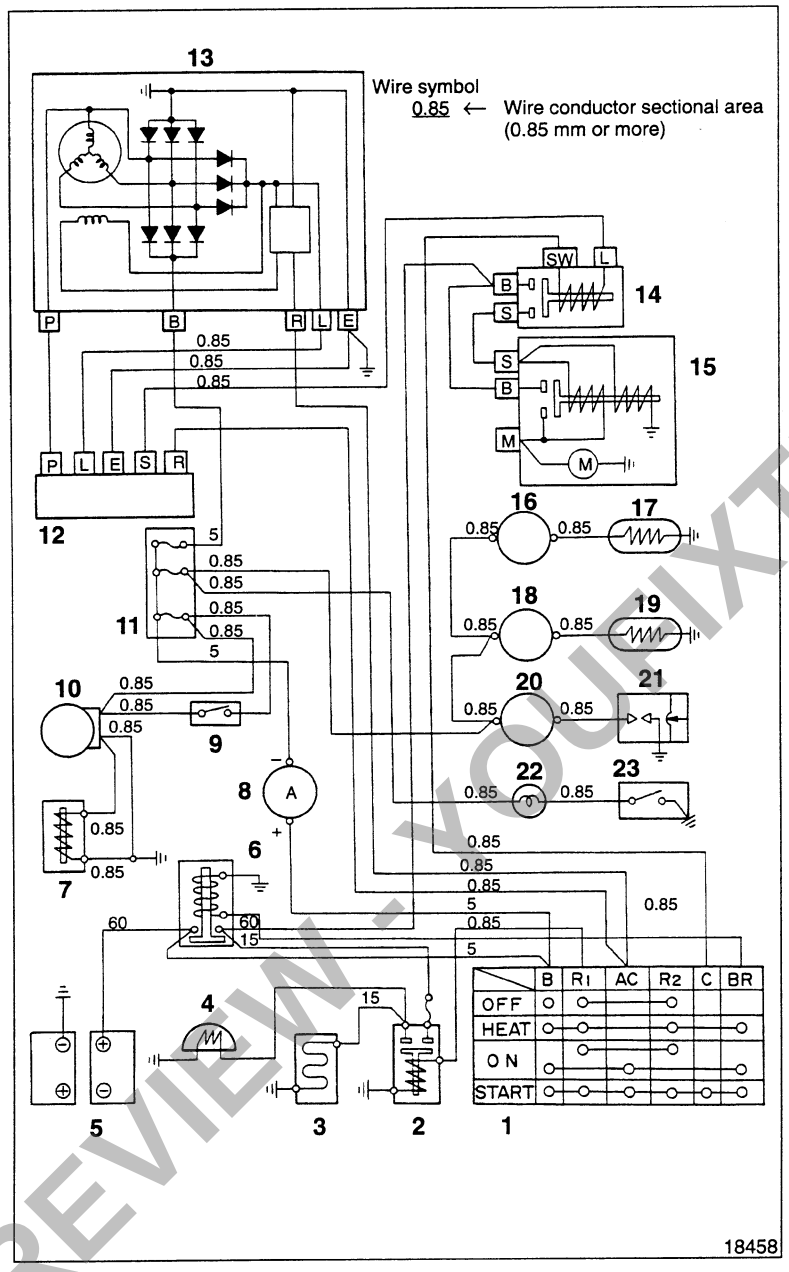
Circuit Diagram <24V (Air Heater) Specification>



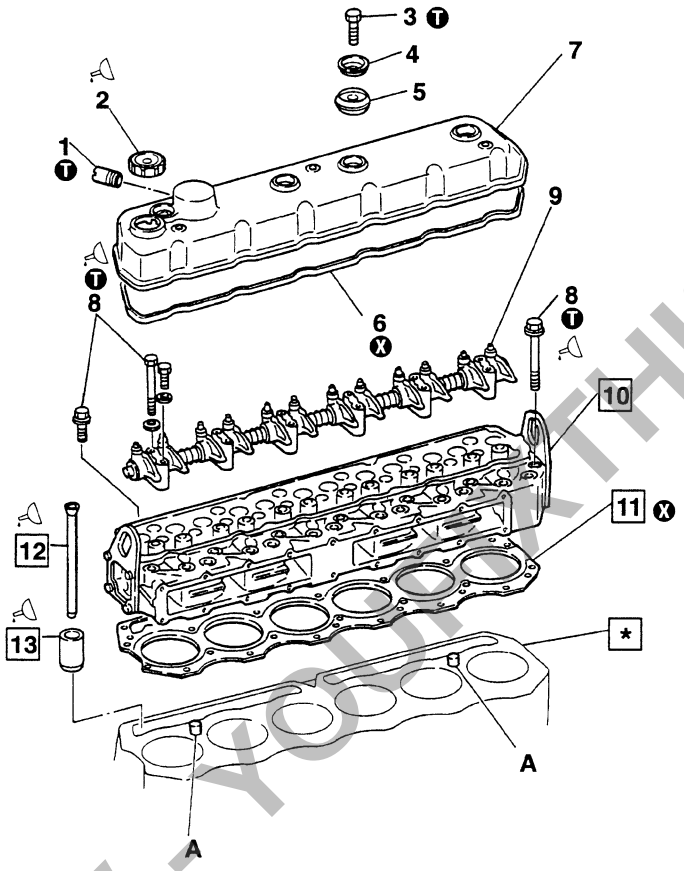
1 Starter switch
2 Heater relay
3 Air heater
4 Heater indicator
5 Battery
6 Battery relay
7 Tachometer sensor
8 Ammeter
9 Lamp switch
10 Tachometer
11 Fuse box
12 Safety relay
13 Alternator
14 Starter relay
15 Starter
16 Thermometer (for oil)
17 Thermo sending unit
18 Thermometer (for coolant)
19 Thermo sending unit
20 Oil pressure gauge
21 Oil pressure gauge unit
22 Warning lamp
23 Oil bypass alarm switch

B: Terminal B
E: Terminal E
L: Terminal L
M: Terminal M
P: Terminal P
R: Terminal R
S: Terminal S
SW: Terminal SW

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CYLINDER HEAD AND VALVE MECHANISM



04134

● **Disassembly sequence**

1 Joint
2 Oil filler cap
3 Bolt
4 Plate
5 Rubber
6 Rocker cover gasket
7 Rocker cover
8 Cylinder head bolt
9 Rocker and bracket assembly 📖 P.11-16
10 Cylinder head and valve assembly 📖 P.11-20
11 Cylinder head gasket
12 Push rod
13 Tappet

*: Crankcase 📖 P.11-72
A: Locating pin
Ⓧ: Non-reusable part

● **Assembly sequence**

Follow the disassembly sequence in reverse.

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TABLE OF STANDARD TIGHTENING TORQUES

- Use specified bolts and nuts and tighten them at specified torques according to the following table, unless otherwise specified.
- Threads and contact seats shall be dry.
- Where there is a difference in strength classification between the nut and bolt (or stud bolt), the torque specified for the bolt shall apply.

Hex-head Bolt and Stud Bolt

Unit: N·m {kgf·m}

Strength classification	4T		7T		8T	
Representation / Diameter symbol	 (Stud)		 (Stud)		 (Stud)	 02154
M5	2 to 3 {0.2 to 0.3}	–	4 to 6 {0.4 to 0.6}	–	5 to 7 {0.5 to 0.7}	–
M6	4 to 6 {0.4 to 0.6}	–	7 to 11 {0.7 to 1.1}	–	8 to 12 {0.8 to 1.2}	–
M8	9 to 14 {0.9 to 1.4}	–	17 to 26 {1.7 to 2.6}	–	20 to 29 {2.0 to 3.0}	–
M10	19 to 28 {1.9 to 2.8}	18 to 26 {1.8 to 2.7}	36 to 52 {3.5 to 5.5}	33 to 49 {3.5 to 5.0}	45 to 60 {4.5 to 6.0}	41 to 59 {4.3 to 6.9}
M12	35 to 50 {3.4 to 5.0}	31 to 46 {3.1 to 4.7}	70 to 95 {7.0 to 9.5}	65 to 85 {6.5 to 8.5}	85 to 110 {8.5 to 11}	75 to 100 {7.5 to 10}
M14	60 to 85 {6.0 to 8.5}	55 to 75 {5.5 to 7.5}	120 to 160 {12 to 16}	110 to 140 {11 to 14}	130 to 180 {13 to 18}	120 to 160 {12 to 17}
M16	90 to 130 {9.5 to 13}	90 to 120 {9.0 to 12}	180 to 240 {18 to 24}	160 to 220 {16 to 22}	200 to 270 {20 to 27}	190 to 260 {19 to 26}
M18	140 to 190 {14 to 19}	120 to 160 {12 to 16}	260 to 340 {25 to 35}	220 to 290 {22 to 30}	290 to 390 {30 to 40}	260 to 340 { 26 to 35}
M20	190 to 260 {19 to 26}	170 to 230 {17 to 23}	350 to 470 {36 to 48}	320 to 420 {32 to 43}	410 to 550 {41 to 56}	370 to 490 {37 to 50}
M22	260 to 340 {26 to 35}	230 to 300 {23 to 31}	470 to 640 {48 to 65}	430 to 570 {43 to 58}	550 to 740 {56 to 75}	490 to 670 {50 to 68}
M24	340 to 450 {34 to 46}	290 to 390 {29 to 40}	630 to 840 {63 to 86}	540 to 730 {55 to 74}	730 to 980 {74 to 100}	630 to 840 {64 to 86}

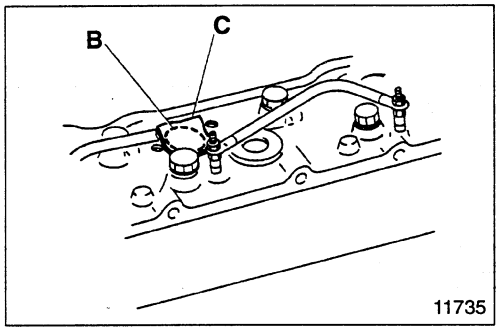
Hex-head Flange Bolt

Unit: N·m {kgf·m}

Strength classification	4T		7T		8T	
Representation / Diameter symbol						 02154
M6	4 to 6 {0.4 to 0.6}	–	8 to 12 {0.8 to 1.2}	–	9 to 14 {0.9 to 1.4}	–
M8	10 to 15 {1.0 to 1.5}	–	19 to 28 {1.9 to 2.8}	–	22 to 32 {2.2 to 3.3}	–
M10	21 to 30 {2.1 to 3.1}	20 to 28 {1.9 to 2.9}	39 to 58 {3.9 to 6.0}	37 to 53 {3.6 to 5.4}	50 to 65 {5.0 to 6.5}	45 to 65 {4.5 to 6.5}
M12	38 to 54 {3.8 to 5.5}	35 to 51 {3.4 to 5.2}	80 to 110 {8.0 to 11}	70 to 95 {7.0 to 9.5}	90 to 120 {9.0 to 12}	85 to 110 {8.5 to 11}

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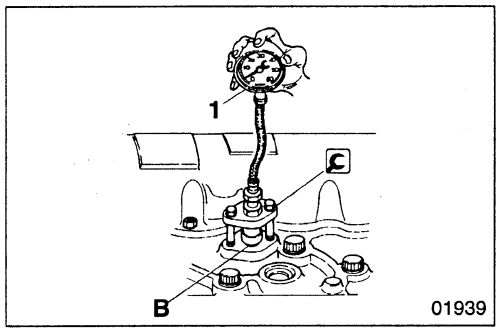
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- Cover the injection nozzle mounting hole **B** with a cloth **C**. Then, turn the engine over with the starter and check that no foreign matter adheres to the cloth.

WARNING ⚠

If any cylinder is cracked, coolant, engine oil, and fuel will enter the cylinder through the crack. When the engine is turned over, these substances will spray out of the nozzle mounting hole B at a high temperature. For safety, move away from the nozzle mounting hole before turning over the engine.



- Fit the [C] Compression Gauge Adapter onto an injection nozzle mounting hole **B** together with a nozzle gasket. Then, connect the compression gauge **1**.
- Turn the engine over and measure the compression pressure.
- Measure the compression pressure in every cylinder and determine the pressure differences between cylinders.
- If any compression pressure or cylinder-to-cylinder pressure difference exceeds the specified limit, pour a little engine oil into the cylinder via the injection nozzle mounting hole **B** then take the measurement again.
  - If the compression pressure increases, there may be wear or damage on piston rings and inner surfaces of cylinders.
  - If the compression pressure does not increase, valves may be seized or incorrectly seated, or the cylinder head gasket may be defective.

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Symptoms / Possible causes	Low power output	Abnormal engine noise	Remarks
Incorrect oil viscosity	○		🕮 Gr 12
Incorrect/defective fuel	○		🕮 Gr 13
Incorrect valve clearance	○	○	
Defective cylinder head gasket	○	○	
Worn valve/valve seat, and carbon deposits	○	○	
Weakened valve spring	○	○	
Worn/damaged piston ring(s)	○	○	
Worn/damaged piston ring groove(s)	○	○	
Incorrect injection timing	○	○	🕮 Gr 13
Defective injection pump	○	○	🕮 Gr 13
Defective cooling system	○		🕮 Gr 14
Defective injection nozzle(s)	○	○	🕮 Gr 13
Air trapped in fuel system	○		🕮 Gr 13
Clogged air cleaner	○		🕮 Gr 15
Clogged muffler	○		🕮 Gr 15
Defective turbocharger	○	○	🕮 Gr 15
Incorrectly fitted pipe(s)/hose(s)		○	🕮 Gr 13
Injection pump, alternator, or other auxiliary device(s) defective/incorrectly fitted		○	🕮 Gr 13, 54
Loose/damaged V-belt		○	🕮 Gr 14
Incorrectly fitted crankshaft pulley		○	
Defective air cleaner or muffler		○	🕮 Gr 15
Defective valve spring(s)		○	
Defective rocker shaft and bracket		○	
Incorrect lubrication of rocker shaft bracket		○	
Incorrect backlash in timing gears		○	
Incorrect lubrication of timing gear peripheries and idler shafts		○	
Worn connecting rod small end bushing and piston pin		○	
Worn/damaged crankshaft pin and connecting rod big end bearing		○	
Worn/damaged crankshaft journal and main bearing		○	
Excessive end play in crankshaft and camshaft		○	
Worn tappet(s) and camshaft		○	

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GENERAL SPECIFICATIONS

Item	Specifications					
Engine model	6D14	6D14-T	6D15-T	6D16	6D16-T	6D16-TL
Type	6-cylinder in-line, water-cooled 4-cycle diesel					
Combustion chamber type	Direct injection type					
Valve mechanism	Overhead valve (OHV) type					
Bore × Stroke mm	110 × 115		113 × 115	118 × 115		
Total displacement cc	6557		6919	7545		
Compression ratio	17.5	16		17.5	16	
Empty mass kg*	500	540		500	550	560

* Empty mass as measured according to Mitsubishi Motors Corporation standard.

Engine Outputs Classified By Application

Application \ Engine model	6D14	6D14-T		6D16	6D16-T	
		Middle-speed specification	High-speed specification		Middle-speed specification	High-speed specification
Intermittent rated output kW (HP)	59 (79)/1500	83 (111)/1500	79 (106)/1500	71 (95)/1500	106 (142)/1500	101 (136)/1500
	70 (94)/1800	98 (132)/1800	95 (127)/1800	85 (114)/1800	123 (165)/1800	121 (163)/1800
	77 (103)/2000	106 (143)/2000	103 (139)/2000	93 (125)/2000	131 (176)/2000	131 (175)/2000
	82 (110)/2200	111 (150)/2200	111 (150)/2200	101 (135)/2200	140 (188)/2200	139 (186)/2200
	87 (117)/2500		120 (161)/2500	111 (149)/2500		147 (197)/2500
	92 (123)/2800		126 (168)/2800	120 (161)/2800		151 (203)/2800
Continuous rated output kW (HP)	53 (72)/1500	75 (101)/1500	72 (96)/1500	65 (87)/1500	96 (129)/1500	92 (123)/1500
	64 (86)/1800	89 (120)/1800	86 (115)/1800	77 (103)/1800	111 (149)/1800	110 (148)/1800
	70 (93)/2000	96 (129)/2000	94 (126)/2000	84 (113)/2000	119 (160)/2000	118 (158)/2000
	74 (99)/2200	101 (136)/2200	101 (136)/2500	93 (125)/2200	127 (170)/2200	125 (168)/2200
	79 (106)/2500		109 (146)/2500	101 (135)/2500		133 (178)/2500
	83 (111)/2800		114 (153)/2800	110 (147)/2800		137 (184)/2800

NOTE

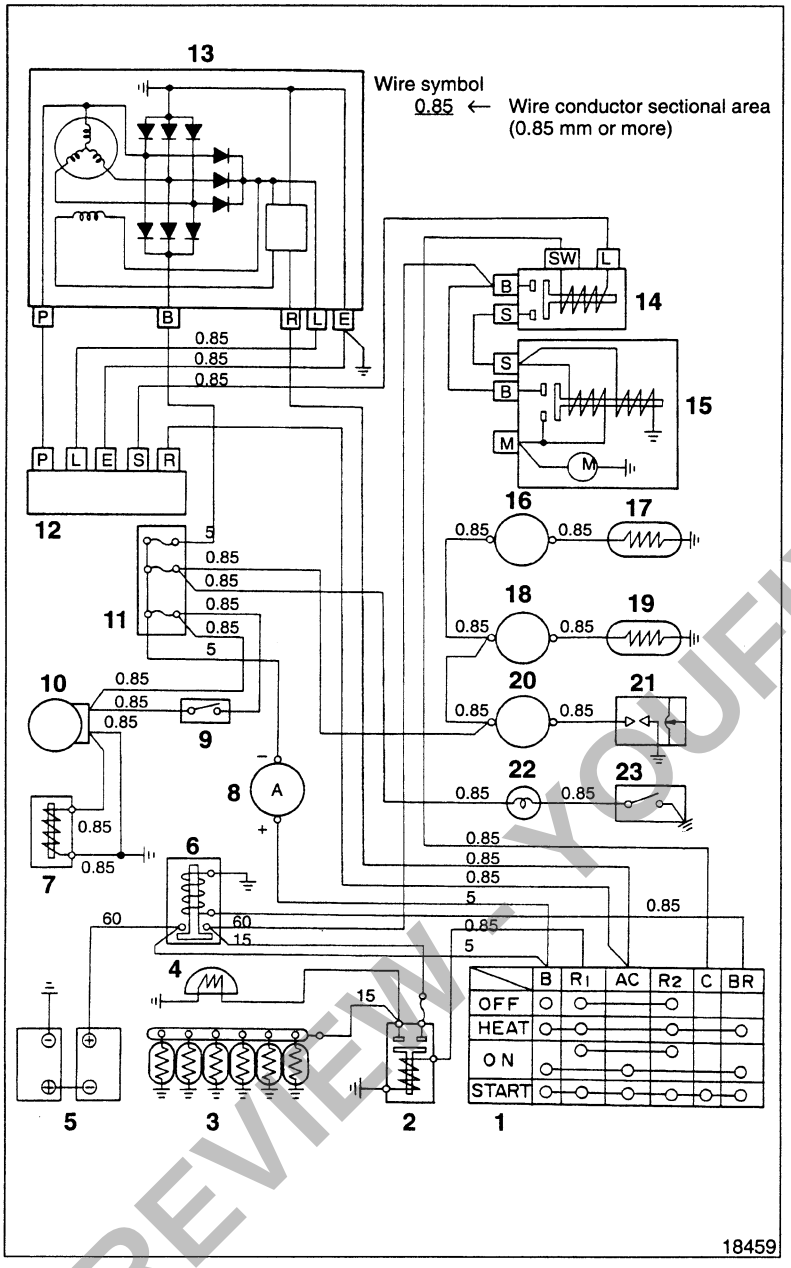
1. The output (SAE, gross) is corrected to standard ambient conditions based on SAE J1349.

2. The continuous rated output allows 10% (one hour) overload operation.

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Circuit Diagram <24V (Glow Plug) Specification>



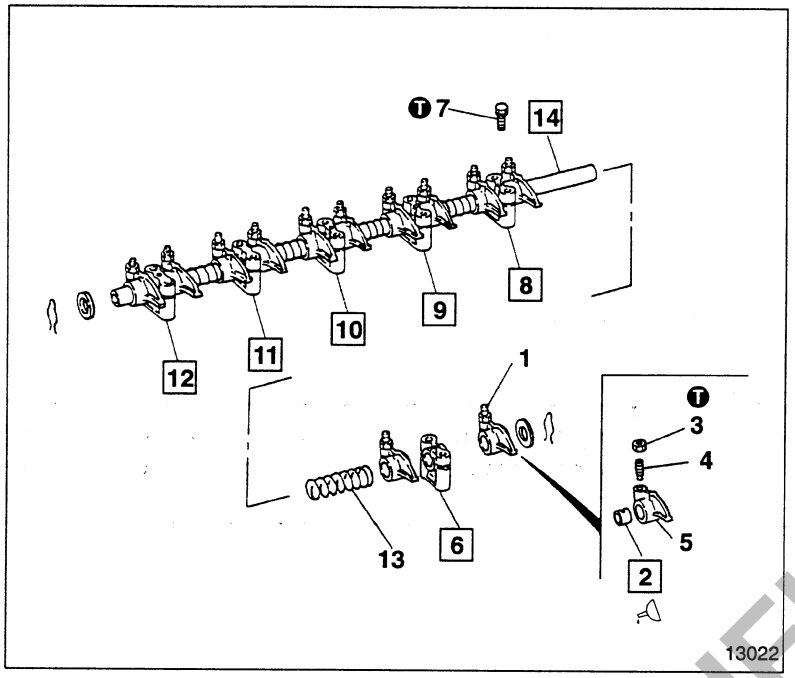
1 Starter switch
2 Glow relay
3 Glow plug
4 Glow indicator
5 Battery
6 Battery relay
7 Tachometer sensor
8 Ammeter
9 Lamp switch
10 Tachometer
11 Fuse box
12 Safety relay
13 Alternator
14 Starter relay
15 Starter
16 Thermometer (for oil)
17 Thermo sending unit
18 Thermometer (for coolant)
19 Thermo sending unit
20 Oil pressure gauge
21 Oil pressure gauge unit
22 Warning lamp
23 Oil bypass alarm switch

B: Terminal B
E: Terminal E
L: Terminal L
M: Terminal M
P: Terminal P
R: Terminal R
S: Terminal S
SW: Terminal SW

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Rocker and Bracket Assembly



● **Disassembly sequence**

1 Rocker assembly
2 Rocker bushing
3 Lock nut
4 Adjusting screw
5 Rocker
6 No. 6 rocker shaft bracket
7 Set screw
8 No. 5 rocker shaft bracket
9 No. 4 rocker shaft bracket
10 No. 3 rocker shaft bracket
11 No. 2 rocker shaft bracket
12 No. 1 rocker shaft bracket
13 Rocker shaft spring
14 Rocker shaft

● **Assembly sequence**

Reverse the order of disassembly.

Service standards

Unit: mm

Location	Maintenance item	Standard value (Basic diameter in [ ])	Limit	Remedy
2, 14	Rocker bushing-to-rocker shaft clearance	[24] 0.01 to 0.08	0.12	Replace

❶ Tightening torques

Unit: N·m {kgf·m}

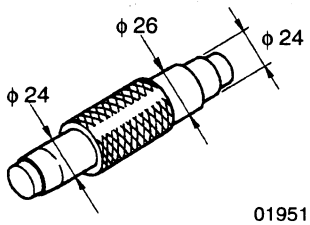
Location	Parts to be tightened	Tightening torque	Remarks
3	Adjusting screw lock nut	34 {3.5}	—
7	Rocker shaft set screw	3.9 {0.4}	—

Oils

Location	Points of application	Kinds	Quantity
2	Rocker bushing inner surface	Engine oil	As required

Special tools

Unit: mm

Location	Tool name and shape	Part No.	Application
2	Rocker Bushing Puller 	MH061777	Removing and installing rocker bushings

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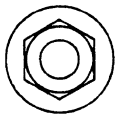
Hex-head Nut

Unit: **N·m {kgf·m}**

Strength classification	4T		6T	
Representation / Diameter symbol			    02155	
	Standard screw	Coarse screw	Standard screw	Coarse screw
M5	2 to 3 {0.2 to 0.3}	–	4 to 6 {0.4 to 0.6}	–
M6	4 to 6 {0.4 to 0.6}	–	7 to 11 {0.7 to 1.1}	–
M8	9 to 14 0.9 to 1.4}	–	17 to 26 {1.7 to 2.6}	–
M10	19 to 28 {1.9 to 2.8}	18 to 26 {1.8 to 2.7}	36 to 52 {3.5 to 5.5}	33 to 49 {3.5 to 5.0}
M12	35 to 50 {3.4 to 5.0}	31 to 46 {3.1 to 4.7}	70 to 95 {7.0 to 9.5}	65 to 85 {6.5 to 8.5}
M14	60 to 85 {6.0 to 8.5}	55 to 75 {5.5 to 7.5}	120 to 160 {12 to 16}	110 to 140 {11 to 14}
M16	90 to 130 {9.5 to 13}	90 to 120 {9.0 to 12}	180 to 240 {18 to 24}	160 to 220 {16 to 22}
M18	140 to 190 {14 to 19}	120 to 160 {12 to 16}	260 to 340 {25 to 35}	220 to 290 {22 to 30}
M20	190 to 260 {19 to 26}	170 to 230 {17 to 23}	350 to 470 {36 to 48}	320 to 420 {32 to 43}
M22	260 to 340 {26 to 35}	230 to 300 {23 to 31}	470 to 640 {48 to 65}	430 to 570 {43 to 58}
M24	340 to 450 {34 to 46}	290 to 390 {29 to 40}	630 to 840 {63 to 86}	540 to 730 {55 to 74}

Hex-head Flange Nut

Unit: N·m {kgf·m}

Strength classification	4T	
Representation / Diameter symbol	 02155	
	Standard screw	Coarse screw
M6	4 to 6 {0.4 to 0.6}	–
M8	10 to 15 {1.0 to 1.5}	–
M10	21 to 30 {2.1 to 3.1}	20 to 28 {1.9 to 2.9}
M12	38 to 54 {3.8 to 5.5}	35 to 51 {3.4 to 5.2}

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ON-VEHICLE INSPECTION AND ADJUSTMENT

Inspecting and Adjusting Valve Clearances

Service standards

Unit: mm

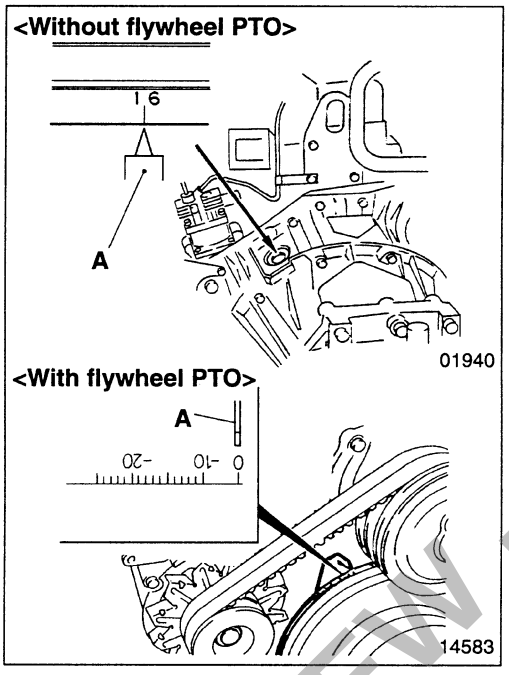
Location	Maintenance item	Standard value	Limit	Remedy
—	Valve clearance (when cold)	0.4	—	Adjust

❶ Tightening torques

Unit: N·m {kgf·m}

Location	Parts to be tightened	Tightening torque	Remarks
2, 6	Rocker arm adjusting screw lock nut	34 {3.5}	—

Valve clearances should be checked and adjusted when the engine is cold.

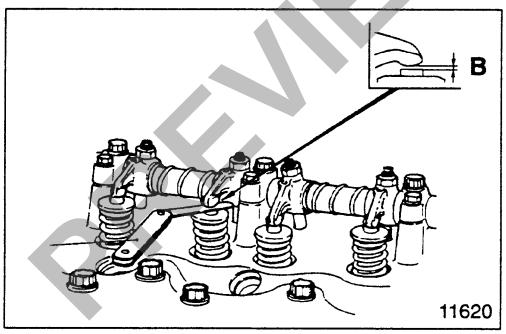


[Inspection]

- Bring piston No. 1 or piston No. 6 to the top-dead-centre (TDC) position of its compression stroke. To do this, crank the engine until the "**1.6**" mark inscribed on the flywheel is aligned with the pointer **A** in the flywheel housing inspection window. (If the engine has a flywheel PTO, align the pointer **A** with the "**0**" mark inscribed on the torsional damper.)

NOTE

Pistons whose push rods are not pushing up their rockers are at top-dead-centre (TDC) of their compression strokes.



- When piston No. 1 or piston No. 6 is at the TDC position of its compression stroke, measure the clearance **B** of every valve marked "○" in the following table.

Piston No.	1		2		3		4		5		6	
Valve arrangement	In.	Ex.	In.	Ex.	In.	Ex.	In.	Ex.	In.	Ex.	In.	Ex.
No. 1 piston at TDC of compression stroke	○	○	○	×	×	○	○	×	×	○	×	×
No. 6 piston at TDC of compression stroke	×	×	×	○	○	×	×	○	○	×	○	○

NOTE

To measure the clearance, insert a feeler gauge 1. The gauge should be able to move in the gap, albeit not loosely. Accurate measurements cannot be taken if the gauge moves loosely in the gap.

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Possible causes \ Symptoms		Engine hard to start	Overheating	Low oil pressure	Excessive oil consumption (oil leakage)	Remarks
Oil cooler	Oil cooler element installed poorly		○	○	○	
	Gasket defective		○	○	○	
	O-ring defective		○	○	○	
	Oil cooler element clogged		○	○		
	Oil cooler element damaged		○	○	○	
	Fatigue in bypass valve spring		○			
Oil pump	Oil pump malfunctioning		○	○		
	Interference between oil pump gear and oil pump case or cover	○		○		
	Oil pipe poorly fitted		○	○		
	Oil strainer clogged		○	○		
	Fatigue in relief valve spring			○		
Oil filter	Oil filter fitted poorly				○	
	Element clogged		○	○		
	Fatigue in check valve and bypass check valve springs			○		
	O-ring defective			○		
Front cover assembly timing gear case	Front oil seal defective				○	🕮 Gr 11
	Front cover assembly fitted poorly				○	🕮 Gr 11
Flywheel housing	Rear oil seal defective				○	🕮 Gr 11
	Gasket fitted poorly				○	🕮 Gr 11
Fatigue in regulator valve spring				○		
Piston cooling oil jet(s) defective			○			
Oil working its way up into combustion chamber(s)					○	🕮 Gr 11
Oil working its way down into combustion chamber(s)					○	🕮 Gr 11
Oil viscosity too high		○				
Unsuitable oil quality			○			
Deterioration in oil			○			
Fuel mixed with oil			○			

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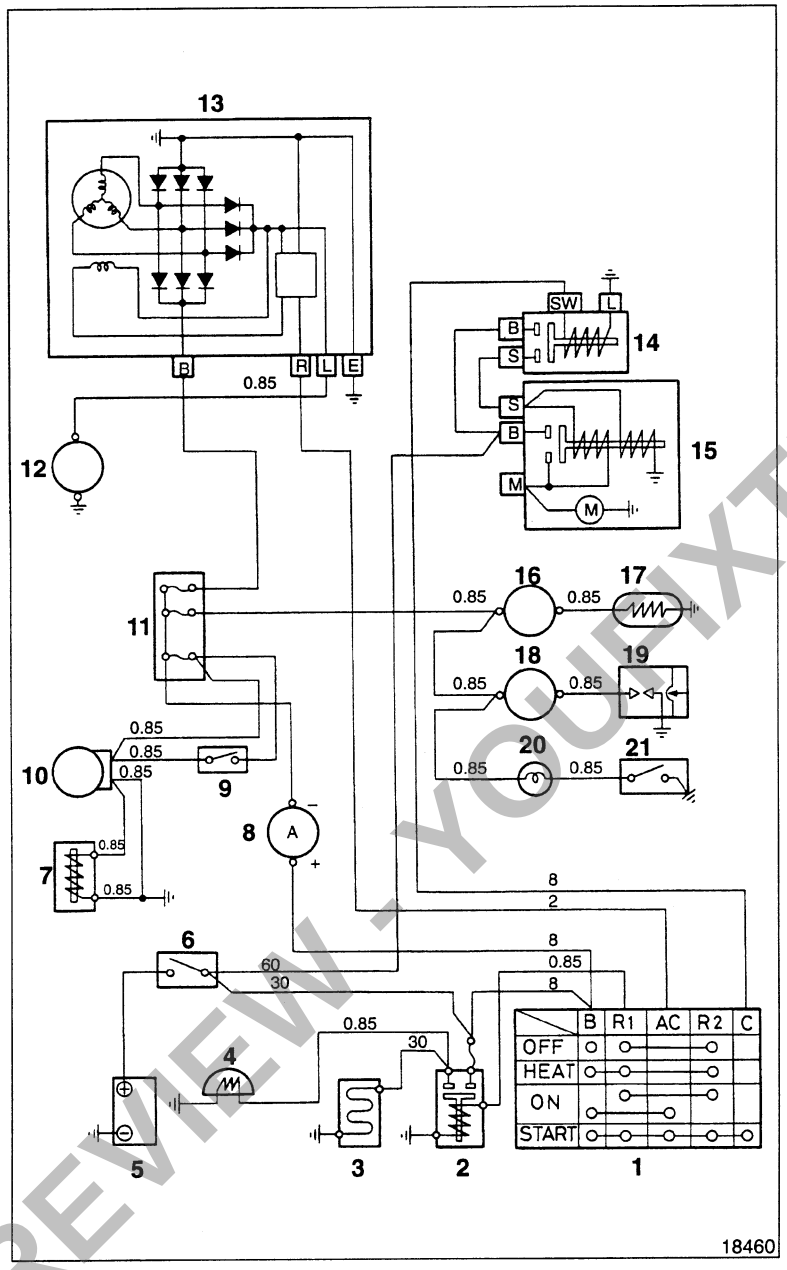
SPECIFICATIONS

Item	Specifications					
Engine model	6D14	6D14-T	6D15-T	6D16	6D16-T	6D16-TL
Type	6-cylinder, in-line, water-cooled, 4-cycle diesel					
Combustion chamber type	Direct injection					
Valve mechanism	Overhead valve					
Cylinder bore × stroke mm	ϕ110 × 115		ϕ113 × 115	ϕ118 × 115		
Total displacement cc	6557		6919	7545		
Compression ratio	17.5	16.0		17.5	16.0	

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Circuit Diagram <12V Specification>



1 Starter switch
2 Heater relay
3 Air heater
4 Heater indicator
5 Battery
6 Battery switch
7 Tachometer sensor
8 Ammeter
9 Lamp switch
10 Tachometer
11 Fuse box
12 Hour meter
13 Alternator
14 Starter relay
15 Starter
16 Thermometer (for coolant)
17 Thermo sending unit
18 Oil pressure gauge
19 Oil pressure gauge unit
20 Warning lamp
21 Oil bypass alarm switch

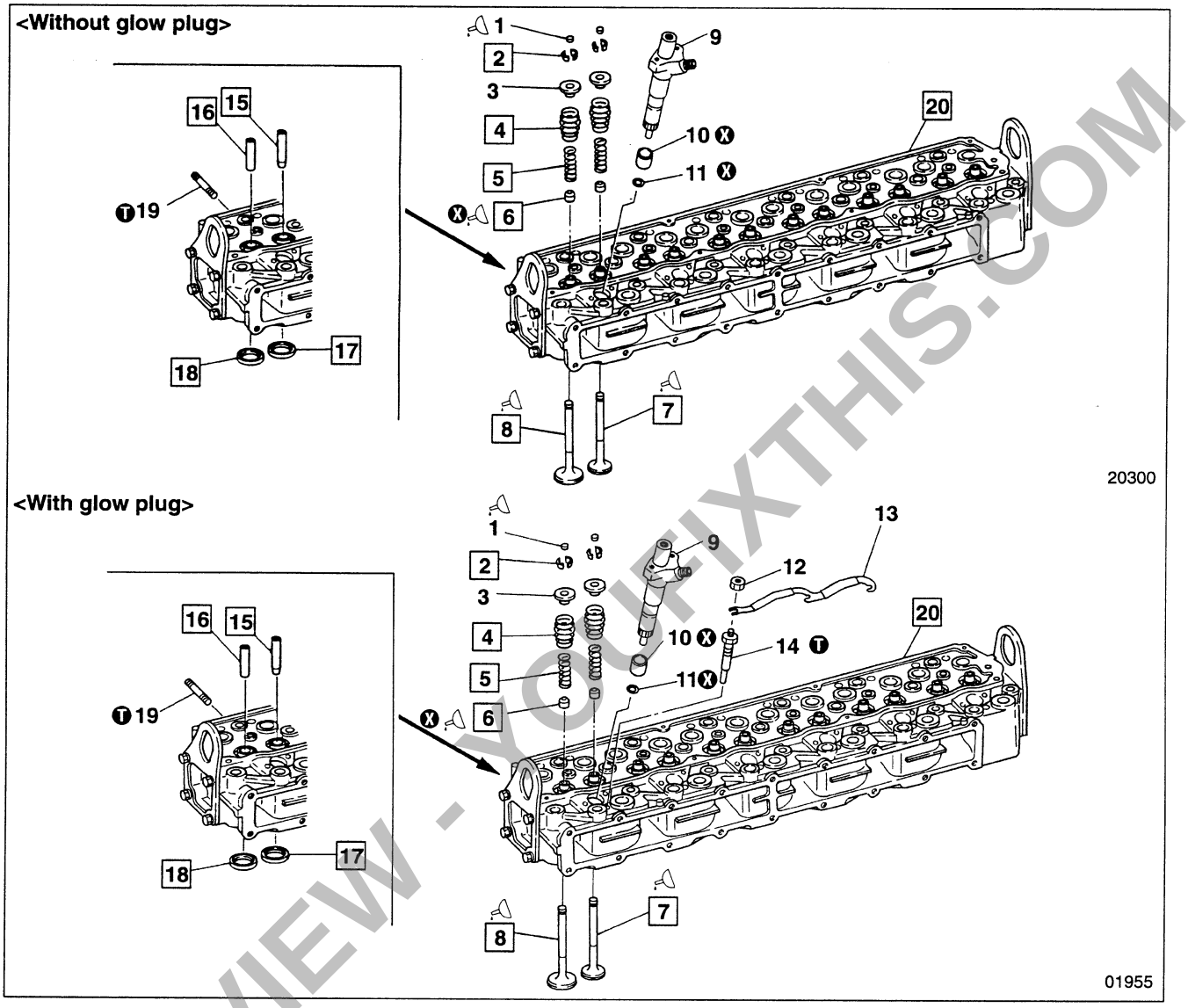
B: Terminal B
E: Terminal E
L: Terminal L
M: Terminal M
R: Terminal R
S: Terminal S
SW: Terminal SW

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CYLINDER HEAD AND VALVE MECHANISM

Cylinder Head and Valve Mechanism



● **Disassembly sequence**

1 Valve cap
2 Valve cotter
3 Upper retainer
4 Outer valve spring
5 Inner valve spring
6 Valve stem seal
7 Exhaust valve
8 Inlet valve
9 Injection nozzle 🕮 Gr 13
10 Dust seal
11 Nozzle tip gasket
12 Nut <With glow plug>
13 Connecting plate <With glow plug>
14 Glow plug <With glow plug> 🕮 Gr 54
15 Exhaust valve guide
16 Inlet valve guide
17 Exhaust valve seat
18 Inlet valve seat
19 Stud
20 Cylinder head

X : Non-reusable part

CAUTION ⚠

The injection nozzles 9 and glow plugs 14 project from the bottom surface of cylinder head 20. Take care not to damage them.

● **Assembly sequence**

Follow the disassembly sequence in reverse.

NOTE

Any valve stem seal 6 removed from an exhaust valve 7 or inlet valve 8 must be replaced.

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TABLE OF STANDARD TIGHTENING TORQUES

Tightening torque for flare nut for general purpose

Unit: N·m {kgf·m}

Pipe diameter	ϕ4.76 mm	ϕ6.35 mm	ϕ8 mm	ϕ10 mm	ϕ12 mm	ϕ15 mm
Tightening torque	17 {1.7}	25 {2.6}	39 {4.0}	59 {6.0}	88 {9.0}	98 {10.0}

Tightening torque for air piping nylon tube for general purpose {DIN type}

Unit: N·m {kgf·m}

Standard diameter	6 × 1 mm	10 × 1.25 mm	12 × 1.5 mm	15 × 1.5 mm
Tightening torque	$20^{+5.9}_{-0}$ { $2.0^{+0.6}_{-0}$ }	$29^{+9.8}_{-0}$ { $3.0^{+1.0}_{-0}$ }	$49^{+9.8}_{-0}$ { $5.0^{+1.0}_{-0}$ }	$54^{+4.9}_{-0}$ { $5.5^{+1.0}_{-0}$ }

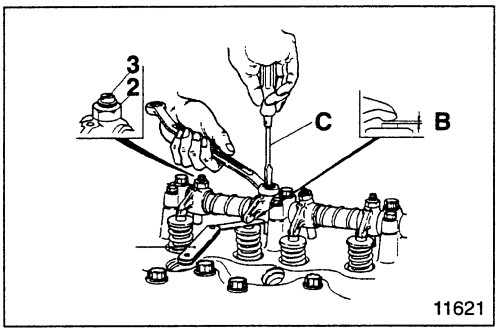
Tightening torque for air piping nylon tube for general purpose {SAE type}

Unit: N·m {kgf·m}

Standard diameter	1/4 in.	3/8 in.	1/2 in.	5/8 in.
Tightening torque	$13^{+3.9}_{-0}$ { $1.3^{+0.4}_{-0}$ }	$29^{+4.9}_{-0}$ { $3.0^{+0.5}_{-0}$ }	$49^{+4.9}_{-0}$ { $5.0^{+0.5}_{-0}$ }	$64^{+4.9}_{-0}$ { $6.5^{+0.5}_{-0}$ }

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- If any measurement is out of specification, make adjustments as follows:

[Adjustment]

- To adjust the valve clearance **B**, loosen the lock nut **2** and turn the adjusting screw **3** until the feeler gauge **1** moves more stiffly in the gap.
- After adjusting the clearance, tighten the lock nut **2**. At this time, use a screwdriver **C** to stop the adjusting screw **3** from turning. Next, insert the feeler gauge **1** once more to confirm that the clearance **B** is correct.

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TROUBLESHOOTING

Possible causes / Symptoms		Engine will not start	Engine difficult to start	Engine knocks	Unstable engine output	Insufficient engine output	Engine maximum speed too high	Unstable engine idling	Engine stops soon after starting	Engine does not reach maximum speed	Engine will not stop	Accelerator pedal too stiff	Defective fuel supply
Injection pump proper	Sticky plunger	○											
	Sticky control rack	○											
	Sticky delivery valve	○											
	Worn tappet	○											
	Worn camshaft	○											
	Poorly adjusted injection timing		○		○	○		○					
	Worn plunger					○		○					
	Defective delivery valve seat					○							
	Excessively advanced injection timing			○									
	Insufficient plunger slide stroke				○								
	Broken plunger spring				○			○					
	Defective sliding action in control rack		○		○		○	○					
	Tappet worn or not sliding correctly				○								
	Broken delivery valve spring				○	○							
	Poor airtightness due to loose delivery valve holder				○	○							
	Defective delivery valve operation				○								
	Loose control pinion							○					
	Plunger spring not seating correctly							○					
	Delivery valve holder too tight							○					
	Uneven injection volume to cylinders		○					○					
Fuel feed pump	Gauze filter clogged	○						○	○				
	Check valve not operating	○											
	Sticky piston	○											
	Sticky push rod	○											
	Worn tappet	○											
	Defective check valve operation		○		○			○					
	Piston worn		○		○			○					

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SPECIFICATIONS

Item			Specifications
Mode of lubrication			Oil pump type
Oil filter type			Spin-on paper-filter type or replaceable-element type
Oil cooler type			Shell and plate type (multi-plate type)
Engine oil			Turbocharged engine: API CD or above
			Non-turbocharged engine: API CC or above
Oil quantity dm^3 {L}	Oil pan	General power applications	Approx. 9.5 {9.5}
		Construction machinery applications	Approx. 16 {16}
	Oil filter	Spin-on type	2.1 {2.1}
		Replaceable-element type	2.3 {2.3}

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