damage.
- Replace the push rod if excessively worn, and replace together with the pump housing if required. The inspection for wear should be performed in the same procedure as for suction pressure test described below.

4) Reassembly

Reassembly operation is performed in reverse order of disassembly. All the gaskets must be replaced with new ones at reassembly.

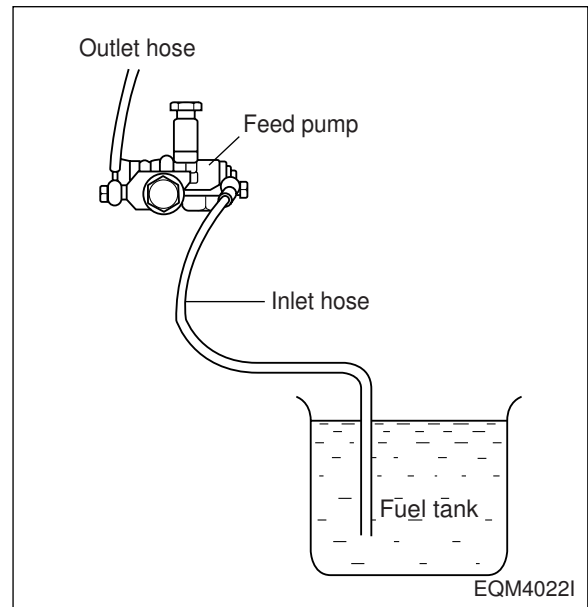
5) Testing

(1) Suction capacity test

Connect one end of a hose to the inlet side of the feed pump and immerse the other end of it into the fuel tank as illustrated.

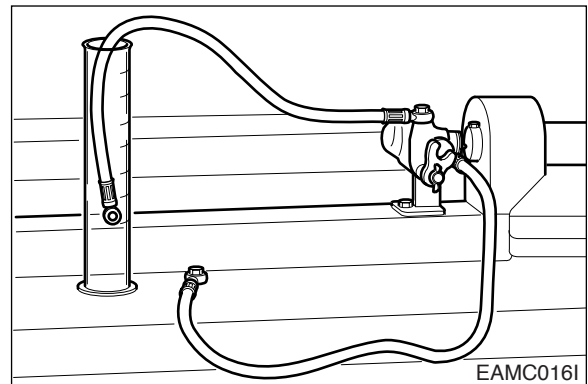
Hold the feed pump in position about 1m above the level of fuel in the fuel tank.

Operate the tappet at the rate of 100 rpm and check to see if fuel is drawn in and delivered for 40 seconds or so.



(2) Delivery test

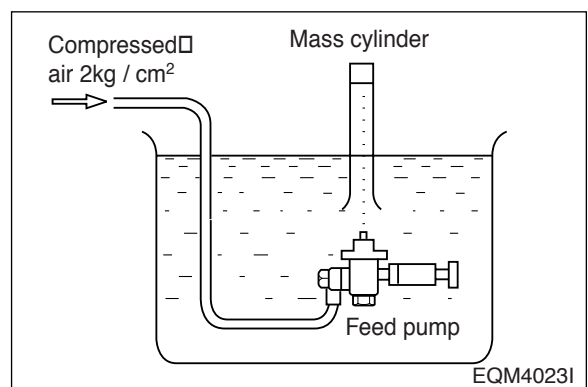
Make a test with the feed pump mounted on a pump tester as illustrated. Operate the pump at the rate of 1,000 rpm and check to see if the pump delivery is more than 405 cc/15 seconds.



(3) Sealing test

Plug up the delivery port on the feed pump and apply compressed air of 2 kg/cm² into the inlet side.

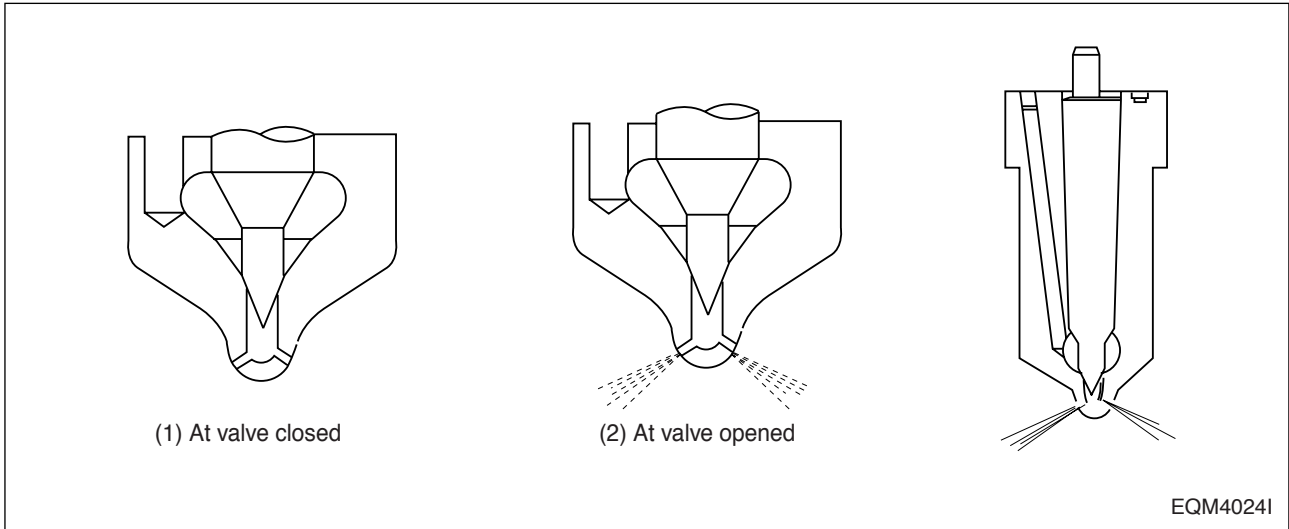
Submerge the feed pump in a container of diesel fuel and check for air leak.



10.3.5. Injection nozzle

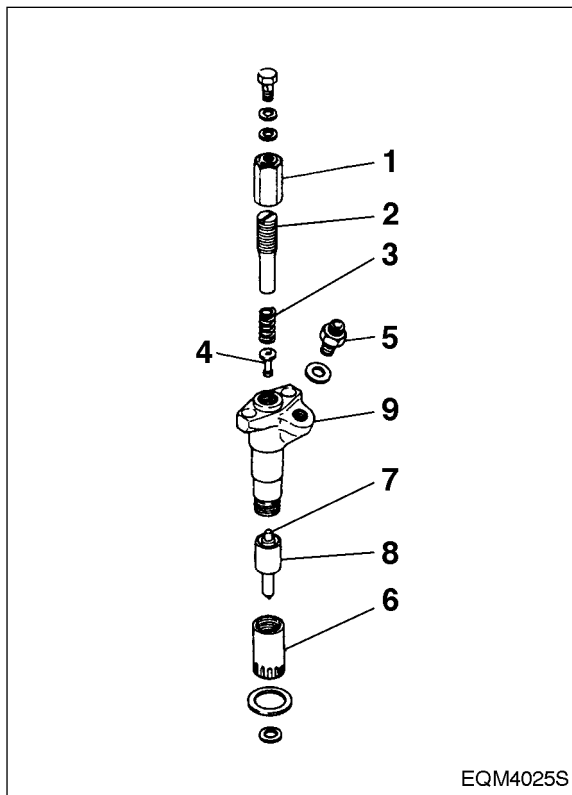
1) General descriptions

Pressurized fuel delivered from the fuel injection pump is sprayed into the combustion chamber past the injection nozzle at proper spray pressure and spray angle, then burnt completely to achieve effective engine performance.



2) 1-spring type

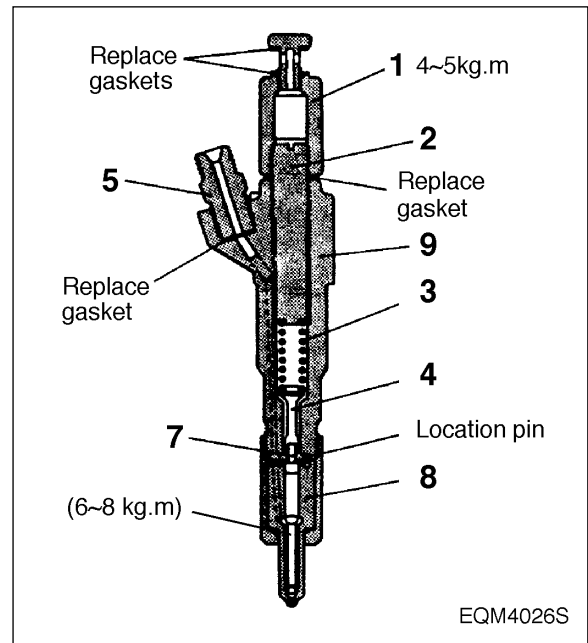
(1) Disassembly



1. Cap nut
2. Adjusting screw
3. Spring
4. Push rod
5. Connector
6. Retaining nut
7. Needle valve
8. Nozzle
9. Nozzle holder

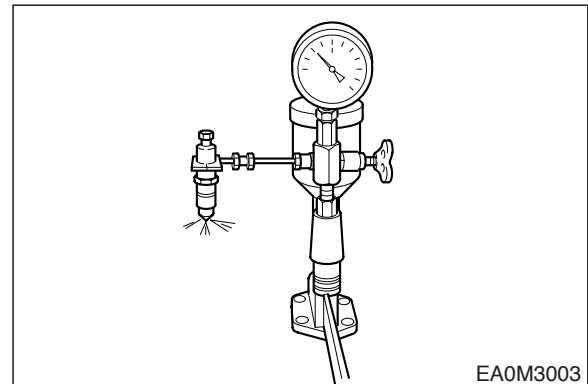
(2) Reassembly

- After removing carbon deposit, submerge the nozzle in diesel oil and clean it.
- Replace all the gaskets with new ones.
- Assemble the parts and tighten them to specified torque.



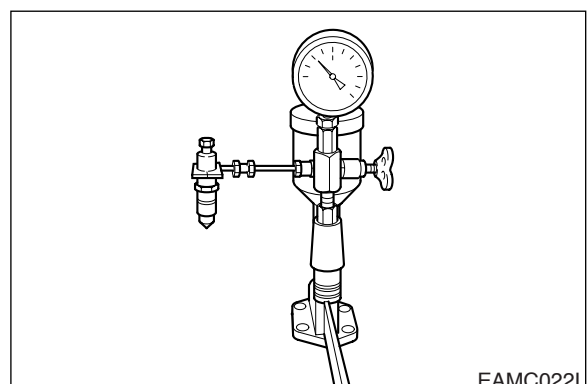
(3) Adjustment

- Remove the cap nut and assemble a nozzle to a nozzle tester.
- With the adjusting screw loosened, operate the nozzle 2 ~ 3 times to bleed it.
- Operate the nozzle tester lever at the specified rate.
- Adjust the injection pressure to the standard pressure using the adjusting screw.
- After adjusting the injection pressure, tighten the cap nut to specified torque.
- Re-check the injection pressure and see if the spray pattern is normal.



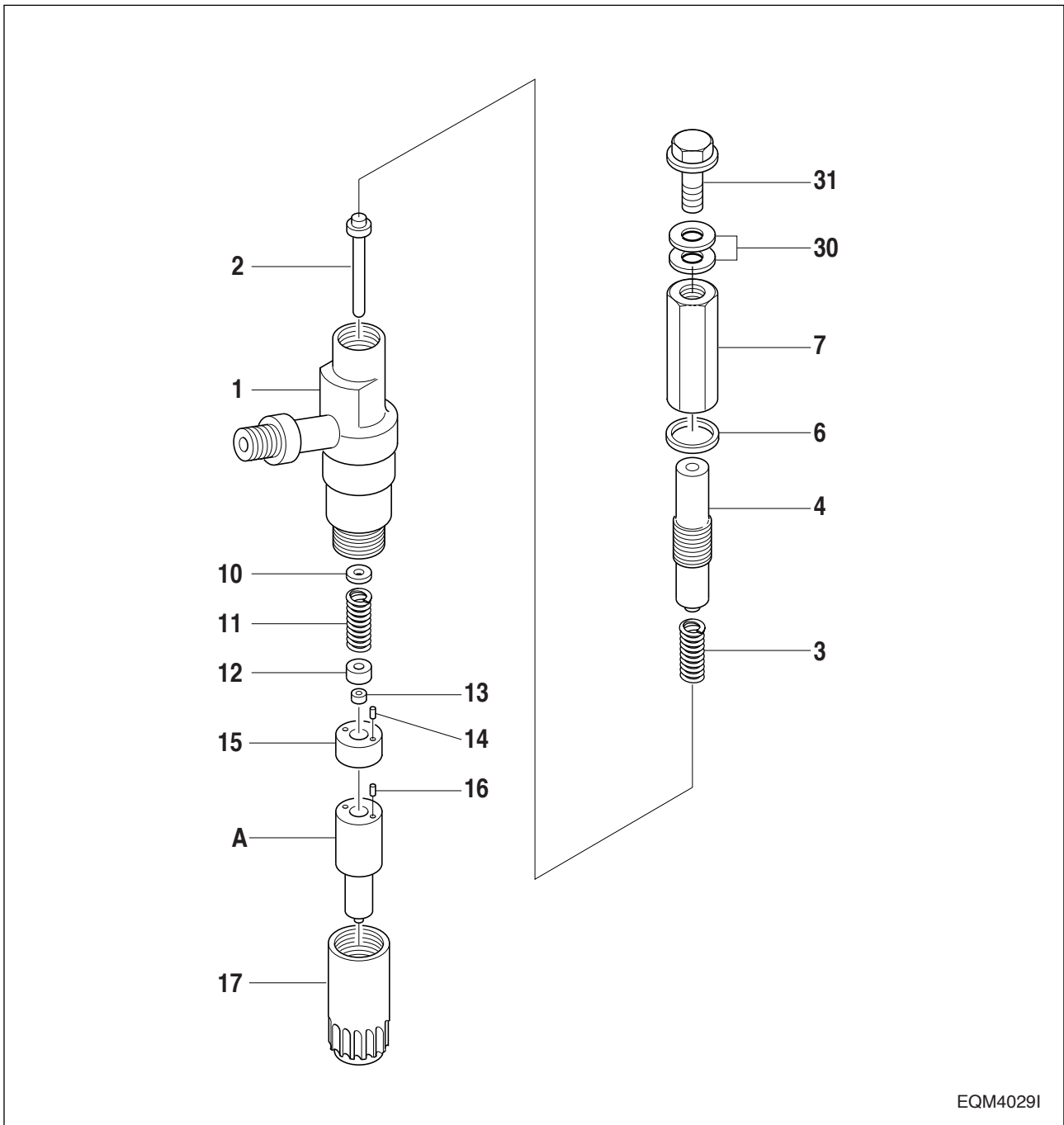
(4) Testing

With the nozzle assembled to a nozzle tester and pressure of 20 ~ 21 MPa (200 ~ 210 bar) applied, check the nozzle for fuel leakage.



3) 2-spring type

(1) Disassembly



1. Nozzle holder body

2. Push rod

3. Primary spring

4. Adjusting screw

6. Gasket

7. Cap nut

10. Adjusting shim

11. Secondary spring

12. Spring Seat

13. Lift pin

14. Pin

15. Spacer

16. Pin

17. Retaining nut

30. Gasket

31. Eye bolt

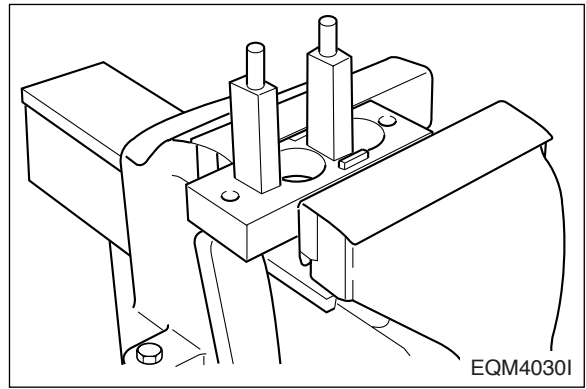
A. Nozzle

(2) Inspection and adjustment

- a. Adjusting the primary opening pressure. Install the plate of plate assembly (157944-9520) onto a vise.

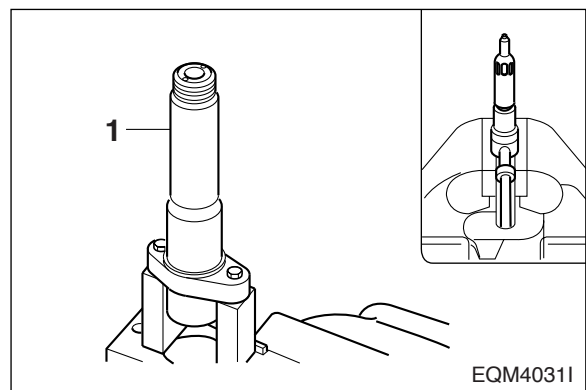


Note : Use the plate assembly (157944-9520) in fixing a nozzle holder having a flange. A nozzle holder without flange should be directly installed onto a vise.



- b. With the nut, install the two pins on the plate.

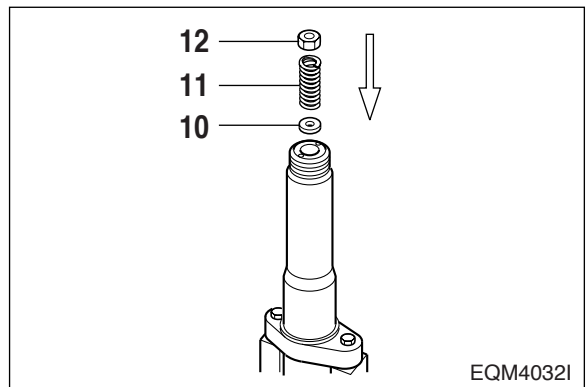
- c. Install the nozzle holder body (1) onto the plate with the cap nut side facing downward.



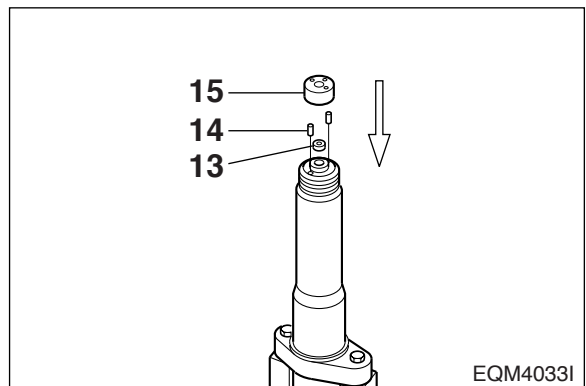
- d. Assemble adjusting shim (10), secondary spring (11), and spring seat (12) on the nozzle holder body in the order as described.



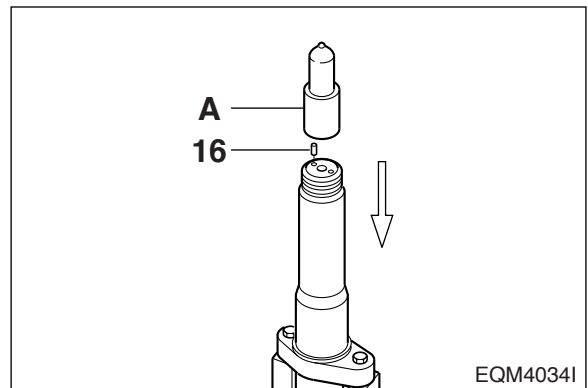
Note : The secondary spring is the same one as the primary spring.



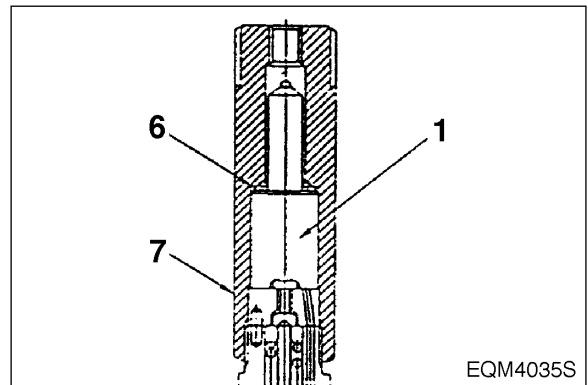
- e. Assemble the pin (14), lift piece (13), and spacer (15) with the nozzle holder body.



f. Install the pin (16) and nozzle (A) onto the spacer.



g. After installing the gasket (6:157892-1500) on the nozzle, use the cap nut (7:157892-4000 : SW22mm) to fix the nozzle onto the nozzle holder.



Note : While tightening the cap nut, keep checking to see if the lock pin comes all the way into the nozzle.

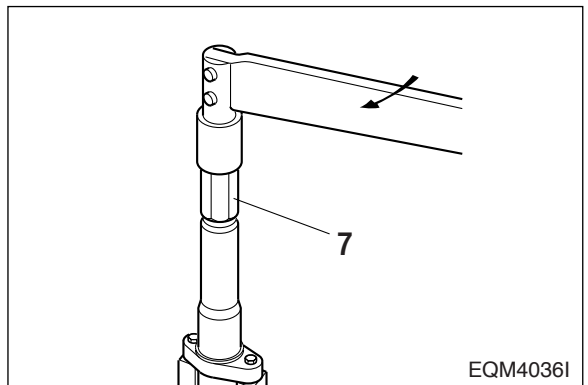


Note : Tighten the retaining nut until it resists hand tightening, then further tighten it using a torque wrench.

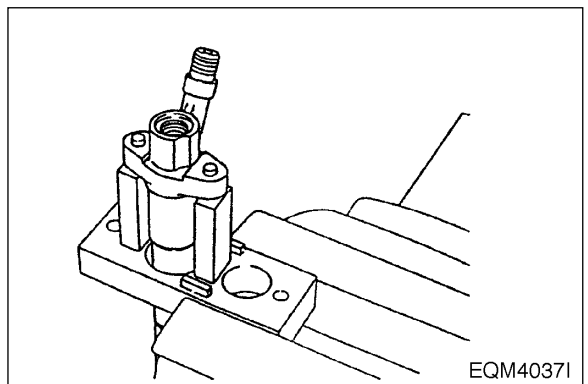
h. Be sure to follow the specified torque rating when tightening the adjusting retaining nut.



Torque	6.0 ~ 8.0 kg·m
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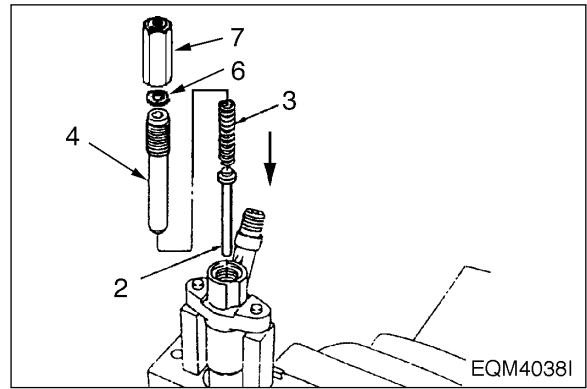


i. With the cap nut facing upward, install the nozzle holder on the plate.

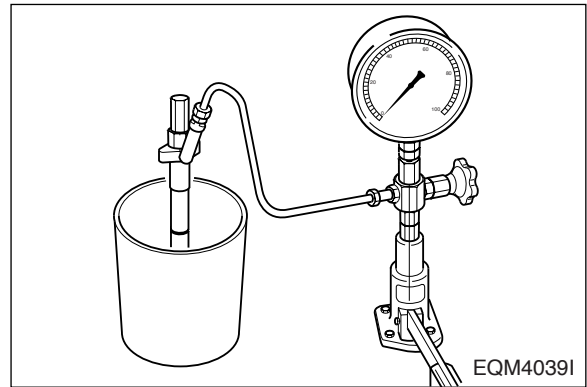


j. Assemble the push rod (2), primary spring (3), and adjusting screw (4) on the nozzle holder in the order described.

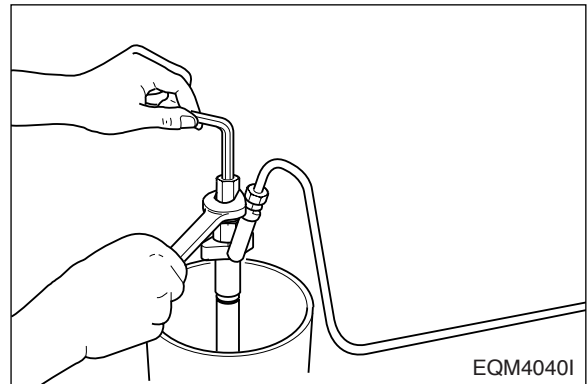
k. Install the gasket (6) and cap nut (7) onto the adjusting screw(4).



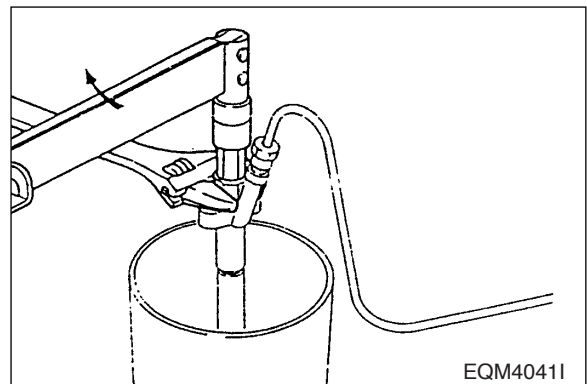
l. Assemble the nozzle and nozzle holder assembly to the nozzle tester (105785-1010).



m. Adjust the primary opening pressure to the specified pressure using the adjusting screw (4).



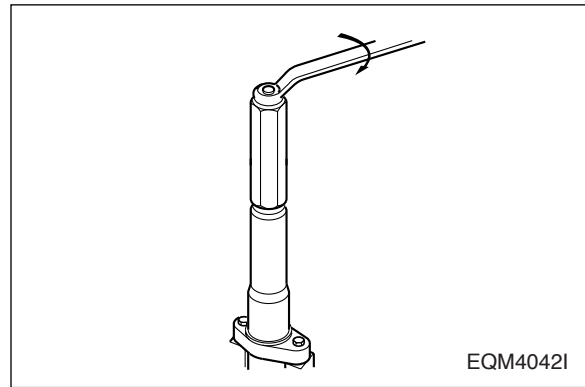
n. With a monkey wrench, fix the nozzle holder securely and tighten the cap nut (SW 19mm) to specified torque.



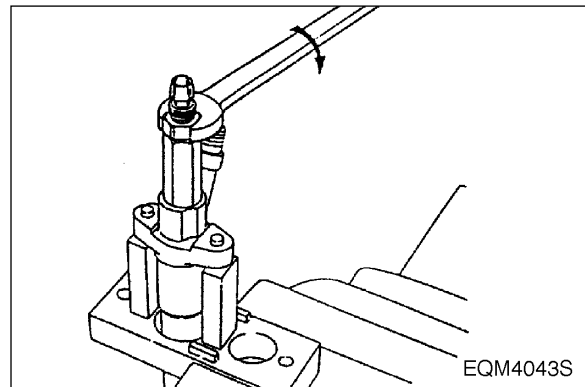
Torque	3.0 ~ 4.0 kg·m
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• **Inspecting the needle valve for full lift**

a. Install gasket (026508-1140) and plug (157892-1600 : SW12mm) onto the adjusting retaining nut (157892-1400).

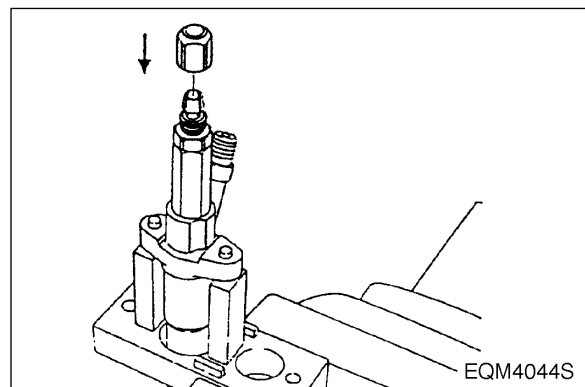


b. Install the nozzle holder on the plate with the cap nut facing upward.



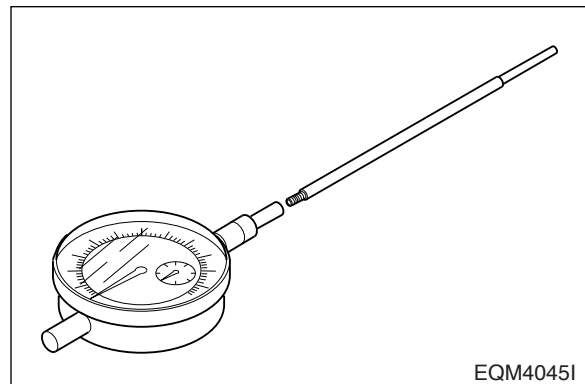
c. Install the holder(157892-4100: SW12 mm) into the cap nut.

d. Install a nut (157892-1000 : SW 17mm) on the holder.



e. Assemble the pin (157892-4200 or 157892-4300) to the dial gauge (157954-3800).

Part No.	L (mm)
157892-4200	160
157892-4300	110



Note : “L” means the length of the pin except the threaded portion.

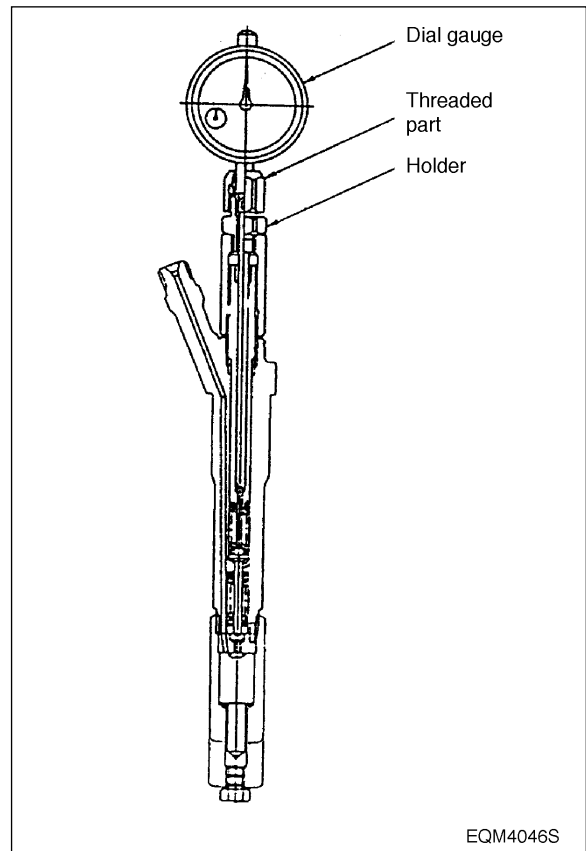
- f. Install the dial gauge on the holder assembly so that the pin is brought into contact with the upper end of the push rod, then fix the pin with the nut.



Note 1 : Fix the dial gauge so that a stroke of 2 mm or so can be measured.

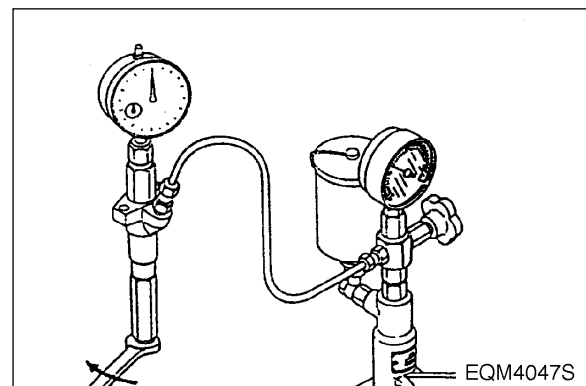


Note 2 : Overtightening the nut may cause a sticking of the dial gauge seat.



- g. Assemble the nozzle and nozzle holder assembly to the nozzle tester and zero the dial gauge.

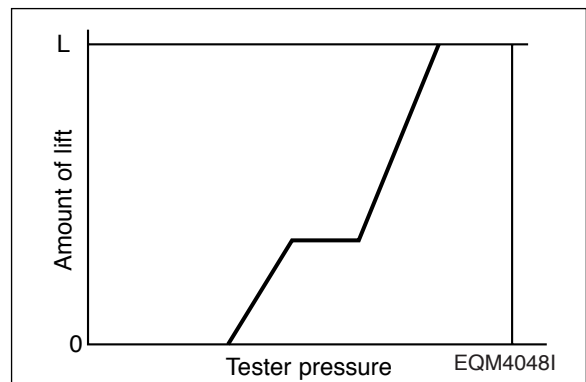
- h. Operate the nozzle tester, bleed the retaining nut, and check for fuel leakage.



- i. Operate the nozzle tester and increase the tester pressure up to 350 ~ 450kgf-cm² in order that the needle valve can be fully lifted. Then, record the full lift value "L".

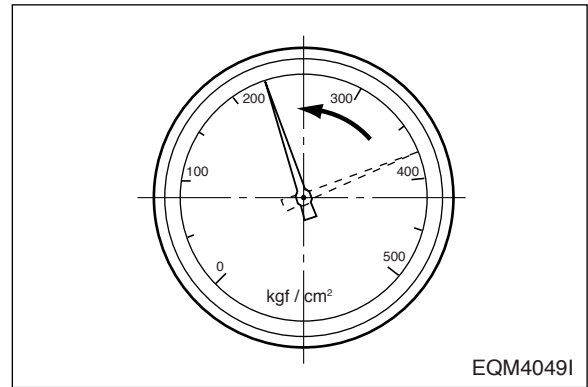


Note : This testing is to be made in order to check the nozzle seat portion for unusual wear or whether the nozzle assembly is a standard item.

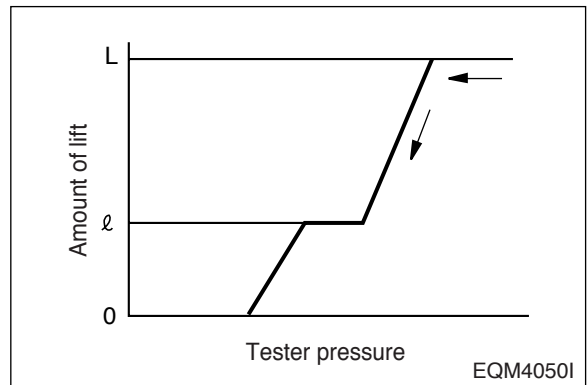


- Inspection of pre-lift

a. If the nozzle tester handle is released with the needle valve engaged in a full lift condition, the tester pressure drops, being accompanied by decrease in the needle valve lift value (indicated value on the dial gauge).

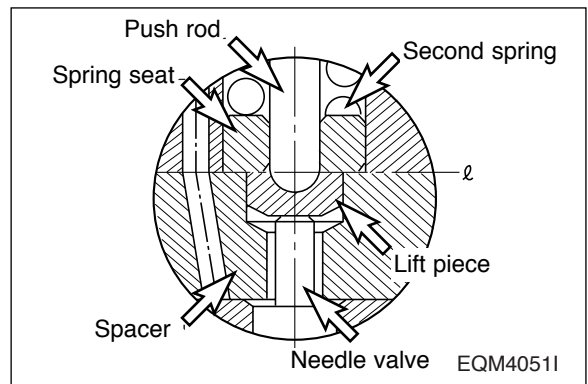


EQM4049I



EQM4050I

b. Take the indicated value on the dial gauge at the point of time when the secondary spring completes its operation and the needle valve puts an end to descent (the position of needle valve lift value “*l*” as shown in the above and right figures) and check that the value is within the specified limit.



EQM4051I

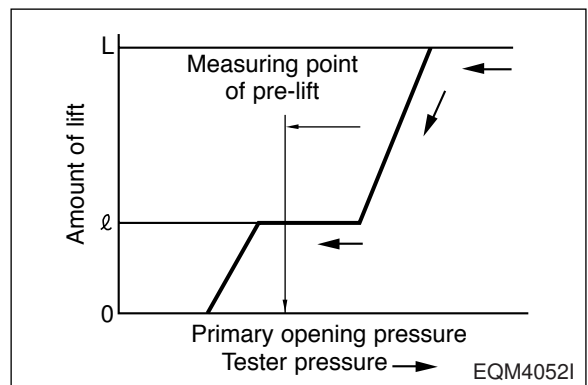


Measuring point for pre-lift

Take the indicated value on the dial gauge at a point of primary opening pressure approx. + 10 kgf·cm².

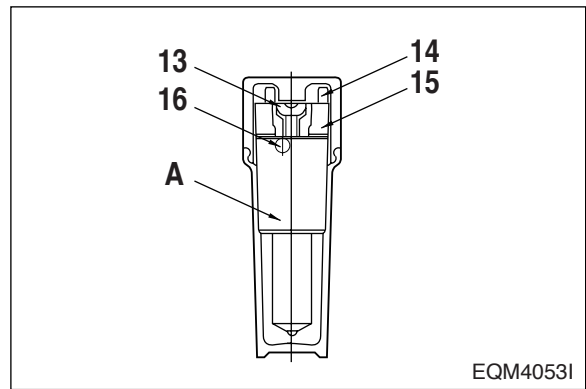


Note : Locate the point of primary opening pressure approx. + 10kgf·cm² while dropping the pressure.



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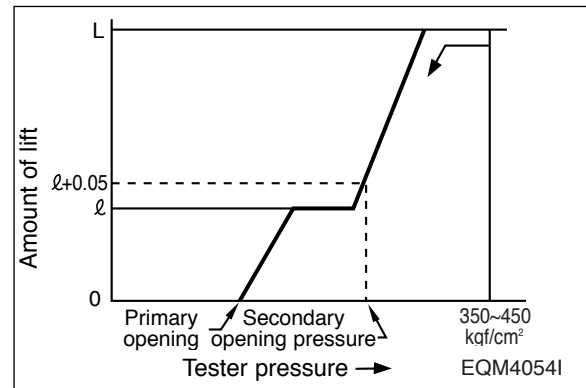
c. If the measured pre-lift value deviates from the specified limit, replace the pin (14, 16), lift piece (13), spacer (15), and nozzle assembly (A) with a new “nozzle service kit”.



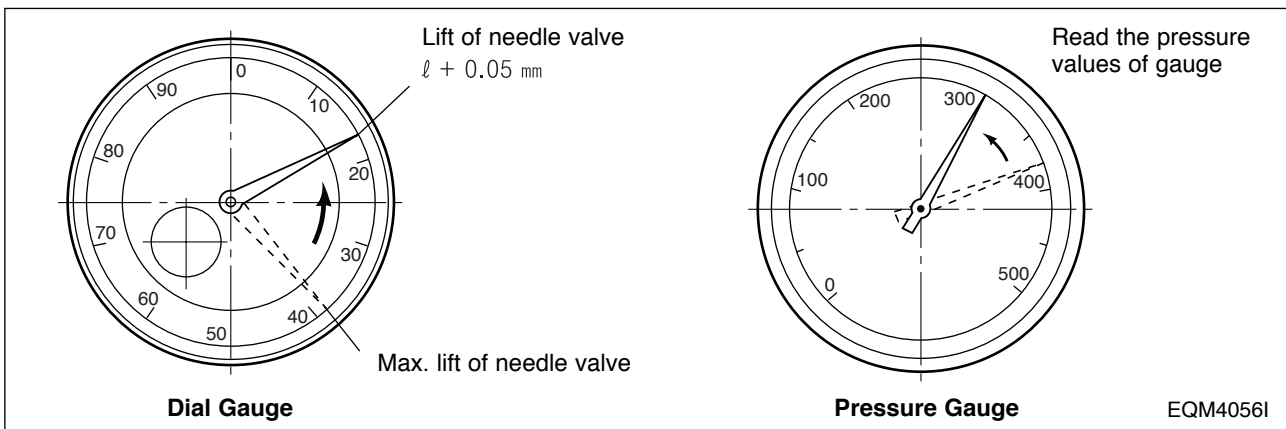
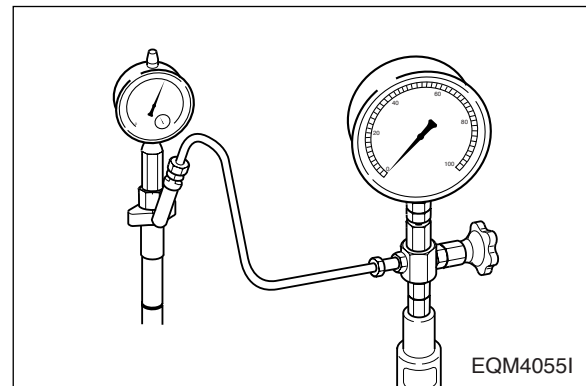
• **Inspection of secondary opening pressure**

a. After confirming the pre-lift, operate the nozzle tester and increase the internal pressure up to 350 ~ 450 kgf/cm² to fully lift the needle valve.

b. Release the nozzle tester handle to decrease the tester pressure, then take a note of the movements of the dial gauge.



c. Take the indicated value on the pressure gauge at the point of time when the needle of the dial gauge indicates the specified needle valve lift value. (In general, pre-lift “ l ” + 0.05mm. Refer to following figure).

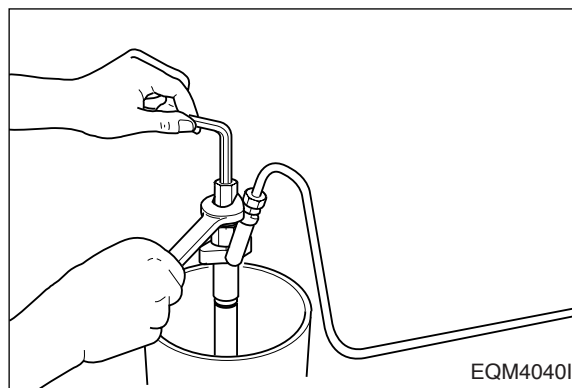


• **Adjusting secondary opening pressure**

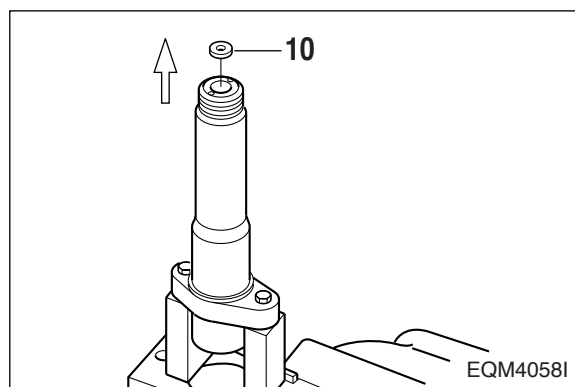
a. In the event that the measured value deviates from the specified limit, readjust the primary opening pressure if the amount of deviation is small. (to the standard range of the primary opening pressure)

- If the secondary opening pressure is lower than the standard value: Adjust the primary opening pressure up to the top limit of the standard vague, and then measure the secondary opening pressure.

- If the secondary opening pressure is higher than the standard value: In a reverse manner, readjust the primary opening pressure down to the bottom limit of the standard value.



b. If the secondary opening pressure still deviates from the specified limit in spite of the readjusting the primary opening pressure, take off the nozzle fixing portion from the nozzle holder and remove the adjusting shim (10).



c. If the secondary opening pressure is higher than the standard value, fit a thinner adjusting shim than the existing one.

d. After replacing the existing adjusting shim, measure the secondary opening pressure and continue the adjustment until a value satisfying the standard value.



Adjusting shim for secondary opening pressure

(Out diameter = ϕ 9.5 , Inner diameter = ϕ 4.5)

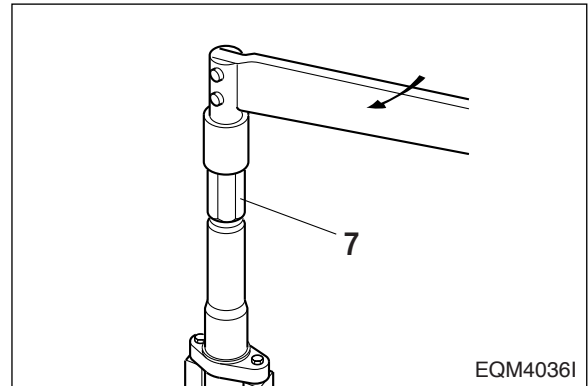
Part No.	Thickness(mm)	Part No.	Thickness(mm)
1505380-4900	0.40	1505380-5300	0.56
1505380-5000	0.50	1505380-5400	0.58
1505380-5100	0.52	1505380-5500	0.60
1505380-5200	0.54	1505380-5600	0.70

- **Retaining nut**

- Take out the dial gauge, nut, holder and gasket from the cap nut (7).
- Remove the adjusting retaining nut and gasket, and install the original retaining nut(SW 19mm).

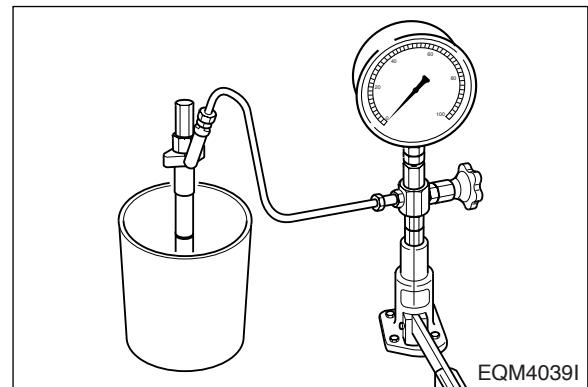


Cap nut Tightening torque	6.0 ~ 8.0 kg·m
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- **Inspection at completion**

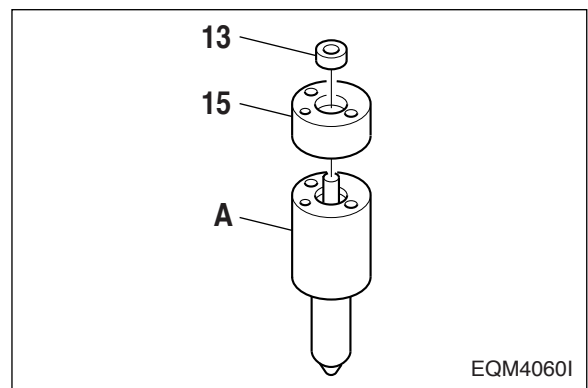
- Assemble the nozzle holder to a nozzle tester and check the primary opening pressure, spray patterns, oil tightness of seat portion, and oil leakage from each part.



- When replacing the nozzle, replace it with a new “nozzle service kit” integrated with a nozzle, lift piece, and spacer as a complete set.



Note : If only a nozzle is replaced, the amount of pre-lift will deviate from the specified value.



10.3.6. Diagnostics and troubleshooting

Complaints	Possible causes	Corrections
1. Engine won't start 1) Fuel not being pumped out from feed pump 2) Fuel not being injected from injection pump 3) Fuel injection timing incorrect 4) Injection nozzles inoperative	(1) Fuel pipes clogged or air into pipe line (2) Feed pump valve defective (3) Feed pump piston or push rod sticking	Correct Replace Disassemble, correct
	(1) Fuel filter element restricted (2) Air in fuel filter or injection pump (3) Plunger and/or delivery valve sticking or defective	Clean Bleed Disassemble, correct
	(1) Injection pump not properly installed on pump bracket (2) Injection pump tappet incorrectly adjusted (3) Cams on cam shaft worn excessively	Check, correct Check, correct Replace
	(1) Needle valves sticking (2) Fuel leaking past clearance between nozzle and needle valve (3) Injection pressure incorrect	Correct or replace Correct or replace Adjust
2. Engine starts but stalls immediately	(1) Pipe from feed pump to injection pump clogged or filter clogged (2) Air in fuel (3) Feed pump delivery insufficient (4) Fuel delivery insufficient due to clogging of fuel tank air breather	Clean Bleed Disassemble, correct Replace breather
3. Engine lacks power	(1) Plunger worn excessively (2) Injection timing incorrect (3) Delivery valves defective (4) Nozzle leaks excessively (5) Nozzle not working normally	Replace Adjust Replace Correct or replace Disassemble, correct
4. Engine knocking	(1) Injection timing too fast (2) Nozzle injection pressure too high (3) Nozzles not working normally	Adjust Adjust Disassemble, correct
5. Engine knocks seriously producing excessive exhaust smoke	(1) Injection timing incorrect (2) Nozzle injection pressure too low (3) Nozzle spring broken (4) Nozzles not working normally (5) Plungers worn excessively (6) Delivery valves seat defective (7) Supply of fuel excessively	Adjust Adjust Replace Replace Adjust Replace Check feed pump

Complaints	Possible causes	Corrections
6. Engine output unstable	(1) Supply of fuel insufficient (2) Air in fuel (3) Water in fuel (4) Operation of plungers unsmooth (5) Movement of control rack sluggish (6) Nozzles defective (7) Injection starting pressure of each barrel incorrect (8) Automatic timer defective	Check feed pump Bleed Replace fuel Disassemble, correct Disassemble, correct Disassemble, correct Adjust Disassemble, correct Disassemble, correct
7. Engine does not reach maximum speed	(1) Nozzles not working normally (2) Governor defective	Disassemble, correct Disassemble, correct
8. Engine idling unstable	(1) Movement of control rod sluggish (2) Operation of plungers unsmooth (3) Control pinions not engaged with control rod correctly	Disassemble, correct Disassemble, correct

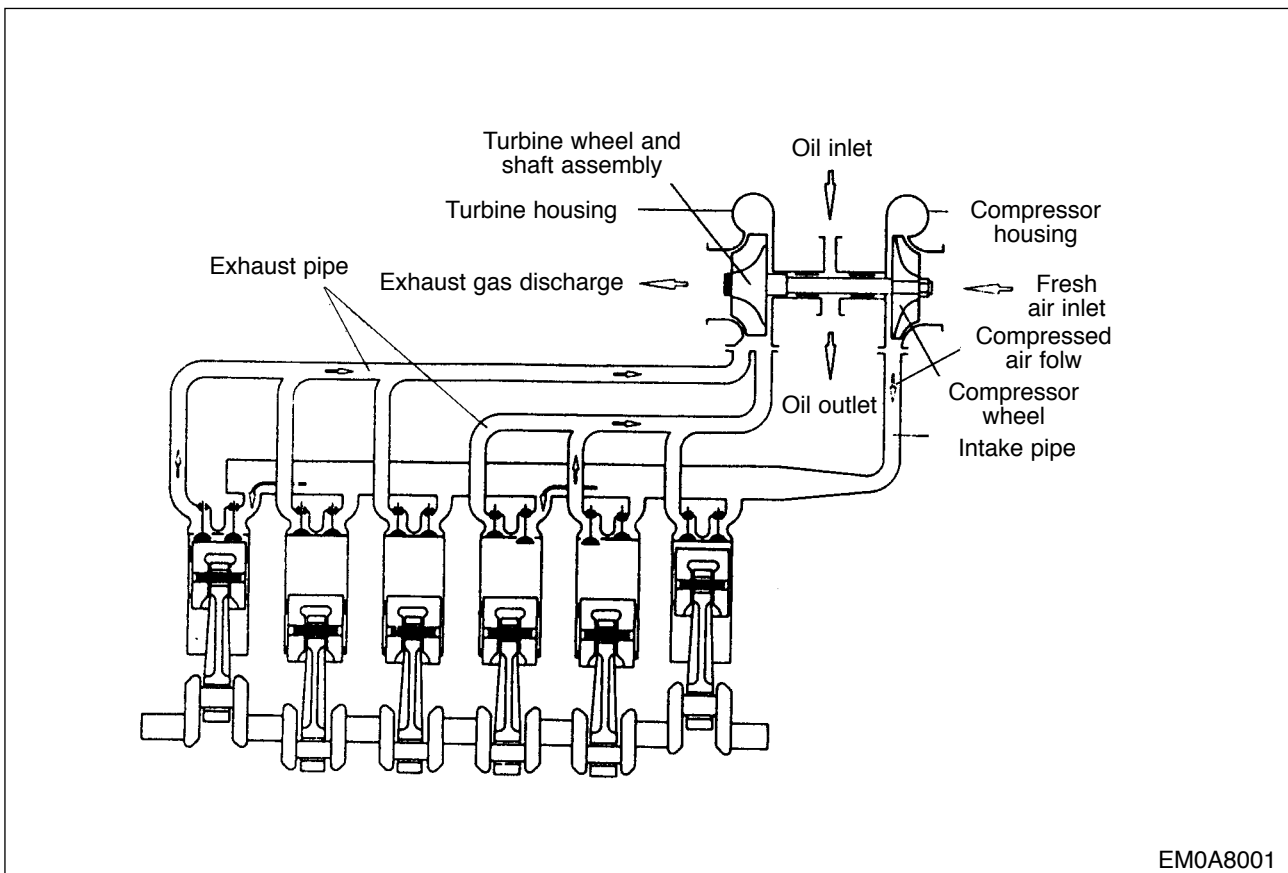
10.4. Turbocharger

10.4.1. Main data and specifications

1) Main data and specifications

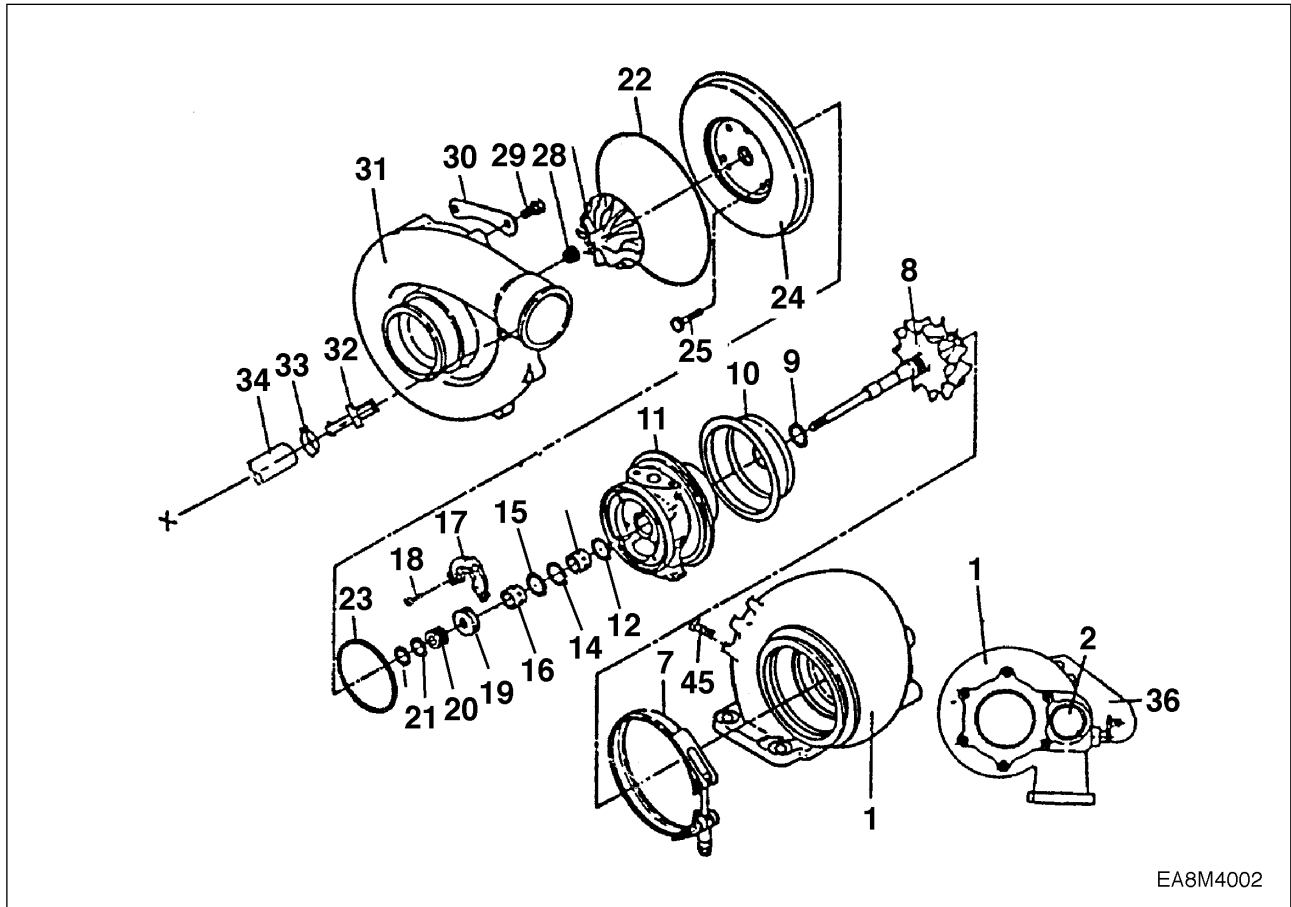
Specification		DE12T	P126TI/P126TI-II
Turbocharger Model		Allied Signal T45	Allied Signal TV51
At maximum output	Air pressure at compressor outlet	50Hz: Approx. 1.1 kg/cm ² 60Hz: Approx. 1.2 kg/cm ²	50Hz: Approx. 1.5 kg/cm ² 60Hz: Approx. 1.8 kg/cm ²
	Air suction volume	50Hz: Approx. 12.5 m ³ /min 60Hz: Approx. 15.0 m ³ /min	50Hz: Approx. 18.0 m ³ /min 60Hz: Approx. 23.6 m ³ /min
	Speed of turbine revolution	50Hz: Approx 79.270 rpm 60Hz: Approx. 86.850 rpm	50Hz: Approx. 75910 rpm 60Hz: Approx. 83150 rpm
Maximum allowable speed		110,072 rpm	105,414 rpm
Max. allowable temperature of exhaust gas at turbine inlet		750 °C	750 °C
Lubricating system		External oil supply	External oil supply
Weight		14 kg	14 kg

2) Operating principle



The turbocharger is a system designed to make use of the engine exhaust gas energy to charge high-density air into the cylinders, thereby to increase the engine output.

3) Construction



EA8M4002

- | | | |
|--------------------|--------------------|------------------------|
| 1. Turbine housing | 15. Retainer ring | 25. Bolt |
| 2. Plug | 16. Bearing | 26. O-ring |
| 5. Crank | 17. Thrust collar | 27. Compressor wheel |
| 7. V-band | 18. Screw | 28. Nut |
| 8. Wheel | 19. Thrust bearing | 29. Bolt |
| 9. Piston ring | 20. Thrust space | 30. Clamp |
| 10. Wheel shroud | 21. Piston ring | 31. Compressor housing |
| 11. Center housing | 22. Seal ring | 32. Elbow |
| 12. Retainer ring | 23. Seal ring | 38. Retainer |
| 13. Bearing | 24. Rear plate | 45. Bolt |
| 14. Retainer ring | | |

10.4.2. General descriptions

The engine output is determined by the fuel delivery volume and engine efficiency.

To burn the supplied fuel completely to change into effective power for the engine, the volume of air enough to burn the fuel completely should be supplied into the cylinders.

Therefore, the engine output is determined substantially by the cylinder capacity, and a greater volume of compressed air is charged into cylinders of given capacity, the greater engine output can be obtained as a greater volume of air charged into the cylinders burns so much more fuel.

As explained, the compressing of air to supply into the cylinders is called "Supercharging" and the making use of the energy of exhaust gas discharged from the combustion chamber to charge the compressed air into the cylinders is called "Turbocharging".

10.4.3. Functions

1) Turbine

Exhaust gas discharged from the combustion chamber distributes its own energy to the turbine blades while passing the inside of the turbine housing, with the result that the turbine shaft can get rotating force. This is the operating principle of 'turbine', which is mounted with seal rings and heat protector to prevent exhaust gas from affecting the bearings adversely.

2) Compressor

The compressor, which is connected to the turbine over the one and same shaft to form a rotating body, takes in and compresses ambient air with rotating force transmitted from the turbine shaft. Then, the compressed air is delivered to the intake stake. This is the operating principle of the compressor.

3) Bearings

(1) Thrust bearing

The turbine wheel creates thrust force. Therefore, exercise care so that the shaft is not deviated from its the original position due to this thrust.

(2) Journal bearing

This journal bearing of floating type forms a dual oil film on both the inside and outside of the bearing so that the bearing can rotate independently. As the dual oil film plays a role as a damper, the sliding speed of the bearing surface becomes lower than the rotating speed of the shaft, resulting in assurance of stability in its movement.

4) Sealing-Compressor shaft

The compressor is of a dual construction type composed of seal plate and seal ring to prevent the leak of compressed air or lubricating oil.

10.4.4. Precautions for operation

1) Precautions for operation of engine

The following precautions should be observed when starting, operating, or stopping the engine:

Operations	Precautions	Reasons
When starting the engine	1) Check oil level 2) Crank the engine with starter to check the increase in oil pressure (until the needle of pressure gauge starts to move or pressure indicator lamp is actuated) before starting the engine. 3) When having replaced oil, oil filter element, or lubricating parts, or when having stopped the engine for extended period of time, or in a cold place, loosen the oil pipe connections and operate the starter motor until oil is discharged. After completing the operation, be sure to retighten the oil pipe connections portion before starting the engine.	2) Abrupt starting of the engine causes the engine to rotate with oil not being distributed not only to each part but also to the turbocharger, resulting in abnormal wear or seizure on the bearing due to insufficient supply of oil. 3) In the case of the engine stopped for extended time or in a cold place, oil fluidity within the pipes can be deteriorated.
Immediately after starting	1) Run the engine at idle for 5 minutes after starting off. 2) Check each part for leakage of oil, gas, and air, and take proper measure.	1) Applying load abruptly If load is abruptly applied with the engine and turbocharger rotating unsmoothly, such parts that a sufficient amount of oil has not reached can be seized up. 2) Leakage of oil, gas, and air (especially, oil leak) causes drop in oil pressure and loss of oil. resulting in seizure of the bearing.
During operation	Check the followings: 1) Oil pressure At idle: 0.8kg/cm ² or more At full load: 3.0~4.8kg/cm ² 2) If unusual sound or vibration is heard or felt, reduce engine revolutions slowly and locate the cause.	1) Excessively low oil pressure causes unusual wear or seizure of the bearing. Too high pressure causes oil leakage. 2) The engine is operated continuously with unusual sound or vibration not corrected, it can be damaged beyond repair.
When stopping the engine	1) Run the engine at idle for 5 minutes before stopping.	1) If the engine is put to a stop after being operated at high load, heat from the red-hot turbine blades is transmitted to the bearing portion and burns oil to cause seizure of the bearing metal and rotating shaft.

10.4.5. Walk-around check and servicing

As the condition of turbocharger depends greatly on how well the engine is serviced, it is very important to maintain the engine in accordance with the specified maintenance procedure.

1) Intake system

Pay particular attention to the air cleaner when servicing the intake system.

In the case of wet-type air cleaner, if the level of oil surface is lower than specified, cleaning effect is poor; if too high, the cleaner draws in oil to foul the case.

Especially, if the rotor is fouled, the sophisticatedly-tuned balance is broken to create vibration and to cause seizure and unusual wear to the bearing.

Therefore, it is very important to use a good quality air cleaner all the time.

In the case of dry-type air cleaner, it is essential to clean it to reduce intake resistance as much as possible.

2) Exhaust system

Pay particular attention to prevent gas leaks and seizure when servicing the exhaust system because leakage of exhaust gas from discharge pipes, turbocharger fixing portions, etc. lowers charging effect.

As such components as turbine chamber that becomes red-hot during operation use heat resisting steel nuts, do not interchange these nuts with ordinary steel nuts. In addition, apply anti-seizure coating to fixing nuts on the portions as designated.

3) Fuel system

If the full load stopper regulating the maximum injection volume and the maximum speed stopper regulating the maximum speed in the fuel injection pump are adjusted without using a pump tester, the turbocharger rotates at excessively rapid speed and may suffer damage. Besides of it, if spray pattern from the fuel injection nozzles is bad or the injection timing is incorrect, temperature of exhaust gas rises up to affect the turbocharger adversely. To avoid such trouble, be sure to make a nozzle test.

4) Lubricating system

Pay particular attention to oil quality and oil filter change intervals when servicing the lubricating system. Deteriorated engine oil affects adversely not only the engine but torso the turbocharger. Suggested engine oils for the turbocharger-mounted engine are as follows:

- SAE 15W30
- API grade CD or CE

10.4.6. Periodical checking and servicing

Make it a rule to check the turbocharger assembly for condition and contamination periodically.

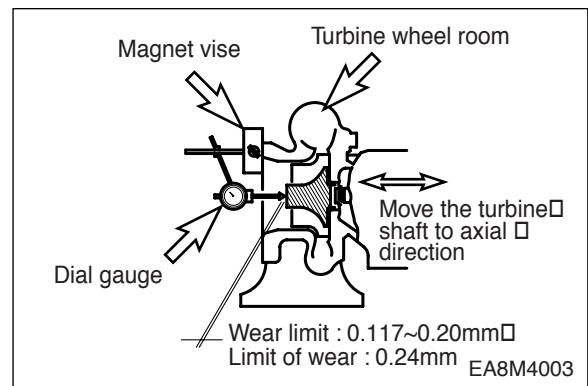
1) Guide for checking the rotor for rotating condition

The inspection of the rotor assembly for rotating condition should be performed by the degree of unusual sound. If a sound detecting bar is used, install its tip on the turbocharger housing and increase the engine revolutions slowly. If a high-pitch sound is heard continuously, it means that the rotor assembly is not normal. In this case, as the metal bearing and rotor are likely to be in abnormal conditions, the turbocharger should be replaced or repaired.

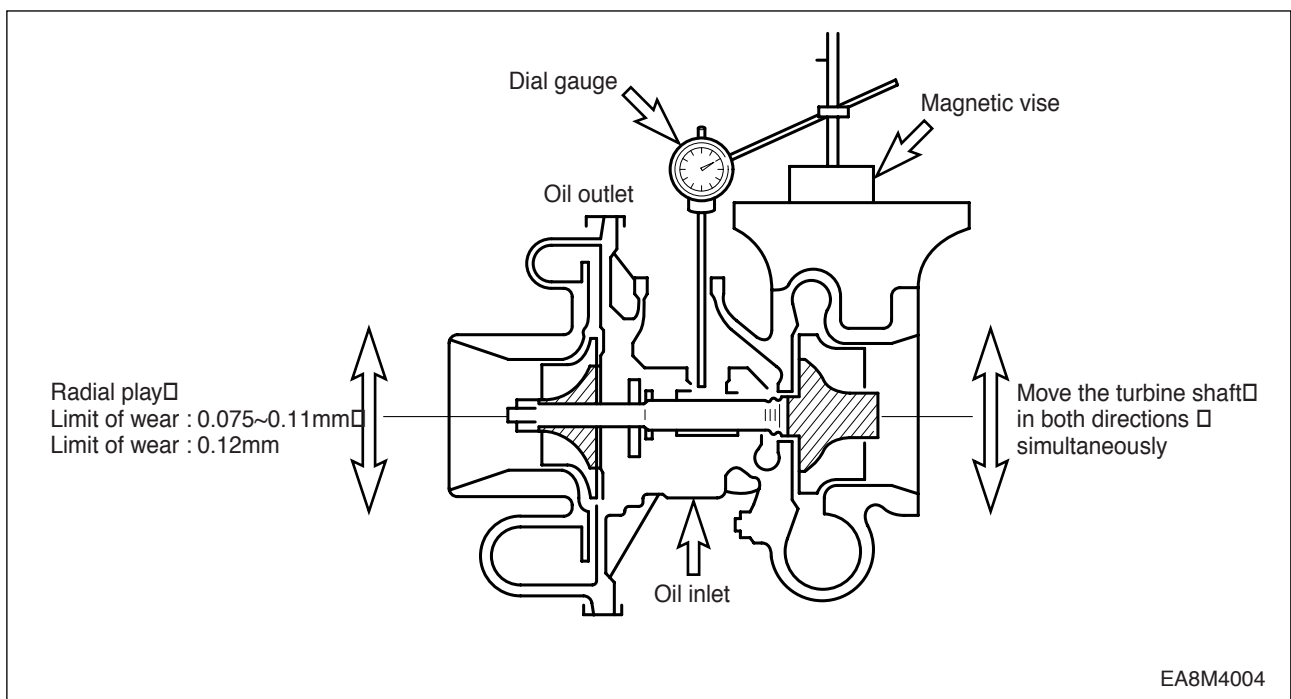
2) Guide for checking rotor end play

Disassemble the turbocharger from the engine, then check the rotor axial play and radial play. When disassembling the turbocharger, be sure to plug the oil inlet and outlet ports with taps, etc.

(1) Rotor axial play



(2) Rotor radial play



(3) If the measured axial and radial plays are beyond the limit of wear, replace or repair the turbocharger.

3) Guide for disassembling/cleaning and checking the turbocharger

First, disassemble the turbocharger from the engine and clean/check it with the oil inlet and outlet plugged with tape and so on.

4) Precautions for reassembling the turbocharger onto the engine

For reassembly of the turbocharger or handling it after reassembly operation, be sure to observe the following precautions:

Especially, exercise extreme care to prevent foreign matters from entering the inside of the turbocharger.

(1) Lubricating system

- Before reassembling the turbocharger onto the engine, inject new oil in the oil inlet port and lubricate the journal and thrust bearings by rotating them with hand .
- Clean not only the pipes installed between the engine and oil inlet port but also the oil outlet pipe and check them for damage or foreign matters.
- Assemble each joint on oil pipes securely to prevent oil leaks.

(2) Intake system

- Check the inside of the intake system for foreign matters.
- Assemble each joint on the intake duct and air cleaner securely to prevent air leaks.

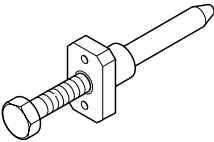
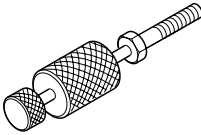
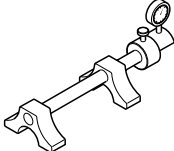
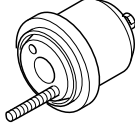

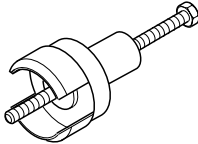
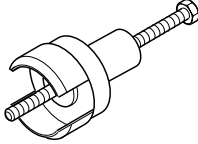

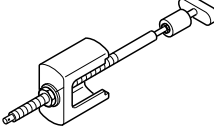
(3) Exhaust system

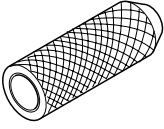
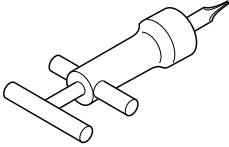
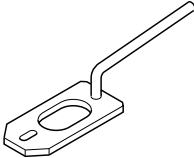
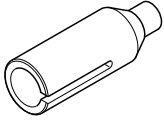
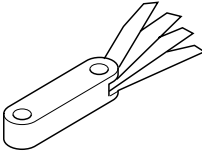
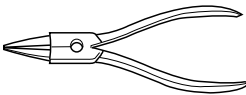
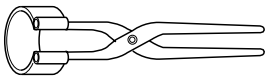
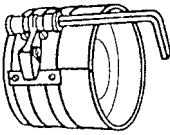
- Check the inside of the exhaust system for foreign matters.
- Be sure to use heat resisting steel bolts and nuts. Do not interchange them with ordinary steel bolts and nuts when performing reassembly operation. Apply anti-seizure coating to the bolts and nuts.
- Assemble each joint on the exhaust pipes securely to prevent gas leaks

10.4.7. Diagnostics and troubleshooting

Complaints	Possible causes	Corrections
1. Excessive black smoke	1) Air cleaner element clogged 2) Restrictions in air duct 3) Leakage at intake manifold 4) Turbocharger seized up and not rotating 5) Turbine blades and compressor blades coming in contact with each other or damaged 6) Exhaust piping deformed or clogged	Replace or clean Check and correct Check and correct Disassemble/repair or replace Disassemble/repair or replace Check and correct
2. Excessive white smoke	1) Oil leak into turbine and compressor 2) Worn or damaged seal ring due to excessive wear of bearing	Disassemble/repair or replace Disassemble/repair or replace
3. Low engine output	1) Gas leak at each part of exhaust system 2) Air cleaner element restricted 3) Turbocharger fouled or damaged 4) Leakage at discharge port on compressor side	Check and correct Replace or clean Disassemble/repair or replace Check and correct
4. Unusual sound or vibration	1) Rotor assembly coming in contact 2) Unbalanced rotation of rotor 3) Seized up 4) Each joint loosened	Disassemble/repair or replace Disassemble/repair or replace Disassemble/repair or replace Check and correct

11. Special Tool List

No.	Part No.	Figure	Tool Name
1	DPN-5337		Nozzle tube insert ass'y
2	EF.123-082		Nozzle tube extractor
3	EF.123-015		Injection pump setting ass'y
4	EF.123-173		Oil seal(NOK) insert ass'y (FR)
5	EF.123-194A		Oil seal(NOK) insert ass'y (RR)
6	EF.123-317A		Oil seal(NOK)puller ass'y (FR)
7	EF.123-316A		Oil seal(NOK) puller ass'y (RR)
8	EF.123-347		Cylinder pressure tester adapter
9	EF.123-087		Cylinder liner puller ass'y

No.	Part No.	Figure	Tool Name
10	EF.123-066		Valve stem seal punch
11	EU.2-0131		Valve clearance adjust ass'y
12	EF.123.-065		Valve spring press
13	EU.2-0647		Crankshaft gear punch
14	60.99901-0027		Feeler gauge
15	T7610001E		Snap ring plier
16	T7621010E		Piston ring plier
17	EF.120-208		Piston Ring Compressor

Appendix

• Tightening torque for major parts

Major Parts	Screw (Diameter x pitch)	Strength (grade)	Tightening Torque	Remarks
Cylinder head bolt	M14 x 1.5	10.9T	1st : 6kg.m 2nd : 90° 3rd: 90° Finished : 90° (angle torque)	Dodecagon
Cylinder head cover bolt	M8	8.8T	1.2 kg.m	
Connecting rod bearing cap bolt	M16 x 1.5	12.9T	1st : 15 kg.m 2nd : 22 kg.m 3rd : 30 kg.m	
Crankshaft main bearing cap bolt	M16 x 1.5	12.9T	1st : 15 kg.m 2nd : 25 kg.m 3rd : 30 kg.m	
Balance weight fixing bolt	M14 x 1.5	10.9T	14.0 kg.m	Split type
Flywheel fixing bolt	M14 x 1.5	10.9T	18.0 kg.m	
Crankshaft pulley fixing bolt	M12 x 1.5	12.9T	13.4 kg.m	
Oil spray nozzle	M6	8.8T	1.0 kg.m	

• Tightening torque for injection pump system

Major Parts	Screw (Diameter x pitch)	Strength (grade)	Tightening Torque	Remarks
Injection nozzle holder nut	M6	8.8T	1.0 kg.m	
Injection pump bracket	M10	8.8T	4.4 kg.m	
Injection pump coupling bolt	M10	-	6.0 kg.m	
Injection pump driving gear nut	M24 x 1.5	8.8T	25.0 kg.m	
High pressure injection pipe fixing cap nut	M14 x 1.5	8.8T	3.0 kg.m	
Injection pump delivery valve holder	-	-	13 ~ 14 kg.m	

● Standard bolt tightening torque table

Refer to the following table for bolts other than described above.

Diameter x pitch (mm)	Degree of strength										
	3.6	4.6	4.8	5.6	5.8	6.6	6.8	6.9	8.8	10.9	12.9
	(4A)	(4D)	(4S)	(5D)	(5S)	(6D)	(6S)	(6G)	(8G)	(10K)	(12K)
	Limit value for elasticity (kg/mm ²)										
	20	24	32	30	40	36	48	54	64	90	108
Tightening torque (kg·m)											
M5	0.15	0.16	0.25	0.22	0.31	0.28	0.43	0.48	0.50	0.75	0.90
M6	0.28	0.30	0.45	0.40	0.55	0.47	0.77	0.85	0.90	1.25	0.5
M7	0.43	0.46	0.70	0.63	0.83	0.78	1.20	1.30	1.40	1.95	2.35
M8	0.70	0.75	1.10	1.00	1.40	1.25	1.90	2.10	2.20	3.10	3.80
M8x1	0.73	0.80	1.20	1.10	1.50	1.34	2.10	2.30	2.40	3.35	4.10
M10	1.35	1.40	2.20	1.90	2.70	2.35	3.70	4.20	4.40	6.20	7.40
M10x1	1.50	1.60	2.50	2.10	3.10	2.80	4.30	4.90	5.00	7.00	8.40
M12	2.40	2.50	3.70	3.30	4.70	4.20	6.30	7.20	7.50	10.50	12.50
M12x1.5	2.55	2.70	4.00	3.50	5.00	4.60	6.80	7.70	8.00	11.20	13.40
M14	3.70	3.90	6.00	5.20	7.50	7.00	10.00	11.50	12.00	17.00	20.00
M14x1.5	4.10	4.30	6.60	5.70	8.30	7.50	11.10	12.50	13.00	18.50	22.00
M16	5.60	6.00	9.00	8.00	11.50	10.50	17.90	18.50	18.00	26.00	31.00
M6x1.5	6.20	6.50	9.70	8.60	12.50	11.30	17.00	19.50	20.00	28.00	33.00
M18	7.80	8.30	12.50	11.00	16.00	14.50	21.00	24.20	25.00	36.00	43.00
M18x1.5	9.10	9.50	14.50	12.50	18.50	16.70	24.50	27.50	28.00	41.00	49.00
M20	11.50	12.00	18.00	16.00	22.00	19.00	31.50	35.00	36.00	51.00	60.00
M20x1.5	12.80	13.50	20.50	18.00	25.00	22.50	35.00	39.50	41.00	58.00	68.00
M22	15.50	16.00	24.50	21.00	30.00	26.00	42.00	46.00	49.00	67.00	75.00
M22x1.5	17.00	18.50	28.00	24.00	34.00	29.00	47.00	52.00	56.00	75.00	85.00
M24	20.50	21.50	33.00	27.00	40.00	34.00	55.00	58.00	63.00	82.00	92.00
M24x1.5	23.00	25.00	37.00	31.00	45.00	38.00	61.00	67.00	74.00	93.00	103.00

Others:

1. The above torque rating have been determined to 70% or so of the limit value for bolt elasticity.
2. Tension is calculated by multiplying tensile strength by cross section of thread.
3. Special screws should be tightened to 85% or so of the standard value.
For example, a screw coated with MoS2 should be tightened to 60% or so of the standard value.

● Maintenance specification table

Group	Part	Check	Standard value for assembly	Limit for use	Correction	Remarks	
Engine body	Cylinder block & liner	Inside diameter of Cylinder. liner for wear	$\phi 123 \sim \phi 123.023$	$\phi 123.223$	Replace liner	Measure unworn portion beneath the rim of upper side	
		Projected portion of liner	0.03~0.08	-			
		The upper surface of cylinder block for distortion	0.05/200	-	Correct with a surface grinder	Per distortion length for 200mm	
		Hydraulic test for 1 minute (kg/cm ²)	4	-			
	Cylinder head & valve	Valve seat depression	Intake	0~0.3	0.55		In case of new valve and seat
			Exhaust	0~0.3	0.55		
		Height	114.95~115	113.9	Replace cyl. head		
	Hydraulic test for 1 minute (kg/cm ²)	4	-	Replace if leaky	Water temp : 70°C		
Major moving parts	Piston	Piston diameter (18mm from the lower side)	$\phi 122.433 \sim \phi 127.863$	-			
		Clearance between piston and liner	0.109~0.166	-			
		Width of piston ring grooves	Top ring	3.5	-	Replace piston if groove width is beyond specified value	
			2nd ring	3.060~3.080	-		
			Oil ring	4.040~4.060	-		
	Piston projection from cylinder block upper surface	0~0.12	-		Measure unworn portion beneath the rim of upper side		
	Permissible weight difference of each piston	$\pm 15g$	Max.96g	Replace piston			
	Piston ring	Piston ring gap	Top ring	0.30~0.45	1.5		Standard gauge inside diameter : $\phi 123$
			2nd ring	0.35~0.50	1.5		
			Oil ring	0.30~0.50	1.5		
		Piston ring groove clearance	Top ring	0.105~0.155	-	Replace ring or piston	Limit for use if for standard clearance
2nd ring			0.07~0.102	0.15			
Oil ring			0.05~0.085	0.15			
Direction of ring gap	-	-	Install ring by 120°C				

Group	Part	Check	Standard value for assembly	Limit for use	Correction	Remarks
Major moving parts	Crank shaft	Axial run-out of journal and pin	0.05	0.1	Correct with a grinder	In horizontal and vertical directions
		Outside diameter of journal	∅ 95.966~∅ 95.988	∅ 95	Replace crank shaft	∅ 96 g6
		Outside diameter of pin	∅ 82.966~∅ 82.988	∅ 82	Replace crank shaft	∅ 83 g6
		Out of round of journal & pin	0.008	0.025		
		Permissible radial run-out of journal & pin	0.01	0.03		
		Permissible taper of journal & pin	0.01	0.03		
		Clearance between crankshaft and bearing	0.072~0.142	0.25	Replace bearing	Measure in the position of crown
		End play of crank shaft	0.15~0.325	0.5	Replace thrust bearing	
		Run-out of crank shaft	0.05	0.1 or less	Adjust by a press if bent	No.4 bearing(holding Nos. 1 & 7)
		Balance of crank shaft	60	60 or less	Check dynamic balance	Measure at 400 rpm
		Tightening torque of journal bearing cap bolt(kg.m)	30	-	Apply oil to bolt	No foreign matters on bearing cap installing surface
		Journal bearing crush	0.15~0.25	-		Measure by tightening metal cap and then loosening one stud bolt
		Oil seal for wear	-	-	Replace oil seal if oil leaking	Replace with new one, use shim
	Conn. rod	Clearance between conn. bearing & crank pin	0.032~0.102	0.20	Replace bearing	
		End play of conn. rod crush	0.22~0.319	0.5	Replace conn. rod	
		Clearance between small end bush & piston pin	0.050~0.080	0.12		
		Connecting rod bearing crush height	0.086~0.116	-		After completing installation of bearing, loosen one stud bolt and measure
		Permissible weight difference of each conn. rodrod	±18g	-		
		Tightening torque of con-rod bearing cap bolt (kg.m)	28	-	Apply oil to bolt	
	Cam shaft	Outside diameter of cam shaft	∅ 59.860~∅ 59.880	∅ 59.52		∅ 60
		Clearance between cam shaft and bush	0.050~0.128	0.20		
		Axial play of camshaft	0.13~0.27	0.3	Replace thrust plate	
	Timing gear	Clearance between idle gear shaft and inserting hole	0.025~0.091	0.15		
		End play of idle gear shaft	0.043~0.167	0.3	Replace thrust collar	

Group	Part	Check	Standard value for assembly	Limit for use	Correction	Remarks		
Valve system	Timing gear	Between crank gear & idle gear	0.16~0.28	0.35	Replace gear			
		Between idle gear & cam shaft gear	0.16~0.28	0.35				
	Valve	Outside diameter of intake valve stem		∅ 8.950~∅ 8.970	∅ 0.02	Replace valve & valve guide	Replace valve guide together when replacing valve	
		Outside diameter of exhaust valve stem		∅ 8.935~∅ 8.955	∅ 0.02			
		Clearance between valve stem and valve guide	Intake	0.030~0.065	0.15	Replace & valve guide		
			Exhaust	0.045~0.080	0.15	Replace		
		Thickness of valve	Intake	1.5	1 or more	Replace		
			Exhaust	1.5	0.9 or more			
		Perm. radial run-out between valve stem & valve head	Intake	0.04~0.07	0.2	Replace		
			Exhaust	0.06~0.09	0.25			
		Clearance between valve guide & cyl. head installing hole		0.01~0.39	-		Apply oil to valve guide and press in	
		Clearance between valve guide & valve spring seat	Intake	22	-			
			Exhaust	22	-			
		Intake Spring	Free length		75.5	72		
			Spring tension(set length :37mm) kg		61.8~68.3	61.8		
			Straightness(against free length)		1.0	2.0		
		Exhaust Spring	Inner	Free length	65	61.75	Replace valve spring	
	Spring tension(set length :34mm) kg			36.1~39.9	36.1			
	Straightness(against free length)			1.0	2.0			
	Outer		Free length	75.5	72	Replace valve spring		
			Spring tension(set length :37mm) kg	61.8~68.3	61.8			
			Straightness(against free length)	1.0	2.0			
	Valve clearance (at cold)		Intake	0.3	-	Adjust		
		Exhaust	0.3	-				
Contacting face of valve stem & rocker arm		-	-		Correct or replace if severely pitted on tip of arm and stem			

Group	Part	Check	Standard value for assembly	Limit for use	Correction	Remarks	
Valve System		Clearance between rocker arm shaft & rocker arm bush	0.020~0.093	0.25	Replace bush or shaft		
		Rocker arm shaft for wear	∅ 23.978~∅ 23.959	∅ 23.75	Replace		
		Permissible taper of push rod	0.3	-	Replace		
	Tappet	Clearance between tappet & cyl. block	0.035~0.077	0.1	Replace tappet		
		Outside diameter of tappet	∅ 19.944~∅ 19.965	19.89	Replace tappet		
		Contacting face of tappet & cam	-	-	Replace if excessively worn or deformed		
Lubricating System	Oil Pressure	Oil pressure(nominal speed) kg/cm ²	4.5 or less	3.5	Correct oil leakage and clearance between each part		
		Oil pressure(idling) kg/cm ²	0.8~1.4	0.6	Use suggested oil		
	Oil temp	Max. permissible oil temperature °C	-	105		Temperature above this not allowable	
		Permissible oil temperature in short time °C	-	120			
	Oil pump	Axial play of oil pump gear		0.055~0.105	-	Replace gear or cover	
		Clearance between gear shaft & oil pump over hole		0.032~0.068	-		
		Clearance between drive gear bushing & cover hole		0.040~0.082	-	Replace bushing or cover	
		Outside diameter of gear shaft		∅ 16.950~∅ 16.968	-	Replace gear	∅ 17e7
		Outside diameter of drive gear bushing		∅ 27.939~∅ 27.960	-	Replace bushing	∅ 28e7
		Backlash	Between crank gear & oil pump drive gear	0.15~0.25	0.8	Adjust backlash	
	Between oil pump drive gear and intermediate gear		0.15~0.25	0.8			
	Valve opening pressure	Oil pressure control valve (kg/cm ²)		4.3~4.7	-	Replace valve	
		By-pass valve for filter element (kg/cm ²)		1.8~2.3	-		
		By-pass valve for full oil filter (kg/cm ²)		4.0~4.8	-		
		By-pass valve for oil cooler (kg/cm ²)		5~6	-		
		Relief valve for oil pump (kg/cm ²)		8.5~11.5	-		
Control valve for spray nozzle (kg/cm ²)		1.5~1.8	-				
Oil filter	Oil filter element for damage		-	-	Clean or replace		

Group	Part	Check	Standard value for assembly	Limit for use	Correction	Remarks
Cooling system	Radiator	Radiator & water pump for corrosion, damage & improper connecting	-	-	Correct or replace	
		Test for leakage(air pressure) kg/cm ²	1.0	-	Submerge in water and replace if air bubbles found	
		Pressure valve for opening pressure kg/cm ²	0.5	-		
		Negative pressure valve for opening pressure (kg/cm ²)	0.2	-		
	Water pump	Pumping speed 2,234rpm Delivery volume ℓ /min Operating temp 71~85°C Back pressure:760mmHg	Approx. 280 ℓ	-		
		Clearance between pump impeller & pump body	0.3~0.6	-	Replace if contacted impeller and pump body	
	Cooling water temp	Operating temperature(permissible temp.) °C	90~95	95	Temperature above this not allow able	
		Permissible temperature in a short time °C	103	103		
	Thermostat	Thermostat opening temp. (under atmospheric pressure) °C	83	-	Replace if defective	
		Full opening temp. °C	95 or lower	-		Stroke : minimum 8mm
Fuel System	Piping and the other	Fuel pipe, injection pipe & Nozzle holder for damage, cracks, looseness, bad packing	-	-	Correct or replace	
		Fuel filter element for damage	-	-	Clean or replace	
	Injection pressure of injection nozzle (kg/cm ²)	220	-	Adjust by shim	1st : 160, 2nd : 220	
	Opening pressure of overflow valve (kg/cm ²)	1.6	-	Replace valve		
	Height of projected nozzle on the cyl. head (mm)	4.3	-	Replace cyl. head and nozzle		
	Clearance between injection pump coupling and coupling (mm)	0.2~0.4	-			
Inspection at completion	Running-in the engine		-	-	Refer to supplement "running-in"	Retighten head bolt after running in
	Cylinder pressure	Cylinder compression Pressure of cylinder(kg/cm ²)	25~28	24 or less	Overhaul the engine	
		Compression pressure difference of each cylinder	±10% or less against average	-	Correct	at 200rpm or more (20°C)