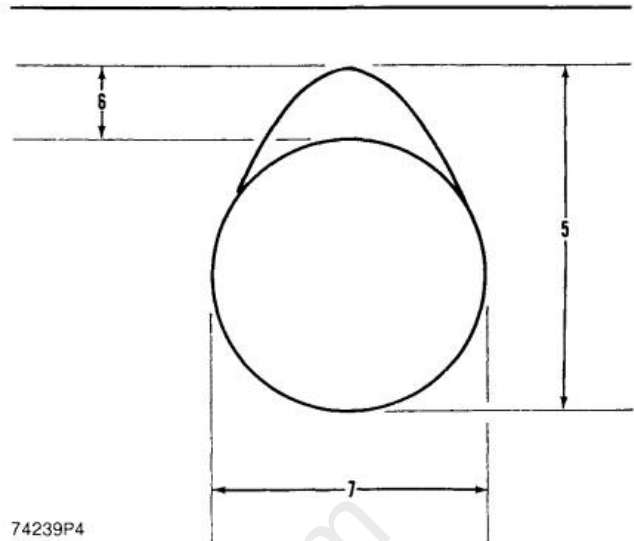
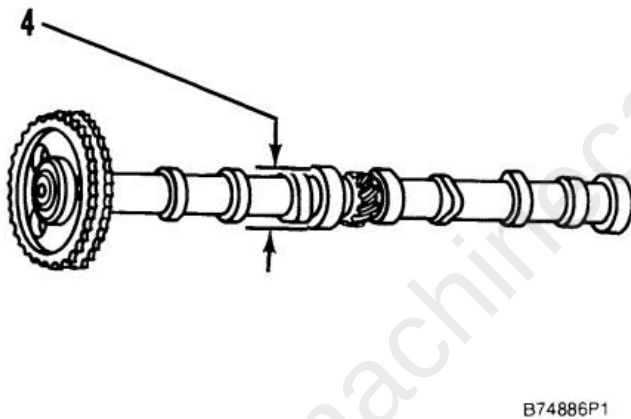
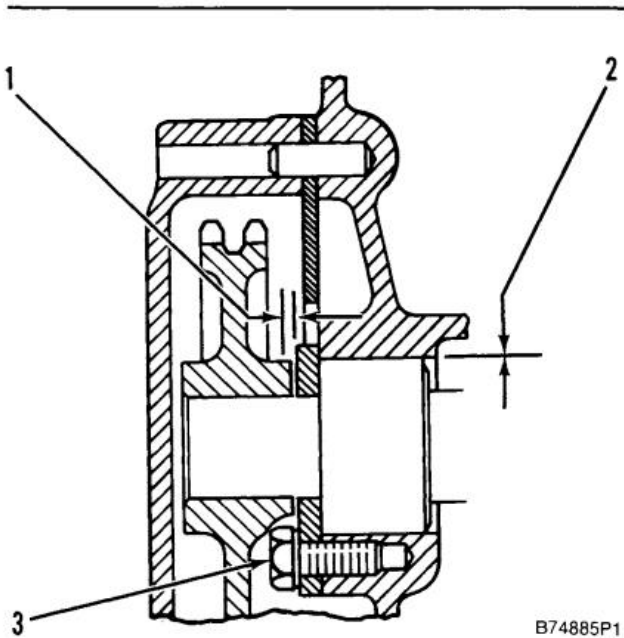


Specifications Systems Operation Testing & Adjusting

2.5 Liter (XD3P) Diesel Engine

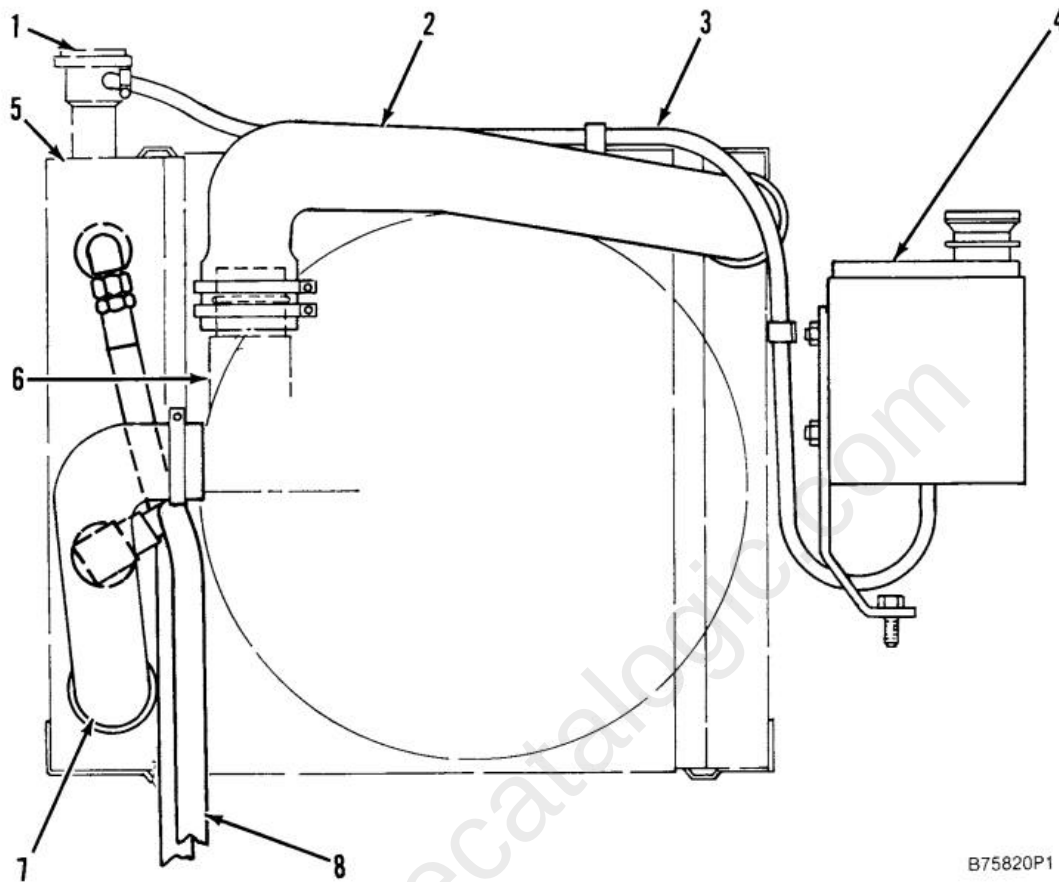
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Camshaft



- (1) Camshaft radial clearance (end play) 0.05 to 0.15 mm (.002 to .006 in)
- (2) Camshaft axial clearance (clearance between camshaft bearing surface and block) 0.05 to 0.15 mm (.002 to .006 in)
- (3) Torque for bolts fastening timing gear case back plate (camshaft retainer) 7.5 to 12.5 N•m (67 to 111 lb in)
- (4) Camshaft bearing surface diameter 41.925 to 41.950 mm (1.6502 to 1.6516 in)
- (5) Height of camshaft lobes.
To find lobe height, use the following procedure:
 - a. Measure camshaft lobe height (5).
 - b. Measure base circle (7).
 - c. Subtract base circle (Step B) from lobe height (Step A). The difference is actual lobe lift.
 - d. Specified camshaft lobe lift (6) is:
 1. Exhaust lobe 6.173 mm (.243 in)
 2. Intake lobe 6.172 mm (.243 in)

Cooling System



B75820P1

Cooling System Schematic

(1) Radiator cap. (2) Upper hose (radiator inlet). (3) Coolant recovery tube. (4) Coolant recovery tank. (5) Radiator. (6) Water pump and water temperature regulator (thermostat) housing. (7) Lower hose (radiator outlet). (8) Torque converter cooler lines.

The cooling system removes excess heat from the engine and torque converter. The coolant in the system is water. Heat is transferred from the metal parts to the water that contacts them. The water pump circulates the coolant through the engine and radiator. The water pump is driven by a Vee-belt from the crankshaft pulley. The coolant leaves the engine through upper hose (2) and flows through radiator (5). The coolant flowing through the radiator transfers heat to the air flowing across the radiator. The air is moved across the radiator by a fan which is driven by the same Vee-belt that drives the water pump. The coolant returns to the engine through lower hose (7).

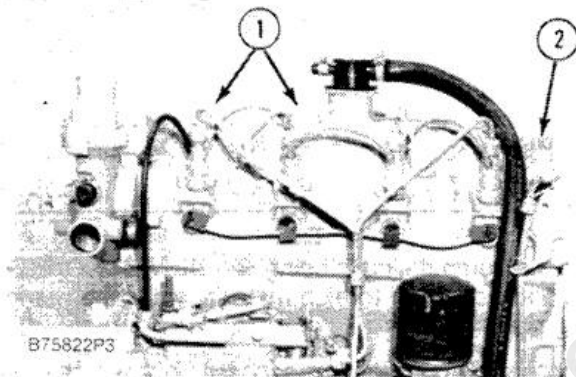
The cross flow radiator keeps positive water pressure on the water pump at all times. The radiator is equipped with a shroud to increase the efficiency of the fan and cause the air to be pushed through the radiator and away from the lift truck.

The coolant system pressure is controlled by radiator cap (1). When the coolant gets hot and the coolant pressure goes above the radiator cap rating, a pressure relief valve in the radiator cap allows some coolant to flow through tube (3) to coolant recovery tank (4) to lower the system pressure. When the coolant becomes cooler and the system pressure decreases below atmospheric pressure, a vacuum relief valve in the radiator cap allows coolant in recovery tank (4) to flow through tube (3) back into the radiator to remove the vacuum. The coolant recovery tank helps to insure that air is removed from the cooling system and that the radiator remains full of coolant.

C DPC Fuel Injection Pump

Tools Needed		
4C6354	Timing Tool Group	1
8T0483	Valve Spring Compressor	1
8T0490	Indicator Screw	1
8T0491	Support	1
8T0492	Support	1
8T0499	Adapter	1
8T0471	Dial Indicator Support	1
8T0501	Dial Indicator	2
1U7562	3 mm (.19 in) Allen Wrench	1

NOTE: The timing chain must be installed correctly for the following procedure to be accurate.

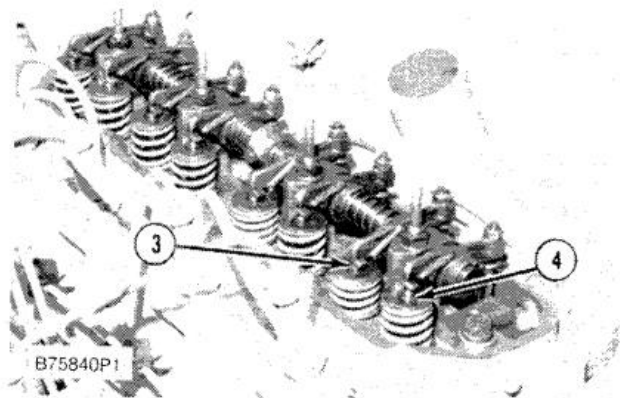


Valve Cover Removal
(1) Nuts. (2) Valve cover.

1. Remove four nuts (1), washers and valve cover (2).

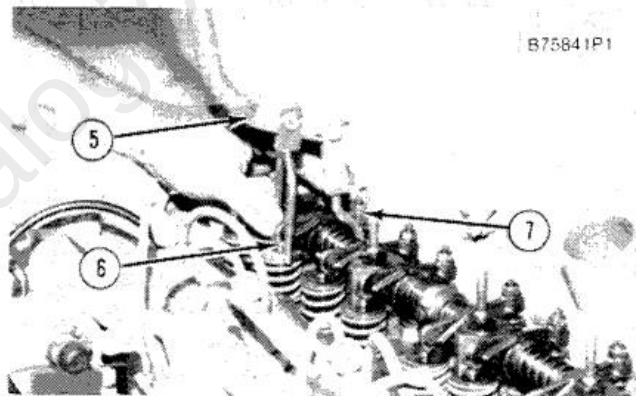
WARNING

Personal injury could result if the engine should start while this procedure is done. Do not turn the engine with the starting motor. Turn the ignition switch OFF and disconnect the battery. Turn the crankshaft by hand.



Valves
(3) No. 1 cylinder exhaust valve. (4) No. 1 cylinder inlet valve.

2. Turn the crankshaft (by hand, not the starting motor) in the direction of engine rotation (clockwise, when viewed from the front of the engine) until No. 1 cylinder exhaust valve (3) is fully open (at its lowest point).



No. 4 Cylinder
(5) 8T0483 Valve Spring Compressor. (6) No. 4 cylinder exhaust valve. (7) Rocker arm.

3. Make a compression of No. 4 cylinder exhaust valve (6) spring with 8T0483 Valve Spring Compressor (5) and move rocker arm (7) toward the center of the engine and turn the rocker arm counterclockwise when viewed from the front of the engine.

C NOTE: Do not move push rod for the No. 4 cylinder exhaust valve. Attach a piece of wire to the valve's keeper groove to prevent the valve from falling into the cylinder if the piston is not at TC.

4. Turn the crankshaft (by hand, NOT starting motor) in the direction of engine rotation (CW, when viewed from the front of the engine) until No. 1 cylinder exhaust valve (3) just closes and No. 1 cylinder inlet valve (4) just begins to open. At that point, the No. 4 cylinder piston is close to TC (top center) on the compression stroke. When the piston is near the top of its stroke, the valve keepers and spring can be removed without the valve falling into the cylinder.

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