

A0A1029-0104

SERVICE MANUAL

MARINE DIESEL ENGINE

4JH2E,4JH2-TE,
4JH2-HTE,4JH2-DTE

2001.4

YANMAR

SERVICE MANUAL

MARINE DIESEL ENGINE

MODELS

4JH2E

4JH2-TE

4JH2-HTE

4JH2-DTE

History of Revision

Manual Name		Service Manual for Marine Diesel Engine			
Engine Model :		4JH2E/4JH2-TE/-HTE/-DTE/-UTE			
Number of revision	Date of revision	Reason for correction	Outline of correction	correction item No.(page)	Corrected by
1st	Apr. 2001	<ul style="list-style-type: none"> ● Tightening torque bolts & nuts ● Crankshaft V-pulley bolt tightening torque. 	<ul style="list-style-type: none"> ● Injection timing changed. ● Added tightening torque of bolts and nuts for general use. ● Added the tightening torque of nut for the remote control cable connection of clutch shifting lever. (for KBW20/21) ● Added the standard V-pulley (material : casting iron) bolt tightening torque. 	1-4, 10-31 10-32 8-3	Quality Assurance Dept.

FOREWORD

This service manual has been compiled for engineers engaged in sales, service, inspection and maintenance. Accordingly, descriptions of the construction and functions of the engine are emphasized in this manual while items which should already be common knowledge are omitted.

One characteristic of a marine diesel engine is that its performance in a vessel is governed by its applicability to the vessel's hull construction and its steering system.

Engine installation, fitting out and propeller selection have a substantial effect on the performance of the engine and the vessel. Moreover, when the engine runs unevenly or when trouble occurs, it is essential to check a wide range of operating conditions — such as installation on the hull and suitability of the ship's piping and propeller — and not just the engine itself. To get maximum performance from this engine, you should completely understand its functions, construction and capabilities, as well as proper use and servicing.

Use this manual as a handy reference in daily inspection and maintenance, and as a text for engineering guidance.

MODELS

4JH2E 4JH2-TE

4JH2-HTE 4JH2-DTE

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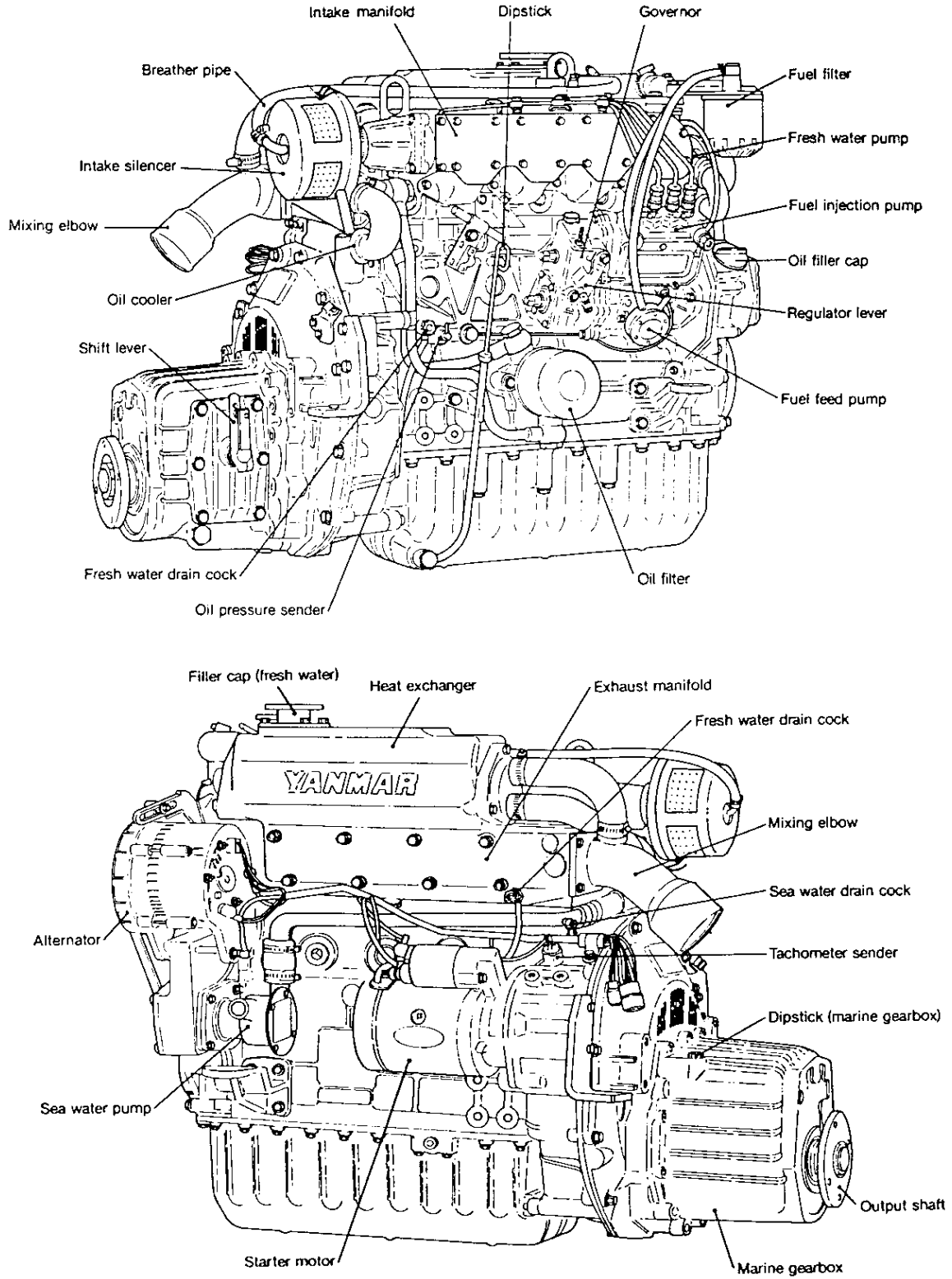
Ref. 4JH/4JH2E PARTS DEFERING

CHAPTER 1
GENERAL

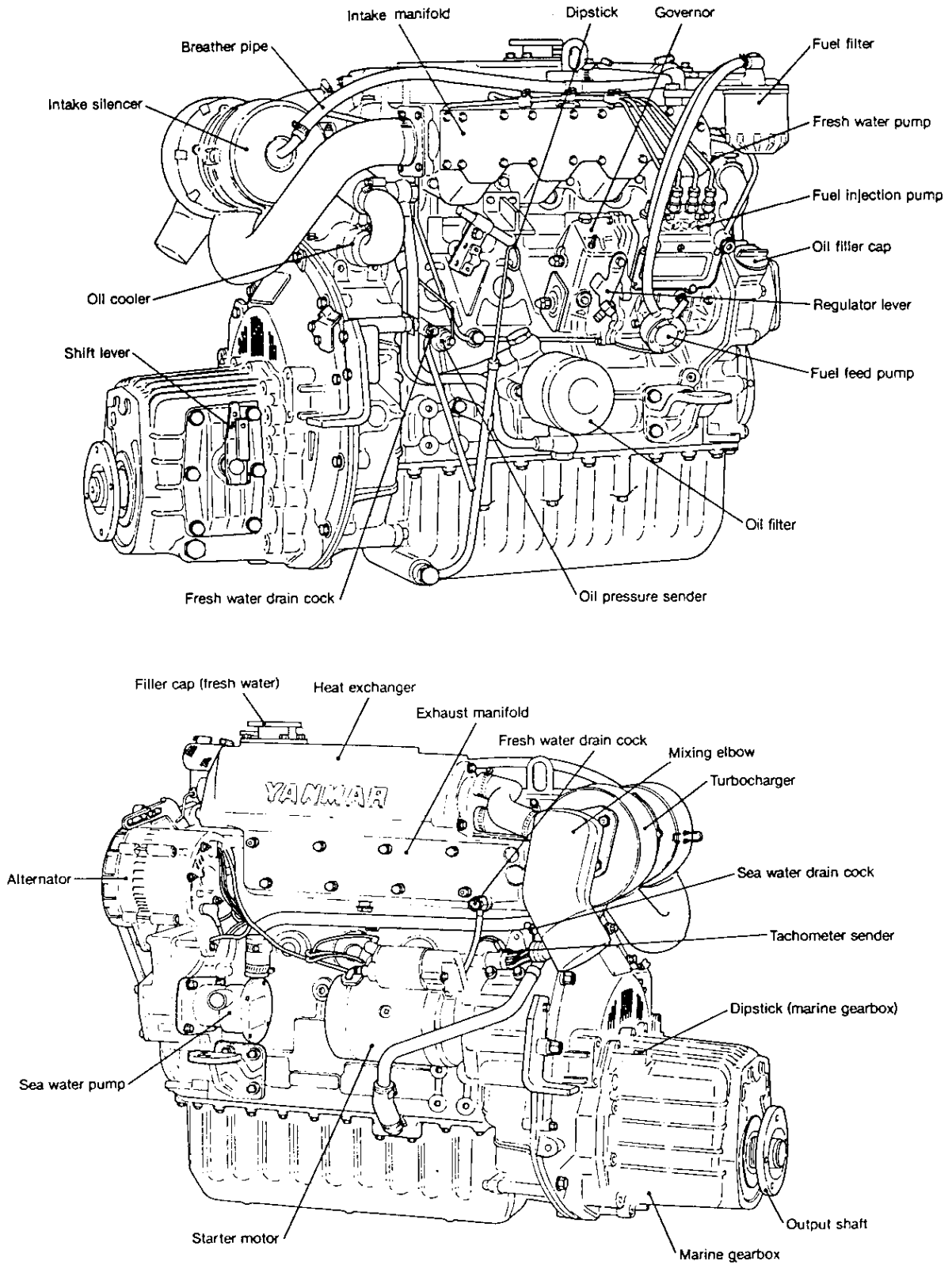
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1. Exterior Views

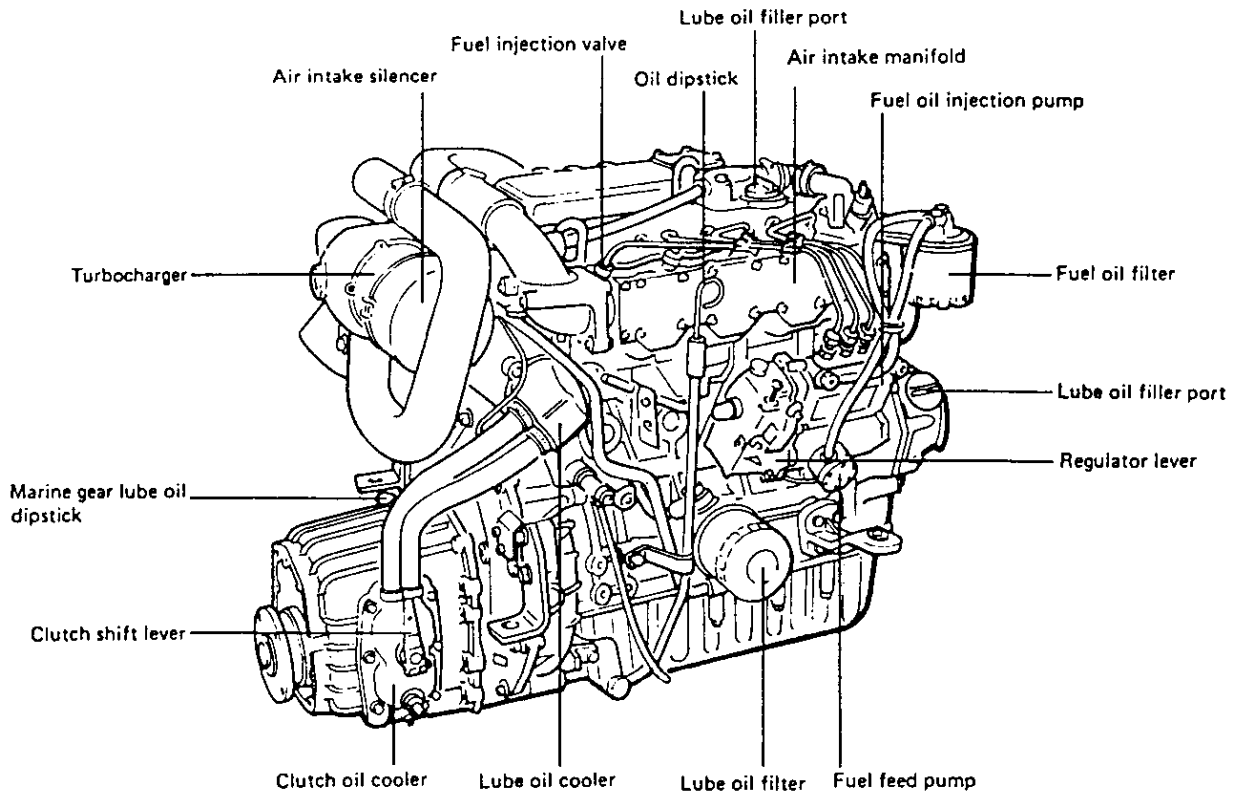
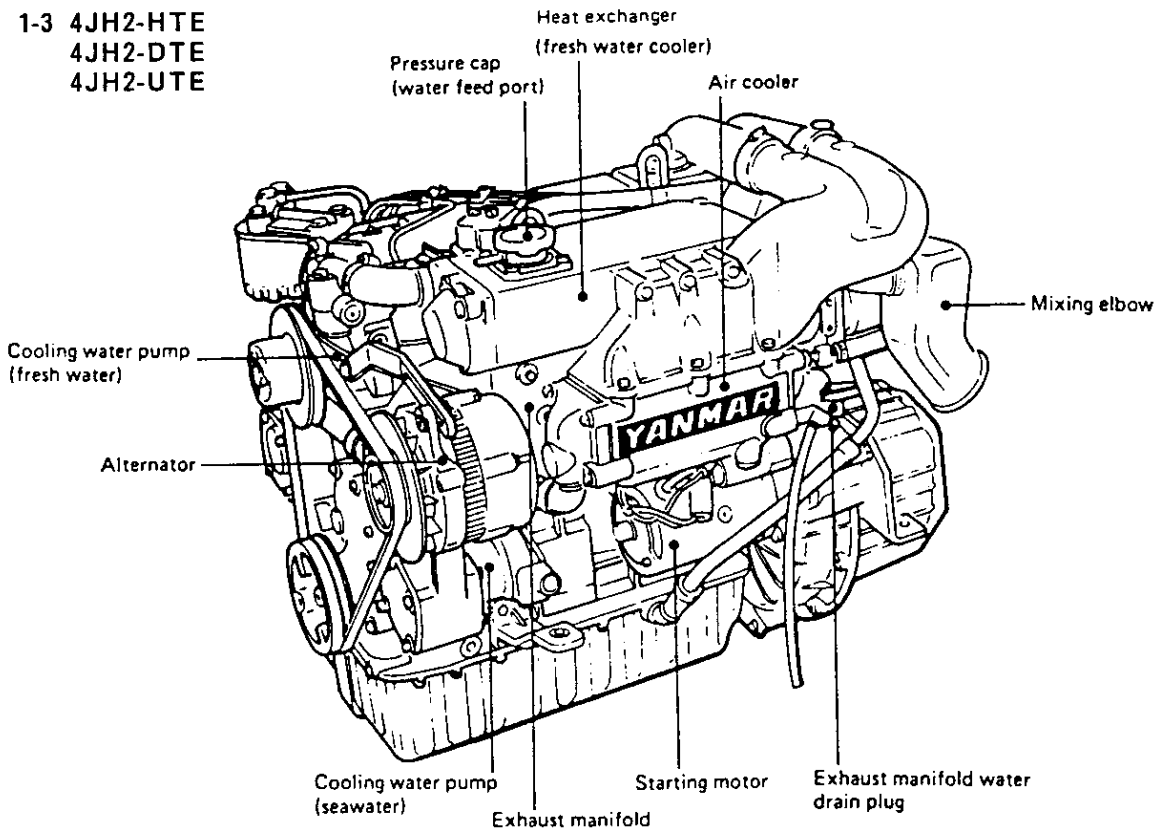
1-1 4JH2E



1-2 4JH2-TE



1-3 4JH2-HTE
4JH2-DTE
4JH2-UTE



2-2 Marine Gear

Marine gear system	Model		KBW10E		KM3A		
	Type		Multiple friction disc clutch (Parallel drive)		Cone clutch (Angle drive)		
	Reduction ration (Forward/Reverse)		2.14/2.50	2.45/2.50	2.33/3.04	2.64/3.04	3.21/3.04
	Direction of rotation (Forward) Viewed from stern		Clock wise		Clock wise		
	Lubricating oil capacity Effect/max.	ℓ (cu.in.)	0.2/0.7 (12.204/42.714)		0.05/0.35 (3.051/21.357)		
	Lubricating oil						
	Waight	kg (ib.)	17.5 (38.588)		13 (28.665)		

2-3 Applicability of Marine gear & Reduction ratio

- : Standard combination
- : Optional combination
- × : Inapplicable

Marine gear		Engine model		3JH2E	3JH2-TE
		Model	Reduction ratio		
KBW10E		2.14	S	●	●
		2.45	G	●	●
		2.83	GG	●	×
KM3A		2.33	S	●	●
		2.64	G	●	●
		3.21	GG	●	×

2-2. Marine Gear

Marine gear system	Model		KBW20	KBW21	KM3P2	KM4A
	Type		Multiple friction disc clutch (Parallel drive)		One clutch (Parallel drive)	One clutch (Angle drive)
	Reduction ratio (Forward/Reverse)		2.17/ 2.62/ 3.28/ 3.06, 3.06, 3.06	2.17/ 2.62/ 3.06, 3.06	2.36/ 2.61	1.47/ 2.14/ 2.63/ 3.30/ 1.47/, 2.14, 2.63, 3.30
	Reduction of rotation (Forward)		Clockwise			Bi-rotation
	Lubrication oil capacity Effect/max.	ℓ(cu.in.)	0.15/1.2	0.15/1.2	0.05/0.35	0.2/1.3
	Lubricating oil		Dexron, ATF		SAE 20/30. Same as Engine oil	
	Weight	kg(lb.)	26	30	15.5	28

2-3. Applicability of Marine gear & Redection ratio

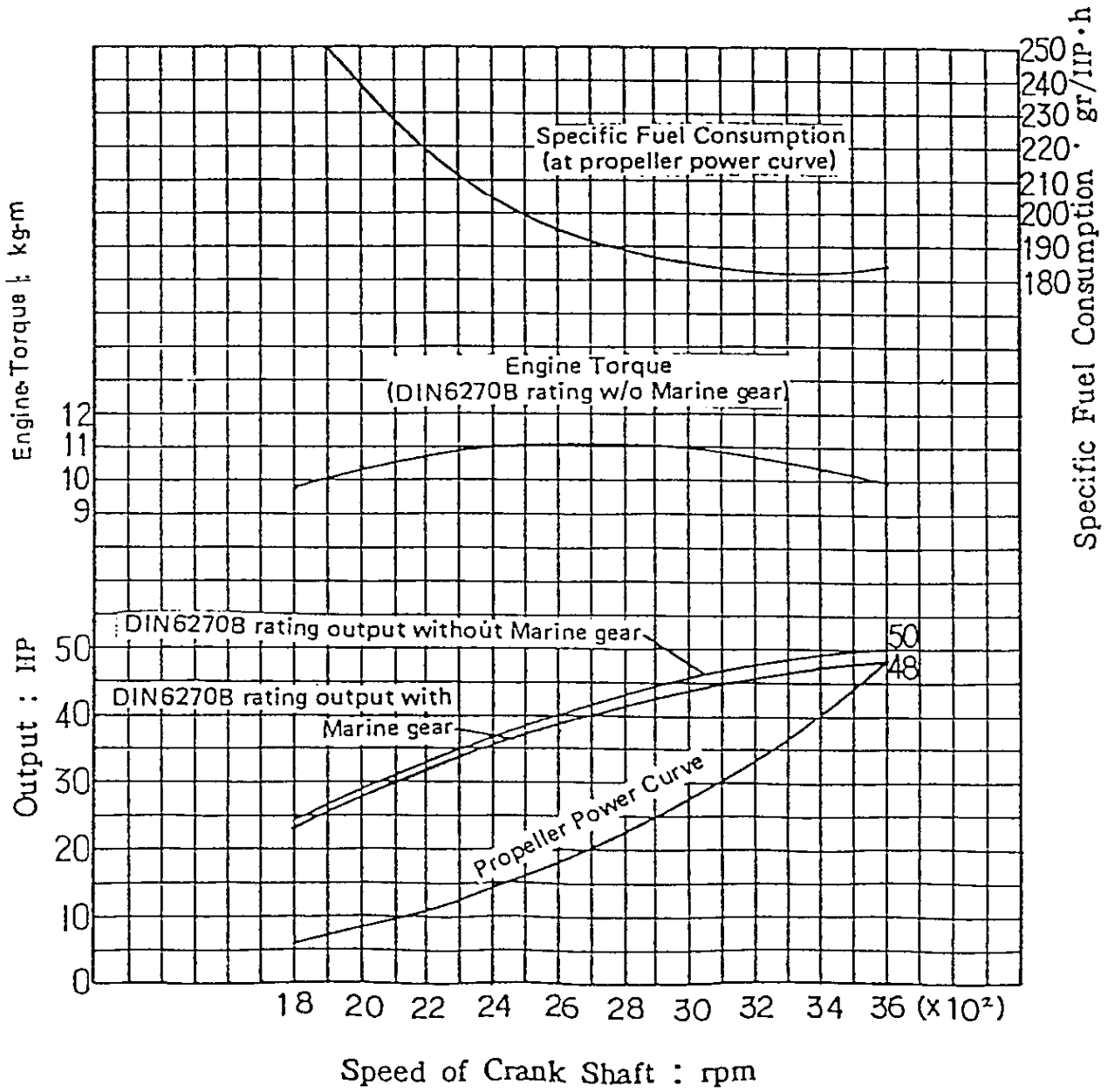
●: standard combination
○: optional combination
×: inapplicable

Marine Gear			Engine Model				
			4JH2E	4JH2-TE	4JH2-HTE	4JH2-DTE	4JH2-UTE
Model	Reduction ratio	I.D Mark					
KM3P2	2.36	S	●	×	×	×	×
	2.61	G	●	×	×	×	×
KBW20	2.17	S	●	●	×	×	×
	2.62	G	●	●	×	×	×
	3.28	GG	●	●	×	×	×
KBW21	2.17	S	○	○	●	●	●
	2.62	G	○	○	●	●	●
	3.28	GG	○	○	×	×	×
KM4A	1.47	SS	●	●	●	●	●
	2.14	S	●	●	●	●	●
	2.63	G	●	●	●	●	●
	3.30	GG	●	●	●	●	●

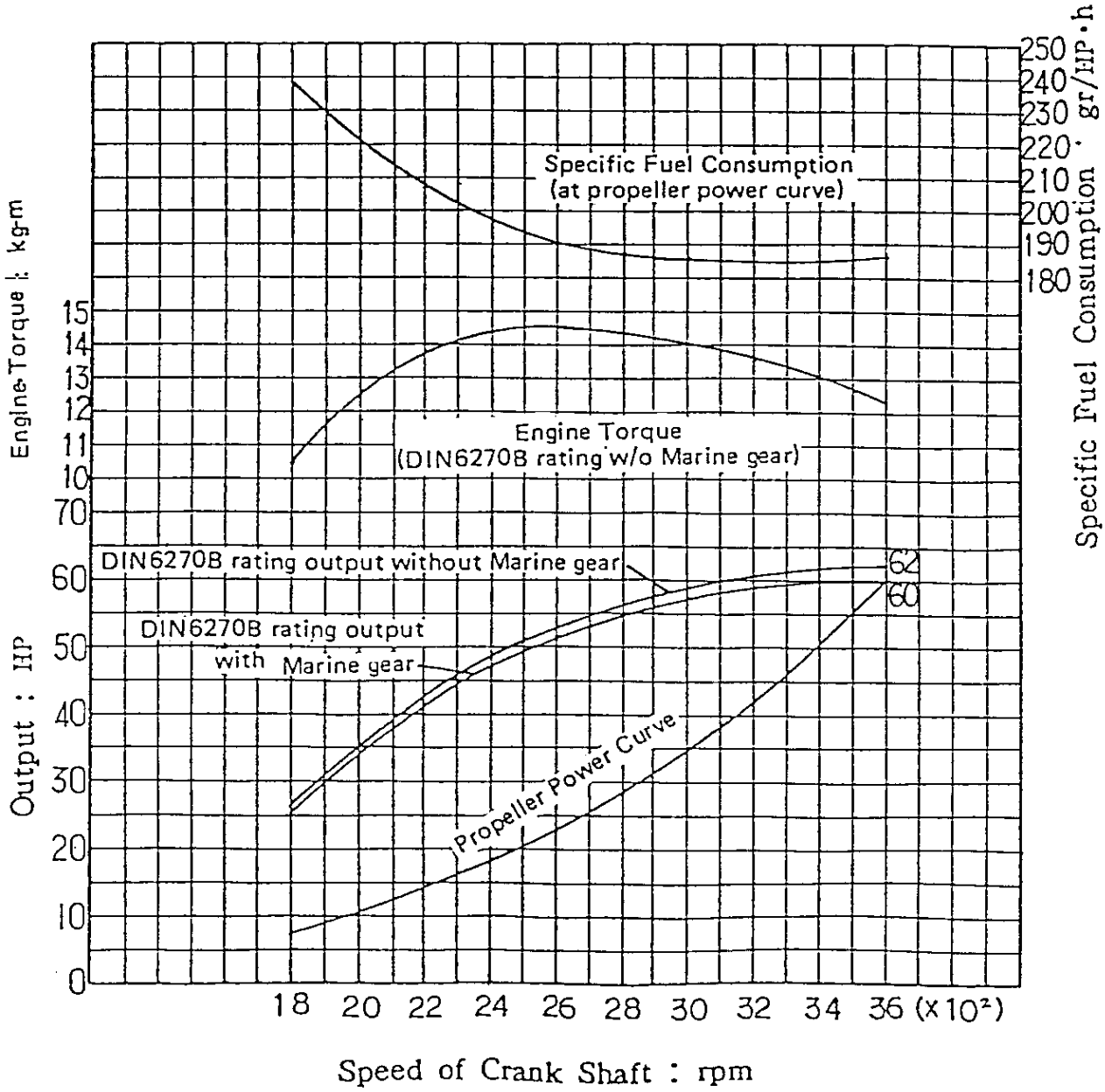
3. Construction

ENGINE MODEL		4JH2E	4JH2-TE	4JH2-HTE	4JH2-DTE	4JH2-UTE	
Group	Part	Construction					
Engine Proper	Cylinder block	Integrally-cast water jacket and crankcase					
	Cylinder liner	Dry sleeve					
	Timing gear case	Cast aluminum					
	Oil sump	Cast aluminum, oil pan					
	Main bearings	Hanger-type bearing supports					
	Engine feet	Cylinder block and Flywheel mounting side					
	Intake/Exhaust, Valve Drive	Cylinder head	Integrally-case type, jet cooling between valves, Intake/exhaust valve seat inserts				
Intake/exhaust valves		Mushroom shaped, seat angle: Intake: 120° Exhaust: 90°					
Intake manifold		Aluminum diecast integral					
Exhaust manifold		Water cooled integral with water tank					
Air cooler				Plate fin type	Corrugated fin type		
Turbocharger		-	IHI RHB52 exhaust gas turbo	IHI RHB52HW exhaust gas turbo, Water cooled type			
Valve drive		Overhead valve push rod rocker arm system					
Timing gear		Helical gear					
Main Moving Parts		Crankshaft	Stamped forging				
		Flywheel	Cast iron static balance with ring gear				
	Pistons	Cast aluminum, oval type					
	Piston rings	2 compression rings, 1 oil ring					
	Piston pin	Floating type					
	Connecting rod	Forged steel					
	Crank pin bushings	Aluminum bushings					
Lube Oil System	Lube oil pump	Trochoid type					
	Oil filter	Full flow paper element cartridge type					
	Oil cooler	Sea water cooled pipe type	Sea water cooled multi-pipe type				
	Control valve	Cylindrical type with external adjusting shims					
Cooling Water System	Fresh water pump	V-pulley driven, centrifugal type					
	Sea water pump	Gear driven, rubber impeller type					
	Thermostat	Wax pellet type					
Bilge	Fresh water cooler	Multi-tube type integral with exhaust manifold					
	Bilge pump	Electric					
Fuel Injection Equipment	Fuel injection pump	YANMAR YPES-4CL				NP-VE4	
	Fuel injection nozzles	Hole type					
	Fuel feed pump	Diaphragm type				Vane type	
	Fuel filter	Paper element cartridge type					
Governor	Governor	Centrifugal all-speed mechanical type					
Remote Control Equipment	Engine speed & marine gearbox	Single control lever type with push-pull cable					
Starting Equipment	Electric starter	DC 12V, 1.4kW starter motor					
	Generator	12V, 55A with built-in IC regulator					
Marine Gearbox	Clutch	Multiple friction disc clutch/cone clutch					
	Reduction gear	Helical gear constant mesh type					

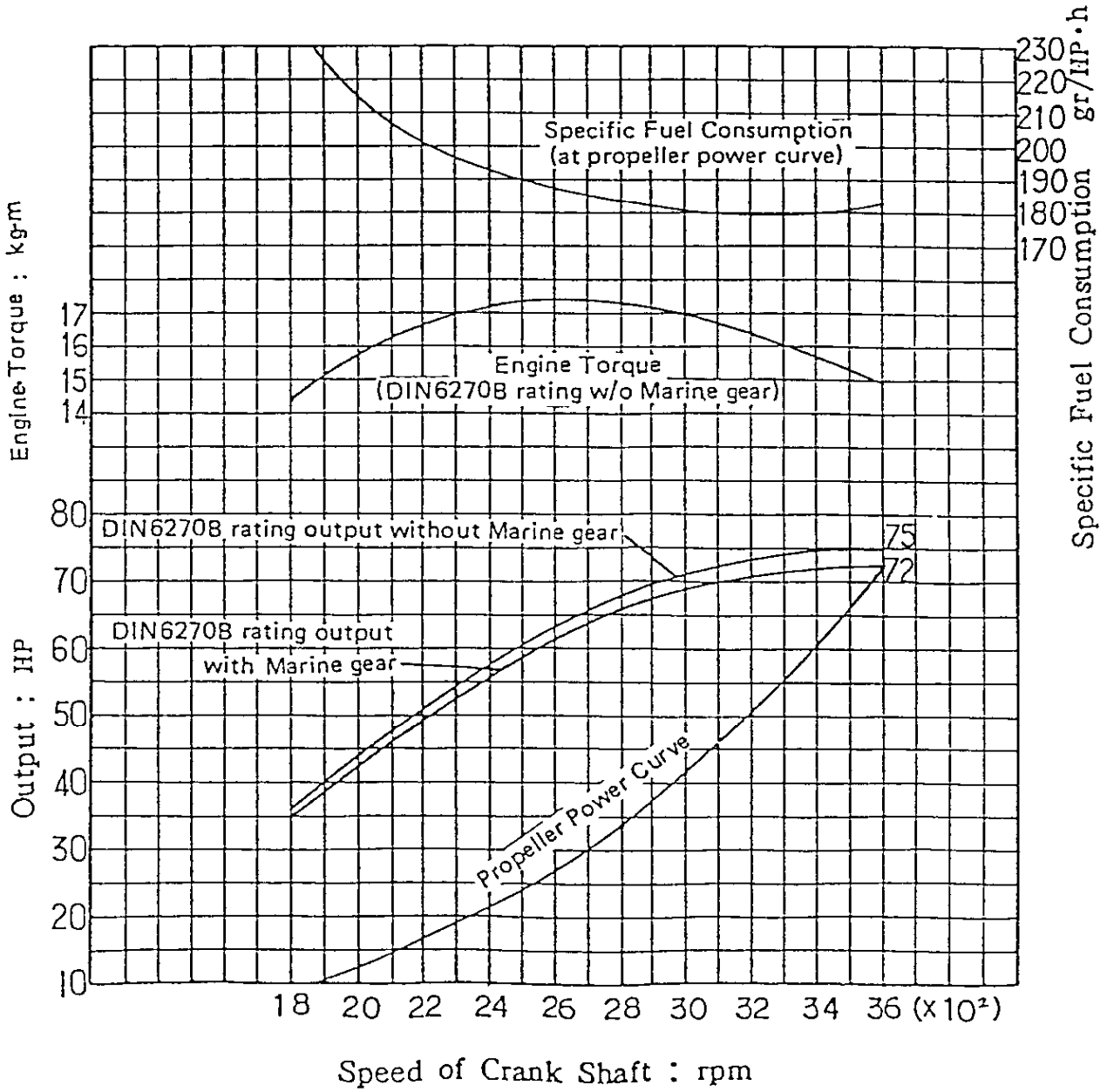
4-1. 4JH2E



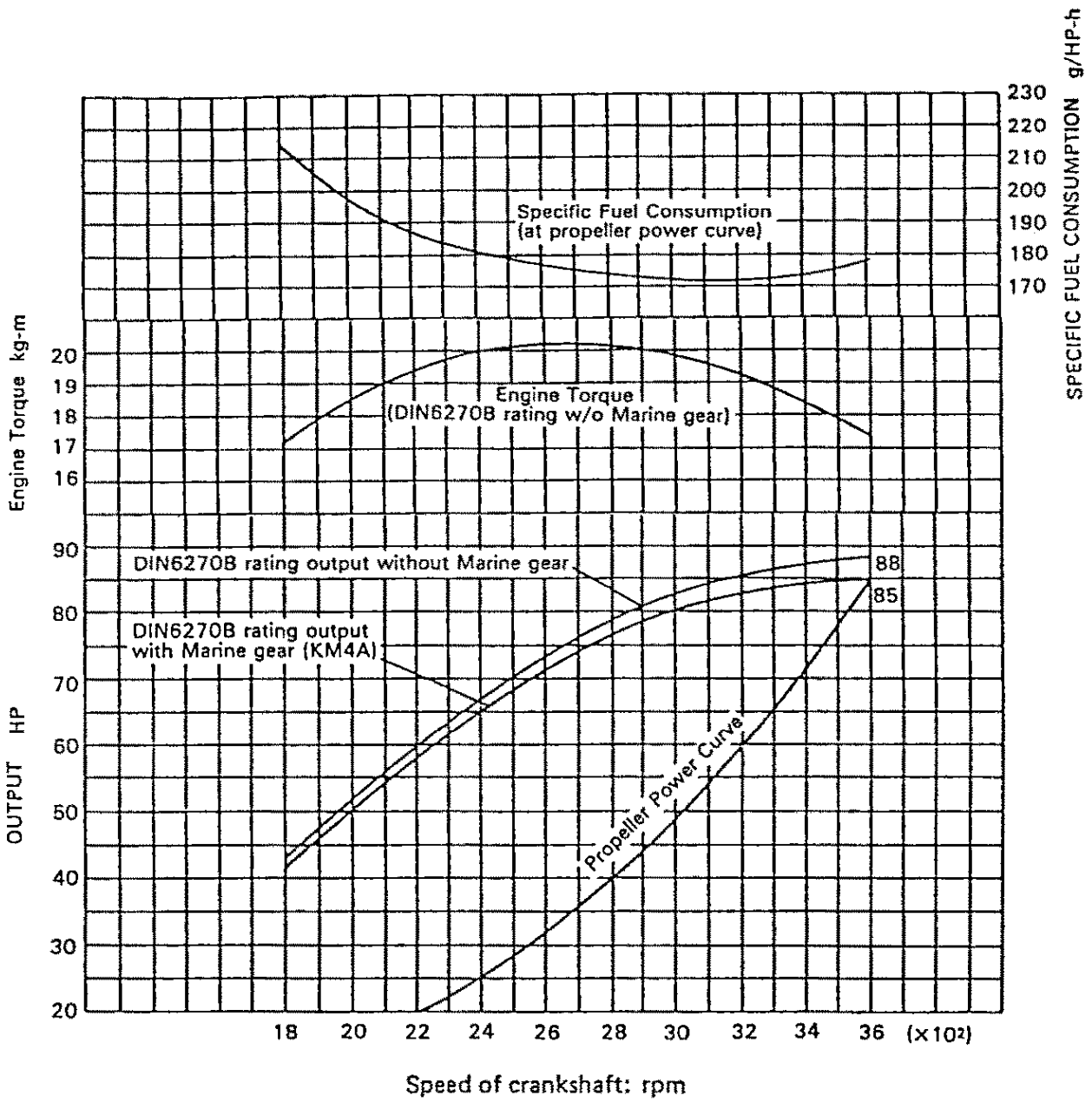
4-2. 4JH2-TE



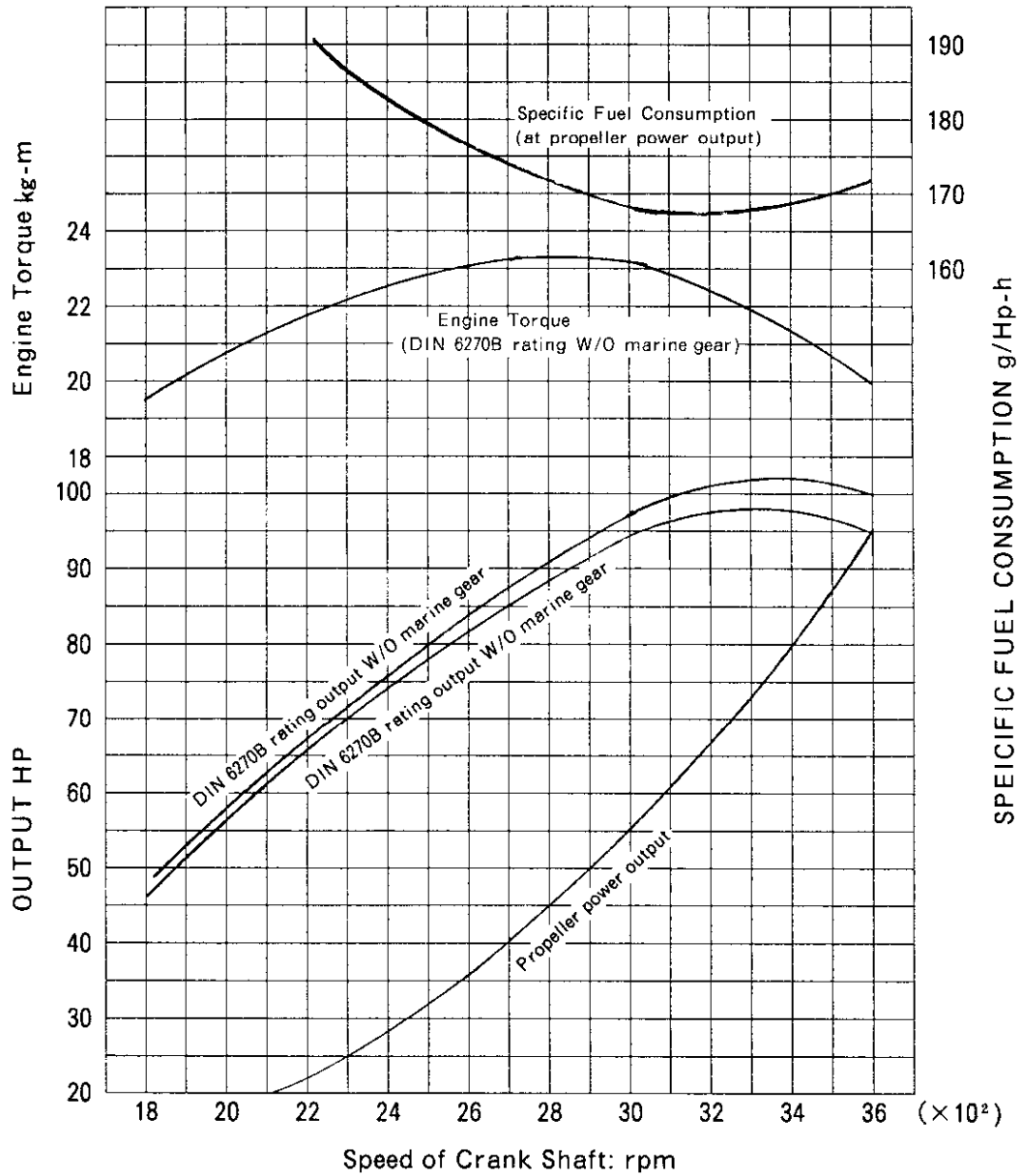
4-3. 4JH2-HTE



4-4. 4JH2-DT (B) E



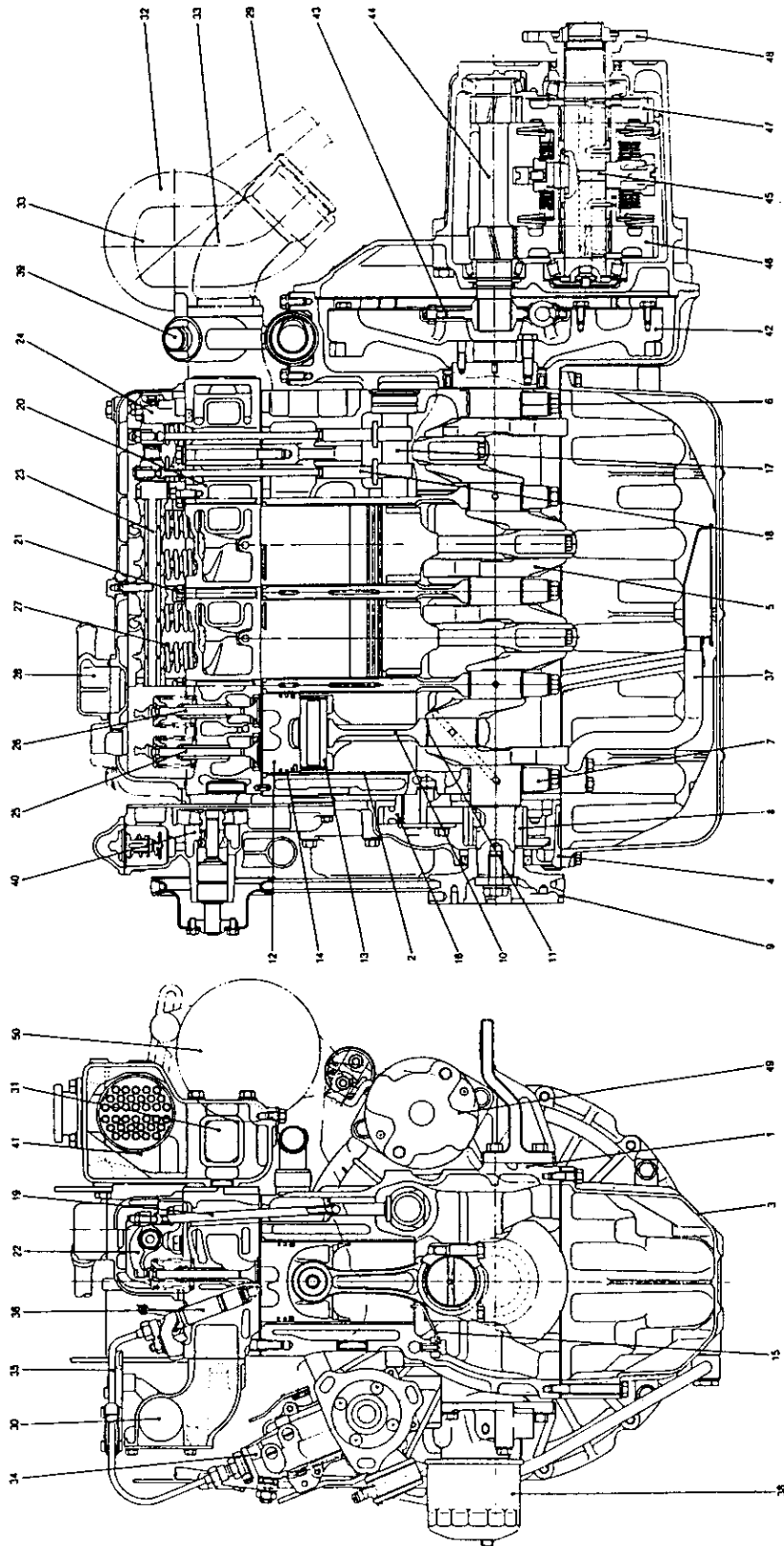
3-13.4JH2-UTE



NOTE

Output, torque and specific fuel consumption are measured at the propeller shaft (The engine flywheel output is approx. 3% higher)

5. Engine Cross Section



- 41. Heat exchanger
- 42. Flywheel
- 43. Dampor disc
- 44. Input shaft
- 45. Output shaft
- 46. Forward gear
- 47. Reverse gear
- 48. Output shaft coupling
- 49. Starting motor
- 50. Alternator

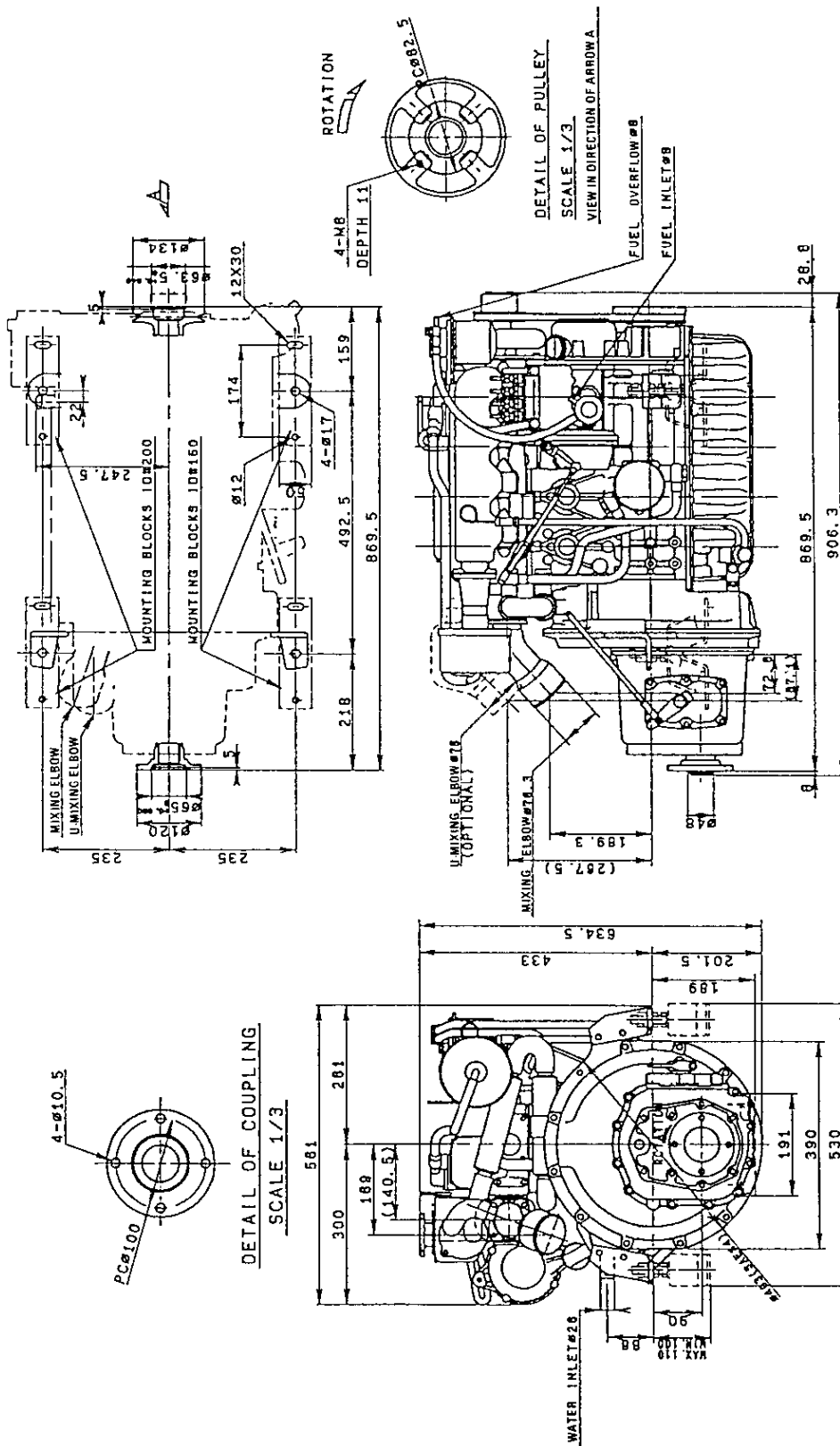
- 31. Exhaust manifold
- 32. Turbocharger
- 33. Mixing elbow
- 34. Fuel injection pump
- 35. Fuel pressure pipe
- 36. Fuel injection nozzle
- 37. Lubricating oil inlet pipe
- 38. Lubricating oil filter
- 39. Lubricating oil cooler
- 40. Cooling water pump

- 21. Cylinder head bolt
- 22. Valve rocker arm
- 23. Valve rocker arm shaft
- 24. Valve rocker arm shaft support
- 25. Intake valve
- 26. Exhaust valve
- 27. Valve spring
- 28. Breather
- 29. Intake silencer
- 30. Intake manifold

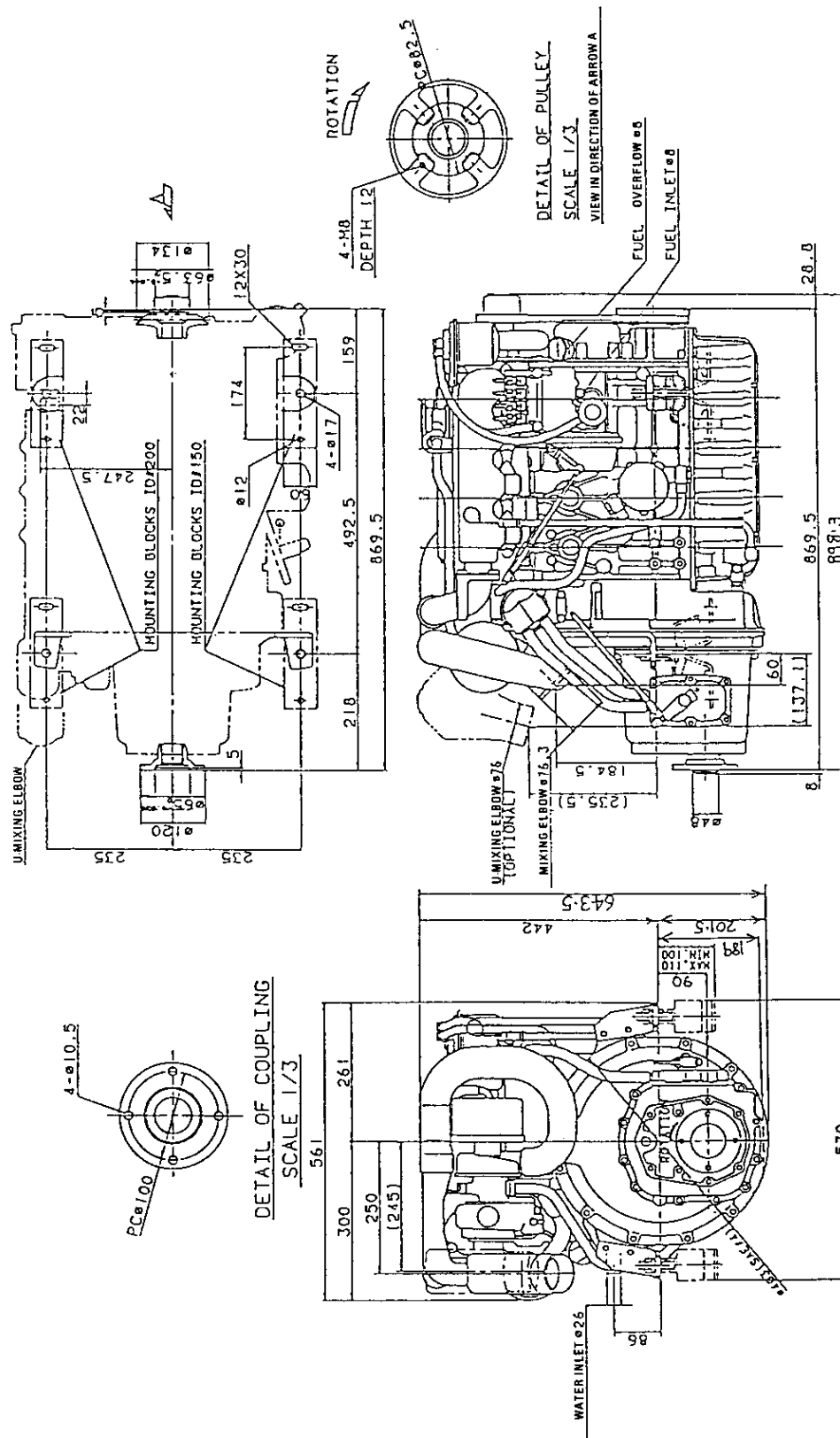
- 11. Crank pin bushing
- 12. Piston
- 13. Piston pin
- 14. Piston ring
- 15. Piston cooling nozzle
- 16. Idle gear
- 17. Camshaft
- 18. Tappet
- 19. Push rod
- 20. Cylinder head

- 1. Cylinder block
- 2. Cylinder liner
- 3. Oil pan
- 4. Timing gear case
- 5. Crankshaft
- 6. Main bearing bushing
- 7. Main bearing cap
- 8. Crank gear
- 9. Crankshaft V-pulley
- 10. Connecting rod

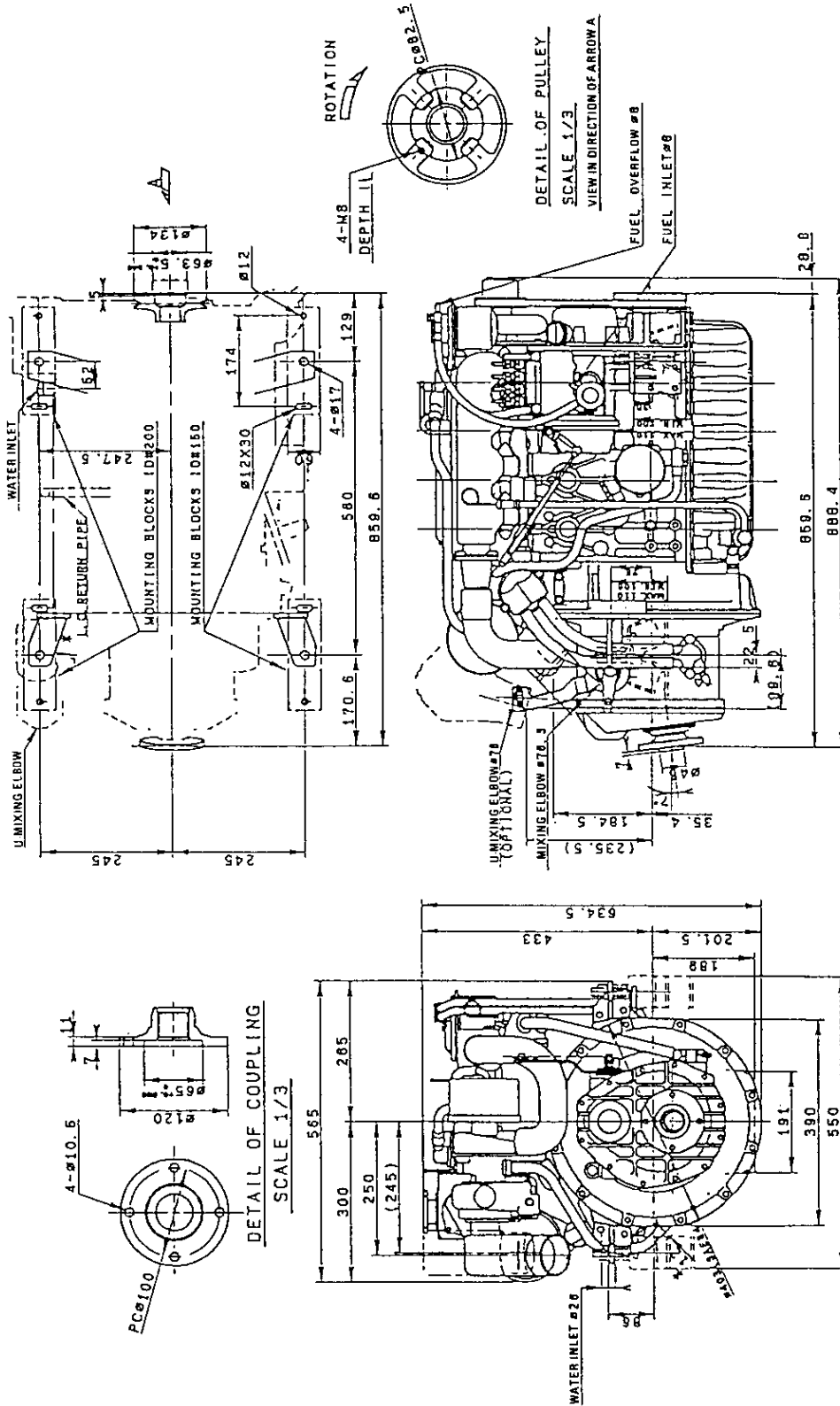
4JH2E x KBW20 Unit: mm (in.)



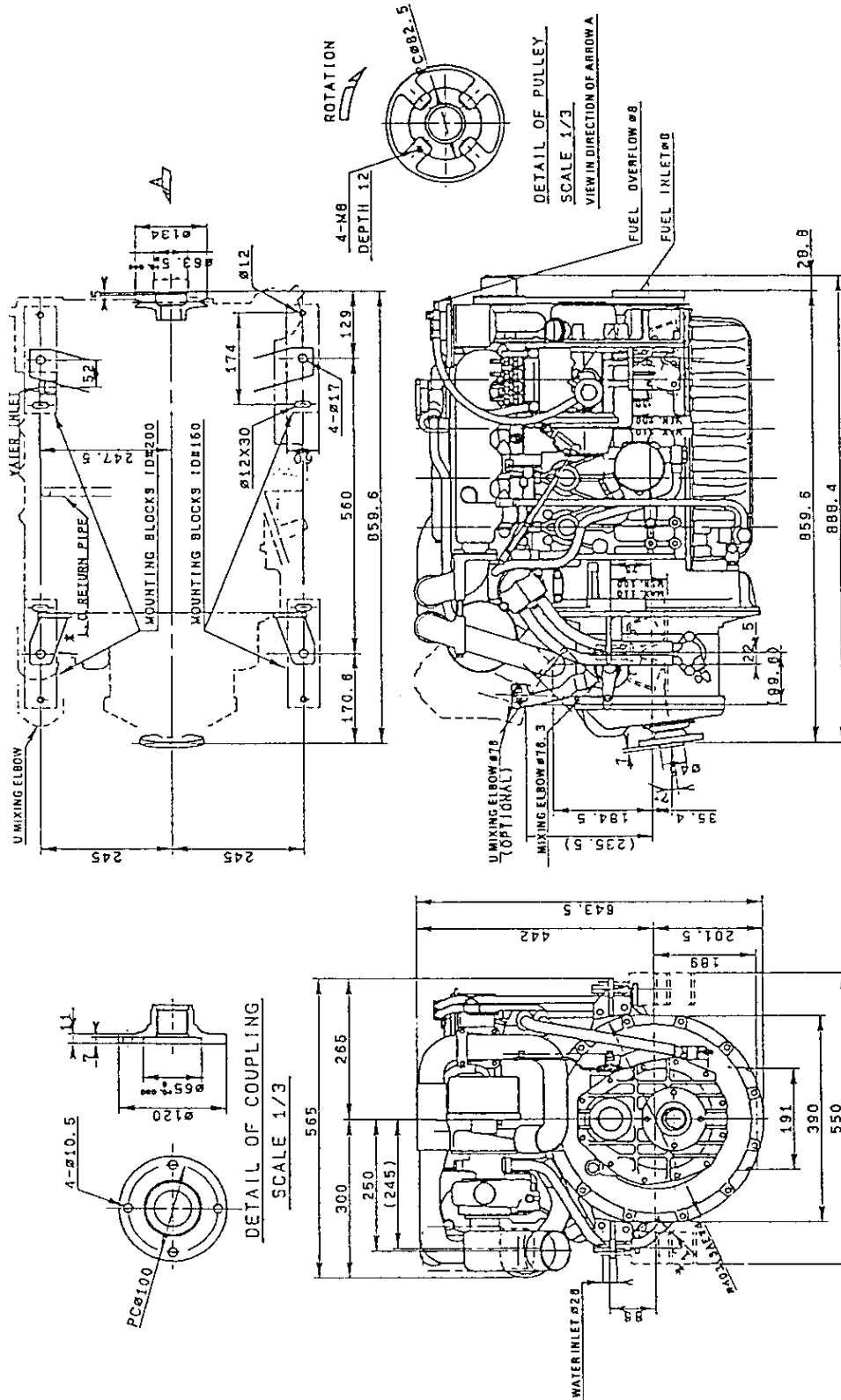
4JH2-HTE x KBW21 Unit: mm (in.)



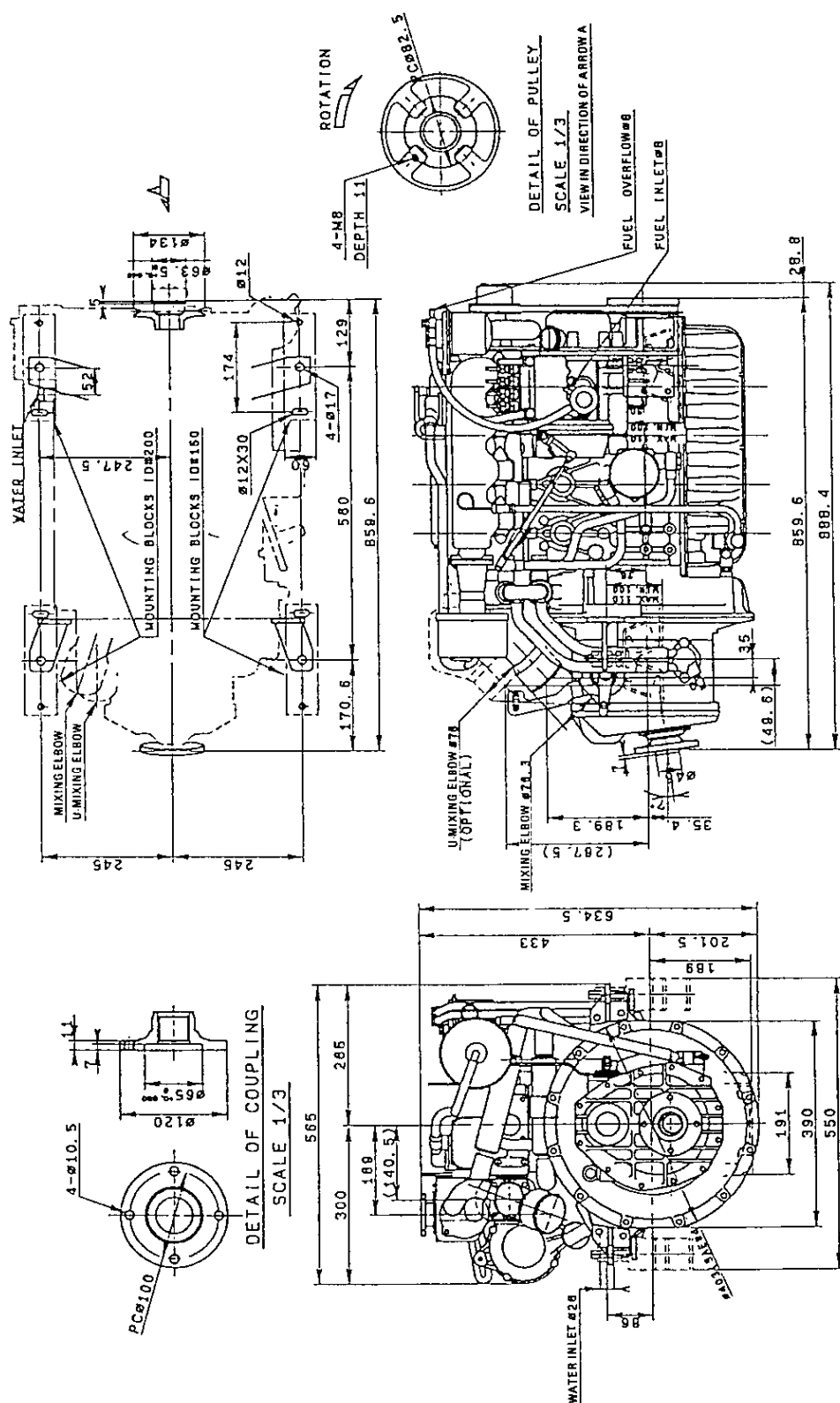
4JH2-TE x KM4A Unit: mm (in.)



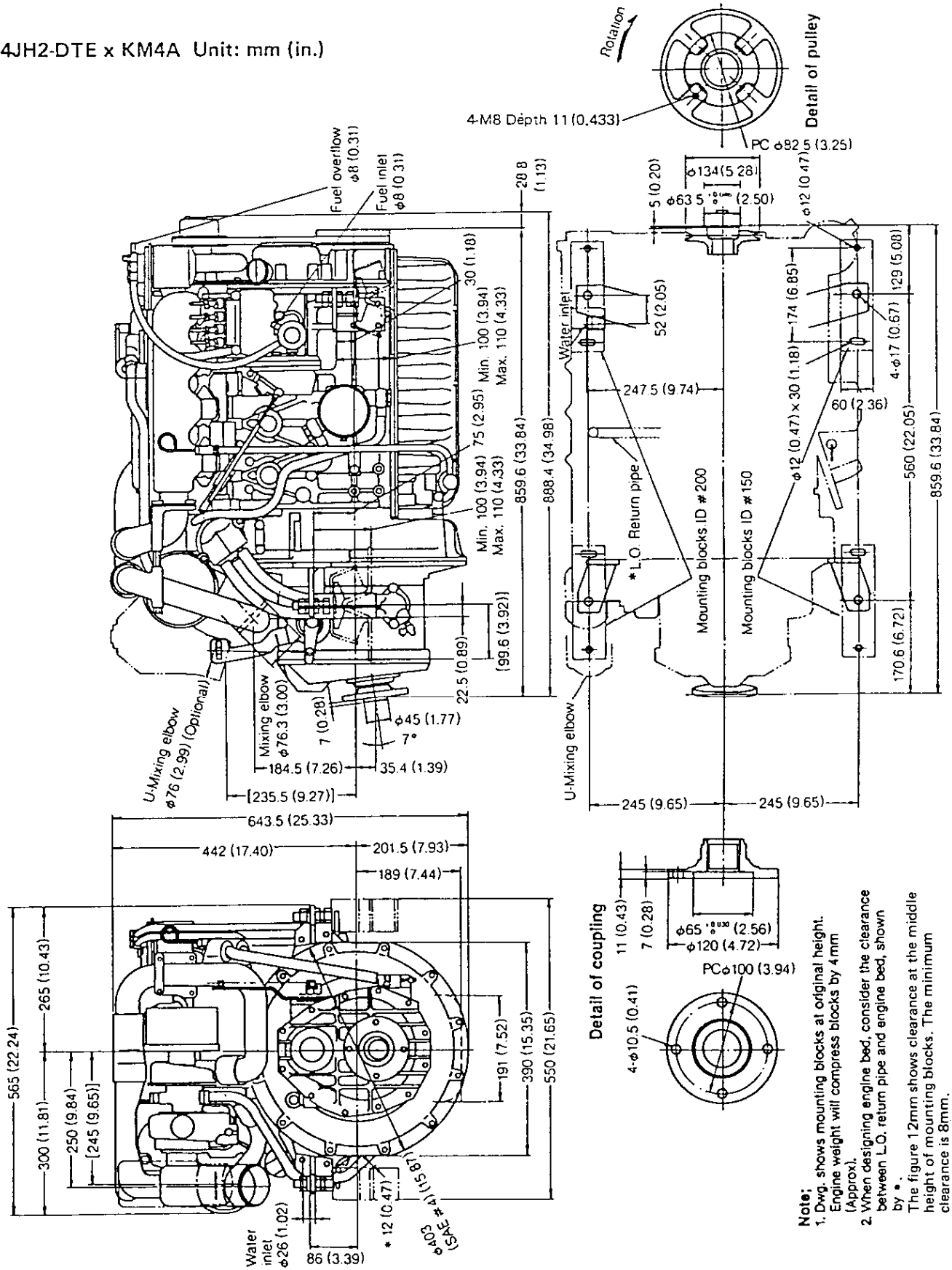
4JH2-HTE x KM4A Unit: mm (in.)



4JH2E x KM4A Unit: mm (in.)



4JH2-DTE x KM4A Unit: mm (in.)

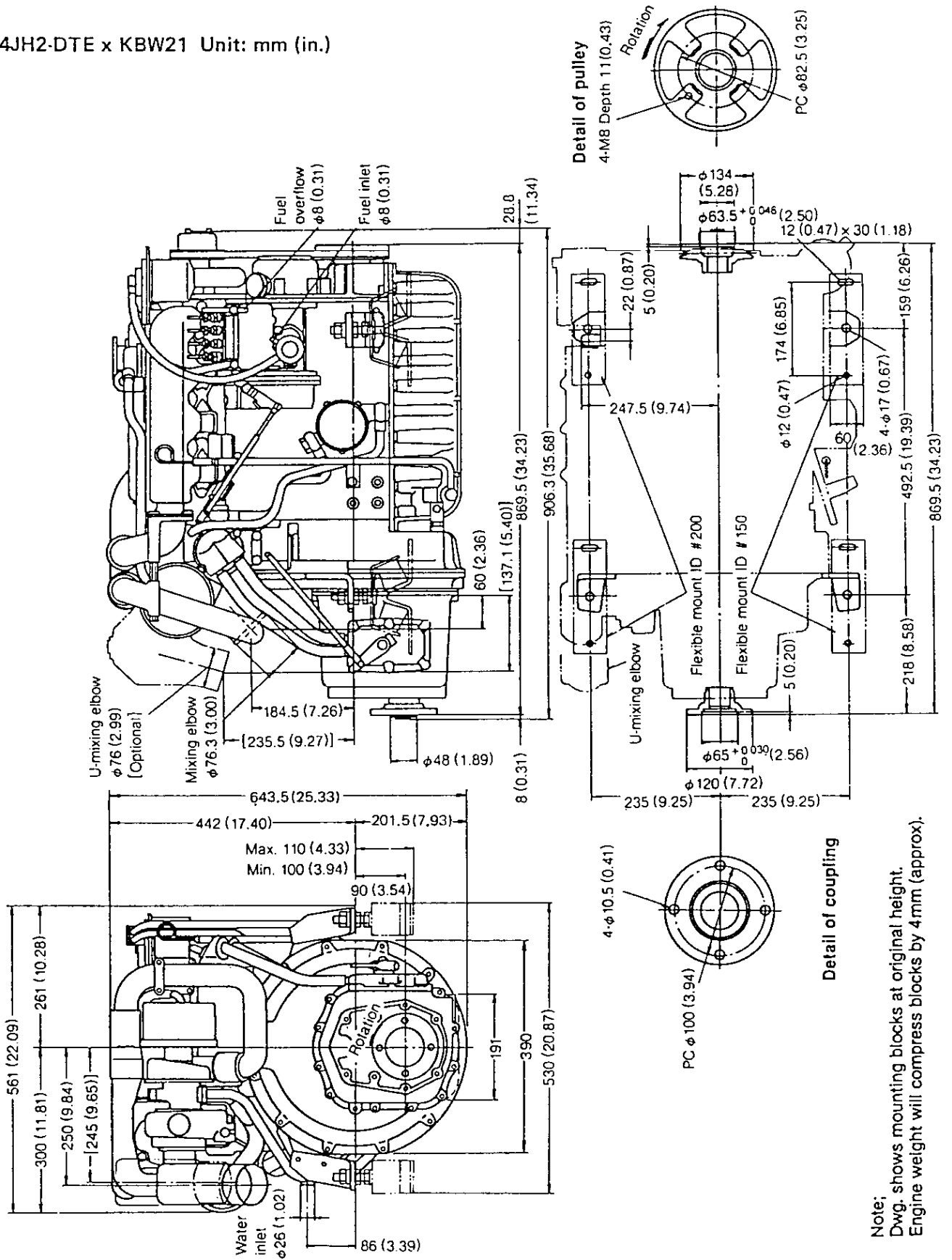


Note:

- Dwg. shows mounting blocks at original height. Engine weight will compress blocks by 4mm (Approx).
- When designing engine bed, consider the clearance between L.O. return pipe and engine bed, shown by *.

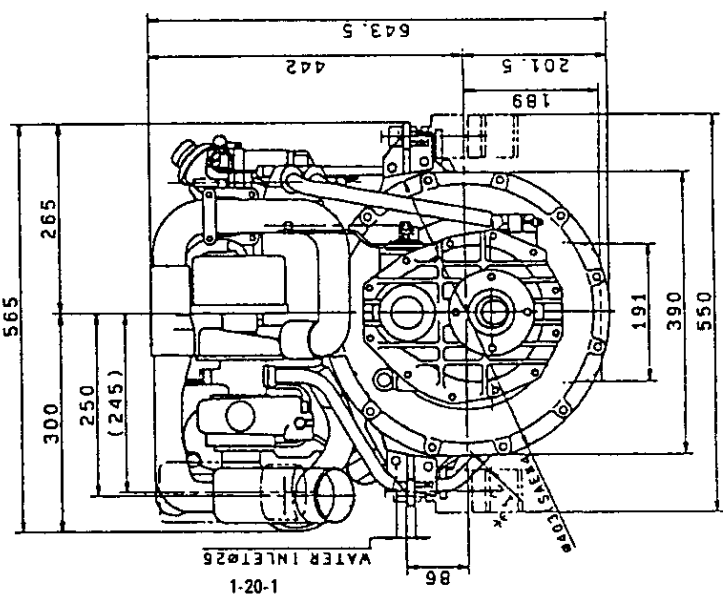
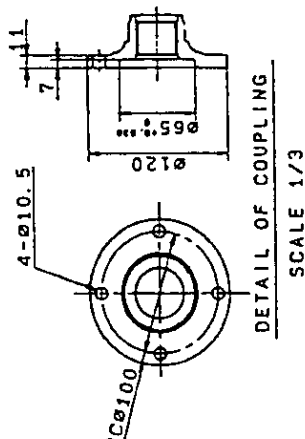
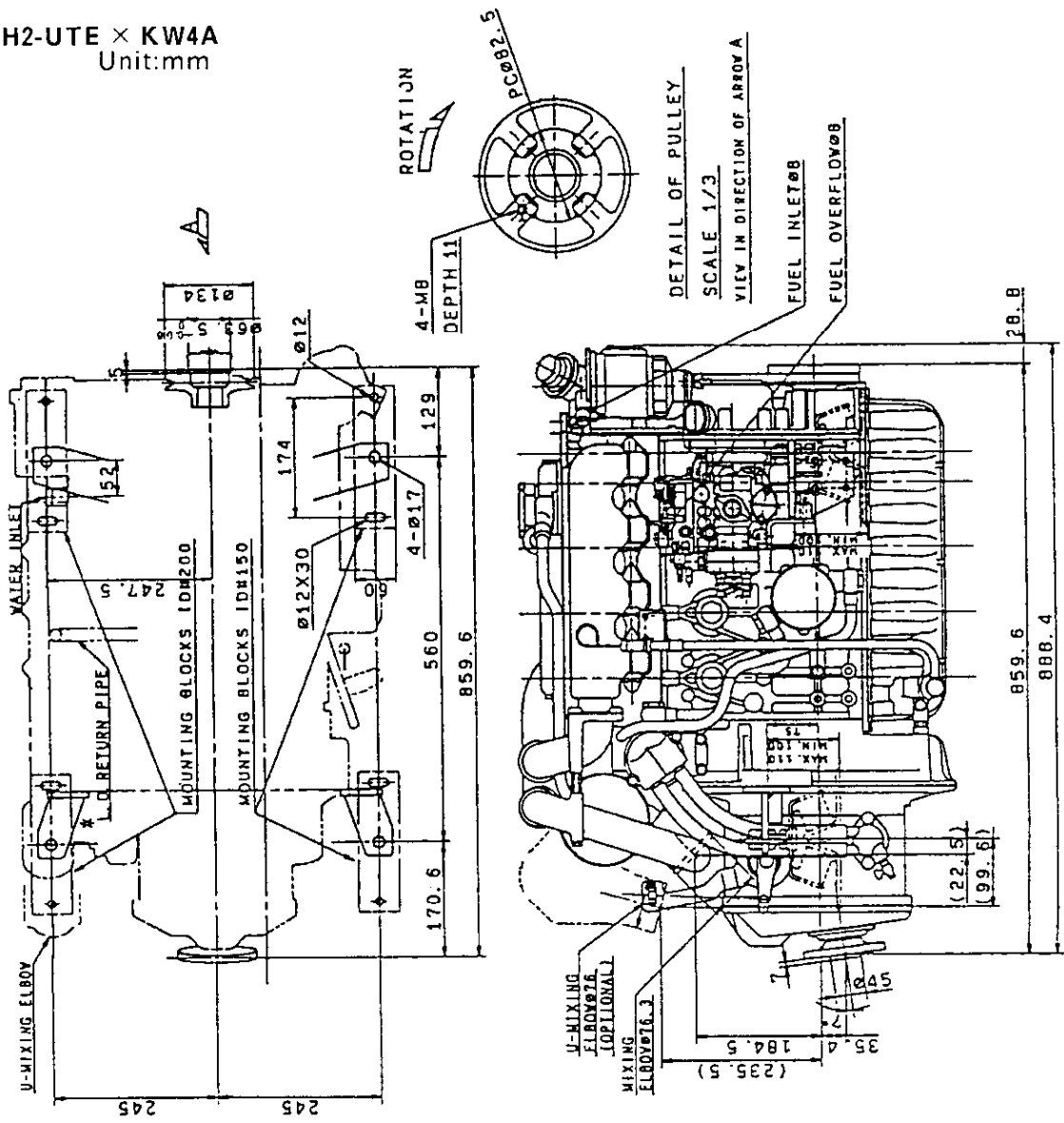
The figure 12mm shows clearance at the middle height of mounting blocks. The minimum clearance is 8mm.

4JH2-DTE x KBW21 Unit: mm (in.)



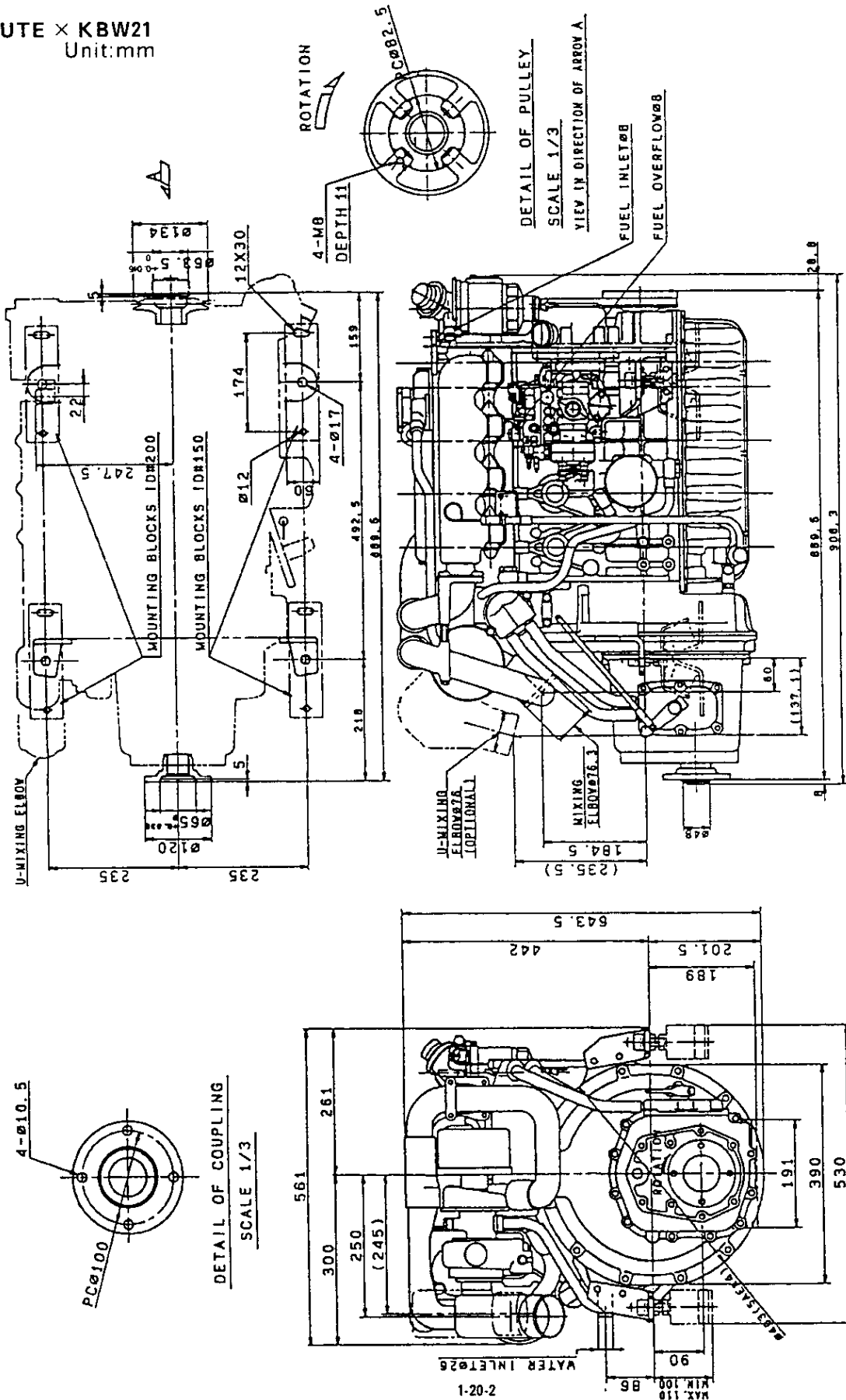
Note:
 Dwg. shows mounting blocks at original height.
 Engine weight will compress blocks by 4mm (approx).

4JH2-UTE x KW4A
Unit:mm



- NOTE**
1. DIM. SHOWS MOUNTING BLOCKS AT ORIGINAL HEIGHT. ENGINE WEIGHT WILL COMPRESS BLOCKS BY 4MM(APPROX).
 2. WHEN DESIGNING ENGINE BED, CONSIDER THE CLEARANCE BETWEEN I. O. RETURN PIPE AND ENGINE BED. SHOWN BY * THE FIGURE 12MM SHOWS CLEARANCE AT THE MIDDLE HEIGHT OF MOUNTING BLOCKS. AND MINIMUM CLEARANCE IS 8MM.

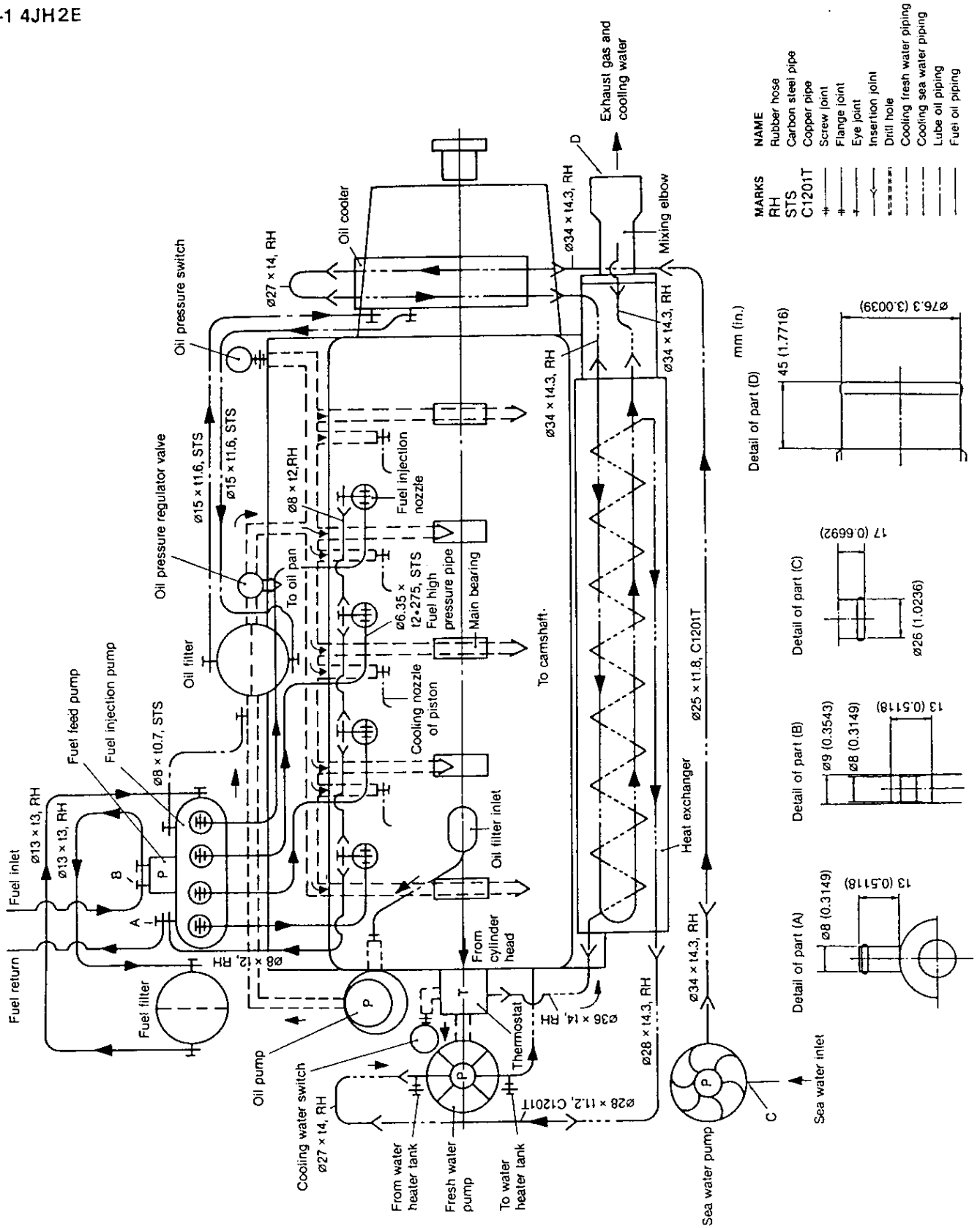
4JH2-UTE × KBW21
Unit:mm



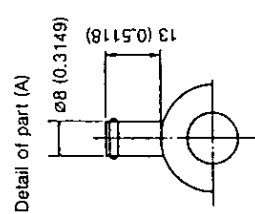
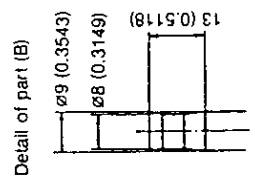
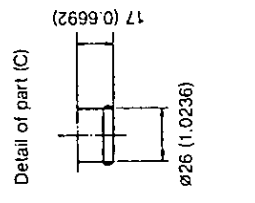
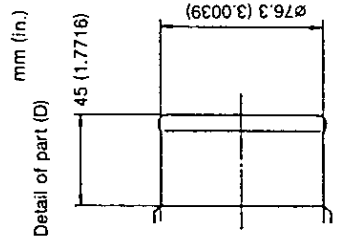
NOTE
1. OVG. SHOWS MOUNTING BLOCKS AT ORIGINAL HEIGHT.
ENGINE WEIGHT WILL COMPRESS BLOCKS BY 4MM (APPROX).

7. Piping Diagrams

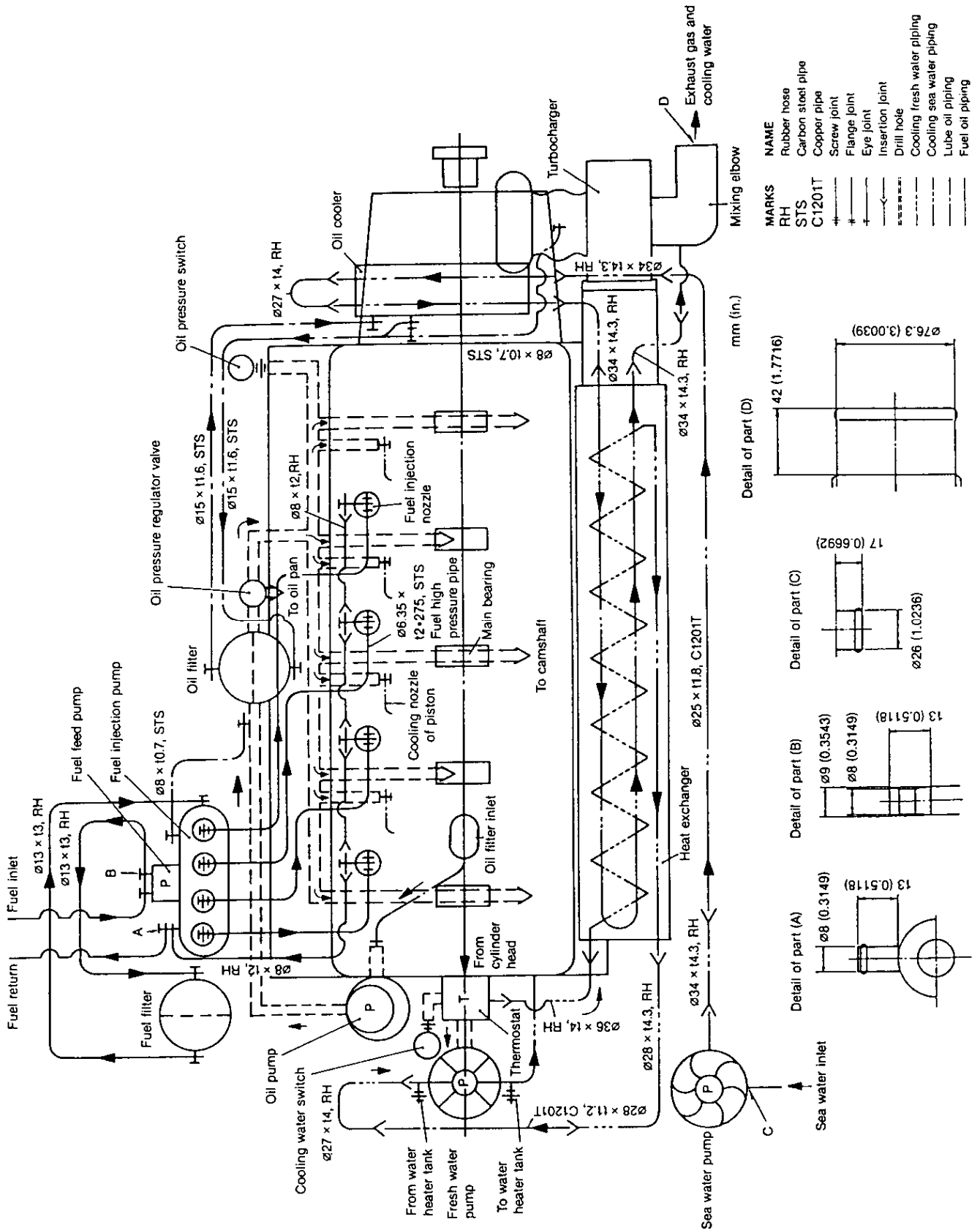
7-1 4JH2E



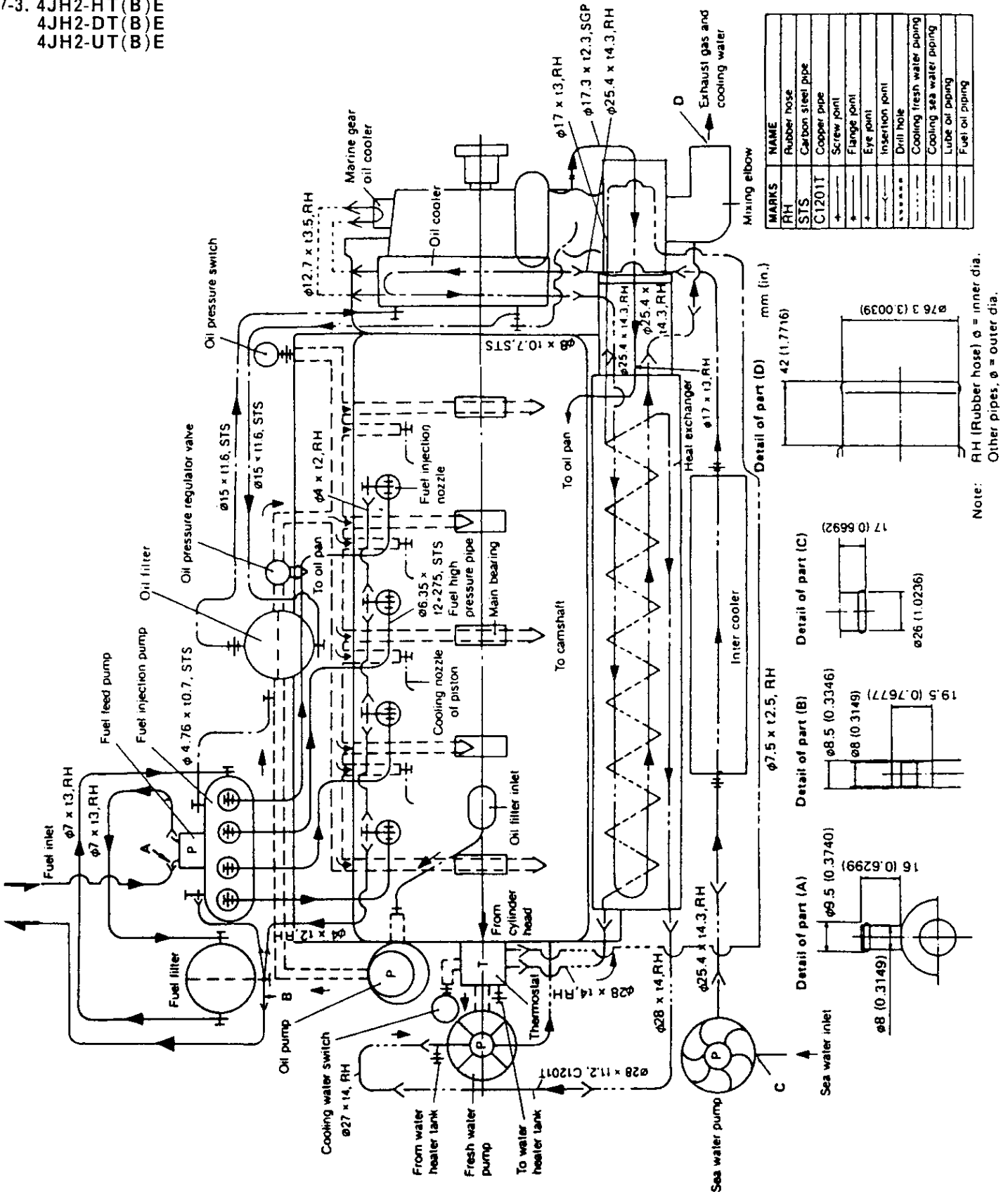
MARKS	NAME
RH	Rubber hose
STS	Carbon steel pipe
C1201T	Copper pipe
+	Screw joint
+	Flange joint
+	Eye joint
+	Insertion joint
○	Drill hole
----	Cooling fresh water piping
----	Cooling sea water piping
----	Lube oil piping
----	Fuel oil piping



7-2 4JH2-TE



7-3. 4JH2-HT(B)E
 4JH2-DT(B)E
 4JH2-UT(B)E

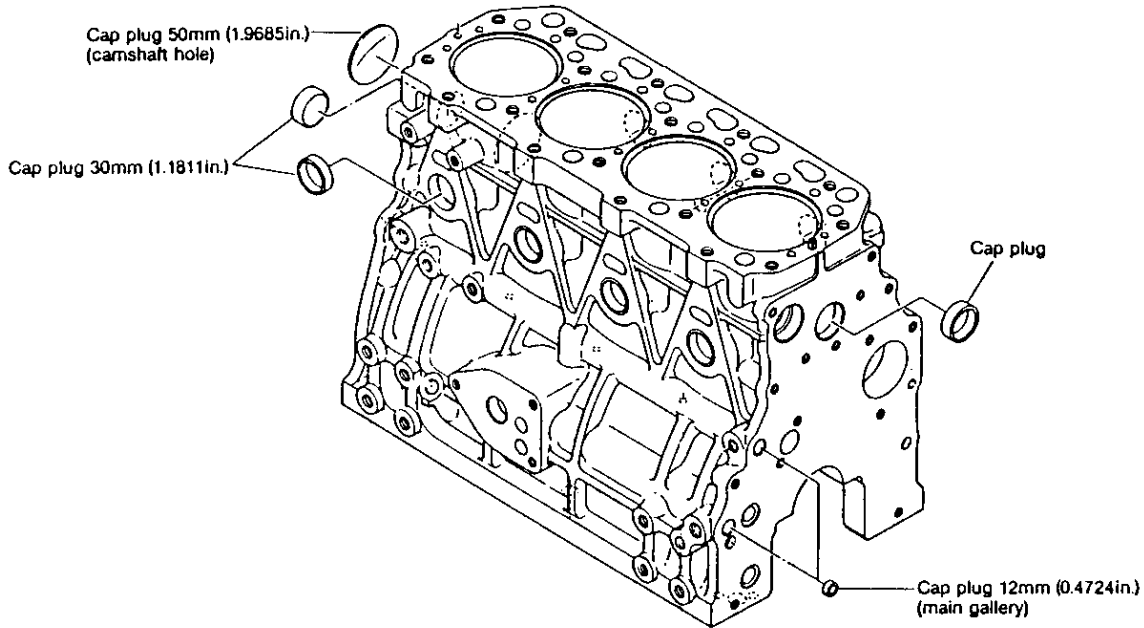


INSPECTION AND SERVICING OF BASIC ENGINE PARTS

1. Cylinder Block	2-1
2. Cylinder Liners	2-4
3. Cylinder Head	2-6
4. Piston and Piston Pins	2-13
5. Connecting Rod	2-17
6. Crankshaft and Main Bearing	2-20
7. Camshaft and Tappets	2-23
8. Timing Gear	2-26
9. Flywheel and Housing	2-28

1. Cylinder Block

The cylinder block is a thin-skinned, (low-weight), short skirt type with rationally placed ribs. The side walls are wave shaped to maximize rigidity for strength and low noise.



1-1 Inspection of parts

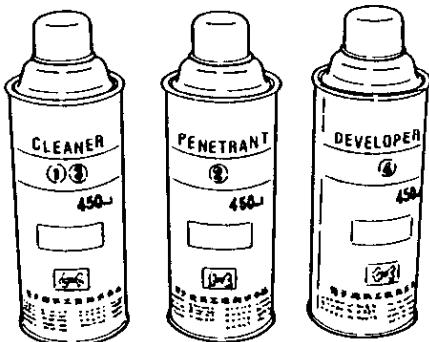
Make a visual inspection to check for cracks on engines that have frozen up, overturned or otherwise been subjected to undue stress. Perform a color check on any portions that appear to be cracked, and replace the cylinder block if the crack is not repairable.

1-2 Cleaning of oil holes

Clean all oil holes, making sure that none are clogged up and the blind plugs do not come off.

Color check kit
Part code No. 97550-004560

	Quantity
Penetrant	1
Developer	2
Cleaner	3

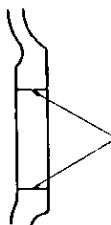


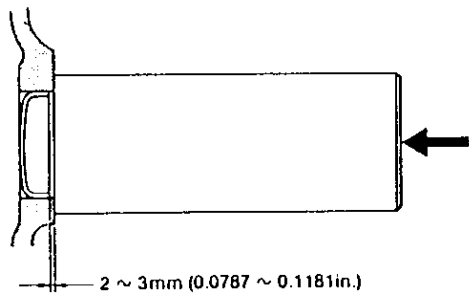
1-3 Color check procedure

- (1) Clean the area to be inspected.
- (2) Color check kit
The color check test kit consists of an aerosol cleaner, penetrant and developer.
- (3) Clean the area to be inspected with the cleaner.
Either spray the cleaner on directly and wipe, or wipe the area with a cloth moistened with cleaner.
- (4) Spray on red penetrant
After cleaning, spray on the red penetrant and allow 5 ~ 10 minutes for penetration. Spray on more red penetrant if it dries before it has been able to penetrate.
- (5) Spray on developer
Remove any residual penetrant on the surface after the penetrant has penetrated, and spray on the developer. If there are any cracks in the surface, red dots or a red line will appear several minutes after the developer dries.
Hold the developer 300 ~ 400mm (11.8110 ~ 15.7480in.) away from the area being inspected when spraying, making sure to coat the surface uniformly.
- (6) Clean the surface with the cleaner.

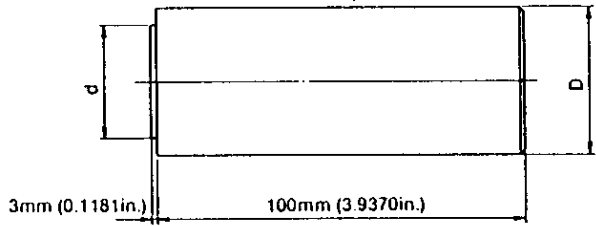
NOTE: Without fail, read the instructions for the color check kit before use.

1-4 Replacement of cup plugs

Step No.	Description	Procedure	Tool or material used
1.	Clean and remove grease from the hole into which the cup plug is to be driven. (Remove scale and sealing material previously applied.)	 <p>Remove foreign materials with a screw driver or saw blade.</p>	<ul style="list-style-type: none"> •Screw driver or saw blade •Thinner
2.	Remove grease from the cup plug.	Visually check the nick around the plug.	•Thinner
3.	Apply Threebond No. 4 to the seat surface where the plug is to be driven in.	Apply over the whole outside of the plug.	•Threebond No. 4
4.	Insert the plug into the hole.	Insert the plug so that it sits correctly.	
5.	Place a driving tool on the cup plug and drive it in using a hammer.	Drive in the plug parallel to the seating surface.	<ul style="list-style-type: none"> •Driving tool •Hammer



2 ~ 3mm (0.0787 ~ 0.1181in.)



3mm (0.1181in.) 100mm (3.9370in.)

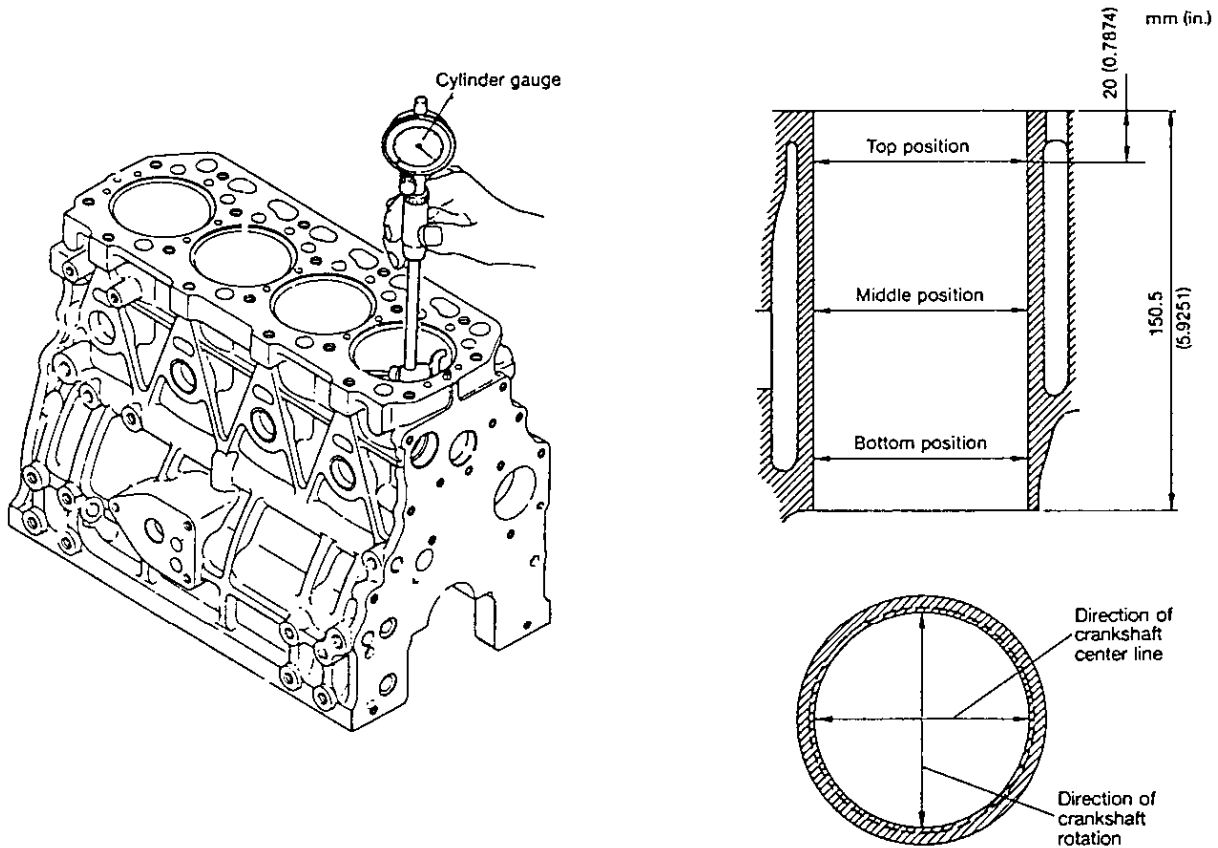
mm (in.)		
Plug dia.	d	D
ø12	ø11.9 ~ 12.0 (ø0.4685 ~ 0.4724)	ø20 (ø0.7874)
ø30	ø29.9 ~ 30.0 (ø1.1770 ~ 1.1810)	ø40 (ø1.5748)

*Using the special tool, drive the cup plug so that the edge of the plug is 2mm (0.0787in.) below the cylinder surface.

1-5 Cylinder bore measurement

Measure the bore diameter with a cylinder gauge at the positions shown in the figure.

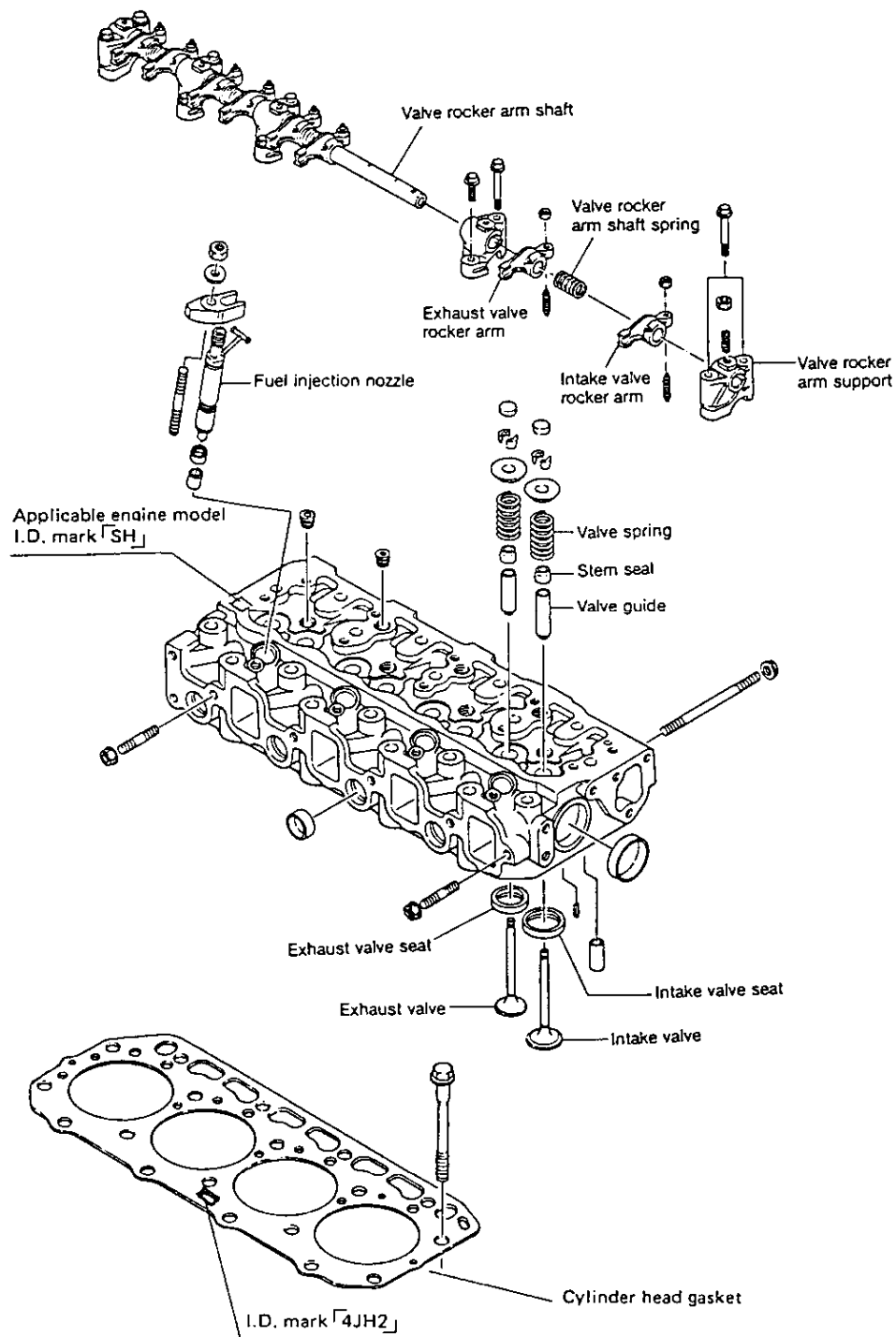
Replace the cylinder bore when the measured value exceeds the wear limit. Measurement must be done at least at 3 positions as shown in the figure, namely, top, middle and bottom positions in both directions along the crankshaft rotation and crankshaft center lines.



	mm (in.)	
	Standard	Wear limit
Cylinder bore dia.	ø82.00 ~ 82.03 (3.2283 ~ 3.2295)	ø82.06 (3.2307)
Cylinder roundness	0 ~ 0.01 (0 ~ 0.0004)	0.02 (0.0008)

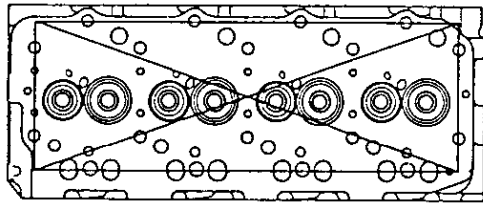
3. Cylinder Head

The cylinder head is of 4-cylinder integral construction, mounted with 18 bolts. Special alloy stellite with superior resistance to heat and wear is fitted on the seats, and the area between the valves is cooled by a water jet.



3-1 Inspecting the cylinder head

The cylinder head is subjected to very severe operating conditions with repeated high pressure, high temperature and cooling. Thoroughly remove all the carbon and dirt after disassembly and carefully inspect all parts.

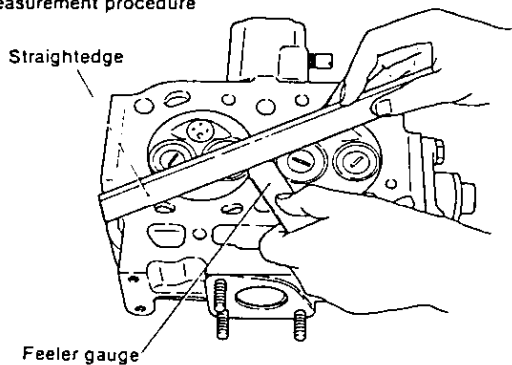


3-1.1 Distortion of the combustion surface

Carefully check for cylinder head distortion as this leads to gasket damage and compression leaks.

- (1) Clean the cylinder head surface.
- (2) Place a straight-edge along each of the four sides and each diagonal. Measure the clearance between the straight-edge and combustion surface with a feeler gauge.

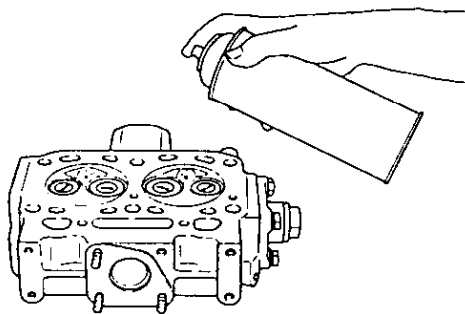
Measurement procedure



	mm (in.)	
	Standard	Wear limit
Cylinder head distortion	0.05 (0.0019) or less	0.15 (0.0059)

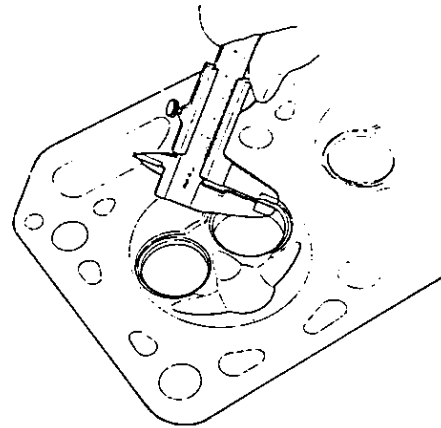
3-1.2 Checking for cracks in the combustion surface

Remove the fuel injection nozzle, intake and exhaust valve and clean the combustion surface. Check for discoloration or distortion and conduct a color check test to check for any cracks.



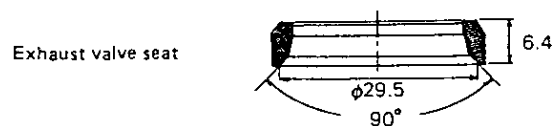
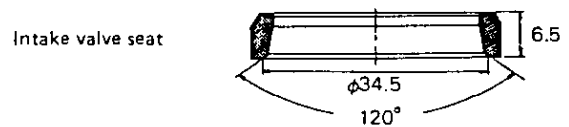
3-1.3 Checking the intake and exhaust valve seats

Check the surface and width of the valve seats. If they are too wide, or if the surfaces are rough, correct to the following standards:

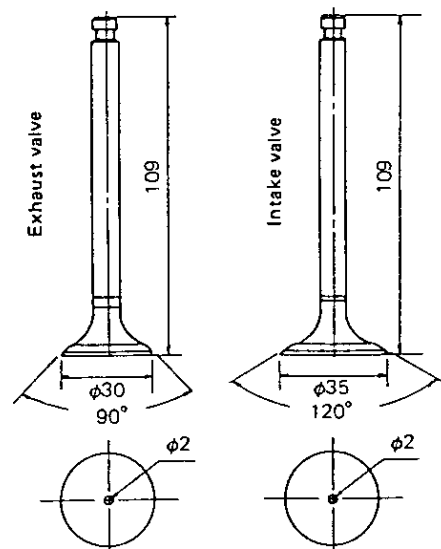


Seat angle	Intake	120°
	Exhaust	90°

mm (in.)		
Seat width	Standard	Wear limit
Intake	1.28 (0.0504)	1.78 (0.0700)
Exhaust	1.77 (0.0697)	2.27 (0.0894)



Standard dimension

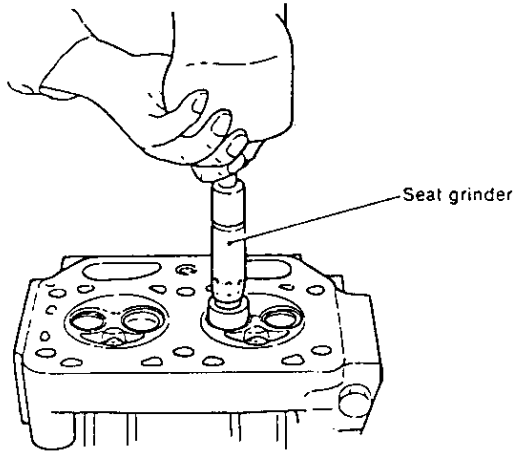


3-2 Valve seat correction procedure

The most common method for correcting unevenness of the seat surface with a seat grinder is as follows:

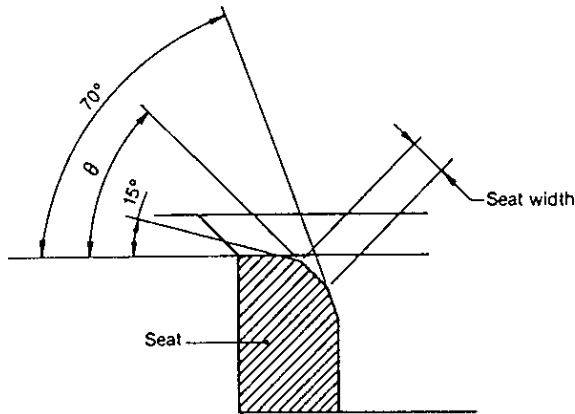
(1) Use a seat grinder to make the surface even.

As the valve seat width will be enlarged, first use a 70° grinder, then grind the seat to the standard dimension with a 15° grinder.



Seat grinder	Intake valve	30°
	Exhaust valve	45°

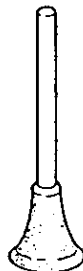
NOTE: When seat adjustment is necessary, be sure to check the valve and valve guide. If the clearance exceeds the tolerance, replace the valve or the valve guide, and then grind the seat.



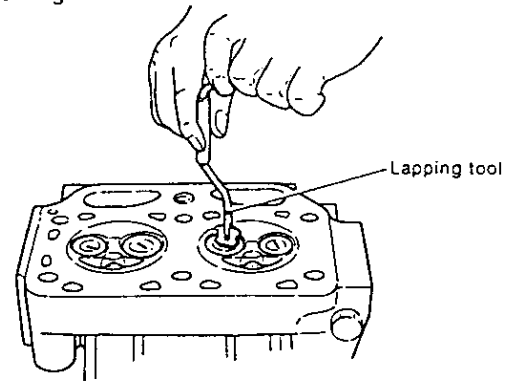
(2) Knead valve compound with oil and finish the valve seat with a lapping tool.

(3) Final finishing should be done with oil only.

Lapping tool
Use a rubber cap type lapping tool for cylinders without a lapping tool groove slit.



NOTE: Clean the valve and cylinder head with light oil or the equivalent after valve seat finishing is completed, and make sure that there are no grindings remaining.



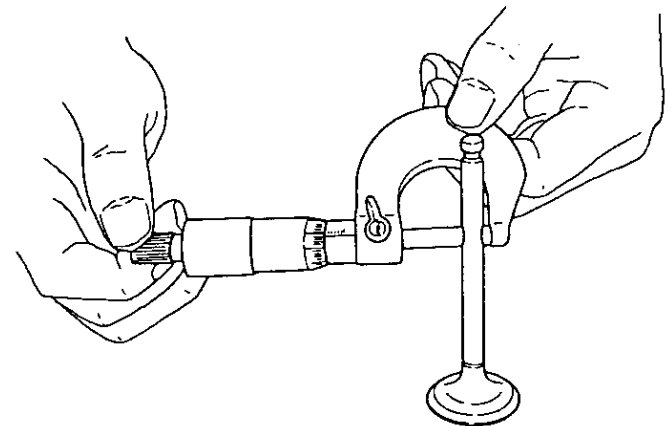
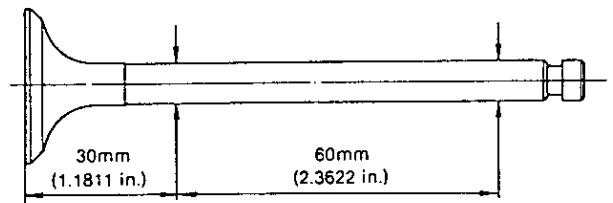
NOTE: 1. Insert adjusting shims between the valve spring and cylinder head when seats have been re-finished with a seat grinder.

2. Measure valve distortion after valve seat re-finishing has been completed, and replace the valve and valve seat if it exceeds the tolerance.

3-3 Intake/exhaust valves, valve guides

3-3.1 Wearing and corrosion of valve stem

Replace the valve if the valve stem is excessively worn or corroded.



mm (in.)		
Valve stem outside dia.	Standard	Wear limit
Intake	ø7.960 ~ 7.975 (ø0.3134 ~ 0.3140)	-0.13 (-0.0051)
Exhaust	ø7.955 ~ 7.970 (ø0.3132 ~ 0.3138)	-0.13 (-0.0051)

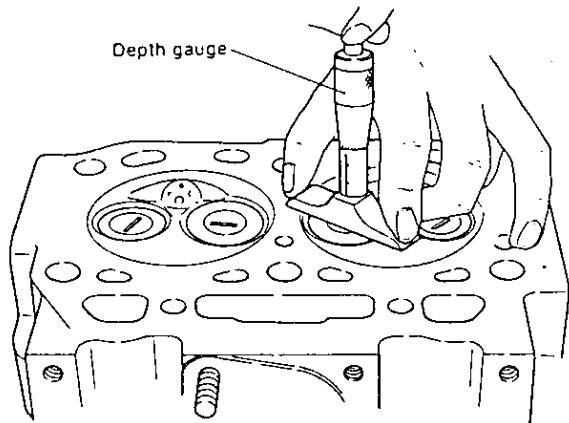
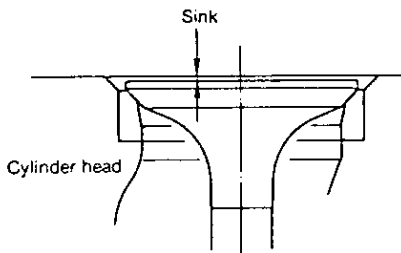
3-3.2 Inspection of valve seat wear and contact surface

Inspect for valve seat scratches and excessive wear. Check to make sure the contact surface is normal. The seat angle must be checked and adjusted if the valve seat contact surface is much smaller than the width of the valve seat.

NOTE: Keep in mind the fact that the intake and discharge valve have different diameters.

3-3.3 Valve sinking

Over long periods of use and repeated lappings, combustion efficiency may drop. Measure the sinking distance and replace the valve and valve seat if the valve sink exceeds the tolerance.



	Standard	Wear limit
Valve sink	0.4 ~ 0.6 (0.0157 ~ 0.0236)	1.5 (0.0590)

3-3.4 Valve guide

(1) Measuring inner diameter of valve guide.

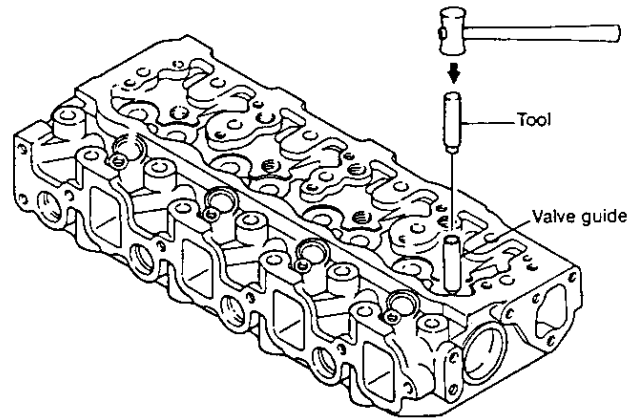
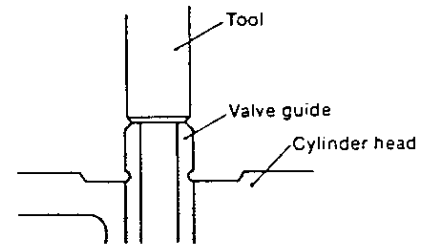
Measure the inner diameter of the valve guide and replace it if it exceeds the wear limit.

		Standard	Wear limit
Valve guide inside dia.	Intake	$\phi 8.010 \sim 8.025$ ($\phi 0.3154 \sim 0.3159$)	+0.2 (0.0079)
	Exhaust	$\phi 8.015 \sim 8.030$ ($\phi 0.3156 \sim 0.3161$)	+0.2 (0.0079)

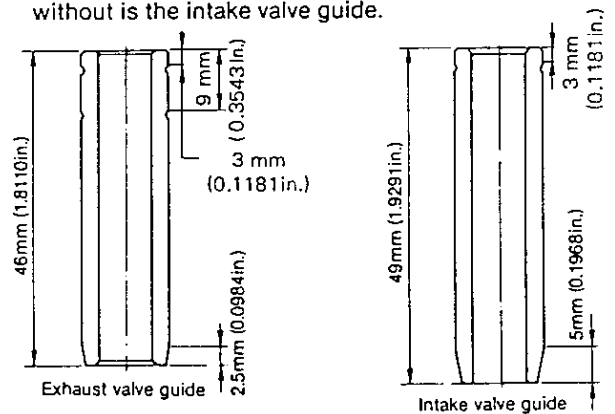
NOTE: The inner diameter standard dimensions assume a pressure fit.

(2) Replacing the valve guide

Use the insertion tool and tap in the guide with a mallet.

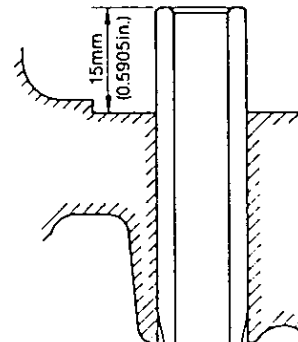


The intake valve guide and exhaust valve guide are of different shapes/dimensions. The one with a groove around it is the exhaust valve guide and the one without is the intake valve guide.



(3) Valve guide projection

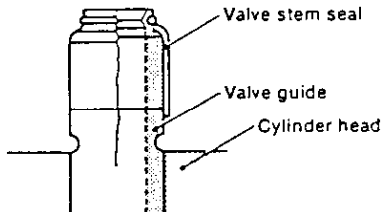
The valve guide should project 15mm from the top of the cylinder head.



(4) Valve stem seals

The valve stem seals in the intake/exhaust valve guides cannot be re-used once they are removed—be sure to replace them.

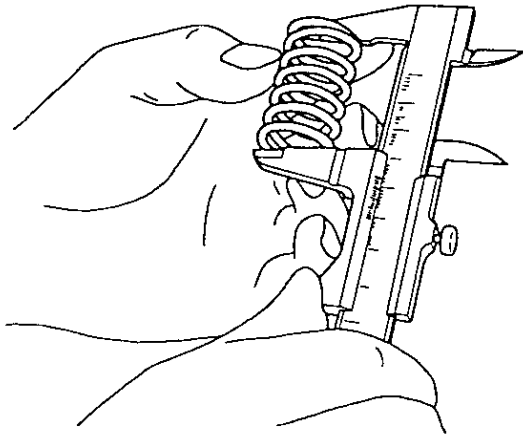
When assembling the intake/exhaust valves, apply an adequate quantity of engine oil on the valve stem before inserting them.



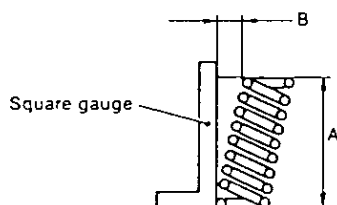
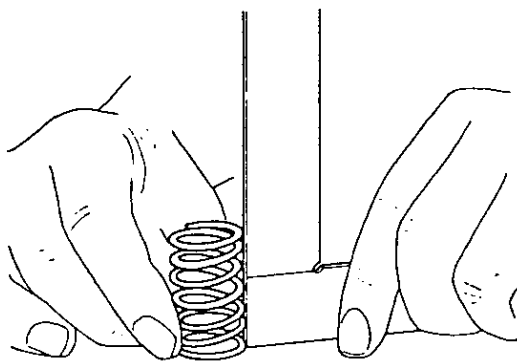
3-4 Valve springs

3-4.1 Checking valve springs

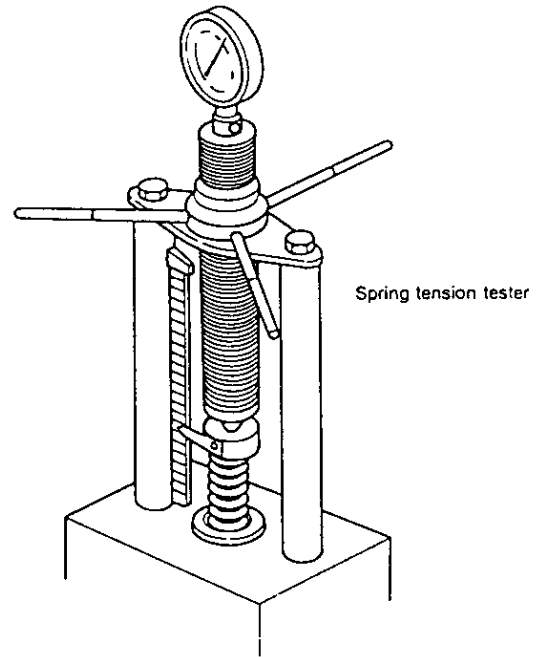
- (1) Check the spring for scratches or corrosion.
- (2) Measure the free length of the spring.



(3) Measure inclination.



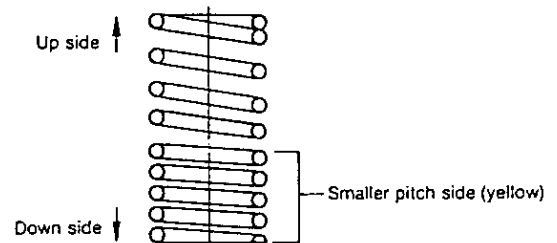
(4) Measure spring tension.



	mm (in.)	
Valve spring	Standard	Wear limit
Free length	44.4 (1.7480)	43 (1.6929)
Length when attached	40 (1.5748)	—
Load when attached	12kg (26.46 lb.)	10kg (22.05 lb.)

Assembling valve springs

The side with the smaller pitch (painted yellow) should face down (cylinder head).



NOTE: The pitch of the valve spring is not even. The side with the smaller pitch (yellow) should face down (cylinder head) when assembled.

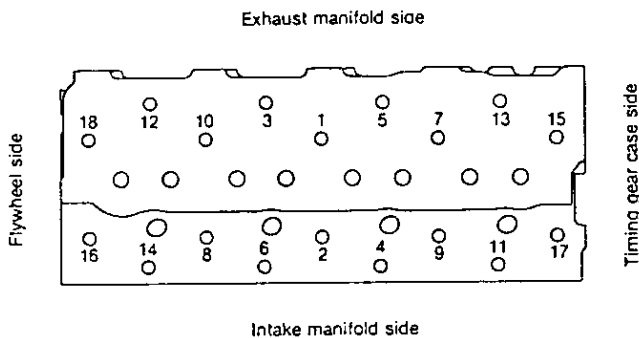
(5) Spring retainer and spring cotter

Inspect the inside face of the spring retainer, the outside surface of the spring cotter, the contact area of the spring cotter inside surface and the notch in the head of the valve stem. Replace the spring retainer and spring cotter when the contact area is less than 70%, or when the spring cotter has been recessed because of wear.

3-5 Assembling the cylinder head

Partially tighten the bolts in the specified order and then tighten to the specified torque, being careful that the head does not get distorted.

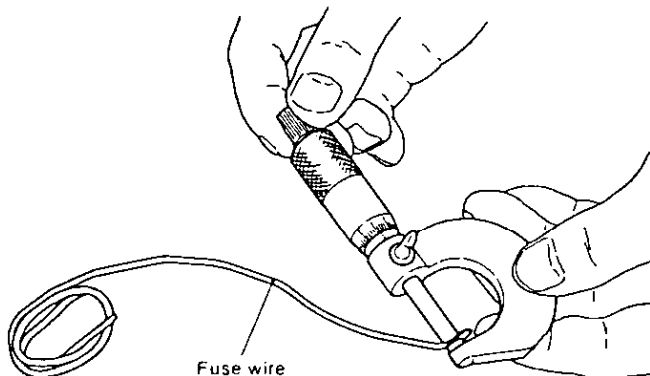
- (1) Clean out the cylinder head bolt holes.
- (2) Check for foreign matter on the cylinder head surface where it comes in contact with the block.
- (3) Coat the head bolt threads and nut seats with lube oil.
- (4) Use the positioning pins to line up the head gasket with the cylinder block.
- (5) Match up the cylinder head with the head gasket and mount.



	kg-m (ft-lb)	
	First	Second
Tightening torque	3.5 ~ 4.5 (25.32 ~ 32.55)	7.5 ~ 8.5 (54.25 ~ 61.48)

3-6 Measuring top clearance

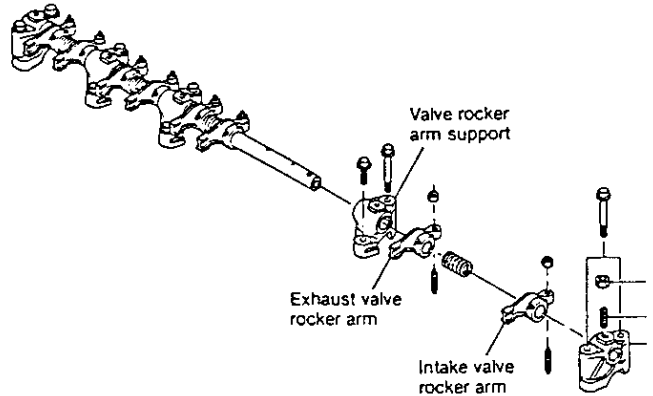
- (1) Place a high quality fuse (ø1.5mm (0.0591in.), 10mm (0.3937in.) long) in three positions on the flat part of the piston head.
- (2) Assemble the cylinder head gasket and the cylinder block and tighten the bolts in the specified order to the specified torque.
- (3) Turn the crank, (in the direction of engine revolution), and press the fuse against the piston until it breaks.
- (4) Remove the head and take out the broken fuse.
- (5) Measure the three positions where each fuse is broken and calculate the average.
(0.71 ~ 0.75mm (0.0280 ~ 0.0295in.) is ideal)



	mm (in.)
Top clearance	0.71 ~ 0.89 (0.0280 ~ 0.0350)

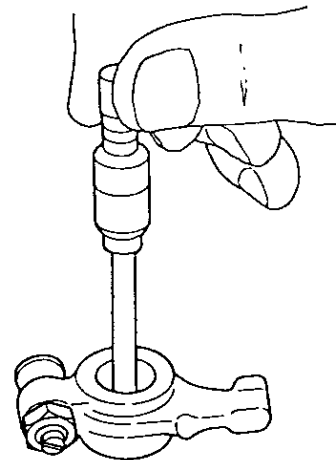
3-7 Intake and exhaust valve arms

Valve arm and valve arm bushing wear may change opening/closing timing of the valve, and may in turn affect engine performance according to the extent of the change.



(1) Valve arm shaft and valve arm bushing

Measure the outer diameter of the shaft and the inner diameter of the bearing, and replace if wear exceeds the limit.



		mm (in.)	
		Standard	Wear limit
Intake and exhaust valve rocker arm shaft outside dia.	A	15.966 ~ 15.988 (0.6285 ~ 0.6294)	15.955 (0.6281)
Intake and exhaust valve rocker arm inside dia.	B	16.000 ~ 16.027 (0.6299 ~ 0.6310)	16.090 (0.6334)
Valve rocker arm shaft and bushing clearance at assembly		0.012 ~ 0.061 (0.0005 ~ 0.0024)	0.135 (0.0053)

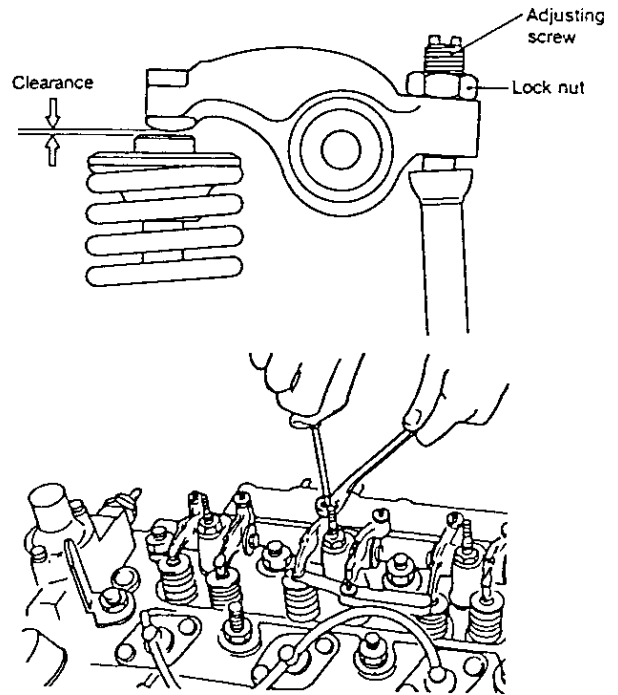
Replace the valve arm shaft bushing if it moves and replace the entire valve arm if there is no tightening clearance.

- (2) Valve arm spring
Check the valve arm spring and replace it if it is corroded or worn.
- (3) Valve arm and valve top retainer wear
Inspect the contact surface of the valve arm and replace it if there is abnormal wear or flaking.
- (4) Inspect the contact surface of the valve clearance adjustment screw and push rod and replace if there is abnormal wear or flaking.

3-8 Adjustment of valve head clearance

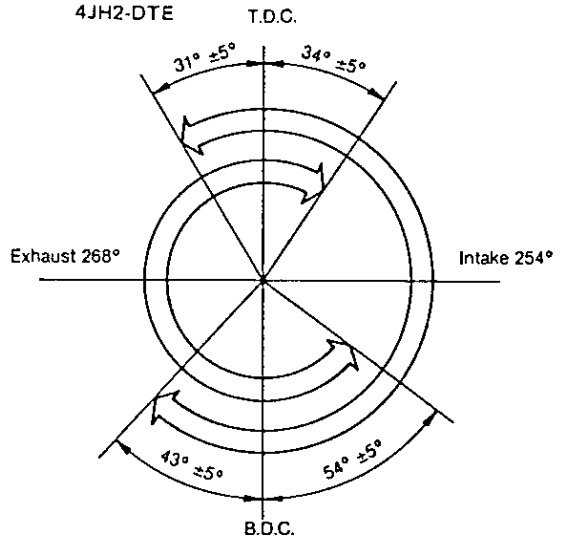
(1) Make adjustments when the engine is cool.

	mm (in.)
Intake and exhaust head clearance	0.2 (0.0079)



(2) Be sure that the opening and closing angles for both the intake and the exhaust valves are checked when the timing gear is disassembled (The gauge on the flywheel is read when the push rod turns the flywheel).

Model 4JH2-TE
4JH2-HTE
4JH2-DTE



		4JH2E	4JH2-TE 4JH2-HTE 4JH2-DTE
Intake valve open	b.TDC	10° ~ 20°	26° ~ 36°
Intake valve closed	a.BDC	48° ~ 58°	38° ~ 48°
Exhaust valve open	b.BDC	51° ~ 61°	49° ~ 59°
Exhaust valve closed	a.TDC	13° ~ 23°	29° ~ 39°

4. Pistons and Piston Pins

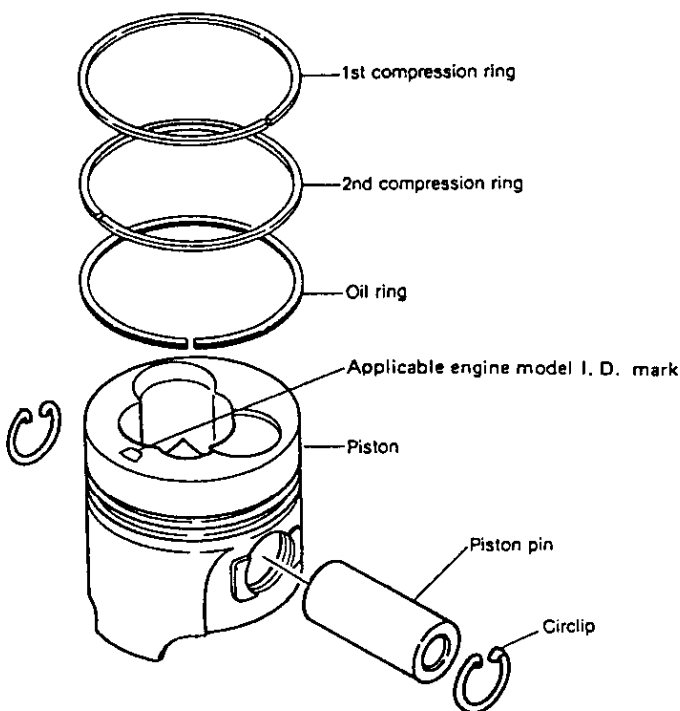
Pistons are made of a special light alloy with superior thermal expansion characteristics, and the top of the piston forms a swirl type toroidal combustion chamber. The opposite face of the piston combustion surface is oil-jet cooled.

Piston for engines with superchargers have a valve recess for the intake and exhaust valves.

The clearance between the piston and cylinder liner is kept at the proper value by the piston cylinder liner property fit effected during assembly at the Yanmar factory.

IMPORTANT:

Piston shape differs among engine models. If an incorrect piston is installed, combustion performance will drop. Be sure to check the applicable engine model identification mark (I. D. Mark) on the piston to insure use of the correct part.



I. D. Mark for Piston

Engine Model	I.D.mark
4JH2E	A
4JH2-TE	C
4JH2-HTE	C
4JH2-DTE	D
4JH2-UTE	D

Over Size Piston & Ring COMP.

I.D. Mark: OS25

Engine Model	Part No
4JH2E	129570-22500
4JH2-TE 4JH2-HTE	129572-22500
4JH2-DTE 4JH2-UTE	129573-22500

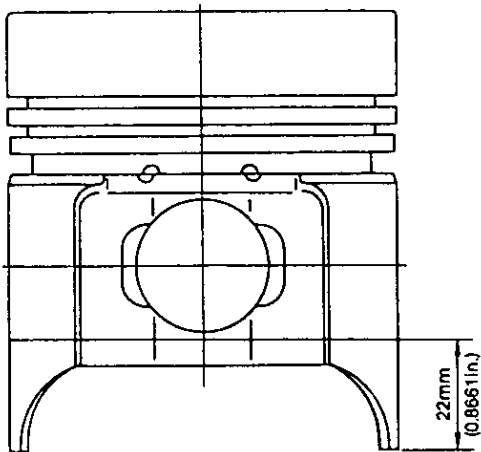
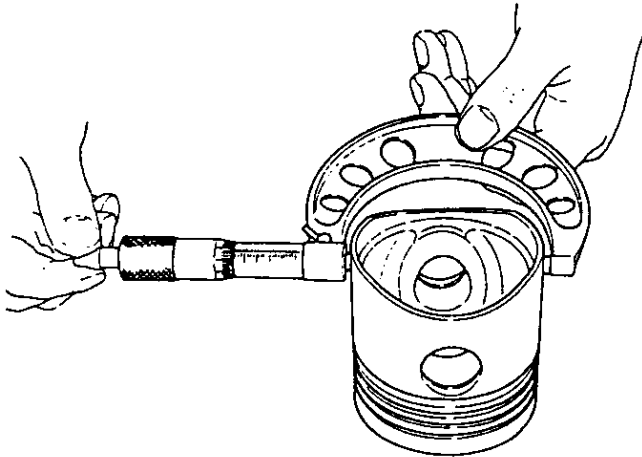
4-1 Piston

4-1.1 Piston head and combustion surface

Remove the carbon that has accumulated on the piston head and combustion surface, taking care not to scratch the piston. Check the combustion surface for any damage.

4-1.2 Measurement of piston outside diameter/inspection

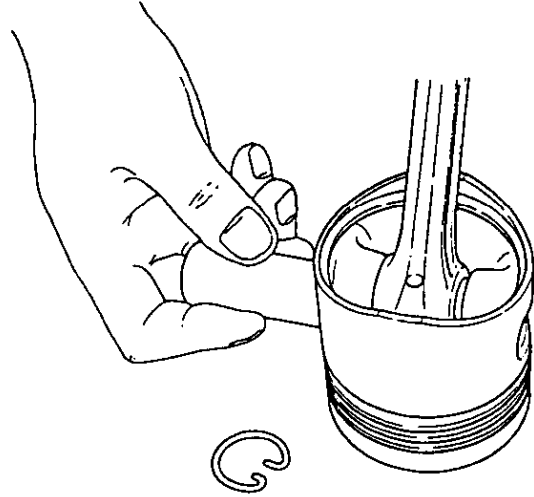
- (1) Replace the piston if the outsides of the piston or ring grooves are worn.
- (2) Measure the piston 22mm (0.8661in.) from the bottom at right angles to the piston pin.



mm (in.)	
Standard	Wear limit
81.919 ~ 81.949 (3.22515 ~ 3.22634)	77.81 (3.0633)

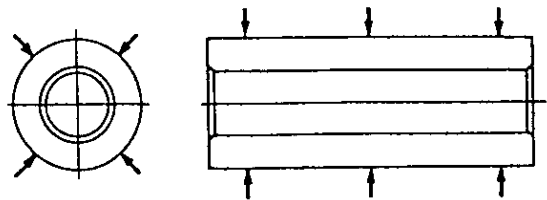
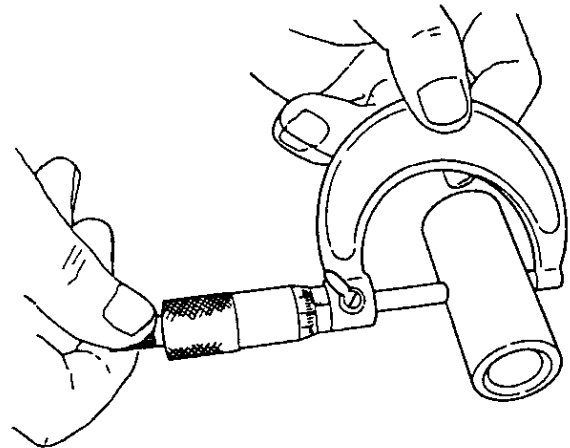
4-1.3 Replacing the piston

A floating type piston pin is used in this engine. The piston pin can be pressed into the piston pin hole at room temperature (coat with oil to make it slide in easily).



4-2 Piston pin

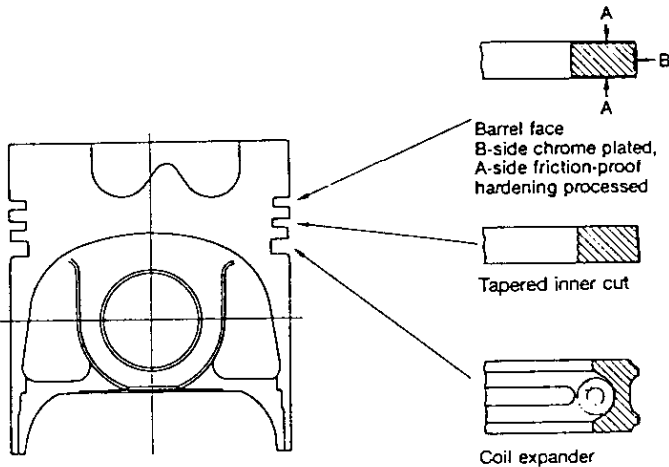
Measure the outer diameter and replace the pin if it is excessively worn.



mm (in.)		
	Standard	Wear limit
Piston pin insert hole dia.	$\phi 28.000 \sim 28.009$ ($\phi 1.10236 \sim 1.10272$)	+0.020 (0.0008)
Piston pin outside dia.	$\phi 27.987 \sim 28.000$ ($\phi 1.10185 \sim 1.10236$)	-0.025 (0.0009)
Standard clearance	0 ~ 0.022 (0 ~ 0.0009)	0.045 (0.0018)

4-3 Piston rings

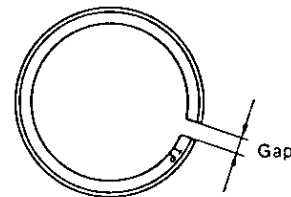
There are 2 compression rings and 1 oil ring.
The absence of an oil ring on the piston skirt prevents oil from being kept on the thrust surface and in turn provides good lubrication.



		mm (in.)	
		Standard	Wear limit
First piston ring	Groove width	2.060 ~ 2.075 (0.0811 ~ 0.0816)	—
	Ring width	1.975 ~ 1.990 (0.0777 ~ 0.0783)	—
	Groove and ring clearance	0.070 ~ 0.100 (0.0027 ~ 0.0039)	0.2 (0.0078)
Second piston ring	Groove width	2.025 ~ 2.040 (0.0797 ~ 0.0803)	—
	Ring width	1.970 ~ 1.990 (0.0776 ~ 0.0783)	—
	Groove and ring clearance	0.035 ~ 0.070 (0.0013 ~ 0.0027)	0.2 (0.0078)
Oil ring	Groove width	4.020 ~ 4.035 (0.1582 ~ 0.1588)	—
	Ring width	3.975 ~ 3.990 (0.1564 ~ 0.1570)	—
	Groove and ring clearance	0.030 ~ 0.060 (0.0011 ~ 0.0023)	0.2 (0.0078)

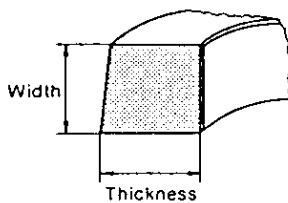
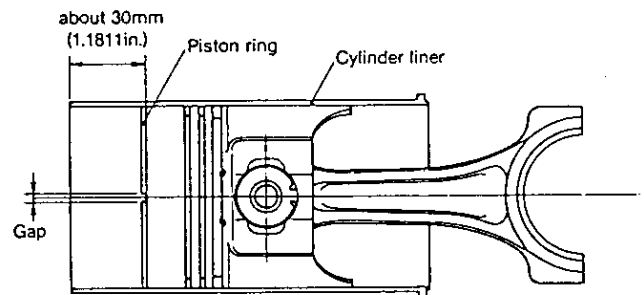
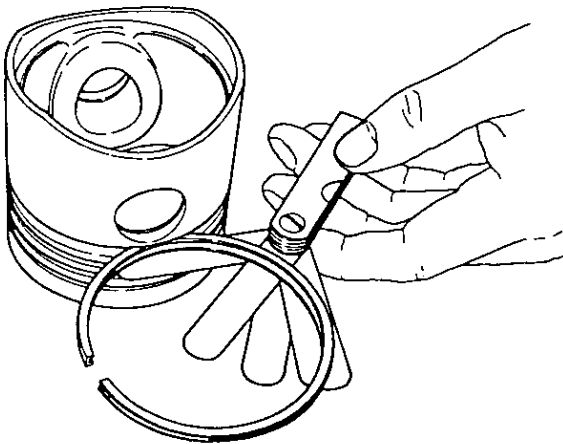
4-3.2 Measuring piston ring gap

Press the piston ring onto a piston liner and measure the piston ring gap with a gauge. Press on the ring about 30mm (1.811 in.) from the bottom of the liner.



4-3.1 Measuring the rings

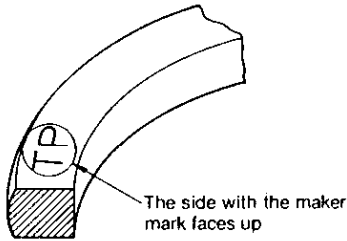
Measure the thickness and width of the rings, and the ring-to-groove clearance after installation. Replace if wear exceeds the limit.



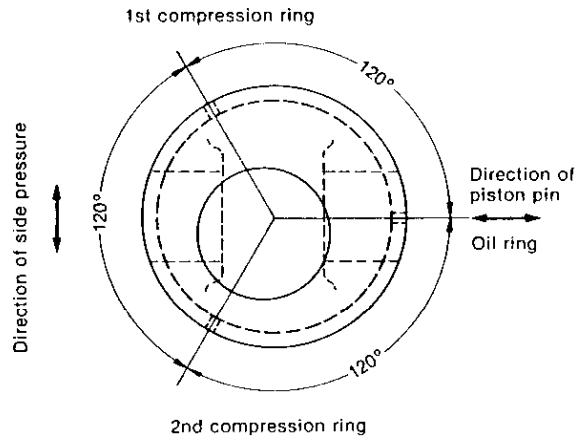
		mm (in.)	
		Standard	Wear limit
First piston ring gap		0.25 ~ 0.40 (0.0098 ~ 0.0157)	1.5 (0.0590)
Second piston ring gap		0.20 ~ 0.40 (0.0078 ~ 0.0157)	1.5 (0.0590)
Oil ring gap		0.20 ~ 0.40 (0.0078 ~ 0.0157)	1.5 (0.0590)

4-3.3 Replacing the piston rings

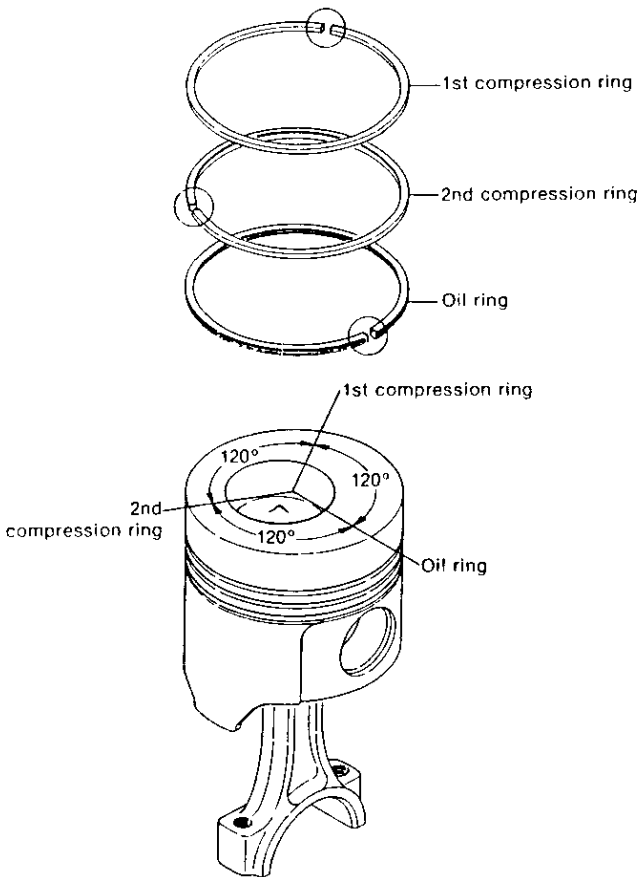
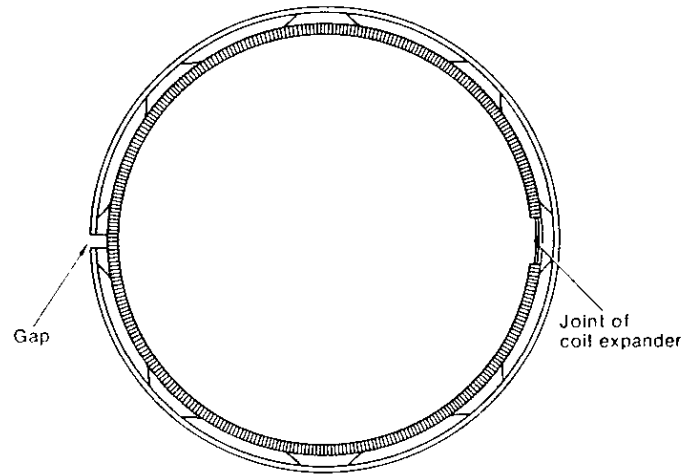
- (1) Thoroughly clean the ring grooves when replacing piston rings.
- (2) The side with the manufacturer's mark (near piston ring gap) should face up.



- (3) After fitting the piston ring, make sure it moves easily and smoothly.
- (4) Stagger the piston rings at 120° intervals, making sure none of them line up with the piston.



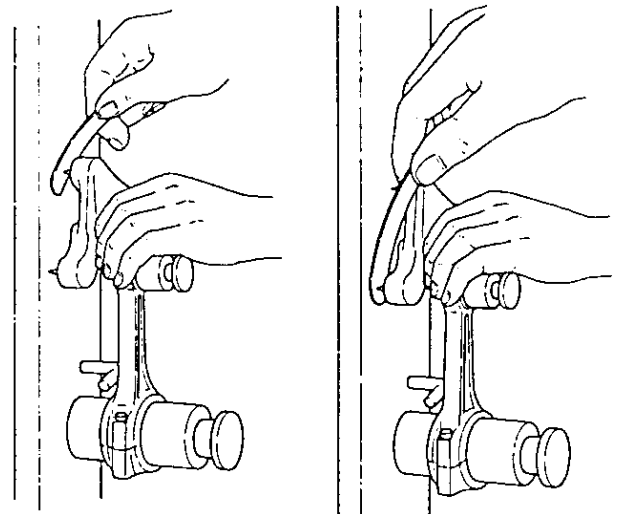
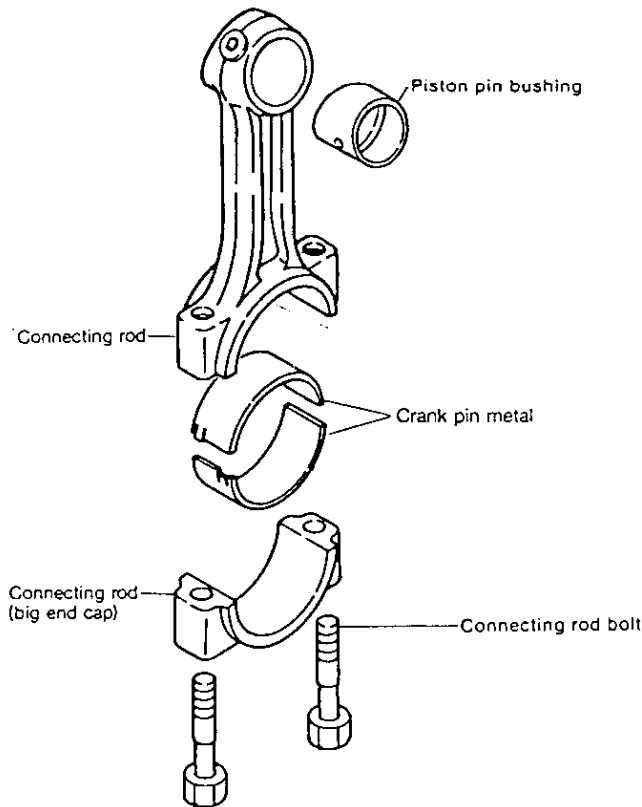
- (5) The oil ring is provided with a coil expander. The coil expander joint should be opposite (staggered 180°) the oil ring gap.



5. Connecting Rod

The connecting rod is made of high-strength forged carbon steel.

The large end with the aluminium metal can be separated into two and the small end has a 2-layer copper alloy coil bushing.



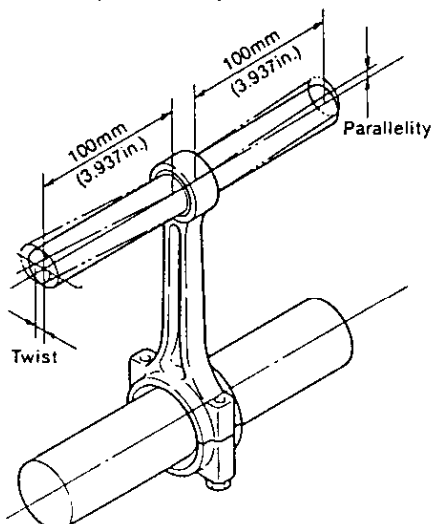
Measuring twist and parallelity

	mm (in.)	
	Standard	Wear limit
Connecting rod twist and parallelity	0.05 (0.0019)	0.07 (0.0027)

5-1 Inspecting the connection rod

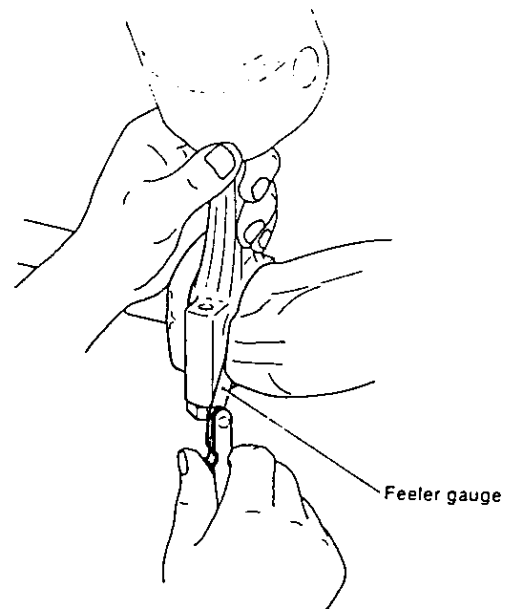
5-1.1 Twist and parallelism of the large and small ends

Insert the measuring tool into the large and small ends of the connecting rod. Measure the extent of twist and parallelism and replace if they exceed the tolerance.



5-1.2 Checking thrust clearance

Fit the respective crank pins to the connecting rod and check to make sure that the clearance in the crankshaft direction is correct.



	mm (in.)	
	Standard	Wear limit
Connecting rod side clearance	0.20 ~ 0.40 (0.0078 ~ 0.0157)	0.55 (0.0216)

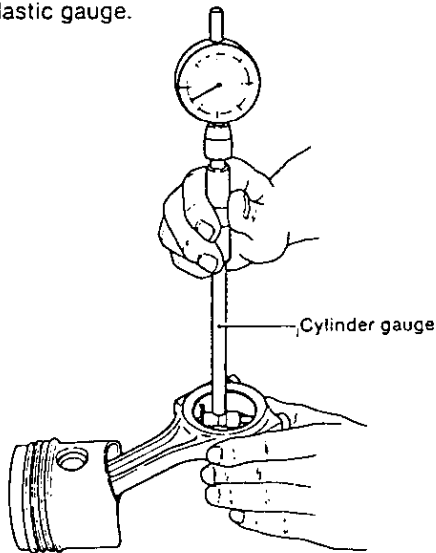
5-2 Crank pin bushing

5-2.1 Checking crank pin bushing

Check for flaking, melting or seizure on the contact surface.

5-2.2 Measuring crank pin oil clearance

Use a plastic gauge.

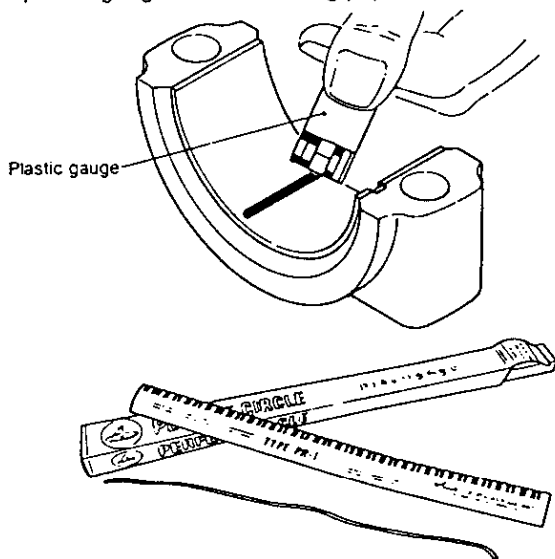


Procedure

- (1) Use the press gauge (Plastigage) for measuring oil clearance in the crank pin.
- (2) Mount the connecting rod on the crank pin (tighten to specified torque).

Connecting rod tightening torque	5.0 ~ 5.5 kg-m (36.15 ~ 39.77 ft-lb)
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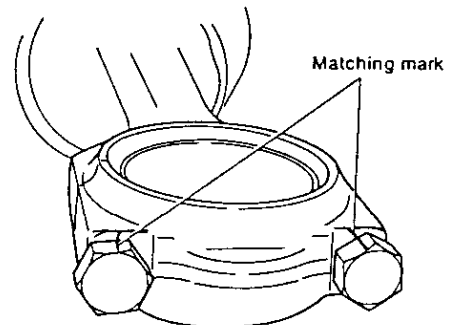
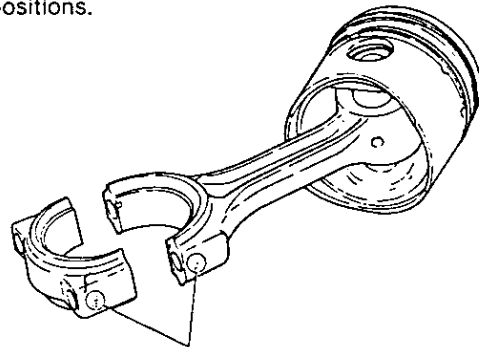
- (3) Remove the connecting rod and measure the broken plastic gauge with measuring paper.



5-2.3 Precautions on replacement of crank pin bushing

- (1) Wash the crank pin bushing.
- (2) Wash the large end cap, mount the crank pin bushing and make sure that it fits tightly on the large end cap.
- (3) When assembling the connecting rod, match up the large end and large end cap number. Coat the bolts with engine oil and gradually tighten them alternately to the specified torque.

If a torque wrench is not available, make match marks on the bolt heads and large end cap (to indicate the proper torque position) and retighten the bolts to those positions.

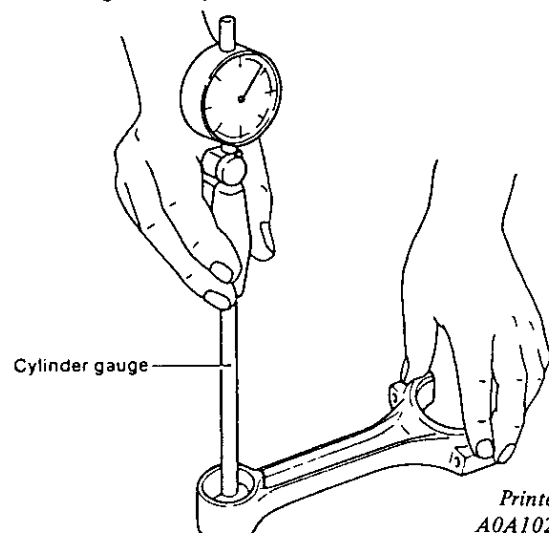


- (4) Make sure there is no sand, metal cuttings or other foreign matter in the lube oil, and that the crankshaft is not scratched. Take special care in cleaning the oil holes.

5-3 Piston pin bushing

(1) Measuring piston pin clearance

Excessive piston pin bushing wear may result in damage to the piston pin or the piston itself.



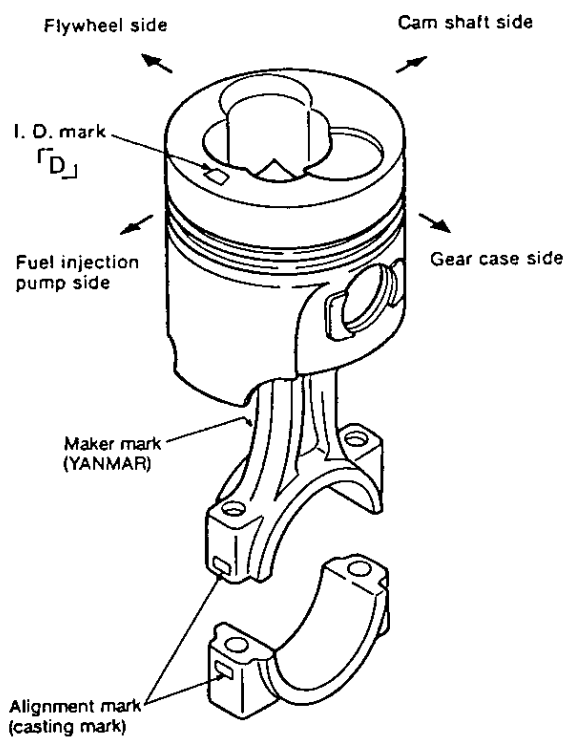
	mm (in.)	
	Standard	Wear limit
Piston pin bushing inside dia.	28.025 ~ 28.038 (1.1033 ~ 1.1039)	28.1 (11.063)
Piston pin and bushing oil clearance	0.025 ~ 0.051 (0.0009 ~ 0.002)	0.11 (0.0043)

Since the small end in 4JH2 Series is tapered, bush insertion is extremely difficult. Any minor mistake will cause abnormalities such as twist and bite. Do not insert the bush on-site.

(No piston pin bush spare part is available. It is included in the con-rod assembly supplied as a spare part.)

5-4 Assembling piston and connecting rod

The piston and connecting rod should be assembled so that the match mark on the connecting rod large end faces the fuel injection pump side and the combustion chamber above the piston is close to the fuel injection pump.



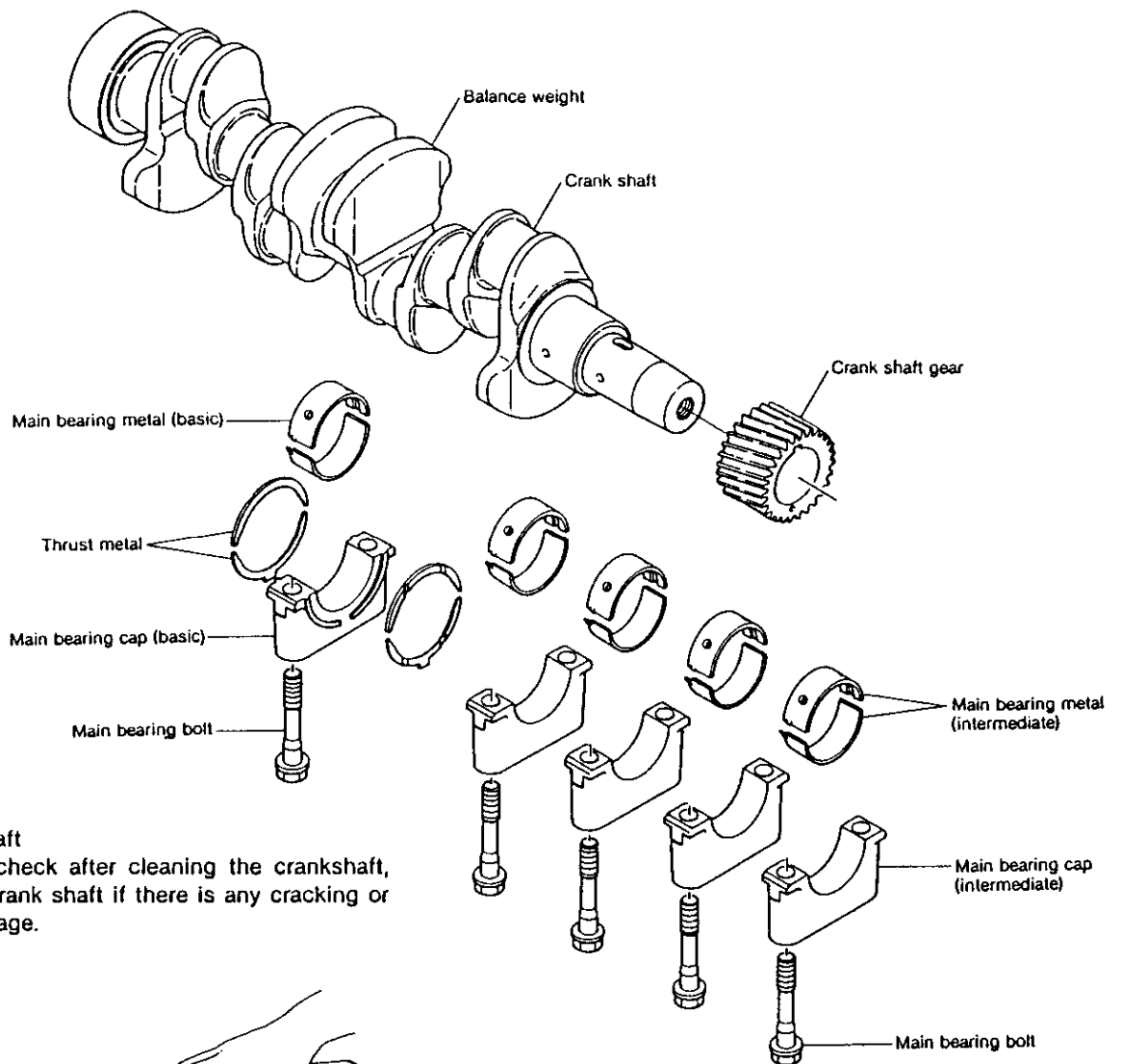
6. Crankshaft and Main Bearing

The crank pin and crank journal have been induction hardened for superior durability, and the crankshaft is provided with four balance weights for optional balance. The crankshaft main bearing is of the hanger type. The upper metal (cylinder block side) is provided with an oil groove. There is no oil groove on the lower metal (bearing cap side). The bearing cap (location cap) of the flywheel side has a thrust metal which supports the thrust load.

IMPORTANT:

Although the size is identical, the crankshaft material of models 4JHE and 4JH-TE differ from that used in models 4JH-HTE and 4JH-DTE.

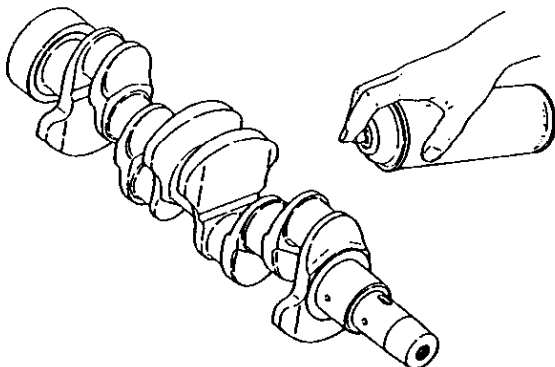
Please note that the crankshaft for models 4JHE and 4JH-TE cannot be used for models 4JH-HTE and 4JH-DTE since the crankshaft is not durable enough.



6-1 Crankshaft

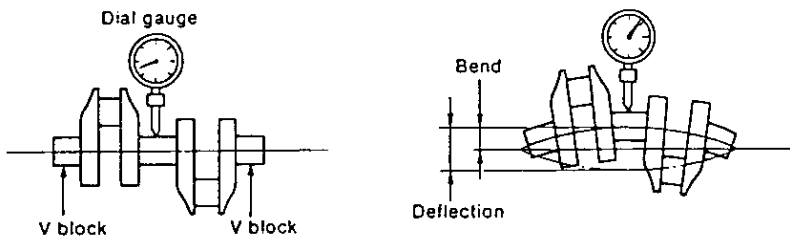
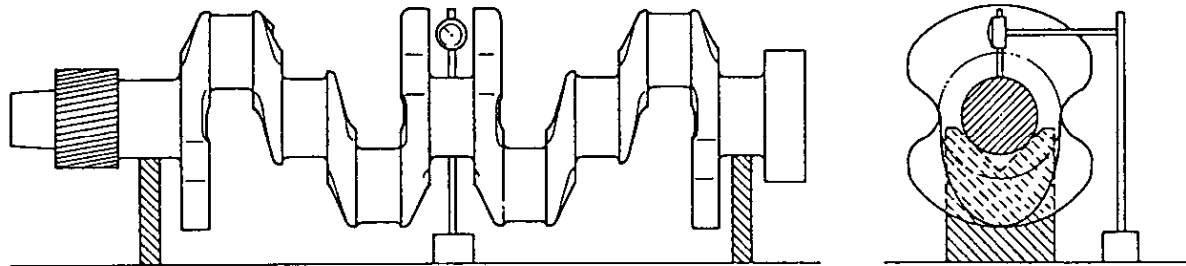
(1) Color check of shaft

Perform a color check after cleaning the crankshaft, and replace the crank shaft if there is any cracking or considerable damage.



(2) Bending of the crankshaft

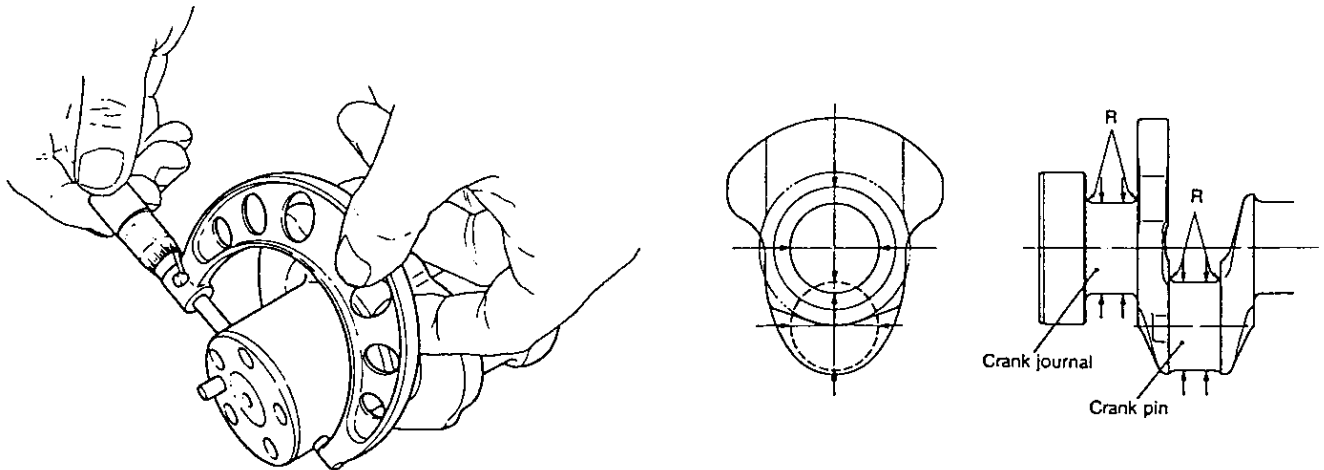
Support the crankshaft with V-blocks at both ends of the journals. Measure the deflection of the center journal with a dial gauge while rotating the crankshaft to check the extent of crankshaft bending.



Crankshaft bend	Less than 0.03mm (0.0012 in.)
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(3) Measuring the crank pin and journal

Measure the extent of journal wear (roundness, taper). Regrind it to the proper shape if it is within the outer diameter limit, and replace if not.



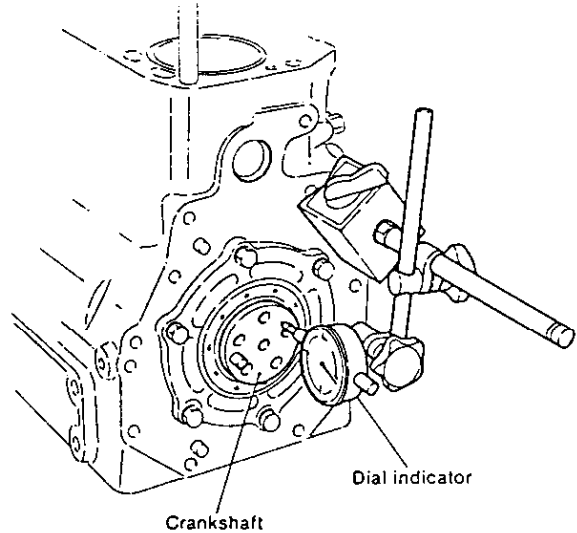
		mm (in.)	
		Standard	Wear limit
Crank pin	Outside dia.	47.952 ~ 47.962 (1.8878 ~ 1.8882)	47.75 (1.8799)
	Bushing inside dia.	48.000 ~ 48.045 (1.8897 ~ 1.8915)	48.10 (1.8937)
	Crank pin and bushing oil clearance	0.038 ~ 0.093 (0.0014 ~ 0.0036)	0.25 (0.0098)
Crank journal	Outside dia.	49.952 ~ 49.962 (1.9666 ~ 1.9670)	49.75 (1.9586)
	Bushing inside dia.	50.000 ~ 50.045 (1.9685 ~ 1.9702)	50.10 (1.9724)
	Crank journal and bushing oil clearance	0.038 ~ 0.093 (0.0014 ~ 0.0036)	0.25 (0.0098)
Fillet rounding of crank pin and journal		3.500 ~ 3.800 (0.1377 ~ 0.1496)	

(4) Checking side clearance of the crankshaft

After assembling the crankshaft, tighten the main bearing cap to the specified torque, and move the crankshaft to one side, placing a dial gauge on one end of the shaft to measure thrust clearance.

This measurement can also be effected by inserting the gauge directly into the clearance between the thrust bearing and crankshaft thrust surface.

Replace the thrust bearing if it is worn beyond the limit.



mm (in.)		
	Standard	Wear limit
Crankshaft side gap	0.090 ~ 0.271 (0.0035 ~ 0.0106)	0.30 (0.0118)

6-2 Main bearing

(1) Inspecting the main bearing

Check for flaking, seizure or burning of the contact surface and replace if necessary.

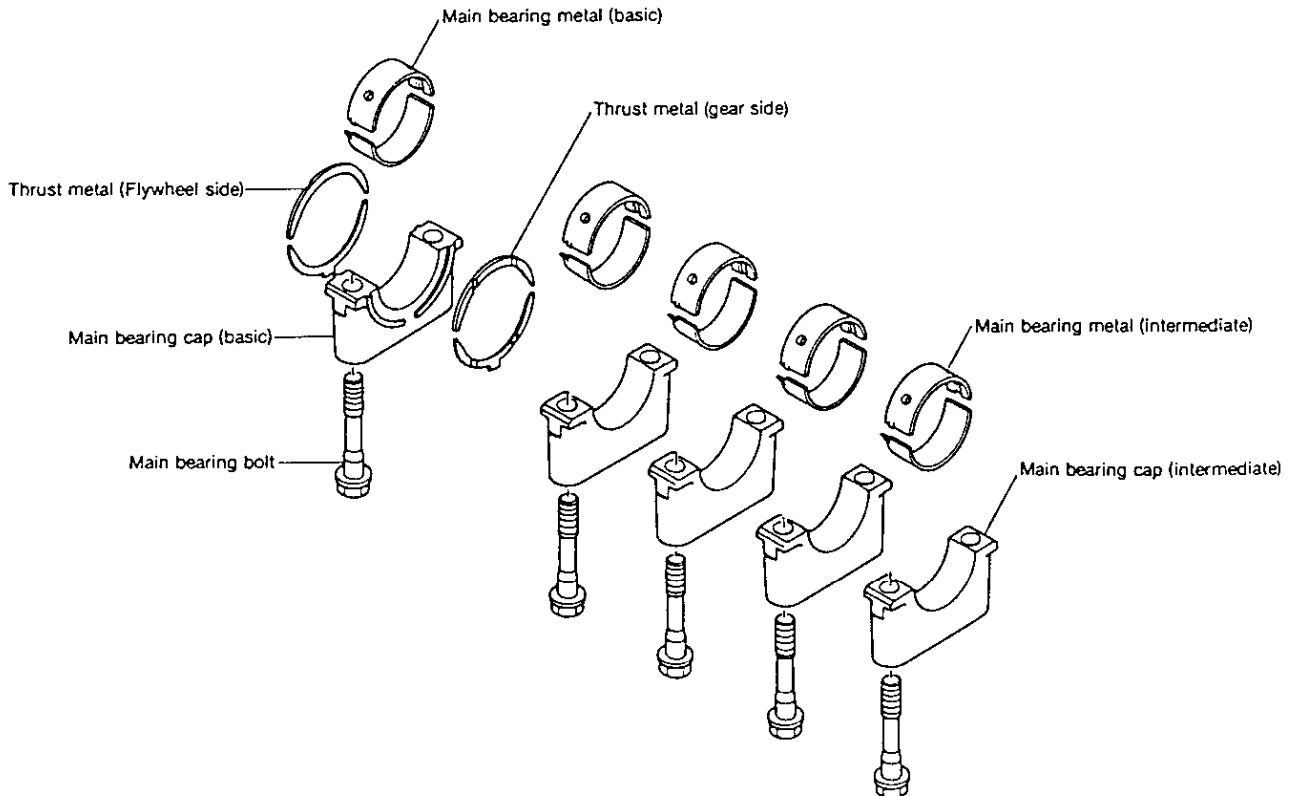
(2) Measuring the inner diameter of metal

Tighten the cap to the specified torque and measure the inner diameter of the metal.

NOTE: When assembling the bearing cap, keep the following in mind.

- 1) The lower metal (cap side) has no oil groove.
- 2) The upper metal (cylinder block side) has an oil groove.
- 3) Check the cylinder block alignment No.
- 4) The "FW" on the cap lies on the flywheel side.

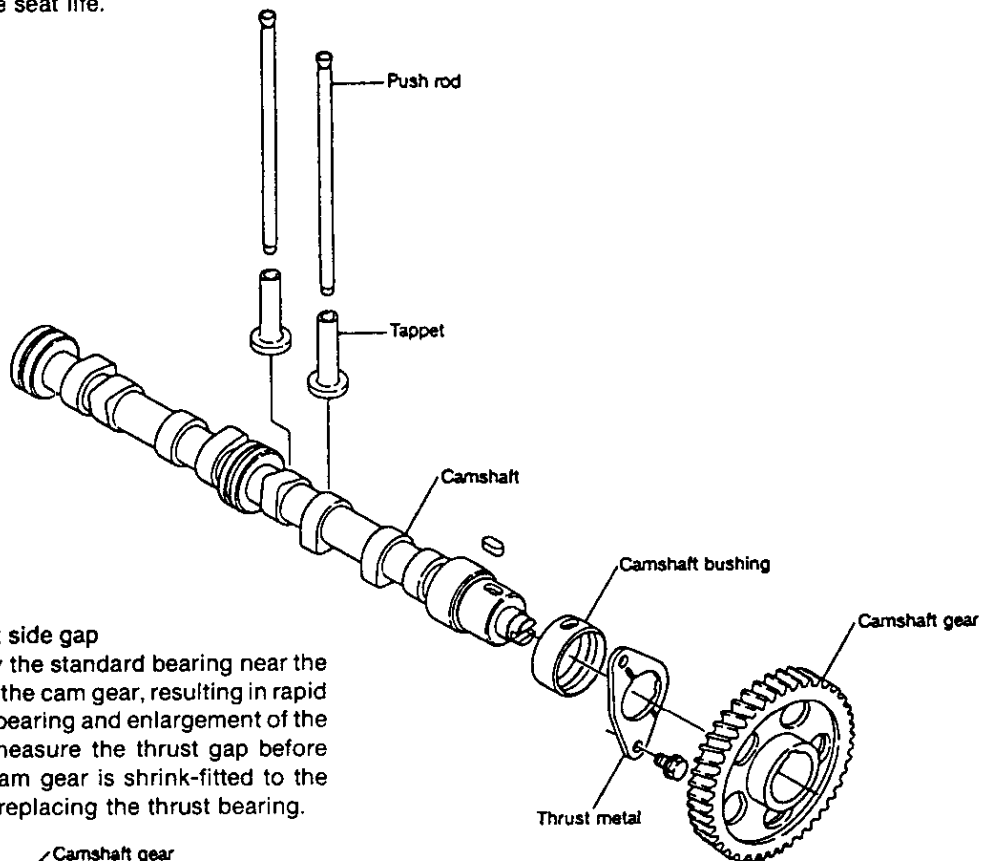
Bearing cap bolt tightening torque	10.5 ~ 11.5 kg-m (75.92 ~ 83.15 ft-lb)
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7. Camshaft and Tappets

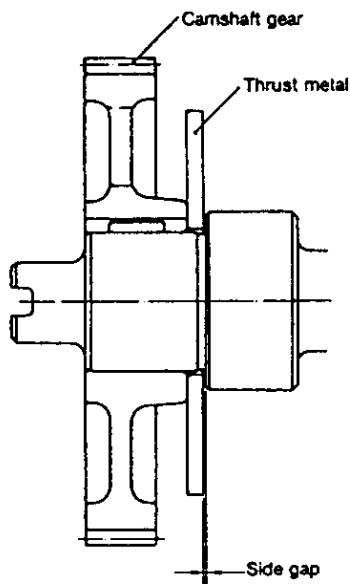
7-1 Camshaft

The camshaft is normalized and the cam and bearing surfaces are surface hardened and ground. The cams have a curve that minimizes the repeated shocks on the valve seats and maximizes valve seat life.

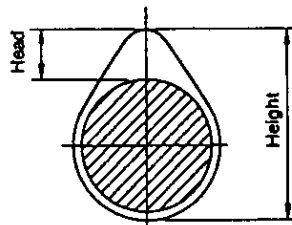


(1) Checking the camshaft side gap

The load is received by the standard bearing near the end of the camshaft by the cam gear, resulting in rapid wear of the end of the bearing and enlargement of the side gap. Therefore, measure the thrust gap before disassembly. As the cam gear is shrink-fitted to the cam, be careful when replacing the thrust bearing.



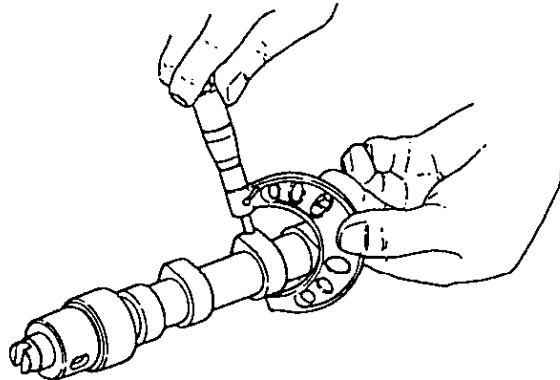
(2) Measure the camshaft height, and replace the cam if it is worn beyond the limit.



	mm (in.)	
	Standard	Wear limit
Camshaft side gap	0.05 ~ 0.20 (0.0019 ~ 0.0079)	0.4 (0.0157)

Camshaft height		mm (in.)	
Engine model		Standard	Wear limit
4JH2E	Intake cam	38.66 ~ 38.74 (1.5220 ~ 1.5251)	38.4 (1.5118)
	Exhaust cam		
4JH2-TE	Intake cam	38.66 ~ 38.74 (1.5220 ~ 1.5251)	38.4 (1.5118)
4JH2-DTE			
4JH2-UTE	Exhaust cam	38.86 ~ 38.94 (1.5299 ~ 1.5330)	38.6 (1.5196)

(3) Measure the camshaft outer diameter and the camshaft bearing inner diameter. Replace if they exceed the wear limit or are damaged.

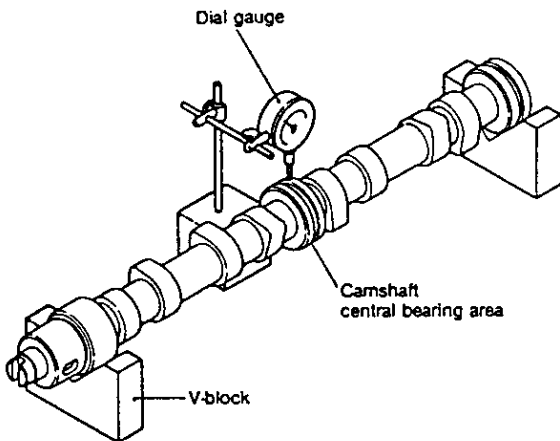


mm (in.)

	Standard			Wear limit
	Gear case side	Intermediate	Flywheel side	
Camshaft journal outside dia.	44.925 ~ 44.950 (1.7687 ~ 1.7696)	44.910 ~ 44.935 (1.7681 ~ 1.7690)	44.925 ~ 44.950 (1.7687 ~ 1.7696)	44.8 (1.7637)
Camshaft journal bushing inside dia.	44.990 ~ 45.050 (1.7712 ~ 1.7736)	—	—	—
Cylinder block bearing inside dia.	—	45.000 ~ 45.025 (1.7716 ~ 1.7726)	45.000 ~ 45.025 (1.7716 ~ 1.7726)	—
Oil clearance	0.040 ~ 0.125 (0.0015 ~ 0.0049)	0.065 ~ 0.115 (0.0025 ~ 0.0045)	0.050 ~ 0.100 (0.0019 ~ 0.0039)	0.2 (0.0078)

(4) Bending of the crankshaft

Support both ends of the crankshaft with V-blocks, place a dial gauge against the central bearing areas and measure bending. Replace if excessive.



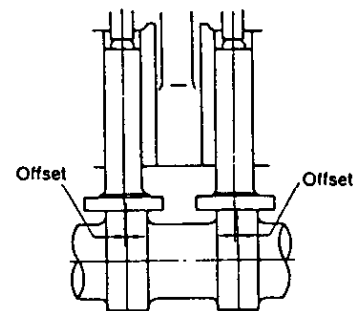
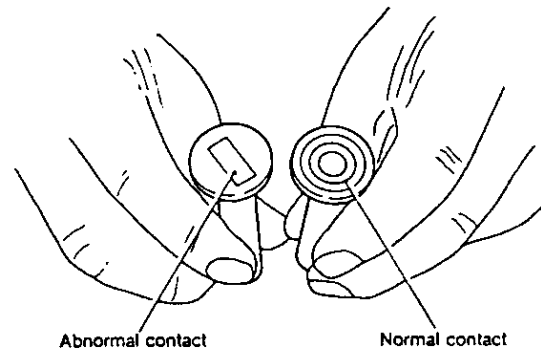
NOTE: The reading on the dial gauge is divided by two to obtain the extent of bending.

	Wear limit
Camshaft deflection	0.02 (0.0007)

mm (in.)

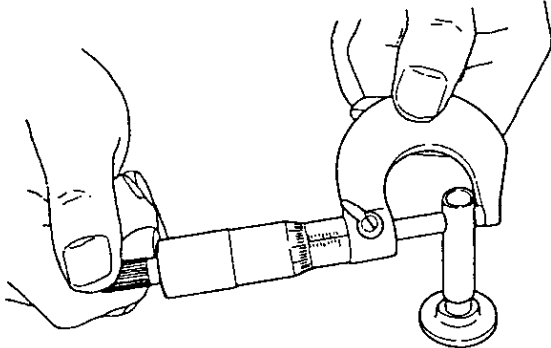
7-2 Tappets

(1) The tappets are offset to rotate during operation and thereby prevent uneven wearing. Check the contact of each tappet and replace if excessively or unevenly worn.



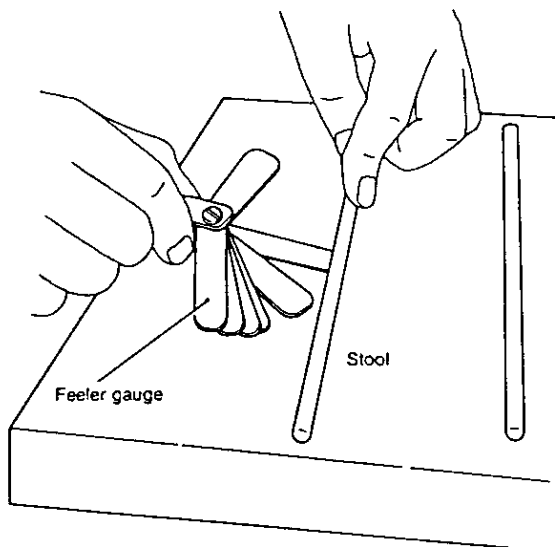
NOTE: When removing tappets, be sure to keep them separate for each cylinder and intake/exhaust valve.

(2) Measure the outer diameter of the tappet, and replace if worn beyond the limit.



	mm (in.)	
	Standard	Wear limit
Tappet stem outside dia.	11.975 ~ 11.990 (0.4714 ~ 0.4720)	11.93 (0.4696)
Tappet guide hole inside dia. (cylinder block)	12.000 ~ 12.018 (0.4724 ~ 0.4731)	12.05 (0.4744)
Tappet stem and guide hole oil clearance	0.010 ~ 0.043 (0.0003 ~ 0.0016)	0.10 (0.0039)

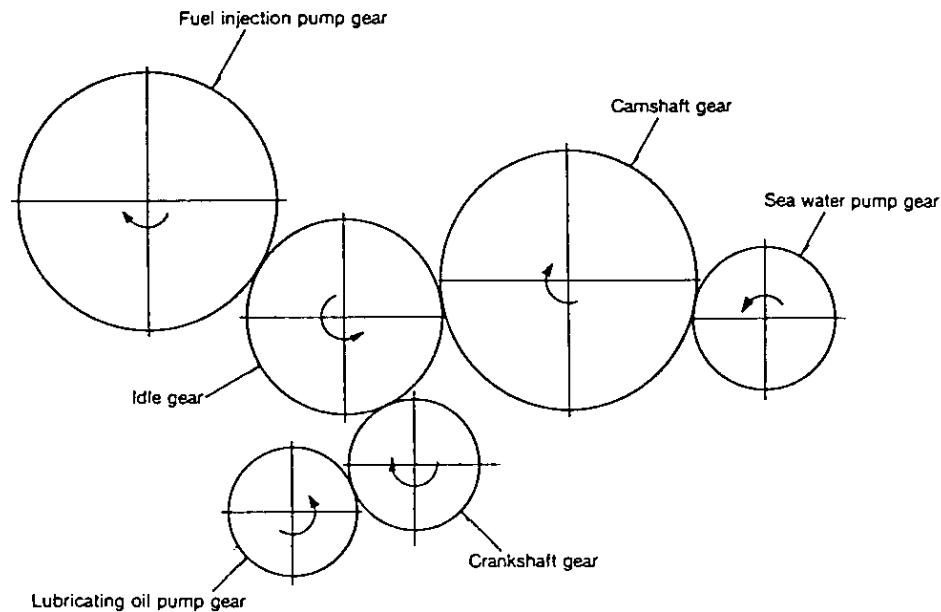
(3) Measuring push rods.
Measure the length and bending of the push rods.



	mm (in.)	
	Standard	Wear limit
Push rod length	178.25 ~ 178.75 (7.0177 ~ 7.0374)	—
Push rod bend	Less than 0.03 (0.0011)	0.3 (0.0118)
Push rod dia.	8.5 (0.3346)	—

8. Timing Gear

The timing gear is helical type for minimum noise and specially treated for high durability.



mm (in.)

	No. of teeth	Face width	Spiral angle	Center distance	Back lash	Back lash Wear limit
Sea water pump gear	31	12.0	right	92.544 ~ 92.592 (3.6434 ~ 3.6453)	0.04 ~ 0.12 (0.0015 ~ 0.0047)	0.2 (0.0078)
Camshaft gear	56	18.0	left	105.318 ~ 105.380 (4.1463 ~ 4.1488)	0.04 ~ 0.12 (0.0015 ~ 0.0047)	0.2 (0.0078)
Idle gear	43	18.0	right	75.525 ~ 75.573 (2.9734 ~ 2.9753)	0.04 ~ 0.12 (0.0015 ~ 0.0047)	0.2 (0.0078)
Crankshaft gear	28	40.0	left	60.629 ~ 60.677 (2.3869 ~ 2.3888)	0.04 ~ 0.12 (0.0015 ~ 0.0047)	0.2 (0.0078)
Lubricating oil pump gear	29	8.0	right			
Idle gear	43	18.0	right	105.254 ~ 105.316 (4.1438 ~ 4.1462)	0.04 ~ 0.12 (0.0015 ~ 0.0047)	0.2 (0.0078)
Fuel injection pump gear	56	10.0	left			

8-1 Inspecting the gears

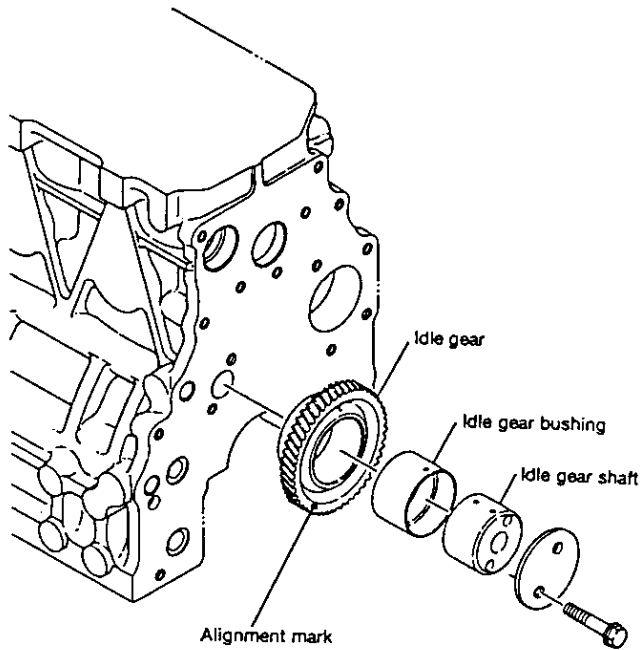
- (1) Inspect the gears and replace if the teeth are damaged or worn.
- (2) Measure the backlash of all gears that mesh, and replace the meshing gears as a set if wear exceeds the limit.

NOTE: If backlash is excessive, it will not only result in excessive noise and gear damage, but also lead to bad valve and fuel injection timing and a decrease in engine performance.

(3) Idling gear

The bushing is pressure fitted into the idling gear. Measure the bushing inner diameter and the outer diameter of the shaft, and replace the bushing or idling gear shaft if the oil clearance exceeds the wear limit.

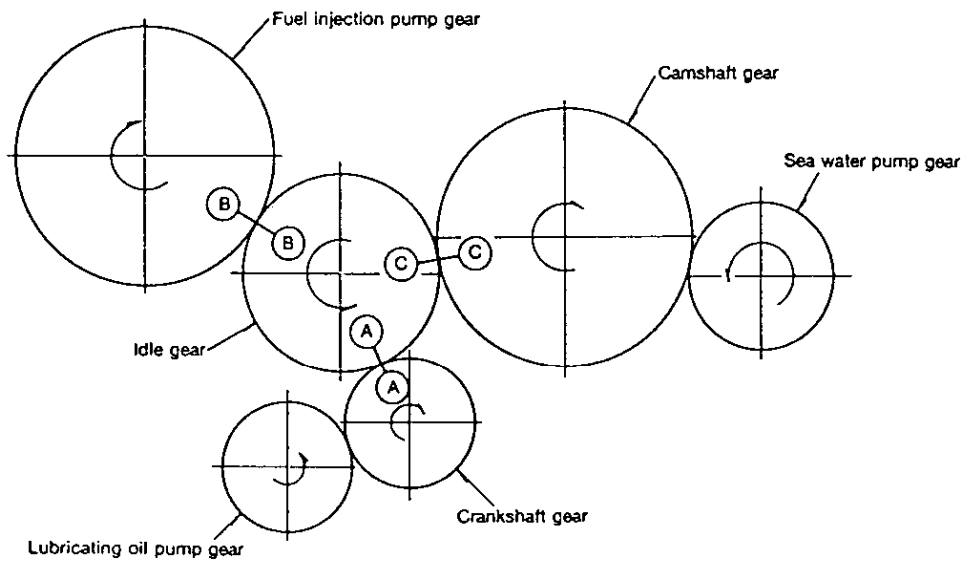
A, B and C are inscribed on the end of the idling gear. When assembling, these marks should align with those on the cylinder block.



	mm (in.)	
	Standard	Wear limit
Idle shaft dia.	45.950 ~ 45.975 (1.8090 ~ 1.8100)	45.88 (1.8062)
Idle shaft bushing inside dia.	46.000 ~ 46.025 (1.8110 ~ 1.8120)	—
Idle shaft and bushing oil clearance	0.025 ~ 0.075 (0.0009 ~ 0.0029)	0.15 (0.0059)

8-2 Gear timing marks

Match up the timing marks on each gear when assembling (A, B and C).



9. Flywheel and Housing

The function of the flywheel is, through inertia, to rotate the crankshaft in a uniform and smooth manner by absorbing the turning force created during the combustion stroke of the engine, and by compensating for the decrease in turning force during the other strokes.

The flywheel is mounted and secured by 6 bolts on the crankshaft end at the opposite end to the gear case; it is covered by the mounting flange (flywheel housing) which is bolted to the cylinder block.

The fitting surface for the damper disc is on the crankshaft side of the flywheel. The rotation of the crankshaft is transmitted through this disc to the input shaft of the reduction and reversing gear. The reduction and reversing gear is fitted to the mounting flange.

The flywheel's unbalanced force on the shaft center must be kept below the specified value for the crankshaft

as the flywheel rotates with the crankshaft at high speed. To achieve this, the balance is adjusted by drilling holes in the side of the flywheel, and the unbalanced momentum is adjusted by drilling holes in the circumference.

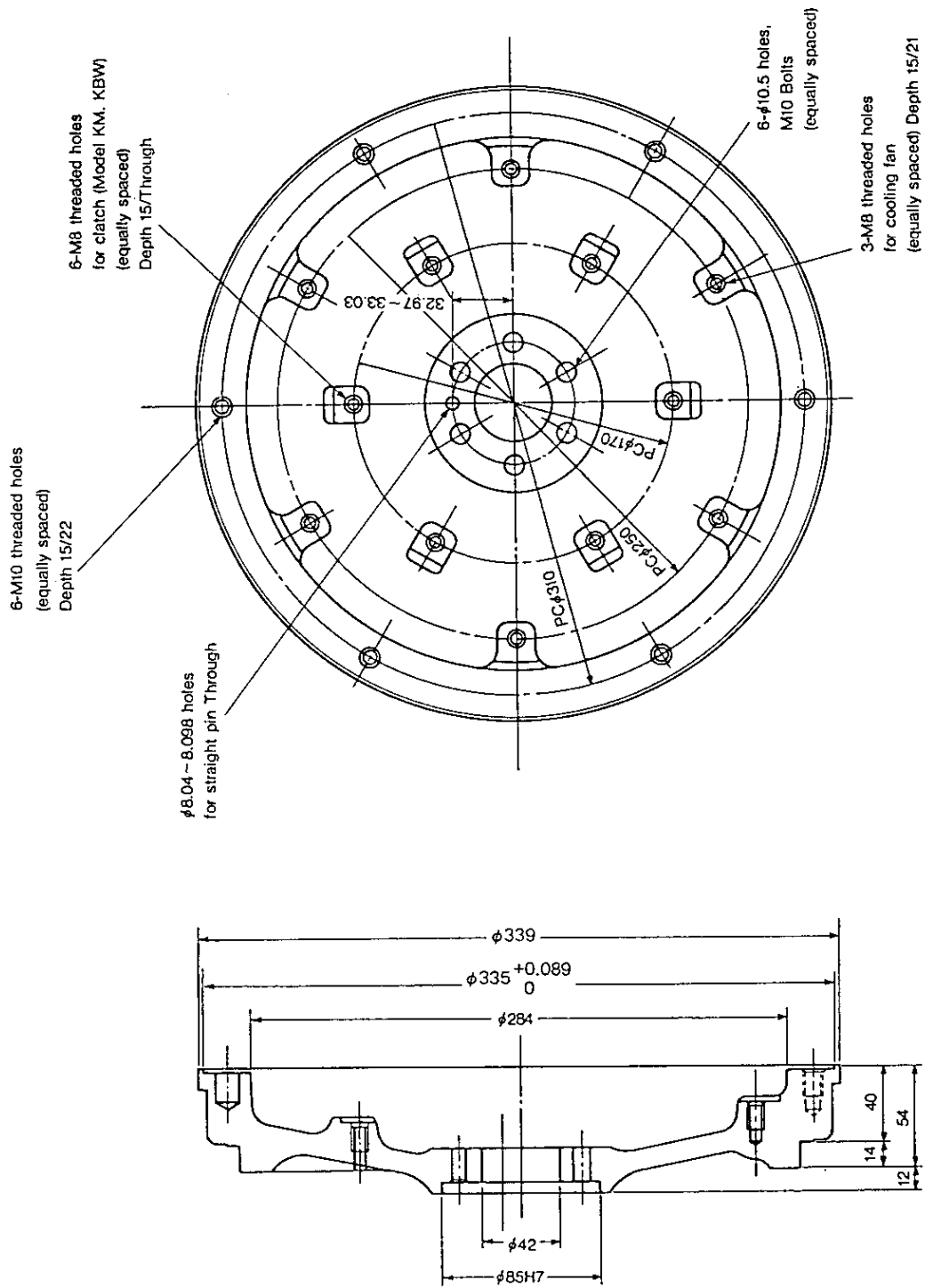
The ring gear is shrink fitted onto the circumference of the flywheel, and this ring gear serves to start the engine by meshing with the starter motor pinion.

The stamped letter and line which show top dead center of each cylinder are positioned on the flywheel circumference, and by matching these marks with the arrow mark at the hole of the flywheel housing, the rotary position of the crankshaft can be ascertained in order to adjust tappet clearance or fuel injection timing.

9-1 Specifications of flywheel

Outside dia. of flywheel	mm	φ339	
Width of flywheel	mm	54	
Weight of flywheel (including ring gear)	kg	15.6	
GD ² value	kg·m ²	1.11	
Circumferential speed	m/s	63.9 (3600rpm)	
Speed fluctuation rate	δ	1/324 (3600rpm)	
Allowable amount of unbalance	g·cm	26	
Fixing part of damper disc	Pitch circle dia. of bolts	mm	170
	No. of bolts × bolt dia.		6-M8 thread equally spaced
Fixing part of crankshaft	Pitch circle dia. of bolts	mm	66
	No. of thread holes	mm	6-M10
	Fit joint dia.		ø85.000 ~ 85.035
Model of reduction and reversing gear			KM4A & KBW21
Mounting flange No.			SAE No.4 (in metric unit)
Ring gear	Center dia.	mm	322.58
	No of teeth		127

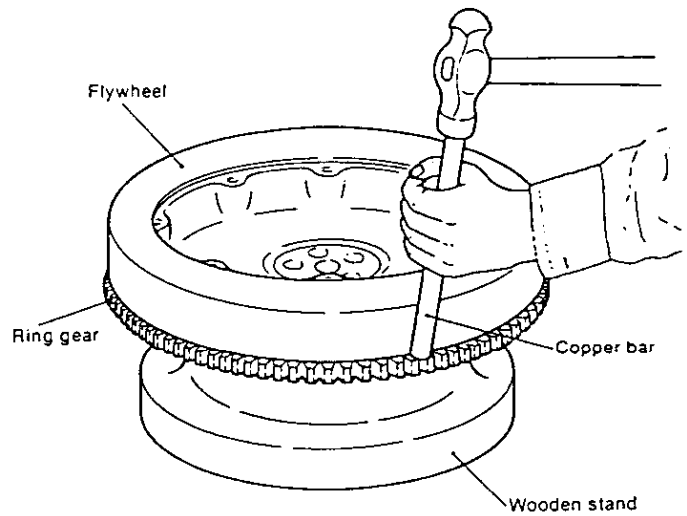
9-2 Dimensions of flywheel and mounting flange



9-3 Ring gear

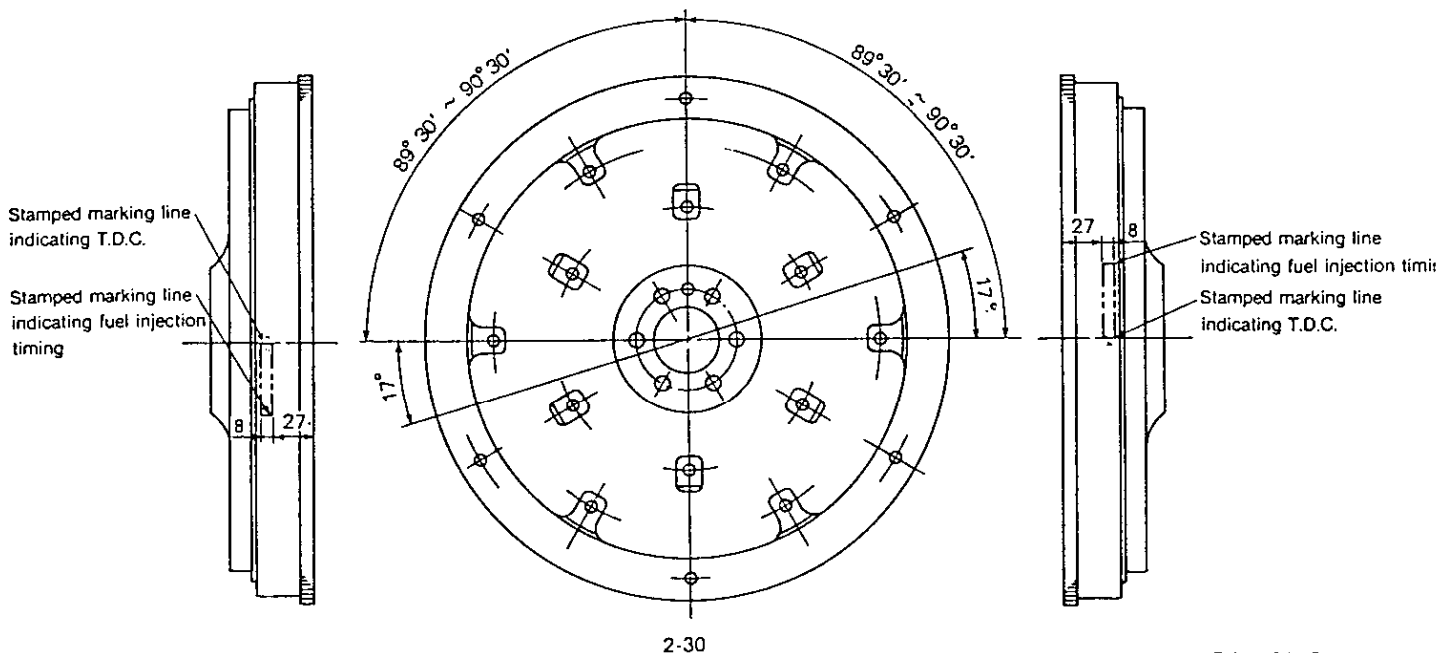
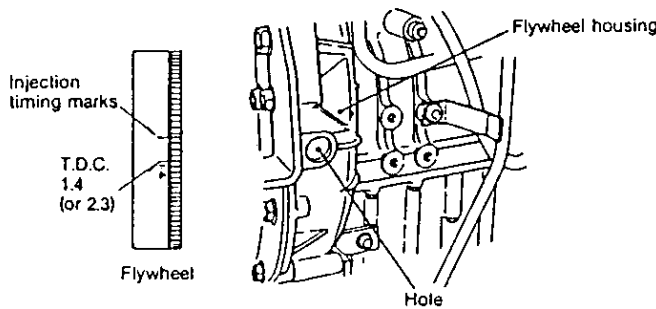
When replacing the ring gear due to excessive wear or damaged teeth, heat the ring gear evenly at its circumference, and after it has expanded drive it gradually off the flywheel by tapping it with a hammer, a copper bar or something similar around the whole circumference.

	mm (in.)
Interference of ring gear	0.21 ~ 0.45 (0.0083 ~ 0.0177)

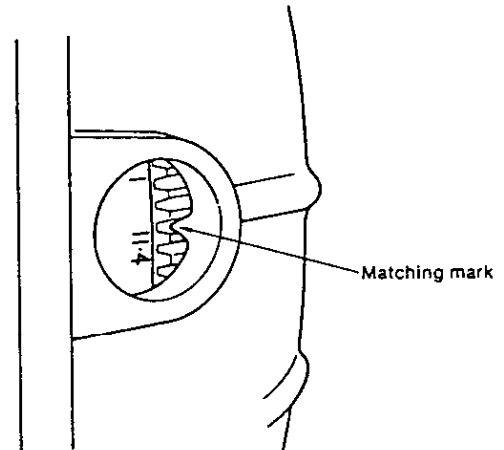
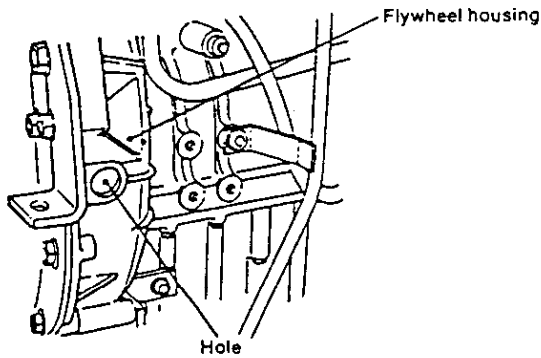


9-4 Position of top dead center and fuel injection timing

(1) Marking

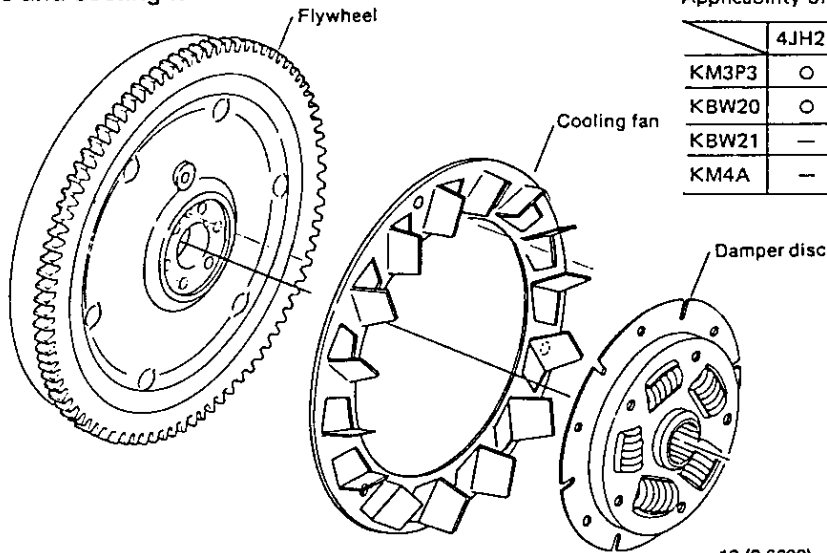


(2) Matching mark



The matching mark is made at the hole of the flywheel housing.

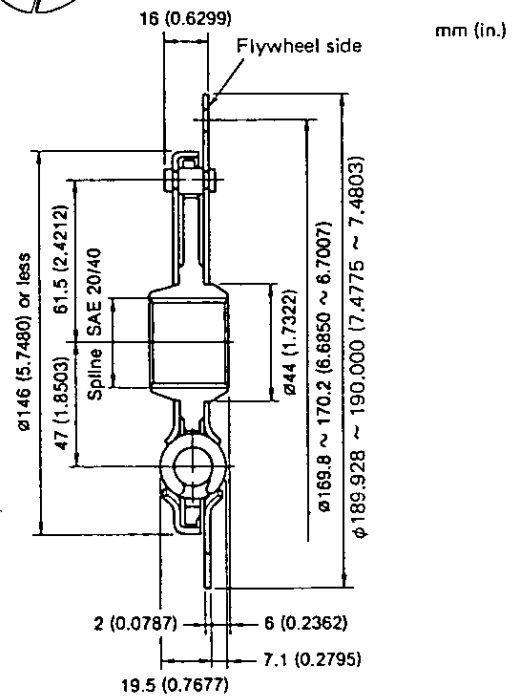
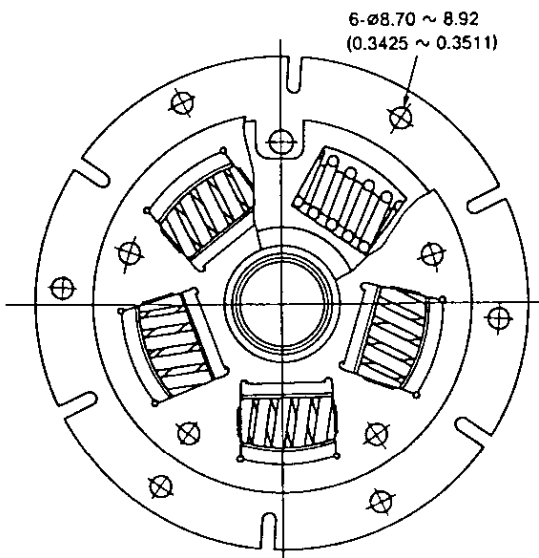
9-5 Damper disc and cooling fan



Applicability of Cooling Fan

	4JH2E	4JH2-TE	4JH2-HTE	4JH2-DTE
KM3P3	○	—	—	—
KBW20	○	○	—	—
KBW21	—	—	—	—
KM4A	—	—	—	○

※ ○ Mark Combination Cooling Fan Equipment



Torsional rigidity	421kg /rad (928.3 lb/rad)
Max. angle of torsion	7.3×10^{-2} rad
Stopper torque	37.7 kg·m (272.68 ft·lb)

FUEL INJECTION EQUIPMENT

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1. Fuel Injection Pump Service Data (YANMAR TYPE : YPES-4CL)

Adjustment	Engine model		4JH2E		4JH2-TE		4JH2-HTE		4JH2-DTE			
	Item	Part No.	729570-51300		729571-51300		729572-51300		729573-51300			
	Assemble cord	I. D. mark	B471		B445		B438		B434			
	Adjustment specs.		Engine specs.	Calibration specs.	Engine specs.	Calibration specs.	Engine specs.	Calibration specs.	Engine specs.	Calibration specs.		
4-1-(1)	Nozzle type	I. D. mark	155P235J20	DN-12SD12	140P255Z0	DN-12SD12	140P255Z0	DN-12SD12	140P265J20	DN-12SD12		
	Injection starting pressure	kg/cm ² (lb/in ²)	195-205 (2,773-2,915)	165-175 (2,346-2,489)	195-205 (2,773-2,915)	165-175 (2,346-2,489)	195-205 (2,773-2,915)	165-175 (2,346-2,489)	195-205 (2,773-2,915)	165-175 (2,346-2,489)		
4-1-(2)	Fuel injection pipe OD ϕ / ID ϕ × L	mm (in)	ϕ 6/ ϕ 1.8 × 400 (0.2362/0.078 × 15.748)	ϕ 6/ ϕ 2 × 600 (0.2362/0.078 × 23.622)	ϕ 6/ ϕ 1.8 × 400 (0.2362/0.078 × 15.748)	ϕ 6/ ϕ 2 × 600 (0.2362/0.078 × 23.622)	ϕ 6/ ϕ 2 × 400 (0.2362/0.078 × 15.748)	ϕ 6/ ϕ 2 × 600 (0.2362/0.078 × 23.622)	ϕ 6/ ϕ 2 × 400 (0.2362/0.078 × 15.748)	ϕ 6/ ϕ 2 × 600 (0.2362/0.078 × 23.622)		
4-2	Top clearance / Prestroke	mm (in)	0.45-0.55/3.0 (0.018-0.022/0.118)		0.45-0.55/3.0 (0.018-0.022/0.118)		0.45-0.55/3.0 (0.018-0.022/0.118)		0.45-0.55/3.0 (0.018-0.022/0.118)			
4-7-1	Rated load	Pump rpm: N1	rpm		1,800		1,800		1,800			
		Rack position: R1	mm(in.)		7(0.276)		7(0.276)		8(0.315)			
		Measuring stroke	St		1,000		1,000		1,000			
		Injection volume	cc		27	29.5	33	36.5	39	46	45	52
		Nonuniformity	%		±3		±3		±3		±3	
4-7-2	No load	Pump rpm: N2	rpm		1,950		1,950		1,950			
		Rack position: R2	mm(in.)		(4)		(3.5)		(3)			
4-7-3	Idling	Pump rpm: N3	rpm		400		400		400			
		Measuring stroke	St		1,000		1,000		1,000			
		Injection volume	cc		7-8	8-9	9-10	10-11	9-10	10-11	9-10	10-11
		Nonuniformity	%		±10		±10		±10		±10	
4-7-4	Starting	Pump rpm: N4	rpm		200		200		200			
		Rack position	mm(in.)		11.5-12.5(0.453-0.492)		11.5-12.5(0.453-0.492)		11.5-12.5(0.453-0.492)		11.5-12.5(0.453-0.492)	
		Measuring stroke	St		1,000		1,000		1,000		1,000	
		Injection volume	cc		60-70		60-70		60-70		60-70	
	Boost compensator	Standard			Non		Added		Added			
		Pump rpm			-		900		900		900	
		Measuring stroke	St		-		1,000		1,000		1,000	
		Injection volume	cc		-		34-38		34-38		34-38	
Ref.	F. I Timing (F. I. D)deg.		b. T. D. C 12		b. T. D. C 17		b. T. D. C 17		b. T. D. C 17			

2. Governor

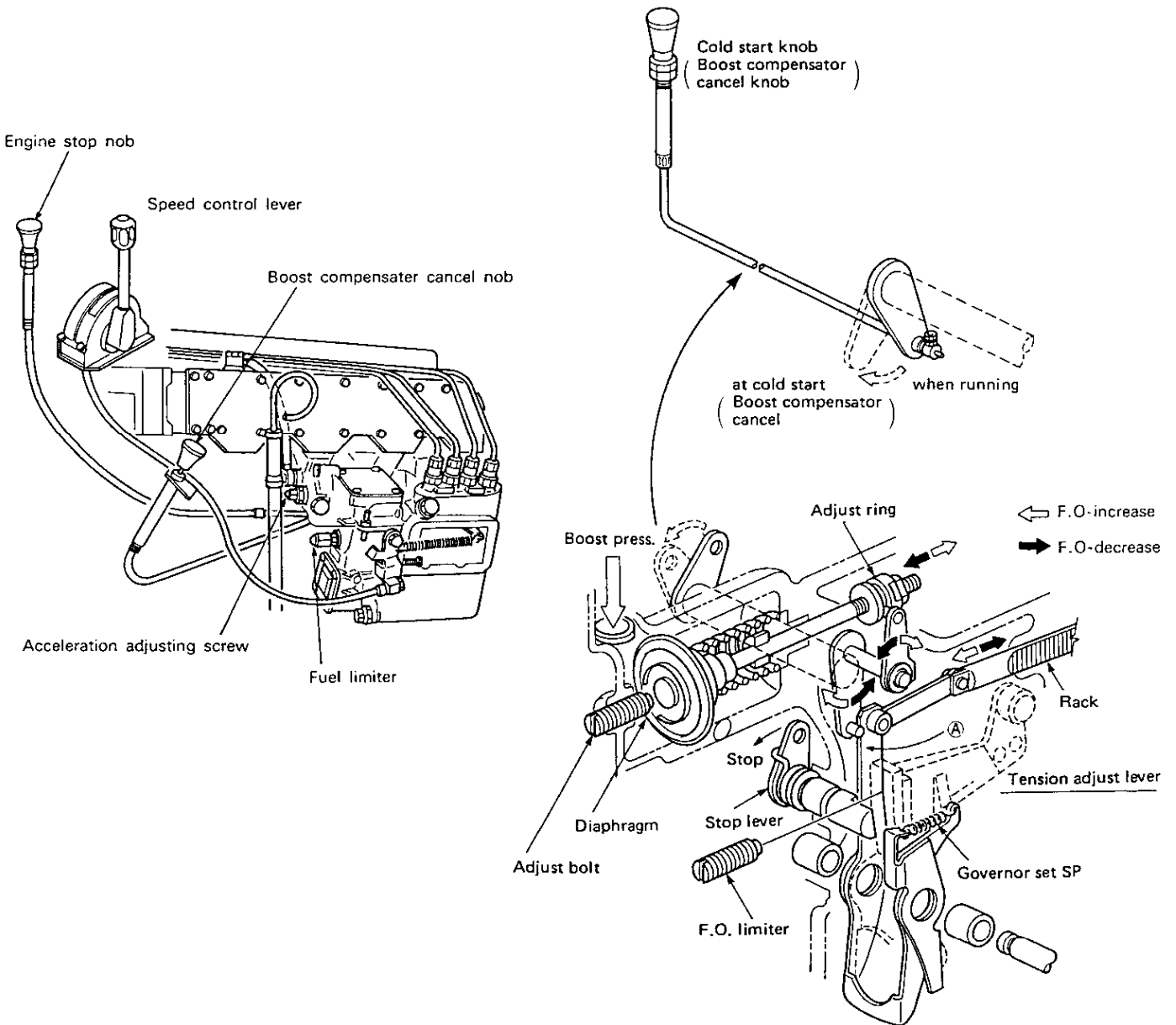
2-1. Boost compensator

(1) Objective of compensator

The boost compensator is a device mounted to the fuel injection pump for engines equipped with a turbo-charger. The amount of air sent from the intake manifold by the linking function of the turbocharger increases in proportion to the amount of fuel injected from the injection pump (4JH2-TE, -HTE, -DTE). The boost compensator controls the injection quantity by responding to changes in pressure.

(2) Outline of structure and principle of operation

- 1 When the regulator handle is operated during abrupt acceleration, the control rack moves to the increase side as far as A.
- 2 Increase of engine speed drive the turbocharger to increase boosting pressure. This boosting pressure pushes the diaphragm in the boost compensator, moving the control rack to the fuel increase side by means of the boost compensator lever.

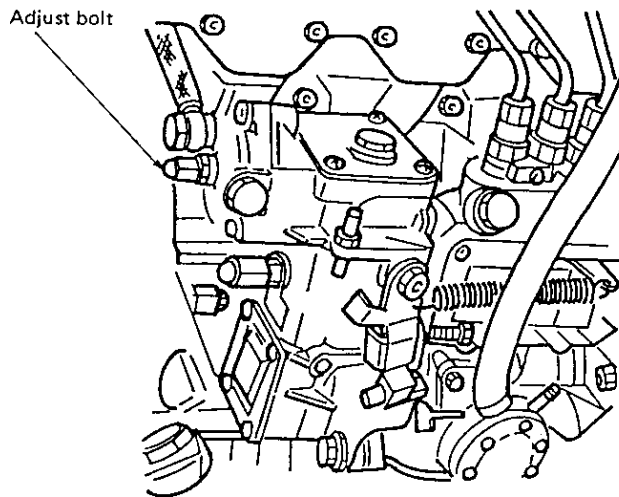


(3) Operation of cancel knob

- 1 Since the boost compensator is the device that limits the fuel injection amount for starting the engine in cold temperatures (below -5°C), it is necessary to cancel the function of the boost compensator and increase the fuel injection amount.
- 2 If the engine is hard to start in cold temperatures, start the engine by pulling the cancel knob (cold start knob).
- 3 Once the engine is started, push the knob back into resume the function of the boost compensator.

(4) Adjustment of boost compensator

The initial rack of the boost compensator has been adjusted properly at the time of shipment. However, the acceleration can be increased at the request of the customer. Watch the color of the exhaust while making the adjustment.

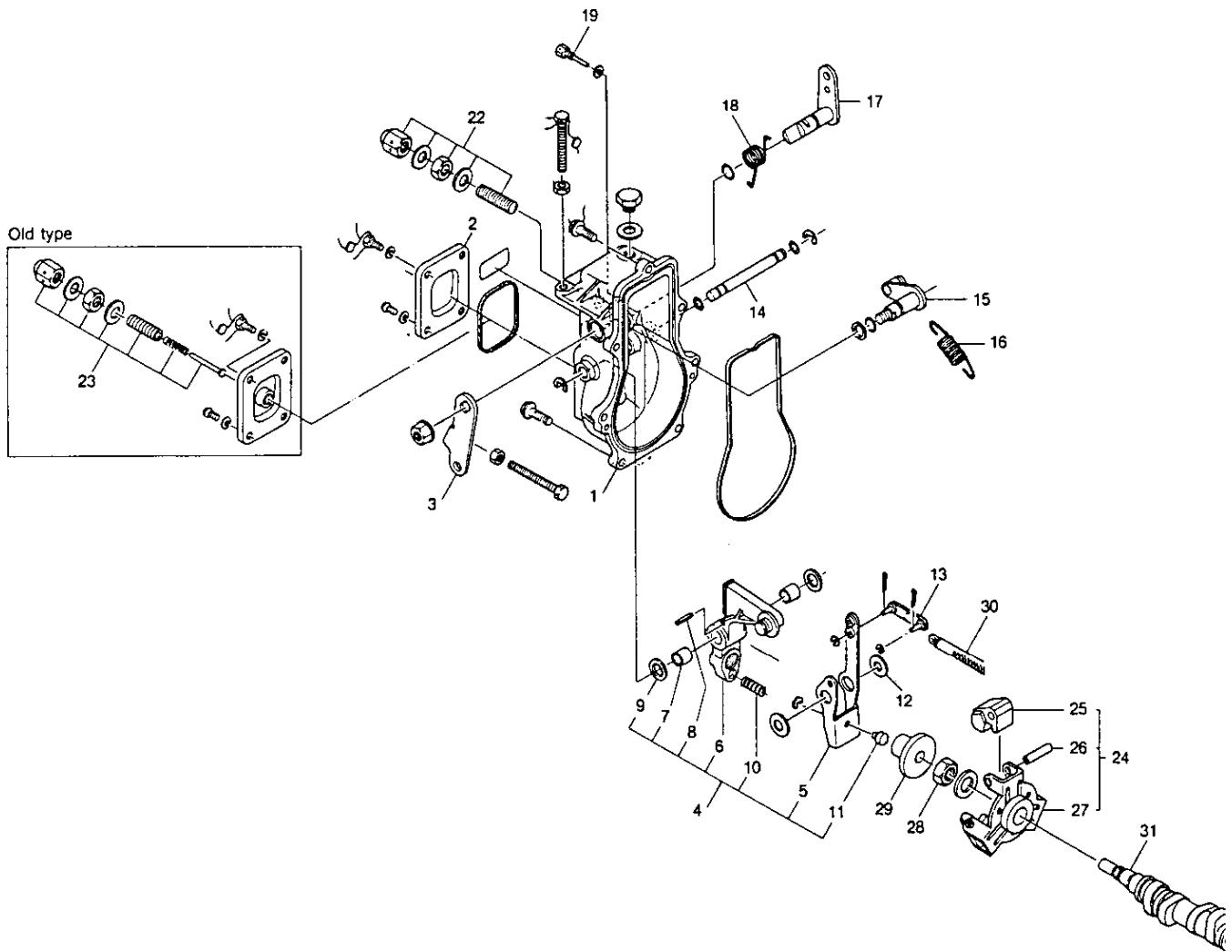


<Procedure>

Remove the cap nut of adjust bolt, loosen the lock nut and adjust the bolt with the blade-type screw driver.

Right turn	Large effect on boost comp.	<ul style="list-style-type: none"> ● Higher acceleration ● More black exhaust
Left turn	Small effect on boost comp.	<ul style="list-style-type: none"> ● Lower acceleration ● Less black exhaust

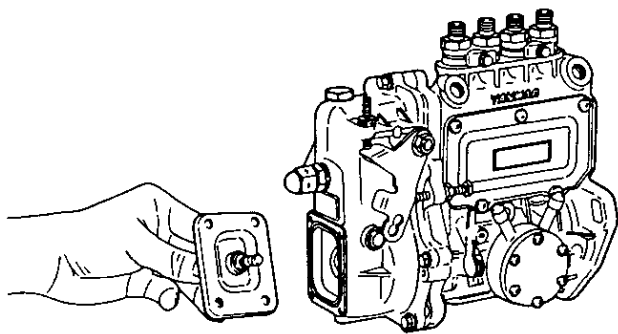
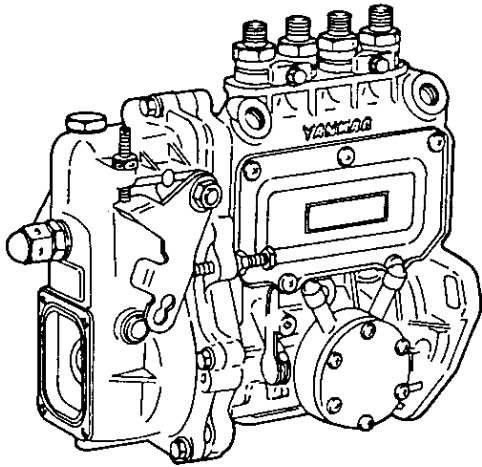
2-2. Disassembly, Reassembly and Inspection of Governor



- | | | |
|----------------------------|--|-----------------------------|
| 1. Governor case | 12. Washer | 24. Governor weight |
| 2. Governor case cover | 13. Governor link | 25. Governor weight |
| 3. Control lever | 14. Governor shaft | 26. Pin |
| 4. Governor lever assembly | 15. Control lever shaft | 27. Governor weight support |
| 5. Governor lever | 16. Governor spring | 28. Governor weight nut |
| 6. Tension lever | 17. Stop lever | 29. Governor sleeve |
| 7. Bushing | 18. Stop lever return spring | 30. Control rack |
| 8. Spring pin | 19. Stop lever stop pin | 31. Fuel pump cam shaft |
| 9. Shim | 22. Fuel stopper (limit bolt) assembly | |
| 10. Throttle spring | 23. Adjusting spring assembly | |
| 11. Shifter | | |

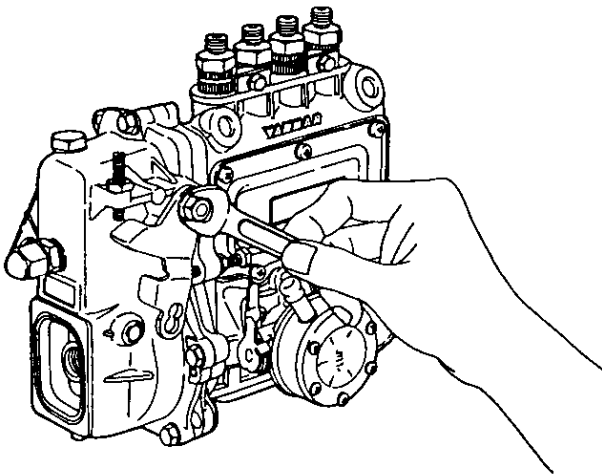
2-2-1 Governor disassembly

(1) Remove the governor case.

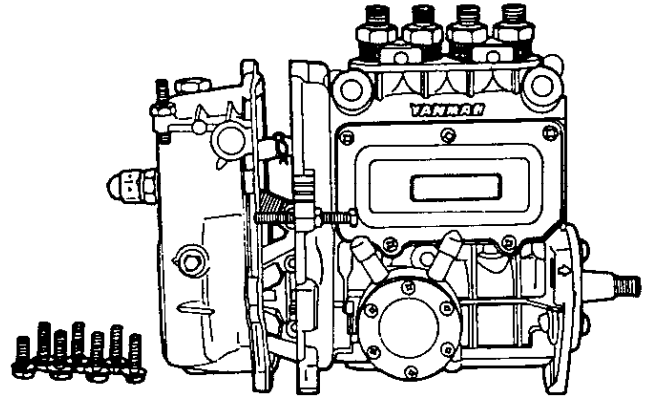


NOTE: Loosen the hex bolt on models with an angleich spring.

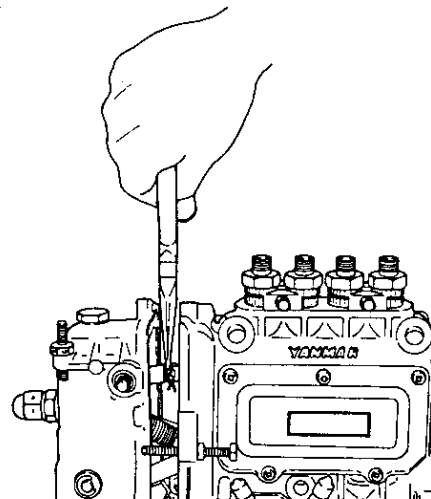
(2) Remove the control lever hex nut, and pull out the control lever from the control lever shaft.



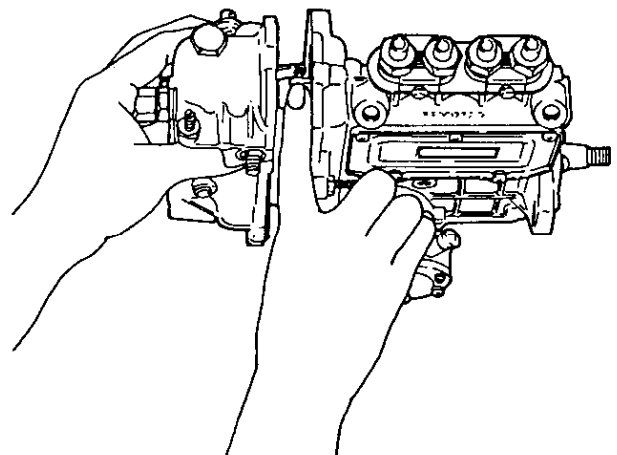
(3) Remove the governor case bolt. Remove the governor case (parallel pin) from the fuel pump until while lightly tapping the governor case with a wooden hammer. Create a gap between the governor case and fuel pump by moving parts of the governor lever.

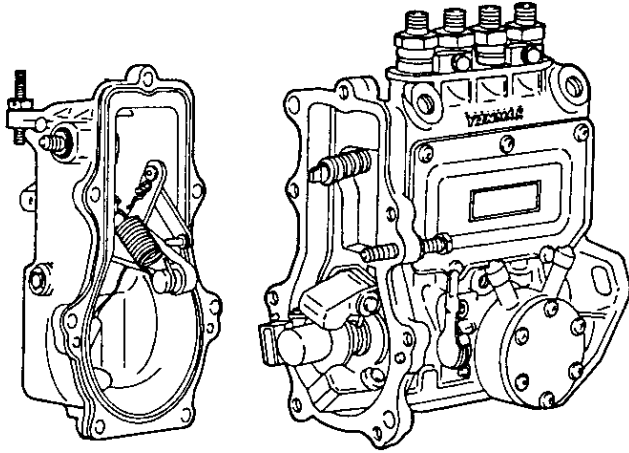


(4) Pull out the governor link snap pin by inserting needle nosed pliers between the fuel pump and governor case case.

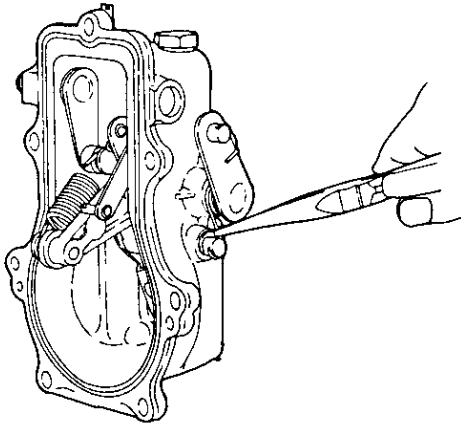


(5) The governor and fuel pump come apart by sliding the governor case and fuel pump apart and pulling out the link pin of the fuel control rack.

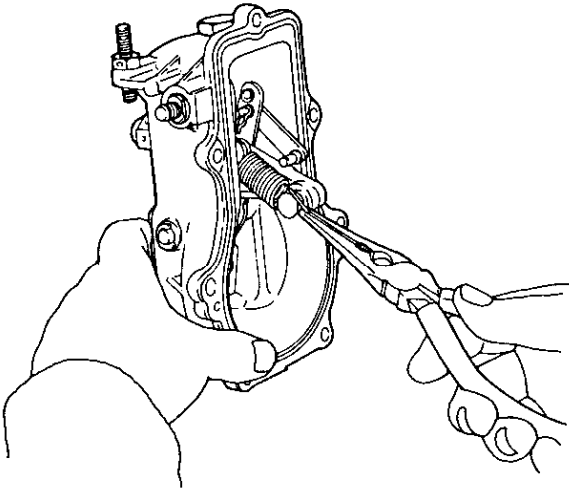




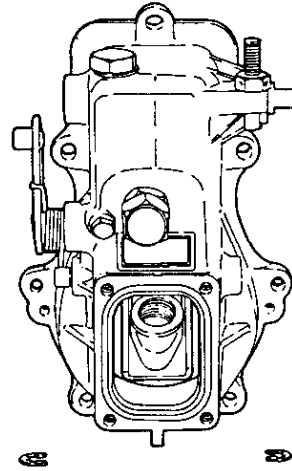
(6) Remove the stop lever return spring from the governor lever shaft.



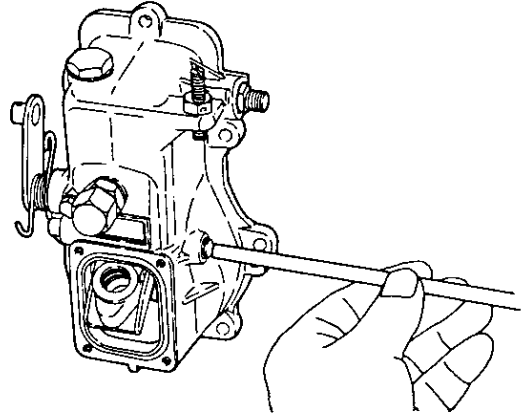
(7) Use needle nose pliers to unhook the governor spring from the tension lever and control lever shaft.



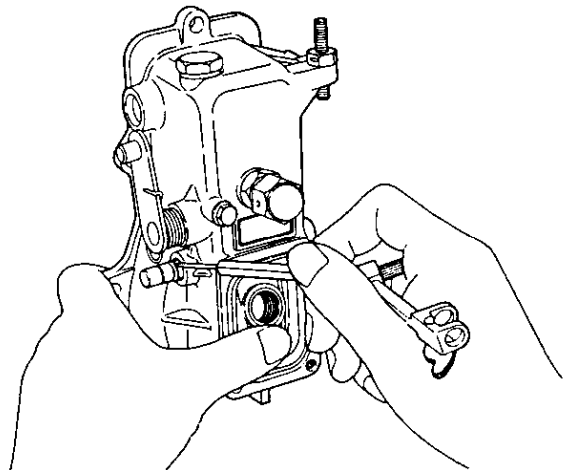
(8) Remove the snap-rings on both ends of the governor lever shaft.

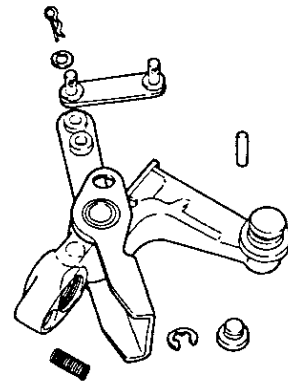
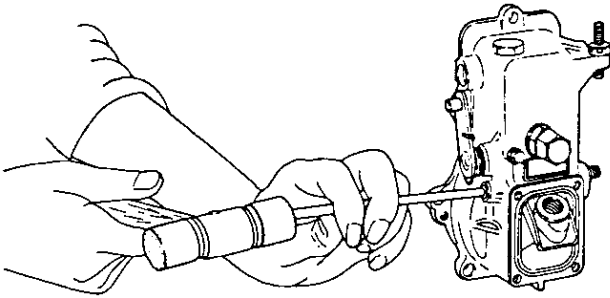


(9) Put a rod 8mm (0.315in.) in dia. or less in one end of the governor lever shaft, and tap the governor shaft until the O-ring comes out the other side of the governor case.



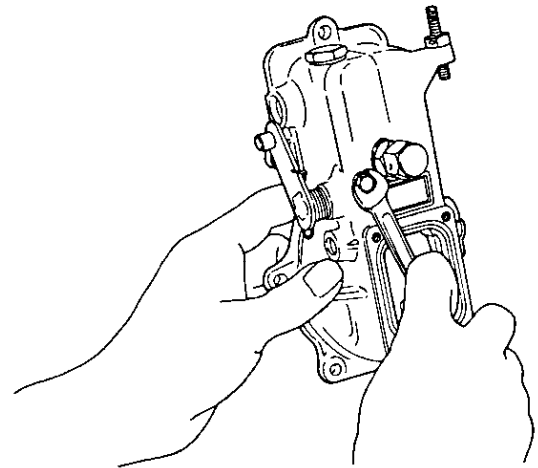
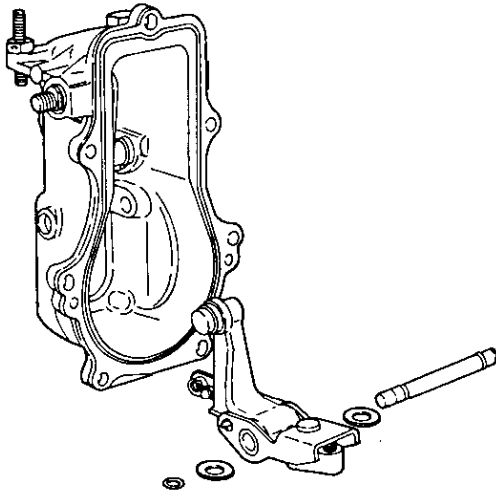
(10) After removing the O-ring, lightly tap the end of the shaft that you removed the O-ring from, and remove the governor lever shaft. Then remove the governor shaft assembly and washer.





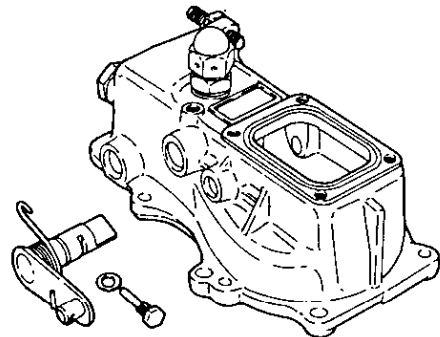
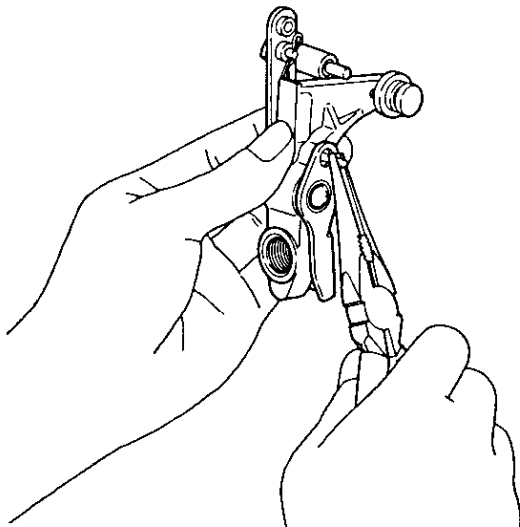
NOTE: The governor assembly consists of the governor lever, tension bar, bushing, throttle spring and shifter, and is normally not disassembled. The spring pin is removed when you replace the shifter or throttle spring.

(12) When you need to pull out the stop lever, remove the stop lever shaft stop pin, and lightly tap the inside of the governor case.



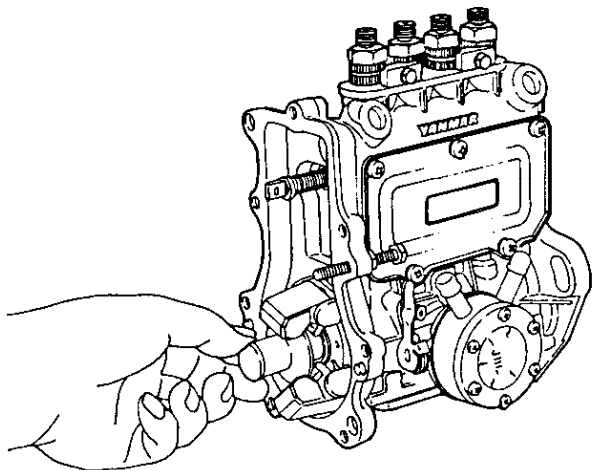
(11) Remove the governor link from the governor lever.

(13) When you need to pull out the control lever shaft, tap the end of the shaft with a wood hammer.

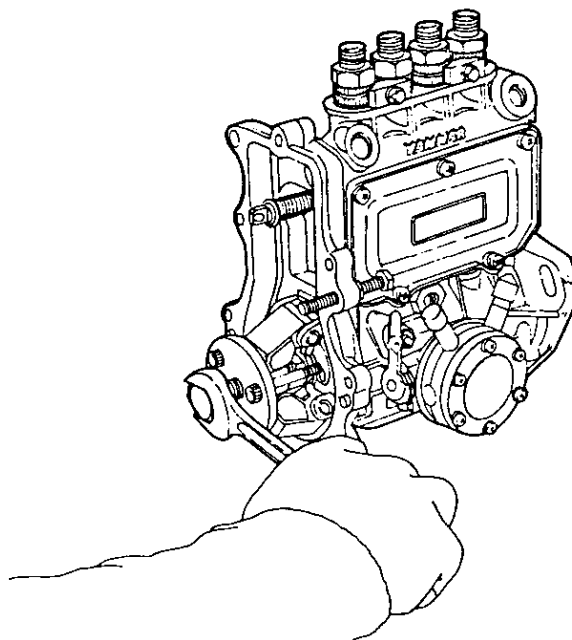


NOTE: 1. Do not remove the fuel limit nut from the governor case unless necessary.

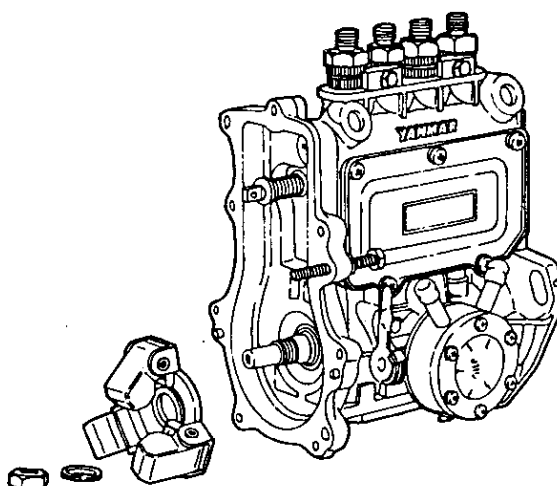
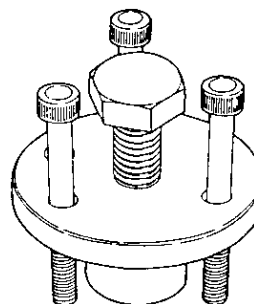
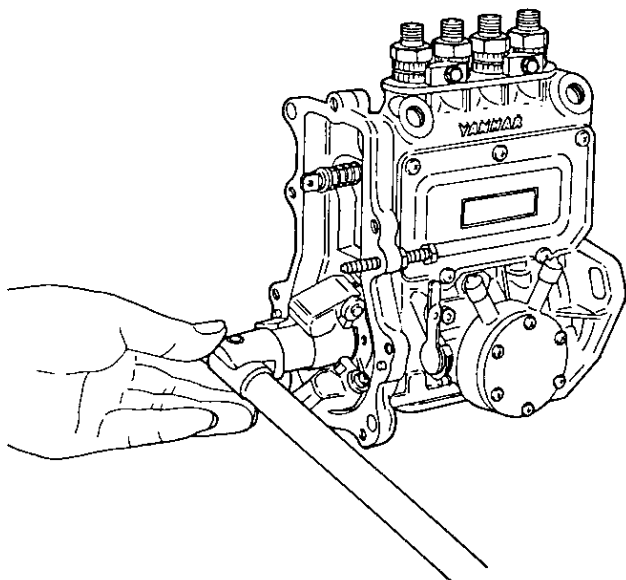
(14) Pull out the governor sleeve on the end of the fuel camshaft by hand.



(16) Remove the governor weight assembly from the fuel pump cam using the governor weight pulling tools.



(15) Turn the governor weight with a box spanner two or three times to loosen it, stopping it with the hole in the fuel coupling ring or holding the coupling with a vise.



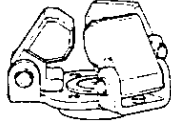
NOTE: When the taper fit comes apart after you have removed the nut, the governor weight may fly out — Be Careful.

NOTE: The governor weight assembly is made up of the governor weight, support and pin. Do not disassemble.

2-2-2 Inspection of governor

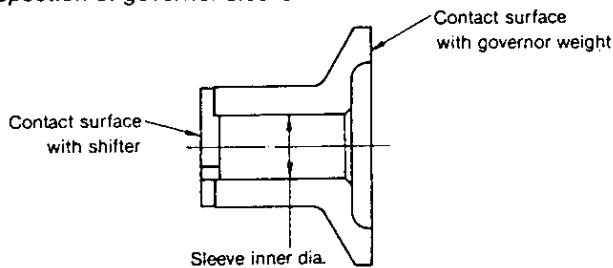
Inspection of governor weight assembly

- (1) Replace the governor weight if it does not open and close smoothly.



- (2) Replace the governor weight if the contact surface with governor sleeve is extremely worn.
- (3) Replace if there is governor weight support/pin wear or the caulking is loose.
- (4) Replace if the governor weight support stopper is excessively worn.

Inspection of governor sleeve



- (1) Replace the governor sleeve if the contact surface with governor weight is worn or there is pitching.
- (2) Replace the governor sleeve if the contact surface with shifter is considerably worn or there is pitching.
- (3) If the governor sleeve does not move smoothly above the cam shaft due to governor sleeve inner dia. wear or other reasons, replace.

Inspection of governor shaft assembly

- (1) Measure the clearance between the governor shaft and bushing, and replace if it exceeds the limit.

	Standard Dimension	Standard Clearance	Limit
mm (in.)			
Governor shaft outer dia.	7.986 ~ 7.995 (0.3144 ~ 0.3147)	0.065 ~ 0.124 (0.0025 ~ 0.0048)	0.5 (0.0196)
Bushing inner dia.	8.060 ~ 8.110 (0.3173 ~ 0.3192)		

- (2) Inspect the shifter contact surface, and replace the shifter (always by removing the pin to disassemble) if it is worn or scorched.
- (3) Disassemble and replace throttle springs that are settled, broken or corroded by pulling the spring pin.
- (4) Check link parts for bends or kinks that will cause malfunctioning, and replace any parts as necessary.

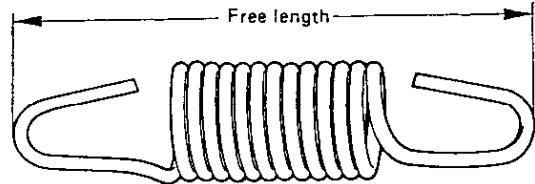
NOTE: 1. Side gap on top of governor lever shaft.

	Standard side gap
mm (in.)	0.4 (0.0157)

2. Replace the governor lever, tension bar, bushing, shifter and throttle spring as an assembly.

(5) Inspection of springs

- 1) Check the governor spring and other springs and replace if they are broken, settled or corroded.
- 2) Measure the free length of the governor spring, and replace if it exceeds the limit.
See service data sheet for free length of governor spring.



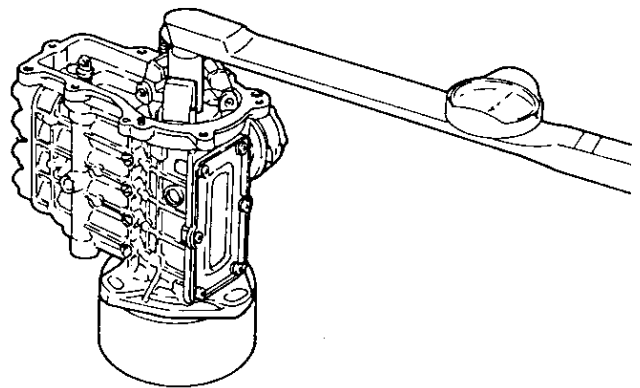
Governor spring spec. table

Engine model	4JH2E	4JH2-TE 4JH2-HTE, 4JH2-DTE
Part No.	129470-61650	129100-61730
Spring constant kg/mm	0.32	4.22
Free length mm	12	42

2-3 Assembling governor

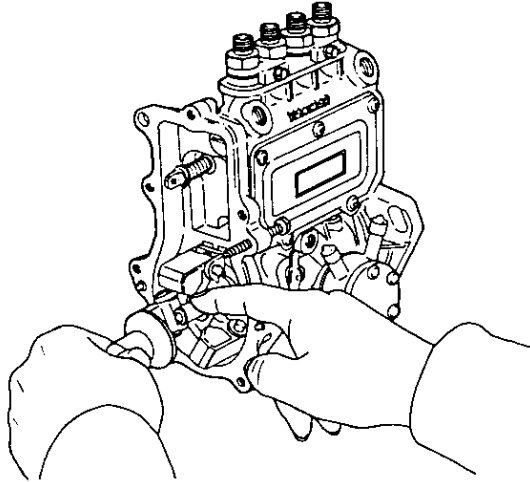
Inspect all parts after disassembly and replace any parts as necessary. Before starting reassembly, clean new parts and parts to be reused, and put them in order. Make sure to readjust the unit after reassembly to obtain the specified performance.

- (1) Insert the governor weight assembly in the taper portion at the end of the fuel pump camshaft, stopping it with the hole in the fuel coupling ring or holding the coupling with a vise, mount the rest, and tighten the governor weight nut.



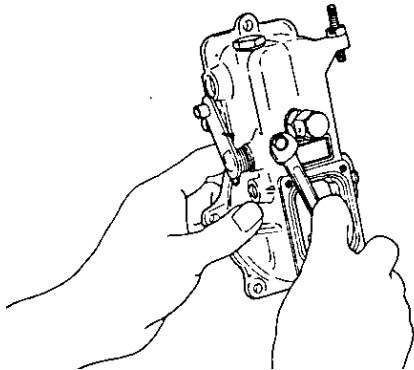
	kg-m (ft-lb)
Governor weight nut tightening torque	4.5 ~ 5.0 (32.54 ~ 36.16)

- (2) Open the governor weight to the outside, and insert the sleeve in the end of the fuel pump camshaft.



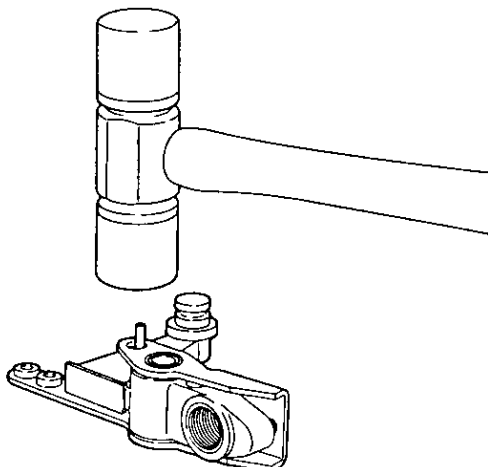
NOTE: Make sure that the sleeve moves smoothly after inserting it.

- (3) When the stop lever has been disassembled, mount the stop lever return spring on the stop lever, tap the stop lever lightly with a wooden hammer to insert it, and tighten the stop lever stop pin.

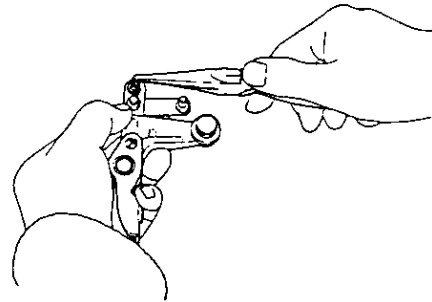


- (4) When the control lever shaft has been removed, lightly tap the control lever shaft and washer from inside the governor case, using an appropriate plate.

- (5) If the governor has been disassembled, tap in the spring pin.



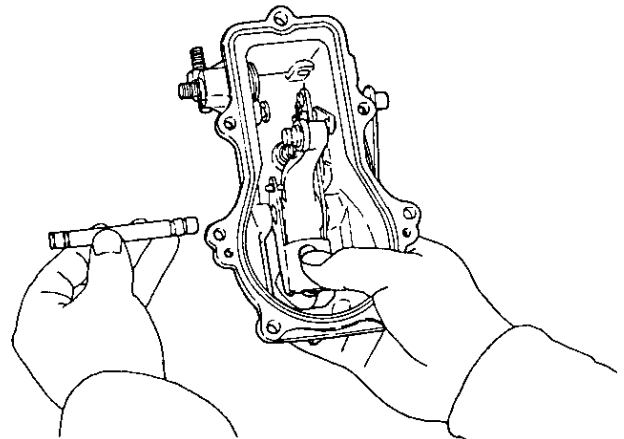
- (6) Mount the governor lever assembly to the governor link.



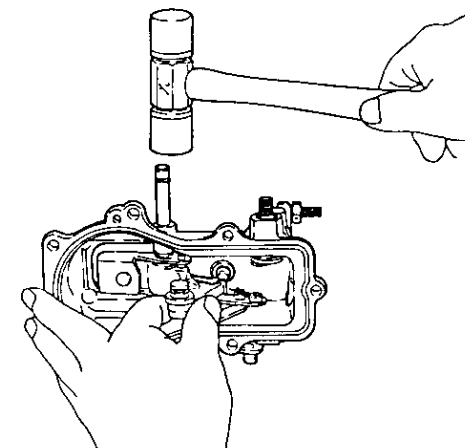
NOTE: 1. Make sure that the correct governor link mounting holes are used, and that it is mounted in the correct direction.

2. Make sure that the governor link moves smoothly.

- (7) Put the governor lever shaft assembly in the governor case, insert the governor lever shaft, and tap it in until the O-ring groove comes out the opposite side of the governor case.

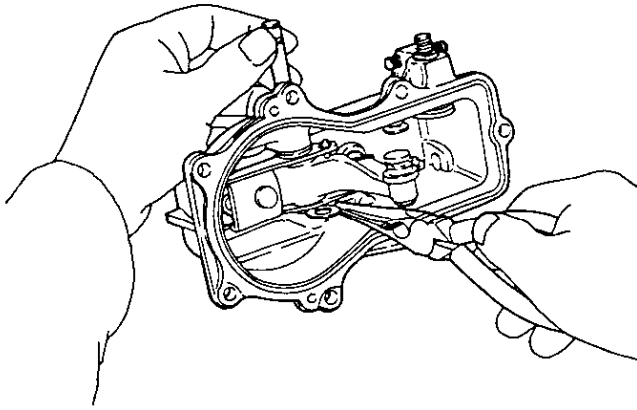


NOTE: 1. Fit the O-ring to the side you have tapped in.

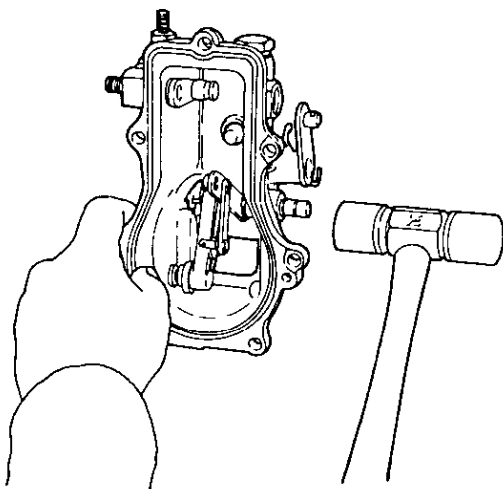
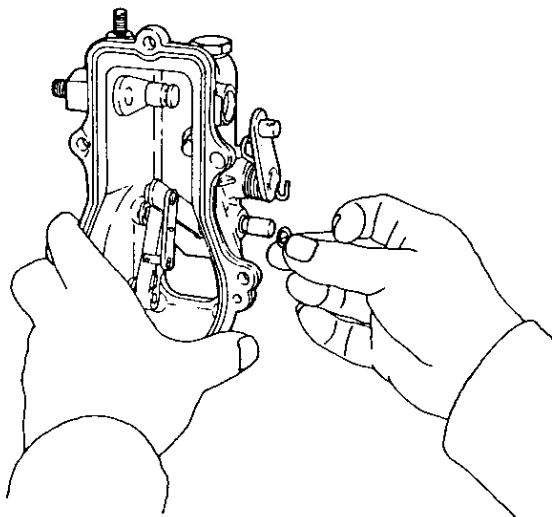


2. Be sure to insert the governor lever shaft in the correct direction.

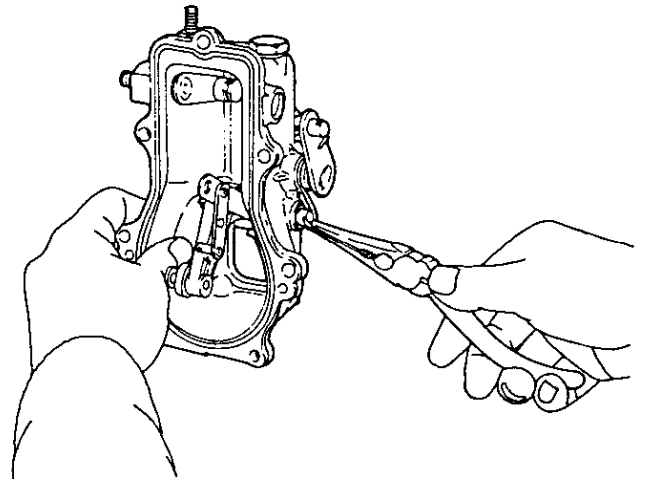
3. Don't forget to mount the washers to both sides of the governor lever.



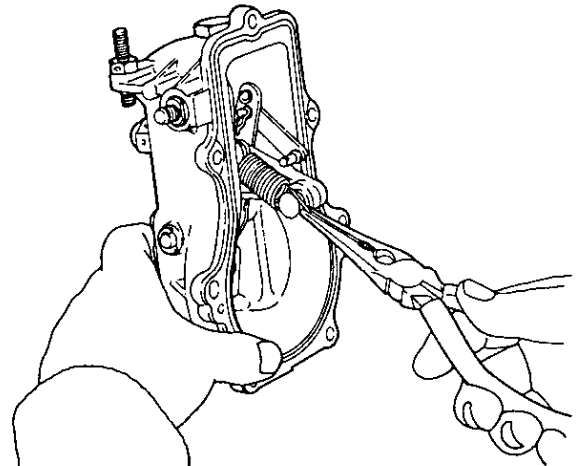
(8) After you have mounted the O-ring, tape the governor lever in the opposite direction, and mount the E-shaped stop rings on the grooves at both ends.



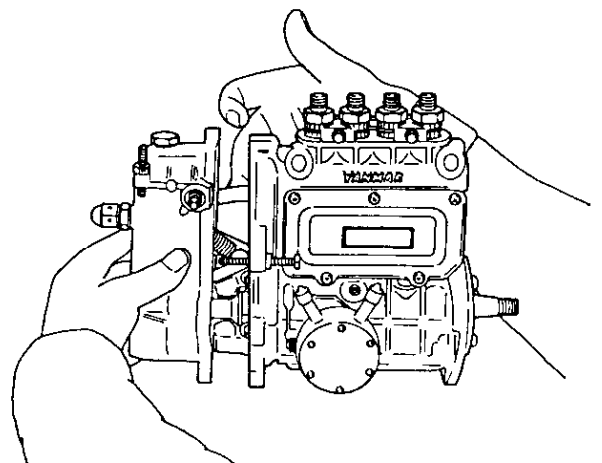
(9) Fit the stop lever return spring to the end of the governor lever shaft.



(10) Hook the governor spring on the control lever shaft and tension lever hook with radio pliers.

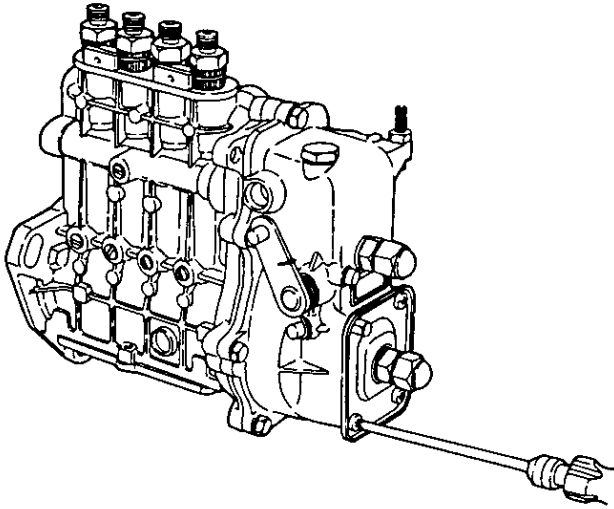


(11) Pull the governor link as far as possible towards the governor case mounting surface, insert the governor link pin in the fuel control rack pin hole and fit the snap pin on it.

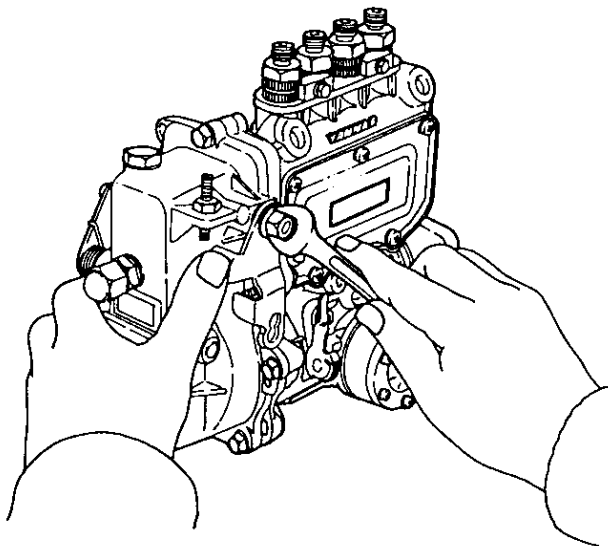


NOTE: After mounting the governor lever assembly, make sure the governor lever assembly moves smoothly.

- (12) Mount the governor case to the fuel pump unit while lightly tapping it with a wooden hammer, and tighten the bolts.
- (13) Place the adjusting spring and adjusting rod on the governor case cover adjusting bolt, and mount the governor case cover.

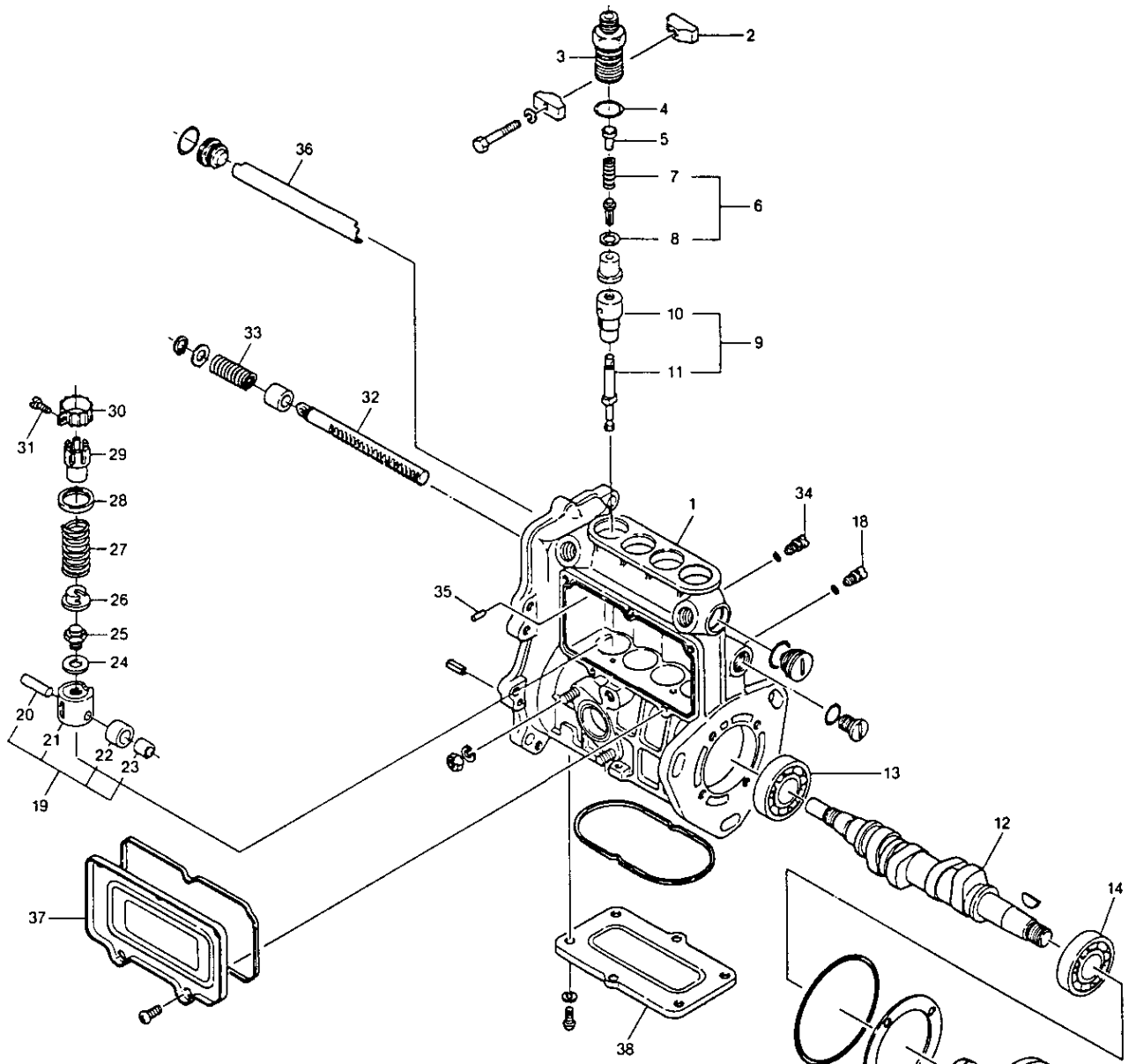


- (14) Insert the control lever in the control lever shaft, and tighten the nut.



NOTE: Move the control lever back and forth to make sure that the entire link moves smoothly.

3. Disassembly, Reassembly and Inspection of Fuel Injection Pump



- 1. Fuel pump unit
- 2. Delivery valve retainer stop
- 3. Delivery valve retainer
- 4. Delivery valve stopper
- 5. Delivery valve spring
- 6. Delivery valve assembly
- 7. Delivery valve
- 8. Delivery valve seat
- 9. Plunger assembly
- 10. Plunger barrel
- 11. Plunger
- 12. Fuel pump camshaft
- 13. Bearing
- 14. Bearing
- 15. Bearing holder

- 16. *Oil seal
- 17. Adjusting packing (shim)
- 18. Tappet stopper
- 19. Tappet assembly
- 20. Pin
- 21. Roller guide
- 22. Roller (outer)
- 23. Roller (inner)
- 24. Adjusting shim
- 25. Adjusting bolt
- 26. Plunger spring rest B
- 27. Plunger spring
- 28. Plunger spring rest A
- 29. Control sleeve (reduction ring)
- 30. Control pinion B

- 31. Stop screw
- 32. Aux. spring
- 33. Control rack stopper
- 34. Plunger barrel stopper
- 35. Deflector
- 36. Pump side cover
- 37. Pump bottom cover

NOTE: 1. Some models are equipped with ball bearings and some with taper roller bearings.
 2. *Oil seal: Some models are equipped with oil seals and some are not. The shape of the bearing holder differs for models with and without oil seals.

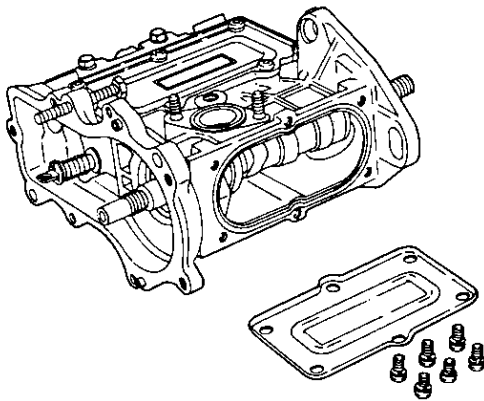
3-1 Disassembly of fuel injection pump

When disassembling the fuel pump, separate the parts for each cylinder and be careful not to get them mixed up.

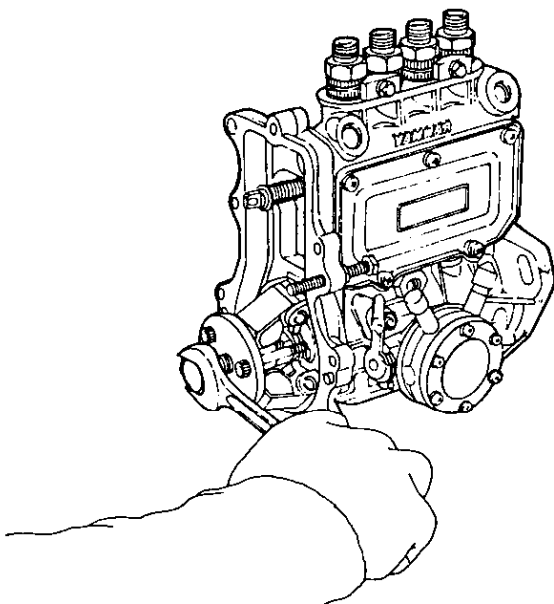
Be especially careful to keep the plunger/plunger barrel, delivery valve/delivery valve seat and other assemblies separate for each cylinder (the parts of each assembly must be kept with that assembly and put back in the same cylinder).

Preparation

1. Wash off the dirt and grease on the outside of the pump with cleaning oil (kerosene or diesel oil) before disassembly.
2. Perform work in a clean area.
3. Take off the fuel pump bottom cover and remove lubricant oil.
4. Turn the fuel pump upside down to drain fuel oil.

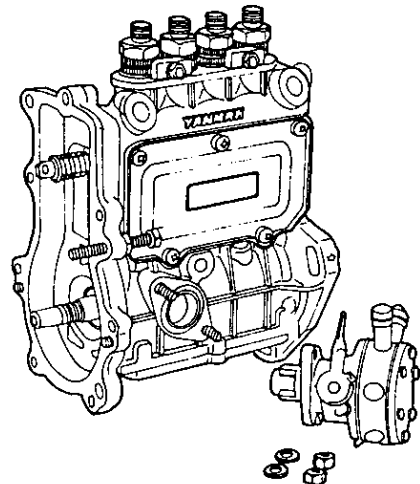
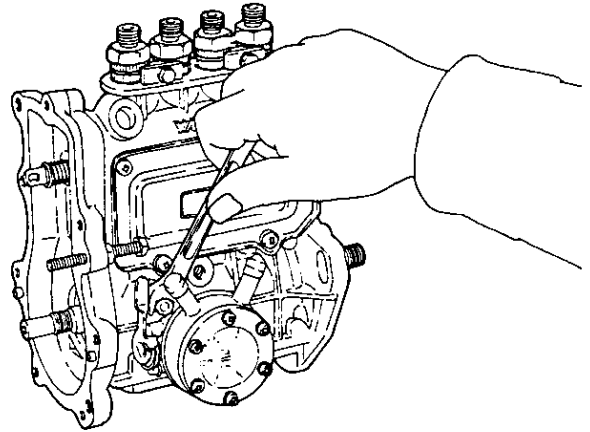


- (1) Loosen the nut with a box spanner and take it off, holding it with the hole in the fuel coupling ring or holding the coupling with a vise and take out the governor weight assembly.

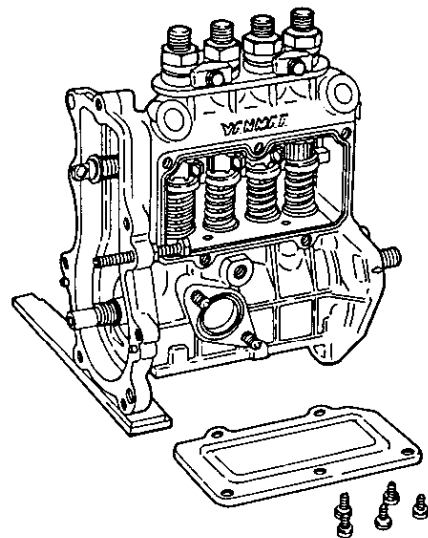


- (2) Remove the fuel feed pump.

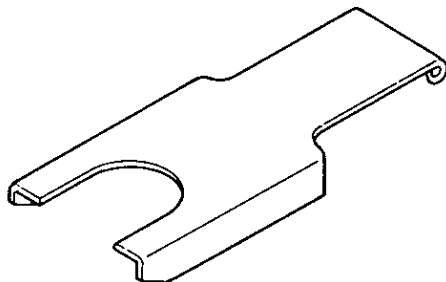
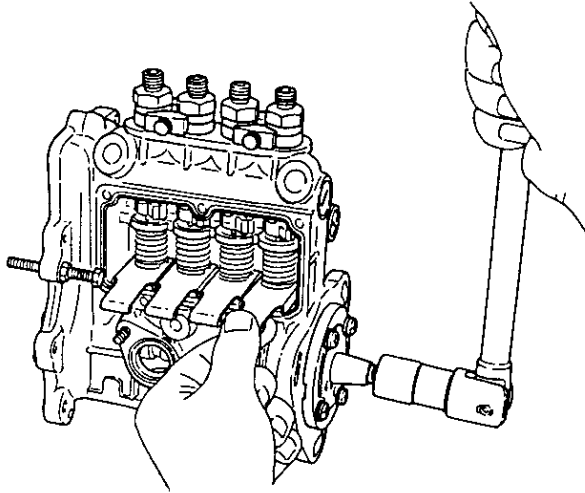
NOTE: Do not disassemble the fuel feed pump. See instructions for fuel feed pump for details.



- (3) Remove the fuel pump side cover.



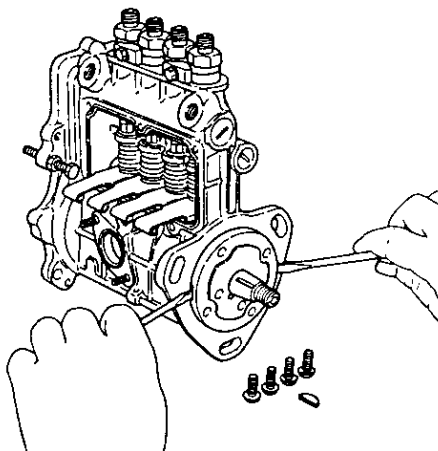
- (4) Turn the camshaft until the roller guide is at the maximum head, and insert the plunger spring support plate in between the plunger spring washer B (lower side) and fuel pump unit.



Plunger spring support plate

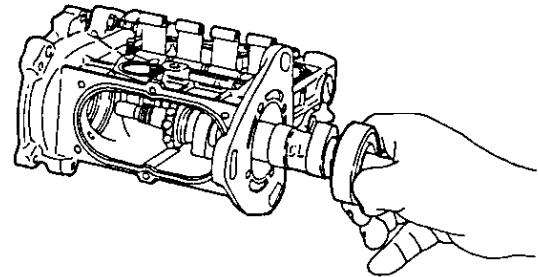
NOTE: If the camshaft does not turn, put double nuts on the end of the cam shaft or remove the coupling.

- (5) Remove the camshaft wood ruff key.
 (6) Put a screwdriver in the two grooves on the camshaft bearing holder mounting surface, and pull out the camshaft bearing holder.

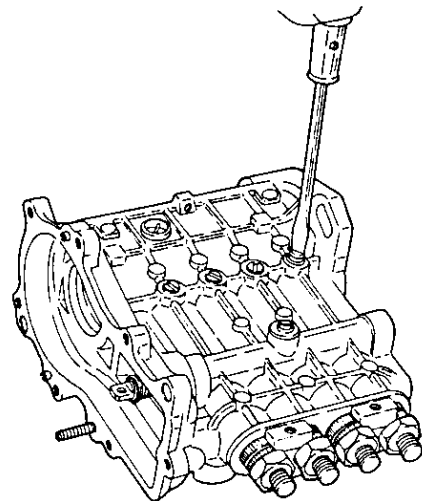


NOTE: 1. Be sure not to damage the oil seal with the threaded part of the camshaft.
 2. Be careful not to loosen the shims in between the pump and bearing holder.

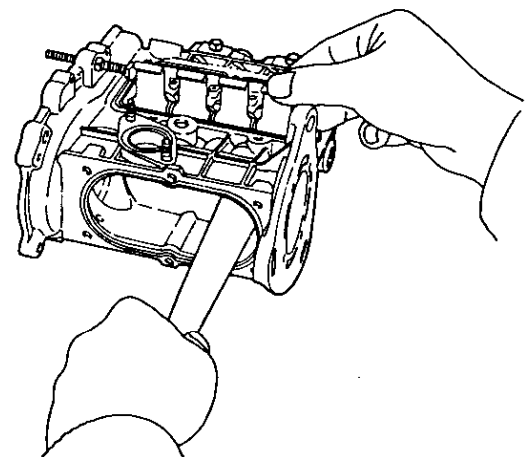
- (7) Turn the fuel pump upside down, move all the roller guides to the plunger side, and then put the pump on its side. Turn the camshaft to a position so that none of the cylinder cams hit the tappets.
 (8) Put a plate against the governor end side of the camshaft and lightly tap it, and pull out the camshaft and drive side bearing.



- (9) Remove the roller guide stop.

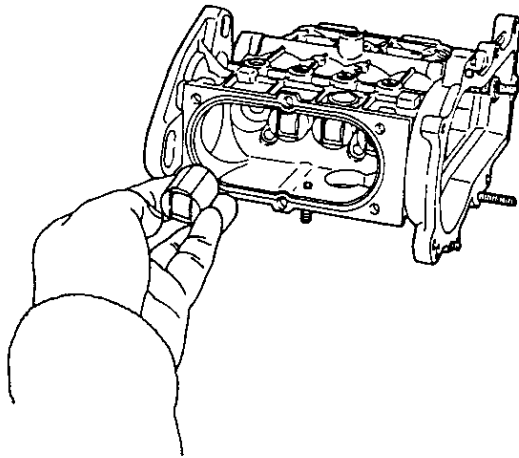


- (10) Use a hammer handle or the like to push up the roller guide from the bottom of the pump, and remove the plunger spring support plate.

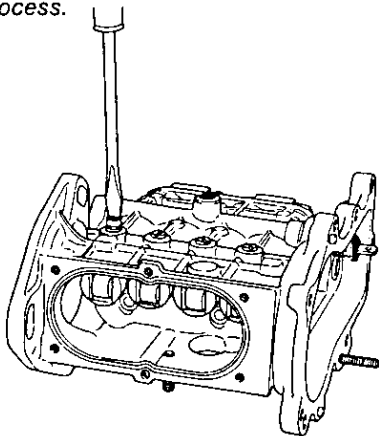


NOTE: The plunger spring may make the roller guide and plunger, etc. fly out when the plunger support plate is removed.

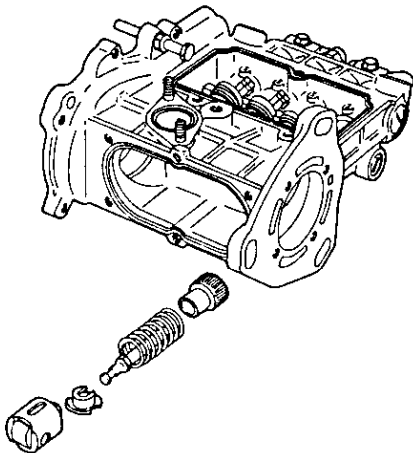
(11) Remove the roller guide.



NOTE: When you stand the fuel pump up, all of the roller guides drop out at one time. Therefore, first remove the stop bolt for one cylinder at a time, and then the roller guide for each cylinder—continue this process.

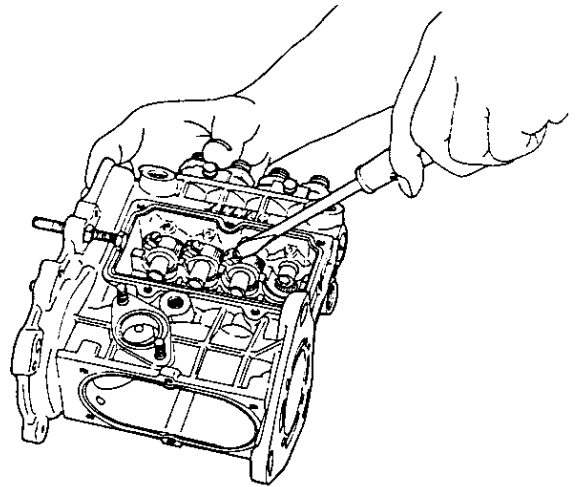


(12) Remove the plunger, plunger spring and lower washer from the lower part of the pump.

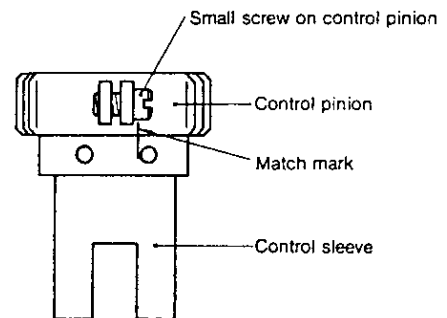


NOTE: Keep the parts separate for each cylinder.

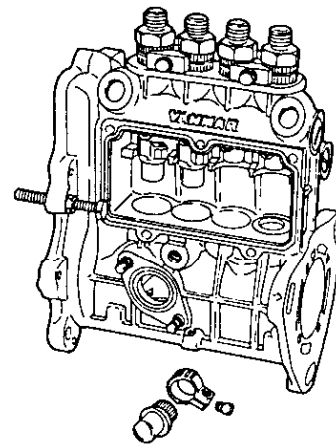
(13) Loosen the small screw on control pinion.



NOTE: 1. Check to make sure the match marks on the pinion/sleeve are correct before loosening the small screw on the control pinion, as the pinion and sleeve come apart when the screw is loosened. If the mark is hard to read or off center, lightly inscribe a new mark. This will serve as a guide when adjusting injection volume later.

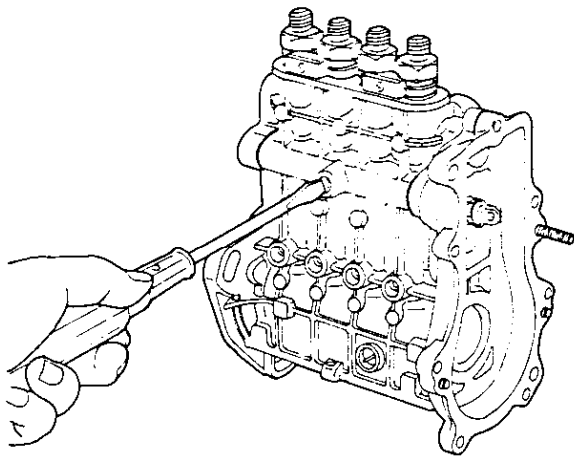


2. Keep parts separate for each cylinder.
 (14) Remove the control pinion, sleeve and upper rest.

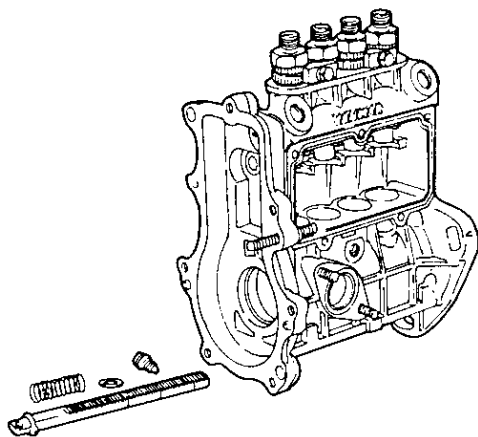


NOTE: Keep parts separate for each cylinder.

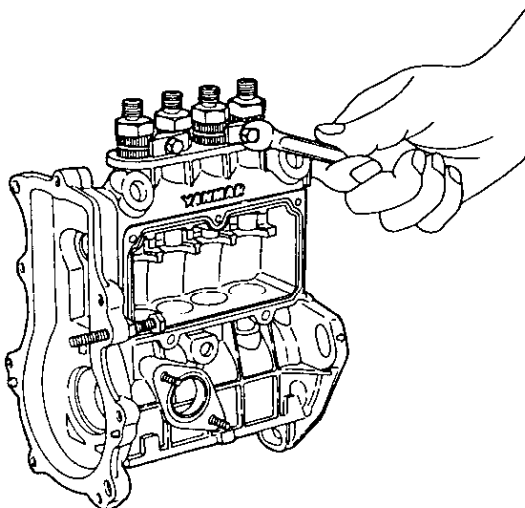
(15) Remove the control rack stop bolt and remove the rack.



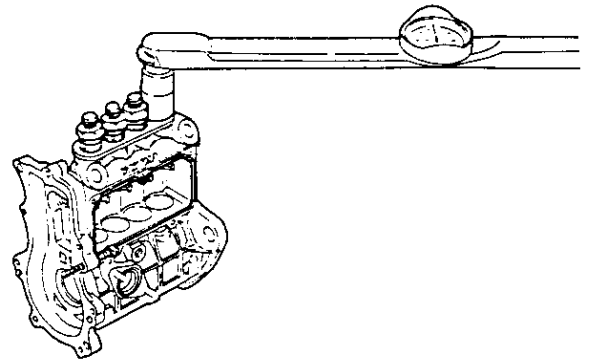
NOTE: Be careful not to lose the spring or rest on the control rack.



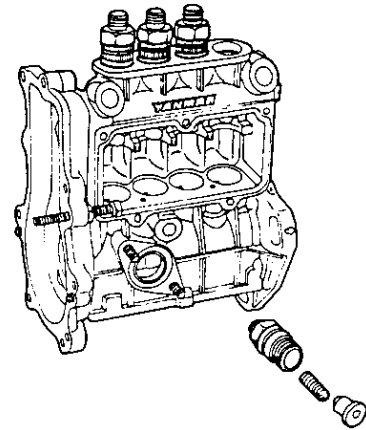
(16) Loosen the delivery valve retainer stop bolt, and remove the delivery valve holder stop.



(17) Remove the delivery valve holder.

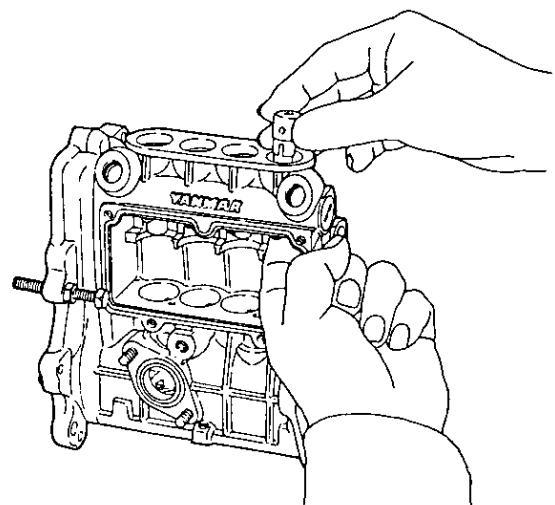


(18) Remove the delivery valve assembly.



NOTE: 1. Be careful not to lose the delivery valve packing, delivery valve spring, delivery valve stopper or other small parts.
2. Keep the delivery valve assemblies for each cylinder clearly separated.

(19) Take the plunger barrel out from the top of pump.

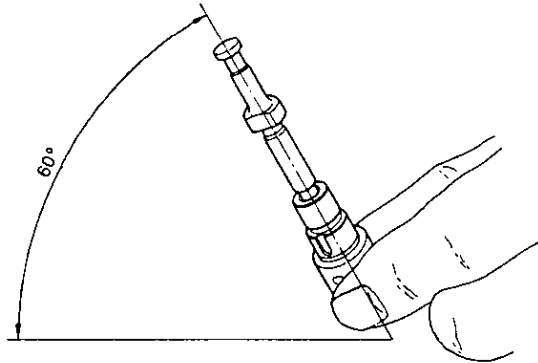


NOTE: Keep it as a set with the plunger that was removed earlier.

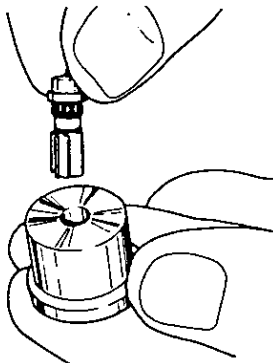
3-2 Inspection of fuel injection pump

(1) Inspection of plunger

- 1) Thoroughly wash the plungers, and replace plungers that have scratches on the plunger lead or are discolored.
- 2) The plunger is in good condition if it slides down smoothly when it is tilted about 60°. Repeat this several times while turning the plunger. Repair or replace if it slides down too quickly or if it stops part way.



(2) Inspection of delivery valve



- 1) Replace as a set if the delivery valve suck-back collar or seat are scratched, scored, scuffed, worn, etc.
- 2) The valve is in good condition if it returns when released after being pushed it down with your finger (while the holes in the bottom of the delivery guide seat are covered). Replace if necessary.
- 3) Likewise, the valve should completely close by its own weight when you take your finger off the holes in the bottom of the delivery guide sheet.

NOTE: When fitting new parts, wash with diesel oil and perform the above inspection.

(3) Inspection of pump

- 1) Inspect for extreme wear of roller guide sliding surface. Scratches on the roller pin sliding surface are not a problem.
- 2) Inspect the plunger barrel seat. If there are burrs or discoloration, repair or replace as this will lead to dilution of the lubricant.

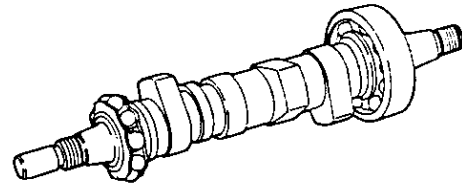
(4) Inspection of fuel camshaft and bearings

- 1) Fuel camshaft
Inspect for scratches or wear of camshaft, deformation

of key grooves and deformation of screws on both ends, and replace if necessary.

2) Bearings

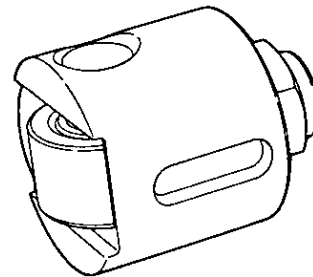
Replace if the taper rollers or outer race surface is flaked or worn.



NOTE: Replace fuel camshafts and bearings together.

(5) Inspection of roller guide assembly

1) Roller



Replace if the surface is worn or flaked.

2) Roller Guide

Replace if the outer roller pin hole is extensively worn or there are many scratches.

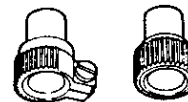
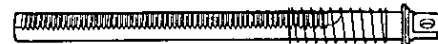
3) Replace if the play of the roller guide assembly pin/roller is 0.2mm (0.0078in.) or more.

4) Injection timing adjustment bolt

Replace if the surface in contact with the plunger side is unevenly or excessively worn.

(6) Inspection of rack and pinion

1) Rack



Inspect for bending of rack and wear or deformation of fit with pinion.

2) Pinion

Inspect for wear or deformation of fit with rack.

NOTE: If the tooth surface or sliding surface is not in good working order, rack resistance increases, affecting the condition of the engine (rough rpm, over running, etc.).

(7) Inspection of plunger spring and delivery spring

Inspect springs for scratches, cracks, breakage, uneven wear and rust.

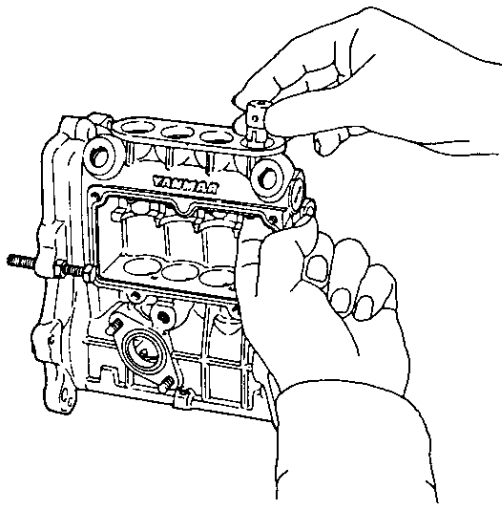
- (8) Inspection of oil seals
Inspect oil seals to see if they are burred or scratched.
- (9) Inspection of roller guide stop
Inspect the side of the tip, replace if excessively worn.
- (10) Inspection of O-rings
Inspect and replace if they are burred or cracked.

3-3 Reassembly of fuel injection pump

Preparation

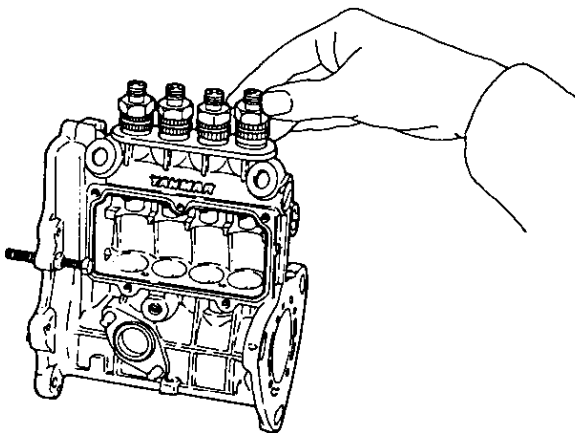
After inspection, put all parts in order and clean.
See Inspection of Fuel Pump for inspection procedure.

- (1) Put in the plunger barrel from the top of pump.



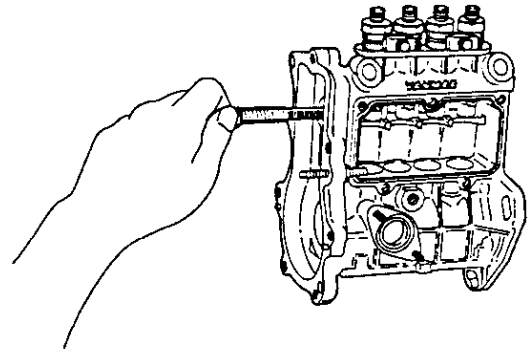
NOTE: Make sure the barrel key groove is fitted properly to the barrel stop pin.

- (2) Place the delivery valve assembly, packing, spring and stopper from the top of the pump, in that order.



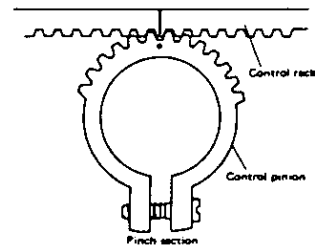
NOTE: Replace the delivery valve packing and O-ring.

- (3) Place the control rack, and tighten the control rack stop bolt.

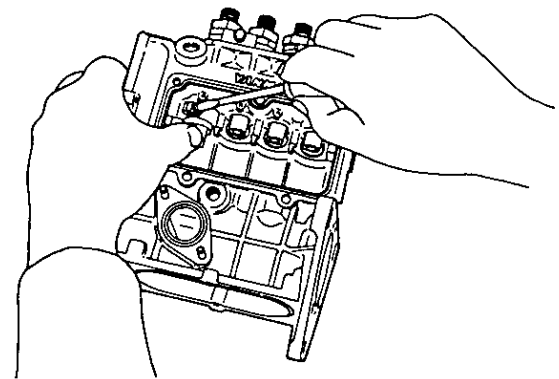


NOTE: 1. Do not forget the rack aux. spring.
2. Make sure the rack moves smoothly through a full cycle.

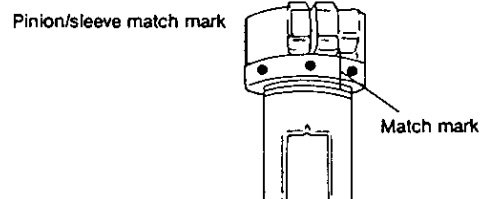
- (4) Place the rack set screw (using the special tool) in the rack stop bolt screw hole to fix the rack.
- (5) Looking from the bottom of pump, align the match marks on the rack and pinion.



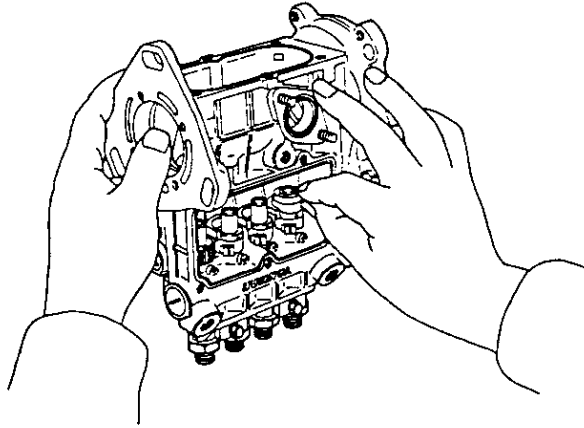
- (6) While holding the pinion with one hand and keeping it aligned with the match mark, fit in the sleeve, and lightly tighten the small pinion screw.



NOTE: Fitting of sleeve; Face towards small pinion screws and align with match mark.



(7) Mount the plunger spring upper rest.

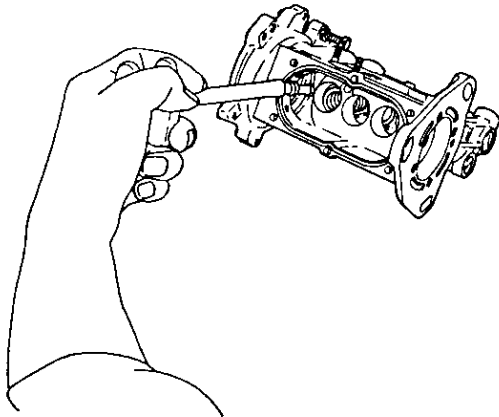


NOTE: 1. Be sure to mount the upper rest with the hollow side facing down.

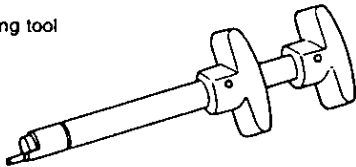
2. Recheck to make sure that the rack moves easily.

(8) Mount the plunger spring.

(9) Mount the lower rest on the head of the plunger, and fit the plunger in the lower part of pump while aligning the match marks on the plunger flange and the sleeve.

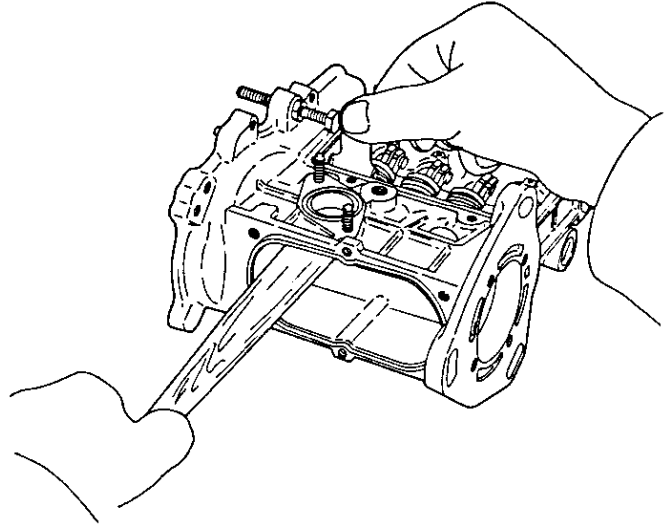


Plunger inserting tool

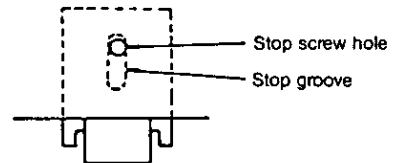


NOTE: If the plunger is mounted in the opposite direction, the injection volume will increase abnormally and cannot be adjusted.

(10) Insert the plunger spring support plate between the plunger spring seat B (lower) and fuel pump, by putting the handle of a hammer in the lower part of pump and pushing the roller guide up.



NOTE: 1. Face the roller guide stop groove upwards, and align it with the stop screw hole on the pump.

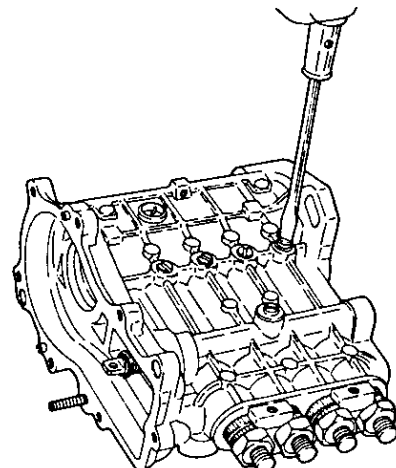


2. Check the movement of the rack. The plunger spring may be out of place if the movement is heavy — insert a screwdriver and bring it to the correct position.

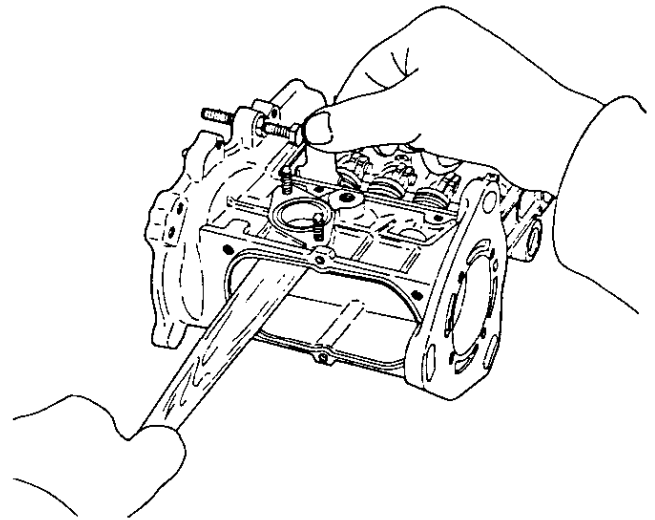
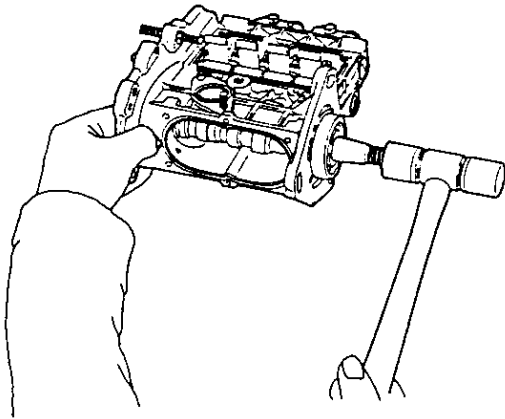
3. When replacing the roller guide assembly, fit shims and lightly tighten:

Standard shim thickness	1.2 mm (0.0472 in.)
Part code number	129155-51600

(11) Make sure that the roller guide stop groove is in the correct position, and tighten the roller guide stop bolt.



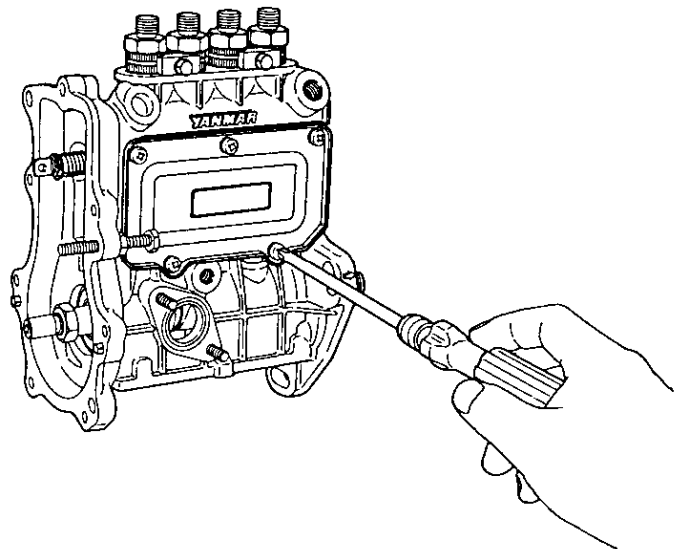
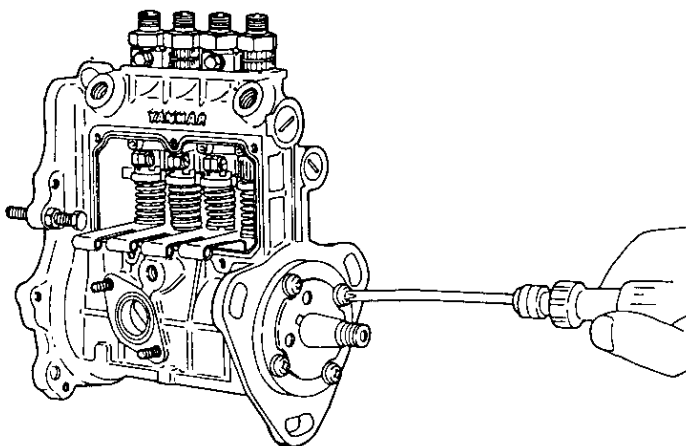
- (12) Fit the bearings to both ends of the camshaft, and insert from the drive side by tapping lightly.



NOTE: Turn the pump upside down, and tap in the camshaft while moving the roller guide to the plunger spring side.

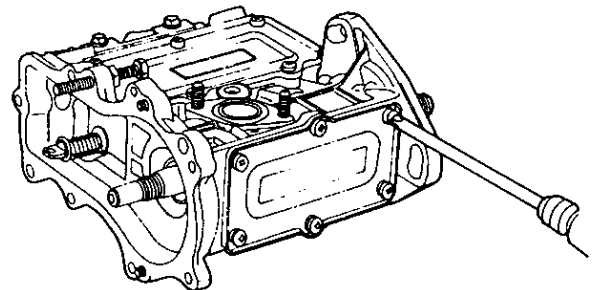
- (13) Fit the oil seal on the inside of the bearing retainer and mount the bearing retainer.

- (15) Mount the fuel pump side cover.
 (16) Tap in the camshaft wood ruff key.
 (17) Turn the camshaft, and pull out the plunger spring support plate.



NOTE: Coat the camshaft and oil seal with oil to prevent the oil seal from being scratched.

- (14) Fix the pump, lightly tap both ends of the cam shaft with a wooden hammer, and adjust the cam shaft side clearance with the adjustment shims while checking with a side clearance gauge.



	mm (in.)
Camshaft side clearance	0.02 ~ 0.05 (0.0007 ~ 0.0019)

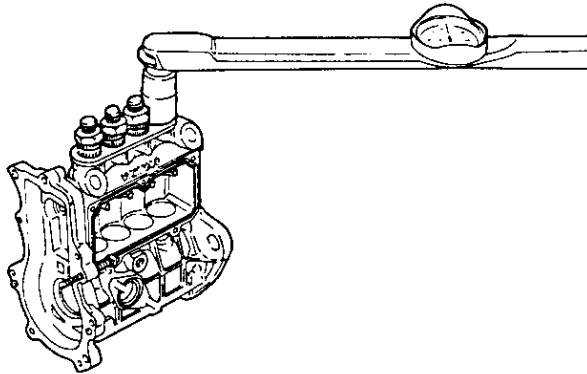
Adjusting

Pull out the adjusting shims if the clearance is too small, and add adjusting shims if it is too large.

	mm (in.)
Adjusting shim thickness	0.50 (0.0196)
	0.40 (0.0157)
	0.30 (0.0118)
	0.15 (0.0059)

NOTE: Fit double nuts to turn the camshaft.

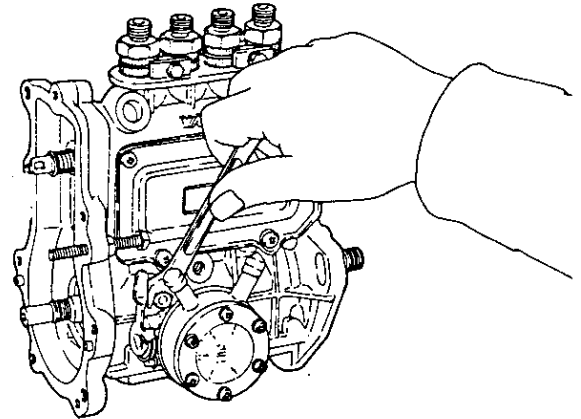
(18) Tighten the delivery valve retainer.



	kg-m (ft-lb)
Tightening torque	3.5 ~ 4.0 (25.31 ~ 28.93)

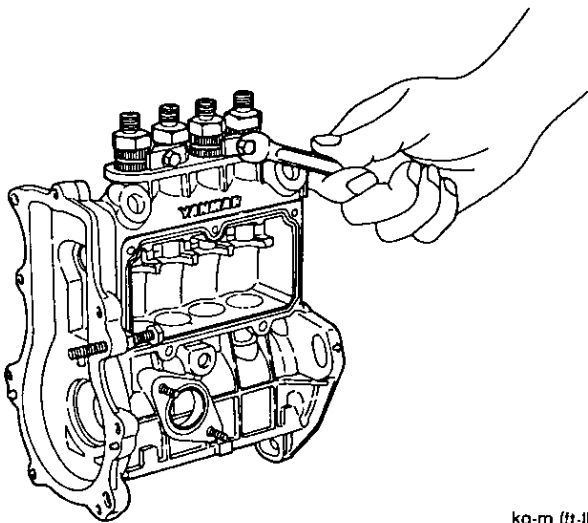
NOTE: 1. Tighten the retainer as far as possible by hand— if the bolt gets hard to turn part way, the packing or delivery valve are out of place. Remove, correct, and start tightening again.
2. Overtightening can result in malfunctioning of the rack.

(20) Mount the fuel feed pump



NOTE: Refer to the instructions for reassembly of the fuel feed pump.

(19) Fit the delivery retainer stop and tighten the stop bolt.



	kg-m (ft-lb)
Tightening torque	0.3 (2.16)

NOTE: Overtightening can upset the delivery retainer and cause oil leakage.

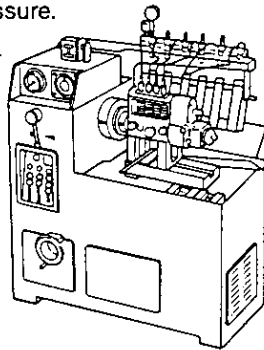
4. Adjustment of Fuel Injection Pump and Governor

Adjust the fuel injection pump after you have completed reassembly. The pump itself must be readjusted with a special pump tester when you have replaced major parts such as the plunger assembly, roller guide assembly, fuel camshaft, etc. Procure a pump tester like the one illustrated below.

4-1 Preparations

Prepare for adjustment of the fuel injection pump as follows:

- (1) Adjusting nozzle assembly and inspection of injection starting pressure.

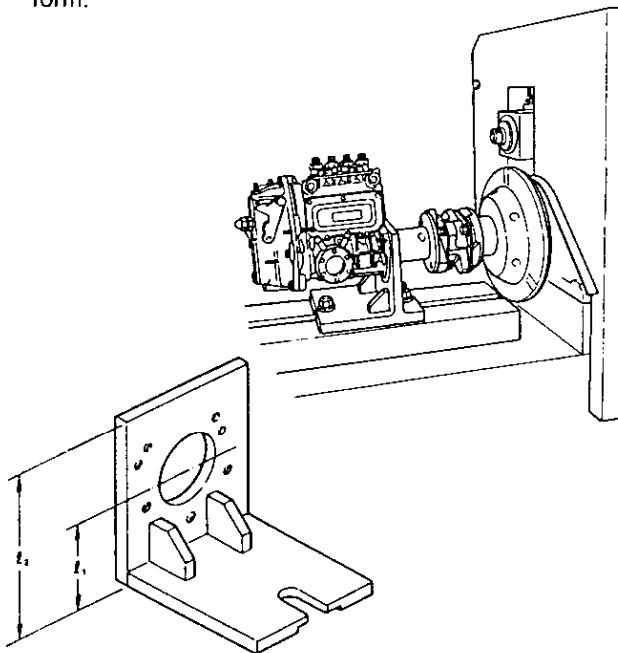


	kg/cm ² (lb/in. ²)
Adjusting nozzle type	YDN-12SD12
Injection starting pressure	165 ~ 175 (2346.85 ~ 2489.08)

- (2) Adjusting injection pipe.

	mm (in.)
Inner dia./outer dia. × length	2.0/6.0 × 600 (0.0787/0.2362 × 23.6220)
Minimum bending radius	25 (0.9842)

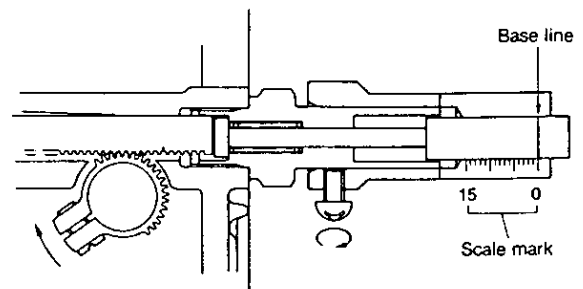
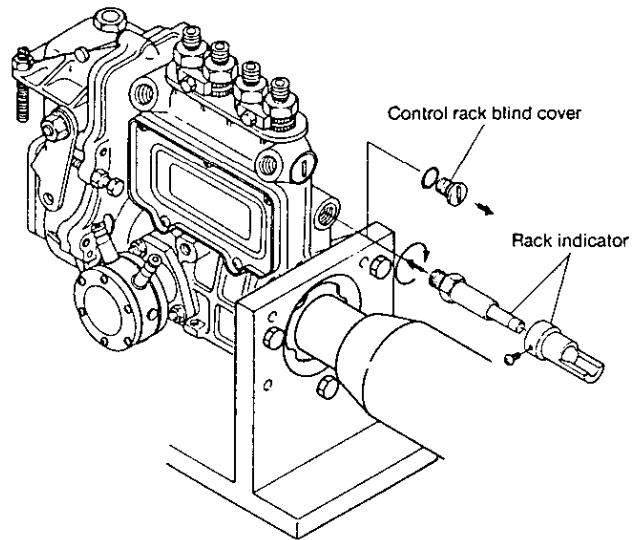
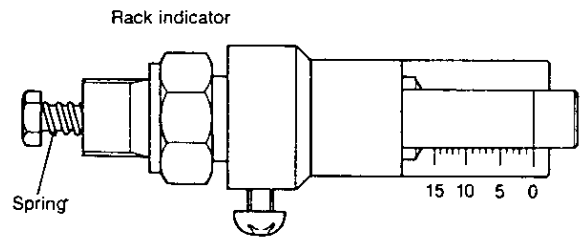
- (3) Mount the fuel injection pump on the pump tester platform.



Tester used	L ₁	L ₂	Part code number
Yanmar	110 (4.3307)	150 (5.9055)	158090-51010
Robert Bosch	125 (4.9212)	165 (6.4960)	158090-51020

- (4) Remove the control rack blind cover and fit the rack indicator.

Next, turn the pinion from the side of the pump until the control rack is at the maximum drive side position, and set it to the rack indicator scale standard position. Then make sure that the control rack and rack indicator slide smoothly.

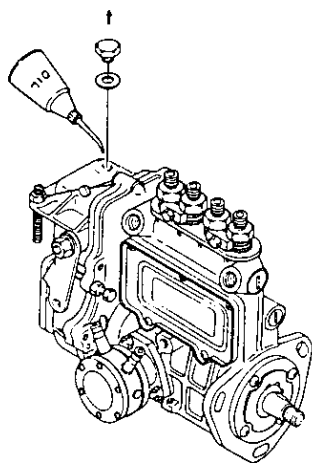


Part code number	158090-51500
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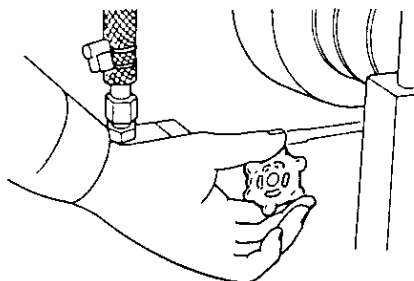
- (5) Check control rack stroke
Make sure the rack position is at 11.5 ~ 12.5mm (0.4527 ~ 0.4921in.) on the indicator scale when the governor control lever is set at the maximum operating position. If it is not at this value, change the link connecting the governor and control rack to adjust it.

NOTE: Links are available in 1mm (0.0394in.) increments.

- (6) Remove the plug in the oil fill hole on the top of the governor case, and fill the pump with about 200cc of pump oil or engine oil.

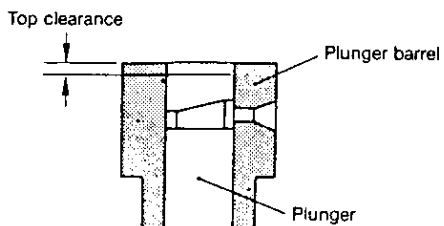


- (7) Complete fuel oil piping and operate the pump tester to purge the line of air.
(8) Set the pressure of oil fed from the pump tester to the injection pump at 0.2 ~ 0.3kg/cm² (2.84 ~ 4.26 lbf/in.²).



4-2 Adjustment of top clearance

Adjust the top clearance (the clearance between the top of plunger and the top of barrel with the cam at top dead center) of each cylinder plunger to bring it to the specified value by changing the thickness of the shims.

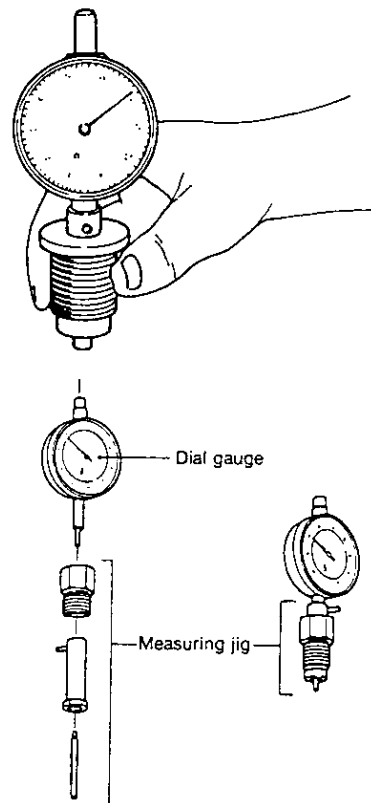


	mm (in.)
Top clearance	0.95-1.05 (0.0374-0.0413)
Pre-stroke	2.5 (0.0984)
Standard shim thickness	1.2 (0.0472)

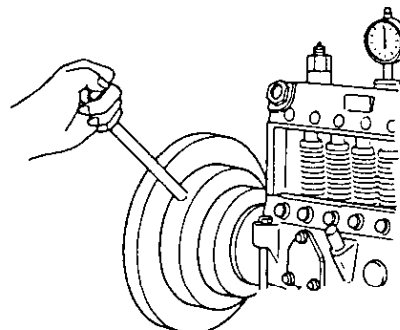
Relation between top clearance, standard shim thickness and pre-stroke.

Adjusting shim thickness	mm (in.)
	1.0 (0.0394)
	1.2 (0.0472)
	1.3 (0.0512)
	1.4 (0.0551)
	1.5 (0.0591)
	1.6 (0.0630)
Part Code No.	129155-51600

- (1) Place the top clearance gauge on a level surface and set the gauge to zero.

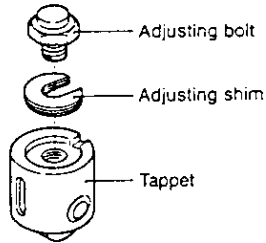


- (2) Remove the injection pump delivery retainer, take out the delivery valve assembly, insert the top clearance gauge and tighten by hand.

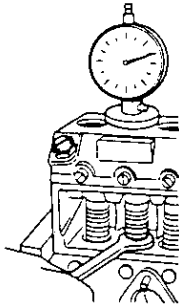


- (3) Turn the camshaft, and bring the cam to the top dead center while watching the gauge needle.

- (4) Read the gauge at this position, and adjust until the clearance is at the specified value by changing adjusting shims. Tighten the adjusting screw after completing adjustment.



(Greater shim thickness decreases top clearance and smaller shim thickness increases top clearance).



NOTE: Adjust while watching gauge, and then tighten.

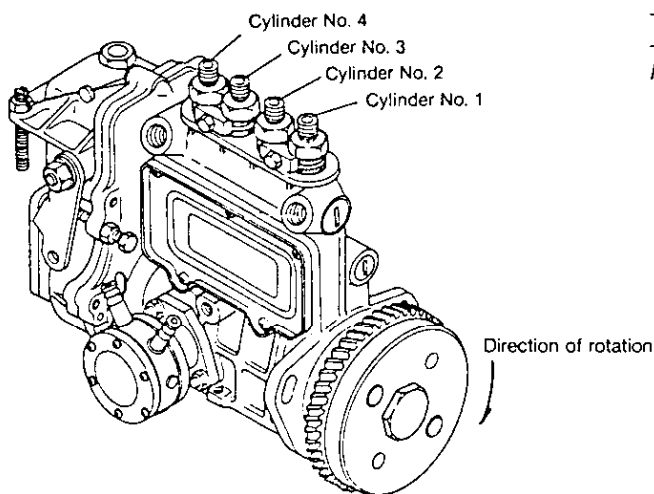
- (5) After adjustment is completed, insert the delivery valve assembly and tighten the delivery retainer.

	kg-m (ft-lb)
Delivery retainer tightening torque	3.5 ~ 4.0 (25.31 ~ 28.93)

Repeat the above procedure to adjust the top clearance of each cylinder.

4-3 Adjusting of injection timing

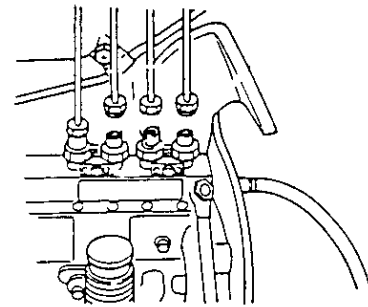
After adjusting the top clearance for all cylinders, check/adjust the injection timing.



- (1) Set the governor control lever to the operating position and fix (bring plunger to the effective injection range), turn the camshaft clockwise, and check the injection starting time (FID) of cylinder No.1 (start of discharge of fuel from the delivery retainer).

Cylinder no.	Count from the drive side
Direction of rotation	Right looking from drive side

- (2) In the above state, set the tester needle to a position easy to read on the flywheel scale, and check the injection timing several times by reading the flywheel scale, according to the injection order.



Injection order	1-3-4-2-1
Injection timing	90°
Allowable deviation	±30'

- (3) Readjust the top clearance of cylinders that are not within the allowable deviation (increasing adjusting shim thickness makes injection timing faster, and decreasing makes it slower).

The change in injection timing effected by adjusting shims is as follows:

Change in shim thickness	Change in injection timing	
	Cam angle	Crank angle
0.1mm (0.0039in.)	0.5°	1.0°

- (4) When you have readjusted top clearance, make sure it is within allowable values after completing adjustment.

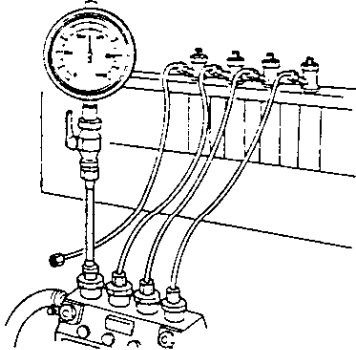
Allowable top clearance	0.3 (0.0118) mm (in.)
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NOTE: 1. All cylinders must be readjusted if any one shows less than the allowable value.

2. If the top clearance is less than the allowable value, the plunger will hit the delivery valve or the plunger flange will hit the plunger barrel.

4-4 Plunger pressure test

(1) Mount the pressure gauge to the delivery retainer of the cylinder to be tested.



Max. pressure gauge reading	1000 kg/cm ² (14223 lb/in. ²)
Connecting screw dimensions	M12 × 1.5

(2) Set the governor control lever to the stop position, operate the injection pump at about 200 rpm, and make sure that the pressure gauge reading is 500 kg/cm² (7110 lb/in.²) or more while lightly moving the control pinion gear towards full throttle (drive side) from the pump.

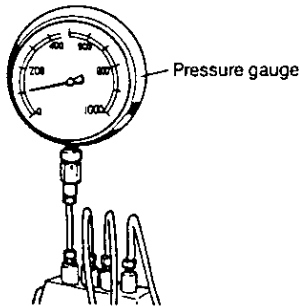
Replace the plunger if the pressure does not reach this value.

(3) Immediately release the gear after the pressure rises to stop injection.

At the same time, check to see that oil is not leaking from the delivery retainer or fuel injection piping, and that there is no extreme drop in pressure.

4-5 Delivery valve pressure test

(1) Perform the plunger pressure test in the same way, bringing the pressure to about 120 kg/cm² (1706 lb/in.²), and then stopping injection.



(2) After pressure rises to the above value, measure the time it takes to drop from 100 ~ 90 kg/cm² (1422 ~ 2702 lb/in.²).

100 → 90 kg/cm ² (1422 ~ 1280 lb/in. ²)	5 seconds (to drop 10 kg/cm ² (142 lb/in. ²))
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If the pressure drops faster than this, wash the delivery valve, and retest. Replace the delivery valve if the pressure continues to drop rapidly.

4-6 Adjusting injection volume (uniformity of each cylinder)

The injection volume is determined by the fuel injection pump rpm and rack position. Check and adjust to bring to specified value.

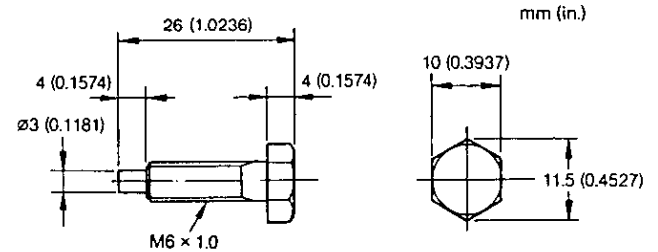
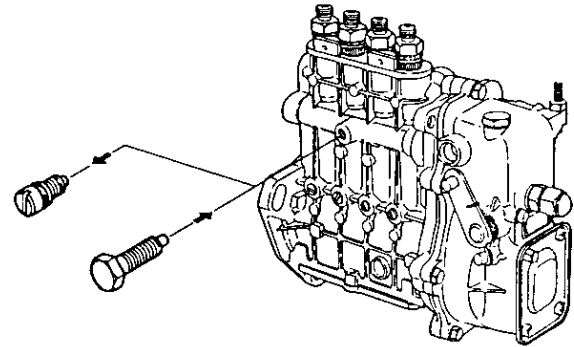
4-6.1 Measuring injection volume

(1) Preparation

Set the pump rpm, rack position and measuring stroke to the specified value and measure:

Pump RPM	1800 rpm
Pump rotating direction	Right looking from drive side
Rack indicator scale reading	7mm (0.2756 in)

Remove the rack stop bolt behind the pump and screw in the rack fixing bolt to fix the rack.



Part Code No.	158090-51510
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(2) Measuring injection volume

Measure the injection volume at the standard stroke, and adjust as follows if it is not within the specified value.

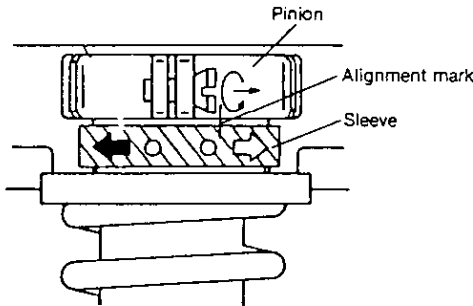
Measuring stroke	1,000 st
Specified injection volume at standard rack position	See injection pump service data
Nonuniformity of cylinders	± 3%

4-6.2 Adjustment of injection volume

Measure the injection volume in measuring cylinders for each cylinder, and adjust if necessary to obtain the specified values.

(1) Push the control rack all the way to the drive side, stop with the rack fixing bolt, and loosen the pinion/sleeve fixing bolt 1/3 of a revolution.

- (2) When the control sleeve is turned to the right or left, the plunger is turned through the same angle to increase or decrease injection volume. The injection volume is increased when the control sleeve is turned in the → direction and decreased when turned in the ← direction in the following figure.



- (3) Measure the injection volume of each cylinder again. Repeat this process until the injection volume for every cylinder is the same (within the specified limit).
 (4) Next, measure the injection volumes under different conditions, and make sure the injection volume for every cylinder is within the specifications. Replace the plunger if the injection volume is not within specifications.

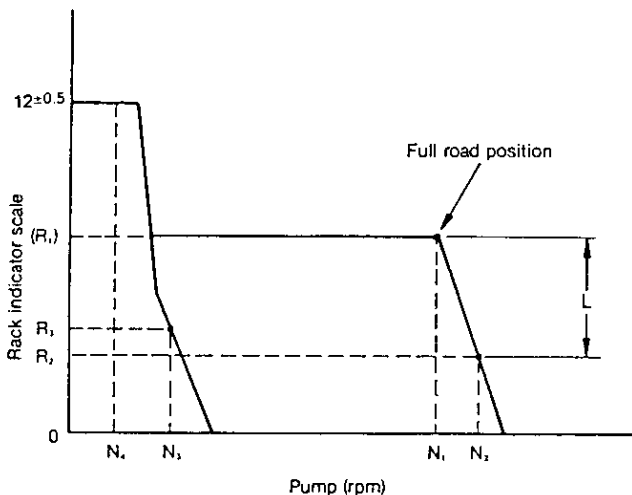
NOTE: See adjustment data for the specified injection volume value at other measuring points.

- (5) After completing measurement, firmly tighten the piston/sleeve fixing screw.
 (6) If not aligned with the match mark, make a new match mark.

4-7 Adjustment of governor

4-7.1 Adjusting fuel limit bolt

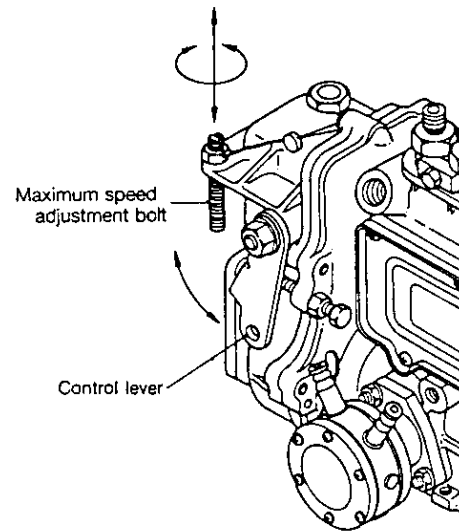
- (1) Adjust the tightness of the fuel limit bolt to bring the rack position to the specified value (R_1) with the governor control lever all the way down towards the fuel increase position, while keeping the pump at rated rpm N_1 .



- (2) Measure fuel injection volume at rack position (R_1). Tightening of fuel limit bolt.
 (3) If the injection volume is at the specified value, tighten the fuel limit bolt lock nut at that position.

4-7.2 Adjusting RPM limit bolt

- (1) Gradually loosen the governor control lever while keeping the pump drive condition in the same condition as when the fuel limit bolt was adjusted, and adjust the tightness of the RPM limit bolt to the point where the rack position just exceeds the specified value (R_1).

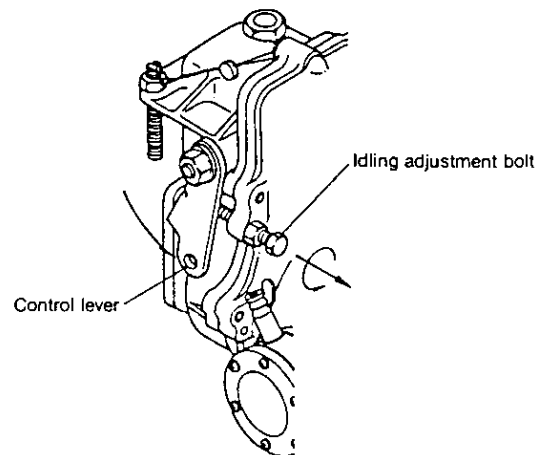


- (2) Check maximum RPM at no load
 Further increase rpm, and make sure that rack position ($R_2 = R_1 - L$) corresponding to maximum rpm at no load is within specified value (N_2).

No load max. RPM (Pump RPM)	1950 rpm
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4-7.3 Adjusting idling

- (1) Maintain the pump rpm at specified rpm (N_3).



Idling rpm (Pump RPM)	325 rpm
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- (2) Measure the injection volume while lowering the governor control lever to the idling position, and adjust the position of the control lever with the idling adjustment bolt to bring it to the specified value.

Measuring stroke	1000 st
Idling injection volume	See injection pump service data

4-7.4 Check injection volume when starting

- (1) Make sure the control rack moves smoothly while gradually reducing idling rpm.
- (2) Next, fix the governor control lever at the full load position with the pump at the specified rpm (N_4). Make sure that control rack is at the maximum rack position (11.05 ~ 12.05). Measure the injection volume and check to make sure it is within the specified value.

Pump rpm (N_4)	200 rpm
Rack indicator scale	11.5~12.5mm(0.4527~0.4921 in.)
Measuring stroke	1000 st
Injection volume	See injection pump service data

Checking injection stop

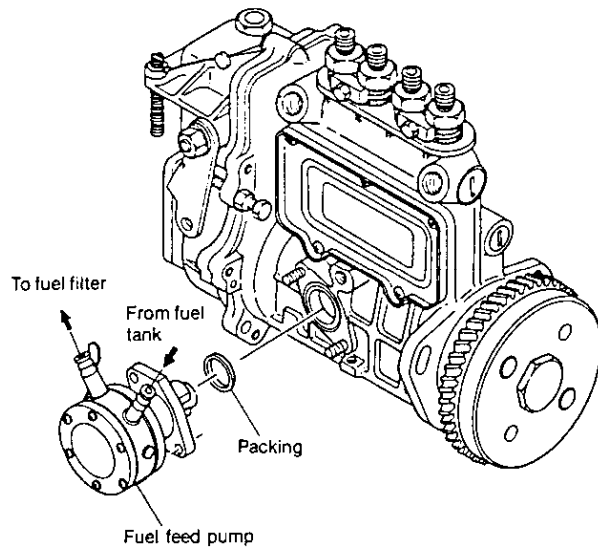
Drive the pump at rated rpm (N_1) and standard rack position (R_1) with the governor control lever at the full load position, operate the stop lever on the back of the governor case, and make sure that injection to all cylinders is stopped.

NOTE: Be sure to remove the rack fixing bolt when doing this.

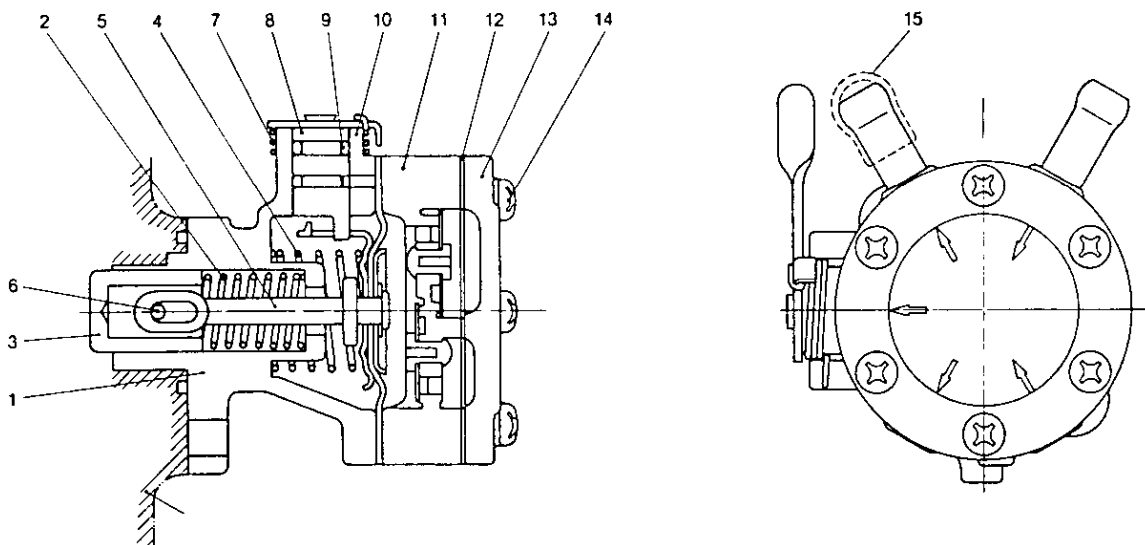
5. Fuel Feed Pump

The fuel feed pump pumps fuel from the fuel tank, passes it through the fuel filter element, and supplies it to the fuel injection pump.

The fuel feed pump is mounted on the side of this engine and is driven by the (eccentric) cam of the fuel pump camshaft. It is provided with a manual priming lever so that fuel can be supplied when the engine is stopped.



5-1 Construction of fuel feed pump



- | | | |
|-----------------------|------------------------|-----------------------|
| 1. Bottom body | 6. Pin | 11. Top body assembly |
| 2. Piston spring | 7. Lever return spring | 12. Packing |
| 3. Piston | 8. Lever assembly | 13. Cover |
| 4. Diaphragm spring | 9. O-ring | 14. Small screw |
| 5. Diaphragm assembly | 10. Stop pin | 15. Cap |

5-2 Fuel feed pump specifications

Head	1m (3.28 ft)
Discharge volume	230 cc/min (14.03 in. ³ /min) at 1500 cam rpm, discharge pressure of 0.2 kg/cm ² (2.84 lb/in. ²)
Closed off pressure	0.3 kg/cm ² (4.26 lb/in. ²) or more (at 400 cam rpm)

5-3 Disassembly and reassembly of fuel feed pump

5-3. 1 Disassembly

- (1) Remove the fuel feed pump mounting nut, and take the fuel feed pump off the fuel injection pump.
- (2) Clean the fuel feed pump assembly with fuel oil.
- (3) After checking the orientation of the arrow on the cover, make match marks on the upper body and cover, remove the small screw, and disassemble the cover, upper body and lower body.

5-3. 2 Reassembly

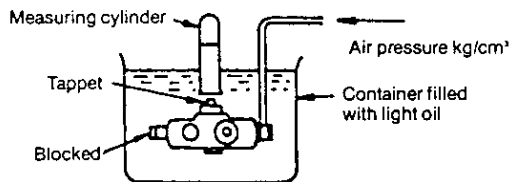
- (1) Clean all parts with fuel oil, inspect, and replace any defective parts.
- (2) Replace any packings on parts that have been disassembled.
- (3) Make sure that the intake valve and discharge valve on upper body are mounted in the proper direction, and that you don't forget the valve packing.
- (4) Assemble the diaphragm into the body, making sure the diaphragm mounting holes are lined up (do not force).
- (5) Align the match marks on the upper body of the pump and cover, and tighten the small screws evenly.

kg-cm (ft-lb)

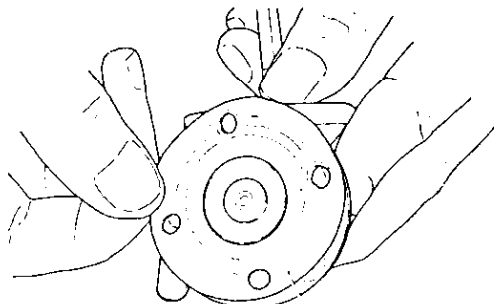
Tightening torque	15 ~ 25 (1.08 ~ 1.80)
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5-4 Fuel feed pump inspection

- (1) Place the fuel feed pump in kerosene, cover the discharge port with your finger, move the priming lever and check for air bubbles (Repair or replace any part which emits air bubbles).



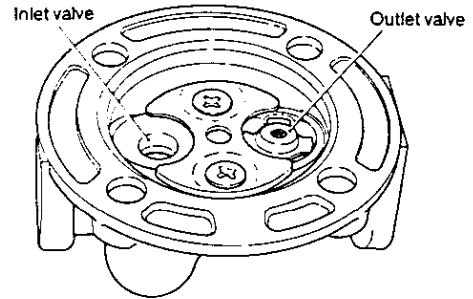
- (2) Attach a vinyl hose to the fuel feed pump intake, keep the pump at the specified depth from the fuel oil surface, move the priming lever by hand and check for sudden spurts of fuel oil from the discharge port. If oil is not spurting out, inspect the diaphragm and diaphragm spring and repair/replace as necessary.
- (3) Diaphragm inspection
Parts of the diaphragm that are repeatedly burned will become thinner or deteriorate over a long period of time. Check the diaphragm and replace if necessary.



Diaphragm

- (4) Valve contact/mounting

Clean the valve seat and valve with air to remove any foreign matter.



- (5) Inspect the diaphragm spring and piston spring for settling and the piston for wear, and replace as necessary.

NOTE: Replace parts as an assembly.

6. Fuel Injection Nozzle

When fuel oil pumped by the fuel injection pump reaches the injection nozzle, it pushes up the nozzle valve (held down by spring), and is injected into the combustion chamber at high pressure.

The fuel is atomized by the nozzle to mix uniformly with the air in the combustion chamber. How well the fuel is mixed with high temperature air directly affects combustion efficiency, engine performance and fuel economy.

Accordingly, the fuel injection nozzles must be kept in top-condition to maintain performance and operating efficiency.

6-1 Functioning of fuel injection nozzle

Fuel from the fuel injection pump passes through the oil port in the nozzle holder, and enters the nozzle body reservoir.

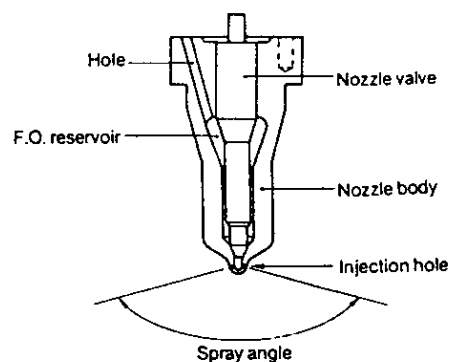
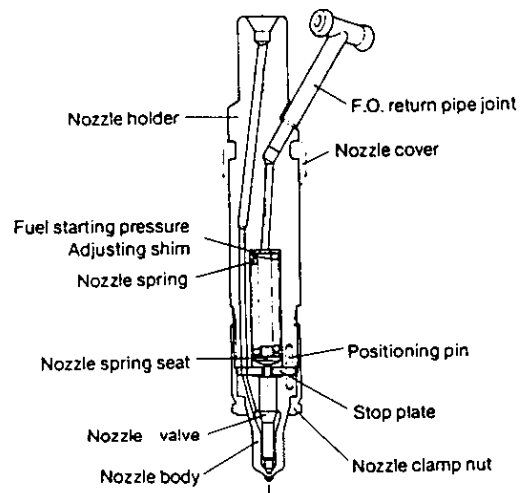
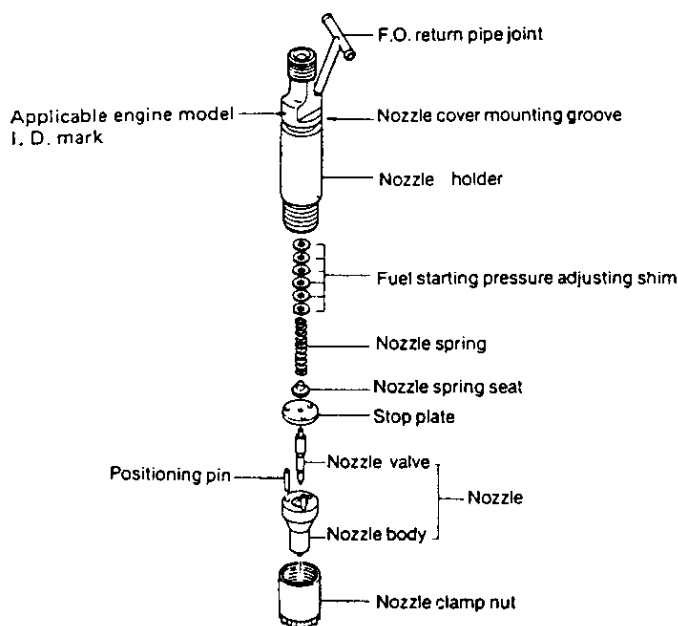
When oil reaches the specified pressure, it pushes up the nozzle valve (held by the nozzle spring), and is injected through the small hole on the tip of the nozzle body.

The nozzle valve is automatically pushed down by the nozzle spring and closed after fuel is injected.

Oil that leaks from between the nozzle valve and nozzle body goes from the hole on top of the nozzle spring through the oil leakage fitting and back into the fuel tank.

Adjustment of injection starting pressure is effected with the adjusting shims.

(1) Hole type fuel injection nozzle



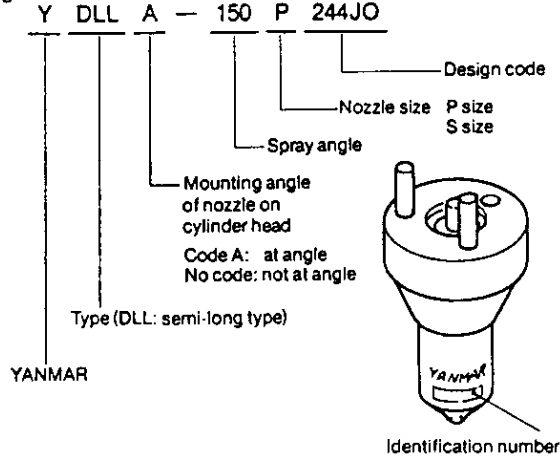
Engine model	4JH2E	4JH2-TE	4JH2-HTE	4JH2-DTE	4JH2-UTE
Nozzle I. D. Mark	155P235J20	140P255Z0	140P255Z0	140P265J20	140P255Z0
Spray angle	155°	140°	140°	140°	140°
No. of injection hole × dia	5 × 0.23mm	5 × 0.25mm	5 × 0.25mm	5 × 0.26mm	5 × 0.25mm
Nozzle opening pressure	195 ~ 205kg/cm ² (2.773~2.915 lb/in. ²)				

Nozzle body identification number

The type of nozzle can be determined from the number inscribed on the outside of the nozzle body.

1) Hole type fuel injection nozzles

Sample

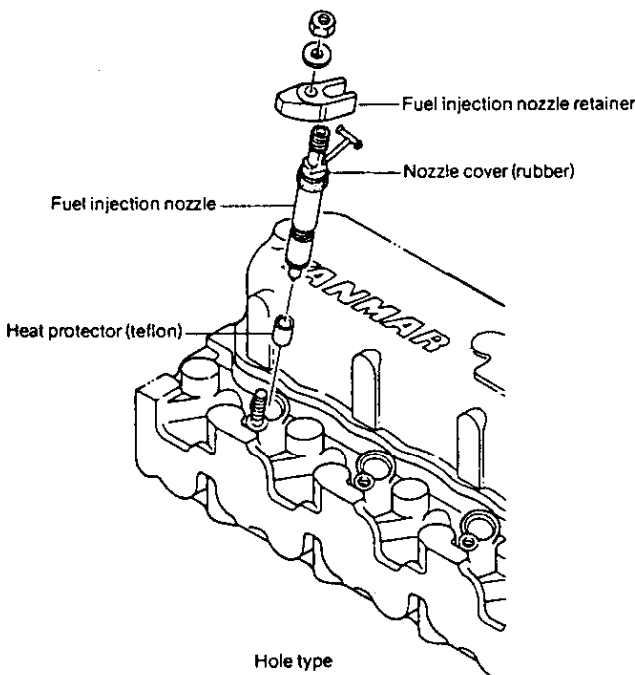


6-2 Fuel injection nozzle disassembly

NOTE: 1. Disassemble fuel injection nozzle in a clean area as for the fuel injection pump.

2. When disassembling more than one fuel injection nozzle, keep the parts for each injection nozzle separate for each cylinder (i.e. the nozzle for cylinder 1 must be remounted in cylinder 1).

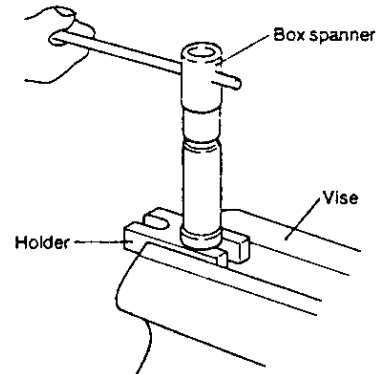
(1) When removing the injection nozzle from the cylinder head, remove the high pressure fuel pipe, fuel leakage pipe, etc., the injection nozzle retainer nut, and then the fuel injection nozzle.



(2) Put the nozzle in a vise

NOTE: Use the special nozzle holder for the hole type injection nozzle so that the high pressure mounting threads are not damaged.

(3) Remove the nozzle nut



NOTE: Use a special box spanner for the hole type (the thickness of the two nozzle nuts is 15mm (0.5906in.)).

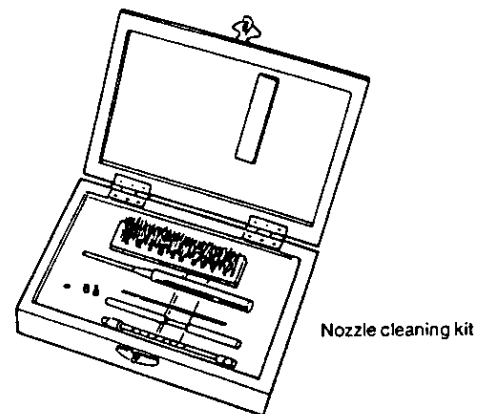
(4) Remove the inner parts

NOTE: Be careful not to loosen the spring seat, adjusting shims or other small parts.

6-3 Fuel injection nozzle inspection

6-3. 1 Washing

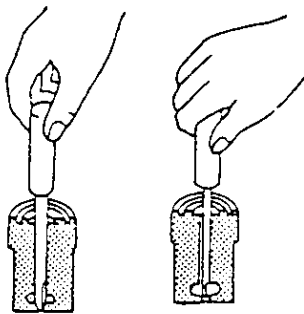
- (1) Be sure to use new diesel oil to wash the fuel injection nozzle parts.
- (2) Wash the nozzle in clean diesel oil with the nozzle cleaning kit.



- 1) Diesel Kiki nozzle cleaning kit:
Type NP-8486B No. 5789-001
- 2) Anzen Jidosha Co., Ltd. nozzle cleaning kit:
Type NCK-001

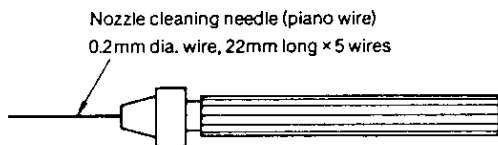
(3) Clean off the carbon on the outside of the nozzle body with a brass brush.

(4) Clean the nozzle seat with cleaning spray.



(5) Clean off the carbon on the tip of nozzle with a piece of wood.

(6) Clean hole type nozzles with a nozzle cleaning needle.



Part code no.	28210-000010
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6-4. 2 Nozzle inspection

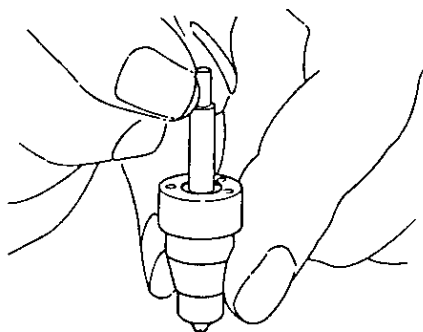
(1) Inspect for scratches/wear

Inspect oil seals for abnormal scratches or wear and replace the nozzle if the nozzle sliding surface or seat are scratched or abnormally worn.

(2) Check nozzle sliding

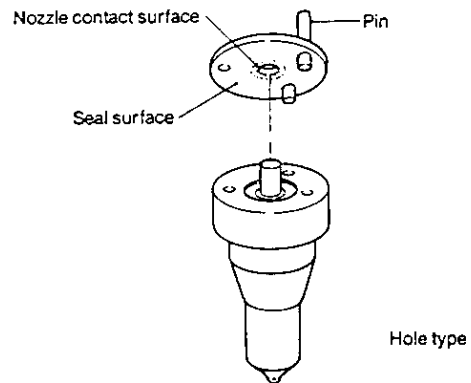
Wash the nozzle and nozzle body in clean diesel oil, and make sure that when the nozzle is pulled out about half way from the body, it slides down by itself when released.

Rotate the nozzle a little; replace the nozzle/nozzle body as a set if there are some places where it does not slide smoothly.



(3) Inspecting stop plate (inter-piece)

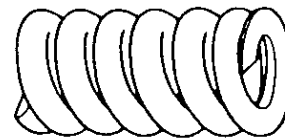
Check for scratches/wear in seals on both ends, check for abnormal wear on the surface where it comes in contact with the nozzle; replace if the stop plate is excessively worn.



	mm (in.)
Nozzle contact surface wear limit	0.1 (0.0039)

(4) Inspecting nozzle spring

Replace the nozzle spring if it is extremely bent, or the surface is scratched or rusted.



(5) Nozzle holder

Check the oil seal surface for scratches/wear; replace if the wear is excessive.

6-5 Fuel injection nozzle reassembly

The fuel injection nozzle is reassembled in the opposite order to disassembly.

(1) Insert the adjusting shims, nozzle spring and nozzle spring seat in the nozzle holder, mount the stop plate with the pin, insert the nozzle body/nozzle set and tighten the nut.

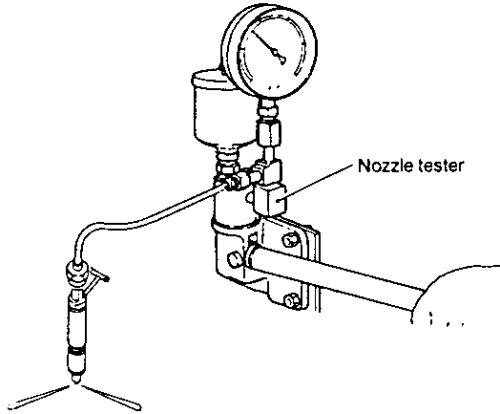
(2) Use the special holder when tightening the nut for the hole type nozzle as in disassembly.

	kg-m (ft-lb)
Nozzle nut tightening torque	
Hole type nozzle	4 ~ 4.5 (28.9 ~ 32.5)

6-6 Adjusting fuel injection nozzle

6-6. 1 Adjusting opening pressure

Mount the fuel injection nozzle on the nozzle tester and use the handle to measure injection starting pressure. If it is not at the specified pressure, use the adjusting shims to increase/decrease pressure (both hole and pintle types).



Injection starting pressure

	kg/cm ² (lb/in. ²)
Injection starting pressure	195 ~ 205 (2773 ~ 2915)

7-6. 2 Injection test

After adjusting the nozzle to the specified starting pressure, check the fuel spray condition and seat oil tightness.

(1) Check seat oil tightness

After two or three injections, gradually increase the pressure up to 20 kg/cm² (284 lb/in.²) before reading the starting pressure, maintain the pressure for 5 seconds, and make sure that no oil is dripping from the tip of the nozzle.

Test the injection with a nozzle tester; retighten and test again if there is excessive oil leakage from the overflow coupling.

Replace the nozzle as a set if oil leakage is still excessive.

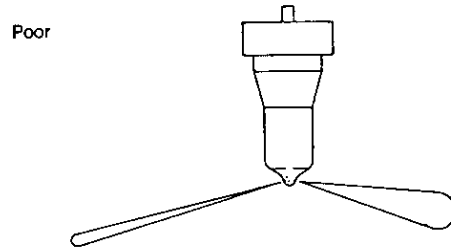
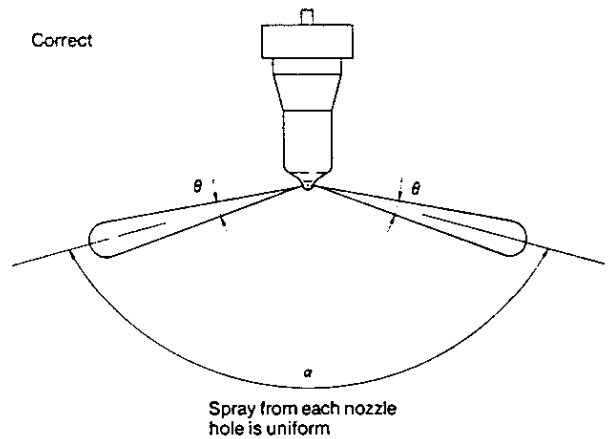
(2) Injection spray condition

Operate the nozzle tester lever once to twice a second and check for abnormal injection.

1) Hole type nozzles

Replace hole type nozzles that do not satisfy the following conditions:

- Proper spray angle (θ)
- Correct injection angle (α)
- Complete atomization of fuel
- Prompt starting/stopping of injection



- Excessive difference in spray angle (θ)
- Excessive difference in injection angle (α)
- Incomplete atomization
- Sluggish starting/stopping of injection

7. Troubleshooting

7-1 Troubleshooting of fuel injection pump

Complete repair means not only replacing defective parts, but finding and eliminating the cause of the trouble as well. The cause of the trouble may not necessarily be in the pump itself, but may be in the engine or the fuel system. If the pump is removed prematurely, the true cause of the trouble may never be known. Before removing the pump from the engine, at least go through the basic check points given here.

Basic check points

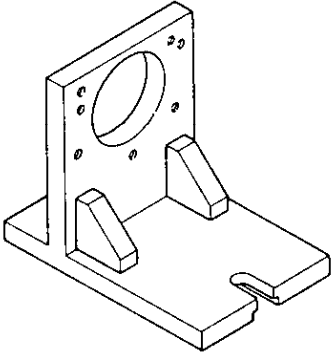
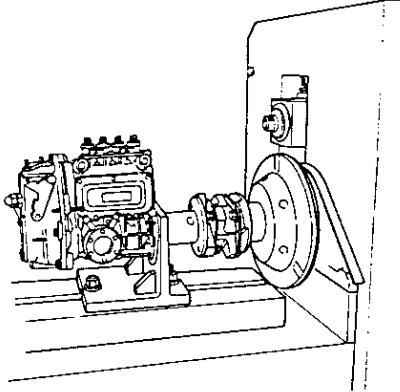
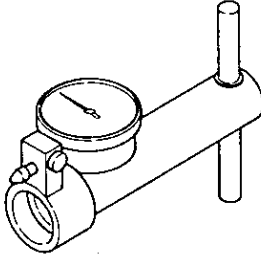
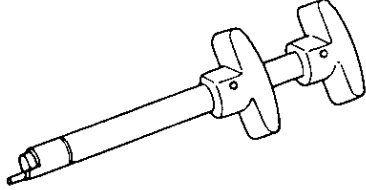
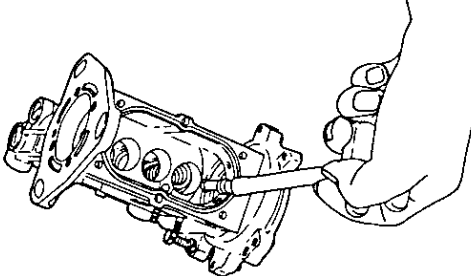
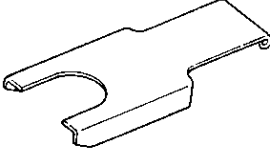
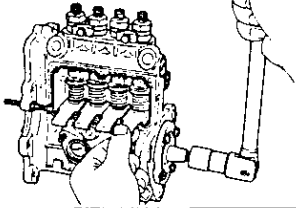
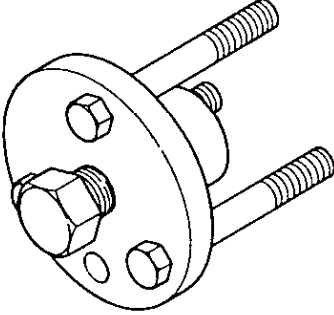
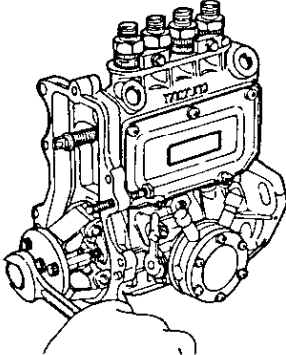
- Check for breaks or oil leaks throughout the fuel system, from the fuel tank to the nozzle.
- Check the injection timings for all cylinders. Are they correctly adjusted? Are they too fast or too slow?
- Check the nozzle spray.
- Check the fuel delivery. Is it in good condition? Loosen the fuel pipe connection at the injection pump inlet, and test operate the fuel feed pump.

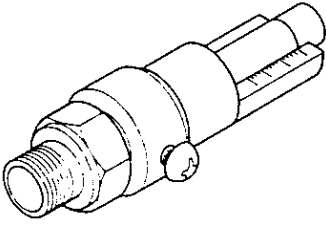
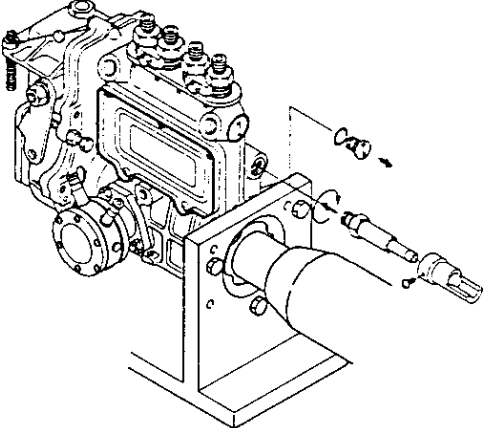
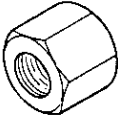
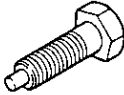
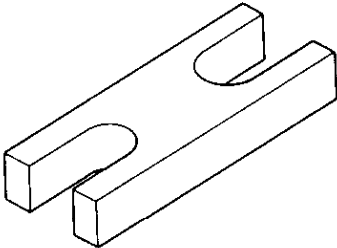
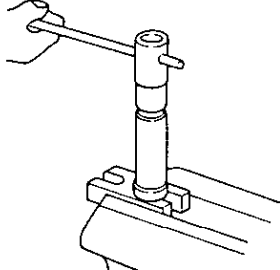
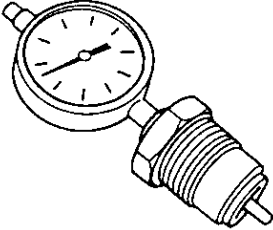
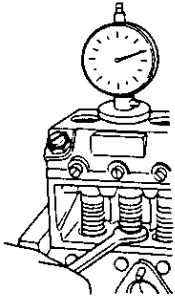
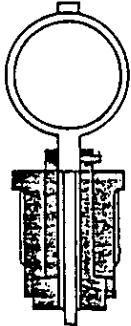
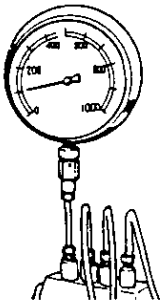
7-2 Major faults and troubleshooting

Fault		Cause	Remedy
1. Engine won't start.	Fuel not delivered to injection pump.	(1) No fuel in the fuel tank. (2) Fuel tank cock is closed. (3) Fuel pipe system is clogged. (4) Fuel filter element is clogged. (5) Air is sucked into the fuel due to defective connections in the piping from the fuel tank to the fuel pump. (6) Defective valve contact of feed pump (7) Piston spring of feed pump is broken. (8) Inter-spindle or tappets of feed pump are stuck.	Resupply Open Clean Disassemble and clean, or replace element Repair Repair or replace. Replace Repair or replace
	Fuel delivered to injection pump.	(1) Defective connection of control lever and accel. rod of injection pump. (2) Plunger is worn out or stuck. (3) Delivery valve is stuck. (4) Control rack doesn't move. (5) Injection pump coupling is damaged, or the key is broken.	Repair or adjust Repair or replace Repair or replace Repair or replace Replace
	Nozzle doesn't work.	(1) Nozzle valve doesn't open or close normally. (2) Nozzle seat is defective. (3) Case nut is loose. (4) Injection nozzle starting pressure is too low. (5) Nozzle spring is broken. (6) Fuel oil filter is clogged. (7) Excessive oil leaks from the nozzle sliding area.	Repair or replace Repair or replace Inspect and tighten Adjust Replace Repair or replace Replace the nozzle assembly
	Injection timing is defective.	(1) Injection timing is retarded due to failure of the coupling. (2) Camshaft is excessively worn. (3) Roller guide incorrectly adjusted or excessively worn. (4) Plunger is excessively worn.	Adjust Replace camshaft Adjust or replace Replace plunger assembly
2. Engine starts, but immediately stops.		(1) Fuel pipe is clogged. (2) Fuel filter is clogged. (3) Improper air-tightness of the fuel pipe connection, or pipe is broken and air is being sucked in. (4) Insufficient fuel delivery from the feed pump.	Clean Disassemble and clean, or replace the element. Replace packing; repair pipe Repair or replace

Fault		Cause	Remedy
3. Engine's output is insufficient.	Defective injection timing, and other failures.	(1) Knocking sounds caused by improper (too fast) injection timing. (2) Engine overheats or emits large amount of smoke due to improper (too slow) injection timing. (3) Insufficient fuel delivery from feed pump.	Inspect and adjust Inspect and adjust Repair or replace
	Nozzle movements is defective	(1) Case nut loose. (2) Defective injection nozzle performance. (3) Nozzle spring is broken. (4) Excessive oil leaks from nozzle.	Inspect and retighten Repair or replace nozzle Replace Replace nozzle assembly
	Injection pump is defective.	(1) Max. delivery limit bolt is screwed in too far. (2) Plunger is worn. (3) Injection amount is not uniform. (4) Injection timings are not even. (5) The 1st and 2nd levers of the governor and the control rack of the injection pump are improperly lined up. (6) Delivery stopper is loose. (7) Delivery packing is defective. (8) Delivery valve seat is defective. (9) Delivery spring is broken.	Adjust Replace Adjust Adjust Repair Inspect and retighten Replace packing Repair or replace Replace
4. Idling is rough.	(1) Movement of control rack is defective. 1) Stiff plunger movement or sticking. 2) Rack and pinion fitting is defective. 3) Movement of governor is improper. 4) Delivery stopper is too tight. (2) Uneven injection volume. (3) Injection timing is defective. (4) Plunger is worn and fuel injection adjustment is difficult. (5) Governor spring is too weak. (6) Feed pump can't feed oil at low speeds. (7) Fuel supply is insufficient at low speeds due to clogging of fuel filter.	Repair or replace Repair Repair Inspect and adjust Adjust Adjust Replace Replace Repair or replace Disassemble and clean, or replace element	
5. Engine runs at high speeds, but cuts out at low speeds.	(1) The wire or rod of the accel. is caught. (2) Control rack is caught and can't be moved.	Inspect and repair Inspect and repair	
6. Engine doesn't reach max. rpm.	(1) Governor spring is broken or excessively worn. (2) Injection performance of nozzle is poor.	Replace Repair or replace	
7. Loud knocking.	(1) Injection timing is too fast or too slow. (2) Injection from nozzle is improper. Fuel drips after each injection. (3) Injection nozzle starting pressure is too high. (4) Uneven injection. (5) Engine overheats, or insufficient compression.	Adjust Adjust Adjust Adjust Repair	
3. Engine exhausts too much smoke.	When exhaust smoke is black:	(1) Injection timing is too fast. (2) Air volume intake is insufficient. (3) The amount of injection is uneven. (4) Injection from nozzle is improper.	Adjust Inspect and repair Adjust Repair or replace
	When exhaust smoke is white:	(1) Injection timing is too slow. (2) Water is mixed in fuel. (3) Shortage of lube oil in the engine. (4) Engine is over-cooled.	Adjust Inspect fuel system, and clean Repair Inspect

8. Tools

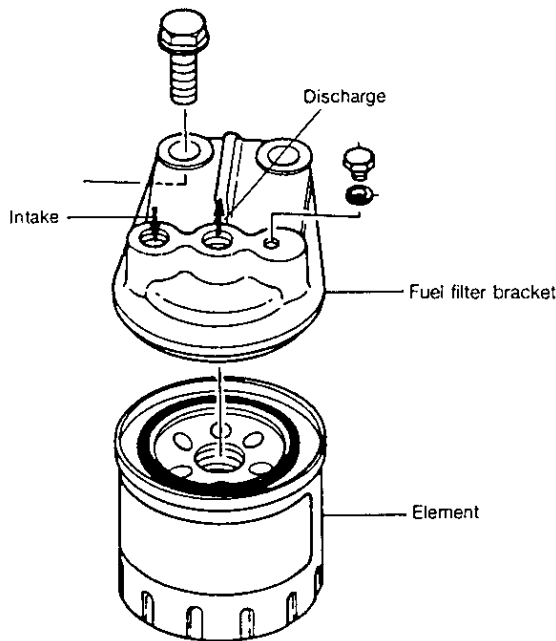
Name of tool	Shape and size	Application
<p>Pump mounting scale for Yanmar tester 158090-51010 for Bosch (tester) 158090-51020</p>		
<p>Measuring device (cam backlash) 158090-51050</p>		
<p>Plunger insert 158090-51100</p>		
<p>Tappet holder 158090-51200</p>		
<p>Weight extractor 158090-51400</p>		

Name of tool	Shape and size	Application
Rack indicator 158090-51500		
Rack lock screw 158090-51010		
Dummy nut 158090-51520		
Nozzle plate 158090-51700		
Plunger gauge 121820-92540		
Top clearance gauge 158090-51300		
Timer extraction tool		

9. Fuel Filter

The fuel filter is installed between the fuel feed pump and fuel injection pump, and removes dirt/foreign matter from the fuel pumped from the fuel tank.

The fuel filter element must be changed periodically. The fuel pumped by the fuel feed pump goes around the element, is fed through the pores in the filter and discharged from the center of the cover. Dirt and foreign matter in the fuel are deposited in the element.



9-1 Fuel filter specifications

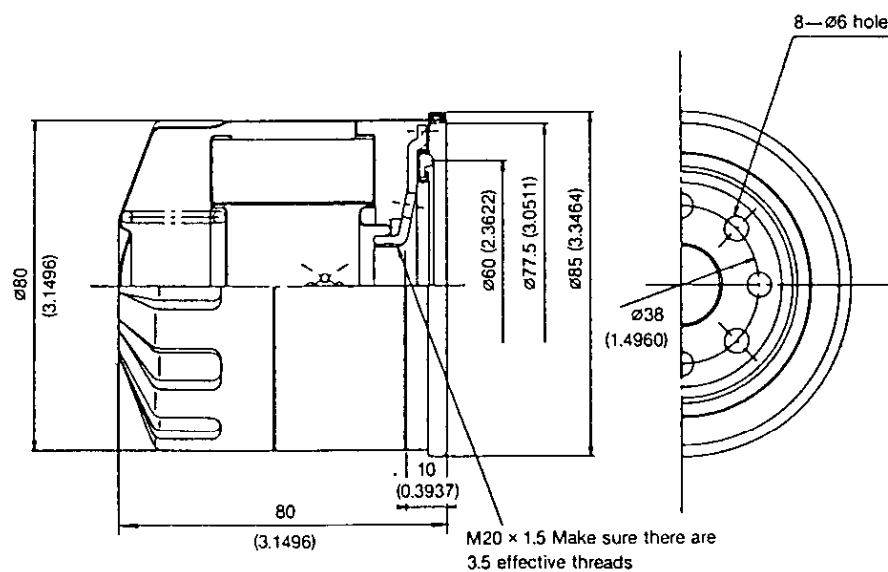
Filtering method	filter paper
Filtering area	840cm ² (130.20in. ²)
Maximum flow	0.25 l/min (15.25 in. ³ /min)
Pressure loss	100mm (3.9370in.) Hg or less
Max. dia. of unfiltered particle	5μ

9-2 Fuel filter inspection

The fuel strainer must be cleaned occasionally. If there is water or foreign matter in the strainer bowl, disassemble the strainer and wash with clean fuel oil to completely remove foreign matter. Replace the element every 300 hours of operation.

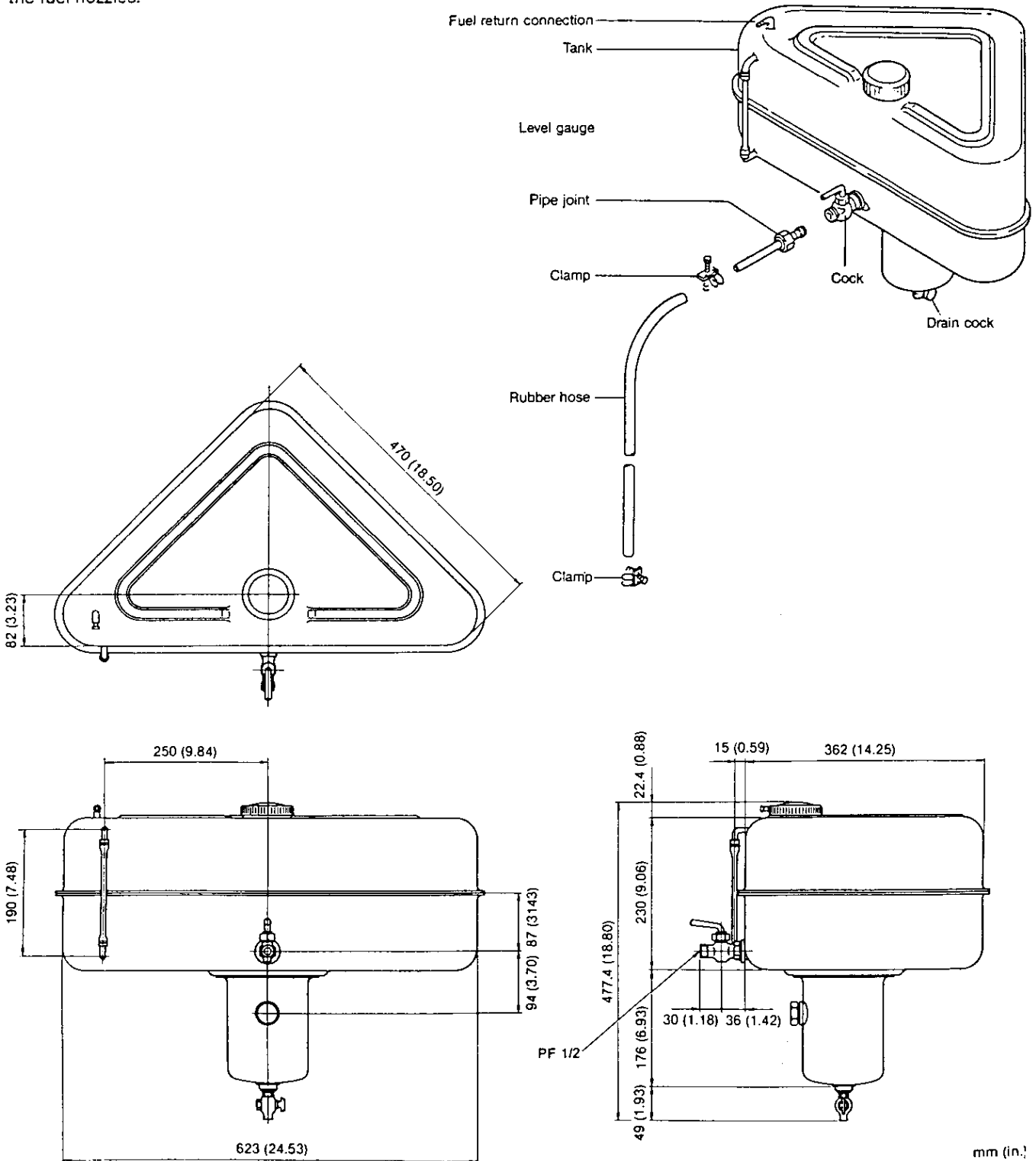
Replace the filter prior to this if the filter is very dirty, deformed or damaged.

Element changes	every 300 hours
Element part code number	129470-55700

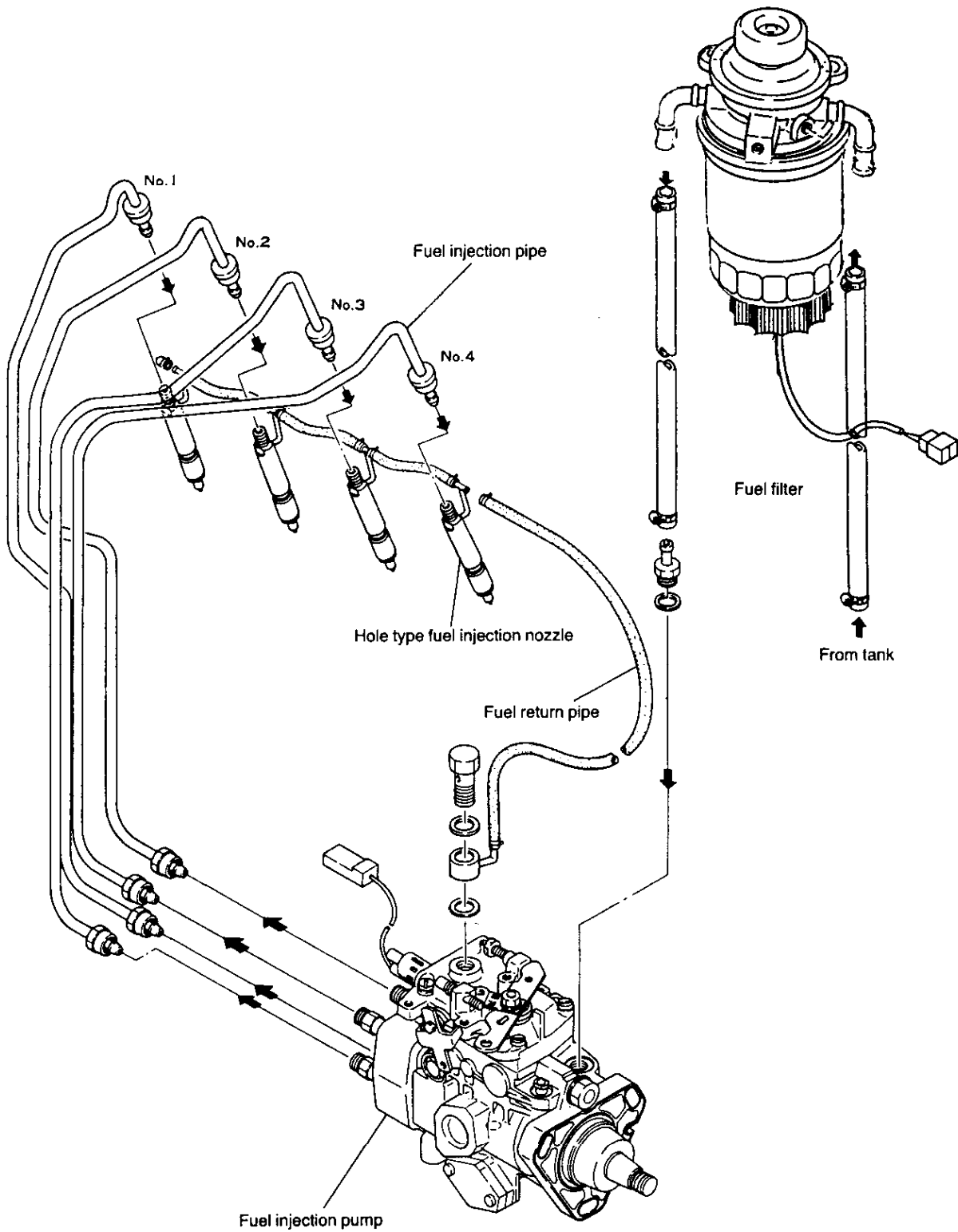


10. Fuel Tank

A triangular 30 liter fuel tank with a 2000mm (78.7402in.) rubber fuel hose to fit all models is available as an option. A fuel return connection is provided on top of the tank to which a rubber hose can be connected to return fuel from the fuel nozzles.



11. Fuel Supply System (4JH2-UTE)

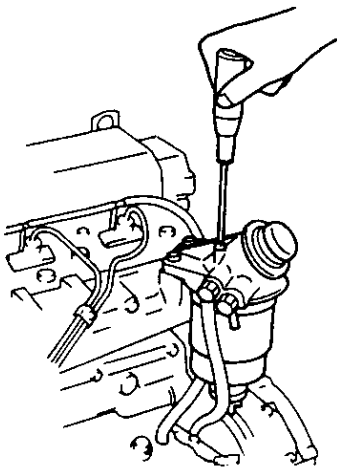


12. Bleeding and Checking Injection Timing(4JH2-UTE)

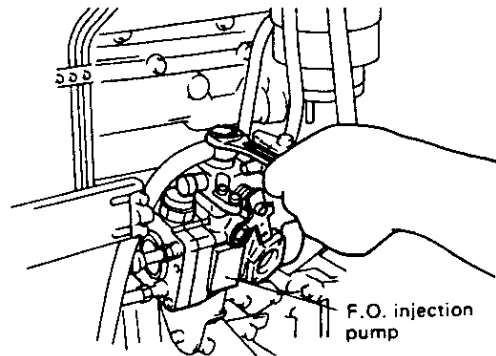
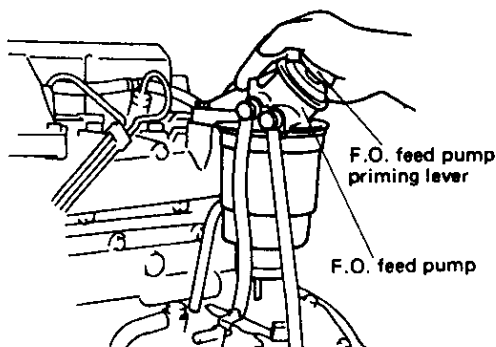
1. Air bleeding in the fuel system

If the engine is operated when the fuel tank is empty, or with the fuel tank outlet cock closed, air is sucked into the fuel oil system, and the engine stops. When this happens, vent the air as follows:

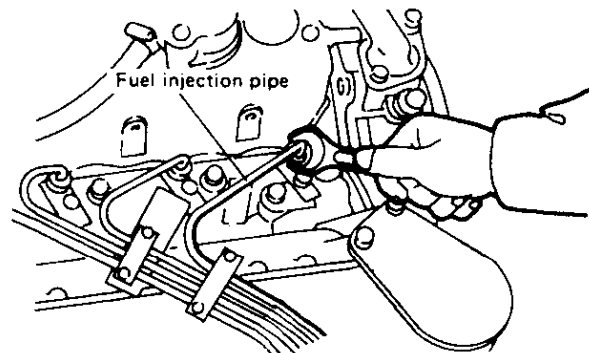
- (1) Add fuel to the fuel tank.
- (2) Loosen the air-vent screw on the fuel oil filter, and push the fuel feed pump priming lever several times. When no air is observed in the fuel, tighten the air-vent screw firmly.



- (3) Loosen the hexagonal bolt on the fuel pump. Push the fuel feed pump priming lever to vent the air. After venting the air, firmly tighten the hexagonal bolt.



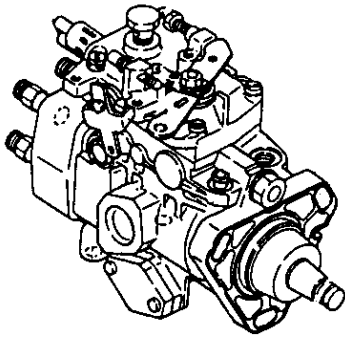
- (4) Next, vent air in the fuel injection piping. Loosen the fuel injection pipe nipple on the fuel injection valve side. Put the remote control handle in the intermediate speed position, and the key switch in the "ST" position to run the engine. Repeat this procedure several times. After venting, tighten the fuel injection pipe nipple firmly.



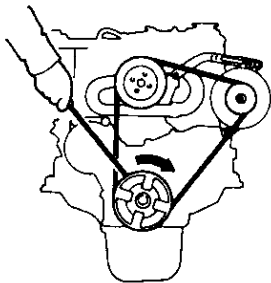
- (5) After bleeding air from all of the cylinders, turn the engine with the starter motor. Make sure that the fuel injection for each cylinder gives off a high-pitched hissing sound.

2. Check the fuel injection timing as follows:

- (1) Remove the high pressure pipe from the fuel injection pump.

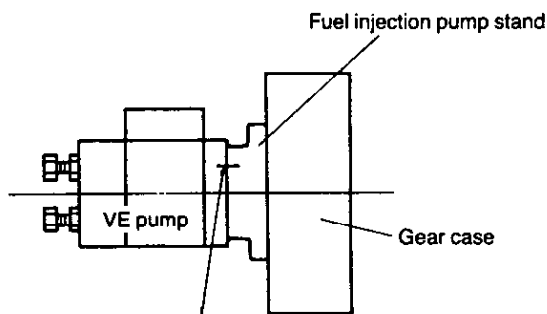


- (2) Pull the engine warm up knob out and place the control lever in the "half speed" position.
- (3) Insert a turning bar into the hole on the crank pulley on the front side. Crank the engine lightly to check the fuel injection timing.



- (4) Timing marks on the flywheel can be seen through the hole on the flywheel housing

NOTE



Make sure that the match marks are aligned.
(With alignment of these marks, injection timing is automatically adjusted)

3. Removal and installation of injection pump

- (1) Remove the fuel injection pump gear cover from the timing gear housing cover.
- (2) Make mating marks on the idle gear and the injection pump gear using white paint for reinstallation.
- (3) Remove the pump drive shaft end nut, the washer, the pump gear from the shaft, three pump retaining bolts, and two pump support bolts. Remove the injection pump.

NOTE: When removing the pump;

- 1) Do not drop keys from the drive shaft into the gear housing.
 - 2) Avoid damage to O-rings on the pump.
 - 3) Do not hit the shaft end with a hammer.
- (4) When installing the pump, match the mating marks on the bracket and the pump flange.
 - (5) While aligning the mating marks on the idle gear and the pump gear, install the pump to the pump gear.
 - (6) Tighten the drive shaft end nut to 7kg-m (51 lb-ft.).

13. Fuel Injection Pump Outline(4JH2-UTE)

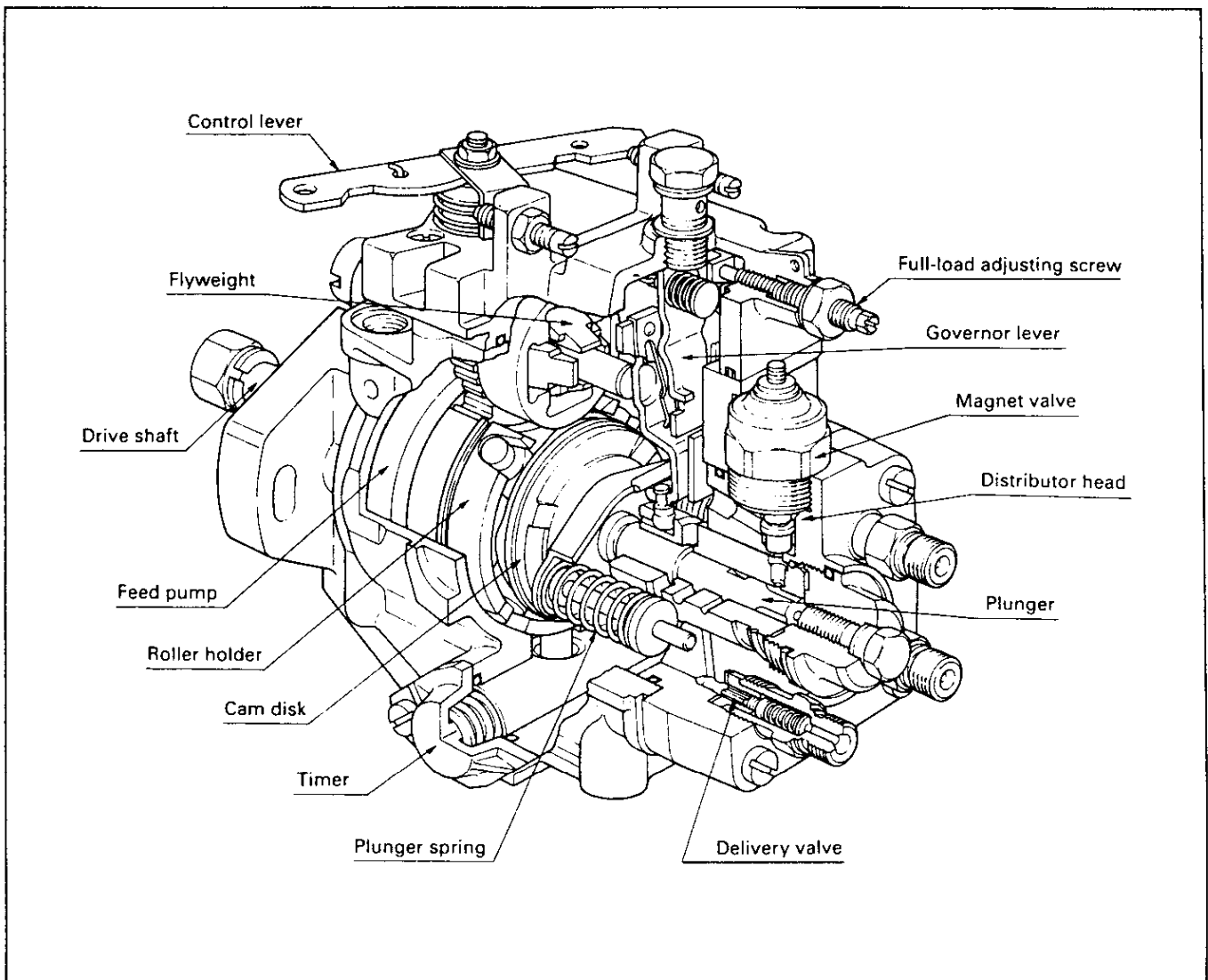


Fig. 1 VE type injection pump construction

With the PE type (in-line type) injection pump, the number of pump elements (plunger assemblies) must be the same as the number of engine cylinders. However, with the VE type (distributor type) injection pump, the number of plungers has no relationship to the number of engine cylinders, and there is only one plunger. This single plunger reciprocates while rotating, and fuel oil is injected into each cylinder through the injection pipes in accordance with the engine's firing order.

As well as this, the governor, timer, feed pump etc. installed on the outside of the PE type injection pump are equipped within the VE type injection pump.

In comparison with the PE type, the VE type injection pump has less than half the number of component parts, and was developed in order to satisfy the need for a small, light-weight and high-speed injection pump.

In response to operator requirements, it was possible to design a pump with acceleration close to that of gasoline vehicles.

A VE type injection pump for direct injection system engines has recently been developed, and is expected to be adopted in a wide range of fields, including construction machinery, medium-sized trucks etc.

14. Fuel System(4JH2-UTE)

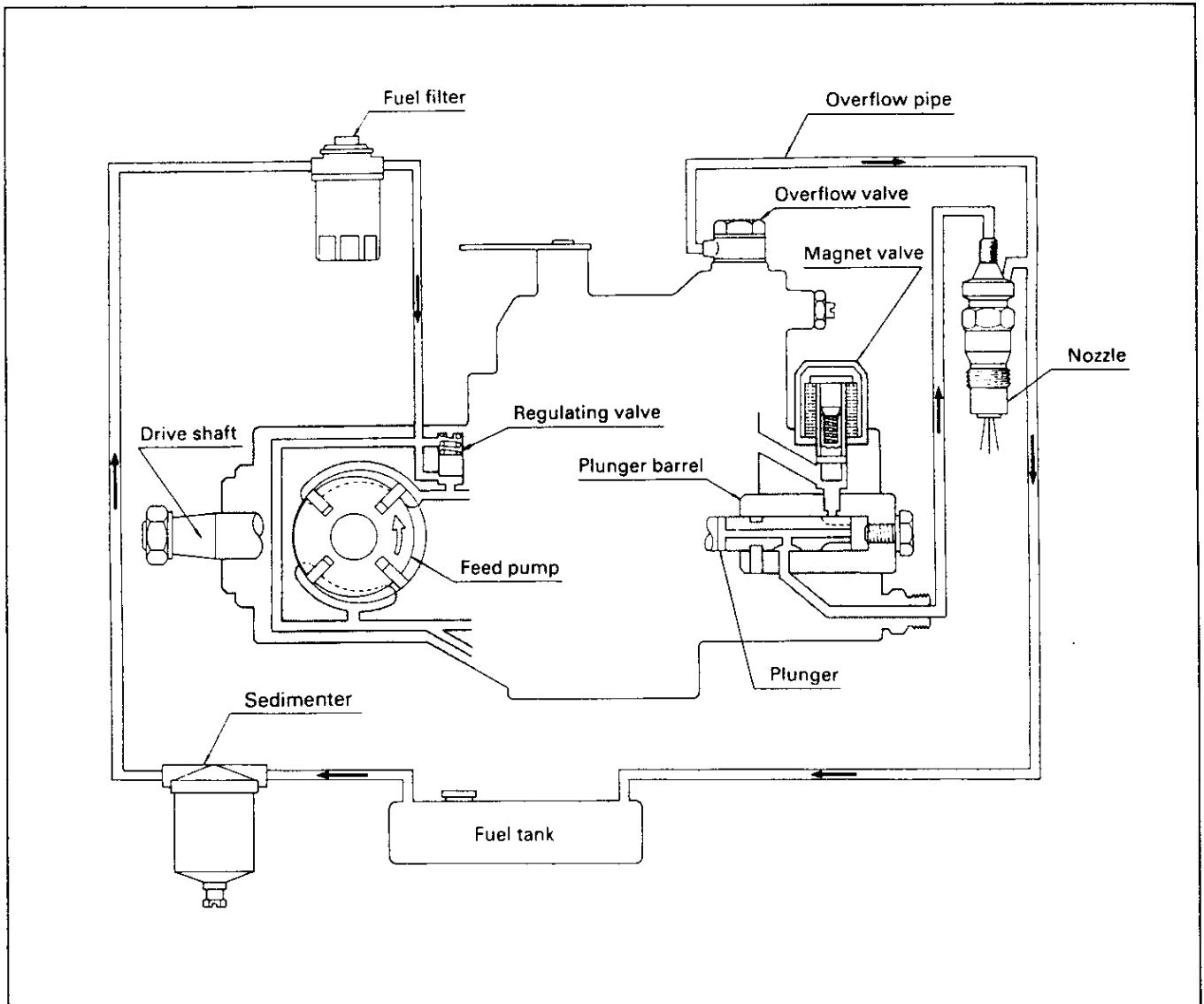


Fig. 2 Fuel system

Figure 2 shows an example of a fuel system. The injection pump drive shaft is turned by the engine's timing belt (or gear) and fuel oil is drawn by the injection pump's feed pump through the sedimenter and fuel filter to the injection pump's fuel oil inlet. The fuel filter acts to filter the fuel oil, and the sedimenter is located in the lower portion of the fuel filter to remove moisture from the fuel system. With drive shaft rotation the fuel oil sucked into the feed pump is pressurized by the feed pump and fills the injection pump chamber. The fuel oil pressure is proportional to drive shaft

speed, and when it exceeds a specified pressure excess fuel again returns to the inlet side through a regulating valve located at the feed pump's fuel oil outlet. The fuel oil in the injection pump chamber flows through the distributor head inlet into the pressure chamber, where plunger rotation and reciprocating motion increase its pressure. The fuel oil is then delivered through the injection pipe to the nozzle and nozzle holder. An overflow valve located at the top of the injection pump functions to maintain a constant fuel oil temperature in the pump chamber by returning excess fuel oil to the fuel tank.

15. Injection Pump Construction and Operation (4JH2-UTE)

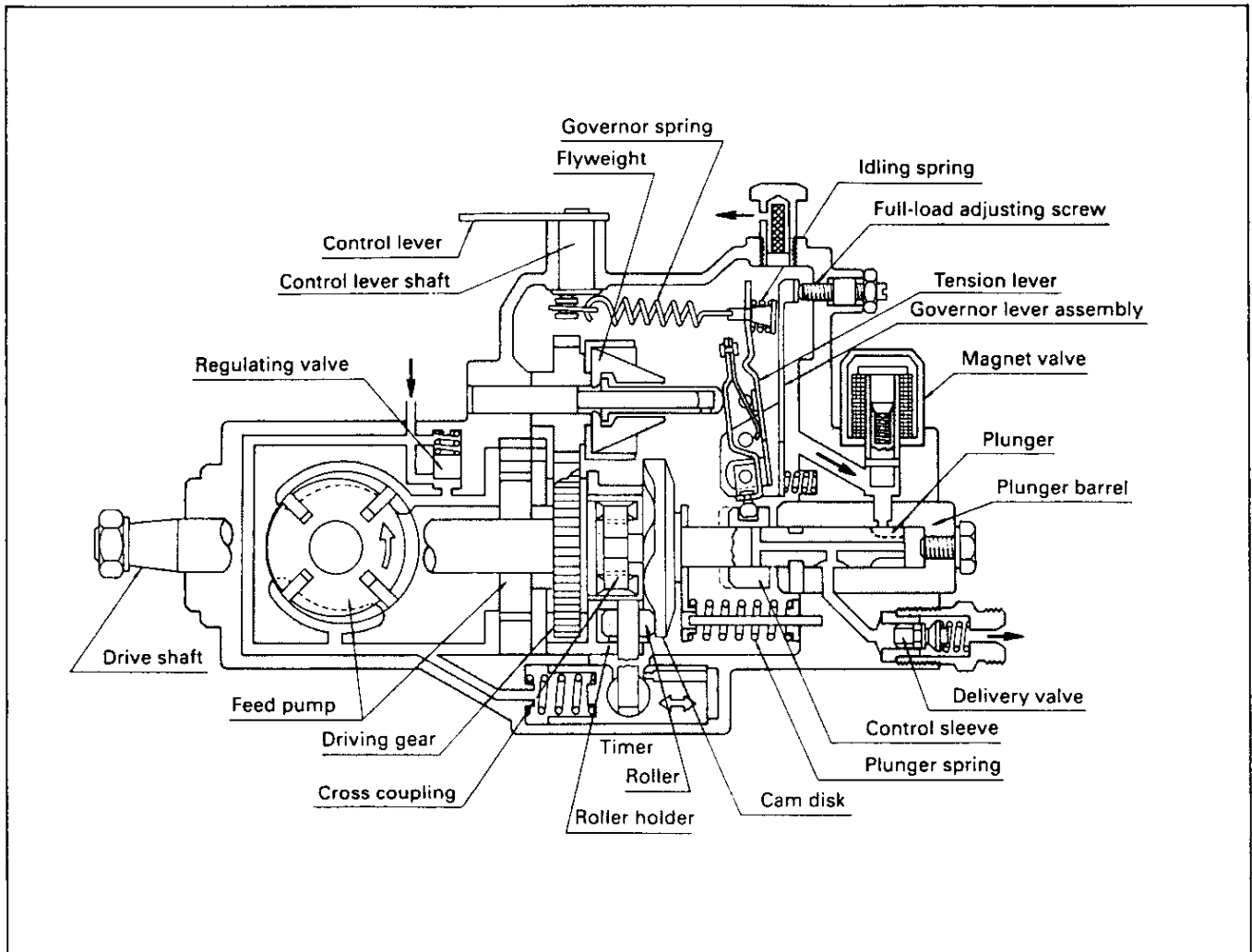


Fig. 3 Cross-sectional view of VE type injection pump

Fuel Delivery

The drive shaft, rotated by the engine's timing belt (or gear), rotates the cam disk through a cross coupling. The cam disk's press-fitted pin fits into a groove in the plunger to rotate the plunger. To reciprocate the plunger, the cam disk is also equipped with the same number of raised face cams, arranged uniformly around the circumference of the cam disk, as the number of cylinders. The cam disk's face cams are always in contact with the roller holder assembly's rollers because the cam disk and the

plunger are pressed against the roller holder assembly by the set force of the two plunger springs. Because of this the plunger can follow cam disk movement. Therefore, as the cam disk is rotated on the roller holder assembly by the drive shaft, simultaneous plunger rotation and reciprocating movement is possible. The roller holder assembly construction is such that it can only rotate in a certain angle range in accordance with timer operation.

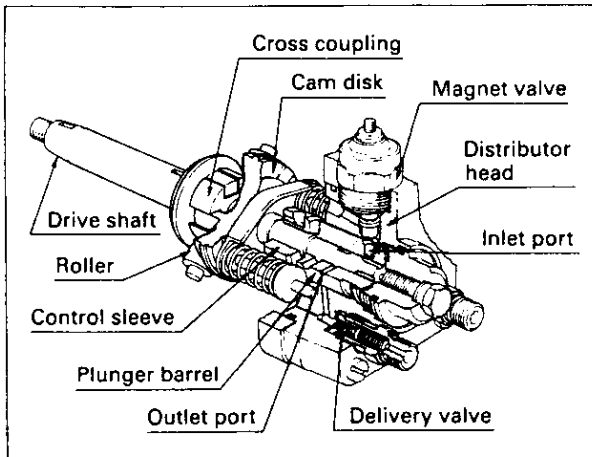


Fig. 4 Cutaway view of fuel delivery

Because the plunger rotates and reciprocates simultaneously, suction of the fuel oil into the pressure chamber, pressurization in the pressure chamber and delivery into the engine cylinder are all possible.

Speed Governing

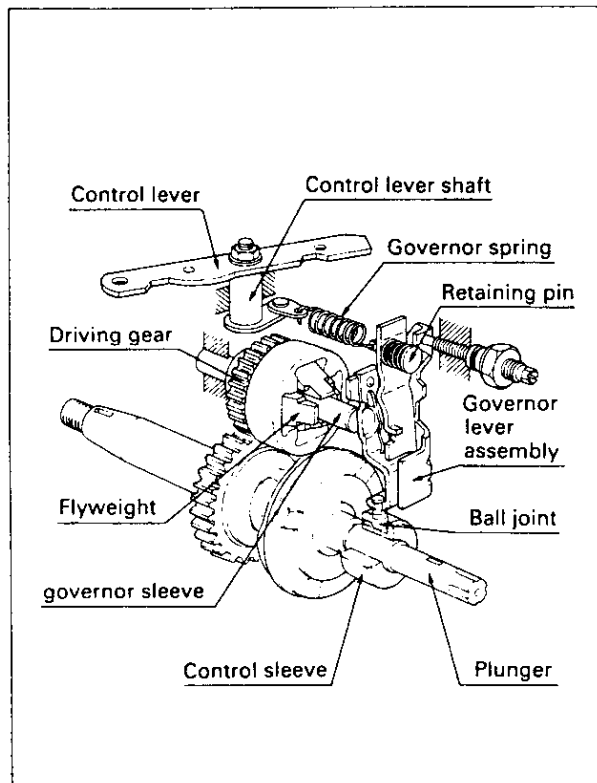


Fig. 5 Cutaway view of speed governing

The governor is located in the upper part of the injection pump chamber. Four flyweights and a governor sleeve are held in the flyweight holder, which is mounted on the governor shaft. The flyweight holder is rotated and accelerated by the drive shaft gear, through rubber dampers.

The governor lever assembly is supported by pivot bolts in the pump housing, and the ball joint at the bottom of the lever assembly is inserted into the control sleeve, which slides over the outside surface of the plunger. The top of the lever assembly (the tension lever) is connected to the governor spring by a retaining pin, while the opposite end of the governor spring is connected to the control lever shaft. The control lever shaft is inserted into the governor cover and a control lever is attached to the control lever shaft. The accelerator pedal is connected directly to the control lever by a linkage, and the governor spring set force changes in response to the control lever position (i.e. accelerator pedal position).

Injection quantity control is governed by the mutually opposing forces of the flyweights' centrifugal force and the governor spring's set force.

The flyweights' centrifugal force, which changes in response to engine speed, acts on the governor lever through the governor sleeve.

The governor spring's set force, which is dependant on control lever position, i.e. accelerator pedal position, acts on the governor lever through the retaining pin.

Injection Timing Control

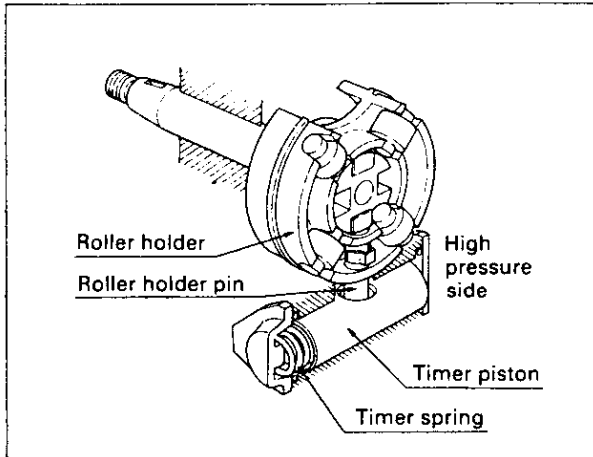


Fig. 6 Cutaway view of injection timing control

The piston is positioned in the center of the timer in the lower part of the injection pump. On the low pressure side of the timer piston there is a timer spring with a predetermined set force; the pump chamber fuel oil pressure acts on the opposite side (high pressure side). The timer piston position changes in accordance with the balance of these two forces, to rotate the roller holder via the roller holder pin. When the timer piston compresses the timer spring, the injection timing is advanced (the roller holder rotates in the reverse rotation direction), and due to timer piston movement in the opposite direction the injection timing is retarded. Injection timing is controlled by the above.

Feed Pump

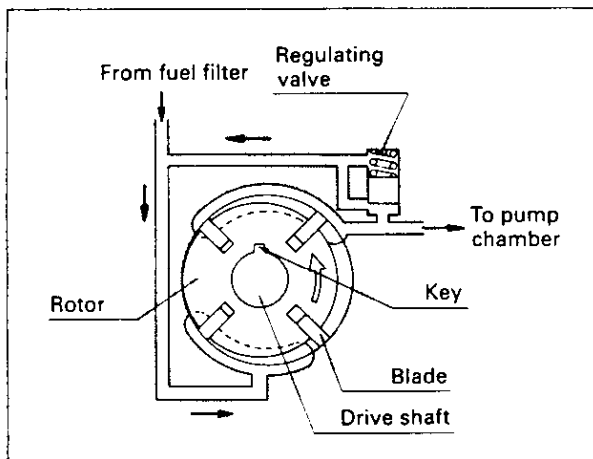


Fig. 7 Feed pump operation

The feed pump comprises a rotor, blades and liner.

Drive shaft rotation is transmitted through a key to rotate the rotor.

The inside circumference of the liner is eccentric to the centre of rotor rotation. Four blades are installed in the rotor. Centrifugal force forces the blades outwards during rotation to contact the inside surface of the liner and form four fuel oil chambers. The volume of these four chambers increases through rotor rotation to suck fuel oil from the fuel tank. Conversely, when the volume of these four chambers decreases fuel oil is pressurized.

Regulating Valve

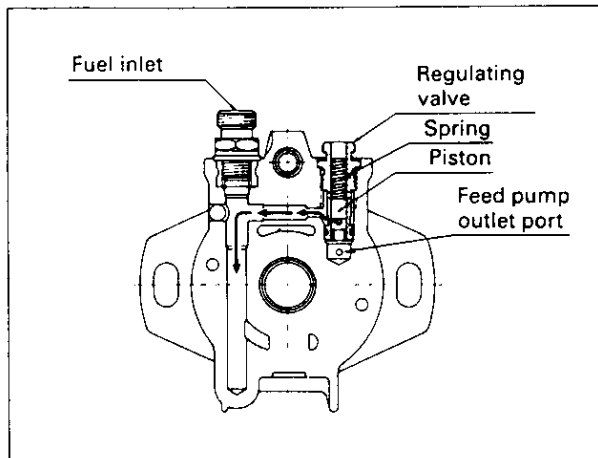


Fig. 8 Regulating valve operation

Feed pump fuel oil delivery pressure increases proportionately with an increase in injection pump speed.

However, the total fuel oil injection quantity necessary for the engine is considerably less than that delivered by the feed pump. Therefore, in order to prevent an excessive increase in the pump chamber pressure caused by the excess fuel oil, and to adjust the pump chamber pressure so that it is usually within the specified limit, a regulating valve is installed near the feed pump outlet. The timer performs timing control using the pump chamber pressure, which is regulated by the regulating valve.

Plunger Operation

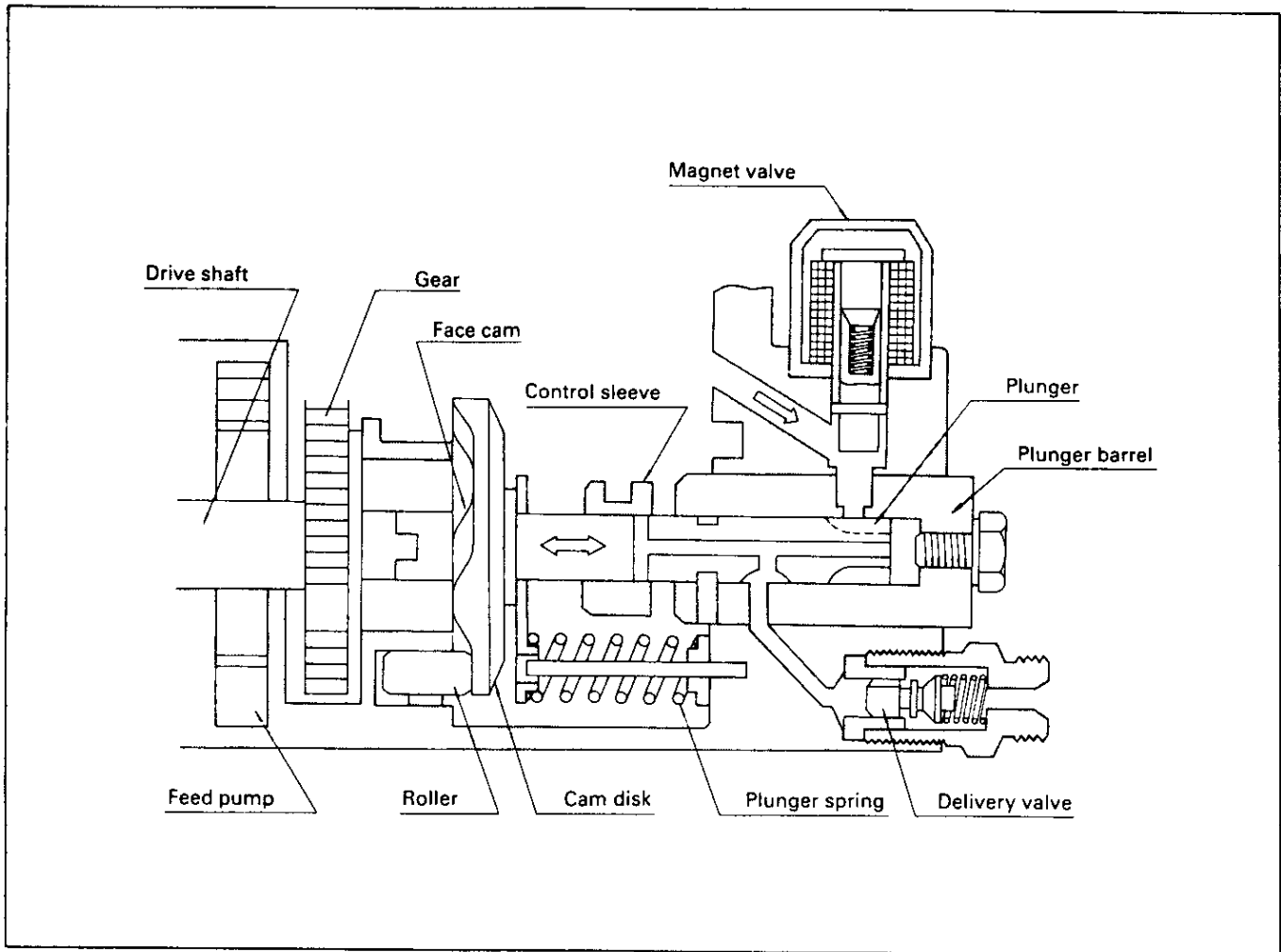


Fig. 9 Plunger operation

The drive shaft drives the feed pump, the cam disk and the plunger simultaneously. Plunger reciprocating movement is accomplished through the movement of the cam disk's face cams over the roller holder assembly's rollers. When the plunger's inlet slit and the inlet port of the plunger barrel, press-fitted to the distributor head are aligned, fuel oil is sucked into the pressure chamber. After the plunger barrel's inlet port has been closed by the plunger, the plunger rises.

Once the plunger's outlet slit and the plunger barrel's outlet port are aligned, and the pressure chamber pressure exceeds the injection

pipe's in-line residual pressure and the delivery valve spring's set force, the delivery valve opens, fuel oil flows to the injection pipe, and is then injected from the nozzle into the engine cylinder.

Then, when the plunger's cut-off port aligns with the control sleeve's end face, plunger fuel delivery is completed.

The plunger barrel has only one inlet port, but it has an outlet port for each engine cylinder. However, although the plunger has the same number of inlet slits as engine cylinders, it has only one outlet slit and one equalizing slit.

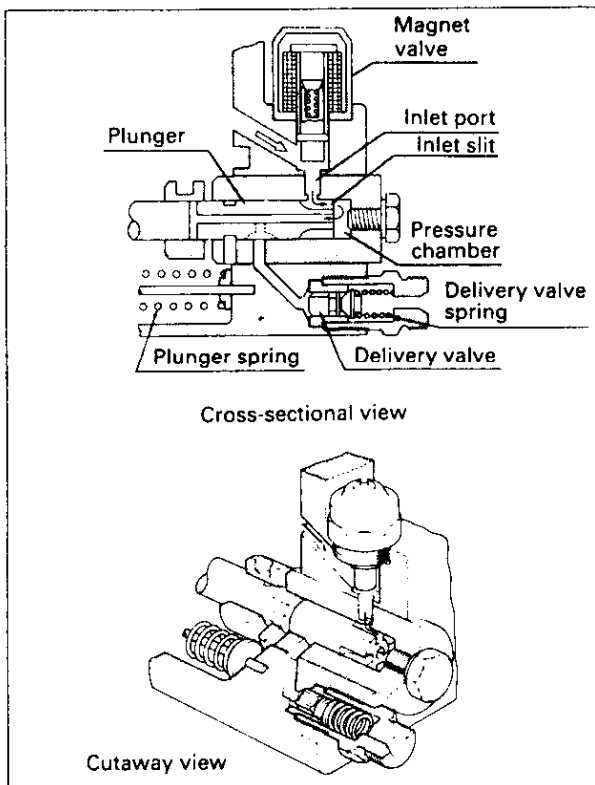


Fig. 10 Plunger operation: suction stroke

Suction stroke

During the plunger's return stroke, when the plunger barrel's inlet port and the plunger's inlet slit are aligned, pressurized fuel oil in the pump chamber is sucked into the pressure chamber. (Fig. 10)

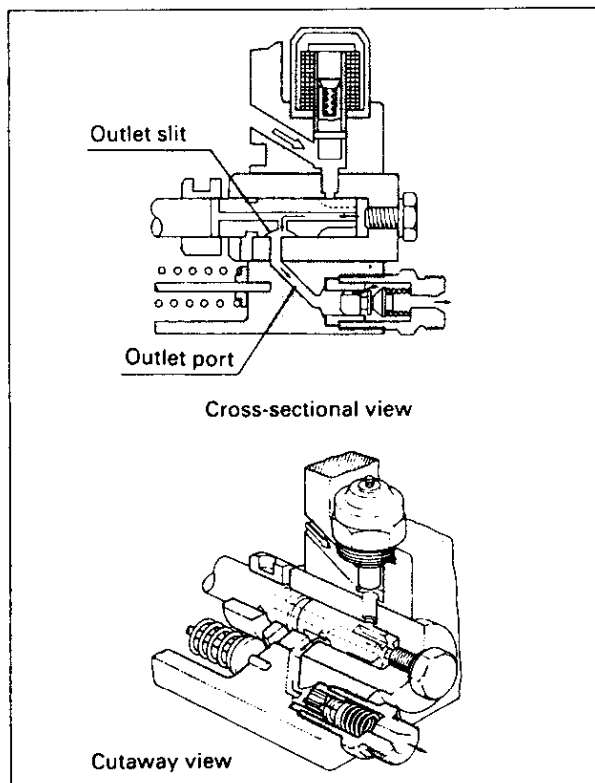


Fig. 11 Plunger operation: delivery stroke

Delivery stroke

As the plunger is rotated and lifted by the cam disk, the plunger's outside face blocks the plunger barrel's inlet port and compression of fuel oil begins. At almost the same time the plunger's outlet slit meets the plunger barrel's outlet port. As a result of this, the fuel oil pressurized by the plunger lift overcomes the set force of the delivery valve spring and the injection pipe's in-line residual pressure, and opens the delivery valve. The fuel oil is then injected through the nozzle and nozzle holder into the engine's combustion chamber. (Fig. 11)

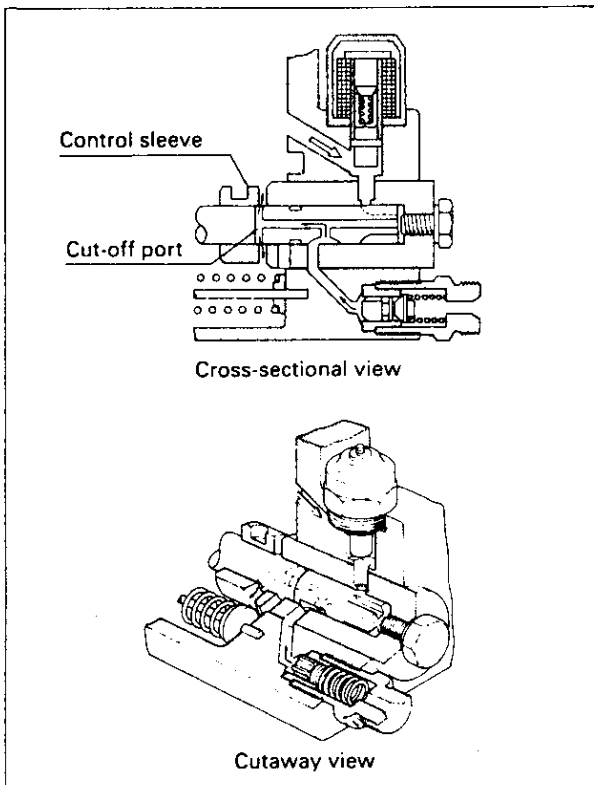


Fig. 12 Plunger operation; end of injection

End of injection

When the end face of the control sleeve meets the plunger's cut-off port, the fuel oil in the plunger (i.e. the pressure chamber), which is at a much higher pressure than that in the pump chamber, returns to the pump chamber through this cut-off port. The pressure then suddenly decreases, the delivery valve is closed by the spring, and fuel oil delivery finishes. These operations occur instantaneously. (Fig. 12)

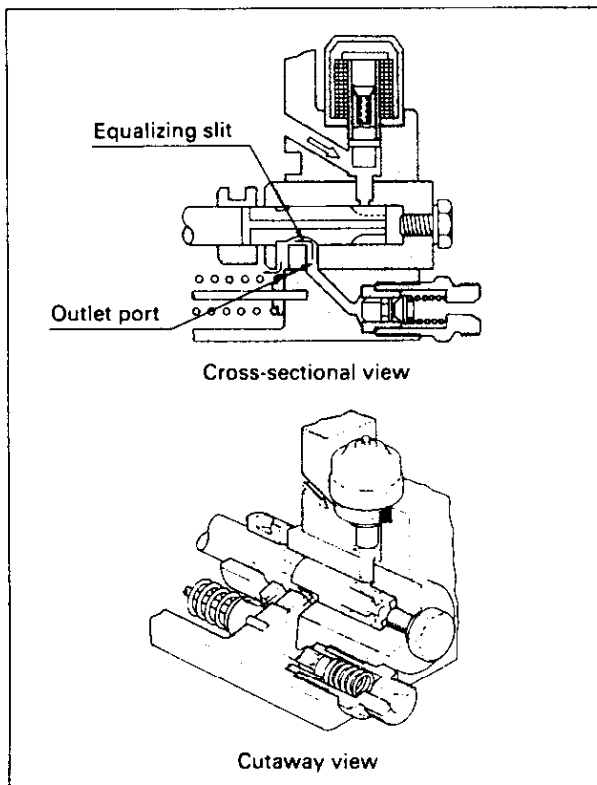


Fig. 13 Plunger operation; equalizing stroke

Equalizing stroke

Following the end-of-injection the plunger rotates 180° and the plunger barrel's outlet port meets the plunger's equalizing slit. Then, the pressure of the fuel oil in the injection passage between the plunger barrel's outlet port and the delivery valve decreases to that of the fuel oil in the pump chamber. This stroke equalizes each cylinder's outlet port pressure at injection for every revolution, therefore assuring stabilized injection. (Fig. 13)

The above operations are performed in the order of injection for each (pump) revolution.

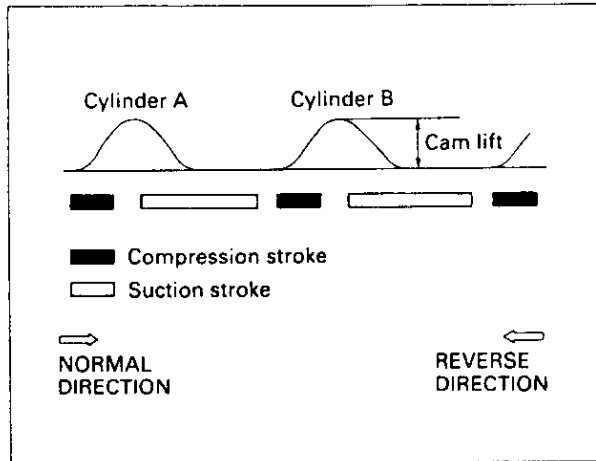


Fig. 14 Plunger strokes for cylinders A and B

Reverse rotation prevention

While the plunger is moving in the normal direction of rotation, the inlet port is open during the plunger's return stroke and sufficient fuel oil is sucked into the pressure chamber. During the compression stroke the inlet port is closed and injection is performed.

However, should the engine rotate in the reverse direction (e.g. when a stationary, parked vehicle begins to roll backwards and the engine is rotated, etc.) the plunger barrel's inlet port and the plunger's inlet slit will align during plunger lift, the fuel oil cannot be pressurized and non-injection will result.

Because of this the engine will immediately stop.

Injection quantity control

Fuel injection quantity is increased or decreased by the effective stroke, which is varied by the position of the control sleeve.

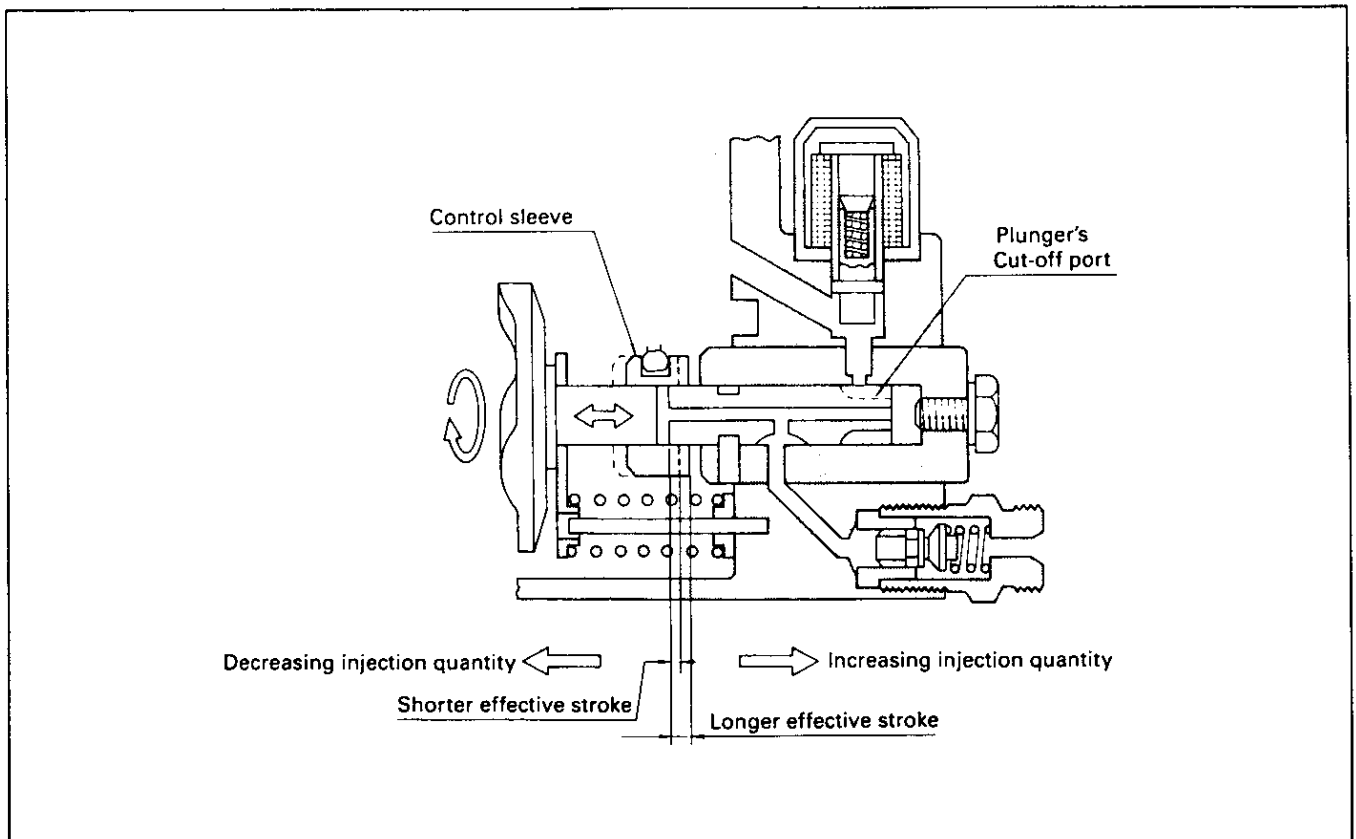


Fig. 15 Plunger's effective stroke

This effective stroke is the plunger stroke from the plunger's cut-off port to the control sleeve's end-face during the delivery stroke, after the plunger barrel's inlet port and the plunger's inlet slit are closed.

It is proportional to the fuel injection quantity. As can be seen in Fig. 15, control sleeve travel to the left decreases the effective stroke, and conversely control sleeve travel to the right increases the effective stroke and the fuel injection quantity.

Although the beginning-of-injection position is constant, end-of-injection varies according to the control sleeve position. The control sleeve position is determined by the governor.

Delivery Valve and Damping Valve

When the increased fuel oil pressure resulting from the plunger's compression stroke has overcome the delivery valve spring's set force and the injection pipe's in-line residual pressure, the delivery valve opens and fuel oil is delivered to the nozzle holder and the nozzle. (Fig. 16-A)

Then, when nozzle opening pressure is reached, initial injection into the engine cylinder occurs.

When the plunger has lifted and injection has ended, the pressure in the pressure chamber suddenly decreases and the delivery valve spring closes the delivery valve. In order to prevent delayed injection it is necessary to maintain the residual pressure of the fuel oil in the injection pipe for the next injection. The delivery valve functions to prevent reverse fuel oil flow during the plunger's suction stroke.

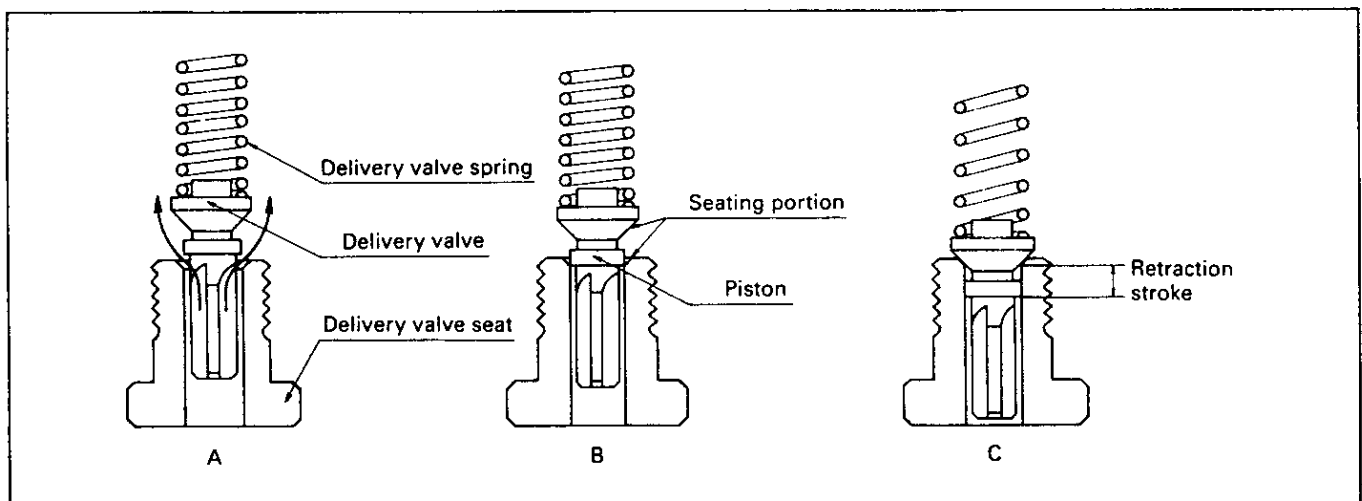


Fig. 16 Delivery valve operation

In the centre of the delivery valve is a piston. After injection has ended and the piston edge is contacting the top of the valve seat (Fig. 16-B), the amount by which the injection pipe's in-line pressure is reduced is proportional to the volume of fuel retracted up to the time that the delivery valve is completely closed.

$$\left[\frac{\pi(\text{piston diameter})^2}{4} \times \text{retraction stroke} \right]$$

Because of this, cut-off of injection occurs immediately after the end-of-injection and subsequent dripping is prevented. (Fig. 16-C)

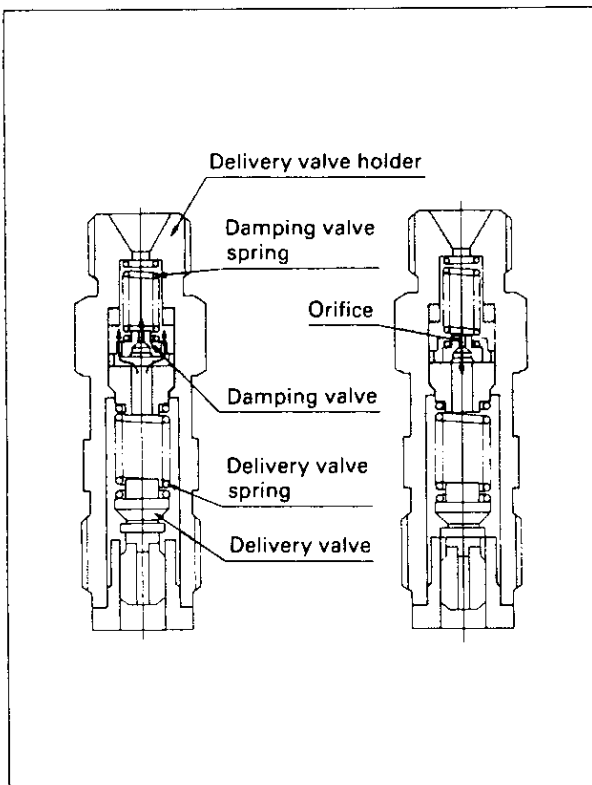


Fig. 17 Damping valve operation

The damping valve is a component of the delivery valve and its construction is shown in Fig. 17.

The damping valve compresses the damping valve spring and opens almost simultaneously with the opening of the delivery valve. Fuel oil delivered by the plunger through the injection pipe is then delivered to the nozzle holder and the nozzle. After the end-of-injection the damping valve is closed more quickly (seated) than the delivery valve by the set force of the damping valve spring.

Following this, because only the retracted fuel oil is returned through the small orifice in the centre of the damping valve up until the time that the delivery valve is seated, a sudden reduction in the injection pipe's in-line pressure can be prevented.

A sudden reduction in pressure may sometimes result in negative pressure, thereby causing cavitation. This may result in corrosion of the injection pipes and finally the danger of pipe breakage.

The damping valve is installed to prevent the above problems.

16. Governing Mechanism(4JH2-UTE)

Depending on the purpose of use, mechanical governors (those utilizing a flyweight) are divided into three types:

1. The variable speed governor
2. The combination governor
3. The minimum-maximum speed governor

Variable Speed Governor Construction and-Operation

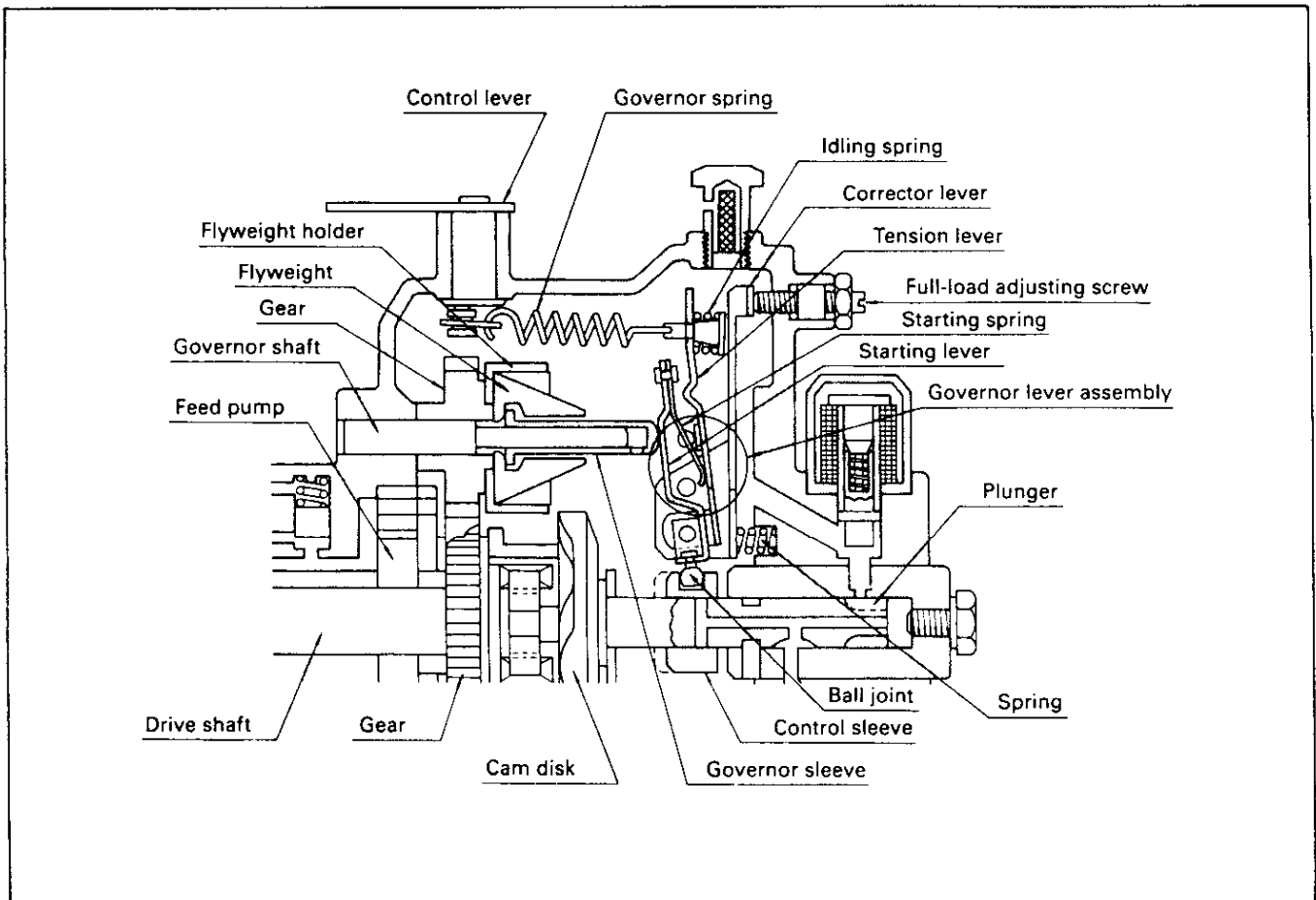


Fig. 18 Variable speed governor construction

The construction of the variable speed governor is shown in Fig. 18. The rotation of the drive shaft (equipped with

two rubber dampers) is conveyed through an acceleration gear to the flyweight holder mounted on the governor shaft.

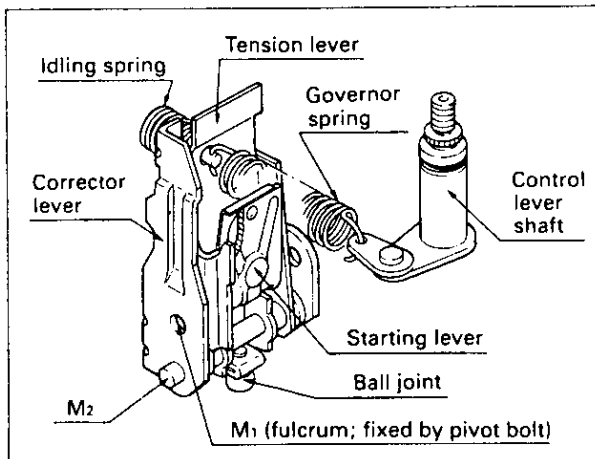


Fig. 19 Variable speed governor lever assembly

Four flyweights are mounted in the flyweight holder, and with rotation these open outward through centrifugal force. This movement moves the governor sleeve in an axial direction, resulting in the governor sleeve pushing the governor lever assembly.

The governor lever assembly consists of the corrector lever, tension lever, start lever, start spring and the ball joint. (Fig. 19)

The corrector lever's fulcrum M_1 is fixed at the pivot bolts in the pump housing and as its bottom portion is being pushed by the springs in the distributor head, and the top portion is being pushed by the full-load adjusting screw, the corrector lever cannot move at all.

The starting lever, separated from the tension lever by the starting spring only at engine starting, moves the governor sleeve to close the flyweights. As a result of this the ball joint at the bottom of the starting lever, pivoting around the tension and starting levers' common fulcrum M_2 , can move the control sleeve in the fuel-increase direction (i.e. toward the distributor head side) for engine starting.

During engine operation the starting lever and the tension lever are in contact and move together as a single component. The top of the tension lever is connected to the control lever through the governor spring.

An idling spring is mounted on the retaining pin at the top of the tension lever.

Governor construction is such that governor control over the entire speed range is performed by the operation of all these springs.

Engine starting

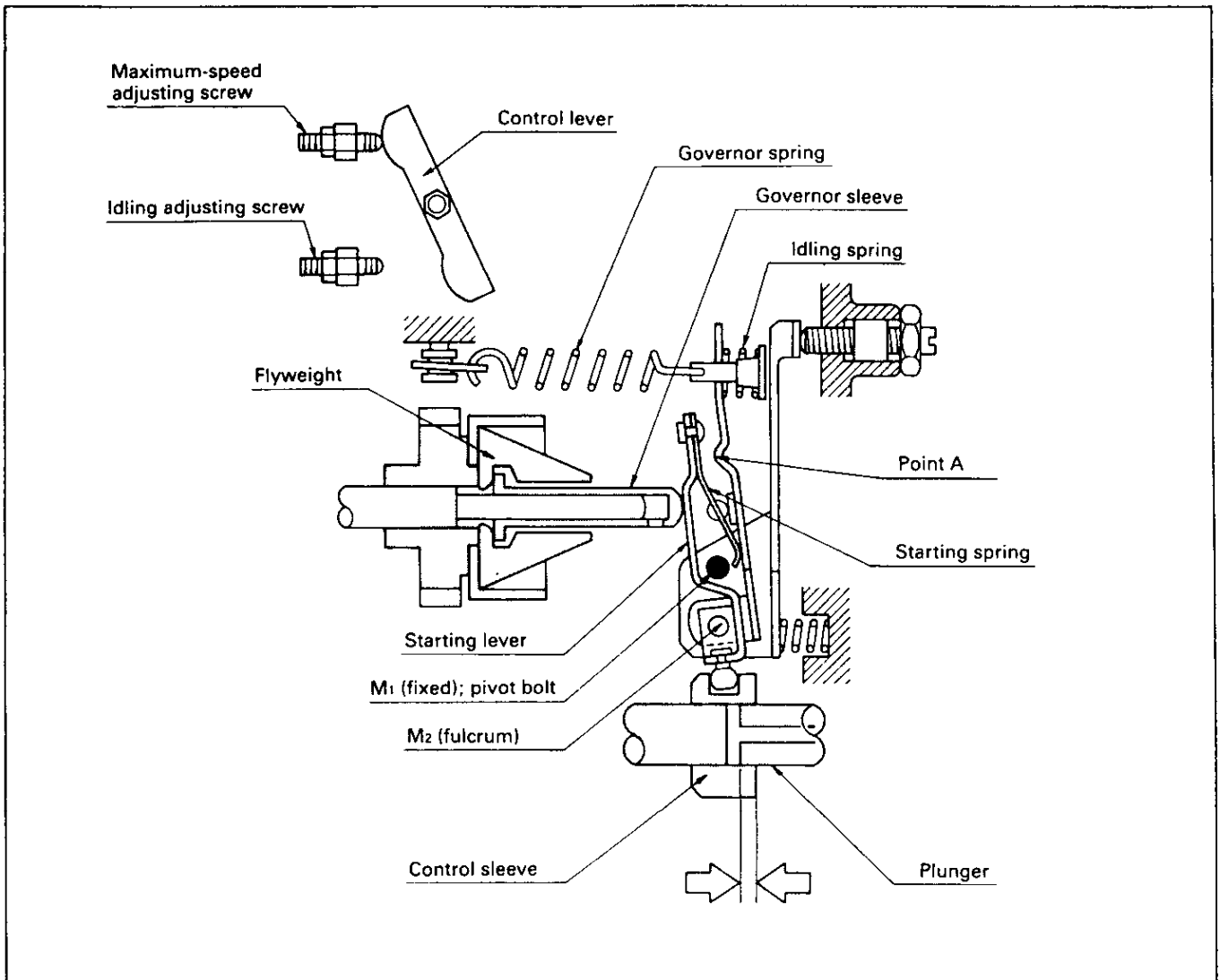


Fig. 20 Variable speed governor operation: engine starting

To improve starting characteristics at engine starting, the normal full-load injection quantity is exceeded and excess fuel for starting is supplied.

When the accelerator pedal is depressed while the engine is stationary, the starting lever is separated from the tension lever by the starting spring and moves to push the governor sleeve.

Because of this the control sleeve is moved to the right (the maximum injection quantity direction; Fig. 20) by the starting lever pivoting around M₂.

Therefore, through lightly depressing the accelerator the engine can be easily started.

After engine starting centrifugal force is generated by the flyweights, the governor sleeve acts to compress the weak starting spring and the starting lever is pressed against the tension lever.

Through this movement the control sleeve is moved in the fuel-decrease direction, injection is returned to the full-load injection quantity range and the supply of excess fuel for starting is completed. Following this, the tension lever and the starting lever, in contact at point A (Fig. 20), move together as a single component.

Idling operation

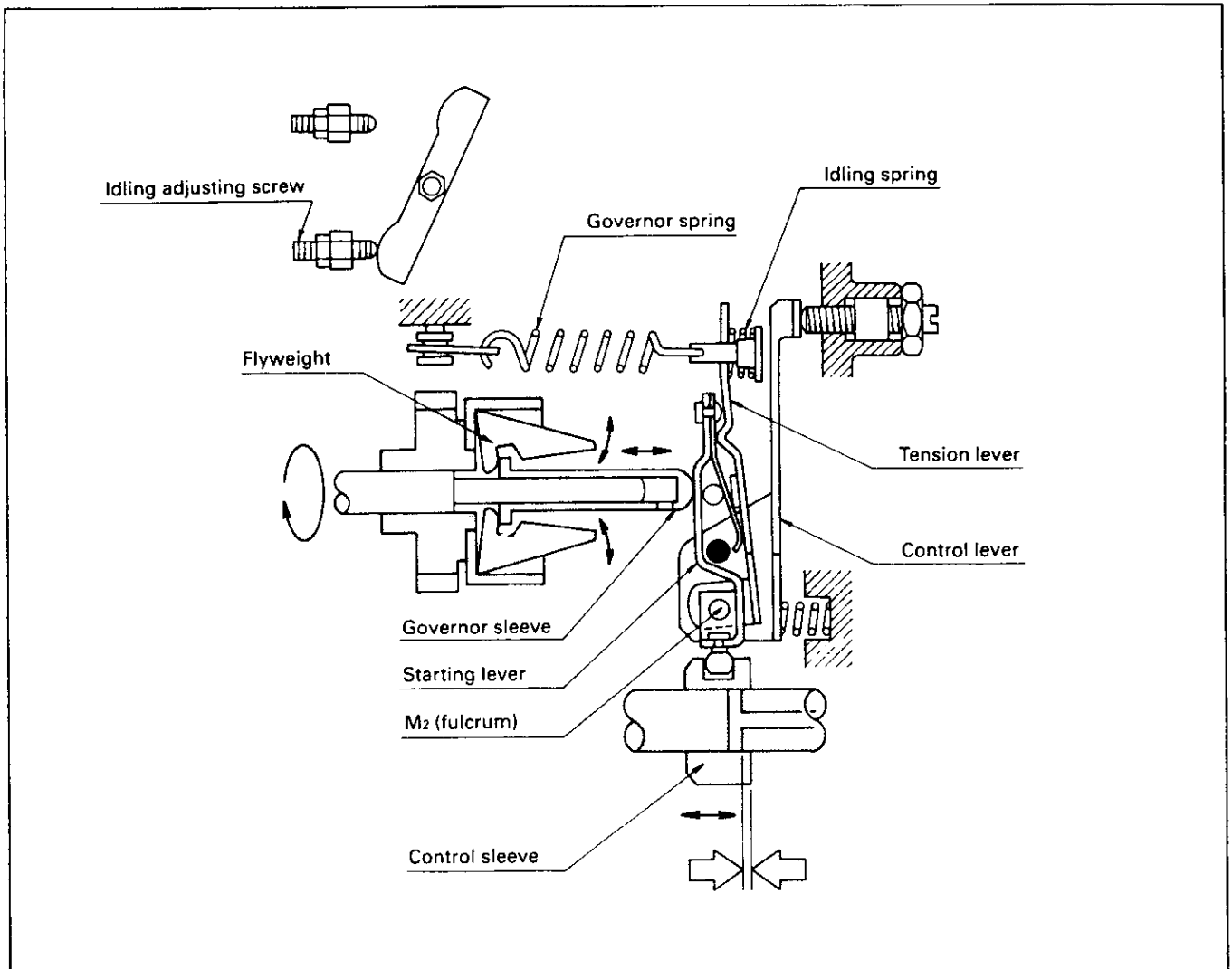


Fig. 21 Variable speed governor operation: idling operation

Once the engine has started the accelerator pedal is returned to its original position. The control lever is also returned to its original position and the governor spring tension becomes "0". The flyweights then open, the starting lever is pressed against the tension lever and compression of the idling spring begins.

The control sleeve then travels in the fuel-decrease direction and stops in the position where the flyweights centrifugal force and the idling spring force are balanced. In this position stable idling operation can be obtained.

Full-load and no-load maximum speed control

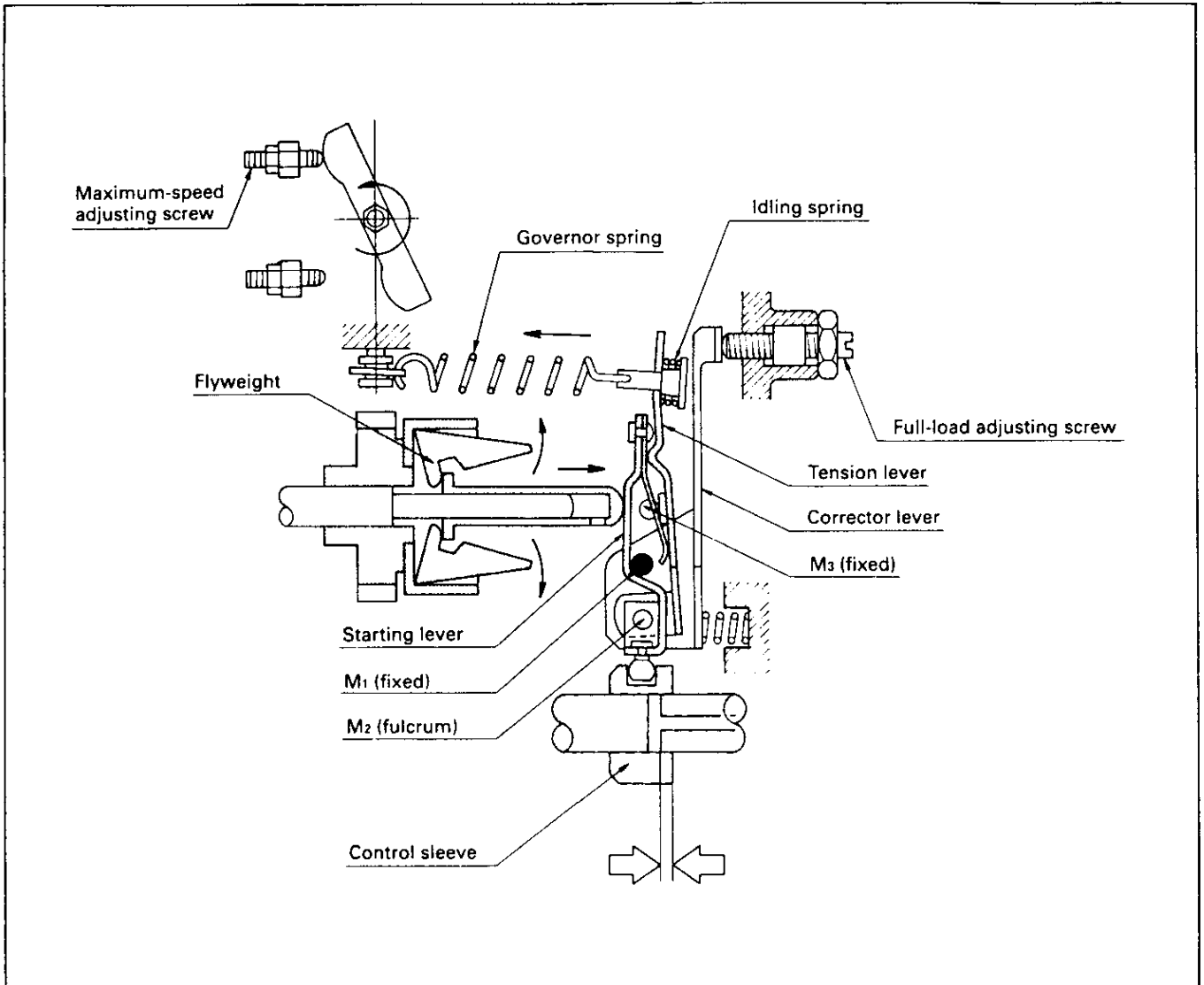


Fig. 22 Variable speed governor operation: full-load operation maximum speed control

When the accelerator pedal is fully depressed and the control lever has contacted the maximum speed adjusting screw, the tension lever contacts the pin (M3) press fitted to the pump housing (i.e. where the full-load injection quantity is obtained) and can move no further. At this time the governor spring set force is at a maximum. Because of this, the idling spring

is fully compressed and the flyweights, being pushed by the governor sleeve, are closed. Then, although the centrifugal force of the flyweights increases with the increase in engine speed, the flyweights cannot move the governor sleeve until the governor spring's set force has been overcome.

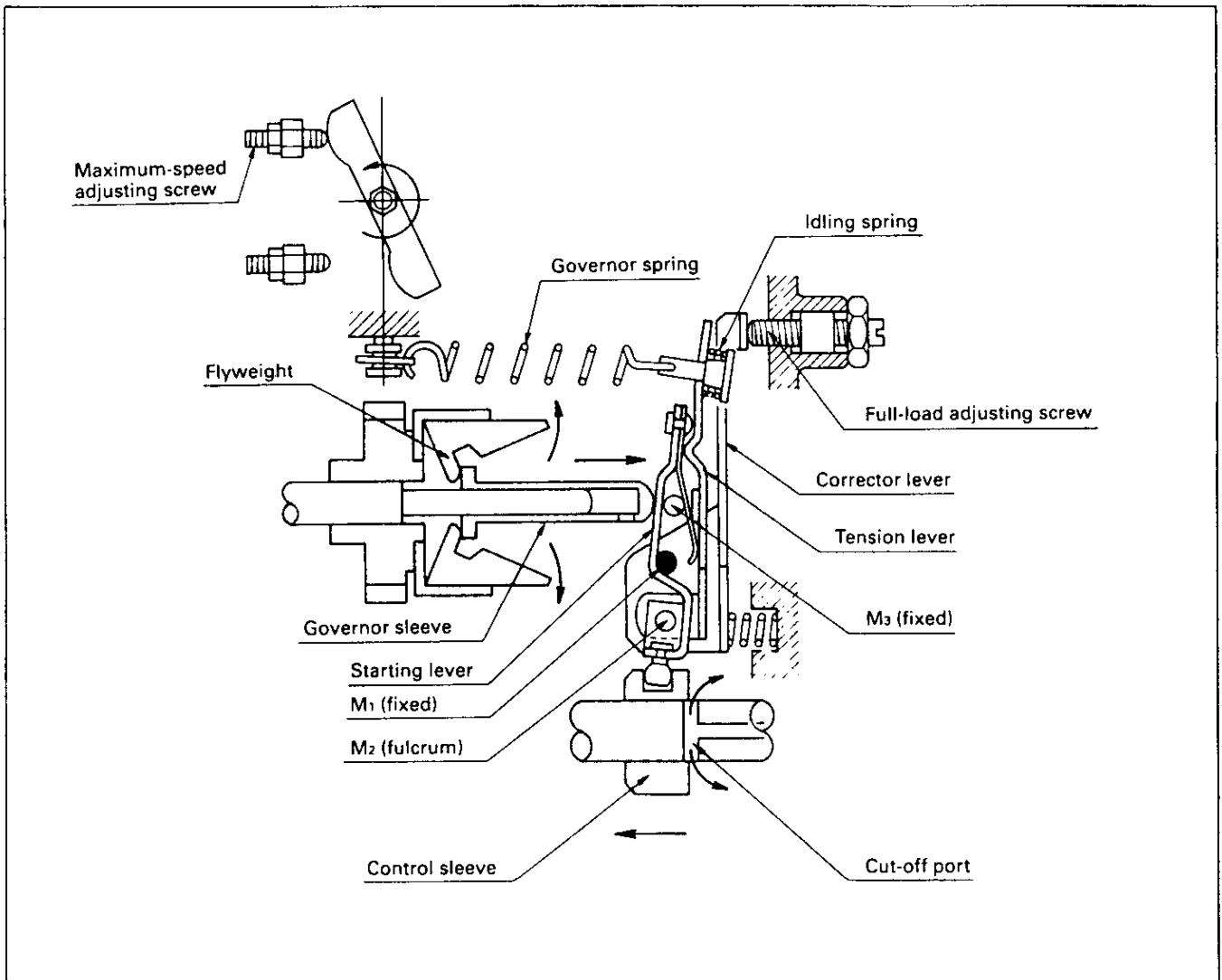


Fig. 23 Variable speed governor operation: no-load maximum speed control

Furthermore, with an increase in engine speed after both are balanced, the flyweights' centrifugal force will overcome the governor spring's set force, and will extend the spring while moving the governor lever assembly.

Therefore, the fuel injection quantity will be decreased and high speed control will be performed so that the specified maximum speed is not exceeded.

When the accelerator pedal is not fully depressed, the governor spring set force may be varied freely so that governor control may be

performed in response to partial load conditions.

The full-load injection quantity is determined according to the amount that the full-load adjusting screw is screwed in. When the full-load adjusting screw is screwed in, the corrector lever pivots to the left (Fig. 22; counterclockwise direction) around point M₁ and the control sleeve moves in the fuel-increase direction. Unscrewing the full-load adjusting screw moves the control sleeve in the fuel-decrease direction.

Combination Governor Construction and Operation

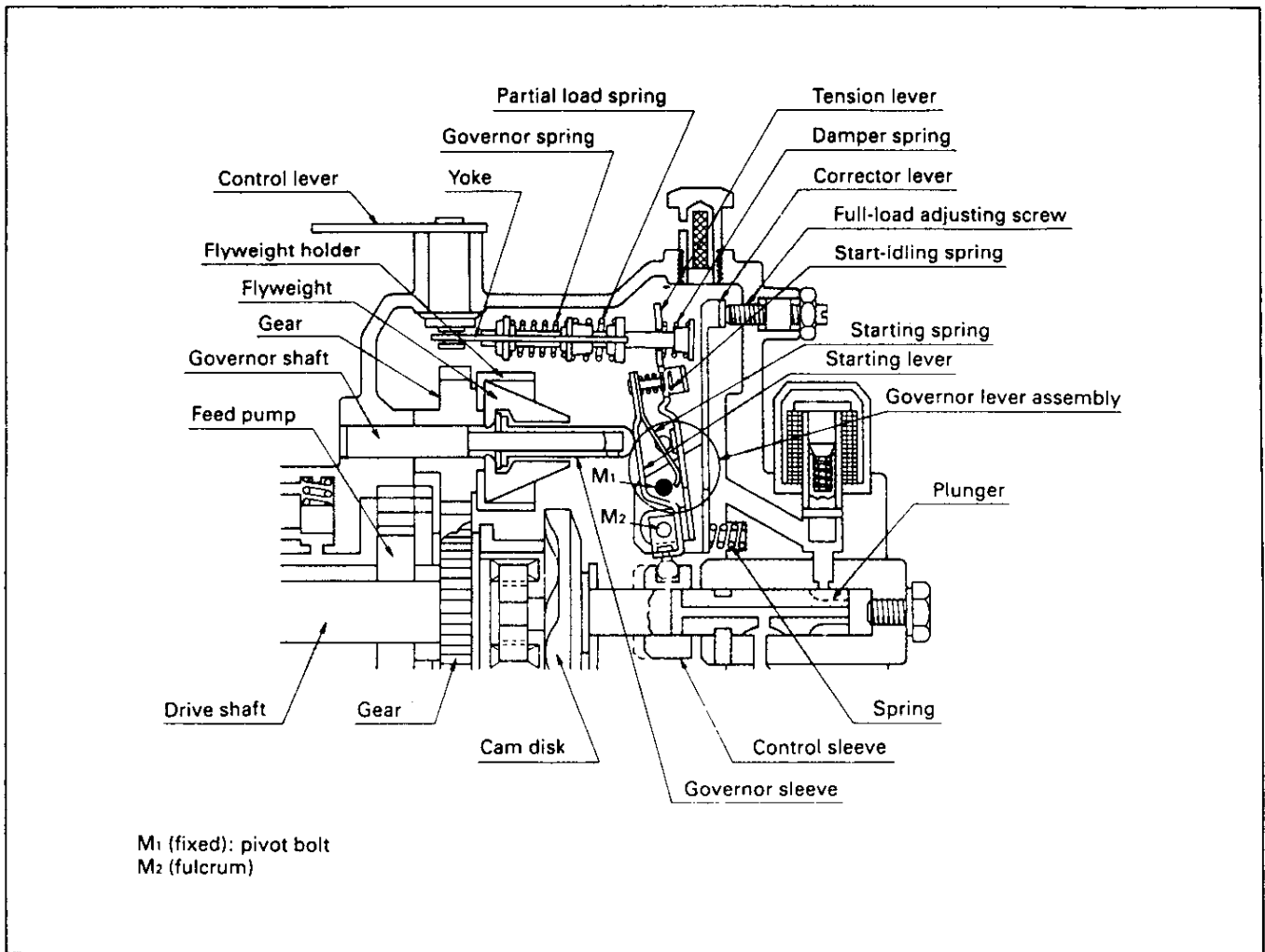


Fig. 24 Combination governor construction

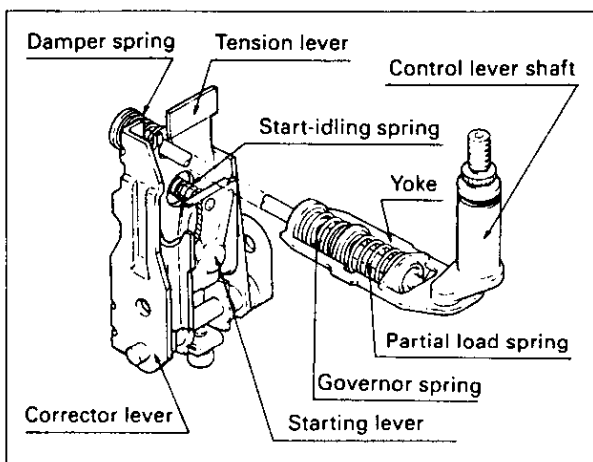


Fig. 25 Combination governor lever assembly

When comparing the construction of the combination governor with that of the variable speed governor, the governor spring and the governor lever assembly of the combination governor differ from those of the variable speed governor.

As shown in Fig. 24 a yoke is attached to the control lever shaft assembly, and the governor spring and the partial load spring, with a pre-set force, are installed inside the yoke. A damper spring is installed at the end of the yoke.

Idling control is performed by the start-idling spring, which is installed between the top of the tension lever and the starting lever in the governor lever assembly.

Engine starting

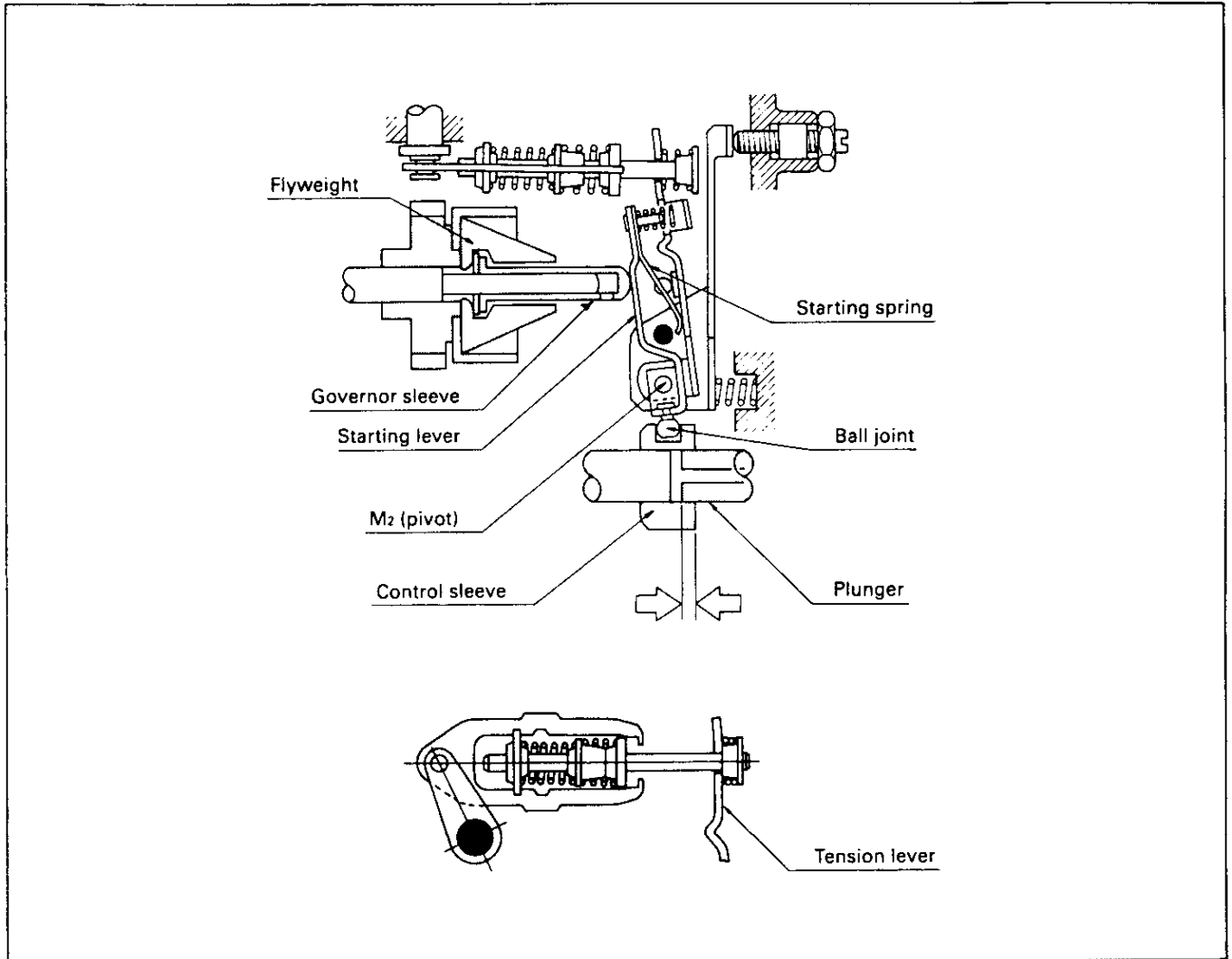


Fig. 26 Combination governor operation: engine starting

Depressing the accelerator pedal lightly at engine starting results in the control lever shaft assembly pulling the tension lever to the left (Fig. 26), and through the action of the starting spring (leaf spring) the starting lever pushes the governor sleeve. Through this movement the ball joint, with point M₂ as the fulcrum, moves the control sleeve to the position where excessive fuel for starting can be obtained, and the engine can be easily started.

Once the engine has been started, the centrifugal force generated by the flyweights pushes the governor sleeve against the weak force of the starting spring. The control sleeve is then moved in the fuel-decrease direction and the supply of excessive fuel for starting is completed.

Idling operation

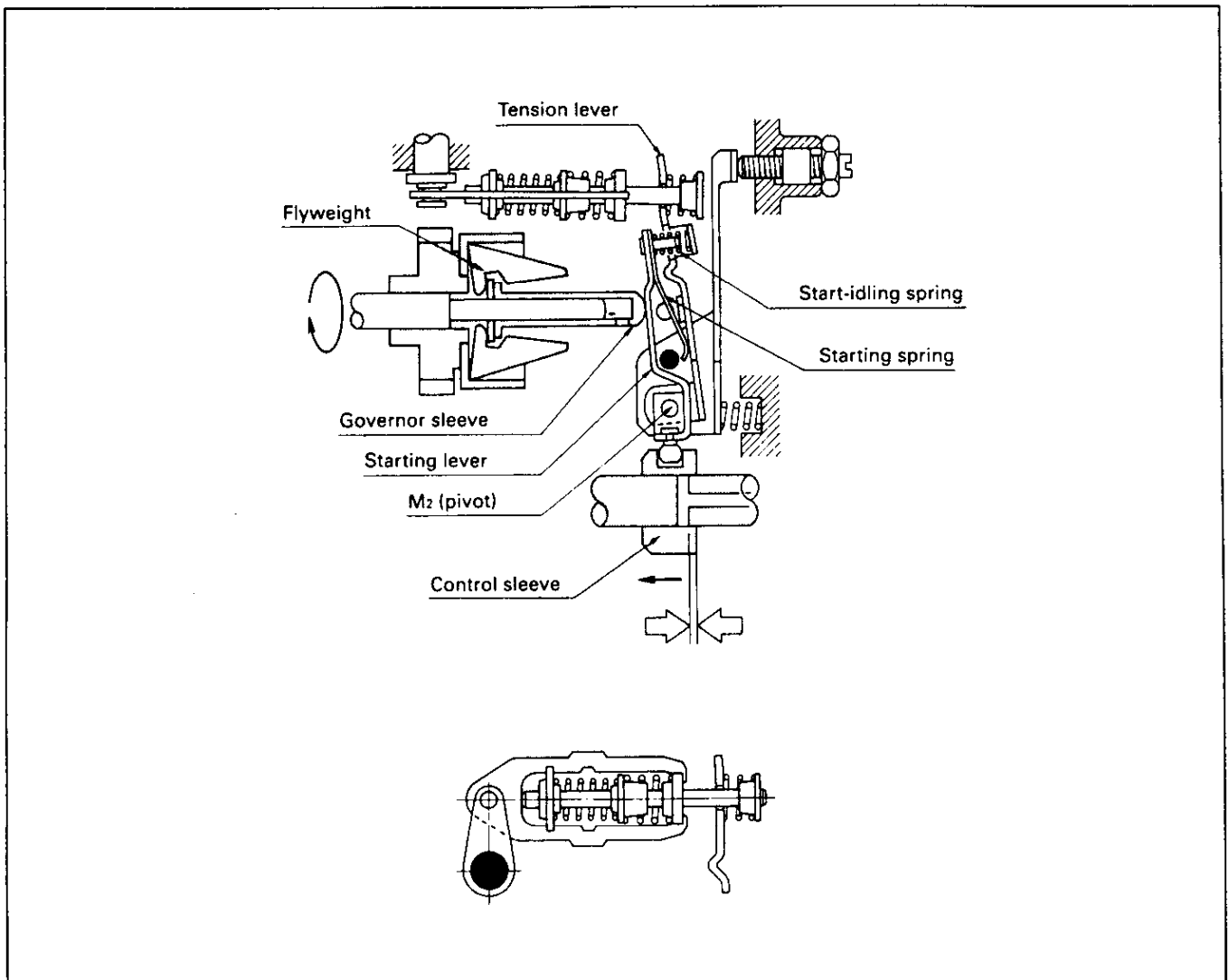


Fig. 27 Combination governor operation: idling operation

On releasing the accelerator pedal the control lever is returned to the idling position and the tension lever is freed. Through the flyweights' centrifugal force the governor sleeve pushes the starting lever. After the start-idling spring has contacted the tension lever, the combined forces of the start-

idling spring and the starting spring balance the flyweights' centrifugal force and the starting lever becomes stationary.

This starting lever movement moves the control sleeve directly in the fuel-decrease direction and stabilized idling operation can begin.

Partial load operation

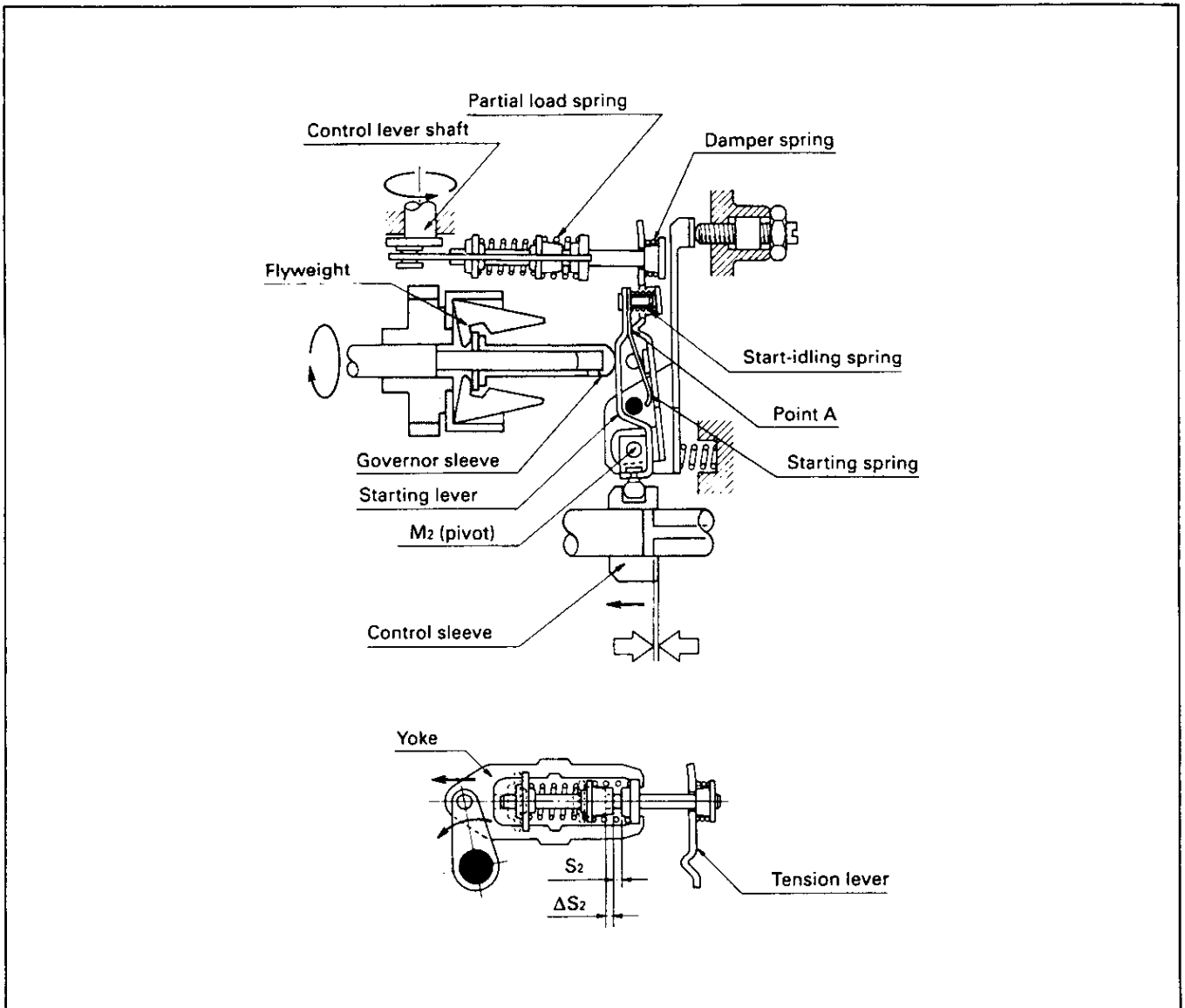


Fig. 28 Combination governor operation: partial load operation

In the speed range exceeding idling the starting spring and the start-idling spring are already compressed, and the starting lever and the tension lever, which are in contact at the convex point A, both move together as one. (Fig. 28)

Therefore, during partial load operation the damper spring and the partial load spring are acted upon by (and oppose) the flyweights' centrifugal force.

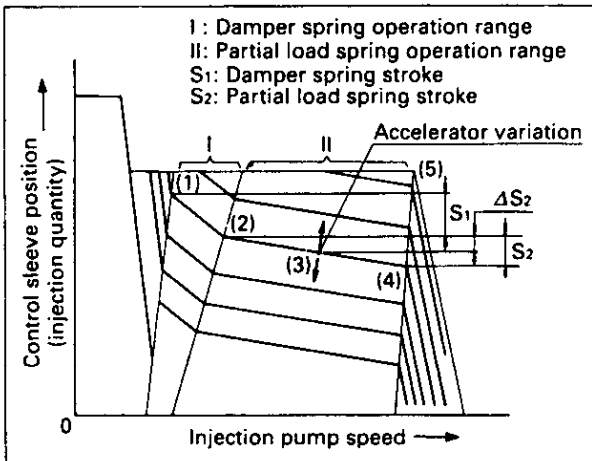


Fig. 29 Combination governor characteristics

In low speed range I the control sleeve's position is controlled by the balance of the flyweights' centrifugal force and the damper spring force.

(e.g. control sleeve movement from (1) to (2) in Fig. 29)

In the intermediate-high speed range II (where the flyweights' centrifugal force exceeds the damper spring force, but is less than the governor spring's set force) the damper spring is fully compressed, and the partial load spring in the yoke is compressed an amount equal to ΔS_2 (Fig. 29). ΔS_2 varies according to the balance of the flyweights' centrifugal force with each spring's set force (i.e. engine speed and engine load).

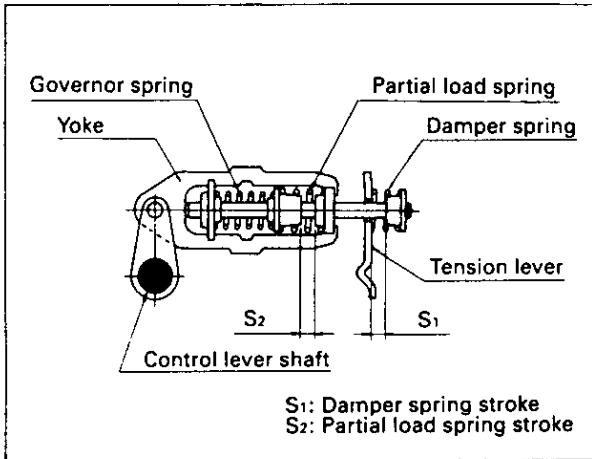


Fig. 30 Control lever shaft assembly

If an uphill slope is negotiated after travelling on a level road with the control lever position fixed and the control sleeve positioned at point (3), because the engine speed decreases, the control sleeve position will shift in the direction of point (2) through the action of the partial load spring and the fuel injection quantity will be increased.

Conversely, if a downhill slope is negotiated, the fuel injection quantity will be decreased as engine speed increases.

Furthermore, if the amount that the accelerator pedal is depressed is altered, the control sleeve position will move in the direction of the arrow in Fig. 29.

Full-load and no-load maximum speed control

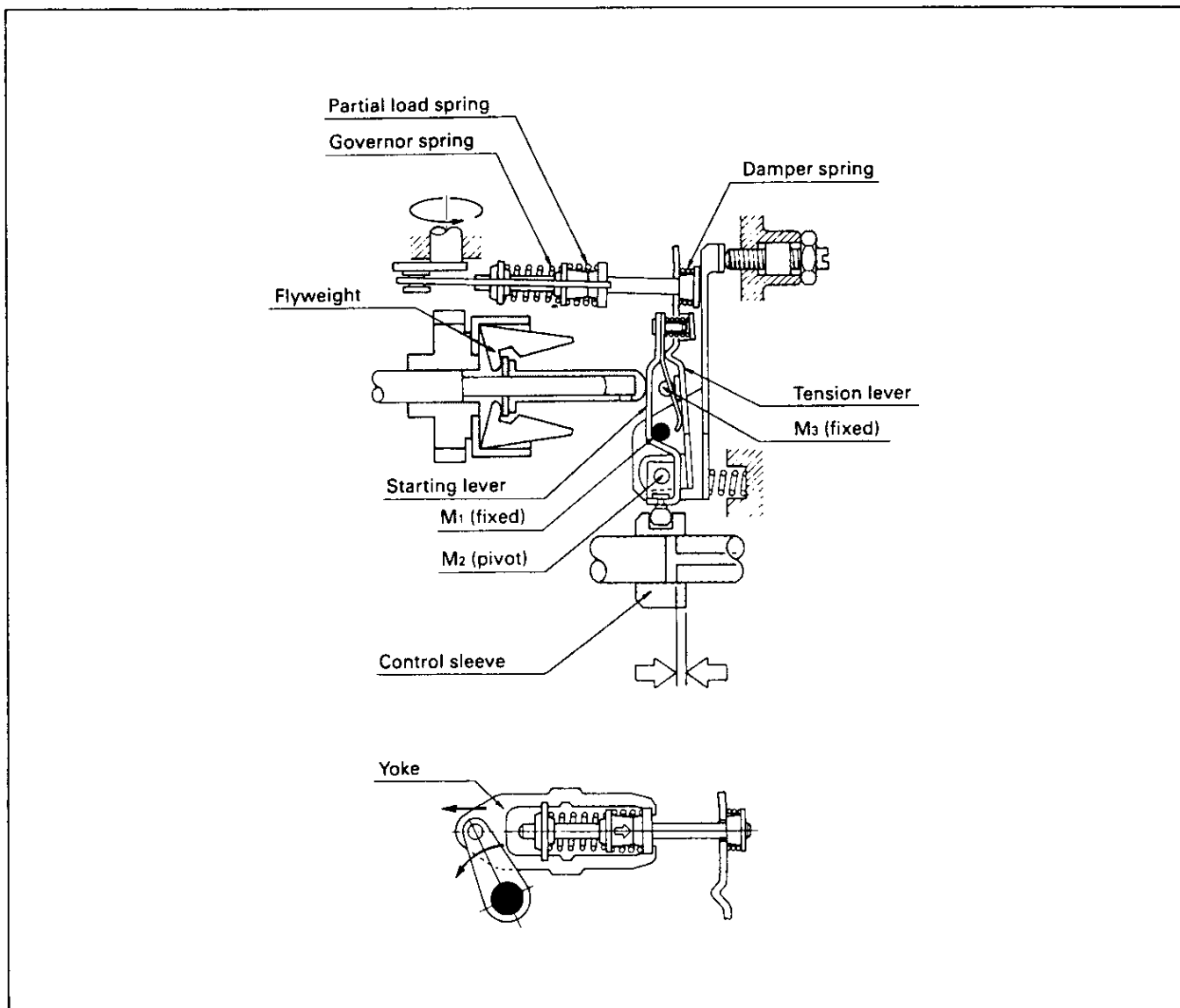


Fig. 31 Combination governor operation: full-load maximum speed operation

On moving the control lever until it contacts the maximum speed stopper bolt, the tension lever contacts the pin (or the stop lever of the BCS or ACS) M_3 press-fitted to the pump housing and can move no further. Consequently, the damper spring and the partial load spring are fully compressed and the control sleeve travels to the position where the full-load injection quantity can be obtained.

Following this engine speed increases and, at the point where the flyweights' centrifugal force balances the combined forces of the yoke springs (point (5) in Fig. 29), the full-load maximum speed of maximum engine output is reached.

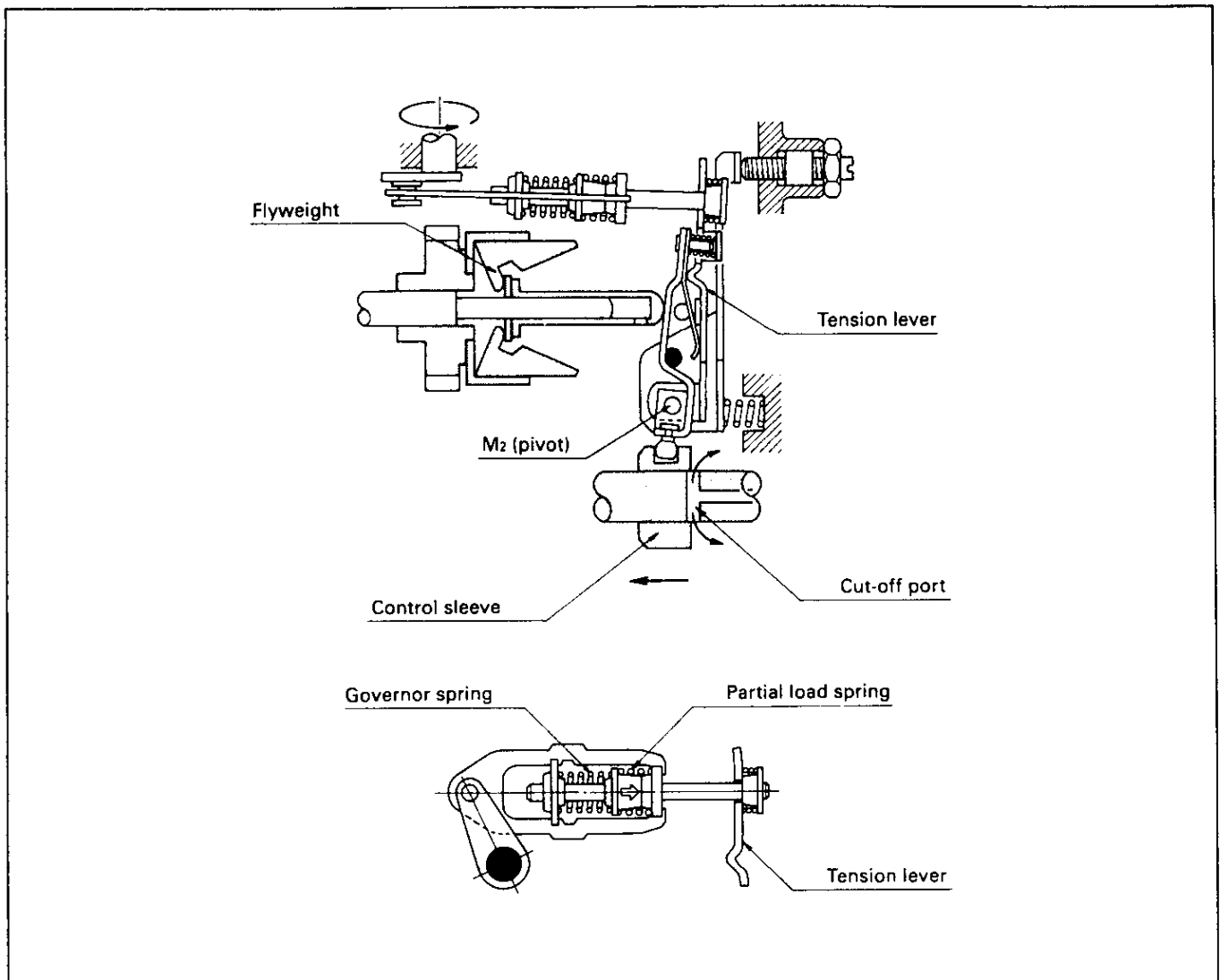


Fig. 32 Combination governor operation: no-load maximum speed control

To prevent the engine from exceeding the specified maximum speed when pump speed increases further, due to variations in load etc, the flyweights begin to compress the governor spring and the tension lever is pivoted clock-

wise around point M₂ to move the control sleeve in the non-injection direction. The governor therefore controls the engine speed so that it does not exceed the engine's specified maximum speed.

Variable Speed Governor and Combination Governor

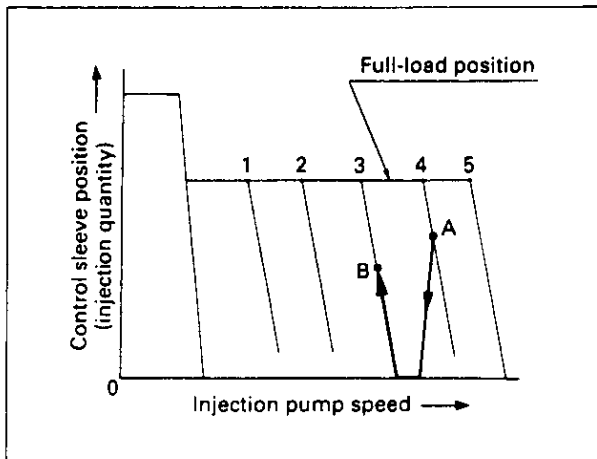


Fig. 33 Variable speed governor characteristics

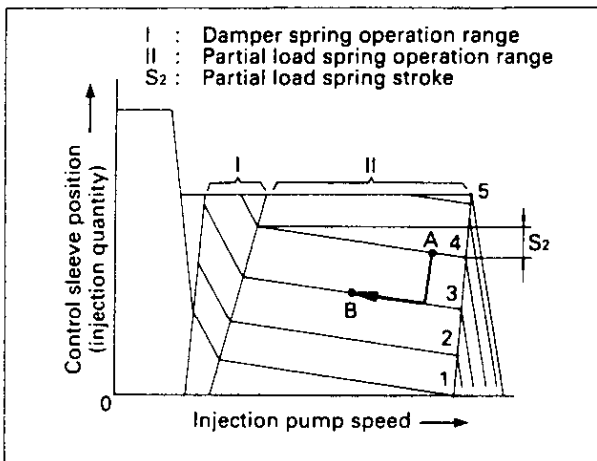


Fig. 34 Combination governor characteristics

The governor spring's set force in a variable speed governor changes in accordance with changes in the accelerator pedal position. (Fig. 33: points 1–5).

For example, when the flyweights' centrifugal force and the governor spring's set force are balanced (Fig. 33; point A) and the accelerator pedal is released a little to decrease speed, the control sleeve will move to the non-injection position as shown by the solid line in Fig. 33.

Then, in response to the change in the governor spring's set force (gradient 3), the control sleeve will move in the fuel-increase direction and will stop in the position where the injection quantity necessary for the load at this time can be obtained (i.e. point B; the flyweights' centrifugal force and the governor spring's set force are balanced). The variable speed governor governs in the engine's all-speed range in response to accelerator pedal position or variations in engine load.

With the combination governor the set force of the partial load spring and the control sleeve position (Fig. 34 : lines 1–5) are varied in response to accelerator pedal position to regulate the fuel injection quantity.

If the accelerator pedal is released slightly to decrease speed during partial load operation (Fig. 34 : point A), when the flyweights' centrifugal force and the partial load spring's set force are balanced, the control sleeve will move from point A to point B, as shown by the solid line in Fig. 34.

As can be seen from the solid line in Fig. 34 showing control sleeve movement when speed decreases, the combination governor's control sleeve travel is less, and the variation in fuel injection quantity is also decreased.

This results in a reduction in the shock caused by sudden variations in fuel injection quantity and an improvement in accelerator "feeling" when speed is reduced.

Governor Equipped with Negative Torque Control Device

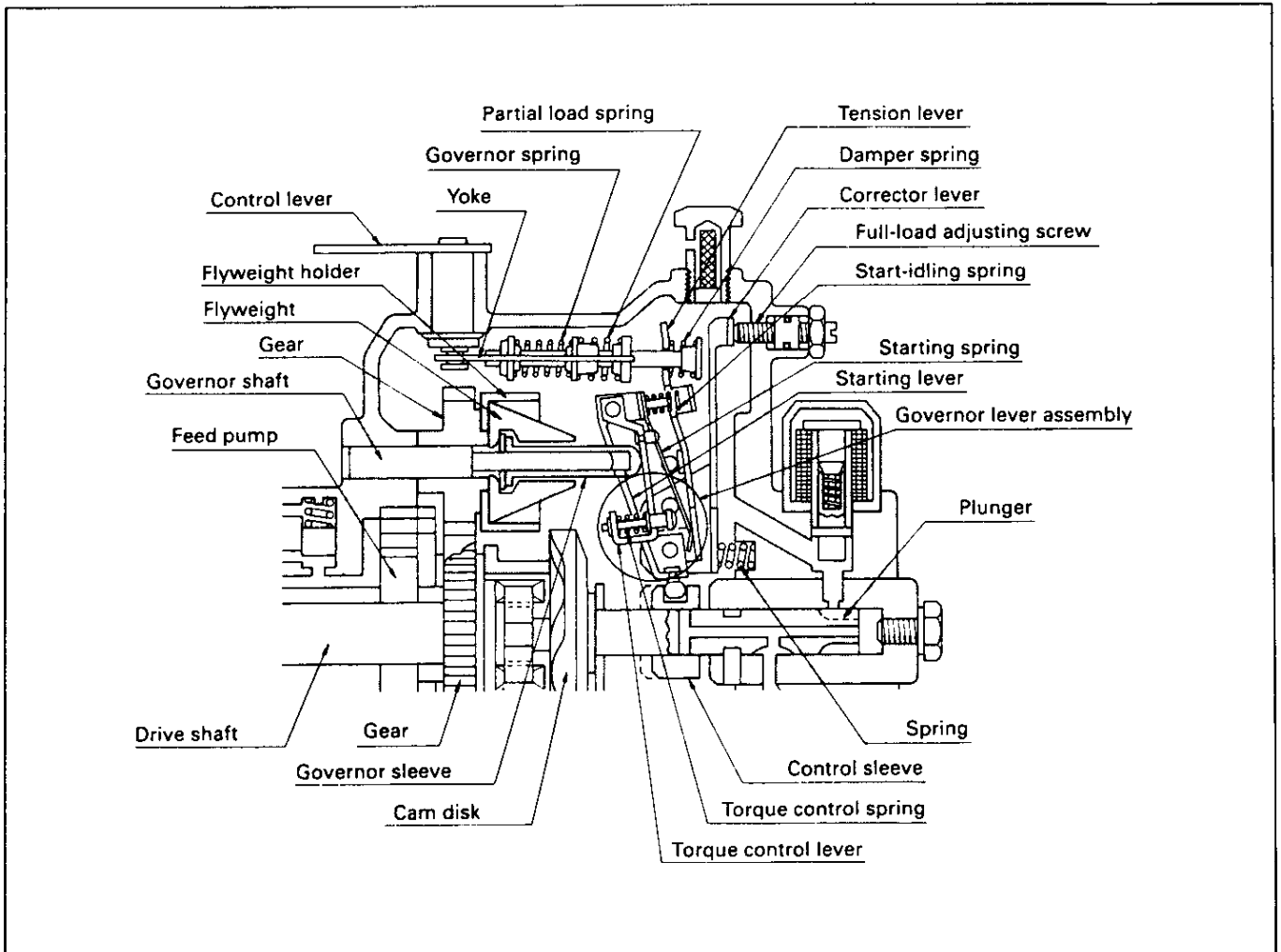


Fig. 35 Construction of governor equipped with negative torque control device

A negative torque control device is provided through the installation of a torque control lever to the governor lever assembly's starting lever.

The torque control lever is fitted with a torque control spring, the set force of which varies according to the torque control stroke.

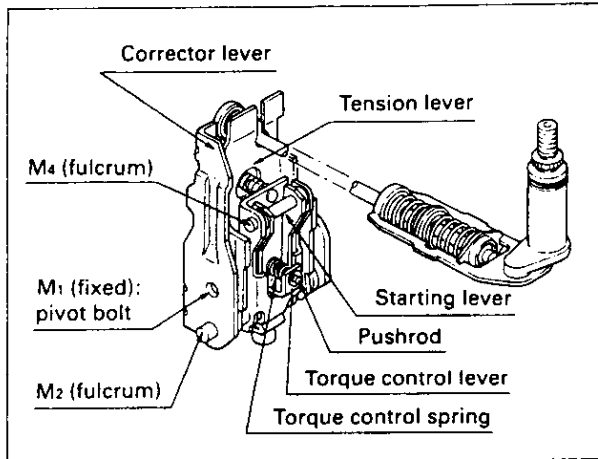


Fig. 36 Governor lever assembly equipped with negative torque control device

The negative torque control device moves the control sleeve through the torque control stroke (S_3 in Fig. 37) in the governor's intermediate-speed control range to increase the injection quantity in proportion to engine speed and therefore prevent insufficient engine output resulting from insufficient fuel injection at high speeds. (Refer to Fig. 37.) Figure 37 shows the control characteristics of a combination governor equipped with the negative torque control device.

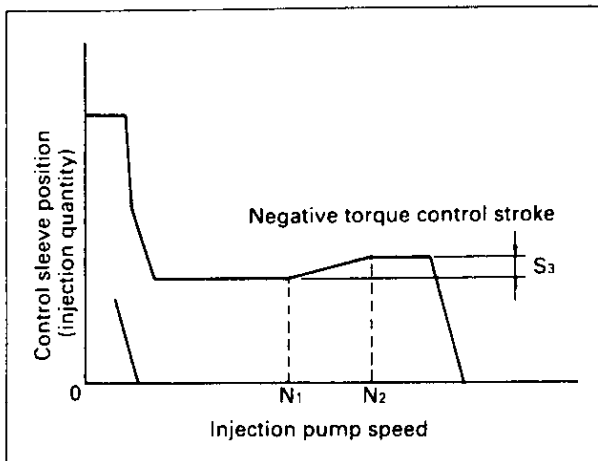


Fig. 37 Negative torque control characteristic

Engine starting

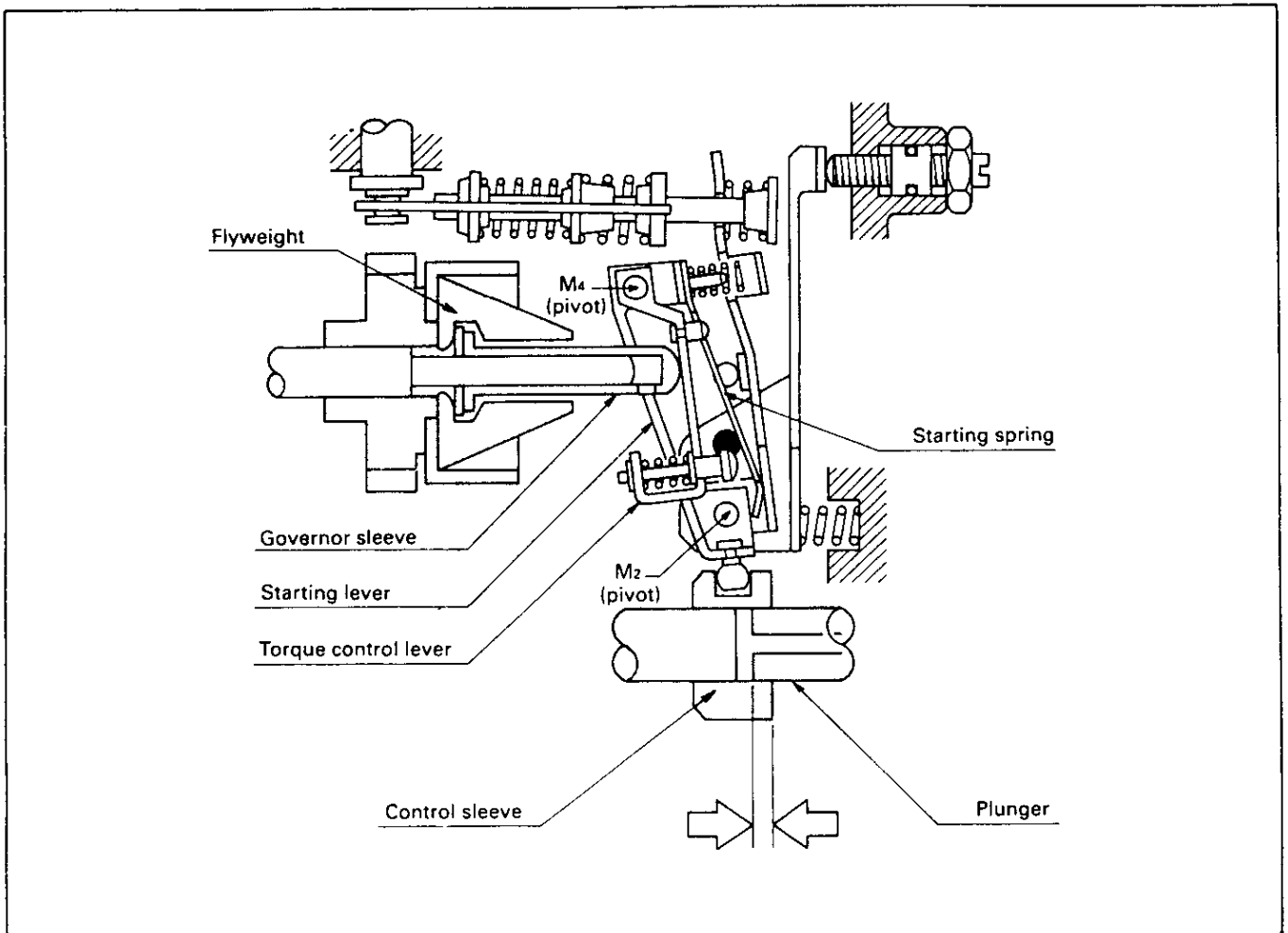


Fig. 38 Operation of governor equipped with negative torque control device: engine starting

As in the variable speed governor or the combination governor, the governor equipped with the torque control device controls starting through the action of the starting spring (a leaf spring) mounted on the starting lever. At starting the action of the starting spring

pivots both the starting lever and the torque control lever (connected at M4) in a counter-clockwise direction around point M2, thus moving the control sleeve in the fuel-increase direction to supply a fuel injection quantity sufficient for starting.

Idling operation

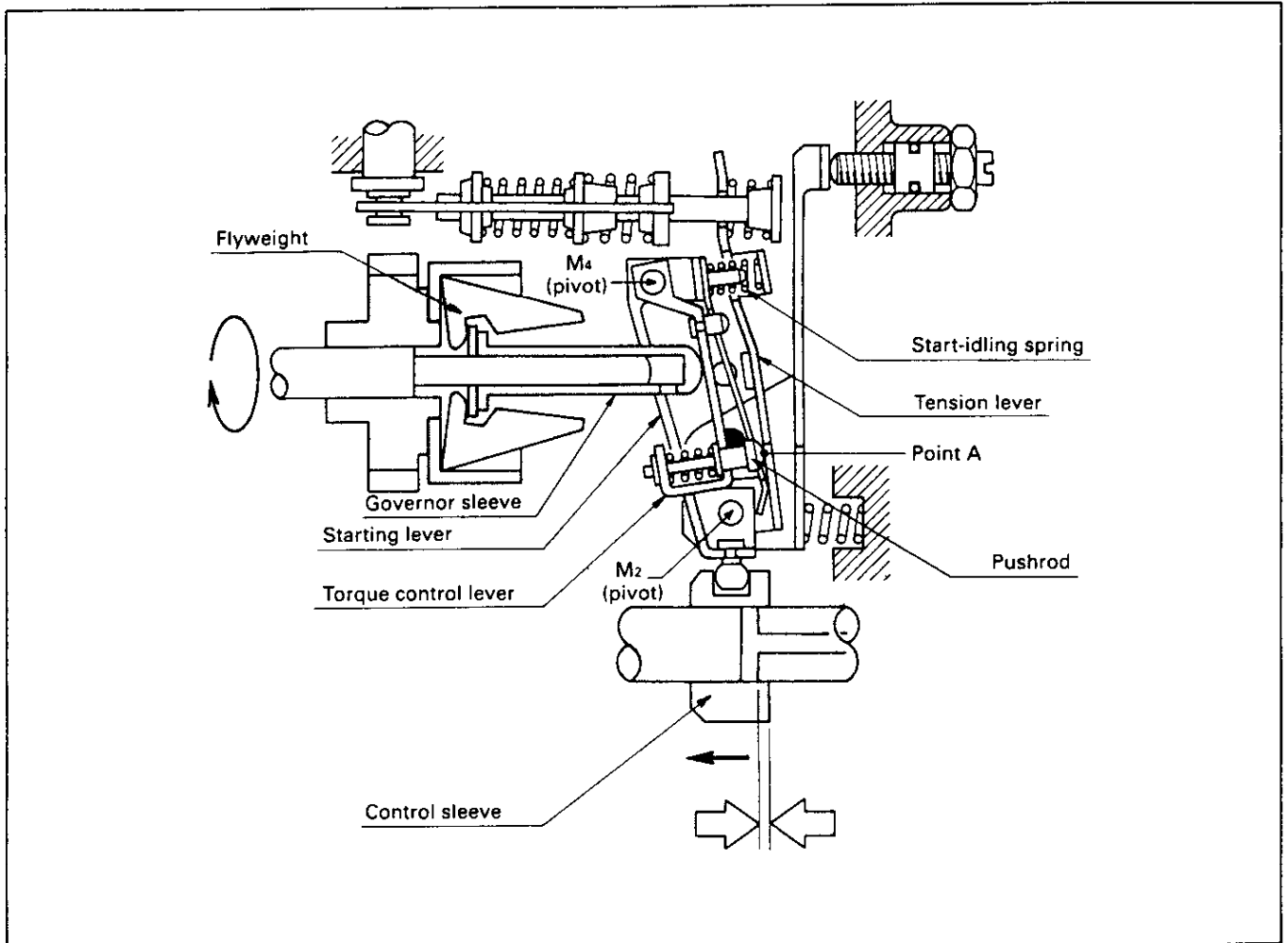


Fig. 39 Operation of governor equipped with negative torque control device: idling operation

On starting, the centrifugal force of the flyweights causes the governor sleeve to move to the right (Fig. 39). The governor sleeve then contacts and moves the torque control lever. The torque control lever pushrod then contacts the tension lever at point A, and the torque control lever then pivots around point A to

compress the start-idling spring until its set force is overcome by the flyweights' centrifugal force. Consequently the starting lever will pivot clockwise around M₂, thus moving the control sleeve in the fuel decrease direction until an injection quantity suitable for idling is attained.

Partial load operation

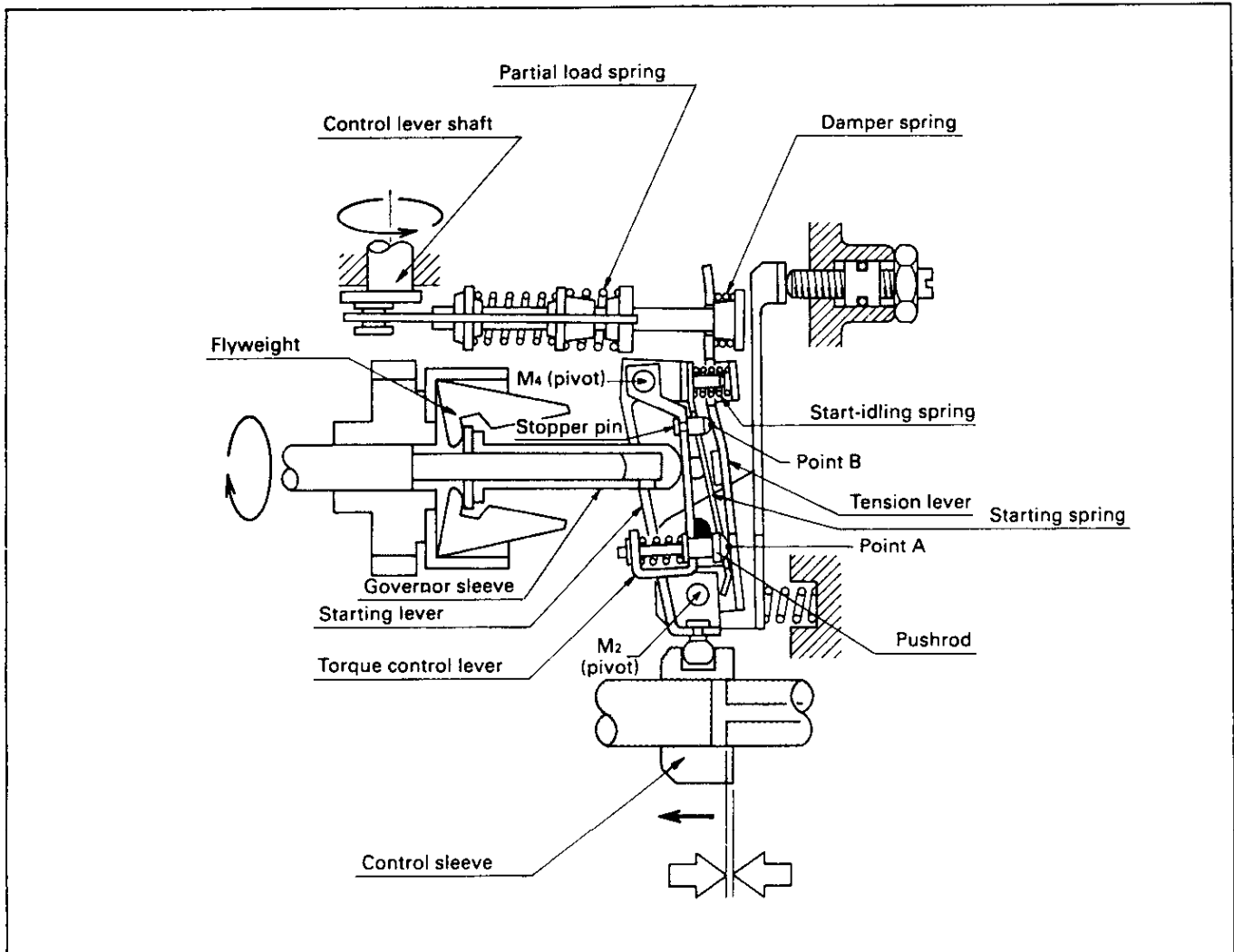


Fig. 40 Operation of governor equipped with negative torque control device: partial load operation

In the speed range exceeding idling operation, and the range where the control lever is positioned between the idling position and the maximum speed position, the starting spring and start-idling spring are already fully compressed, and the torque control lever and the tension lever (which are in contact at points A and B through the torque control lever pushrod and stopper pin), and the starting lever, move together as one (Fig. 40).

Therefore, during partial load operation the damper spring and the partial load spring are acted upon by (and oppose) the flyweights' centrifugal force.

If the speed increases during partial load operation in accordance with a change in the control lever position (i.e. the control sleeve position) after the accelerator pedal is depressed, the

consequent increase in the flyweights' centrifugal force moves the governor sleeve to the right, thereby pushing the torque control lever to the right. Then, as the torque control lever, the starting lever and the tension lever behave as one component, movement of the governor sleeve by the flyweights' centrifugal force compresses the damper spring and the partial load spring, and pivots the starting lever around M₂. Thus, the control sleeve is moved to the left to decrease the fuel injection quantity. As a result of this, the speed is decreased to maintain a suitable engine speed, and an injection quantity corresponding to the engine load etc. is obtained at the point where the flyweights' centrifugal force is balanced with the combined forces of the damper and partial load springs.

Full-load maximum speed operation

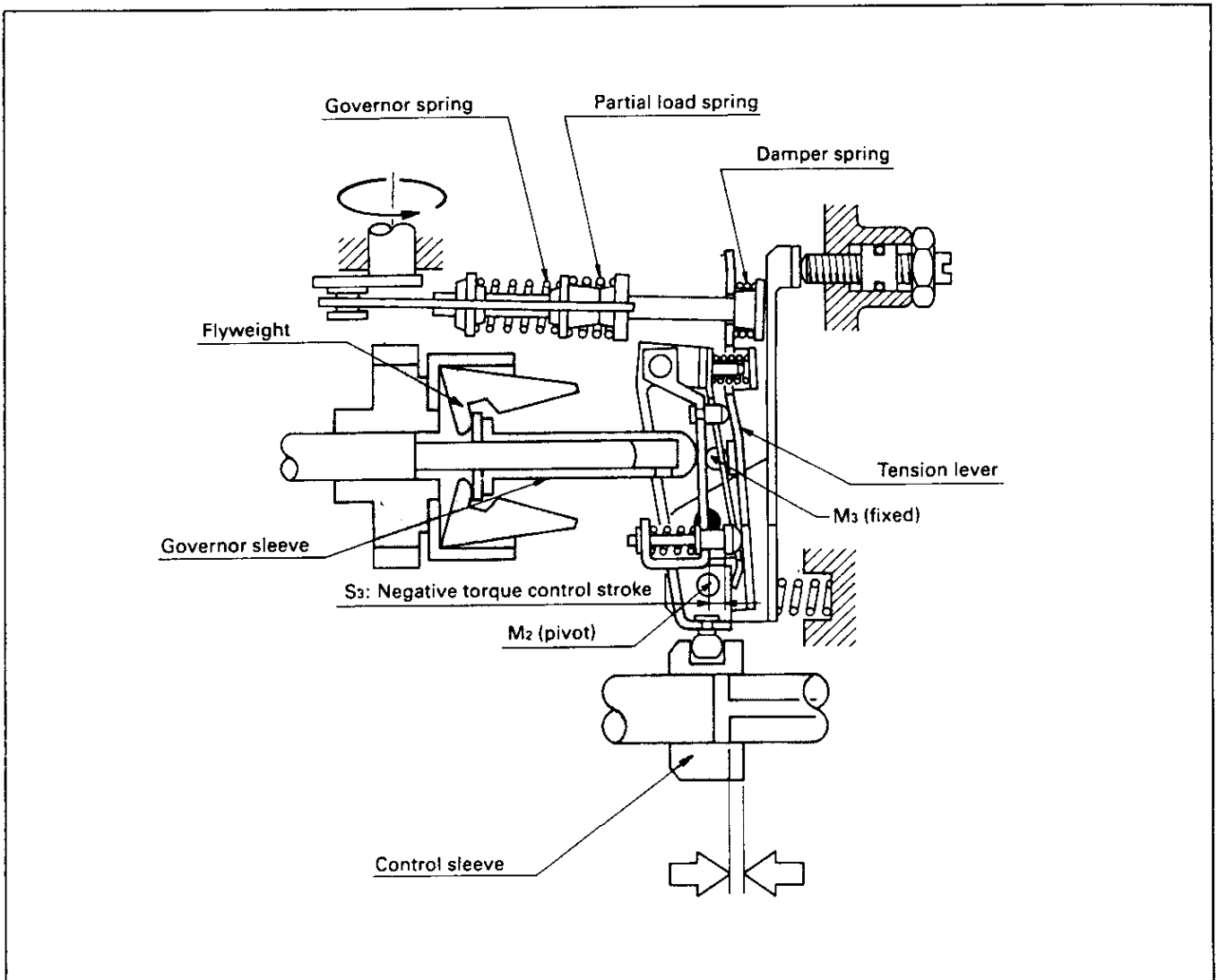


Fig. 41 Operation of governor equipped with negative torque control device: full-load maximum speed operation

When the control lever is moved until it contacts the maximum speed stopper, engine speed is increased until the full-load maximum speed is reached. At this time the yoke is pulled to the extreme left (refer to Fig. 41), the partial load spring is fully compressed, the governor spring is compressed and the tension lever is pulled to the left until it contacts the

stopper pin M₃ (i.e. where the full-load injection quantity is obtained).

With an increase in speed the flyweights' centrifugal force increases and the governor sleeves acts to move the tension lever against the force of the governor spring to move the control sleeve and maintain full-load maximum speed operation.

Negative torque control stroke operation

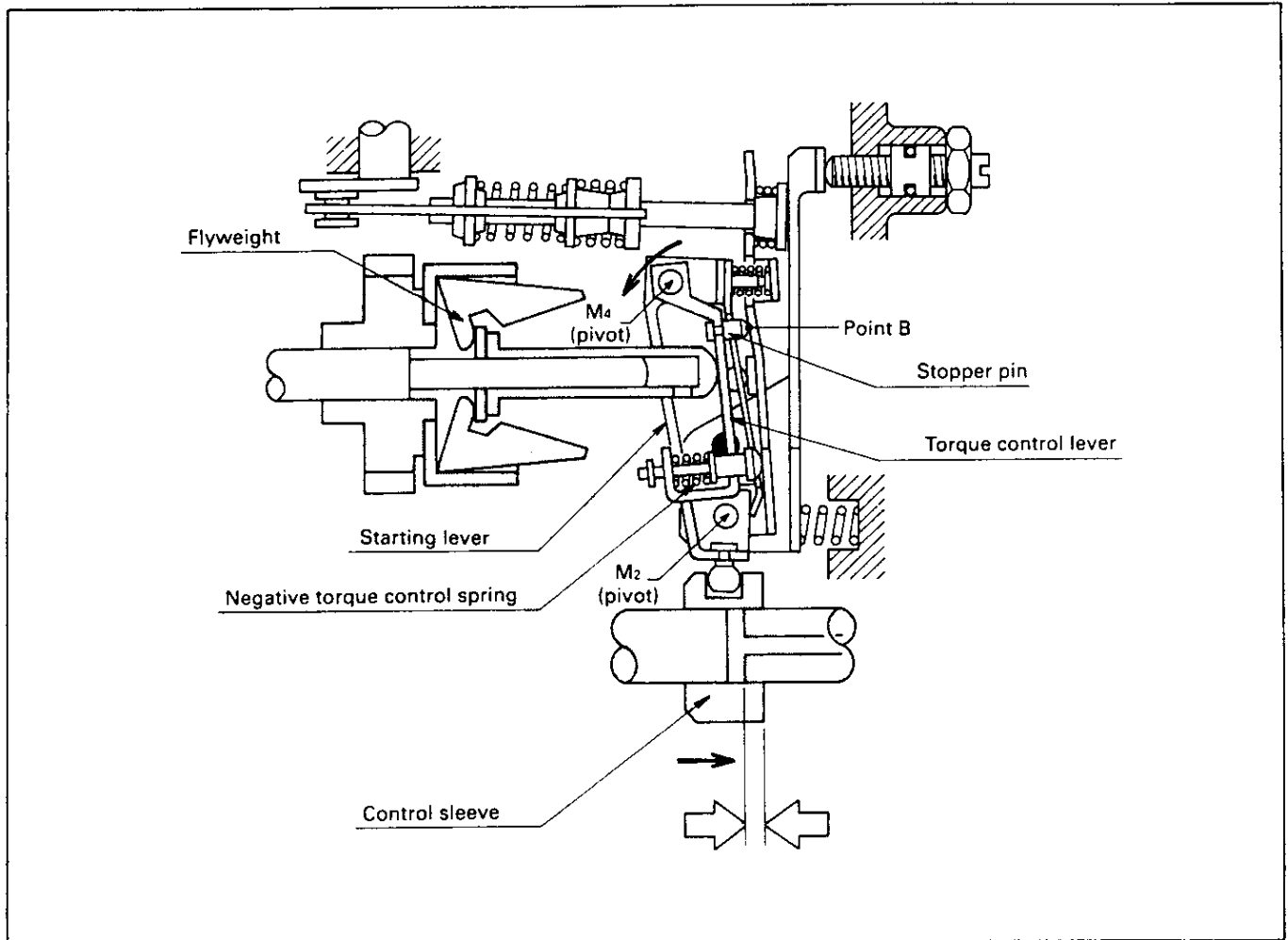


Fig. 42 Operation of governor equipped with negative torque control device: negative torque control stroke operation

When the engine speed exceeds N_1 r.p.m (refer to Fig. 37) the centrifugal force of the flyweights will continue to increase, resulting in compression of the negative torque control spring. The torque control lever will therefore pivot counterclockwise around point B (the torque

control lever stopper pin), pivoting the starting lever counterclockwise around M_2 to move the control sleeve in the fuel-increase direction. The increase in the fuel injection quantity is determined by the negative torque control stroke S_3 (refer to Fig. 41).

No-load maximum speed operation

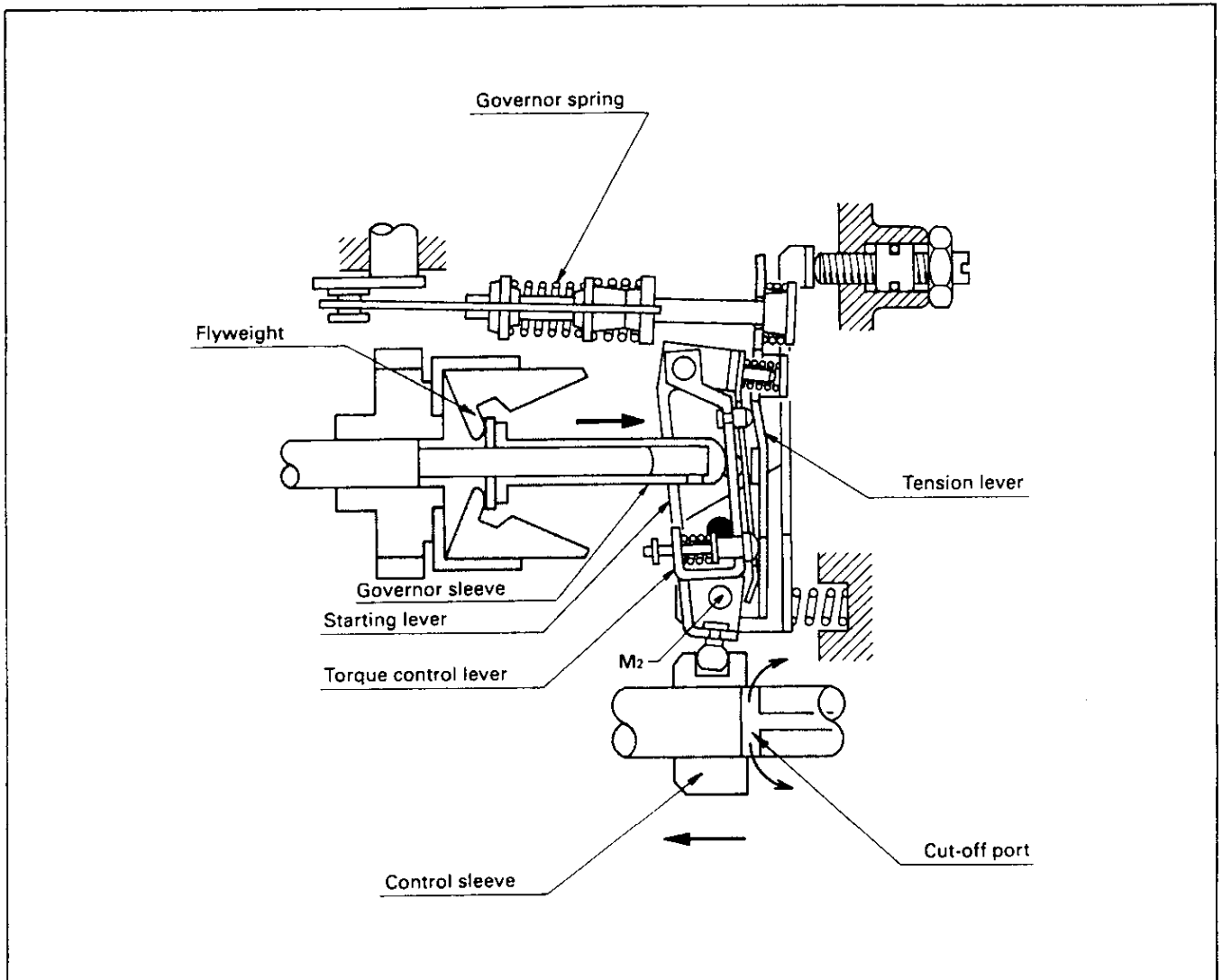


Fig. 43 Operation of governor equipped with negative torque control device: no-load maximum speed control

When the negative torque control stroke is completed and engine speed increases further, the flyweights' centrifugal force will move the governor sleeve to the right (Fig. 43). The starting lever and the tension lever (through the torque control lever) are then moved to compress the governor spring until the governor spring tension is balanced with the flyweights' centrif-

ugal force in the no-load maximum speed position. If engine speed further increases, the control sleeve will move to the left until the plunger's cut-off port enters the pump chamber, resulting in non-injection so that the engine's specified maximum speed will not be exceeded.

17. Timer Construction and Operation(4JH2-UTE)

It is well-known that the relationship between fuel injection timing and engine performance (power, exhaust gas, engine vibration) is very important.

If actual fuel injection timing differs only slightly from the standard specified timing, then diesel engine performance will be adversely

effected.

Because the ignition lag arising during diesel engine combustion increases as engine speed increases, it is necessary to compensate for this ignition lag by advancing injection timing. To do this, a timer is installed at the bottom of the injection pump.

Standard Type Timer (Speed Timer)

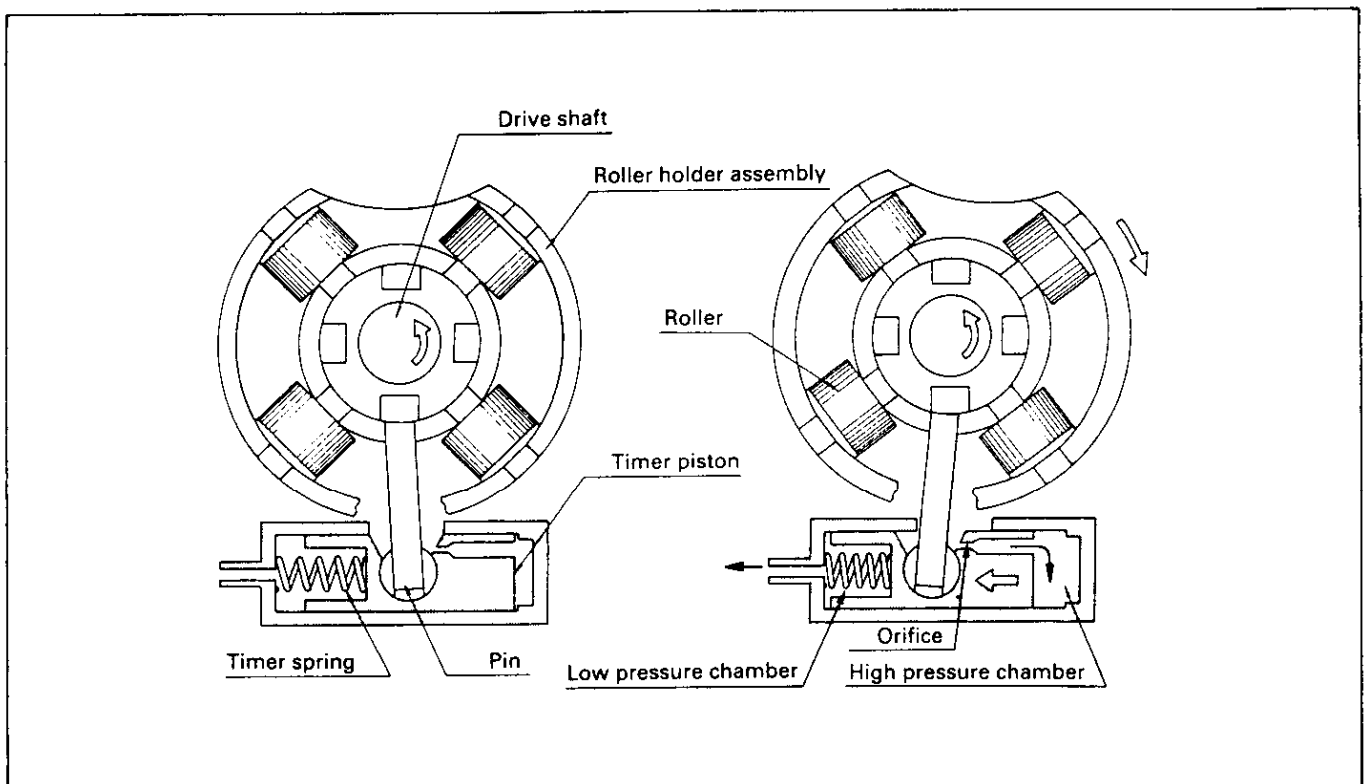


Fig. 44 Speed timer construction and operation

As shown in Fig. 44, a timer spring is installed in the low pressure chamber of the timer. Pump chamber pressure, passing through the timer piston orifice, acts on the high pressure side of the timer piston.

This timer piston orifice acts to prevent timer piston pulsation generated by fuel pressure fluctuations.

Timer piston movement results in the pin moving the roller holder assembly in the direction

opposite to injection pump rotation.

When pump chamber pressure exceeds the set force of the timer spring due to an increase in pump speed, the timer piston compresses the timer spring and turns the roller holder assembly in the direction opposite to that of injection pump rotation. With this movement the cam disk's face cams contact the roller holder's rollers more quickly and injection timing is advanced.

When pump speed decreases and the timer spring set force exceeds the pump chamber pressure, the roller holder assembly is moved in the direction to retard injection timing. Additional devices such as the solenoid timer, cold start device (C.S.D.) and the load timer etc. are also used with this standard-type timer to vary the injection timing in the specified range of engine speeds and loads.

Servo Valve Timer

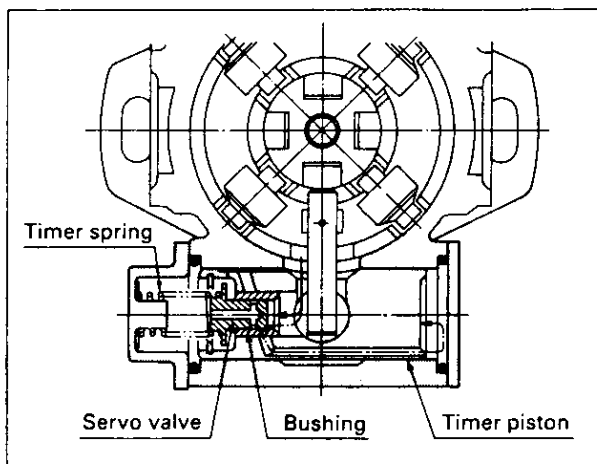


Fig. 45 Servo valve timer construction

As shown in Fig. 45, through the addition of some parts (e.g. servo valve), the alteration of other parts (e.g. timer piston, cover and spring) and alterations to the fuel oil transfer passage, the servo valve timer differs from the standard type timer.

With the servo valve timer, pump chamber pressure does not act directly on the timer's high pressure chamber, but flows through the servo valve before acting on the timer's high pressure chamber.

The timer spring force does not push the timer piston, but pushes the servo valve against pump chamber pressure. The servo valve position depends on the balance of these two opposing forces, and timer characteristics in turn depend on the servo valve position.

For example, if the timer piston is moved in the retard direction by fluctuations in the driving reaction force, the servo valve position will not change, as the pump chamber pressure does not change. The servo valve then functions to compensate for the fluctuations in the driving reaction force by allowing the supply of pump chamber pressure to the high pressure side of the timer piston. The timer piston is therefore returned to its original position. In other words, the timer piston position is dependant on the servo valve position.

From the above, the servo valve timer's absorbing of the effect of the driving reaction force on injection timing can be seen.

As the effective pressure area directly acted upon by the pump chamber pressure decreases, and correspondingly the spring constant decreases, an improvement in response and a decrease in hysteresis can be obtained.

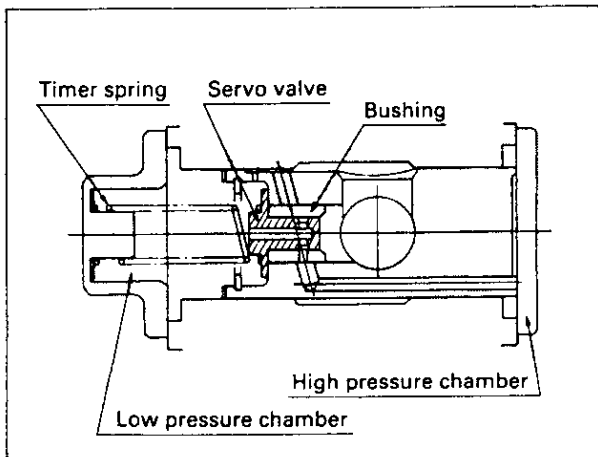


Fig. 46 Servo valve timer operation: when advance angle is "0"

**When advance angle is "0"
(Low pump chamber pressure)**

The pump chamber pressure, compared to the timer spring force, is still low, and the servo valve and the timer piston are pushed fully in the retard direction by the timer spring. The passage between the pump chamber (high pressure side) and the timer's high pressure chamber is closed, and the timer's high pressure chamber is connected to the timer's low pressure chamber (fuel inlet side) by the servo valve.

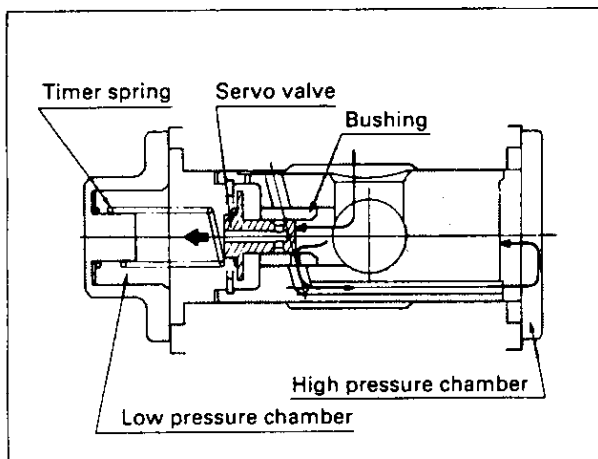


Fig. 47 Servo valve timer operation: when pump chamber pressure has increased

When pump chamber pressure has increased

The pump chamber pressure has increased, the pump chamber pressure exceeds the timer spring set force, and the servo valve has been moved to the left (Fig. 47). The passage between the pump chamber and the timer's high pressure chamber is open and the pump chamber pressure acts on the timer's high pressure chamber. Due to this the timer piston is moved in the advance direction (to the right in Fig. 47).

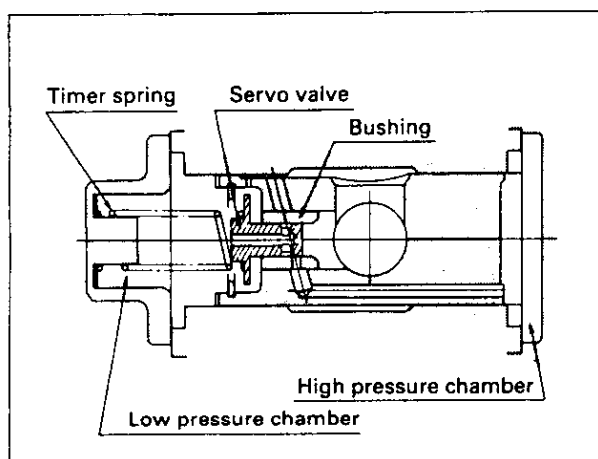


Fig. 48 Servo valve timer operation: stable condition (balanced)

Stable condition (balanced)

The pump chamber pressure and the timer spring force are balanced, and the servo valve is stationary in a suitable position. The timer piston moves until the bushing hole is closed by the servo valve. When the bushing hole is completely closed, there will be no change in the timer's high pressure chamber pressure and the timer piston will be stationary.

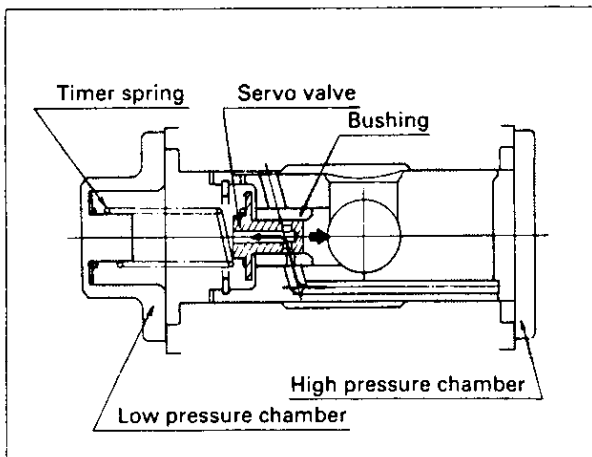


Fig. 49 Servo valve timer operation: when pump chamber pressure has decreased

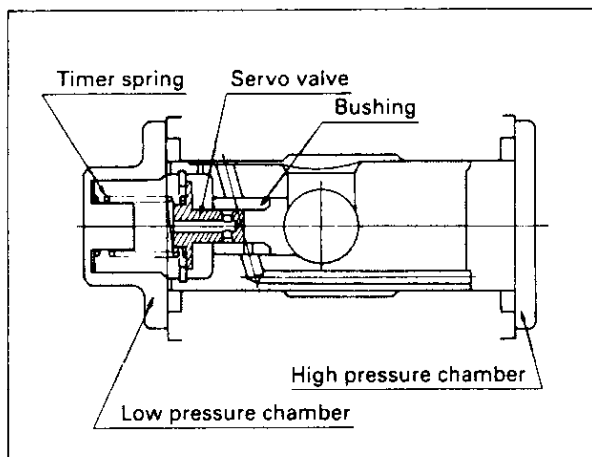


Fig. 50 Servo valve timer operation: maximum advance position

When pump chamber pressure has decreased

From the stable condition, pump chamber pressure has decreased and the servo valve is moved to the right (Fig. 49) by the timer spring force. The timer's high pressure chamber and the timer's low pressure chamber are connected through the passage in the servo valve. Therefore the timer high pressure chamber's high pressure escapes to the timer's low pressure chamber and the timer piston moves in the retard direction (to the right in Fig. 49), and, as in the above, a stable condition results.

Maximum advance position

As the pump chamber pressure has completely overcome the timer spring force, the timer piston moves until its end face contacts the timer cover's low pressure chamber side. That is, if pump chamber pressure further increases, the timer piston cannot move further in the advance direction. This position is the maximum advance position.

According to the above, if the timer piston is moved through the driving reaction force, operations identical to the above (when pump chamber pressure has increased or decreased) will be repeated until the stable condition is attained.

Load Timer

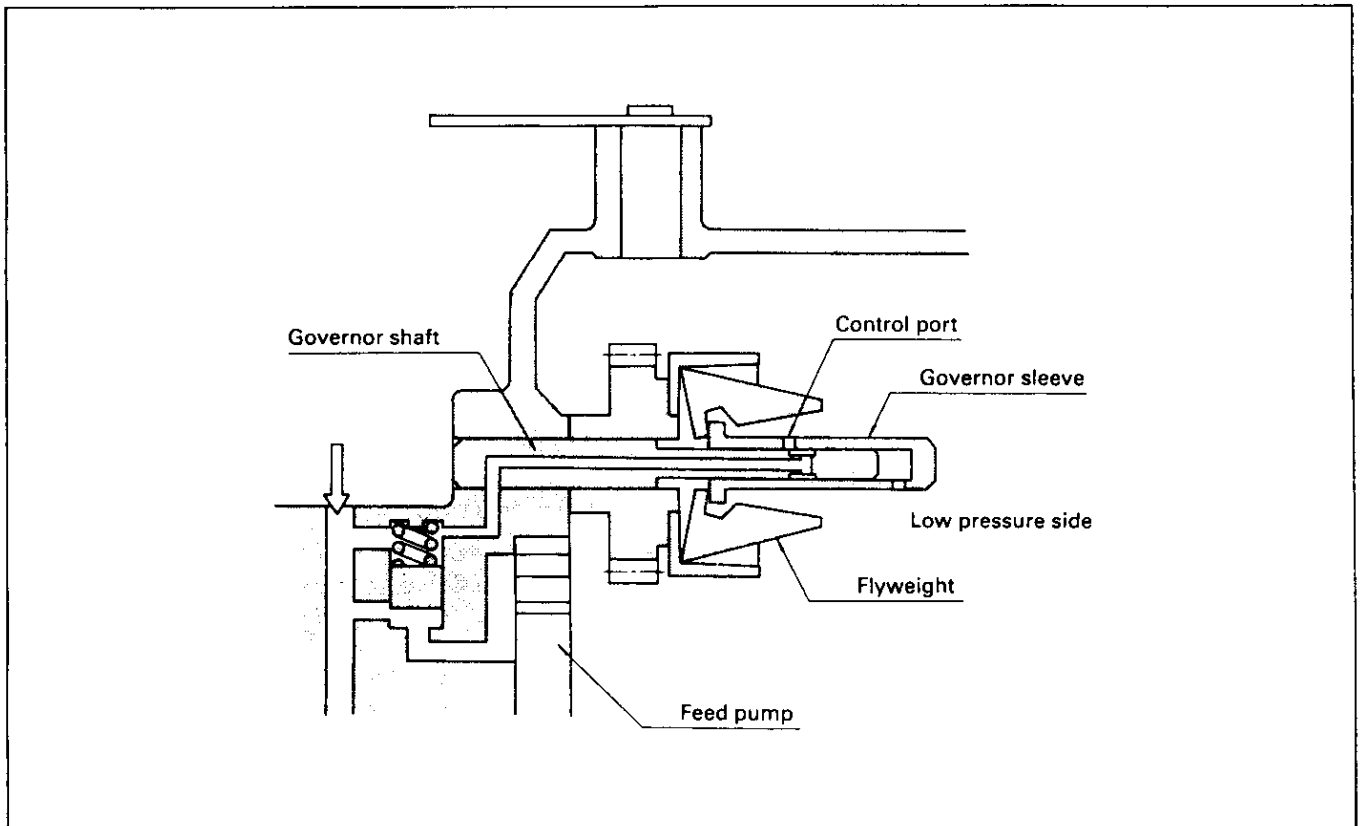


Fig. 51 Load timer construction and operation

The load timer functions to retard injection timing under partial loads in the low and intermediate speed range, and to reduce exhaust emission and engine noise.

With the load timer, the governor sleeve, the governor shaft, and the injection pump housing are specially constructed to facilitate the escape of fuel oil in the injection pump chamber from the governor sleeve control port, through a passage in the governor shaft and pump housing to the low pressure side.

When the flyweights are closed, the control port and the governor shaft passage are not aligned.

When the flyweights begin to open with an increase in the engine speed, the control port and the governor shaft passage barely align and injection pump chamber pressure begins to decrease as the pump chamber fuel oil flows to the fuel inlet (i.e. low pressure side) through this passage. When fully open pressure reduction is complete.

As a result, the timer's advance angle is only retarded an amount equal to the value of the pressure reduction.

Furthermore, the flyweights' (governor sleeve's) position changes in accordance with control lever position (engine load).

18. Magnet Valve

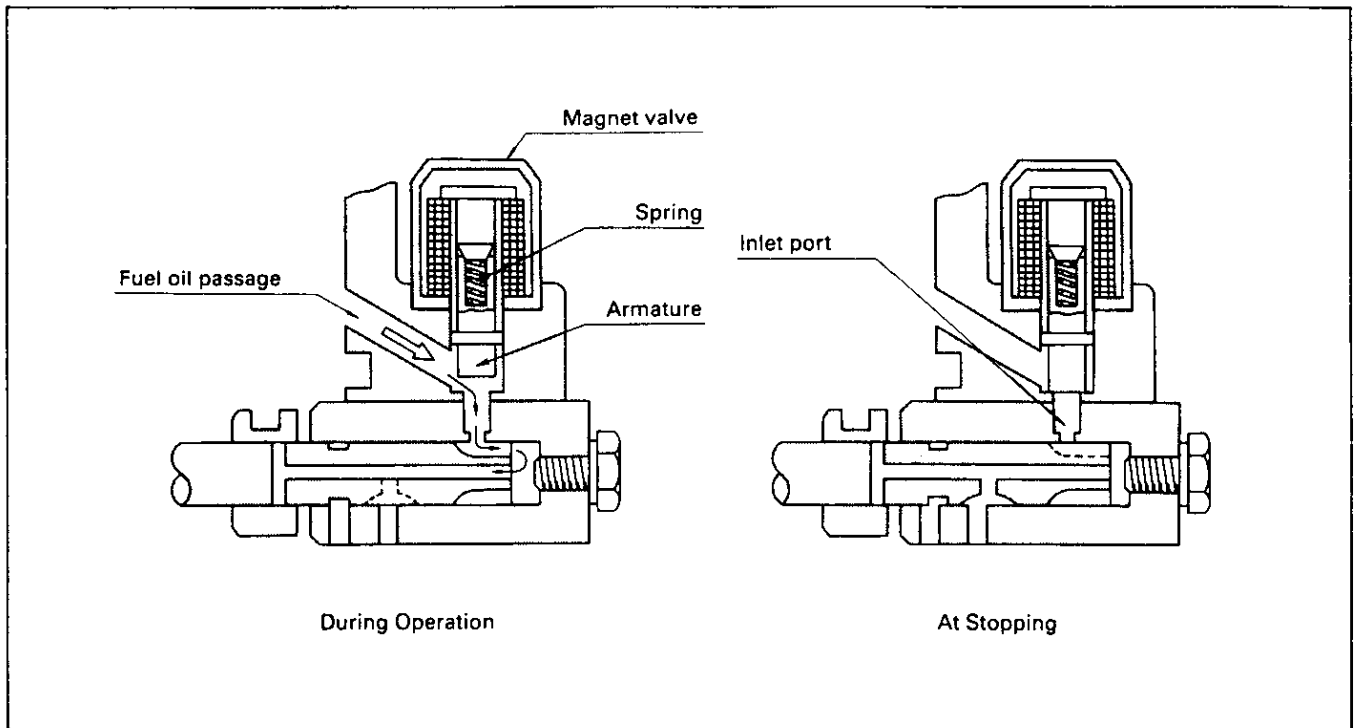


Fig. 52 Magnet valve construction and operation

The magnet valve is turned on and off by the vehicle's ignition switch to open and close the fuel oil passage leading to the plunger barrel's inlet port.

When the ignition switch is ON, current flows through the magnet valve, the armature in the centre of the magnet valve is attracted upwards and fuel oil from the pump chamber is

supplied to the plunger barrel's inlet port.

When the ignition switch is turned OFF, the force of the spring inside the armature moves the armature downwards. Therefore, the fuel passage leading to the plunger barrel's inlet port is blocked and, as fuel oil injection to the engine combustion chamber is prevented, the engine can be stopped immediately.

19. Pump Reassembly, Adjustment and Inspection (4JH2-UTE)

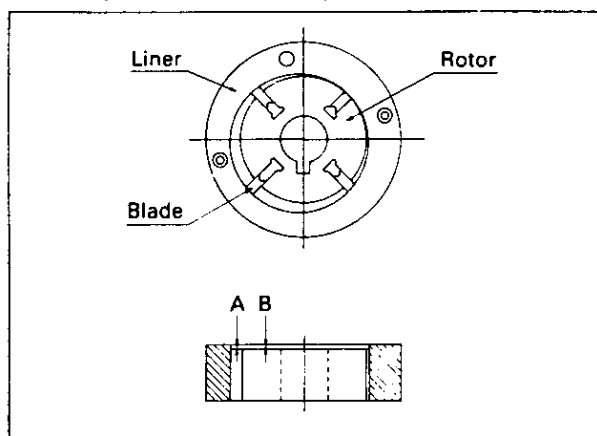


Fig. 1

1. Feed Pump Assembly

Set the rotor and blades inside the liner as a unit, so that their axial clearance will be within the specified tolerance. (The feed pump is delivered as a pre-adjusted assembly.)

Clearance between liner and rotor : A
0.010–0.020 mm.

Clearance between liner and blades: B
0.010–0.020 mm.

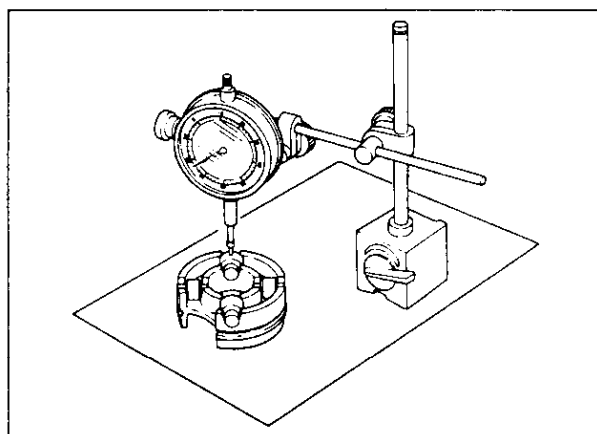


Fig. 2

2. Roller Height

When reassembling the roller holder, select the roller so that the difference in height (See Fig. 2) will be within the specified tolerance. (The roller holder is delivered as a pre-adjusted assembly.)

Difference in roller height:
 ± 0.02 mm.

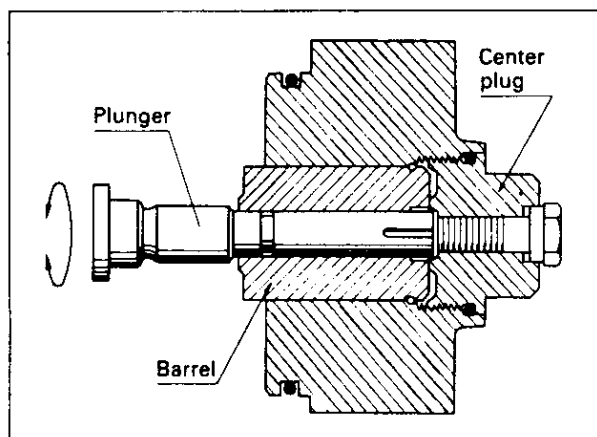


Fig. 3

3. Distributor Head Inspection

- a) Plunger barrel movement.
With the center plug tightened to the head at the specified torque (6-8 kg.m) insert the plunger into the barrel. Confirm that in any position the plunger slides smoothly in the barrel.

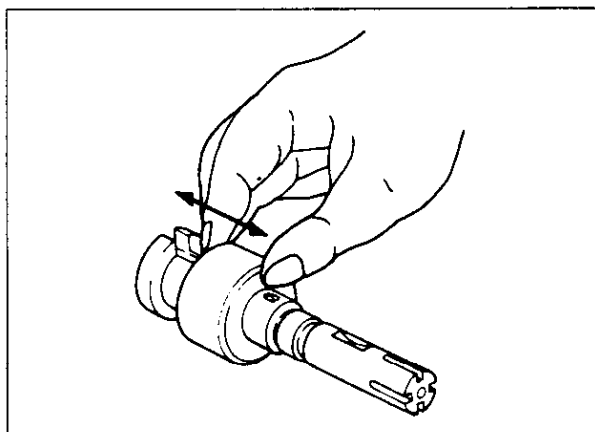


Fig. 4

- b) Plunger control sleeve movement
Move the control sleeve 4 mm in an axial direction either side of the cut-off port. Rotate control sleeve and repeat. The control sleeve must slide smoothly in any position.

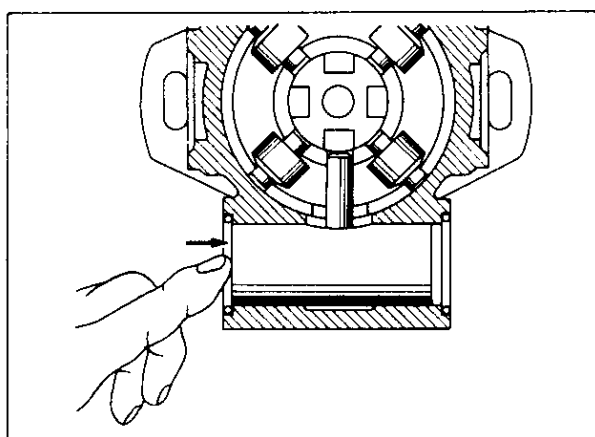


Fig. 5

4. Timer Movement Inspection

Position the plunger in the bottom dead center position. Push the timer piston from the retard side and observe timer movement. The timer must move smoothly. The force required for this movement should not exceed the specified value (Max 0.1 Kg.)

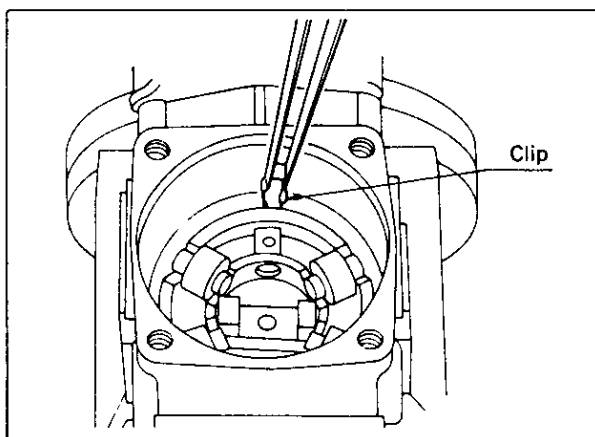


Fig. 6

5. Visual Inspection of Timer Lock Pin

Visually check that the timer connection lock pin [(25) in Fig. 25] is set correctly. Ensure a new clip (26) is installed at every service.

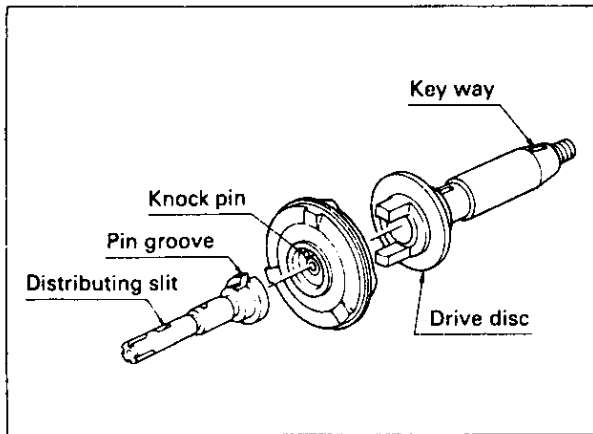


Fig. 7

6. Drive Shaft Key Way and Pin Groove

Visually check that the drive shaft key way and plunger pin groove are properly aligned.

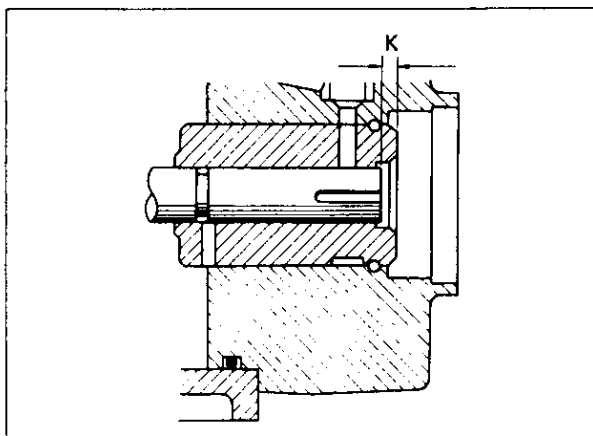


Fig. 8

7. Plunger Position Adjustment

- a) VE type pump without plunger pre-stroke
Adjust the plunger position in the distributor head so that the dimension "K" is as specified. "K" is the distance from the end face of the distributor barrel to the plunger tip when the plunger is in the bottom dead center position. Adjust the shim [(52) in Fig. 25] on the plunger bottom, referring to the specified "K" dimension.

Clearance "K": $3.3 \pm .1$ mm

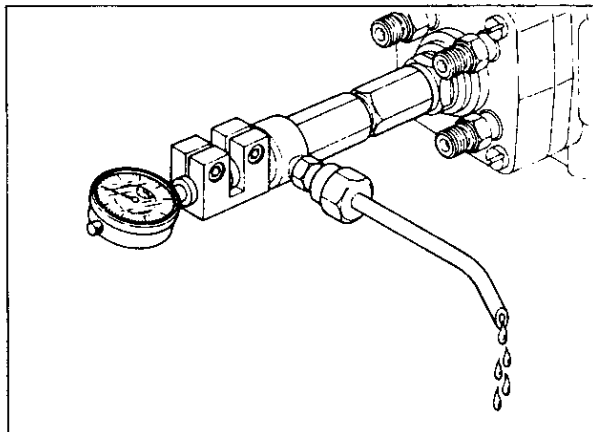


Fig. 9

- b) VE type pump with plunger pre-stroke
The plunger position must be adjusted by checking the port closure point hydraulically on a pump test bench. With the plunger in the bottom dead center position, apply feed pressure of 0.2 Kg/cm^2 . Test oil should flow out of the measuring device over-flow tube. Manually rotate the pump in the proper direction. Read the dial indicator when test oil stops flowing, and adjust the shim [(52) in Fig. 25] on the plunger bottom so that the dial reading is as specified.

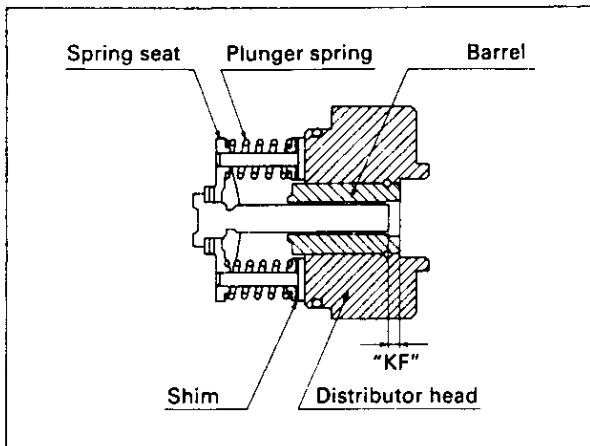


Fig. 10

8. Measurement of Plunger Spring Set Length

Install the plunger and plunger spring in the distributor head without the shim [(48) in Fig. 25]. Push the plunger bottom lightly in an axial direction and measure the dimension "KF". "KF" is the distance from the end face of the distributor barrel to the plunger tip. Adjust the shim (48) referring to the specified "KF" dimension.

Cam Lift (mm)	Dimension "KF" (mm)
3	5.3 ± 1
2.8	5.3 ± 1
2.5	5.3 ± 1
2.2	5.8 ± 1
2.0	6.0 ± 1
1.56	6.64 ± 1

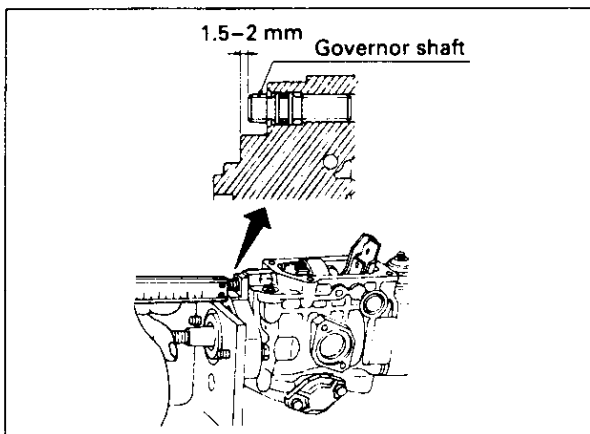


Fig. 11

9. Governor Shaft Installation

Install the governor shaft [(108) in Fig. 25] so that the distance from the end face of the pump housing flange to the governor shaft end face is 1.5–2.0 mm.

For an injection pump installed with a Load Timer, screw in the governor shaft so that the distance from the end of the governor shaft to the pump housing flange surface is 3 mm. After adjustment, tighten the locknut to the specified torque.

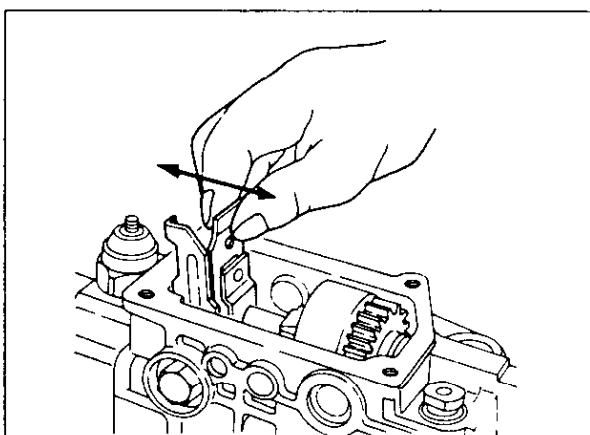


Fig. 12

10. Testing Governor Lever Action

After reassembly, manually check the movement of the start lever, governor lever assembly and control sleeve.

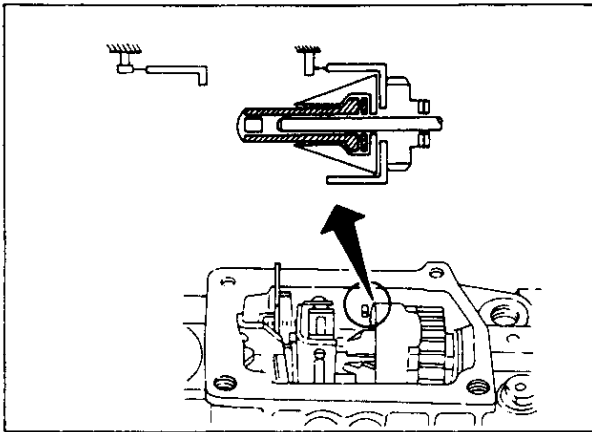


Fig. 13

11. Flyweight Assembly Clearance

Using a thickness gauge measure the clearance between the flyweight holder end face and the stopper pin (marked in Fig. 13.) Adjust the clearance using the shim [(110) in Fig. 25] at the back of the governor flyweight assembly.

Clearance:

With straight pin: $0.15^{+0.2}$ mm

With stepped pin : $0.35^{+0.2}$ mm

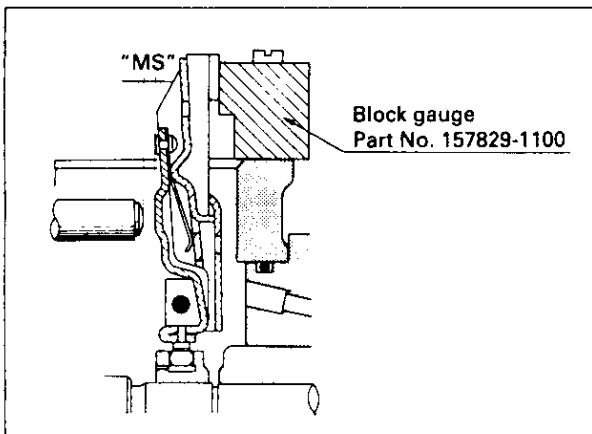


Fig. 14

12. Starting Stroke "MS" Adjustment

"MS" is the distance from the closing plug installed on the governor sleeve to the starting lever, and determines the fuel injection quantity for engine starting. Method of measurement varies, depending on the type of governor lever assembly, as shown below.

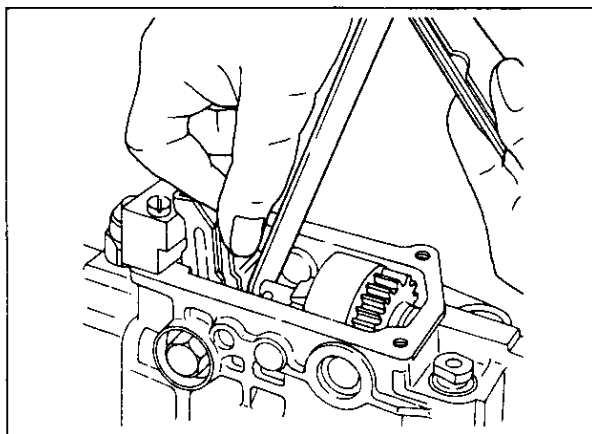


Fig. 15

a) Standard type

Hold the corrector lever against the block gauge (Part No. 157829-1100) installed as shown in Fig. 15, and keep the tension lever against the stopper pin press-fitted into the pump housing.

Then, hold the starting lever against the tension lever with the start spring compressed.

Using a thickness gauge measure dimension "MS"

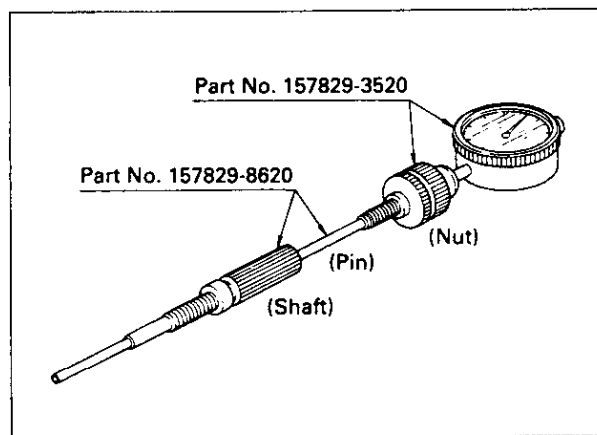


Fig. 16

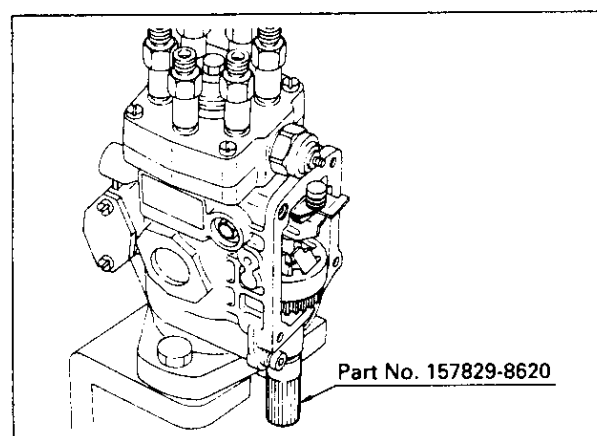


Fig. 17

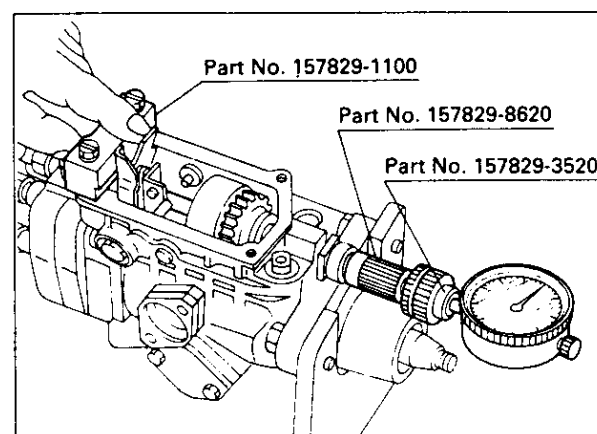


Fig. 18

b) Negative torque control type
 (1) Use "MS" measuring device (Part No. 157829-8620), block gauge (Part No. 157829-1100) and Plunger lift stroke measuring device (Part No. 157829-3520.) Before measurement, the pin of the plunger lift stroke measuring device (Part No. 157829-3520) must be replaced with the pin of the "MS" measuring device (Part No. 157829-8620.)

(2) Position the pump upright, loosen the nut (107) (See Fig. 25) and remove the governor shaft (108). Install the shaft of "MS" measuring device (Part No. 157829-8620) in place of the governor shaft. Take care not to drop the washer (111) and shim (110) (See Fig. 25), by holding the flyweight. For an injection pump installed with a Load Timer, screw in the governor shaft so that the distance from the end of the governor shaft to the pump housing flange surface is 3 mm. After adjustment, tighten the lock-nut to the specified torque.

(3) Install the block gauge (Part No. 157829-1100) as shown in Fig. 18. Insert the pin of the plunger lift stroke measuring device (Part No. 157829-3520) into the measuring device shaft, already fixed in step b-(2). Secure the dial using the nut. To set the dial's zero point, slightly push the dial so that the dial reads between 2 to 3 mm (the tip of the pin touches the rear side of the closing plug.) Ensure the governor sleeve is pushed toward the flyweight side. Hold the corrector lever against the block gauge, and push the tension lever against the stopper pin, press-fitted into the pump housing. Next, push the sleeve until the start lever contacts the tension lever, and will not move any further. Next, read the dial and select the proper sized closing plug, to ensure dimension "MS" is as specified.

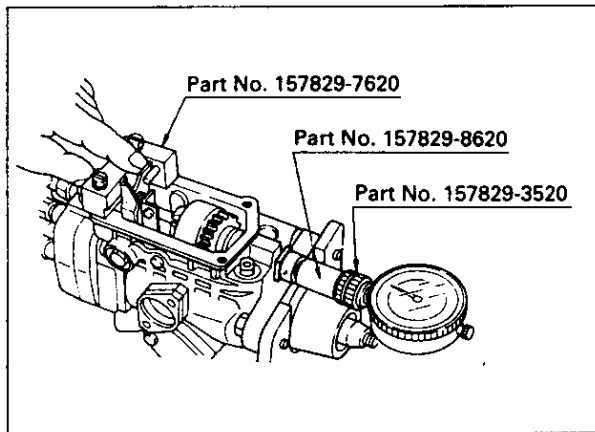


Fig. 19

- c) Boost compensator stopper and aneroid compensator type

Install the block gauge (Part No. 157829-7620) as shown in Fig. 19. Insert the pin of the plunger lift stroke measuring device (Part No. 157829-3520) into the device shaft, already fixed in step b-(2). Secure the dial with the nut. To set the dial's zero point, lightly push the dial so that the dial reads between 2 and 3 mm (the tip of the pin touches the rear side of the closing plug.) Ensure the sleeve is pushed toward the flyweight side.

Hold the corrector lever against the block gauge and push the tension lever against the stopper pin press-fitted into the block gauge. Next, push the governor sleeve until the start lever contacts the tension lever, and will not move any further. Then, read the dial and select the proper sized closing plug to ensure that dimension MS is as specified.

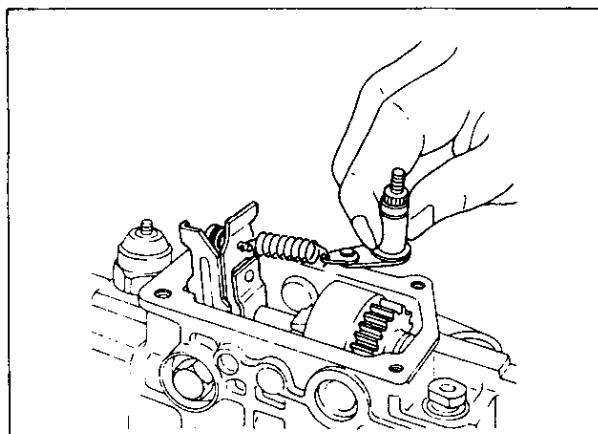


Fig. 20

13. Governor Spring Installation (Variable governor)

Attach the governor spring to the control lever shaft so that the hook faces downward.

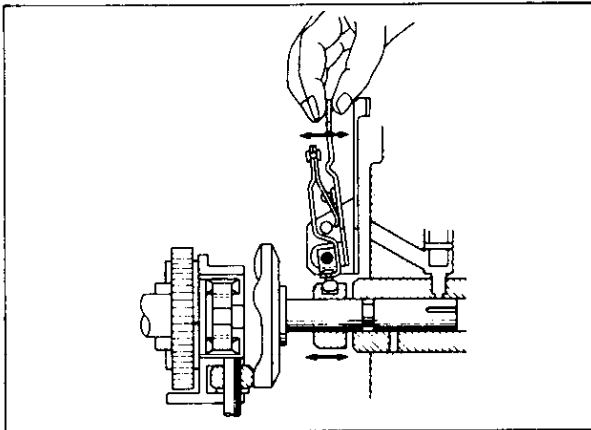


Fig. 21

14. Testing Governor Lever Assembly Movement

Position the cam in the top dead end position, and manually check governor lever assembly (control sleeve) movement. Perform this test over the entire cam profile.

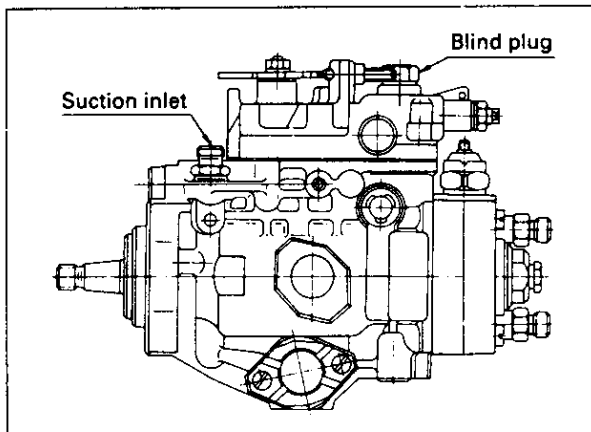


Fig. 22

15. Air-tightness Test

After completion of assembly, perform an air-tightness test as described below.

- Tightly screw in the pump cover overflow outlet plug (with a gasket).
- Supply compressed air (approx. 4 Kg/cm²) to the pump through the suction inlet.
- Immerse the pump in light oil.
- Check for bubbles indicating pump leakage (particularly at the drive shaft oil seal).

16. Handling of O-Rings

- Rubber O-rings must be stored unexpanded.
- When reassembling the pump after test immersion or actual use, replace all O-rings.

20. Test Bench Adjustment of VE Pump(4JH2-UTE)

* For adjustment specifications, refer to the individual test standards.

* Adjustment conditions:

Nozzle : DKKC Part No. 105780-0060 (NP-DN0SD1510)
 Nozzle holder : DKKC Part No. 105780-2150

Nozzle opening pressure : 133 kg/cm²
 Injection line : 6×2-450mm
 Test oil : SAE Standard Test Oil (SEA J967d) or ISO 4113 test oil
 Fuel oil temperature (fuel tank) : 45⁺⁵°C
 Supply pressure : 0.2 Kg/cm²

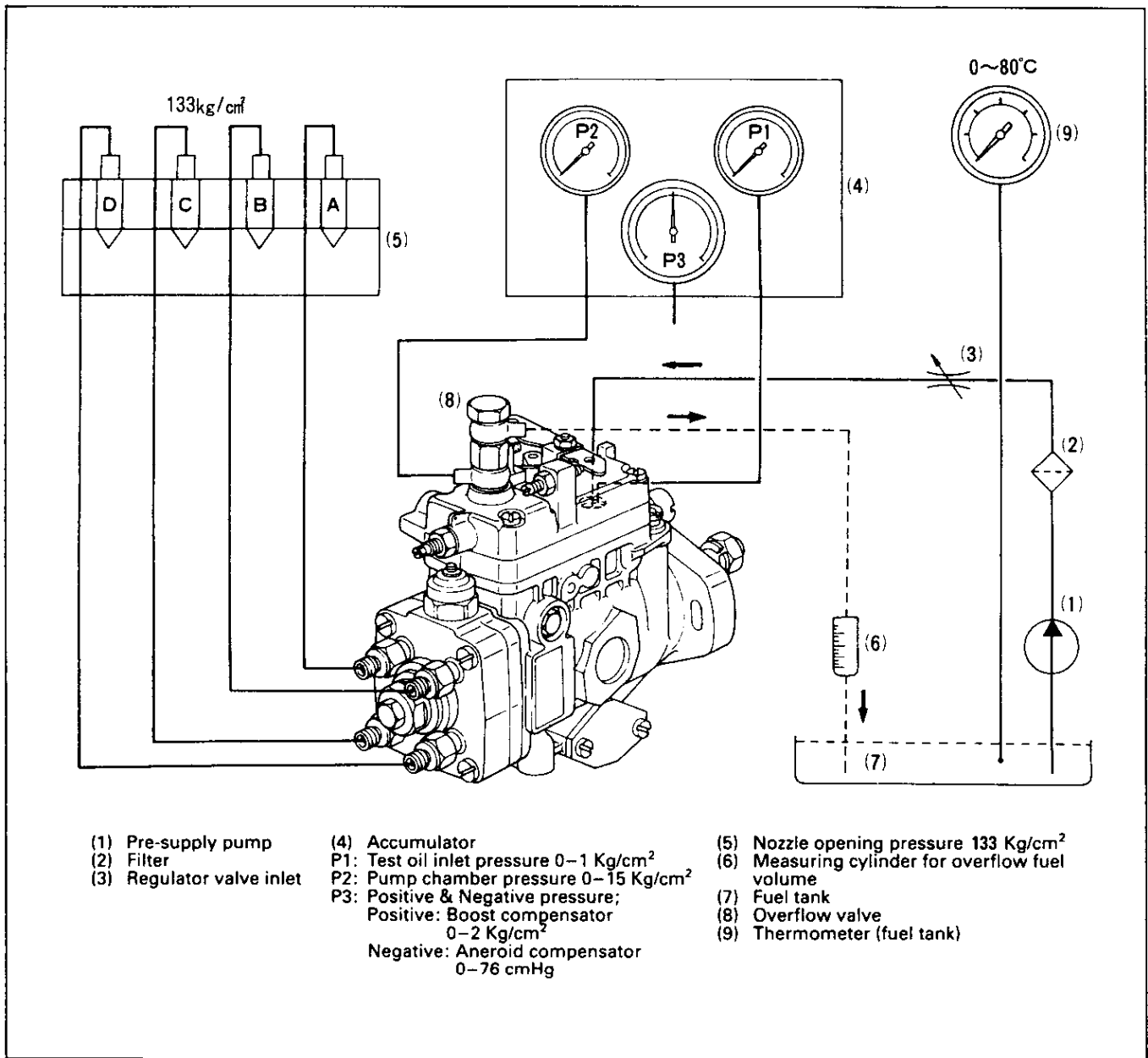


Fig. 23 TEST BENCH PIPING DIAGRAM FOR PUMP PERFORMANCE TEST

* Warm-up operation: refer to the following:

1. Standard Type VE Pump

Attach the pump to the pump test bench and connect the injection lines.

Using the thermometer (see Fig. 23) measure the fuel oil temperature in the fuel tank. Before starting operation, fill the pump with test oil.

- a) Apply the specified voltage to test the pump's magnetic valve.
Fix the control lever in the maximum-speed position.
Operate the pump at the rated speed for approx. 10 minutes.
- b) Timer adjustment
Install the timing measuring device and connect the pressure gauge.
Total timer stroke is determined by the timer piston length.
The start of the timer piston stroke depends on the spring tension force and the fuel oil feed pressure; the spring tension force is determined by the shims inside the timer cover. Usually, at least one shim (0.6 mm) is placed on each side of the timer spring.
Adjust the regulating valve so that the timer advances at the specified speed.
- c) Supply pressure test
During timing adjustment, the pump chamber pressure must be within the specified range.
- d) Full-load fuel injection quantity adjustment
Adjust the full-load fuel injection quantity through the full-load adjustment screw, and by adjusting the tension lever attached to the control sleeve.
Before adjustment, confirm that at the measuring point speed is as specified. Set the control lever to the maximum-speed position by rotating the adjusting screw. Adjust the full-load point by measuring the fuel injection quantity and referring to the specifications. The measuring point at all speeds must be within the specified range. The fuel injection quantity for each cylinder must not exceed the specified quantity.

- e) Idling adjustment
Adjust the idling fuel injection quantity using the control lever.
The fuel injection quantity for each cylinder must not exceed the specified quantity.
- f) Governing adjustment
Adjust the governing performance using the control lever. The governing point is reached when the full-load fuel injection quantity begins to decrease, provided the adjusting screw is set at a position ensuring governor operation.
- g) Measurement of overflow quantity
Measure the overflow quantity at the specified speeds using a measuring cylinder. Compare the measurement with the specified quantities.
- h) Measurement of fuel injection quantity for engine starting
Control the starting fuel injection quantity at the specified speeds. Set the control lever to the maximum-speed position to adjust the starting stroke.
- i) Control lever angle (see Fig. 24)
Adjust the control lever angles and dimensions given below, referring to the specifications.
 - α ; Idling position/center position angle
 - β ; Idling/maximum-speed position angle
 - γ ; Idling/partial load position angle
 - a; Distance from the end of idling stopper to its boss portion
 - b; Distance from control lever idling position to maximum-speed stopper
 - c; Distance from control lever partial load position to idling stopper

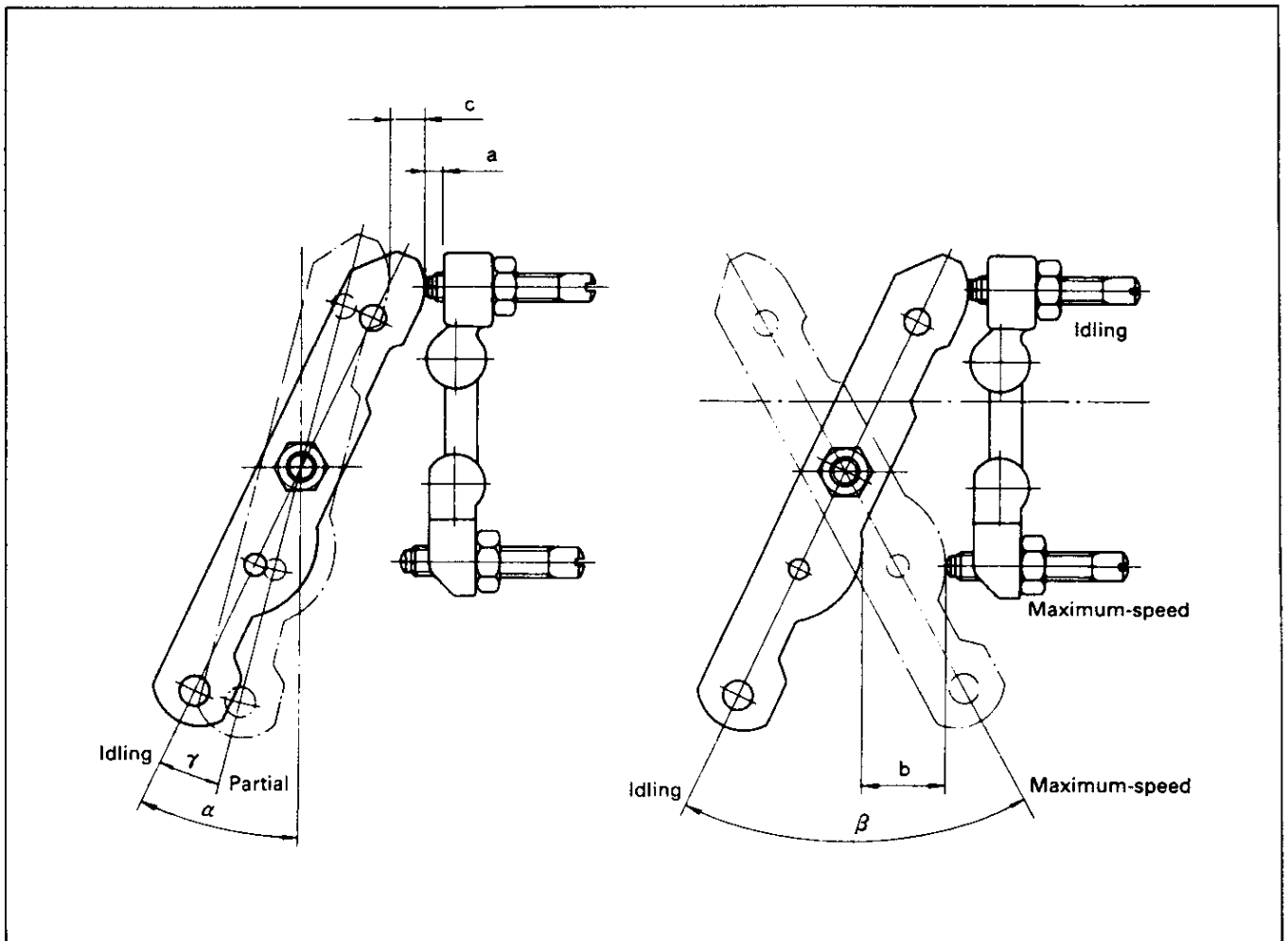


Fig. 24

2. VE Pump Special Specifications

- a) Pump equipped with load timer
For a pump equipped with a load timer, move the control lever in the idling direction until the specified fuel injection quantity is reached at the specified test speed, and fix. Then, adjust the governor shaft so that the timer advances as specified.
- b) Electrical shut-off
 - (1) Actuating voltages.
Check, as follows, at speeds as specified in the test standard.
Raise the voltage from 0 volts until the magnet actuates. Note the voltage and compare with the specifications.
 - (2) Fuel injection stop control
Cut off the voltage at the specified speed and ensure the fuel injection quantity is zero.

21. Troubleshooting

Malfunctions	Causes	Remedies
<p>The engine does not operate</p> <p>1. Fuel oil is not injected from the injection pump</p>	<p>1. There is no fuel oil in the fuel tank</p> <p>2. The fuel line from the fuel tank is blocked</p> <p>3. The fuel filter is clogged</p> <p>4. There is air in the fuel filter or the pump chamber</p> <p>5. The accelerator linkage is not properly connected</p> <p>6. The magnet valve wiring is broken or its armature is sticking</p> <p>7. The feed pump blades are sticking, and therefore not operating</p> <p>8. The drive gear or woodruff key is broken</p>	<p>Supply fuel and bleed the system</p> <p>Clean or replace</p> <p>Clean or replace</p> <p>Bleed the system</p> <p>Repair</p> <p>Repair or replace</p> <p>Repair or replace</p> <p>Replace</p>
<p>2. Injection timing is incorrect</p>	<p>1. The drive gear or belt connections are incorrect</p> <p>2. The injection pump is incorrectly installed on the engine</p> <p>3. The roller holder assembly's roller or pin is worn excessively</p> <p>4. The plunger is worn excessively</p>	<p>Repair</p> <p>Repair and adjust injection timing</p> <p>Replace the assembly</p> <p>Replace the distributor assembly</p>
<p>3. The nozzle does not operate</p>	<p>1. The nozzle or nozzle holder is functioning incorrectly</p>	<p>Inspect, then repair or replace</p>
<p>The engine operates, but only for a short time</p>	<p>1. The pipe(s) to the injection pump is blocked, or the fuel filter is clogged</p> <p>2. The fuel oil contains air or water</p> <p>3. The feed pump's delivery quantity (or pressure) is insufficient</p>	<p>Clean or replace the pipe(s) or fuel filter</p> <p>Bleed of air or replace the fuel oil</p> <p>Repair or replace</p>
<p>The engine "knocks"</p>	<p>1. The injection timing is too advanced</p> <p>2. The nozzle or nozzle holder is functioning incorrectly</p>	<p>Readjust the timing</p> <p>Inspect, then repair or replace</p>

Malfunctions	Causes	Remedies
The engine exhaust contains smoke and the engine "knocks"	<ol style="list-style-type: none"> 1. The injection timing is incorrect 2. The nozzle or nozzle holder is functioning incorrectly 3. The injection quantity is excessive 	<p>Readjust the timing Inspect, then repair or replace</p> <p>Readjust</p>
The engine output is unstable	<ol style="list-style-type: none"> 1. The fuel filter element is clogged and fuel oil delivery is poor 2. The amount of fuel or pressure delivered by the feed pump is too little 3. The injection pump is sucking air 4. The regulating valve is stuck in the open position 5. The plunger is sticking and does not travel its full stroke 6. The plunger spring is broken 7. The control sleeve is not sliding smoothly 8. The governor lever is not operating properly or is worn excessively 9. The delivery valve spring is broken 10. The delivery valve is not sliding properly 11. The nozzle or the nozzle holder is not functioning properly 12. The injection timing is incorrect 	<p>Clean or replace</p> <p>Inspect and repair</p> <p>Inspect and repair Replace</p> <p>Replace the distributor assembly</p> <p>Replace Repair or replace</p> <p>Repair or replace</p> <p>Replace</p> <p>Repair or replace</p> <p>Inspect, and then repair or replace</p> <p>Readjust</p>
<p>Insufficient output</p> <ol style="list-style-type: none"> 1. The injection quantity is insufficient 2. The injection timing is too advanced and the engine is "knocking" 	<ol style="list-style-type: none"> 1. The specified full-load injection quantity is not delivered 2. The control lever is not reaching the maximum speed position 3. The governor spring is weak and therefore the governed speed is too low 4. The plunger is worn 5. The delivery valve seating portions are damaged 	<p>Readjust</p> <p>Readjust</p> <p>Replace</p> <p>Replace the distributor assembly Replace</p> <p>Readjust</p>

Malfunctions	Causes	Remedies
3. The injection timing is too retarded and the engine is overheating or the exhaust contains smoke		Readjust
4. The nozzle or the nozzle holder is not functioning properly		Inspect, and then repair or replace
The engine cannot reach its maximum speed	<ol style="list-style-type: none"> 1. The governor spring is too weak or is improperly adjusted 2. The control lever is not reaching the maximum-speed position 3. The nozzle's injection operation is poor 	<p>Readjust or replace</p> <p>Readjust</p> <p>Repair or replace</p>
The engine's maximum speed is too high	<ol style="list-style-type: none"> 1. The governor spring is too strong or is improperly adjusted 2. The governor flyweights or governor sleeve movement is not smooth 	<p>Readjust or replace</p> <p>Repair or replace</p>
Idling is unstable	<ol style="list-style-type: none"> 1. The injection quantities are not uniform (the delivery valve is not operating properly) 2. The governor's idling adjustment is improperly adjusted 3. The plunger is worn 4. The plunger spring is broken 5. The rubber damper is worn. 6. The governor lever shaft pin is worn excessively 7. The feed pump blades are not operating properly 8. The regulating valve is stuck in the open position 9. The fuel filter element is clogged and therefore fuel oil delivery is poor 10. The nozzle or the nozzle holder is not functioning properly 	<p>Inspect or replace</p> <p>Readjust</p> <p>Replace the distributor assembly</p> <p>Replace</p> <p>Replace</p> <p>Replace</p> <p>Repair or replace</p> <p>Replace</p> <p>Clean or replace</p> <p>Inspect and then repair or replace</p>

Fuel injection pump test data.

	Pump speed rpm								
	500	750	1000	1350	1700	1800	1990	325	100
Fuel delivery					68.0		8.0	10.6	57
cc/1000sts	37.2	37.4	46.1	58.9	~ 70.0	66.5	~ 17.0	~ 17.0	~ 97

Specification

	Model	NP-VE4/11F1800RNP1026	
Pump	Cam Lift	2.8mm	
	Pulunger diameter	$\phi 11$ mm	
	Cut-off poat	$2 \times \phi 4.0$ a=0	
	Pulunger pre-stroke	0.45	
	Pulunger spring	k= 11.7kg / mm	
	Delivery valve opening	22.6kg / cm ²	
	Delivery valve spring	k= 1.0kg / mm	
Governor	Control speed	325 ~ 1800 rpm	
Timer	Timer spring	k= 4.1 kg / mm	
	Timer / piston stroke	1 deg/0.82mm	
	Advance adjustment angle	3 deg/600 ~ 1500rpm	
	Piston stroke	1000 rpm	0.8 ~ 1.6mm
		1500 rpm	2.0 ~ 2.9mm
Pump pressure	1000 rpm	3.4 ~ 4.2 kg / cm ²	
Nozzle (Only for rig test)	Model	NP-DN0SD1510	
	Nozzle opening pressure	133 kg / cm ²	
	Injection pipe	$\phi 8 / \phi 2 \times 450$ mm	
	Feed pressure	0.2kg / cm ²	
	Nozzle holder Model	105780-2150	

INTAKE AND EXHAUST SYSTEM

1. Intake and Exhaust System	4-1
2. Turbocharger	4-4
3. Mixing Elbow	4-18

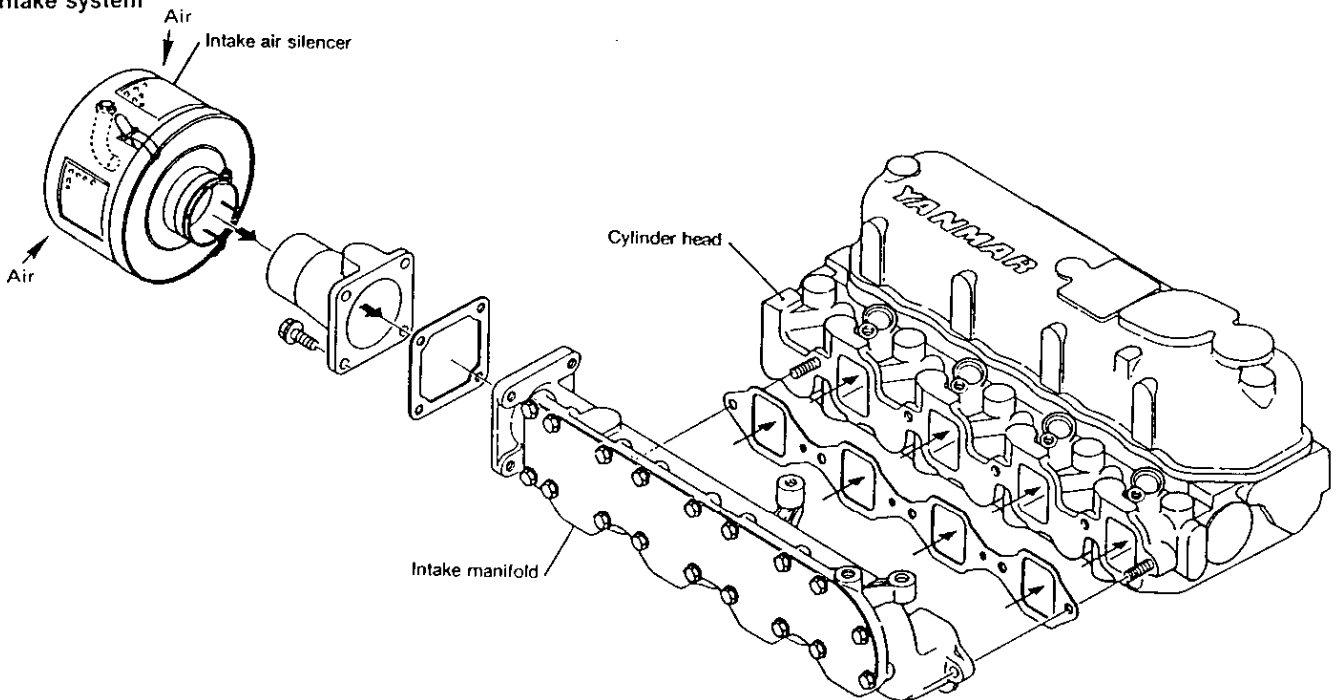
1. Intake and Exhaust System

1-1 4JHE engine

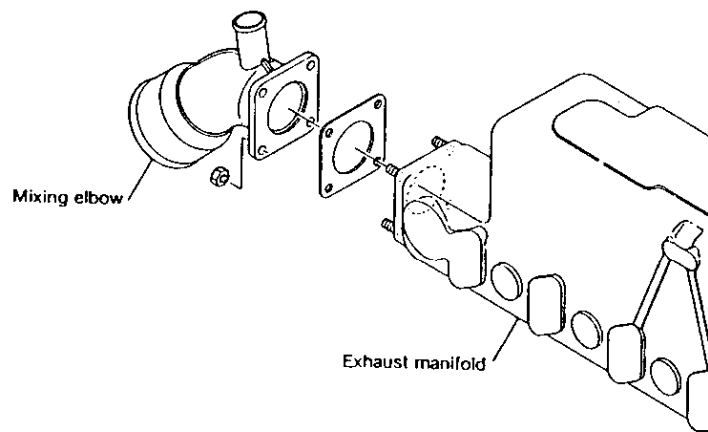
Air enters in the intake silencer mounted at the end of the intake manifold, is fed to the intake manifold and then on to each cylinder.

Exhaust gas goes into the exhaust manifold (in the fresh water tank) mounted on the cylinder head discharge. After cooling it enters the mixing elbow which is directly connected with the exhaust manifold, and is discharged from the ship along with waste cooling water.

Intake system



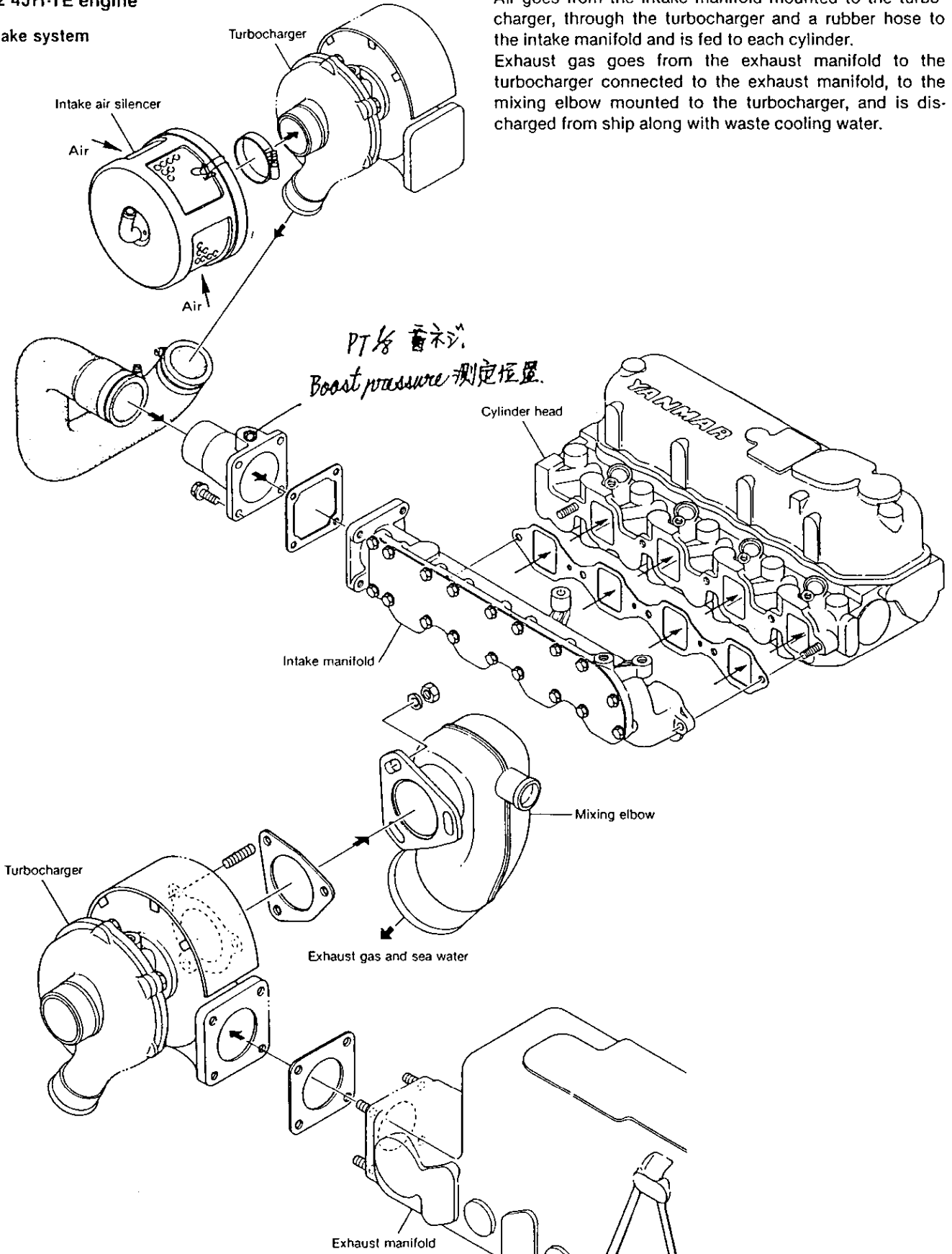
Exhaust system



1-2 4JH-TE engine

Intake system

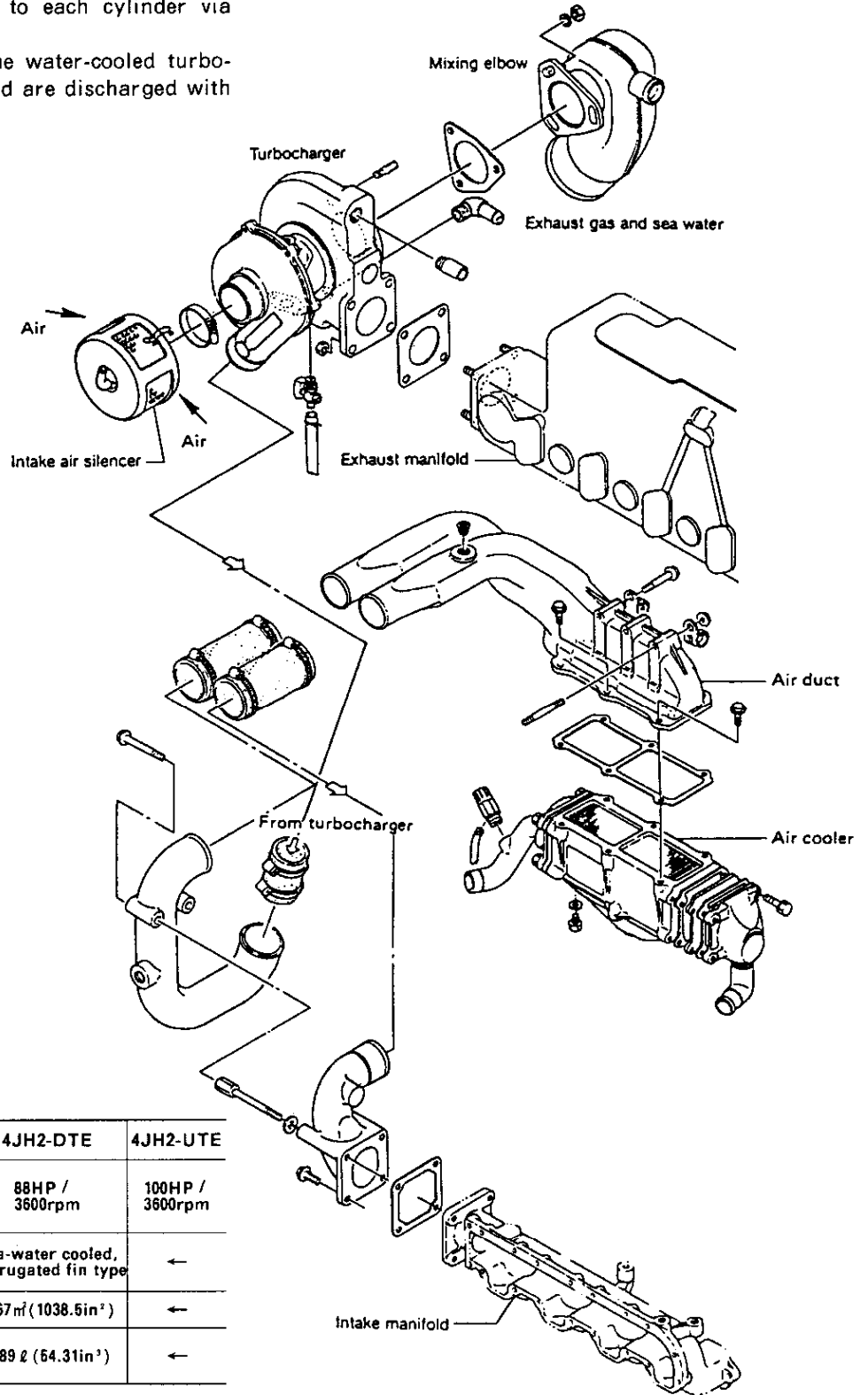
Air goes from the intake manifold mounted to the turbo-charger, through the turbocharger and a rubber hose to the intake manifold and is fed to each cylinder.
 Exhaust gas goes from the exhaust manifold to the turbocharger connected to the exhaust manifold, to the mixing elbow mounted to the turbocharger, and is discharged from ship along with waste cooling water.



Air Cooler for Models 4JH2-HTE, 4JH2-DTE and 4JH2-UTE

Air introduced from the intake air silencer passes through the air duct to the air cooler where it is cooled, and is distributed to each cylinder via the intake manifold.

Exhaust gases pass through the water-cooled turbo-charger to the mixing elbow and are discharged with the sea water.



Air Cooler Specifications

Engine model	4JH2-HTE	4JH2-DTE	4JH2-UTE
Output Din6270B Rating	75HP / 3600rpm	88HP / 3600rpm	100HP / 3600rpm
Type	Sea-water cooled, Plate fin type	Sea-water cooled, Corrugated fin type	←
Radiation area	0.76m ² (1178in ²)	0.67m ² (1038.5in ²)	←
Sea-water capacity	0.85 ℓ (51.87in ³)	0.89 ℓ (54.31in ³)	←

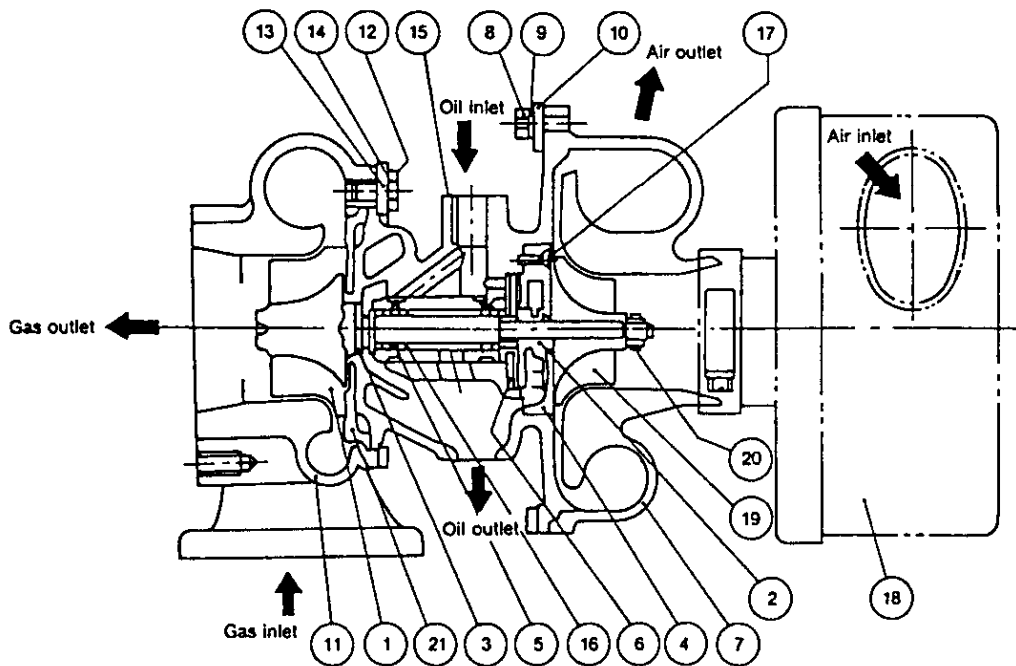
NOTE: ⇒ Charging Air
 → Exhaust gas and Sea-water

2. Turbocharger

2-1 Specifications

Turbocharger maker	ISHIKAWAJIMA-HARIMA HEAVY INDUSTRIAL CO.,LTD.(IHI)			
Turbine type	Radial flow			
Blower type	Centrifugal			
Bearing type	Full floating			
Lubrication method	Outer lubrication			
Cooling method	Air cooled		Water cooled	
Continuous rated rpm	155,000	165,000	160,000	
Max. gas inlet temp. (continuous allowable)	700°C			
Dry weight, approx.	4.2kg(9.26lb.)			
Turbocharger model	—	MY67	MY60	MY34
Applicable engine model	4JH2-TE		4JH2-HTE	4JH2-DTE 4JH2-UTE

2-2 Construction

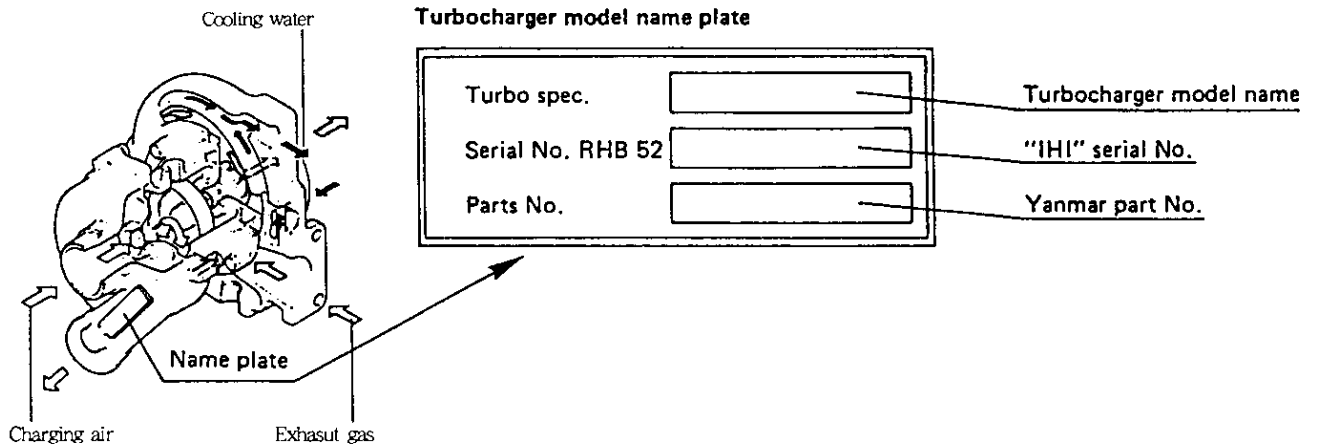


- | | |
|---------------------------|--------------------------------|
| 1. Turbine shaft | 11. Turbine wheel chamber |
| 2. Oil thrower | 12. M6 hexagonal bolt |
| 3. Turbine side seal ring | 13. Turbine side locking plate |
| 4. Seal plate | 14. Lock washer |
| 5. Floating bearing | 15. Bearing chamber |
| 6. Thrust bearing | 16. Stop ring |
| 7. Blower wheel chamber | 17. Screw M3 |
| 8. M5 hexagonal bolt | 18. Intake silencer |
| 9. M5 lock washer | 19. Blower wheel fixing nut |
| 10. Blower side top plate | 20. Blower wheel |
| | 21. Heat insulating board |

2-3 Interchangeability of turbochargers

The IHI-make turbocharger used for the 4JH series differ according to the engine model. Care should therefor be taken to assemble only components for the turbocharger used in

your engine when replacing parts. The use of incorrect turbocharger components will detract from the performance of the engine. Turbocharger models can be distinguished by their name plates.

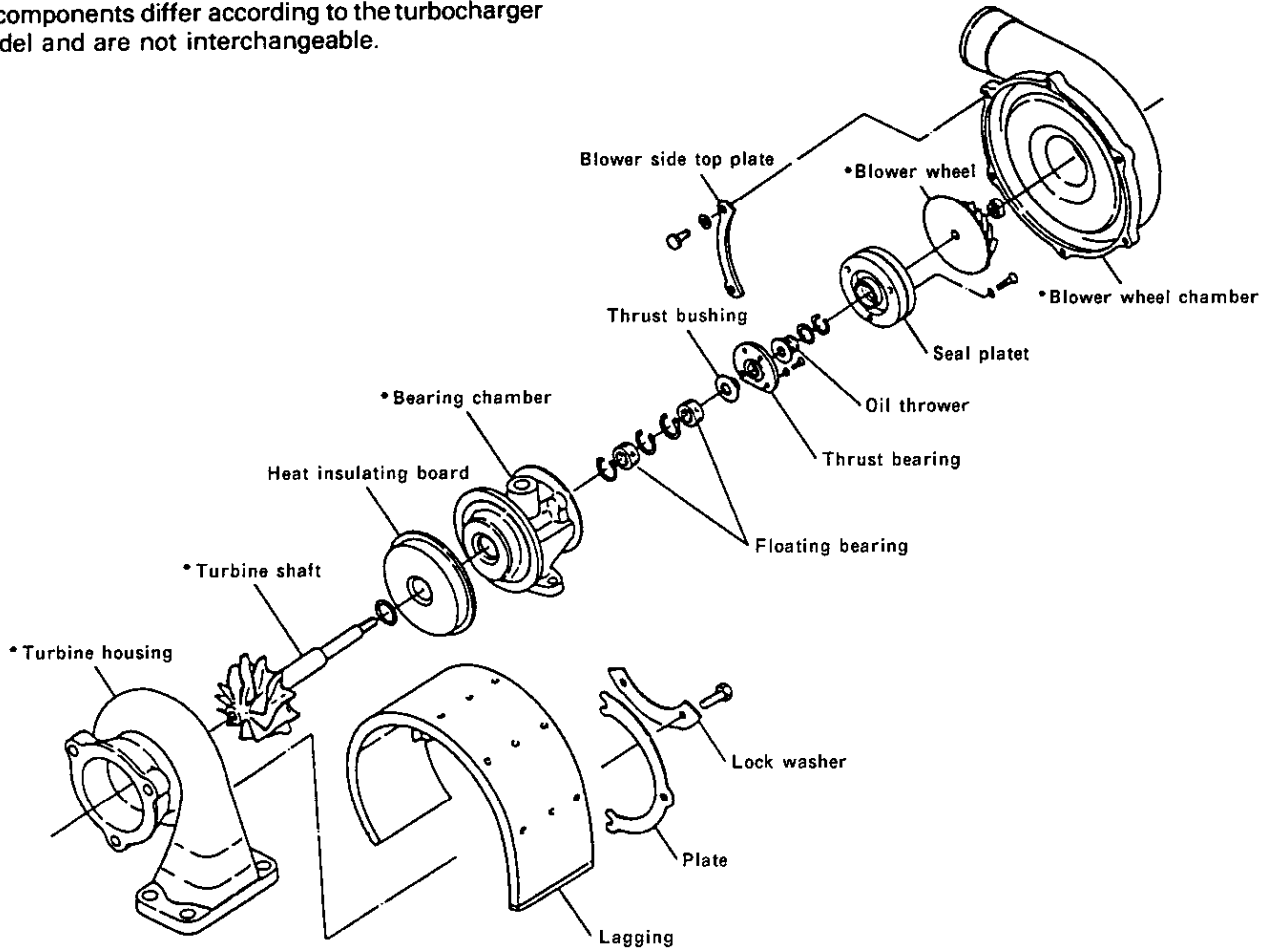


Exhaust gas Charging air Cooling water

Engine model	Turbocharger model (spec.)	YANMAR parts No.	Turbine & Blower Spec.	
			Turbine	Blower
4JH2-TE	MY67	129571-18000	5200IIHP12NW	BRL3511E
4JH2-HTE	MY60	129474-18001	9000IV HP12NF	BRL3511E
4JH2-DTE	MY34	129473-18000	5200IIHP15NW	BRL3511E
4JH2-UTE	MY34	129473-18000	5200IIHP15NW	BRL3511E

2-4 Interchangeability of turbocharger components

The inspection procedures and adjustment standard are identical for all turbocharger models. Please note, however, that the asterisked (*) components differ according to the turbocharger model and are not interchangeable.



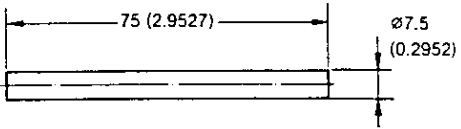
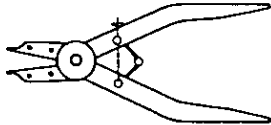
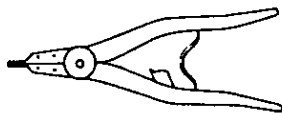

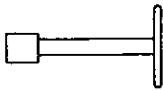
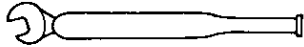
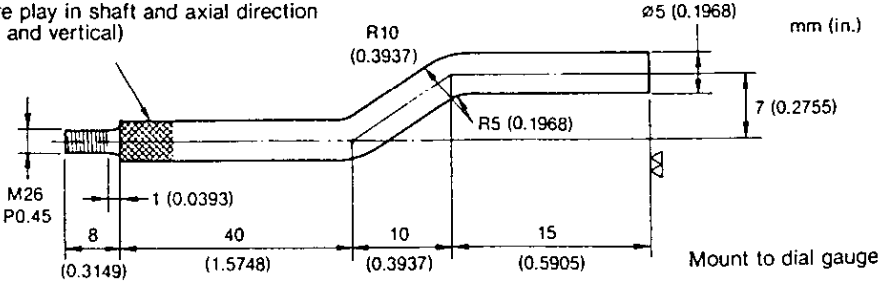
Components Parts No.

Part name	MY67	MY60	MY34
Turbine housing		X-NE929010	X-NN139402
Bearing chamber		X-NE923300	X-NN133442
Turbine shaft		X-NN13570	X-NN131502
Blower wheel		X-NN136606	X-NN136606
Blower wheel chamber		X-NE924350	X-NN134092
Applicable engine model	4JH2-TE	4JH2-HTE	4JH2-DTE·4JH2-UTE

2-5 Disassembly, assembly

2-5.1 Preparations for disassembly

The following special tools are required for disassembly of the turbocharger, in addition to the standard tools.

Name of tool	Use	Illustration
Bar	To remove thrust metal and thrust bushings	 <p>mm (in.) 75 (2.9527) ø7.5 (0.2952)</p> <p>Material: Copper or brass</p>
Pliers	To remove floating bushing stop ring	
Pliers	To remove seal ring	
Torque driver (Phillips) 5 ~ 50kg/cm ² (71.11 ~ 711.16 lb/in. ²)	To mount thrust metal and seal plate (+)	 <p>Standard Model</p>
Box wrench	To tighten turbine shaft 10mm (0.3937 in.) × 12 square	 <p>Box only may be used</p>
Torque wrench	For following bolts M6: 10mm (0.3937 in.) 110kg/cm ² (1564.56 lb/in. ²) M5: 8mm (0.3149 in.) 45 kg/cm ² (64.005 lb/in. ²) M5: 8mm (0.3149 in.) 20 kg/cm ² (284.46 lb/in. ²)	
Gauge wire	To measure play in shaft and axial direction (horizontal and vertical)	 <p>mm (in.) ø5 (0.1968) 7 (0.2755) R10 (0.3937) R5 (0.1968) 15 (0.5905) 10 (0.3937) 40 (1.5748) 8 (0.3149) 1 (0.0393) M26 P0.45</p> <p>Mount to dial gauge</p>

2-5.2 Inspection prior to disassembly

- (1) Make sure that the turbine and blower blades are not in contact and that the rotor rotates smoothly.
- (2) Measuring rotor play.

	mm (in.)	
	Standard	Wear limit
Rotor play in direction of shaft	0.03 ~ 0.06 (0.0011 ~ 0.0023)	0.09 (0.0035)
Rotor play in axial direction	0.08 ~ 0.13 (0.0031 ~ 0.0051)	0.17 (0.0066)

2-5.3 Disassembly

Make match marks before disassembling the turbocharger to show how the super charger is mounted on the engine. This determines the angle at which the turbine chamber, bearing chamber and blower chamber are mounted.

- (1) Removing blower chamber
 - 1) Remove the M5 mounting bolts, spring washers and blower side retaining plate.
 - 2) Remove the blower chamber.

NOTE: 1. The blower chamber and bearing chamber mounting surfaces are coated with a liquid gasket.
2. Be careful not to scratch the blower blade when disassembling the blower chamber.

- (2) Removing blower blade
 - 1) Fit a box wrench (10mm (0.3937in.)) to the end of the turbine side of the turbine shaft and remove the shaft end nut.

NOTE: The box end nut has left handed threads.

- 2) Remove the blower blade.
- (3) Removing turbine chamber, lagging.
 - 1) Remove the turbine chamber mounting bolts and the turbine side retaining plate for lagging.
 - 2) Remove the lagging and turbine chamber.
- (4) Pulling the turbine shaft
 - 1) Lightly hold the heat shield by hand and pull out the turbine shaft.

NOTE: If the turbine shaft is hard to pull out, lightly tap the blower side end of the shaft with a wooden mallet.

- 2) Remove the heat shield.

NOTE: If the heat shield is hard to remove, tap it lightly with a caulking chisel.

- (5) Removing the seal plate
 - 1) Loosen the M3 flat seal plate mounting screws with a plus screwdriver and remove them along with the double grip (tooth) washers.
 - 2) Remove the seal plate.

NOTE: The seal plate and bearing chamber mounting surfaces are coated with a liquid gasket.

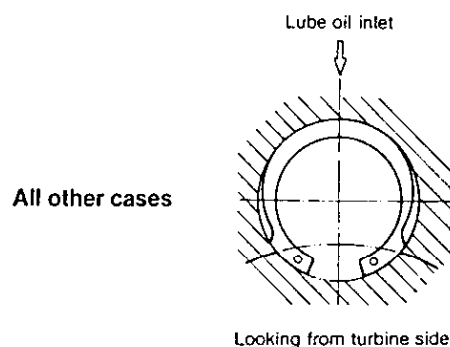
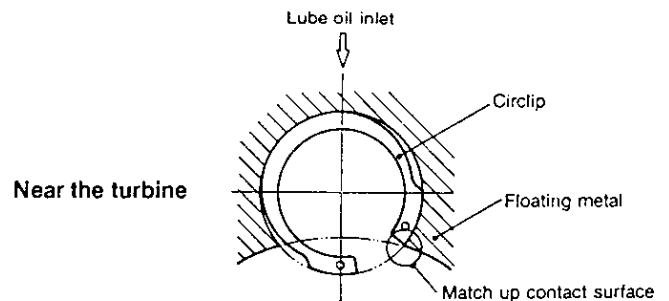
- 3) Remove the oil ring seal from the seal plate.
- (6) Removing the thrust metal and thrust bushing.
 - 1) Loosen the M3 flat seal plate mounting screws with a plus screwdriver and remove them along with the double grip washers.
 - 2) Use a copper rod to remove the thrust metal and thrust bushing.

- (7) Removing the floating metal (bushing)
 - 1) Remove the round R stop ring from the bearing chamber with stop ring pliers.
 - 2) Remove the floating metal from the bearing chamber.
- (8) Removing seal ring
 - 1) Remove the turbine side seal ring from the turbine shaft.
 - 2) Remove the large and small blower side seal rings from the oil seal.

2-5.4 Preparations for reassembly

- (1) When the turbocharger is reassembled, special tools, liquid gasket (Three Bond No.1207S or Three Bond No.1215) and burning preventative agent are needed in addition to the standard tools.
- (2) Always replace the following with new parts when reassembling the turbocharger:

- Turbine side seal rings
- Blower side seal rings (large)
- Blower side seal rings (small)
- M3 flat screws
- Bent washers
- Double grip washers



2-5.5 Reassembly

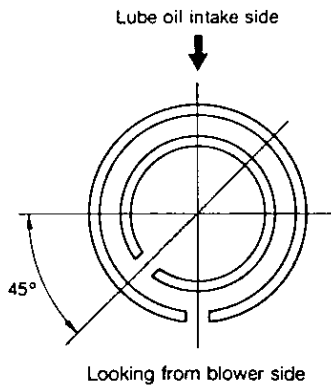
- (1) Reassembly of floating metal
- 1) Mount the inside round R stop ring in the bearing chamber with stop ring pliers.
 - 2) Fit the floating metal in the bearing chamber.
 - 3) Mount the outside round R stop ring in the bearing chamber.

NOTE: 1. The round R stop ring opening should be mounted as shown in the illustration. The round part of the stop ring should be mounted on the metal.
2. When mounting, coat the floating metal with engine oil.

- (2) Reassembly of the turbine shaft
- 1) Insert the seal ring in the turbine shaft.
 - 2) Mount the heat shield on the turbine side bearing chamber.
 - 3) Coat the journal of the turbine shaft with engine oil and insert from the turbine side of the bearing chamber.

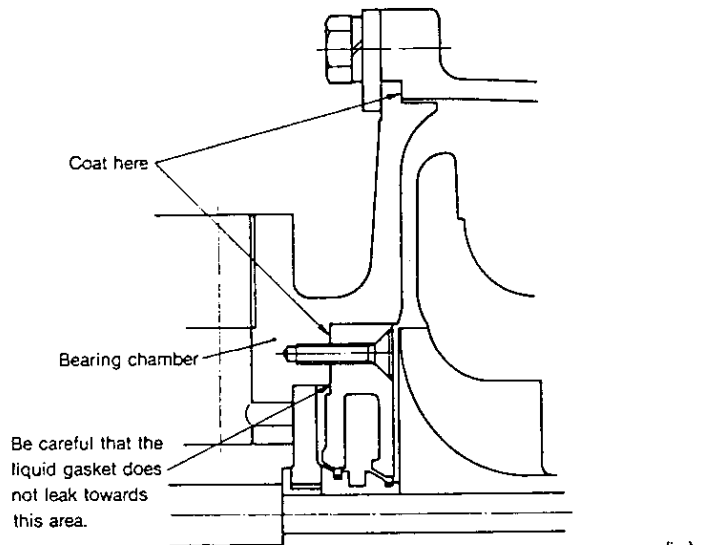
NOTE: Take adequate care not to scratch the floating metal with the turbine shaft. The seal ring opening should face the oil intake and be inserted aligned with the turbine shaft center.

- (3) Reassembly of the thrust metal
- 1) Insert the thrust bushing in the turbine shaft.
 - 2) Coat the thrust metal with engine oil and mount it in the bearing chamber.
 - 3) Put the double grip washers on the thrust metal mounting M3 flat screws and tighten with the torque driver.



	kg-cm (ft-lb)
Tightening torque	12 ~ 14 (0.86 ~ 1.01)

- (4) Mounting seal plate
- 1) Insert the seal ring in the oil drain.
 - 2) Insert the seal plate in the oil drain.
- NOTE:** The seal ring opening should face the direction indicated in the upper right illustration.
- 3) Coat the blower side seal plate mounting surface of the bearing chamber (20) with the liquid gasket (Three Bond No.1207S or Three Bond No.1215).



	mm (in.)
Coating thickness	0.1 ~ 0.2 (0.0039 ~ 0.0078)

NOTE: See the illustration for where to coat it.

- 4) Mount the sealing plate on the bearing chamber.
- 5) Put the double grip washers on the sealing plate mounting M3 flat screws and tighten with the torque driver.

	kg-cm (ft-lb)
Tightening torque	12 ~ 14 (0.86 ~ 1.01)

- (5) Mounting blower blade
- 1) Put the blower blade on the turbine shaft.
 - 2) Tighten the turbine side shaft end nut of the turbine shaft with a box wrench (10mm (0.3937in.)).

NOTE: The shaft end nut has a left handed thread.

	kg-cm (ft-lb)
Tightening torque	18 ~ 22 (1.30 ~ 1.59)

- (6) Mounting turbine chamber
- 1) Mount the turbine chamber, aligned with the match marks made before disassembly.

NOTE: When replacing parts, mount after checking the oil intake/discharge and exhaust gas intake positions.

- 2) Lugging
Put on the turbine side retainer plate for lugging and the bent washer, and tighten with the M6 hex bolt. Make sure to bend the washer after tightening the M6 hex bolt.

	kg-cm (ft-lb)
Tightening torque	105 ~ 115 (7.59 ~ 8.31)

- (7) Mounting blower chamber
- 1) Coat the blower side flange surface of the seal plate with the liquid gasket (Three Bond No.1207S or Three Bond No.1215).

NOTE: Refer to page (21) for where to coat.

	mm (in.)
Coating thickness	0.1 ~ 0.2 (0.0039 ~ 0.0078)

- 2) Align the match marks made before disassembly and mount the seal plate in the blower chamber.

NOTE: When replacing parts, mount only after checking oil intake/discharge and air discharge positions.

- 3) Replace on the blower side retaining plate and spring washer and tighten with the M5 hex bolt.

	kg-cm (ft-lb)
Tightening torque	40 ~ 50 (2.89 ~ 3.61)

(8) Measuring rotor play

See item 3-2 on inspection procedure—the measuring procedure is the same.

Rotor play above the standard is usually due to improper assembly or use of the wrong part—reassemble.

	mm (in.)
	Standard
Rotor play in direction of shaft	0.03 ~ 0.06 (0.0011 ~ 0.0023)
Rotor play in axial direction	0.08 ~ 0.13 (0.0031 ~ 0.0051)

2-5.6 Disassembly/reassembly precautions

Observe the following during and after mounting the turbocharger on the engine.

Be especially careful to prevent the entrance of foreign matter into the turbocharger.

- (1) Precautions on mounting the turbocharger.

Lube oil system

- 1) Run new engine oil through the oil intake holes before mounting on the engine, turn the turbine shaft by hand and lubricate the journal metal (bushings) and thrust metal.
- 2) Wash the engine oil intake pipe and oil discharge pipe, check for damage and make sure it is not clogged up with dirt or other foreign matter.
- 3) Make sure that there is no oil leakage from the oil pipes and joints after assembly.

Intake system

- 1) Make sure that there is no dirt or other foreign matter in the air intake system.
- 2) Make sure that there is no air leakage from the air supply duct/air cleaner connections.

Exhaust system

- 1) Make sure that there is no dirt or other foreign matter in the exhaust gas system.
- 2) Make sure not to mix up the special heat resistant bolts and nuts with the regular bolts when mounting the parts. Coat the bolts, nuts, etc. with burning preventive agent.
(Heat resistant hex bolts are used for the turbine chamber.)
- 3) Make sure that there is no gas leakage from exhaust piping/connections.

2-6 Inspection and maintenance

2-6.1 Washing

- (1) Inspection prior to washing

Make a visual inspection of disassembled parts before washing to check for burning, wear, foreign matter and carbon build-up. Make an especially thorough inspection in case of breakdowns as a step towards determining the cause of the breakdown.

Major items

Inspection	Location
Carbon build-up	1) Turbine shaft turbine side seal ring and back of blade. 2) Around the heat shield mounting of the bearing chamber and the inside wall of the bearing chamber.
Lubrication (wear, burning, discoloration)	1) Turbine shaft journal, thrust bushing, oil drain. 2) Floating metal and thrust metal. 3) Around the inner bearing race of the bearing chamber.
Oil leakage	1) Inside wall of the turbine chamber. 2) Outer circumference of the bearing chamber and around the heat shield mounting. 3) Turbine side seal ring of the turbine shaft and the back of the blade. 4) Inside wall of the blower chamber. 5) Back of the blower blade. 6) Back of the seal plate and place where the seal ring is inserted.

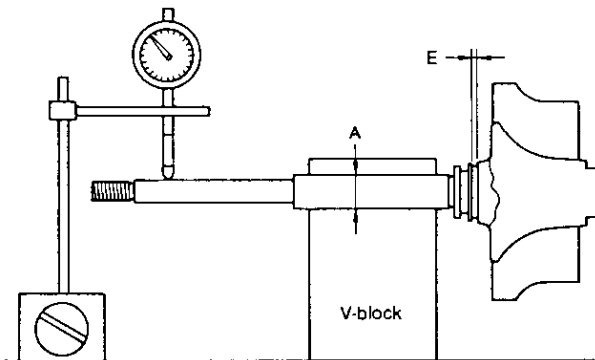
(2) Washing procedure

Keep the following in mind when washing the parts.

Item	Tools/Cleaning Agent	Procedure
(1) Turbine shaft	1. Tools (1) Bucket (500 × 500) (2) Heat source steam or gas burner (3) Brush 2. Cleaning agent Standard carbon removing agent	(1) Boil the turbine shaft in the washing bucket. Do not hit the blade to remove the carbon. (2) Soak in the cleaning agent until the carbon and other materials adhering to the surface become soft. (3) Use a plastic scrubber or hard hair brush to remove the softened foreign matter. (4) Be very careful not to scratch the turbine shaft bearing surface or the seal ring grooves. (5) Any foreign matter will unbalance the turbine shaft, so be sure to clean it well. Do not use a wire brush.
(2) Turbine chamber	1. Tools same as for turbine shaft 2. Cleaning agent same as for turbine shaft	(1) Boil the turbine chamber in the washing bucket. (2) Soak in the cleaning agent until all the material adhering to the surface becomes soft. (3) Use a plastic scrubber or hard hair brush to remove the foreign matter.
(3) Blower blade, blower chamber	1. Tools (1) Bucket (500 × 500) (2) Brush 2. Cleaning agent	(1) Soak in the cleaning agent until the foreign matter adhering to the surface becomes soft. (2) Use a plastic scrubber or hard hair brush to remove the softened foreign matter. Do not use a wire brush.
(4) Other parts	(1) Wash all other parts with diesel oil. (2) Clean all lube oil lines with compressed air. (3) Be careful not to scratch parts or allow them to rust.	

2-6.2 Inspection procedure

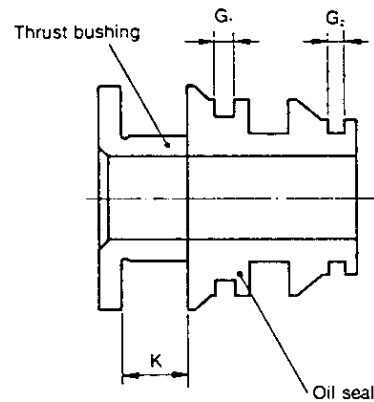
- (1) Blower chamber
Inspect for scratches caused by contact with the blower blade, scratches in the mounting surface, any galling or cracks.
Replace if necessary.
- (2) Turbine chamber
Inspect for scratches caused by contact with the turbine blade, flaking due to oxidation of the skin, and deformation due to heat or cracks.
Replace if necessary.
- (3) Blower blade
Inspect for scratches caused by contact, and for breakage, corrosion or deformation.
Replace if necessary.
- (4) Turbine shaft
 - 1) Inspect the portion around the turbine blade for scratches, breakage, discoloration or deformation, and inspect the shaft for bending, discoloration of journal, abnormal wear, seal ring groove scratches or wear.
Replace if necessary.
 - 2) Measure the outer diameter of turbine shaft journal (A) and seal ring groove width (E), and replace if beyond the wear limit.



		mm (in.)
		Wear limit
Journal outer dia.	A	7.98 (0.3141)
Seal ring groove width	B	1.29 (0.0507)

- 3) Measure turbine shaft undulation and replace if it exceeds 0.011mm (0.0004in.).
- (5) Head shield
Inspect for scratches due to contact, deformation due to heat, and corrosion.
Replace if necessary.

- (6) Thrust bushing, oil seal and thrust metal. Inspect for wear, scratches, discoloration, etc., and replace if necessary, even if they remain within the wear limit.



- 1) Thrust bush
Measure the thrust bush groove clearance (K), and replace if it exceeds the wear limit.

		mm (in.)
		Wear limit
Thrust bush groove clearance	K	4.07 (0.1602)

- 2) Oil ring
Measure the seal ring groove width (G₁), (G₂) and replace if it exceeds the wear limit.

		mm (in.)
		Wear limit
Seal ring groove width	G ₁	1.31 (0.0515)
	G ₂	1.11 (0.0437)

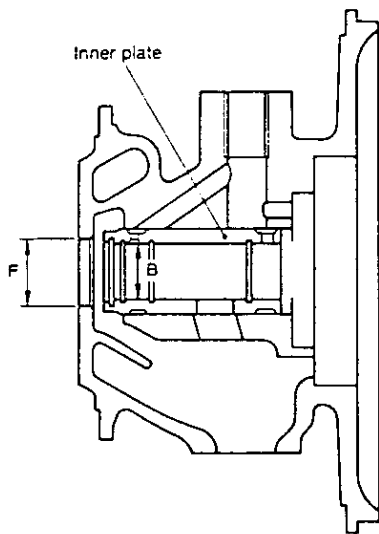
- 3) Thrust metal
Measure the thrust metal width (J), and replace if it exceeds the wear limit.

		mm (in.)
		Wear limit
Thrust metal width	J	3.98 (0.1566)

- (7) Floating metal
 - 1) Inspect for abnormal wear, discoloration, scratches, etc., and replace if necessary.
 - 2) Measure the inner diameter (C) and outer diameter (D) of the metal, and replace if either exceeds the wear limit.

		mm (in.)
		Wear limit
Floating metal outer dia.	C	12.31 (0.4846)
Floating metal inner dia.	D	8.04 (0.3165)

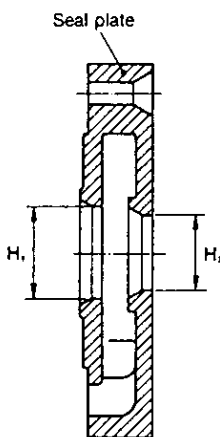
- (8) Bearing chamber
 - 1) Inspect for flaking due to oxidation of the skin, galling and scratches, and replace if necessary.
 - 2) Inspect the round R stop ring for breakage or cracks and replace if necessary.
 - 3) Measure the (B) and (F) dimensions of the bearing chamber as shown in the illustration on the right, and replace if either exceeds the wear limit.



		mm (in.)
		Wear limit
Bearing chamber inner dia.	B	12.42 (0.4889)
Turbine side seal ring area inner dia.	F	15.05 (0.5925)

(9) Seal plate

- 1) Inspect for scratches due to contact, scratches in mounting surface, galling and cracks and replace if necessary.
- 2) Measure the blower side seal ring area (H_1 , H_2) and replace if either exceeds the wear limit.



		mm (in.)
		Wear limit
Blower side seal ring area inner dia.	H_1	12.45 (0.4901)
	H_2	10.05 (0.3956)

(10) Seal ring

Inspect for wear or deformation and replace if necessary.

- (11) Inspect retaining plates, bolts and spring washers for deformation and replace if necessary. Always replace the M3 flat screw bend washer and grip washer.

2-6.3 Periodic inspection

- (1) Periodically inspect the overall condition of supercharger and the amount of dirt build-up. Inspect at the intervals specified in the following chart.

Item	Interval		
	3 months or 1500 hours	6 months or 3000 hours	12 months or 6000 hours
Rotation of rotor	○		
Rotor play		○	
Disassembly, cleaning and inspection of entire unit			○
Cleaning and inspection of air filter	Every 300 hours		

(2) Inspection Procedure

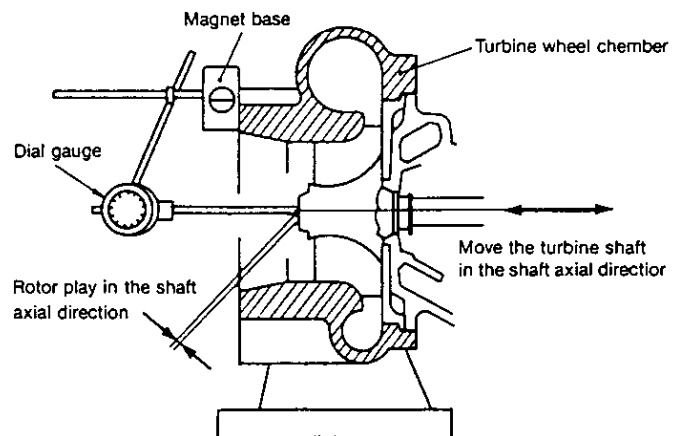
1) Rotation of rotor

The rotation of the rotor is checked by listening for any abnormal noise when it is rotating. Use a listening bar, placing the tip of the bar firmly against the turbocharger and gradually increasing engine rpm. If a loud noise is emitted every 2 or 3 seconds, rotation is abnormal. The turbocharger should be replaced or repaired as something may be wrong with the metal or rotor.

2) Rotor play

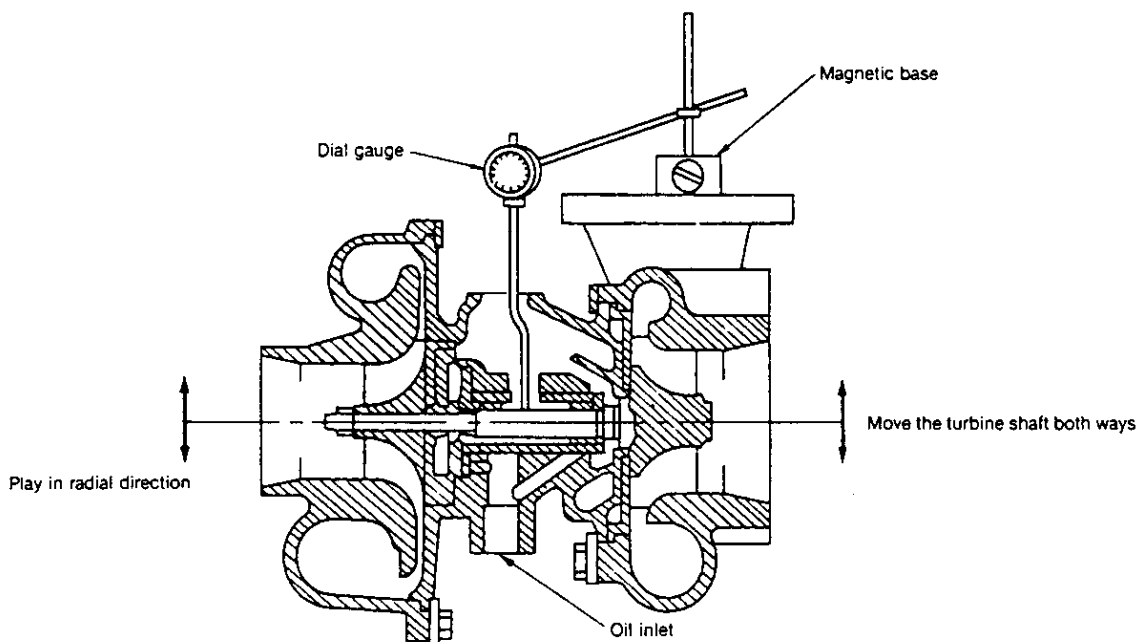
Remove the turbocharger from the engine and check the play in the shaft axial and radial directions as shown below.

3) Rotor play in the shaft axial direction.



		mm (in.)
		Standard
		Wear limit
Rotor play in shaft axial direction		0.03 ~ 0.06 (0.0018 ~ 0.0023)
		0.09 (0.0035)

4) Rotor play in shaft radial direction.

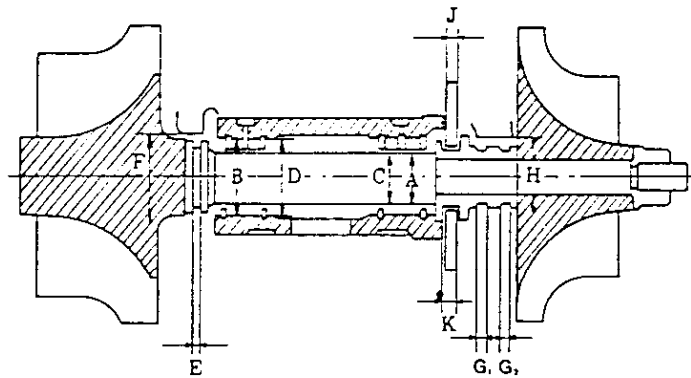


	mm (in.)	
	Standard	Wear limit
Rotor play in the shaft radial direction	0.08 ~ 0.13 (0.0031 ~ 0.0051)	0.17 (0.0066)

5) Boost pressure

mmHg(inHg)

Eng. Model	Standard			
	4JH2-TE	4JH2-HTE	4JH2-DTE	4JH2-UTE
Boost pressure	750~900 (29.53~35.43)	925~1075 (36.42~42.32)	885~1035 (34.84~40.75)	870~1020 (34.25~40.16)
Exhaust gas pressure at turbocharger inlet	835 (32.87)	980 (38.58)	875 (34.45)	885 (34.84)
Testing condition	Max. rating output and back pressure 300mmAq (11.81 inAq)			



mm (in.)

	Items to check	Standard	Wear limit
Turbine shaft	Turbine shaft journal outer dia. (A)	7.99 ~ 8.00 (0.3145 ~ 0.3149)	7.980 (0.3141)
	Turbine side seal ring groove width (E)	1.25 ~ 1.28 (0.0492 ~ 0.0503)	1.210 (0.0476)
	Blower side seal ring groove width (G ₁)	1.22 ~ 1.23 (0.0480 ~ 0.0484)	1.310 (0.0515)
	Blower side seal ring groove width (G ₂)	1.02 ~ 1.03 (0.0401 ~ 0.0405)	1.110 (0.0437)
	Turbine shaft play	0.01 (0.0003)	0.011 (0.0004)
Bearing	Floating bearing inner dia. (C)	8.01 ~ 8.03 (0.3153 ~ 0.3161)	8.040 (0.3165)
	Floating bearing inner dia. (D)	12.32 ~ 12.33 (0.4850 ~ 0.4854)	12.310 (0.4846)
	Bearing set ring inner dia. (B)	12.40 ~ 12.41 (0.4881 ~ 0.4885)	12.420 (0.4889)
Thrust bearing	Thrust bearing width (J)	3.99 ~ 4.01 (0.1570 ~ 0.1578)	3.980 (0.1566)
	Thrust bushing groove dimension (K)	4.04 ~ 4.05 (0.1590 ~ 0.1594)	4.070 (0.1602)
Seal ring fixing area	Turbine side (bearing wheel chamber) (F)	15.00 ~ 15.02 (0.5905 ~ 0.5913)	15.050 (0.5925)
	Blower side (seal plate) (H ₁)	12.40 ~ 12.42 (0.4881 ~ 0.4889)	12.450 (0.4901)
	Blower side (seal plate) (H ₂)	10.00 ~ 10.02 (0.3937 ~ 0.3944)	10.050 (0.3956)
Play of rotor in shaft axial direction		0.03 ~ 0.06 (0.0011 ~ 0.0023)	0.090 (0.0035)
Play of rotor in radial direction		0.08 ~ 0.13 (0.0031 ~ 0.0051)	0.170 (0.0066)

Tightening torque

	Screw dia. mm	Tightening torque kg-cm (ft-lb)
Turbine chamber set bolt	M6	105 ~ 115 (7.59 ~ 8.31)
Blower chamber set bolt	M5	40 ~ 45 (2.89 ~ 3.25)
Thrust metal set screw	M3	12 ~ 14 (0.86 ~ 1.01)
Seal plate set screw	M3	12 ~ 14 (0.86 ~ 1.01)
Blower blade nut	left hand screw M5	18 ~ 22 (1.30 ~ 1.59)

2-7 Troubleshooting

The engine will not produce the required output if the turbocharger breaks down. If the engine output drops, first check the engine to see if anything is wrong, and then check the turbocharger according to the following procedure if there is nothing wrong with the engine.

2-7.1 Excessive smoke**(1) Insufficient air intake**

Cause	Remedy
1) Air cleaner is clogged up. 2) Air intake is closed. 3) Leakage from air intake system connections.	<ul style="list-style-type: none"> • Replace or wash the element. • Open to proper position. • Inspect and repair

(2) Turbocharger does not rotate

Cause	Remedy
1) Build-up of foreign matter in oil on seals inhibiting turbine shaft rotation. 2) Burned metal • Insufficient oil or clogging up of supply pipe. • Oil temperature too high. Rotating parts are out of balance. • Insufficient warming up or sharp stopping. 3) Turbine or blower blade knocking something or broken. • Excessive rpm • Excessive exhaust gas temperature rise. • Entrance of foreign matter. • Worn metal (bushings) • Improper reassembly	<ul style="list-style-type: none"> • Disassemble and clean turbocharger and change engine oil. • Disassemble turbocharger and repair. • Inspect engine oil supply system, repair any parts as necessary and change the engine oil. • Wash or replace rotating parts. • Read operation manual and operate engine accordingly. • Inspect engine parts and adjust. • Disassemble and thoroughly remove any foreign matter, inspect the air cleaner, and engine parts, and repair as necessary. • Disassemble turbocharger and repair. • Reassemble

(3) Excessive exhaust gas drag (resistance)

Cause	Remedy
1) Insufficient turbocharger rpm due to leakage of exhaust gas before entry into turbocharger. 2) Insufficient turbocharger rpm due to deformation of exhaust system piping.	<ul style="list-style-type: none"> • Inspect fittings and repair. • Repair

2-7.2 White exhaust smoke

Cause	Remedy
1) Oil leaking on blower side or turbine side due to clogging or deformation of return piping. 2) Seal ring excessively worn or broken due to excessive metal wear.	<ul style="list-style-type: none"> • Repair or replace pipe. • Disassemble turbocharger and repair.

2-7.3 Excessive oil consumption

Cause	Remedy
1) Seal ring excessively worn or broken due to excessive metal wear.	<ul style="list-style-type: none"> • Disassemble turbocharger and repair.

2-7.4 Decrease in (engine) output

Cause	Remedy
1) Gas leakage from exhaust gas system. 2) Air leakage from blower side discharge. 3) Air cleaner element clogged up. 4) Turbocharger dirty or damaged.	<ul style="list-style-type: none"> • Inspect parts and repair. • Clean or replace element. • Disassemble turbocharger and repair, or replace.

2-7.5 Poor (slow) turbocharger responsiveness (starting)

Cause	Remedy
1) Carbon build-up on turbine side (blade seal) inhibiting turbine shaft rotation.	• Disassemble and wash turbocharger and replace engine oil.
2) Incomplete combustion.	• Inspect engine fuel system and improve combustion efficiency.

2-7.6 Abnormal noise or vibration

(1) Abnormal noise

Cause	Remedy
1) Blower discharge air flows back (surges) when the gas line area is considerably reduced due to closing of the turbine chamber nozzle or during acceleration.	• Disassemble and clean turbocharger.
2) Rotating parts knocking something.	• Disassemble turbocharger and repair or replace.

(2) Vibration

Cause	Remedy
1) Fittings connecting turbocharger and exhaust gas piping/oil pipe have become loose.	• Inspect fittings and retighten/repair as necessary.
2) Rotating parts making contact with surrounding parts because of metal failure, or turbine blade or blower blade damaged due to entrance of foreign matter.	• Disassemble turbocharger and repair or replace. Thoroughly remove any foreign matter.
3) Rotating parts out of balance.	• Repair or replace rotating parts.

2-8 Turbocharger blower washing procedure

2-8.1 General

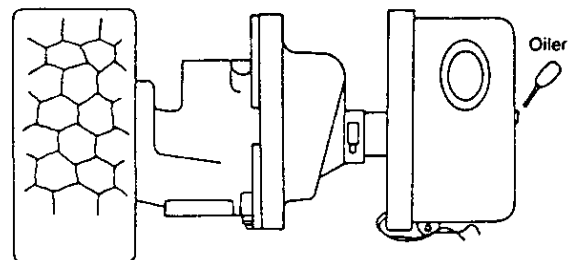
- (1) Use "Blower Wash" and clean water to wash the blower.
- (2) Make it a general practice to wash the turbocharger blower when the air supply pressure has decreased by about 10 percent. The frequency of this will differ greatly depending on working conditions, but about once a week is generally sufficient.
- (3) This procedure cannot be used for cleaning the entire turbocharger. It must be periodically disassembled and cleaned.
- (4) Only remove the inlet cap when washing the blower—it must not be removed under any other circumstances.

2-8.3 Blower washer parts cord

Cord number	Volume × Q'ty
919200-10000	4 liters × 4cans
919200-20000	150 cc × 6 bottles × 15 sets
919200-30000	18 liters × 1 box

2-8.2 Procedure

- (1) Run the engine at normal load (3/4 ~ 4/4 load) and apply Blower Wash for 4 ~ 5 seconds with a 20cc standard oiler.
- (2) 3 ~ 5 minutes after application of the Blower Wash the dirt will be loosened up. Slowly put in 20cc of water (over about 4 ~ 10 seconds).
- (3) Use a vinyl container to feed in the cleaning agent or water. If too much cleaning agent or water enters suddenly there might be a breakdown or breakage of the blower blade. Be sure to feed in the cleaning agent or water at the correct speed.
- (4) If there is no change in the air supply pressure or exhaust gas temperature after washing, repeat the washing after about 10 minutes.
No change after washing the blower 3 ~ 4 times indicates that either the blower is extremely dirty or something else is out of order. Disassemble and clean the washer, and take any other action as necessary.
- (5) Run the engine under load to dry for at least 15 minutes after feeding in the agent or water.



Clean the blower: Every 150 hours

3. Mixing Elbow

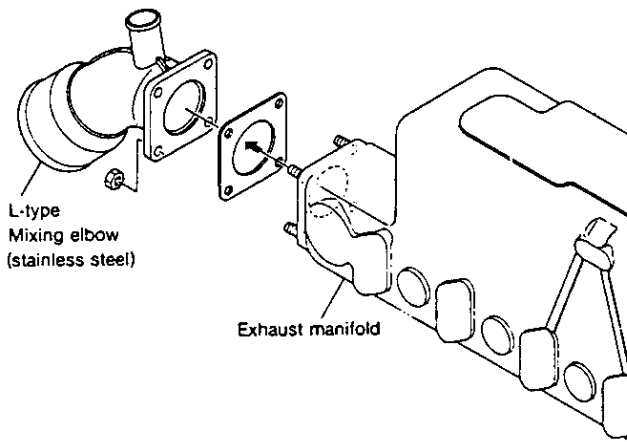
3-1 Construction

There are two types of mixing elbows for the 4JHE engine: the L and U types. Both types are bolted to the exhaust manifold.

There are also L and U types for the 4JH-TE, 4JH-HTE and 4JH-DTE engines.

Both are mounted on the turbocharger discharge.

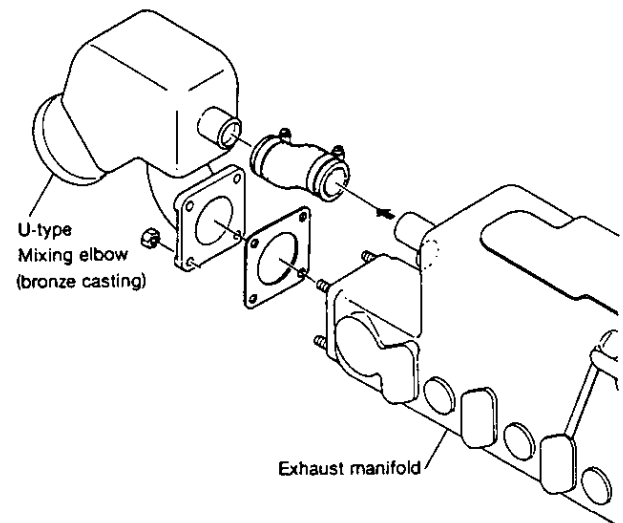
For model 4JH2E



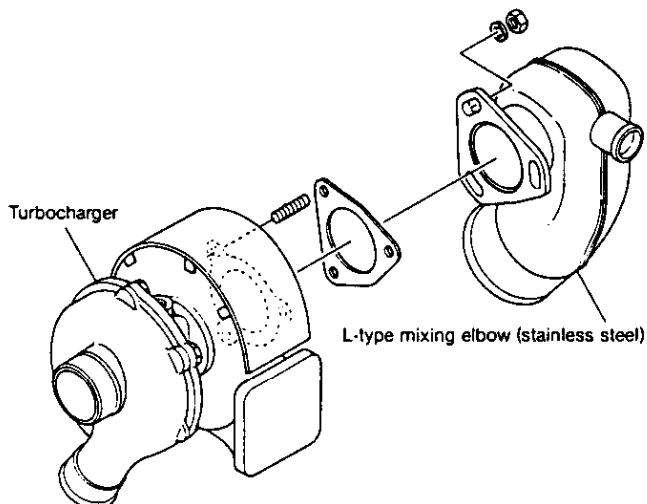
3-2 Mixing elbow inspection

- (1) Clean dirt and scale out of the air and cooling water lines.
- (2) Repair cracks or damage to welds, or replace.
- (3) Inspect the gasket packing and replace as necessary.

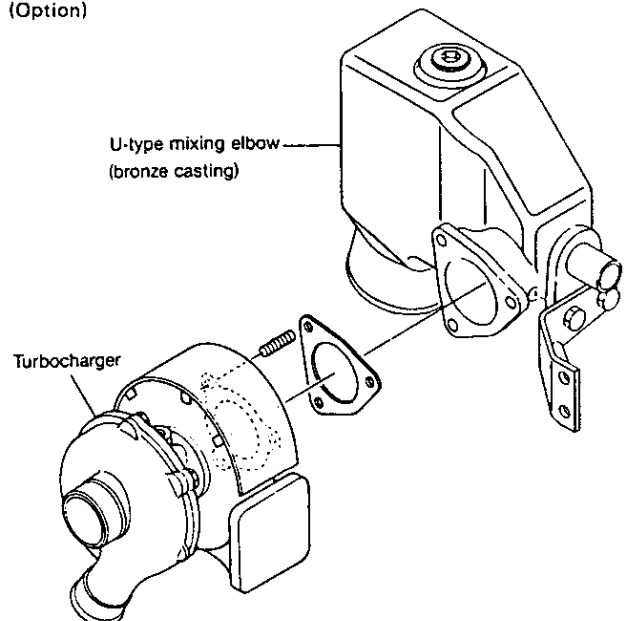
(Option)



For models 4JH2-TE, 4JH2-HTE and 4JH2-DTE



(Option)



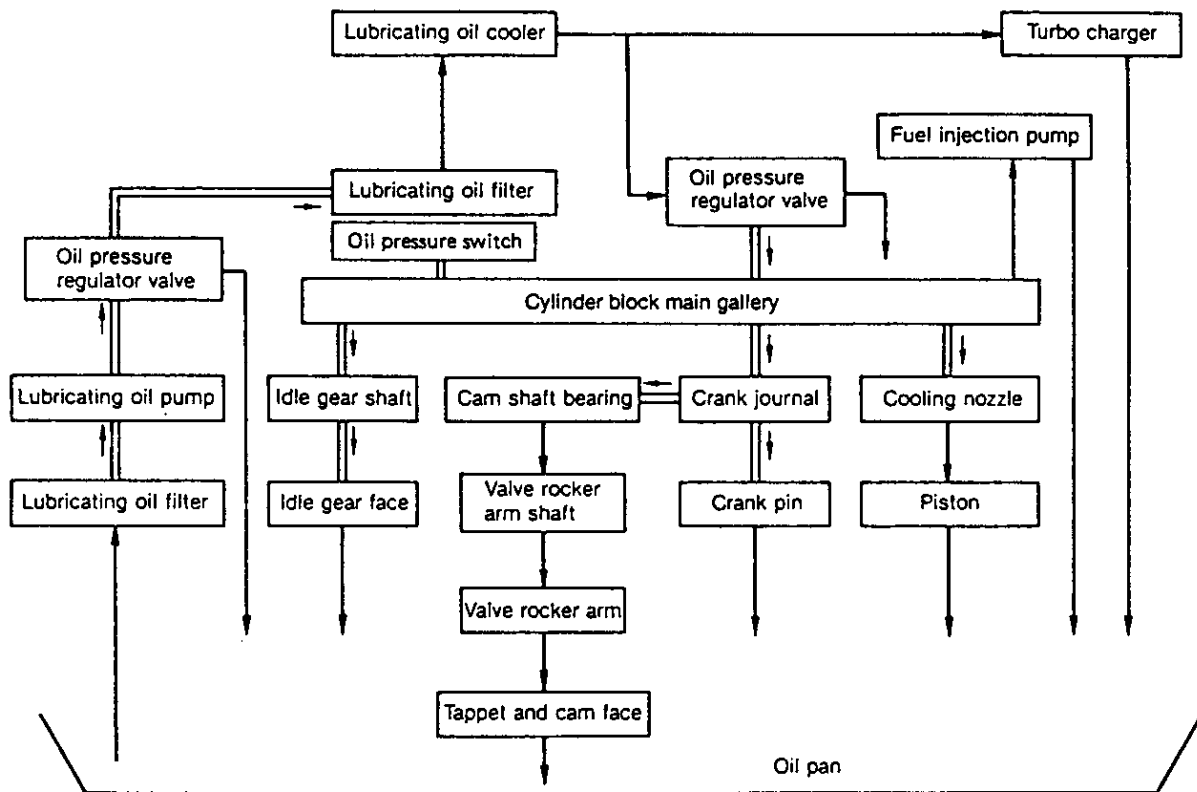
LUBRICATION SYSTEM

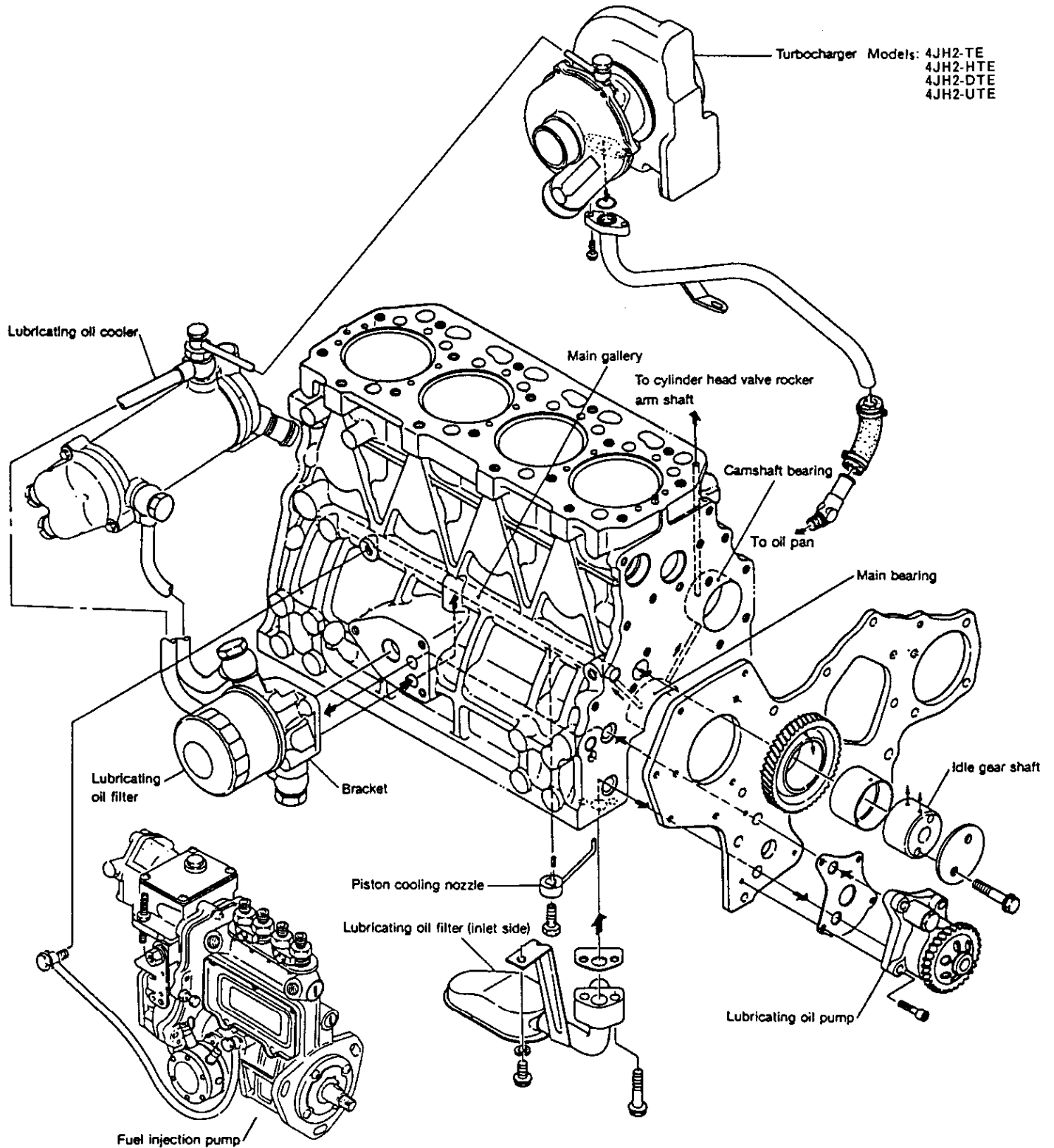
1. Lubrication System5-1
2. Lube Oil Pump5-3
3. Lube Oil Filter5-6
4. Oil Pressure Control Valve5-8
5. Lube Oil Cooler5-9
6. Piston Cooling Nozzle5-11
7. Rotary Waste Oil Pump (Optional)5-12

1. Lubrication System

The lube oil in the oil pan is pumped up through the intake filter and intake piping by the lube oil pump, through the holes in the cylinder body and on to the discharge filter. The lube oil which flows from the holes in the cylinder body through the bracket to the oil element is filtered and sent to the oil cooler. It returns from the oil cooler to the bracket, the pressure is regulated, and it is fed back to main gallery in the cylinder body. The lube oil which flows in the main gallery goes to the crankshaft journal, lubricates the crank pin from the crankshaft journal, and a portion of the oil is fed to the camshaft bearings. Oil is sent from the gear case camshaft bearings through

the holes in the cylinder body and cylinder head to the valve arm shaft to lubricate the valve arm and valves. Oil is also sent from the main gallery to the piston cooling nozzle to cool the piston surface, and is sent through the intermediate gear bearing (oil) holes to lubricate the intermediate gear bearings and respective gears. Lube oil for the fuel injection pump is sent by pipe from the main gallery to the fuel injection pump. Part of the lube oil is sent from the oil cooler discharge to the supercharger in engines fitted with one, and is then piped back from the supercharger to the oil pan.





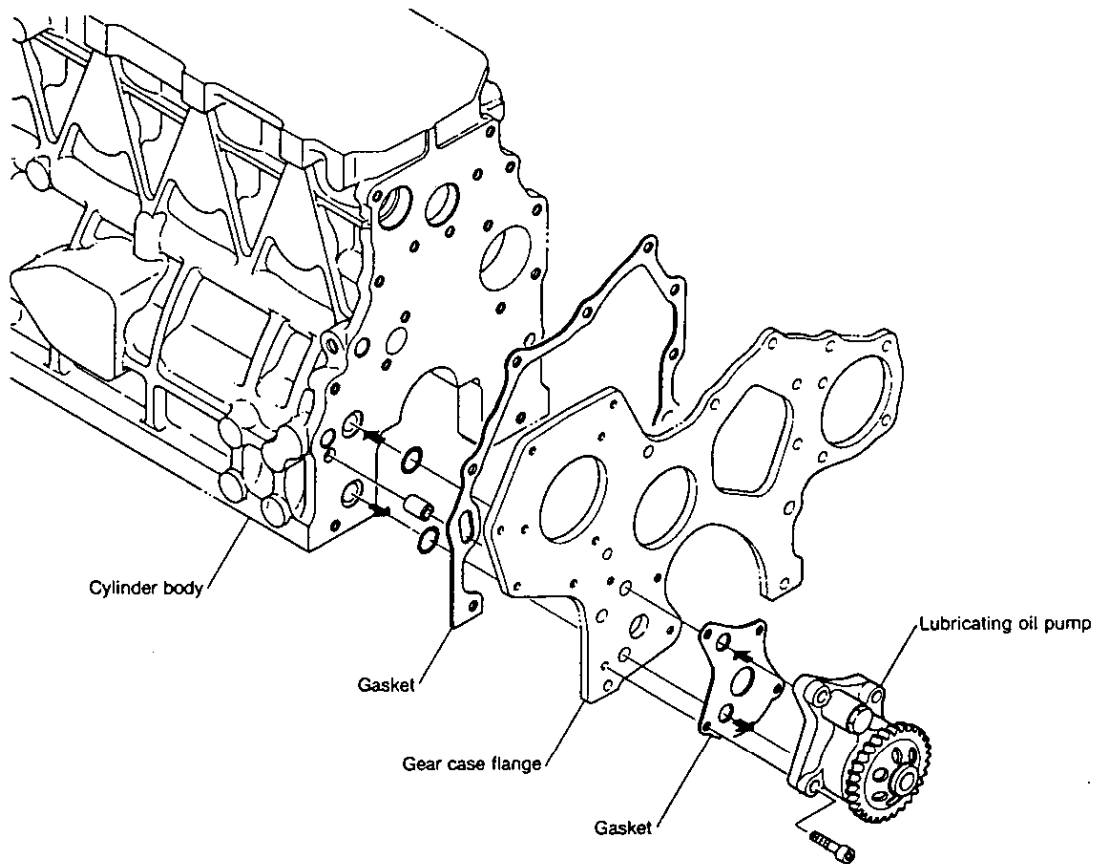
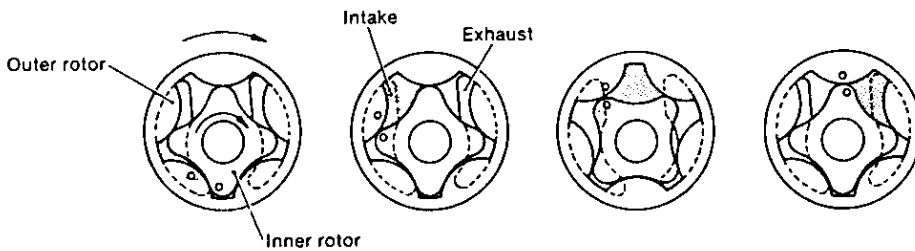
2. Lube Oil Pump

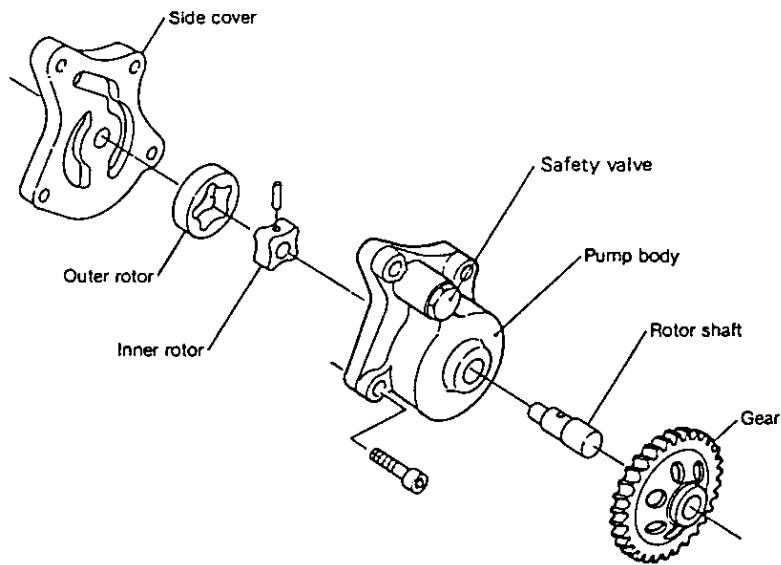
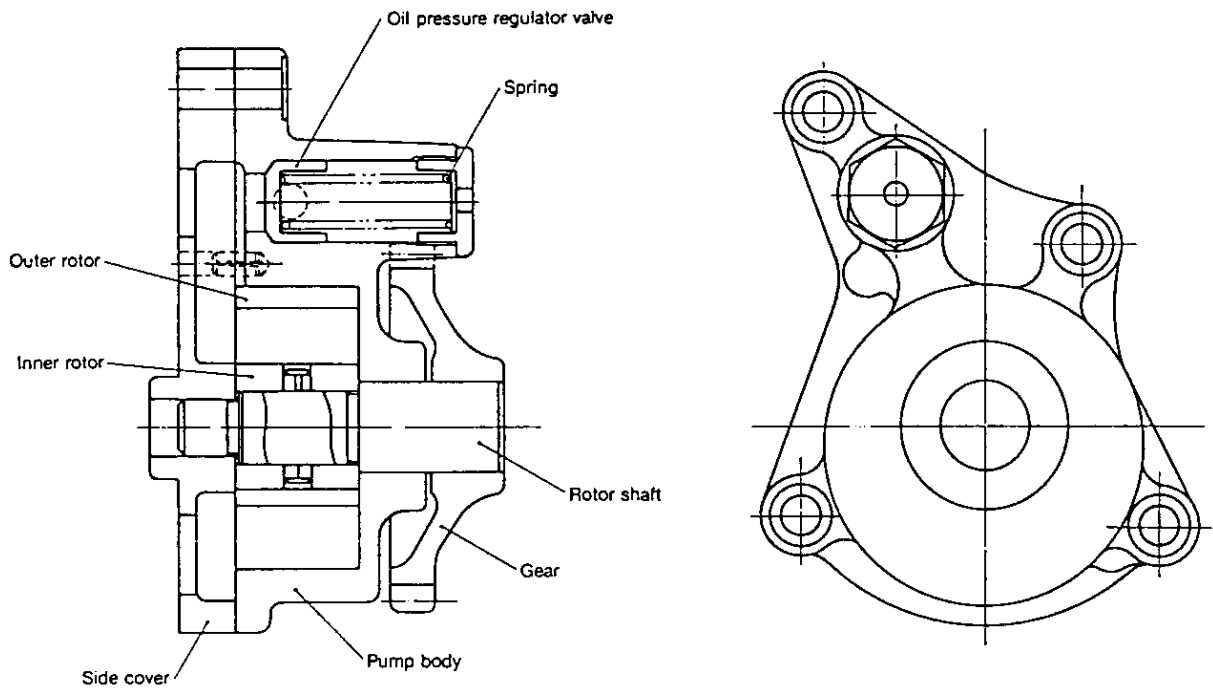
2-1 Lube oil pump construction

The trochoid type lube oil pump is mounted on the gear case side engine plate, and the rotor shaft gear is driven by the crankshaft gear.

The lube oil flows from the intake filter mounted on the bottom of the cylinder body through the holes in the cylinder body and engine plate, and out from the holes in the engine plate and cylinder body to the discharge filter.

The lube oil pump is fitted with a pressure regulating valve which maintains the discharge pressure at 3kg/cm².



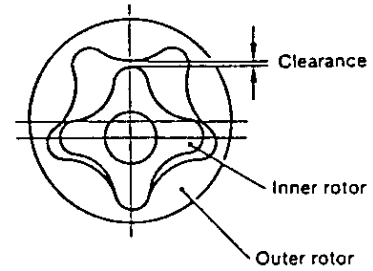


2-2 Specifications of lube oil pump

Engine speed	3600 rpm
Gear ratio (crank gear/pump gear)	28/29
Pump speed	3477 rpm

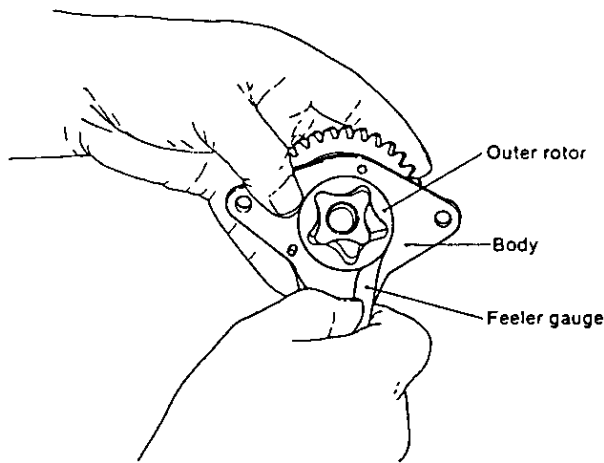
2-3 Lube oil pump disassembly

- (1) Remove the lube oil pump assembly from the engine plate.
- (2) The lube oil pump cover may be disassembled, but do not disassemble the rotor, rotor shaft or drive gear. The oil pressure regulating valve plug is coated with adhesive and screwed in, so it cannot be disassembled. These parts cannot be reused after disassembly. Replace if necessary as an assembly.



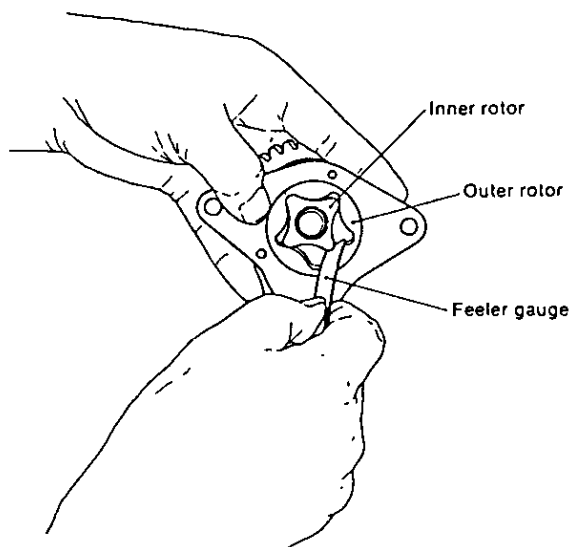
2-4 Lube oil pump inspection

- (1) Clearance between outer rotor and pump body
Insert a feeler gauge between the outer rotor and pump body to measure the clearance, and replace if it exceeds the limit.



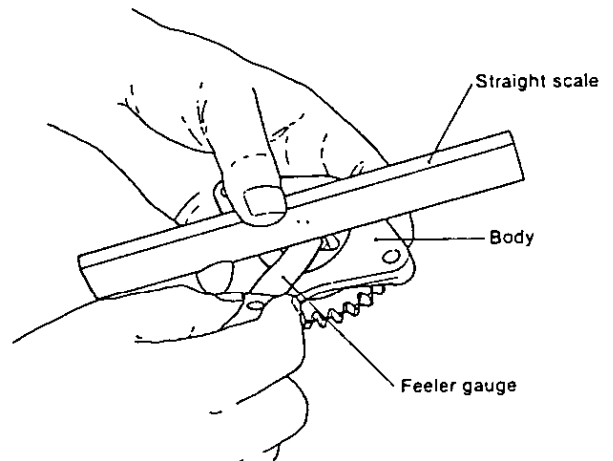
	mm (in.)	
	Standard	Wear limit
Outer rotor and pump body clearance	0.100 ~ 0.170 (0.0039 ~ 0.0066)	0.25 (0.0098)

- (2) Clearance between outer rotor and inner rotor
To measure clearance, insert a feeler gauge between the top of the inner rotor tooth and the top of the outer rotor tooth, and replace if it exceeds the limit.



	mm (in.)	
	Standard	Wear limit
Outer rotor and inner rotor clearance	0.050 ~ 0.105 (0.0019 ~ 0.0041)	0.15 (0.0059)

- (3) Clearance between pump body and inner rotor side of outer rotor
Place a straight-edge against the end of the pump body and insert a feeler gauge between the straight-edge and the rotor to measure side clearance. Replace the assembly if the clearance exceeds the limit.



	mm (in.)	
	Standard	Wear limit
Pump body and inner rotor, outer rotor clearance	0.03 ~ 0.09 (0.0011 ~ 0.0035)	0.13 (0.0051)

- (4) Clearance between rotor shaft and side cover
Measure the rotor shaft outer diameter and the side cover hole diameter, and replace the entire assembly if the clearance exceeds the limit.

	mm (in.)	
	Standard	Wear limit
Rotor shaft and body clearance	0.013 ~ 0.043 (0.0005 ~ 0.0016)	0.2 (0.0078)

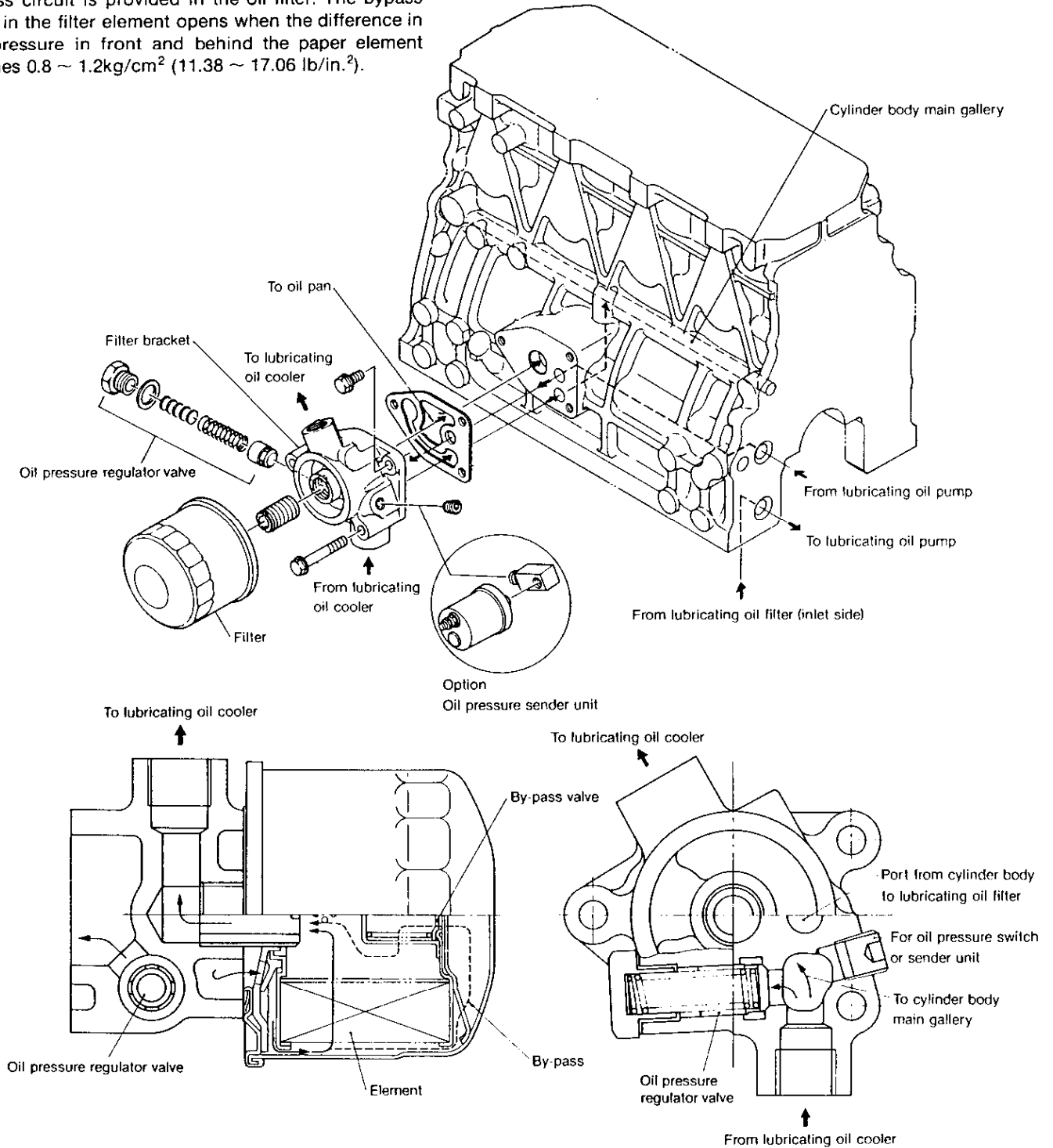
- (5) Check for looseness of driver gear/rotor shaft fitting, and replace the entire assembly if loose or wobbly.
- (6) Push the oil pressure regulating valve piston from the oil hole side, and replace the assembly if the piston does not return due to spring breakage, etc.
- (7) Make sure that the rotor shaft rotates smoothly and easily when the drive gear is rotated.

Turning torque	less than 1.5 kg-cm (0.108 ft-lb)
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3. Lube Oil Filter

3-1 Lube oil filter construction

The lube oil filter is a full-flow paper element type, mounted to the side of the cylinder body with the filter bracket. The cartridge type filter is easy to remove. To prevent seizure in the event of the filter clogging up, a bypass circuit is provided in the oil filter. The bypass valve in the filter element opens when the difference in the pressure in front and behind the paper element reaches $0.8 \sim 1.2\text{kg/cm}^2$ ($11.38 \sim 17.06 \text{ lb/in.}^2$).



Type	Full flow, paper element
Filtration area	0.10m ² (155 in. ²)
Discharge volume	30 l/min (1830 in. ³ /min)
Pressure loss	0.3 ~ 0.5 kg/cm ² (4.26 ~ 7.11 lb/in. ²)
By-pass valve regulating pressure	0.8 ~ 1.2 kg/cm ² (11.37 ~ 17.06 lb/in. ²)

3-2 Lube oil filter replacement

(1) Period

The paper element will get clogged up with dirt after long hours of usage, and eventually unfiltered oil will be fed to the engine through the bypass circuit. Replace the filter according to the following standard, as the dirt in unfiltered oil will of course have a detrimental affect on the engine.

Oil filter replacement period	Every 300 hours of engine operation
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(2) Replacement

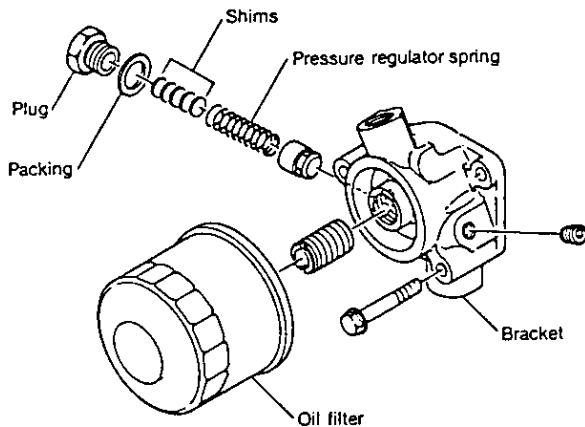
- 1) Remove the lube oil filter with the special tool.
- 2) Clean the filter mounting surface on the filter bracket and mounting screws.
- 3) Coat the filter rubber packing with lube oil.
- 4) Screw in the filter until the rubber packing comes in contact with the bracket mounting surface, and then 2 ~ 3 turns more.
- 5) Run the engine after mounting the filter, and make sure that there is no oil leakage.

4. Oil Pressure Control Valve

4-1 Oil pressure control valve construction

The oil pressure control valve built into the oil filter bracket controls the oil pressure from the time the lube oil leaves the filter and is cooled in the lube oil cooler until just before it enters the cylinder body main gallery.

When the pressure of lube oil entering the cylinder body main gallery exceeds the setting, the control valve piston opens the bypass hole and lube oil flows back into the oil pan.



Regulating pressure	3.5 ~ 4.5 kg/cm ² (49.78 ~ 64.00 lb/in. ²)
---------------------	--

4-2 Oil pressure control valve replacement

The control valve has been adjusted and assembled at the factory, so it should not be disassembled without good reason.

If the oil pressure control valve is disassembled due to spring trouble, etc., mount a pressure gauge on the oil pressure sender unit mounting washer, and adjust the pressure with adjustment shims until it is at the specified value.

Shim thickness	Shim part No.
0.2mm (0.0078 in.)	121850-35210
0.5mm (0.0196 in.)	121850-35220
1.0mm (0.0393 in.)	121850-35230

4-3 Vibration preventing damper

The filter bracket hydraulic (oil pressure) sender unit mount is constructed so that a vibration preventing damper can be mounted on it.

The hydraulic sender unit is mounted on the damper.

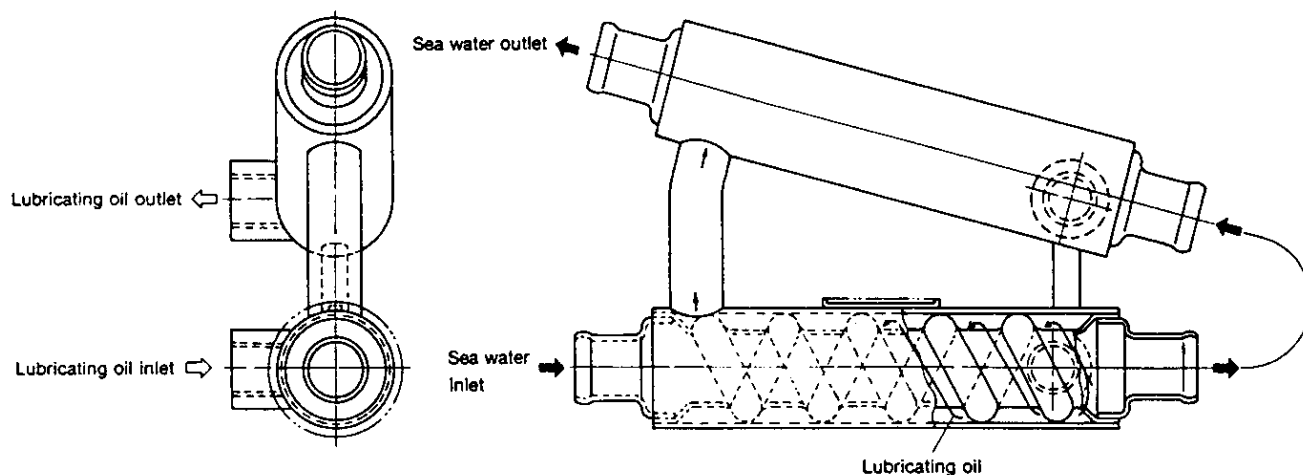
5. Lube Oil Cooler [Applicable Engine Model 4JH2E

5-1 Lube oil cooler construction

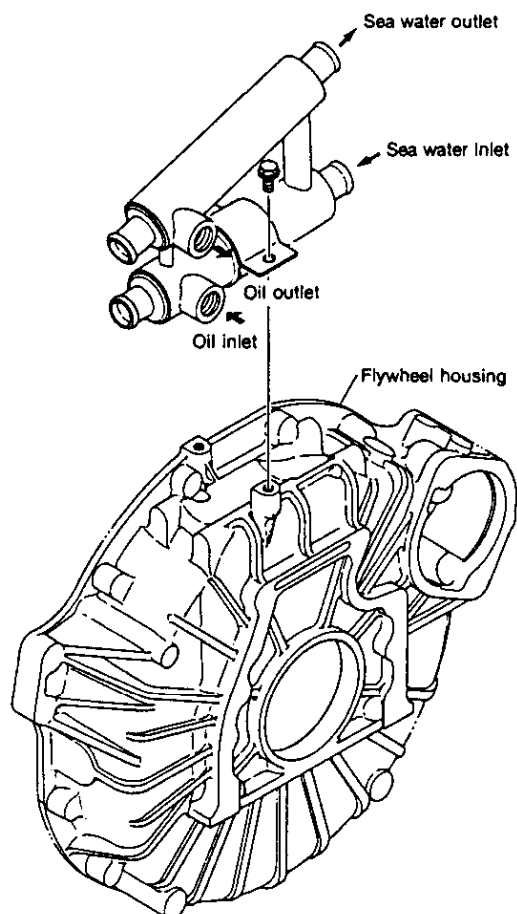
The spiral thread of the inner pipe is in contact with the inner surface of the outer pipe. This forms a spiral passageway.

The lube oil flows through this passageway and is cooled by the cooling water (sea water) flowing through the inner pipe.

There are two such pipes, connected side by side, designed so that the lube oil and sea water flow in the opposite directions.



Cooling area	0.0192m ² (29.76 in. ²)
Cooling water discharge volume	3773 l/hr (230228 in. ³ /h)
Lubricating oil discharge volume	2160 l/hr (131803 in. ³ /h)
Lubricating oil temperature at 40°C room air	Model 4JHE: 110°C or below Model 4JH-TE: 115°C or below



5-2 Inspecting the lube oil cooler

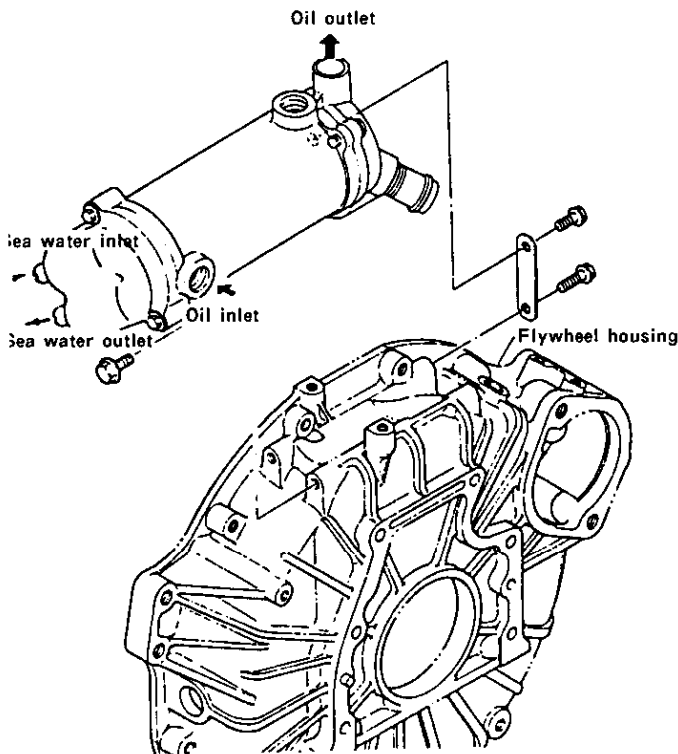
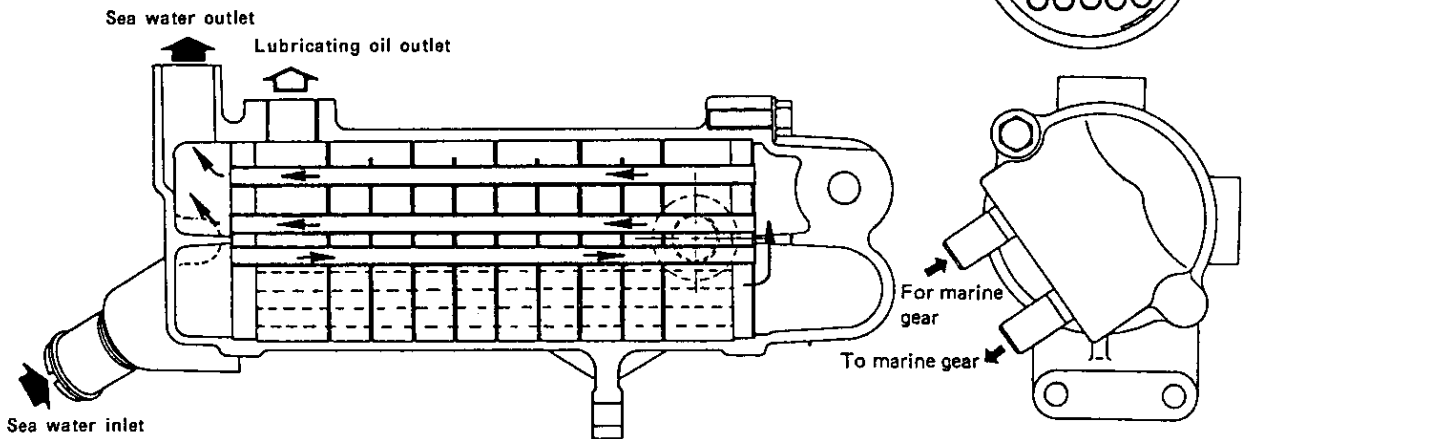
- (1) Clean the inside of the sea water pipes with a wire brush to prevent the build-up of scale.
- (2) If the rubber hose connection or welds are corroded, repair or replace the cooler.
- (3) Apply the following water pressures to the sea water and lube oil lines to check for any leakage. Repair or replace the cooler if there are any leaks.

	Test pressure
Lubricating oil circuit	8 kg/cm ² (113.78 lb/in. ²)
Sea water circuit	4 kg/cm ² (56.89 lb/in. ²)

Lube Oil Cooler [Applicable Engine Model 4JH2-TE 4JH2-HTE 4JH2-DTE] 4JH2-UTE

5-1 Lube oil cooler construction

The lube oil cooler is comprised of 36 cooling pipes and 9 internal baffle plates.
The lube oil flows through this passageway and is cooled by the cooling water (sea water) flowing through the inner pipe.



Cooling area	0.165m ² (255.75 in. ²)
Cooling water discharge volume	3500l/hr (213570 in. ³ /h)
Lubricating oil discharge volume	2160 l/hr (131803 in. ³ /h)
Lubricating oil temperature at 40°C room temperature	100°C or below

5-2 Inspecting the lube oil cooler

- (1) Clean the inside of the sea water pipes with a wire brush to prevent the build-up of scale.
- (2) If the rubber hose connection or welds are corroded, repair or replace the cooler.
- (3) Apply the following water pressures to the sea water and lube oil lines to check for any leakage. Repair or replace the cooler if there are any leaks.

	Test pressure
Lubricating oil circuit	15kg/cm ² (213.30 lb/in. ²)
Sea water circuit	4 kg/cm ² (56.89 lb/in. ²)

6. Piston Cooling Nozzle

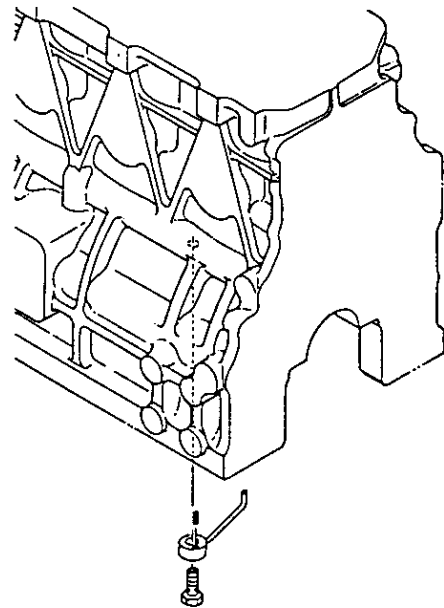
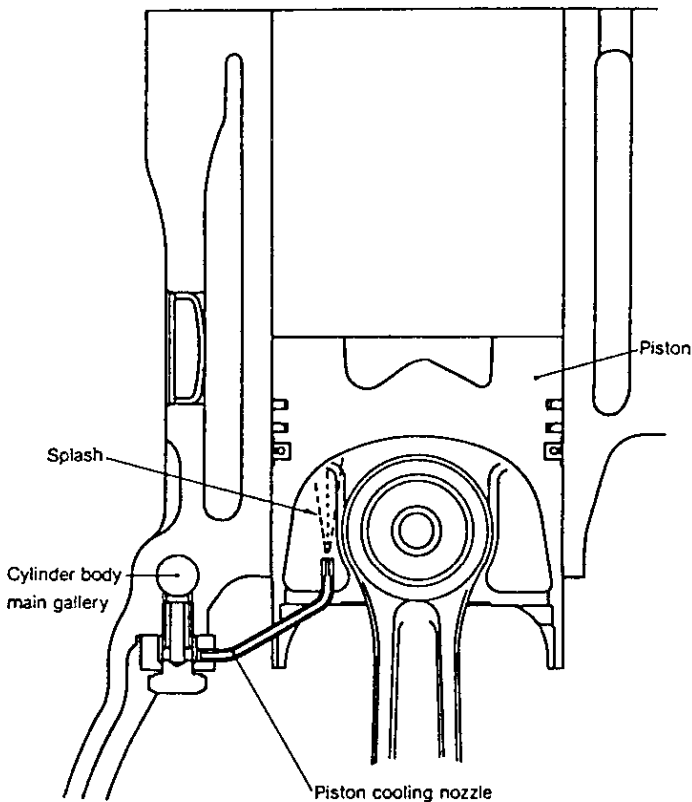
6-1 Piston cooling nozzle construction

A nozzle made from steel piping is mounted on the lower part of cylinder body main gallery. Lube oil from the main gallery is sprayed out in a jet from the steel tip ($\varnothing 1.77\text{mm}$ (0.0697in.)) of this pipe.

This jet spray cools the piston surface when the piston goes down.

6-2 Inspection of piston cooling nozzle

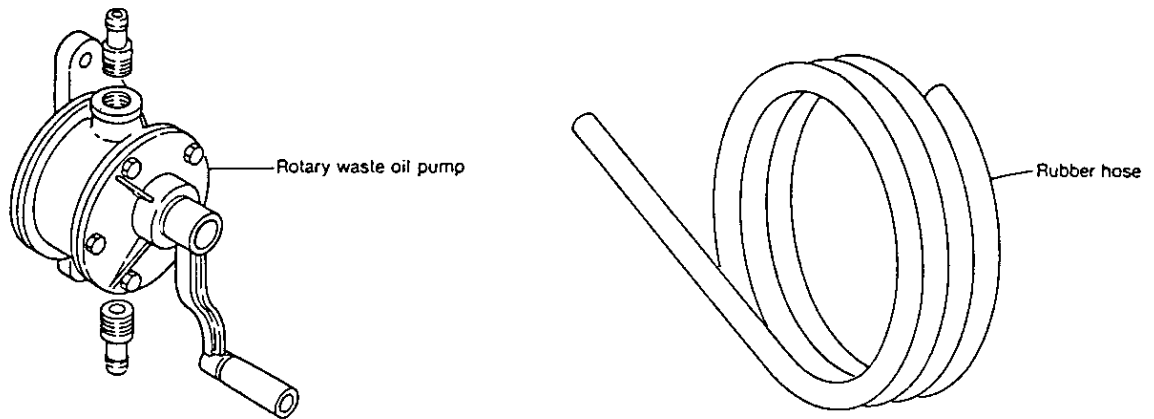
- (1) Check the nozzle tip hole to see if it is clogged up with dirt or other foreign matter, and clean.
- (2) Inspect the pipe mounting to see if it is or may become loose or come off due to vibration, etc., and replace if necessary.



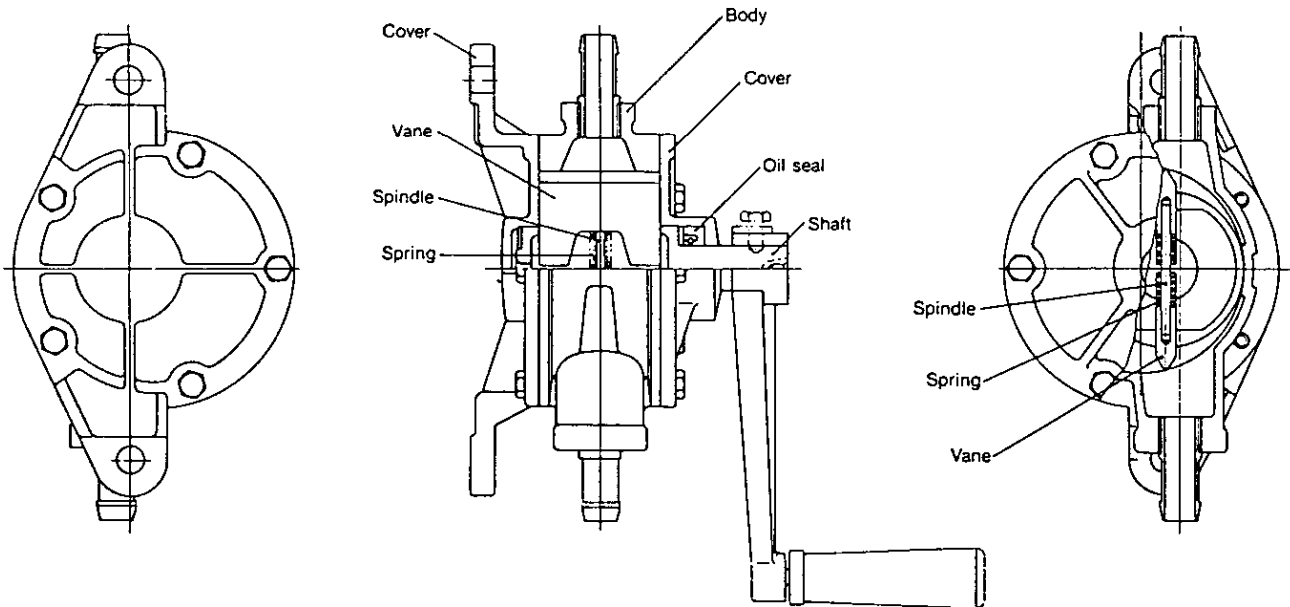
Oil injection volume	1.3 l/min. (79.32 in. ³ /min)
Oil injection pressure	3.5 kg/cm ² (49.78 lb/in. ²)

7. Rotary Waste Oil Pump (Optional)

A rotary waste oil pump to pump out waste oil during oil changing is available as an option. This is a vane type pump. Turning the handle rotates the vanes and pumps out lube oil.



7-1 Construction



Rotary waste oil pump

Delivery capacity of one stroke	0.13l (7.93 in. ³)
Delivery pressure	1.5 kg/cm ² (21.33 lb/in. ²) or below
Suction head	less than 1m (39.37 in.)
Part No.	43600-002311

Rubber hose

Inner dia. × length	∅12 × 1000mm (0.4724 × 39.37 in.)
Part No. of rubber hose	43720-001220

7-2 Inspecting the waste oil pump

- (1) Disassemble the waste oil pump and check for spring breakage or vane damage when there is an extreme drop in discharge volume, and replace if necessary.
- (2) Replace the oil seal if there is excessive oil leakage from the handle shaft.
- (3) Replace the impeller if there is an excessive gap between the impeller and the covers on both sides of casing. This will cause a drop in discharge volume.
- (4) The hose coupling is coated with adhesive and screwed in. It therefore cannot be disassembled.

COOLING WATER SYSTEM

1. Cooling Water System	6-1
2. Sea Water Pump	6-4
3. Fresh Water Pump	6-7
4. Heat Exchanger	6-10
5. Pressure Cap and Sub Tank	6-12
6. Thermostat	6-14
7. Kingston Cock (Optional)	6-16
8. Sea Water Filter (Optional)	6-17
9. Bilge Pump and Bilge Strainer (Optional)	6-18

1. Cooling Water System

The cooling water system is of the indirect sea water cooled, fresh water circulation type. The cylinders, cylinder heads, turbocharger and exhaust manifold are cooled with fresh water, and the lube oil cooler air cooler and fresh water cooler (heat exchanger) use sea water.

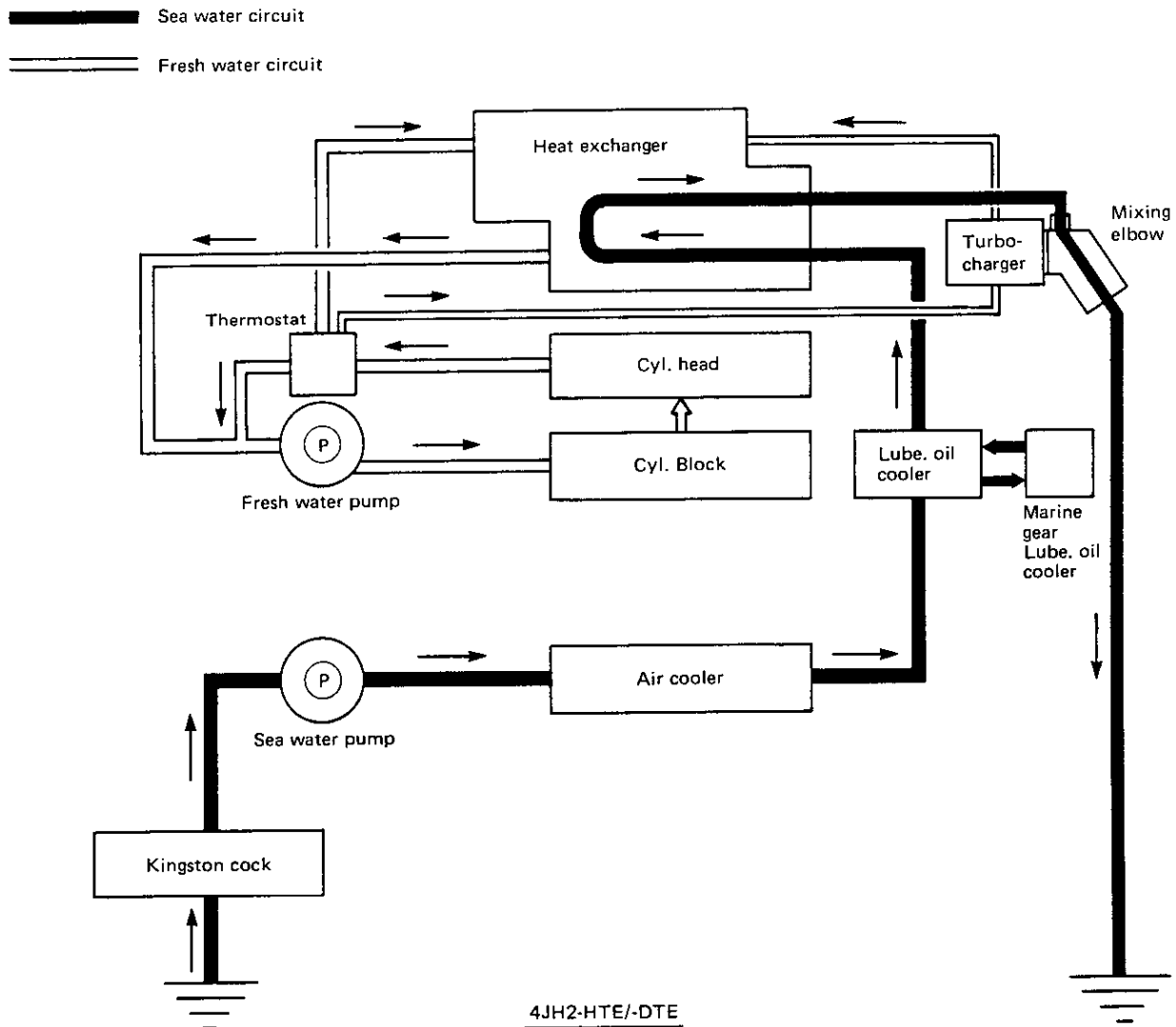
Sea water pumped in from the sea by the sea water pump cools the intercooler the lube oil in the lube oil cooler and then goes to the heat exchanger, where it cools the fresh water. Then it is sent to the mixing elbow and is discharged from the ship with the exhaust gas.

Fresh water is pumped by the fresh water pump from the fresh water tank to the cylinder jacket to cool the cylinders, the cylinder head and then turbocharger. The

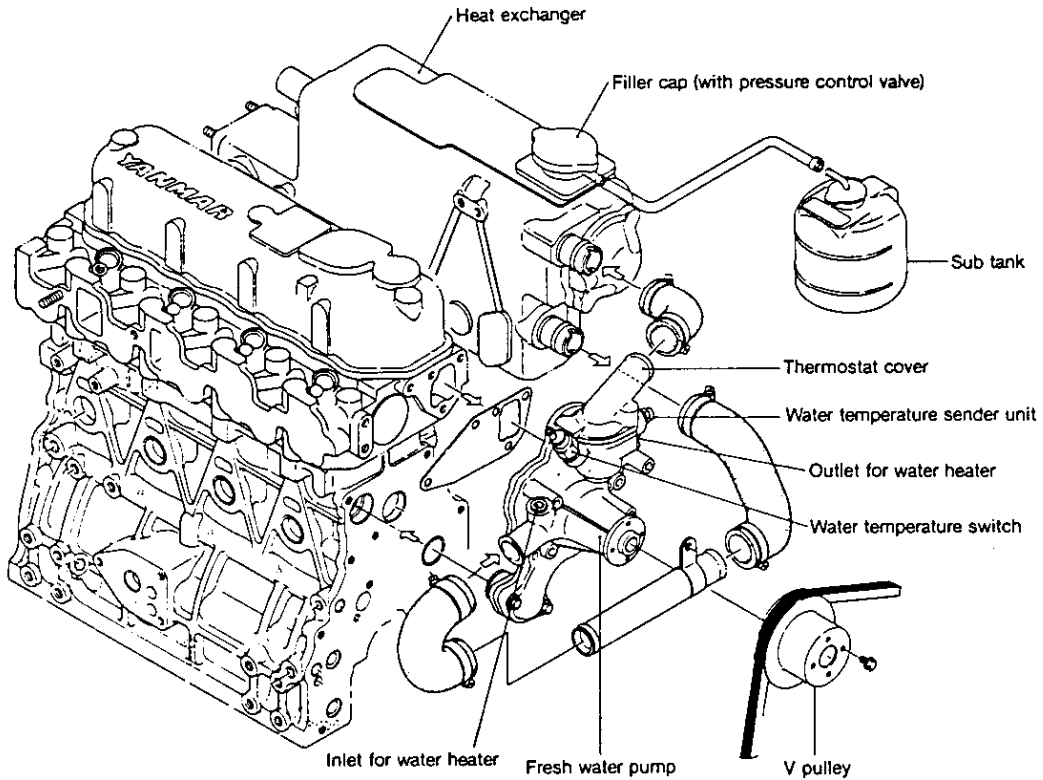
fresh water pump body also serves as a discharge passage-way (line) at the cylinder head outlet, and is fitted with a thermostat.

The thermostat is closed when the fresh water temperature is low, immediately after the engine is started and during low load operation, etc. Then the fresh water flows to the fresh water pump inlet, and is circulated inside the engine without passing through the heat exchanger.

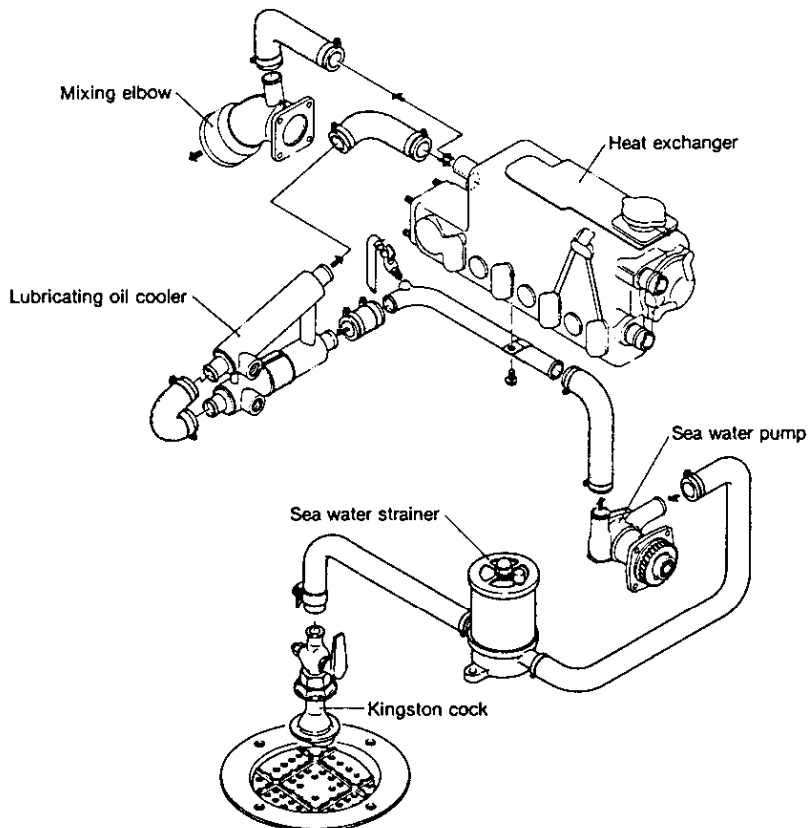
When the temperature of the fresh water rises, the thermostat opens, fresh water flows to the heat exchanger, and it is then cooled by the sea water in the tubes as it flows through the cooling pipe. The temperature of the fresh water is thus kept within a constant range by the thermostat.



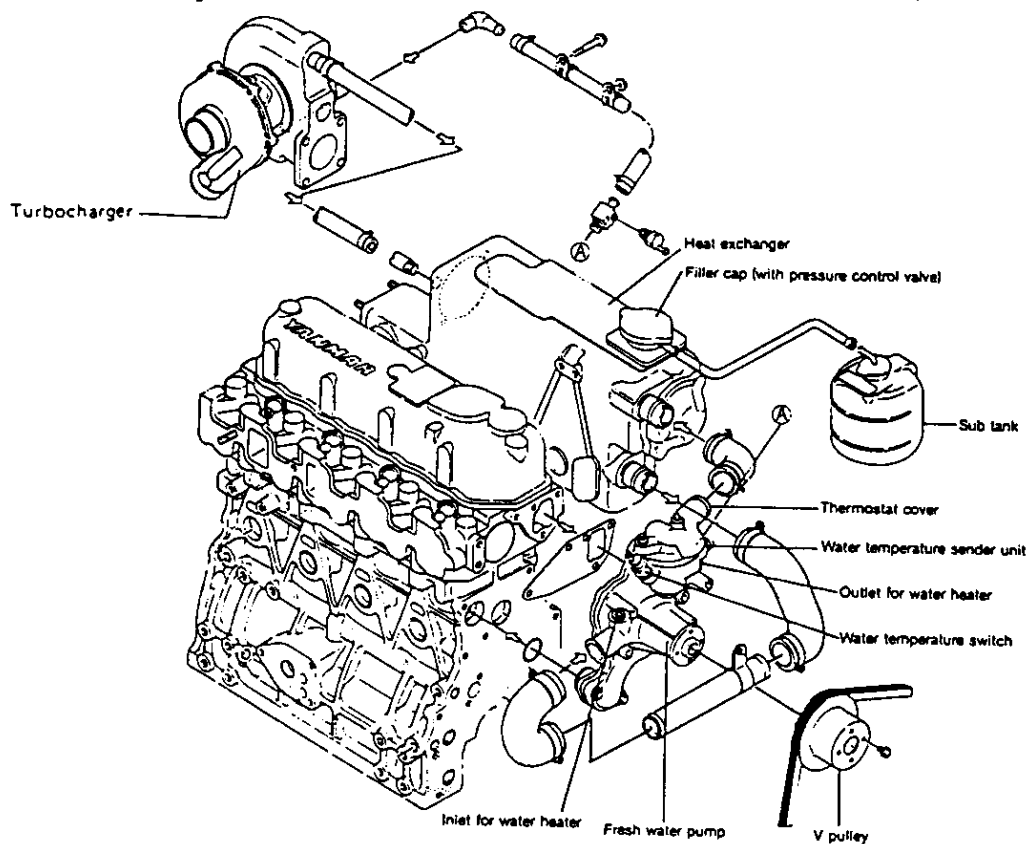
Fresh water line [ENGINE MODEL: 4JH2E & 4JH2-TE]



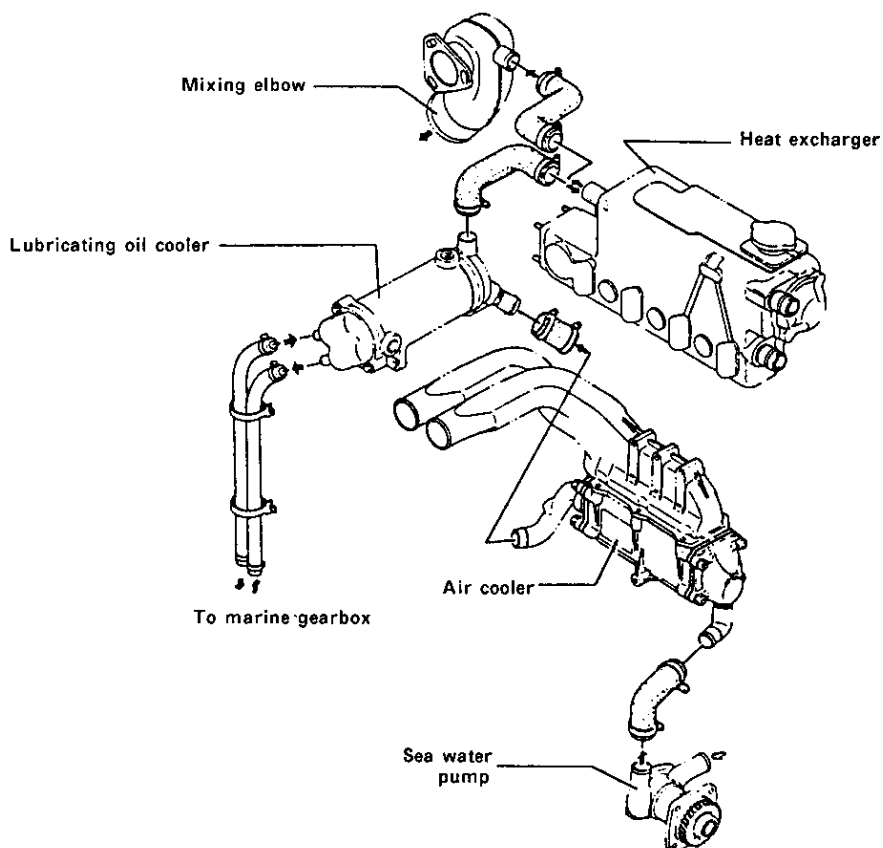
Sea water line [ENGINE MODEL: 4JH2E & 4JH2-TE]

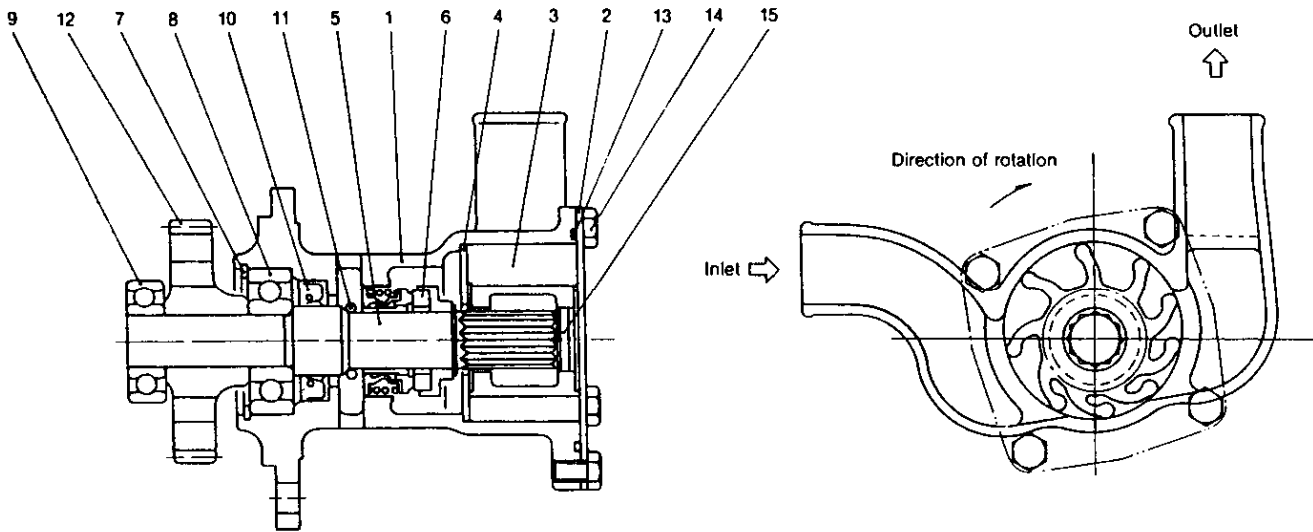


Fresh water line [ENGINE MODEL: 4JH2-HTE, 4JH2-DTE, 4JH2-UTE]



Sea water line [ENGINE MODEL: 4JH2-DTE, 4JH2-UTE]





- | | | |
|------------------------|--------------------|--------------------------|
| 1. Sea water pump body | 6. Mechanical seal | 11. Water seal ring |
| 2. Side cover | 7. Circlip | 12. Gear |
| 3. Impeller (C-type) | 8. Bearing | 13. O ring |
| 4. Wear plate | 9. Bearing | 14. Hexagonal bolt |
| 5. Pump shaft | 10. Oil seal | 15. Impeller blind cover |

2-2 Specifications of sea water pump

Engine speed (max.)	3600 rpm
Gear ratio (crank gear/pump gear)	28/31
Pump speed	3252 rpm
Suction head	0.5m (1.66 ft)
Total head	9.5m (31.16 ft)
Delivery capacity	3250 l/h (198315 in. ³ /h)

2-3 Sea water pump disassembly

- (1) Remove the rubber hose from the sea water pump outlet and then the sea water pump assembly from the gear case.
- (2) Remove the sea water pump cover and take out the O-ring, impeller and wear plate.
- (3) Remove the mechanical seal side stop ring.
- (4) Insert pliers from the drive gear long hole and remove the stop ring that holds the bearings.
- (5) Lightly tap the pump shaft from the impeller side and

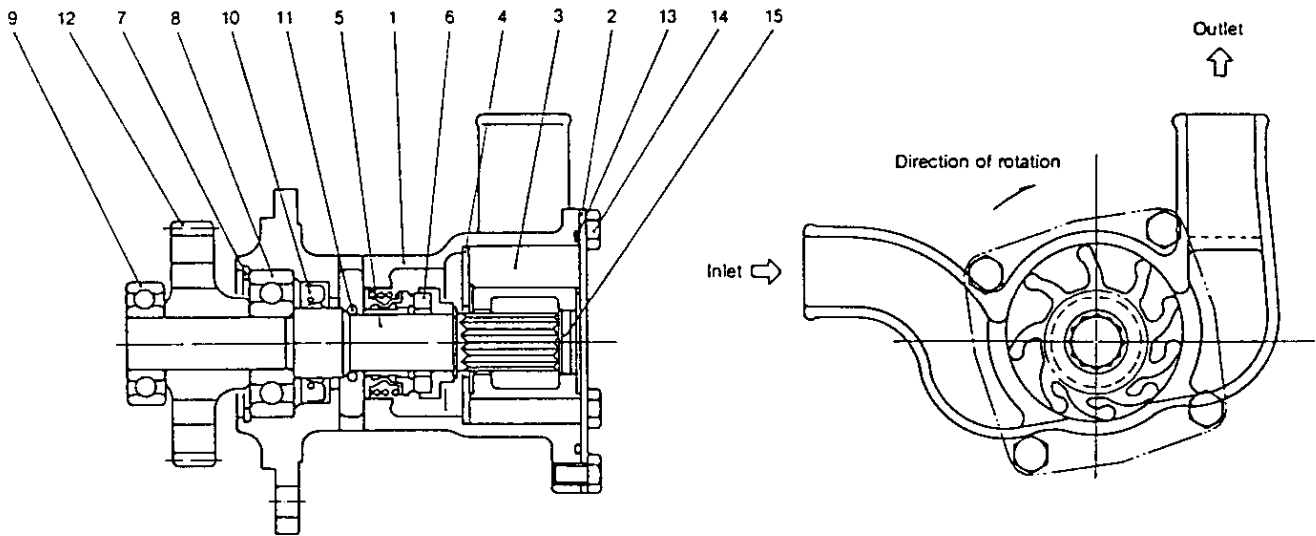
- remove the pump shaft, bearings, and drive gear as a set.
- (6) Remove the oil seal and mechanical seal if necessary.

2-4 Sea water pump inspection

- (1) Inspect the rubber impeller, checking for splitting around the outside, damage or cracks, and replace if necessary.

	Standard	Clearance at assembly	Maximum allowable clearance	Wear limit
Impeller width	31.6 ~ 31.8 (1.2440 ~ 1.2519)	0 ~ 0.3 (0 ~ 0.0118)	0.8 (0.0314)	31.3 (1.2322)
Wear plate thickness	2 (0.0787)			1.8 (0.0708)
Housing width	33.8 ~ 33.9 (1.3307 ~ 1.3346)			—
Side plate thickness	2 (0.0787)			1.8 (0.0708)

mm (in.)



- | | | |
|------------------------|--------------------|--------------------------|
| 1. Sea water pump body | 6. Mechanical seal | 11. Water seal ring |
| 2. Side cover | 7. Circlip | 12. Gear |
| 3. Impeller (C-type) | 8. Bearing | 13. O ring |
| 4. Wear plate | 9. Bearing | 14. Hexagonal bolt |
| 5. Pump shaft | 10. Oil seal | 15. Impeller blind cover |

2-2 Specifications of sea water pump

Engine speed (max.)	3600 rpm
Gear ratio (crank gear/pump gear)	28/31
Pump speed	3252 rpm
Suction head	0.5m (1.66 ft)
Total head	9.5m (31.16 ft)
Delivery capacity	3750 l/h (228825in. ³ /h)

2-3 Sea water pump disassembly

- (1) Remove the rubber hose from the sea water pump outlet and then the sea water pump assembly from the gear case.
- (2) Remove the sea water pump cover and take out the O-ring, impeller and wear plate.
- (3) Remove the mechanical seal side stop ring.
- (4) Insert pliers from the drive gear long hole and remove the stop ring that holds the bearings.
- (5) Lightly tap the pump shaft from the impeller side and

- remove the pump shaft, bearings, and drive gear as a set.
- (6) Remove the oil seal and mechanical seal if necessary.

2-4 Sea water pump inspection

- (1) Inspect the rubber impeller, checking for splitting around the outside, damage or cracks, and replace if necessary.

mm (in.)

	Standard	Clearance at assembly	Maximum allowable clearance	Wear limit
Impeller width	31.6 ~ 31.8 (1.2440 ~ 1.2519)	0 ~ 0.3 (0 ~ 0.0118)	0.8 (0.0314)	31.3 (1.2322)
Wear plate thickness	2 (0.0787)			1.8 (0.0708)
Housing width	33.8 ~ 33.9 (1.3307 ~ 1.3346)			—
Side plate thickness	2 (0.0787)			1.8 (0.0708)

- (3) Inspect the mechanical seal and replace if the spring is damaged, or the seal is corroded. Also replace the mechanical seal if there is considerable water leakage during operation.

Cooling water leakage	less than 3 cc/h (0.18 in. ³ /h)
Parts No. of oil seal	129795-42670

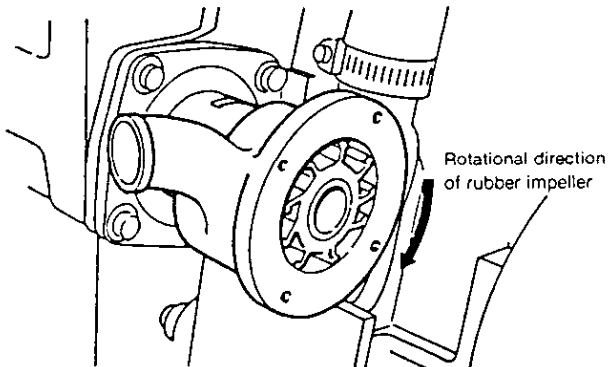
- (4) Make sure the ball bearings rotate smoothly. Replace if there is excessive play.

2-5 Sea water pump reassembly

- (1) When replacing the mechanical seal, coat the No.1101 oil seal and pressure fit. Coat the sliding surface with a good quality silicon oil, taking sufficient care not to cause any scratches.
- (2) When replacing the oil seal, coat with grease and insert.
- (3) Mount the pump shaft, ball bearing and gear assembly to the pump unit and fit the bearing stop ring. Be sure not to forget the water O-ring when doing this.

NOTE: Coat the shaft with grease.

- (4) After inserting the mechanical seal stop ring, mount the wear plate and impeller.



- NOTE: 1. When inserting the impeller in the pump, make sure that the impeller lies in the proper direction.
2. Coat the inside of pump body impeller housing with grease.*

- (5) Mount the O-ring side cover.

NOTE: Replace the O-ring.

3. Fresh Water Pump

3-1 Fresh water pump construction

The fresh water pump is of the centrifugal (volute) type, and circulates water from the fresh water tank to the cylinders and cylinder head.

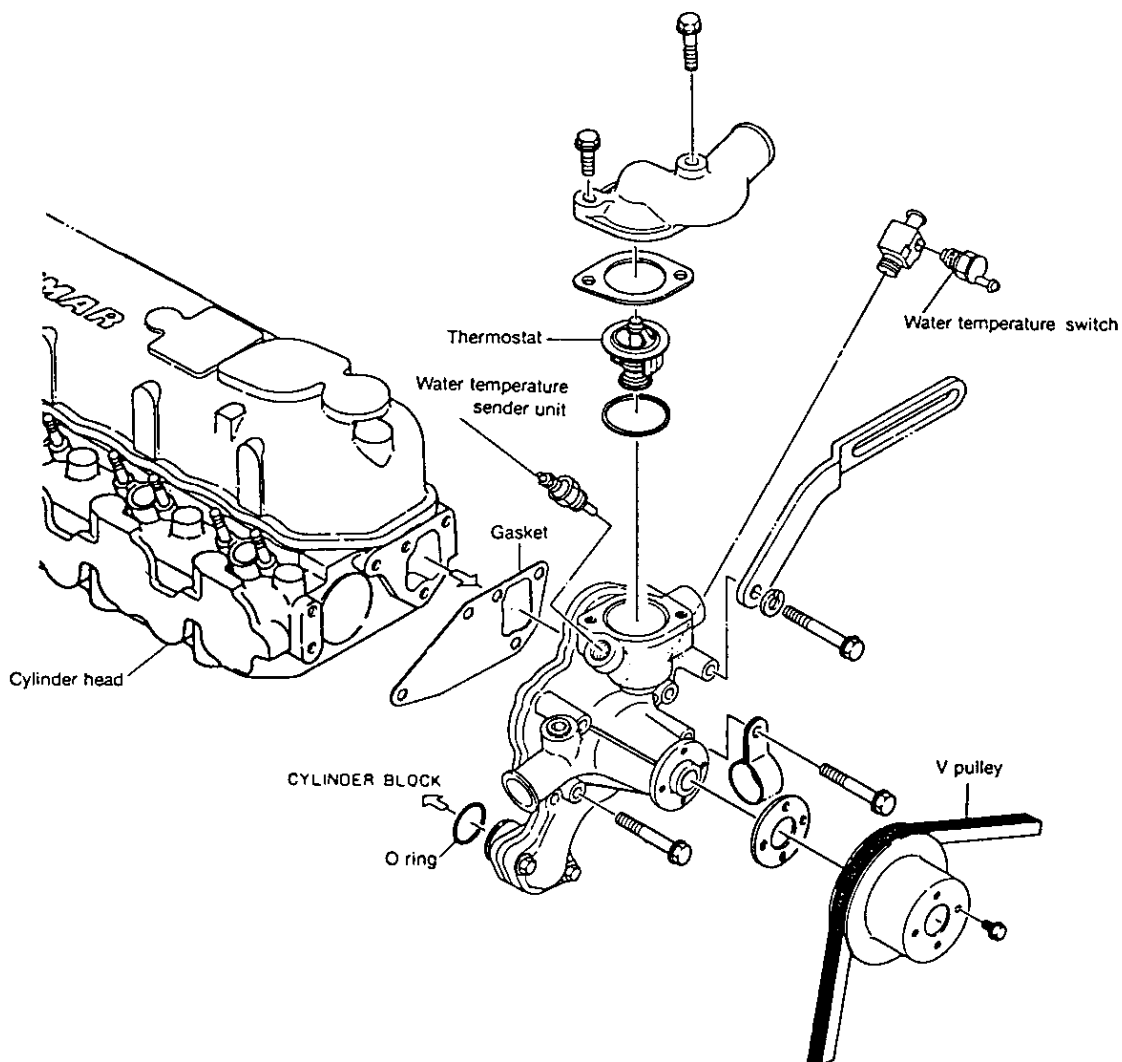
The fresh water pump consists of the pump body, impeller, pump shaft, bearing unit and mechanical seal. The V pulley on the end of the pump shaft is driven by a V belt from the crankshaft.

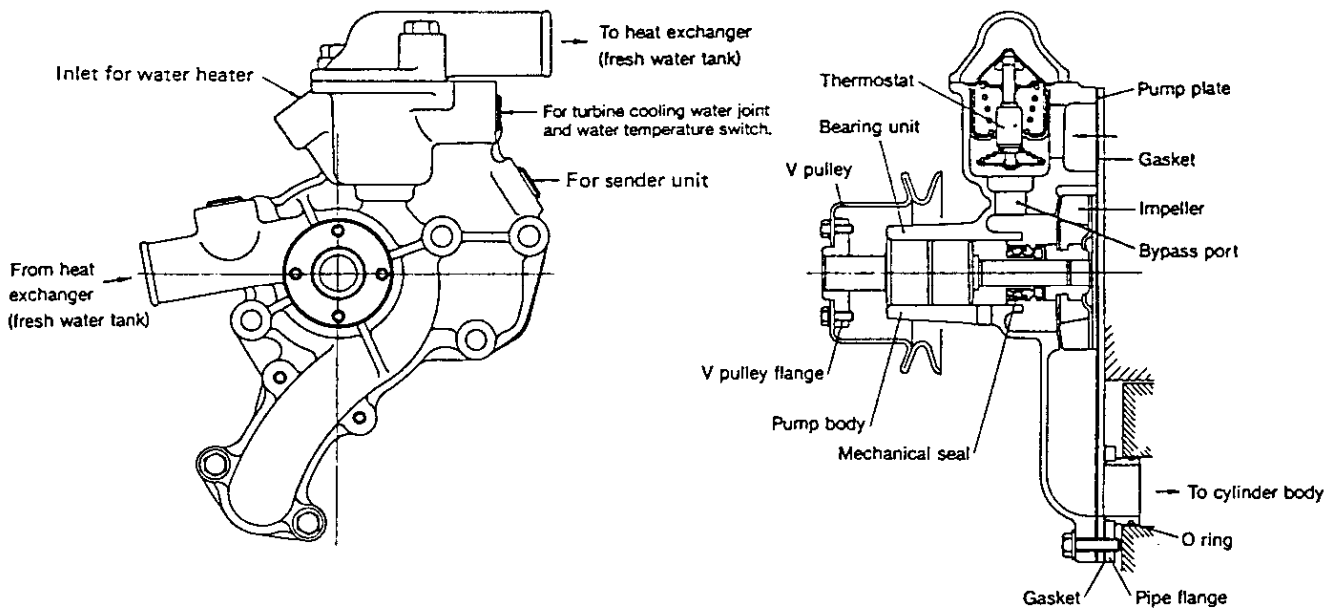
The bearing unit assembled in the pump shaft uses grease

lubricated ball bearings and cannot be disassembled.

The totally enclosed mechanical seal spring presses the impeller seal mounted on the impeller side away from the pump body side. This prevents water from leaking along the pump shaft.

As the impeller and pulley flanges are press fit assembled, they cannot be disassembled.





3-2 Specifications of fresh water pump

Crank shaft speed (max.)	3600 rpm
Pulley ratio (crank shaft/pump shaft)	∅134/∅120
Pump shaft speed	4020 rpm
Delivery capacity	86.6 l/min (5284 in. ³ /min)
Total head	4m (13.12 ft)

3-3 Fresh water pump disassembly

- (1) Do not disassemble the fresh water pump. It is difficult to disassemble and, once disassembled, even more difficult to reassemble. Replace the pump as an assembly in the event of trouble.
- (2) When removing the fresh water pipe as an assembly from the cylinder and cylinder head, replace the cylinder intake pipe O-ring.
- (3) When the fresh water pump body and cylinder intake flange and/or fresh water pump and pump plate are disassembled, retighten to the specified torque.

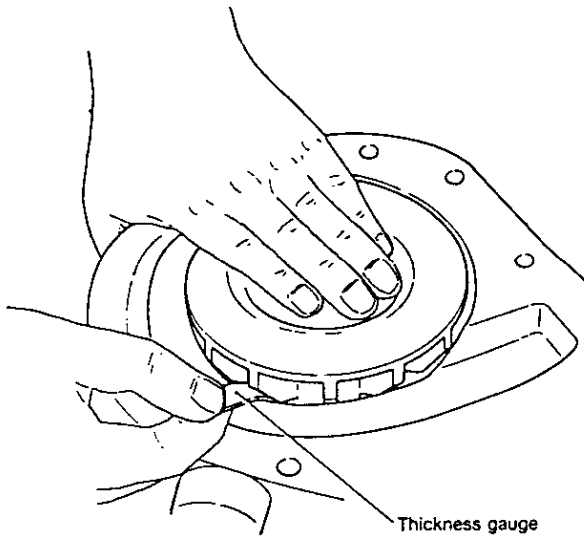
Tightening torque for pump setting bolts	70 ~ 110 kg-cm (5.06 ~ 7.94 ft-lb)
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3-4 Fresh water pump inspection

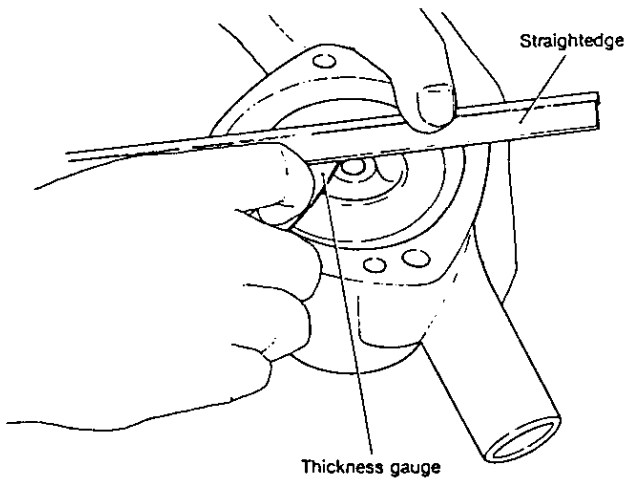
- (1) Bearing unit inspection
Rotate the impeller smoothly. If the rotation is not smooth or abnormal noise is heard due to excessive bearing play or contact with other parts, replace the pump as an assembly.
- (2) Impeller inspection
Check the impeller blade, and replace if damaged or corroded, or if the impeller blade is worn due to contact with pump body.

- (3) Check the holes in the cooling water and bypass lines, clean out any dirt or other foreign matter and repair as necessary.
- (4) Replace the pump as an assembly if there is excessive water leakage due to mechanical seal or impeller seal wear or damage.
- (5) Inspect the fresh water pump body and flange, clean off scale and rust, and replace if corroded.
- (6) Measure the clearance between the impeller and the pump body, and the impeller and the plate. Measure the clearance between the impeller and the pump body by pushing the impeller all the way towards the body, and inserting a thickness gauge diagonally between the impeller and the body. Measure the clearance between the impeller and the plate (pump body bracket) by placing a straight-edge against the end of the pump body and inserting a thickness gauge between the impeller and the straight-edge.

Measuring clearance between impeller and pump body.



Measuring clearance between impeller and pump body bracket.



	mm (in.)	
	Standard	Wear limit
Clearance between impeller and body	0.3 ~ 1.1 (0.0118 ~ 0.0433)	1.5 (0.0590)
Clearance between impeller and plate	1.5 (0.0590)	—

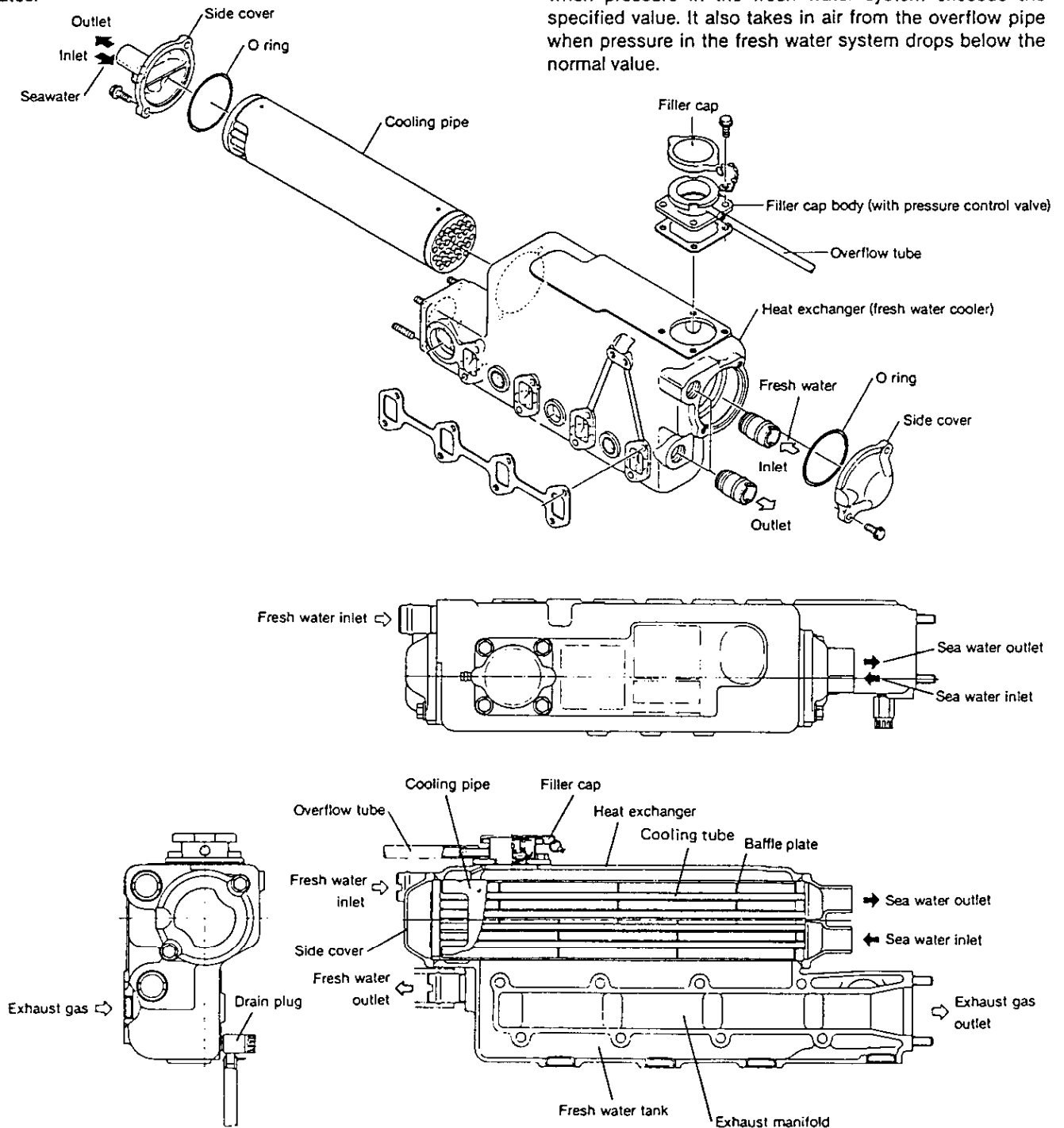
4. Heat Exchanger

4-1 Heat exchanger construction

The heat exchanger cools the hot fresh water that has cooled the inside of the engine with sea water. The inside of the heat exchanger cooling pipe consists of 36 small dia. tubes and baffle plates. The sea water flows through the small dia. tubes and the fresh water flows through the maze formed by the baffle plates.

There is a reservoir at the bottom of the cooling pipe which serves as the fresh water tank. There is an exhaust water passageway (line) in the reservoir which forms a water cooled exhaust gas manifold.

The filler cap on top of the heat exchanger has a pressure valve, which lets off steam through the overflow pipe when pressure in the fresh water system exceeds the specified value. It also takes in air from the overflow pipe when pressure in the fresh water system drops below the normal value.



4-2 Specifications of heat exchanger

Model of engine		4JH2E	4JH2-TE	4JH2-HTE	4JH2-DTE	4JH2-UTE
Output(DIN6270 B rating)	HP/rpm	50/3600	62/3600	75/3600	88/3600	100/3600
Pipe dia. × Pieces	mm(in.)	φ 6.4/φ 8 × 36 (0.2519/0.3149)		φ 6.8/φ 8 × 44, φ 4.75/φ 6.35 × 2 φ 0.2677/φ 0.3150 (φ 0.1870/φ 0.2500)		
Radiation area	m ² (in. ²)	0.298	0.298	0.416(644.8)	0.416(644.8)	0.416(644.8)
Radiation area/HP	m ² /HP(in. ² /HP)	0.00596(9.24)	0.00481(7.457)	0.00555(8.604)	0.00473(7.333)	0.00416(6.445)
Fresh water discharged volume	ℓ/hr(in. ³ /hr)					5562(339393)
Sea water discharged volume	ℓ/hr(in. ³ /hr)					3500(213570)
Fresh water flow speed in cooling pipe	m/s(ft/s)					1.53(5.02)
Sea water flow speed in cooling tube	m/s(ft/s)					1.34(4.39)
Fresh water capacity	ℓ(in. ³)					6.7(408.8)

4-3 Disassembly and reassembly of the heat exchanger

- (1) Remove the covers on both sides and take out the cooling pipe and O-ring(s).

NOTE: Replace the O-ring(s) when you have removed the cooling pipe.

- (2) Remove the filler assembly.

4-4 Heat exchanger inspection

- (1) Cooling pipe inspection

- 1) Inspect the inside of the tubes for rust or scale build-up from sea water, and clean with a wire brush if necessary.

NOTE: Disassemble and wash when the cooling water temperature reaches 85°C.

- 2) Check the joints at both ends of the tubes for looseness or damage, and repair if loose. Replace if damaged or corroded.
- 3) Check tubes and replace if leaking.
- 4) Clean any scale or rust off the outside of the tubes.

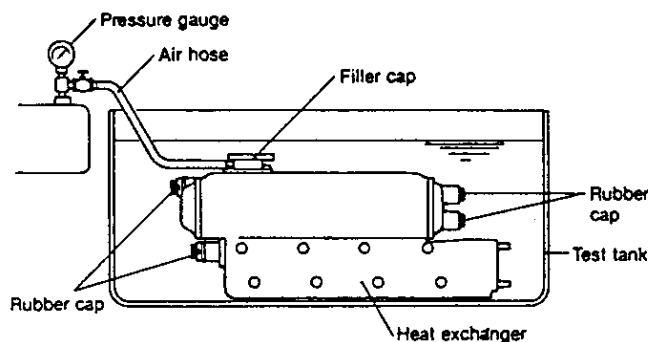
- (2) Heat exchanger body inspection

- 1) Check heat exchanger body and side cover for dirt and corrosion. Replace if excessively corroded, or cracked.
- 2) Inspect sea water and fresh water inlets and outlets, retighten any joints as necessary and clean the insides of the pipes.
- 3) Check the exhaust gas intake flange and line, and replace if corroded or cracked.

- (3) Heat exchanger body water leakage test

- 1) Compressed air/water tank test

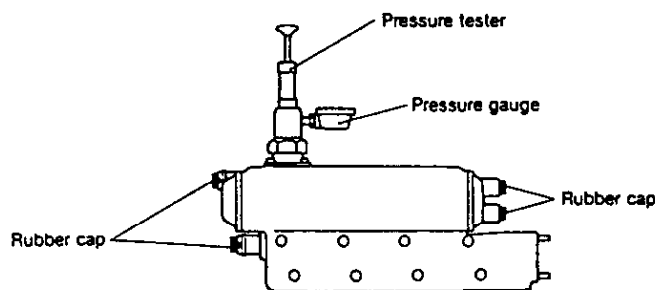
Fit rubber covers on the fresh water and sea water inlets and outlets. Place the heat exchanger in a water tank, feed in compressed air from the overflow pipe and check for any (water) leakage, (air bubbles).



Test pressure	2 kg/cm ² (28.44 lb/in. ²)
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- 2) Use of the tester

Fit the fresh and sea water inlets and outlets with rubber covers and fill the fresh water tank with fresh water. Fit a pressure cap tester in place of the pressure cap, operate the pump for one minute and set the pressure at 1.5kg/cm² (21.33lb/in.²). If there are any leaks the pressure will not rise. If there are no leaks the pressure will not fall.



5. Pressure Cap and Sub Tank

5-1 Pressure cap construction

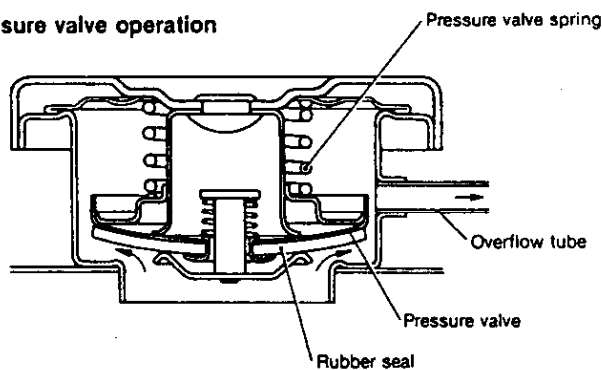
The pressure cap mounted on the fresh water filler neck incorporates a pressure control valve. The cap is mounted on the filler neck cam by placing it on the rocking tab and rotating. The top seal of the cap seals the top of the filler neck, and the pressure valve seals the lock seat.

5-2 Pressure cap pressure control

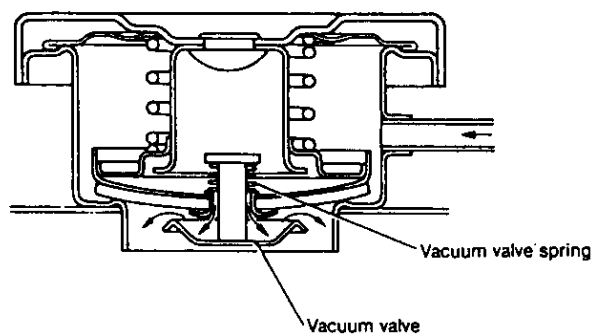
The pressure valve and vacuum seal both seal the valve seat when the pressure in the fresh water system is within the specified value of 0.9kg/cm² (12.80lb/in.²). This seals the fresh water system.

When the pressure within the fresh water system exceeds the specified value, the pressure valve opens, and steam is discharged through the overflow pipe. When the fresh water is cooled and the pressure within the fresh water system drops below the normal value, atmospheric pressure opens the vacuum valve, and air is drawn in through the overflow pipe.

Pressure valve operation



Vacuum valve operation



The sub tank, (which will be described later), keeps the water level from dropping due to discharge of steam when the pressure valve opens.

Action of pressure control valve

Pressure valve	Open at 0.9 kg/cm ² G (12.80 lb/in. ²)
Vacuum valve	Open at 0.05 kg/cm ² G (0.71 lb/in. ²) or below

5-3 Pressure cap inspection

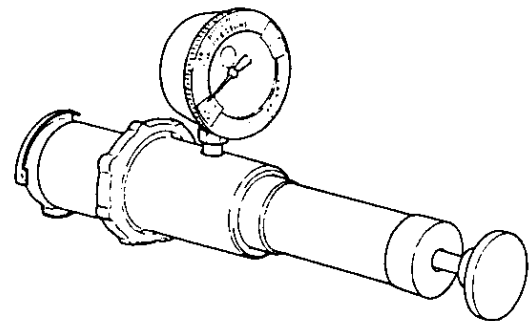
Precautions

Do not open the pressure cap while the engine is running or right after stopping because high temperature steam will be blown out. Remove the cap only after the water has had a chance to cool down.

- (1) Remove scale and rust, check the seat and seat valve, etc. for scratches or wear, and the spring for corrosion or settling. Replace if necessary.

NOTE: Clean the pressure cap with fresh water as it will not close completely if it is dirty.

- (2) Fit the adapter on the tester to the pressure cap. Pump until the pressure gauge is within the specified pressure range (0.75 ~ 1.05kg/cm² (10.67 ~ 14.91lb/in.²)) and note the gauge reading. The cap is normal if the pressure holds for six seconds. If the pressure does not rise, or drops immediately, inspect the cap and repair or replace as necessary.



Parts No. of cap tester

120445-44600

5-4 Function of the sub tank

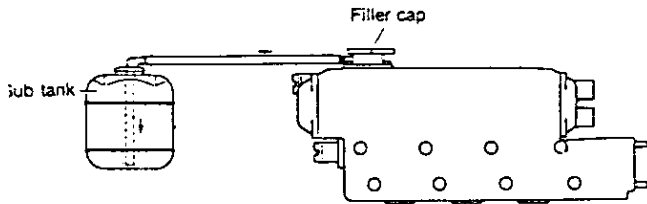
The pressure valve opens to discharge steam when the steam pressure in the fresh water tank exceeds 0.9kg/cm² (12.80lb/in.²).

This consumes water. The sub tank maintains the water level by preventing this discharge of water.

The steam discharged into the sub tank condenses into water, and the water level in the sub tank rises.

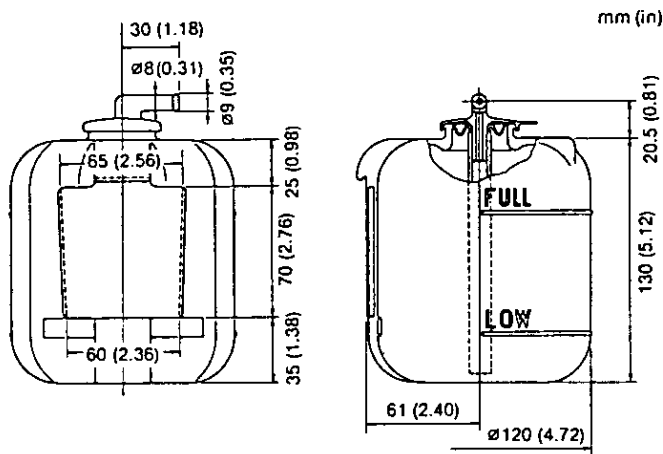
When the pressure in the fresh water system drops below the normal value, the water in the sub tank is sucked back into the fresh water tank to raise the water back to its original level.

The sub tank facilitates long hours of operation without water replacement and eliminates the possibility of burns when the steam is ejected from the filler neck because the pressure cap does not need to be removed.



5-7 Precautions on usage of the sub tank

- (1) Check the sub tank when the engine is cool and refill with fresh water as necessary to bring the water level between the low and full marks.
- (2) Check the overflow pipe and replace if bent or cracked. Clean out the pipe if it is clogged up.

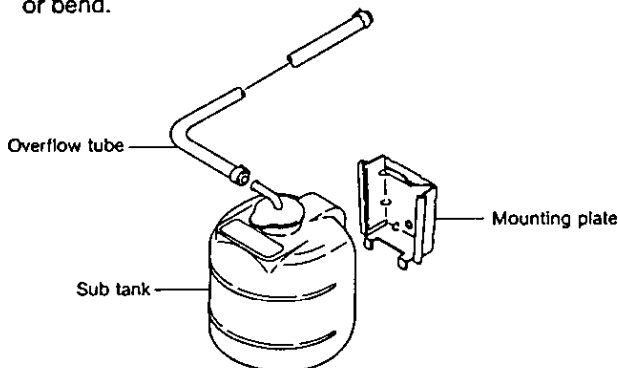


5-5 Specifications of sub tank

Subtank capacity	Overall capacity	1.25l (76.27 in. ³)
	Full-scale position	0.8l (48.81 in. ³)
	Low-scale position	0.2l (12.20 in. ³)
Part No. of subtank		120445-44530

5-6 Mounting the sub tank

- (1) The sub tank is mounted at approximately the same height as the heat exchanger (fresh water tank). (allowable difference in height: 300mm (11.8110in.) or less)
- (2) The overflow pipe should be less than 1000mm (39.3701in.) long, and mounted so that it does not sag or bend.



NOTE: Make sure that the overflow pipe of the sub tank is not submerged in bilge. If the overflow pipe is submerged in bilge, water in the bilge will be siphoned into the fresh water tank when the water is being cooled.

6. Thermostat

6-1 Functioning of thermostat

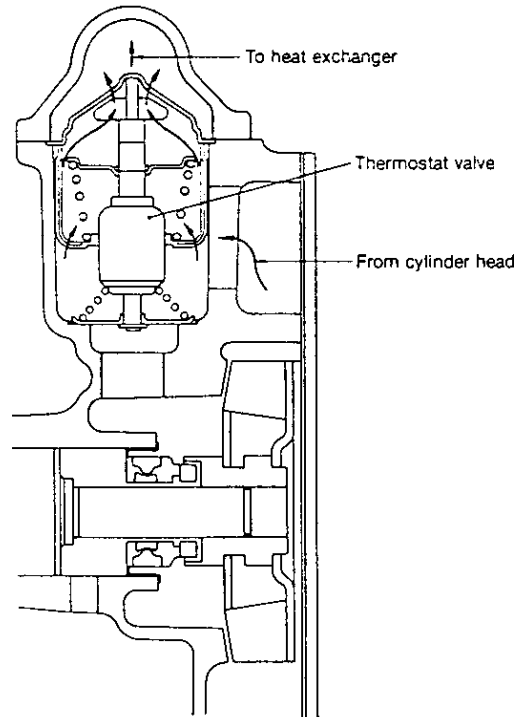
The thermostat opens and closes a valve according to changes in the temperature of the fresh water inside the engine, controlling the volume of water flowing to the heat exchanger from the cylinder head, and in turn maintaining the temperature of the fresh water in the engine at a constant level.

The thermostat is bottom bypass type. It is located in a position connected with the cylinder head outlet line at the top of the top of fresh water pump unit.

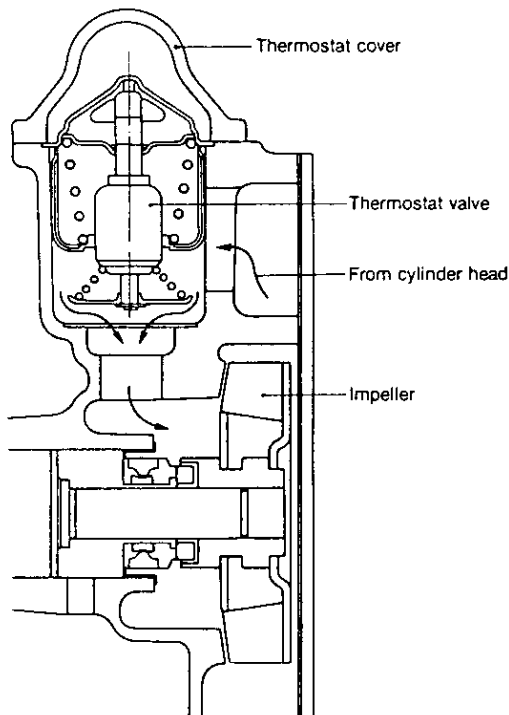
When the fresh water temperature is low (75.0 ~ 78.0°C or less), the thermostat is closed, and fresh water goes from the bypass line to the fresh water pump intake and circulates in the engine.

When the fresh water temperature exceeds the above temperature, the thermostat opens, and a portion of the water is sent to the heat exchanger and cooled by sea water, the other portion going from the bypass line to the fresh water pump intake.

The bypass line is closed off as the thermostat valve opens, and is completely closed when the fresh water temperature reaches 81.5°C (valve lifts 4mm (0.1575in.)), sending all of the water to the heat exchanger.



When valve is opened (by-pass passage is closed)



When valve is closed (by-pass passage is opened)

6-2 Thermostat construction

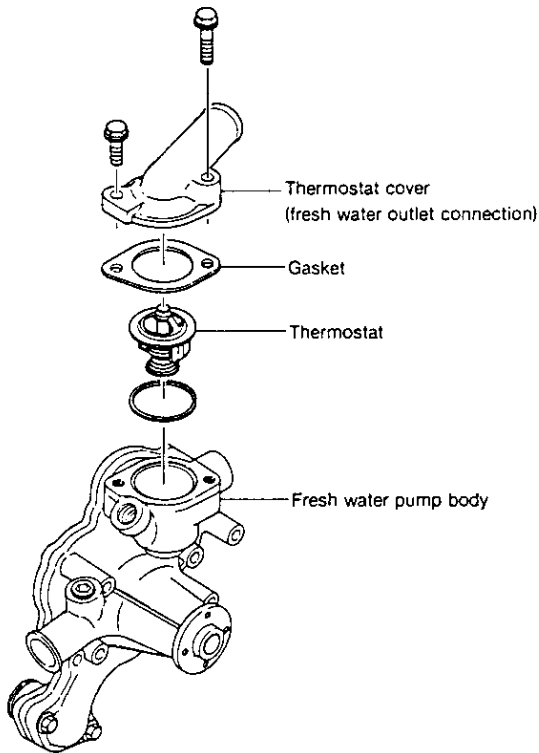
The thermostat used in this engine is of the wax pellet type, with a solid wax pellet located in a small chamber. When the temperature of the cooling water rises, the wax melts and increases in volume. This expansion and construction is used to open and close the valve.

6-3 Characteristics of thermostat

Opening temperature	75 ~ 78°C (167 ~ 174°F)
Full open temperature	90° (194°F)
Valve lift at full open	8mm (0.3149 in.)
By-pass valve lift	3.7mm (0.1456 in.)
By-pass valve close temperature	81.5°C (178°F)

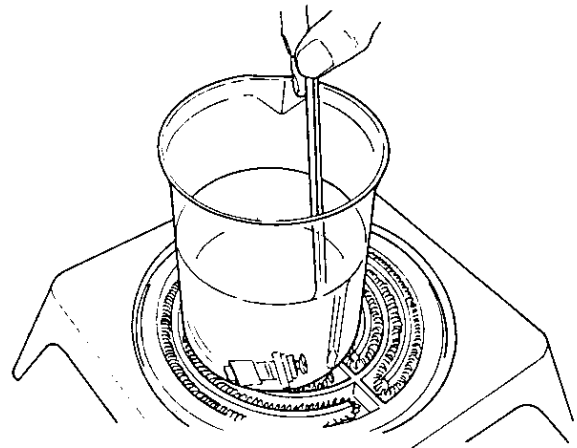
6-4 Thermostat inspection

Remove the thermostat cover on top of the fresh water pump and take out the thermostat. Clean off scale and rust and inspect, and replace if the characteristics (performance) have changed, or if the spring is broken, deformed or corroded.



6-5 Testing the thermostat

- (1) Put the thermostat in a beaker with fresh water, and heat it on an electric stove. The thermostat is functioning normally if it starts to open between 75 ~ 78°C, and opens 8mm (0.3150in.) or more at 90°C. Replace the thermostat if it is not functioning normally.
- (2) Normally, the thermostat should be inspected every 500 hours of operation, but, it should be inspected before this if the cooling temperature rises abnormally or white smoke is emitted for a long time after engine starting.
- (3) Replace the thermostat every year or 2000 hours of operation (whichever comes first).



Part No. of thermostat	129470-49800
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7. Kingston Cock (Optional)

7-1 Construction

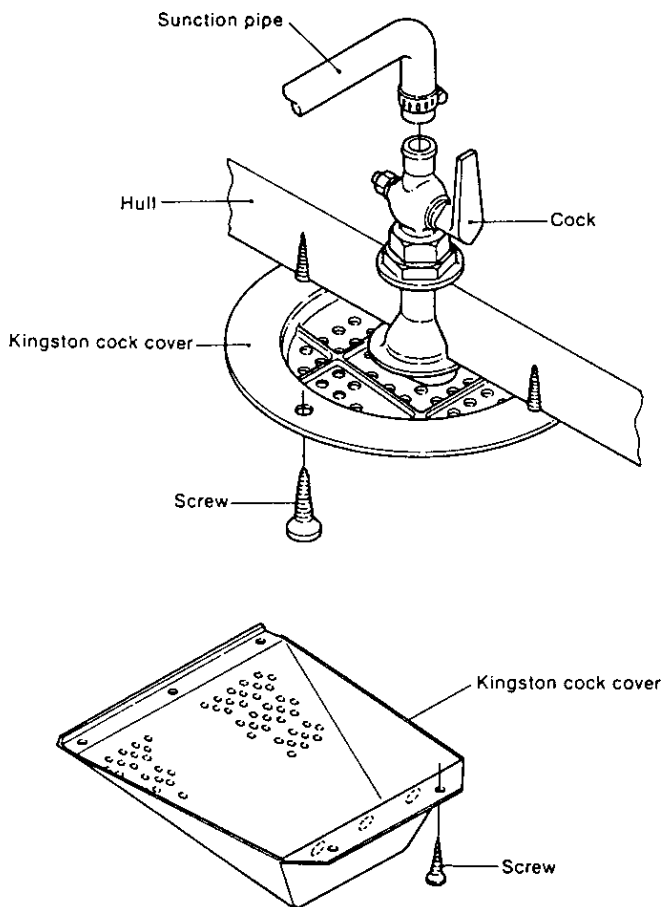
The Kingston cock, installed on the bottom of the hull, controls the intake of cooling water into the boat. The Kingston cock serves to filter the water so that mud, sand, and other foreign matter in the water does not enter the water pump.

Numerous holes are drilled in the water side of the Kingston cock, and a scoop strainer is installed to prevent the sucking in of vinyl, etc.

7-3 Inspection

When the cooling water volume has dropped and the pump is normal, remove the vessel from the water and check for clogging of the Kingston cock.

If water leaks from the cock, disassemble the cock and inspect if for wear, and repair or replace it.



7-2 Handling precautions

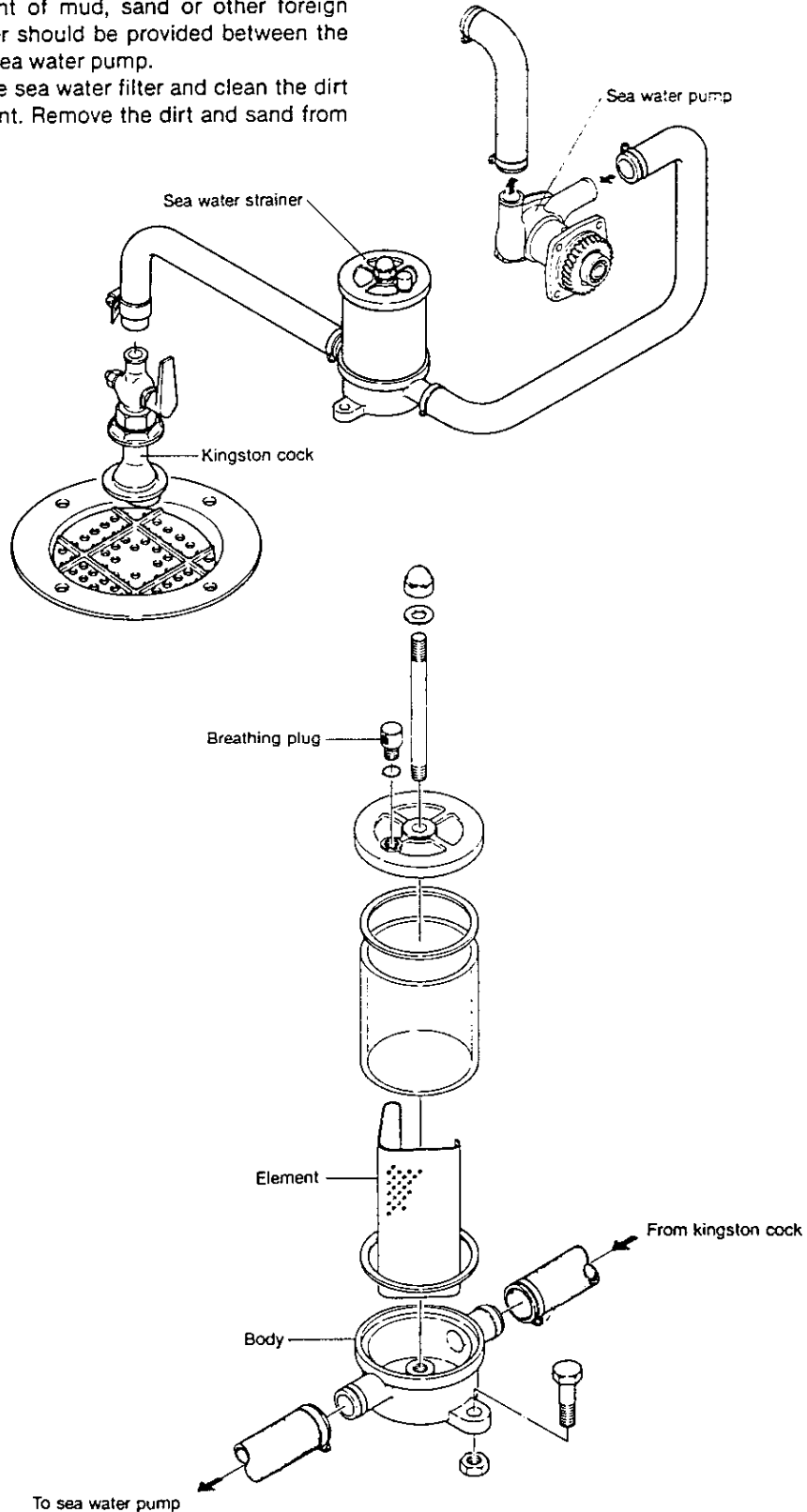
Caution the user to always close the Kingston cock after each day of use and to confirm that it is open before beginning operation.

If the Kingston cock is left open, water will flow in reverse and the vessel will sink if trouble occurs with the water pump.

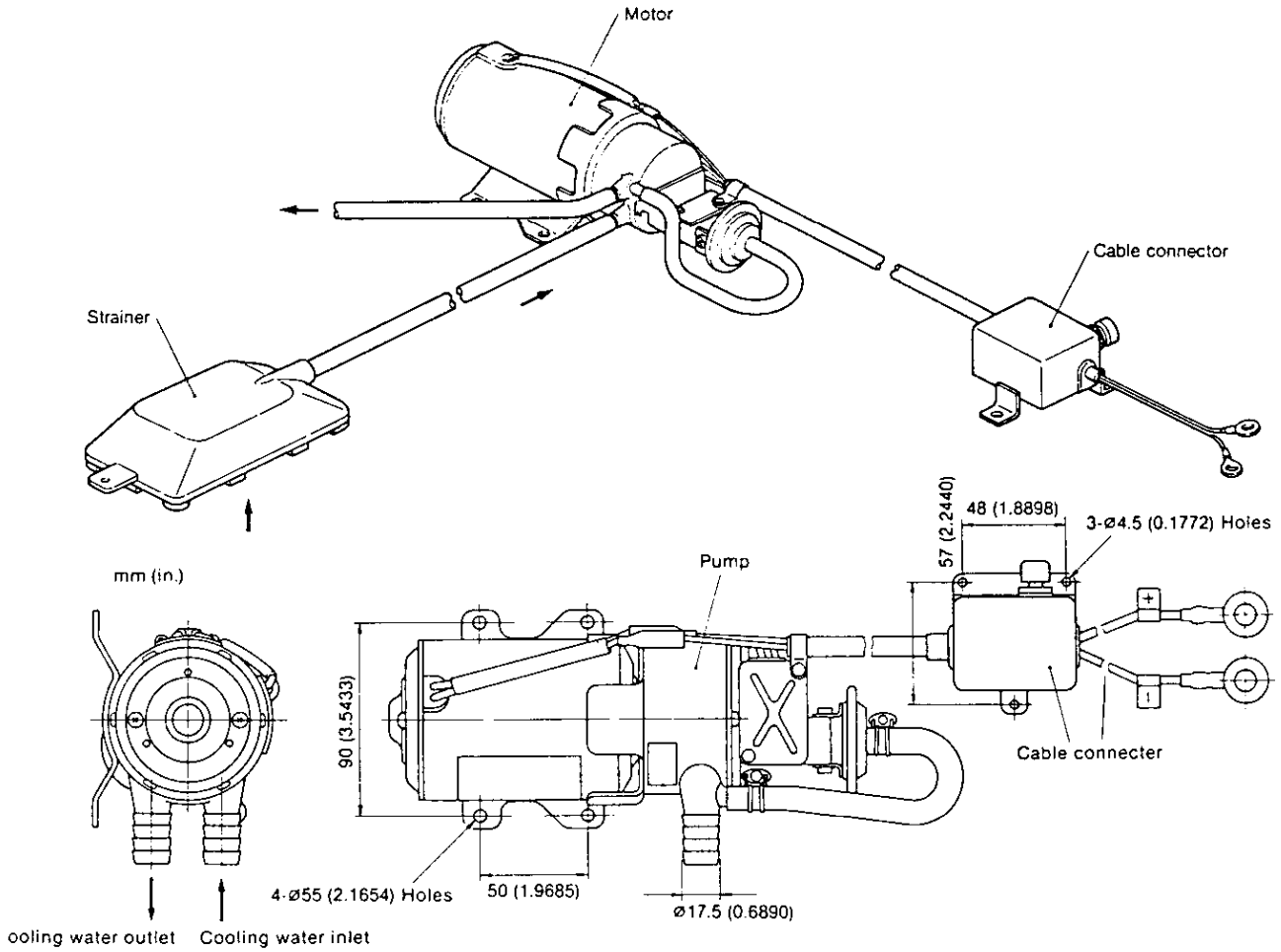
On the other hand, if the engine is operated with the Kingston cock closed, cooling water will not be able to get in, resulting in engine and pump trouble.

8. Sea Water Filter (Optional)

When operating the engine in areas where the sea water contains a large amount of mud, sand or other foreign matter, a sea water filter should be provided between the kingston cock and the sea water pump. Occasionally inspect the sea water filter and clean the dirt and scale off the element. Remove the dirt and sand from the bottom of the filter.



9. Bilge Pump and Bilge Strainer (Optional)



9-1 Bilge pump

9-1.1 Specifications

Code No.	120345-46010 (with strainer)
Model No.	BP190-10
Rating	60 min.
Voltage	12V
Output	90W
Weight	3.0kg (6.6 lb)

9-1.2 Performance of pump (in pure water)

Suction performance	Voltage	11.5V
	Max. suction lift	1.2m (3.94 ft)
	Suction time	4 sec.
Pumping lift performance	Voltage	11.5V
	Current	8A
	Total lift	1m (3.28 ft)
	Lifting volume of water	17 l/min

9-2 Bilge strainer

