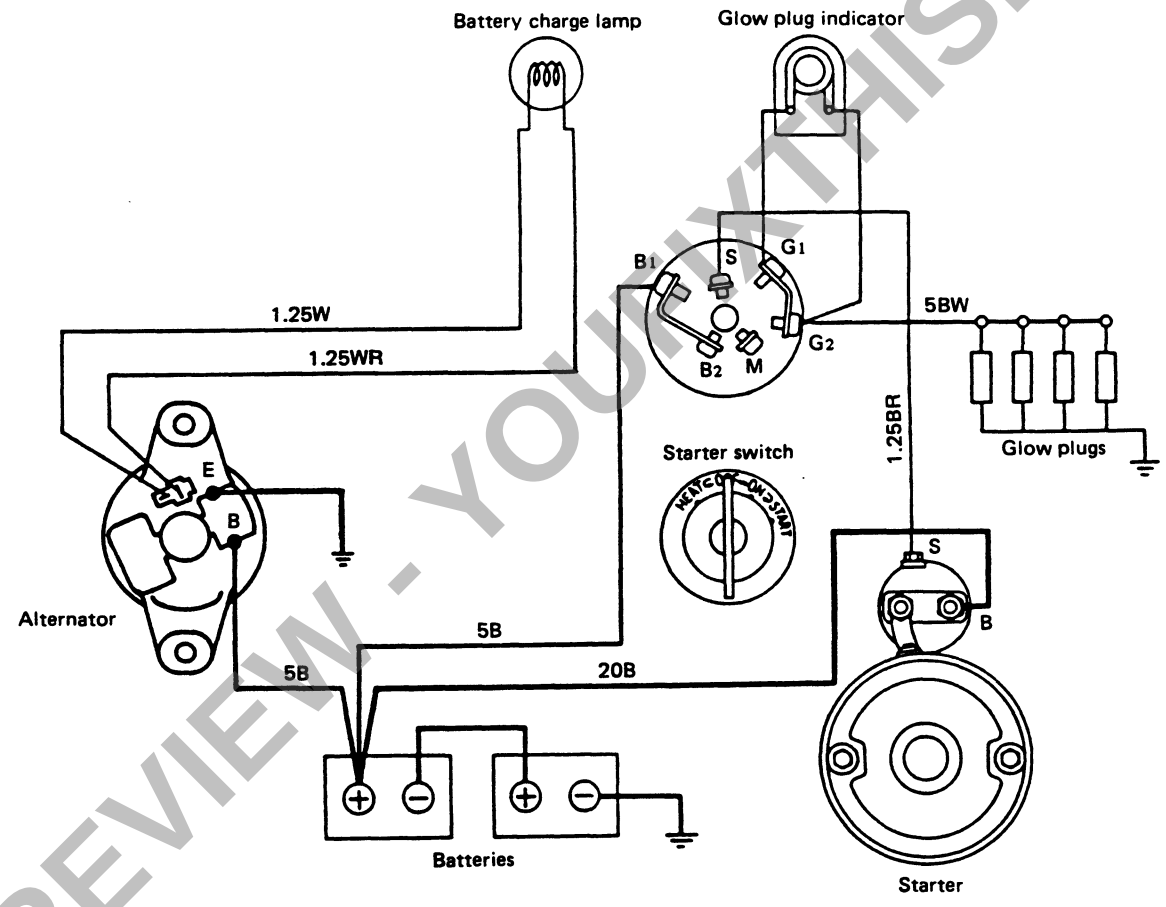
DESCRIPTION

Tabulated data

Starter	M002T65272 (dry type) M002T65271 (wet type)	Pinion-shift type	Mitsubishi Electric
Alternator	A001T70770	3-phase type, with IC regulator	
Glow plugs		Sheathed type	Hiyoshi Electric

Wiring diagram



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TIGHTENING TORQUE

Important bolts and nuts

Unit: kg-m (lb-ft)

Item		Torque
Cylinder head bolts		12.0 ± 0.5 (86.8 ± 3.6)
Main bearing cap bolts	4DQ5	8.5 ± 0.5 (61.5 ± 3.6)
	S4E, S4E2	10.4 ± 0.5 (75.2 ± 3.6)
Connecting rod cap bolts	4DQ5	5.5 ± 0.5 (39.8 ± 3.6)
	S4E, S4E2	8.5 ± 0.5 (61.5 ± 3.6)
Rocker shaft bracket bolts		1.5 ± 0.5 (10.8 ± 3.6)
Front plate bolts		1.0 ± 0.5 ((7.2 ± 3.6)
Timing gear case bolts		1.0 ± 0.5 (7.2 ± 3.6)
Camshaft thrust plate bolts		1.8 ± 0.5 (13.0 ± 3.6)
Idler thrust plate bolt		3.5 ± 0.5 (25.3 ± 3.6)
Crankshaft pulley nut		40.0 ± 0.5 (289.3 ± 3.6)
Rear plate bolts		3.5 ± 0.5 (25.3 ± 3.6)
Rear oil seal bolts		0.4 (2.9)
Flywheel bolts		8.5 ± 0.5 (61.5 ± 3.6)
Oil pan bolts		0.7 (5.1)
Oil pan drain plug	4DQ5	10.0 ± 0.5 (72.3 ± 3.6)
	S4E, S4E2	4.0 ± 0.5 (28.9 ± 3.6)
Oil pump connector	S4E, S4E2	5.5 ± 0.5 (39.8 ± 3.6)
Nozzle holder retaining nuts		5.0 ± 0.5 (36.2 ± 3.6)

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TROUBLESHOOTING CHART (1)

	Complaint / Possible cause	Engine will not start: Engine turns but does not start: No exhaust smoke	Engine will not start: Engine turns but does not start: A little exhaust smoke	Engine will not start: Engine turns but does not start: Too much exhaust smoke	Engine will not start: Starter does not turn sufficiently to crank engine	Engine will not start: Engine does not turn: Engine can be cranked manually	Engine will not start: Engine does not turn: Engine cannot be cranked manually	Glow plugs do not glow red	Glow plugs glow red too early	Engine lacks power: A little exhaust smoke	Engine lacks power: Too much whitish exhaust smoke	Engine lacks power: Too much black exhaust smoke	Abnormal exhaust smoke: When idling	Abnormal exhaust smoke: When operating: Whitish exhaust smoke	Abnormal exhaust smoke: When operating: Black exhaust smoke	Engine knocks excessively	Engine is noisy	Engine runs rough	Engine hunts: When idling	Engine hunts: When operating
Fuel system	Insufficient fuel supply to injection pump	○	○	—	—	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—
	Greater variance of injection quantity	—	—	○	—	—	—	—	—	—	—	○	○	—	○	○	—	○	○	○
	Insufficient injection quantity	○	○	—	—	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—
	Excessive injection quantity	—	—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—	—	—
	Improper fuel spray from injection nozzles	—	—	○	—	—	—	—	—	—	—	○	○	—	○	○	—	○	○	○
	Excessive fuel return from injection nozzles	—	○	—	—	—	—	—	—	○	—	—	—	—	—	—	—	○	○	—
	Injection timing too advanced	—	—	○	—	—	—	—	—	—	—	○	—	—	○	○	—	—	—	—
	Injection timing too retarded	—	—	○	—	—	—	—	—	—	○	—	○	○	—	—	—	○	○	—
	Engine speed too low	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	○	—
	Failure of engine to stop properly	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Poor grade of fuel	—	—	○	—	—	—	—	—	—	○	○	○	○	○	—	○	—	—	—
	Fuel viscosity too high	○	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lubrication system	Poor grade of oil	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Oil viscosity too high	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Oil viscosity too low	—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—	—	—	—
	Low oil pressure	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Excessive oil leakage	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Pumping up of oil	—	—	—	—	—	—	—	—	—	—	—	—	○	○	○	—	—	—	—
	Clogged oil filter	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Defective oil bypass alarm or lamp	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Defective oil indicator switch or lamp	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Air system	Insufficient air	—	—	○	—	—	—	—	—	—	—	○	—	—	—	○	—	—	—	—
	Poor compression	—	—	○	—	—	—	—	—	—	○	○	○	○	○	○	○	—	○	○
	Low pressure at high atomospheric temperature (or altitude)	—	—	—	—	—	—	—	—	—	—	○	—	—	○	—	—	—	—	—

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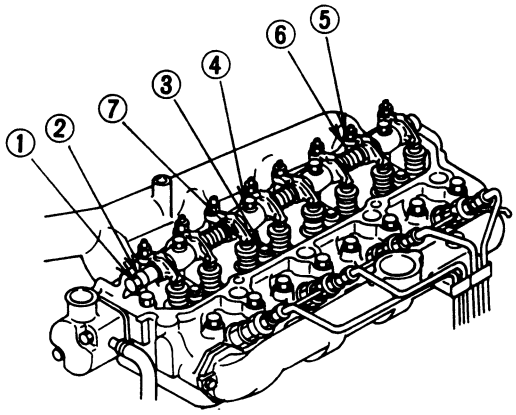
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MAJOR DATA AND SPECIFICATIONS

Engine model					4DQ5	S4E	S4E2
General	Type				Water-cooled, 4-stroke, swirl-combustion chamber type diesel		
	No. of cylinders-arrangement				4-straight		
	Bore X stroke			mm (in.)	84 X 94 (3.307 X 3.701)	94 X 94 (3.701 X 3.701)	98 X 98 (3.858 X 3.858)
	Piston displacement			cc (cu in.)	2084 (127.1)	2609 (159.1)	2956 (116.4)
	Compression ratio				21 : 1	20 : 1	
	Compression pressure			kg/cm²(psi)/rpm	20(284)/150~200,min	27(384)/150 ~ 200, min	
	Rated output/speed			PS/rpm	38/2400	50/2400	56/2300
	Maximum torque/speed			kg-m(lb-ft)/rpm	12.5 (90.4)/1400	15.5 (112.1)/2400	18.5 (133.8)/1400
	Minimum rpm				650 ~ 750		
	Maximum rpm				2500 ~ 2600		2400 ~ 2500
	Firing order				1 – 3 – 4 – 2		
	Direction of rotation				Clockwise as viewed from timing gear side		
	Burns (fuel)				Grade No. 2D diesel fuel (ASTM specification)		
	Engine oil				Class-CD or better (API service classification)		
	Dimensions	Overall length		mm (in.)	669.5 (26.36)	711 (28)	
		Overall width			533 (20.98)	524 (20.63)	
		Overall height			654 (25.75)	731 (28.78)	733 (28.86)
	Weight, dry			kg (lb)	195 (430)	275 (606)	280 (617)
	Cylinder sleeves				Dry type		
	No. of piston rings	Compression rings			2		
		Oil ring			1(w/spring expander)		
	Valve arrangement				Overhead		
	Valve timing	Intake valves	Open at:		30° BTDC		
			Close at:		50° ABDC		
		Exhaust valves	Open at:		74° BBDC		
			Close at:		30° ATDC		
	Valve clearance (both intake and exhaust valves) (cold)			mm (in.)	0.25 (0.0098)		
	Starter				Electric		
Fuel system	Feed pump	Type			Vane		
	Fuel injection pump	Type			Distributor type (DPA)		
		Plunger diam		mm (in.)	6.5 (0.256)	7.0 (0.276)	
		Cam lift		mm (in.)	1.5 (0.06)		
	Fuel injection timing (BTDC)				22°	24°	

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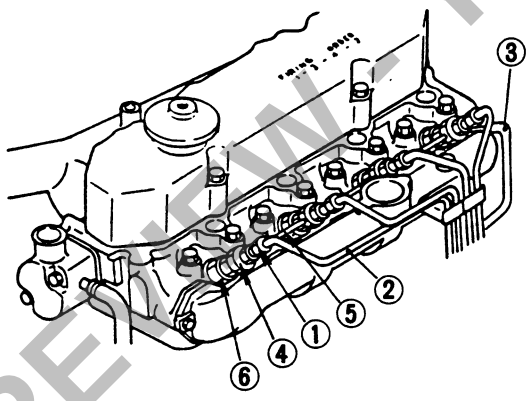
Injection nozzles

Removal sequence

(1) Connectors ① (4 pcs)
(2) Injection pipes ②
(3) Fuel rubber hose ③
(4) Nuts ④ (4 pcs)
(5) Fuel leak-off pipe ⑤
(6) Nozzle assemblies ⑥

NOTE

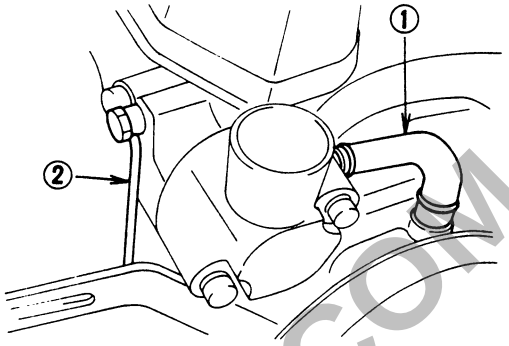
Take off the packing remaining behind on the seating face by plucking with a piece of wire or a screwdriver tip. Discard packing.



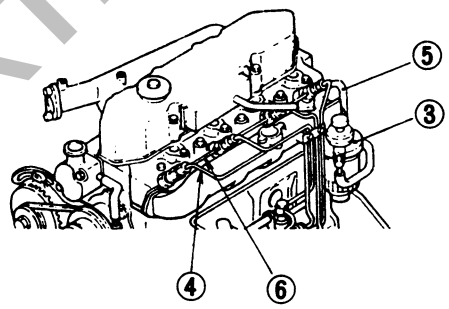
Cylinder head

Removal sequence

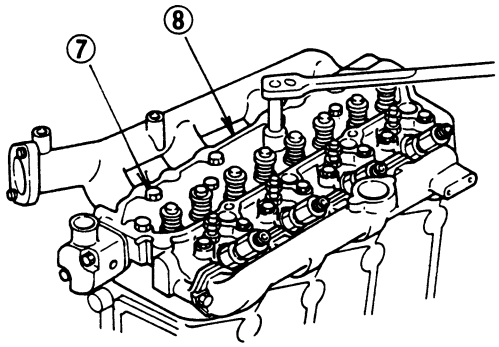
(1) Bypass hose ① (Displace thermostat elbow and water pump clamps.)
(2) Oil pipe ②



(3) Fuel filter ③
(4) Injection pipes ④
(5) Fuel rubber hose ⑤
(6) Fuel return pipe ⑥



(7) Rocker cover
(8) Rocker shaft assembly, valve push rods and valve caps (Refer to the removal sequence of rocker shaft assembly, above.)
(9) Bolts ⑦
(10) Cylinder head ⑧

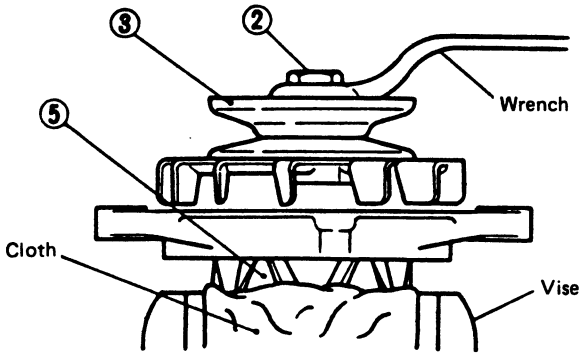


Removing cylinder head bolts

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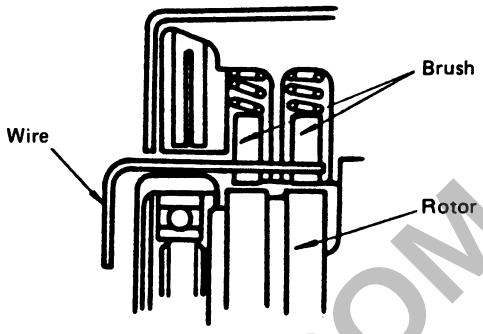
(1) To remove pulley (3), wrap rotor (5) with a wad of cloth, hold the rotor in a vise, and remove pulley nut (2).



(2) Using a soldering iron, disconnect the lead wire from stator (13). Provide a bypassing path of heat by gripping the lead wire with pliers so that the iron heat will not transfer to rectifier (16).

Reassembly sequence

Follow the reverse of disassembly sequence. Place brushes in the holder, and secure them by passing a 2-mm (0.08-in.) diameter wire through the brush holes. After installing, be sure to pull out the wire.



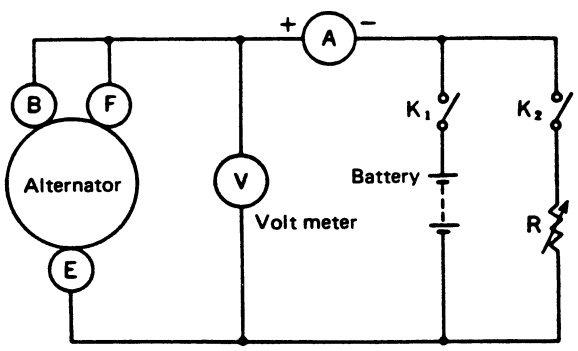
Inspection and repair

If the charging system is found defective, check for the items below and make necessary adjustment or repair.

- Checking of fan belt tension
- Checking charging system wiring for loose connections, or open or short-circuit
- Checking charging system for troubles due to defective battery
- Troubles in the charging system may cause the battery to be overcharged. Check and adjust the system in accordance with the following trouble-shooting guide.

Symptom	Possible cause	Remedy
Battery will be overcharged.	1) Voltage regulator setting is too high. 2) Open circuit in voltage coil. 3) Resistor R_3 is disconnected.	Replace regulator.
	4) Internal short circuit in battery.	Replace battery.
Battery is run-down.	1) Voltage regulator setting is too low. 2) Defective contact points.	Replace regulator.
	3) Insufficient output of alternator.	Replace alternator.
	4) Overloading.	Reduce load.

Close the switch "K_1" to permit field current to flow from the battery to the alternator. Gradually increase the alternator speed until reverse current no longer flows in the field coil, that is, until the ammeter pointer deflects to zero. Then open the switch "K_1" so that the alternator field is excited to generate voltage. Gradually increase the alternator speed again and read an rpm at which a voltage of 14 volts is generated as read on the voltmeter. This rpm is a rated voltage generating rpm. A good alternator will not run up to 1300 rpm for generating the rated voltage.



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General bolts and nuts

(1) The values listed in this chart are for standard bolts. For other bolts, nuts and screws, refer to the related sections in this manual.

(2) The values listed below have a tolerance of ±10%. When an impact wrench is used, a torque up to and including 14 kg-m (101 lb-ft) has a tolerance of ±20% and a torque above 14 kg-m (101 lb-ft) has a tolerance of ±15%.

Unit: kg-m (lb-ft)

Automotive screw thread			Metric coarse screw thread		
	w/spring washer	w/o spring washer		w/spring washer	w/o spring washer
M6 × 1	0.9 (6.5)	1.0 (7.2)			
M8 × 1.25	1.9 (13.7)	2.2 (15.9)			
M10 × 1.25	3.8 (27.5)	4.5 (32.5)	M10 × 1.5	3.7 (26.8)	4.3 (31.1)
M12 × 1.25	6.8 (49.2)	8.0 (57.9)	M12 × 1.75	6.5 (47.0)	7.6 (55.0)
M14 × 1.5	11.1 (80.3)	13.1 (94.8)	M14 × 2	10.5 (75.9)	12.4 (89.7)
M16 × 1.5 (	16.6 (120.1)	19.5 (141.0)	M16 × 2	15.9 (115.0)	18.7 (135.3)
M18 × 1.5	23.9 (172.9)	28.1 (203.2)	M18 × 2.5	22.2 (160.6)	26.1 (188.8)
M20 × 1.5	33.2 (240.1)	39.0 (282.1)	M20 × 2.5	30.9 (223.5)	36.4 (263.3)
M22 × 1.5	43.9 (317.5)	51.7 (373.9)	M22 × 2.5	41.3 (298.7)	48.6 (351.5)
M24 × 1.5	55.5 (401.4)	65.3 (472.3)	M24 × 3	53.4 (386.2)	62.8 (454.2)

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(● For detailed information refer to the separate chart.)

Engine vibrates excessively	Engine stalls	Poor response to deceleration	Engine does not pick up speed	Engine operates at high speeds but fails to stop	Engine turns in reverse direction	Excessive fuel consumption	Excessive oil consumption	Oil is diluted by fuel	Water in oil	Excessive blow-by	Defective lubrication system: When engine stops, warning lamp does not come on	Defective lubrication system: Warning lamp comes on at low-speed operation	Defective lubrication system: Warning lamp comes on at high-speed operation	Abnormal water temperature rise: Water temperature too high (Engine overheats)	Abnormal water temperature rise: Water temperature too low	Defective alternator: Indicator lamp does not come on when engine stops	Defective alternator: Indicator lamp comes on at high-speed operation	Remedy
—	○	—	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—	●
—	○	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	○	—	○	—	—	—	—	—	○	—	—	—	
—	○	—	—	—	—	○	—	○	—	—	—	—	—	—	—	—	—	●
—	○	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	Replace nozzle tips.
—	○	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	●
—	○	—	—	—	—	○	—	—	—	—	—	—	—	○	—	—	—	●
—	○	—	—	—	○	—	—	—	—	—	—	○	—	—	—	—	—	Adjust idling set bolt. Hold lever in STOP position.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	○	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	●
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Use fuel for cold weather.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Use good quality oil.
—	—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—	—	Use proper viscosity oil.
—	—	—	—	—	—	—	○	—	—	○	—	○	—	—	—	—	—	Use proper viscosity oil.
—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—	—	—	●
—	—	—	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	Retighten and replace packing if necessary.
—	—	—	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	●
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Change element and oil.
—	—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—	—	Check and replace if necessary.
—	—	—	—	—	—	—	—	—	—	—	○	○	○	—	—	—	—	Check and replace if necessary.
—	○	—	○	—	—	○	—	—	—	—	—	—	—	—	—	—	—	●
—	○	—		—	—	○	—	—	—	—	—	—	—	—	—	—	—	●
—	—	—	—	—	—	○	—	—	—	—	—	—	—	○	—	—	—	(Adjust full-load setting of governor.)

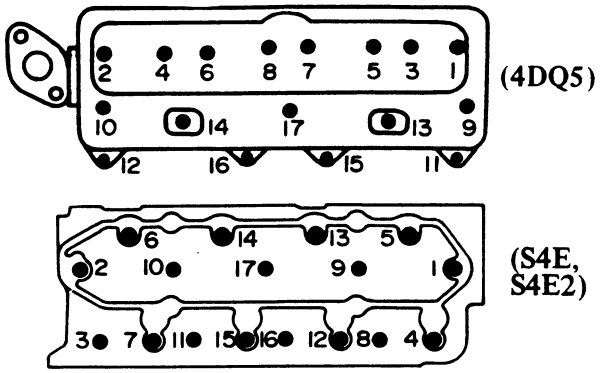
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Engine model				4DQ5	S4E	S4E2
Fuel system	Injection nozzles	Type		Throttle		
		Type of nozzle holders		Bosch KCA17SD		
		Type of nozzle tips		Bosch ND-DN0SD 21		
		Spray hole diam	mm (in.)	1 (0.04)		
		Spray angle		0°		
		Injection pressure	kg/cm² (psi)	120^{+10}_{0} (1706^{+142}_{0})		
	Fuel filter			Paper-element type		
Lubrication system	Oil pump	Type		Trochoid		
		Speed ratio to crankshaft		1/2		
		Capacity at oil temp. 50°C (122°F); pressure 3 kg/cm² (42.7 psi)	liter(cu in.)/ min/rpm	10.5(641)/1250, min	19.2 (1172)/1200, min	
	Oil pressure	At duty run	kg/cm² (psi)	3 ~ 4 (42.7 ~ 56.9)		
		At idling		1.0 (14.2), min		
	Oil filter			Paper-element type		
	Relief valve	Type		Piston-valve		
		Valve opening pressure	kg/cm² (psi)	3 ± 0.3 (42.7 ± 4.3)		
	Refill capacity	Oil pan	liter (U.S. gal)	6 (1.58)	7 (1.85)	
		Oil filter		0.7 (0.18)		
	Oil by-pass valve	Type		Piston-valve		
		Valve opening pressure	kg/cm² (psi)	0.8 ~ 1.2 (11.4 ~ 17.1)		
Cooling system	Water pump	Type		Centrifugal type		
		Speed ratio to crankshaft		1.31 : 1	1.20 : 1	
		Capacity	liter(cu in)/ min/rpm	104(6347)/4000	100(6103)/2520	
	Thermo-stat	Type		Wax pellet		
		Valve opening temperature		76.5 ± 2°C (169.7 ± 3.6°F)		
		Valve lift temperature		90 ± 2°C (194 ± 3.6°F)		
	Drive belt	Type		Low-edge cog B		
		No. of belts		1		
	Refill capacity (engine water jacket)		liter (U.S. gal)	4.5 (1.2)	4.6 (1.21)	

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Cylinder head bolt loosening sequence

CAUTION

Cover up the open ends of injection pipes and air intake pipe to avoid entry of dirt. When removing the gasket from cylinder head, be careful not to nick or mar the gasketed surfaces of head and block. Read the torque needed to loosen each cylinder head bolt: these readings might help locating the cause of the trouble reported.

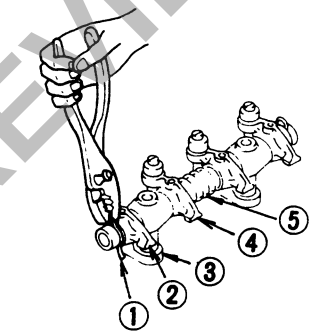
DISASSEMBLY

Rocker shaft assembly

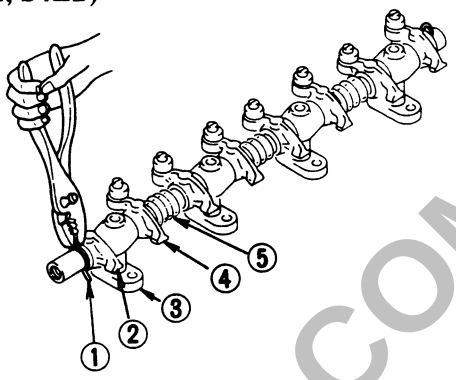
Disassembly sequence

(4DQ5)

(1) Snap rings on both ends ①
(2) Rocker arm assembly ②
(3) Rocker brackets ③
(4) Rocker arm assembly ④
(5) Spring ⑤



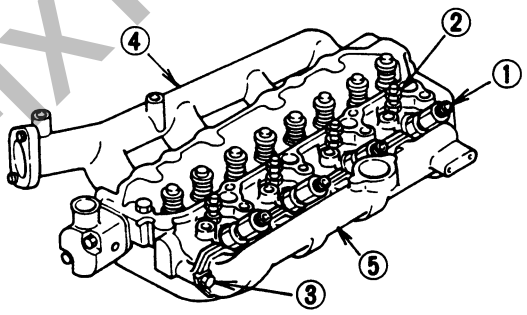
(S4E, S4E2)



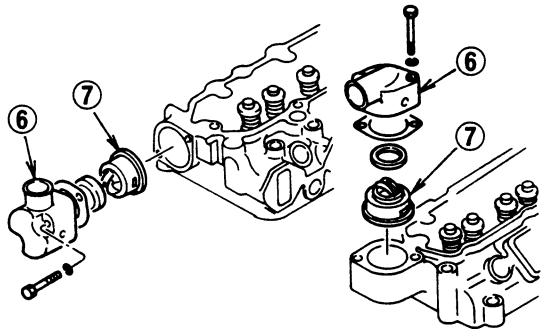
Cylinder head

Disassembly sequence

(1) Nozzle holders ①
(2) Glow plugs ②



(3) Bolts ③
(4) Exhaust manifold ④
(5) Intake manifold ⑤
(6) Thermostat elbow ⑥
(7) Thermostat ⑦



S4E, S4E2 4DQ5

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Possible cause / Complaint		Engine will not start						Glow plugs do not glow red	Glow plugs glow red too early	Engine lacks power			Abnormal exhaust smoke			Engine knocks excessively	Engine is noisy	Engine runs rough	Engine hunts	
		Engine turns but does not start			Starter does not turn sufficiently to crank engine.	Engine does not turn								When operating						
		No exhaust smoke	A little exhaust smoke	Too much exhaust smoke		Engine can be cranked manually	Engine cannot be cranked manually			A little exhaust smoke	Too much whitish exhaust smoke	Too much black exhaust smoke	When idling	Whitish exhaust smoke	Black exhaust smoke				When idling	When operating
Cooling system	Engine is too cold.	—	—	○	○	—	—	—	—	—	—	—	○	—	—	○	—	—	—	—
	Radiator dissipates heat excessively	—	—	—	—	—	—	—	—	—	○	—	○	○	—	○	—	—	—	—
	Insufficient coolant	—	—	—	—	—	—	—	—	—	—	○	—	—	○	—	—	—	—	—
	Failure of radiator to dissipate heat properly	—	—	—	—	—	—	—	—	—	—	○	—	—	○	—	—	—	—	—
	Water leak through cylinder head gasket	—	—	—	—	—	—	—	—	—	○	—	○	○	—	—	—	○	—	—
	Cracks in crankcase water jacket	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Electrical equipment	Defective starter switch	—	—	—	—	○	—	○	—	—	—	—	—	—	—	—	—	—	—	—
	Defective starter magnetic switch	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Defective starter	—	—	—	○	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Defective starter free wheel	—	—	—	○	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Defective flywheel ring gear and pinion	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Battery voltage drop	—	—	○	○	○	—	○	—	—	—	—	—	—	—	—	—	—	—	—
	Open circuit in glow plugs or pilot lamp	—	—	○	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—	—
	Short circuit in glow plugs	—	—	○	—	—	—	—	○	—	—	—	—	—	—	—	—	—	—	—
	Defective alternator	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Defective alternator relay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Improper wiring	—	—	○	○	○	—	—	○	—	—	—	—	—	—	—	—	—	—	—
Main moving parts	Jammed moving parts	—	—	—	○	—	○	—	—	—	—	○	—	—	○	—	○	○	—	—
	Worn cylinders, pistons or piston rings	—	—	○	—	—	—	—	—	—	○	—	○	○	—	○	○	—	—	—
	Sticking piston rings	—	—	○	—	—	—	—	—	—	○	—	○	○	—	○	—	—	—	—
	Excessive main bearing clearance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—
	Loose connecting rod cap bolts	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—
	Interference between valve and piston	—	—	—	—	—	○	—	—	—	—	—	—	—	—	—	○	—	—	—
	Broken valve springs	—	—	○	—	—	—	—	—	—	○	—	○	○	—	—	○	○	○	○
	Excessive valve clearance	—	—	—	—	—	—	—	—	—	—	○	—	—	○	—	○	○	○	○
	Foreign substances in cylinders	—	—	—	—	—	○	—	—	—	—	—	—	—	—	—	○	—	—	—
	Excessive gear backlash	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	○	—	—	—

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Engine model				4DQ5	S4E	S4E2
Electrical equipment	Working voltage		volt	24		
	Polarity			Negative (–) ground		
	Glow plugs	Type		Sheathed		
		Rated voltage – current	volt – ampere	22.5 – 4.8		
		Resistance at normal temp	ohm	4.5 ± 0.5		
	Starter	Model		M002T65272 (dry type) M002T65271 (wet type)		
		Manufacturer		Mitsubishi-Electric		
		Voltage – output	volt – kilowatt	24 – 3.2		
		No. of pinion teeth/ No. of ring gear teeth		11/110		
	Alternator	Model		A001T70770		
		Type		3-phase, with built-in IC regulator		
		Voltage – current	volt – ampere	24 – 20		
		Manufacturer		Mitsubishi-Electric		
		Rated rpm		5000		
		Working rpm		1000 ~ 13500		
		Maximum output test		15000 rpm, 0.5 minute		
		Speed ratio to crankshaft		1.68		
	Regulator	Type		IC		
		Voltage regulator No-load	volt	28.5 ± 0.5		

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