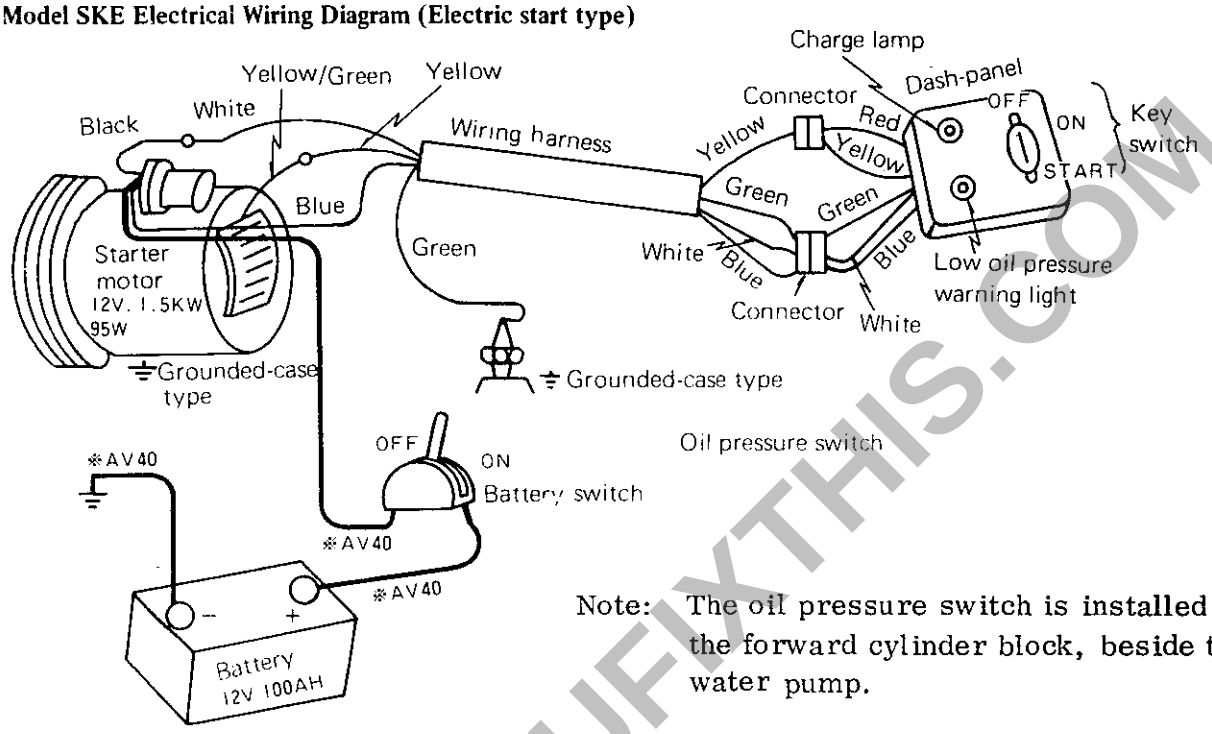
3. Electric Wiring

Model SKE Electrical Wiring Diagram (Electric start type)



Note: The oil pressure switch is installed on the forward cylinder block, beside the water pump.

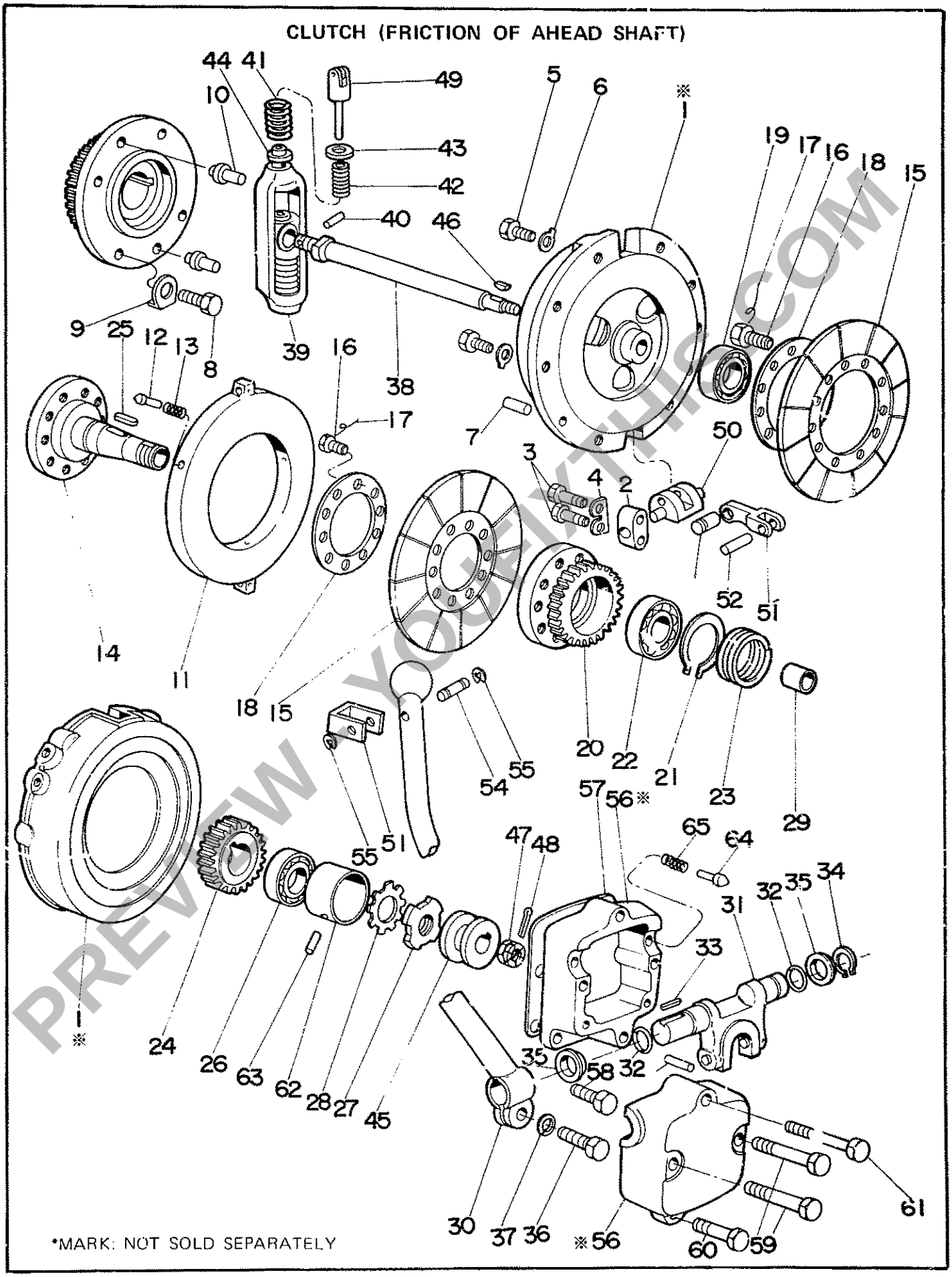
① Wiring precautions.
- Use the wire size specified in the wiring diagram for wires marked *
- Insure polarity is not reversed during wiring installation.
- Protect all terminals with an anti-corrosion coating.

② Operational precautions
- To maintain the battery at peak performance, check the level and specific gravity of the electrolyte monthly.
- Turn the battery switch OFF when charging the battery from another source.
- Check the starter drive belt for correct tension and damage monthly.
- DO NOT turn off the battery switch when the engine is running.

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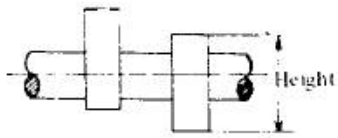
CLUTCH (FRICTION OF AHEAD SHAFT)



*MARK: NOT SOLD SEPARATELY

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Measured Part	Measuring Position	Remarks	Measuring Instrument
Height of cam on cam shaft		Maximum height of cam	Micrometer

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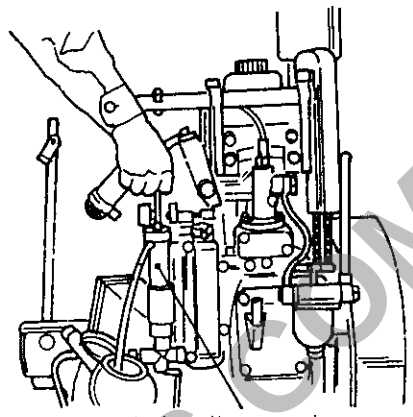
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(2) **To change lube oil:**

Lube oil can be easily changed, just after operation, while the engine is still warm, since the oil will flow freely. Remove any lubricating oil in the engine by using the hand operated lube oil evacuation pump.

① Remove lube oil from the crank case by setting the evacuation pump valve as shown in the figure.

② Next, remove clutch case lube oil by turning the evacuation pump valve to the position shown in the figure.



Lube oil evacuation pump

(3) **To disassemble and clean the lube oil strainer:**

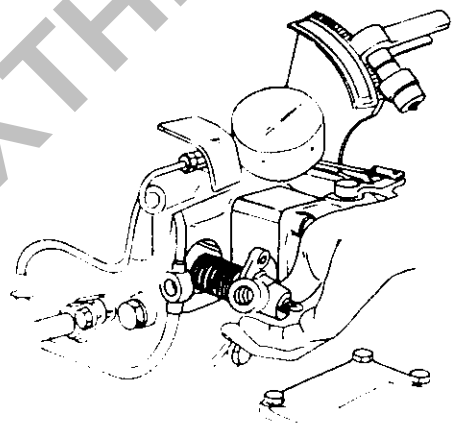
① Loosen the drain plug, drain the lube oil, and take out the drain.

② Disconnect pipes as shown, loosen the three strainer cover bolts and carefully remove the strainer element.

③ Clean the strainer element by rinsing with light oil and then dry.

④ Use a sponge to wipe off oil inside the strainer housing.

⑤ After cleaning, reassemble the lube oil strainer and remount on the engine.



2-4 Every 500 hours

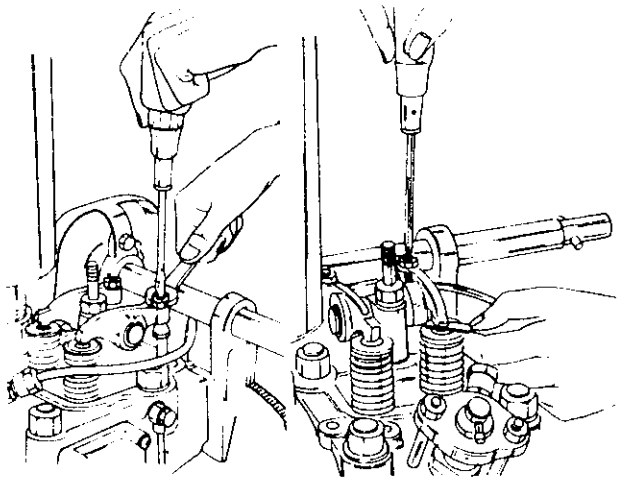
(1) **Adjustment of suction and exhaust valve clearances.**

When the engine is cold and the exhaust valves are completely closed (top dead center in the compression stroke), the clearance between the rocker arms and valve heads should be adjusted to 0.15 mm by using the supplied thickness gauge.

① Position the piston in the top dead center of the compression stroke (the top dead center of fuel injection).

② Loosen the rocker arm lock nut and adjust with the thickness gauge, while turning the valve head adjusting screw.

③ After adjustment, fix the adjusting screw position with the lock nut.



Clearance Adjustment Tighten Adjusting Screw

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3. Piping Diagram



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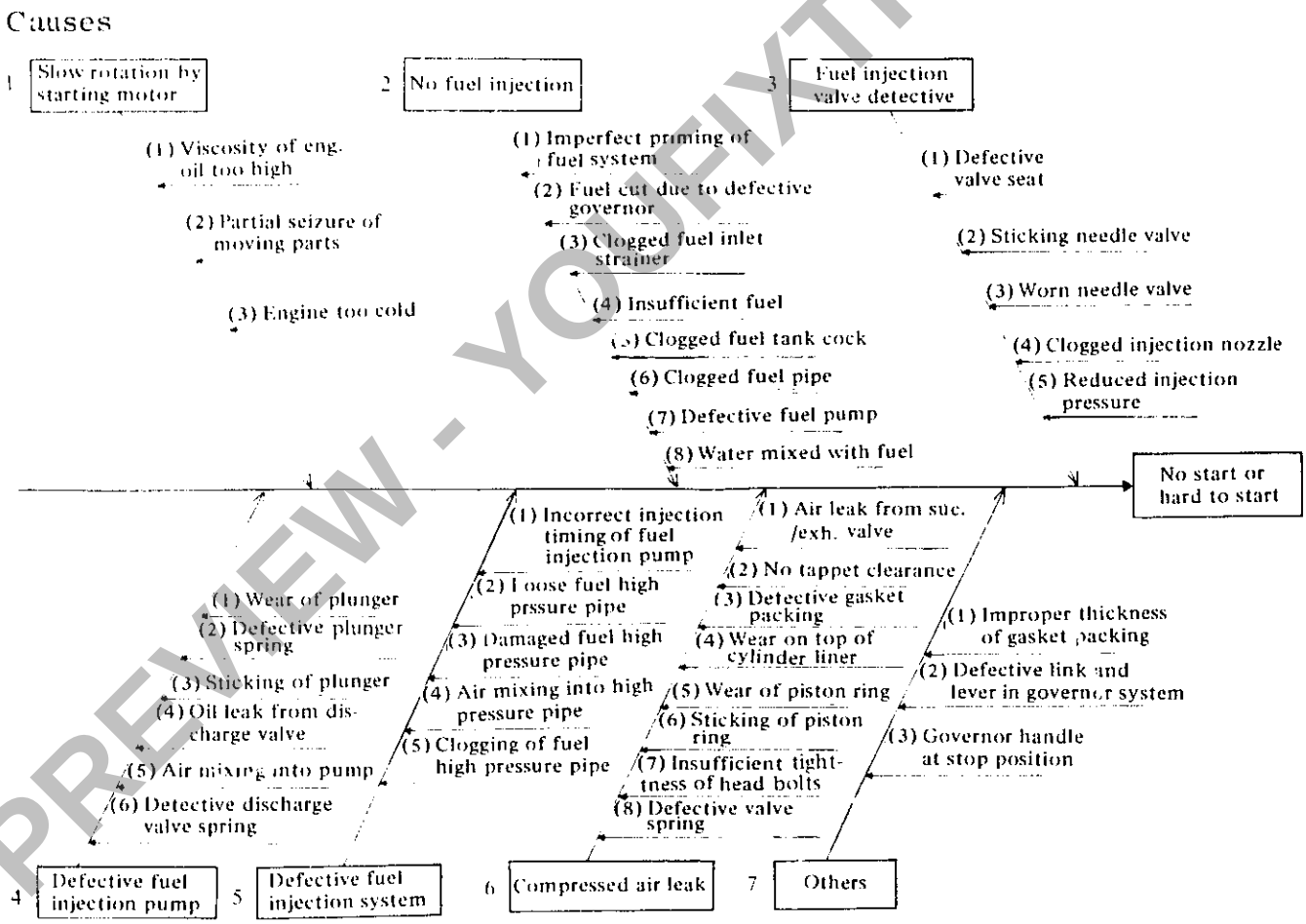
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Ⅵ. Trouble Shooting

Engine troubles must be detected in the early stages and defective parts repaired in order to prevent further damage.Trouble symptoms must be found quickly by heating, seeing, smelling, touching, or operator reports. Once the location of the troble has been determined, it should be decided what kind of repair is required. To do this properly, it is necessary to follow logical troubleshooting procedures. In order to readily find and repair malfunctions, the operator is required to completely understand each system and its function. If trouble is caused by operator misuse, he must be instructed so that the problem does not reoccur. The main engine problems, causes, and corrective measures are as follows.

1. Engine Problems, Causes, and Corrective Measures

(1) When engine does not start, or is difficult to start:



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ENGINE DATA

Model	SKE
Type	Vertical, single cyl. 4-cycle diesel

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2. Clearances and Tolerances of Main Components

(1) Maximum Wear Limits

When the engine used over a long period of time, each part will wear, reducing performance or causing breakage of the crank shaft and piston pin, unless such defective parts are replaced. Figures to be referred to for replacement of parts are given in the following table. In practical operations, however, no trouble will occur immediately when wear of some parts exceeds these figures.
Time should always be considered in judging wear of parts. Therefore, care must be taken to avoid customer misunderstanding when using the figures in this table.

(2) Clearances & Tolerances

Part Name					Nominal size	Difference in size	Standard Clearance of Ass'y	Maximun Allowable Clearance	Limits of Use	Corrective Measures
Cylinder liner		Inner dia.			92 ϕ	+0.030 0			Up to wearing of chrome plating	Change liner
		Lug of rubber packing					One side 0.52 ~ 0.75			Change when changing liner
Clearance between piston and cylinder liner	Outer dia. of piston	Top			92 ϕ	-0.505 0.535				
		Skirt			92 ϕ	0.130 0.160			0.3	Change piston
	Inner dia. of liner					+0.030 0	0.13 ~ 0.19			
Compression clearance					1.1	+0.1	1.0 ~ 1.2			
Piston ring	Contact clearance (against standard dia).	Inside of liner	Pressure ring				0.3 ~ 0.5		1.5	Change rings
			Oil scraping ring				0.3 ~ 0.5		1.5	Change rings
		Free condition	Pressure ring	No. 1			Approx. 11.5			
				No. 2,3			Approx. 11.5			
			Oil scraping ring				Appox. 11.5			
	Clearance between piston ring and ring groove	Pressure ring	Width of ring	No. 1	3.5	-0.01	0.02 ~ 0.055	0.2	0.10	Change rings
				No. 2,3	2.5	-0.03				
			Width of groove	No. 1	3.5	+0.025			+0.15	
				No. 2,3	2.5	+0.010				
		Oil ring	Width of ring		4.5	0.01 -0.03	0.02 ~ 0.055	0.2	0.10	Change rings
			Width of groove			+0.025 +0.010			+0.15	
Piston pin	Inner dia. of piston boss				32 ϕ	-0.004 -0.020	Clearance (Tightening) -0.02 ~ 0.009		-0.07	Change
	Outer dia. of piston pin				32 ϕ	0 -0.013				Change

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