

GROUP 11B

ENGINE OVERHAUL

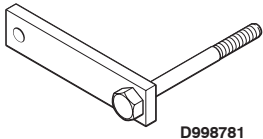
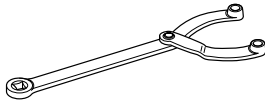
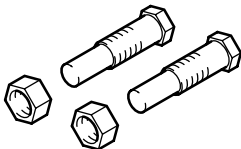

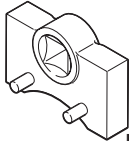
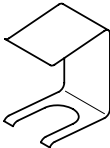
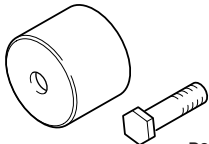

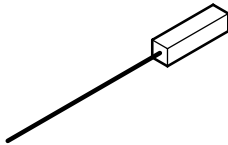
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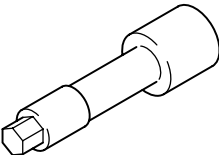
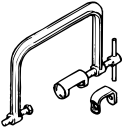
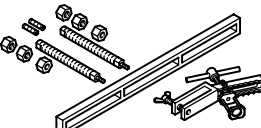
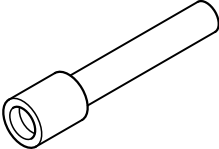
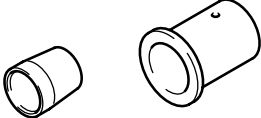
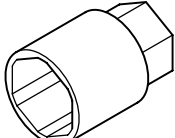
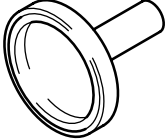
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SPECIAL TOOLS

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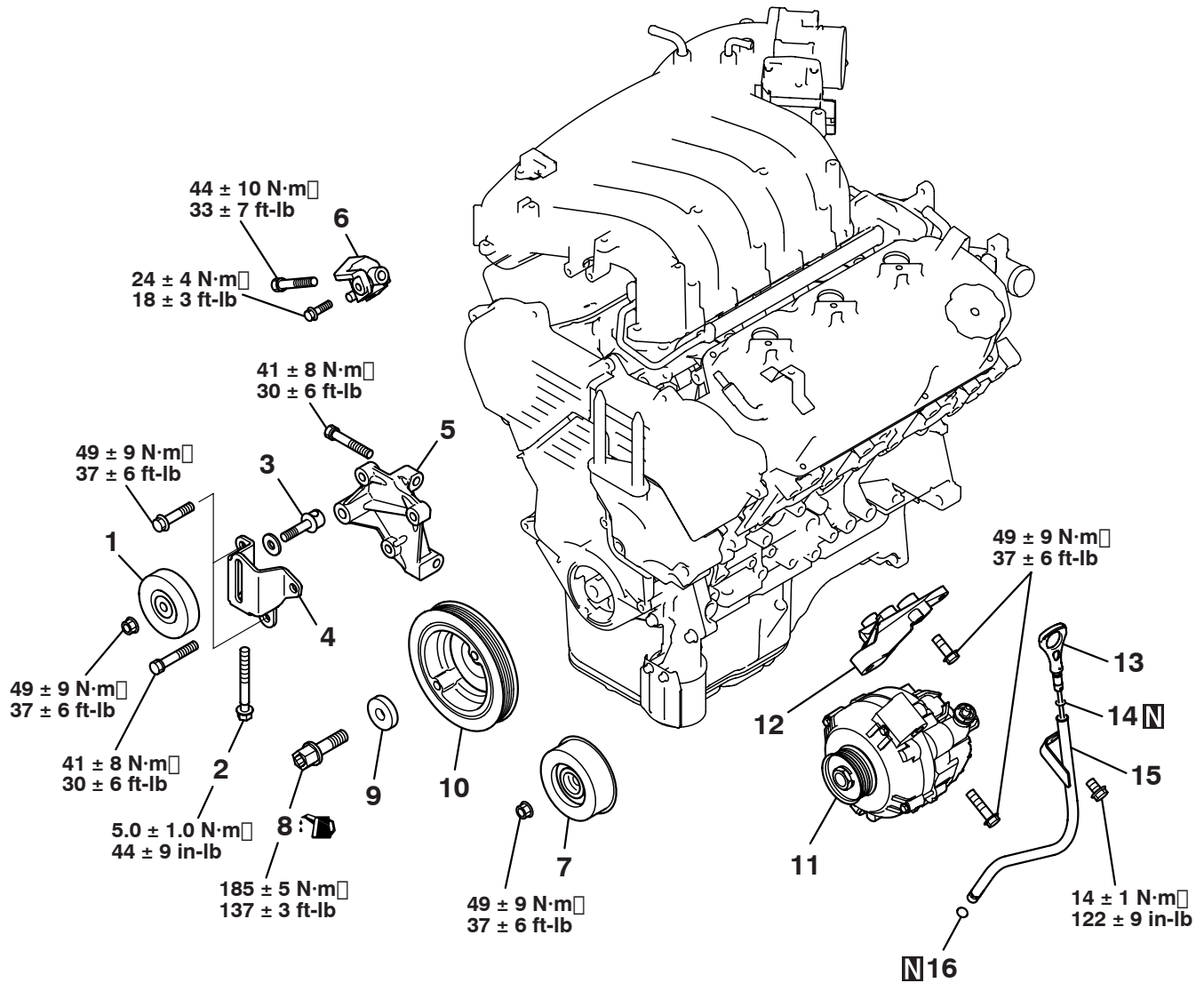
TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
 D998781	MD998781 Flywheel stopper	General service tool	Loosening and tightening crankshaft bolts
 B990767	MB990767 End yoke holder	MB990767-01	Holding camshaft sprocket when loosening or torquing bolt.
	MD998715 Pin	MIT308239	
	MD998769 Crankshaft spacer	General service tool	Rotation of crankshaft when installing piston and timing belt
 D998767	MD998767 Tensioner wrench	MD998752-01	Adjustment of timing belt tension
 D998443	MD998443 Lash adjuster holder (8)	MD998443-01	Supporting of the lash adjuster to prevent it from falling when rocker shaft assembly is removed or installed
 D998713	MD998713 Camshaft oil seal installer	MD998713-01	Installation of camshaft oil seal
 B991559	MB991559 Camshaft oil seal installer adaptor	MB991559-01	Installation of camshaft oil seal (left bank) (use with MD998713)
	MD998442 Air bleed wire	General service tool	Air bleeding of auto lash adjuster

TOOL	TOOL NUMBER AND NAME	SUPERSESSION	APPLICATION
	MD998051 Cylinder head bolt wrench	General service tool	Loosening and tightening cylinder head bolts
	MD998735 Valve spring compressor	MD998735-01	Compression of valve spring
	MD998772 Valve spring compressor	MLR-MD998772 or General service tool	Compression of valve spring
	MB991999 Valve stem seal installer	General service tool	Installation of valve stem seal
	MD998717 Crankshaft front oil seal installer	MD998717-01	Installation of crankshaft front oil seal
	MD998054 Oil pressure switch wrench	General service tool or MD998054-01	Removal and installation of engine oil pressure switch
	MD998718 Crankshaft rear oil seal installer	MD998718-01	Installation of crankshaft rear oil seal

ALTERNATOR AND DRIVE BELT

REMOVAL AND INSTALLATION

M1113001300230



AK203969AB

REMOVAL STEPS

1. IDLER PULLEY
2. ADJUSTING BOLT
3. ADJUSTING STUD
4. TENSIONER BRACKET
5. POWER STEERING PUMP BRACKET
6. POWER STEERING PUMP BRACKET STAY
7. DRIVE BELT TENSIONER

REMOVAL STEPS (Continued)

- <<A>> >>A<<
8. CRANKSHAFT BOLT
 9. CRANKSHAFT PULLEY WASHER
 10. DAMPER PULLEY
 11. ALTERNATOR
 12. ALTERNATOR BRACKET
 13. OIL DIPSTICK
 14. O-RING
 15. OIL DIPSTICK GUIDE
 16. O-RING

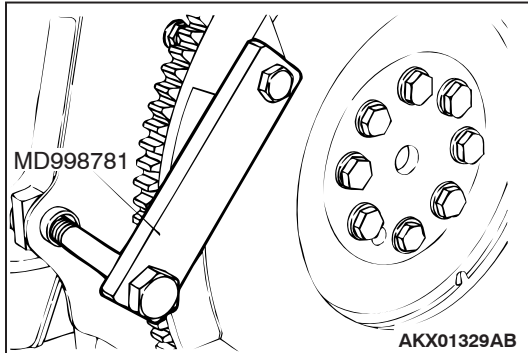
Required Special Tool:

- MD998781: Flywheel Stopper

REMOVAL SERVICE POINT

<<A>> CRANKSHAFT BOLT LOOSENING

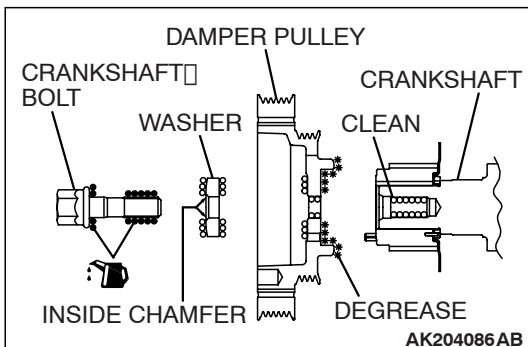
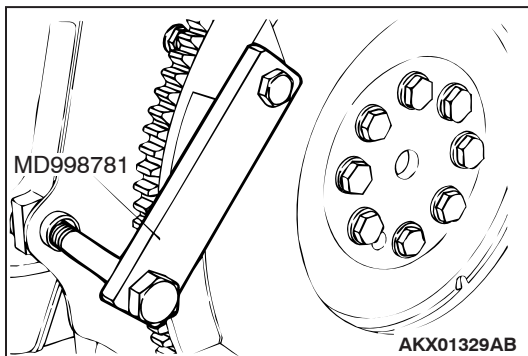
1. Using special tool MD998781, hold the drive plate.
2. Remove the crankshaft bolt.



INSTALLATION SERVICE POINT

>>A<< CRANKSHAFT BOLT TIGHTENING

1. Using special tool MD998781, hold the drive plate.



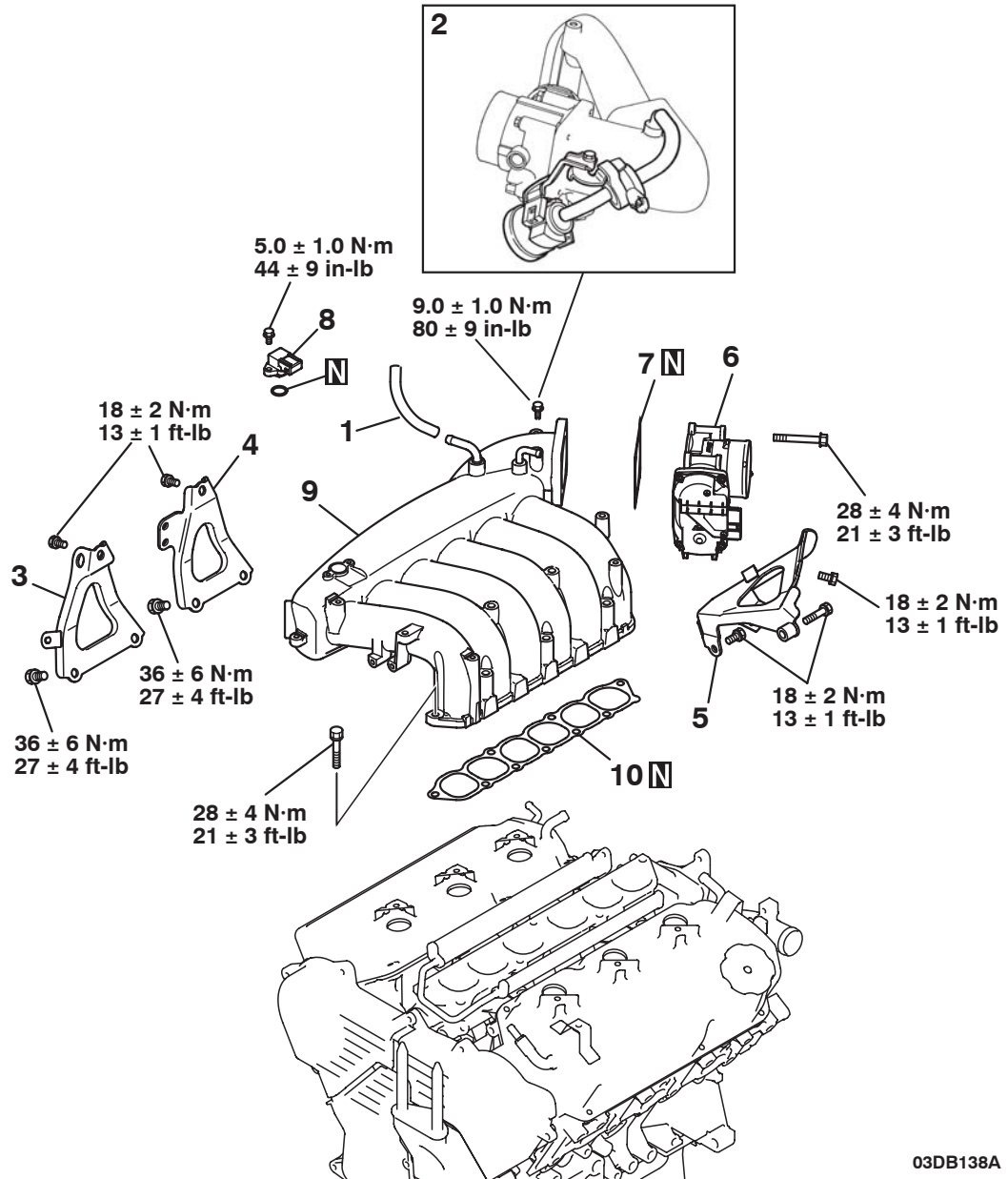
2. Clean the bolt hole in crankshaft bolt, damper pulley seating surface and the washer.
3. Degrease the cleaned seating surface of the damper pulley.
4. Install the damper pulley.
5. Apply a minimum amount engine oil to the thread and lower flange of the crankshaft bolt.
6. Install the washer to the crankshaft bolt with its inside chamfered side toward the bolt head.
7. Tighten the crankshaft bolt to the specified torque.

Tightening torque: 185 ± 5 N·m (137 ± 3 ft-lb)

INTAKE MANIFOLD PLENUM AND THROTTLE BODY ASSEMBLY

REMOVAL AND INSTALLATION

M1113003300173



03DB138A

REMOVAL STEPS

- >>C<<
1. PURGE HOSE
 2. PURGE VALVE ASSY
 6. INTAKE MANIFOLD PLENUM STAY, FRONT
 4. INTAKE MANIFOLD PLENUM STAY, REAR
 5. THROTTLE BODY STAY

REMOVAL STEPS (Continued)

- >>B<< 6. THROTTLE BODY
>>A<< 7. THROTTLE BODY GASKET
 8. BOOST SENSOR
 9. INTAKE MANIFOLD PLENUM
 10. INTAKE MANIFOLD PLENUM VALVE GASKET

INSTALLATION SERVICE POINT

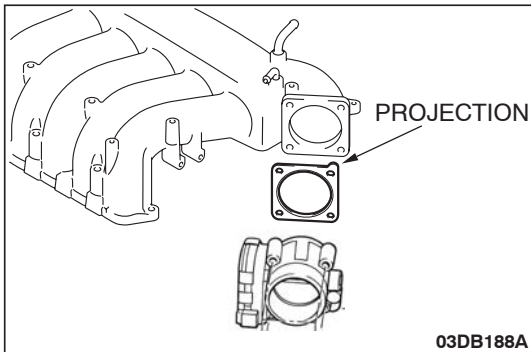
>>A<< BOOST SENSOR INSTALLATION

CAUTION

- Do not strike or drop to the sensor.
- Never use a sensor that has been dropped.

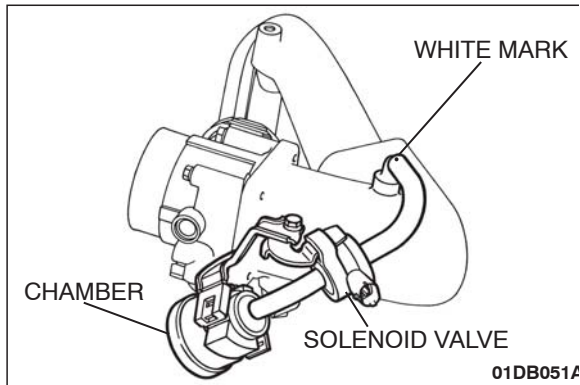
>>B<< THROTTLE BODY GASKET INSTALLATION

Install the throttle body gasket so that the tab is positioned as shown in the illustration.



>>C<< PURGE VALVE INSTALLATION

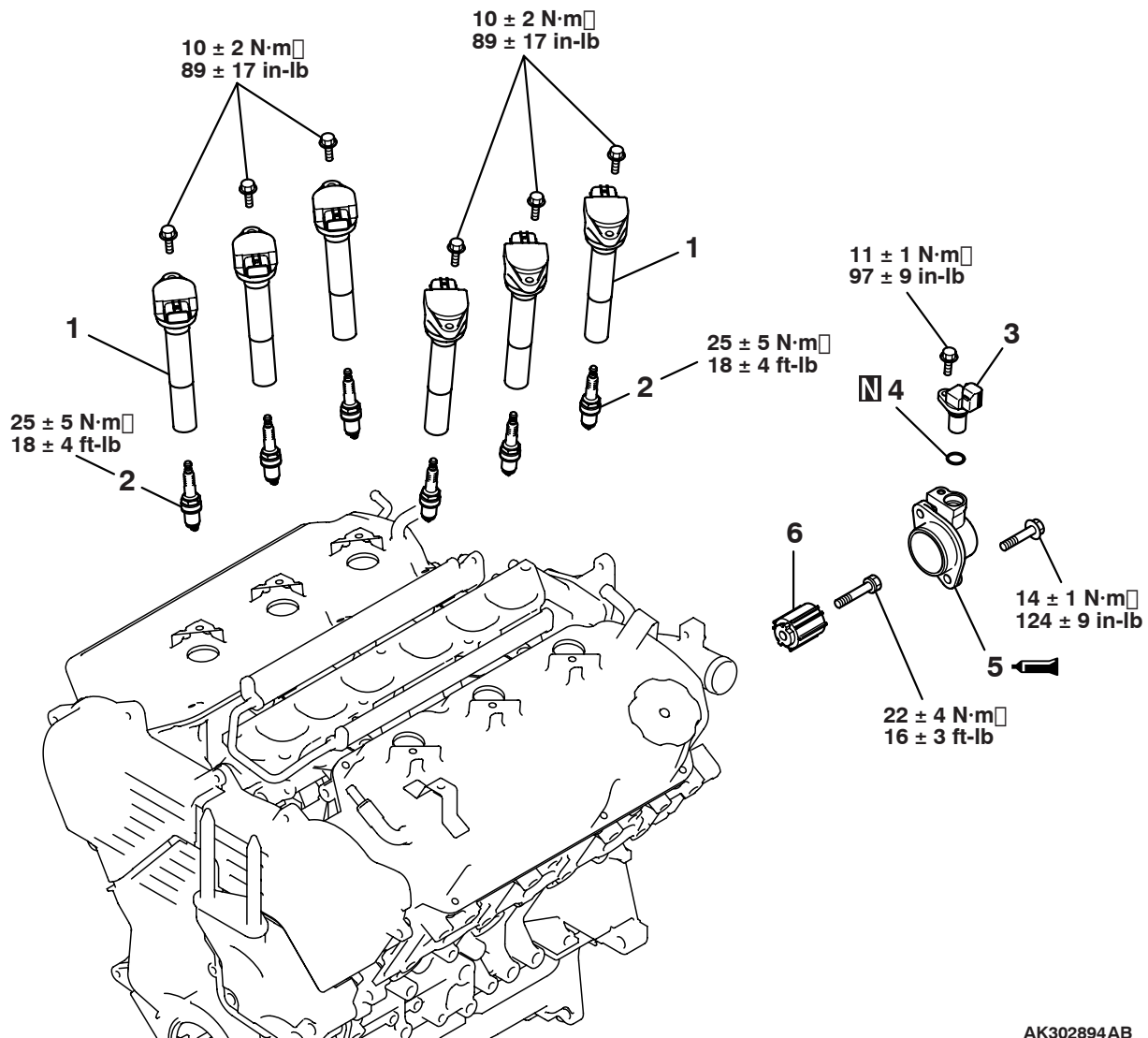
Install the purge valve and secure with bolt in correct orientation. Align white mark on purge hose facing upward.



IGNITION SYSTEM

REMOVAL AND INSTALLATION

M1113001600145



AK302894AB

REMOVAL STEPS

1. IGNITION COIL
2. SPARK PLUGS
3. CAMSHAFT POSITION SENSOR
4. O-RING

>>B<<

REMOVAL STEPS (Continued)

5. CAMSHAFT POSITION SENSOR SUPPORT
6. CAMSHAFT POSITION SENSING CYLINDER

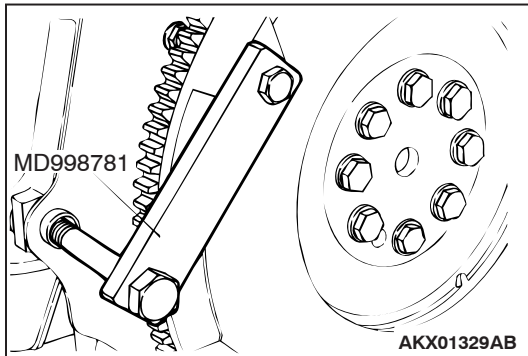
Required Special Tools:

- MD998781: Flywheel Stopper

REMOVAL SERVICE POINT

<<A>> CAMSHAFT POSITION SENSING CYLINDER REMOVAL

1. Using special tool MD998781, hold the drive plate.
2. Loosen the camshaft position sensing cylinder bolt.

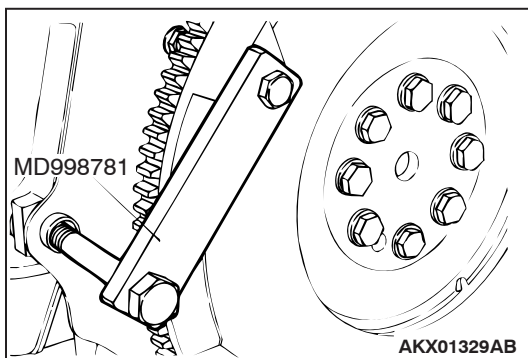


INSTALLATION SERVICE POINT

>>A<< CAMSHAFT POSITION SENSING CYLINDER INSTALLATION

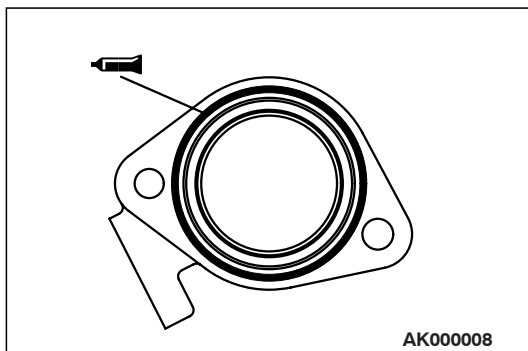
1. Using special tool MD998781, hold the drive plate.
2. Tighten the camshaft position sensing cylinder bolt to the specified torque.

Tightening torque: 22 ± 4 N·m (16 ± 3 ft-lb)



>>B<< CAMSHAFT POSITION SENSOR SUPPORT INSTALLATION

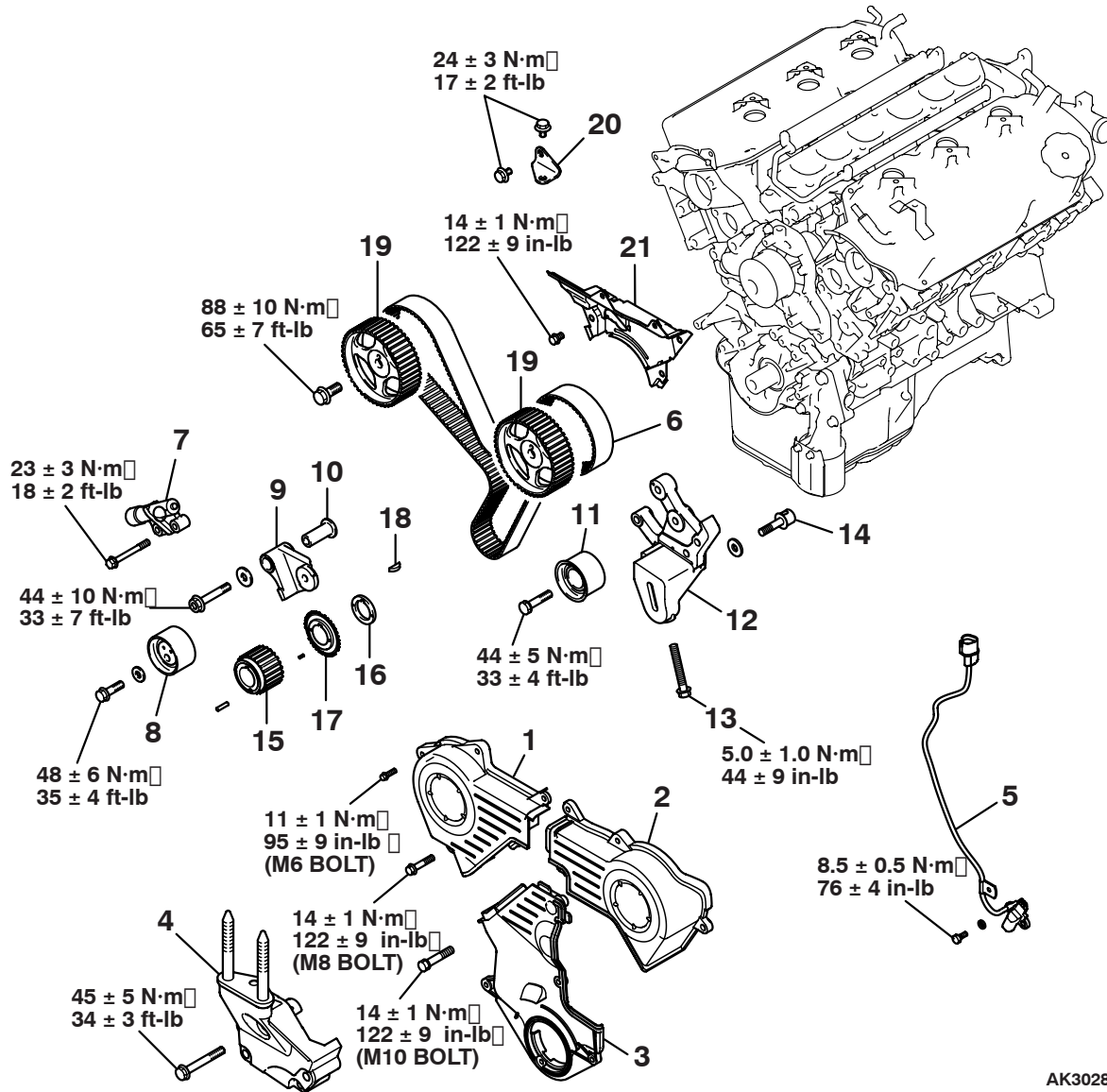
Apply a 3 mm (0.12 inch) diameter bead of sealant Mitsubishi Genuine Part number MD970389 or equivalent to the camshaft position sensor support.



TIMING BELT

REMOVAL AND INSTALLATION

M1113001900618



AK302895AB

REMOVAL STEPS

1. TIMING BELT FRONT UPPER COVER, RIGHT
2. TIMING BELT FRONT UPPER COVER, LEFT
3. TIMING BELT FRONT LOWER COVER
- >>E<< 4. ENGINE SUPPORT BRACKET, RIGHT
5. CRANKSHAFT POSITION SENSOR
- <<A>> >>D<< 6. TIMING BELT
- >>C<< 7. AUTO-TENSIONER
8. TENSIONER PULLEY
9. TENSIONER ARM

REMOVAL STEPS (Continued)

10. SHAFT
11. IDLER PULLEY
12. TENSIONER BRACKET
13. ADJUSTING BOLT
14. ADJUSTING STUD
- >>B<< 15. CRANKSHAFT SPROCKET
- >>B<< 16. CRANKSHAFT SPACER
- >>B<< 17. CRANKSHAFT SENSING BLADE
18. KEY
- <> >>A<< 19. CAMSHAFT SPROCKET
20. BRACKET
21. TIMING BELT REAR COVER

Required Special Tools:

- MB990767: End Yoke Holder
- MD998715: Pins
- MD998767: Tensioner Pulley Wrench
- MD998769: Crankshaft Spacer

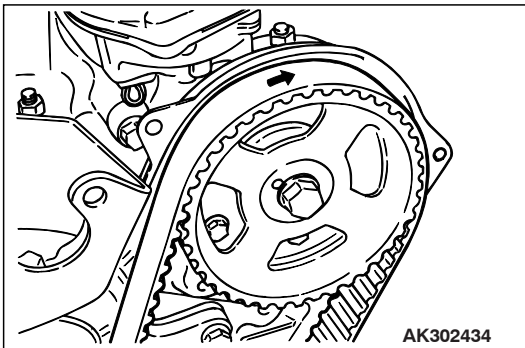
REMOVAL SERVICE POINTS

<<A>> TIMING BELT REMOVAL

⚠ CAUTION

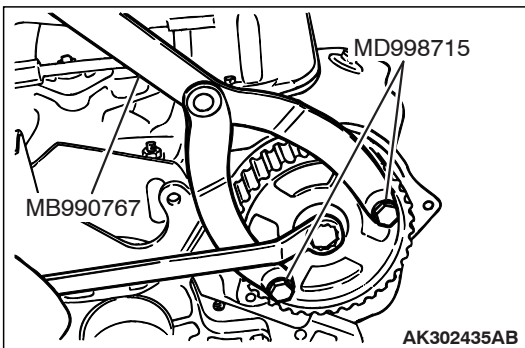
Water or oil on the belt shortens its life drastically, so the removed timing belt, sprocket, and tensioner must be kept free from oil and water. These parts should not be washed or immersed in solvent. Replace parts if contaminated. If there is oil or water on any part, check the front case oil seal, camshaft oil seal, and water pump for leaks.

1. Mark the belt running direction for reinstallation.
2. Loosen the tensioner pulley bolt, and then remove the timing belt.



<> CAMSHAFT SPROCKET REMOVAL

1. While holding the camshaft sprocket with special tools MB990767 and MD998715, loosen the camshaft sprocket bolt.
2. Remove the camshaft sprocket.

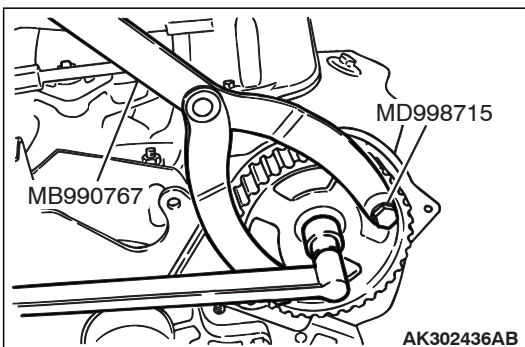


INSTALLATION SERVICE POINT

>>A<< CAMSHAFT SPROCKET INSTALLATION

1. Fit the camshaft sprocket to the front end of the camshaft.
2. While holding the camshaft sprocket with special tools MB990767 and MD998715, tighten the camshaft sprocket bolt.

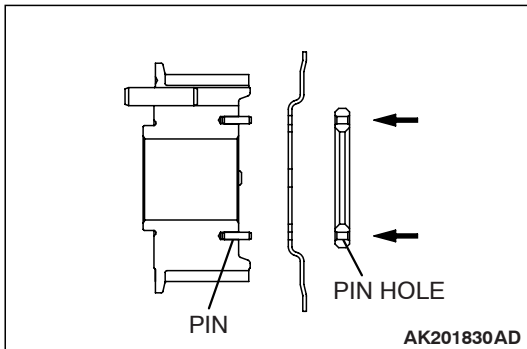
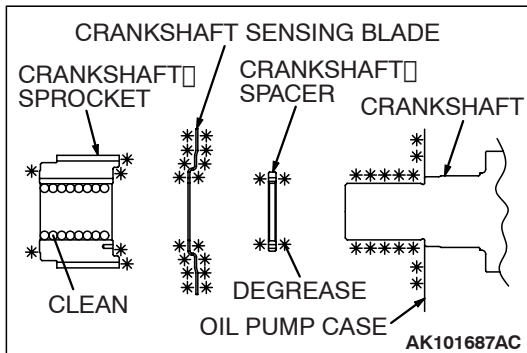
Tightening torque: 88 ± 10 N·m (65 ± 7 ft-lb)



>>B<< CRANKSHAFT SENSING BLADE/CRANKSHAFT SPACER/CRANKSHAFT SPROCKET INSTALLATION

1. Clean the hole in the crankshaft sprocket.
2. Clean and degrease the mating surfaces of the crankshaft sprocket, sensing blade, and spacer.

NOTE: Degreasing is necessary to prevent decrease in friction on the mating surfaces.



3. Align the location of pin and pin hole, and then apply equal force in the direction of the arrow.

CAUTION

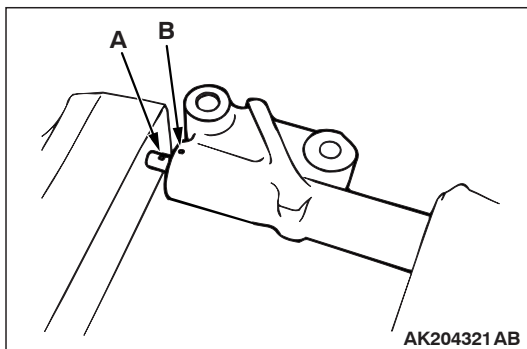
Do not bend the sensing blade when installing sprocket.

4. Install the crankshaft sprocket to the crankshaft.

>>C<< AUTO-TENSIONER INSTALLATION

If the auto-tensioner rod is fully extended, reset it as follows:

1. Clamp the auto-tensioner in the vise with soft jaws.
2. Push in the rod little by little with the vise until set hole A in the rod is aligned with hole B in the cylinder.
3. Insert a wire [1.4 mm (0.055 inch) in diameter] into the set holes. This auto-tensioner setting wire will be used during timing belt alignment.
4. Unclamp the auto-tensioner from the vise.

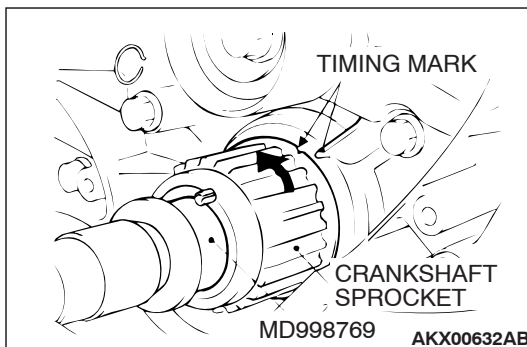


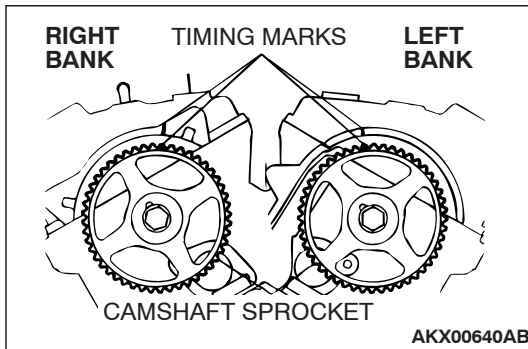
>>D<< TIMING BELT INSTALLATION

CAUTION

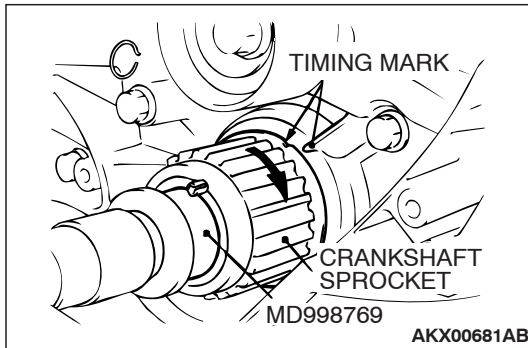
Do not turn the camshaft when the piston in No.1 cylinder is at top dead center on the compression stroke. Doing so can cause the lifted valve to hit against the piston, damaging parts.

1. Install special tool MD998769 and the crankshaft pulley washer, and then tighten the crankshaft bolt.
2. Align the timing mark on the crankshaft sprocket with the timing mark on the oil pump case, and then rotate the sprocket three teeth counterclockwise.

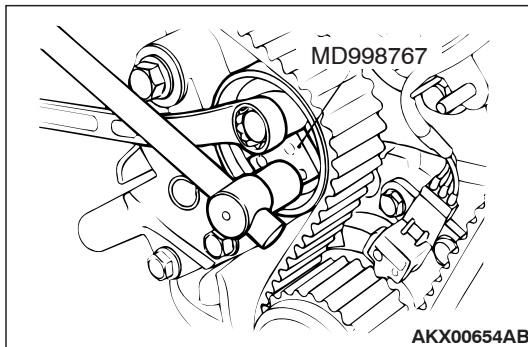




3. Align the timing mark on the left bank camshaft sprocket with the timing mark on the rocker cover.
4. Align the timing mark on the right bank camshaft sprocket with the timing mark on the rocker cover.

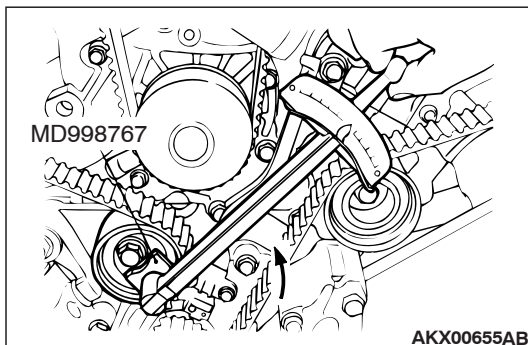
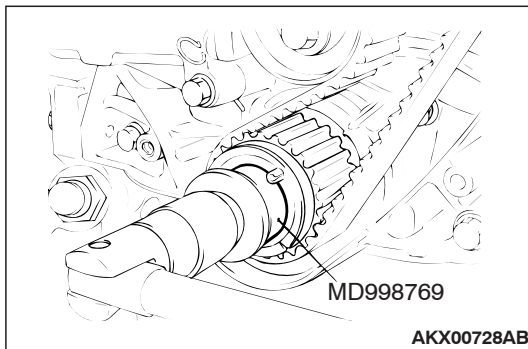
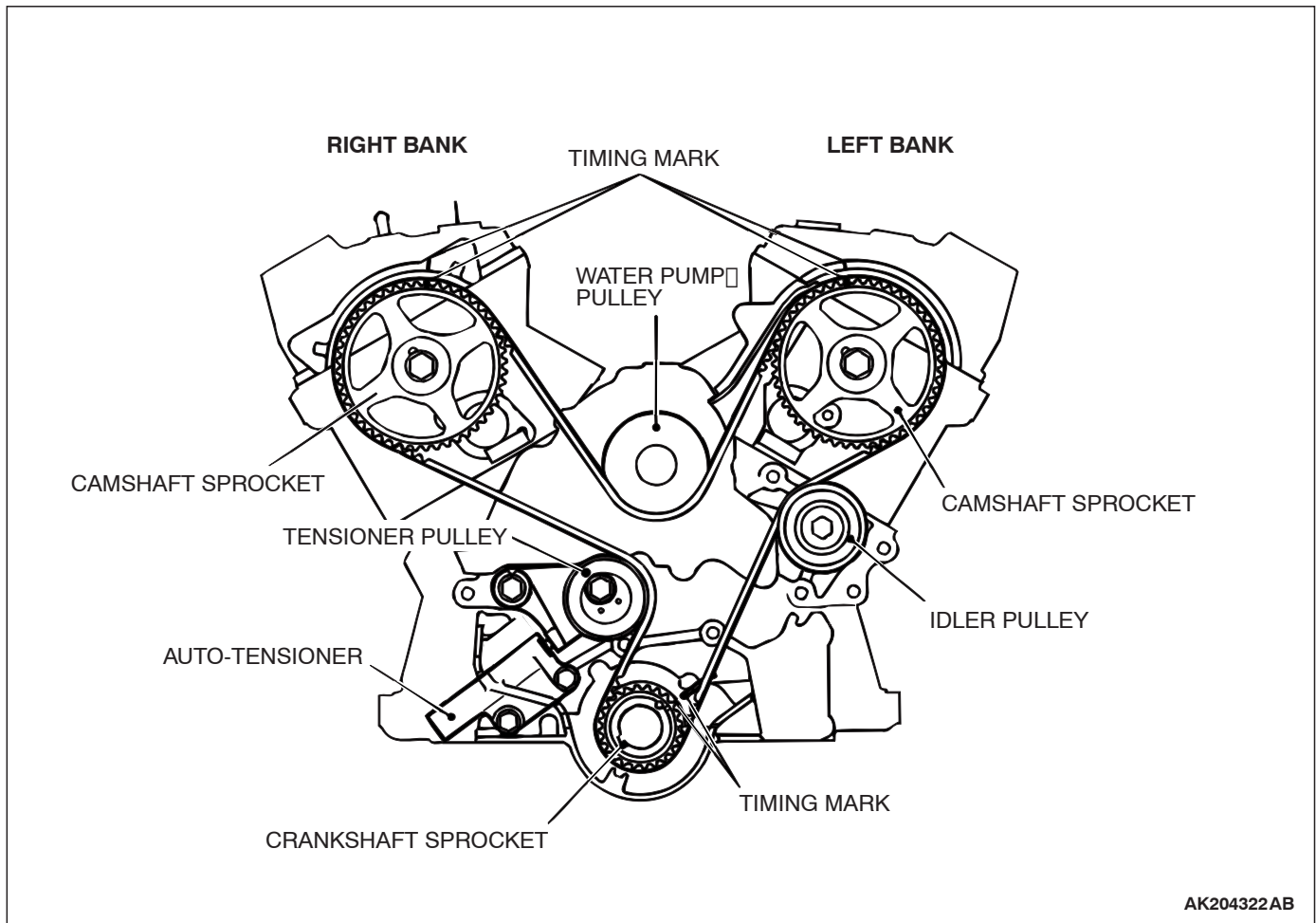


5. Align the timing mark on the crankshaft sprocket with the timing mark on the oil pump case.
6. Install the timing belt on each sprocket and pulley in the following sequence. Do not leave the belt slack between each sprocket and pulley.
 - (1) Crankshaft sprocket
 - (2) Idler pulley
 - (3) Left bank camshaft sprocket
 - (4) Water pump pulley
 - (5) Right bank camshaft sprocket
 - (6) Tensioner pulley

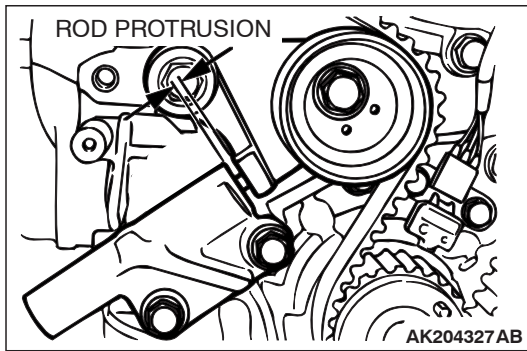


7. Install special tool MD998767 to the tensioner pulley. While pushing the pulley lightly against the belt using the special tool, tighten the flange bolt.

Tightening torque: 48 ± 6 N·m (35 ± 4 ft-lb)



8. Check to see that the timing marks of all the sprockets are in alignment.
9. Rotate the crankshaft a quarter turn counterclockwise. Then rotate it back clockwise to verify that all the timing marks are aligned.
10. Loosen the flange bolt securing the tensioner pulley, and then mount special tool MD998767 and a torque wrench on the tensioner pulley.
11. Torque it to 4.4 N·m (39 in-lb) with the torque wrench.
12. While holding the tensioner pulley in position, tighten the flange bolt to the specified torque.
Tightening torque: 48 ± 6 N·m (35 ± 4 ft-lb)
13. Rotate the crankshaft two turns clockwise and leave it alone for approximately five minutes.



14. Check to see whether the metal wire inserted when the auto-tensioner was installed can be removed without any resistance.

If the metal wire can be removed without any resistance, it means that the belt has a proper tension. Therefore, remove the metal wire. In this condition, check that the rod protrusion of the auto-tensioner is within the standard value.

Standard value: 4.8 – 6.0 mm (0.19 – 0.24 inch)

15. If the metal wire offers resistance when removed, repeat the previous steps 10 through 13 until proper belt tension is obtained.

>>E<< ENGINE SUPPORT BRACKET, RIGHT INSTALLATION

The mounting bolts of the right engine support bracket must be tightened in the order shown in the illustration.

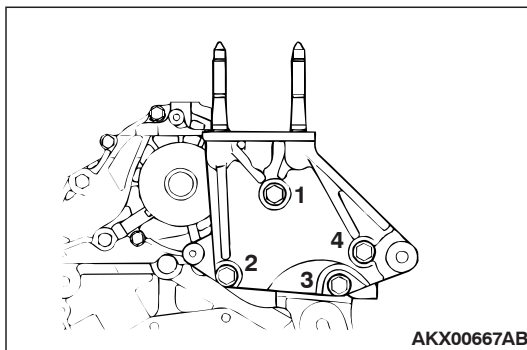
Tightening torque: 45 ± 5 N·m (34 ± 3 ft-lb)

Bolt length

85 mm (3.35 inch) – Bolt 3

95 mm (3.74 inch) – Bolt 2, 4

100 mm (3.94 inch) – Bolt 1



INSPECTION

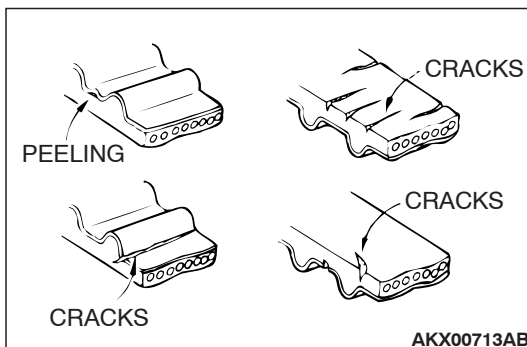
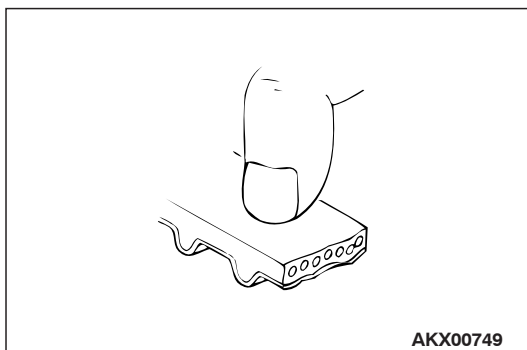
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TIMING BELT

Replace the belt if any of the following conditions exist.

1. Hardening of rubber backing.

Back side is glossy without resilience and leaves no indent when pressed with fingernail.

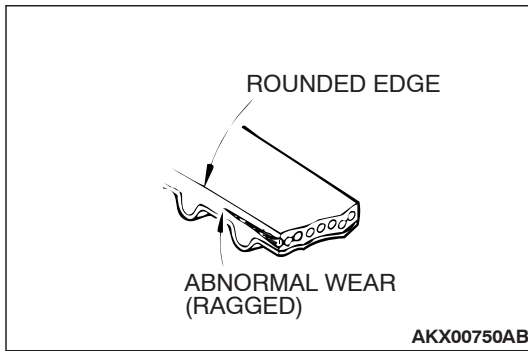


2. Cracks on rubber back.

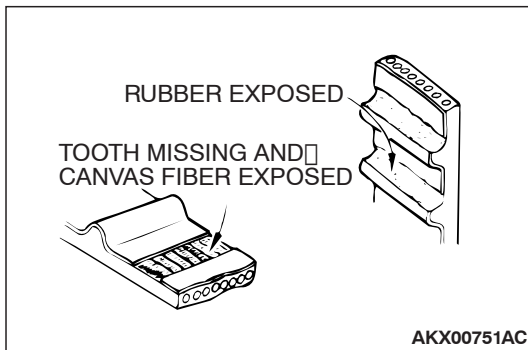
3. Cracks or peeling of canvas.

4. Cracks on tooth bottom.

5. Cracks on belt.



6. Abnormal wear of belt sides. Normal wear is indicated if the sides are sharp as if cut by a knife. Abnormal wear is indicated if the sides are ragged.



7. Abnormal wear on teeth.

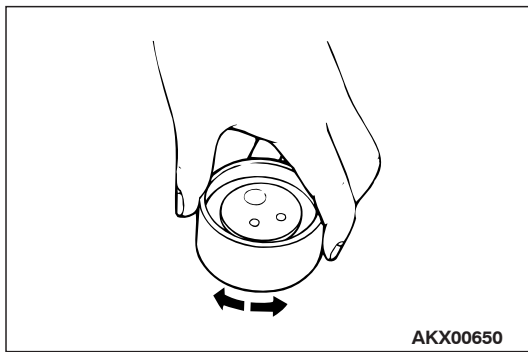
Initial stage:

Canvas worn (fluffy canvas fibers, rubbery texture gone, white discoloration, canvas texture indistinct)

Final stage:

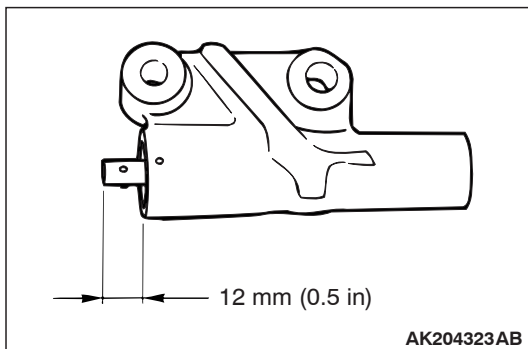
Canvas worn, exposing rubber (tooth width reduced)

8. Missing tooth.



TENSIONER PULLEY AND IDLER PULLEY

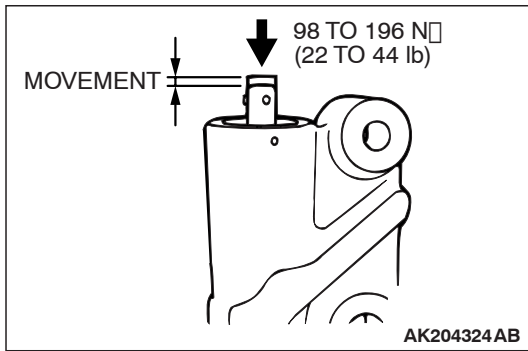
Turn the pulley. If it does not rotate smoothly, or develops noise or excessive play, replace the pulley.



AUTO-TENSIONER

1. Check for oil leaks. If oil leaks are evident, replace the auto-tensioner.
2. Check the rod end for wear or damage and replace the auto-tensioner if necessary.
3. Measure the rod protrusion. If it is out of specification, replace the auto-tensioner.

Standard value: 12 mm (0.5 inch)



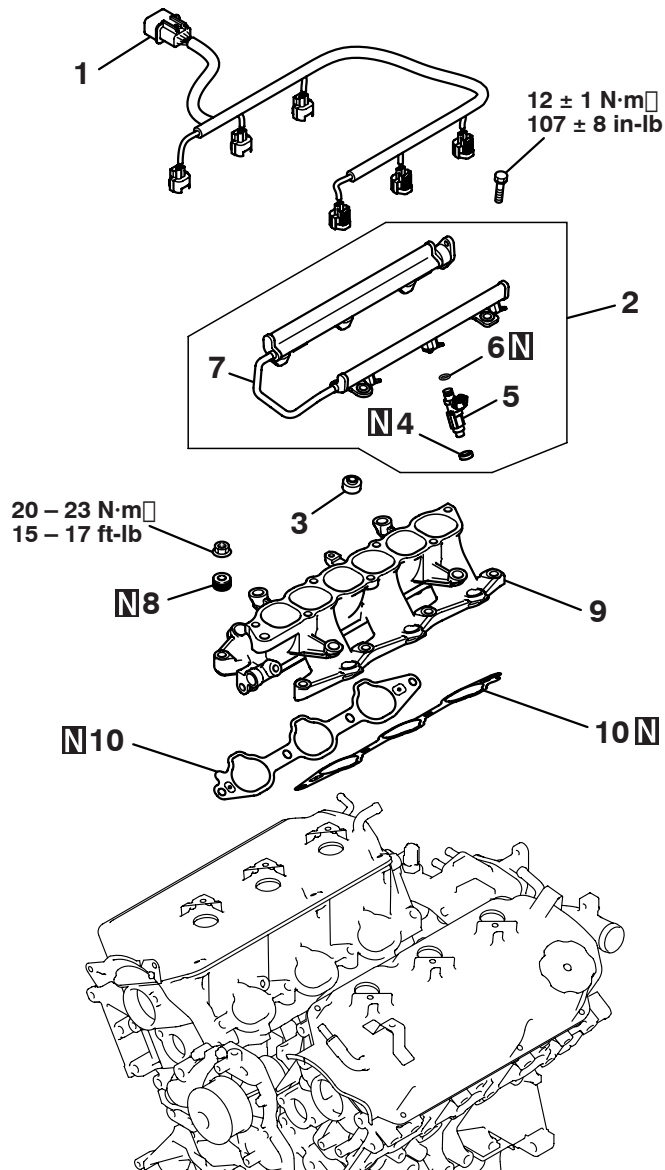
4. Press the rod with a force of 98 to 196 N (22 to 44 pounds) and measure the movement of the rod.
If the measured value is out of the standard value, replace the auto-tensioner.

Standard value: 1.0 mm (0.03 inch) or less

INTAKE MANIFOLD AND FUEL PARTS

REMOVAL AND INSTALLATION

M1113004300206



REMOVAL STEPS

1. INJECTOR HARNESS
2. INJECTOR AND FUEL RAIL
3. INSULATOR
4. INSULATOR
- >>B<< 5. INJECTOR

REMOVAL STEPS (Continued)

6. O-RING
7. FUEL RAIL
8. CONED DISC SPRING
- >>A<< 9. INTAKE MANIFOLD
10. INTAKE MANIFOLD GASKET

INSTALLATION SERVICE POINTS

>>A<< INTAKE MANIFOLD INSTALLATION

1. Tighten the nuts "R" to 6.4 ± 1.5 N·m (57 ± 13 in-lb).
2. Tighten the nuts "L" to the specified torque.

Tightening torque: 20 – 23 N·m (15 – 17 ft-lb)

3. Tighten the nuts "R" to the specified torque.

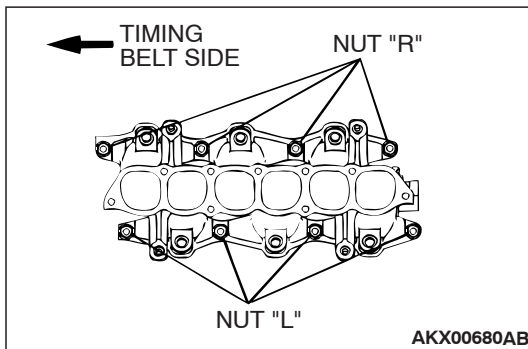
Tightening torque: 20 – 23 N·m (15 – 17 ft-lb)

4. Tighten the nuts "L" to the specified torque.

Tightening torque: 20 – 23 N·m (15 – 17 ft-lb)

5. Tighten the nuts "R" to the specified torque.

Tightening torque: 20 – 23 N·m (15 – 17 ft-lb)

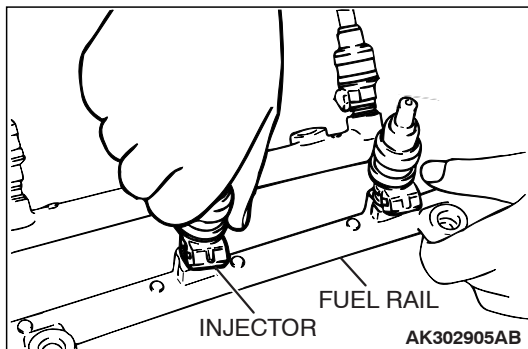


>>B<< INJECTOR INSTALLATION

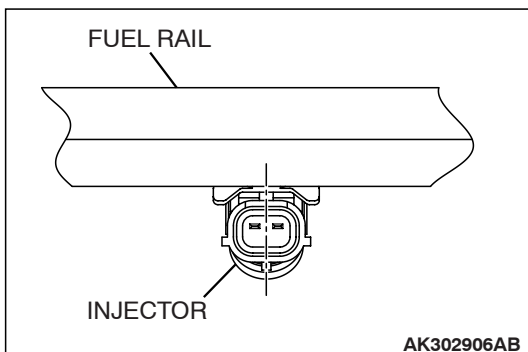
⚠ CAUTION

Use care not to let engine oil enter the fuel rail.

1. Apply clean engine oil to the O-ring.
2. Insert the injector into the fuel rail.
3. Make sure the injector rotates smoothly. If not, remove the injector to check the O-ring for damage, and replace the O-ring if necessary. Then reinsert the injector and check that it rotates smoothly.



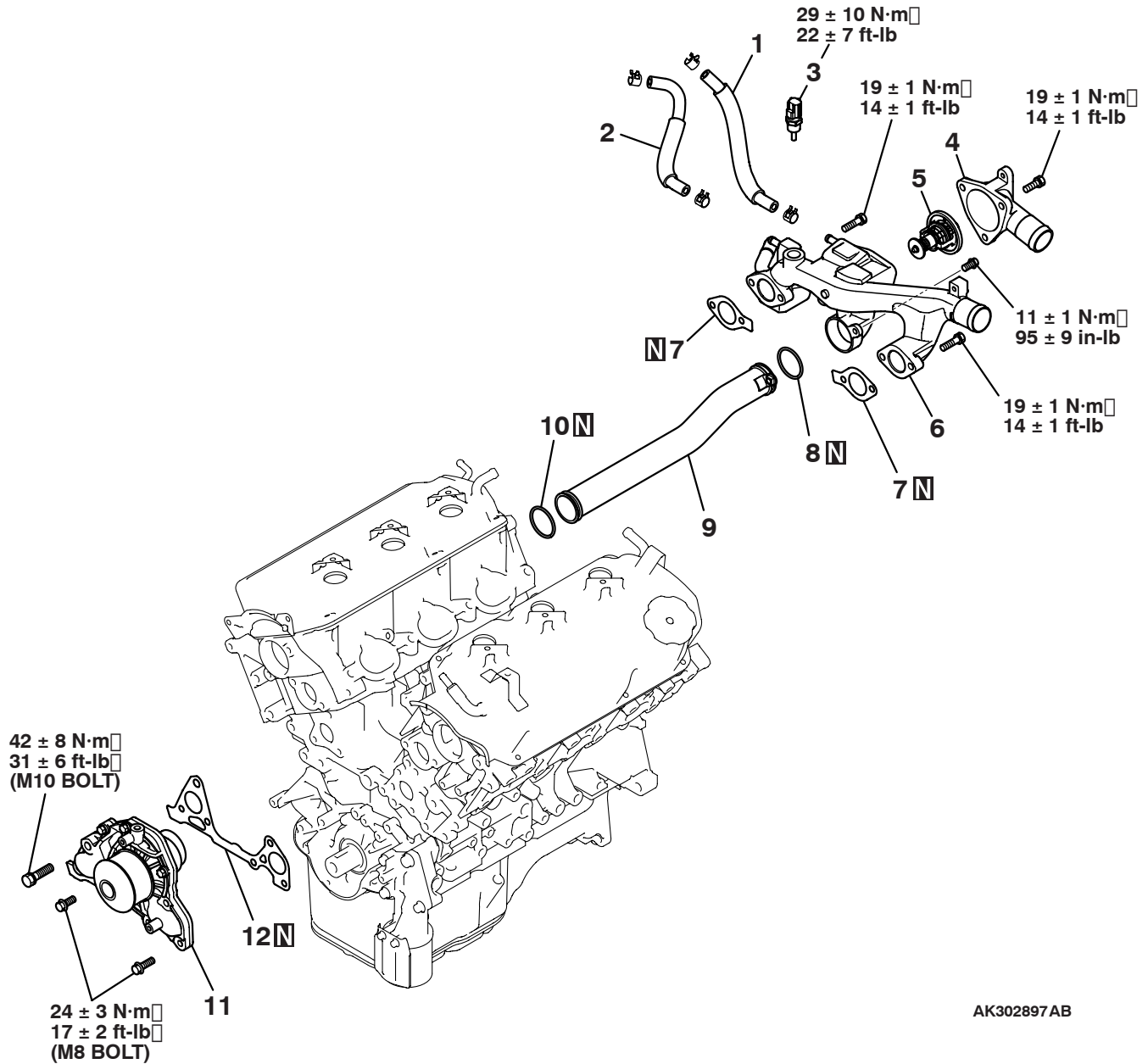
4. Confirm the protrusion of injector is at center. If not, rotate the injector for protrusion to be center.



WATER PUMP & WATER HOSE

REMOVAL AND INSTALLATION

M1113017900286



AK302897AB

REMOVAL STEPS

1. WATER HOSE
2. WATER HOSE
- >>D<< 3. ENGINE COOLANT TEMPERATURE SENSOR
4. WATER INLET FITTING
- >>C<< 5. THERMOSTAT
6. THERMOSTAT HOUSING

REMOVAL STEPS (Continued)

- >>B<< 7. THERMOSTAT HOUSING GASKET
- >>A<< 8. O-RING
- >>A<< 9. WATER INLET PIPE
- >>A<< 10. O-RING
11. WATER PUMP
12. WATER PUMP GASKET

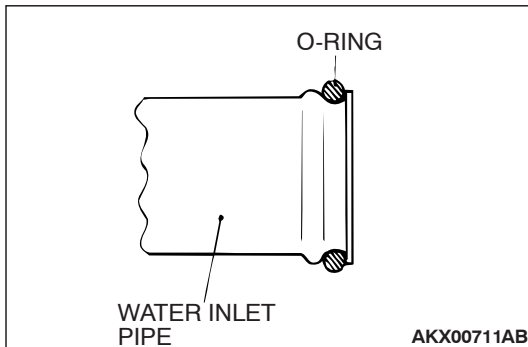
INSTALLATION SERVICE POINTS

>>A<< O-RING AND WATER INLET PIPE INSTALLATION

CAUTION

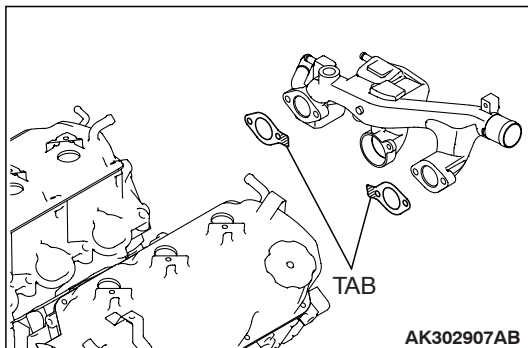
Keep the O-ring free of oil or grease.

1. Attach a new O-ring to each end of the water inlet pipe.
2. Wet the O-ring with water.
3. Insert the front end of the pipe into the water pump.



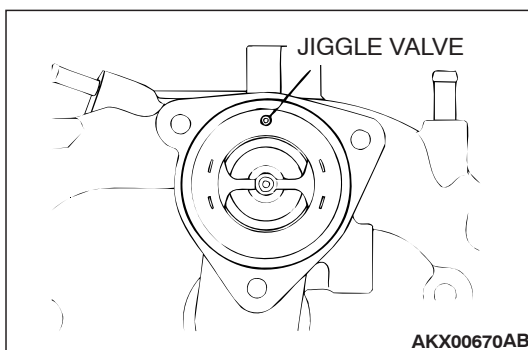
>>B<< THERMOSTAT HOUSING GASKET INSTALLATION

Install the thermostat housing gasket so that the tab is positioned as shown in the illustration.



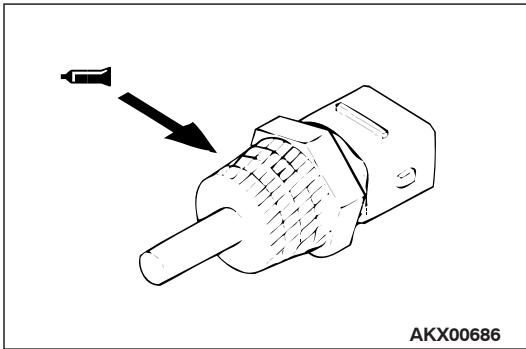
>>C<< THERMOSTAT INSTALLATION

1. Check that the rubber ring is free from damage and seated correctly in the thermostat flange.
2. Install the thermostat as shown in the illustration. The jiggle valve must be at the top position.



>>D<< SEALANT APPLICATION TO ENGINE COOLANT TEMPERATURE SENSOR

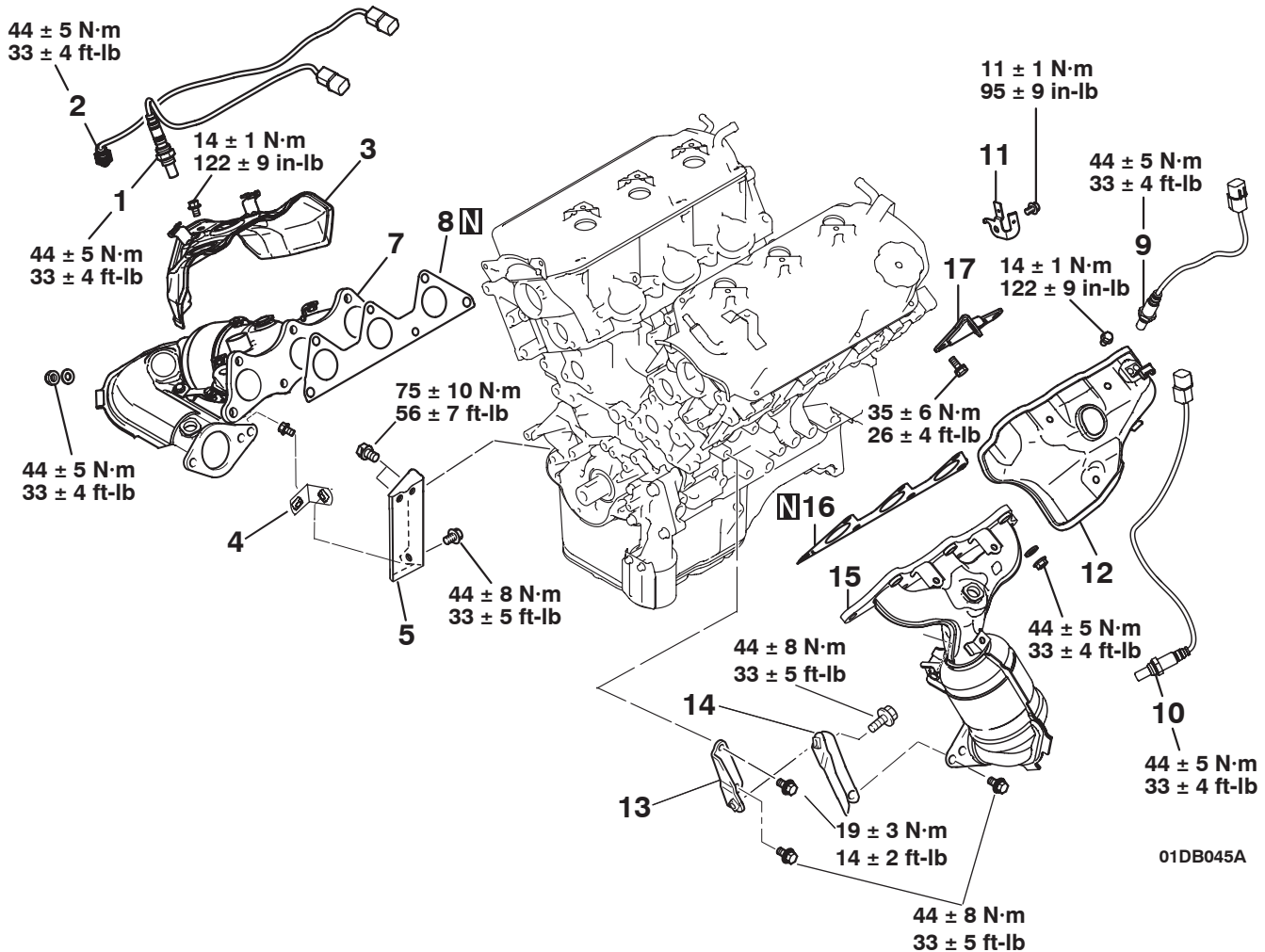
Apply 3M™ AAD Part number 8731 or equivalent to the engine coolant temperature sensor.



EXHAUST MANIFOLD

REMOVAL AND INSTALLATION

M1113004900424



REMOVAL STEPS

1. RIGHT BANK HEATED OXYGEN SENSOR (FRONT)
2. RIGHT BANK HEATED OXYGEN SENSOR (REAR)
3. HEAT PROTECTOR, RIGHT
- >>B<< 4. EXHAUST MANIFOLD STAY, RIGHT "B"
5. EXHAUST MANIFOLD STAY, RIGHT "A"
7. EXHAUST MANIFOLD, RIGHT
8. EXHAUST MANIFOLD GASKET
9. LEFT BANK HEATED OXYGEN SENSOR (FRONT)

REMOVAL STEPS (Continued)

10. LEFT BANK HEATED OXYGEN SENSOR (REAR)
11. CONNECTOR BRACKET
12. HEAT PROTECTOR, LEFT
- >>A<< 13. EXHAUST MANIFOLD STAY, LEFT "B"
14. EXHAUST MANIFOLD STAY, LEFT "A"
15. EXHAUST MANIFOLD, LEFT
16. EXHAUST MANIFOLD GASKET
17. ENGINE HANGER

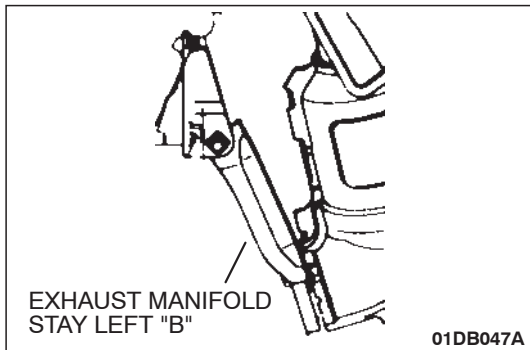
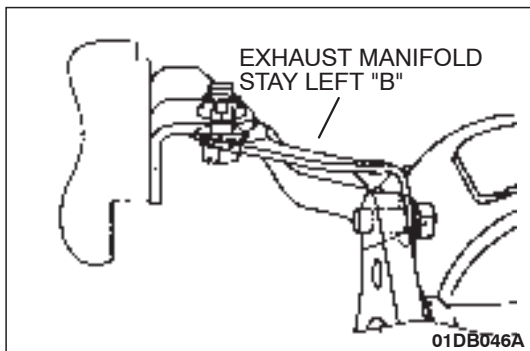
INSTALLATION SERVICE POINTS

>>A<< EXHAUST MANIFOLD STAY, LEFT "B" INSTALLATION

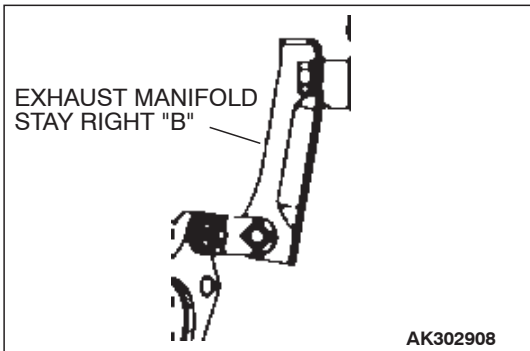
1. Tighten temporarily the left "B" of exhaust manifold stay together with the exhaust manifold and the left "A" of exhaust manifold stay.
2. Tighten the bolt on the exhaust manifold side to the specified torque.
3. Tighten the bolt on the left "A" side of exhaust manifold stay to the specified torque.

TIGHTENING TORQUE: 44 ± 8 N·m (33 ± 5 ft-lb)

TIGHTENING TORQUE: 44 ± 8 N·m (33 ± 5 ft-lb)



>>B<< EXHAUST MANIFOLD STAY, RIGHT "B" INSTALLATION



1. Tighten temporarily the right "B" of exhaust manifold stay together with the exhaust manifold and the right "A" of exhaust manifold stay.
2. Tighten the bolt on the exhaust manifold side to the specified torque.

TIGHTENING TORQUE: 44 ± 8 N·m (33 ± 5 ft-lb)

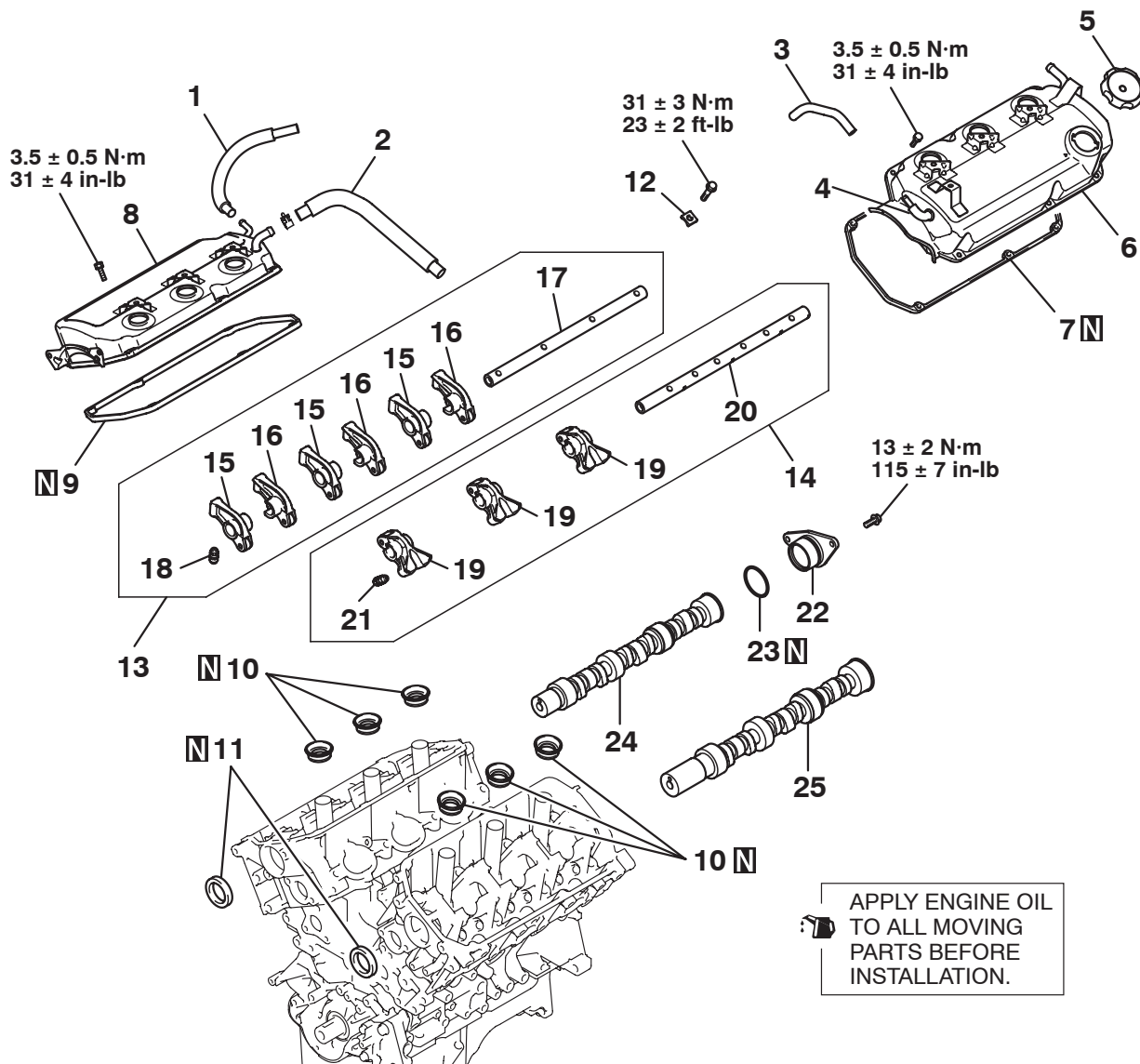
3. Tighten the bolt on the right "A" side of exhaust manifold stay to the specified torque.

TIGHTENING TORQUE: 44 ± 8 N·m (33 ± 5 ft-lb)

ROCKER ARMS AND CAMSHAFT

REMOVAL AND INSTALLATION

M1113005400585



REMOVAL STEPS

1. BREATHER HOSE
2. BLOW-BY HOSE
3. POSITIVE CRANKCASE VENTILATION HOSE
4. POSITIVE CRANKCASE VENTILATION VALVE
5. OIL FILLER CAP
6. ROCKER COVER, LEFT
7. ROCKER COVER GASKET
8. ROCKER COVER, RIGHT
9. ROCKER COVER GASKET
10. OIL SEAL
- >>D<< 11. CAMSHAFT OIL SEAL
12. ROCKER SHAFT CAP

REMOVAL STEPS (Continued)

- | | | |
|-------|-------|---------------------------|
| <<A>> | >>C<< | 13. ROCKER ARMS AND SHAFT |
| <<A>> | >>C<< | 14. ROCKER ARMS AND SHAFT |
| | | 15. ROCKER ARM A |
| | | 16. ROCKER ARM B |
| | | 17. ROCKER ARM SHAFT |
| | >>B<< | 18. LASH ADJUSTER |
| | | 19. ROCKER ARM C |
| | | 20. ROCKER ARM SHAFT |
| | >>B<< | 21. LASH ADJUSTER |
| | | 22. THRUST CASE |
| | | 23. O-RING |
| | >>A<< | 24. CAMSHAFT, RIGHT |
| | >>A<< | 25. CAMSHAFT, LEFT |

Required Special Tools:

- MB991559: Camshaft Oil Seal Installer Adapter
- MD998442: Air Bleed Wire
- MD998443: Lash Adjuster Holder
- MD998713: Camshaft Oil Seal Installer

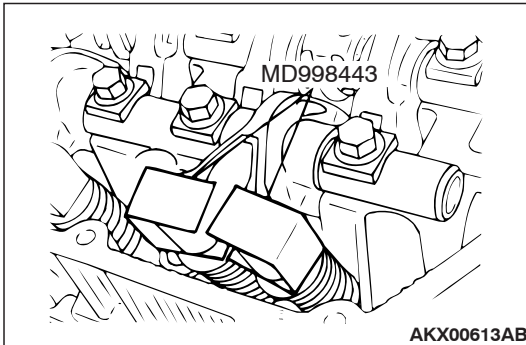
REMOVAL SERVICE POINT

<<A>> ROCKER ARMS AND SHAFT REMOVAL

⚠ CAUTION

If the lash adjuster is re-used, clean the lash adjuster. (Refer to lash adjuster inspection [P.11B-26.](#))

Set special tool MD998443 to prevent the lash adjuster from coming free and falling to the floor.



INSTALLATION SERVICE POINTS

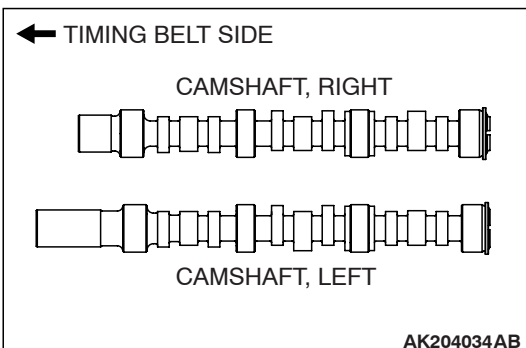
>>A<< CAMSHAFT INSTALLATION

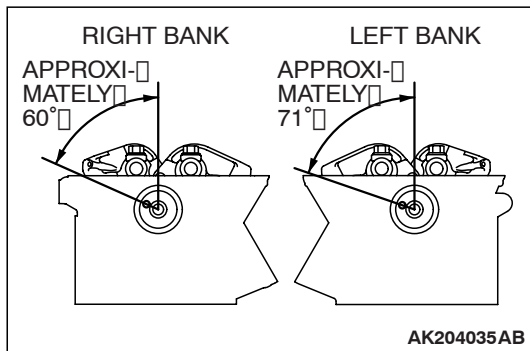
⚠ CAUTION

Use care to prevent confusion of the right and left bank camshafts.

1. Apply engine oil to the camshaft journals and cams and then install the camshafts.

NOTE: The camshaft with a longer overall length is for the left bank.





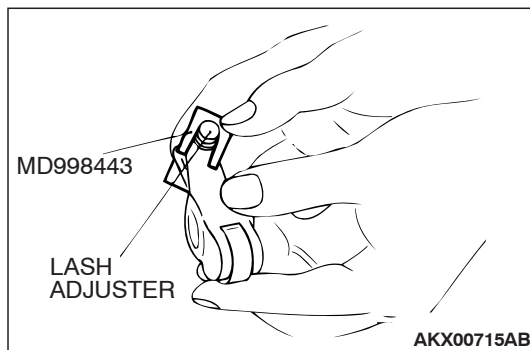
2. Check to see that the dowel pin of the camshaft is located at the position shown.

>>B<< LASH ADJUSTER INSTALLATION

⚠ CAUTION

If the lash adjuster is re-used, clean the lash adjuster.
(Refer to lash adjuster inspection [P.11B-26.](#))

Fit the lash adjuster onto the rocker arm without allowing diesel fuel to spill out. Fit special tool MD998443 to prevent the lash adjuster coming from free and falling to the floor.

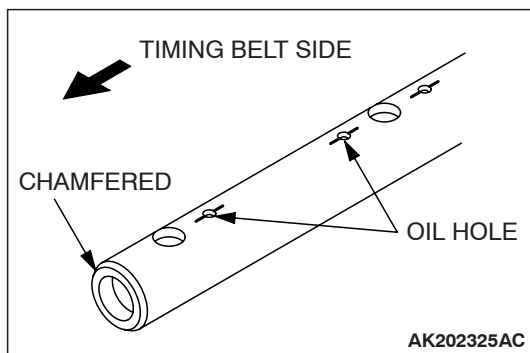


>>C<< ROCKER ARMS AND SHAFT INSTALLATION

1. Position the end with the larger chamfer at the right on the front bank, and at the left on the rear bank.

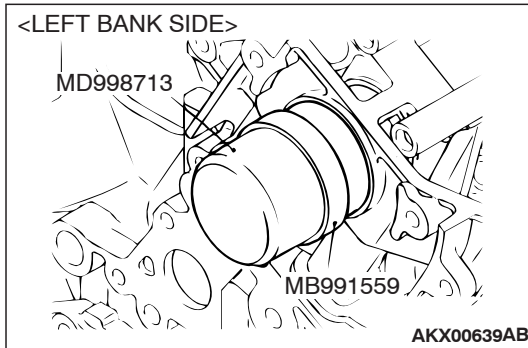
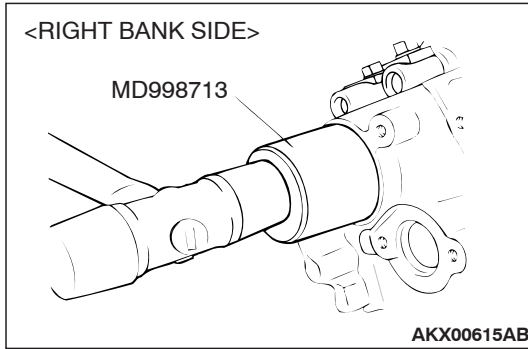
NOTE: The side with the four bolt holes is on the intake side.

2. Position the side with the oil holes on the lower side (cylinder head side).



>>D<< CAMSHAFT OIL SEAL INSTALLATION

Use special tools MD998713 and MB991559 to install the camshaft oil seal.



INSPECTION

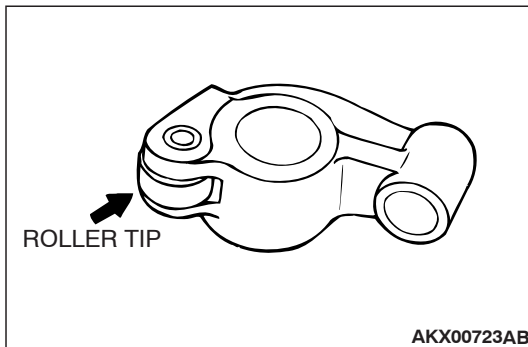
M1113005500463

ROCKER ARM SHAFT

Check the rocker arm mounting areas of the rocker arm shafts for wear or damage. Replace as necessary.

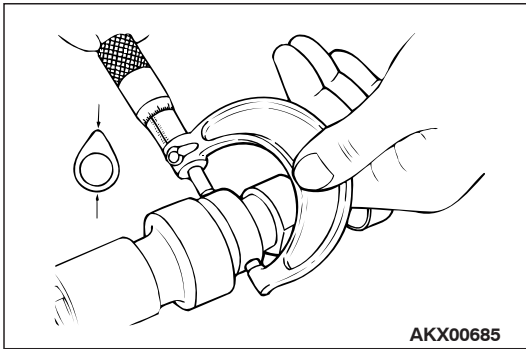
ROCKER ARM

1. Check the roller surface and replace the rocker arm if recesses, damage or heat seizure is observed.
2. Check roller rotation and replace the rocker arm if uneven rotation or roller backlash of the roller is observed.
3. Check the inside diameter and replace the rocker arm if damage or seizure is observed.



CAMSHAFT

1. Check the camshaft bearing journals for damage and binding. If the journals are binding, check the cylinder head for damage. Also check the cylinder head for clogged oil holes.
2. Check the tooth surface of the distributor drive gear teeth of the camshaft and replace if abnormal wear is evident.



3. Check the cam surface for abnormal wear and damage and replace if necessary. Also measure the cam height and replace if out of minimum limit.

Standard value:

Intake 37.39 mm (1.472 inches)

Exhaust 37.71 mm (1.485 inches)

Minimum limit:

Intake 36.89 mm (1.452 inches)

Exhaust 37.21 mm (1.465 inches)

LASH ADJUSTERS

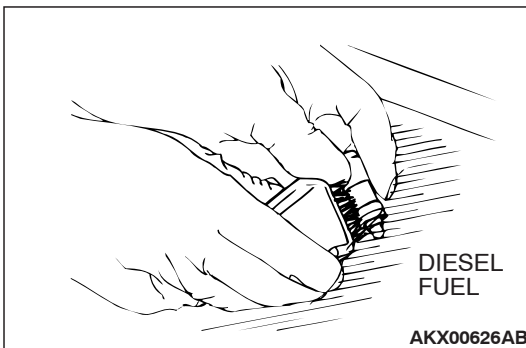
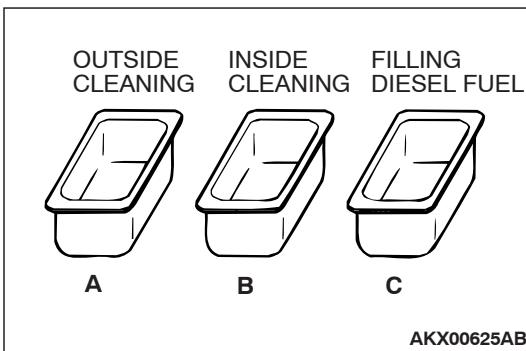
⚠ CAUTION

- The lash adjusters are precision-engineered mechanisms. Do not allow them to become contaminated by dirt or other foreign substances.
- Do not attempt to disassemble the lash adjusters.
- Use only fresh diesel fuel to clean the lash adjusters.

1. Prepare three containers and approximately 5 dm³ (30.5 quart) of diesel fuel. Into each container, pour enough diesel fuel to completely cover a lash adjuster when it is standing upright. Then, perform the following steps with each lash adjuster.

2. Place the lash adjuster in container A and clean its outside surface.

NOTE: Use a nylon brush if deposits are hard to remove.

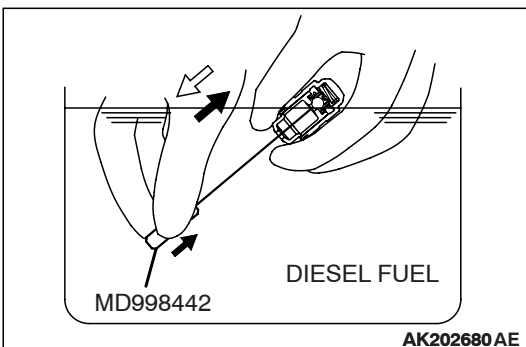


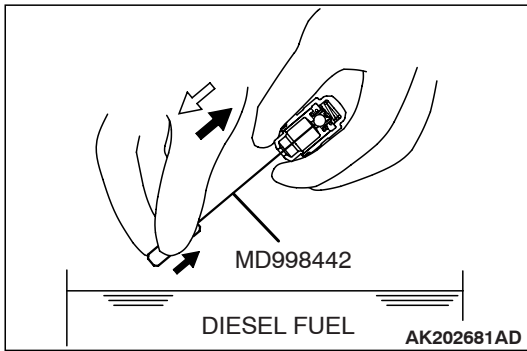
⚠ CAUTION

The steel ball spring is extremely weak, so the lash adjuster's functionality may be lost if the air bleed wire is pushed in hard.

3. While gently pushing down the internal steel ball using wire [0.5 mm (0.020 inch) in diameter] or special tool MD998442, move the plunger through five to ten strokes until it slides smoothly. In addition to eliminating stiffness in the plunger, this operation will remove dirty oil.

NOTE: If the plunger remains stiff or the mechanism appears otherwise abnormal, replace the lash adjuster.

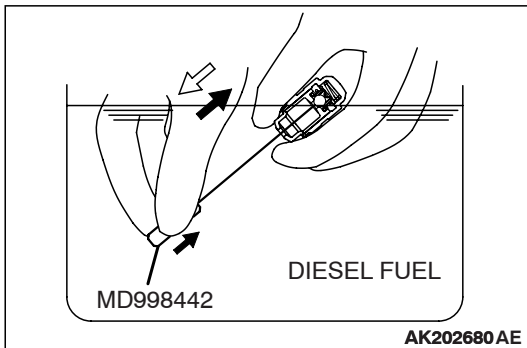




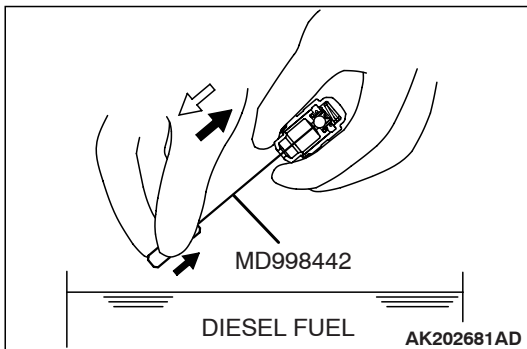
4. Remove the lash adjuster from the container. Then, push down the steel ball gently and push the plunger to eliminate diesel fuel from the pressure chamber.

CAUTION

The steel ball spring is extremely weak, so the lash adjuster's functionality may be lost if the air bleed wire is pushed in hard.



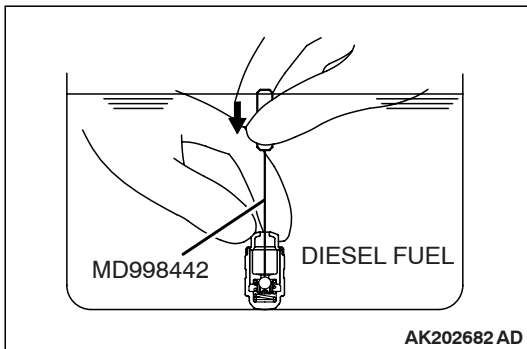
5. Place the lash adjuster in container B. Then, gently push down the internal steel ball using a wire [0.5 mm (0.020 inch) in diameter] or special tool MD998442 and move the plunger through five to ten strokes until it slides smoothly. This operation will clean the lash adjuster's pressure chamber.



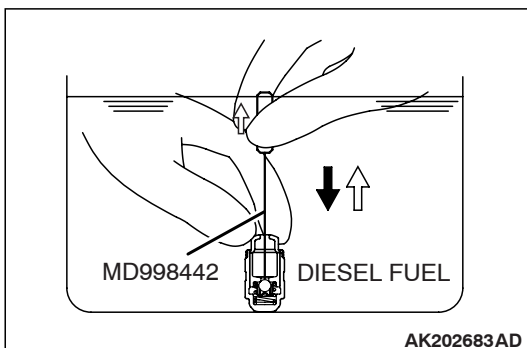
6. Remove the lash adjuster from the container. Then, push down the steel ball gently and push the plunger to eliminate diesel fuel from the pressure chamber.

CAUTION

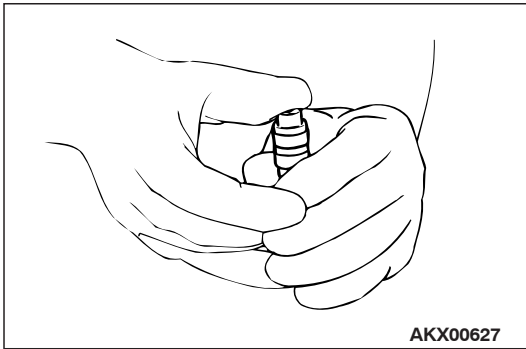
Do not use container C for cleaning. If cleaning is performed in container C, foreign matter could enter the pressure chamber when the chamber is filled with diesel fuel.



7. Place the lash adjuster in container C. Then, gently push down the internal steel ball using a wire [0.5 mm (0.020 inch) in diameter] or special tool MD998442.



8. Stand the lash adjuster with its plunger at the top, then push the plunger downward firmly until it moves through its greatest possible stroke. Return the plunger slowly, then release the steel ball and allow the pressure chamber to fill with diesel fuel.



9. Remove the lash adjuster from the container, then stand the lash adjuster with its plunger at the top. Push the plunger firmly and check that it does not move.

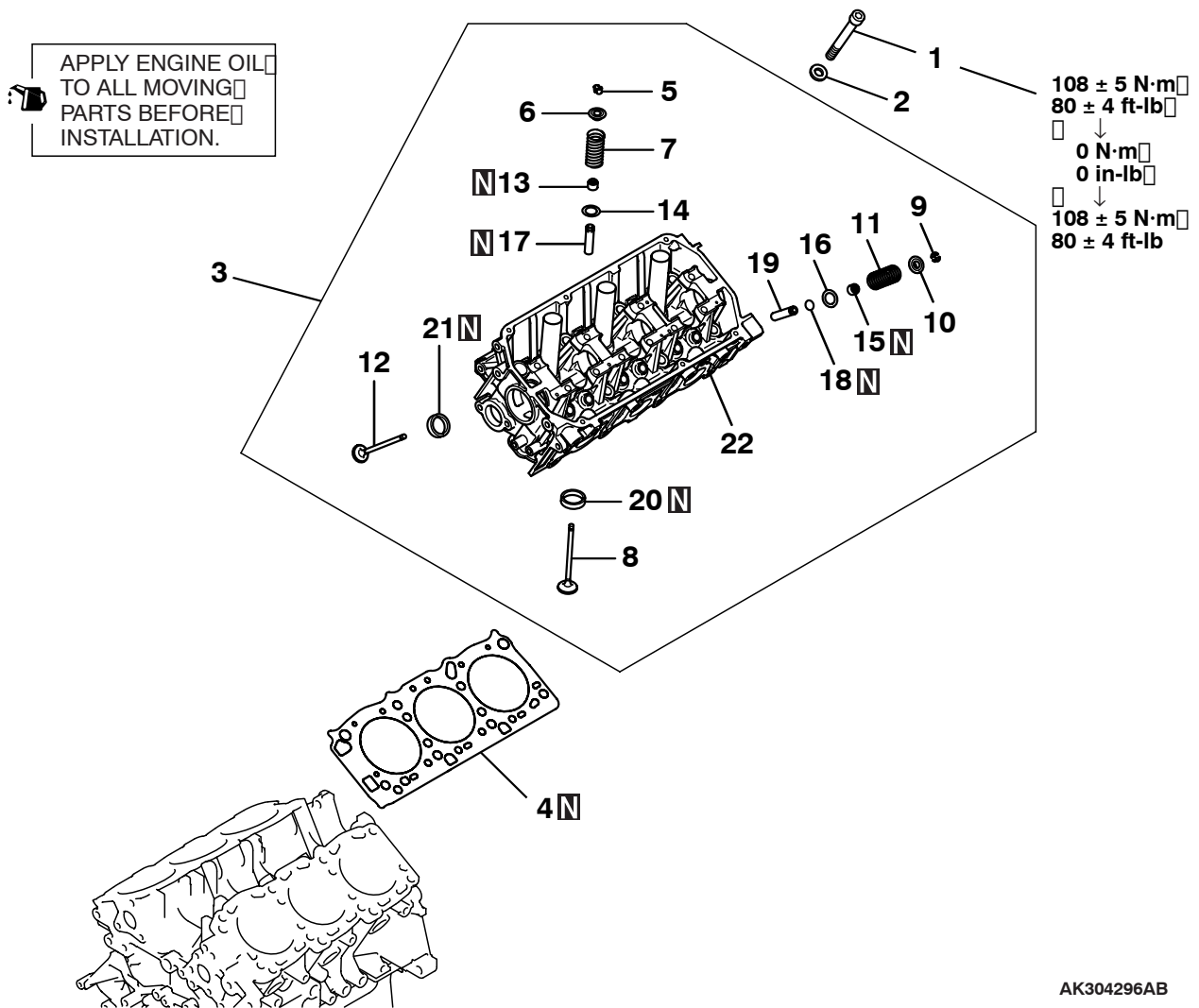
NOTE: If the lash adjuster contracts or moves, repeat steps 7 through 9 again to fill it with diesel fuel completely. Replace the lash adjuster if it still contracts or moves after performing these steps.

10. Stand the lash adjuster upright to prevent diesel fuel from spilling out. Do not allow the lash adjuster to become contaminated by dirt or other foreign matter. Install the lash adjuster onto the engine as soon as possible.

CYLINDER HEAD AND VALVES

REMOVAL AND INSTALLATION

M1113006900527



AK304296AB

- <<A>> >>D<<
- REMOVAL STEPS**
1. CYLINDER HEAD BOLT
 2. WASHER
 3. CYLINDER HEAD ASSEMBLY
 4. CYLINDER HEAD GASKET

- <> >>C<<
- REMOVAL STEPS (Continued)**
5. RETAINER LOCK
 6. VALVE SPRING RETAINER
 7. VALVE SPRING
 8. INLET VALVE
- >>B<<

REMOVAL STEPS (Continued)

- <> >>C<< 9. RETAINER LOCK
10. VALVE SPRING RETAINER
>>B<< 11. VALVE SPRING
12. EXHAUST VALVE
>>A<< 13. VALVE STEM SEAL
14. VALVE SPRING SEAT
>>A<< 15. VALVE STEM SEAL
16. VALVE SPRING SEAT
17. INLET VALVE GUIDE
18. SNAP RING
19. EXHAUST VALVE GUIDE
20. INLET VALVE SEAT
21. EXHAUST VALVE SEAT
22. CYLINDER HEAD

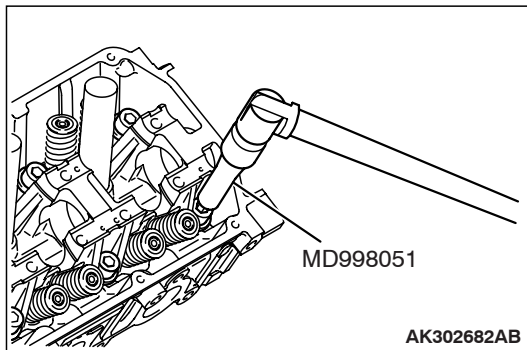
Required Special Tools:

- MB991999: Valve Stem Seal Installer
- MD998051: Cylinder Head Bolt Wrench
- MD998735: Valve Spring Compressor
- MD998772: Valve Spring Compressor

REMOVAL SERVICE POINTS

<<A>> CYLINDER HEAD BOLT REMOVAL

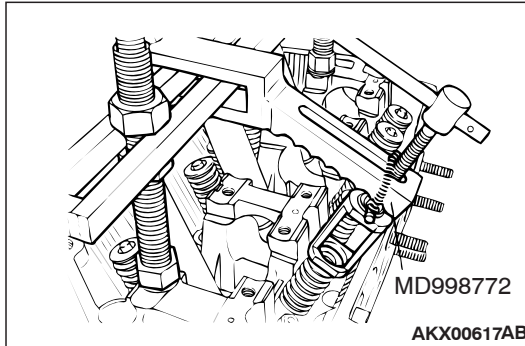
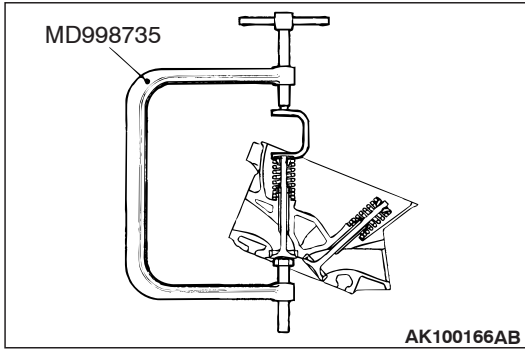
Use special tool MD998051 to loosen the cylinder head bolt.



<> RETAINER LOCK REMOVAL

1. Using special tool MD998735 or MD998772, compress the spring.
2. Remove the retainer locks.

NOTE: Tag removed valves, springs and other components, noting their cylinder numbers and locations to facilitate reassembly. Store these components safely.



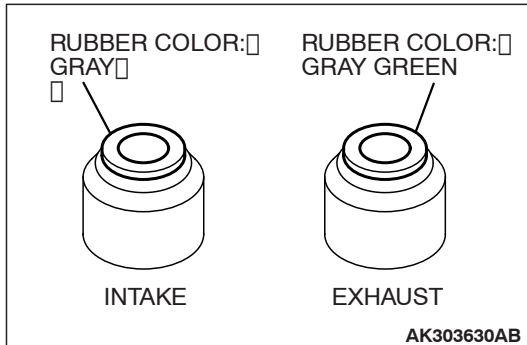
INSTALLATION SERVICE POINTS

>>A<< VALVE STEM SEAL INSTALLATION

1. Install the valve spring seat.

CAUTION

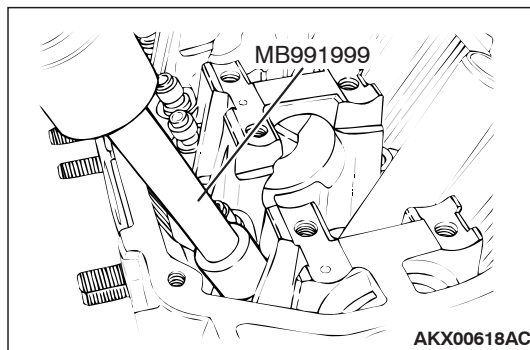
- Valve stem seals for intake valves and for exhaust valves are different. Be sure to install the correct ones.
- Valve stem seal identification color
Intake: GRAY
Exhaust: GRAY GREEN



CAUTION

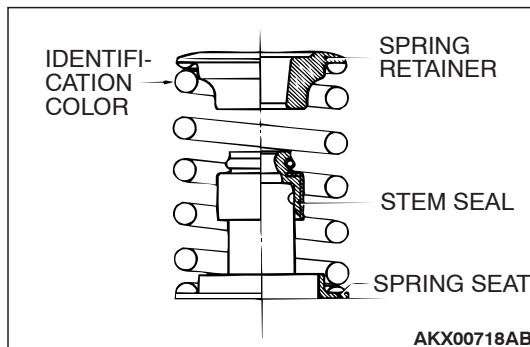
Always use the special tool to install the valve stem seal. Improperly installed valve stem seals may leak oil.

2. Using special tool MB991999, install a new stem seal to the valve guide.



>>B<< VALVE SPRING INSTALLATION

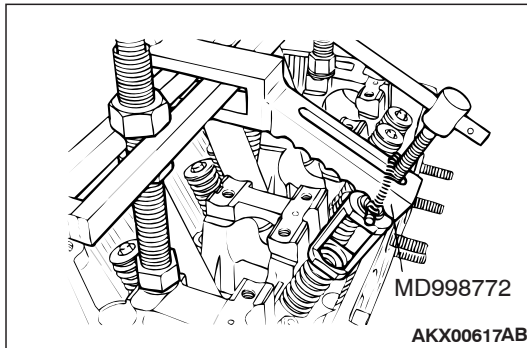
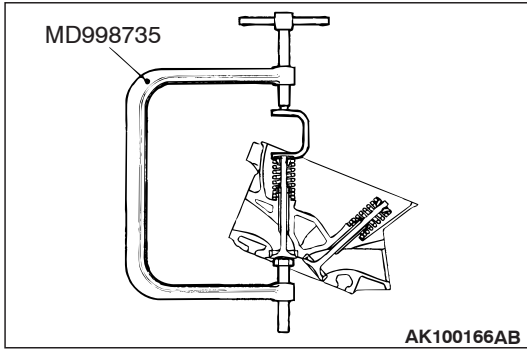
Install the valve spring end with its identification color toward the spring retainer.



>>C<< RETAINER LOCK INSTALLATION

Using special tool MD998735 or MD998772, compress the valve spring and insert the retainer lock into position.

NOTE: The valve spring, if excessively compressed, causes the bottom end of retainer to damage the stem seal.



>>D<< CYLINDER HEAD BOLT INSTALLATION

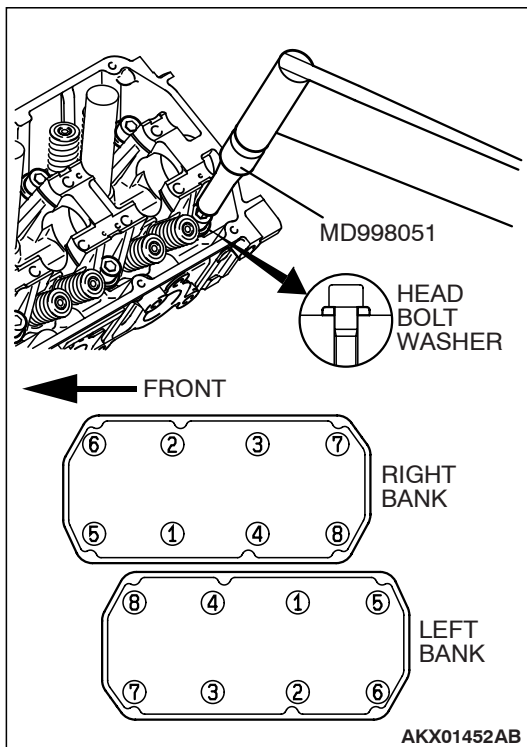
⚠ CAUTION

Attach the head bolt washer in the direction shown in the figure.

1. Tighten the bolts in the illustrated sequence two or three steps.

Tightening torque: 108 ± 5 N·m (80 ± 4 ft-lb)

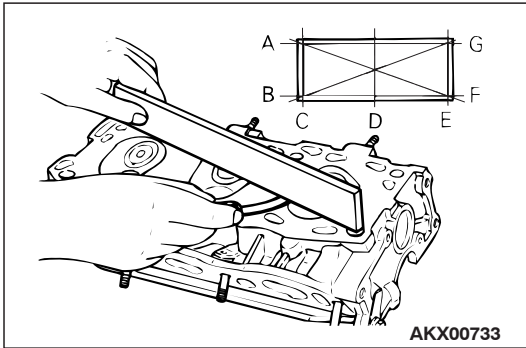
2. Back off the bolts once and tighten them again to the specified torque in step 1.



INSPECTION

M1113007000464

CYLINDER HEAD



1. Check the cylinder head gasket surface for flatness by using a straightedge in the directions of A through G shown in the illustration.

Standard value: 0.03 mm (0.0012 inch)

Limit: 0.2 mm (0.007 inch)

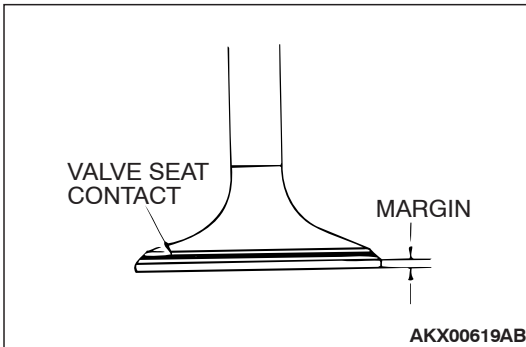
2. If the service limit is exceeded, correct to meet the specification.

Grinding limit: *0.2 mm (0.007 inch)

3. *If the service limit is exceeded, correct to meet the specification.

**Cylinder head height (specification when new):
120 mm (4.7 inches)**

VALVE



1. Check the valve face for correct contact. If incorrect, reface using a valve refacer. The valve should make a uniform contact with the seat at the center of the valve face.
2. If the margin exceeds the service minimum limit, replace the valve.

Standard value:

<Intake> 1.0 mm (0.04 inch)

<Exhaust> 1.2 mm (0.05 inch)

Minimum limit:

<Intake> 0.5 mm (0.02 inch)

<Exhaust> 0.7 mm (0.03 inch)

3. Measure the valve's total length. If the measurement is less than specified, replace the valve.

Standard value:

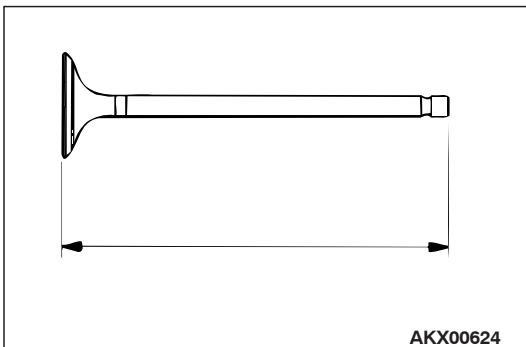
<Intake> 110.30 mm (4.343 inches)

<Exhaust> 112.11 mm (4.414 inches)

Minimum limit:

<Intake> 109.80 mm (4.323 inches)

<Exhaust> 111.61 mm (4.394 inches)



VALVE SPRINGS

1. Measure the free height of the spring and, if it is smaller than the minimum limit, replace the spring.

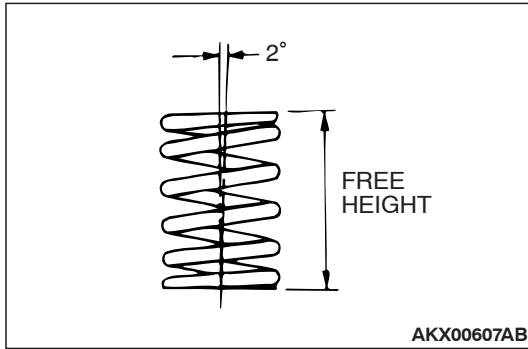
Standard value: 50.6 mm

Minimum limit: 49.6 mm

2. Measure the squareness of the spring and, if the limit is exceeded, replace the spring.

Standard value: 2° or less

Limit: 4°



VALVE GUIDES

Measure the clearance between the valve guide and valve stem. If the limit is exceeded, replace the valve guide, valve, or both.

Standard value:

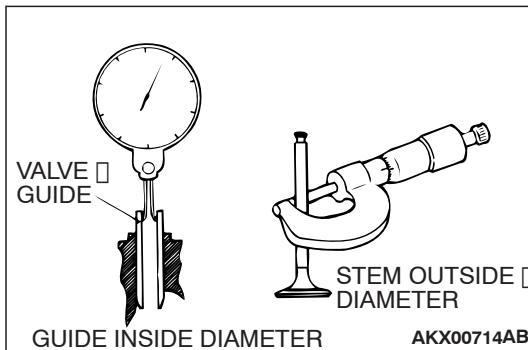
<Intake> 0.02 – 0.05 mm (0.0008 – 0.0019 inch)

<Exhaust> 0.04 – 0.06 mm (0.0016 – 0.0023 inch)

Limit:

<Intake> 0.10 mm (0.003 inch)

<Exhaust> 0.15 mm (0.005 inch)



VALVE SEAT

Assemble the valve, then measure the valve stem projection between the end of the valve stem and the spring seating surface. If the measurement exceeds the specified limit, replace the valve seat.

Standard value:

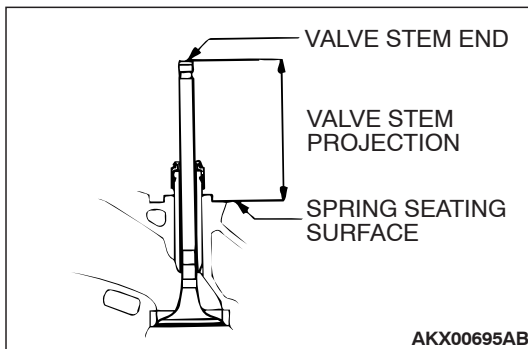
<Intake> 48.30 mm (1.902 inches)

<Exhaust> 51.71 mm (2.036 inches)

Limit:

<Intake> 48.80 mm (1.921 inches)

<Exhaust> 52.21 mm (2.056 inches)

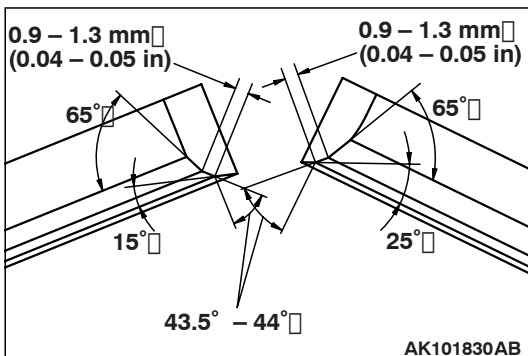


VALVE SEAT RECONDITIONING PROCEDURE

⚠ CAUTION

Before correcting the valve seat, check the clearance between the valve guide and valve and, if necessary, replace the valve guide.

1. Using the special tool or a seat grinder, correct to obtain the specified seat width and angle.
2. After correcting the valve seat, lap the valve and valve seat using lapping compound. Then, check the valve stem projection.

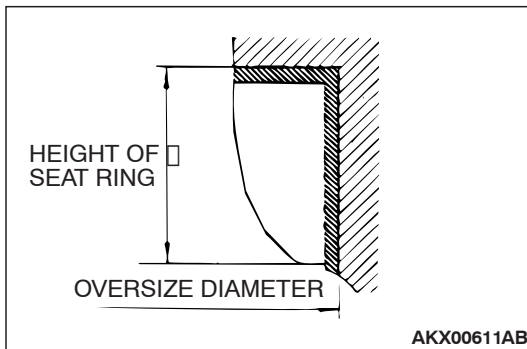
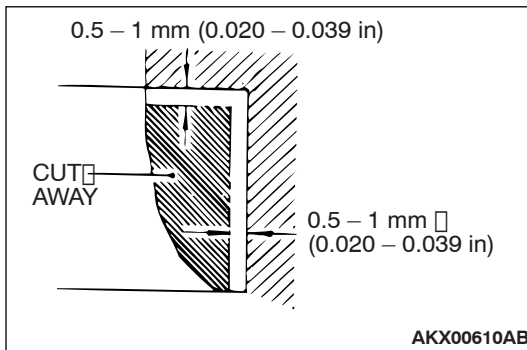


VALVE SEAT REPLACEMENT PROCEDURE

CAUTION

Before replacing the valve seat, check the valve guide and, if necessary, replace the valve guide.

1. Cut the valve seat from the inside to thin the wall thickness. Then, remove the valve seat.



2. Rebore the valve seat hole in the cylinder head to a selected oversize valve seat diameter.

Seat ring hole diameter:

Intake valve

0.3 oversize 37.80 – 37.83 mm (1.4882 – 1.4894 inches)

0.6 oversize 38.10 – 38.13 mm (1.5000 – 1.5012 inches)

Exhaust valve

0.3 oversize 34.80 – 34.83 mm (1.3701 – 1.3713 inches)

0.6 oversize 35.10 – 35.13 mm (1.3819 – 1.3831 inches)

3. Before fitting the valve seat, either heat the cylinder head up to approximately 250°C (482°F) or cool the valve seat in liquid nitrogen, to prevent the cylinder head bore from galling.
4. Using a valve seat cutter, correct the valve seat to the specified width and angle. Using a valve seat cutter, correct the valve seat to the specified width and angle. See "VALVE SEAT RECONDITIONING PROCEDURE" on the previous page.

VALVE GUIDE REPLACEMENT PROCEDURE

1. Remove the snap ring from the exhaust valve guide.
2. Using a press, remove the valve guide toward the cylinder head gasket surface.

CAUTION

Do not install a valve guide of the same size again.

3. Re-bore the valve guide hole of the cylinder head so that it fits the press-fitted oversize valve guide.

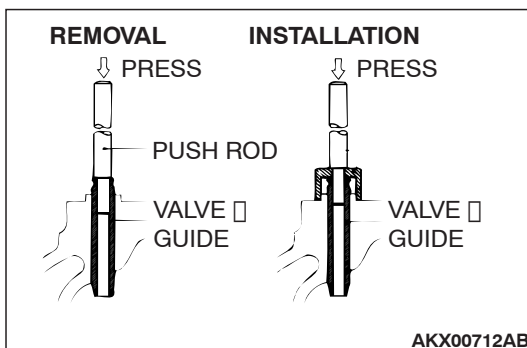
Valve guide hole diameter:

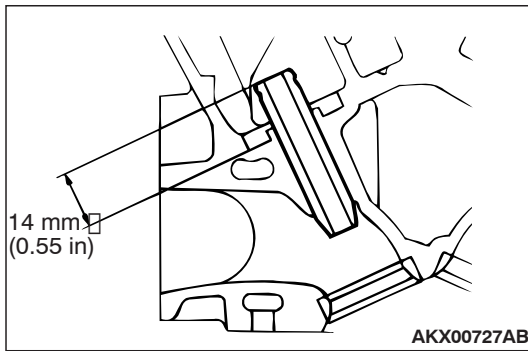
0.05 oversize 11.05 – 11.07 mm (0.4350 – 0.4358 inch)

0.25 oversize 11.25 – 11.27 mm (0.4429 – 0.4437 inch)

0.50 oversize 11.50 – 11.52 mm (0.4528 – 0.4535 inch)

4. Install the new snap ring into the groove of exhaust valve guide.





- Press-fit the valve guide until it protrudes 14 mm (0.55 inch) from the cylinder head top surface as shown in the illustration.

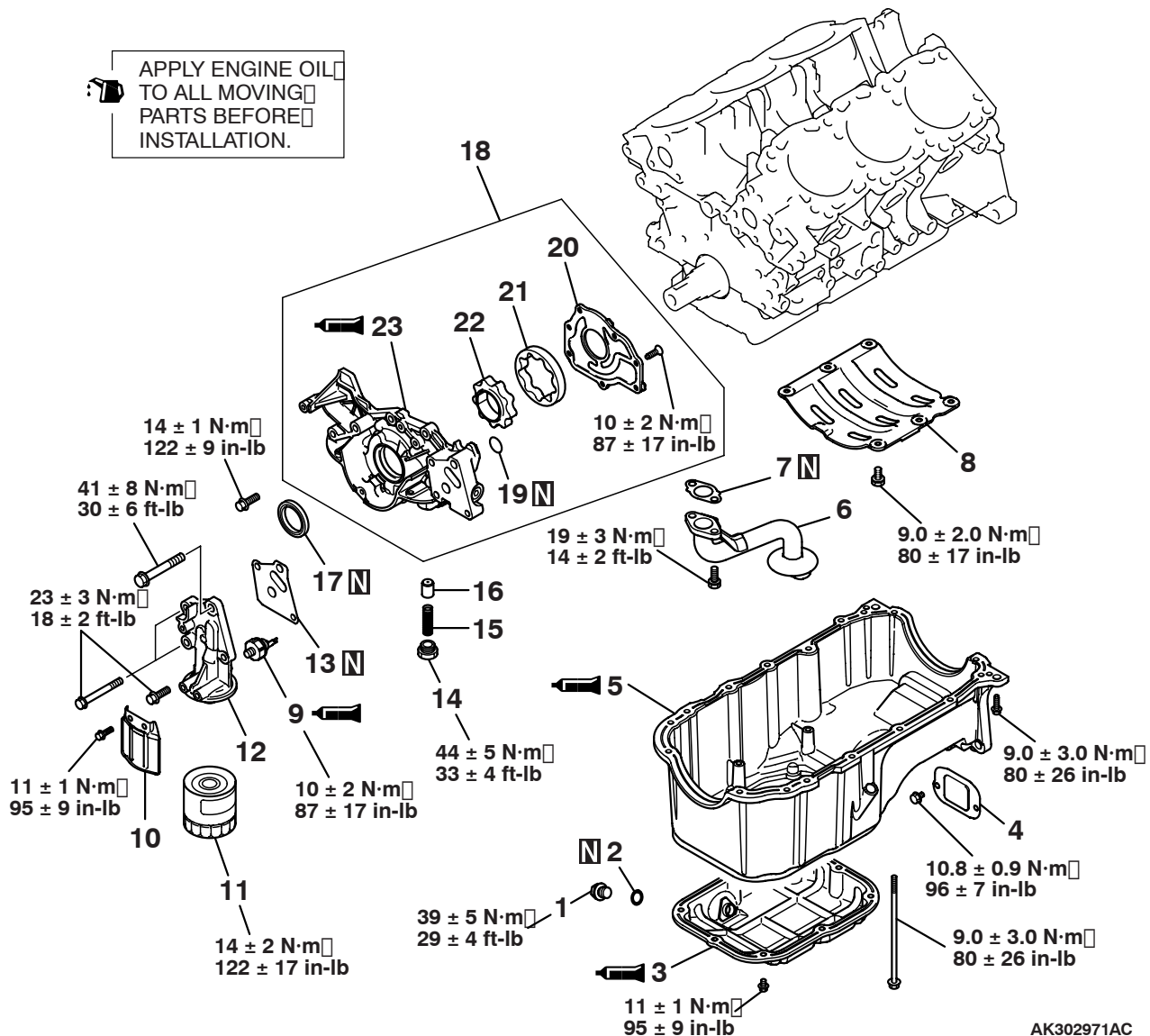
NOTE: When press-fitting the valve guide, work from the cylinder head top surface.

NOTE: After installing the valve guides, insert new valves in them to check for sliding condition.

OIL PAN AND OIL PUMP

REMOVAL AND INSTALLATION

M1113008100420



REMOVAL STEPS

- >>H<< 1. DRAIN PLUG
<<A>> >>G<< 2. DRAIN PLUG GASKET
<> >>F<< 3. OIL PAN, LOWER
4. COVER
5. OIL PAN, UPPER
6. OIL SCREEN
7. OIL SCREEN GASKET
8. BAFFLE PLATE
>>E<< 9. ENGINE OIL PRESSURE SWITCH
10. OIL FILTER COVER
>>D<< 11. OIL FILTER
12. OIL FILTER BRACKET

REMOVAL STEPS (Continued)

13. OIL FILTER BRACKET GASKET
14. RELIEF PLUG
15. RELIEF SPRING
16. RELIEF PLUNGER
>>C<< 17. CRANKSHAFT FRONT OIL SEAL
>>B<< 18. OIL PUMP CASE ASSEMBLY
19. O-RING
20. OIL PUMP COVER
<<C>> >>A<< 21. OIL PUMP OUTER ROTOR
<<C>> >>A<< 22. OIL PUMP INNER ROTOR
23. OIL PUMP CASE

Required Special Tool

- MD998054: Oil Pressure Switch Socket Wrench
- MD998717: Crankshaft Front Oil Seal Installer

REMOVAL SERVICE POINT

<<A>> OIL PAN, LOWER REMOVAL

1. Remove the lower oil pan mounting bolts.

⚠ CAUTION

Do not use a scraper or special tool to remove the oil pan.

2. Remove the lower oil pan by tapping on its side with a plastic hammer (mallet) through a wooden plank held against it.

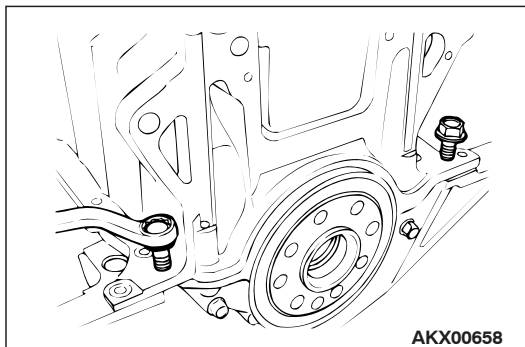
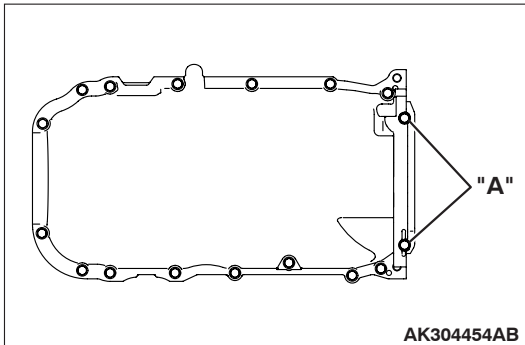
<> OIL PAN, UPPER REMOVAL

1. Remove the long bolts "A" shown in the illustration first.
2. Remove all other bolts.

⚠ CAUTION

Do not use a scraper or special tool to remove the oil pan.

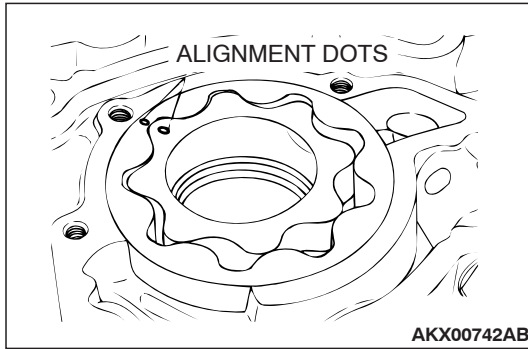
3. Remove the oil pan.



4. Screw M10 bolts into the two bolt holes in the oil pan to break the joint and remove the oil pan.

<<C>> OUTER ROTOR/INNER ROTOR REMOVAL

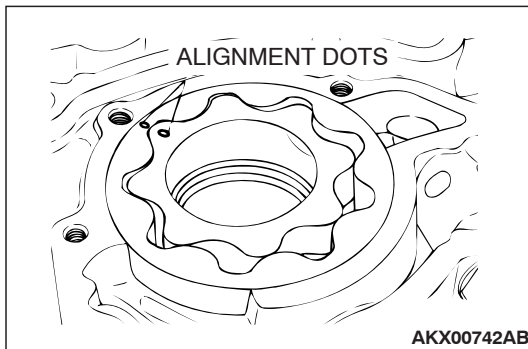
Make alignment dots on the outer and inner rotors for ease of reassembly.



INSTALLATION SERVICE POINTS

>>A<< INNER ROTOR/OUTER ROTOR INSTALLATION

Apply engine oil to the rotors. Then install the rotors, ensuring that the alignment dots made at disassembly are properly aligned.



>>B<< OIL PUMP CASE ASSEMBLY INSTALLATION

1. Clean the gasket mating surfaces of oil pump case and cylinder block.
2. Apply a 3 mm (0.1 inch) diameter bead of sealant (Mitsubishi Genuine Parts number MD970389 or equivalent) to the oil pump case.

Apply sealant as indicated by the broken line in the illustration; the grooves must be traced and the bolt holes must be surrounded with a bead of sealant.

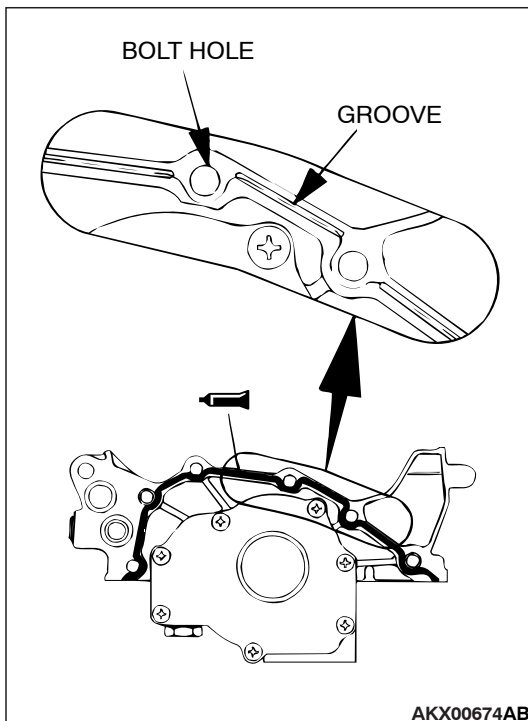
3. Install the oil pump case assembly to the front of the cylinder block.

NOTE: Be sure to install the oil pump case quickly while the sealant is wet (within 15 minutes).

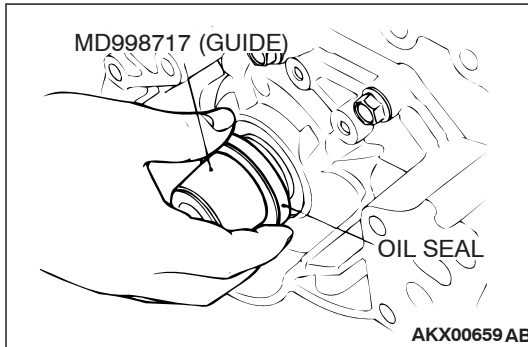
4. Tighten the oil pump case mounting bolts to the specified torque.

Tightening torque: 14 ± 1 N·m (122 ± 9 in-lb)

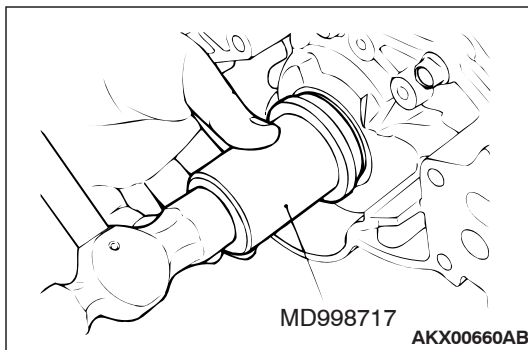
NOTE: After installation, keep the sealed area away from oil and coolant for approximately one hour.



>>C<< CRANKSHAFT FRONT OIL SEAL INSTALLATION

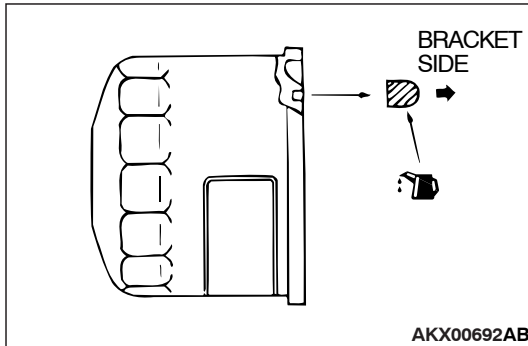


1. Install the guide of special tool MD998717 to the front end of the crankshaft.
2. Apply engine oil to the lip area of a new oil seal and push it in until it contacts the oil pump case.



3. Using special tool MD998717, press-fit the oil seal into the oil pump case.

>>D<< OIL FILTER INSTALLATION



1. Clean the installation surface of the filter bracket.
2. Apply engine oil to the O-ring of the oil filter.
3. Install the oil filter to the bracket and tighten it to the specified torque.

Tightening torque: 14 ± 2 N·m (122 ± 17 in·lb)

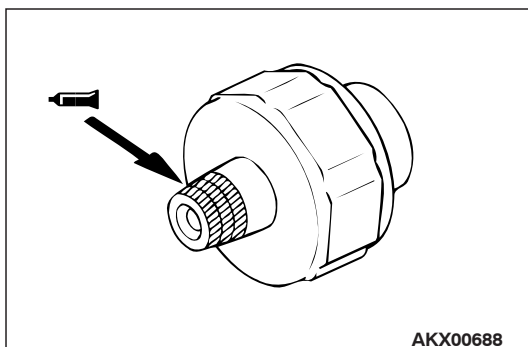
4. If no torque wrench can be used for tightening, use the following procedure.
 - (1) Screw in the oil filter until its O-ring contacts the oil filter bracket.
 - (2) Tighten the oil filter 1 turn.

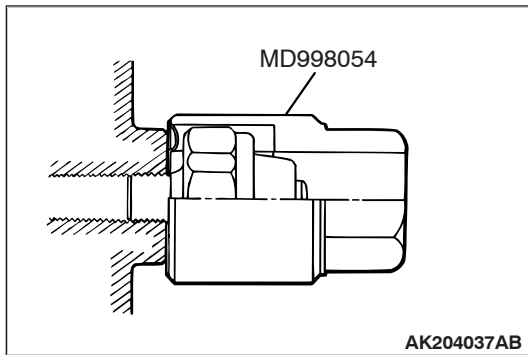
>>E<< ENGINE OIL PRESSURE SWITCH INSTALLATION

⚠ CAUTION

Be careful not to block the oil passage with sealant.

1. Apply 3M™ AAD Part number 8672 or equivalent to the thread of engine oil pressure switch.





2. Tighten the engine oil pressure switch together with the oil filter bracket to the specified torque, using special tool MD998054.

Tightening torque: 10 ± 2 N·m (87 ± 17 in-lb)

>>F<< OIL PAN, UPPER INSTALLATION

1. Clean both gasket surfaces of the upper oil pan and cylinder block.
2. Apply a 4 mm (0.2 inch) diameter bead of sealant (Mitsubishi Genuine Parts number MD970389 or equivalent) to the upper oil pan.

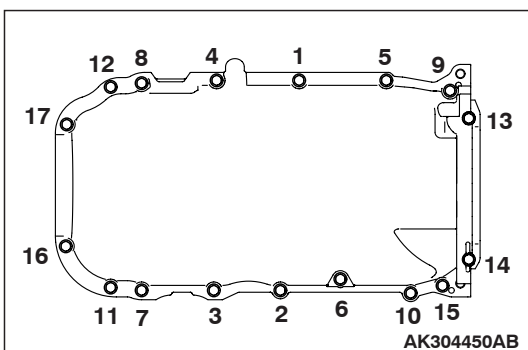
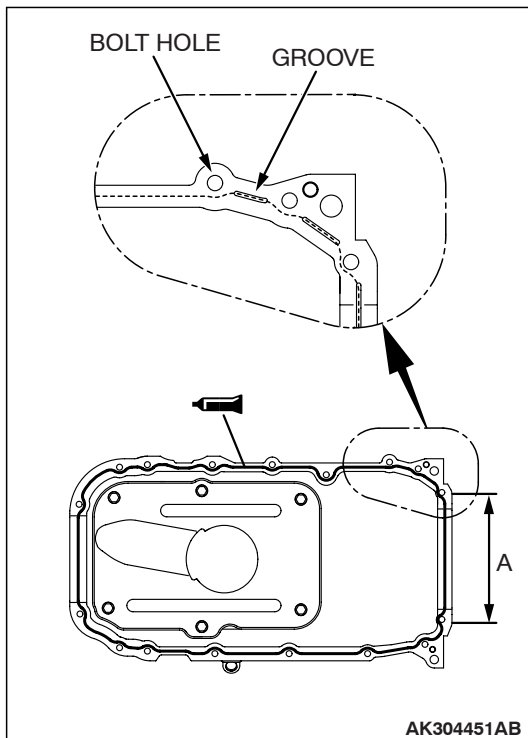
Apply sealant as indicated by the broken line in the illustration; the grooves must be traced and the bolt holes must be surrounded with a bead of sealant.

CAUTION

When installing the upper oil pan, be sure not to expel the sealant from the oil pan flange at portion A in the illustration.

3. Install the oil pan to the bottom of the cylinder block.

NOTE: Be sure to install the oil pan quickly while the sealant is wet (within 15 minutes).



4. Tighten the upper oil pan bolts in the sequence shown.

Tightening torque: 9.0 ± 3.0 N·m (80 ± 26 in-lb)

NOTE: After installation, keep the sealed area away from the oil and coolant for approximately one hour.

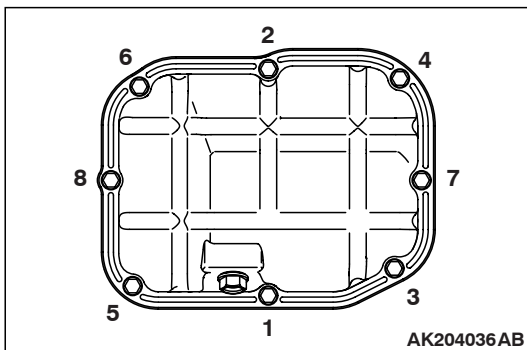
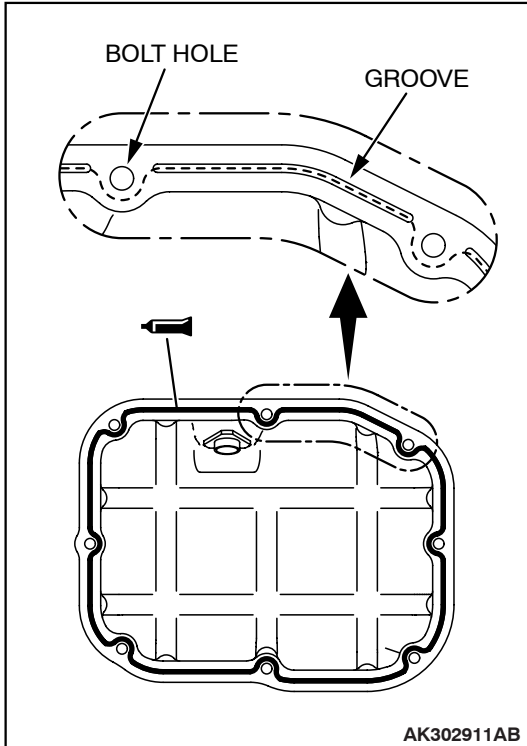
>>G<< OIL PAN, LOWER INSTALLATION

1. Clean both gasket surfaces of the upper and lower oil pans.
2. Apply a 4 mm (0.2 inch) diameter bead of sealant (Mitsubishi Genuine Parts number MD970389 or equivalent) to the lower oil pan.

Apply sealant as indicted by the broken line in the illustration; the grooves must be traced and the bolt holes must be surrounded with a bead of sealant.

3. Install the lower oil pan to the upper oil pan.

NOTE: Be sure to install the oil pan quickly while the sealant is wet (within 15 minutes).



4. Tighten the lower oil pan bolts in the sequence shown.

Tightening torque: 11 ± 1 N·m (95 ± 9 in-lb)

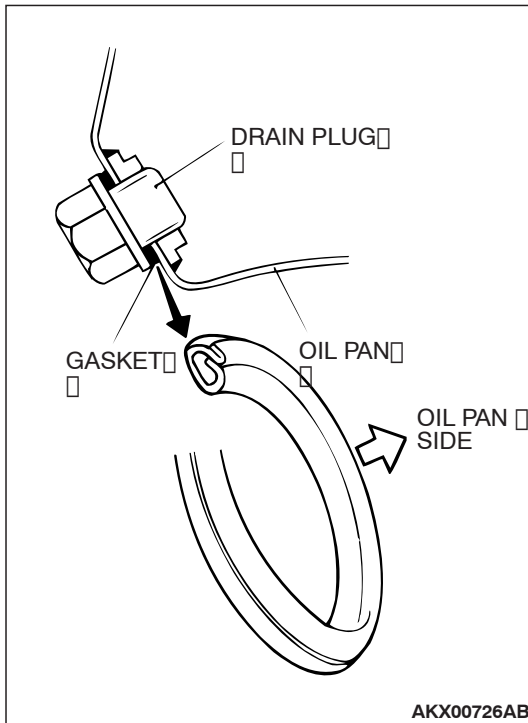
NOTE: After installation, keep the sealed area away from oil for approximately one hour.

>>H<< DRAIN PLUG GASKET INSTALLATION

CAUTION

If the gasket is installed in the wrong direction, oil leaks will occur.

Install the drain plug gasket in the direction shown.



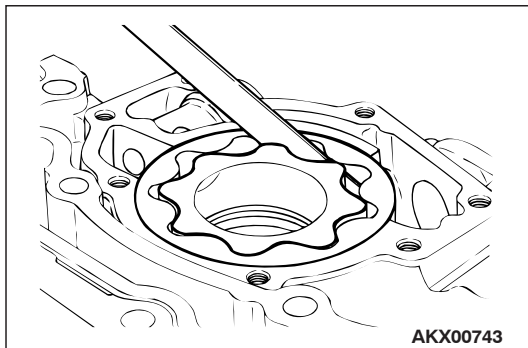
INSPECTION

M1113008200171

OIL PUMP

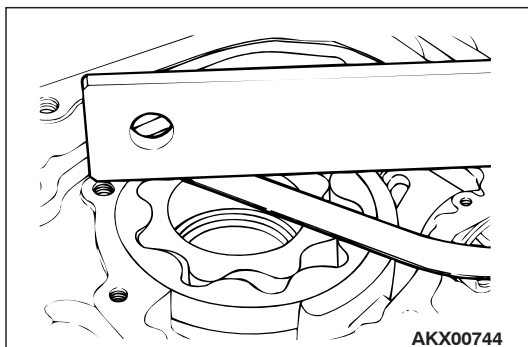
1. Check the tip clearance.

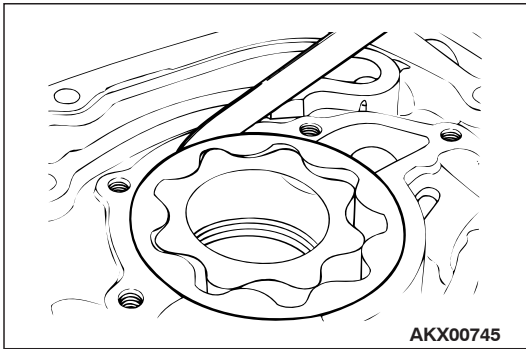
Standard value: 0.06 – 0.18 mm (0.003 – 0.007 inch)



2. Check the side clearance.

Standard value: 0.04 – 0.10 mm (0.002 – 0.003 inch)





3. Check the body clearance.

Standard value: 0.10 – 0.18 mm (0.004 – 0.007 inch)

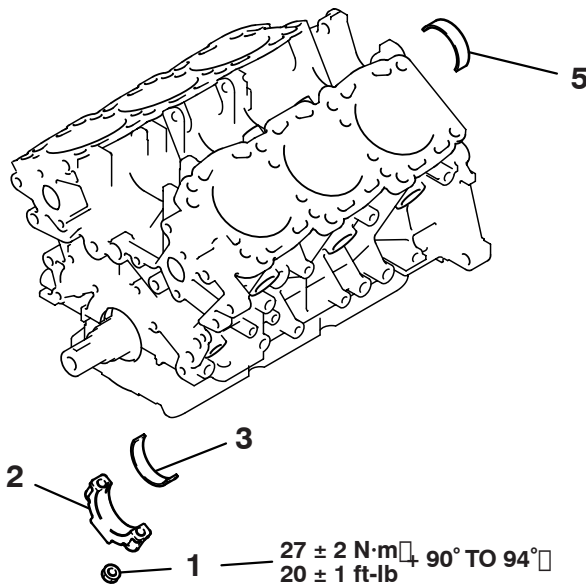
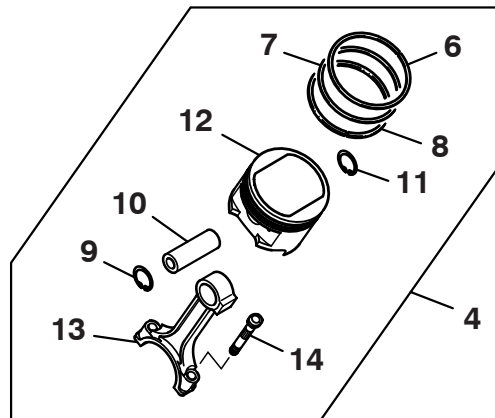
Limit: 0.35 mm (0.013 inch)

PISTON AND CONNECTING ROD

REMOVAL AND INSTALLATION

M1113008400636

APPLY ENGINE OIL
TO ALL MOVING
PARTS BEFORE
INSTALLATION.



AK201085AC

REMOVAL STEPS

- <<A>> >>G<< 1. CONNECTING ROD CAP NUT
>>F<< 2. CONNECTING ROD CAP
>>D<< 3. CONNECTING ROD BEARING,
LOWER

REMOVAL STEPS (Continued)

- >>E<< 4. PISTON AND CONNECTING ROD
ASSEMBLY
>>D<< 5. CONNECTING ROD BEARING,
UPPER

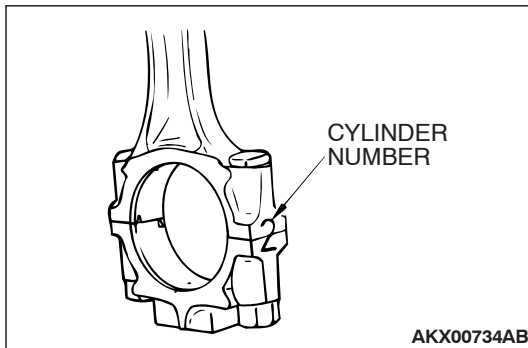
REMOVAL STEPS (Continued)

- >>C<< 6. PISTON RING NO.1
- >>C<< 7. PISTON RING NO.2
- >>B<< 8. OIL RING
- 9. SNAP RING
- <> >>A<< 10. PISTON PIN
- 11. SNAP RING
- 12. PISTON
- 13. CONNECTING ROD
- 14. BOLT

REMOVAL SERVICE POINTS

<<A>> CONNECTING ROD CAP REMOVAL

1. Mark the cylinder number on the side of the connecting rod big end for correct reassembly.
2. Keep the removed connecting rods, caps, and bearings in order according to the cylinder number.



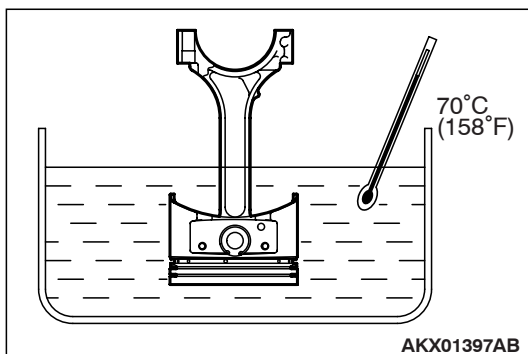
<> PISTON PIN REMOVAL

1. Remove the snap rings.

⚠ CAUTION

The clearance between the piston and the piston pin is a tight fit at room temperature. Therefore, be sure to heat the piston before pulling out the piston pin. Use care since the piston is hot after heating.

2. Heat the piston approximately 70°C (158°F) and pull out the piston pin.



INSTALLATION SERVICE POINTS

>>A<< PISTON PIN INSTALLATION

1. When replacing the piston, note the cylinder bore size mark on the cylinder block as illustrated, and select a piston according to the following table.

CYLINDER BORE SIZE MARK	PISTON SIZE MARK
I	A
II	None
III	C

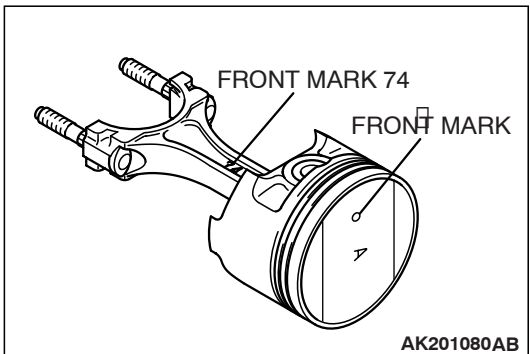
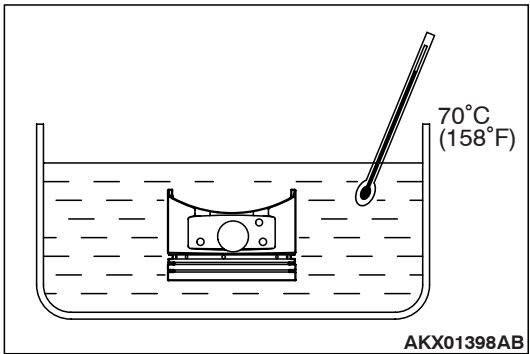
NOTE: The piston size mark shows on the top of the piston.

2. Set the snap ring into one side of the piston pin hole.

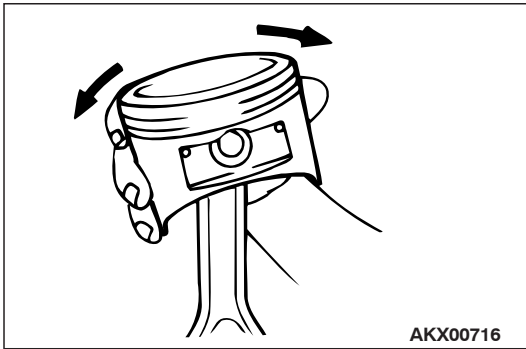
CAUTION

Apply ample coat of engine oil to the periphery of the piston pin and the hole of the connecting rod small end. The clearance between the piston and the piston pin is a tight fit at room temperature. Therefore, be sure to heat the piston before inserting the piston pin. Use care since the piston is hot after heating.

3. Heat the piston to approximately 70°C (158°F).



4. With the front mark of the connecting rod and that of the piston located on the same side, insert the piston pin.
5. Set the snap ring into the other side of the piston pin hole.

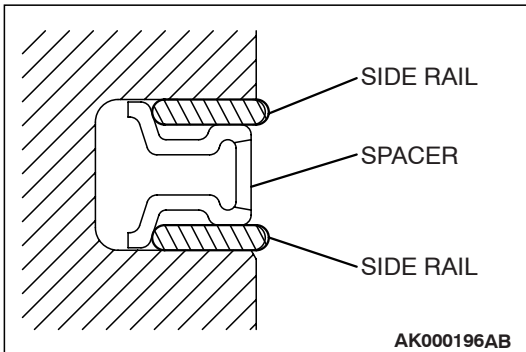


6. Check that the piston moves smoothly.

>>B<<OIL RING INSTALLATION

1. Fit the oil ring spacer into the piston ring groove.

NOTE: The side rails and spacer may be installed in either direction.



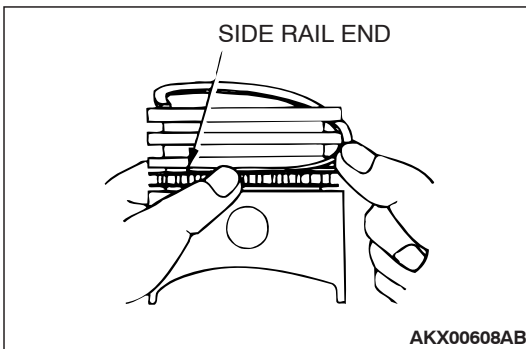
CAUTION

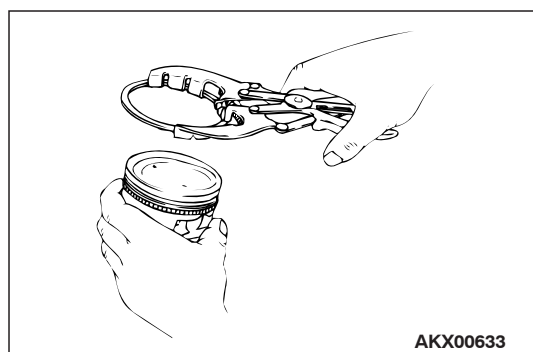
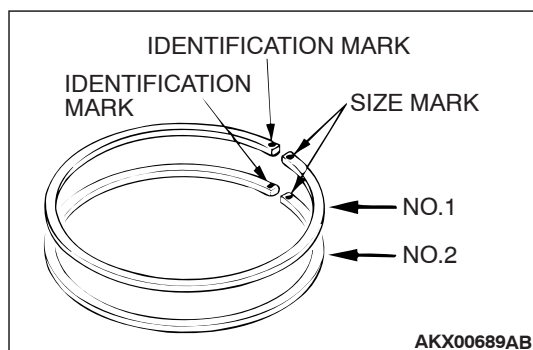
Do not use any piston ring expander when installing the side rail. It will break the side rail.

2. Install the upper side rail by hand.

To install the side rail, first fit one end of the rail into the piston groove, then press the remaining portion into the position. See illustration.

3. Install the lower side rail in the same procedure as described in step 2.
4. Make sure that the side rails move smoothly in both directions.





>>C<< PISTON RING NO.2/PISTON RING NO.1 INSTALLATION

1. To prevent wrong installation, check the identification mark of each piston ring. The identification mark is stamped near the ring gap.

Identification mark

Number 1 ring: 1T

Number 2 ring: 2T

NOTE: Size marks on piston rings are as follows.

SIZE	SIZE MARK
Standard	None
0.25 mm (0.010 in) oversize diameter	25
0.50 mm (0.020 in) oversize diameter	50

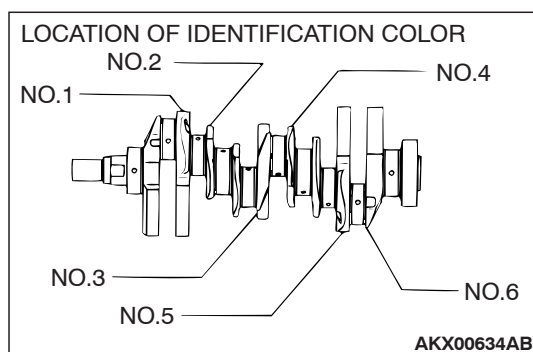
2. Using a piston ring expander, fit the number 2 piston ring into the number 2 groove of piston.

NOTE: Install the piston rings with their identification mark facing up, to the piston crown side.

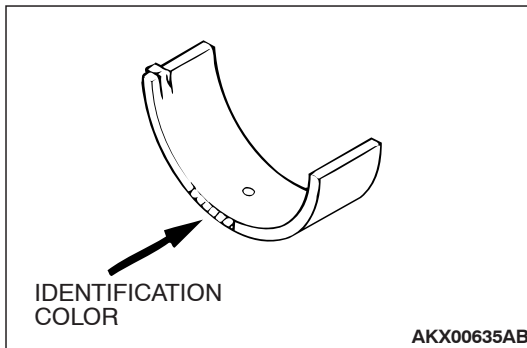
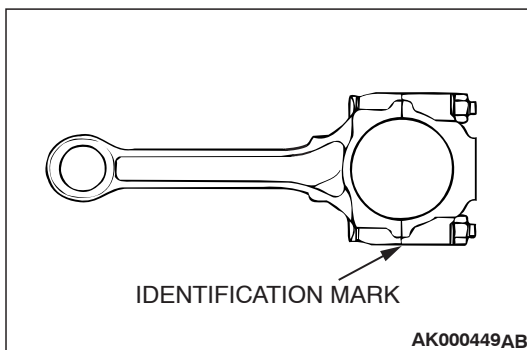
3. Install the number 1 piston ring in the same manner as step 2.

>>D<< CONNECTING ROD BEARING INSTALLATION

1. Measure the crankshaft pin diameter and confirm its classification from the following table. In the case of a crankshaft supplied as a service part, identification colors/marks of its pins are painted/stamped at the positions shown in the illustration.



CRANKSHAFT PIN OUTSIDE DIAMETER		CONNECTING ROD	BEARING
IDENTIFICATION COLOR	SIZE mm (in)	IDENTIFICATION MARK	IDENTIFICATION COLOR
Yellow	54.994 – 55.000 (2.1651 – 2.1654)	0	Pink
		1	Red
		2	Green
None	54.988 – 54.994 (2.1649 – 2.1651)	0	Red
		1	Green
		2	Black
White	54.982 – 54.988 (2.1646 – 2.1649)	0	Green
		1	Black
		2	Brown

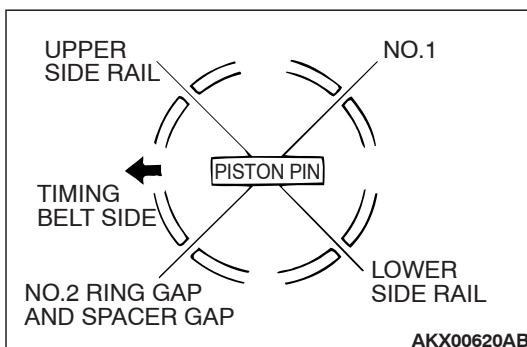


2. From the above table, select a bearing whose size is appropriate for the crankshaft pin outside the diameter. For example, if the crankshaft pin outside diameter Identification color is "yellow" and the connecting rod Identification mark is "2," select a bearing whose Identification color is "green."

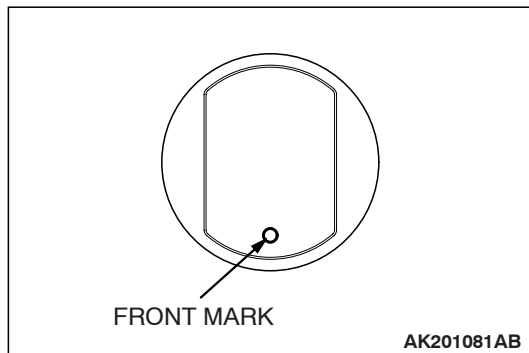
If there is no identification color paint on the crankshaft, measure the pin outside diameter and select bearing appropriate for the measured value.

3. Install the selected bearing in the big end and in the cap of the connecting rod.

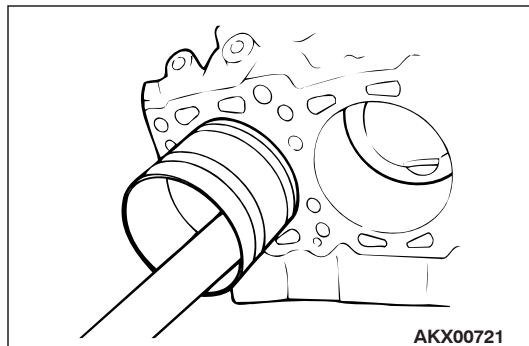
>>E<< PISTON AND CONNECTING ROD INSTALLATION



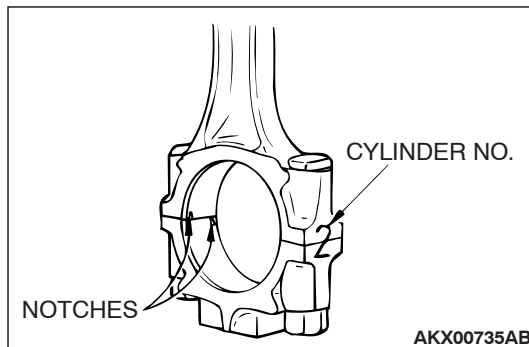
1. Liberally coat the circumference of the piston, piston ring, and oil ring with engine oil.
2. Arrange the piston ring and oil ring gaps (side rail and spacer) as shown in the illustration.
3. Rotate the crankshaft so that the crank pin is on the center of the cylinder bore.



4. Insert the piston and connecting rod assembly into the cylinder with the front mark on the piston crown pointing to the timing belt side.

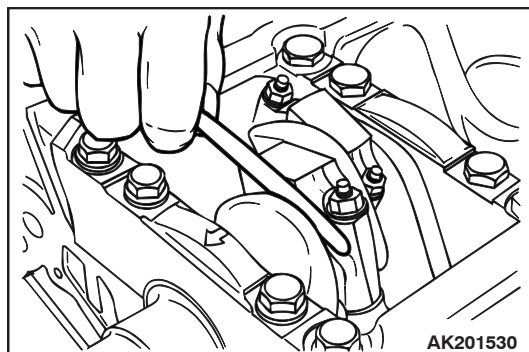


5. Using a suitable piston ring compressor tool, install the piston and connecting rod assembly into the cylinder block.



>>F<< CONNECTING ROD CAP INSTALLATION

1. Verifying the mark made during disassembly, install the bearing cap to the connecting rod. If the connecting rod is new with no index mark, make sure that the bearing locking notches are on the same side as shown.



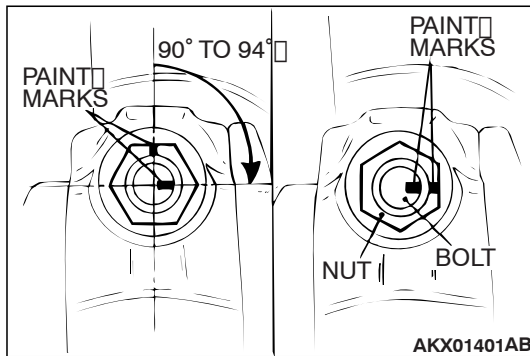
2. Make sure that the connecting rod big end side clearance meets the specification.

Standard value: 0.10 – 0.25 mm (0.004 – 0.009 inch)

Limit: 0.4 mm (0.02 inch)

>>G<< CONNECTING ROD CAP NUT INSTALLATION

1. The connecting rod bolts should be examined before reuse. If the bolt threads are damaged, the bolt should be replaced. Hand-thread the nut to the full length of the bolt threads. If the nut does not run down smoothly, the bolt should be replaced.
2. Before installation of each nut, apply engine oil to the threaded portion and bearing surface of the nut.
3. Loosely tighten each nut to the bolt.
4. Then tighten the nuts alternately to a torque of 27 ± 2 N·m (20 ± 1 ft-lb) to install the cap properly.
5. Make a paint mark on the head of each nut.



⚠ CAUTION

- If the nut is turned less than 90 degrees, proper fastening performance may not be achieved. Be careful to tighten the nut exactly 90 degrees.
 - If the nut is overtightened (exceeding 94 degrees), loosen the nut completely and then retighten it by repeating the tightening procedure from step 3.
6. Make a paint mark on the bolt end at a position 90 to 94 degrees from the paint mark made on the nut in the direction of tightening the nut.
 7. Turn the nut another 90 to 94 degrees and make sure that the paint marks on the nut and bolt are aligned.

INSPECTION

M1113008500440

PISTON

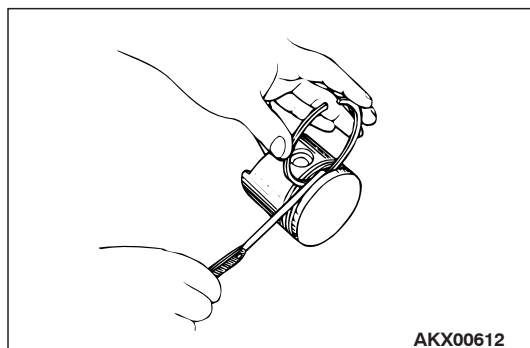
Replace the piston if scratches or seizure is evident on its surfaces (especially the thrust surface). Replace the piston if it is cracked.

PISTON PIN

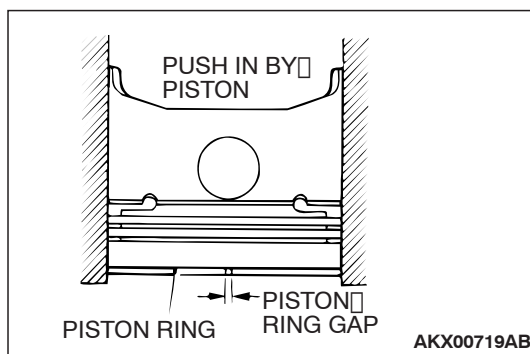
1. Insert the piston pin into the piston pin hole with a thumb. You should feel a slight resistance. Replace the piston pin if it can be easily inserted or there is excessive play.
2. The piston and piston pin must be replaced as an assembly.

PISTON RING

1. Check the piston ring for damage, excessive wear, and breakage. Replace if defects are evident. If the piston has been replaced with a new one, the piston rings must also be replaced with new ones.
2. Check for clearance between the piston ring and ring groove. If the limit is exceeded, replace the ring or piston, or both.

Standard value:**Number 1: 0.03 – 0.07 mm (0.0012 – 0.0027 inch)****Number 2: 0.02 – 0.06 mm (0.0008 – 0.0023 inch)****Limit: 0.1 mm (0.003 inch)**

AKX00612



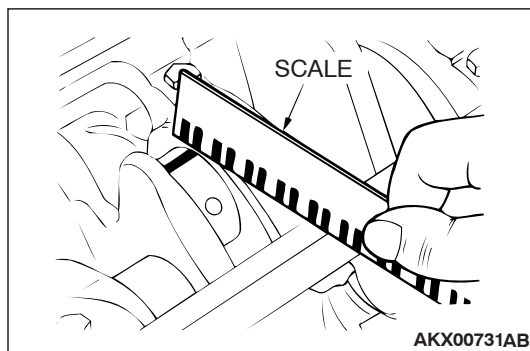
AKX00719AB

3. Insert the piston ring into the cylinder bore. Force the ring down with a piston, the piston crown being in contact with the ring, to correctly position it at right angles to the cylinder wall. Then, measure the end gap with a feeler gauge. If the ring gap is excessive, replace the piston ring.

Standard value:**Number 1: 0.25 – 0.40 mm (0.010 – 0.016 inch)****Number 2: 0.35 – 0.50 mm (0.014 – 0.020 inch)****Oil: 0.10 – 0.35 mm (0.004 – 0.014 inch)****Limit:****Number 1, Number 2: 0.8 mm (0.03 inch)****Oil: 1.0 mm (0.03 inch)****CRANKSHAFT PIN OIL CLEARANCE
<PLASTIC GAUGING MATERIAL METHOD>**

The crankshaft oil clearance can be measured easily by using plastic gauging material, as follows:

1. Remove oil from the crankshaft pin and the bearing inner surface.
2. Cut plastic gauging material to the same length as the width of the bearing and place it on the pin in parallel with its axis.
3. Install the connecting rod cap carefully and tighten the nuts to the specified torque.
4. Carefully remove the connecting rod cap.
5. Measure the width of the smashed plastic gauging material at its widest section by using a scale printed on the plastic gauging material bag.

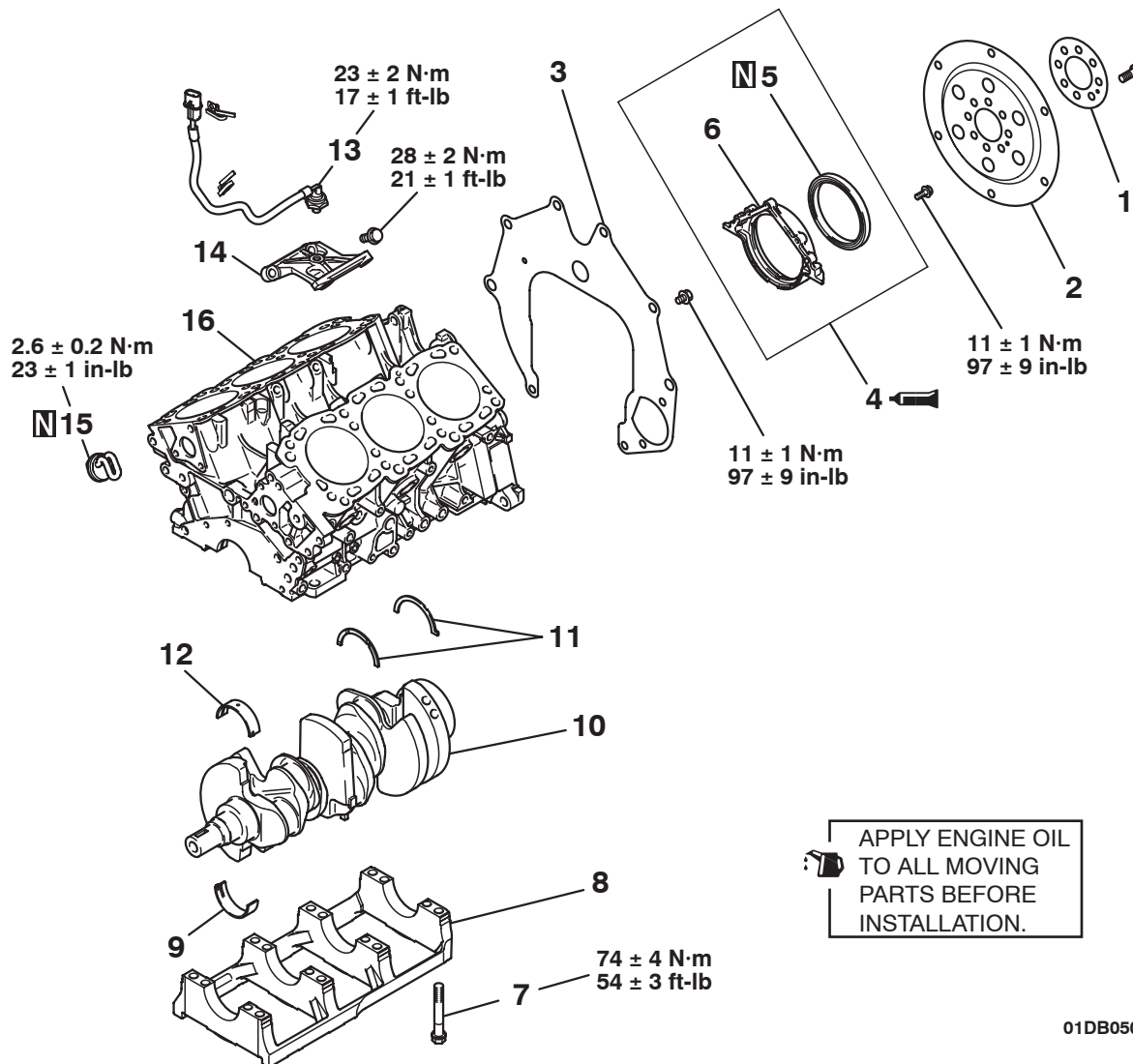
Standard value: 0.02 – 0.04 mm (0.0008 – 0.0016 inch)**Limit: 0.1 mm (0.003 inch)**

AKX00731AB

CRANKSHAFT AND CYLINDER BLOCK

REMOVAL AND INSTALLATION

M1113008700637



01DB050A

REMOVAL STEPS

1. ADAPTER PLATE
2. DRIVE PLATE
3. REAR PLATE
- >>G<< 4. OIL SEAL CASE ASSEMBLY
- >>F<< 5. CRANKSHAFT REAR OIL SEAL
6. OIL SEAL CASE
- >>E<< 7. BEARING CAP BOLT
- >>E<< 8. BEARING CAP

REMOVAL STEPS (Continued)

- >>C<< 9. CRANKSHAFT BEARING, LOWER
10. CRANKSHAFT
- >>D<< 11. THRUST BEARING
- >>C<< 12. CRANKSHAFT BEARING, UPPER
13. KNOCK SENSOR
- >>B<< 14. KNOCK SENSOR BRACKET
16. CYLINDER BLOCK

Required Special Tool:

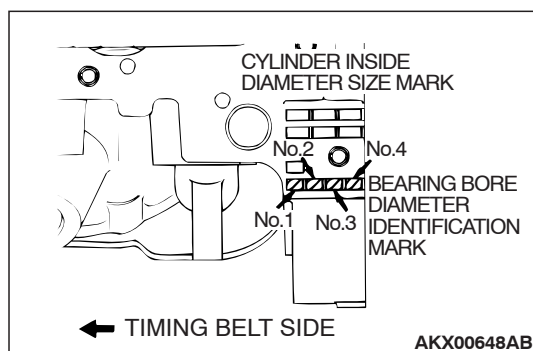
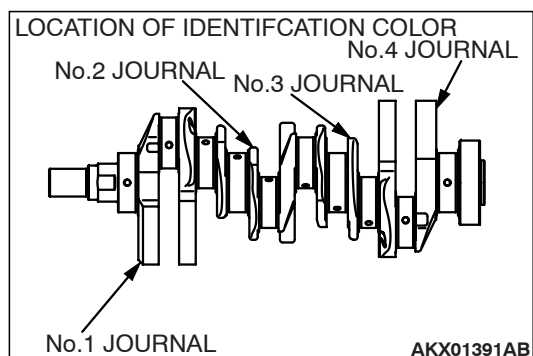
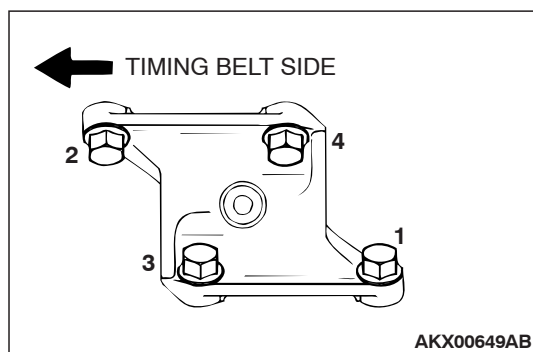
- MD998718: Crankshaft Rear Oil Seal Installer

INSTALLATION SERVICE POINTS

>>B<< KNOCK SENSOR BRACKET
INSTALLATION

Check that the bracket is in proper contact with the cylinder block boss and tighten to the specified torque in the order shown.

Tightening torque: 28 ± 2 N·m (21 ± 1 ft-lb)

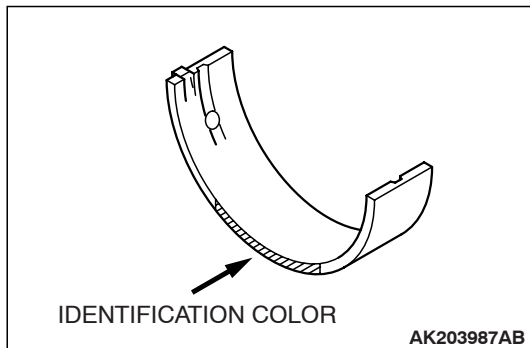


>>C<< CRANKSHAFT BEARING INSTALLATION

1. Measure the crankshaft journal diameter and confirm its classification from the following table. In the case of a crankshaft supplied as a service part, identification colors/marks of its journals are painted/stamped at the positions shown in the illustration.
2. The cylinder block bearing bore diameter identification marks are stamped at the position shown in the illustration from left to right, beginning at No.1.

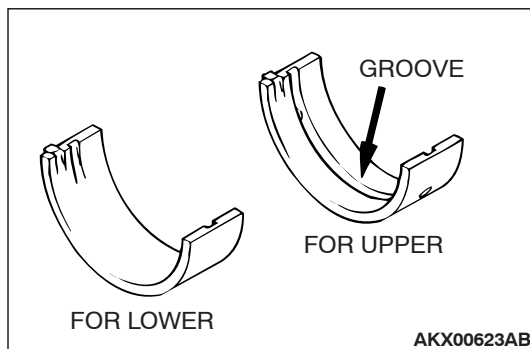
CRANKSHAFT JOURNAL OUTSIDE DIAMETER		CYLINDER BLOCK BEARING BORE	CRANKSHAFT BEARING No.1, 4	CRANKSHAFT BEARING No.2, 3
IDENTIFICATION COLOR	SIZE mm (in)	IDENTIFICATION MARK	IDENTIFICATION COLOR	IDENTIFICATION COLOR
Yellow	63.994 – 64.000 (2.5194 – 2.5197)	I	Pink	Blue
		II	Red	Pink
		III	Green	Red
None	63.988 – 63.994 (2.5192 – 2.5194)	I	Red	Pink
		II	Green	Red
		III	Black	Green

CRANKSHAFT JOURNAL OUTSIDE DIAMETER		CYLINDER BLOCK BEARING BORE	CRANKSHAFT BEARING No.1, 4	CRANKSHAFT BEARING No.2, 3
IDENTIFICATION COLOR	SIZE mm (in)	IDENTIFICATION MARK	IDENTIFICATION COLOR	IDENTIFICATION COLOR
White	63.982 – 63.988 (2.5190 – 2.5192)	I	Green	Red
		II	Black	Green
		III	Brown	Black



3. From the above table, select a bearing whose size is appropriate for the crankshaft journal outside diameter. If the crankshaft journal outside diameter ID color is "yellow" and the cylinder block bearing bore ID mark is "III," for example, select a bearing whose ID color is "green" <No.1, 4> or "red" <No.2, 3>.

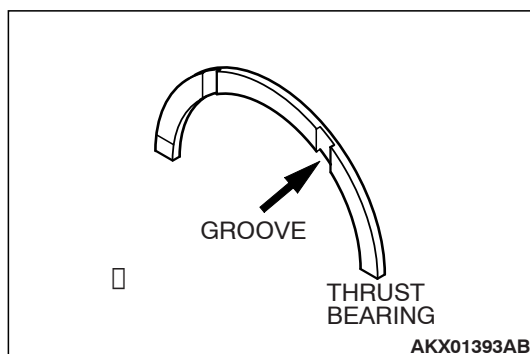
If there is no ID color paint on the crankshaft, measure the journal outside diameter and select a bearing appropriate for the measured valve.

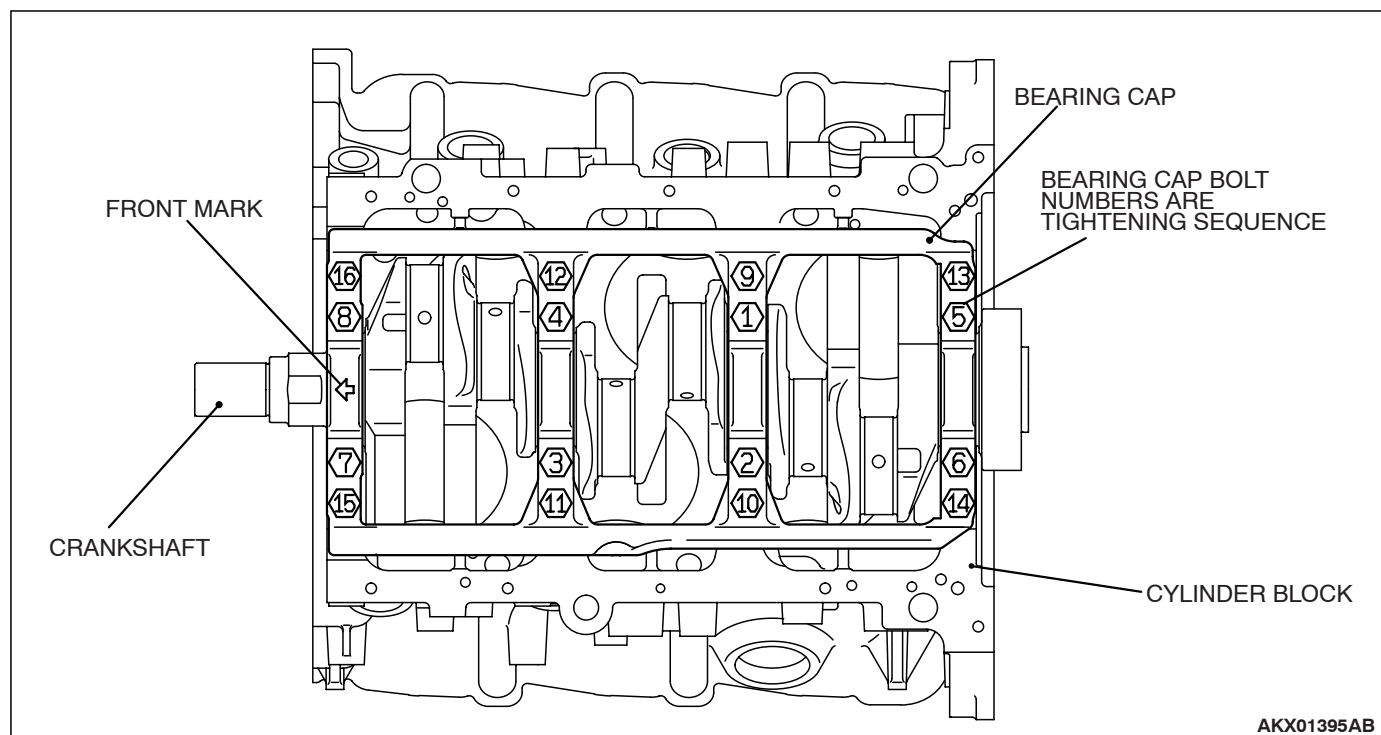


4. Install bearings with the groove toward the cylinder block.
5. Install the bearings having no groove to the bearing cap.

>>D<< CRANKSHAFT THRUST BEARING INSTALLATION

1. Install the thrust bearing in the No.3 bearing bore in the cylinder block and in the bearing cap. For easier installation, apply engine oil to the bearings; this will help hold them in position.
2. The thrust bearings must be installed with their groove toward the crankshaft web.



>>E<< BEARING CAP/BEARING BOLT
INSTALLATION

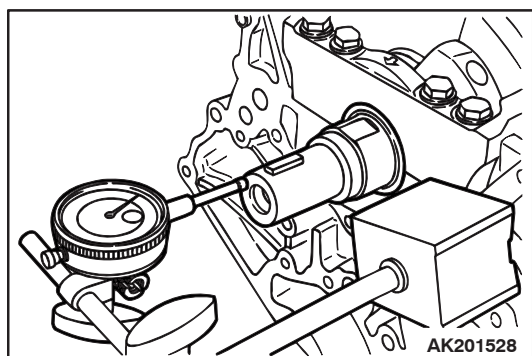
1. Attach the bearing cap on the cylinder block as shown in the illustration.
2. Tighten the bearing cap bolts to specified torque in the sequence shown in the illustration.

Tightening torque: 74 ± 4 N·m (54 ± 3 ft-lb)

3. Check that the crankshaft rotates smoothly.
4. Check the end play. If it exceeds the limit value, replace the thrust bearing.

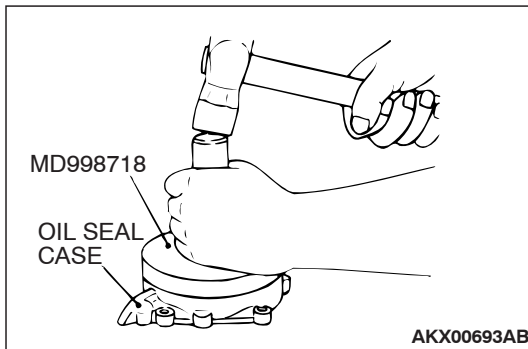
Standard value: 0.05 – 0.25 mm (0.002 – 0.009 inch)

Limit: 0.3 mm (0.01 inch)



>>F<< CRANKSHAFT REAR OIL SEAL INSTALLATION

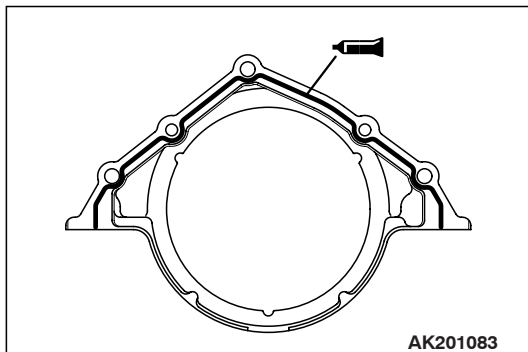
Using special tool MD998718, press-fit a new crankshaft rear oil seal into the oil seal case.



>>G<< OIL SEAL CASE INSTALLATION

1. Apply the sealant Mitsubishi Genuine Part number MD970389 or equivalent to the oil seal case.
2. Apply a small amount of engine oil to the entire circumference of the oil seal lip section, and place the oil seal case on the cylinder block.

NOTE: Install the oil seal case within 15 minutes after applying liquid gasket. Then wait at least one hour. Do not start the engine or let engine oil or coolant touch the sealant during that time.

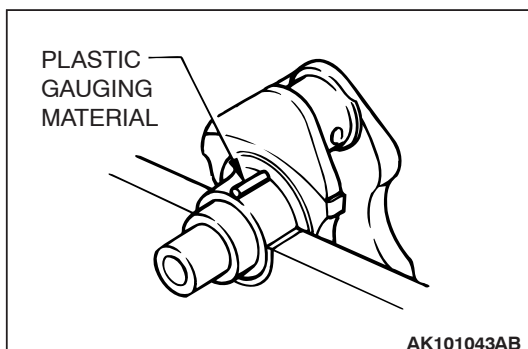


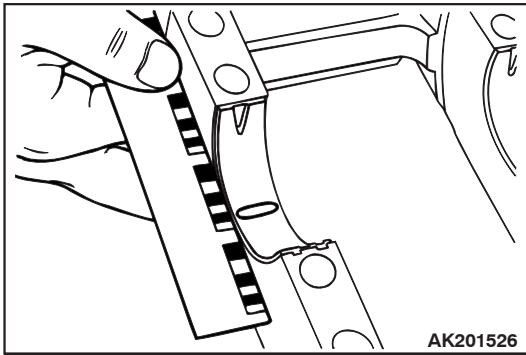
INSPECTION

M1113008800322

CRANKSHAFT JOURNAL OIL CLEARANCE <PLASTIC GAUGING MATERIAL METHOD>

1. Remove oil from the crankshaft journal and crankshaft bearing inner surface.
2. Install the crankshaft.
3. Cut plastic gauging material to the same length as the width of the bearing and place it on the journal in parallel with its axis.





4. Install the crankshaft bearing cap carefully and tighten the bolts to the specified torque.

Tightening torque: 74 ± 4 N·m (54 ± 3 ft·lb)

5. Carefully remove the crankshaft bearing cap.
6. Measure the width of the smashed plastic gauging material at its widest section by using a scale printed on the plastic gauging material bag.

Standard value:

0.02 – 0.03 mm (0.0008 – 0.0012 inch) <No.1, 4>

0.03 – 0.04 mm (0.0012 – 0.0016 inch) <No.2, 3>

Limit: 0.1 mm (0.003 inch)

CRANKSHAFT REAR OIL SEAL

1. Check the oil seal lip for wear and damage.
2. Check the rubber for deterioration or hardening.
3. Check the oil seal case for cracks and damage.

CYLINDER BLOCK

1. Visually check for scratches, rust, and corrosion. Use a flaw detecting agent for the check. If defects are evident, correct or replace.
2. Using a straightedge and feeler gauge, check the block top surface for warpage. Make sure that the surface is free from gasket chips and other foreign matter.

Standard value: 0.05 mm (0.002 inch)

Limit: 0.1 mm (0.003 inch)

3. If the distortion is excessive, correct within the allowable limit or replace.

Grinding limit: *0.2 mm (0.008 inch)

***Includes/combined with cylinder head grinding.**

Cylinder block height (when new):

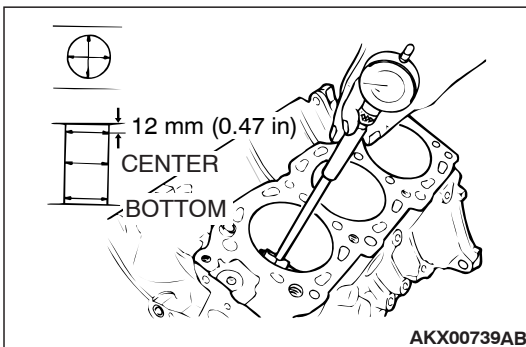
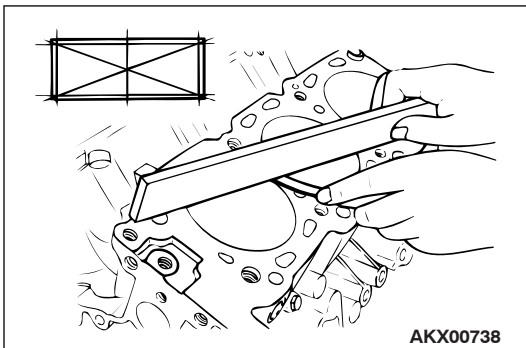
227.9 – 228.1 mm (8.972 – 8.980 inches)

4. Check the cylinder walls for scratches and seizure. If defects are evident, correct (bored to an oversize) or replace.
5. Using a cylinder gauge, measure the cylinder bore and cylindricity. If worn badly, correct by boring the cylinders to an oversize and replace pistons and piston rings. Measure at the points shown in the illustration.

Standard value:

Cylinder Inside Diameter: 95.0 mm (3.740 inches)

Cylindricity: 0.01 mm (0.0003 inch)



BORING CYLINDER

1. Oversize pistons to be used should be determined on the basis of the largest bore cylinder.

Piston size identification

SIZE	IDENTIFICATION MARK
0.25 mm (0.010 in) Oversize diameter	0.25
0.50 mm (0.020 in) Oversize diameter	0.50

NOTE: Size mark is stamped on the piston top.

2. Measure the outside diameter of the piston to be used. Measure it in the thrust direction as shown.
3. Based on the measured piston Outside Diameter (OD), calculate the boring finish dimension.

Boring finish dimension = Piston OD + (clearance between piston OD and cylinder) – 0.02 mm (0.0008 inch) (honing margin)

CAUTION

To prevent distortion that may result from temperature rise during honing, bore cylinders in the order of number 2, number 4, number 6, number 1, number 3 and number 5.

4. Bore all cylinders to the calculated boring finish dimension.
5. Hone to the final finish dimension (piston OD + clearance between piston OD and cylinder).

Standard value:

Cylinder Inside Diameter: 95.0 mm (3.740 inches)

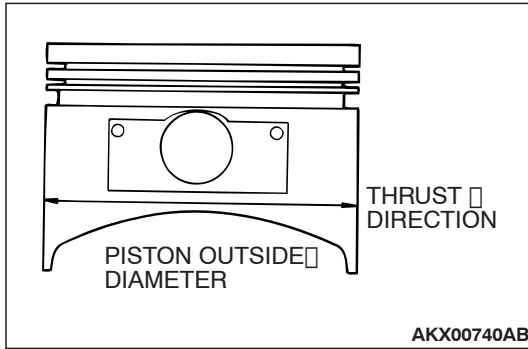
Cylindricity: 0.01 mm (0.0003 inch)

6. Check the clearance between the piston and cylinder.

Clearance between piston and cylinder:

0.02 – 0.04 mm (0.0008 – 0.0015 inch)

NOTE: When boring cylinders, finish all six cylinders to the same oversize. Do not bore only one cylinder to an oversize.



SPECIFICATIONS

FASTENER TIGHTENING SPECIFICATIONS

M1113023400688

ITEMS	SPECIFICATIONS
Alternator and drive belt	
Adjusting bolt	5.0 ± 1.0 N·m (44 ± 9 in-lb)
Crankshaft bolt	185 ± 5 N·m (137 ± 3 ft-lb)
Drive belt tensioner nut	49 ± 9 N·m (37 ± 6 ft-lb)
Alternator bolt	49 ± 9 N·m (37 ± 6 ft-lb)
Alternator bracket bolt	49 ± 9 N·m (37 ± 6 ft-lb)
Idler pulley nut	49 ± 9 N·m (37 ± 6 ft-lb)

ITEMS	SPECIFICATIONS
Oil dipstick guide bolt	14 ± 1 N·m (122 ± 9 in-lb)
Power steering pump bracket bolt	41 ± 8 N·m (30 ± 6 ft-lb)
Power steering pump bracket stay bolt M8	24 ± 4 N·m (18 ± 3 ft-lb)
Power steering pump bracket stay bolt M10	44 ± 10 N·m (33 ± 7 ft-lb)
Tensioner bracket bolt (Flange bolt)	49 ± 9 N·m (37 ± 6 ft-lb)
Tensioner bracket bolt (Bolt, washer assembly)	41 ± 8 N·m (30 ± 6 ft-lb)
Intake manifold plenum and throttle body	
Boost sensor bolt	5.0 ± 1.0 N·m (44 ± 9 in-lb)
Intake manifold plenum bolt	28 ± 4 N·m (21 ± 3 ft-lb)
Intake manifold plenum stay bolt M8	18 ± 2 N·m (13 ± 1 ft-lb)
Intake manifold plenum stay bolt M10	36 ± 6 N·m (27 ± 4 ft-lb)
Solenoid valve bolt	9.0 ± 1.0 N·m (80 ± 9 in-lb)
Throttle body bolt	28 ± 4 N·m (21 ± 3 ft-lb)
Throttle body stay bolt	18 ± 2 N·m (13 ± 1 ft-lb)
Ignition system	
Ignition coil bolt	10 ± 2 N·m (87 ± 17 in-lb)
Spark plugs	25 ± 5 N·m (18 ± 4 ft-lb)
Camshaft position sensor bolt	11 ± 1 N·m (95 ± 9 in-lb)
Camshaft position sensor support bolt	14 ± 1 N·m (122 ± 9 in-lb)
Camshaft position sensing cylinder bolt	22 ± 4 N·m (16 ± 3 ft-lb)
Timing belt	
Adjusting bolt	5.0 ± 1.0 N·m (44 ± 9 in-lb)
Auto-tensioner bolt	23 ± 3 N·m (18 ± 2 ft-lb)
Bracket bolt	24 ± 3 N·m (18 ± 2 ft-lb)
Camshaft sprocket bolt	88 ± 10 N·m (65 ± 7 ft-lb)
Crankshaft position sensor bolt	8.5 ± 0.5 N·m (76 ± 4 in-lb)
Engine support bracket bolt	45 ± 5 N·m (34 ± 4 ft-lb)
Idler pulley bolt	44 ± 5 N·m (33 ± 4 ft-lb)
Tensioner pulley bolt	48 ± 6 N·m (35 ± 4 ft-lb)
Tensioner arm bolt	44 ± 10 N·m (33 ± 7 ft-lb)
Timing belt front cover bolt M6	11 ± 1 N·m (95 ± 9 in-lb)
Timing belt front cover bolt M8, M10	14 ± 1 N·m (122 ± 9 in-lb)
Timing belt rear cover bolt	14 ± 1 N·m (122 ± 9 in-lb)
Intake manifold and fuel parts	
Injector and fuel rail bolt	12 ± 1 N·m (104 ± 9 in-lb)
Intake manifold nut	20 – 23 N·m (15 – 17 ft-lb)
Water pump and water pipes	
Engine coolant temperature sensor	29 ± 10 N·m (22 ± 7 ft-lb)
Thermostat housing bolt M6	11 ± 1 N·m (95 ± 9 in-lb)
Thermostat housing bolt M8	19 ± 1 N·m (14 ± 1 ft-lb)

ITEMS	SPECIFICATIONS
Water inlet fitting bolt	19 ± 1 N·m (14 ± 1 ft-lb)
Water pump bolt M8	24 ± 3 N· (17 ± 2 ft-lb)
Water pump bolt M10	42 ± 8 N·m (31 ± 6 ft-lb)
Exhaust manifold	
Connector bracket bolt	11 ± 1 N·m (95 ± 9 in-lb)
Engine hanger bolt	35 ± 6 N·m (26 ± 4 ft-lb)
Exhaust manifold nut	44 ± 5 N·m (33 ± 4 ft-lb)
Exhaust manifold stay bolt M8	19 ± 3 N·m (14 ± 2 ft-lb)
Exhaust manifold stay bolt M10	44 ± 8 N·m (33 ± 5 ft-lb)
Exhaust manifold stay bolt M12	75 ± 10 N·m (56 ± 7 ft-lb)
Heat protector bolt	14 ± 1 N·m (122 ± 9 in-lb)
Heated oxygen sensor	44 ± 5 N·m (33 ± 4 ft-lb)
Rocker arms and camshaft	
Thrust case bolt	13 ± 2 N·m (115 ± 17 in-lb)
Positive crankcase ventilation valve	10 ± 2 N·m (87 ± 17 in-lb)
Rocker arms and shaft bolt	31 ± 3 N·m (23 ± 2 ft-lb)
Rocker cover bolt	3.5 ± 0.5 N·m (31 ± 4 in-lb)
Cylinder head and valve	
Cylinder head bolt	108 ± 5 N·m (80 ± 4 ft-lb) → 0 N·m (0 in-lb) → 108 ± 5 N·m (80 ± 4 ft-lb)
Oil pan and oil pump	
Baffle plate bolt	9.0 ± 2.0 N·m (80 ± 17 in-lb)
Cover bolt	10.8 ± 0.9 N·m (96 ± 7 in-lb)
Drain plug	39 ± 5 N·m (29 ± 4 ft-lb)
Engine oil pressure switch	10 ± 2 N·m (87 ± 17 in-lb)
Oil filter bracket bolt M8	23 ± 3 N·m (18 ± 2 ft-lb)
Oil filter bracket bolt M10	41 ± 8 N·m (30 ± 6 ft-lb)
Oil filter bracket cover bolt	11 ± 1 N·m (95 ± 9 in-lb)
Oil pan, lower bolt	11 ± 1 N·m (95 ± 9 in-lb)
Oil pan, upper bolt	9.0 ± 3.0 N·m (80 ± 26 in-lb)
Oil pump case bolt	14 ± 1 N·m (122 ± 9 in-lb)
Oil pump cover bolt	10 ± 2 N·m (87 ± 17 in-lb)
Oil screen bolt	19 ± 3 N·m (14 ± 2 ft-lb)
Relief plug	44 ± 5 N·m (33 ± 4 ft-lb)
Piston and connecting rod	
Connecting rod cap nut	27 ± 2 N·m (20 ± 1 ft-lb) + 90° to 94°
Crankshaft and cylinder block	
Bearing cap bolt	74 ± 4 N·m (54 ± 3 ft-lb)
Drive plate bolt A/T	74 ± 1 N·m (54 ± 1 ft-lb)
Flywheel bolts M/T	132 ± 5 N·m(97± 3 ft-lb)

ITEMS	SPECIFICATIONS
Knock sensor	23 ± 2 N·m (17 ± 1 ft-lb)
Knock sensor bracket bolt	28 ± 2 N·m (22 ± 1 ft-lb)
Oil seal case bolt	11 ± 1 N·m (95 ± 9 in-lb)
Rear plate bolt	11 ± 1 N·m (95 ± 9 in-lb)

GENERAL SPECIFICATIONS

M1113000200553

DESCRIPTIONS			SPECIFICATIONS
Type			60° V, OHV, SOHC
Number of cylinders			6
Combustion chamber			Pentroof type
Total displacement cm ³ (cu in)			3,828 (233.6)
Cylinder bore mm (in)			95.0 (3.74)
Piston stroke mm (in)			90.0 (3.54)
Compression ratio			10.0
Valve timing	Intake valve	Opens (BTDC)	9°
		Closes (ABDC)	59°
	Exhaust valve	Opens (BBDC)	47°
		Closes (ATDC)	21°
Lubrication system			Pressure feed, full-flow filtration
Oil pump type			Trochoid type

SERVICE SPECIFICATIONS

M1113000300516

ITEMS		STANDARD VALUE	LIMIT
Timing belt			
Auto tensioner rod length mm (in)		4.8 – 6.0 (0.19 – 0.21)	–
Auto tensioner rod production length mm (in)		12 (0.5)	–
Auto tensioner rod pushed-in amount [when pushed with a force of 98 to 196 N (22 to 44 lb)] mm (in)		1.0 (0.03) or less	–
Rocker arms and camshaft			
Camshaft cam height mm (in)	Intake	37.70	Minimum 36.80
	Exhaust	38.36	Minimum 37.86
Camshaft journal outside diameter mm (in)		45 (1.8)	–
Cylinder head and valves			
Cylinder head flatness of gasket surface mm (in)		Less than 0.03 (0.001)	0.2 (0.007)
Cylinder head grinding limit of gasket surface mm (in) Total resurfacing depth of cylinder head and cylinder block		–	0.2 (0.007)
Cylinder head overall height mm (in)		120 (4.7)	–
Valve thickness of valve head (margin) mm (in)	Intake	1.0 (0.04)	Minimum 0.5 (0.02)
	Exhaust	1.2 (0.05)	Minimum 0.7 (0.03)
Valve overall height mm (in)	Intake	110.30 (4.343)	Minimum 109.80 (4.323)
	Exhaust	112.11 (4.414)	Minimum 111.61 (4.394)
Valve stem outside diameter mm (in)	Intake	6.0 (0.24)	–
	Exhaust	6.0 (0.24)	–
Valve thickness to valve guide clearance mm (in)	Intake	0.02 – 0.05 (0.0008 – 0.0019)	0.10 (0.003)
	Exhaust	0.04 – 0.06 (0.0016 – 0.0023)	0.15 (0.005)
Valve face angle mm (in)		43.5° – 44°	–
Valve spring free length mm (in)		50.6	49.6
Valve spring load/installed height N (lb) /mm (in)		267/44.2 (60.0/1.74)	–
Valve spring out-of-squareness		2° or less	4°
Valve seat valve contact width mm (in)		0.9 – 1.3 (0.04 – 0.05)	–
Valve guide inside diameter mm (in)		6.0 (0.24)	–
Valve guide projection from cylinder head upper surface mm (in)		14 (0.6)	–
Valve stem projection mm (in)	Intake	48.30 (1.902)	48.80 (1.921)
	Exhaust	51.71 (2.036)	52.21 (2.056)

ITEMS		STANDARD VALUE	LIMIT
Oversize rework dimensions of valve guide hole mm (in)	0.05 oversize diameter	11.05 – 11.07 (0.4351 – 0.4358)	–
	0.25 oversize diameter	11.25 – 11.27 (0.4429 – 0.4437)	–
	0.50 oversize diameter	11.50 – 11.52 (0.4528 – 0.4535)	–
Intake oversize rework dimensions of valve seat hole mm (in)	0.3 oversize diameter	37.80 – 37.83 (1.4881 – 1.4894)	–
	0.6 oversize diameter	38.10 – 38.13 (1.5000 – 1.5012)	–
Exhaust oversize rework dimensions of valve seat hole mm (in)	0.3 oversize diameter	34.80 – 34.83 (1.3701 – 1.3713)	–
	0.6 oversize diameter	35.10 – 35.13 (1.3819 – 1.3831)	–
Oil pan and oil pump			
Oil pump tip clearance mm (in)		0.06 – 0.18 (0.003 – 0.007)	–
Oil pump side clearance mm (in)		0.04 – 0.10 (0.002 – 0.003)	–
Oil pump body clearance mm (in)		0.10 – 0.18 (0.004 – 0.007)	0.35 (0.013)
Oil pressure at curb idle speed kPa (psi) [oil temperature is 75 to 90°C (167 to 194°F)]		80 (11.6) or more	–
Piston and connecting rod			
Piston outside diameter mm (in)		95.0 (3.74)	–
Piston ring to ring groove clearance mm (in)	No.1	0.03 – 0.07 (0.0012 – 0.0027)	0.1 (0.003)
	No.2	0.02 – 0.06 (0.0008 – 0.0023)	0.1 (0.003)
Piston ring end gap mm (in)	No.1	0.25– 0.45 (0.010 – 0.017)	0.8 (0.03)
	No.2	0.35 – 0.50 (0.014 – 0.019)	0.8 (0.03)
	Oil ring side rail	0.10 – 0.35 (0.003 – 0.014)	1.0 (0.03)
Piston pin outside diameter mm (in)		22.0 (0.87)	–
Crankshaft pin oil clearance mm (in)		0.02 – 0.05 (0.0008 – 0.0019)	0.1 (0.003)
Connecting rod big end side clearance mm (in)		0.10 – 0.25 (0.003 – 0.009)	–

ITEMS		STANDARD VALUE	LIMIT
Crankshaft and drive plate			
Crankshaft end play mm (in)		0.05 – 0.25 (0.002 – 0.009)	0.3 (0.01)
Crankshaft journal outside diameter mm (in)		64 (2.520)	–
Crankshaft pin outside diameter mm (in)		55 (2.165)	–
Crankshaft journal oil clearance mm (in)	No.1, 4	0.02 – 0.03 (0.0008 – 0.0012)	0.1(0.003)
	No.2, 3	0.03 – 0.04 (0.0012 – 0.0016)	0.1(0.003)
Piston to cylinder clearance mm (in)		0.02 – 0.04 (0.0008 – 0.0016)	–
Cylinder block flatness of gasket surface mm (in)		0.05 (0.02)	0.1 (0.003)
Cylinder block grinding limit of gasket surface mm (in) total resurfacing depth of both cylinder head and cylinder block		–	0.2 (0.008)
Cylinder block overall height mm (in) [upper plane of cylinder block from crankshaft center]		227.9 – 228.1 (8.972 – 8.980)	–
Cylinder bore inside diameter mm (in)		95.0 (3.74)	–
Cylindricity mm (in)		0.01 (0.0003)	–

SEALANTS

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ITEMS	SPECIFIED SEALANT	QUANTITY
Camshaft position sensor support	MAZDA genuine part No. MD970389 or equivalent	As required
Engine coolant temperature sensor	3M™ AAD Part No. 8731 or equivalent	As required
Engine oil pressure switch	3M™ AAD Part No. 8672 or equivalent	As required
Oil pump case	MAZDA genuine part No. MD970389 or equivalent	As required
Oil pan	MAZDA genuine part No. MD970389 or equivalent	As required
Oil seal case	MAZDA genuine part No. MD970389 or equivalent	As required

NOTES