



Kiwi Cylinder Heads Ltd

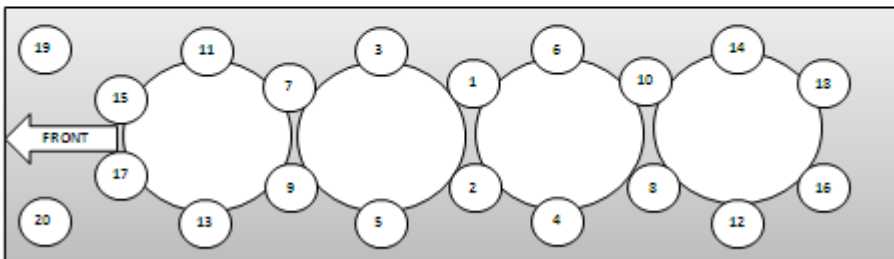
31 Carbine Rd, Mt Wellington, Auckland

TECHNICAL INFORMATION – MITSUBISHI 4M40T

ENGINE	MITSUBISHI 4M40T 10041020		ENGINE	MITSUBISHI 4M40T 10041020
CAPACITY	2835cc		TORQUE SETTINGS	100Nm/LOOSEN/50Nm/+90*/+90*/**
TYPE	L4		HEAD BOLTS (TTY)	YES / REPLACE WITH P/N 30046009
CAMS	SOHC		HEAD GASKET SIZES mm	SEE "SPECIAL NOTES"
VALVES	8		PISTON PROTRUSION mm	SEE "SPECIAL NOTES"
CAM DRIVE	CHAIN		P/C SHAPE	RECTANGLE
BORE / STROKE	95 x 100mm		FIRING ORDER	1-3-4-2
TURBO Y/N	YES		IDLE SPEED	750-850 rpm
FUEL	DIESEL		COMP. RATIO	21:1
YEARS	1999-2006		RECESSED VALVES	YES
VALVE GAPS mm	INLET 0.20	EXH. 0.30	FUEL DELIVERY	IN-DIRECT INJECTION

Mitsubishi 4M40T Torque Sequence

- HEAD BOLT P/N 30046009 QUANTITIES: 14 @ 105/54mm, 4 @ 125/54mm M12
- HEAD BOLT TIGHTENING SEQUENCE.
- STEP ONE: 100Nm then loosen in reverse order
- STEP TWO: 50Nm
- STEP THREE: +90°
- STEP FOUR: +90° ****(BOLTS 19 & 20 24Nm) 2 @ 90/22 M8 x 1.25mm
- IMPORTANT: ALL BOLT THREADS, BOLTHEADS AND WASHERS MUST BE LIGHTLY OILED.
- USING AN OLD HEADBOLT WITH GROOVE CUT DOWN THREAD, CLEAN THE BLOCK HEADBOLT THREADS.



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ASSEMBLY GUIDE

DO THOROUGHLY CLEAN ALL MATING SURFACES.

DO USE NEW HEADBOLTS.

DO SERVICE THE INJECTORS.

DO FLUSH THE ENTIRE COOLING SYSTEM OF REMAINING ANTI-FREEZE.

DO LIGHTLY OIL HEADBOLTS INCL. UNDER THE HEAD & WASHER.

DO NOT CLEAN BLOCK THREADS WITH AN ENG. TAP. USE AN OLD HEADBOLT.

DO NOT ADD ANTI-FREEZE UNTIL VEHICLE HAS TRAVELLED MIN. 600KMS, WATER ONLY.

DO RING US FOR ASSISTANCE

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PISTON PROTRUSION VERSES HEAD GASKET THICKNESS.

PAJERO 1999 – 2002

AVERAGE PISTON PROTRUSION	BLOCK I.D MARK	GRADE	GASKET THICKNESS
0.475± 0.028mm	A	1	1.35 ± 0.03mm
0.532 ± 0.028mm	B	2	1.40 ± 0.03mm
0.589 ± 0.028mm	C	3	1.45 ± 0.03mm
0.646 ± 0.028mm	D	4	1.50 ± 0.03mm

TRITON 2003- 2006

AVERAGE PISTON PROTRUSION	BLOCK I.D MARK	GRADE	GASKET THICKNESS
0.575± 0.028mm	A	1	1.35 ± 0.03mm
0.632 ± 0.028mm	B	2	1.40 ± 0.03mm
0.689 ± 0.028mm	C	3	1.45 ± 0.03mm
0.746 ± 0.028mm	D	4	1.50 ± 0.03mm

CAUTION

When installing the timing chain tensioner, be sure to force the plunger into it, or the timing chain will be stressed excessively and may be damaged.

When the engine is started the stop hook will be released automatically.

The tensioner keeps the timing chain in tension by means of the internal ratchet mechanism. Cranking the engine in reverse direction with the tensioner installed causes the plunger to be stressed by an excessive force; this may cause damage to the ratchet cam. Therefore NEVER crank the engine in reverse direction.

If the engine is accidentally cranked in reverse direction, remove and re-install the tensioner according to the correct installation procedure.

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