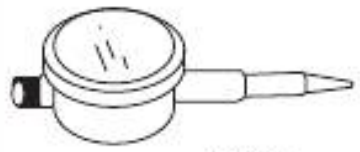
4. ENGINE

4-1-4 Measuring Instruments

No.	Instrument Name		Application	Illustration
1	Dial Indicator	Locally Available	Measure shaft bend and end play	 0000831

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Disassembly of Rocker Arm Assembly

Note: Identify the rocker arms so they can be reinstalled with the original matching valve and pushrod.

1. Remove the rocker arm shaft alignment studs **(Figure 4-1-7, (5))** from the rocker arm shaft supports **(Figure 4-1-7, (6))**.
2. Slide the supports, wave washers **(Figure 4-1-7, (7))**, rocker arms **(Figure 4-1-7, (8))**, and fuel injector retainers **(Figure 4-1-7, (4))** off the rocker shaft **(Figure 4-1-7, (1))**, leaving these parts in order on the bench surface.

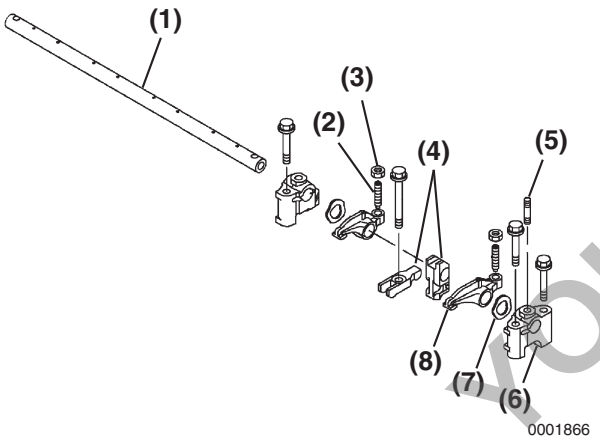


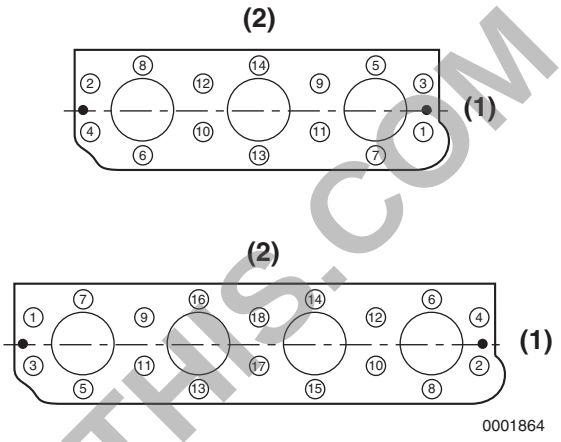
Figure 4-1-7

Note: **Figure 4-1-7,** shows components for one cylinder. Components for all remaining cylinders are assembled in the same order.

3. Remove the valve adjusting screw **(Figure 4-1-7, (2))** and the lock nut **(Figure 4-1-7, (3))** from the rocker arms.

Removal of Cylinder Head

1. Loosen the cylinder head bolts following the sequence shown in **(Figure 4-1-8)**.



1 – Cooling Fan End
2 – Camshaft Side

Figure 4-1-8

2. Remove the cylinder head bolts **(Figure 4-1-9, (1))**.
3. Lift the cylinder head away from the cylinder block. Discard the cylinder head gasket **(Figure 4-1-9, (2))**. Place the cylinder head on the work bench to prevent damage to the combustion surface.

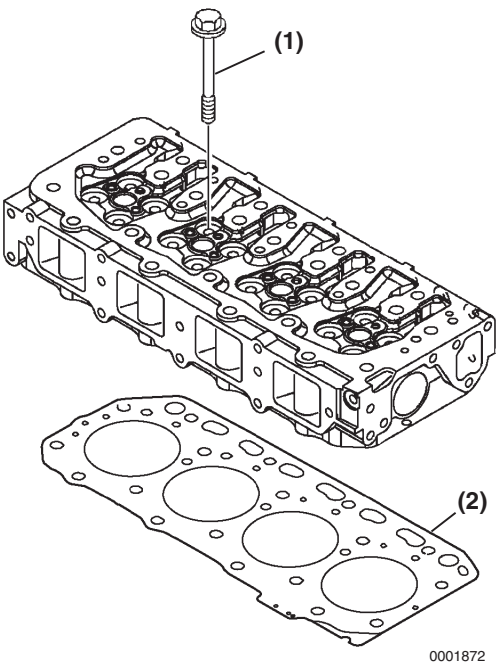


Figure 4-1-9

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4-1-5 4-Valve Cylinder Head

4-Valve Cylinder Head Components

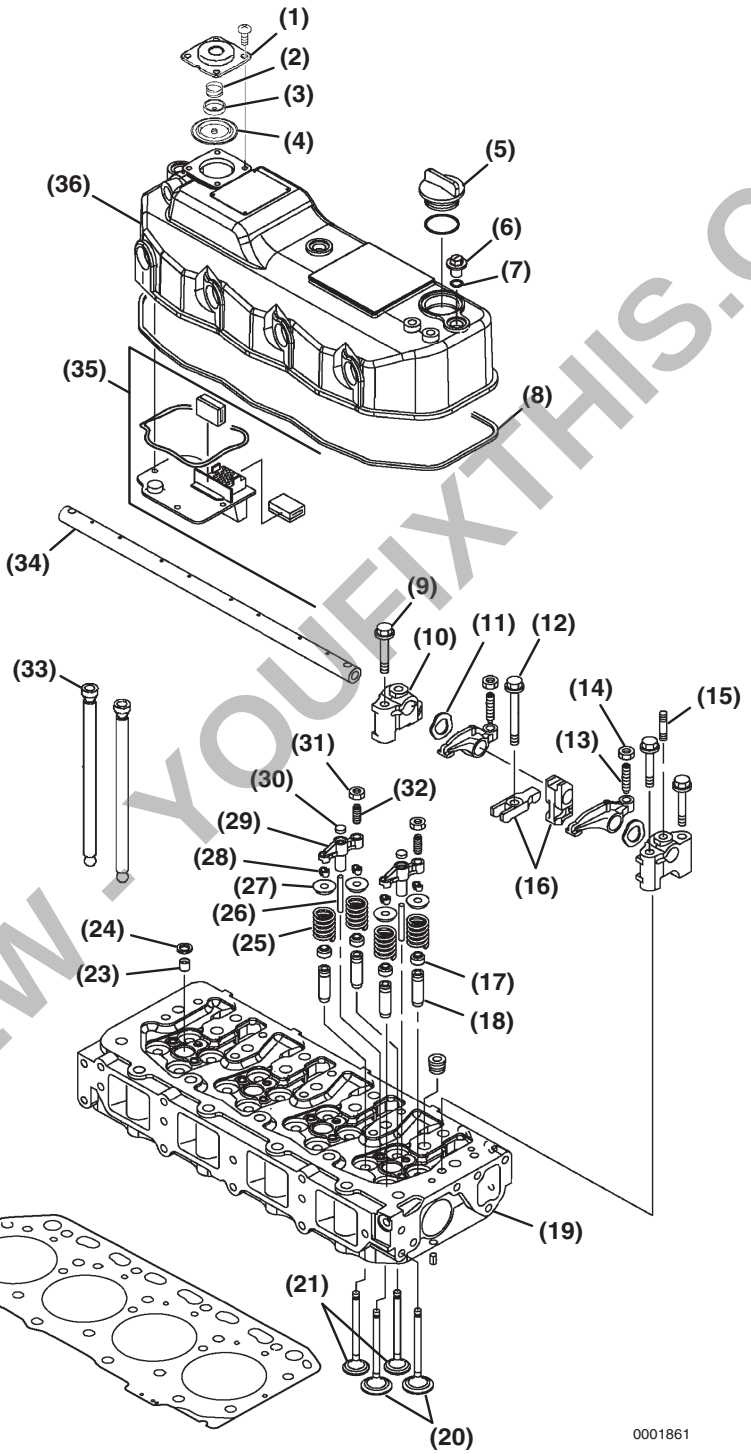


Figure 4-1-1

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3. SERVICING STANDARDS

3-7 List of Tightening Torque

3-7-1 Machine

Applicable model			SV100-1		
Equipment No.		Tightening part	Thread size	Tightening torque ft•lbf (N•m)	Adhesive
Engine / Electrical equipment					

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CAUTION

If the waste valve does not meet specifications, replace the turbocharger or have it repaired by a qualified repair facility.

0000078en

CAUTION

Do not rotate the crankshaft with the injection pump removed.

0000083en

CAUTION

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1 – Crankcase Breather Cover
2 – Diaphragm Spring
3 – Diaphragm Cup
4 – Crankcase Breather Diaphragm
5 – Oil Fill Cap
6 – Valve Cover Nut
7 – Valve Cover Nut O-Ring
8 – Valve Cover Gasket
9 – Support Bolt
10 – Rocker Arm Shaft Support
11 – Wave Washer
12 – Fuel Injector Retainer Bolt
13 – Valve Adjusting Screw (Primary)
14 – Valve Adjusting Screw Lock Nut (Primary)
15 – Rocker Arm Shaft Aligning Stud
16 – Fuel Injector Retainer
17 – Valve Stem Seal
18 – Valve Guide
19 – Cylinder Head
20 – Intake Valve
21 – Exhaust Valve
22 – Cylinder Head Gasket
23 – Fuel Injector Nozzle Protector
24 – Fuel Injector Nozzle Seat
25 – Valve Spring
26 – Valve Bridge Guide
27 – Spring Retainer
28 – Valve Keepers
29 – Valve Bridge
30 – Valve Bridge Seat
31 – Valve Adjusting Screw Lock Nut (Secondary)
32 – Valve Adjusting Screw (Secondary)
33 – Push Rod
34 – Rocker Arm Shaft
35 – Crankcase Breather Components
36 – Valve Cover

Disassembly of 4-Valve Cylinder Head

Prepare a clean, flat working surface on a workbench large enough to accommodate the cylinder head assembly. Discard all gaskets, O-rings and seals. Use new gaskets, O-rings and seals on reassembly of the cylinder head.

1. Drain the coolant from the engine into a suitable container.

CAUTION

Identify all parts and their location using an appropriate method. It is important that all parts are returned to the same position during the reassembly process.

0000080en

2. Remove the high pressure fuel injection lines **(Figure 4-1-2, (1))**. *See Removal of Fuel Injectors.*

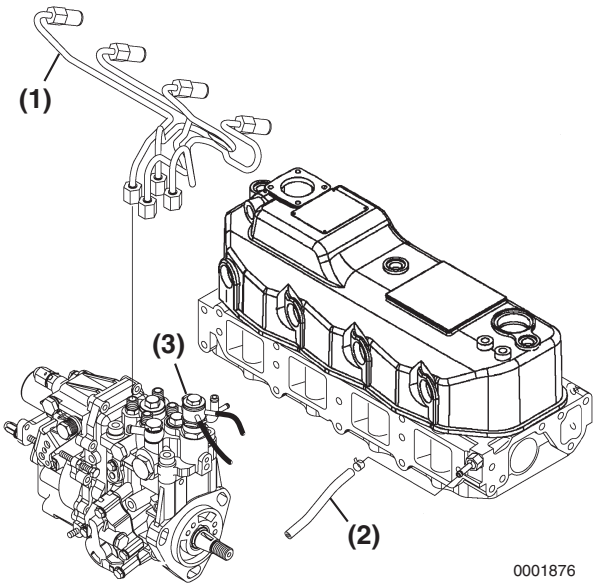
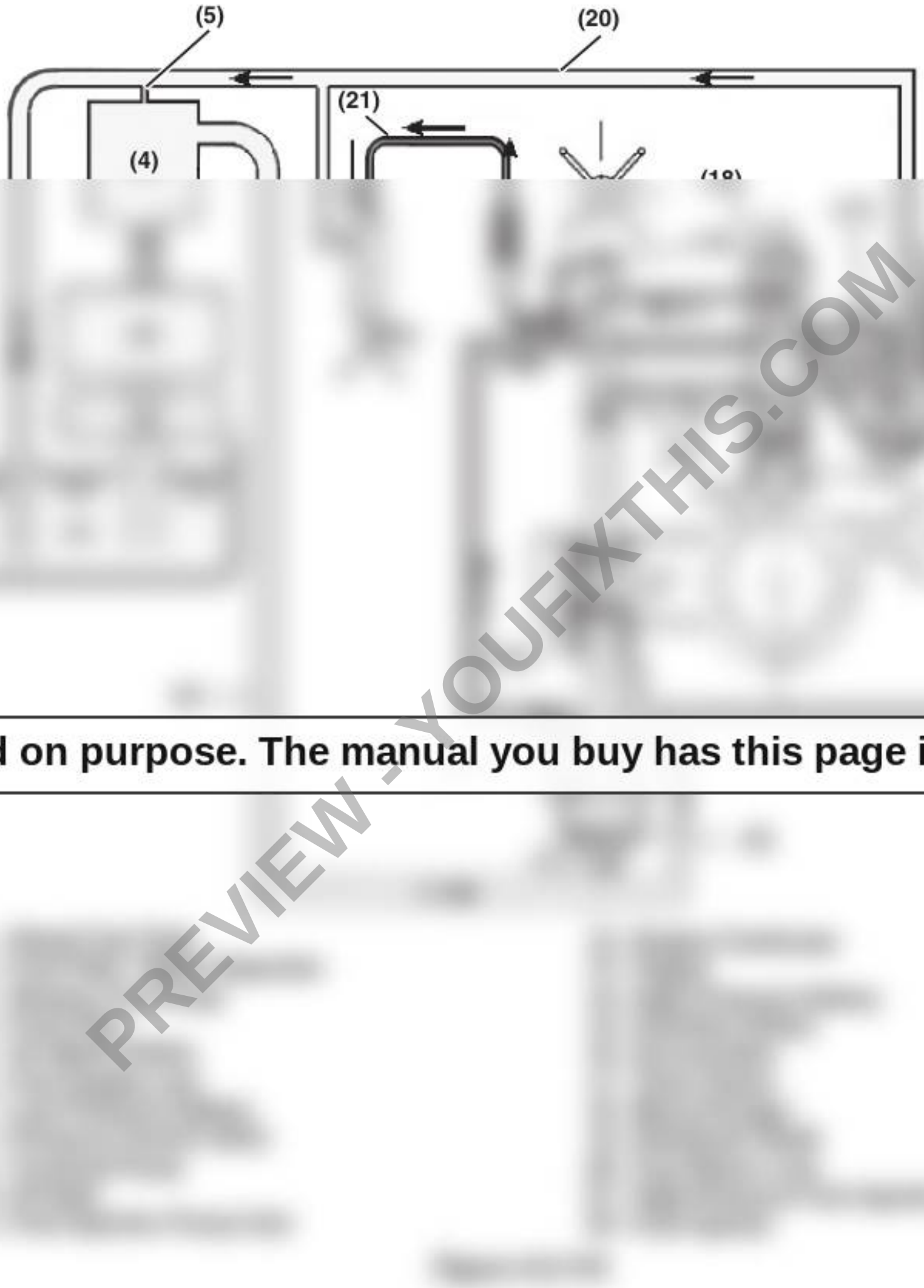


Figure 4-1-2

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4. ENGINE

4-2-5 Fuel System Diagram



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Disassembly of Crankshaft and Piston Components

Removal of Pistons

CAUTION

Keep the piston pin parts, piston assemblies, and connecting rod assemblies together to be returned to the same position during the reassembly process. Label the parts using an appropriate method.

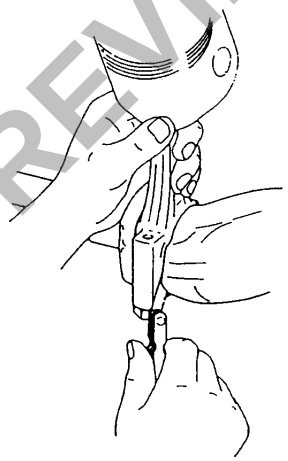
0000088en

IMPORTANT

Engines with high operating hours may have a ridge near the top of the cylinders that will catch the piston rings and make it impossible to remove the pistons. Use a suitable ridge reamer to remove ridges and carbon prior to removing the pistons.

Note: Pistons can fall from cylinder block if the engine is inverted. Rotate the engine so the connecting rods are horizontal before removing the connecting rod caps.

1. Using a feeler gauge, measure the connecting rod side clearance as shown **(Figure 4-1-58)**. *See "3-2 Engine Service Standard" section for the service limit.* If the measurement is out of specification, replace the crankshaft, connecting rod, or both.



0000219

Figure 4-1-58

2. Measure bearing oil clearance prior to removing the pistons and connecting rods to determine extent of wear. Record the measurements.

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2. TECHNICAL DATA

2. Technical Data

2-1 Specifications

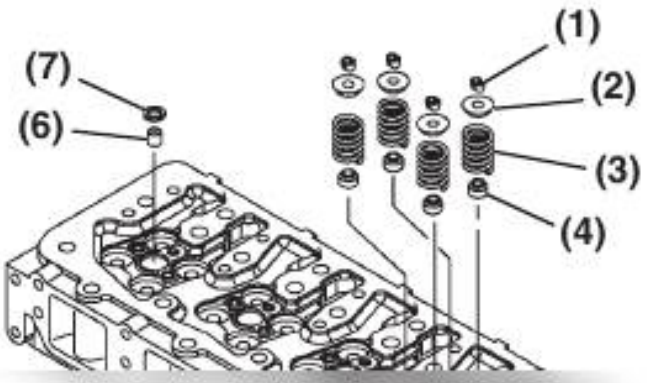
<>: W/O Quick coupler spec

Item	Unit	SV100-1
Main specifications of machine		
Dimensions		

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Reassembly of Cylinder Head

1. Carefully clean both the combustion surface of the cylinder head and the top surface of the cylinder block. Then place a new cylinder head gasket **(Figure 4-1-32, (2))** on the cylinder block.
2. Position the cylinder head on the on the cylinder head gasket

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1. GENERAL CAUTIONS FOR MAINTENANCE WORK

1. General Cautions for Maintenance Work

1-1 Correct Work

Correct work means the quickest possible completion of according to the correct procedures and the specified standards.

It is important when conducting certain operations always to bear in mind the equipment, tools, gauges, materials, oil and grease, etc. that you must have ready, as well as items to be checked, adjusted, or disassembled, and cautions to watch out for.

1-2 Safety Precautions

(1) Never attempt servicing while engine is running or immediately after stopping operation.
(2) Wear work cloths, safety shoes and helmet.
(3) Check the equipment and tools before use. Especially, be sure to check the crane, lifting equipment and tools.
(4) When working together with other persons, allocate everyone's share of job, arrange the signals and act in concert with the other persons.
(5) The operation of the crane and slinging work must be performed by qualified persons.
(6) Do not enter or pass under the raised load.
(7) Lift and support the massive parts by crane before removing the installation bolts.
(8) Disconnect cables from battery before repairing the electric system.
(9) Remove the battery when welding the machine.

1-3 Preparations

(1) Check the service record of the machine. (That is, check how many months or hours the machine has been used since the preceding overhaul, what was the trouble then and what parts were replaced.)
(2) Have all servicing tools ready, i.e., tools, measuring devices (which have received periodic maintenance), containers, oil & grease, etc.
(3) Have the service literature (operation manual, parts catalog, etc.) ready.

1-4 Cautions for Disassembly and Reassembly

(1) Clean the machine before disassembly.
(2) Check and record the condition of the machine before disassembly :
  • Model, machine number, operation hours
  • Reasons for repair, history of repair
  • Contamination of filters
  • Fuel and oil condition
  • Damage to parts, etc.
(3) Place alignment marks on the necessary parts to facilitate reassembly.
(4) Clean all the removed parts and new replacement parts and put them in order.
(5) Use new seals, split pins, etc. for reassembly.

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3. SERVICING STANDARDS

3-7-3 Tightening Torque for General Bolts and Nuts

Item		Thread size × Pitch	Tightening torque [Unit: ft•lbf (N•m)]	Remarks
		M6 × 1	7.23 to 8.70 (9.8 to 11.8)	
		M8 × 1.25	16.67 to 20.95 (22.6 to 28.4)	

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4. Remove the main bearing caps **(Figure 4-1-65, (3))**. Be sure to note the markings on the main bearing caps, or mark them yourself, so they can be reinstalled in the same order as they were removed. Do not remove the bearing inserts at this time.

Note: The “arrows” on the main bearing caps point to the flywheel end of the engine.

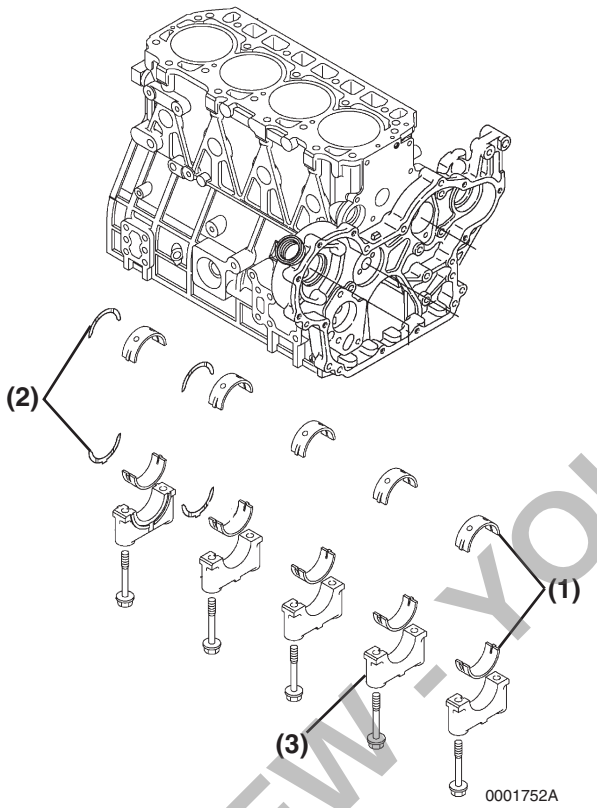


Figure 4-1-65

5. Measure bearing oil clearance prior to removing the crankshaft to determine extent of wear. Record the measurements.
   (a) Wipe oil from the bearing insert and crankshaft journal surfaces.
   (b) Place a piece of PLASTIGAGE **(Figure 4-1-66, (1))** along the full width of each bearing insert.

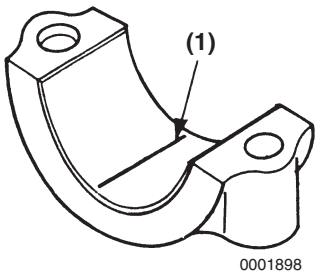


Figure 4-1-66

IMPORTANT

Do not rotate the crankshaft when using PLASTIGAGE. A false reading may result.

   (c) Reinstall bearing caps and tighten to specification. *See "3-7-2 Engine Tightening Torque" section for tightening torque.*
   (d) Remove bearing caps.
   (e) Compare the width of the flattened PLASTIGAGE to the graduation marks on the package **(Figure 4-1-67, (1))**. The mark that most closely matches the width of the flattened PLASTIGAGE will indicate the bearing oil clearance.

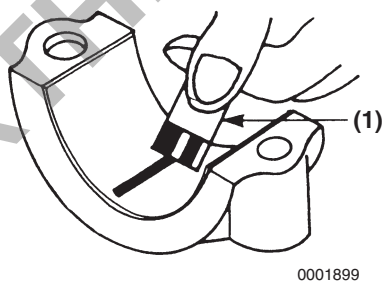


Figure 4-1-67

6. Remove the crankshaft from the engine.
7. Remove the bearing inserts **(Figure 4-1-65, (1))** and thrust bearings **(Figure 4-1-65, (2))**.

Note: Do not remove the crankshaft gear unless the gear or crankshaft are damaged and require replacement.

8. If necessary, remove the crankshaft gear **(Figure 4-1-68, (1)),** parallel pin **(Figure 4-1-68, (2))** and key **(Figure 4-1-68, (3))**. If using a gear puller, be careful not to damage the threads in the end of the crankshaft.

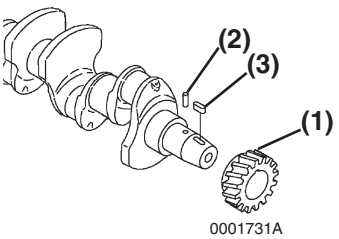


Figure 4-1-68

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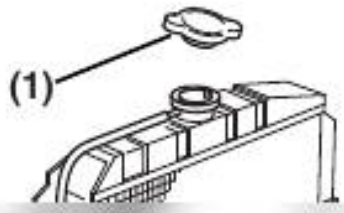
4-3-5 Engine Coolant System Check

Check the engine coolant system for leakage.

1. With the radiator properly filled, install a cooling system tester **(Figure 4-3-167, (1))**.



3. Remove the drain plug or open the drain cock **(Figure 4-3-168, (1))** at the lower portion of the radiator and drain the coolant.



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Cause \ Symptoms and conditions of failures		Defective start					Engine stall after start			Defective rotation control					Insufficient engine output			Noise/vibration				Lubricant				Cooling water		Intake		Exhaust				Fuel			Electrics/electronics					Action
		Starter not rotate		Starter rotates			Exhaust fume				Without load			At work	Exhaust color															At work												
		ECU indicator lamp not on just after key-on	ECU indicator lamp on just after key-on (2 seconds)	Engine not start (not even initial combustion)	Engine not start (stall after serial combustion)	Engine starts later then ever	None	Little	Much	Speed change by accelerator not available (constant speed)	Specified speed setting not available	Poor acceleration	Return to low speed not smooth	Hunting	Hunting	Normal	White	Black	Knocking noise at combustion too high	Combustion noise uneven	Noise other than combustion from engine	Engine vibration too big	Lubricant consumption too much	Lubricant diluted with fuel	Lubricant mixed with water	Oil pressure too low (oil pressure lamp on)	Overheated (water temperature lamp on)	Water temperature too low	Pressure down (air cleaner lamp on)	Pressure up	White exhaust color	Black exhaust color	Blow-by too much	Exhaust temperature up	Fuel consumption too much	Fuel mixed with water (oil-water separator lamp on)	Fuel filter contaminated too early	Battery charge defect (charge lamp on)	ECU indicator lamp flashing	ECU indicator lamp not on just after key-on (2 seconds)	Prescribed ECU control function not operate	Fuse meltdown, disconnection (repeated)	
Electric system	Fuse meltdown, disconnection	○	○				○																															○		○	Inspection and replacement of fuse Repair or replacement of harness
	Starter fault		○	○																																					Repair or replacement of starter
	Alternator fault			○																																○					Repair or replacement of alternator
	Wiring disconnection	○	○	○			○																													○	○	○	○		Repair or replacement of harness disconnection
	Wiring short-circuit (insulator broken), electric power load of added device too big	○																																						○	Inspection, repair or replacement of harnesses Review of added devices
	Battery voltage descent		○	○																																-					Inspection and charging of battery
	Key switch fault, disconnection	○					○																															○			Repair or replacement of harness Key switch replacement
	Instantaneous interruption of key switch				○		○																																		Key switch replacement
	Failure, disconnection, short-circuit of starter relay		○																																						Repair or replacement of harness Replacement of starter relay
	Main relay fault (Error other than contact sticking that ECU can't detect)	○																																					○		Repair or replacement of harness Replacement of main relay
	Actuator relay fault (Error of contact that ECU can't detect)		○	○			○																																		Replacement of actuator relay
	The start assist relay may be faulty. (Error of contact that ECU can't detect)			○		○													○											○										Replacement of start assist relay
	Accelerator sensor signal error (Error at which level ECU can't detect)									○			○	○					○																					Repair or replacement of accelerator sensor
	Water temperature sensor signal error (Error at which level ECU can't detect)			○		○							○	○				○																						Replacement of water temperature sensor
	Speed sensor signal error (Cause of noise etc. that ECU can't detect)				○	○	○						○	○					○																					Cleaning or replacement of speed sensor Repair or replacement of fuel injection pump
	Rack position sensor signal error (Level that ECU can't detect)					○	○					○	○	○					○																					Repair or replacement of fuel injection pump
	Operation defect of rack actuator (Level that ECU can't detect)					○	○					○	○	○					○																					Repair or replacement of fuel injection pump
	ECU failure lamp disconnected																																					○			Replace the lamp. Repair or replace the harness.
	ECU faulty (ECU self diagnosis failure)	○	○							○																												○	○		Replace the ECU.

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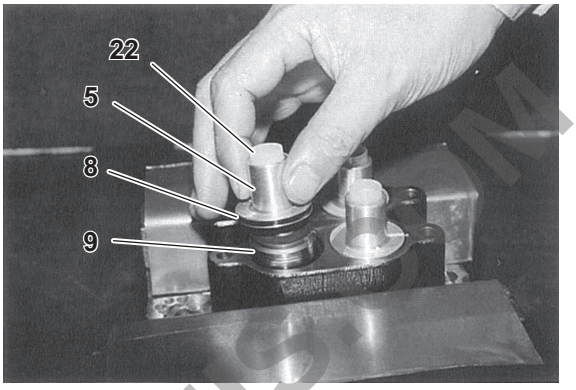
6) Disassembly of rear pump

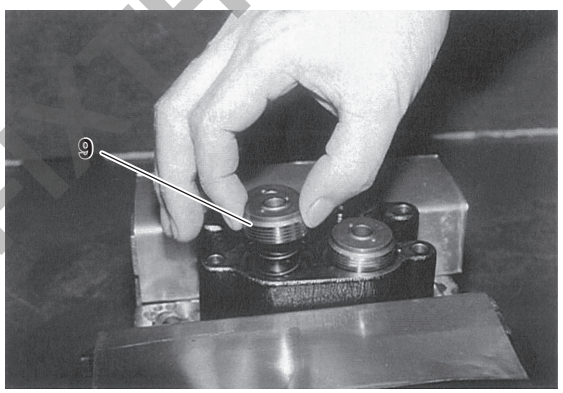
Procedure	
(1) Removal of flange • Remove allen head screws and remove flange. (2 pcs-M10×45 and 2 pcs-M10×20) [Tool : Allen wrench 8 mm]	

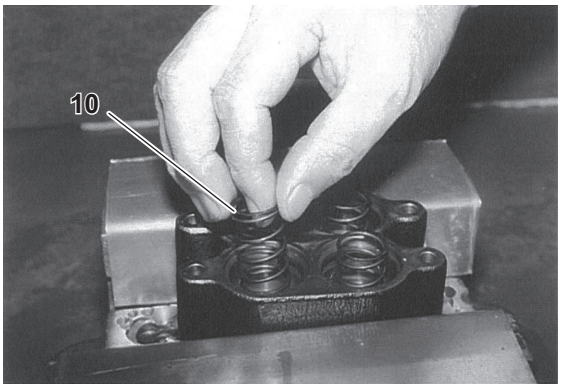
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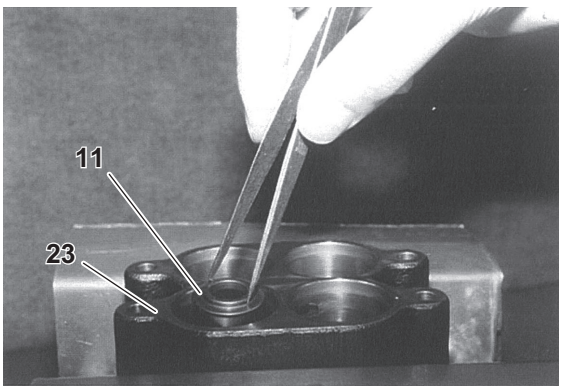
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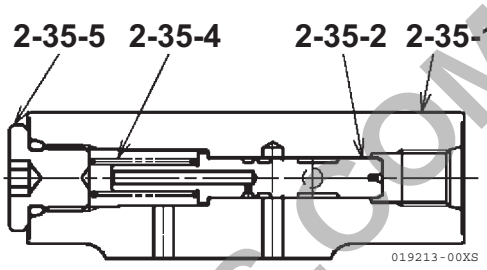
Procedure	
(10) Pull out the plug **5** with the grease cup **22**, the packing **4**, and the O-ring **8** attached. ***Notes:*** • *Note down the positional relationship between the plug and the casing **23**.* • *Be careful because the piston **9** is pushed out by the damping spring **10** while the plug is removed.*	

(11) Remove the piston **9**. ***Note:*** *Note down the positional relationship between the piston and the hole in the casing.*	

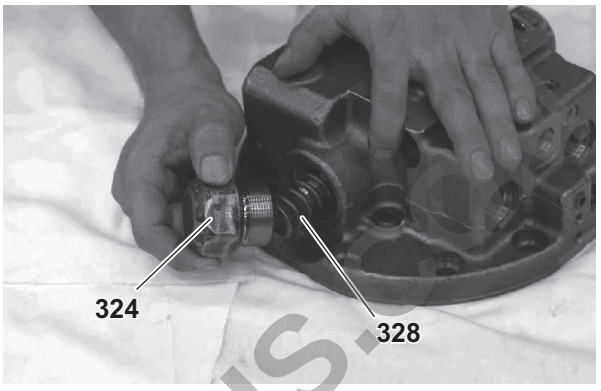
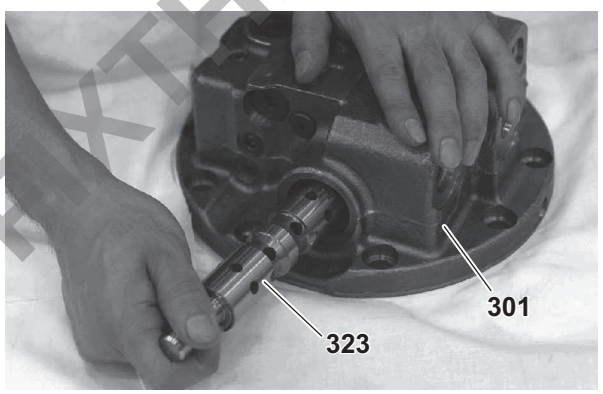
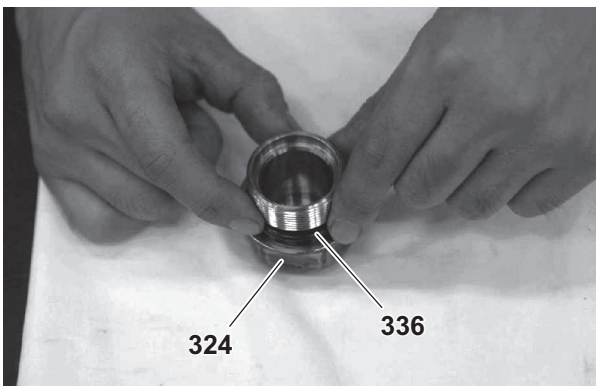
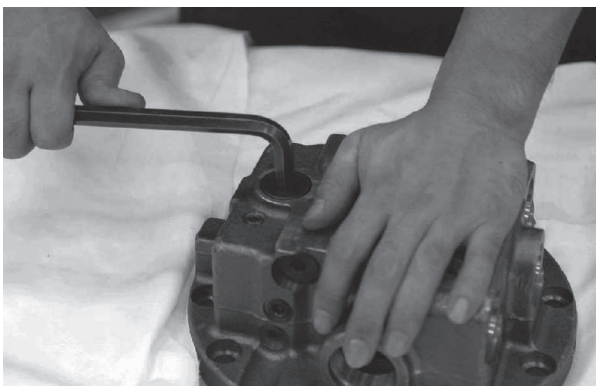
(12) Remove the damping spring **10** from the casing. ***Note:*** *Note down the relationship between the damping spring and the hole in the casing.*	

(13) Remove the spring seat **11** from the casing **23** using a tool, such as a pair of tweezers. ***Note:*** *Note down the positional relationship between the spring seat and the hole in the casing.*	

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Procedure	
5. Disassemble the timer valve. (*3 Hydraulic timer spec. only) (1) Remove the plug **2-35-5** and remove the spool **2-35-2**, the spring **2-35-4**. ***Note :*** *Timer valve should be changed as valve assembly.* ***Note :*** *Take care not any deformation and scratch on fitting face of motor case while disassemble.*	

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Procedure	
15. Disassembling the brake valve parts inside rear flange (1) Remove plug **324** (2 pcs) from rear flange **301**. (2) Remove washer **325** (2 pcs) and spring **328** from rear flange **301**.	
(3) Remove spool assembly **323** others from rear flange **301**. ***Note:*** *To remove spool assembly **323** others, place your hand on one part of the plug port of rear flange **301** and tilt it down. Then spool **323** falls down. Hold the tip and remove it.*	
(4) Remove O-ring **336** from plug **324**. ***Note:*** *Do not reuse O-ring **336** which have been removed.*	
16. Removing two-speed spool (1) Remove plug **357** from rear flange **301**. (2) Remove O-ring **359** from plug **357**. ***Note:*** *Do not reuse O-ring **359** which have been removed.*	

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3) Reassembling procedure

(1) Preparation

[1] Similarly to disassembling, prepare a working table, tools, and materials.

(2) General precautions on assembling work

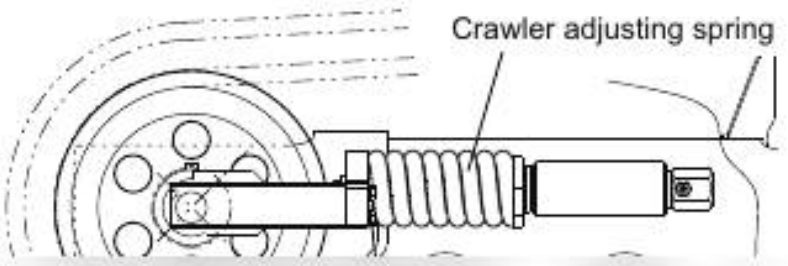
a. Pay the same attention as that for disassembling work.
b. In assembling, remove metallic pieces and foreign substances out of all the parts, confirm that the no burrs and dents due to hitting are on the parts, and in case they exist, remove them using an oilstone.
c. As a rule, replace O-rings with new ones.
d. Be careful not to damage O-rings when attaching them. (Applying a small amount of grease to them will be helpful for smooth insertion.)
e. Applying grease will be helpful for preventing the parts being assembled from falling.
f. Tighten the threaded parts like the plugs up to the torque values shown in 5-1 Tightening torque table. Measure tightening torque using a torque wrench.
g. After completion of assembling, apply plugs to all the ports for preventing ingress of foreign substances.

(3) Assembling procedure

	Procedure	Precautions
1.	Assembling bush **541**, spool **511**, and piston **631**	
	(1) Fix the casing **101** with a vise or something.	
	(2) Attach O-rings **166** and **167** to the bush **541**.	
	(3) Assemble the bush **541** into the casing **101**.	In assembling the bush **541**, be careful not to damage the seat portion of the bush.
	(4) Assemble the spool **511** into the bush **541**.	Confirm that the spool **511** moves smoothly inside the bush **541**.
	(5) Attach O-rings **164** to the plugs **201**.	
	(6) Attach the springs **321** to the spool **511**, assemble plugs **201** to the casing **191**, and tighten them with a spanner to the right torque.	
	(7) Assemble the piston **631** into the casing **101**.	
	(8) Attach O-rings **162** to the plugs **212**, assemble them into the casing **101**, and tighten them to the right torque values with a hexagon wrench.	
2.	Assembling holding valve body	
	(1) Assemble the poppet **311** and the spring **322** into the casing **101**.	
	(2) Attach O-rings **163** to the plugs **203**, and tighten them with a hexagon wench to the right torque.	

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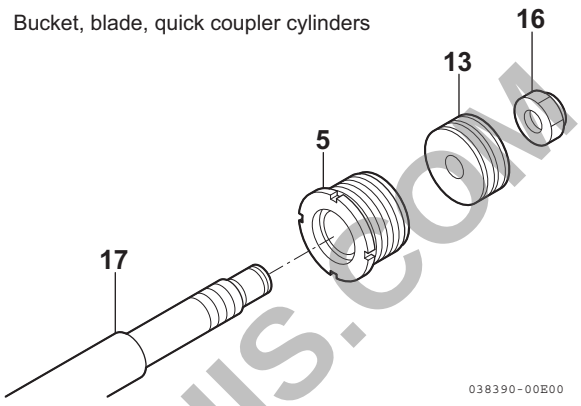
2) Disassembly

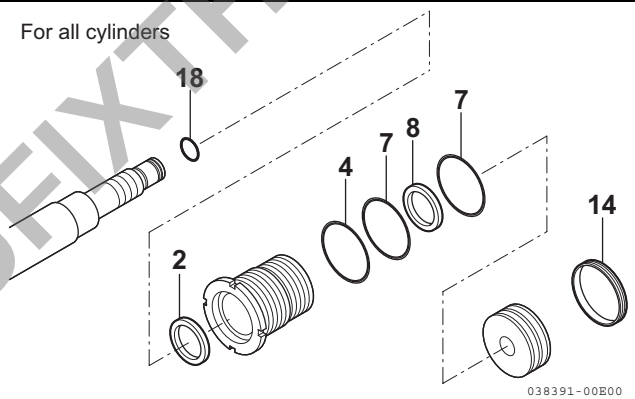
Procedure	
(1) Remove the crawler adjusting spring. Installation bolt (M16) for crawler adjusting spring Adhesive: Loctite 262 or its equivalent Tightening torque: 123.0 to 151.9 ft•lbf (166.7 to 205.9 N•m)	

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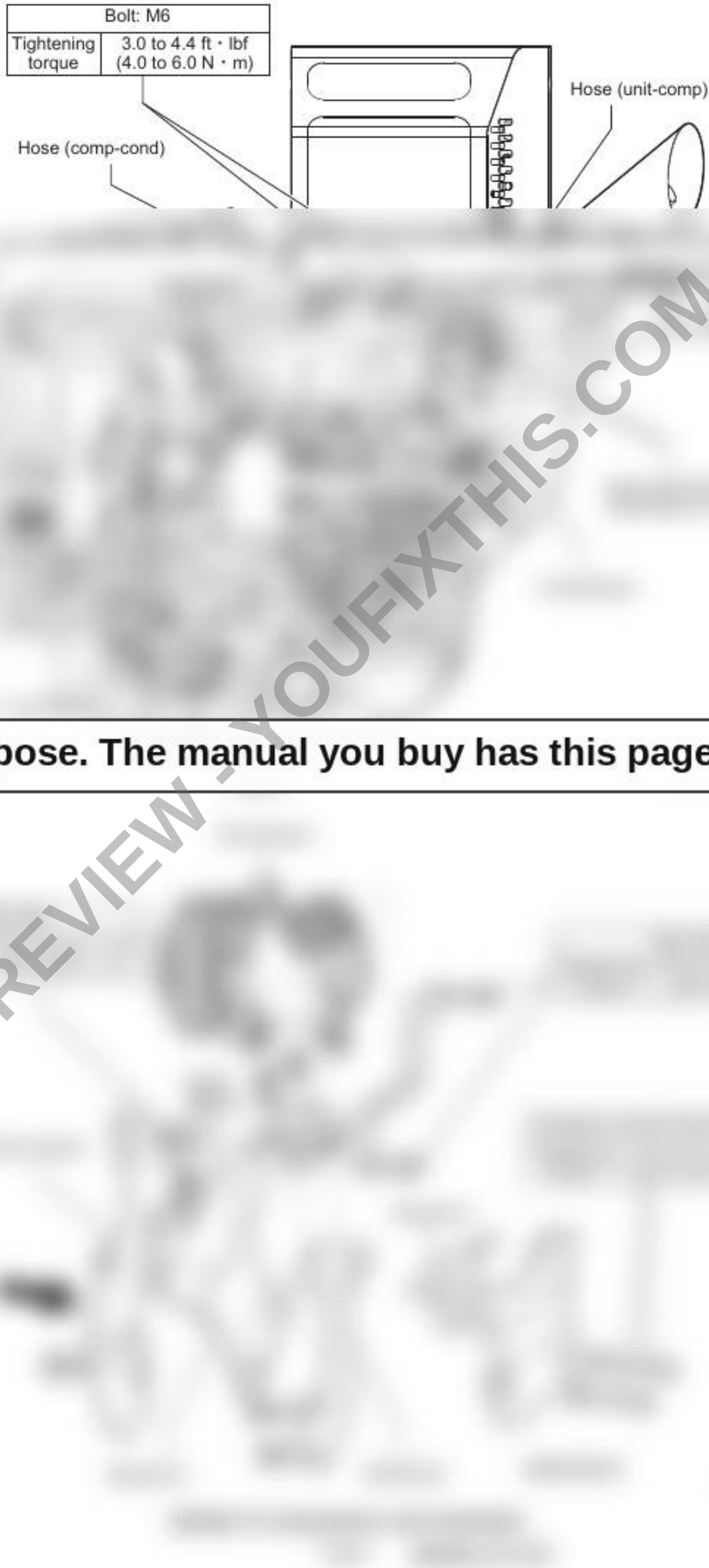
Procedure	
(6) Disassembly of quick coupler and blade cylinders. Remove U-nut **16**, and then piston **13** and head from rod **17** in order.	Bucket, blade, quick coupler cylinders 

(7) Remove O-rings **4**, **7** and **18** and the dust seal **2**, ISI packing **8** and SPGW seal **14**. ***Note :*** *Use a sharp tool to raise each O-ring or SPGW seal **14**, and then insert a spatula to remove it.*	For all cylinders 

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7. ADJUSTMENT AND REPAIR

C. Compressor



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