marine engines

SECTION 3

8001 MARINE

8031M06.00
8031M06 01
8031M06.20
8031M06 21

8041M08 00
8041M08.01
8041M08 20
8041M08 21
8041M08 40
8041M09.00
8041M09.01
8041M09.40
8041SRM15.10

8061M12.00
8061M12 01
8061M12 10
8061M12.11
8061M12 20
8061M12 21
8061M12 30
8061M12 31
8061M12 40
8061M14 00
8061M14.01
8061M14.40

8061SM20.00
8061SM20 10
8061SM20.11
8061SM20 30
8061SM20.40
8061SRM25 10
8061SRM25 40
8061SRM30 10
8061SRM30 40

workshop manual

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The data contained in this publication may not have been updated following modifications carried out by the manufacturer, at any time, for technical or commercial reasons and also to conform to the requirements of the law in the various countries

This publication supplies features and data together with the suitable methods for repair operations to be carried out on each single component of the engine
Following the supplied instructions and using the inherent specific fixtures, a correct repair procedure will be obtained in due time, protecting the operators from all possible accidents.
Before starting any repair, be sure that all accident prevention devices are available and efficient
Therefore check and wear what indicated by the safety provision. protective glasses, helmet, gloves, safety shoes.
Before use, check all work, lifting and transport equipment.

8031 MARINE NATURALLY ASPIRATED

	M06.00	M06.01	M06.20	M06.21
GENERAL	1	1	1	1
SEA WATER PUMP	10	10	-	-
FRESH WATER-SEA WATER HEAT EXCHANGER	11	11	-	-
FITTING TOLERANCES	12	12	12	12
FAULT - FINDING DIAGNOSIS	32	32	32	32
DISMANTLING THE ENGINE	36	36	36	36
ENGINE BLOCK	39	39	39	39
CYLINDER GROUP	39	39	39	39
CRANKSHAFT	41	41	41	41
CHANGING FLYWHEEL RING GEAR	45	45	45	45
PISTON END CONNECTING ROD ASSEMBLY	45	45	45	45
PISTON RINGS	47	47	47	47
CONNECTING RODS	48	48	48	48
CAMSHAFT - BUSHES - TAPPETS	51	51	51	51
TIMING CONTROL	53	53	53	53
CYLINDER HEAD	56	56	56	56
CYLINDER HEAD ASSEMBLY	59	59	59	59
ROCKER ARM SHAFT - PUSHRODS	60	60	60	60
LUBRICATION	62	62	62	62
WATER PUMP	63	63	63	63
ASSEMBLING THE ENGINE	63	63	63	63
INJECTOR HOLDER CASE	68	68	68	68
TORQUE LOADS	71	71	71	71
SPECIAL TOOLS	72	72	72	72

8041 MARINE NATURALLY ASPIRATED - TURBOCHARGED INTERCOOLED

	M08.00	M08.01	M08.20	M08.21	M08.40	M09.00	M09.01	M09.40	SRM15.10
GENERAL	1	1	1	1	1	6	6	6	2
SEA WATER PUMP	10	10	-	-	-	10	10	-	10
FRESH WATER-SEA WATER HEAT EXCHANGER	11	11	-	-	11	11	11	11	11
FITTING TOLERANCES	12	12	12	12	12	16	16	16	20
FAULT - FINDING DIAGNOSIS	32	32	32	32	32	32	32	32	32
DISMANTLING THE ENGINE	36	36	36	36	36	36	36	36	36
ENGINE BLOCK	39	39	39	39	39	39	39	39	39
CYLINDER GROUP	39	39	39	39	39	39	39	39	69
CRANKSHAFT	41	41	41	41	41	41	41	41	41
DINAMIC BALANCER	43	43	43	43	-	-	-	-	-
CHANGING FLYWHEEL RING GEAR	45	45	45	45	45	45	45	45	45
PISTON END CONNECTING ROD ASSEMBLY	45	45	45	45	45	45	45	45	69
PISTON RINGS	47	47	47	47	47	47	47	47	47
CONNECTING RODS	48	48	48	48	48	48	48	48	70
CAMSHAFT - BUSHES - TAPPETS	51	51	51	51	51	51	51	51	51
TIMING CONTROL	53	53	53	53	53	53	53	53	53
CYLINDER HEAD	56	56	56	56	56	56	56	56	70
CYLINDER HEAD ASSEMBLY	59	59	59	59	59	59	59	59	59
ROCKER ARM SHAFT - PUSHRODS	60	60	60	60	60	60	60	60	60
LUBRICATION	62	62	62	62	62	61	61	61	61
WATER PUMP	63	63	63	63	63	63	63	63	63
ASSEMBLING THE ENGINE	63	63	63	63	63	63	63	63	63
INJECTOR HOLDER CASE	68	68	68	68	68	68	68	68	68
TORQUE LOADS	71	71	71	71	71	71	71	71	71
SPECIAL TOOLS	72	72	72	72	72	72	72	72	73

8061 MARINE NATURALLY ASPIRATED

	M12.00	M12.01	M12.10	M12.11	M12.20	M12.21	M12.30	M12.31	M12.40	M14.00	M14.01	M14.40
GENERAL	5	5	3	3	1	1	3	3	5	6	6	6
SEA WATER PUMP	10	10	10	10	-	-	-	-	-	10	10	-
FRESH WATER-SEA WATER HEAT EXCHANGER	11	11	11	11	-	-	-	-	11	11	11	11
FITTING TOLERANCES	24	24	24	24	24	24	24	24	24	24	24	24
FAULT - FINDING DIAGNOSIS	32	32	32	32	32	32	32	32	32	32	32	32
DISMANTLING THE ENGINE	36	36	36	36	36	36	36	36	36	36	36	36
ENGINE BLOCK	39	39	39	39	39	39	39	39	39	39	39	39
CYLINDER GROUP	39	39	39	39	39	39	39	39	39	39	39	39
CRANKSHAFT	41	41	41	41	41	41	41	41	41	41	41	41
CHANGING FLYWHEEL RING GEAR	45	45	45	45	45	45	45	45	45	45	45	45
PISTON END CONNECTING ROD ASSEMBLY	45	45	45	45	45	45	45	45	45	45	45	45
PISTON RINGS	47	47	47	47	47	47	47	47	47	47	47	47
CONNECTING RODS	48	48	48	48	48	48	48	48	48	48	48	48
CAMSHAFT - BUSHES - TAPPETS	54	54	54	54	54	54	54	54	54	54	54	54
TIMING CONTROL	56	56	56	56	56	56	56	56	56	56	56	56
CILINDER HEAD	56	56	56	56	56	56	56	56	56	56	56	56
CYLINDER HEAD ASSEMBLY	59	59	59	59	59	59	59	59	59	59	59	59
ROCKER ARM SHAFT - PUSHRODS	60	60	60	60	60	60	60	60	60	60	60	60
LUBRICATION	61	61	61	61	61	61	61	61	61	61	61	61
WATER PUMP	63	63	63	63	63	63	63	63	63	63	63	63
ASSEMBLING THE ENGINE	63	63	63	63	63	63	63	63	63	63	63	63
INJECTOR HOLDER CASE	68	68	68	68	68	68	68	68	68	68	68	68
TORQUE LOADS	71	71	71	71	71	68	71	71	71	71	71	71
SPECIAL TOOLS	73	73	73	73	73	73	73	73	73	73	73	73

8061 MARINE TURBOCHARGED - TURBOCHARGED INTERCOOLED

	SM20.00	SM20.10	SM20.11	SM20.30	SM20.40	SRM25.10	SRM25.40	SRM30.10	SRM30.40
GENERAL	7	7	7	7	7	7	7	4	4
SEA WATER PUMP	10	10	10	-	-	10	-	10	-
FRESH WATER-SEA WATER HEAT EXCHANGER	11	11	11	-	11	11	11	11	11
FITTING TOLERANCES	28	28	28	28	28	28	28	28	28
FAULT - FINDING DIAGNOSIS	32	32	32	32	32	32	32	32	32
DISMANTLING THE ENGIN	36	36	36	36	36	36	36	36	36
ENGINE BLOCK	39	39	39	39	39	39	39	39	39
CYLINDER GROUP	69	69	69	69	69	69	69	69	69
CRANKSHAFT	41	41	41	41	41	41	41	41	41
CHANGING FLYWHEEL RING GEAR	45	45	45	45	45	45	45	45	45
PISTON END CONNECTING ROD ASSEMBLY	69	69	69	69	69	69	69	69	69
PISTON RINGS	47	47	47	47	47	47	47	47	47
CONNECTING RODS	70	70	70	70	70	70	70	70	70
CAMSHAFT - BUSHES - TAPPETS	54	54	54	54	54	54	54	54	54
TIMING CONTROL	56	56	56	56	56	56	56	56	56
CILINDER HEAD	70	70	70	70	70	70	70	70	70
CYLINDER HEAD ASSEMBLY	59	59	59	59	59	59	59	59	59
ROCKER ARM SHAFT - PUSHRODS	60	60	60	60	60	60	60	60	60
LUBRICATION	61	61	61	61	61	61	61	61	61
WATER PUMP	63	63	63	63	63	63	63	63	63
ASSEMBLING THE ENGINE	63	63	63	63	63	63	63	63	63
INJECTOR HOLDER CASE	68	68	68	68	68	68	68	68	68
TORQUE LOADS	71	71	71	71	71	71	71	71	71
SPECIAL TOOLS	73	73	73	73	73	73	73	73	73

TIMING

Valve Timing

- Intake

opens before T D C . . . . . .3°

closes afters B D C . . . . . 23 °

- Exhaust

opens · before B D C 48° 30'

closes afters T D C . . . 6°

Clearance between valves and rockers for timing checks . . . . . 0,45 mm

Operating clearance between valves and rockers, cold engine:

intake and exhaust . . . 0,30 ± 0,05

FUEL SYSTEM

Rotary injection pump type Bosch DPS.

Fixed injection pump delivery start advance . 0 ° ± 1°

Fuel injectors setting . 230 + 8 bar

Firing order (8031 Engine) ... 1 - 2 - 3

Firing order (8041 Engine) . . 1 - 3 - 4 - 2

Firing order (8061 Engine) . . 1 - 5 - 3 - 6 - 2 - 4

LUBRICATION

Minimun oil pressure·

- at full throttle 2,5 kg/ m²

- when idling. .... 0,7 kg/cm²

STARTING

By stater motor

ELECTRIC SYSTEM

- Voltage. . . . . 12 V

- Self - regulated alternator . . . . . 14 V, 45 A

- Starting motor power.. . . . . 3 KW

- Battery (optional 8031 Engine) . . 120 Ah

- Battery (optional 8041Engine) . . . 150 Ah

- Battery (optional 8061 Engine) . 176 Ah

TIMING

Valve Timing

- Intake

opens . before T D C . . . . 4° 30'

closes afters B D C . . . 46 °

- Exhaust

opens before B D C . 48° 30'

closes . afters T D C . . . 6°

Clearance between valves and rockers for timing checks . 0,45 mm

Operating clearance between valves and rockers, cold engine.

intake and exhaust . 0,30 ± 0,05

FUEL SYSTEM

Rotary injection pump type Bosch VE

Fixed injection pump delivery start advance . 12° ± 1°

Fuel injectors setting. . . . 250 + 8 bar

Firing order . . . . 1 - 3 - 4 - 2

LUBRICATION

Minimun oil pressure

- at full throttle . . . . . 2,5 kg/cm²
- when idling . . . . 0,7 kg/cm²

STARTING

By starter motor

ELECTRIC SYSTEM

- Voltage . . . . . 12 V
- Self - regulated alternator . 14 V, 45 A
- Starting motor power. . . . . 3 KW
- Battery (optional) . . . . 150 Ah

TIMING

Valve Timing
- Intake
opens before T.D C . 3°
closes afters B D C . 23 °
- Exhaust
opens before B D C. 48° 30'
closes afters T.D C . 6°
Clearance between valves and rockers for timing checks . . . .0,45 mm
Operating clearance between valves and rockers, cold engine
intake and exhaust . 0,30 ± 0,05

FUEL SYSTEM

In line injection pump type PES
Fixed injection pump delivery start advance 25° ± 1°
Fuel injectors setting 230 + 8 bar
Firing order 1 - 5 - 3 - 6 - 2 - 4

LUBRICATION

Minimun oil pressure
- at full throttle . . . 2,5 kg/cm²
- when idling ... . .0,7 kg/cm²

STARTING

By starter motor

ELECTRIC SYSTEM

- Voltage . . . 12 V
- Self - regulated alternator . . .. 14 V, 45 A
- Starting motor power . . . .3 KW
- Battery (optional) . . 176 Ah

TIMING

Valve Timing .
- Intake
opens before T D C. . 4° 30'
closes afters B D C . . . . . . 46 °
- Exhaust
opens : before B D C . . . . . 48° 30'
closes afters T D C. .. . . 6°
Clearance between valves and rockers for timing checks . . .. . 0,45 mm
Operating clearance between valves and rockers, cold engine
intake and exhaust . 0,30 ± 0,05

FUEL SYSTEM

In line injection pump type Bosch PES
Fixed injection pump delivery start advance 20° + 1°
Fuel injectors setting . . . 250 + 8 bar
Firing order . . . . . 1 - 5 - 3 - 6 - 2 - 4

LUBRICATION

Minimun oil pressure
- at full throttle . . 2,5 kg/cm²
- when idling . . . .0,7 kg/cm²

STARTING

By starter motor

ELECTRIC SYSTEM

- Voltage . . .. 12 V
- Self - regulated alternator . ... . 14 V, 45 A
- Starting motor power . . . . .3 KW
- Battery (optional) . . .. 176 Ah

TIMING

Valve Timing

- Intake

opens before T D.C . . . . . 3°

closes afters B D.C . . . . . 23 °

- Exhaust

opens before B.D.C . . . . 48° 30'

closes afters T D C . . . . 6°

Clearance between valves and rockers for timing checks. . . . . 0,45 mm

Operating clearance between valves and rockers, cold engine

intake and exhaust 0,30 ± 0,05

FUEL SYSTEM

Rotary injection pump type Bosch

Fixed injection pump delivery start advance .0 ° ± 1°

Fuel injectors setting . . .. 230 + 8 bar

Firing order .. . . . . 1 - 5 - 3 - 6 - 2 - 4

LUBRICATION

Minimun oil pressure

- at full throttle . . . . . 2,5 kg/cm²

- when idling . . . .0,7 kg/cm²

STARTING

By starter motor

ELECTRIC SYSTEM

- Voltage . . . . .12 V

- Self - regulated alternator... . . ..14 V, 45 A

- Starting motor power . . . 3 KW

- Battery (optional) .. .. 176 Ah

SEA WATER PUMP

GENERALITIES

The sea water circulation for cooling the fresh water and the marine gear oil is ensured by a self-priming pump type neoprene impeller

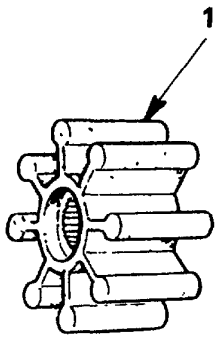
INSTRUCTION FOR USE

Each time the engine is started, check that the sea water intake valve is open. Dry running of the pump would damage the impeller (1) in a very short time.

Under normal operating conditions of the engine check every 800 hours the state of the neoprene impeller, after removing first the cover

Make sure that it is free from cracks or excessive wear of the lobe.

If not replace it.



FRESH WATER-SEA WATER HEAT EXCHANGER

GENERALITIES

When the fresh water circulating in the engine reaches temperature values in excess of :

- 79° C (8031M06, all versions;
  8061M 08, all versions;
  8061M 12, all versions)

- 68° C (8041SRM15.10;
  8041M09, all versions;
  8061M14, all versions;
  8061SM20, all versions;
  8061SRM25, all versions;
  8061SRM30, all versions)

is convoyed under thermostatic control to the fresh water-sea water heat exchanger, where it is cooled and returned to circulation.

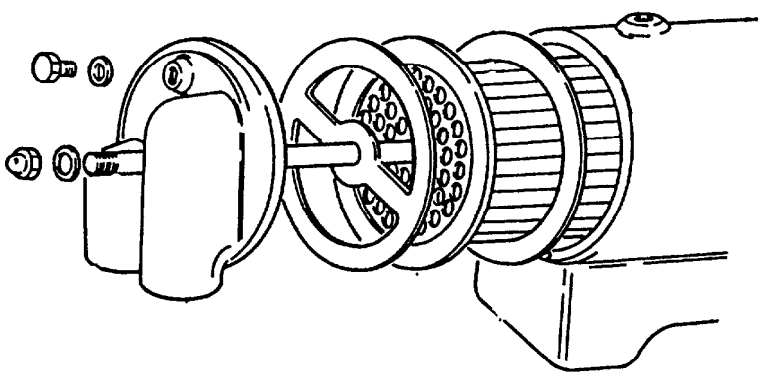
This heat exchanger consists essentially of a cast iron body with the fresh water circulation therein and a copper tube bundle containing the circulating sea water for cooling the fresh water.

MAINTENANCE

For ensuring the perfect efficiency of the fresh water-sea water heat exchanger it is necessary to clean periodically the tube bundle:

- Remove the tube bundle from the exchanger body and immerse it into a solution of water and anti-incrustator type "P3" or the like (*) which does not attack copper, brass, aluminium and tin.
- After the end of the reaction (indicated by effervescence) after about 15 to 20 minutes, rinse the tube bundle aboundingly with running water for completely eliminating any residue of the solution and re-assemble the bundle into the exchanger body.

(*) When using solvents observe the prescriptions of the makers.



FITTING TOLERANCES

DESCRIPTION	mm
CYLINDER - CONNECTING ROD ASSEMBLY	
I D cylinder liners (fitted and machined)	104 000 to 104 024
Diameter of cylinder liner housing in engine block	106 850 to 106 900
O D standard cylinder liners	107 020 to 107 050
Oversize on O D replacement cylinder liners	0 2
Coupling between liners and cylinders and housings in engine block (interference)	0 120 to 0 200
Length of cylinder liner	198 to 198 5
Diameter of camshaft bush housings □ front support □ intermediate support □ rear support	 54 780 to 54 805 54 280 to 54 305 53 780 to 53 805
Crankshaft bearing housing diameter	84.200 to 84 230
Diameter of tappets housings in engine block	15 000 to 15 018
Diameter of connecting rod bearing housings	67 407 to 67 422
Diameter of small end bush housing	41 884 to 41 846
Thickness of standard connecting rod bearings	1 805 to 1 815
Undersize range of replacement connecting rod half-bearings	0 254-0 508 0 762-1 016
Small end bush O D	41 979 to 42 017
Small end bush I D (with bush fitted)	38 004 to 38 014
Bush small end coupling (interference fit)	0 095 to 0 171
Coupling between piston gudgeon pin and connecting rod small end bush (play)	0 014 to 0 031
Coupling between connecting rod bearings and crankshaft pins (play)	0 033 to 0 087
Maximum tolerance on parallelism f connecting rod, measured 125 mm from stem	0 07
PISTONS - PINS - RINGS	
Diameter of standard replacement pistons measured at right angle to pin axis and 57 mm from base of skirt	103 812 to 103 826
Oversize range of replacement pistons	0 4-0 8
Pistons pin bore dia in piston	37 993 to 38 000
Standard pin diameter	37 983 to 37 990
Groove height for piston rings □ 1st groove □ 2nd groove □ 3rd groove	 2 580 to 2 600 2 550 to 2 570 4 030 to 4 050
Tickness of piston rings. □ 1st chromium plated compression ring □ 2nd oilscraper ring □ 3rd oilscraper ring, with milled slots and inner spring	 2 478 to 2 490 2 478 to 2 490 3 975 to 3 990

DESCRIPTION	mm
Coupling of piston to cylinder liner □ fit clearance	0 174 to 0 212
Coupling of pin to gudgeon pin hole on piston - fit clearance	0 003 to 0 017
Coupling of rings to piston grooves (vertically) - clearance □ 1st chromium plated compression ring □ 2nd oilscraper ring □ 3rd oilscraper ring, milled with slots and inner spring	 0 090 to 0 122 0 060 to 0 092 0.040 to 0 075
Gap between ring ends when introduced into the cylinder liner - clearance· □ 1st chromium plated compression ring □ 2nd oilscraper ring □ 3rd oilscraper ring, milled with slots and inner spring	 0 35 to 0 55 0 30 to 0 55 0 30 to 0.60
Oversize range of replacement rings	0 4-0 8
CRANKSHAFT - BEARINGS	
Standard dia of main journals	79 791 to 79.810
Diameter of main journal half-bearing housings	84.200 to 84 230
Thickness of standard main journal half-bearings	2 169 to 2 178
Undersize range of replacement main journal half-bearings	0 254-0.508 0 762-1.016
Standard diameter of crankpins	63 725 to 63 744
Clearance between half-bearings and main journals	0 034 to 0 101
Length of rear intermediate main journal	32 000 to 32 100
Width of rear intermediate main journal support between thrust washer housings	25 010 to 25 060
Thickness of standard thrust washers for rear intermediate support	3 378 to 3 429
Thickness of thrust washers oversized by 0 127 mm	3 505 to 3 556
Crankshaft end float	0.082 to 0 334
Maximum tolerance permitted on alignment of main journals - total dial gauge reading	>0 10
Maximum permitted tolerance on alignment of crankpins relative to main journals	±0 25
Maximum ovality of main journals and crankpins after grinding	0 008
Maximum main journal and crankpin taper after grinding	0 012
Squareness of flywheel support surface relative to its axis of rotation □ maximum permitted tolerance with dial gauge resting on the side on a diameter 2 to 4 mm less than the maximum diameter of the supporting surface - total dial gauge reading	 >0 02
Coaxiality of flywheel centering seat relative to main journals □ maximum permitted tolerance with dial gauge resting on housing - total dial gauge reading	 >0 04
CYLINDER HEAD	
Diameter of valve guide housing in head	13.950 to 13 983
Valve guide O.D.	13.993 to 14 016
Valve guide oversize	0.20
Valve guide I.D. (after fitting on head)	8 023 to 8.043

DESCRIPTION	mm
Interference fit between valve guides and housing in cylinder head	0 010 to 0 066
Diameter of valve stem	7 985 to 8 000
Clearance between valve stem and guide	0 023 to 0 058
Angle of inclination of valve seats on cylinder head { inlet / exhaust	60° ± 5′ / 45° ± 5′
Angle of inclination of seats on valves { inlet / exhaust	60°30′ ± 7′ / 45°30′ ± 7′
Valve head diameter	
□ inlet	45 3 to 45 5
□ exhaust	37 50 to 37 75
Maximum valve off centre with dial gauge stylus resting in midstem position	0 03
Valve fitted depth relative to cylinder head surface	0 7 to 1
Nozzle protrusion over cylinder head	0 05 to 0 7
VALVE SPRINGS	
Free spring height	44 6
Spring height under load of N { 270 ± 14 / 528 ± 26	34 / 2 3
TIMING GEAR	
Camshaft bushes O D	
□ Front	54 875 to 54 930
□ Intermediate	54 375 to 54 430
□ Rear	53 875 to 53 930
Diameter of camshaft bush housing in engine block	
□ front support	54 780 to 54 805
□ intermediate support	54 280 to 54.305
□ rear support	53 780 to 53.805
Bush interference fit in engine block	0 07 to 0 15
Fitted bush i d after reaming	
□ front	51.080 to 51.130
□ intermediate	50 580 to 50 630
□ rear	50.080 to 50 130
Camshaft journal diameter	
□ front support	50.970 to 51 000
□ intermediate support	50.470 to 50 500
□ rear support	49 970 to 50.000
Clearance between camshaft bushes and journals	0 080 to 0 160
Diameter of tappet washer housing in engine block	15 000 to 15 018
Tappet washer O D	
□ measured at top and bottom	14 740 to 14 780
□ measured in centre	14 950 to 14.970
Oversize range of replacement tappet washers	0.1-0.2-0.3
Clearance between tappets and housings at tappet maximum diameter point	0.030 to 0 068
Rocker shaft support housing i d.	18.000 to 18 043

DESCRIPTION	mm
Rocker arm shaft diameter	17 982 to 18 000
Clearance between supports and rocker arm shaft	0 to 0 061
Diameter of bush housings on rocker arm shafts	20.939 to 20 972
O D rocker arm bushes	21 006 to 21.031
Interference fit between bushes and rocker arm shaft housings	0 034 to 0 092
Bushing I D with bush fitted	18 016 to 18.034
Rocker arm bushing interference fit in shaft	0 016 to 0.052
OIL PUMP	
Lower bushing housing bore diameter	21 939 to 21 972
Lower bushing O.D.	22 000 to 21.979
Lower bushing interference fit in pump body	009 to 061
Drive shaft diameter	12 000 to 11 988
Bushing fitted I.D	12 016 to 12.043
Drive shaft clearance in lower bushing	016 to 055
Gear housing height in pump body	41 025 to 41 087
Oil pump gear width	41 000 to 40 961
Gear clearance relative to cover	.025 to 126
Control valve housing bore diameter	13 043 to 13 016
Valve diameter	13 000 to 12 982
Valve clearance in housing	016 to .061
PRESSURE RELIEF VALVE SPRING	
Free spring height	45
Height of spring under load of kg 46 to 50	37.5
Height of spring under load of kg 90 to 96	30.5
Dynamic balancer (Valid for all engines 8041M08; except 8041M08.40)	
Idler gear jack shaft clearance in gear bushing (1)	0.050 to 0,100
Flyweight gear shaft clearance in front bushing (see 11) (1)	0,050 to 0,100
Drive pinion clearance in bushings (see 18) (1)	0,050 to 0,100
Connecting sleeve spline backlash (see 13)	0,038 to 0,106
Flyweight gear shaft clearance in rear bushing (see 11) (2)	0.013 to 0.061
Pivot clearance in flyweight bushings (see 26 and 27)	0.020 to 0,073
Flyweight bushing interference fit in housing	0,040 to 0,100
Idler gear jack shaft clearance in bushing (see 34) (2)	0,013 to 0,061
Gear backlash	0,080
Flyweight balancer timing	

(1) Bushing interference fit in housing, 0.063 to 0.140 mm (0 0025 to 0.0055 in)
(2) Bushing interference fit in housing, 0.037 to 0.101 mm (0.0014 to 0.0040 in)

DESCRIPTION		mm
Interference fit between valve guides and housing in cylinder head		0 010 to 0 066
Diameter of valve stem		7 985 to 8.000
Clearance between valve stem and guide		0 023 to 0 058
Angle of inclination of valve seats on cylinder head	inlet exhaust	60° ± 5' 45° ± 5'
Angle of inclination of seats on valves	inlet exhaust	60°30' ± 7' 45°30' ± 7'
Valve head diameter· □ inlet □ exhaust		 45 3 to 45 5 37 50 to 37 75
Maximum valve off centre with dial gauge stylus resting in midstem position		0 03
Valve fitted depth relative to cylinder head surface		0 7 to 1
Nozzle protrusion over cylinder head		0.05 to 0 7

VALVE SPRINGS

Free spring height		44 6
Spring height under load of N	270 ± 14 528 ± 26	34 2 3

TIMING GEAR

Camshaft bushes O D □ Front □ Intermediate □ Rear	 54.875 to 54 930 54 375 to 54 430 53 875 to 53.930
Diameter of camshaft bush housing in engine block· □ front support □ intermediate support □ rear support	 54 780 to 54 805 54 280 to 54.305 53 780 to 53 805
Bush interference fit in engine block·	0 07 to 0 15
Fitted bush i d after reaming □ front □ intermediate □ rear	 51 080 to 51 130 50 580 to 50 630 50 080 to 50 130
Camshaft journal diameter □ front support □ intermediate support □ rear support	 50.970 to 51 000 50 470 to 50 500 49 970 to 50 000
Clearance between camshaft bushes and journals	0 080 to 0 160
Diameter of tappet washer housing in engine block	15 000 to 15 018
Tappet washer O D· □ measured at top and bottom □ measured in centre	 14.740 to 14 780 14 950 to 14 970
Oversize range of replacement tappet washers	0 1-0 2-0 3
Clearance between tappets and housings at tappet maximum diameter point	0.030 to 0 068
Rocker shaft support housing i d.	18 000 to 18 043

DESCRIPTION	mm
Rocker arm shaft diameter	17.982 to 18.000
Clearance between supports and rocker arm shaft	0 to 0.061
Diameter of bush housings on rocker arm shafts	20.939 to 20.972
O.D. rocker arm bushes	21.006 to 21.031
Interference fit between bushes and rocker arm shaft housings	0.034 to 0.092
Bushing I.D. with bush fitted	18.016 to 18.034
Rocker arm bushing interference fit in shaft	0.016 to 0.052
OIL PUMP	
I D drive shaft bush (with bush fitted)	18.016 to 18.059
Drive shaft diameter	17.989 to 18.000
Clearance between drive shaft and bushes	0.016 to 0.070
Driven gear bush I.D. (fitted)	15.016 to 15.043
Driven gear pin diameter	15.000 to 14.989
Clearance between pin and driven gear bush	0.016 to 0.054
Height of gear housing in pump body	16.016 to 16.080
Thickness of pump gears	16.000 to 15.973
Clearance between gears and cover support surface	0.016 to 0.107
Gear housing i.d in pump body	52.030 to 52.104
Pump gears diameter	51.970 to 52.000
Clearance between pump body housing and gears	0.030 to 0.134
PRESSURE RELIEF VALVE SPRING	
Free spring height	45
Height of spring under load of kg { 4.6 to 5.0 9.0 to 9.6	37.5 30.5

DESCRIPTION	mm
Valve stem diameter	7 985 to 8 000
Clearance between valve stem and its associated guide	0.023 to 0.058
Valve seat angle on cylinder head { intake / exhaust	60° ± 5′ / 45° ± 5′
Seat angle on valves { intake / exhaust	60°30′ ± 7′ / 45°30′ ± 7′
Diameter of valve head.	
□ intake	45.3 to 45 5
□ exhaust	37 50 to 37 75
Max valve eccentricity with dial gauge stylus in midstem position	0.03
Valve depth relative to cylinder head face	0 7 to 1
Standout of injectors relative to cylinder head face	0.05 to 0 7
Valve seat O D	39.161 to 39.136
Dia. of valve seat housing on cylinder head	39.000 to 39.025
Interference fit between valve seat and cylinder head	0.161 to 0 111
VALVE SPRINGS	
Free spring height	44 6
Spring height under load of N { 270 ± 14 / 528 ± 26	34 / 23 8
TIMING GEAR	
O.D. camshaft bushes:	
□ front bush	54 875 to 54 930
□ intermediate bush	54 375 to 54 430
□ rear bush	53.875 to 53.930
Dia camshaft bush housings in engine block:	
□ front support	54.780 to 54.805
□ intermediate support	54 280 to 54 305
□ rear support	53.780 to 53 805
Interference fit between bushes and housings in engine block	0 07 to 0 15
I D of bushes, fitted in seats	
□ front bush	51 080 to 51 130
□ intermediate bush	50.580 to 50 630
□ rear bush	50.080 to 50 130
Diameter of camshaft support pins:	
□ front support	50.970 to 51.000
□ intermediate support	50 470 to 50.500
□ rear support	49 970 to 50 000
Clearance between camshaft bushes and support pins	0 080 to 0 160
Diameter of tappets washer seat in engine block	15 000 to 15 018
O.D. tappet washers.	
□ measured at top and bottom	14.740 to 14 780
□ measured in the centre	14 950 to 14 970
Oversize range of replacement tappets	0.1 - 0.2 - 0.3
Clearance between tappets and seats at tappets max diameter	0.030 to 0.068

DESCRIPTION	mm
Diameter of rocker arm shaft hole in support	18 000 to 18 043
Diameter of rocker arm shaft	17 982 to 18 000
Clearance between supports and rocker arm shaft	0 to 0.061
Diameter of housings for bushes on rocker arms	20 939 to 20.972
O.D rocker arm bushes	21 006 to 21 031
Interference fit between bushes and rocker arm seats	0 034 to 0 092
I.D of bushes, fitted	18 016 to 18 034
Clearance between bushes and rocker arm shafts	0 016 to 0 052
OIL PUMP	
I D drive shaft bushes (fitted)	18 016 to 18 059
Drive shaft diameter	17 989 to 18 000
Clearance between shaft and bushes	0 016 to 0 070
I.D. driven gear bush (fitted)	15 016 to 15 043
Driven gear pin diameter	15 000 to 14 989
Clearance between pin and driven gear bush	0 016 to 0 054
Height of gear seat in pump case	16 016 to 16 080
Thickness of pump gear	16.000 to 15 973
Clearance between gears and cover support face	0 016 to 0 107
Diameter of housing for gears in pump case	52 030 to 53 104
Diameter of pump gears	51 970 to 52 000
Clearance between pump case seat and gears	0 030 to 0.134
PRESSURE RELIEF VALVE SPRING	
Free spring height	35 9
Spring height under load of N { 134 55 ± 6.73 { 245 70 ± 12.3	29 23.2

FITTING TOLERANCES

DESCRIPTION	mm
CYLINDER-CONNECTING ROD GROUP	
Cylinder liner internal diameter (fitted and machined)	104 000 – 104 024
Cylinder liner seat diameter in engine block	106 850 – 106 900
External diameter of standard cylinder liners	107 020 – 107 050
Oversize on external diameter of replacement cylinder liners	0 2
Interference fit between liner and cylinder and seat on engine block	0 120 – 0 200
Camshaft bush housing diameter	
□ front support	55 280 – 55 305
□ intermediate support	54 780 – 54 805
□ rear intermediate support	54 280 – 54 305
□ rear support	53 780 – 53 805
Diameter of crankshaft bearing seats	84 200 – 84 230
Engine block tappet seat diameter	15 000 – 15 018
Small end bearing seat diameter	67 407 ÷ 67 422
Big end bush seat diameter	41 884 ÷ 41 846
Thickness of standard connecting rod bearings	1 805 – 1 815
Undersize range for replacement connecting rod half-bearings	0 254 - 0 508 0 762 - 1 016
External diameter of small end bush	41 979 ÷ 42 017
Small end bush internal diameter (measured with bush fitted)	38 004 ÷ 38 014
Small end-bushing (interference fit)	0 099 ÷ 0 171
Piston gudgeon pin - small end bushing clearance	0 014 ÷ 0 031
Connecting rod bearings - crankshaft pins clearance	0 033 ÷ 0 087
Max connecting rod misalignment measured 125 mm from axes	0 07
PISTONS - PINS - RINGS	
Standard piston dia measured at right angle to pin axis and 57 mm from skirt base	103.812 – 103 826
Oversize range of replacement pistons	0 4 - 0 8
Gudgeon pin hole diameter	37 993 – 38 000
Standard gudgeon pin diameter	37 983 – 37 990
Ring groove width in piston	
□ 1st groove	2 580 ÷ 2 600
□ 2nd groove	2 550 – 2 570
□ 3rd groove	4 030 – 4 050
Ring thickness.	
□ 1st compression ring	2 478 – 2 490
□ 2nd oil scraper ring	2 478 ÷ 2 490
□ 3rd oil scraper ring, milled, with slots and internal spring	3 975 – 3 990

DESCRIPTION	mm
Piston fit in cylinder liner (clearance)	0 174 ÷ 0 212
Gudgeon pin clearance in piston boss	0 003 – 0 017
Ring clearance in piston groove (vertical)	
□ 1st compression ring	0 090 ÷ 0.122
□ 2nd oil scraper	0.060 ÷ 0.092
□ 3rd oil scraper, milled with slots and inner spring	0 040 – 0 075
Ring gap clearance fitted in the liner:	
□ 1st compression ring	0 35 ÷ 0 55
□ 2nd oil scraper ring	0 30 ÷ 0 55
□ 3rd oil scraper ring, milled with slots and inner spring	0 30 – 0 60
Oversize range of replacement piston rings	0 4 - 0 8
CRANKSHAFT - BEARINGS	
Standard main journal dia	79 791 ÷ 79 810
Main bearing housing bore dia.	84 200 ÷ 84 230
Standard main bearing thickness	2 169 ÷ 2 178
Undersize range of replacement main bearings	0 254 - 0 508 0 762 - 1 016
Standard diameter of crankpins	63 725 ÷ 63 744
Main journal clearance in bearing	0 034 – 0 101
Rear intermediate main journal length	32 000 ÷ 32 100
Rear intermediate main bearing width between thrust washer seats	25 010 ÷ 25 060
Thickness of standard thrust washer for rear intermediate main bearing	3 378 ÷ 3.429
Oversize range of thrust washers	0 127 - 0 254 - 0 508
Crankshaft end float	0 082 – 0 334
Max tolerance on main journal alignment, total dial gauge reading	>0.10
Max tolerance on crankpin alignment relative to main journals	±0 25
Max. ovality of main journals and crankpins after grinding	0 008
Max taper of main journals and crankpins after grinding	0 012
Squareness of flywheel support surface relative to its axis of rotation □ max tolerance with dial gauge supported on its side on a diameter 2÷4 mm less than the max diameter of the supporting surface, total dial gauge reading	0 02
Coaxiality of flywheel centering seat relative to main journals· □ max tolerance with dial gauge resting on housing, total dial gauge reading	0 04
CYLINDER HEAD	
Diameter of valve guide housing	13.950 ÷ 13 983
Valve guide O.D	13 993 ÷ 14 016
Valve guide oversize	0.20

DESCRIPTION	mm
Valve guide int. dia (after fitting in head)	8 023 ÷ 8.043
Interference fit - valve guide and housing	0.010 – 0 066
Valve stem dia	7 985 ÷ 8 000
Clearance between valve stem and guide	0 023 ÷ 0 058
Valve seat angle on cyl head { inlet / exhaust	60° ± 5' / 45° ± 5'
Seat angle on valves { inlet / exhaust	60° 30' ± 7' / 45° 30' ± 7'
Valve head diameter	
□ inlet	45 3 ÷ 45 5
□ exhaust	37.50 – 37 75
Max valve stem distortion with dial gauge stylus resting in midstem position	0 03
Valve fitted depth in cyl head	0 7 ÷ 1
Injector standout from cyl head surface	0 05 – 0 7
VALVE SPRINGS	
Spring height under load of N { 284 ÷ 256 / 554 ÷ 502	34 / 23 8
VALVE GEAR	
Camshaft bush housing diameter fitted in engine block.	
□ front support	55.280 ÷ 55 305
□ front intermediate support	54.780 – 54 805
□ rear intermediate support	54 280 – 54 305
□ rear support	58.780 ÷ 53 805
Interference fit between bushes and seats in engine block	0 07 ÷ 0 15
Bush fitted I D after reaming	
□ front	51 580 ÷ 51 630
□ front intermediate	51 080 ÷ 51 130
□ rear intermediate	50 580 ÷ 50 630
□ rear	50 080 ÷ 50 130
Camshaft journal dia.	
□ front	51 470 ÷ 51 500
□ front intermediate	50.970 – 51.000
□ rear intermediate	50.470 – 50 500
□ rear	49 970 – 50 000
Camshaft journal clearance in bushes	0.080 ÷ 0.160
Tappet housing bore dia	15 000 ÷ 15 018
Tappet washer O D..	
□ measured at top and bottom	14 740 – 14 780
□ measured at middle	14 950 – 14 970
Oversize range replacement tappets	0 1 - 0 2 - 0 3
Clearance between tappets and housings at max. tappet diameter	0.030 ÷ 0 068
Rocker arm shaft support hole dia	18 000 – 18.043
Diameter of rocker arm shafts	17 982 – 18 000

DESCRIPTION	mm
Clearance between supports and rocker arm shafts	0 ÷ 0 061
Diameter of bush housings on rocker arm shafts	20.939 ÷ 20.972
Rocker arm shaft bushes O D	21 006 ÷ 21 031
Interference fit between bushes and rocker arm housings	0 034 ÷ 0.092
Fitted bush I D	18 016 — 16 034
Clearance between bushes and rocker arm shafts	0.016 ÷ 0.052
OIL PUMP	
Drive shaft bushes I D (fitted)	18 016 ÷ 18 059
Drive shaft diameter	17 989 ÷ 18 000
Clearance between drive shaft and bushes	0 016 ÷ 0 070
Driven gear bush I D (fitted)	15.016 ÷ 15 043
Driven gear pin diameter	15.000 ÷ 14.989
Clearance between driven gear pin and bush	0 016 ÷ 0.054
Gear seat height in pump body	22 016 ÷ 22 080
Pump gear thickness	22.000 ÷ 21 953
Clearance between gears and cover contact surface	0.016 — 0 127
Diameter of gear seats in pump body	53 030 ÷ 52 104
Pump gears diameter	51 970 — 52 000
Clearance between pump body seat and gears	0 030 ÷ 0 134
OIL PRESSURE RELIEF VALVE SPRING	
Free spring height	45
Spring height under load of kg 4 6 ÷ 5 0 9 0 ÷ 9 6	 37.5 30 5

FITTING TOLERANCES

DESCRIPTION	mm
CYLINDER-CONNECTING ROD ASSEMBLY	
Internal diameter of cylinder liners (fitted and machined)	104 000 – 104 024
Diameter of cylinder liner seats on engine block	106.850 ÷ 106 900
O D standard cylinder liners	106.94 ÷ 106.97
Oversize on O D of spare cylinder liners	0 2
Interference fit between liners and seats on engine block	0.040 ÷ 0.120
Camshaft bush housing diameters □ front support □ intermediate support □ rear intermediate support □ rear support	 55 280 ÷ 55.305 54 780 ÷ 54.805 54.280 ÷ 53 306 53.780 ÷ 53 305
Diameter of crankshaft bearing housings	84 200 ÷ 84.230
Diameter of tappets seat in engine block	15.000 ÷ 15 018
Diameter of connecting rod bearing housings	67 407 – 67 422
Diameter of small end bush housing	41 884 – 41 846
Standard connecting rod bearing thickness	1 805 ÷ 1 815
Undersize range of spare connecting rod bearings	0 254 - 0 508 0.762 - 1 018
Small end bush O D	41 979 ÷ 42 017
Small end bush I D. (fitted)	38 004 – 38 014
Interference fit between bush and small end	0 099 – 0 171
Clearance between piston pin and small end	0 014 ÷ 0 031
Clearance between connecting rod bearings and crankshaft pin	0 033 ÷ 0 087
Max connecting rod parallelism tolerance measured 125 mm from stem	0 07
PISTONS - PINS - RINGS	
Standard spare piston diameter measured at right angle to pin axis and 12 mm from base of skirt	103 862 ÷ 103 880
Oversize range of spare pistons	0 4-0 8
Piston pin bore diameter	37 993 ÷ 38 000
Standard piston pin diameter	37 983 ÷ 37 990
Ring groove width in piston: □ 1st double taper groove (measured on 101 mm dia.) □ 2nd groove □ 3rd groove	 2 730 ÷ 2 700 2 530 ÷ 2 550 4.030 ÷ 4 050
Piston ring thickness □ 1st double taper ring (measured on 101 mm dia.) □ 2nd oil-scraper ring □ 3rd oil-scraper ring, slotted, spring loaded	 2.595 ÷ 2 575 2.478 ÷ 2.496 3.975 ÷ 3.990
Clearance between piston and cylinder liner	0.162 ÷ 0.12
Clearance between pin and piston boss	0.003 ÷ 0.017

DESCRIPTION	mm
Ring clearance in piston (vertical):	
□ 1st double taper ring	0.105 ÷ 0.155
□ 2nd oil-scraper ring	0.040 ÷ 0.072
□ 3rd oil-scraper ring, slotted, spring loaded	0.040 ÷ 0.075
Gap between ring ends fitted in cylinder liners:	
□ 1st double taper ring	0.30 ÷ 0.55
□ 2nd oil-scraper ring	0.60 ÷ 0.85
□ 3rd oil-scraper ring, slotted, spring loaded	0.30 ÷ 0.60
Oversize range of spare piston rings	0.4 - 0.8

CRANKSHAFT - BEARINGS

Standard main journal diameter	79.791 ÷ 79.810
Main bearing housing bore dia.	84.200 ÷ 84.230
Thickness of standard main bearing	2.169 ÷ 2.178
Undersize range of spare main bearings	0.254 - 0.508 0.762 - 1.016
Standard diameter of crankpin	63.725 ÷ 63.744
Main journal in bearing - clearance	0.012 ÷ 0.083
Rear intermediate main journal pin length	32.000 ÷ 32.100
Width or rear intermediate main journal support between housing and thrust washers	25.010 ÷ 25.060
Thickness of standard rear intermediate support thrust washer	3.378 ÷ 3.429
Thrust washers oversize range	0.127 - 0.254 - 0.508
Crankshaft end play	0.082 ÷ 0.334
Max. permitted misalignment on main journals (total gauge reading)	> 0.10
Max permitted misalignment between crankpins and main journals	± 0.25
Max. main journal and crankpin ovalisation after grinding	0.008
Max. main journal and crankpin taper after grinding	0.012
Squareness of flywheel support plane relative to its axis of rotation. □ max. permitted error with dial gauge resting on its side on a diameter 2 ÷ 4 mm less than the max. dia. of the support surface; total dial gauge reading	0.02
Concentricity of flywheel centering seat relative to main journals □ max. permitted tolerance with dial gauge resting on seat, total dial gauge reading	0.04

CYLINDER HEAD

Diameter of valve guide seats on cyl head	13.966 ÷ 13.983
Valve guide O.D.	13.993 ÷ 14.016
Valve guide oversize	0.20
Valve guide I.D. (fitted)	8.023 ÷ 8.043
Interference fit between valve guide and seat on head	0.005 ÷ 0.050
Valve stem diameter	7.985 ÷ 8.000

DESCRIPTION		mm
Clearance between valve stem and guide		0.023 ÷ 0.053
Angle of inclination of valve seats on cyl head	intake exhaust	60° ± 5' 45° ± 5'
Angle of inclination of seats on valves	intake exhaust	60°30' ± 7' 45°30' ± 7'
Valve head dia. □ intake □ exhaust		 45.5 – 45 3 37 75 ÷ 37 50
Max valve stem distortion over one complete revolution with dial gauge stylus in midstem position		0 03
Valve seat depth		0 7 ÷ 1
Nozzle protrusion over cylinder head surface		0.05 ÷ 0 7
VALVE SPRINGS		
Outside spring height under load of	284 ÷ 256 kg 554 – 502 kg	34 23 8
VALVE GEAR		
Camshaft bushing housing fitted in engine block □ front □ front intermediate □ rear intermediate □ rear		 55 280 ÷ 55 305 54 780 ÷ 54 805 54.280 ÷ 54.305 53.780 ÷ 53 805
Interference fit between bushings and seats in engine block		0 07 ÷ 0 15
Bushing fitted I D after reaming □ front □ front intermediate □ rear intermediate □ rear		 51 580 – 51 630 51 080 ÷ 51.130 50.580 ÷ 50.630 50.080 ÷ 50.130
Camshaft journal diameter □ front □ front intermediate □ rear intermediate □ rear		 51.470 ÷ 51.500 50.970 ÷ 51 000 50.470 ÷ 50.500 49.970 ÷ 50.000
Camshaft journal and bushing fit		0 080 ÷ 0 160
Tappet housing bore dia		15 000 ÷ 15.018
"Crowned" tappet O D □ measured at top and base □ measured in middle		 14 740 ÷ 14.780 14.950 ÷ 14.970
Oversize range of spare tappets		0.1 - 0 2 - 0.3
Clearance between tappet and housing at max tappet diameter		0.030 ÷ 0.068
Rocker axle bore dia.		18.000 ÷ 18.043
Rocker shaft diameter		17.982 ÷ 18 000
Clearance between rocker shafts and supports		0 ÷ 0 061
Rocker bushing seat dia.		20.939 ÷ 20.972
Rocker bushing O D		21.006 ÷ 21.031

DESCRIPTION	mm
Interference fit between rocker bushings and housings	0.034 ÷ 0 092
Bush I.D. (fitted)	18.016 ÷ 18.031
Clearance between bushings and rocker shaft	0.016 ÷ 0.052
OIL PUMP	
Drive shaft bushing I D. (after fitting)	18.016 ÷ 18.059
Drive shaft dia	17 989 ÷ 18.000
Clearance between drive shaft and bushes	0 016 ÷ 0.070
Driven gear bushing I D (after fitting)	15 016 ÷ 15 043
Driven gear pin dia.	15 000 ÷ 14.989
Clearance between pin and driven gear bushing	0.016 ÷ 0.054
Height of gear housing in pump body	22 016 ÷ 22 080
Thickness of pump gears	22.000 ÷ 21 967
Clearance between gears and cover support face	0 016 ÷ 0 127
Diameter of gear housing in pump body	52 030 ÷ 53.104
Diameter of pump gears	51.970 ÷ 52.000
Clearance between pump body housing and gears	0 030 ÷ 0 134
PRESSURE RELIEF VALVE SPRING	
Free spring height	35.9
Spring height under load of N { 134 55 ± 6.73 245.70 ± 12.3	29 23 2

FAULT-FINDING DIAGNOSIS

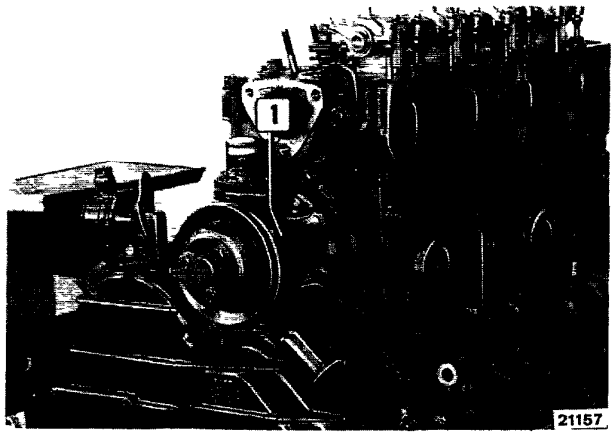
FAULT	POSSIBLE CAUSE	REMEDY
The engine does not start	Batteries low charge	Check and recharge the batteries Change batteries, if necessary
	Battery terminals corroded or loose	Clean, examine and tighten nuts on battery terminals Change lead terminals and nuts, if badly corroded
	Incorrect timing of injection pump	Check injection pump timing and reset if necessary
	Deposits or water in fuel lines	Disconnect pipes and clean out with compressed air jet Remove and clean the injection pump Dry out the tank and refill with fuel
	Insufficient fuel reserve	Refuel
	Fuel supply failure	Overhaul or change fuel or transfer pump
	Air bubbles in fuel lines or in injection pump	Check the pipes to detect reasons for air in system and the fuel pump for an eventual diminishment of fuel, check if there is less fuel in the fuel pump, bleed air from inside the injection pump by unscrewing the appropriate plug and working the fuel pump by hand
	Defective starter	Repair or replace starter motor
The engine stops	Too low idling	Unscrew adjusting screw at end of hand throttle control cable
	Uneven injection pump deliveries	Check deliveries
	Dirt or water in fuel lines	Remove pipes and clean out with compressed air jet Remove and clean injection pump Dry out fuel tank and refill with fuel
	Fuel filters blocked	Remove filter elements and renew them if necessary
	Abnormal clearance between valves and rockers	Adjust clearance
	Valves burnt out or cracked.	Renew the valves
	Air in fuel and injection systems	Check pipes for possible cracks or loose unions Replace any worn parts, then bleed air from pipes and de-aerate injection pump and fuel filter by unscrewing the appropriate plugs and working the fuel pump by hand
	Fuel filter blocked	Change fuel filter.
	Injection pump controls broken	Change faulty parts and check pump timing

FAULT	POSSIBLE CAUSE	REMEDY
Engine overheating	Water pump faulty	Check clearance between rotor vanes and pump body Overhaul the unit or renew it
	Damaged thermostat	Change the thermostat
	Scale in water passages in engine block and cylinder head	Wash out thoroughly according to instructions for the type of descaler used
	Water pump and drive belt not sufficiently tight.	Check and adjust belt tension
	Coolant water level too low	Top up radiator water to correct level
	Incorrect engine timing	Check timing and accurately re-time
	Incorrect injection pump calibration (either too high or too low)	Adjust pump delivery on bench, so that injection is to prescribed delivery.
	Air filter blocked	Clean air filter and inherent system
Engine under power and running unevenly	Incorrect injection pump timing.	Check timing and adjust it correctly
	Automatic advance device for injection pump faulty.	Check injection pump efficiency on test bench, if not as specified, change automatic advance unit inner spring
	Injection pump plunger excessively worn	Overhaul injection pump and change any worn parts
	Injection pump deregulated, uneven deliveries	Overhaul and adjust injection pump
	Injection nozzles partly blocked, or injectors not working correctly	Clean nozzle holes with suitable tool and carry out complete overhaul of injectors.
	Dirt or water in fuel and injection systems	Thoroughly clean out the system and refuel
	Fuel pump defective	Dismantle the fuel pump and replace it if necessary
	Incorrect clearance between valves and rockers	Check clearance and adjust it accurately

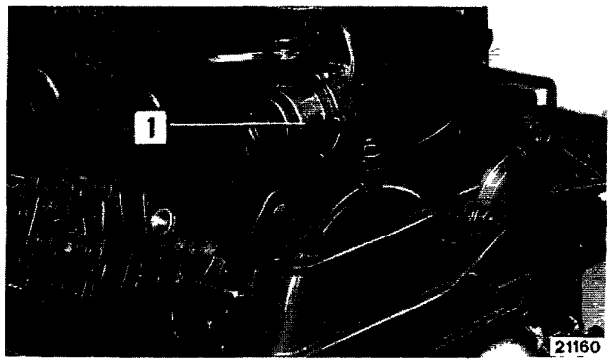
FAULT	POSSIBLE CAUSE	REMEDY
Engine under power and running unevenly	Loss of compression	With tool no. 99395682 (Motometer), check that pressure at T D C in the different cylinders is equal and that the pressure reading is 21 kg/cm^2, if less, proceed to overhaul engine
	Air filter blocked	Clean air filter and inherent system
	Injection pump peak capscrew incorrectly adjusted	Adjust stops correctly.
Engine knocking abnormally	Incorrect operation of injectors	Check that pin is not stiff in atomizer body and that setting is to specified values
	Fuel pipes blocked	Remove the pipes, clean them and change any which are badly damaged
	Incorrect setting of injection pump.	Correct pump setting so that injection takes place at the specified advance angles
	Crankshaft knocking due to excessive play of one or more main journals or crankpins or excessive end float.	Grind crankpins and fit undersized bearings Change thrust rings with oversized ones
	Crankshaft imbalance	Check shaft alignment, if necessary, adjust it and check balance.
	Flywheel capscrew loose.	Change loose screws and tighten all screws to recommended torque.
	Connecting rods misaligned	Straighten connecting rods in hydraulic press and check that axes are parallel.
	Pistons knocking due to piston slap	Rebore cylinder liners and fit oversized pistons
	Noisy piston pins due to excessive play in gudgeon pin holes and in connecting rod bush. Bushes loose in housings on connecting rod	Change piston pins and if necessary, also change the pistons Renew the bushes.
	Tapping due to noisy valve system	Adjust play between valves and rockers and check that there are no broken springs, and no excessive play between valve stems and guides, tappets and housings
Engine smoke abnormally black or dark grey smoke:	Pump maximum delivery excessive	Remove the pump and adjust deliveries in accordance with the setting table data
	Injection pump excessively retarded (or automatic advance unit faulty)	Correct pump setting; check automatic advance unit
	Injection pump excessively advanced	Correct pump setting
	Nozzle holes (or some of them) partly or completely blocked.	Change injectors for a new set, or clean and recondition the original injectors with the appropriate equipment
	Air cleaner blocked or worn out	Clean filter element or change it for a new one

FAULT	POSSIBLE CAUSE	REMEDY
Black or dark grey smoke:	Loss of engine compression due to □ piston rings stuck, □ cylinder liners worn, □ valves deteriorated or misadjusted	Overhaul the engine or simply repair faulty parts
	Unsuitable type of injectors fitted, or some injectors of different type fitted, or out of calibration	Change or calibrate injectors
	Injection pipes of incorrect i.d fitted, pipe ends damaged by repeated blockages.	Check state of pipe ends or unions; if necessary, renew the pipes.
Blue, greyish blue or greyish white smoke:	Injection excessively retarded or automatic advance unit damaged.	Correct pump setting and check automatic advance unit
	Injector needles blocked or faulty injectors	Check whether needles jam or springs are broken
	Oil leaking from piston rings due to jammed rings or wear on cylinder liner walls	Overhaul the engine
	Engine oil leaking through intake valve guide, due to wear on guides or valve stems.	Recondition the cylinder head
	Engine too cold (thermostat jammed or resistant)	Renew the thermostat
The engine does not stop	Governor broken	Repair as necessary.
	Electric shut-off broken	Repair as necessary
	Governor components stiff.	Overhaul or renew.
	Excessive clearance between various parts of the governor	Eliminate all play, allowing only minimum tolerances, change any worn-out parts

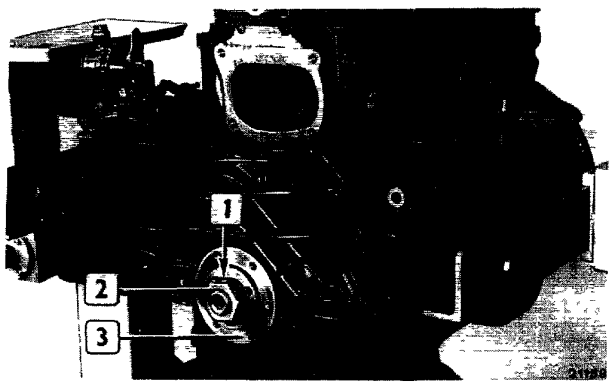
ENGINE DISASSEMBLY



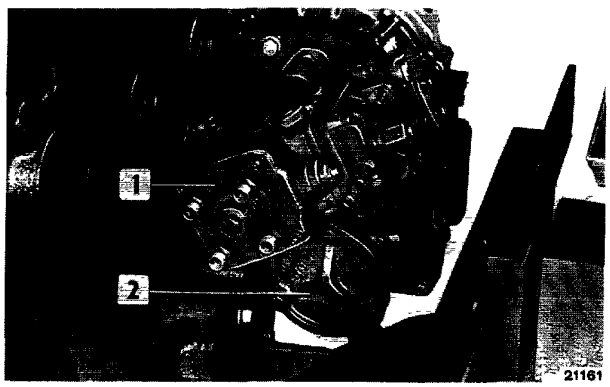
Remove the water pump (1).



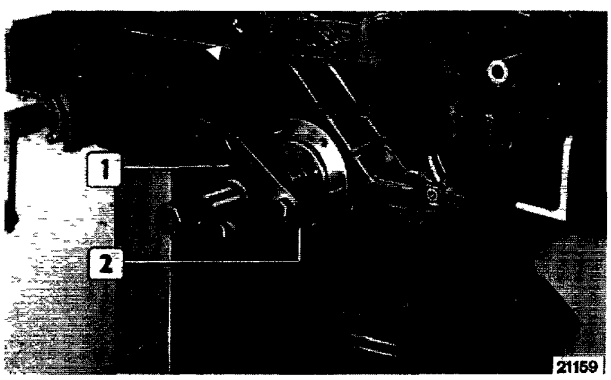
Remove the fuel pump (1)



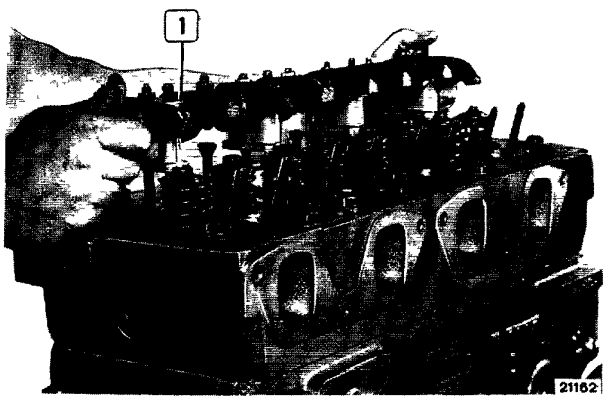
Prevent the flywheel from turning by means of tool 99360352, straighten the lockplate (1) and back off the alternator/water pump drive pulley hub (3) locknut (2)



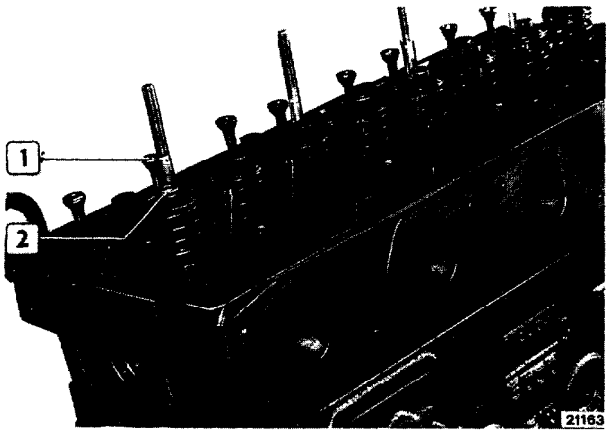
Remove the vacuum pump (2) together with the drive union and injection pump (1)



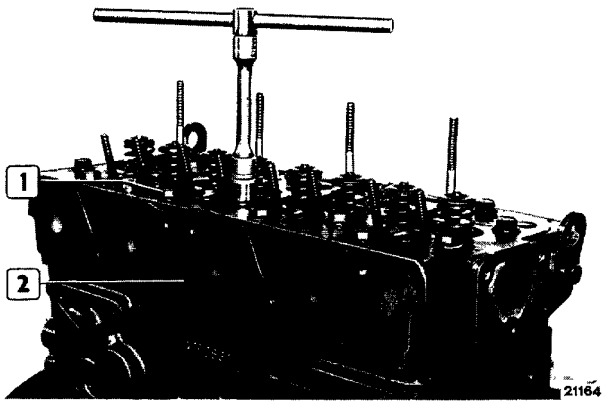
Apply tool 99340033 (1) and withdraw the hub (2)



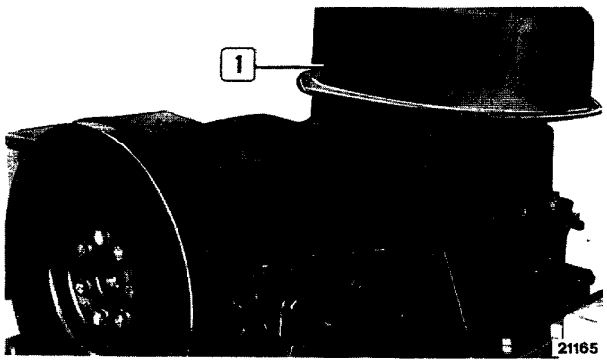
Remove the complete rocker carrier shaft (1)



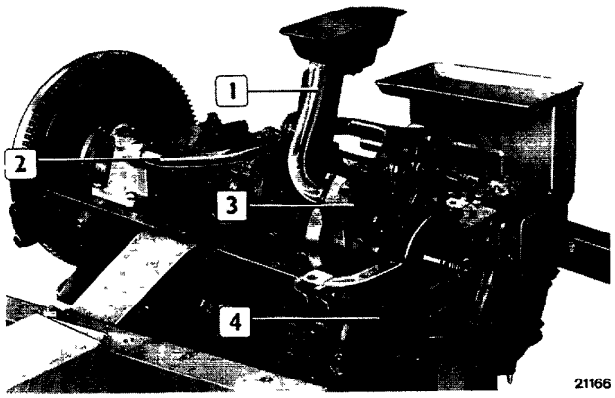
Recover the rocker arm pushrods (1) and the caps from the valve stem (2).



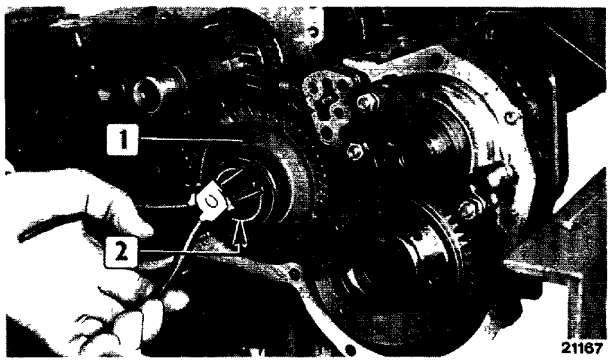
Back off the screws (1) fixing the cylinder head (2), remove the cylinder head and save the gasket



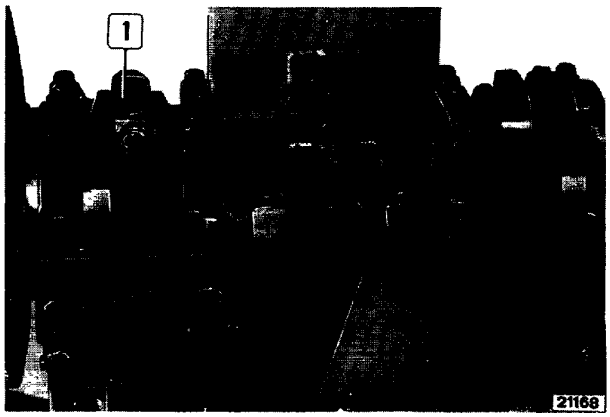
Turn the engine round 180°, then remove the oil sump (1) and save the gaskets



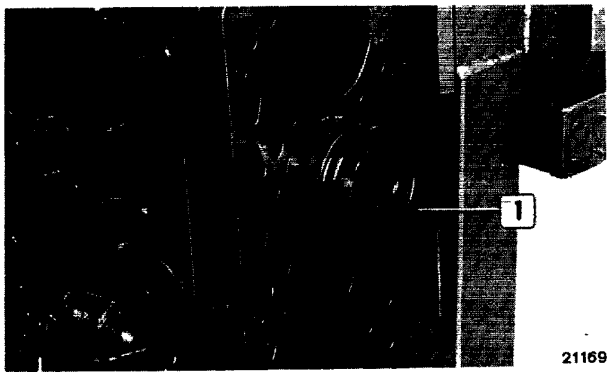
Take off the timing gear front cover (4).
Remove the oil pump (3) and intake (1) and delivery (2) pipes



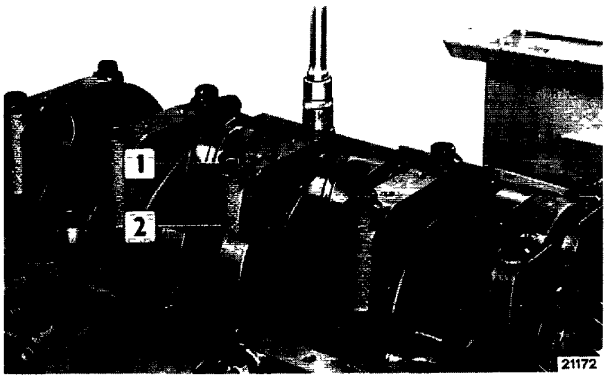
Remove the retaining snapring (2) and withdraw the idler gear (1)



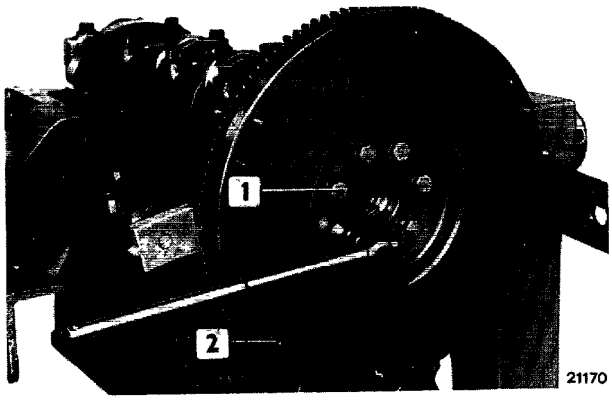
Unscrew the screws, remove the connecting rod caps (1) and recover the half-bearings.



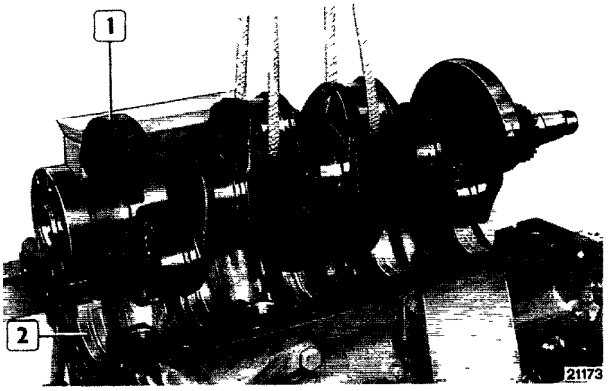
Withdraw the piston/connecting rod assemblies (1) from the top of the engine block



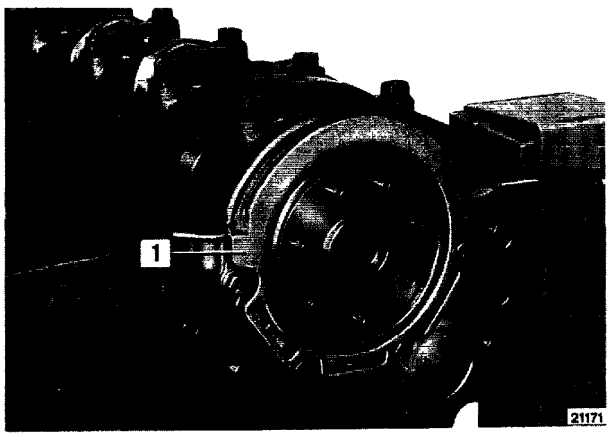
Back off the setscrews (1) of the main journal caps (2) and remove them, recovering the half-bearings



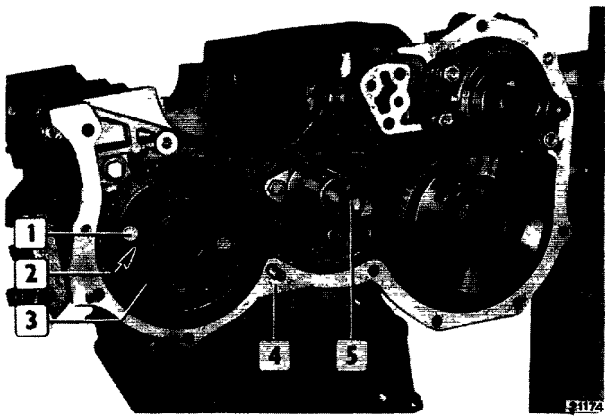
Undo the flywheel (2) setscrews (1) and remove it



Lift up the crankshaft (1) and remove it; recover the main half bearings (2) and the thrust rings



Remove the rear cover (1) complete with sealing ring



Position the camshaft and back off the setscrews (1) of the thrust plate through the holes (2) in the gear, then withdraw the camshaft (3).

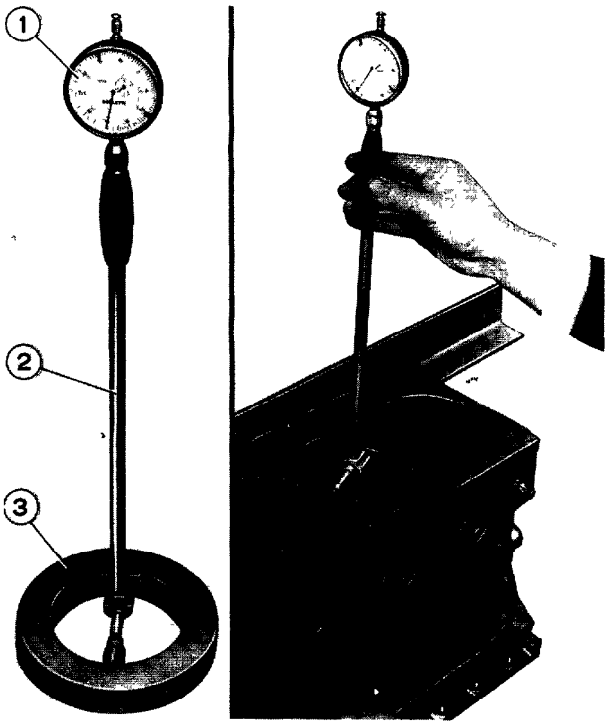
Withdraw the tappets from their seats.
Remove the timing gear case (4) complete with the injection pump drive gear and vacuum pump.
Remove the idler gear pin (5)

ENGINE BLOCK

After engine disassembly, thoroughly clean the engine block and cylinders.

CHECKS AND MEASUREMENTS

NOTE - Never measure the cylinder liners loose, as they are easily distortable; measure the internal diameter with the liner fully fitted.

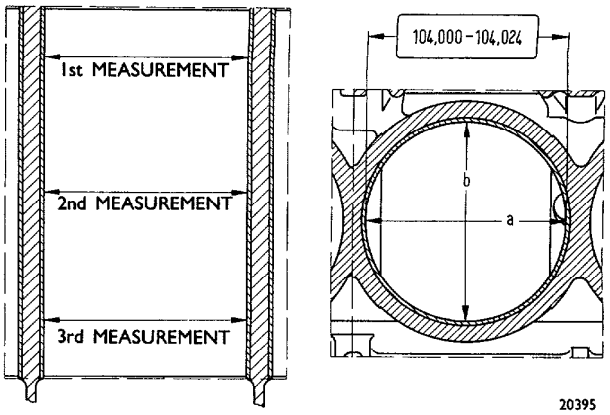


15256

The check of the inside diameter of the cylinder liners to control the degree of ovalisation, taper and wear should be done using a suitable gauge (2) fitted with a dial gauge in thousandths (1) previously zeroed on the ring gauge (3) with a diameter of 104 mm

NOTE - If a 104 mm diameter ring gauge is not available use a moving gauge for outsides.

CYLINDER GROUP

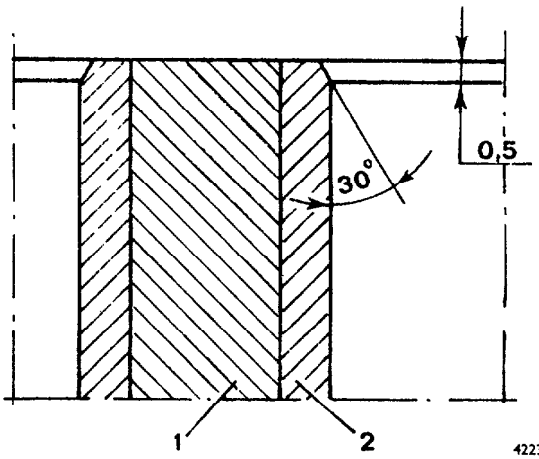


20395

DIAGRAM FOR CHECKING DIAMETERS OF CYLINDER LINERS

The above measurements should be carried out for each individual cylinder at three different heights on the liner and on two planes perpendicular to each other, the first parallel to the longitudinal axis (a) and the 2nd perpendicular to (b) that axis, (b) where, near the 1st measurement, the maximum wear is usually to be found
If ovality, taper or wear are found, arrange to rectify them as a repair job, by grinding the liner if slightly worn or scored, or rebore and then grinding if scoring is deep or ovalisation is marked

NOTE - If regrinding, all liners must be oversized the same (0.4 to 0 8 mm).



4223

DIAGRAM OF BEVEL TO BE MADE ON CYLINDER LINERS AFTER REGRINDING

FITTING CYLINDER LINERS

Dismantling and refitting cylinder liners in the cylinders should be carried out with a hydraulic press and the appropriate plates

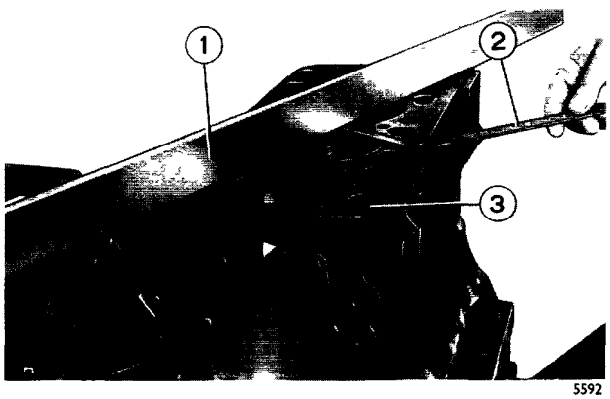
When fitting cylinder liners in their housings in the engine block, under a press, pay attention to the following:

- check that the external diameter of the cylinder liners is 107 020 ÷ 107 050 mm and that the internal diameter of their seats in the engine block is 106 850 ÷ 106 900 mm,
- smear surfaces to be coupled with engine oil,
- set the liner in its seat in the engine block, then start the pressing,
- after pressing in 70 to 90 mm, check that the load is 12 000 ÷ 34 000 N;
- continue pressing and recheck 10 mm before completion that the load is 30 000 – 70 000 N

If the press load is not within the above-mentioned limits, remove the cylinder liner and replace it with a new one

After press-fitting the liners should be reamed out and ground They are actually supplied as spares with internal diameter slightly less than the nominal dimension to enable any deformations that may occur during fitting to be corrected

Cylinder liners are supplied as spares with their external diameter oversized by 0 2 mm.



5592

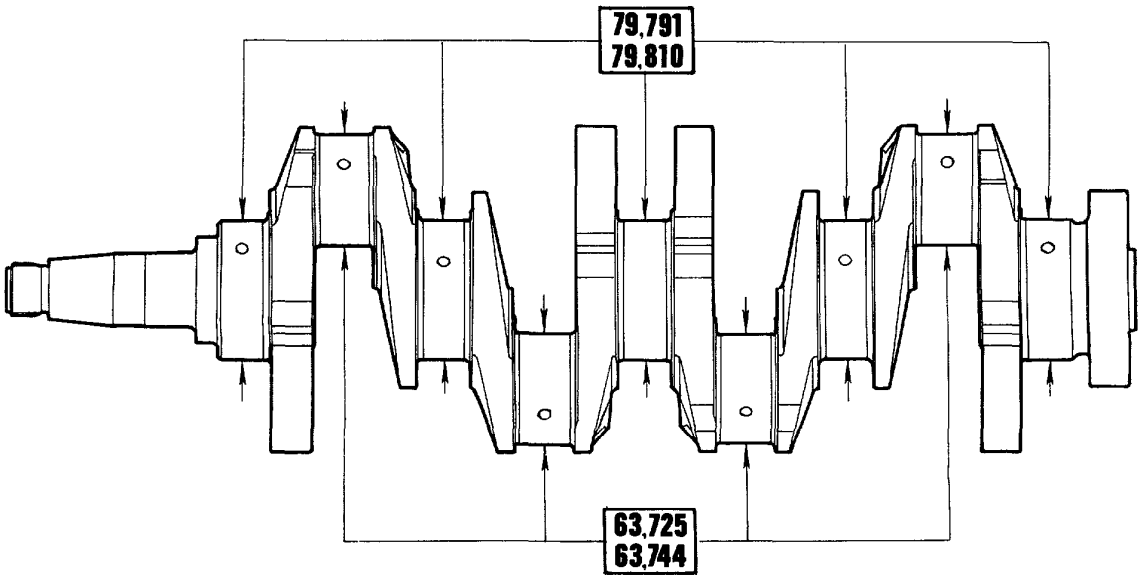
Check the state of the machined plugs of the cylinder group; if they are rusted or if there is the slightest doubt about their sealing capacity, change them.

Check flatness of support surfaces (3) of the cylinder head by means of a straightedge (1) and feeler gauge (2) After detecting distortion areas, smooth the face with a grinder, taking care to remove the minimum possible amount of material

NOTE - Remove centering dowels only if it is necessary to skim the contact face of the block

CRANKSHAFT

FIGURE 42

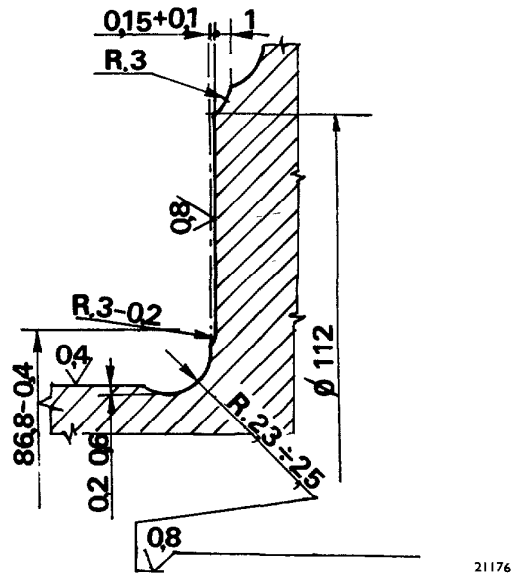


DETAILS OF CRANKSHAFT MAIN JOURNALS AND CRANKPINS

CHECKING AND GRINDING MAIN JOURNALS AND CRANKPINS

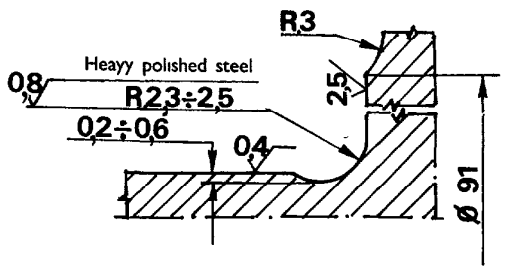
If any traces of seizure, scoring or ovality is found on the main journals and crankpins, they must be reground Before carrying out grinding, with a micrometer measure the pins and establish on the basis of the undersize range of the bearings to what diameter it is necessary to reduce the pins

FIGURE 43



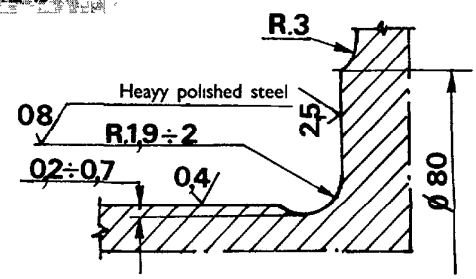
DETAIL OF MAIN THRUST JOURNAL FILLETS

FIGURE 44



DETAIL OF MAIN JOURNAL FILLETS

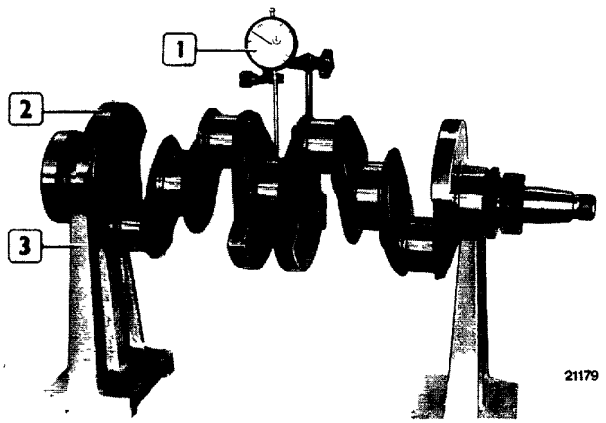
FIGURE 45



DETAIL OF CRANKPIN FILLETS

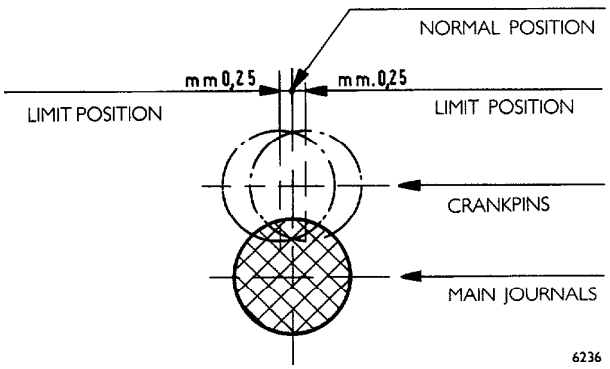
When grinding crankshaft pins, pay maximum attention to the fillet values, which must not change at all with reference to the dimensions quoted in Figures 43, 44 and 45.

CHECKING MAIN JOURNAL ALIGNMENT

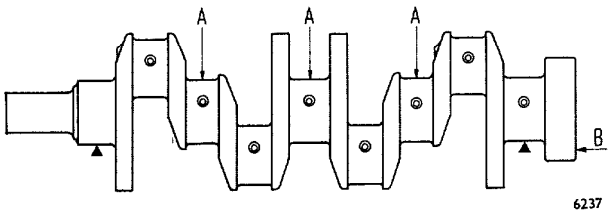


This check should be carried out after grinding, with the crankshaft (2) resting on two V-blocks (3), using a dial gauge (1) for checking

- Alignment of main journals: maximum tolerance >0 10 mm (total dial gauge reading).

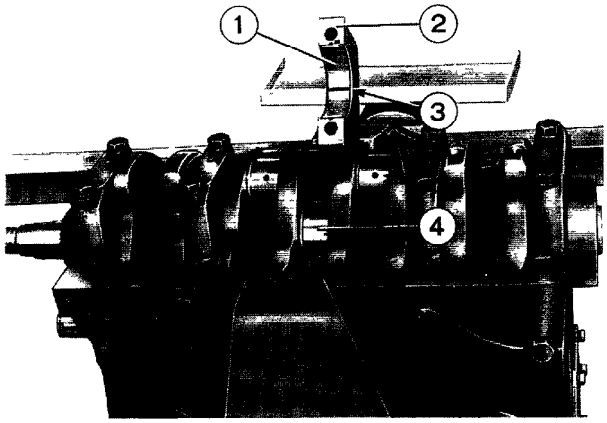


- Crankpins alignment relative to main journals; the axis of each pair of crankpins and that of the main journals should be on the same plane; maximum permitted tolerance at right angle to that plane: ±0 25 mm



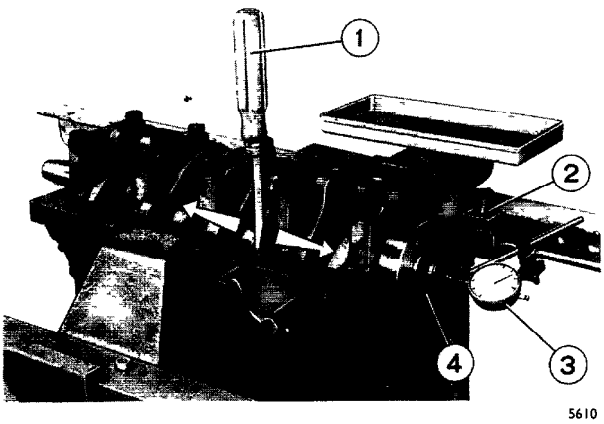
- The maximum permitted tolerance for the distance between the shaft rotational axis is ±0 10 mm

Check that the plugs in the lubrication circuit do not leak under an internal pressure of 15 bar: if they leak, change them using a suitable driver tool



To check existing clearance between the journals and their bearings, use a calibrated line, as follows

- thoroughly clean the parts and eliminate all traces of oil,
- arrange the half-bearings in their seats on the supports,
- fit the crankshaft;
- run a calibrated (3) wire along the crankshaft journals (4),
- fit the caps (2) complete with half-bearings, onto their respective supports;
- fit the cap fixing screws and tighten them with a torque wrench at the specified torque, having previously smeared the screws with oil;
- remove the caps from the supports and calculate existing clearance between the half-bearings and the crankshaft main journals by comparing the width of the calibrated wire (3) at the maximum projection point, with the mark on the scale on the case for holding the line



Check and measure crankshaft (4) end float using dial gauge (3)

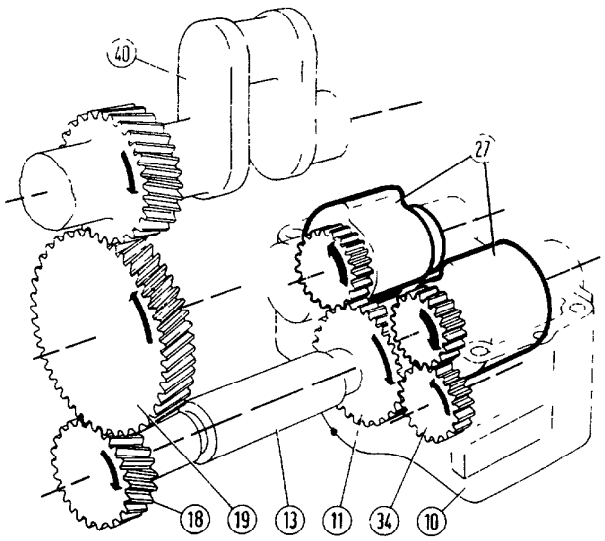
The standard fitting clearance is 0 032 to 0.334 mm If it is found to be greater, change the thrust ring halves for new ones of standard or oversized thickness

DYNAMIC BALANCER

Balancer Overhaul

When removing the dynamic balancer note the following points:

- Drain the engine oil pan and remove the bottom cover.



Dynamic Balancer Schematics

10 Housing - 11 Flyweight drive gear - 13 Sleeve - 18 Drive pinion - 19 Intermediate gear - 27 Flyweights - 34 Idler gear - 40 Crankshaft

- Take off the suction scoop, remove the fixing screws of the box to the oil sump and take off the flyweight assembly

- If necessary, remove gear (18) with attached flange, withdrawing oil pipe and capscrews.

To disassemble the flyweight assembly proceed as follows:

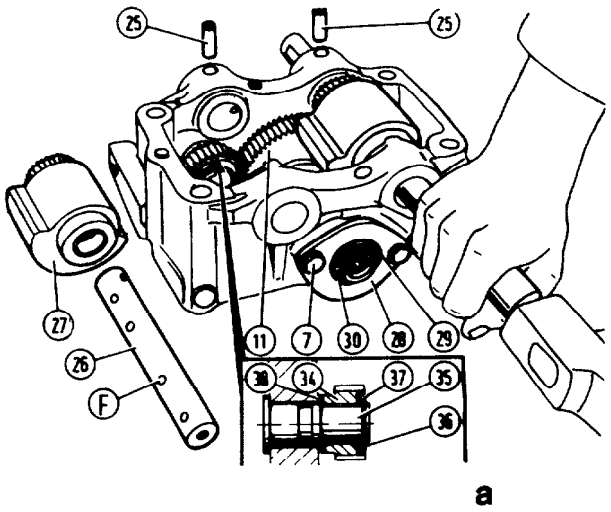
- Withdraw roll pins (25) and take off the weight carriers using a suitable driver.

- Remove flange retaining screws (7), retaining ring (30) and flyweight drive gear (11).

- Remove retaining ring (36) and idler gear (34)

Check for wear, replace any defective parts, and ream the new bushings using expansion blade reamers.

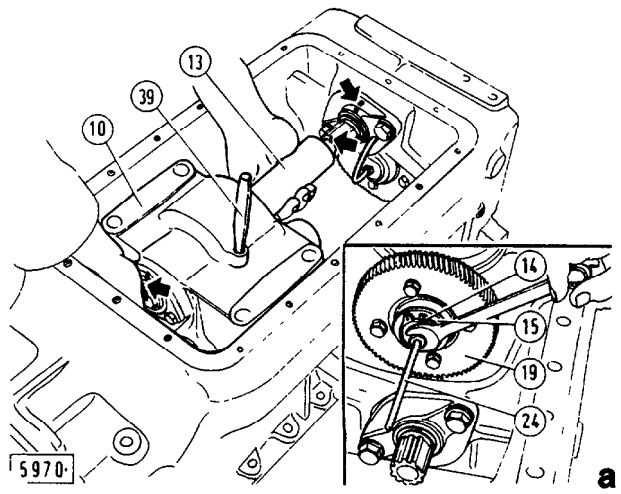
To install bushings, heat the weights in oil at 140 ° to 160 ° C



a

Removing Flyweight Carriers

a Section through idler gear - F Oil ports - 7 Flange capscrew - 11 Flyweight drive gear - 25 Roll pins - 26 Flyweight carrier - 27 Flyweight - 28 Flange - 29 Thrust washer - 30 Retaining ring - 35 Idler gear carrier - 36 Retaining ring - 37 Thrust washer - 38 Thrust washer



a

Installing Dynamic Balancer (10) with Sleeve (13)

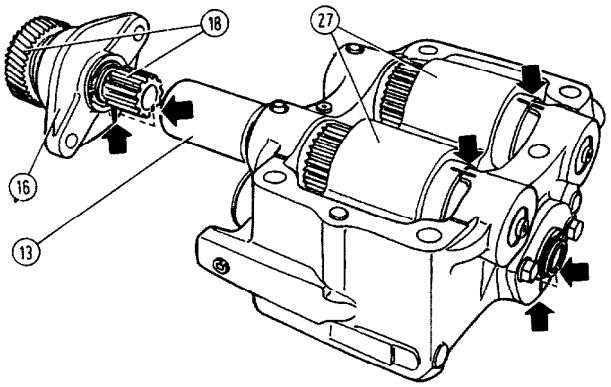
Timing marks arrowed

a Installing oil pipe - 14 Retaining ring - 15 Thrust washer - 19 Intermediate gear - 39 Locking pin

When assembling parts, make sure that flyweight drive gear (11) and flyweights (27) are positioned so that all reference marks are as arrowed. Note that :

- Idler gear (34) should be positioned with the longer end of hub facing towards the housing wall.

- Roll pin holes (26) in flyweight carriers should be aligned with associated holes in the housing.



Dynamic Balancer Timing Marks

13 Sleeve - 16 Flange - 18 Drive pinion and gear - 27 Flyweights

When installing the flyweights, adjust timing as follows:

- Bring piston No. 1 to T.D.C. position.

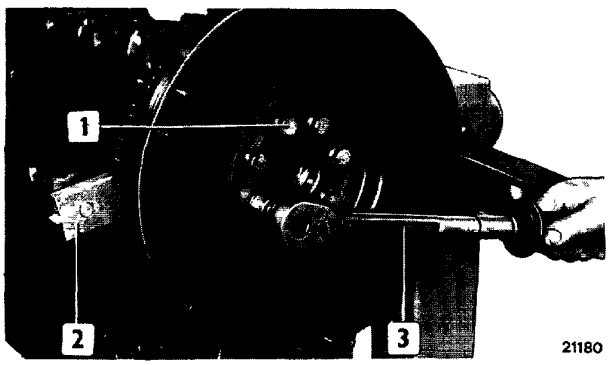
- Secure drive pinion (18) to the oil pan, with reference marks aligned as shown.

- Lock the flyweights in position with pin (39) and check reference mark alignment,

- Position sleeve (13) and tighten the capscrews to the torque of Nm 110.

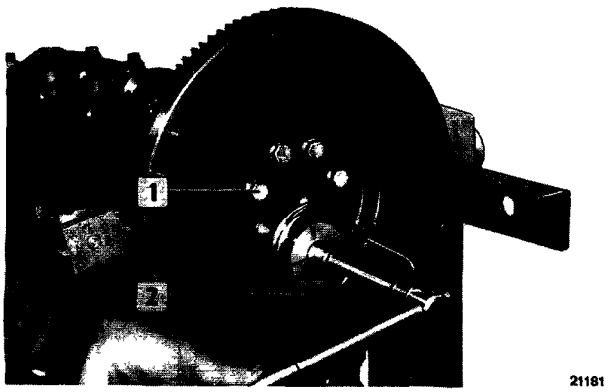
CHANGING FLYWHEEL RING GEAR

If the teeth of the flywheel ring gear for engine starting are badly damaged, change the ring gear. It should be fitted after heating the ring gear to 80°C



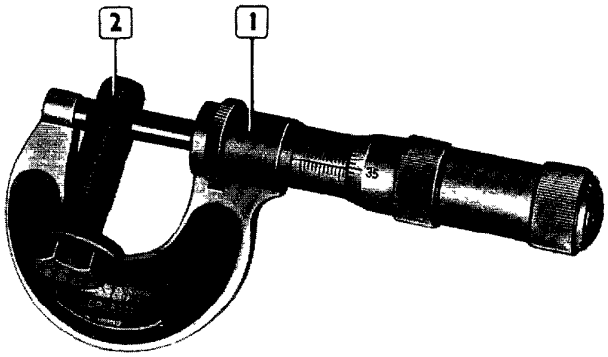
21180

Fitting flywheel. Apply tool 99360352 (2) and tighten the setscrews (1) with a torque wrench (3) to a torque of 40 Nm (4 kgm)



21181

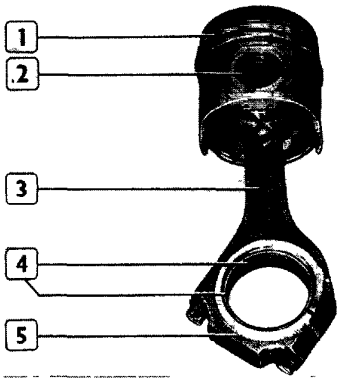
Fit tool (2) on the socket wrench and tighten the screws (1) a further 60°.



21182

Before reusing the setscrews (2) on the flywheel, check with a micrometer (1) that the threaded section diameter of the screws is not less than 11.5 mm

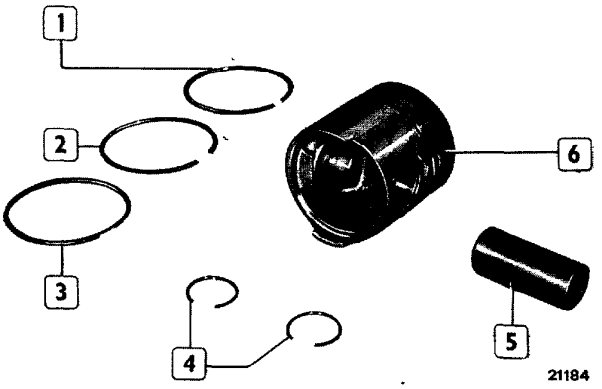
PISTON AND CONNECTING ROD ASSEMBLY



21183

PISTON AND CONNECTING ROD ASSEMBLY

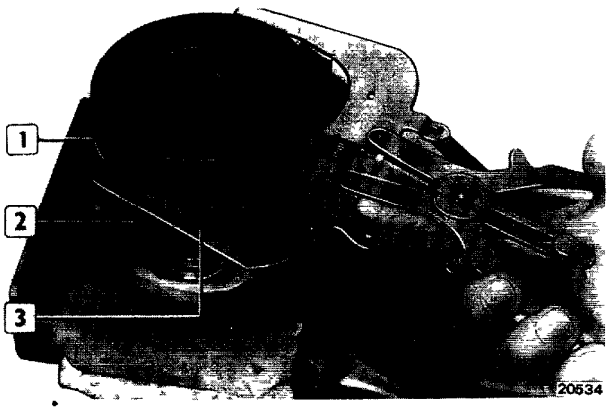
1 Piston - 2 Pin - 3 Connecting rod - 4 Half-bearing - 5 Connecting rod cap



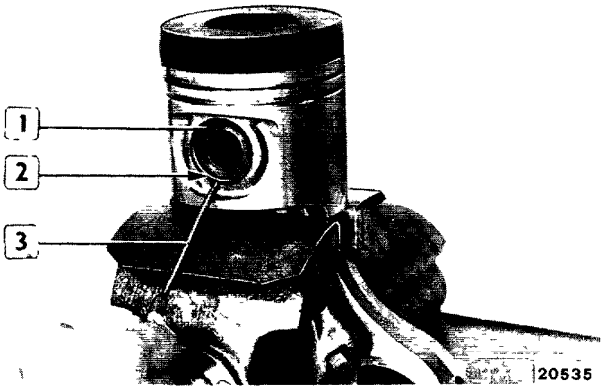
21184

PISTON ASSEMBLY

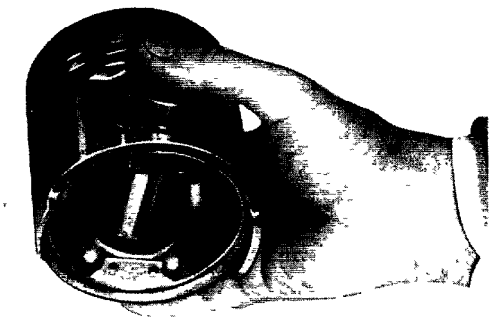
1 Compression ring - 2 Oilscraper ring - 3 Slotted oilscraper ring - 4 Circlips - 5 Piston gudgeon pin - 6 Piston



Remove and fit the circlips (1) on the piston (2) by means of pliers 99360183 (3)

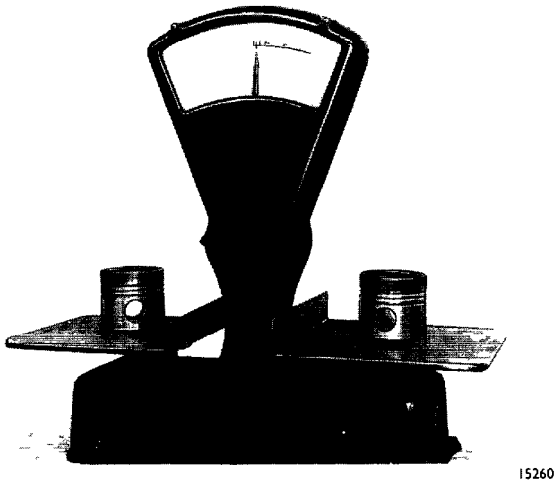


Remove the piston pin (1) circlips (2) by means of a tracing point (3), as shown in the figure

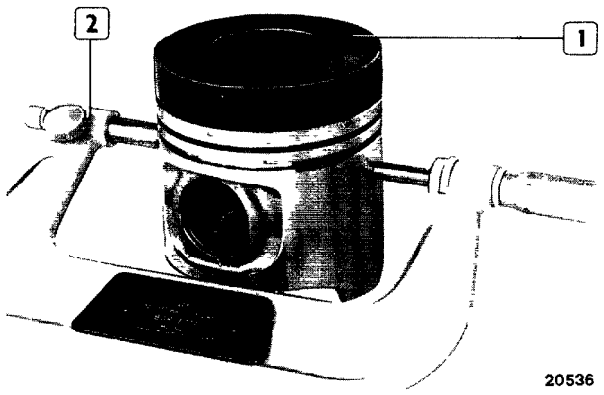


The pins are fitted with play, both on the connecting rod small end and also on the piston.
When fitting new pins, check that they are correctly coupled with their housing in the piston by the following test:

- lubricate the pin and its housing in the piston hub, with engine oil,
- introduce the pin in its housing,
- holding the pin vertical, make sure it starts to slide out under thumb pressure only, not spontaneously

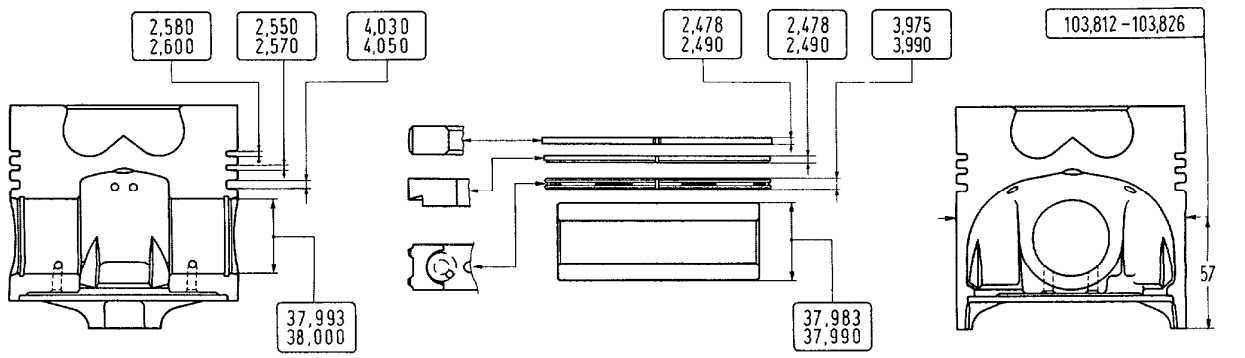


Check that the piston weights are within the tolerance. Maximum tolerance ±20 g



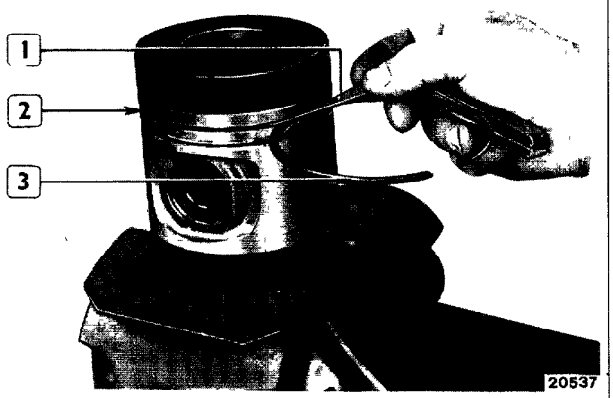
Measuring piston diameter (1) with a micrometer (2), to determine fit clearance

NOTE - The diameter should be measured 57 mm from the base of the skirt

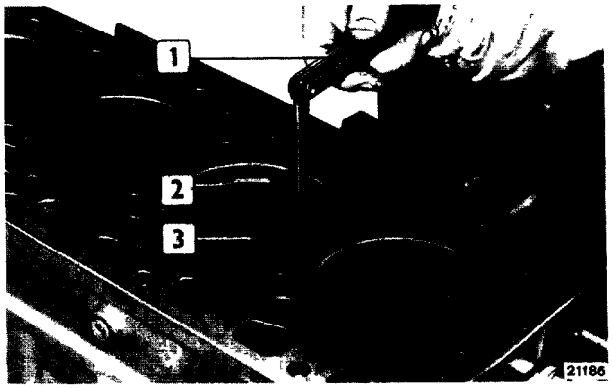


DETAILS OF PISTON, PIN AND PISTON RINGS

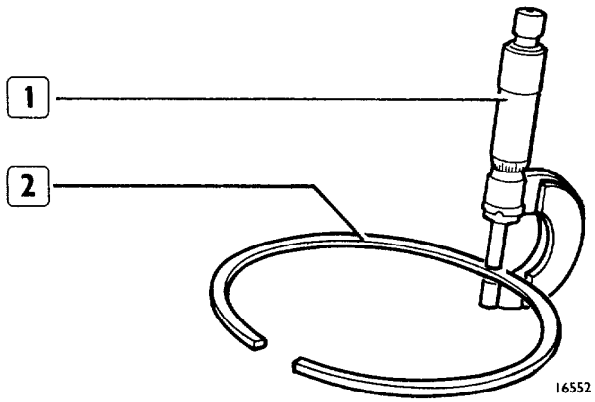
PISTON RINGS



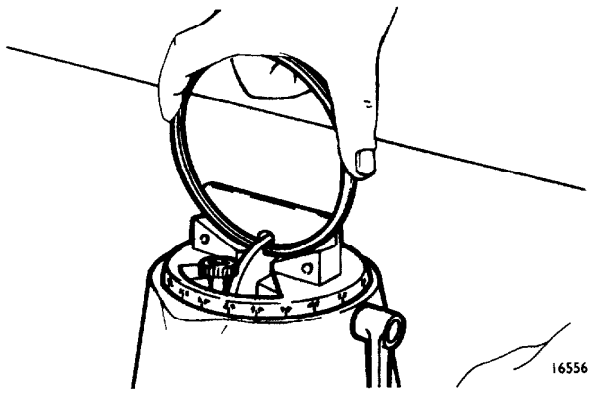
Checking clearance between rings (3) and their grooves in the piston (2), using a feeler gauge (1).



Measuring gap between piston ring ends (2) introduced into the cylinder liner (3), using a feeler gauge (1)

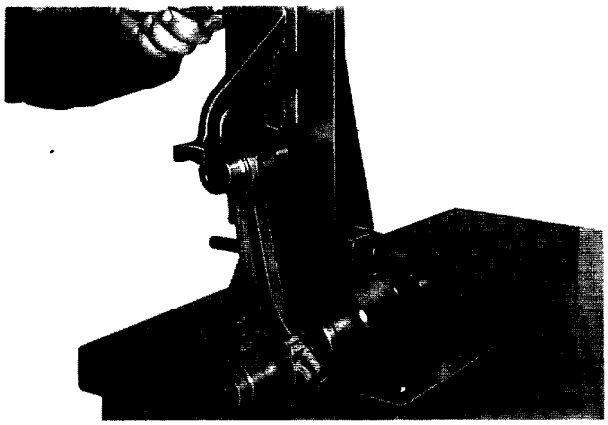


Using a micrometer (1) to check piston ring thickness (2).



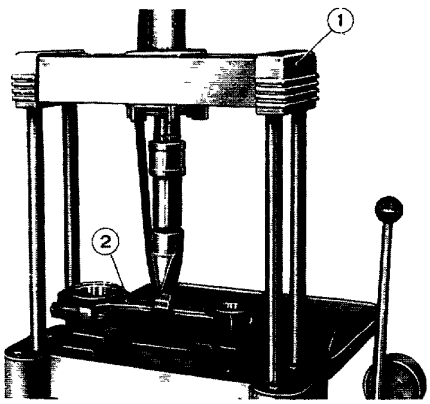
If the gap between the ring ends is found to be less than that specified, regrind the ring ends using tool 99360188; if the gap is greater than specified, change the piston rings

CONNECTING RODS



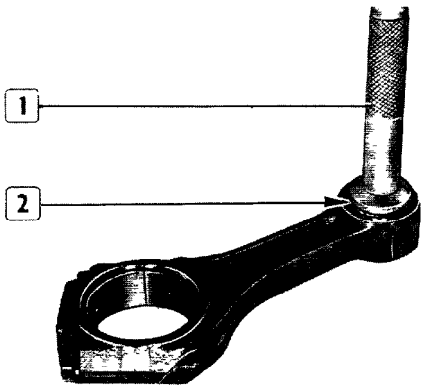
15263

Check that axes of connecting rods are parallel Permitted tolerance is 0 07 mm measured 125 mm from the longitudinal axis of the connecting rod



3987

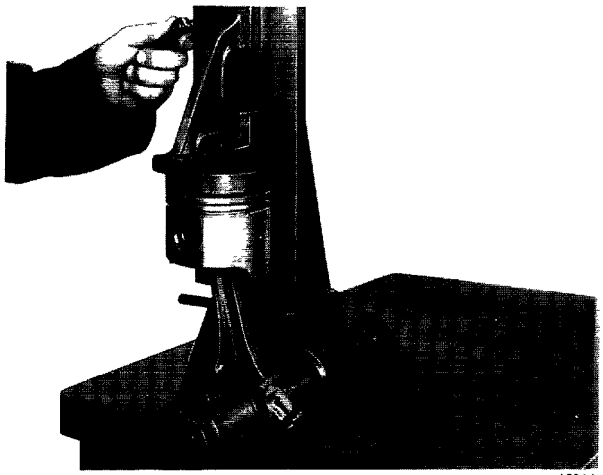
Straightening a connecting rod stem (2) using a press (1)



21187

Fitting bush (2) for connecting rod small end, using driver (1)

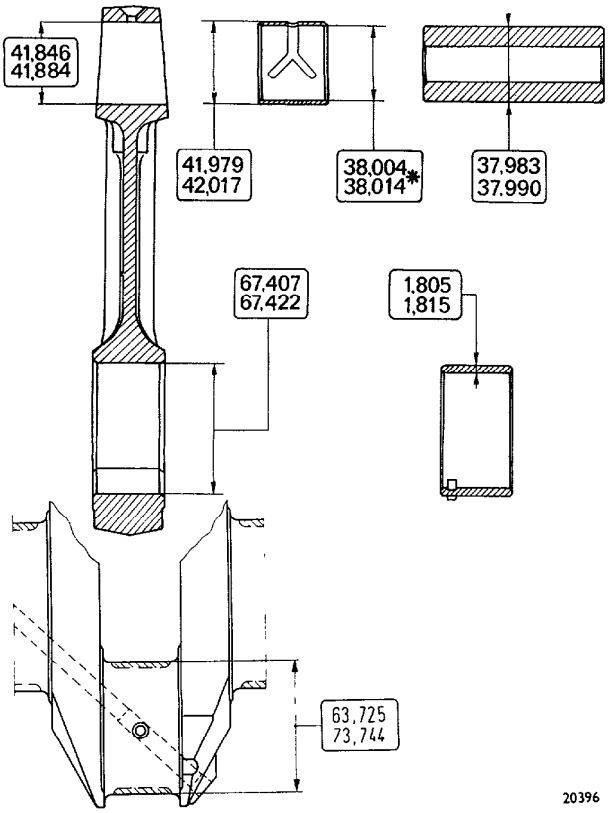
NOTE - Each connecting rod is marked on the body and cap with a number matching that of the cylinder in which it is to be fitted
If replacing the connecting rod, therefore, it is necessary to number the new one with the same number as the one it replaces



15264

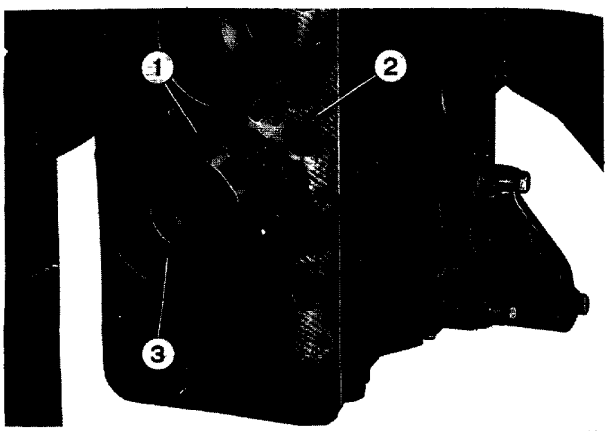
NOTE - Before fitting the connecting rod/piston assembly in the engine, check that it is square. It must be perfectly square, if not, trace the cause and change the parts concerned

CONNECTING RODS



DETAILS OF CONNECTING ROD, BUSH, BEARINGS, CONNECTING ROD PIN AND PISTON PIN

* Measured after fitting bush



Fitting connecting rod/piston assembly (3) in cylinder liners using compression ring 99360605 (1)

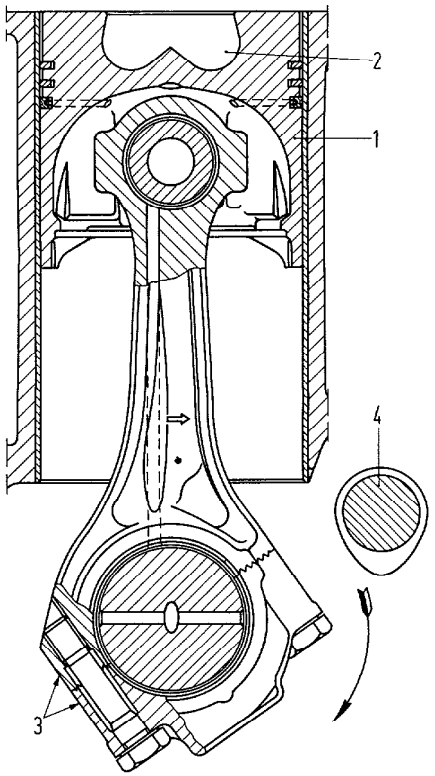
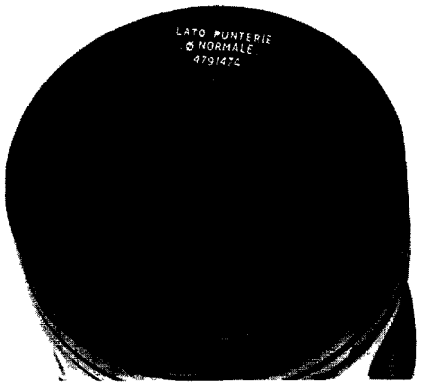


DIAGRAM SHOWING COUPLING OF CONNECTING ROD TO PISTON AND FITTING OF THE GROUP IN THE CYLINDER

1 Piston - 2 Combustion chamber - 3 Stamped number of cylinder to which the connecting rod belongs - 4 Camshaft

NOTE - The connecting rod screws may be reused until the thread diameter measured between 19 and 35 mm from the start of the screw is below 10 5 mm



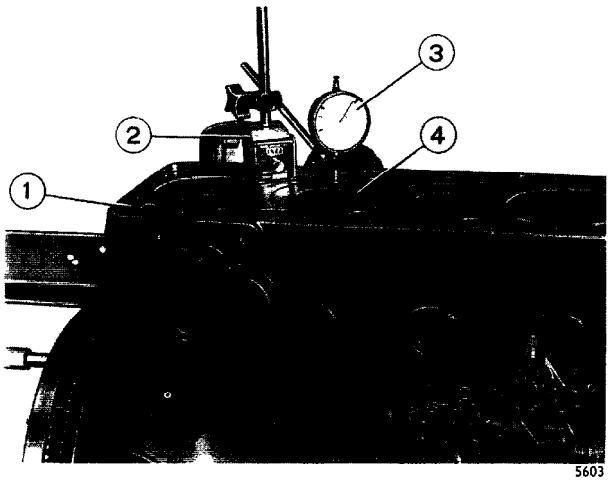
The connecting rod/piston assemblies must be introduced in the liners, making sure that

- the connecting rod number corresponds to its associated cylinder number:

The assembly of the connecting rod-piston assembly in the liners should be carried out checking that:

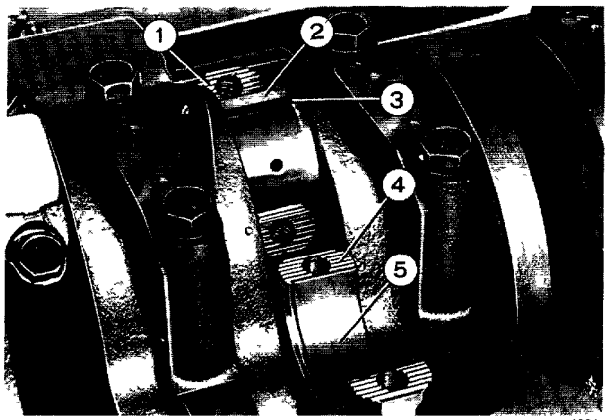
- the number of the connecting rod corresponds to the number of the cylinder,
- the wording "LATO PUNTERIE" (TAPPETS SIDE) stamped on the crown of the piston is turned towards the camshaft;
- the connecting rod numbers are positioned on the opposite side to the camshaft,
- the ring gaps are offset 120° to each other

Lubricate the pistons well, including the piston rings and the inside of the cylinder liners.



5603

After completing assembly, check the position of the pistons (4) at T.D.C. relative to the cylinder head surface, using a magnetic-based dial gauge (3).
The top edge of the pistons should project 0.46 to 0.79 mm from the face of the cylinder head (1).



6921

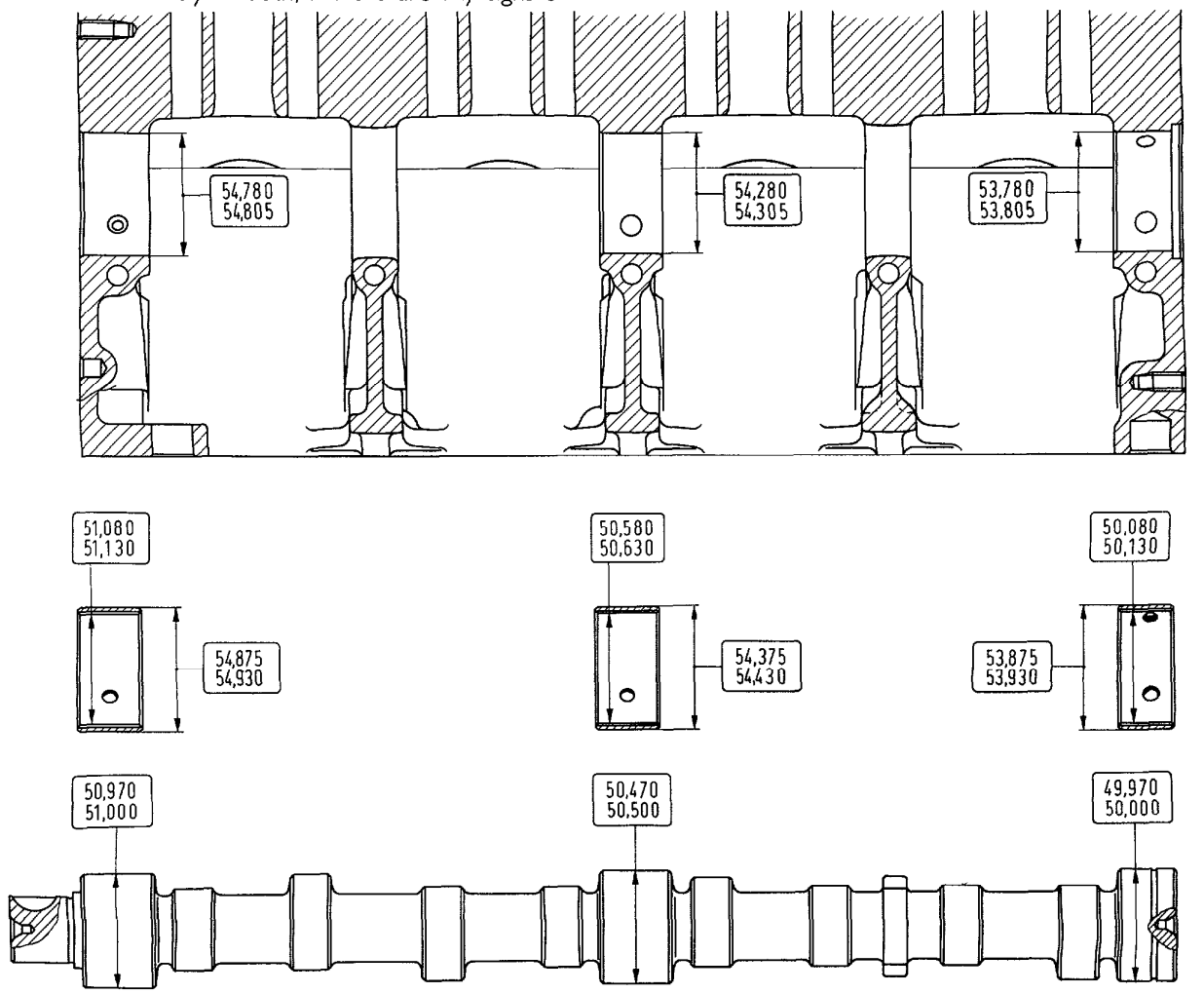
Application of calibrated line (3) to read assembly clearance of connecting rod pins

Check clearance as follows

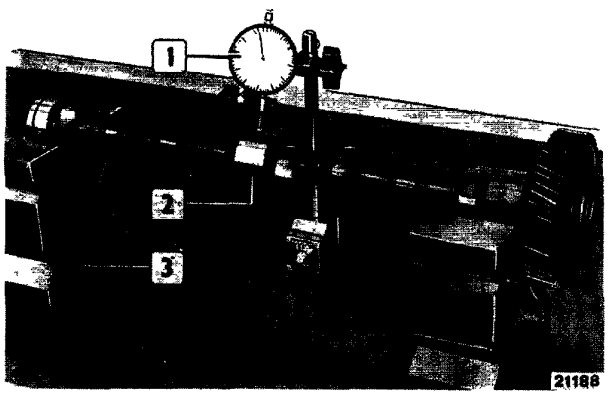
- thoroughly clean the parts and remove all traces of oil;
- place a piece of calibrated line (3) along the crankshaft pins (2);
- fit the connecting rod cap (4) and tighten the screws to the specified torque (screws must be lubricated);
- remove the cap and calculate existing play by comparing the width of the calibrated line (3) with the mark on the scale on the case for holding the line

CAMSHAFT - BUSHES - TAPPETS 3 - 4 CYLINDERS

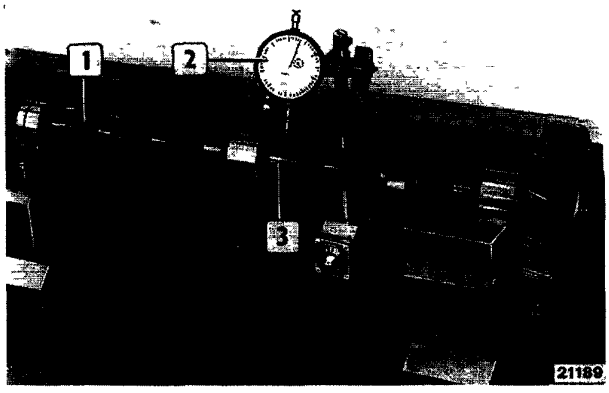
The surfaces of the shaft support pins and of the cams should be extremely smooth; if there are any signs of pick-up or scoring, change the shaft and its bushes.



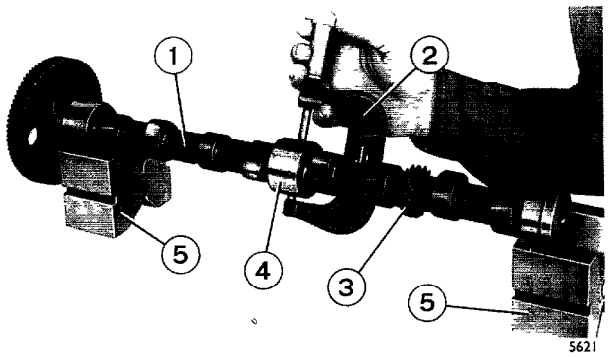
DETAILS OF CAMSHAFT, BUSHES AND HOUSINGS IN ENGINE BLOCK 5619



Place the camshaft on two parallel blocks (3) and check with a dial gauge (1), the alignment of the support pins (2); misalignment should not be over 0.020 mm.
If misalignment is found to be greater than this, straighten the shaft in a press.

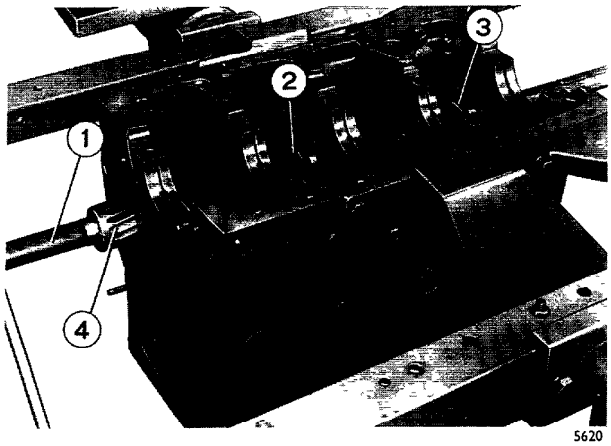


With the camshaft (1) still on the parallel blocks, check the cam lift (3) height with a dial gauge (2); this should be:
- 5.955 mm for the intake cam;
- 6.027 mm for the exhaust cam



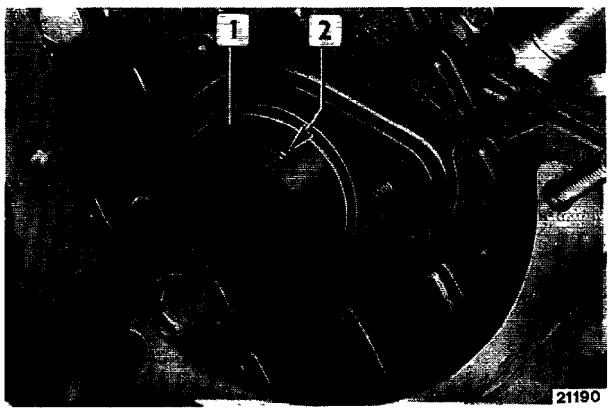
5621

To check play, measure the inside diameter of the bushes and the diameter of the camshaft (1) journals (4), actual play is obtained from the difference
If play over 0 160 mm is found, change the bushes and if necessary, also change the camshaft



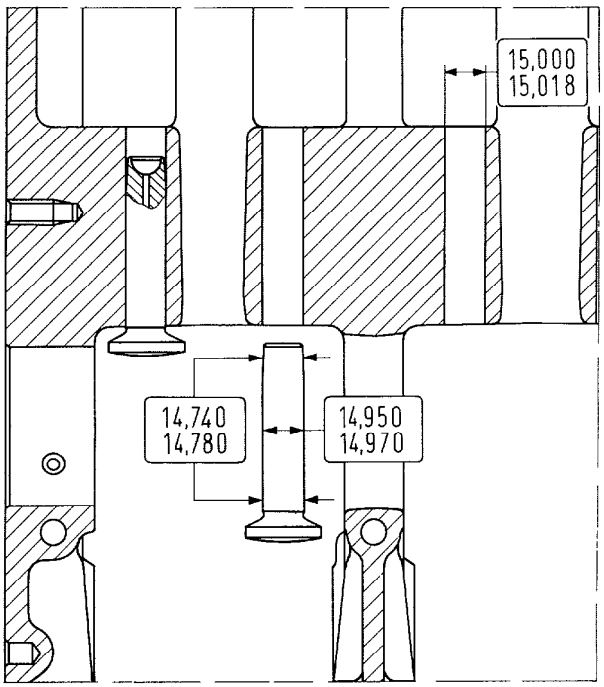
5620

To remove and fit the bushes use a suitable tool and for skimming the bushes use a suitable miller.



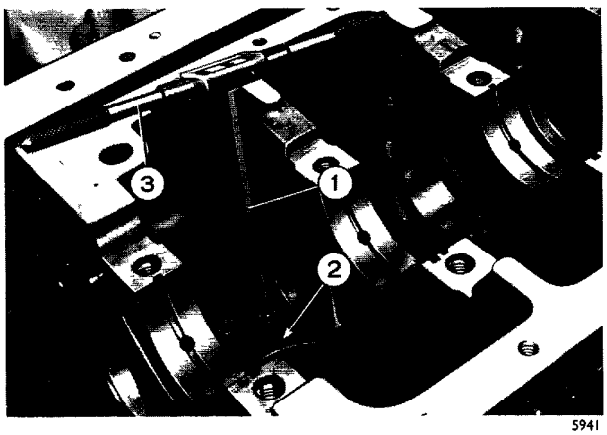
21190

NOTE - When fitting the bushes (1) pay attention to the direction of the holes (2), wich should be aligned with those in the engine block to enable the passage of lubrication oil



20399

DETAILS OF TAPPETS AND THEIR SEATS ON THE ENGINE BLOCK

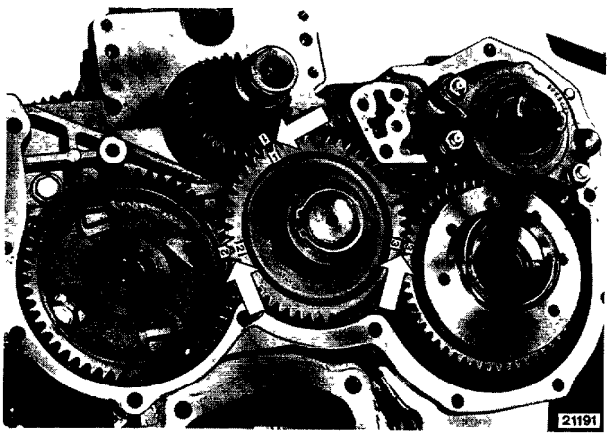


5941

Changing the tappets, because of excessive play in the seats, necessitates fitting oversized tappets and reaming out the seats (2) with the appropriate reamer (1).
Tappets are supplied as spares in normal size and oversized by 0 10, 0 20, 0 30 mm.

TIMING CONTROL

Check gears for damage or excessively worn teeth Excessively worn or damaged gears should be replaced When fitting new gears, heat them in a furnace for approximately 10 minutes at a temperature of approximately 150°C, then fit them on the crankshaft and camshaft, inserting the tongues

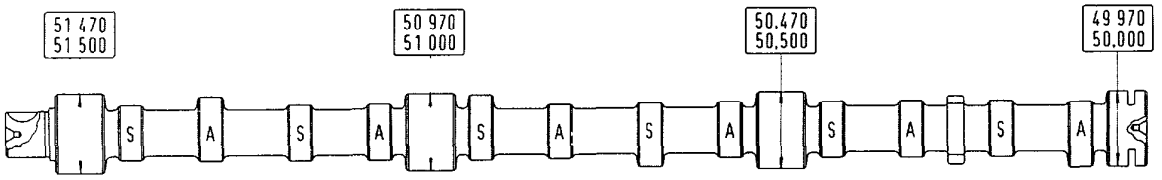


When fitting the timing gears, match up the numbers 1, 2 and 3 (ARROWS) cut in the gears.

The timing check is carried out as follows

- provisionally set the play between the valves and rockers at 0.45 mm and check with a graduated sector that the advance and retard angles for intake and exhaust correspond to those indicated in the **data " GENERAL ".**

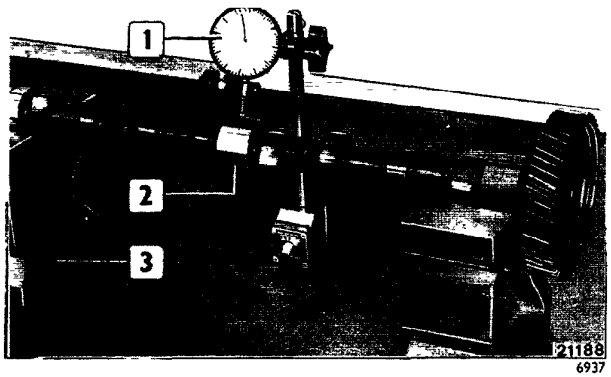
CAMSHAFT - BUSHES - TAPPETS 6 CYLINDERS



1403

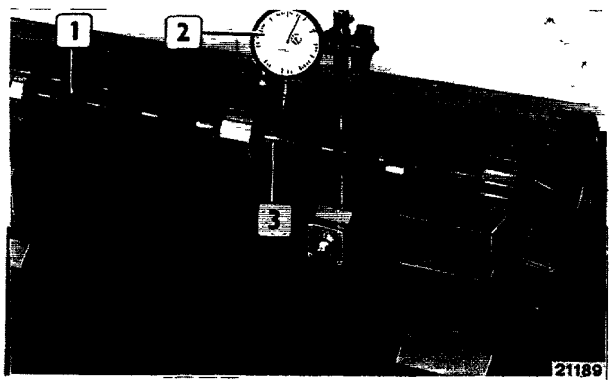
CAMSHAFT DETAILS

The camshaft support pin surfaces and cam lobe surfaces must be mirror smooth, if traces of seizing and scoring are detected, change the shaft and its bushes



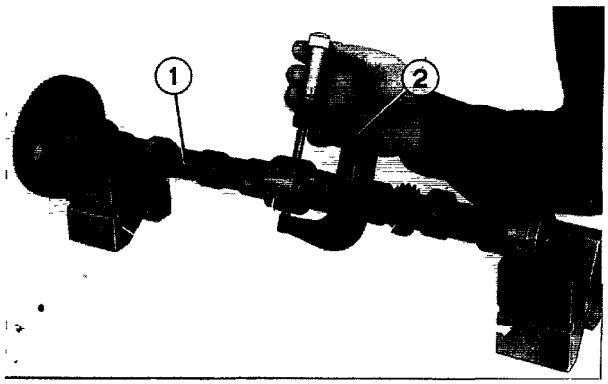
6937

Arrange the camshaft on two parallel blocks (1) and use a dial gauge (2) to check alignment of the support pins (3) misalignment should not exceed 0.020 mm
If misalignment is greater than that figure, straighten the camshaft using a press



6938

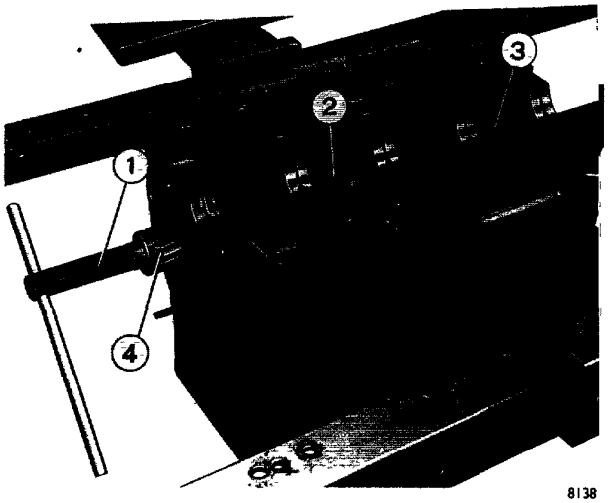
With the camshaft (2) still on the parallel blocks (3), check cam lift (4) with a dial gauge (1), this should be.
- 5.955 mm for the intake lobe,
- 6.027 mm for the exhaust lobe



6939

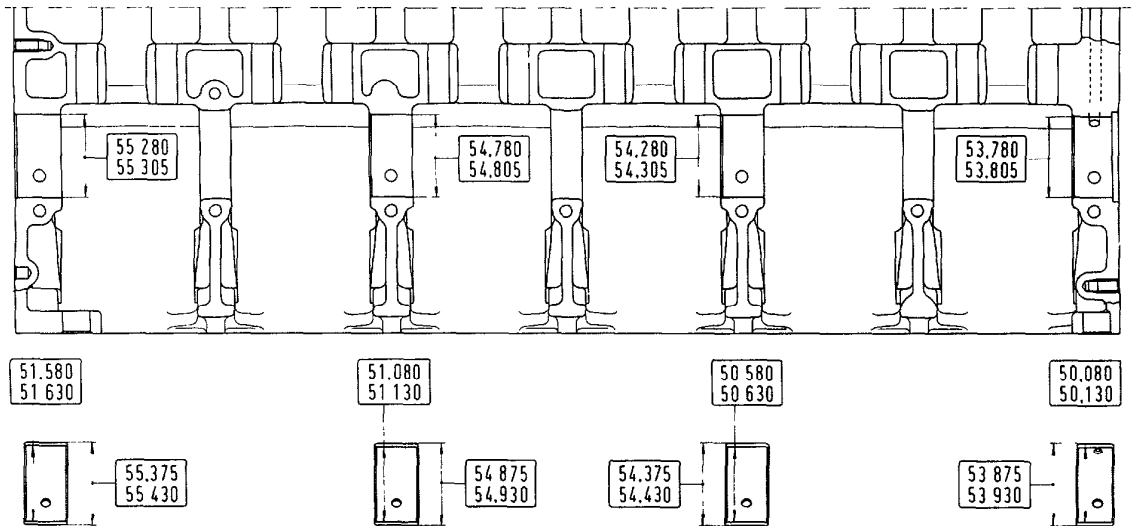
To check clearance, measure the internal diameter of the bushes and the diameter of the camshaft pins (1); actual existing clearance is obtained from the difference between the two.
If clearances over 0.160 mm are found, change the bushes and if necessary also the camshaft

BUSHES



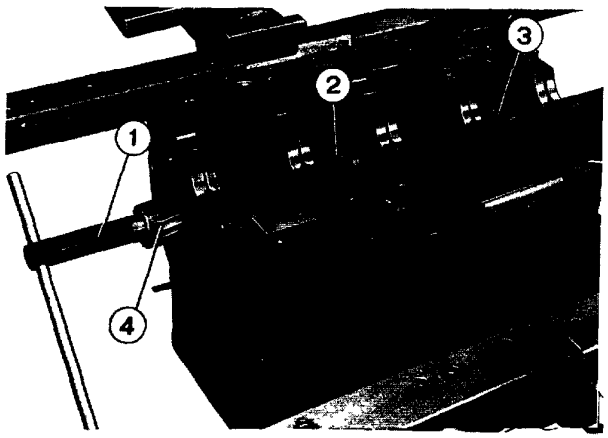
8138

Removing/refitting bushes (1) of camshaft, using driver (2).



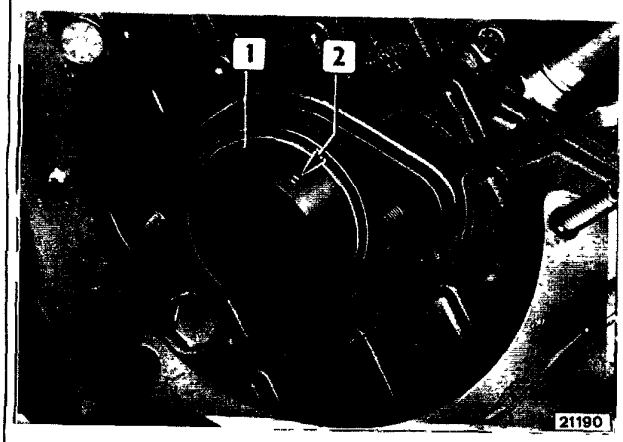
1403

CAMSHAFT BUSH DETAILS AND THEIR HOUSINGS IN THE ENGINE BLOCK

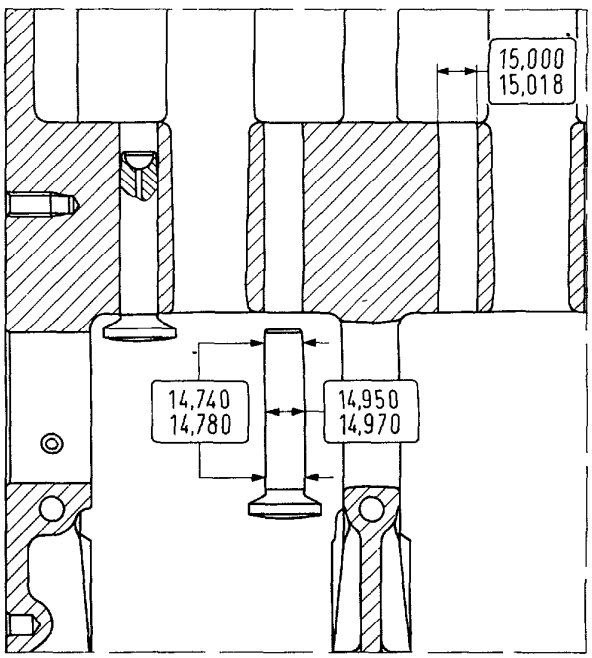


6940

Regrinding camshaft bushes with chuck (1), guide sleeve (2) and cutter (3).

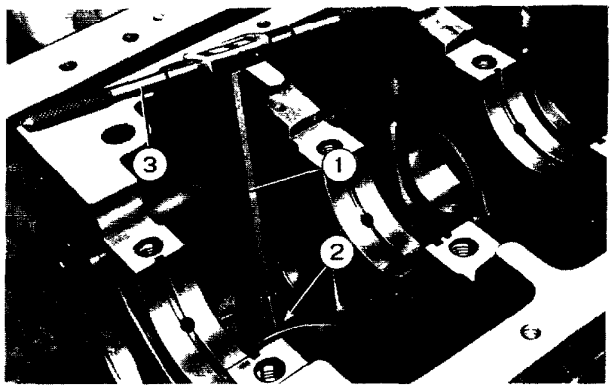


NOTE - When fitting the bushes (1), pay attention to the location of the holes (2), which must be in line with those for the passage of lubricating oil in the engine block



20399

DETAILS OF TAPPETS AND THEIR HOUSINGS IN ENGINE BLOCK

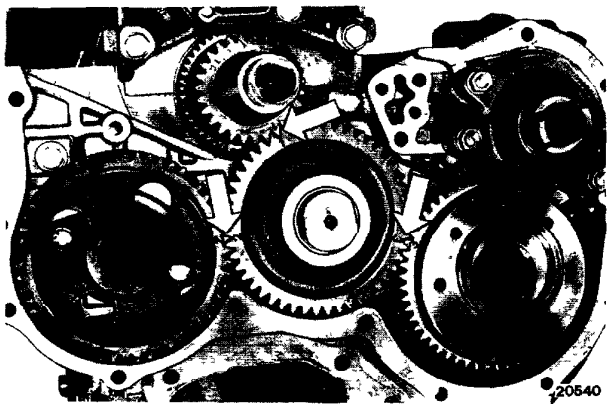


6941

If tappets have to be changed because of excessive play in their seats, fit oversized tappets and ream out their seats (2) with a suitable reamer tool (1)
Tappets are supplied as spares in standard size and oversized by 0 10, 0 20 and 0 30 mm

TIMING CONTROL

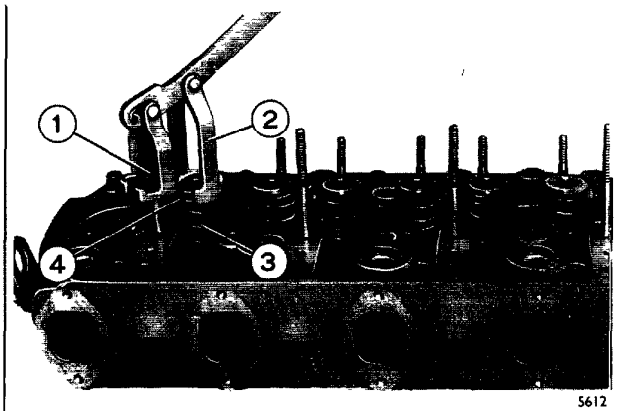
Check the gears for damaged or excessively worn teeth
Change any which are not satisfactory
When fitting the gears, heat them in an oven for approximately 10 minutes at a temperature of approx 150°C, then shrink them on to the shafts inserting the lugs


20540

When fitting the timing gears, match up the numbers 1, 2 and 3 (arrows) cut in the gears

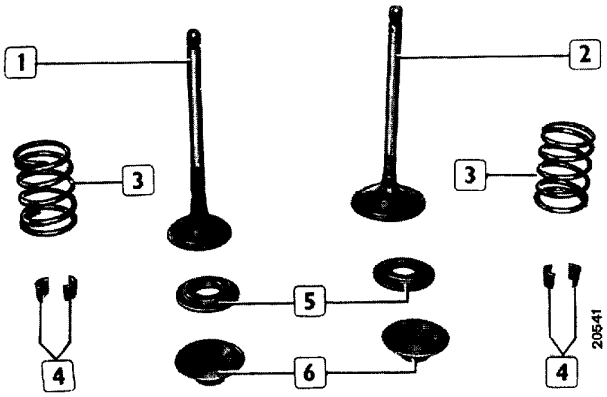
Timing check is carried out as follows
- provisionally adjust the clearance between the valves and rockers to 0 45 mm and with a scaled quadrant check that the advance and retard angles for intake and exhaust correspond to those indicated in the **data " GENERAL ".**

CYLINDER HEAD



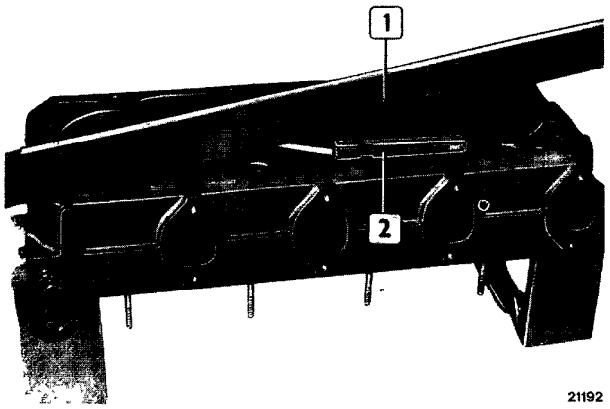
5612

Use tool 99360357 (2) to remove and fit the valves

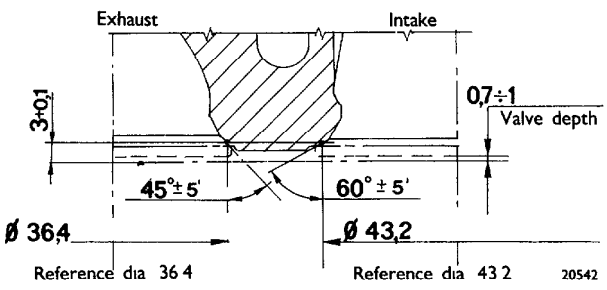


COMPONENT PARTS OF VALVE ASSEMBLY

Exhaust valve - 2 Intake valve - 3 Springs - 4 Cotters - 5 Lower washers - 6 Upper washers

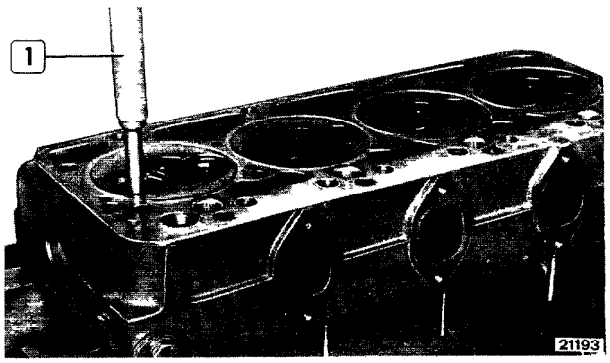


Check the cylinder head face by means of a straight edge (1) and a feeler gauge (2)
If distortions greater than 0.15 mm are found over the complete length of the surface of the valves, dress the head with a suitable grinder

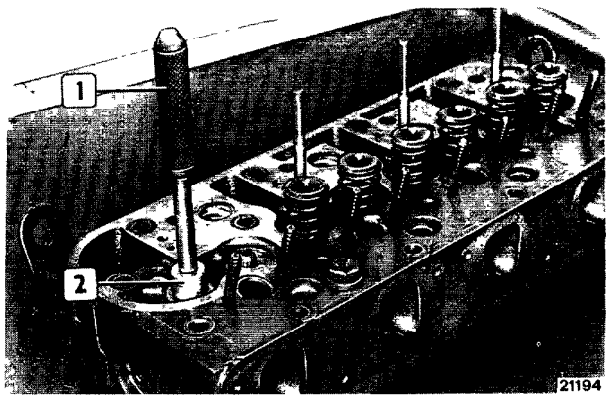


DETAILS OF VALVE SEATS

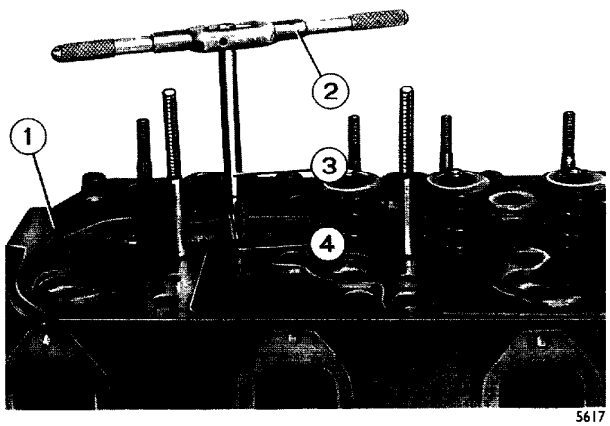
Check hydraulic seal of cylinder head, at a pressure of approximately 5 bar, there should be no leaks
Check centering and play between valve stem and its seat
If excessive play is found, change the valve and if necessary also the valve guide



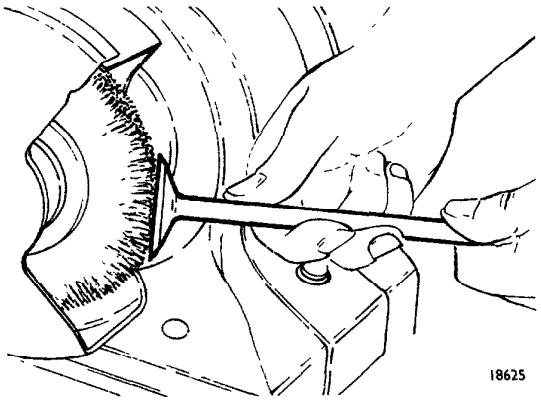
Removing valve guide with drift 99360288 (1)



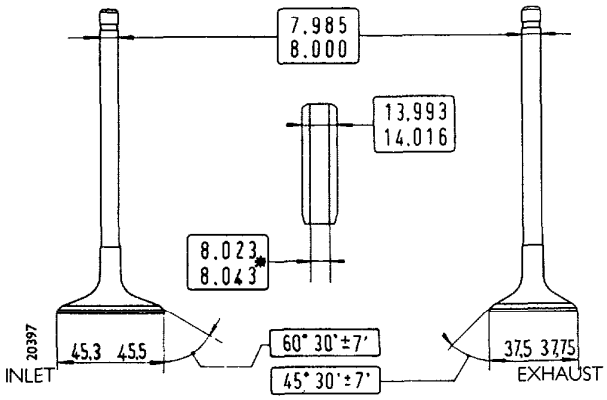
Valve guide assembly using drift 99360288 (1) and part 99360293 (2)



After fitting the valve guides (4), smooth the hole with reamer 99390310 (3)

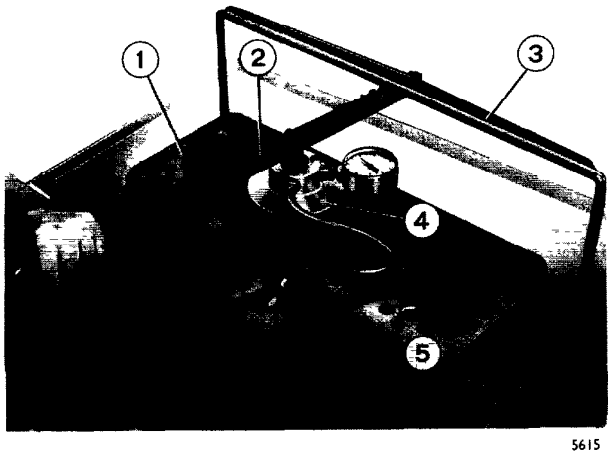


Clean the valve with a wire brush and check for traces of seizure, cracks or excessive wear If necessary, grind seats on valves using grinder 99301014, removing as little material as possible

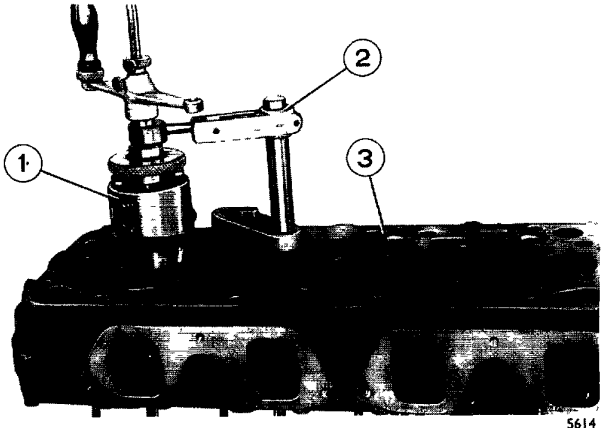


DETAILS OF VALVES AND VALVE GUIDES

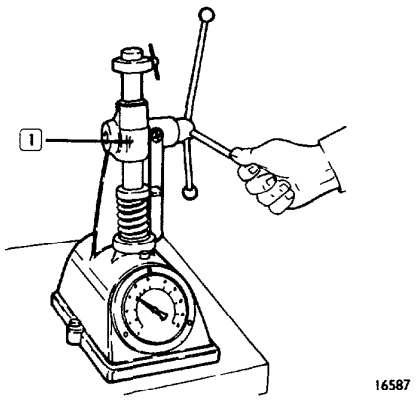
* Measured after fitting valve guides



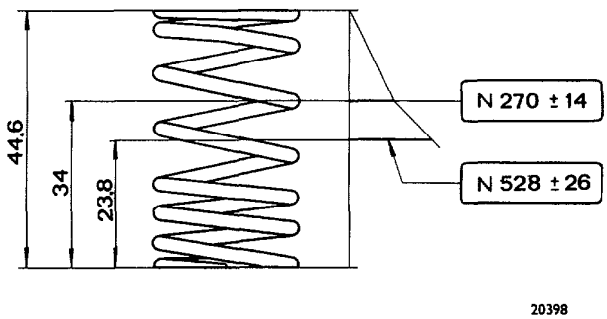
Check seal of cylinder head valves with the appropriate equipment (2, 3, 4, 5).



Regrind valve seats on cylinder head to give maximum seal, using "Hunger" tool 99360419 (1)

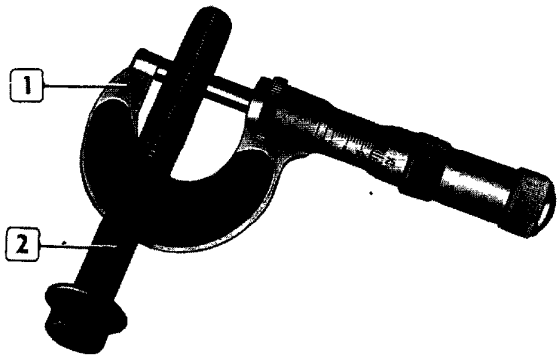


Valve spring rate must be checked with tester 99305049; compare the load and elastic strain data with those for new springs as indicated in Figure 98.



DETAILS FOR CHECKING VALVE SPRINGS

CYLINDER HEAD ASSEMBLY



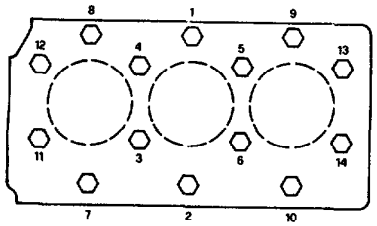
21196

Before reusing cylinder head fixing screws (2), measure with a micrometer (1) that the threaded diameter of the screws is not less than 11.5 mm at any point, if so, change them

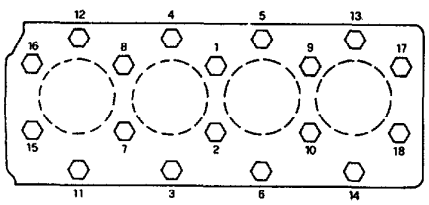
FIGURE 100

Fit and tighten the cylinder head as follows

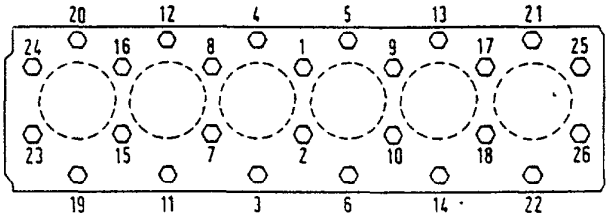
- ☐ fit the gasket (1) on the engine block with the word "ALTO" (TOP) (2) turned upwards towards the operator,



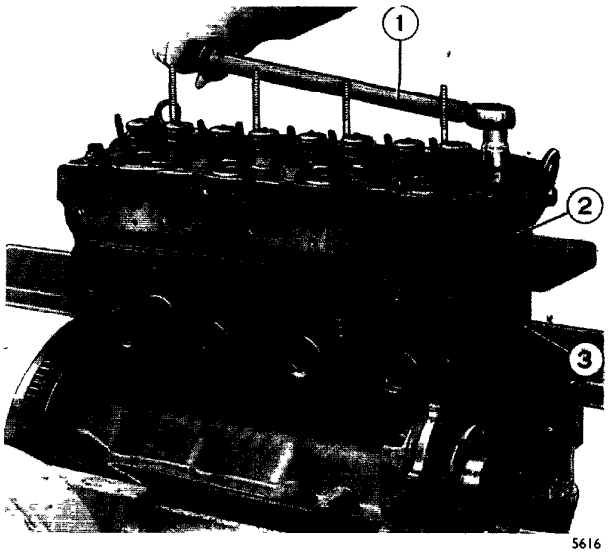
Sequence diagram for tightening screws when fitting cylinder head to engine block (engine 8031 M...



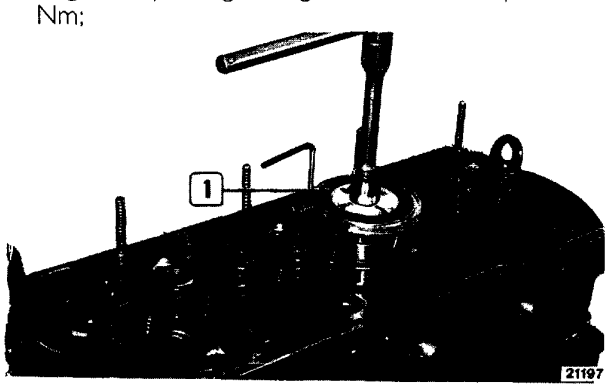
Sequence diagram for tightening screws when fitting cylinder head to engine block (engine 8041 M...



Sequence diagram for tightening screws when fitting cylinder head to engine block (engine 8061 M...



- ☐ fit the cylinder head (2), lubricate the screws; insert them and then tighten them by the method and in the order indicated in Figure 101;
- ☐ stage 1 pretighten the screws at a torque of 70 Nm with a torque wrench (1);
- ☐ stage 2. repeat tightening to the same torque of 70 Nm;



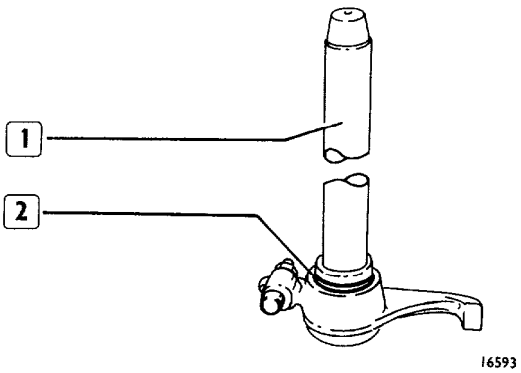
stage 3· fit tool (1) onto the socket wrench and tighten at an angle of 90°,
stage 4 tighten a further 90°

ROCKER ARM SHAFT - PUSHRODS

Check contact surfaces for traces of scoring or pick-up; if flawed, change the parts concerned

Check clearance between valve rocker arm bushes and rocker arm shaft, and between the bracket and the rocker arm shaft, these should be 0.016 to 0 052 and 0 to 0 061 mm respectively; replace any parts causing greater coupling clearances than the specified figures.

Check the plugs fitted at the end of each shaft for perfect seal.



Fitting rocker arm bush (2) using drift (1).

When fitting new bushes, make sure they do not project beyond the sides of the rocker arms.

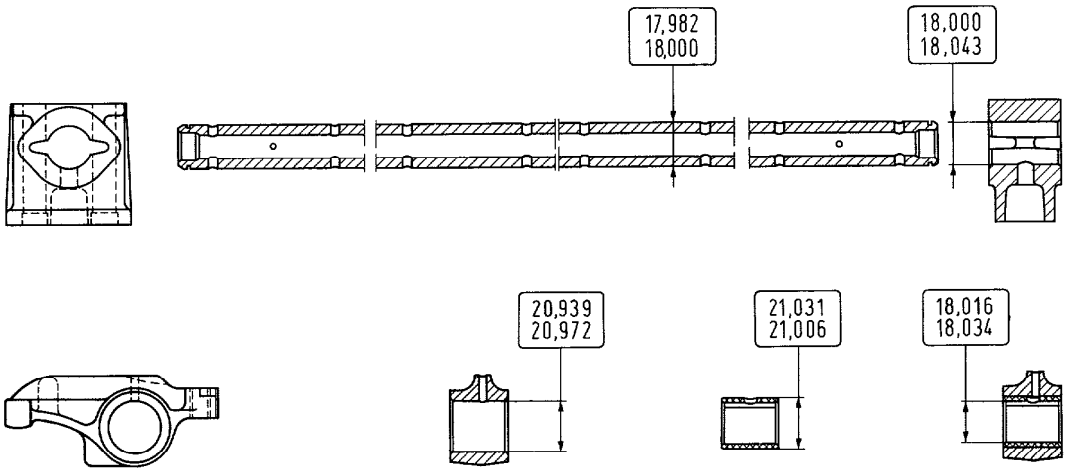
Adjusting clearance between rocker arms and valves using spanner 99350108 (2), box wrench (1) and feeler gauge (3)

Clearance between rockers and valves should be carried out extremely carefully, to avoid altering the specified timing diagram, as would be the case if the clearance were greater or less than the specified figure

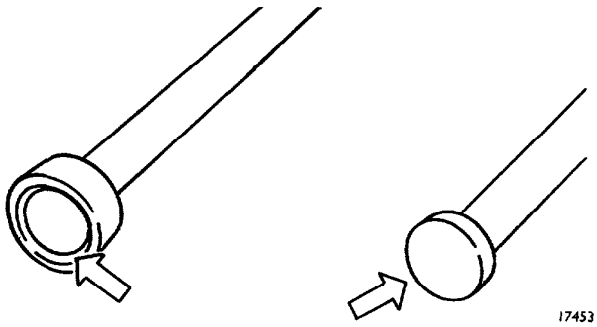
Working clearance is 0.30 ±0.05 mm for intake and for exhaust. Place the cylinder on which clearance is to be adjusted on the firing stroke; the valves of this cylinder will be closed when those of the symmetrical cylinder are in balance condition

Symmetric cylinders are . 1 - 4 and 2 - 3 (8041M08... 8041M09...8041SRM15...

Symmetric cylinders are : 1 - 6, 2 - 5 and 3 - 4 (8061M12... 8061M14...8061SM20...8061SRM25... 8061SRM30....



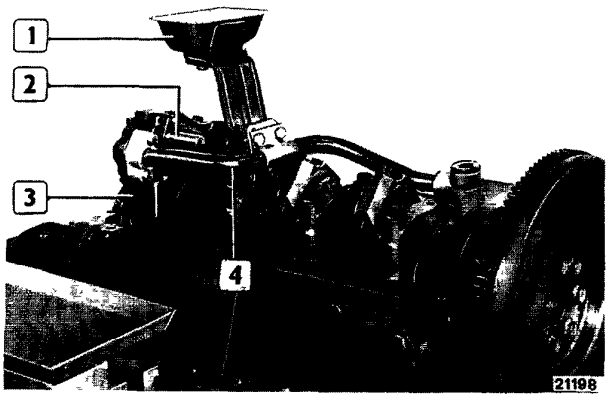
DETAILS OF BRACKET, ROCKER ARM SHAFT, ROCKER ARMS AND ASSOCIATED BUSHES



17453

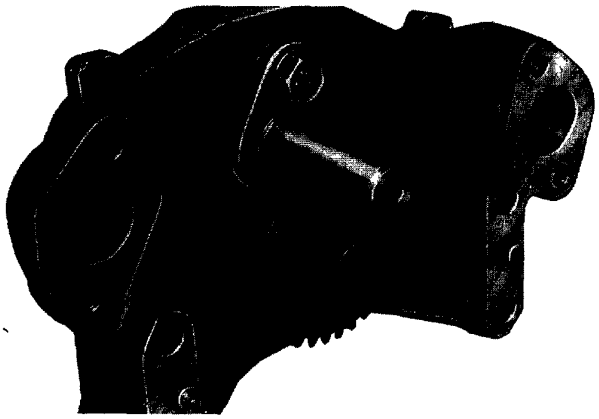
The rocker arm pushrods should show no deformation; the spherical seats in contact with the rocker arm adjusting screw and the tappet (see arrows) should show no signs of pick-up or wear; if so, replace them The intake and exhaust valve pushrods are identical and therefore interchangeable

LUBRICATION



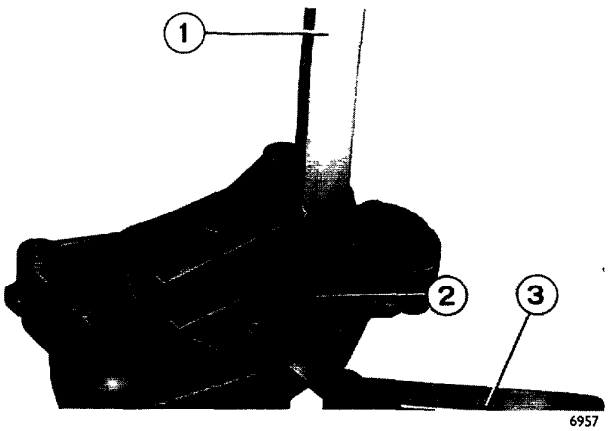
LUBRICATION SYSTEM COMPONENTS

1 Oil suction scoop - 2 Pressure relief valve - 3 Oil pump - 4 Delivery line



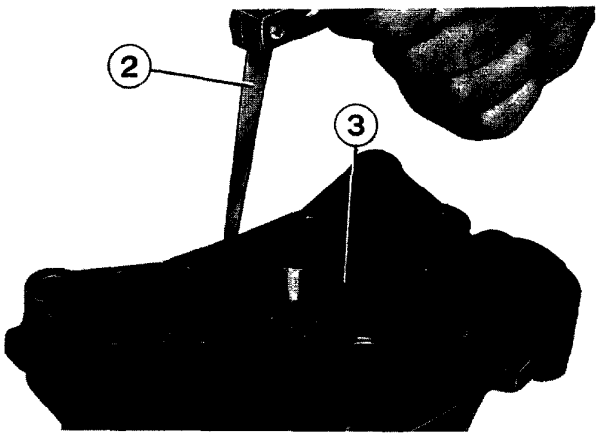
6956

Oil pump complete with pressure relief valve



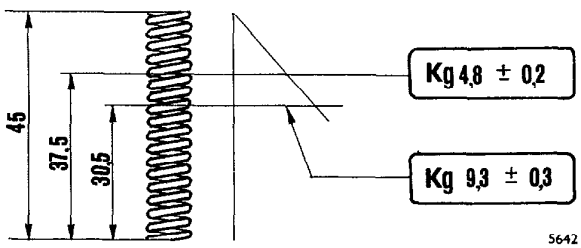
6957

When carrying out overhaul, check with a square (1) and feeler (3) that play between the gears (2) and the pump cover contact surface is between 0.016 and 0 107 mm and not over 0 15 mm



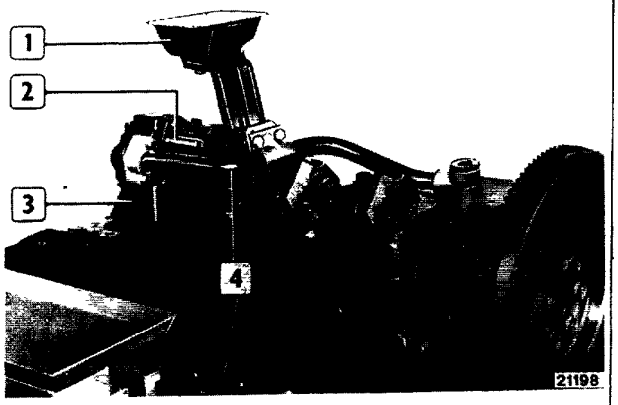
6959

With a feeler, check the clearance between the gears (3) and their housings, which should be 0.030 to 0 134 mm; if not, change worn parts



DETAILS FOR CHECKING RELIEF VALVE SPRING

LUBRICATION



LUBRICATION SYSTEM COMPONENTS

1 Oil suction scoop - 2 Pressure relief valve - 3 Oil pump - 4 Delivery line

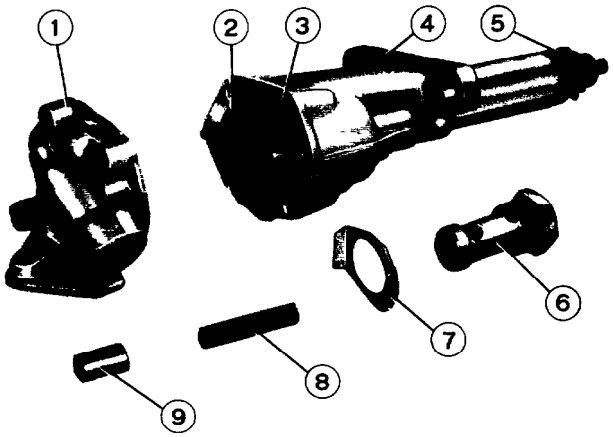


Fig. 58 - Oil pump components

1 Pump body cover - 2 Gear - 3 Gear - 4. Pump body - 5 Pump drive gear - 6 Oil pressure valve body - 7 Retainer - 8 Valve spring - 9 Valve

Oil pump and relief valve inspection

In the course of pump overhaul check clearance between gears (2-3) and pump cover face, correct clearance is 025 to 126 mm, maximum permissible clearance being 15 to 20 mm

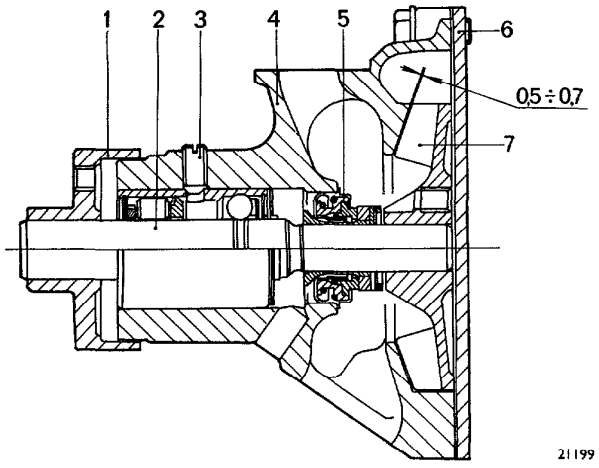
The drive gear (5) is pinned to the oil pump shaft, the pin being staked

Also check clearance between shaft and lower bushing, which should be 16 to .35 mm, and between pump body outer sleeve and bearing in engine block This is necessary because oil pressure has direct access to these parts.

Check that the valve (9,) moves freely in its housing and that it is free from signs of pick-up and score marks Furthermore, using tool . check control spring (8) calibration data.

Valves open at a pressure of 4.8 kg.

Water pump



CROSS-SECTION OF WATER PUMP

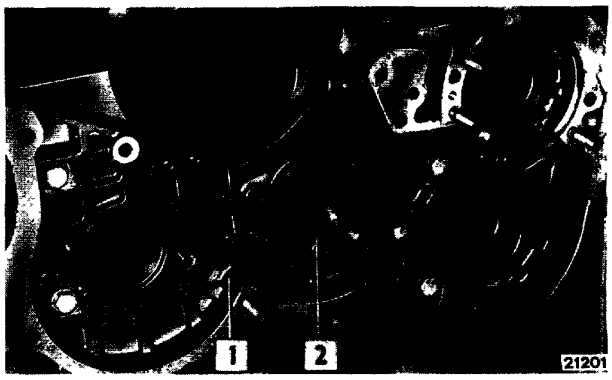
1 Hub - 2 Shaft with bearing - 3 Screw - 4 Pump body - 5 Seal - 6 Cover - 7 Rotor

The water pump is of the centrifugal vaned type. The pump bearing is intergrally cast with the rotor shaft and is boxed at the ends.
Water seal between the pump body (4) and the shaft (2) is by means of the seal (5).
The seal is fitted in the water pump body (4) so that water cannot leak between the outer surface of the seal and the pump body.
The seal fitted in the housing provided for it in the rotor complements the effect of seal (5)
The bearing stop screw (3) must be fixed in its housing with "LOCTITE 242" sealing compound.

NOTE - The rotor and fan pulley hub (7 and 1) are fitted on the bearing shaft without retaining pins

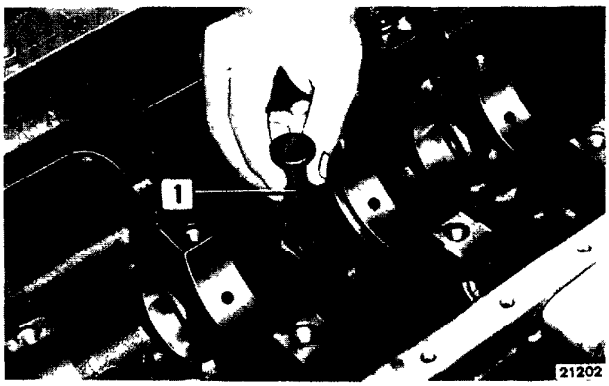
When assembling the pump, make sure the rotor (7) is flush with the end of the shaft (2).

ASSEMBLING THE ENGINE

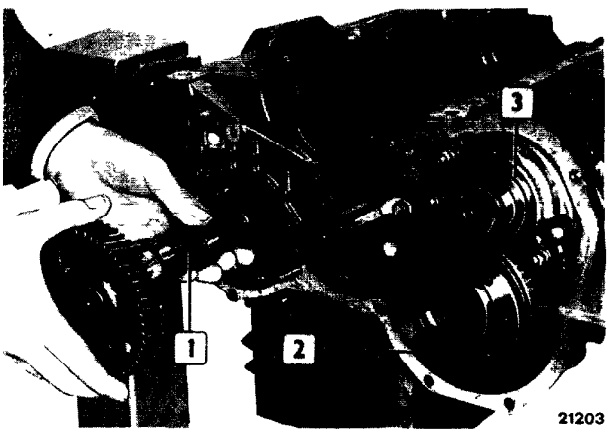


Fix the engine block to the revolving overhaul stand no 99322205 by means of brackets 99361033
Fit the camshaft bushes as per the instructions.

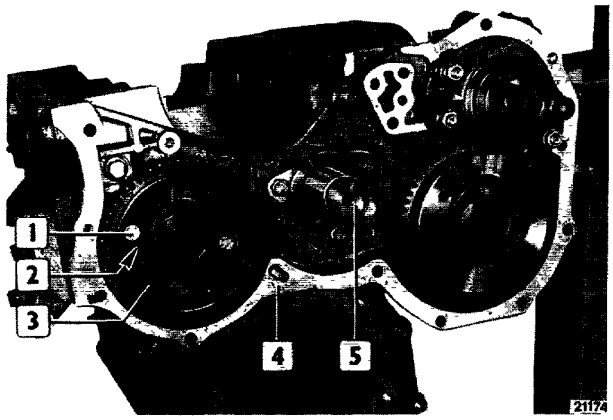
Fix the timing gear (1); fit the pin (2) for the idler gear



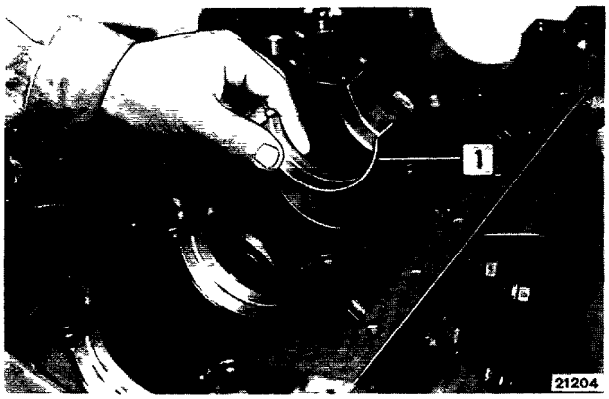
Lubricate the tappets (1) and fit them in their seats on the engine block.



Fit the vacuum pump drive gear (3), the injection pump drive gear (2); lubricate the camshaft supports (1) and insert the camshaft in the engine block

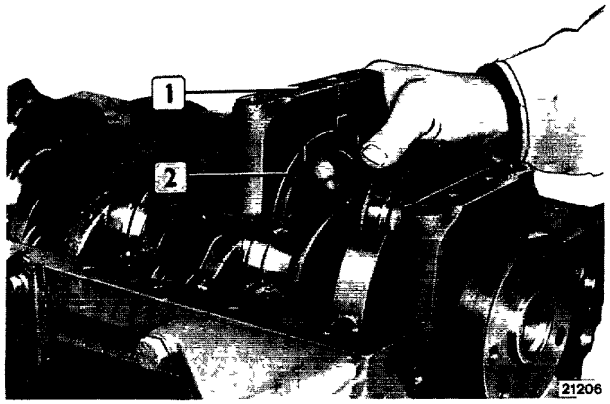


Tighten the screws (1) fixing the plate holding the camshaft on the engine block through the holes (2) in the gear (3)

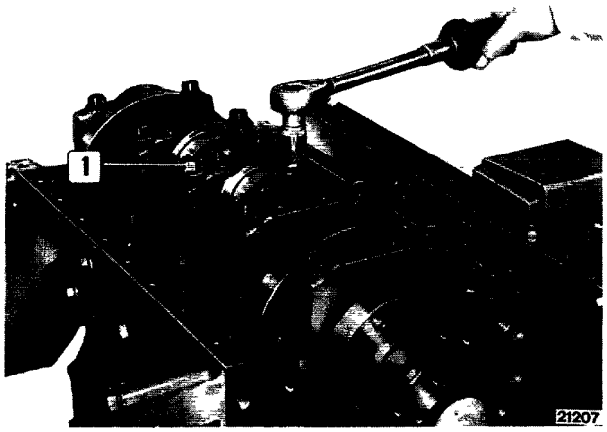


Arrange the half-bearings (1) on the main journal supports, lift the crankshaft with a hoist and cable and gently lower it onto the support half-bearings

Fit the thrust rings (1) on the 4th support with the surface covered with anti-friction alloy turned towards the crankshaft.

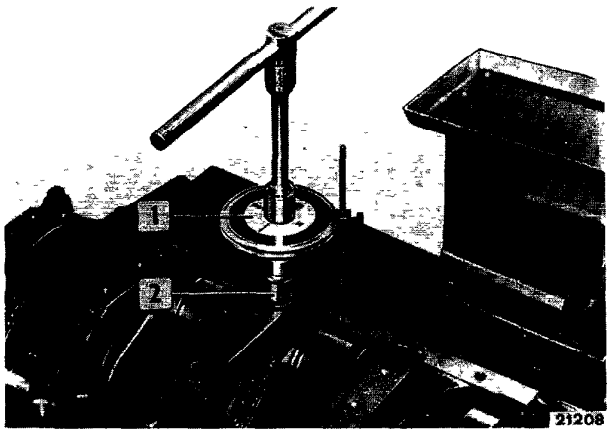


Fit the main journal caps and the half-bearings, before fitting the caps (1), place the thrust washers (2) with the anti-friction alloy coated surface turned towards the crankshaft.



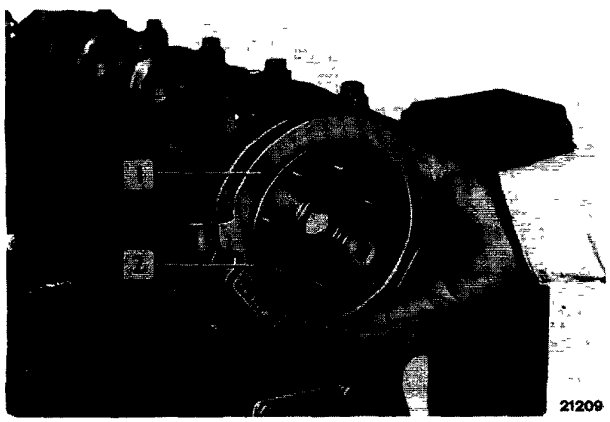
Lubricate the fixing screws (1) and tighten them with a torque wrench to 80 Nm torque.

NOTE - Before reusing the main journal cap fixing screws, measure the thread diameter 40 to 60 mm from the start of the screw; this should not be less than 13 5 mm; otherwise, change the screws

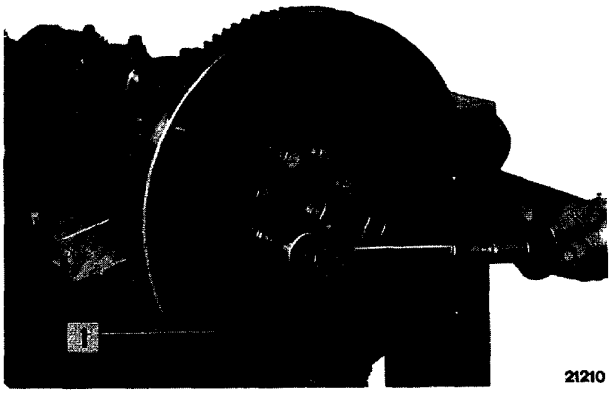


Fit tool (1) on the angle wrench (2) and tighten the screws a further 90°.

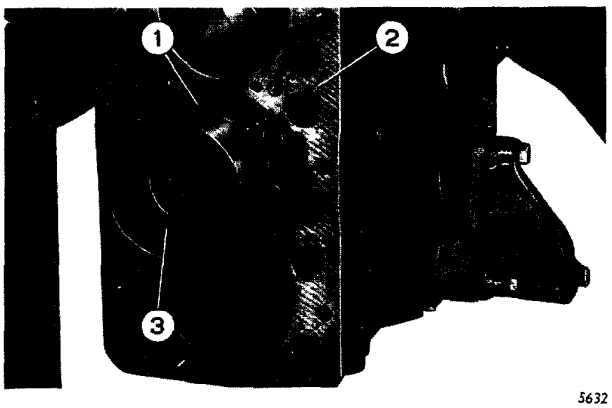
Check the coupling play between the main bearings and the crankpins as instructed
Check the crankshaft end float as described



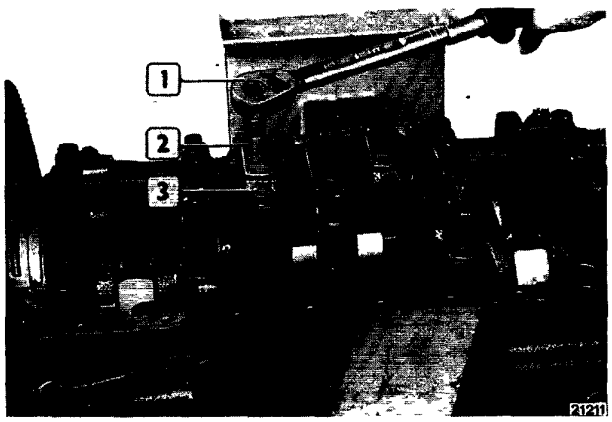
Fit the rear cover (1) complete with oil seal (2) on the engine block; to fit the seal use plate 99360454



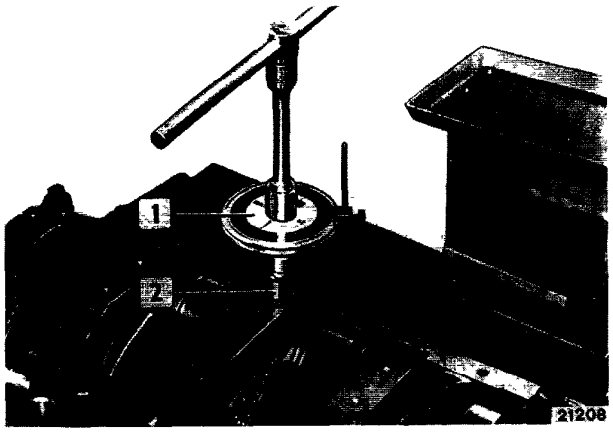
Fit the engine flywheel (1) according to the instructions in the relative



Turn the engine round, placing it on the vertical With expander 99360605 (1) fit the piston/connecting rod assemblies (3) in the cylinder liners, as instructed.

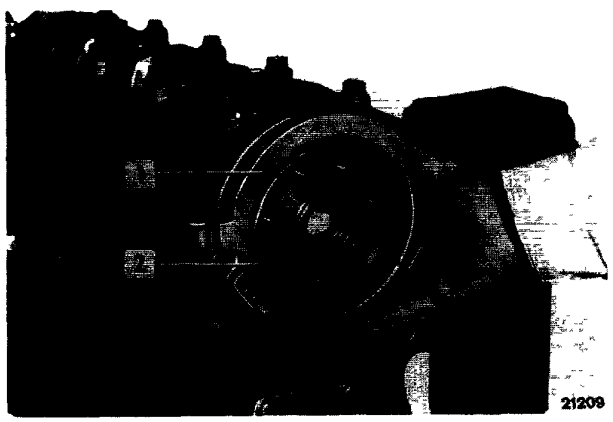


Fit the connecting rod caps (2) complete with the half-bearings, turn the engine round, so that the shaft is pointing upwards; with a torque wrench (1), tighten the screws (3) to a torque of 40 Nm, lubricate the screws first

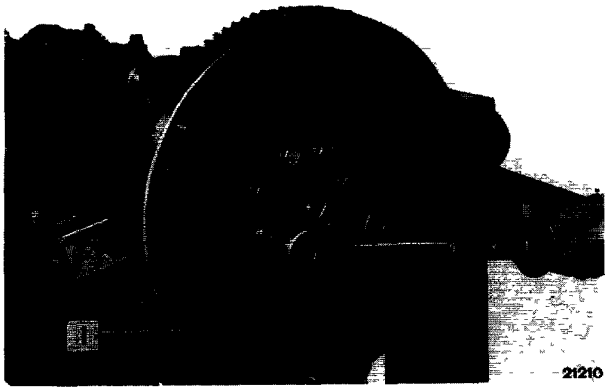


Fit tool (1) on the angle wrench (2) and tighten the screws a further 90°

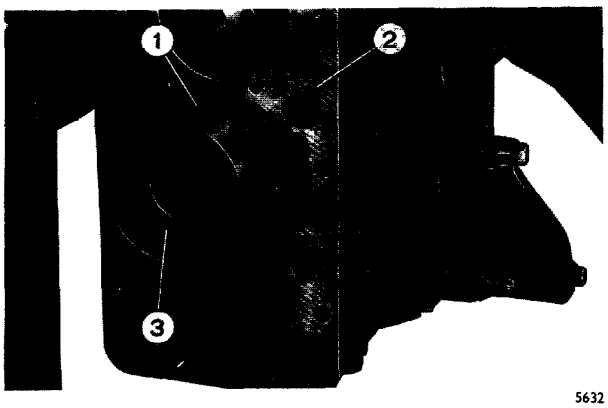
Check the coupling play between the main bearings and the crankpins.
Check the crankshaft end float.



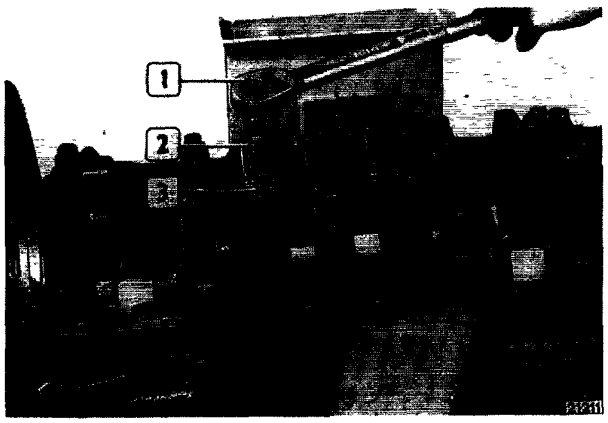
Fit the rear cover (1) complete with oil seal (2) on the engine block; to fit the seal use plate 99360454.



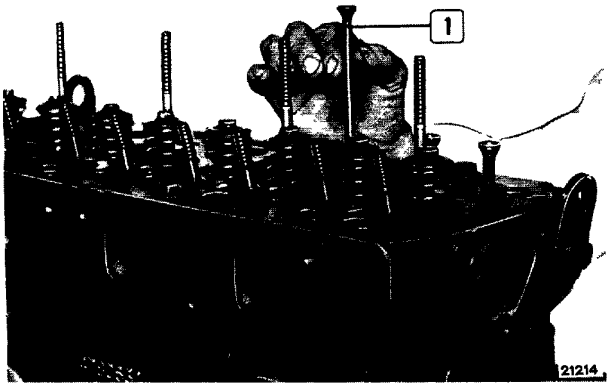
Fit the engine flywheel (1) according to the instructions.



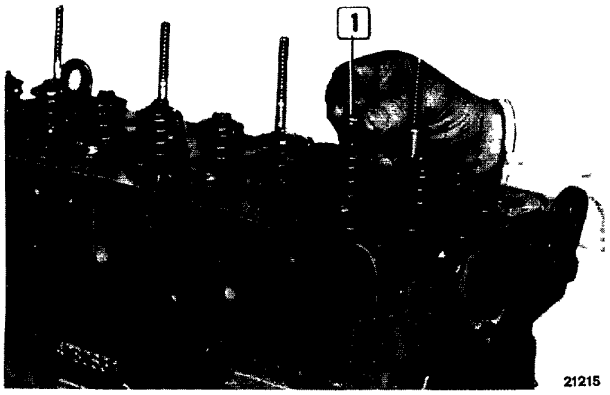
Turn the engine round, placing it on the vertical. With expander 99360605 (1) fit the piston/connecting rod assemblies (3) in the cylinder liners.



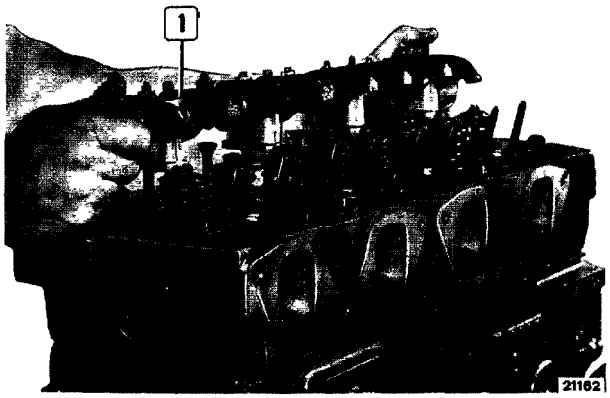
Fit the connecting rod caps (2) complete with the half-bearings; turn the engine round, so that the shaft is pointing upwards; with a torque wrench (1), tighten the screws (3) to a torque of 40 Nm; lubricate the screws first



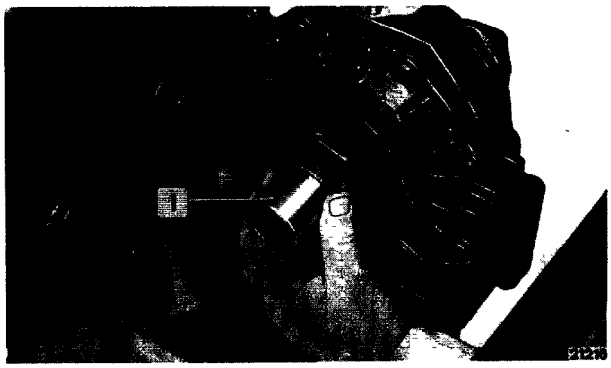
Fit the rocker arm pushrods (1) in their seats



Fit the caps (1) on the valve stems



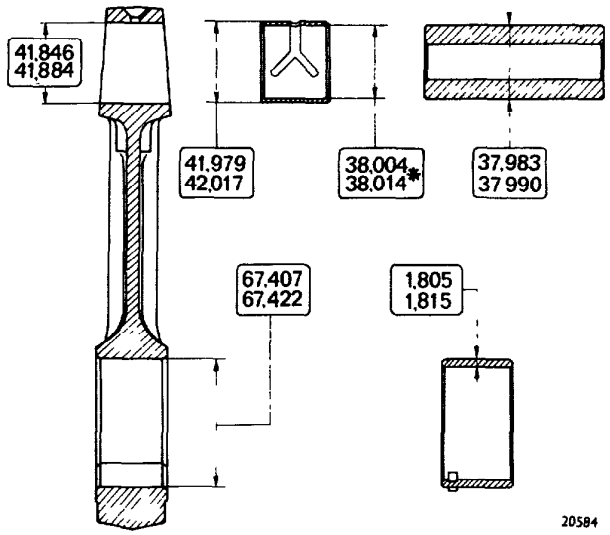
Fit the rocker arm shaft complete (1).
Adjust working play between valves and rocker arms.



Fit the coupling union (1), remembering that the mesh is located by a double tooth and a double cavity.

CONNECTING RODS

The following section describes the points on which engines "SM-SRM" differ from the previously described engine "M".



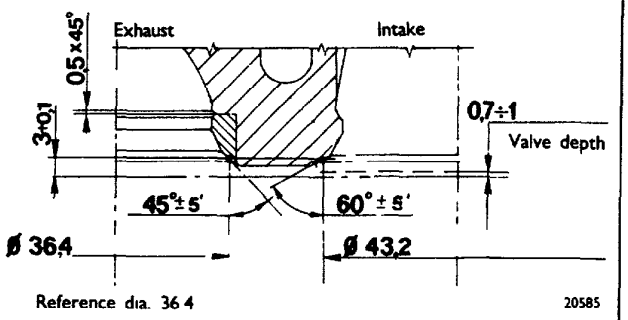
MAIN DATA REGARDING THE CONNECTING ROD THE PIN BUSH AND THE HALF BEARINGS

* Measurements to be obtained after fitting the bush

NOTE - After fitting the bush in the small end remove the part protruding from the side and then skim the bush to obtain the prescribed diameter.

CYLINDER HEAD

The following section describes the points on which engines "SM-SRM" differ from the previously described engine "M"



MAIN DETAILS OF INTAKE AND EXHAUST VALVE SEATS

TORQUE LOADS

COMPONENT		TORQUE Nm (kgm) min.	max.
Cylinder head capscrew	stage 1: pretightening	70 (7,1)	
	stage 2: pretightening	70 (7,1)	
	stage 3: angle	90°	
	stage 4: angle	90°	
Capscrew, main bearing caps	pretightening	80 (8.2)	
	angle	90°	
Capscrew, connecting rod caps	pretightening	40 (4 1)	
	angle	60°	
Flywheel fixing screw	pretightening	40 (4.1)	
	angle	60°	

SPECIAL TOOL

TOOL NO.	DESCRIPTION
99315066	Support frame for removed engine
99340033	Flywheel hub remover
99340035	Remover for pulley hub and water pump impeller
99340205	Sliding hammer
99340214	Tool part for removing clutch shaft guide bearing (for use with 99340205)
99342145	Injector case extractor
99350108	Spanner for rocker arm tappet play adjusting screw
99357051	Spanner for oil pipe plugs in engine block
99360183	Pliers for assembling rings on the piston
99360288	Driver for removing valve guide
99360314	Tool for removing filter cartridges
99360352	Flywheel restrainer
99360357	Engine valve remover/installer
99360360	Installer for crankshaft front seal (use with 99370007)
99360454	Installer for crankshaft rear seal (for use with 99370006)
99360458	Drift for fitting sealing gasket for water pump drive
99360467	Test connection for cylinder pressure (for use with 99395682)
99360511	Ring-bolt for lifting and transporting cylinder group.
99360605	Tube for inserting pistons in cylinders
99361033	Brackets for fixing engine to revolving stand
99365063	Injector case header tool
99370006	Interchangeable hand-grip for drifts
99370007	Interchangeable hand-grip for drifts
99386008	Drift for fitting crankshaft core plugs
99390310	Valve guide hole reamer
99390425	Set of screw-taps for threading injector holder cases for removal
99394017	Reamer for reboring the lower part of the injector holder case (use with 99394079)
99394018	Cutter for regrinding injector seat (use with 99394019)
99394019	Guide bush
99395617	Graduated sector for checking engine timing on bench
99395682	Drive cylinder compression tester (for use with 99360647)

SPECIAL TOOLS

TOOL NO.	DESCRIPTION
ENGINE	
99315066	Frame for holding the removed engine.
99340033	Flywheel hub remover
99340035	Water pump rotor and hub pulley remover
99340205	Sliding hammer
99342145	Injector case remover
99350108	Rocker arm clearance adjusting screw spanner
99357051	Engine block oil pipe plugs spanner
99360183	Pliers for piston rings assembly on pistons
99360288	Valve guide remover
99360293	Valve guide assembler (use with 99360288)
99360314	Filter cartridge remover
99360352	Flywheel restrainer
99360357	Valve installer/remover
99360349	Crankshaft front seal installer (use with 99370007)
99360365	Crankshaft rear seal installer (use with 99370006)
99360458	Water pump impeller seal installer
99360467	Cylinder compression test union (use with 99395682).
99360500	Sling for lifting crankshaft.
99360511	Lug for lifting/transporting cylinder group (order n 2 parts)
99360595	Sling for removing/refitting engine
99360605	Tube for introducing pistons into cylinders (normal and oversized).
99361033	Brackets for fixing engine to revolving stand
99365063	Spreader tool for injector cases.
99370006	Interchangeable hand-grip for drivers
99370007	Interchangeable hand-grip for drivers.
99386008	Driver for fitting crankshaft core plugs
99390310	Valve guide hole reamer
99390425	Set of screw taps for threading injector cases for removal
99394017	Reamer for injector housings (use with 99394019).
99394018	Cutter for grinding injector housing seat (use with 99394019)
99394019	Guide sleeve
99395616	Graduated sector for engine timing bench test