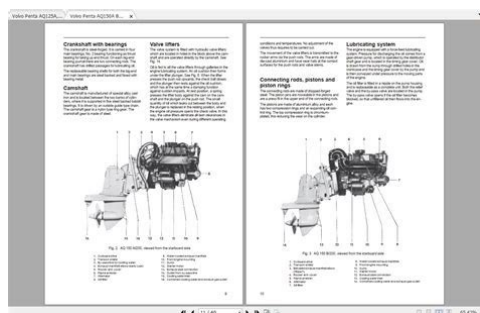


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When ordering a governor as a spare part always state engine types serial number and rated speed rpm. Only trained personnel should make adjustments to the governor. 14 67 Group 20 General information Service side 1 Oil filler cap 2 Coolant inlet pipe 3 Coolant pump 4 Alternator 5 Crankshaft pulley 6 Fuel pump 7 Fuel filter 8 Lubricating oil filter 9 Oil sump 10 Oil dipstick 11 Lubricating oil cooler 12 Power socket for hydraulic pump, air compressor etc. 13 Cylinder head 14 Stop solenoid 15 68 General information Group 20 Lubrication system 1 Oil pressure sender 2 Valve tappet with rocker arm lubrication 3 Oil suction pipe 4 Rocker arm 5 Return to oil sump 6 Spray nozzle for piston cooling 7 Oil channel to piston cooling nozzle 8 Lubricating oil cooler 9 Lubricating oil pump 10 Safety valve pressure regulating valve 11 Reduction valve 12 Lubricating oil filter 13

Push rod, oil feed to rocker arm lubrication 14 Oil sump 15 Connecting rod bearing 16 Crankshaft main bearing 17 Return flow from turbocharger to crankcase 18 Turbocharger 19 Return flow to oil sump 20 Oil line to turbocharger 16 69 Group 20 General information Fuel system 1 Fuel tank 2 Line to fuel pump 3 Fuel pump 4 Line to fuel filter 5 Fuel filter 6 Fuel line to fuel duct 7 Injection pump 8 Delivery pipe to injector 9 Injector 10 Fuel return line 11 Overflow valve with air ventilation screw 12 Return line to fuel tank 13 Fuel pipes 1 14 Prefilter, water separating 15 Hand pump accessory 2 1 NOTE. Minimum distance 300 mm. 2 NOTE! Does not work laying down. Must be turned right TOP. 17 70 General information Group 20 Commencement of delivery, Fb The engine is equipped with a separate injection pump for each cylinder. This means that the commencement of delivery, Fb, when necessary, has to be adjusted separate for each pump unit. The commencement of delivery, Fb, is adjusted with a shim, placed between lifter and injection pump.

New EPcode must also be indicated on the identification plate, in order for calculations during future replacement of injection pump to be correct. Delivery pipes IMPORTANT. The delivery pipes must be disposed of after disassembling. The delivery pipes are deformed when tightened and all delivery pipes must be tightened with the same tightening torque. If they are tightened with different tightening torque, the cylinders may take different load. Reuse of delivery pipes may mean that the engine power is not complete. Four stroke diesel Four stroke diesel Combustion system. Counterclockwise Counterclockwise Rated speed rpm rpm Minimum idling speed rpm rpm Operating cycle. Direction of rotation seen from flywheel No.Stroke mm inch. Cylinder volume liter inch³ . No. of valves. Compression ratio EPA1. EPA2. EU2. Injection sequence. Engine power At 1500 rpm kw hp. At 1800 rpm kw hp. Torque Nm lbf.ft. At engine speed rpm. Low idle rpm. Highest full load speed rpm. Weight, dry lb. Gross weight, dry lb. Water quality specification To avoid the risk of clogging in the cooling system, the coolant should be mixed with pure water to ASTM D4985. If any doubt about the purity of the water, distilled water or readymixed coolant should always be used instead Lubrication Engine Lubrication. Forced circulation lubrication Oil SAE. 15W 40 Oil temperature in sump. Parts that have been degreased washed should be oiled before they are fitted. Step 37 lbf.ft Step 2. tighten angularly 60 Step 3. tighten angularly 60 Connecting rod bigend bearing Use new screws every time. Step 22 lbf.ft Step 2. tighten angularly 60 Step 3. tighten angularly 60 Flywheel A Flywheel with screws of max 30 mm length Step 1 15 22 lbf.ft Step 2. tighten angularly 60 Step 3.Vbelt pulley Screws to Vbelt pulley are reusable only three times. Counterclockwise Step 4. Use a new delivery pipe after every disassembly NOTE. If the value is not visible, remove possible dirt, without scraping. XXX XXX Cyl. 1 Cyl. 2 Cyl.

3 Cyl. 4 Cyl. 5 Cyl. 6 Injection pump manufacturing number XXX XXX Injection angle, meas.L 0 mm Basic measurement of injection pump. T s mm Theoretical shim thickness. S s mm Shim thickness. S 1, 2, 3 xxx Total of calculation. EP xxx Code value, see table 3 or engine identification plate. E k mm Total of calculation. Only applicable when determining EP code. 27 80 Technical data Group 20 Determination of the corrected fitting size, E k, and EP code for an injection pump. NOTE! When you change the engine block camshaft or roller tappet, you must determine the corrected fitting measurement, E k, and change the relevant EP code on the engine identification plate. XXX XXX Cyl. 1 Cyl. 2 Cyl. 3 Cyl. 4 Cyl. 5 Cyl. 6 Injection pump manufacturing number XXX XXX Injection angle, meas. Compression MPa psi. NOTE! Make sure that the fuel control rod is in the no fuel position stop position. The measured compression depends on the engine speed during the measuring process and the ambient air pressure. It is difficult to give an exact limit value due to the ambient air pressure. We recommend that the compression test is to compare the cylinders of the engine. If the pressure difference is greater than 15% the cylinder in question should be dismantled to determine the cause. IMPORTANT! All delivery pipes must be tightened with the same tightening torque. You must observe the utmost cleanliness when working on the injection system. Use only clean test oil that meets ISO 4113 or clean diesel to test the injector. NOTE! Let an authorized workshop do the tests and adjustments. The test requires equipment not sold by AB Volvo Penta. WARNING! Be very

careful when working with the fuel injector nozzle. The fuel pressure jet can penetrate deep into the skin tissue and cause blood poisoning. 1. Connect the injector to the nozzle tester. 2. Check the opening pressure. For control value for the opening pressure, see Technical data. NOTE!

The opening pressure is different depending on if the injector or spring is new or used. 3. Check the density after the injector has opened. By keeping the pressure constant, 2 MPa 290 psi below opening pressure for 10 seconds, make sure that no drips occur. Press down the tester handle until you obtain a pressure of around 2.0 MPa below the previously measured opening pressure. If the nozzle still is leaking, replace the injector. Reuse is not permitted. 12. Chatter characteristic and spray pattern tests. NOTE! Shut off the tester pressure gauge, for this test. The chatter test provides an audible check of how easily the nozzle needle is moving in the nozzle body. New injectors give a different sound compared with used injectors. It worsens due to wear in the needle seat area. If an injector nozzle does not make the chatter noise despite having been cleaned, it must be replaced. A used injector chatters clearly when the handle is moved quickly, and shows a well distributed spray pattern. The condition of the nozzle is difficult to establish concerning spray pattern. Incorrect spray pattern may cause engine damage. 32 85 Group 21 Disassembly, complete engine Disassembly, complete engine Special tools Stand for mounting engine Unit stand Engine fixture Puller Socket for injector removal Filter wrench Pressure tool control rod Filter wrench The repair methods that are shown in this chapter apply to the standard specification only, i.e. components in specially manufactured engines are not shown. Exposure of engine 1. Mark up and loosen all cabling and terminal boxes. Loosen the exhaust bend. 2. Drain and collect the remaining oil and coolant, and dispose of them in accordance with applicable environmental regulations. 3. Remove the air filter and crankcase ventilation hose. 4. Remove the hose between the turbocharger and the air filter.

33 86 Disassembly, complete engine Group Remove the alternator as well as extra power sources, alternator belt and bracket, see Drive belts, adjusting and replacing. Remove the fuel pump, belt and bracket. Remove the fuel line between filter and fuel duct. NOTE! Plug the fuel system so that dirt can not enter. 4. Remove the coolant outlet pipe 1 if required see picture. 36 89 Group 21 Disassembly, complete engine 5. The starter motor can be removed at this stage, but it is easier to leave it on and remove it together with the transmission cover. 6. Remove the engine speed governor. Use a Torx socket E 10 for electronic governors, use Allen key 6. 7. Drain the fuel from the fuel duct in the engine by removing the hollow screw at the front of the engine block and the overflow valve and fuel return vent. Remove the screw at the rear of the engine block. Remove the fuel and oil filters using tool Remove the cooler housing. 37 90 Disassembly, complete engine Group Remove the coolant pump and coolant housing, according to one of the pictures, depending on coolant pump model. The lower model is removed with 7 screws. First remove the bearing bracket for the intermediate pulley. 10. Loosen the screws and remove the rocker cover and the gasket. NOTE! Make sure that dirt trapped between the inlet manifold and the rocker cover does not fall down into the engine. Clean thoroughly before removing the rocker cover. 11. Remove the fuel return lines together with the overflow valve and air vent screw. 38 91 Group 21 Disassembly, complete engine 12. Remove the delivery pipes, complete with the rubber seals. NOTE! Cover the injector and injector pump openings. 13. Remove the stop solenoid alternatively the plug if the governor is electronic. NOTE! Be careful not to damage the control rod. Use a Torx socket E 10. Use puller together with socket if any injector is stuck in the cylinder head. NOTE!

To prevent dirt and water coming in the injector hole, make sure to clean well around the injector before removing it. 15. Mark up the rocker arm brackets 1 and remove them together with the rocker arms 2. 39 92 Disassembly, complete engine Group Remove and mark up the push rods. 17. Remove the inlet manifold and gasket. 18. Remove the exhaust manifold 1. 19. Loosen the screws to the cylinder head, using the torx socket E18. Connect lifting wires to the lifting eye bolts and remove the cylinder head. NOTE! Weight is approx. 80 kg . 40 93 Group 21 Disassembly, complete engine

NOTE. Make sure that the injection pump tappet is on the base circle when removing the pumps

NOTE. Mark up all parts when removing to make sure the components match and will be fitted to the correct position. 20. Remove the injection pumps. Start with the screw closest to the flywheel. Put them in a stand to protect them from dirt. NOTE! Be careful with the loose shim. 21. Using pliers or a pen magnet, lift out and mark the roller tappets together with the shim. NOTE! Attach the shim firmly to its respective injection pump. 22. Pull out the dipstick. 23. Remove the oil sump. NOTE! The oil sump is mounted with a fluid gasket and may be stuck. Use a bending bar in the referring grooves. 41 94 Disassembly, complete engine Group Remove the oil suction pipe. 25. Remove the crankshaft pulley and damper if installed. Remove the flywheel housing. Use Torx sockets E20 and E Turn the engine through 90. Remove the plastic plugs between every second screw, which are a locking device for the flywheel screws. Loosen the screws on the flywheel, but let them stay in place. Use to block the flywheel. 30. Connect lifting eye bolts M10 1 and lifting wire. Remove the flywheel. WARNING! Be careful when removing the flywheel as it is very heavy. 31. Remove the transmission housing if this has not been removed before. 43 96 Disassembly, complete engine Group Turn the engine through 90.

Mark up the the bearing caps of the connecting rods and loosen the screws. Remove the bearing caps and the bearing halves. Take care of the bearing halves. 33. Remove the pistons, complete with connecting rods. Measure the liners before the main bearings are loosened. 34. Turn the engine through 90. Set the dial gauge to mm 4.25 35. Make sure that the liners are not damaged or cracked. Measure the inside diameter of the cylinderliners. Measure at three different levels, according to the picture, both in the longitudinal and in the transverse axis. Turn the engine so that the crankshaft is directed upwards. Make sure that the camshaft and crankshaft gears are marked. 37. Make sure that the crankshaft bearing caps are marked. Remove the securing screws and remove the bearing caps and the main bearing halves. 38. Remove the thrust washers 1 at main bearing cap 2 the thrust bearing pivot. Bearing cap 1 nearest the flywheel end. 39. Lift the crankshaft out of the engine block. NOTE! The crankshaft is heavy approx. 75 kg,, . Use a soft strap to lift it out. 45 98 Disassembly, complete engine Group Remove the thrust washers and bearing shells at main bearing cap 2 NOTE.

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