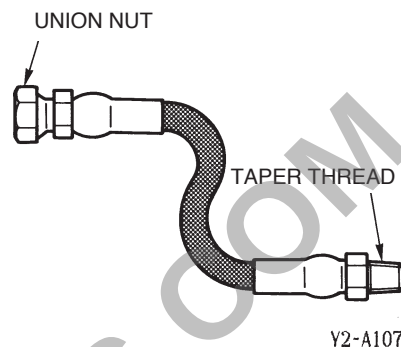


TIGHTENING TORQUES

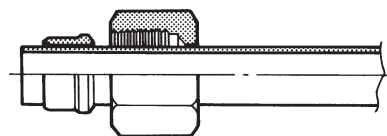
Hydraulic Hoses

Hose Fitting Size	Torque			
	Union Nut (G)		Taper Thread (R)	
	N·m	ft-lb	N·m	ft-lb
1/8	9.8 $^{+4.9}_0$	7.3 $^{+3.5}_0$	11.8 ± 1.2	8.7 ± 0.8
1/4	24.5 $^{+4.9}_0$	18.1 $^{+3.5}_0$	29.4 ± 2.9	21.7 ± 2.1
3/8	49 $^{+4.9}_0$	36.2 $^{+3.5}_0$	53.9 ± 5.4	39.8 ± 3.9
1/2	58.8 $^{+4.9}_0$	43.4 $^{+3.5}_0$	88.3 ± 8.8	65.1 ± 6.4
3/4	117.7 $^{+4.9}_0$	86.8 $^{+3.5}_0$	147.1 ± 14.7	108.5 ± 10.7
1	137.3 $^{+4.9}_0$	101.3 $^{+3.5}_0$	196.1 ± 19.6	144.7 ± 14.3



Bite Type Pipe Fitting for Steel Pipe

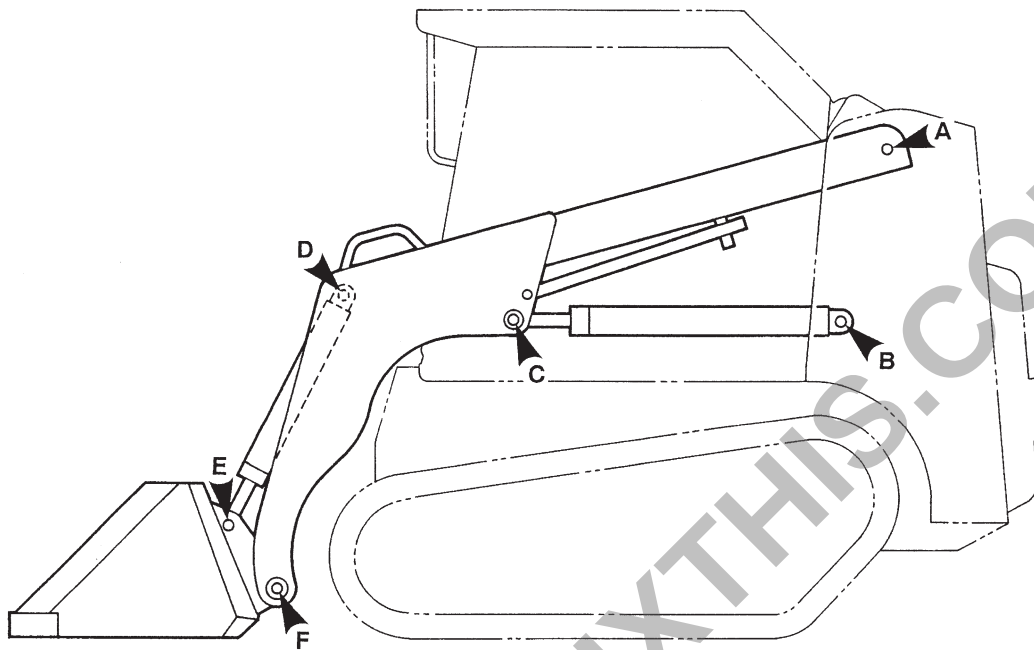
Pipe Outer Diameter (mm)	Torque	
	N·m	ft-lb
8	34.3 ± 4.9	25.3 ± 3.5
10	41.7 ± 2.5	30.7 ± 1.7
12	58.8 ± 4.9	43.4 ± 3.5
15	88.3 ± 4.9	65.1 ± 3.5
16	93.2 ± 4.9	68.7 ± 3.5
18	132.4 ± 4.9	97.6 ± 3.5
22	205.9 ± 9.8	151.8 ± 7.2
27.2	245.2 ± 9.8	181.0 ± 7.2
28	313.8 ± 19.6	231.4 ± 14.3
32	313.8 ± 19.6	231.4 ± 14.3
35	411.9 ± 19.6	303.7 ± 14.3



SPECIFICATION TABLES**SPECIFICATIONS**

Serial Number		21400011~
Machine Type		Canopy
Standard Bucket Capacity		
Rated Capacity	m ³	0.458
Struck Capacity	m ³	0.335
Machine Mass (not including operator)	kg	4275
Dimensions		
Overall Length: with bucket/without bucket	mm	3710/2950
Overall Width: with bucket/without bucket	mm	1880/1770
Overall Height	mm	2270
Minimum Ground Clearance	mm	325
Front Clearance Radius: with bucket/without bucket	mm	2295/1500
Rear Clearance Radius	mm	1670
Overall Width of Crawler	mm	1770
Bucket Width	mm	1880
Angle of Departure	degree	30
Working Range		
Maximum Lift Height to Bucket Pin	mm	3120
Maximum Dumping Height	mm	2405
Maximum Dump Angle Fully Raised	degree	39
Maximum Bucket Rollback at Ground Level	degree	31
Reach Fully Raised	mm	875
Performance		
Breakout Force	kN	32.9
Travel Speed 1 st/2 nd	km/h	7.3/10.4
Gradeability	degree	30
Ground Pressure	kPa	28.2
Tipping Load	kg	2700
Cycle Time		
Raise-Full Load (Lift Arm)	Sec.	4.3
Lower-No Load (Lift Arm)	Sec.	2.9
Dump-Full Load (Bucket)	Sec.	3.2
Curl-Full Load (Bucket)	Sec.	2.2

Pin and Bushing Clearance



T5-B206

Unit: mm

Code	Item	Designated Standard					Servicing Procedure
		Basic Dimensions	Allowable Tolerance		Standard Clearance	Allowable Clearance	
			Shaft	Hole			
A	Lift Arm & Frame	45	-0.02 -0.05	+0.17 +0.12	0.14~0.22	1.0	Replace
B	Arm Cylinder & Frame	40	-0.06 -0.09	+0.15 +0.05	0.11~0.24	1.0	
C	Arm Cylinder & Lift Arm	40	-0.02 -0.05	+0.15 +0.05	0.07~0.20	1.0	
D	Bucket Cylinder & Lift Arm	40	-0.02 -0.05	+0.15 +0.05	0.07~0.20	1.0	
E	Bucket Cylinder & Quick Attachment	40	-0.02 -0.05	+0.15 +0.05	0.07~0.20	1.0	
F	Lift Arm & Quick Attachment	40	-0.02 -0.05	+0.15 +0.10	0.12~0.20	1.0	

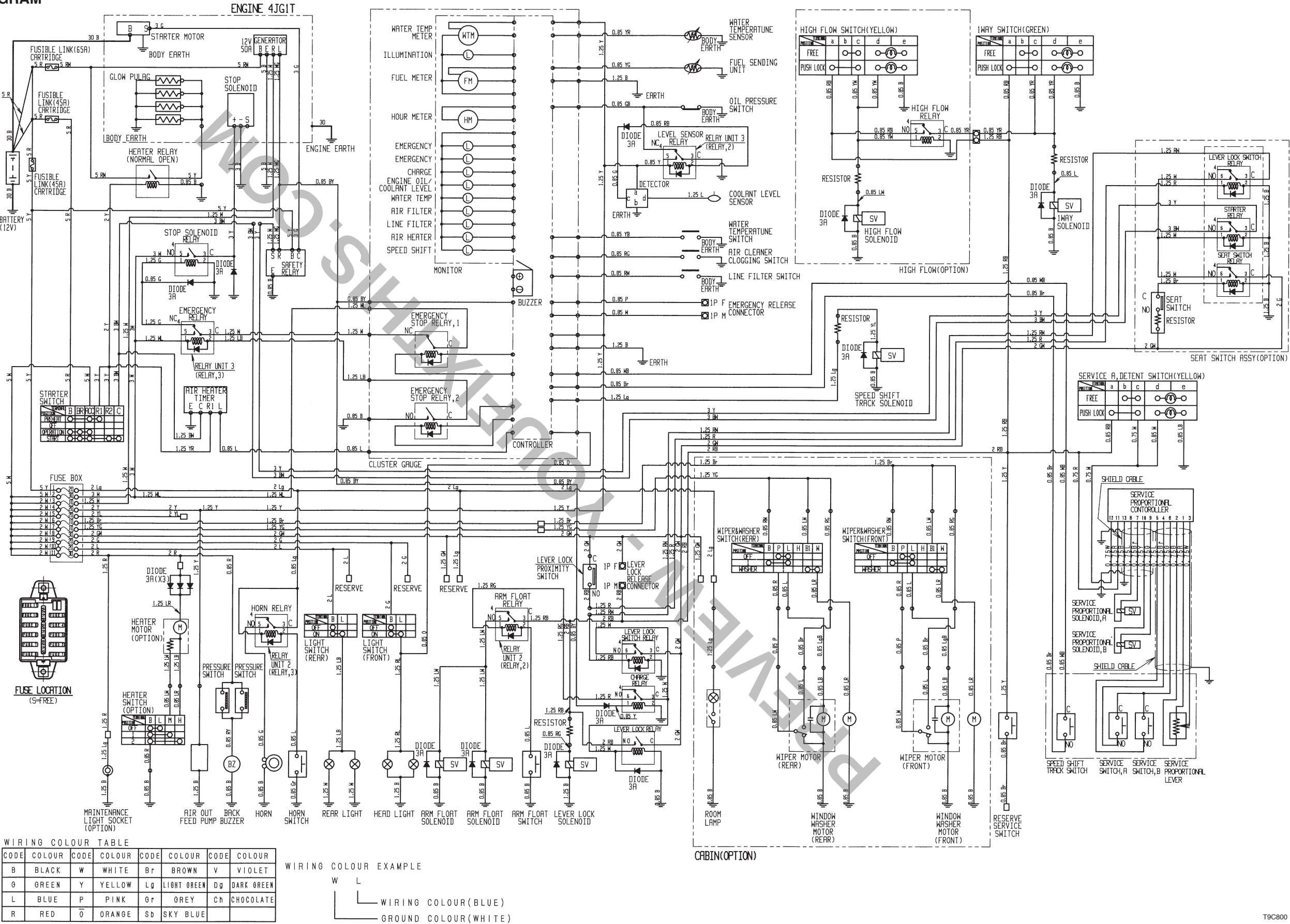
STANDARDS FOR JUDGING PERFORMANCE

REFERENCE VALUE TABLE

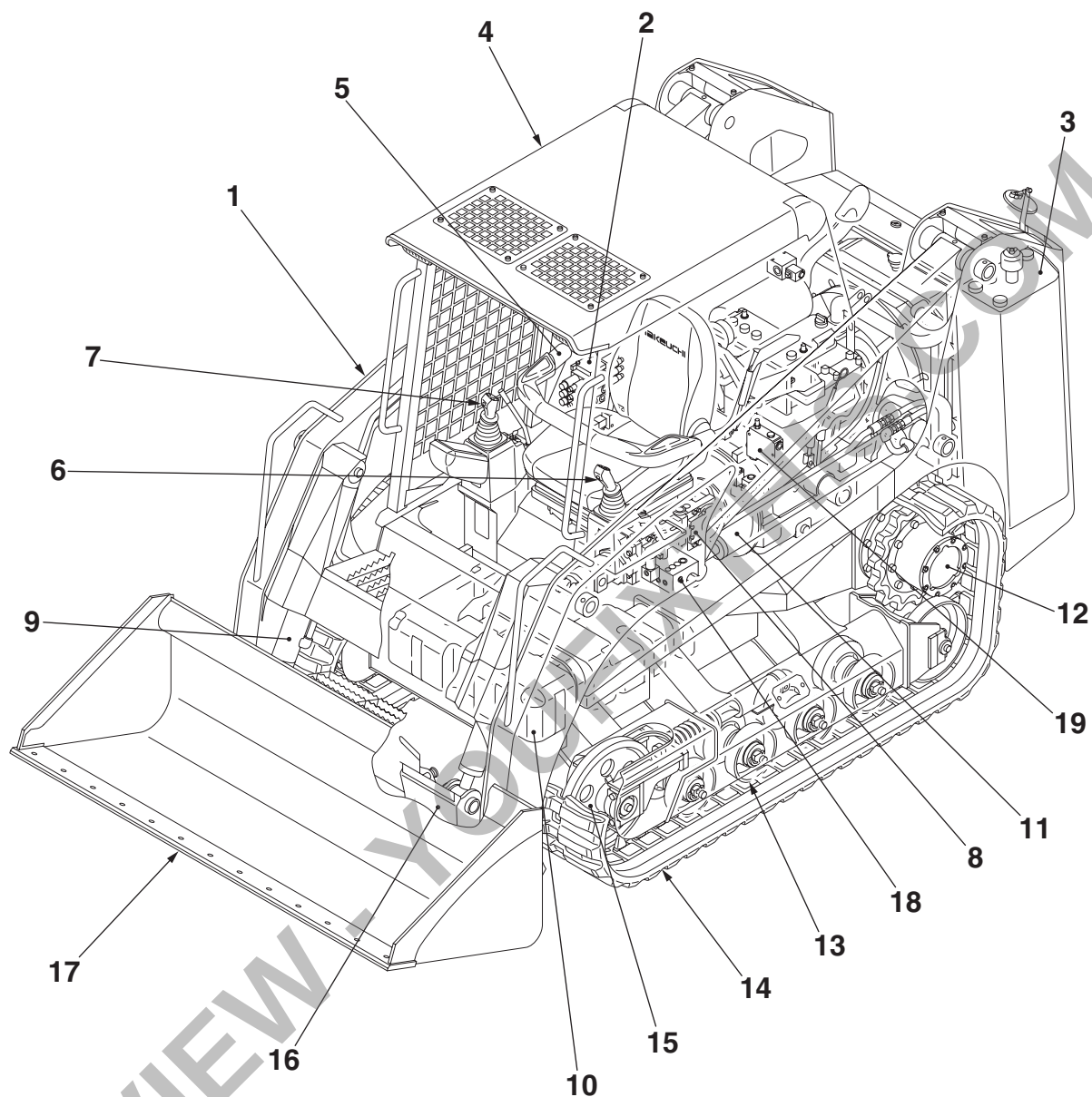
Serial Number		21400011~	
Item	Unit	Standard Values	Allowable Values
Hydraulic Oil Pressure			
Travel	MPa	$34.3^{+4.9}_{-1.0}$	—
Lift Arm	MPa	—	—
Bucket	MPa	$20.6^{+0.5}_{-1.0}$	—
Charge Pressure			
Low	MPa	1.3 ± 0.3	—
Hight	MPa	1.8 ± 0.3	—
Pilot Pressure	MPa	3.0 ± 0.4	—
Travel			
Travel Speed (5 rev.)			
Low Speed	s	11.1 ± 0.8	13.0
Hight Speed	s	7.8 ± 0.7	9.6
Travel Speed (10 m)			
Low Speed	s	4.7 ± 0.6	5.8
Hight Speed	s	3.3 ± 0.5	4.3
Travel Curve	mm	125^{0}_{-125}	500
Natural Travel Drop	Engages Parking Brake	mm	0
	Releases Parking Brake	mm	—
Cylinders			
Cylinder Speed			
Arm Extended	s	4.3 ± 0.5	5.2
Retracted	s	2.9 ± 0.5	3.7
Bucket Extended	s	2.2 ± 0.5	2.9
Retracted	s	3.2 ± 0.5	4.0
Natural Cylinder Drop			
Arm	mm	8^{0}_{-8}	16
Bucket	mm	7^{0}_{-7}	14
Bucket Tip	mm	70^{0}_{-70}	200
Levers			
Lever Operating Force			
Arm	N	10 ± 4	
Bucket	N	10 ± 4	
Travel	N	10 ± 4	
Lever Play			
Arm	mm	4^{0}_{-4}	
Bucket	mm	4^{0}_{-4}	
Travel	mm	4^{0}_{-4}	
Crawler			
Crawler Tension	mm	15~25	—
Level of Front Edge of Bucket	mm	10.0^{0}_{-10}	—

ELECTRICAL SYSTEM

ELECTRICAL WIRING DIAGRAM



NAMES OF COMPONENTS

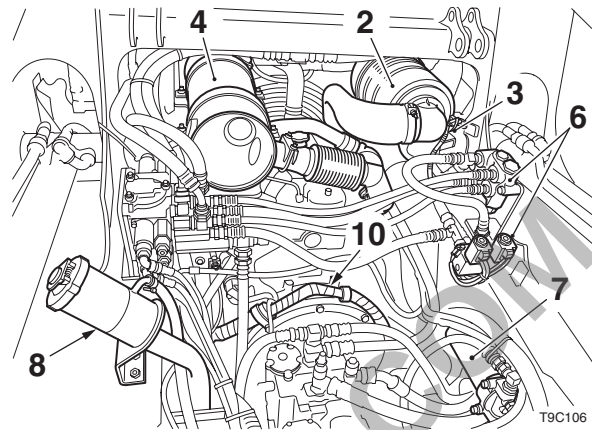


T9B001

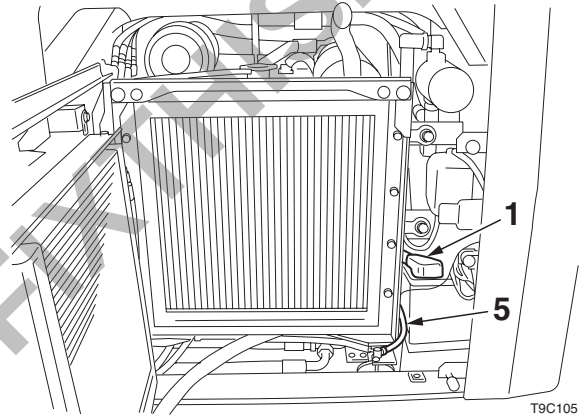
- | | |
|------------------------|-------------------------|
| 1. Lift Arm | 11. Arm Cylinder |
| 2. Control Valve | 12. Travel Motor |
| 3. Hydraulic Tank | 13. Track Roller |
| 4. Canopy | 14. Crawler Belt |
| 5. Safety Bar | 15. Idler |
| 6. Pilot Valve (L. H.) | 16. Quick Attachment |
| 7. Pilot Valve (R. H.) | 17. Bucket |
| 8. HST Pump | 18. Control Valve (Sub) |
| 9. Bucket Cylinder | 19. Self-Level Valve |
| 10. Fuel Tank | |

DISASSEMBLY AND ASSEMBLY**Removing the Engine**

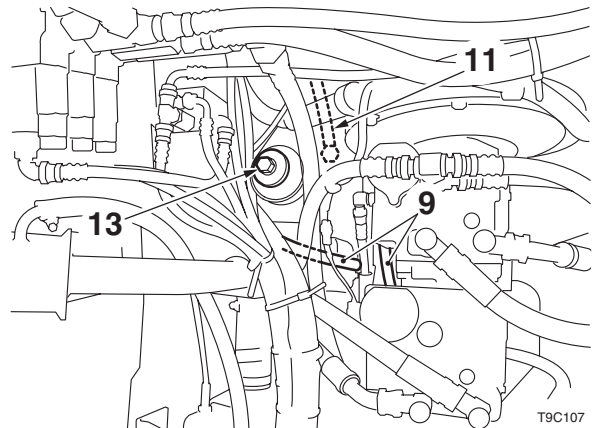
1. Disconnect the negative battery cable (1) from the battery.
2. Remove the canopy.
☞ “Removing the Canopy”
3. Remove the floor frame.
☞ “Removing the Floor Frame”
4. Disconnect the electrical wiring from the air cleaner (2). Next, remove the bracket (3) together with the air cleaner.
5. Remove the silencer (4) from the bracket.
6. Remove the radiator.
☞ “Removing the Radiator”
7. Disconnect the coolant drain hoses (5).
8. Remove the hydraulic pump.
☞ “Removing the Hydraulic Pump”
9. Remove the valves (6) and the filter (7).
10. Remove the fuel inlet pipe (8).
11. Disconnect the fuel hoses (9).
12. Disconnect the battery cable (1) and all the connections on the engine side of the electric wirings (10).
 - Attach identification labels to individual wirings.
 - Disconnect the wirings from the clamp and the band.
13. Disconnect the engine ground cable (11) and accelerator wire (12).
14. Remove the bolts (13) and then the cushion rubbers.
☞ Bolt: 256 N·m; Apply thread-locking compound.
15. Suspend the engine temporarily, and remove the engine.
⚖ Engine: 260 kg



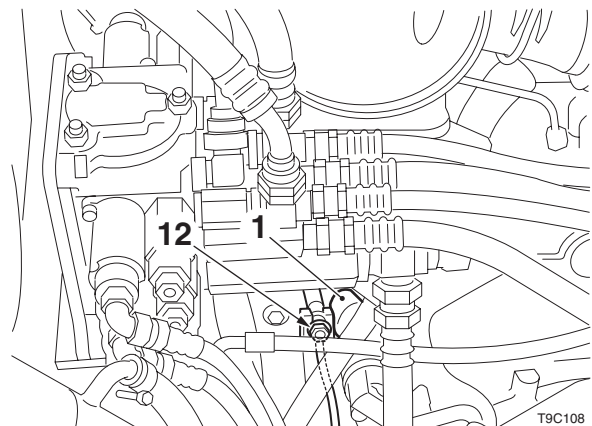
T9C106



T9C105



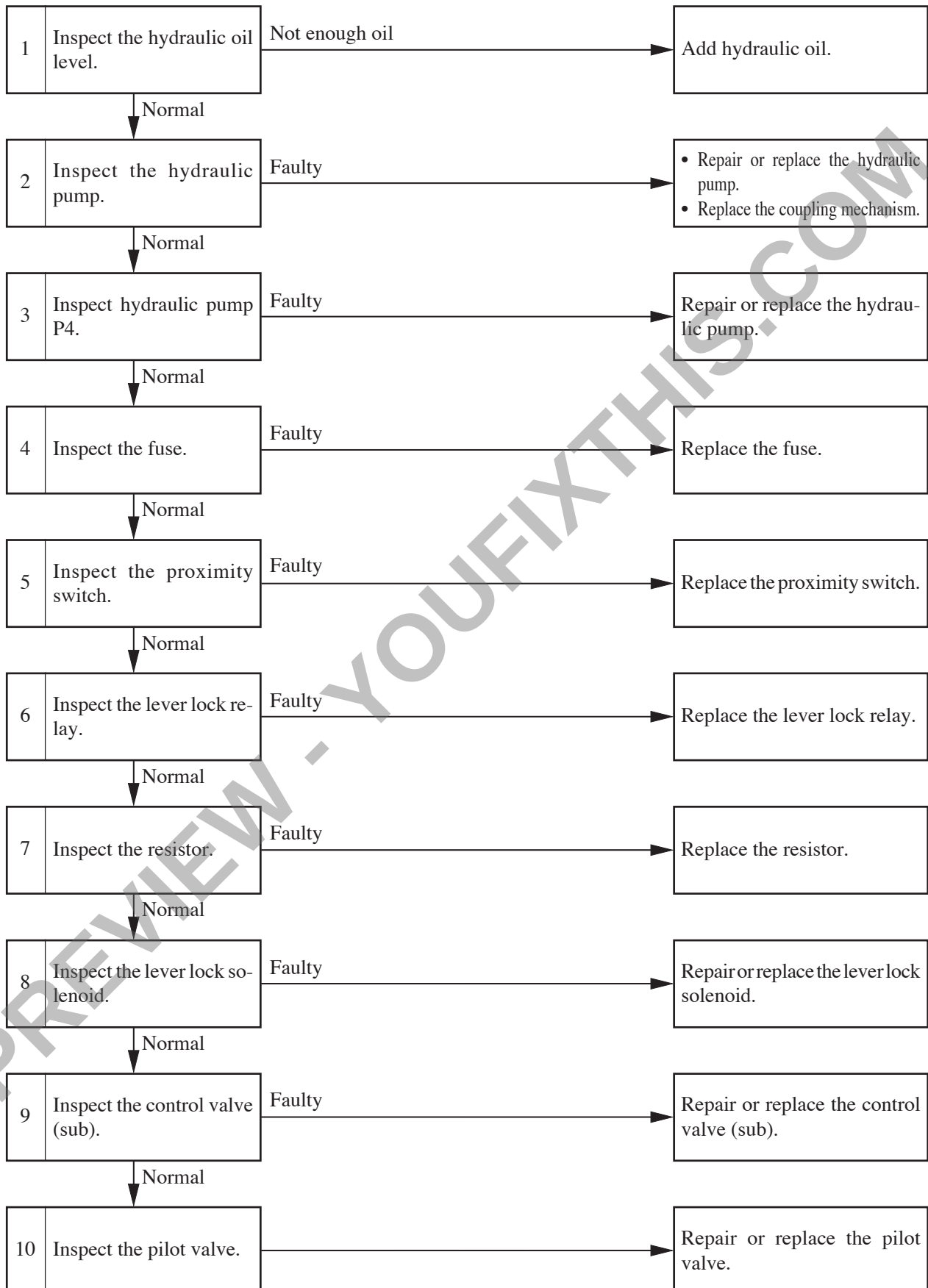
T9C107

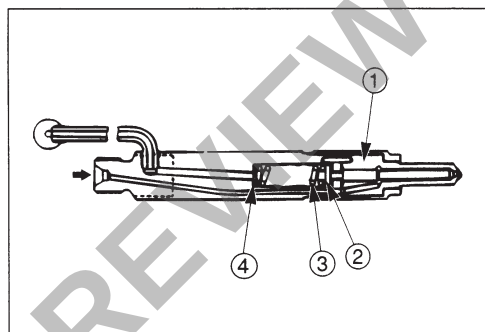
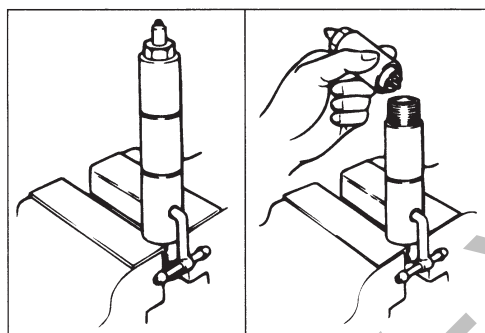
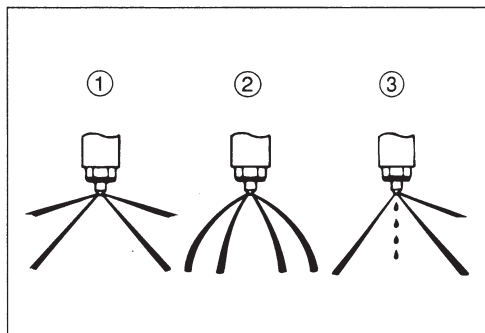
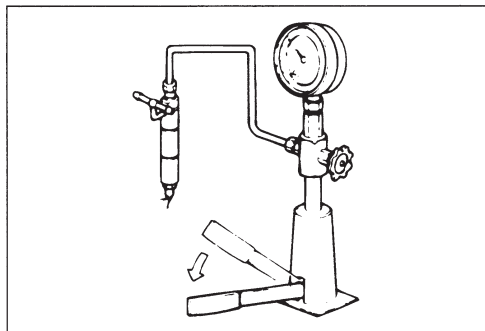


T9C108

Installing the Engine

Follow the same procedure as for removal in the reverse order.

COMPLETE FAILURE OF ALL SYSTEMS.



Injection Nozzle

Injection Nozzle Inspection

Use a nozzle tester to check the injection nozzle opening pressure and the spray condition.

If the opening pressure is above or below the specified value, the injection nozzle must be replaced or reconditioned.

If the spray condition is bad, the injection nozzle must be replaced or reconditioned.

Injection Nozzle Opening Pressure	MPa (kgf/cm ² /psi)
18.1 (185/2,630)	

2-Stage Injection Type	MPa (kgf/cm ² /psi)
1st stage	19.5 (199/2830)
2nd stage	26.5 (270/3840)

Spray Condition

- (1) Correct
- (2) Incorrect (Restrictions in orifice)
- (3) Incorrect (Dripping)

Injection Nozzle Adjustment

1. Clamp the injection nozzle in a vise.
2. Use a wrench to remove the injection nozzle retaining nut.
3. Install the injection nozzle ①, the push rod ②, the spring ③, and adjusting shim ④.

Retaining Nut Torque	N·m (kgf·m/lb.ft)
39 – 49 (4.0 – 5.0/29 – 36)	

4. Attach the injection nozzle holder to the injection nozzle tester.
5. Apply pressure to the nozzle tester to check that the injection nozzle opens at the specified pressure.

If the injection nozzle does not open at the specified pressure, install or remove the appropriate number of adjusting shims to adjust it.

Adjusting Shim Availability	mm(in.)
Range	0.1 – 0.59 (0.0039 – 0.023)

WARNING:

TEST FLUID FROM THE INJECTION NOZZLE TESTER WILL SPRAY OUT UNDER GREAT PRESSURE. IT CAN EASILY PUNCTURE A PERSON'S SKIN. KEEP YOUR HANDS AWAY FROM THE INJECTION NOZZLE TESTER AT ALL TIMES.

MAIN DATA AND SPECIFICATIONS

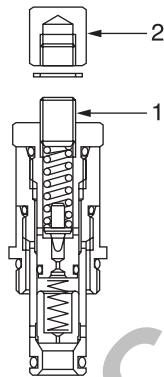
Engine Model		AA-4JG1T	BB-4JG1T
Item			
Engine type		Water cooled, four-cycle, in-line, overhead valve	
Combustion chamber type		Direct injection	
Cylinder liner type		Dry	
No. of cylinders - bore x stroke	mm(in.)	4 - 95.4 x 107 (3.76 x 4.21)	
Total piston displacement	lit.(cid)	3.059 (186.7)	
Compression ratio (To 1)		18.1	18.1 or 18.6
*Engine dimensions	mm(in.)	771 x 620 x 779 (30.4 x 24.4 x 30.7)	758 x 607 x 801 (29.8 x 23.9 x 31.5)
Length x Width x Height			
*Engine weight (Dry)	kg(lb.)	256 (567)	258 (569)
Fuel injection order		1 - 3 - 4 - 2	
*Fuel injection timing (B.T.D.C.)	degrees	6	2
Specified fuel		Diesel fuel	
*Injection pump		In-line plunger, Bosch A type	
Governor		Variable speed mechanical type	
*Low idle speed	min ⁻¹	850 - 1,000	
Injection nozzle		Multi-hole type	
Injection starting pressure	MPa(kgf/cm ² /psi)	18.1 (185/2630)	
Fuel filter type		Cartridge paper element	
Water sediment (if so equipped)		Sediment/water level indicating type	
Compression pressure	MPa(kgf/cm ² /psi)	3.04 (31/441)	
Valve clearance (at cold)	Intake mm(in.)	0.40 (0.0157)	
	Exhaust mm(in.)	0.40 (0.0157)	
Lubrication method		Pressurized circulation	
Oil pump		Trochoid type	
Main oil filter type		Cartridge paper element, full flow	
Partial oil filter		Not equipped	
*Lubricating oil volume (Oil pan)	lit.(qts)	7.6 - 9.6 (8.0 - 10.1)	6.6 - 9.6 (7.0 - 10.1)
Oil cooler (if so equipped)		Water cooled built in oil filter	
Cooling method		Pressurized forced circulation	
Coolant volume	lit.(qts)	5.0 (5.3)	
Water pump		Belt driven, impeller type	
Thermostat type		Wax pellet type	
Turbocharger		HT12 (Hitachi, Ltd)	
*Alternator	V-A	24 - 30	12 - 50
*Starter	V-kW	24 - 2.2	12 - 2.2

Specifications marked with an asterisk (*) will vary according to engine application.

PREVIEW - YOUFIXTHIS.COM

Adjusting Method

- 1. Loosen locknut (2), then begin adjusting pressure by turning setting screw (1).
Turning clockwise raises the set pressure.
Turning counterclockwise lowers the set pressure.
- 2. In order to keep the setting screw from turning after pressure has been adjusted, tighten the lock-nut while at the same time holding the setting screw firmly in place.
- 3. Operate the relief valve once more to confirm that the pressure that has been set it stabilized.



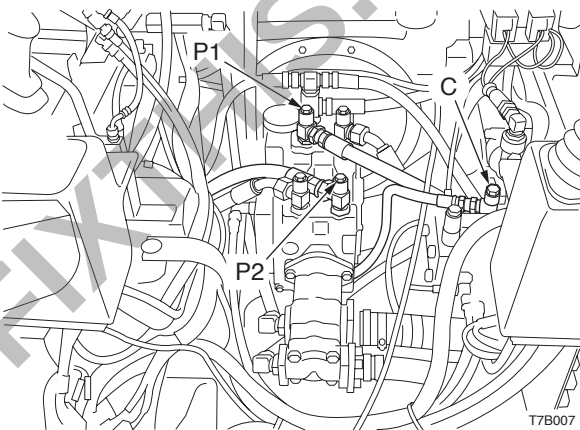
T8B009

Measuring the charge pressure

Measuring Method

- Engine : Rated R.P.M.
- Hydraulic Oil Temp. : 50~60°C
- Insert the pressure gauge into the pressure detection port to measure the charge pressure.

Pressure Detection Port	
Port Position	Size
C	G1/4

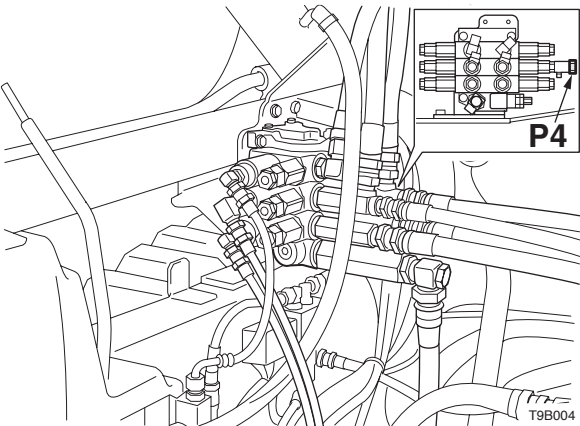


Measuring the pilot pressure

Measuring Method

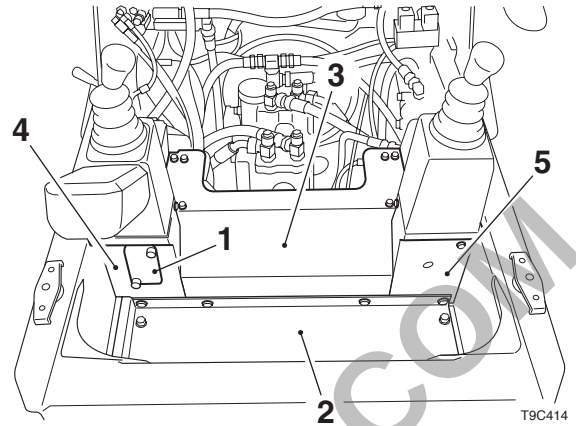
- Engine : Rated R.P.M.
- Hydraulic Oil Temp : 50~60°C
- Mount the pressure gauge on the pressure detection port, operate the desired hydraulic circuit and measure the pilot pressure.

Circuit	Pressure Detection Port	
	Port Position	Size
Bucket dump	P4	G1/4



DISASSEMBLY AND ASSEMBLY**Removing the Floor Frame**

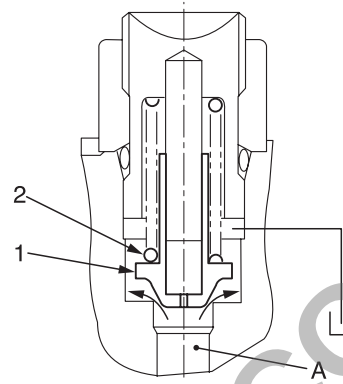
1. Tilt up the canopy.
☞ “Tilting Up the Canopy”
2. Remove the cover (1).
3. Remove the floor mat.
4. Remove the bolts and floor plate (2).
5. Remove the bolts and cover C (3).
6. Remove the bolts and cover R (4).
7. Remove the bolts and cover L (5).

**Installing the Floor Frame**

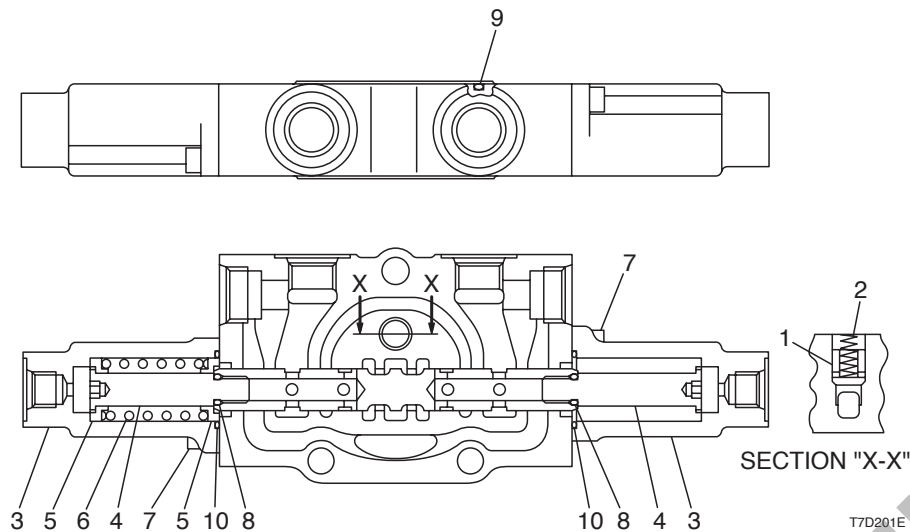
Follow the procedure used for removal in reverse order.

Charge Relief Valve

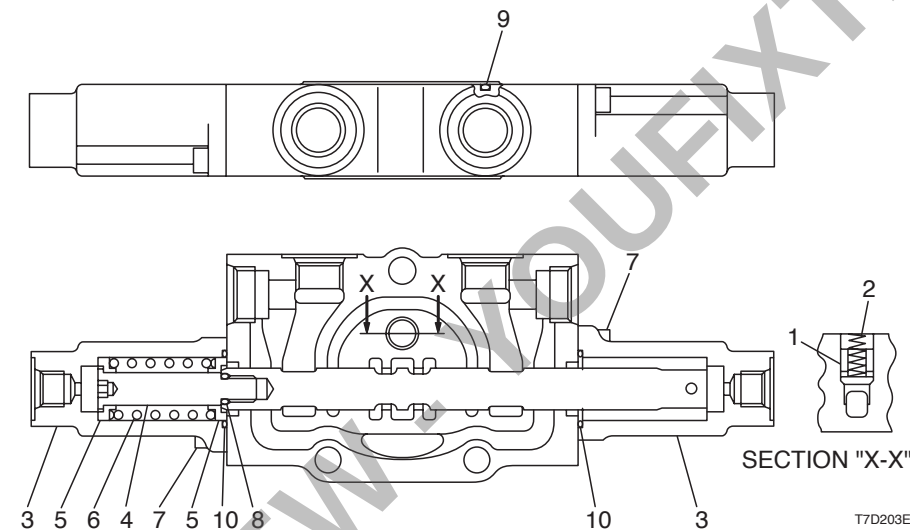
The charge relief valve keeps the charge supplied from the charge pump at a steady and constant level. The oil from the charge pump reaches as high as chamber A. When the pressure in chamber A increases to the point where it exceeds the force exerted by spring (2) holding down relief valve (1), it moves relief valve (1) and the oil runs out of the tank.



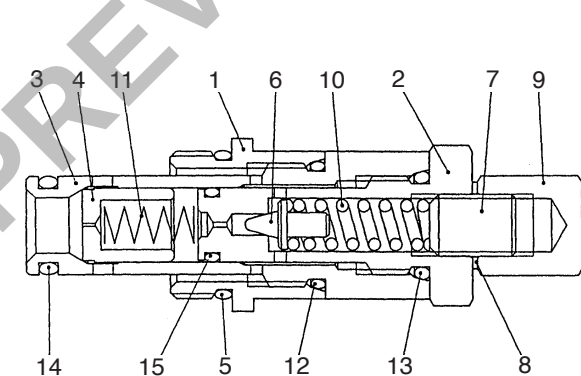
T6D116

Lift Arm, Bucket Section

1. Load Check Valve
2. Spring
3. Cover
4. Screw
5. Spring Holder
6. Spring
7. Cap Screw
8. O-ring
9. O-ring
10. O-ring

Auxiliary Section

1. Load Check Valve
2. Spring
3. Cover
4. Screw
5. Spring Holder
6. Spring
7. Cap Screw
8. O-ring
9. O-ring
10. O-ring

Main Relief Valve

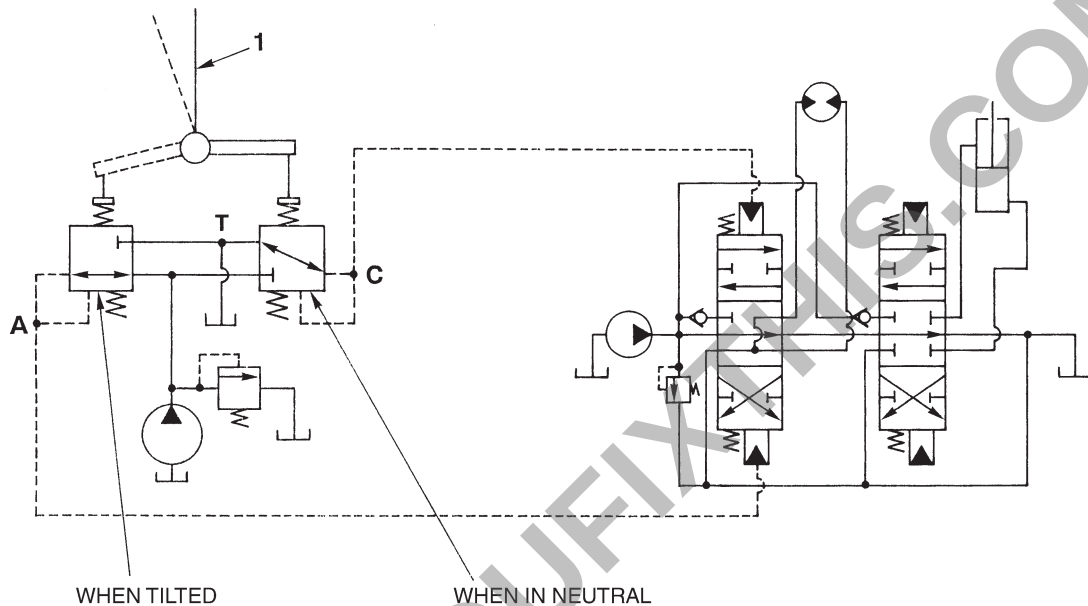
- | | |
|-----------------|-------------|
| 1. Housing | 9. Lock Nut |
| 2. Plug | 10. Spring |
| 3. Sleeve | 11. Spring |
| 4. Main Poppet | 12. O-ring |
| 5. O-ring | 13. O-ring |
| 6. Needle Valve | 14. O-ring |
| 7. Set Screw | 15. O-ring |
| 8. Gasket | |

T7D204

OPERATION

The pilot valve casing contains a vertical shaft hole with a reducing valve incorporated into it. When the handle is tilted, the push rod and spring seat are pushed down changing the secondary pressure spring's pressure.

The casing also contains an inlet port for hydraulic oil port P (primary pressure) and an outlet port, port T (tank) and secondary pressure is taken from 4 ports, port 1, port 2, port 3 and port 4, on the bottom of the vertical shaft hole.



Y1-D301E

When the Handle is in Neutral

In this case, the force of the secondary pressure setting spring, which determines the pilot valve's output pressure (secondary pressure), is not transmitted to the spool. Therefore, the spool is pushed up by the return spring and is in the output port C position shown above, with oil not flowing between port P and the output port C but flowing between the T port and output port C.

When the Handle is Tilted

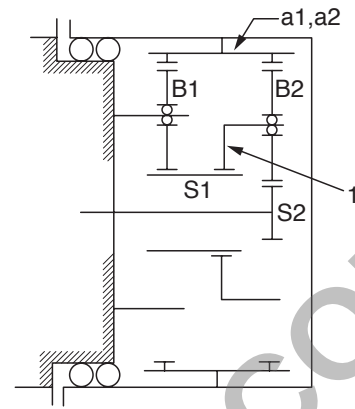
When the handle (1) is tilted and the push rod is pushed, the spool moves downward and port P and port A are joined. The oil in the pilot valve pump flows out to port A, generating pressure.

- When the pressure in port A is the same as the set force of the spring (set pressure), there is a balance between the hydraulic pressure and the spring force.
- When the pressure in port A is greater than the set pressure, port A and port P close and port A and port T open.
- When the pressure at port A is lower than the set pressure, port A and port P open and port A and port T close.

In this way, the secondary pressure is kept constant.

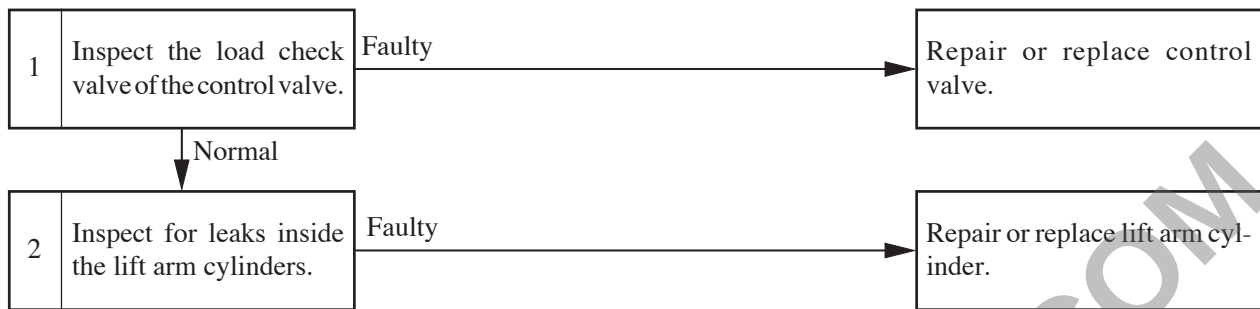
Reduction Gears

The reduction gear has a simple planetary two-stage configuration. It decelerates the high speed rotary motions of the hydraulic motor, converts them into low speed high torque, and rotates the case. The output shaft of the hydraulic motor is connected to the gear S2 via the spline. The rotation of the gear S2 is decelerated by one stage among the gears S2, B2 and a2. This one-stage decelerated rotation is further decelerated by two stages among the gears S1, B1 and a1 that are connected to the carrier 2 (1) via the spline. This rotation is conveyed to the rotary main body via the inner gears a1 and a2 as the driving force of the motor.



C4D560

SLOWLY PULLING THE CONTROL LEVER OF THE LIFT ARMS CAUSES THE LIFT ARMS TO DROP MOMENTARILY.

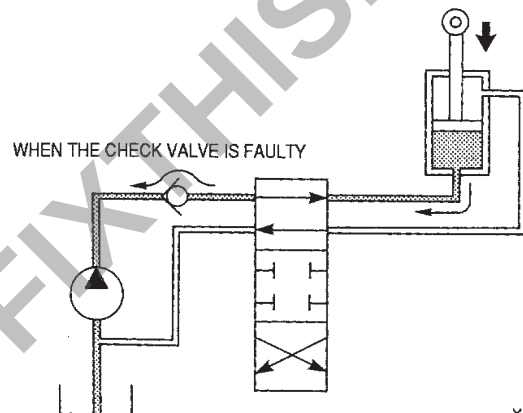


1. Inspect the load check valve of the control valve.

- Disconnect the hoses running from the control valve to the lift arm cylinders at the control valve.
- Install the hoses to the bucket section.
- Try moving the lift arm cylinders. If the lift arm cylinders move normally, the load check valve may be assumed to be the source of the problem.

Always be sure to lower the lift arms and bring the bucket down and into contact with the ground before beginning the above procedure.

Reference: The quantity of oil and its pressure is low when the spool begins operation. This places a heavy load on the lift arm cylinders when the load check valve is not functioning properly, thus causing the oil to flow outwards and correspondingly causes the lift arms to dip downwards momentarily.

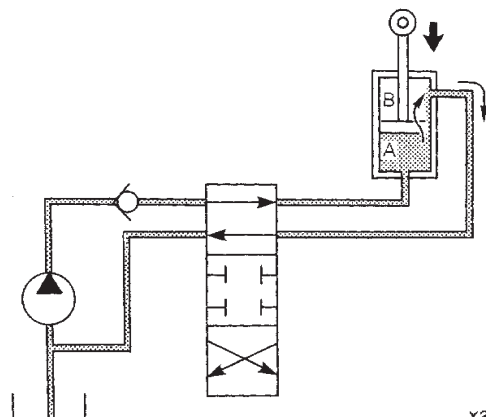


Y2-E310

2. Inspect for leaks inside the lift arm cylinders.

If oil is leaking from the head end (A) to the rod end (B) as a result of a problem with the pistons or tubes within the lift arm cylinder, the low amount of oil and pressure when the spool begins turning causes the lift arm cylinder to momentarily dip downwards. Note that it also causes the cylinder to fail to function. Also note, however, that the degree to which the lift arm cylinder falls under the force of gravity alone is also greater than at other times.

- Inspect the cylinder.
- ☞ "V-22"



Y2-E311



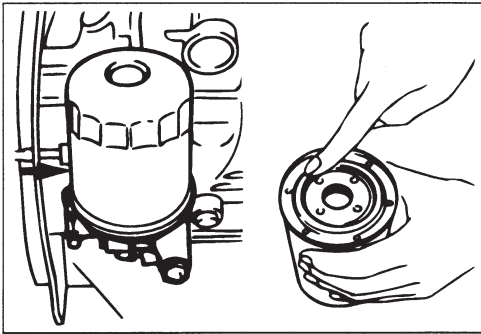
4. Clean the oil cooler fitting face.

This will allow the new oil filter to seat properly.



5. Apply a light coat of engine oil to the O-ring.

6. Turn in the new oil filter until the filter O-ring is fitted against the sealing face.



7. Use a filter wrench to turn in the filter an additional 1 and 1/4 of a turn.

Filter Wrench

8. Check the engine oil level and replenish to the specified level if required.



9. Start the engine and check for oil leakage from the main oil filter.

FUEL SYSTEM

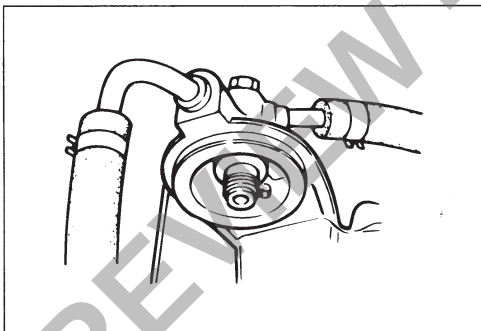
Fuel Filter

Replacement Procedure



1. Loosen the used fuel filter by turning it counter-clockwise with the filter wrench.

Filter Wrench



2. Clean the upper cover fitting face.

This will allow the new fuel filter to seat properly.



3. Apply a light coat of engine oil to the O-ring.

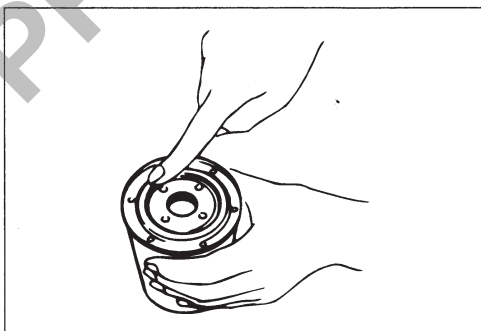
4. Supply fuel to the new fuel filter to facilitate bleeding.

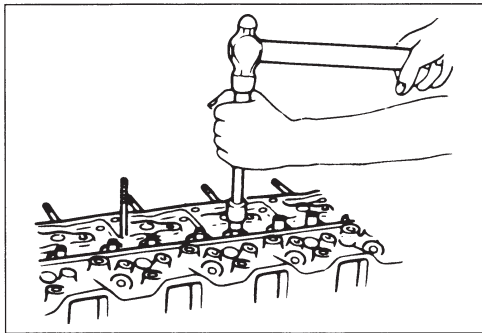
5. Turn in the new fuel filter until the filter O-ring is fitted against the sealing face.

Be very careful to avoid fuel spillage.



6. Use a filter wrench to turn in the fuel filter an additional 1/3 to 2/3 of a turn.

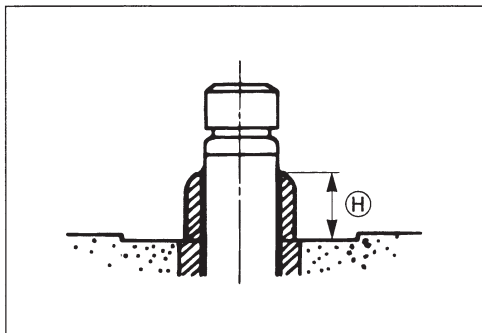




Valve Guide Installation

1. Apply engine oil to the valve guide outer circumference.
2. Attach the valve guide replacer to the valve guide.
3. Use a hammer to drive the valve guide into position from the cylinder head upper face.

Valve Guide Replacer: 9-8523-1212-0



4. Measure the height of the valve guide upper end from the upper face of the cylinder head.

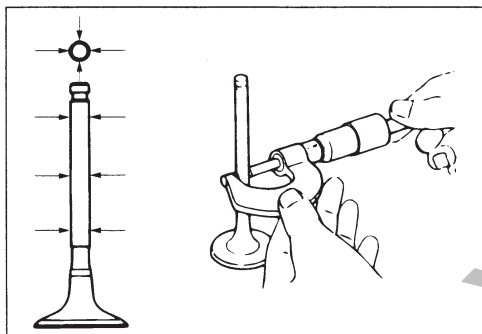
Valve Guide Upper End Height (H)
(Reference)

mm(in)

13.0 (0.512)

Note:

If the valve guide has been removed, both the valve and the valve guide must be replaced as a set.



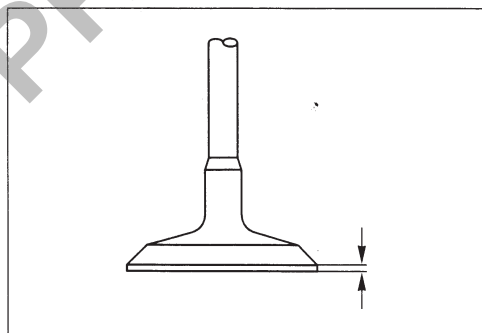
Valve Stem Outside Diameter

Measure the valve stem diameter at three points.

If the measured value is less than the specified limit, the valve and the valve guide must be replaced as a set.

Valve Stem Outside Diameter mm(in)

	Standard	Limit
Intake Valve	7.949 – 7.961 (0.3129 – 0.3134)	7.88 (0.3102)
Exhaust Valve	7.921 – 7.936 (0.3118 – 0.3124)	7.88 (0.3102)



Valve Thickness

Measure the valve thickness.

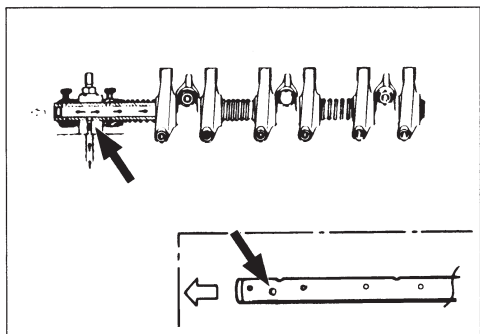
If the measured value is less than the specified limit, the valve and the valve guide must be replaced as a set.

Intake and Exhaust Valve Thickness mm(in)

	Standard	Limit
Intake Valve	1.79 (0.070)	1.1 (0.043)
Exhaust Valve	1.39 (0.055)	1.1 (0.043)



Important Operations



1. Rocker Arm Shaft

- 1) Position the rocker arm shaft with the large oil hole (Dia. 4 mm (0.157 in)) facing the front of the engine.
- 2) Install the rocker arm shaft together with the rocker arm, the rocker arm shaft bracket, and the spring.

MAIN DATA AND SPECIFICATIONS

Item		4JG1
Oil pump type		Trochoid
Delivery volume	Lit(qts)/min.	17.5 (18.4)
Pump speed		1000
Delivery pressure	kPa(kgf/cm ² /psi)	392 (4.0/57)
Oil temperature	°C(°F)	47 – 53 (116.6 – 127.4)
Engine oil		SAE 30
Oil filter type		Full flow with cartridge paper element
Regulating valve opening pressure	kPa(kgf/cm ² /psi)	420 – 460 (4.3 – 4.7/61 – 67)
Relief valve opening pressure	kPa(kgf/cm ² /psi)	79 – 118 (0.8 – 1.2/11 – 17)
Oil cooler type (if so equipped)		Water-cooled
Safety valve opening pressure	kPa(kgf/cm ² /psi)	225 – 265 (2.3 – 2.7/33 – 38)



Disassembly Steps

1. Retaining Nut
2. Injection Nozzle
3. Spacer
4. Pin
5. Lift Piece
6. Spring Seat
7. Shim (Second nozzle opening pressure adjustment)
8. Second Spring
9. Push Rod
10. Collar
11. Spring Seat
12. First Spring
13. Shim (First nozzle opening pressure adjustment)
14. Nozzle Holder Body
15. Eye Bolt
16. Gasket

- 1) Before disassembly remove carbon deposit from nozzle and nozzle holder using a wire brush and wash the outside nozzle holder assembly.

CAUTION:

Do not touch nozzle holes with the wire brush during cleaning it.

- 2) Disassemble the nozzle holder assembly to numerical order.



ASSEMBLY

Although assembly is done in the reverse procedure to disassembly, some points need to be explained.

1. Oiling section and tightening torque

Refer to the specifications attached. (P.187)

- Recommended grease is MUL TEMP#6129 (Kyodo Yushi), Molycoat R AG-650 (Dow Corning) or equivalent.

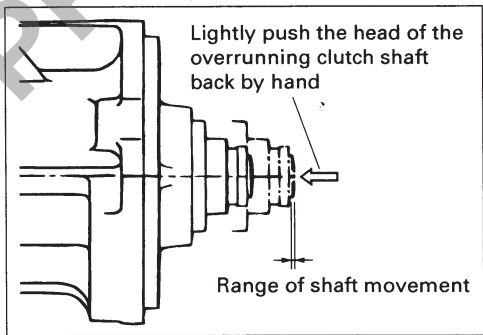
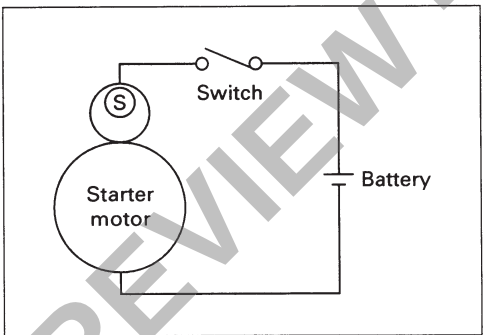
2. Tightening torque

Refer to the specifications attached. (P.187)

3. Inspection of the projection position of the pinion

After reassembling the cranking motor, inspect the projection position of the pinion.

Projection Position of the Pinion	mm(in.)
0.5 – 2.0 (0.020 – 0.079)	



Measuring method

As shown in the diagram, connect the starter motor to the battery.

- When the switch is turned on, the pinion will move forward to the cranking position. At this time, the armatures may also turn, so care is needed.
- Lightly push the head of the overrunning clutch shaft by hand and measure the movement (return) of the clutch shaft.

If the value is within 0.5 – 2.0 mm, it is in the normal position. If it is outside the limit, replace the lever.

7. WHITE EXHAUST SMOKE

Checkpoint		Trouble Cause		Countermeasure
Fuel	NG	Water particles in the fuel	NG	Replace the fuel
OK				
Fuel injection timing	NG	Delayed fuel injection timing	NG	Adjust the fuel injection timing
OK				
Compression pressure	NG	Blown out cylinder head gasket Worn cylinder liner Piston ring sticking or broken Improper seating between the valve and the valve seat	NG	Replace the related parts
OK				
Turbocharger	NG	Defective turbocharger	NG	Replace the turbocharger
OK				
Inlet and exhaust valves Valve seals	NG	Defective valve seals Worn valves stems and valve guides	NG	Replace the valve seals, the valves, and the valve guides
OK				
Piston rings	NG	Piston rings worn, broken or improperly installed	NG	Replace the piston rings or properly install
OK				
Cylinder liners	NG	Cylinder lines scored or worn	NG	Replace the cylinder liners

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