

5. Tightening torque

BOLT/NUT TIGHTENING TORQUE

Unit: kgf-m (lbf-ft)

Cylinder head clamping bolt	Main bolt and nut	M12	13—14 (94.0 — 101.3)
	Sub. bolt	M8	2.5—3.0 (18.1—21.7)
	Stud bolt	M12	5—5.5 (36.2—40.0)
Connecting rod clamping bolt		M9	4.5—5.0 (32.5—36.2)
Flywheel clamping bolt		M10	8.5—9.0 (61.5—65.1)
Intermediate main bearing housing bolt		M10	4.5—5.0 (32.5—36.2)
Intermediate main bearing housing set bolt		M12	7.0—7.5 (50.6—54.2)
Flywheel side main bearing housing bolt		M8	2.5—2.7 (18.1—19.5)
Valve rocker arm shaft support clamping nut		M10	4.5—5.0 (32.6—36.2)
Crankshaft V-pulley clamping nut		M18	6.0—7.0 (43.4—50.6)
Fuel inj. pump driving gear nut		M18	6.0—7.0 (43.4—50.6)
Crankshaft gear clamping nut		M28	11.0—11.5 (79.6—83.2)
Camshaft bearing clamping screw		M8	1.5—1.7 (10.9—12.3)
Mounting flange			5.5—6.0 (39.8—43.4)
Standard bolt	M4		0.2—0.35 (1.4—2.5)
	M6		0.8—1.0 (5.8—7.2)
	M8		2.5—2.7 (18.1—19.5)
	M10		4.5—5.0 (32.5—36.2)
	M12		7.0—7.5 (50.6—54.2)
Ball joint bolt	M8		1.2—1.7 (8.7—12.3)
	M10		2.0—3.0 (14.5—21.7)
	M12		2.5—3.5 (18.1—25.3)

