

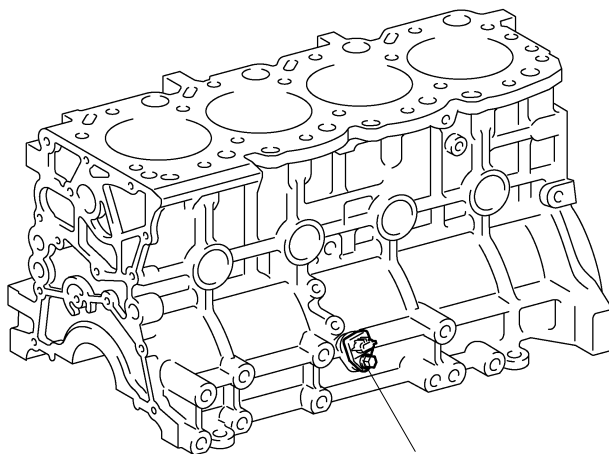
## 2. Major Difference (from 5L Engine)

Item		Outline
Engine Proper	Cylinder Block and Crankshaft	Along with the adoption of the Diesel EFI system, a crankshaft position sensor has been provided in the cylinder block, and a protrusion has been provided on the crankshaft to generate a crankshaft position signal.
	Camshaft	The profile of the intake camshaft has been changed along with the adoption of the diesel EFI system.
Lubrication System		The number of rows of the oil cooler core has been changed from 3 to 5 rows to improve cooling performance.
Intake and Exhaust System		<ul style="list-style-type: none"> <li>• A step motor type throttle has been adopted.</li> <li>• A catalytic converter for oxidation has been adopted on the exhaust pipe.</li> <li>• EGR system with valve position sensor has been adopted.</li> </ul>
Fuel System		An electronically controlled injection pump has been adopted.
Engine Control System		<ul style="list-style-type: none"> <li>• Diesel EFI system has been adopted.</li> <li>• Intake restrictor control has been adopted.</li> <li>• The glow plug control that was previously handled by the pre-heating timer, has now been changed to the engine ECU.</li> <li>• The diagnosis system and the fail-safe control have been provided.</li> </ul>

## 3. Engine Proper

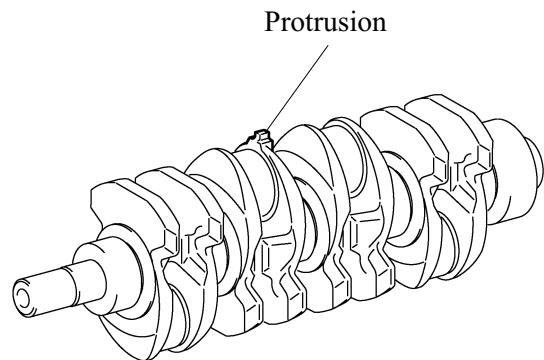
### Cylinder Block and Crankshaft

Along with the adoption of the Diesel EFI system, a crankshaft position sensor has been provided in the cylinder block, and a protrusion has been provided on the crankshaft to generate a crankshaft position signal.



**Cylinder Block**

215EG01



**Crankshaft**

215EG02