KOBELCO

SERVICE MANUAL

MITSUBISHI DIESEL ENGINE

6D34-T

(For industrial use)

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MITSUBISHI MOTORS

Shop Manual

diesel engine

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Pub. No. 97821-05001

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FOREWORD

This Shop Manual is published for the information and guidance of personnel responsible for maintenance of Mitsubishi 6D34-T series diesel engine, and includes procedures for adjustment and maintenance services.
We earnestly look forward to seeing that this manual is made full use of in order to perform correct service with no wastage.

For more details, please consult your nearest authorized Mitsubishi dealer or distributor.
Kindly note that the specifications and maintenance service figures are subject to change without prior notice in line with improvement which will be effected from time to time in the future.

Applicable models
6D34-T

GROUP INDEX

HOW TO READ THIS MANUAL

GENERAL 00

ENGINE 11

LUBRICATION 12

FUEL AND ENGINE CONTROL ... 13

COOLING 14

INTAKE AND EXHAUST 15

ELECTRICAL SYSTEM 54

SPECIAL EQUIPMENT 61

HOW TO READ THIS MANUAL

HOW THIS MANUAL IS COMPILED ii

GENERAL EXPLANATION OF THIS MANUAL iii

TERMS AND UNITS vii

HOW TO READ THIS MANUAL

How This Manual Is Compiled

- This manual is compiled by classifying various systems into certain groups.
- Each group contains specifications; troubleshooting; maintenance service standards; ❶ tightening torque; ⚠ lubricant, fluid and sealant; 🔧 special tools; and service procedure.
- Page enumeration is independent by every group where firs page is always 1.

Group No.	Group denomination	Contents
00	General	General specifications, engine No. and name plate, precautions for maintenance operations, table of standard tightening torques
11	Engine	Engine body
12	Lubrication	Lubrication system
13	Fuel and engine control	Fuel system
14	Cooling	Cooling system
15	Intake and exhaust	Intake and exhaust system, air cleaner, turbocharger
54	Electrical system	Starter, alternator, preheating system, engine start system
61	Special equipment	Air compressor, pressure governor

General Explanation of This Manual

● Specifications

Particulars relative to maintenance service are made.

● Structure and operation

(1) Regarding conventional equipment, descriptions are made in brief.
(2) Regarding new equipment, descriptions of system and operating condition are made in detail.

● Troubleshooting

Symptoms of troubles and possible causes are described comparatively.

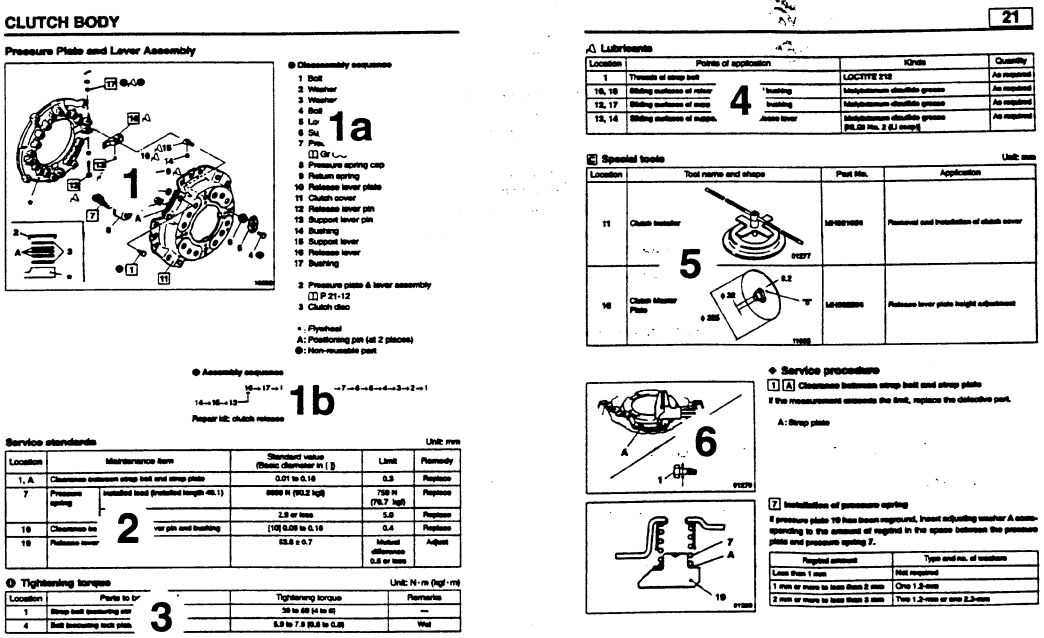
● Inspection and adjustment mounted in vehicle

Descriptions are made regarding inspection and adjustment of units mounted in vehicle.

● Service procedure

In principle, an explanation is given at the spread title page so that the service procedure can be understood. Servicing points are explained as a supplementary explanation.

Regarding the design of this manual



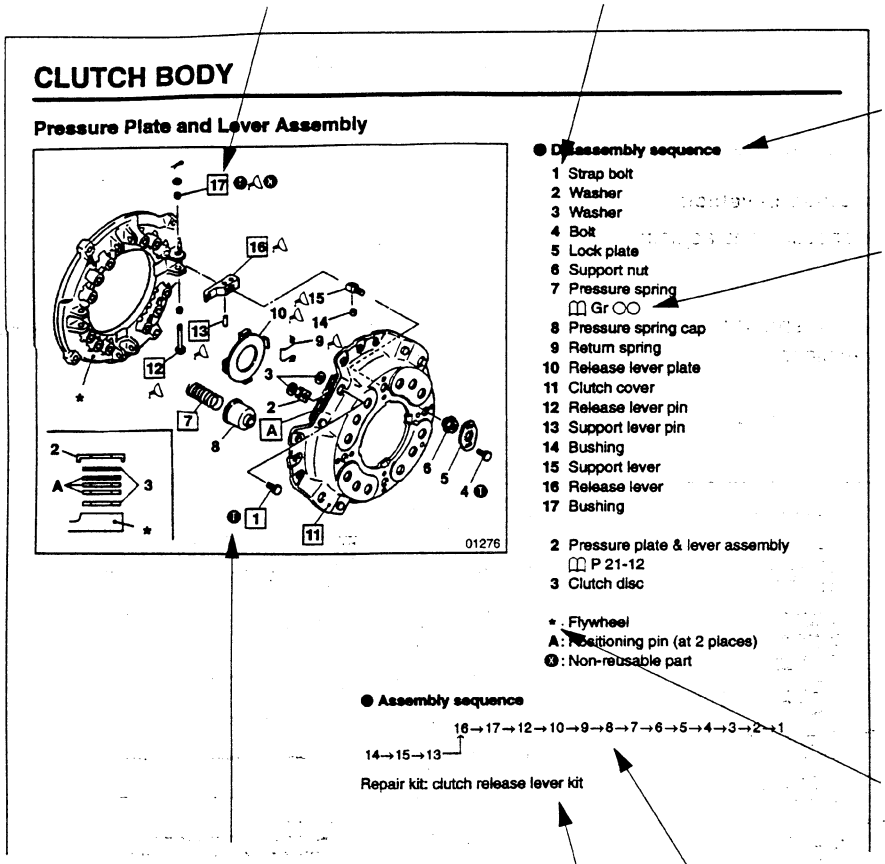
1. ..... Illustration for disassembly and assembly or removal and installation: 3-D exploded view of component parts is displayed.
   1a. ..... Names of parts show an example of the disassembly (removal) sequence.
   1b. ..... When the assembly (installation) sequence differs from the disassembly (removal) sequence, an example of the assembly (installation) sequence is shown.
2. ..... Service standards are shown collectively, classified by location.
3. ..... Tightening torques are shown collectively, classified by location.
4. ..... Points of lubricant, fluid and sealant application are shown collectively, classified by location.
5. ..... Special tools to be used are shown collectively, classified by location.
6. ..... When it is considered hard to understand the service procedure, just by the foregoing description, a supplementary description of the service procedure is given.

HOW TO READ THIS MANUAL

1. Illustration for disassembly and assembly or removal and installation

This shows that the appropriate service procedure is described in the text.

This shows the key No. of the part. In the text, this No. is referred to uniformly throughout.



This shows an example of the disassembly (removal) sequence.

This shows that the service procedure is described in another section.

- P○○-○○ : shows reference page within the same group.
- Gr○○ : shows reference group within the same book.

No service procedure is referred to in this section, but the item can be an objective of various procedures.

Meaning of symbols

- ❶ : shows that the tightening torque is specified.
- ◁ : shows that application of lubricant, fluid or sealant is required.
- ❌ : shows that the part should not be reused.

This is shown when the assembly (installation) sequence is not the reverse of the disassembly (removal) sequence.

This shows that a repair kit is available.

2. Service standards table

Only the relevant service standards are shown.

Service standards

Unit: mm

Location	Maintenance item		Standard value	Limit	Remedy
1, 11	Clearance between strap bolt and strap plate		0.01 to 0.16	0.3	Replace
7	Pressure spring	Installed load (Installed length 49.1)	835 N {85 kgf}	710 N {72.3 kgf}	Replace
		Tilt	2.9 or less	5.0	Replace

This shows the key No. of the relevant part.

3. Tightening torque table

This shows specified tightening torque.

❶ Tightening torque

Unit: N·m {kgf·m}

Location	Parts to be tightened	Tightening torque	Remarks
1	Strap bolts (Strap bolt mounting)	39 to 59 {4 to 6}	–
4	Bolt (Lock plate mounting)	5.9 to 7.8 {0.6 to 0.8}	Wet

This shows the key No. of the relevant part.

This shows that the item is to be tightened wet.

4. Lubricant, fluid and sealant table

Only the relevant lubricant, fluid and sealant are shown.

This shows the application point.

Lubricant, fluid and sealant

Location	Points of application	Type	Quantity
1	Thread area of bolt	LOCTITE 272	As required
10, 16	Friction surfaces of release lever plate and release lever	Molybdenum disulfide grease [NLGI No. 2 (Li soap)]	As required

This shows the key No. of the relevant part.

This shows the specified brand.

HOW TO READ THIS MANUAL

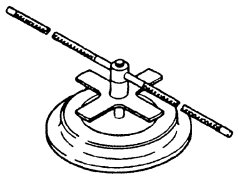
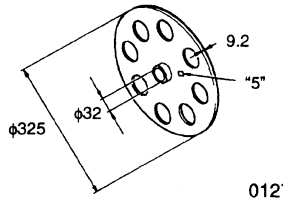
5. Special tools table

Only the relevant special tools are shown.

Purpose of special tools is shown.

Special tools

Unit: mm

Location	Tool name and shape	Part No.	Application
11	Clutch installer  01277	MH061051	Removal and installation of clutch cover
16	Master plate  01278	MH062291	Adjust release lever heights

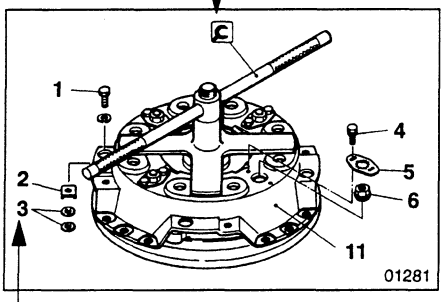
This shows the key No. of the relevant part.

Quote this number when placing an order for the part.

6. Service procedure

This indicates a special service tool.

This shows the key No. of the relevant part.



11 Removal and installation of clutch cover

- Depress pressure spring **7** using clutch installer, then remove the following parts:
  Strap bolt **1**, washer **2**, washer **3**, bolt **4**, lock plate **5**, support nut **6**
- Loosen the clutch installer gradually, then remove clutch cover **11** when the pressure spring is fully released.
- For installation, follow the removal sequence in reverse.

The key No. referred to in the text is always the same as the key No. shown in the illustration.

Servicing procedures of disassembly (removal), assembly (installation), inspection, adjustment, etc. are shown collectively.

Terms and Units

The terms and units in this manual are defined as follows.

- This service manual contains important cautionary instructions and supplementary information under the following four headings which identify the nature of the instructions and information:

DANGER ⚠ ——— Precautions that should be taken in handling potentially dangerous substances such as battery fluid and coolant additives.

WARNING ⚠ ——— Precautionary instructions, which, if not observed, could result in serious injury or death.

CAUTION ⚠ ——— Precautionary instructions, which, if not observed, could result in damage to or destruction of equipment or parts.

NOTE Suggestions or supplementary information for more efficient use of equipment or a better understanding.

- **Front and rear**

The terms "front" is the fan side and "rear" the flywheels side of the engine.

- **Left and right**

The terms "right" and "left" shall be used to indicate the side as viewed from the flywheel side of the engine.

- **Terms of service standards**

(1) Standard value
Standard value dimensions in designs indicating: the design dimensions of individual parts, the standard clearance between two parts when assembled, and the standard value for an assembly part, as the case may be.
The figure in [ ] is the basic diameter.

(2) Limit
When the value of a part exceeds this, it is no longer serviceable in respect of performance and strength and must be replaced or repaired.

- **Tightening torque**

Excessive or insufficient tightening torque has particular importance in respect of performance. Accordingly, tightening torque is specified in locations that are to be tightened.
Where there is no specified figure for tightening torque, follow the table covering standard tightening torques.
When the item is to be tightened in a wet state, wet is indicated. Where there is no indication, read it as dry, and tighten at specified torque.

HOW TO READ THIS MANUAL

● Unit

Length, weight, surface area and capacity are in SI units. Imperial and metric units are given in brackets. Temperatures are given in degrees Celsius with degrees Fahrenheit given brackets.
For the conversion into the foot-pound system, refer to the following conversion table.

Unit	Sign of SI unit	Sign of foot-pound unit	Conversion rate
Mass quantity of matter	kg g	lb oz	1 kg = 2.2046 lb 1 g = 0.035274 oz
Dimension	m mm	ft. in.	1 m = 3.2808 ft. 1 mm = 0.03937 in.
Capacity	L cm^3 cm^3	gal. oz cu.in.	1 L = 0.2642 gal. (U.S.) 1 L = 0.220 gal. (Imp.) 1 cm^3 = 0.033814 oz (U.S.) 1 cm^3 = 0.035195 oz (Imp.) 1 cm^3 = 0.061023 cu.in.
Force	N (Newton)	lbf	1 N = 0.2248 lbf
Pressure	kPa (kilopascal)	$lbf/in.^2$	1 kPa = 0.145 $lbf/in.^2$ 1 kPa = 0.2953 in. Hg
Stress	N/cm^2	$lbf/in.^2$	1 N/cm^2 = 1.45 $lbf/in.^2$
Moment of force	N · m	lbf.ft	1 N · m = 0.7375 lbf.ft
Output	kW (kilowatt)	HP	1 kW = 1.34 HP
Temperature	°C	°F	t°C = (1.8t°C + 32)°F

GROUP 00 GENERAL

GENERAL SPECIFICATIONS 00-2

ENGINE NUMBER, NAME PLATE AND CAUTION PLATE ... 00-3

PRECAUTIONS FOR MAINTENANCE OPERATION 00-4

TABLE OF STANDARD TIGHTENING TORQUES 00-11

GENERAL SPECIFICATIONS

Major Specifications

Item		Specifications
Engine model		6D34-T
Type		6-cylinder in-line, water-cooled 4-cycle diesel
Combustion chamber type		Direct injection type
Valve mechanism		Overhead valve (OHV) type
Maximum output	KW/rpm {PS/rpm}	Depends on the engine specification
Maximum torque	N · m/rpm {kgf · m/rpm}	
Bore × Stroke	mm	104 × 115
Total displacement	cc	5861
Compression ratio		16.5
Empty mass	kg*	450

* Empty mass as measured according to Mitsubishi Motors Corporation standard.

Engine Outputs Classified by Application

Item	Engine speed rpm	Specifications
Intermittent rated output kW (HP)	1500	115
	1800	138
	2000	153
	2200	159
	2500	162

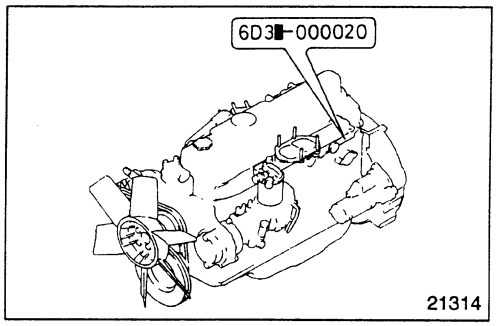
NOTE:

- **The output (SAE, gross) is corrected to standard ambient conditions based on SAE J1349.**
- **The continuous rated output allows 10% (one hour) overload operation.**

ENGINE NUMBER, NAME PLATE AND CAUTION PLATE 00

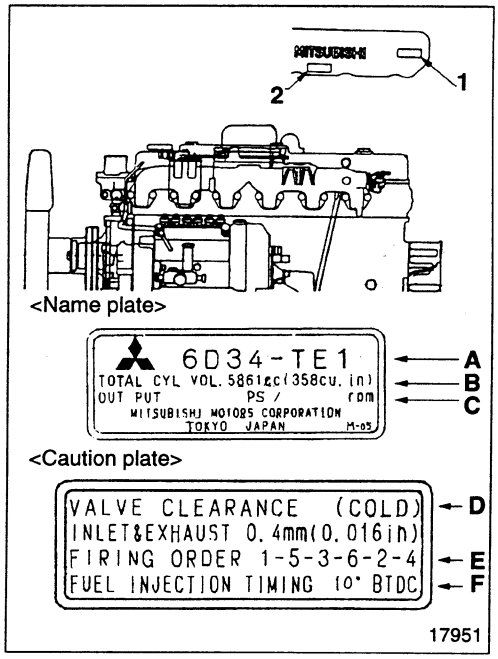
The serial number for engine is assigned to the respective engine in manufacturing sequence: every engine has its own number. This number is required for incidental inspection of the engine. Please do not fail to mention this number to the dealers when ordering spare parts.

Engine Number



The engine number is punch-marked on the shown location.

Name Plate and Caution Plate

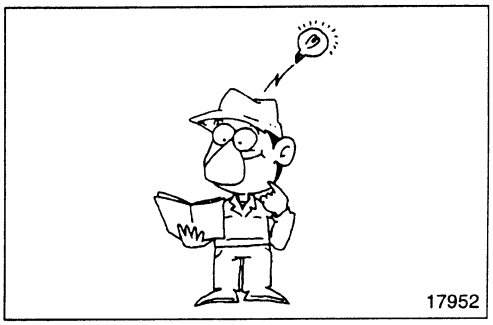


1: Name plate
2: Caution plate

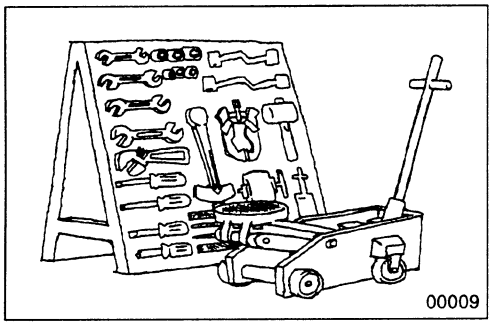
A Engine model
B Total displacement
C Maximum output
D Valve clearance
E Firing order
F Fuel injection timing

PRECAUTIONS FOR MAINTENANCE OPERATION

In order to determine the condition of the vehicle adequately, attend the vehicle beforehand to find and keep record of the accumulated mileage, operating condition, what the customer's demand is, and other information that may be necessary. Prepare the steps to be taken and perform efficient and wasteless maintenance procedure.


17952

- Determine where the fault exists and check for the cause to see whether removal or disassembly of the part is necessary. Then follow the procedure specified by this manual.
- Perform maintenance work at a level area.


00009

- Prepare general and special tools necessary for the maintenance work.

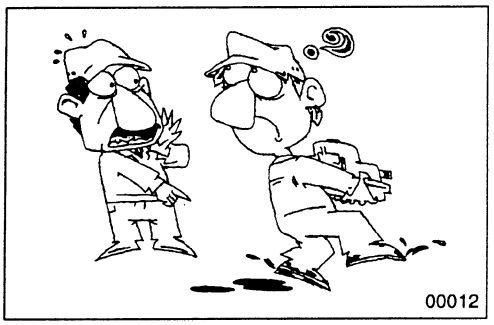
WARNING ⚠

Do not attempt to use tools other than special tools where use of special tools is specified in this manual. This will avoid injury or damage.

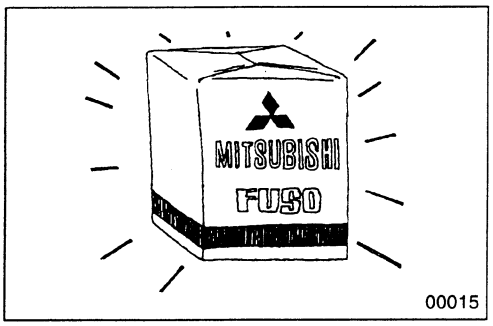
- When removing or installing the engine, attach the lifting wire rope hooks to the engine's lifting eyes and hoist the engine slowly such that it does not touch other components.

WARNING ⚠

Check that the wire rope and crane are sufficiently strong.

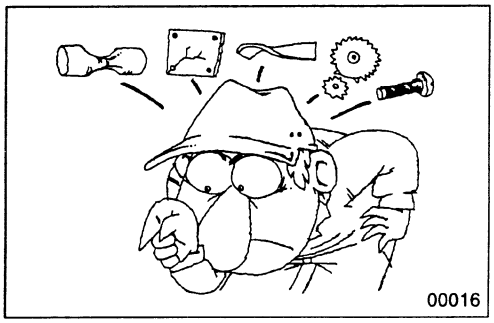

00012

- Be particularly careful not to work in shoes that have oily soles and are slippery. When working as a team of two or more, arrange signals in advance and keep confirming safety. Be careful not to accidentally bump switches or levers.
- Check for oil leakage before cleaning the area having the fault otherwise you might miss detecting the leakage.
- Prepare replacement part(s) beforehand.

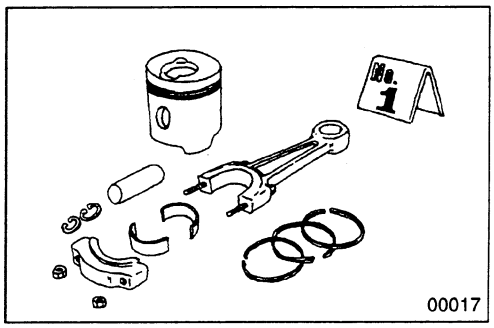


00015

- Replace oil seals, packing, O-rings and other rubber parts; gaskets and split pins with new parts whenever any of them has been removed. Use only genuine MITSUBISHI replacement parts.



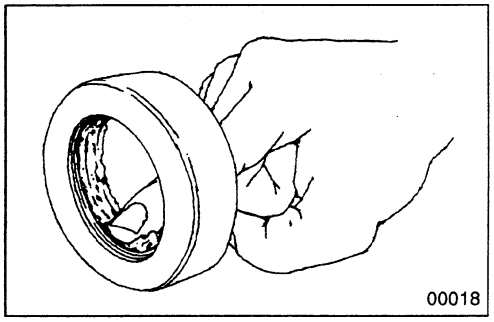
On disassembly, visually inspect all parts for wear and tear, cracks, damage, deformation, degradation, rust, corrosion, smoothness in rotation, fatigue, clogging and any other possible defect.



Put alignment marks on part combinations before disassembly and arrange the disassembled parts neatly. This will help avoid mismating of the parts later.
Put the alignment marks, punch marks, etc. where performance and appearance will not be affected.
Cover the area left open after removal of parts to keep it free from dust.

CAUTION ⚠

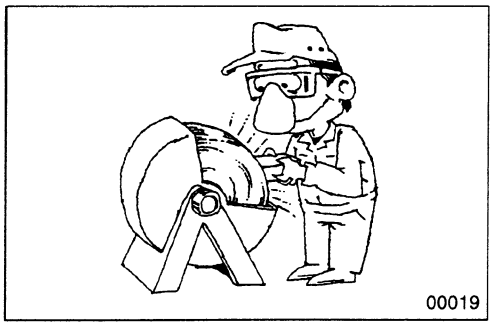
- **Take care to avoid mixing up numerous parts, similar parts, left and right, etc.**
- **Keep new parts for replacement and original (removed) parts separate.**



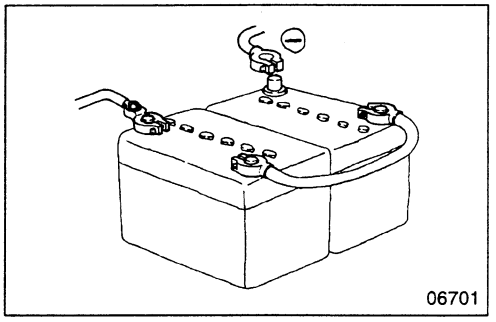
Apply the specified oil or grease to U-packings, oil seals, dust seals and bearings during assembly.

CAUTION ⚠

Use only the specified oil, grease, etc. for lubricant. Remove the excess immediately after application with a piece of rag.

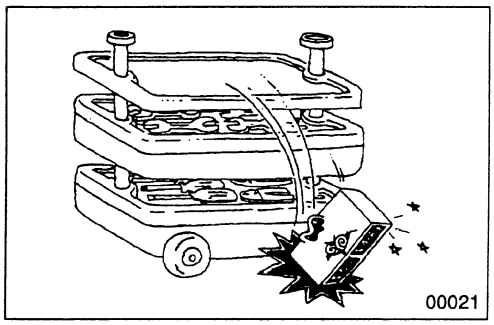


Wear goggles when using a grinder or welder. Pay full attention to safety by wearing gloves when necessary. Watch out for sharp edges, etc. that might injure your hands or fingers.

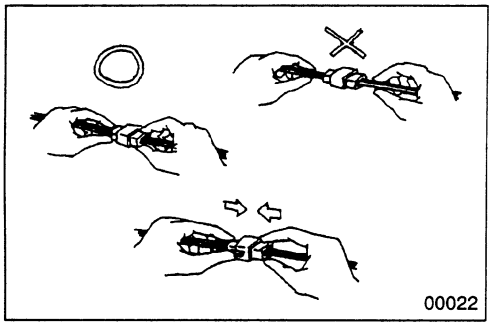


Before carrying out maintenance work on the electric system, disconnect the negative terminals of the batteries.

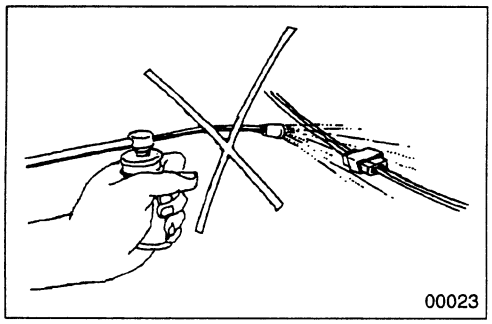
PRECAUTIONS FOR MAINTENANCE OPERATION



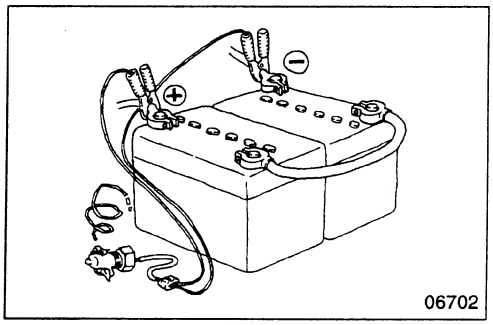
- Take care when handling sensors, relays, etc. which are vulnerable to shock and heat.



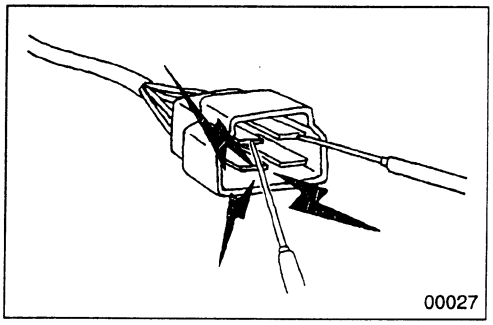
- Pull the connector, and not the harness lead, to separate connectors. To separate a lock-type connector, first push toward arrow mark. To reconnect a lock-type connector, press the separated parts until they click together.



- When washing the vehicle, cover the electric system parts and instruments with waterproof material beforehand (Cover with vinyl sheet or the like). Keep water away from harness wire connectors and sensors. If any of them should get wet, wipe them off immediately.

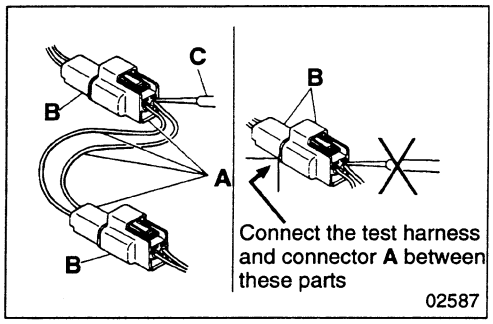


- To apply voltage for testing, check that the positive and negative cables are connected properly, then increase voltage gradually from 0 volt. Do not apply voltage higher than the specified value.
  In particular, pay close attention to the electronic control unit and sensors, since they are not always supplied with 24V.

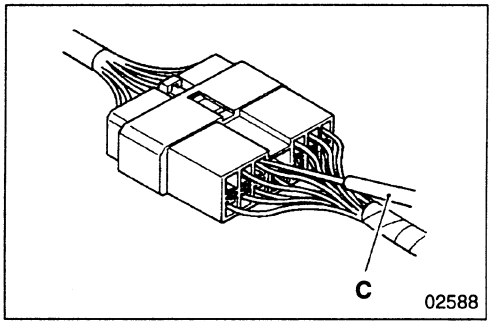


- When using testers or the like for continuity tests, be careful not to allow test probes to touch the wrong terminals.

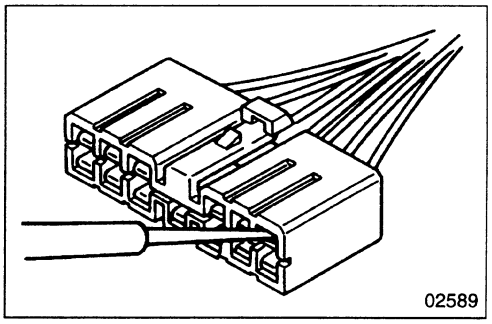
Measurement Procedures Using Connectors



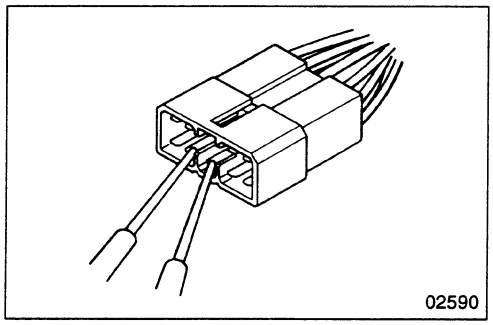
Test with connectors engaged (continuity through circuit obtained)
<Waterproof connector>
Prepare a test harness and connectors **A**, then connect if between the two parts of harness **B** that is to be tested. Check the circuit by touching test probe **C** to the test connector.
Never insert the test probe from the harness side of the waterproof connection, or waterproof performance might be diminished causing corrosion of the connector.



<Non-waterproof connector>
Insert test probe **C** from the harness side of the connector. Where control units, etc. have connectors that are too small to accept the test probe, do not force the test probe into them.



Test with connectors disengaged
Using female pins
Insert a test probe into a terminal. However, do not force the probe into the terminal, or it will cause a poor contact.

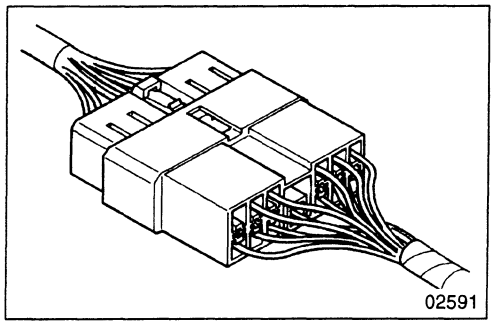


Using male pins
Touch the pins directly using test probes.

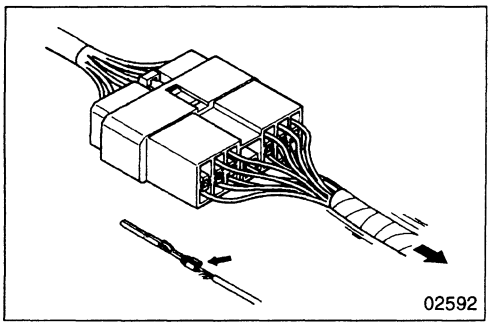
CAUTION ⚠

Be sure that you do not short circuit the connector pins when you use the test probe because this could damage the internal circuit of the electronic control unit.

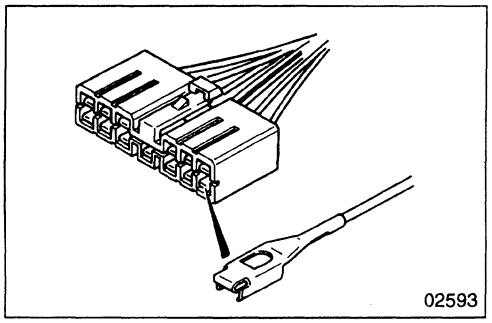
Connector Inspection Procedures



Visual inspection
Check for loose connection and poor engagement.

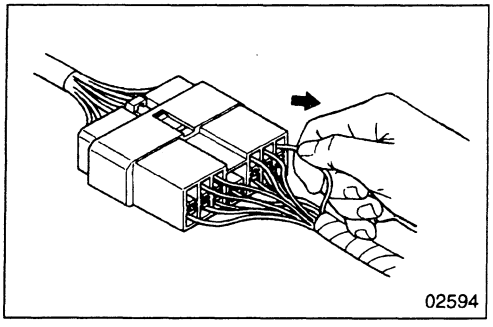


Check if harnesses are broken by pulling gently around the terminals.



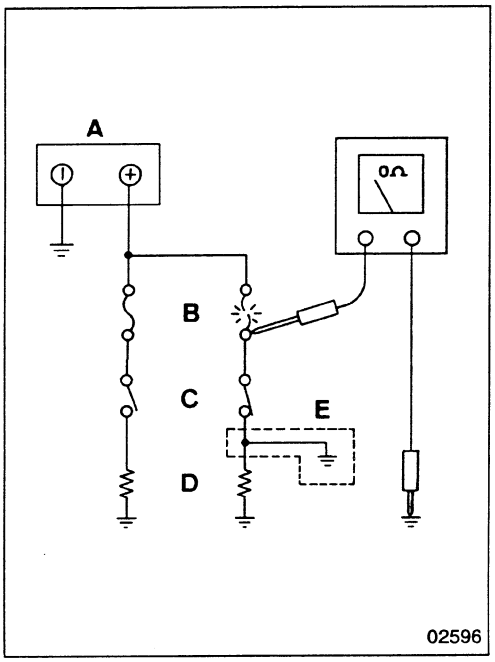
Check for a decrease in contact pressure between the male and female terminals.

Check for poor contact caused by connector pins having fallen out, rusted terminals or foreign particles.



Connector pin fall out inspection
Damaged connector pin stoppers can cause poor engagement of the terminals (male and female pins) even if the connector body is secured, and might cause some pins to fall out. Check if the pins have fallen out from the connector by pulling each harness gently.

Inspection Procedures for Blown Fuses

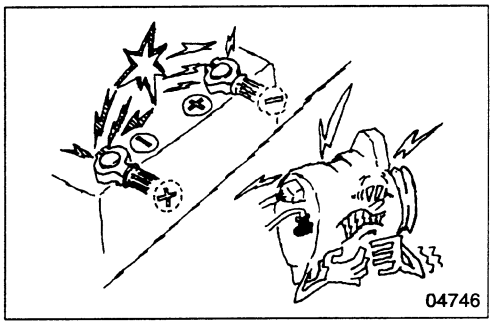


Remove fuse **B** and measure resistance between the loaded side of the fuse and ground.
Turn on all circuit switches (connected to the fuse). If the resistance value reading is approximately 0, a short has occurred between the switch and the loaded point. A value of other than zero may indicate that the fuse was blown by a temporary short but the short is no longer present.

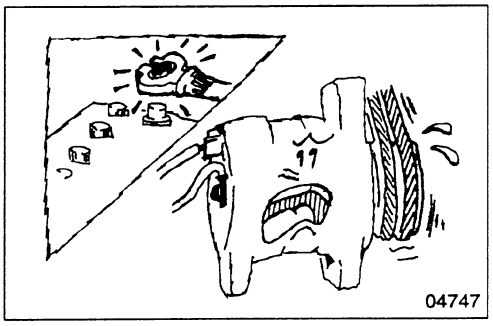
The major causes of a short circuit are as follows:
- Harness stuck onto the vehicle body.
- Harness sheath damaged by friction or heat.
- Water in connectors or circuits.
- Mistakes (accidental short circuits)

A: Battery
B: Fuse
C: Loaded switch
D: Load
E: Short circuit

Precautions for Handling Alternator



When servicing the alternator, pay attention to the following:
- Do not connect the alternator with battery polarities reversed.
  If the alternator is connected with reversed polarities, a large current flow from the battery to the alternator occurs, and the diode or regulator might be damaged.



- While the engine is running, do not remove the battery terminals. If the battery terminals are removed at that time, a surge voltage is generated and the diode or regulator might be weakened.

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