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## Isuzu engine capacity

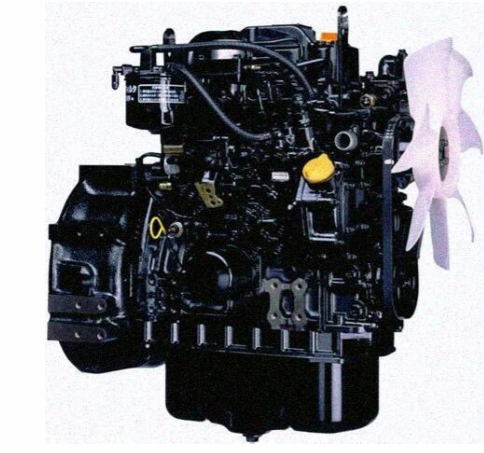
The Isuzu 4HK1 features the same cylinder stroke as its predecessor, the 4HE1 (4.8L), but employs a 5 mm larger bore diameter.

The 5.2L inline 4 cylinder was introduced for the 2005 model year in Isuzu N-Series cab-over trucks. It features a robust cast iron engine block with dry type cylinder liners, a single overhead camshaft with 4 valves per cylinder, and the most recent models have a 375,000 mile B10 life. The 215 horsepower engine was rated to 452 lb-ft through 2019, but received a peak 520 lb-ft rating for 2020 model year trucks.

Engine: Isuzu 5.2L 4HK1-TC
Manufacturer: Isuzu Motors Ltd.
Applications: 2005 - 2020 Isuzu N Series
Type: 4 stroke direct injection (DI) diesel
Configuration: Inline 4 cylinder (I-4/L-4)
Displacement: 5.19 liters, 317.18 CID
Firing Order: 1 - 3 - 4 - 2
Engine Block: Cast iron
Cylinder Head: Cast iron
Cylinder Liner Type: Dry
Compression Ratio: 2005 - 2006 18.5 : 1
2007 - 2015 17.5 : 1
2016 - 2020 16.5 : 1
Cylinder Bore: 4.53 in (115 mm)
Cylinder Stroke: 4.92 in (125 mm)
Valvetrain: Gear driven single overhead camshaft (SOHC), 16 valve (4 valves per cylinder)
Valve lash/clearance: Intake 0.4 mm (0.016 in)
Exhaust 0.4 mm (0.016 in)
Injection: Direct injection, high pressure common rail
Aspiration: Turbocharged, intercooled Engine Dimensions (approx.): Length 40.7 in
Width 36.6 in
Height 40.9 in
Engine Weight (approx): 1,170 lbs
Engine Oil Capacity: Application dependent - refer to owners/service manual; oil capacity varies w/ application & model year
B10 Life: 2017 & prior 310,000 miles
2018+ 375,000 miles
Peak Horsepower\*: 215 hp @ 2,500 RPM
Peak Torque\*: 2019 & prior 452 lb-ft @ 1,850 RPM
2020 520 lb-ft @ 1,600 RPM
Idle Speed: 2005 - 2006 ~ 750 RPM
2007 + ~ 650 RPM
Max Engine Speed: 2,400 RPM (@ full load)
\*2019 Isuzu N-Series horsepower & torque ratings; ratings may vary in alternative applications.
2005 - 2006 Isuzu N-Series Maintenance Schedule (5.2L Diesel, NO DPF)
Service Procedure
Service Interval Notes
Replace engine air filter Every 26,000 miles/12 months
Inspect @ oil change intervals, replace as necessary
Replace engine oil & oil filter Every 6,500 miles/12 months --- Replace fuel filter Every 13,000 miles/12 months
Replace fuel filter(s) and drain fuel-water separator
Replace engine drive belt
104,000 miles
Inspect @ oil change intervals, replace as necessary
Drain/replace engine coolant Every 26,000 miles/24 months --- Adjust valve lash Every 52,000 miles
0.4 mm valve clearance for intake and exhaust valves; excessive engine noise may be caused by poor valve lash adjustment
2007 - 2010 N-Series Maintenance Schedule (5.2L Diesel w/ DPF)
Service Procedure
Service Interval Notes
Replace engine air filter As necessary
Inspect @ oil change intervals, replace as necessary; air clean assembly has built in filter condition indicator
Replace engine oil & oil filter Every 10,000 miles/12 months --- Replace fuel filter Every 15,000 miles/12 months
Replace fuel filter(s) and drain fuel-water separator
Replace engine drive belt As necessary
Inspect @ oil change intervals, replace as necessary; air clean assembly has built in filter condition indicator
Replace engine oil & oil filter Every 10,000 miles/12 months --- Replace fuel filter Every 15,000 miles/24 months
Replace fuel filter(s) and drain fuel-water separator
Replace engine drive belt As necessary
Inspect every 10k/12 mo
Drain/replace engine coolant 24 months
Adjust valve lash Every 50,000 miles
0.4 mm valve clearance for intake and exhaust valves; excessive engine noise may be caused by poor valve lash adjustment
Clean diesel particulate filter (DPF) 100,000 miles/3,000 hrs --- Models Spare parts Contacts & Help Isuzu has used both its own engines and General Motors-built engines.
It has also produced engines for General Motors, Renault, Saab, Honda, Nissan, Opel, Toyota, and Mazda.
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The GL150 was fitted to the 1959 Isuzu Elf and the 1961 Bellel. General Motors The Isuzu Hombre used a General Motors-built Vortec 2200 Engine with 118 hp (86 kW) and 140 ft-lb (190 N·m) of torque. 2004-2006 Isuzu i-Series used a General Motors-built Vortec 2800 Engine with 175 hp (130 kW) and 185 ft-lb (251 N·m) of torque. 2007-2008 Isuzu i-Series use a General Motors-built Vortec 2900 Engine with 185 hp (138 kW) and 195 ft-lb (263 N·m) of torque. Isuzu G engine Designation Description Bore Stroke Displacement Power Rating Valvetrain
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OHV G140 The 1.4 L G140 engine was used in the Chevrolet Chevette in North America. The engine block and associated components for the USA market Isuzu G-series engines were locally produced under license by a GM engine casting and assembly plant in Flint, Michigan. In South America an overhead-cam version was adapted, and later developed into a 1599 cc version with a 75.7 mm stroke.[18]
82 mm (3.2 in) 66.2 mm (2.61 in) 1,398 cc (85.3 cu in) 53 PS (39 kW)[citation needed]
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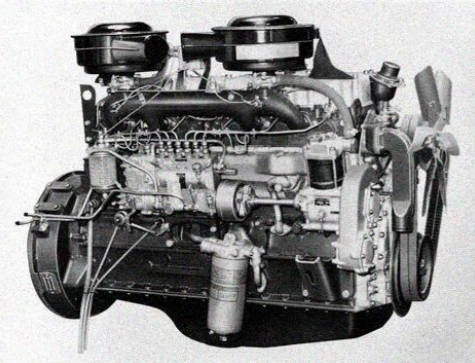
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Three-cylinder Diesel A Engines Designation Description Bore Stroke Displacement Power Rating Production Run Dry Weight
3AA1 This engine shares the bore and stroke of the C190 four-cylinder diesel and 2AA1 two-cylinder. The Bosch PES-A fuel pump is the same as the one used on the 3AA1, 3AB1, C220, and C240 engines.[9]
86 mm (3.4 in) 84 mm (3.3 in) 1,463 cc (89.3 cu in) 29.5 PS (21.7 kW) @2800rpm 1972-90 197 kg (434 lb).[12]
3AB1 This engine shares the bore of the 2AA1/3AA1/C240, but with a much longer stroke. There is also a two-cylinder version called the 2AB1. 86 mm (3.4 in) 102 mm (4.0 in) 1,777 cc (108.4 cu in) 38 PS (28 kW) @2800rpm 1971- 217 kg (478 lb).[13]
3AD1 1977-90
3AD1-T 1978-79
L Engines[14] Designation Description Bore Stroke Displacement Power Rating Production Run Dry Weight
3LA1 3LB1 OHV 3LD1 OHV 3LD1 OHV
Four-cylinder Petrol GH engine Isuzu's first petrol engines were license built Hillman units for the locally assembled Minx, from 1953. Called the GH10 it has a bore of 65 mm (2.56 in) and a stroke of 95 mm (3.74 in) for a displacement of 1,260 cc (76.9 cu in). Power is 37.5 PS (28 kW). In 1955 this was updated to the GH12, a square design with a 76.2 mm bore and stroke for a displacement of 1,390 cc (84.8 cu in). This was upgraded in 1956 for more power, 46 PS (34 kW) rather than the original's 43 PS (32 kW), and was renamed GH100. In 1958, power increased yet again, to 50 PS (37 kW).[15]
GL engine For 1959 Isuzu developed their own square design (78 mm or 3.07 in) called the GL150. Isuzu's first own petrol engine.[16] Still showing unmistakable Hillman origins it displaces 1,491 cc (91.0 cu in) and has 60 PS (44 kW).[15]
The GL150 was fitted to the 1959 Isuzu Elf and the 1961 Bellel. General Motors The Isuzu Hombre used a General Motors-built Vortec 2200 Engine with 118 hp (86 kW) and 140 ft-lb (190 N·m) of torque. 2004-2006 Isuzu i-Series used a General Motors-built Vortec 2800 Engine with 175 hp (130 kW) and 185 ft-lb (251 N·m) of torque. 2007-2008 Isuzu i-Series use a General Motors-built Vortec 2900 Engine with 185 hp (138 kW) and 195 ft-lb (263 N·m) of torque. Isuzu G engine Designation Description Bore Stroke Displacement Power Rating Valvetrain
G130 This engine was used in the Isuzu Bellett, Bellett B, and Bellett Express. 75 mm (3.0 in) 75 mm (3.0 in) 1,325 cc (80.9 cu in) 58 PS (43 kW)[17]
OHV G140 The 1.4 L G140 engine was used in the Chevrolet Chevette in North America. The engine block and associated components for the USA market Isuzu G-series engines were locally produced under license by a GM engine casting and assembly plant in Flint, Michigan. In South America an overhead-cam version was adapted, and later developed into a 1599 cc version with a 75.7 mm stroke.[18]
82 mm (3.2 in) 66.2 mm (2.61 in) 1,398 cc (85.3 cu in) 53 PS (39 kW)[citation needed]
OHV G150 The 1.5 L G150 engine was used in the Isuzu Bellett and the Isuzu Elf. 79 mm (3.1 in) 75 mm (3.0 in) 1,471 cc (89.8 cu in) 68 PS (50 kW)[citation needed]
OHV G160/G161 The eight-valve 1.6 L G160/G161 engine was used in the Isuzu Florian and the Isuzu Bellett GT, as well as a number of commercial vehicles including the Elf 150 (KA41/51). The G160 has a three main bearing crankshaft, whereas the G161 has five bearings.



The Bosch PES-K fuel pump is shared with the 2AB1, and is similar to the PES-A used on the 3AA1, 3AB1, C220, and C240 engines.[9]
86 mm (3.4 in) 84 mm (3.3 in) 975 cc (59.5 cu in) 19.5 PS (14.3 kW) @2800rpm
1972-1989
160 kg (350 lb)
101 2AB1 There is also a three-cylinder version called the 3AB1. 86 mm (3.4 in) 106 mm (4.2 in) 1,184 cc (72.3 cu in) 25.5 PS (18.8 kW) @2800rpm
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2KC1 74 mm (2.9 in) 76 mm (3.0 in) 653 cc (39.8 cu in) 1988-1994
UM-ZK1 A marinised version of the 2KC1

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1972-90
197 kg (434 lb).[12]
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86 mm (3.4 in) 102 mm (4.0 in) 1,777 cc (108.4 cu in) 38 PS (28 kW) @2800rpm
1971-117 kg (478 lb).[13]
3AD1 1977-90
3AD1-T 1978-79
L Engines[14]
Designation Description Bore Stroke Displacement Power Rating Production Run Dry Weight
3AL1 GHV 3L1 OHV 3L1D1 OHV
Four-cylinder Petrol
GI engine
Isuzu's first petrol engines were license built Hillman units for the locally assembled Minx, from 1953. Called the GH10 it was built with 4.06 mm (0.26 in) and a stroke of 95 mm (3.74 in) for a displacement of 1,260 cc (76.9 cu in). Power is 37.5 PS (28 kW). In 1955 this was updated to the 3L1H, a square design with a 76.2 mm bore and stroke for a displacement of 1,390 cc (84.8 cu in). This was upgraded in 1956 for more power, 46 PS (34 kW) rather than the original's 43 PS (32 kW), and was renamed GH100. In 1958, power increased yet again, to 50 PS (37 kW).[15]
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OHV G160/G161 The eight-valve 1.6 L G160/G161 engine was used in the Isuzu Florian and the Isuzu Bellett GT, as well as a number of commercial vehicles including the Elf 150 (KA41/51). The G160 has a three main bearing crankshaft, whereas the G161 has five bearings.

There is also an SOHC version of this called the G161S, which was used in the Florian and the Bellett. A new version of this engine, with the same dimensions, was called the G161Z and was installed in the Florian, Isuzu Gemini, Holden Gemini and Holden Rodeo, and Chevrolet Chevette. Part of the "Z" engine family, this was later renamed the 4ZA1. A further (albeit earlier) development was the twin-cam G161V engine (still with eight valves) first presented in the Isuzu Bellett GT-R in March 1968.[19]
82 mm (3.2 in) 75.7 mm (2.98 in) 1,599 cc (97.6 cu in) 61 PS (45 kW)[citation needed]
OHV G180 The 1.8 L G180SS engine was used in the Isuzu Bellett GT. The 1.8 L G180Z SOHC engine was used in the 1972-1976 Opel Kadett, Isuzu Gemini, Chevrolet LUV, and Isuzu 117 Coupé. There is also the G180W DOHC eight valve engine which was used in the Gemini ZJ (Japan only) and the Isuzu 117 coupé. 84 mm (3.3 in) 82 mm (3.2 in) 1,818 cc (110.9 cu in) 79-80 hp (79-81 PS; 56-60 kW) (4800rpm)
95 lb-ft (129 N·m) @3000rpm
SOHC G200 The 2.0 L G200Z engine was used in the 1981-1985 Chevrolet LUV and also Isuzu Trooper (Holden Jackaroo in Australia). With carburettor it has 86 hp, with EFI in the Isuzu Piazza 90 hp in the US and 110 hp in Japan. The G200W DOHC eight valve engine was found in the 1997-1995 JDM, Isuzu 117 Coupé and early Isuzu Piazza with 135 hp (101 kW) and 123 lb-ft (167 N·m) of torque. It was also installed in 1982-1985 GMC S-15 pickup trucks.[20] where it received the LR1 engine code. Unlike the 1.4 which was locally produced, the G200 was imported. It was also used with the second generation LUV and Isuzu PUP until GM discontinued it in the entry level powerplant when the Iron Duke was made the base motor after 1985; some early S10/S15s came with the optional GM I22 engine shared with its J-Platform compacts since it was locally produced. 87 mm (3.4 in) 82 mm (3.2 in) 1,949 cc (118.9 cu in) 82 hp (83 PS; 61 kW) @4600rpm
101 lb-ft (137 N·m) @3000rpm
SOHC G201 This 2-liter inline-four is a gasoline-powered version of the diesel C190.

It has an 8.0 - 1 compression ratio. It was fitted to certain models of the Isuzu Elf 250 (TLG42). 86 mm (3.4 in) 84 mm (3.3 in) 1,951 cc (119.1 cu in) 93 PS (68 kW) at 4800 rpm
16.0 kg·m (157 N·m; 116 lb-ft) at 3000 rpm[21]
SOHC Isuzu X engine
4XE1 DOHC engine in a 1991 Isuzu Stylus (US-market Gemini)
Designation Description Bore Stroke Displacement Power Rating Valvetrain
4XB1 The 1.3 L 4XB1 engine was available in export market Isuzu Gemini JT140s. 72.3 mm (2.85 in) 79 mm (3.1 in) 1,297 cc (79.1 cu in) 72 PS (53 kW) DIN at 5400 rpm[22]
SOHC 4XC1 The 1.5 L 4XC1 SOHC engine was the base engine for the Isuzu Gemini FF, the JT22 series Isuzu Piazza, and its Chevrolet Spectrum derivatives. Power ranged from 70 hp (52 kW) in US-spec versions via 76 PS (56 kW) in the non-catalyzed European models, to a turbocharged version with 120 PS (88 kW) (down to 110 hp SAE in the US).[23]
Later versions received a two-valve head, as installed in the JT150 Gemini. It offered 100 PS (74 kW) at 6,000 rpm,[24] 77 mm (3.0 in) 79 mm (3.1 in) 1,471 cc (89.9 cu in) SOHC 4XE-V engine was used in the base model Geo Storm and the base model Isuzu Stylus S. 80 mm (3.1 in) 79 mm (3.1 in) 1,588 cc (96.9 cu in) 95 PS (71 kW) SOHC 4XE1-UW The 1.6L 4XE1-UW engine was used in the 1990-1991 Isuzu Stylus XS, in the 1990-1991 Geo Storm GSi, and the M100 Lotus Elan. 80 mm (3.1 in) 79 mm (3.1 in) 1,588 cc (96.9 cu in) 130 hp (130 PS; 97 kW) 140 PS (103 kW) in Japanese spec. 16 Valve[25]
DOHC 4XE1WT The 1.6L 4XE1WT turbocharged engine was used in the M100 Lotus Elan, the Isuzu Impulse RS, and the 1991 Isuzu Stylus RS as well as the JDM Gemini sedan. 80 mm (3.1 in) 79 mm (3.1 in) 1,588 cc (96.9 cu in) 160 hp (160 PS; 120 kW) 180 PS (132 kW) in Japanese spec.[26]
16 Valve DOHC 4XF1 The larger 1.8 L 4XF1 replaced the 4XE1 in North America. This engine was used in the 1992-1993 Geo Storm GSi, in the 1992 Isuzu Stylus RS, and in the Asina Sunfire. In Japan it was installed in the Isuzu pickup, where it had 150 PS (110 kW).[26]
80 mm (3.1 in) 90 mm (3.5 in) 1,809 cc (110.4 cu in) 140 hp (140 PS; 100 kW) 125 lb-ft (169 N·m) 16 Valve DOHC Isuzu Z engine
Designation Description Bore Stroke Displacement Power Rating Valvetrain
4ZA1 The 1.6L 4ZA1 engine is based on the earlier G161 engine. 82 mm (3.2 in) 75 mm (3.0 in) 1,584 cc (96.7 cu in) SOHC 4ZB1 The 1.8L 4ZB1 engine was used in the 1981 to 1985 Isuzu Fargo. It was a development of the earlier G180 engine. It has also been used by Hindustan Motors in India since the 1990s, replacing the G180Z there. 84 mm (3.3 in) 82 mm (3.2 in) 1,817 cc (110.9 cu in) 88 PS (65 kW) 8 Valve SOHC 4ZC1 The 2.0L 4ZC1 engine was used in the Isuzu Fargo van from 1986 onward, where it produced 94 PS (69 kW).

It was also used in the Isuzu Aska, where it produced 105 PS (81 kW) [JIS]. The export version claimed 100 PS (74 kW). A 150 PS (110 kW) turbo version (4ZC1-T) could be found in the Isuzu Piazza & Isuzu Aska. 88 mm (3.5 in) 82 mm (3.2 in) 1,994 cc (121.7 cu in) 8 Valve SOHC 4ZD1 The 2.3L 4ZD1 could be found in the Pickup, the MU/Wizard/Rodeo/Amigo, and the Trooper. Max torque was in the Amigo/MU/Wizard and also Isuzu Trooper (Holden Jackaroo in Australia). While export market Troopers (carburetted) produced 110 PS (81 kW) and the MY 1988/89 US market Isuzu Piazza received an MPFI version with 110 hp (82 kW) at 5000 rpm.[27]
89.3 mm (3.52 in) 90 mm (3.54 in) 2,255 cc (137.6 cu in) 8 Valve SOHC 4ZE1 The 2.6L 4ZE1 engine was available as an option to replace the 4ZD1 on four-wheel-drive models. It was fitted to the MU/Wizard/Rodeo/Amigo, the Trooper, and the Pickup. Later models received a slightly bigger bore and displacement. 92.6 mm (3.65 in)93.0 mm (3.66 in) 95.0 mm (3.74 in) 2,559 cc (156.2 cu in)2,581 cc (157.5 cu in) 115-122 PS (85-90 kW) 8 Valve SOHC Diesel Isuzu B engine
Isuzu considered the B engine their "small" truck engine. Initially designed in 1969 as a 3.6-liter four cylinder or a 5.4-liter six-cylinder direct injection unit, other displacements were added later on.[28]
In 1980 a 3.3-liter version appeared. Designation Description Bore Stroke Displacement Power Rating Valvetrain
4BA1 The 4BA1 is a 2.8L diesel light truck in Isuzu Elf light trucks of several generations. 98 mm (3.9 in) 92.00012 mm (3.6220521 in) 2,775 cc (169.3 cu in) 75 PS (55 kW) 165 N·m (122 lb-ft) at 2200 rpm
4BB1 The 4BB1 is a direct injection diesel sold in Isuzu ELF and KT light trucks from 1973 to 1979. It is a four-cylinder version of the 6BB1. 102 mm (4.0 in) 110 mm (4.3 in) 3,595 cc (219.4 cu in) 80 to 100 PS (59 to 74 kW) at 3300-3400 rpm
265 N·m (195 lb-ft) at 2000 rpm
4BC1 The 4BC1 is a 3.3L diesel sold in Isuzu ELF light trucks from 1980 to 1982. 102 mm (4.0 in) 85 PS (63 kW) 175 N·m (129 lb-ft) at 2500 rpm
4BC2 The 4BC2 is a 3.3 L direct injection version of the 4BC1. It was sold in Isuzu ELF and NPR trucks from 1982 to 1987. 102 mm (4.0 in) 65 kW (88 PS) at 3500 rpm
200 N·m (150 lb-ft) at 2000 rpm
4BD1 The 4BD1 is a 3.9L direct injection diesel sold in Isuzu ELF trucks as well as marine and industrial applications from 1979. Power output varied. 1979 models had 64 kW (87 PS; 86 hp) @3200rpm. 1988 models had 64 kW (87 PS; 86 hp) @3200 rpm. 200 N·m (150 lb-ft) at 2000 rpm. OEM diesel in Australian specifications Land Rover Perentie models from 1981 to 1992. Different versions feature power ratings ranging from 90 to 100 kW (120 to 140 PS; 120 to 130 hp). Peak torque ranges from 314 to 330 N·m (232 to 243 lb-ft) at 1800 rpm. Also used in jeeps/buses built in Batangas. 102 mm (4.0 in) 118 mm (4.6 in) 3,856 cc (235.3 cu in) 4BD2T is an indirect injection version of the 4BD1T that was also intercooled, it replaced the 4BD1T in the US market until 1998. 102 mm (4.0 in) 118 mm (4.6 in) 3,856 cc (235.3 cu in) 100 kW (140 PS) at 3000 rpm
345 N·m (253 lb-ft) at 2000 rpm
4BE1 The 4BE1 is a 3.6L direct injection engine. It is a high revving high output diesel on its VE-Rotary Zexel injection pump. It replaced the 4BC2 in Isuzu NPR's from 1987- not turbo, while the other version uses Diesel Kiki A-type injection pump but not the same as high revving like the Rotary version. Power ratings in VE-Rotary engines (NKR300) are 74 kW (101 PS) at 3800 rpm
242 N·m (178 lb-ft) at 2000 rpm
105 mm (4.1 in) 105 mm (4.1 in) 3,636 cc (221.9 cu in) 4BG1 The 4BG1 is a 4.3L, not turbo, direct injection industrial and marine engine. The 4BG1T is a turbocharged version of the 4BG1 and is available in marine ratings to 200 PS (147 kW). 105 mm (4.1 in) 125 mm (4.9 in) 4,329 cc (264.2 cu in) Isuzu C engine
Isuzu's C-series engine was a mainstay for their light truck production, as well as for industrial and marine uses. The engine was introduced in 1959; by 1985 over 2 million units had been produced.[28] It was replaced in 1985 by the larger J-series engine. Designation Description Bore Stroke Displacement Power Rating Valvetrain
C180 The C180 engine was used in the Isuzu Bellett, Bellett B, Express, and Wasp.[17]
79 mm (3.1 in) 90 mm (3.5 in) 1,764 cc (107.6 cu in) 50 PS (37 kW).[29]
8 Valve OHV C190 The C190 is a 2.0 L engine used in the Isuzu Faster/Holden Rodeo and Isuzu Fiorano, and also Isuzu KB. It was also fitted to the Daihatsu Cruiser for European markets. It has also been fitted to 16 Valve DOHC A17DT The Isuzu 17DT series of vans. For later industrial and marine applications, this engine has been called 4AA1. There is also a gasoline-powered iteration of this series, called the C201 FA MU/Wizard/Rodeo/Amigo, and the Trooper. Max torque was in the Amigo/MU/Wizard and also Isuzu Trooper (Holden Jackaroo in Australia). While export market Troopers (carburetted) produced 110 PS (81 kW) and the MY 1988/89 US market Isuzu Piazza received an MPFI version with 110 hp (82 kW) at 5000 rpm.[27]
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265 N·m (195 lb-ft) at 2000 rpm
4BC1 The 4BC1 is a 3.3L diesel sold in Isuzu ELF light trucks from 1980 to 1982. 102 mm (4.0 in) 85 PS (63 kW) 175 N·m (129 lb-ft) at 2500 rpm
4BC2 The 4BC2 is a 3.3 L direct injection version of the 4BC1. It was sold in Isuzu ELF and NPR trucks from 1982 to 1987. 102 mm (4.0 in) 65 kW (88 PS) at 3500 rpm
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4BB1 The 4BB1 is a direct injection diesel sold in Isuzu ELF and KT light trucks from 1973 to 1979. It is a four-cylinder version of the 6BB1. 102 mm (4.0 in) 110 mm (4.3 in) 3,595 cc (219.4 cu in) 80 to 100 PS (59 to 74 kW) at 3300-3400 rpm
265 N·m (195 lb-ft) at 2000 rpm
4BC1 The 4BC1 is a 3.3L diesel sold in Isuzu ELF light trucks from 1980 to 1982. 102 mm (4.0 in) 85 PS (63 kW) 175 N·m (129 lb-ft) at 2500 rpm
4BC2 The 4BC2 is a 3.3 L direct injection version of the 4BC1. It was sold in Isuzu ELF and NPR trucks from 1982 to 1987. 102 mm (4.0 in) 65 kW (88 PS) at 3500 rpm
200 N·m (150 lb-ft) at 2000 rpm
4BD1 The 4BD1 is a 3.9L direct injection diesel sold in Isuzu ELF trucks as well as marine and industrial applications from 1979. Power output varied. 1979 models had 64 kW (87 PS; 86 hp) @3200rpm. 1988 models had 64 kW (87 PS; 86 hp) @3200 rpm. 200 N·m (150 lb-ft) at 2000 rpm. OEM diesel in Australian specifications Land Rover Perentie 6x6 models from 1981 to 1992. Different versions feature power ratings ranging from 90 to 100 kW (120 to 140 PS; 120 to 130 hp). Peak torque ranges from 314 to 330 N·m (232 to 243 lb-ft) at 1800 rpm. Also used in jeeps/buses built in Batangas. 102 mm (4.0 in) 118 mm (4.6 in) 3,856 cc (235.3 cu in) 4BD2T is an indirect injection version of the 4BD1T that was also intercooled, it replaced the 4BD1T in the US market until 1998. 102 mm (4.0 in) 118 mm (4.6 in) 3,856 cc (235.3 cu in) 100 kW (140 PS) at 3000 rpm
345 N·m (253 lb-ft) at 2000 rpm
4BE1 The 4BE1 is a 3.6L direct injection engine. It is a high revving high output diesel on its VE-Rotary Zexel injection pump. It replaced the 4BC2 in Isuzu NPR's from 1987- not turbo, while the other version uses Diesel Kiki A-type injection pump but not the same as high revving like the Rotary version. Power ratings in VE-Rotary engines (NKR300) are 74 kW (101 PS) at 3800 rpm
242 N·m (178 lb-ft) at 2000 rpm
105 mm (4.1 in) 105 mm (4.1 in) 3,636 cc (221.9 cu in) 4BG1 The 4BG1 is a 4.3L, not turbo, direct injection industrial and marine engine. The 4BG1T is a turbocharged version of the 4BG1 and is available in marine ratings to 200 PS (147 kW). 105 mm (4.1 in) 125 mm (4.9 in) 4,329 cc (264.2 cu in) Isuzu C engine
Isuzu's C-series engine was a mainstay for their light truck production, as well as for industrial and marine uses. The engine was introduced in 1959; by 1985 over 2 million units had been produced.[28] It was replaced in 1985 by the larger J-series engine. Designation Description Bore Stroke Displacement Power Rating Valvetrain
C180 The C180 engine was used in the Isuzu Bellett, Bellett B, Express, and Wasp.[17]
79 mm (3.1 in) 90 mm (3.5 in) 1,764 cc (107.6 cu in) 50 PS (37 kW).[29]
8 Valve OHV C190 The C190 is a 2.0 L engine used in the Isuzu Faster/Holden Rodeo and Isuzu Fiorano, and also Isuzu KB. It was also fitted to the Daihatsu Cruiser for European markets. It has also been fitted to 16 Valve DOHC A17DT The Isuzu 17DT series of vans. For later industrial and marine applications, this engine has been called 4AA1. There is also a gasoline-powered iteration of this series, called the C201 FA MU/Wizard/Rodeo/Amigo, and the Trooper. Max torque was in the Amigo/MU/Wizard and also Isuzu Trooper (Holden Jackaroo in Australia). While export market Troopers (carburetted) produced 110 PS (81 kW) and the MY 1988/89 US market Isuzu Piazza received an MPFI version with 110 hp (82 kW) at 5000 rpm.[27]
89.3 mm (3.52 in) 90 mm (3.54 in) 2,255 cc (137.6 cu in) 8 Valve SOHC 4ZE1 The 2.6L 4ZE1 engine was available as an option to replace the 4ZD1 on four-wheel-drive models. It was fitted to the MU/Wizard/Rodeo/Amigo, the Trooper, and the Pickup. Later models received a slightly bigger bore and displacement. 92.6 mm (3.65 in)93.0 mm (3.66 in) 95.0 mm (3.74 in) 2,559 cc (156.2 cu in)2,581 cc (157.5 cu in) 115-122 PS (85-90 kW) 8 Valve SOHC Diesel Isuzu B engine
Isuzu considered the B engine their "small" truck engine. Initially designed in 1969 as a 3.6-liter four cylinder or a 5.4-liter six-cylinder direct injection unit, other displacements were added later on.[28]
In 1980 a 3.3-liter version appeared. Designation Description Bore Stroke Displacement Power Rating Valvetrain
4BA1 The 4BA1 is a 2.8L diesel light truck in Isuzu Elf light trucks of several generations. 98 mm (3.9 in) 92.00012 mm (3.6220521 in) 2,775 cc (169.3 cu in) 75 PS (55 kW) 165 N·m (122 lb-ft) at 2200 rpm
4BB1 The 4BB1 is a direct injection diesel sold in Isuzu ELF and KT light trucks from 1973 to 1979. It is a four-cylinder version of the 6BB1. 102 mm (4.0 in) 110 mm (4.3 in) 3,595 cc (219.4 cu in) 80 to 100 PS (59 to 74 kW) at 3300-3400 rpm
265 N·m (195 lb-ft) at 2000 rpm
4BC1 The 4BC1 is a 3.3L diesel sold in Isuzu ELF light trucks from 1980 to 1982. 102 mm (4.0 in) 85 PS (63 kW) 175 N·m (129 lb-ft) at 2500 rpm
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