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Items 6G74-GDI Total displacement ml 3,497 Bore · Stroke mm 93 · 85.8 Compression ratio 10.4 Combustion chamber Pentroof + ball-in-piston Camshaft arrangement DOHC Number of valve Intake 12 Exhaust 12 Valve timing Intake Opening BTDC 8\_ Closing ABDC 56\_ Exhaust Opening BBDC 48\_ Closing ATDC 16\_ Fuel system Electronically controlled multipoint fuel injection Rocker arm Roller type Auto-lash adjuster Equipped

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6G74, 6G75 228 - Cylinder bore inside diameter mm 6G72 91.1 - 6G74 93.0 - 6G75 95.0 - Cylinder block cylindricity mm 0.01 - \*1: For Hong Kong \*3: From 2003 model GDI \*2: Except for Hong Kong \*4: SOHC, 2002 model GDI Mitsubishi Motors Corporation Apr. 2003 PWEE9061-K Revised

### **ENGINE Workshop Manual 6G7(W-E)**

The third-gen Pajero first arrived in Japanese markets in 1999. And as late as 2003 in several developing countries. The new model brought a wider stance, it sat lower, and it featured a unibody frame for added strength. The Pajero was also moved up from a mid-size to a full-size SUV. Popular updates included more convenient seating arrangements.

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3a. cooling fan and alternator (2001 model pajero) 3b. vaccum tank and hose (gdi) 3c. egr system (gdi) 4. intake manifold; 4a. air intake plenum (6g74) 4b. intake system, ignition system (gdi) 5. timing belt (two-camshaft engine) 6. timing belt (four-camshaft engine) 6a. intake manifold (6g74) 6b. water hose, water pipe (gdi) 6c. fuel system ...

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### **ENGINE 6G7 (E) 11A-0-1 ENGINE 6G7 SERIES - mivec**

ENGINE Workshop Manual 6G7(W-E) - mivec The fuel rail mounts on the 6G75 MIVEC lower intake manifold will not work with 6G72/6G74 fuel rails which is why we have provided this as a secondary option. The Diamante 3.5L (6G74) lower intake manifold can be fitted to the 3.8L (6G75) MIVEC engine and this will retain the OEM return style fuel rail system

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