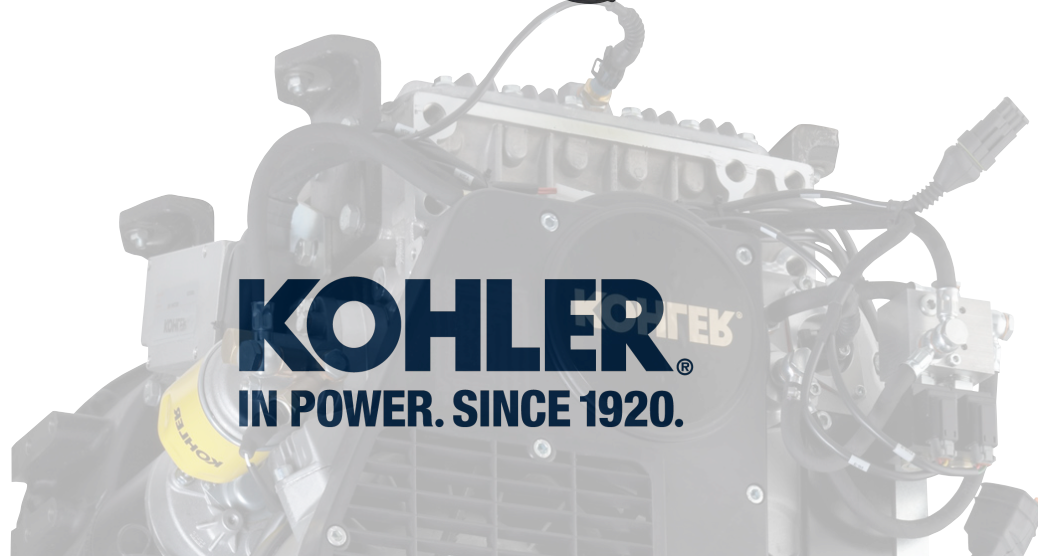


KD 625-3


WORKSHOP MANUAL



KOHLER
IN POWER. SINCE 1920.

REGISTRATION OF MODIFICATIONS TO THE DOCUMENT

Any modifications to this document must be registered by the drafting body, by completing the following table.

Drafting body	Document code	Model N°	Edition	Revision	Issue date	Review date	Endorsed
Tech-Pubs	ED0053029350	51261	2°	1	02.07.2012	21.05.2019	

Manual's purpose

This manual contains the instructions needed to carry out a proper maintenance of the engine, therefore it must always be available, for future reference when required.

Safety pictograms can be found on the engine and it is the operator's responsibility to keep them in a perfectly visible place and replace them when they are no longer legible.

Information, description and pictures in this manual reflect the state of the art at the time of the marketing of engine.

However, development on the engines is continuous. Therefore, the information within this manual is subject to change without notice and without obligation.

Kohler Engines reserves the right to make, at any time, changes in the engines for technical or commercial reasons.

These changes do not require **Kohler Engines** to intervene on the marketed production up to that time and not to consider this manual as inappropriate.

Any additional section that **Kohler Engines** will deem necessary to supply some time after the main text shall be kept together with the manual and considered as an integral part of it.

The information contained within this manual is the sole property of **Kohler Engines**. As such, no reproduction or replication in whole or part is allowed without the express written permission of **Kohler Engines**.

Original instructions translated from the Italian language

Data reported in this issue can be modified at any time by **Kohler Engines**.

PREFACE

Every attempt has been made to present within this use and maintenance, accurate and up to date technical information. However, development on the **Kohler** series is continuous. Therefore, the information within this manual is subject to change without notice and without obligation. Carefully read and follow all instructions in this booklet as well as all those provided with the equipment on which this engine is used. The information contained within this service manual is the sole property of **Kohler**. As such, no reproduction or replication in whole or part is allowed without the express written permission of **Kohler**.

Information presented within this manual assumes the following the person or persons performing service work on **Kohler** series engines:

1. is properly trained and equipped to safely and professionally perform the subject operation;
 2. possesses adequate hand and **Kohler** special tools to safely and professionally perform the subject service operation;
 3. has read the pertinent information regarding the subject service operations and fully understands the operation at hand.
- For spare parts and after sale assistance contact authorized service centers.
 - For any spare parts order please specify following details: ENGINE TYPE AND SERIAL NUMBER - Version (K) - on the engine name plate
 - The complete and updated list of authorized **Kohler** service centers can be found on our web site: www.kohlerengines.com & www.lombardinigroup.it/dealer-locator
 - Pls contact Service Centers for special applications.

GENERAL SERVICE MANUAL NOTES

1. Use only genuine repair parts. Failure to use genuine parts could result in sub-standard performance and low longevity.
2. All data presented are in metric format:
 - . dimensions are presented in millimeters (**mm**),
 - . torque is presented in Newton-meters (**Nm**),
 - . weight is presented in kilograms (**kg**),
 - . volume is presented in liters or cubic centimeters (**cc**)
 - . pressure is presented in barometric units (**bar**).
3. To ensure safe operation please read the following statements and understand their meaning. Also refer to your equipment manufacturer's manual for other important safety information.

This manual contains safety precautions which are explained below.



Danger

Warning is used to indicate the presence of a hazard that can cause severe personal injury, death, or substantial property damage if the warning is ignored.



Important

This indicates particularly important technical information that should not be ignored.



Warning

Caution is used to indicate the presence of a hazard that will or can cause minor personal injury or property damage if the caution is ignored.

GLOSSARY AND TERMINOLOGY

For clarity, here are the definitions of a number of terms used recurrently in the manual.

- **Cylinder number one:** is the timing belt side piston .
- **Rotation direction:** anticlockwise «viewed from the flywheel side of the engine».

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**KD 625-3
ENGINE
with advance variator**

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Safety regulation

GENERAL NOTES

- **Kohler** engines are built to provide safe and longlasting performances, but in order to obtain these results it is essential that the maintenance requirements described in the manual are observed along with the following safety recommendations.
- The engine has been built to the specifications of a machine manufacturer, and it is his responsibility to ensure that all necessary action is taken to meet the essential and legally prescribed health and safety requirements. Any use of the machine other than that described cannot be considered as complying with its intended purpose as specified by **Kohler** which therefore declines all responsibility for accidents caused by such operations.
- The following instructions are intended for the user of the machine in order to reduce or eliminate risks, especially those concerning the operation and standard maintenance of the engine.
- The user should read these instructions carefully and get to know the operations described. By not doing so he may place at risk his own health and safety and that of anyone else in the vicinity of the machine.
- The engine may be used or mounted on a machine only by personnel suitably trained in its operation and aware of the dangers involved. This is particularly true for standard and, above all, special maintenance work. For special maintenance contact personnel trained specifically by **Kohler**. This work should be carried out in accordance with existing literature.
- **Kohler** declines all responsibility for accidents or for failure to comply with the requirements of law if changes are made to the engine's functional parameters or to the fuel flow rate adjustments and speed of rotation, if seals are removed, or if parts not described in the operating and maintenance manual are removed and reassembled by unauthorized personnel.
- Children and animals must be kept at a sufficient distance from the machine to prevent any danger resulting from its operation.
- Fuel is flammable, so the tank must be filled only when the engine is turned off. Dry carefully any fuel that may have spilled, remove the fuel container and any cloths soaked in fuel or oil, check that any sound-absorbing panels made of porous material are not soaked with fuel or oil, and make sure that the ground on which the machine is located has not absorbed fuel or oil.
- Before starting, remove any tools that have been used for carrying out maintenance work to the engine and/or the machine and check that any guards removed have been replaced. In cold climates it is possible to mix kerosene with the diesel fuel to make the engine easier to start. The liquids must be mixed in the tank by pouring in first the kerosene and then the diesel fuel. Consult KOHLER technical office for mixture proportions. Petrol may not be used because of the risk of it forming flammable vapours.
- During operation the surface of the engine reaches temperatures that may be dangerous. Avoid in particular all contact with the exhaust system.
- The liquid cooling circuit is under pressure. Do not carry out any checks before the engine has cooled down, and even then open the radiator cap or the expansion tank cautiously. Wear protective clothing and glasses. If there is an electric fan, do not approach the engine while it is still hot as the fan may come on even when the engine is not running. Clean the cooling system with the engine turned off.
- While cleaning the oil bath air filter, check that the oil is disposed of in such a way as not to harm the environment. Any filtering sponges in the oil bath air filter should not be soaked with oil. The cyclone pre-filter cup must not be filled with oil.
- Since the oil must be emptied out while the engine is still hot (approx. 80°C), particular care should be taken in order to avoid burns. In any case make sure that oil does not come into contact with your skin because of the health hazards involved.
- Fuel vapours are highly toxic, so fill up only in the open air or in well ventilated environments.



Danger

- In addition to all other machine specifications, ensure that the engine is in a near horizontal position when starting. If starting manually, ensure that the necessary operations can be performed without any risk of striking against walls or dangerous objects. Rope starting (except for recoil rope starting) is not permitted even in emergencies.
- Check that the machine is stable so that there is no risk of it overturning.
- Get to know the engine speed adjustment and machine stop operations.
- Do not start the machine in closed or poorly ventilated environments. The internal combustion process generates carbon monoxide, an odourless and highly toxic gas, so spending too long a time in an environment where the engine discharges its exhaust products freely can lead to loss of consciousness and even death.
- The engine may not be used in environments containing flammable materials, explosive atmospheres or easily combustible powders, unless adequate and specific precautions have been taken and are clearly stated and certified for the machine.
- To prevent the risk of fire, keep the machine at a distance of at least one metre from buildings or other machines.



Important

- To start the engine follow the specific instructions provided in the engine and/or machine operating manual. Do not use auxiliary starting devices not originally installed on the machine (e.g. Startpilot systems which utilise ether etc.)
- Before carrying out any work on the engine, turn it off and allow it to cool down. Do not perform any operation while the engine is running.
- Check that the discharged oil, the oil filter and the oil contained in the oil filter are disposed of in such a way as not to harm the environment.
- Close the fuel tank filler cap carefully after each filling operation. Do not fill the tank right up to the top, but leave sufficient space to allow for any expansion of the fuel.
- Do not smoke or use naked flames while filling.

- Take care when removing the oil filter as it may be hot.
- The operations of checking, filling up and replacing the cooling liquid must be carried out with the engine turned off and cold. Take particular care if liquids containing nitrites are mixed with others not containing these compounds as this may give rise to the formation of nitrosamines which are a health hazard. The cooling liquid is polluting, so dispose of in a manner that does not damage the environment.
- In order to move the engine simultaneously use the eyebolts fitted for this purpose by **Kohler**. These lifting points are however not suitable for the entire machine, so in this case use the eyebolts fitted by the manufacturer.

California Proposition 65 WARNING

Engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

Regulations for lifting the engine



Important

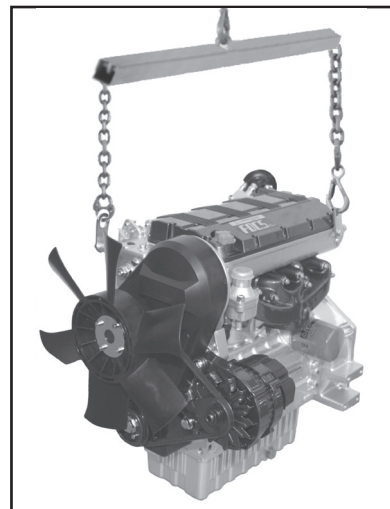
Before removing the engine from the vehicle on which it is installed, disconnect the power supply, detach the fuel and coolant supply, and all connections including the mechanical ones.

Attach the engine to a suitable lifting device (lifting beam).

To move the engine simultaneously use the eyebolts installed, these lifting points are not suitable for the entire machine, then use the eyebolts installed by the manufacturer. Before lifting, make sure the weight is correctly balanced by checking its barycentre. Close all engine openings accurately (exhaust, intake, etc.), then wash the outside and dry with a jet of compressed air.

The bracket of the lifting points have been designed to lift the engine only. They are not intended nor approved to lift additional weights.

Do not use different methods to lift the engine than those described herein. In case different methods are used, no warranty shall be granted for any consequential damage. Use protective gloves when handling the engine



GENERAL SAFETY DURING OPERATING PHASES

- The procedures contained in this manual have been tested and selected by the manufacturer's technical experts, and hence are to be recognised as authorised operating methods.
- A number of procedures must be carried out with the aid of equipment and tools that simplify and improve the timing of operations.
- All tools must be in good working condition so that engine components are not damaged and that operations are carried out properly and safely.
- It is important to wear the personal safety devices prescribed by work safety laws and also by the standards of this manual.
- Holes must be lined up methodically and with the aid of suitable equipment. Do not use your fingers to carry out this operation to avoid the risk of amputation.
- Some phases may require the assistance of more than one operator. If so, it is important to inform and train them regarding the type of activity they will be performing in order to prevent risks to the health and safety of all persons involved.
- Do not use flammable liquids (petrol, diesel, etc.) to degrease or wash components. Use special products.
- Use the oils and greases recommended by the manufacturer.
- Do not mix different brands or combine oils with different characteristics.
- Discontinue use of the engine if any irregularities arise, particularly in the case of unusual vibrations.
- Do not tamper with any devices to alter the level of performance guaranteed by the manufacturer.

SAFETY AND ENVIRONMENTAL IMPACT

Every organisation has a duty to implement procedures to identify, assess and monitor the influence of its own activities (products, services, etc.) on the environment.





Procedures for identifying the extent of the impact on the environment must consider the following factors:



- Liquid waste
- Atmospheric emissions
- Waste management
- Use of raw materials and natural resources
- Soil contamination
- Regulations and directives regarding environmental impact



In order to minimise the impact on the environment, the manufacturer now provides a number of indications to be followed by all persons handling the engine, for any reason, during its expected lifetime.



- All packaging components must be disposed of in accordance with the laws of the country in which disposal is taking place.
- Keep the fuel and engine control systems and the exhaust pipes in efficient working order to limit environmental and noise pollution.
- When discontinuing use of the engine, select all components according to their chemical characteristics and dispose of them separately.



Information and safety signals



 DANGER	Accidental Starts!
  	Accidental Starts can cause severe injury or death. Disable engine by disconnecting negative (-) battery cable.
Disabling engine. Accidental starting can cause severe injury or death. Before working on the engine or equipment, disable the engine as follows: 1) Disconnect negative (-) battery cable from battery.	



 DANGER	Rotating Parts!
	Rotating Parts can cause severe injury. Stay away while engine is in operation.
Keep hands, feet, hair, and clothing away from all moving parts to prevent injury. Never operate the engine with covers, shrouds, or guards removed.	



 DANGER	Lethal Exhaust Gases!
	Carbon Monoxide can cause severe nausea, fainting or death. Avoid inhaling exhaust fumes, and never run the engine in a closed building or confined area.
Engine exhaust gases contain poisonous carbon monoxide. Carbon monoxide is odorless, colorless, and can cause death if inhaled. Avoid inhaling exhaust fumes, and never run the engine in a closed building or confined area.	

 DANGER	Hot Parts!
	Hot Parts can cause severe burns. Do not touch engine while operating or just after stopping.
Engine components can get extremely hot from operation. To prevent severe burns, do not touch these areas while the engine is running, or immediately after it is turned off. Never operate the engine with heat shields or guards removed.	


















 DANGER	Explosive Fuel!
	Fuel can cause fires and severe burns. Do not fill the fuel tank while the engine is hot or running.
Fuel is flammable and its vapors can ignite. Store fuel only in approved containers, in well ventilated, unoccupied buildings. Do not fill the fuel tank while the engine is hot or running, since spilled fuel could ignite if it comes in contact with hot parts or sparks from ignition. Do not start the engine near spilled fuel. Never use fuel as a cleaning agent.	

 DANGER	Explosive Gas!
	Explosive Gas can cause fires and severe acid burns. Charge battery only in a well ventilated area. Keep sources of ignition away.
Batteries produce explosive hydrogen gas while being charged. To prevent a fire or explosion, charge batteries only in well ventilated areas. Keep sparks, open flames, and other sources of ignition away from the battery at all times. Keep batteries out of the reach of children. Remove all jewelry when servicing batteries. Before disconnecting the negative (-) ground cable, make sure all switches are OFF. If ON, a spark will occur at the ground cable terminal which could cause an explosion if hydrogen gas or fuel vapors are present.	

 DANGER	High Pressure Fluid Puncture!
	High Pressure Fluids can puncture skin and cause severe injury or death. Do not work on fuel system without proper training or safety equipment.
Fuel system is to be serviced only by properly trained personnel wearing protective safety equipment. Fluid puncture injuries are highly toxic and hazardous. If an injury occurs, seek immediate medical attention.	

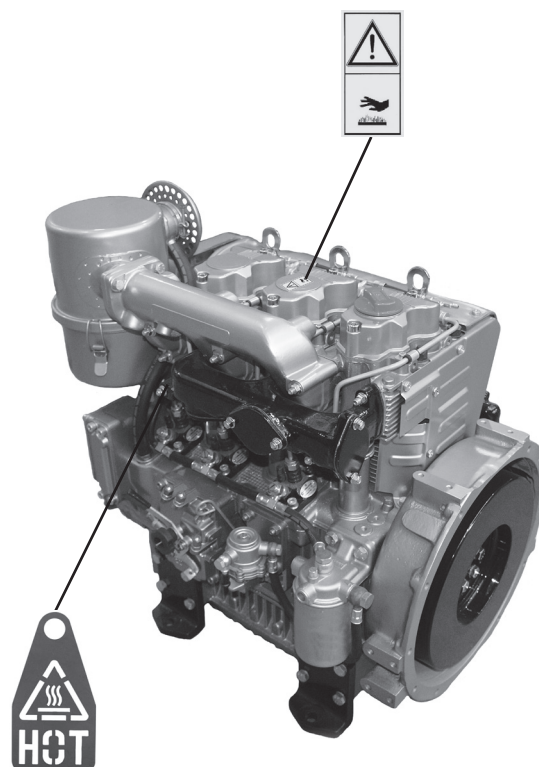
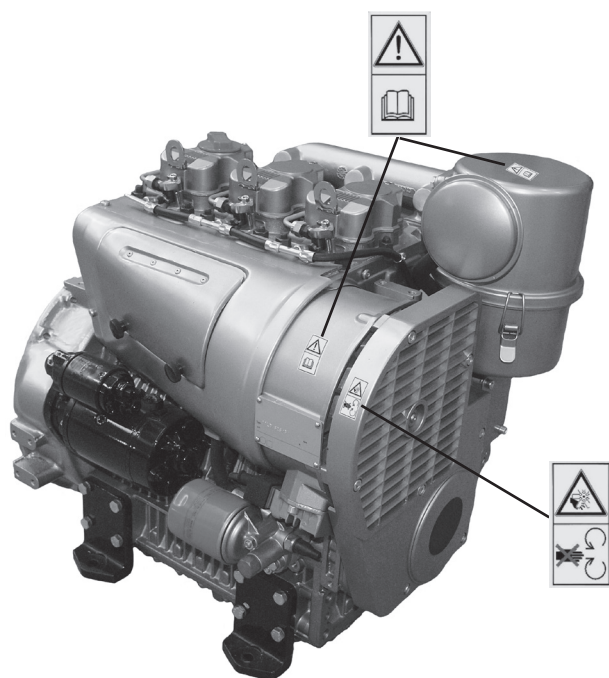
 CAUTION	Electrical Shock!
	Electrical Shock can cause injury. Do not touch wires while engine is running.
Never touch electrical wires or components while the engine is running. They can be sources of electrical shock.	

Explanation of the safety pictograms that can be found on the engine or in the Workshop manual

 	- Read the Operation and Workshop manual before performing any operation on the engine		- Use protective gloves before carrying out the operation
 	- High temperature components - Danger of scalding	 	- Use protective glasses before carrying out the operation - Use sound absorbing protections before carrying out the operation
 	- Presence of rotating parts - Danger of entangling and cutting	 	- Electric shock - Danger of severe scalding or death
 	- Presence of explosive fuel - Danger of fire or explosion		- Fluids under high pressure - Danger of fluids penetration
 	- Presence of steam and pressurized coolant - Danger of scalding		- Lethal exhaust gas - Danger of poisoning or death

Indications regarding the points on the engine where the safety pictograms are placed

- Ensure the good condition of safety *pictograms*.
- If the safety signs are damaged and / or illegible, you must replace them with other originals and place them in the positions shown below.
- For cleaning use a cloth, water and soap.



POSSIBLE CAUSES AND TROUBLE SHOOTING
THE ENGINE MUST BE STOPPED IMMEDIATELY WHEN:

- 1) - The engine rpms suddenly increase and decrease
- 2) - A sudden and unusual noise is heard
- 3) - The colour of the exhaust fumes suddenly darkens
- 4) - The oil pressure indicator light turns on while running.

TABLE OF LIKELY ANOMALIES AND THEIR SYMPTOMS

The following table contains the possible causes of some failures which may occur during operation.

Always perform these simple checks before removing or replacing any part.

POSSIBLE CAUSE		TROUBLE										
		Engine does not start	Engine starts but stops	No acceleration	Non-uniform speed	Black smoke	White smoke	Too low oil pressure	Overheats	Inadequate performance	Excessive oil consumption	High noise level
FUEL CIRCUIT	Obstructed fuel line											
	Fuel filter clogged											
	Air or water leaks in fuel system											
	The tank cap vent hole is clogged											
	No fuel											
ELECTRIC SYSTEM	Discharged battery											
	Cable connection uncertain or incorrect											
	Faulty starting switch											
	Faulty starting motor											
MAINTENANCE	Clogged air filter											
	Excessive idle operation											
	Incomplete run-in											
	Overloaded engine											
	Non-conforming engine oil											
SETTINGS REPAIRS	Incorrect governor linkage adjustment											
	Governor spring broken or unhooked											
	Low idle speed											
	Rings worn or sticking											
	Worn cylinder											
	Worn main con rod-rocker arm bearings											
	Badly sealed intake valve											
	Head tightening nuts loose											
	Damaged cylinder head gasket											
	Excessive valve-rocker arm clearance											
	No clearance between valves and rocker arms											
	Valves sticking											
	Defective timing system											
	Bent rods											

POSSIBLE CAUSE		TROUBLE										
		Engine does not start	Engine starts but stops	No acceleration	Non-uniform speed	Black smoke	White smoke	Too low oil pressure	Overheats	Inadequate performance	Excessive oil consumption	High noise level
INJECTION	Damaged injector											
	Injection pump valve damaged											
	Injector not adjusted											
	Faulty fuel feeding pump											
	Hardened pump control rod											
	Broken or loose supplementary start-up spring											
	Worn or damaged pumping element											
	Incorrect tuning of injection components (delivery balancing advance)											
LUBRICATION CIRCUIT	Extra fuel control level sticking											
	Oil level too high											
	Oil level low											
	Oil pressure valve blocked or dirty											
	Oil pressure regulator not adjusted											
	Worm oil pump											
	Oil sump suction line clogged											
	Faulty pressure gauge or pressure switch											
	Blocked draining pipe											
COOLING CIRCUIT	Worn or broken blower belt											
	Cooling circuit clogged											

MANUFACTURER AND MOTOR IDENTIFICATION DATA

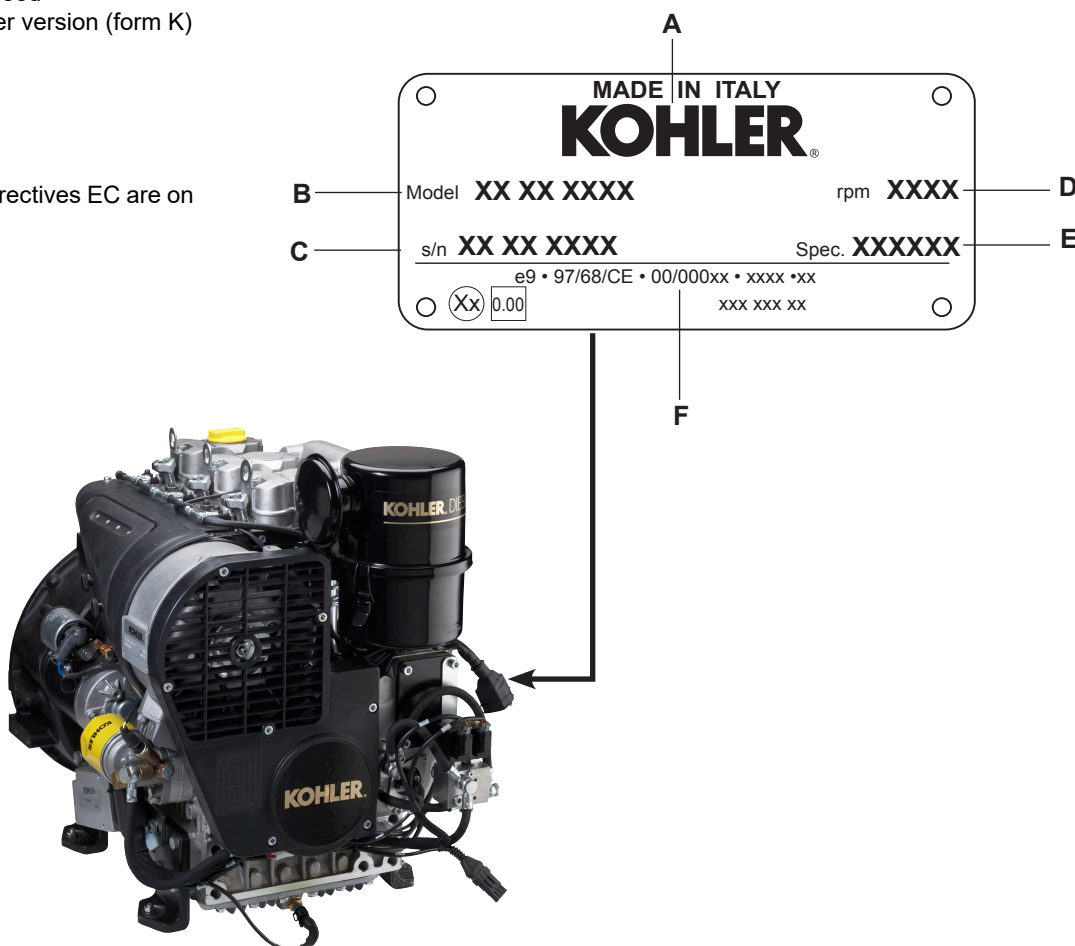
The identification plate shown in the figure can be found directly on the engine.

It contains the following information:

- A) Manufacturer's identity
- B) Engine type
- C) Engine serial number
- D) Maximum operating speed
- E) Number of the customer version (form K)
- F) Approval data

Approval data

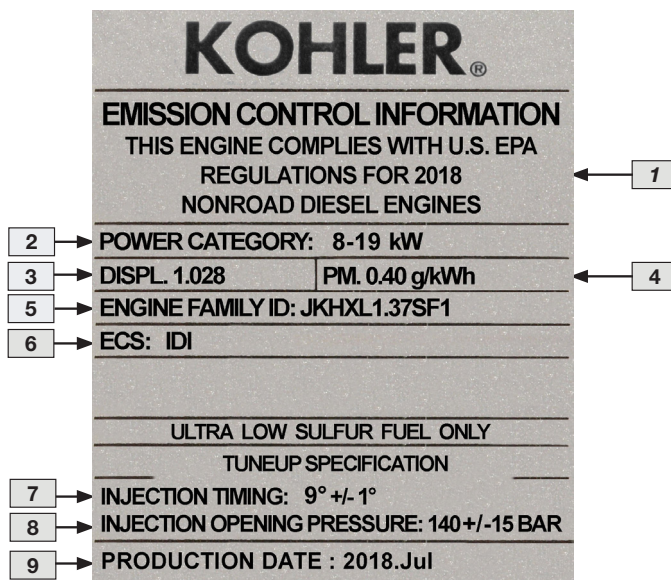
The approval reference directives EC are on the engine plate (F).



Compilation example

Plate for EPA regulations placed on the air-shroud

- 1) Model year
- 2) Power category, kW
- 3) Engine displacement
- 4) Particulate emission limit (g/kWh)
- 5) Engine family ID
- 6) Emission Control System = ECS
- 7) Injection timing (BTDC)
- 8) Injector opening pressure (bar)
- 9) Production date (example 2018.Jul)



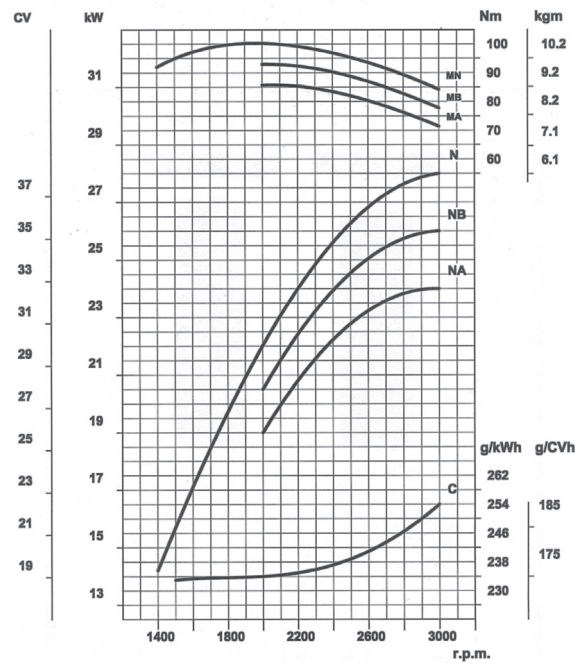
TECHNICAL SPECIFICATIONS

ENGINE TYPE			KD 625-3	
Number of cylinders			N.	3
Bore			mm	95
Stroke			mm	88
Displacement			Cm³	1870
Compression ratio				17:1
R.P.M.				3000
Power kW/HP	N (80/1269/CEE) ISO 1585		kW/CV	28/38
	NB ISO 3046 IFN		kW/CV	26/35,4
	NA ISO 3046 ICXN		kW/CV	24/32,7
Max. torque			Nm/kgm	104/10,6 @2000
Max. torque at 3rd p.t.o. at 3200 r.p.m.			kW/CV	13/17,7
Max. torque at 4th p.t.o. at 3200 r.p.m.			kW/CV	7,98/10,8
Specific fuel consumption *			g/CV.h - g/kW.h	190/258.5
Tank capacity			l.	15
Oil consumption **			kg/h	0,017
Oil sump capacity			l.	5
Dry weight			kg	170
Combustion air volume at 3000 r.p.m.			l./min'	2400
Cooling air volume at 3000 r.p.m.			l./min'	38000
Max. permissible driving shaft axial load in both directions			kg	300
Max. inclination	momentary		α	35°
	lasting up to 1 h.		α	25°
	permanent		α	****
Firing Order				1 - 3 - 2

- * Referred to max. N power
 ** Referred to max. NB power
 *** At NA power
 **** Depending on the application

PERFORMANCE DIAGRAMS

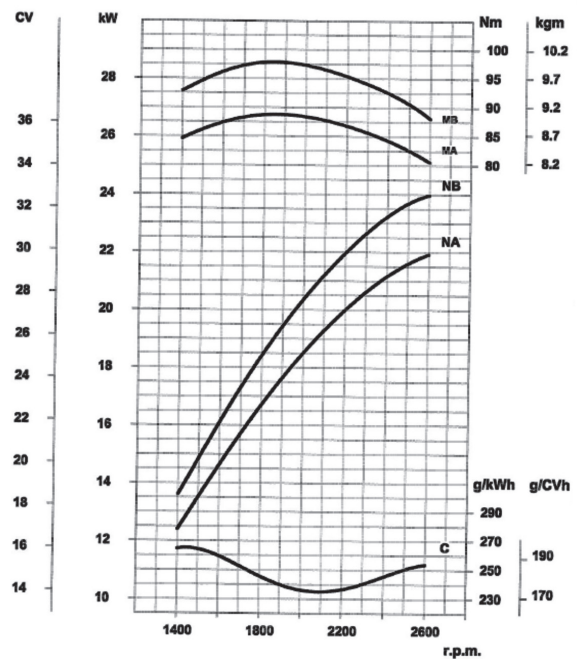
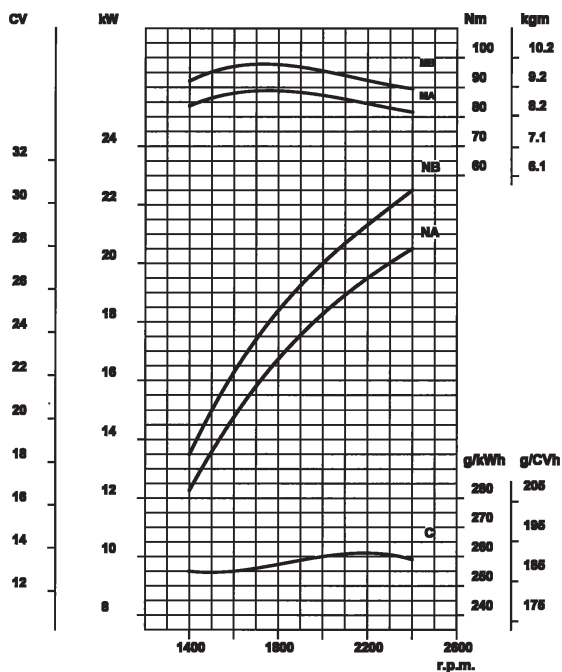
KD 625-3 @ 3000 r.p.m.



KD 625 - 3 EPA

@ 2400 r.p.m.

@ 2600 r.p.m.



N (80/1269/EEC - ISO 1585) - AUTOMOTIVE RATING: Intermittent operation with variable speed and variable load.
NB (ISO 3046 - 1 IFN) - RATING WITH NO OVERLOAD CAPABILITY: continuous light duty operation with constant speed and variable load.
NA (ISO 3046 - 1 ICXN) - CONTINUOUS RATING WITH OVERLOAD CAPABILITY: continuous heavy duty with constant speed and constant load.

MN Torque at **N** power.

MB (NB curve)

MA (NA curve).

C Specific fuel consumption at **NB** power.

The above power values refer to an engine fitted with air cleaner and standard muffler, after testing and at the environmental conditions of 20°C and 1 bar.

Max. power tolerance is 5%. Power decreases by approximately 1% every 100 m of altitude and by 2% every 5°C above 25°C.

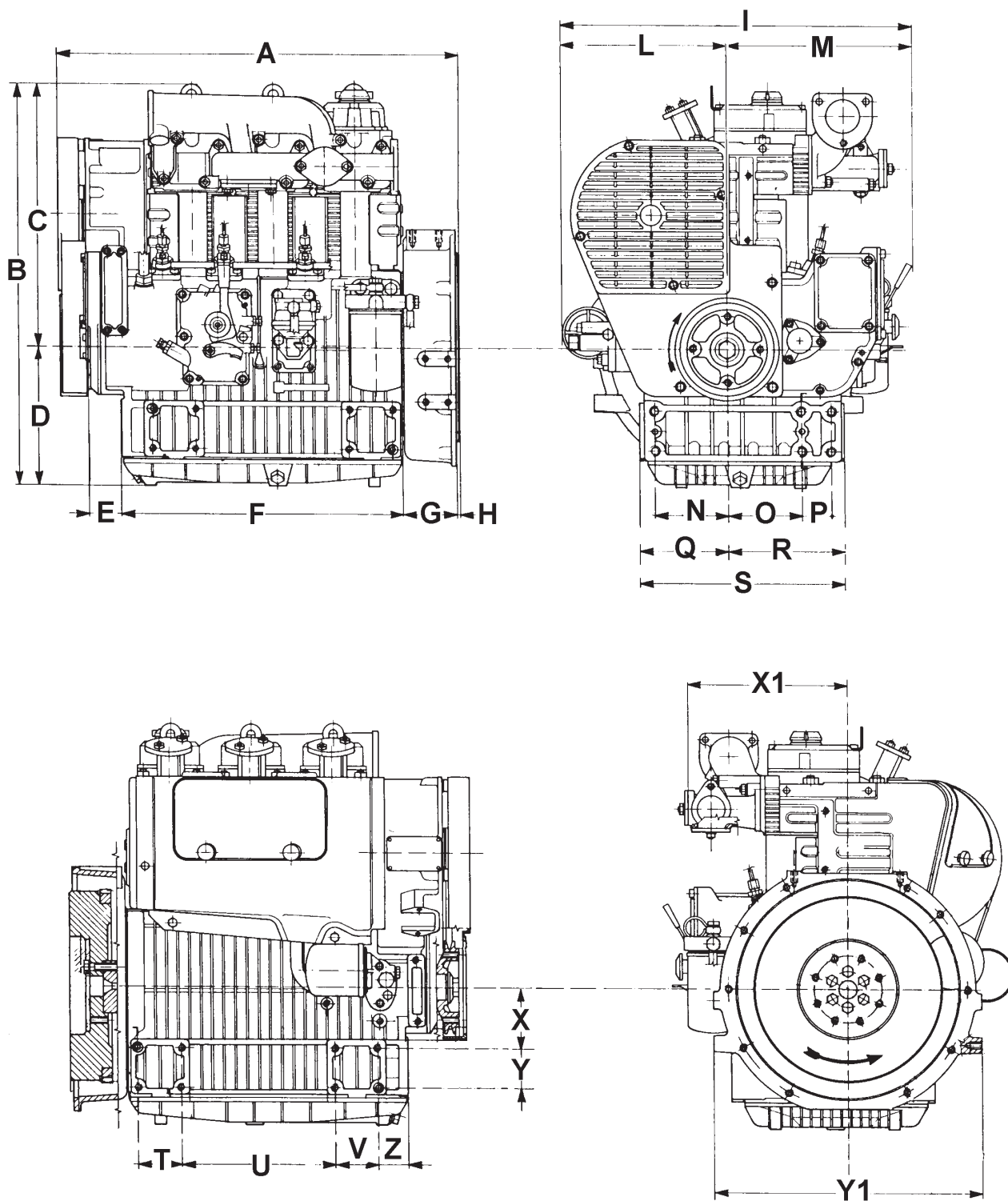


Important

Non-approval by KOHLER for any modifications releases the company from any damages incurred by the engine.

Note: Consult KOHLER for power, torque curves and specific consumptions at rates differing from those given above.

OVERALL DIMENSIONS



DIMENSION mm

A	601	D	212	G	82	L	247	O	110	R	173	U	230	X	94	X1	237
B	612	E	47	H	4	M	278	P	45	S	305	V	65	Y	60	Y1	400
C	400	F	421	I	525	N	110	Q	132	T	65	Z	46				

Note : Dimensions shown in mm

ROUTINE ENGINE MAINTENANCE

Important

Failure to carry out the operations described in the table may lead to technical damage to the machine and/or system

EXTRAORDINARY MAINTENANCE

AFTER THE FIRST 50 WORKING HOURS

Engine oil replacement.

Oil filter replacement.

ORDINARY MAINTENANCE

OPERATION DESCRIPTION		FREQUENCY x HOURS								
			10	125	250	500	1000	2500	5000	
CHECK	LEVEL ENGINE LUBRICANT									
	DRY AIR CLEANER	(***)								
	OIL BATH AIR CLEANER									
	BLOWER BELT TENSION									
	VALVE/ROCKER ARMS CLEARANCE ADJUSTMENT									
	SETTING AND INJECTORS CLEANING									
	FUEL PIPES									
	RUBBER INTAKE HOSE (AIR FILTER – INTAKE MANIFOLD)									
	ENGINE OIL RADIATOR CLEANING (IN THE APPLICATIONS WHERE IT IS PRESENT)									
	FUEL TANK CLEANING									
	COOLING SYSTEM CLEANING									
REPLACE-MENT	ENGINE LUBRICANT	(*)								
	OIL FILTER	(*)								
	FUEL FILTER	(*)								
	BLOWER BELT	(**)								
	FUEL PIPES									
	RUBBER INTAKE HOSE (AIR FILTER – INTAKE MANIFOLD)	(**)								
	DRY AIR CLEANER EXTERNAL CARTRIDGE	(***)	AFTER 6 CHECKS WITH CLEANING							
	DRY AIR CLEANER INTERNAL CARTRIDGE	(***)	AFTER 3 CHECKS WITH CLEANING							
OVERHAUL INSPECTION	PARTIAL OVERHAUL									
	TOTAL OVERHAUL									

(*) - In case of low use: every year.

(**) - In case of low use: every 2 years.

(***) - The period of time that must elapse before cleaning or replacing the filter element depends on the environment in which the engine operates. The air filter must be cleaned and replaced more frequently in very dusty conditions.

LUBRICANT

SAE Classification

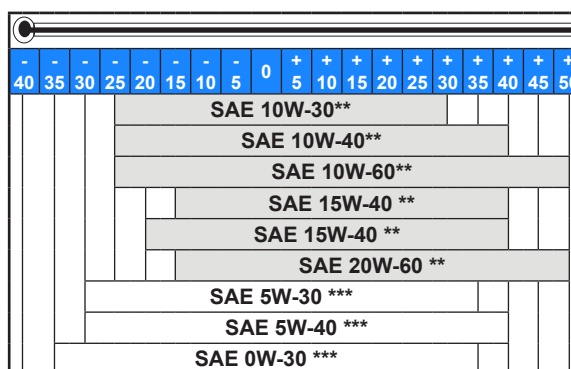
In the SAE classification, oils differ on the basis of their viscosity, and no other qualitative characteristic is taken into account.

The first number refers to the viscosity when the engine is cold (symbol W = winter), while the second considers viscosity with the engine at régime.

The criteria for choosing must consider, during winter, the lowest outside temperature to which the engine will be subject and the highest functioning temperature during summer.

Single-degree oils are normally used when the running temperature varies scarcely.

Multi-degree oil is less sensitive to temperature changes.



SAE- Grade

** Semi-synthetic base

*** Synthetic base

International specifications

They define testing performances and procedures that the lubricants need to successfully respond to in several engine testing and laboratory analysis so as to be considered qualified and in conformity to the regulations set for each lubrication kind.

A.P.I : (American Petroleum Institute)

MIL : Engine oil U.S. military specifications released for logistic reasons

ACEA : European Automobile Manufacturers Association

Tables shown on this page are of useful reference when buying a kind of oil.

Codes are usually printed-out on the oil container and the understanding of their meaning is useful for comparing different brands and choosing the kind with the right characteristics.

Usually a specification showing a following letter or number is preferable to one with a preceding letter or number.

ACEA Regulations - ACEA Sequences

LIGHT DUTY DIESEL ENGINES	
B1	Low-viscosity, for frictions reduction
B2	Standard
B3	High performances (indirect injection)
B4	High quality (direct injection)

HEAVY DUTY DIESEL ENGINES	
E2	Standard
E3	Heavy conditions (Euro 1 - Euro 2 engines)
E4	Heavy conditions (Euro 1 - Euro 2 - Euro 3 engines)
E5	High performances in heavy conditions (Euro 1 - Euro 2 - Euro 3 engines)

API / MIL Sequences

API	CH-4	CG-4	CF-4	CF-2	CF	CE	CD	CC
MIL			L- 46152 D / E					

PRESCRIBED LUBRICANT

SAE 15 W 40	specifications	API CF 4 ACEA B2 - E2 MIL - L-2104 D/E
--------------------	----------------	---

In the countries where AGIP products are not available, use oil API SJ/CF for Diesel engines or oil corresponding to the military specification MIL-L-2104 D/E.

For a temperature of -10°C an oil with a **5W40** viscosity is recommended. For a temperature of -15°C an oil with a **0W30** viscosity is recommended.

KD 625/3 ENGINES OIL CAPACITY		
OIL VOLUME AT MAX LEVEL (OIL FILTER INCLUDED)	Litres	5,5
OIL VOLUME AT MAX LEVEL (WITHOUT OIL FILTER)	Litres	5


Danger – Attention

- The engine may be damaged if operated with insufficient lube oil. It is also dangerous to supply too much lube oil to the engine because a sudden increase in engine rpm could be caused by its combustion.
- Use proper lube oil preserve your engine. Good quality or poor quality of the lubricating oil has an affect on engine performance and life.
- If inferior oil is used, or if your engine oil is not changed regularly, the risk of piston seizure, piston ring sticking, and accelerated wear of the cylinder liner, bearing and other moving components increases significantly.
- Always use oil with the right viscosity for the ambient temperature in which your engine is being operated.
- The used engine oil can cause skin-cancer if kept frequently in contact for prolonged periods.
- If contact with oil cannot be avoided, wash carefully your hands with water and soap as soon as possible.
- Do not disperse the oil in the ambient, as it has a high pollution power.

FUEL SPECIFICATIONS



Danger

- To avoid explosions or fire outbreaks, do not smoke or use naked flames during the operations.
- Fuel vapours are highly toxic. Only carry out the operations outdoors or in a well ventilated place.
- Keep your face well away from the plug to prevent harmful vapours from being inhaled.
- Dispose of fuel in the correct way and do not litter as it is highly polluting.

To achieve optimum performance of the engine, use good quality fuel with certain characteristics:

Cetane number (minimum 51): indicates the ignition quality.

A fuel with a low cetane number may cause problems when starting from cold and have a negative effect on combustion.

Viscosity (2.0/4.5 centistokes at 40°C): this is the resistance to flow and performance may decline if not within the limits.

Density (0.835/0.855 Kg/litre): a low density reduces the power of the engine, and density that is too high increases performance and opacity of the exhaust

Distillation (85% at 350°): this is an indication of the mixture of different hydrocarbons in the fuel.

A high ratio of light hydrocarbons may have a negative effect on combustion.

Sulphur (maximum 0.05% of the weight): high sulphur content may cause engine wear.

In those countries where diesel has a high sulphur content, it is advisable to lubricate the engine with a high alkaline oil or alternatively to replace the lubricating oil recommended by the manufacturer more frequently.

PRESCRIBED LUBRICANT	
Fuel with low sulphur content	API CF4 - CG4
Fuel with high sulphur content	API CF - CD - CE

The countries in which diesel normally has a low sulphur content are: Europe, North America and Australia.

Fuels for low temperatures

It is possible to run the engine at temperatures below 0°C using special winter fuels.

These fuels reduce the formation of paraffin in diesel at low temperatures.

If paraffin forms in the diesel, the fuel filter becomes blocked interrupting the flow of fuel.

Fuel can be:	-	Summer	up to	0°C
	-	Winter	up to	-10°C
	-	Alpine	up to	-20°C
	-	Arctic	up to	-30°C

For all fuel types, the cetane number cannot be lower than 51.

Aviation kerosene and RME fuels (biofuels)

The only Aviation fuels that may be used in this engine are: JP5, JP4, JP8 and JET-A if 5% oil is added.

For more information on Aviation fuels and Biofuels (RME, RSME) please contact the Lombardini applications department.

Capacities standard fuel tank	Litres	15

RECOMMENDATIONS FOR DISASSEMBLING AND ASSEMBLING**IMPORTANT**

To locate specific topics, the reader should refer to the index.

- Besides disassembly and reassembly operations this chapter also includes checking and setting specifications, dimensions, repair and operating instructions.
- Always use original KOHLER spare parts for proper repair operations.
- The operator must wash, clean and dry components and assemblies before installing them.
- The operator must make sure that the contact surfaces are intact, lubricate the coupling parts and protect those that are prone to oxidation.
- Before any intervention, the operator should lay out all equipment and tools in such a way as to enable him to carry out operations correctly and safely.
- For safety and convenience, you are advised to place the engine on a special rotating stand for engine overhauls.
- Before proceeding with operations, make sure that appropriate safety conditions are in place, in order to safeguard the operator and any persons involved.
- In order to fix assemblies and/or components securely, the operator must tighten the fastening parts in a criss-cross or alternating pattern.
- Assemblies and/or components with a specific tightening torque must initially be fastened at a level lower than the assigned value, and then subsequently tightened to the final torque.

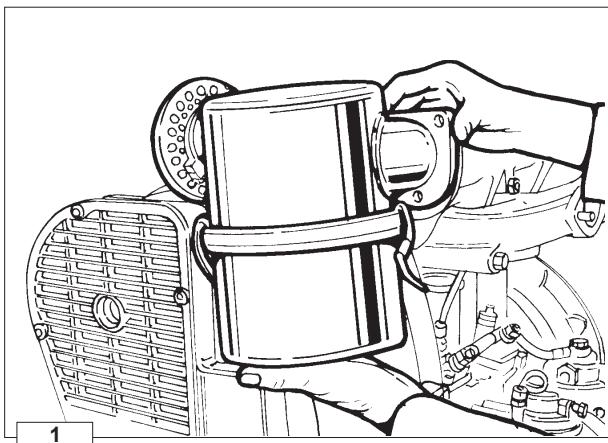
RECOMMENDATIONS FOR OVERHAULS AND TUNING**Important**

To locate specific topics, the reader should refer to the index.

- Before any intervention, the operator should lay out all equipment and tools in such a way as to enable him to carry out operations correctly and safely.
- The operator must comply with the specific measures described in order to avoid errors that might cause damage to the engine.
- Before carrying out any operation, clean the assemblies and/or components thoroughly and eliminate any deposits or residual material.
- Wash the components with special detergent and do not use steam or hot water.
- Do not use flammable products (petrol, diesel, etc.) to degrease or wash components. Use special products.
- Dry all washed surfaces and components thoroughly with a jet of air or special cloths before reassembling them.
- Apply a layer of lubricant over all surfaces to protect them against oxidation.
- Check all components for intactness, wear and tear, seizure, cracks and/or faults to be sure that the engine is in good working condition.
- Some mechanical parts must be replaced *en bloc*, together with their coupled parts (e.g. valve guide/valve etc.) as specified in the spare parts catalogue.

**Important**

During repair operations, when using compressed air, wear eye protection.



Oil-bath air cleaner



Important

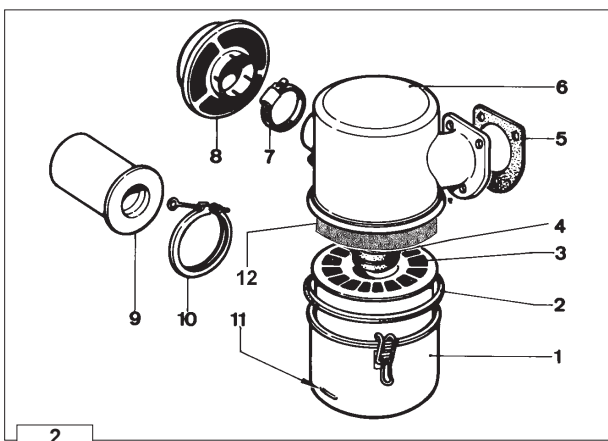
Do not blow the paper filter element with compressed air to clean.



Warning

Check gaskets and replace as necessary.
Check that flange welds are free of defective spots.

- When reassembling, tighten the fastening nuts of the air filter to the intake manifold to 25 Nm.



Oil-bath air cleaner components



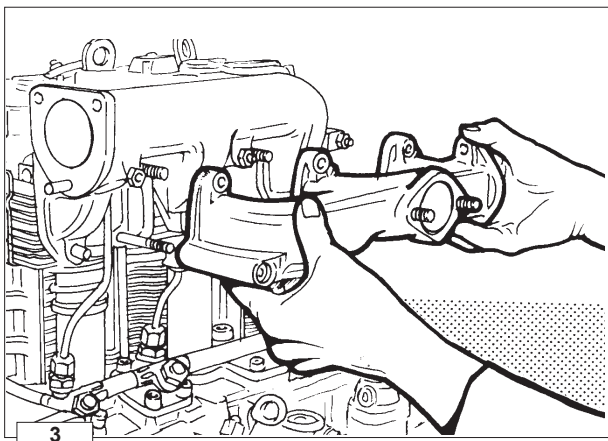
Warning

Replace if irreparably clogged.

- | | |
|---------------------------|--|
| 1 Bowl | 7 Cover clamp |
| 2 External seal ring | 8 Cap |
| 3 Lower filtering element | 9 Centrifugal pre-filter |
| 4 Internal seal ring | 10 Centrifugal pre-filter clamp |
| 5 Gasket | 11 Oil level mark |
| 6 Cover | 12 Upper filtering element (polyurethane sponge) |

Note: Thoroughly clean the lower tank and the metal filter element using diesel fuel then blow compressed air into them.
The upper filter element in polyurethane foam is cleaned by washing it in soapy water; after washing, dry completely using compressed air.

- ➞ After cleaning refill the engine oil tank up to the indicated level.
See page 21 for the maintenance or replacement instructions.



Exhaust manifold

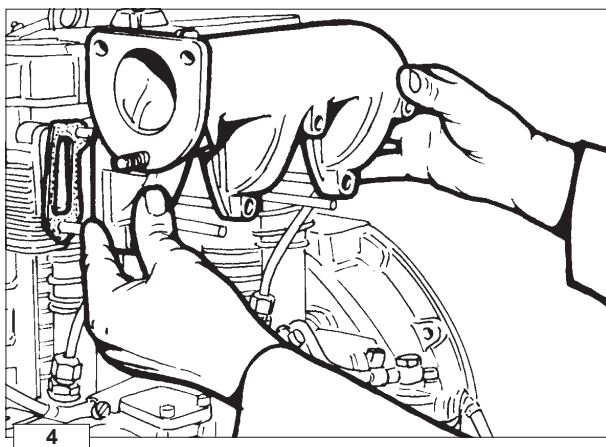


Important

Allow the exhaust manifold to cool before demounting it in order to prevent scorching and burns.

Make sure that the inside is properly clean and is free from cracks or breakage.
Always replace the seals between the manifold and the exhaust pipes.

- When assembling, tighten the nuts in sequence and gradually before the final torque to 20 Nm.

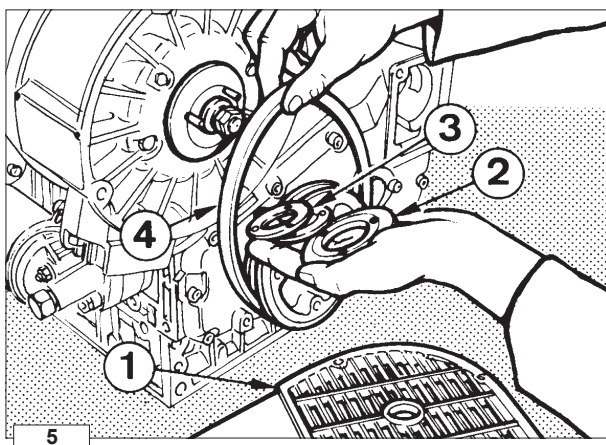


Intake manifold

Before reassembling the manifold check the levelness of the flanges. Always replace the seals between the manifold and the intake pipes.

○ Tighten the nuts gradually to 25 Nm.

Note: In case of low temperature starting we can supply a manifold with provision for a glow plug for air preheating.



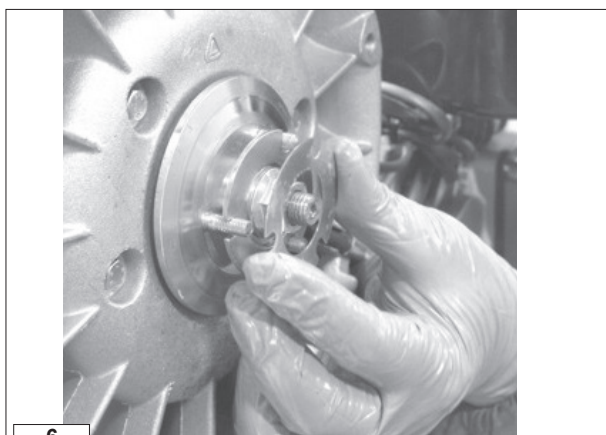
Blower belt alternator

Components:

- 1 Guard
- 2 Pulley
- 3 Spacers
- 4 V-belt

Unscrew the fastening screws of the belt guard and remove it, then take out the nuts on the three stud bolts on the half-pulley. Remove the V belt and check for wear.

➡ See page 21 for periodic maintenance details.



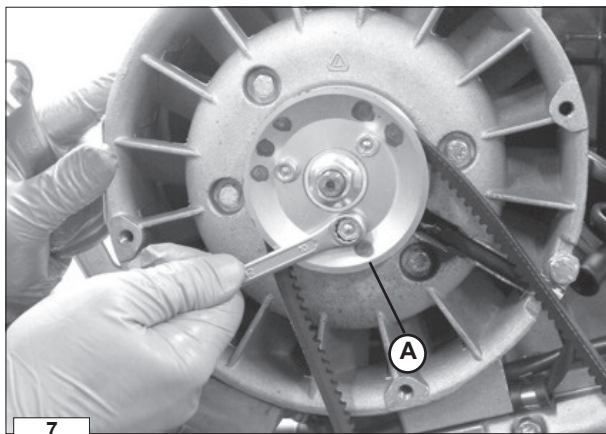
Belt tension adjustment



Important

Check the belt tension only when the engine is not running

The belt tension is adjusted by adding (to reduce tension) or removing (to increase tension) spacers between the half-pulleys. Spacers are available in thicknesses of 0.5, 1 and 2 mm.



Half-pulley - Reassembly

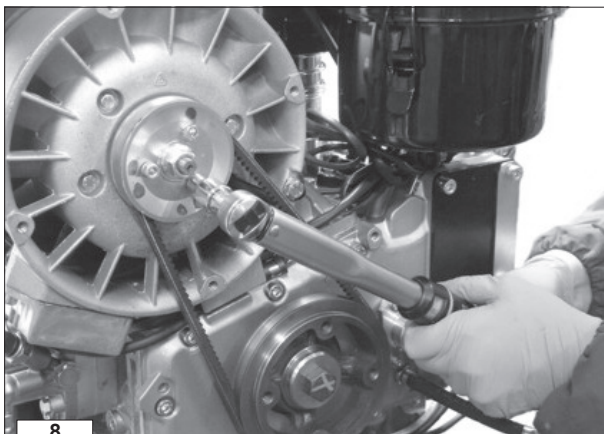


Important

The three stop nuts of the half-pulley should never be tightened simultaneously.

Turn the pulley so that, whenever you tighten a nut, this is in the position indicated **A** in the figure 7.

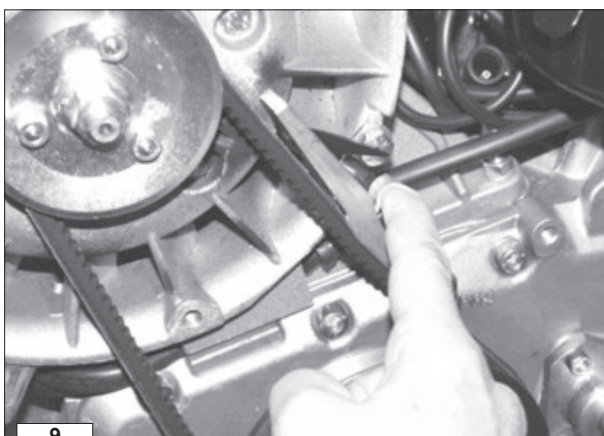
Tightening should be carried out gradually.



Blower belt alternator - Reassembly

- The half-pulley fastening nuts must be tightened using the torque wrench to a final torque of 10 Nm.

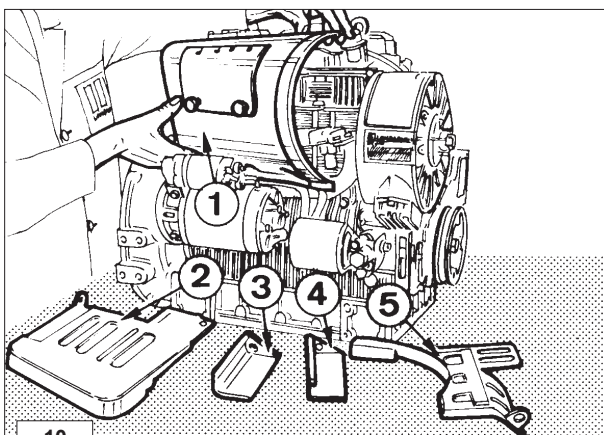
Again during this phase the nut must be in position **A** when tightened as in fig. 7 – page 28.



Tension check

A 4 Kg load located halfway between the pulleys should cause the belt to bend $5 \div 15$ mm.

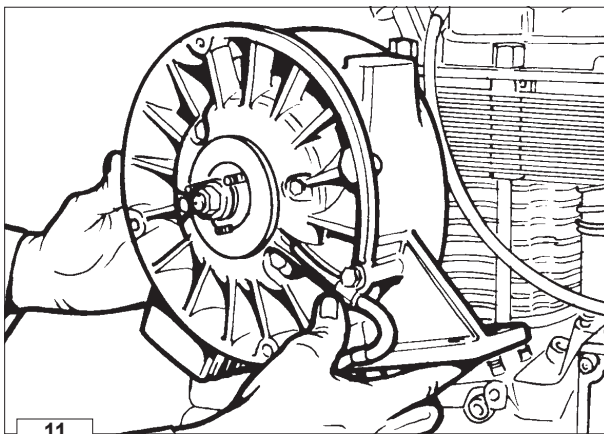
The correct belt tension can also be checked with special tools that are available on sale.



Air shroud and baffles - Disassembly

The air shroud **1** and the baffles **2, 3, 4, 5** are shaped in such a way as to direct the flow of air onto the cylinders in order to cool them.

As the shroud is completely covered in noise-absorbent material, it also has the function of reducing the amount of noise generated by the blower fan and vibrations.



Blower assembly



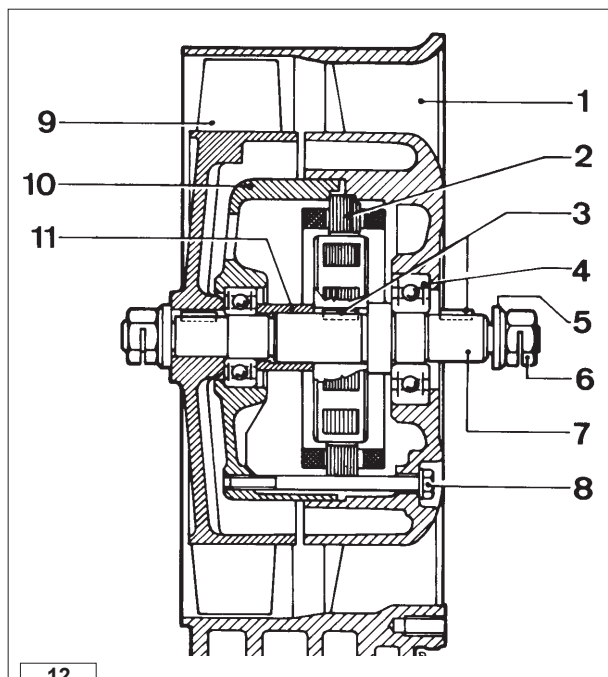
Danger

Before demounting the cooling fan, disconnect the positive battery cable to prevent accidental short-circuits which could consequently energize the starter motor.

The plate and tension regulator are fixed to the outside of the blower fan stator.

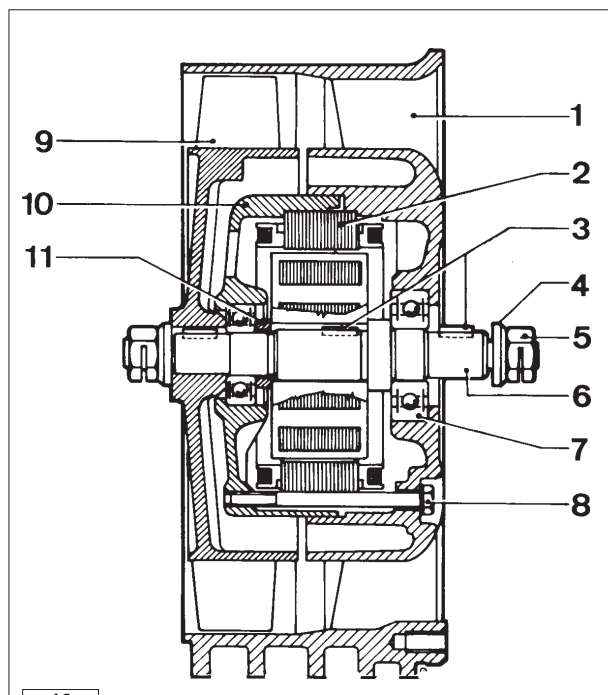
A 14 A or 21 A alternator is housed inside the stator.

- See page 66 - 71 for the alternator technical data.
- See page 17 for the cooling air volume.

Blower assembly components with 14 A alternator


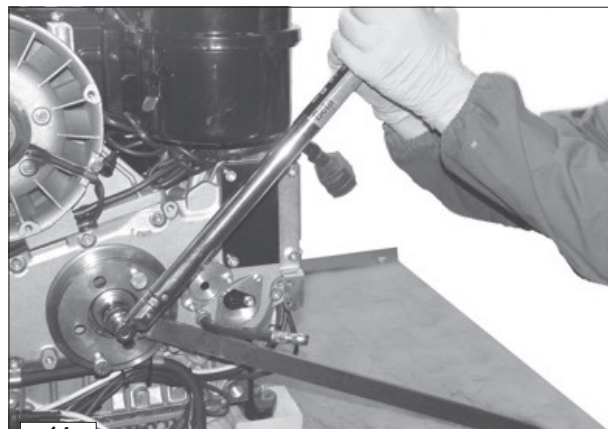
- 1 Housing
- 2 14 A alternator
- 3 Key
- 4 Ball bearing
- 5 Washer
- 6 Nut
- 7 Shaft
- 8 Bolt
- 9 Fan
- 10 14 A alternator bell
- 11 Spacer

12

Blower assembly components with 21 A alternator


- 1 Housing
- 2 21 A alternator
- 3 Key
- 4 Washer
- 5 Nut
- 6 Shaft
- 7 Bearing
- 8 Bolt
- 9 Fan
- 10 21 A alternator bell
- 11 Spacer

13

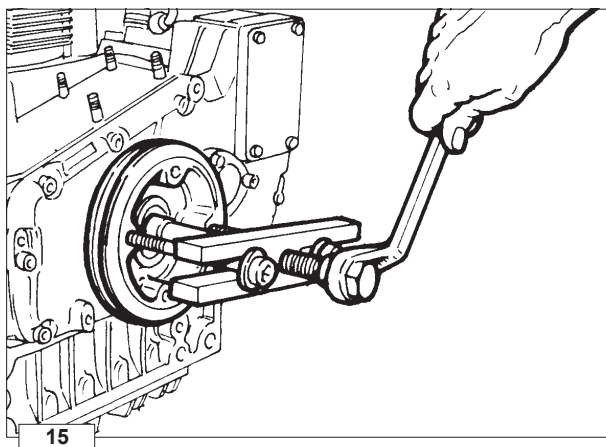
Blower control pulley - Disassembly


14

The blower control pulley is installed on and is driven by the crankshaft.

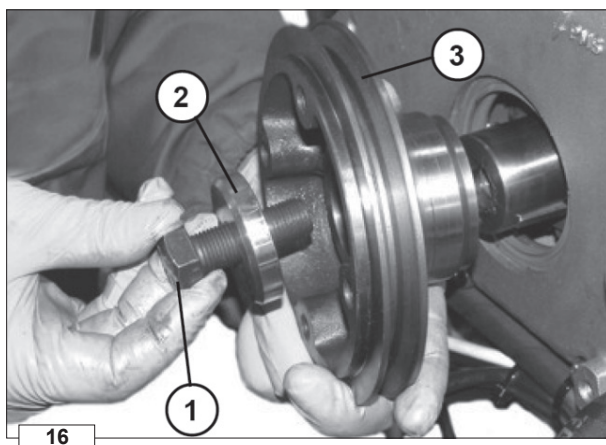
To disassemble the pulley unscrew the left-handed bolt (clockwise) after blocking the crankshaft.

- When reassembling, tighten the bolt using a torque wrench to a torque of 300 Nm.



Crankshaft pulley

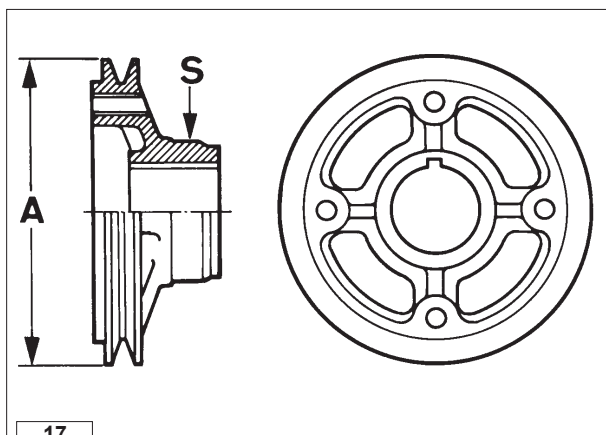
Remove the pulley using extractor serial no. 1460.200.



Components:

- 1 Left-handed bolt
- 2 Washer
- 3 Blower control pulley

Note: It is only possible to check crankshaft axial clearance after tightening the pulley.

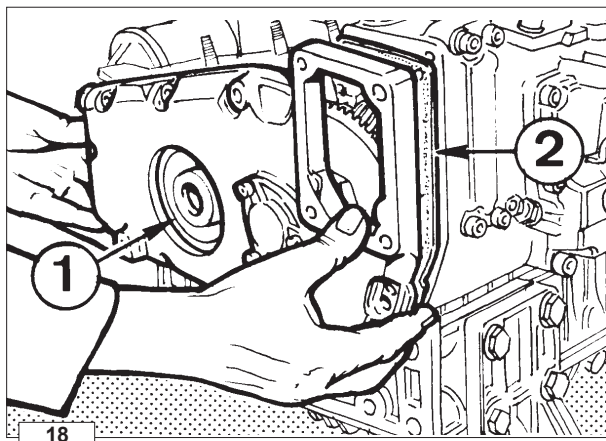


Blower control pulley diameter

There are three pulleys with different diameters **A** which take account of engine settings:

A = 142 mm	(from 2401 to 3000 r.p.m.)
A₁ = 147 mm	(from 2001 to 2400 r.p.m.)
A₂ = 163 mm	(from 1500 to 1800 r.p.m.)

Check **S** surface in contact with oil seal ring and, if necessary, rub with a fine grain emery cloth.

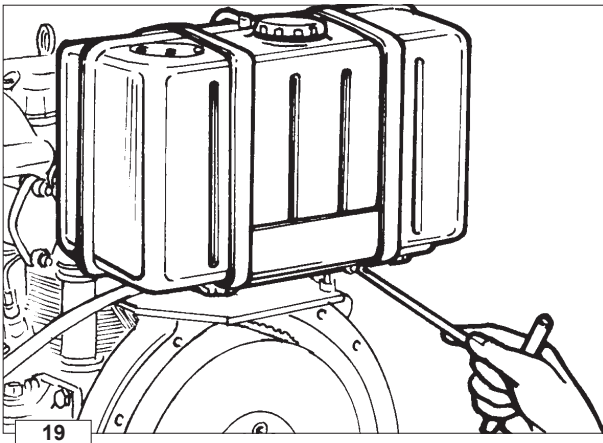


Timing cover

Loosen the screws and remove the cover.

○ When refitting tighten screws at 25 Nm.

Check oil seal ring **1** and replace if warped, hardened or worn-out. Replace gasket **2**.



Tank

**Danger**

Do not smoke or use naked flames during the demounting operations as these could cause explosions or fire outbreaks.

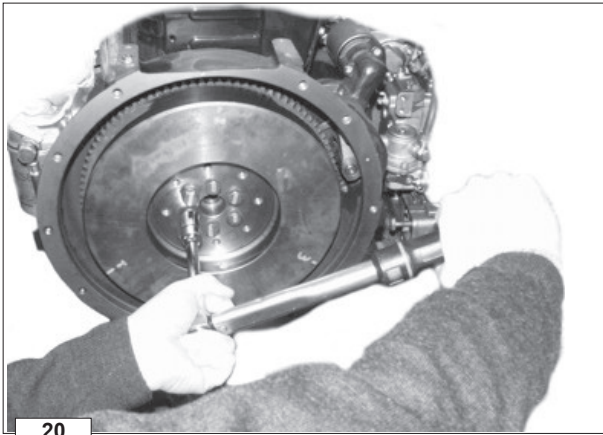
Fuel fumes are highly toxic. Only carry out the operations outdoors or in a well ventilated place.

Keep your face well away from the filler cap or you could inhale harmful fumes. Dispose of fuel in the correct way as it is highly polluting. Do not litter.

Remove fuel filter and loosen clamp screws.

Completely empty the tank and check that no impurities are found inside.

Check that cap breather is not clogged.



Flywheel

**Danger**

During the demounting phases, pay particular attention to prevent the flywheel from dropping as this could seriously injure the operator.

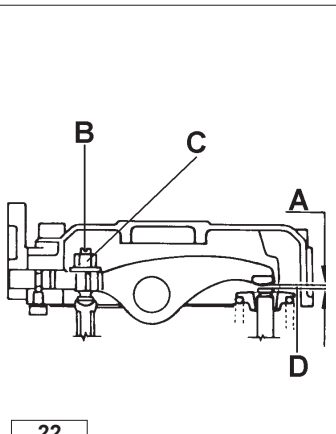
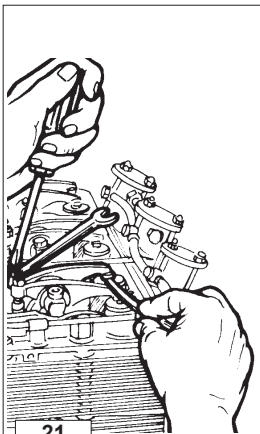
Wear protective goggles when removing the flywheel ring.

Remove the bolts which attach the flywheel to the crankshaft.

To replace starter ring gear heat it up to 300°C for 15 ÷ 20 minutes. Drive it onto the flywheel carefully checking that it perfectly fits into its seat.

Let it cool down slowly.

- When reassembling gradually tighten the fastening screws to 140 Nm on the crankshaft using a torque wrench.



Valve / rocker arm clearance

**Warning**

Make settings when the engine is cold.

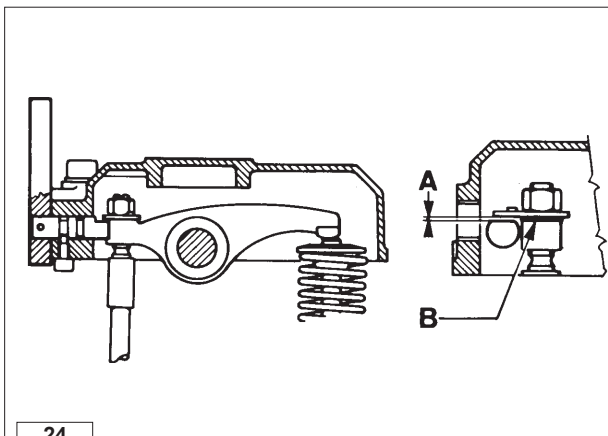
Remove the rocker arm covers and make sure the seals are intact, otherwise replace them. Bring the cylinder piston that is to be adjusted to the compression top dead centre.

Loosen the fastening nut **C**, insert the thickness gauge **D** between the rocker arm and the top of the valve stem, then, using a cross-head screwdriver turn the adjusting screw **B** to set clearance.

Tighten the fastening screw **C** and check valve clearance **A** again to ensure that it is between 0,15 and 0,2 mm for intake and 0,3 ÷ 0,35 mm for exhaust.

- When refitting tighten cover screws to 20 Nm.

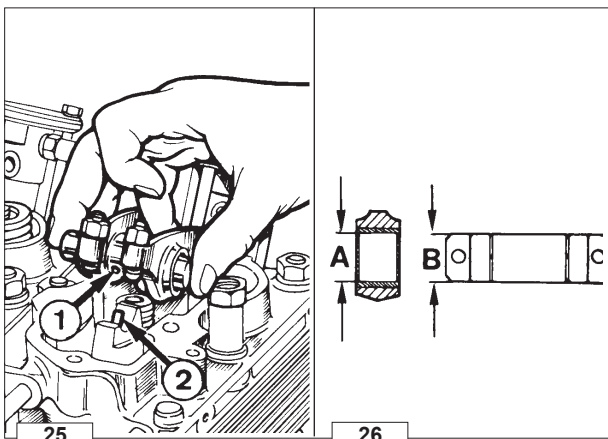
If necessary place a 0,30 or 0,40 mm shim at **B**.



24

Compression release (optional)

Bring piston to top dead center on the compression stroke.
 Unscrew rocker arm cover side plug and measure clearance **A** should be $0,30 \div 0,40$ mm.



25

26

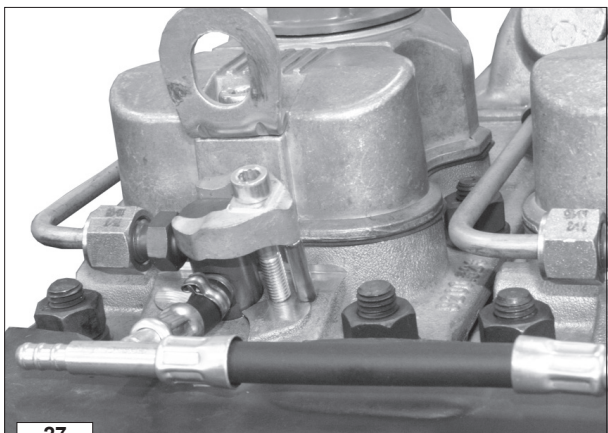
Rocker arm assembly

Components:
1 Rocker arm axle lubrication hole
2 Lubrication tube

Ref.	Dimensions (mm)
A	$18.032 \div 18.050$
B	$17.989 \div 18.000$

Replace the axle and the rocker arm if clearance (**A-B**) is greater than 0,135 mm.
 When refitting check that lubrication tube **2** perfectly fits into centering bore **1**.

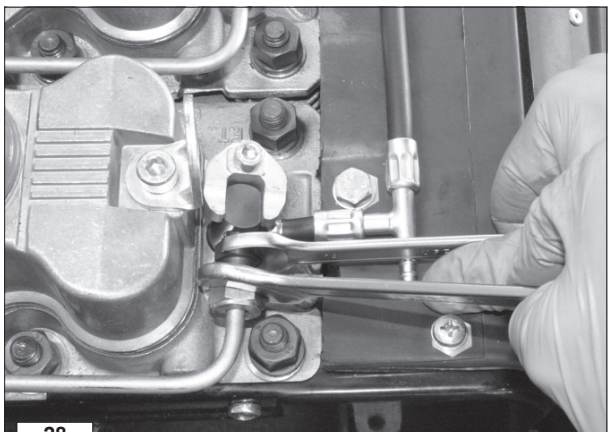
○ Tighten screws at 25 Nm.



27

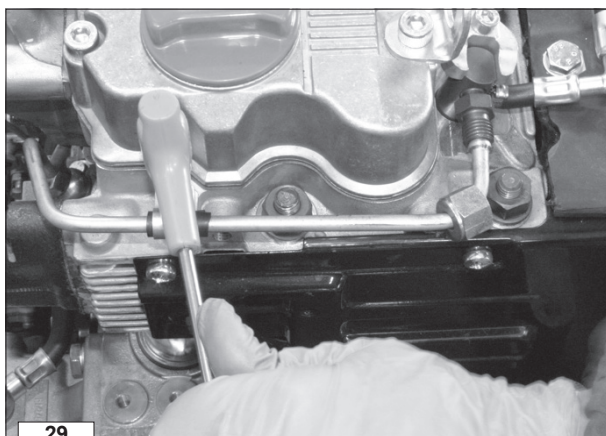
Disassembling size P injector

The injector is attached to the cylinder head via a forked bracket.

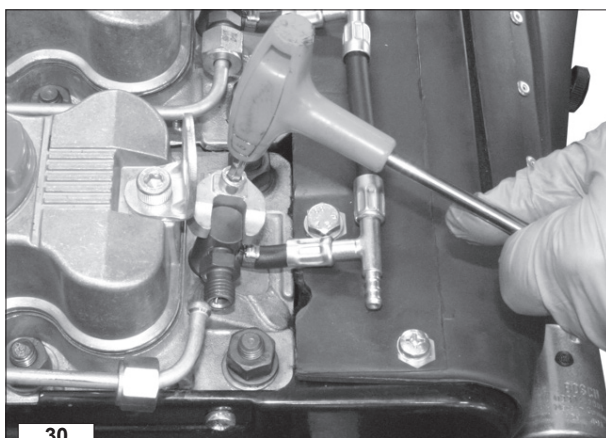


28

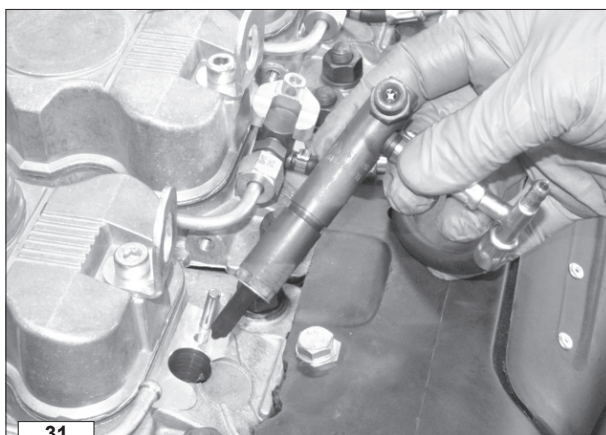
To release the injector union from the high-pressure pipe, use two box wrenches (14 and 17 mm).



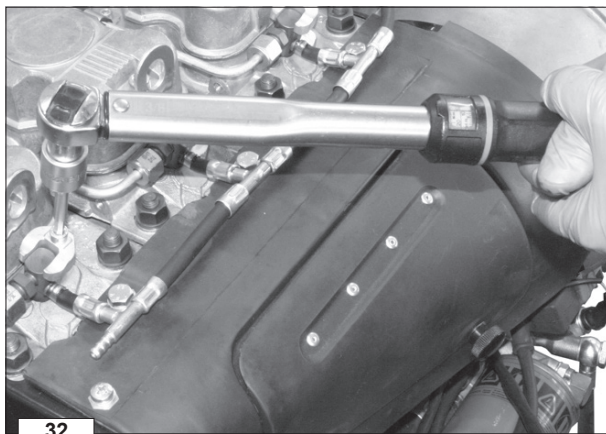
Unscrew the screw fastening the clamp of the high-pressure pipe using a 4 mm hexagon screwdriver.



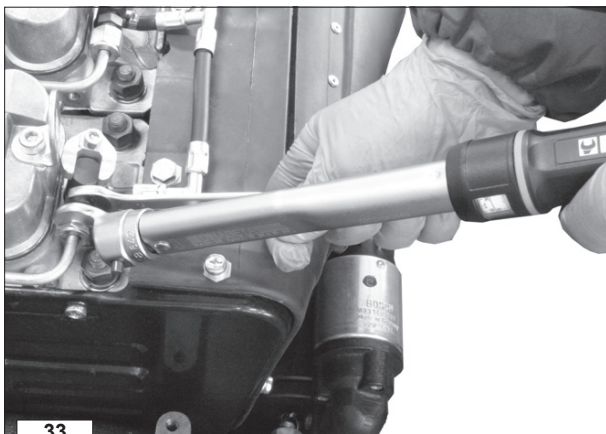
Remove the forked bracket fixing the injector to the cylinder head using a 5 mm hexagon screwdriver (see photo 29 - 30).



These operations are necessary when checking injector calibration or when replacing it.

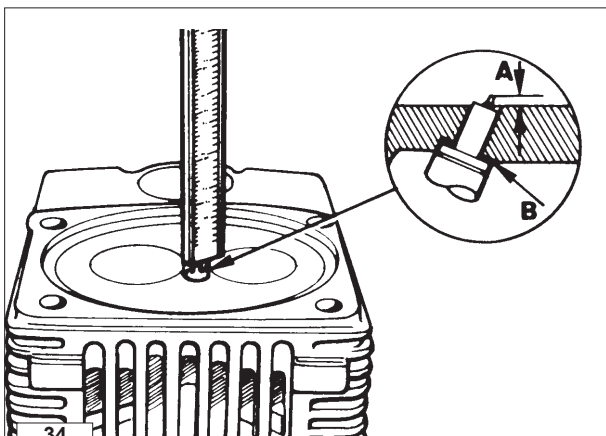


○ The fixing bracket screws must be tightened to 10 Nm using a torque wrench.



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- The high-pressure pipe union must be tightened to the injector union to $20 \div 25$ Nm using a torque wrench.



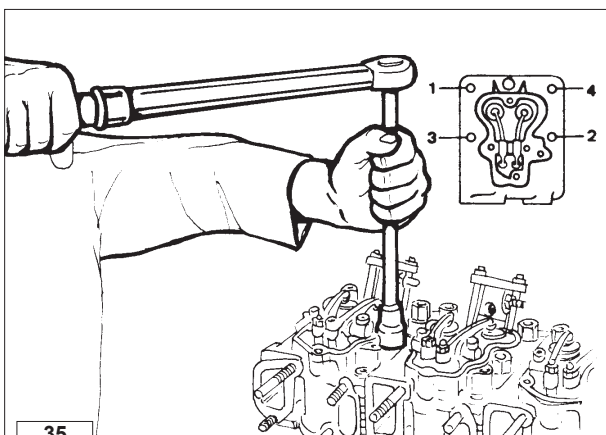
34

Injector protrusion

It is only possible to check injector protrusion with the cylinder head disassembled.

The end of the nozzle must be $3 \div 3,5$ mm with respect to the head surface **A**.

Protrusion is adjusted by adding or removing copper seals **B** which are supplied at a thickness of 0,5 and 1 mm.



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Cylinder Head

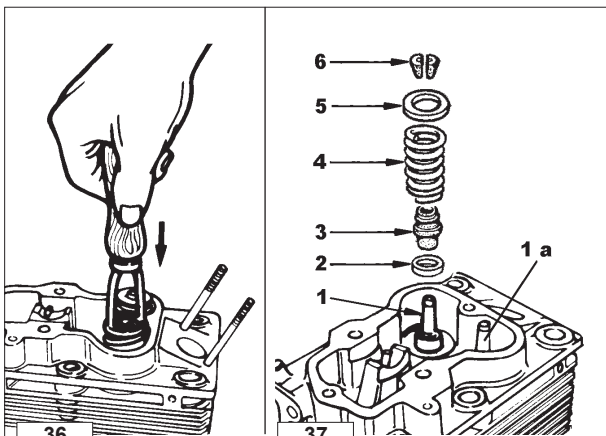


Warning

Do not demount or remount while hot as this could lead to deformations.

If the head surface is distorted, grind it by removing up to 0.3 mm thickness. When reassembling, before tightening, make sure that the rocker arm lubrication hose is firmly lodged into holes. The cylinder heads must be tightened with the exhaust or intake manifold mounted to keep them lined up. Always replace the copper seal between the cylinder head and the cylinder that determines clearance volume; see page 40 for the choice of thickness. See page 32 for how to mount the spring on the tappet rod protection pipe.

- The cylinder head fastening nuts must be tightened gradually to 55 Nm and in the sequence **1, 2, 3, 4**; see fig. 38.



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Valves

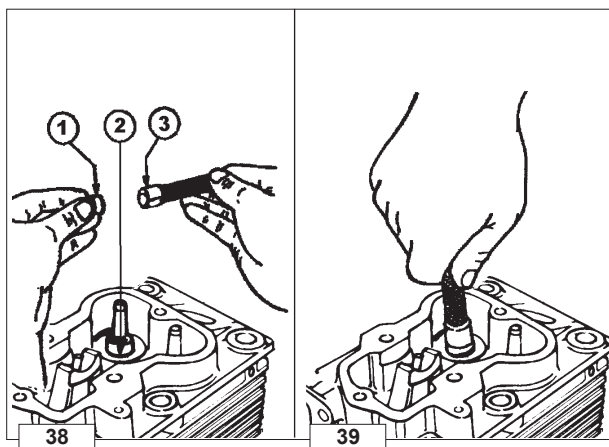
Components:

- 1** Intake valve
- 1a** Exhaust valve
- 2** Lower spring collar
- 3** Valve stem sealing ring
- 4** Spring
- 5** Upper spring collar
- 6** Three-groove half collets

To remove half collets firmly press down the special tool 1460 - 113 as shown in the figure 36.

Valve stem sealing rings - Reassembly

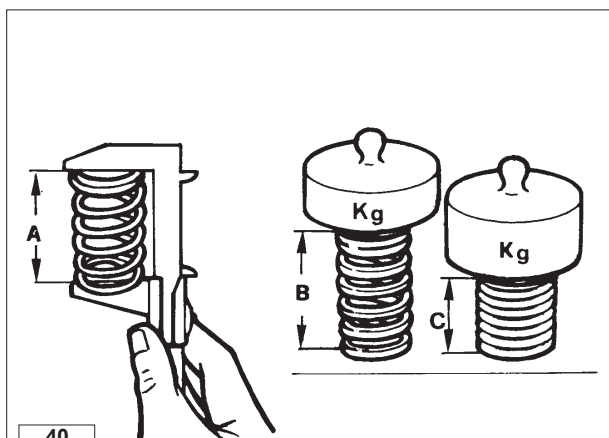
Lubricate the inside of the sealing ring with Molikote BR2 Plus and insert them all the way onto the guides using tool 1460 – 108.
To prevent deformation of the sealing ring 1 as it is inserted onto the valve guide 2 insert it onto tool 3.
Lubricate valve stem with the same type of grease; insert the valves into the guides rotating them particularly as they enter the sealing ring.



Valve springs

Measure free length with a gauge.
Using a spring tester check that the spring length under two different loads corresponds to the values below:

Free length **A** = 52 mm
Length **B** compressed by a 21 Kg weight = 34.8 mm
Length **C** compressed by a 32 Kg weight = 25.8 mm.



Valve material

Intake valves A

- Material: X 45 Cr Si 9 - 3 UNI EN 10090

1 = Chromium-plated portion

$\alpha = 45^\circ 15' \div 45^\circ 25'$

Exhaust valve B

Shaft and head are made of 2 different materials.

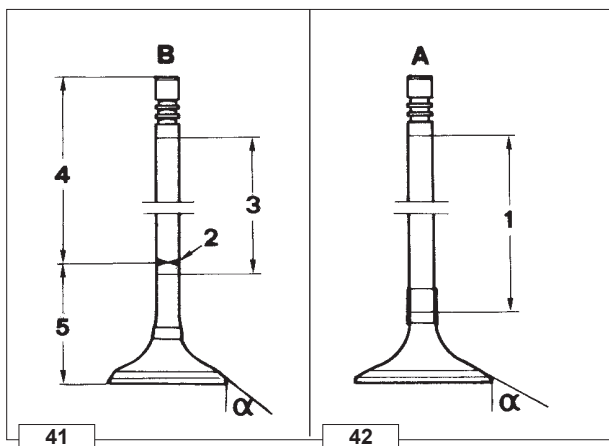
2 = Welded portion

3 = Chromium-plated portion

4 = Portion made of X 45 Cr Si 9 - 3 UNI EN 10090

5 = Portion made of X 53 Cr Mn Ni N 21 - 9 UNI EN 10090

$\alpha = 45^\circ 15' \div 45^\circ 25'$



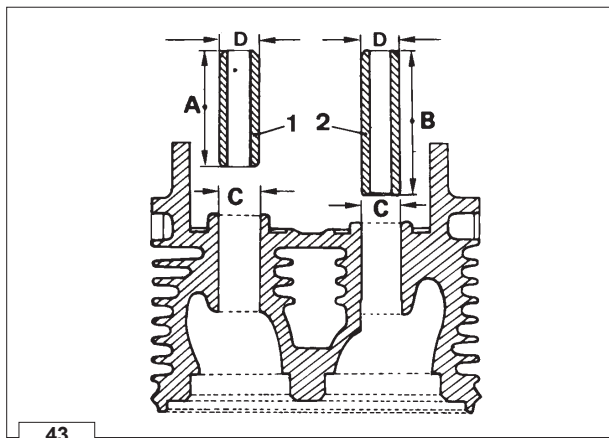
Valve guides and cylinder head housings

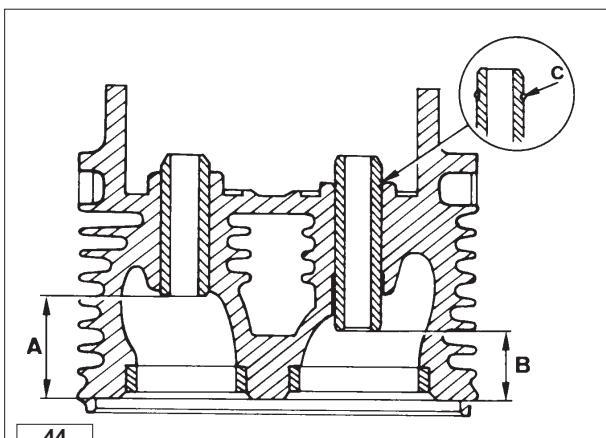
Intake and exhaust valve guides are both made of phosphoric cast iron.

Components: 1 = Exhaust valve guide
2 = Intake valve guide

Ref.	Dimensions (mm)
A	42.00
B	48.00
C	14.00 ÷ 14.018
D	14.045 ÷ 14.056

Valve guides with outside diameter increased by 0,5 mm are also available; in such cases valve guide bore **C** should also be increased by 0,5 mm.





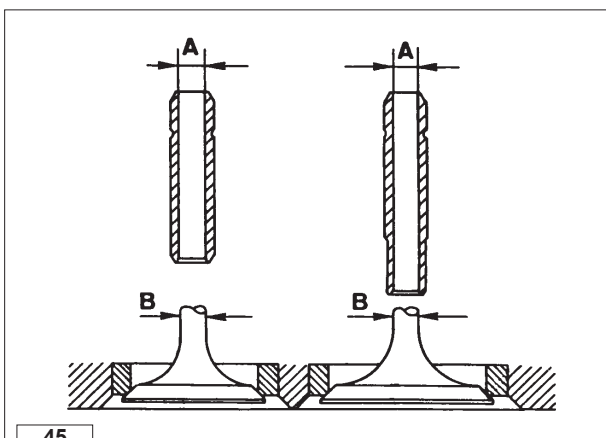
Valve guide insertion

Heat cylinder head up to $160 \div 180^{\circ}\text{C}$.

Thread guides considering the **A** e **B** distances from the head plane.

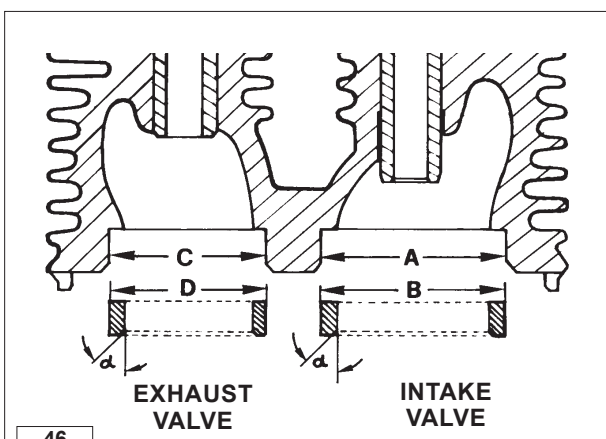
Ref.	Dimensions (mm)
A	$30.80 \div 31.20$
B	$24.80 \div 25.20$

Note: If the guides are supplied with the housing for the lock ring **C**, insert the ring, then drive the guides until the lock ring is stopped without worrying about **A** and **B**.



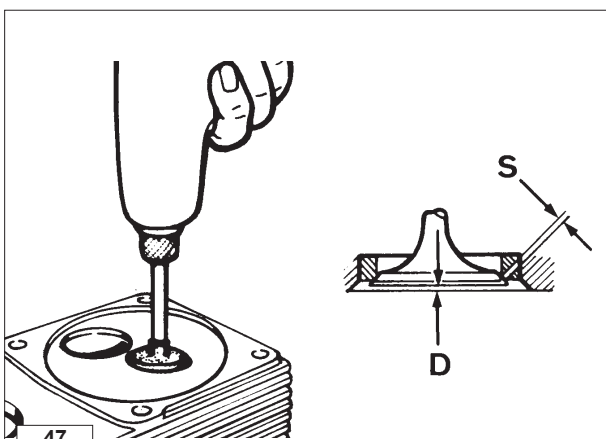
Dimensions and clearance between guides and valves

Ref.	Dimensions (mm)	Clearance (mm)	Limit value (mm)
A	$8.025 \div 8.040$	$0.025 \div 0.055$	1.15
B	$7.985 \div 8.000$		



Valve seats and housings

Ref.	Dimensions (mm)
A	$40.000 \div 40.016$
B	$40.120 \div 40.140$
A	$34.000 \div 34.016$
B	$34.120 \div 34.140$

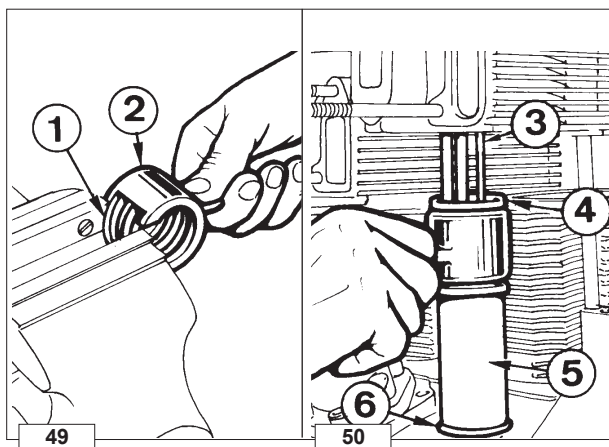


Valve seat lapping

After cutting, lap valve seats with fine emery paste in oil suspension. The sealing surface **S** should not exceed 2 mm.

Valve recess after grinding

Ref.	Dimensions (mm)	Limit value (mm)
D	$0.75 \div 1.25$	1.65



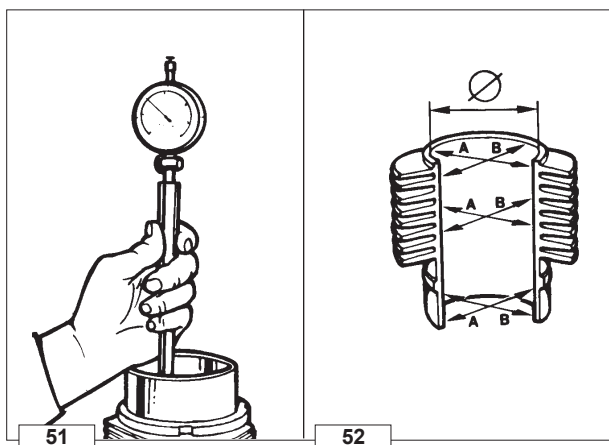
Pushrod tube spring fitting

Components:

- 1 Spring
- 2 Tool Part No 1460-009
- 3 Rocker arm lubrication tube
- 4 Gasket
- 5 Pushrod tube
- 6 Gasket

To mount the spring 1 on the tappet rod protection pipe 5 insert it into the tool 2 with the help of a vice.

Make sure that the rocker arm lubrication hose 3 and the seals 4 and 6 are fully in place.



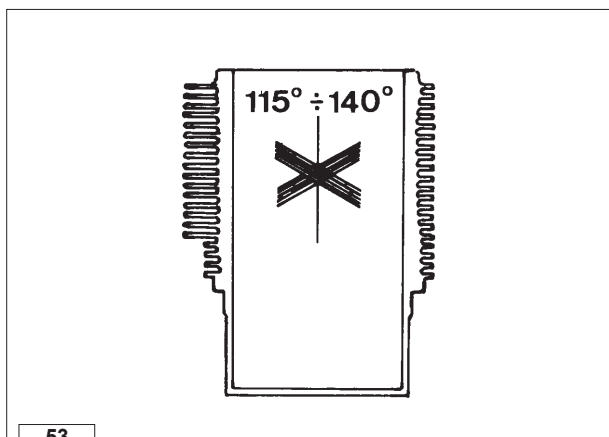
Cylinder

Measure diameter size between two diametrically opposed points at three different heights.

Ref.	Ø Cylinder (mm)
625/3	34.00 ÷ 34.016

In case wear exceeds 0,10 mm, bore the cylinder and fit oversize piston and rings.

In case of less wear replace piston rings only.



Checks and cylinder roughness

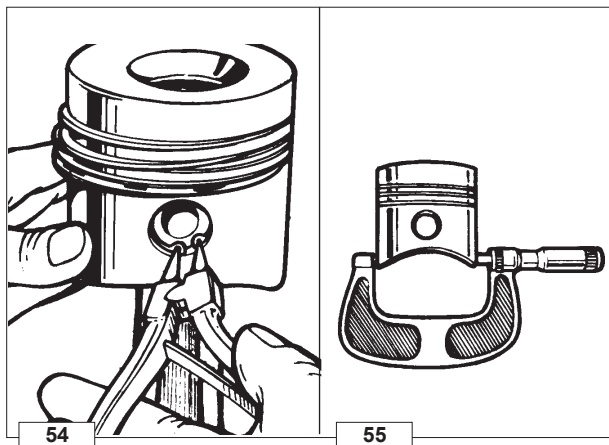
The cylinder should show no blowholes or porosities.

Seal both ends of cylinder and pressurize with compressed air at 4 bar for 30 sec.

Fins must be intact.

Cross hatch pattern must range between 115° ÷ 140°: they must be uniform and clear in both directions.

Average roughness should range between 0,5 and 1 µm.



Piston

Remove the Sieger stop rings and extract the pin.

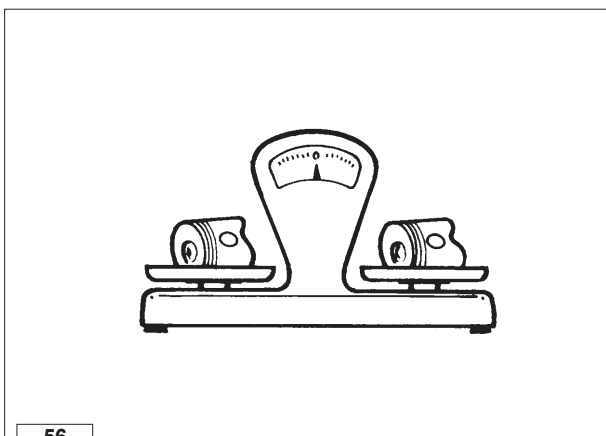
After removing the snap rings from the piston, clean the grooves if necessary.

Measure the diameter at 2 mm from the base using an external micrometer.

Ref.	Ø Piston (mm)
KD 625-3	94.92 ÷ 94.95

Replace the piston and the snap rings if the diameter of the wear is greater than 0,05 mm of the minimum value prescribed.

Note: Oversize pistons of 0,5 and 1,0 mm are available.



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Piston weight

Weigh pistons when replacing them in order to avoid unbalance.
The difference in weight should not exceed 6 g.

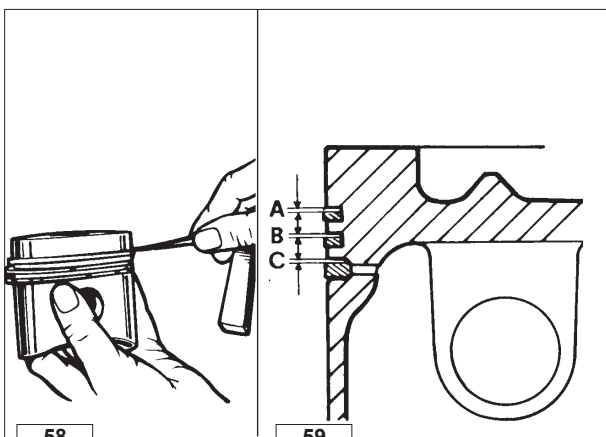


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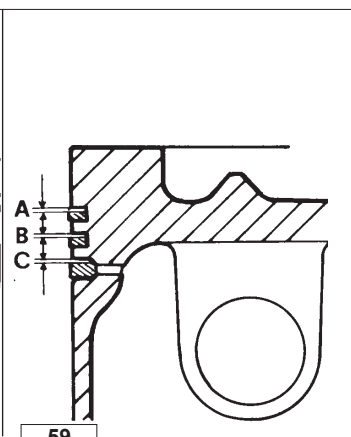
Metal snap rings - End gaps

Insert the snap rings in the lower part of the cylinder, then measure the distance between the tips.

			KD 625-3	Limit value
1°	Compression snap ring (chrome-plated)	A	0.40 ÷ 0.50	1 mm
2°	Snap ring (conical internal torsional)	A		
3°	Ring (oil scraper)	A	0.25 ÷ 0.50	



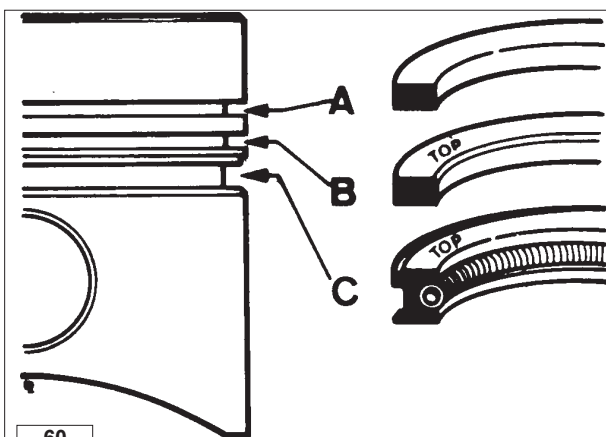
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Metal snap rings - Piston grooves

Ref.	Dimensions (mm)	Limit value (mm)
A	0,07 ÷ 0,11	0,20
B	0,05 ÷ 0,09	0,16
C	0,04 ÷ 0,08	0,15



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Metal snap rings - Fitting sequence

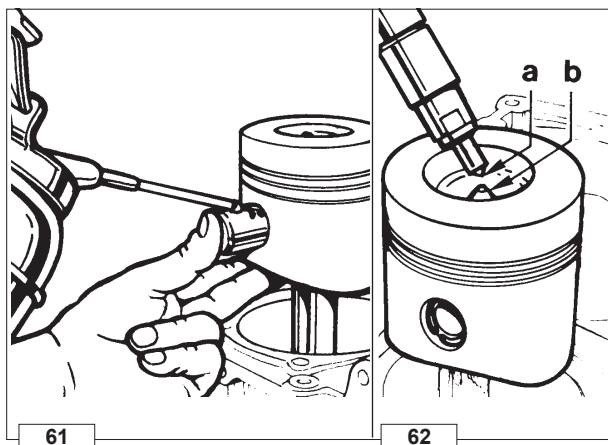
A = Compression snap ring (chrome-plated)
B = Snap ring (conical internal torsional)
C = Ring (oil scraper)

Note: before inserting the piston in the cylinder, rotate snap rings so that cuts are misaligned by 120° from one to the next.



Important

Assemble the segments with TOP facing the piston crown.



Piston - Refitting



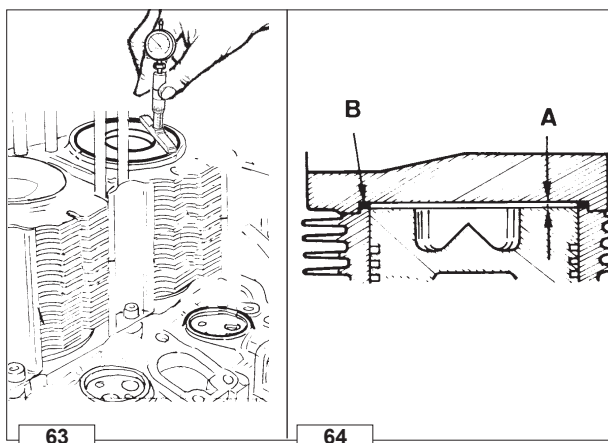
Warning

Lubricate the following parts with oil before mounting: the piston pin, the piston, the cylinder and the big-end bearing

Connect piston to connecting rod in a way that the combustion chamber center **b** is under nozzle tip **a**.

Lubricate piston pin and introduce it into the piston by exerting pressure with your thumb.

Check that both circlips are well inside their seats.



Piston clearance

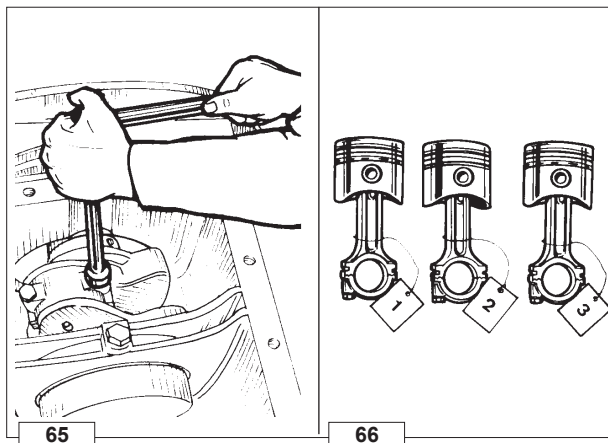
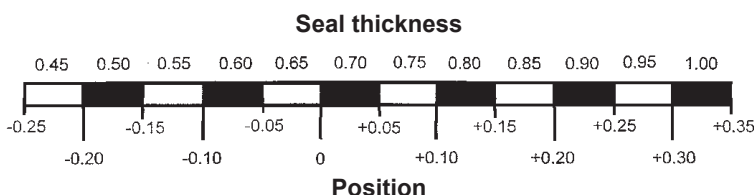
A = Clearance volume is $0,65 \div 0,7$ mm for size **S** injectors and $0,55 \div 0,6$ mm for size **P** injectors

B = Copper seal with various thicknesses

The piston crown in the **TDC** (top dead centre) position may vary, and extend or be short of the upper surface of the cylinder.

Use a dial indicator to measure the positive or negative difference between the two surfaces (piston crown and upper cylinder surface) and use a suitable thickness copper gasket **B** for the cylinder head to adjust the clearance volume **A** between the cylinder head and the piston crown, and which must be between $0,65$ and $0,7$ mm for size **S** injectors and $0,55 \div 0,6$ mm for size **P** injectors.

The table below shows how to choose the most suitable cylinder head copper seal according to the position of the piston in relation to the upper surface of the cylinder.



Connecting rod



Warning

When remounting the big-end bearings, remember to thoroughly clean the parts and generously lubricate them to prevent seizure when the engine is started up for the first time

Remove the oil sump and internal oil filter.

Remove connecting rods and check as follows.

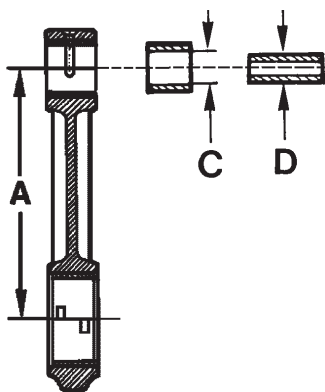


Important

All connecting rod/piston units should be fitted back into the corresponding cylinders; mark them to avoid mistakes.



See page 41 fig. 71 for specifications as to the tightening of the connecting rod big end bearing.



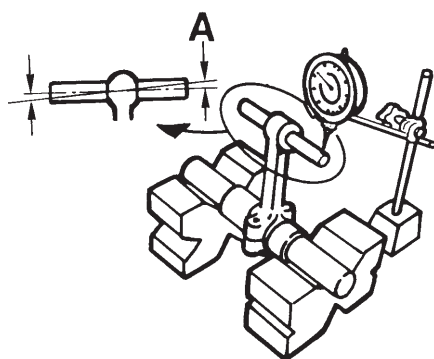
67

Connecting rod small end bearing and pin

Ref.	Dimensions (mm)	Clearance (C-D) (mm)	Limit value (C-D) (mm)
A	141.95 ÷ 142.05	0.020 ÷ 0.035	0.070
B	25.020 ÷ 25.030		
C	24.995 ÷ 25.000		

* with driven and machined bearing.

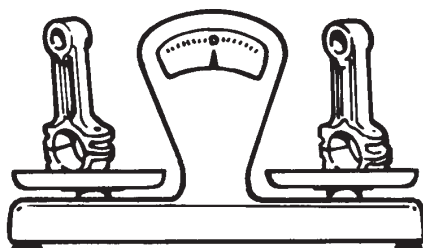
When refitting the bearing of the connecting rod small end, as you drive in, make sure that the lubrication hole on the connecting rod coincides with the hole on the bearing.



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Connecting rod alignment

Check alignment of small end and big end bearing bores using fitted mandrels; axial mis-alignment **A** = 0,02 mm; maximum limit 0,05 mm. Moderate warpage may be corrected by gradually working with a press.

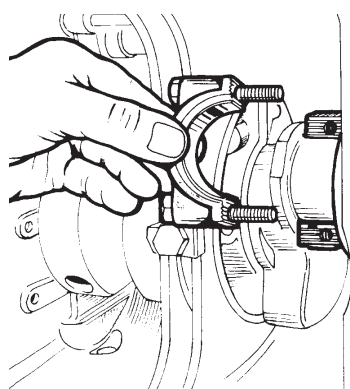


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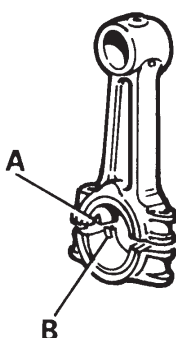
Connecting rod weight

Weight connecting rods when replacing them in order to avoid unbalance.

The difference in weight should not exceed 10 g.



70



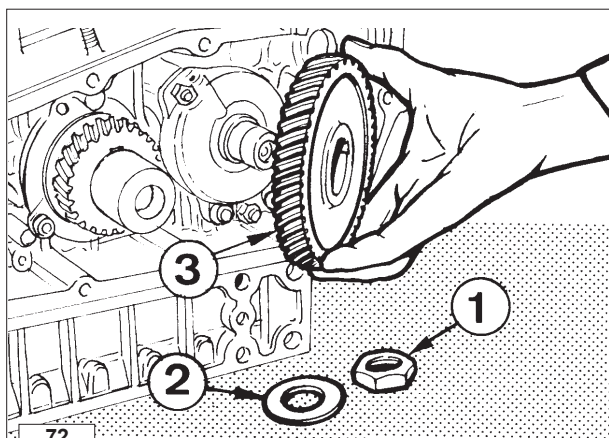
71

Connecting rod big end bearing

Both centering notches **A** and **B** must be on the same side when refitting.

○ Tighten bolts at 40 Nm.

➡ See page 45 for dimensions.

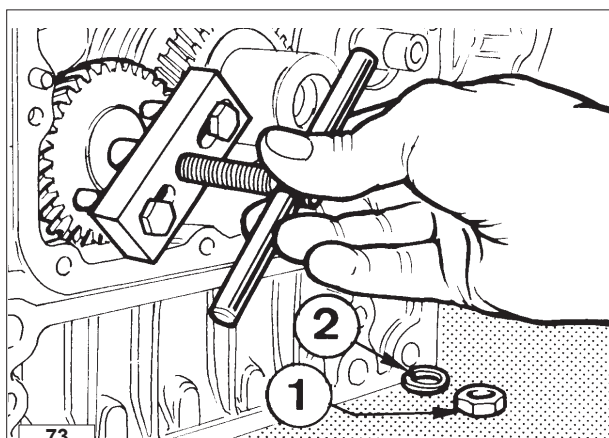


Camshaft gear

Remove nut 1 and washer 2. Then remove camshaft gear 3. The cylindrical type of coupling makes gear removal easier since no puller is required.

○ Tighten nut 1 at 25 Nm.

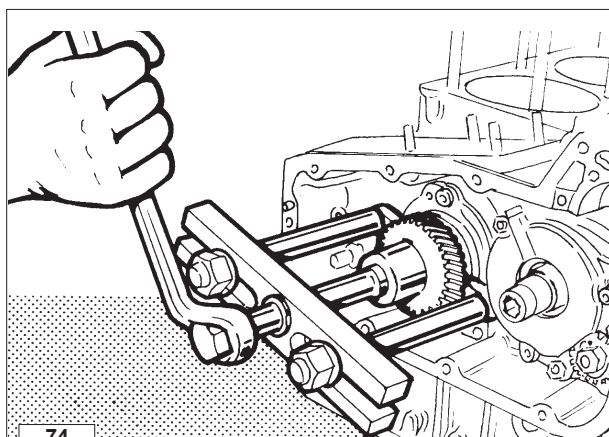
➡ See Page 48 for timing.



Oil pump gear

Remove nut 1 and washer 2. Then remove oil pump gear using a puller with two M 8x1,25 bolts (length: 60 mm).

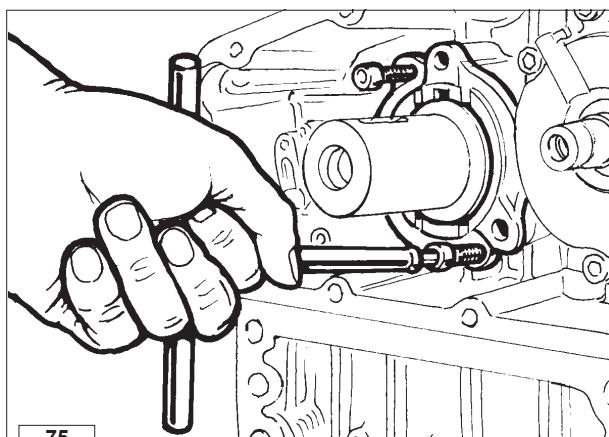
○ Tighten the nut at 35 Nm.



Timing gear

The timing gear can be easily pulled out thanks to the cylindrical type of coupling.

However, if resistance is felt use a bearing puller.



Main bearing support, gear side

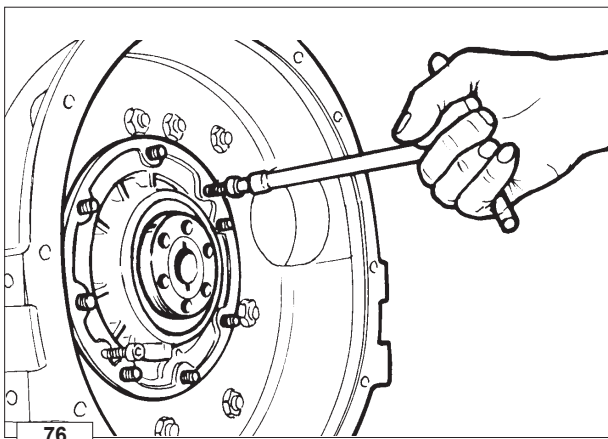
Remove crankshaft key and thrust bearing.

Loosen the three fixing bolts and remove the main bearing support on gear side using two M 8x1,25 screws with fully threaded length of 60 mm.

Note: To avoid distortion it is not recommended to replace the bearing bushing.

Complete assemblies of bushing and support are available in standard, 0,25 and 0,50 mm undersize configurations as spare parts.

○ When refitting tighten screws at 25 Nm.

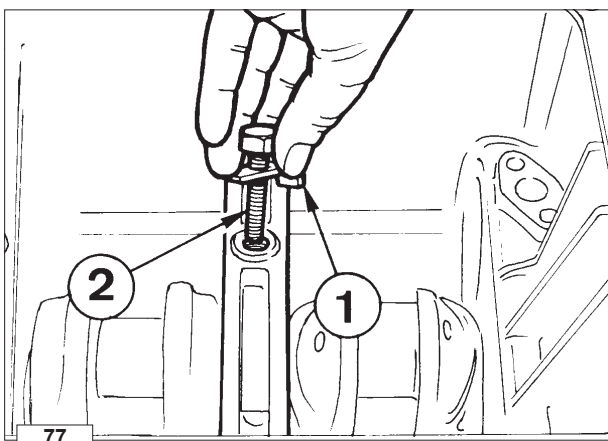


Main bearing support, flywheel side

Loosen nuts and extract main bearing support using two M 8x1.25 screws with fully threaded length of 40 mm.
Check oil seal ring and replace if warped, hardened or worn-out.

○ When refitting tighten nuts at 25 Nm.

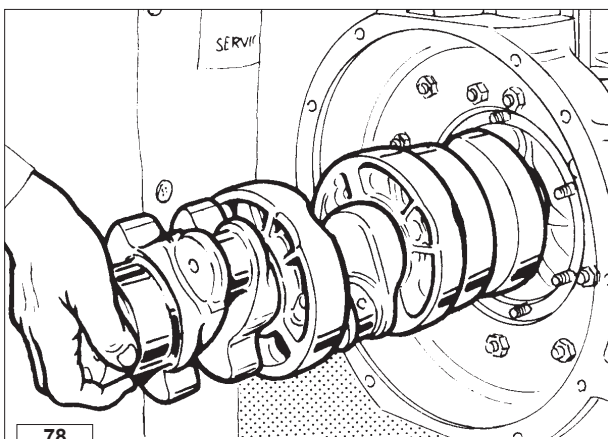
➡ See Page 45 for dimensions.



CRANKSHAFT

Center main bearing support, locating bolts

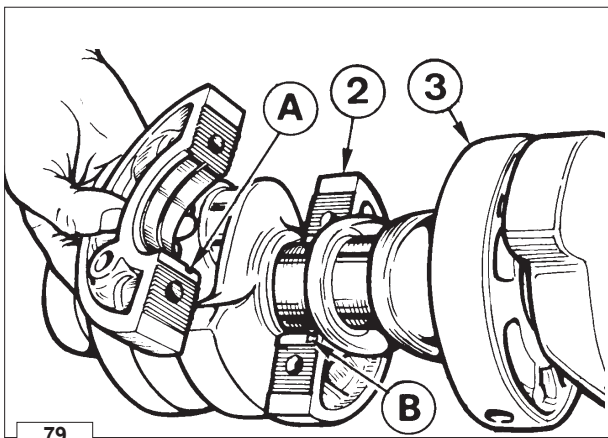
Before removing the crankshaft, straighten the safety stop 1 and unscrew the bolts 2 of the central main bearings.



Crankshaft removal

To pull out the crankshaft tap lightly on the gear side end using a copper-headed hammer.

When refitting align center main bearing supports so that the locating bolt holes coincide with the crankcase holes.



Crankshaft center main bearing supports

Main bearing supports 2 and 3 have a different diameter size (see page 40 for dimensions).

When refitting, both centering notches A and B must be located on the same side.

○ Tighten screws at 30 Nm.

Crankshaft lubrication ducts

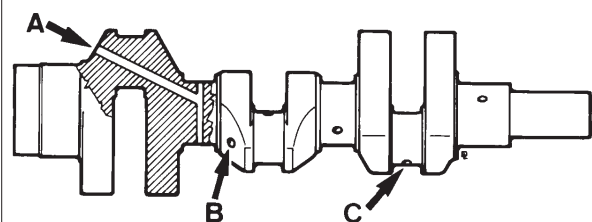


Important

During repair operations, when using compressed air, wear eye protection.

Remove the caps, clean ducts **A**, **B** and **C** using a drill bit with the same diameter and blow with compressed air.

After cleaning, replace the new caps in their seats and make sure they are sealed.

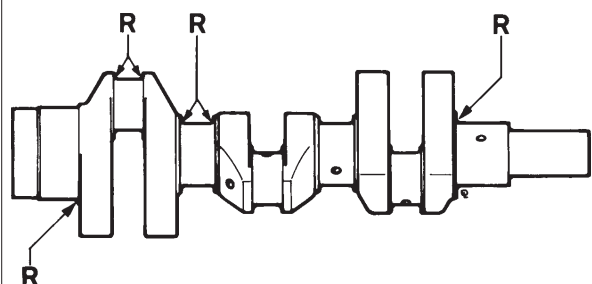


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Crankshaft journal radius

The radius **R** connecting journal to shoulders is $2,8 \div 3,2$ mm.

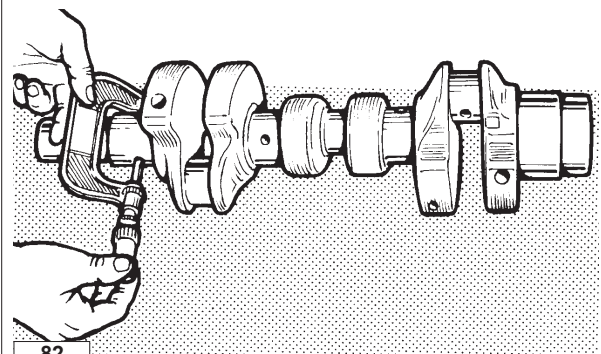
Note: When grinding main journals or crank pins restore the **R** value to original specification.



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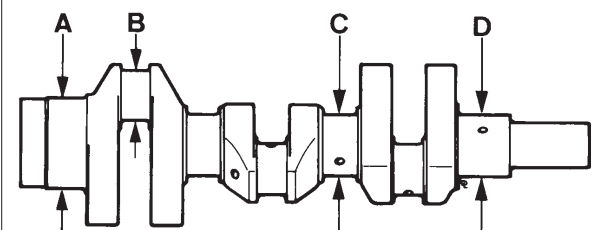
Checking main journals and crank pins

Use an outside micrometer gauge.



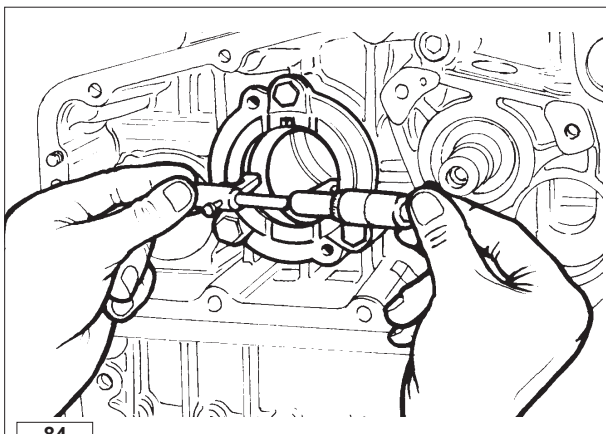
82

Main journal and crank pin diameter



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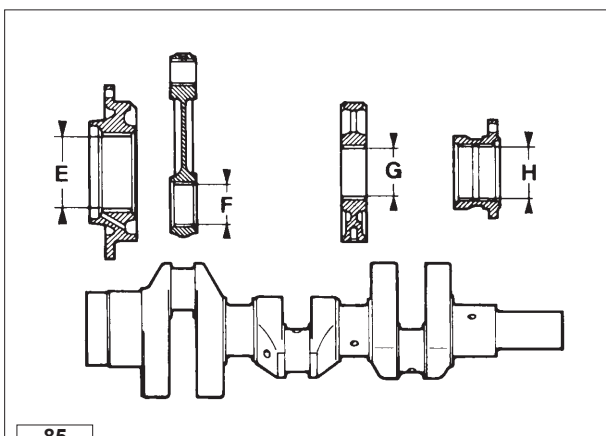
Ref.	Dimensions (mm)
A	80.781 ÷ 80.800
B	45.500 ÷ 45.516
C	55.350 ÷ 55.370
D	54.931 ÷ 54.950



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Diameter of main bearings

Use an inside micrometer to measure the inside.



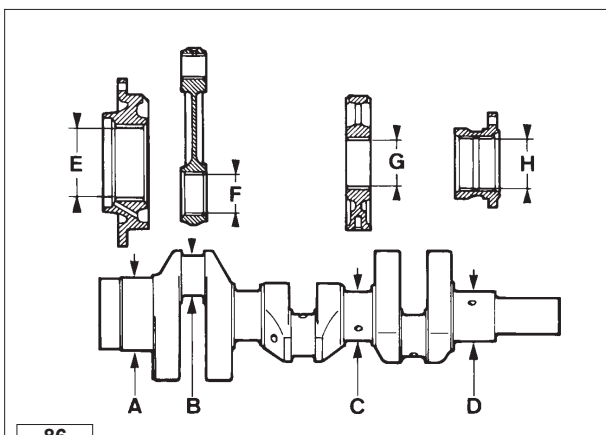
85

Main bearing and connecting rod big end bearing inside diameter

Ref.	Dimensions (mm)
E	80,870 ÷ 80,890
F	45,548 ÷ 45,578
G	55,430 ÷ 55,460
H	55,000 ÷ 55,020

The above dimensions refer to driven in or tightened bearings.

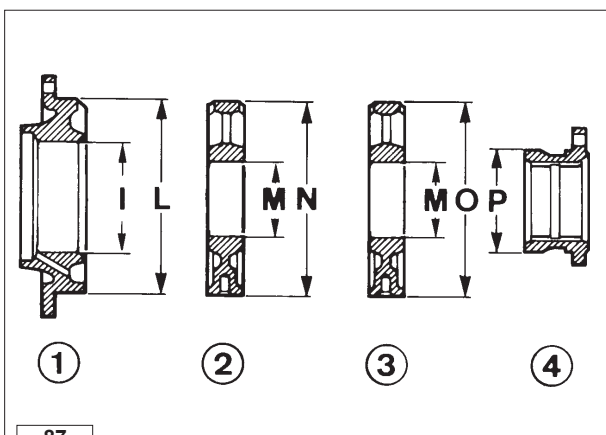
Note: Both main bearings and connecting rod big end bearings are available with inside diameter size measuring 0,25 and 0,50 less than the standard version.



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Clearance between main journals/crank pins and connecting rod bearings

Ref.	Dimensions (mm)	Limit value (mm)
E-A	0,070÷0,109	0,195
F-B	0,032÷0,078	0,150
G-C	0,060÷0,110	0,195
H-D	0,050÷0,089	0,180



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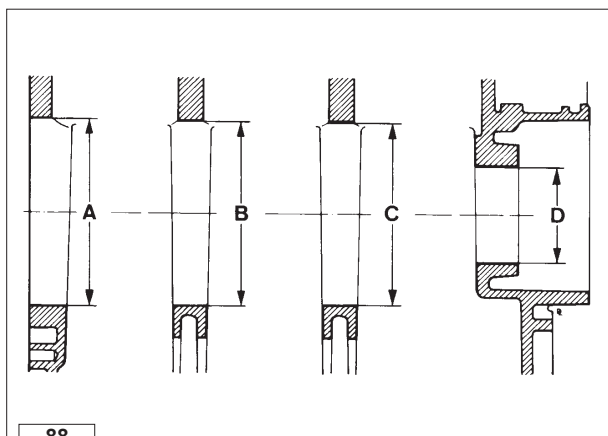
Main bearing supports

- 1 Flywheel side 3 2nd central
 2 1st central 4 Gear side

Ref.	Dimensions (mm)
I	85,785 ÷ 85,815
L	152,000 ÷ 152,020
M	60,000 ÷ 60,020
N	150,000 ÷ 150,020 *
O	148,000 ÷ 148,020 *
P	77,990 ÷ 78,010

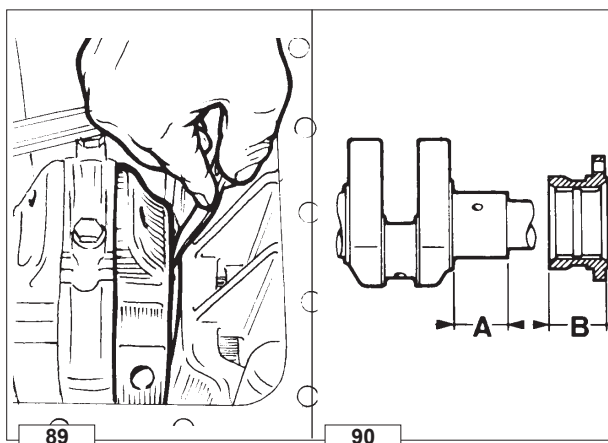
* with tightened bearing

Main bearing housings



Ref.	Dimensions (mm)
A	150.000 ÷ 150.020
B	152.000 ÷ 152.020
C	148.000 ÷ 148.020
D	78.000 ÷ 78.020

Crankshaft end play

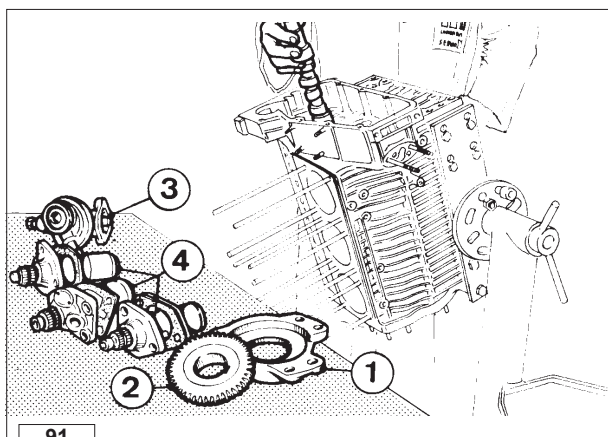


Ref.	Dimensions (mm)
A	48.200 ÷ 48.250
B	47.950 ÷ 48.000

Check crankshaft end play after refitting the crankshaft pulley and tightening its nut at 300 Nm; the crankshaft end play is equal to 0,20 ÷ 0,30 mm and is not adjustable. If this value cannot be obtained check **A** and **B**, and possibly replace the parts whose size is inadequate.

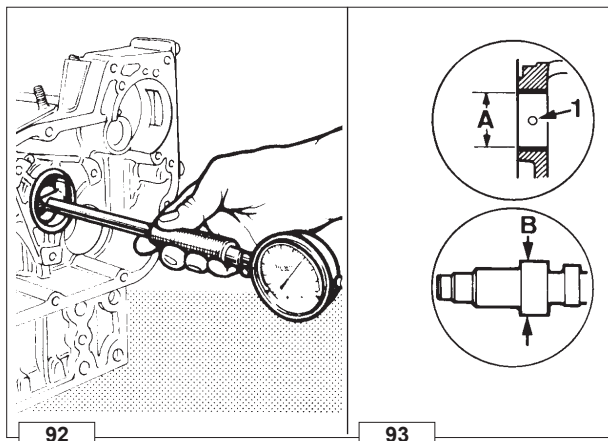
CAMSHAFT

Camshaft removal



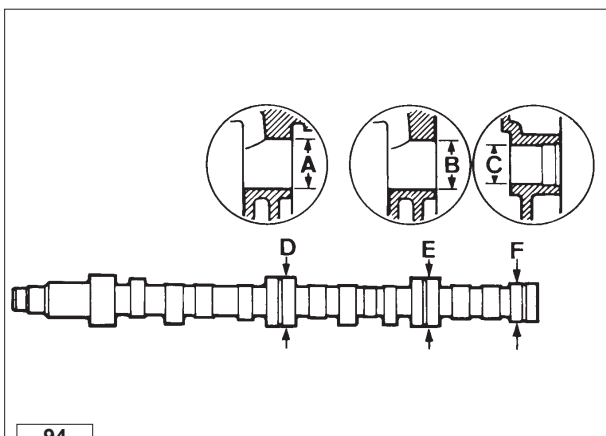
To pull out the camshaft simply remove bell **1**, gear **2**, fuel feeding pump **3**, injection pumps **4** and tilt the engine; in this position the cam followers is not in contact with the camshaft thus making its removal possible.

How to measure camshaft bearing and journal inside diameter



Ref.	Dimensions (mm)	Clearance (mm)	Limit value (mm)
A	44.000 ÷ 44.025	0.040 ÷ 0.085	0.170
B	43.940 ÷ 43.960		

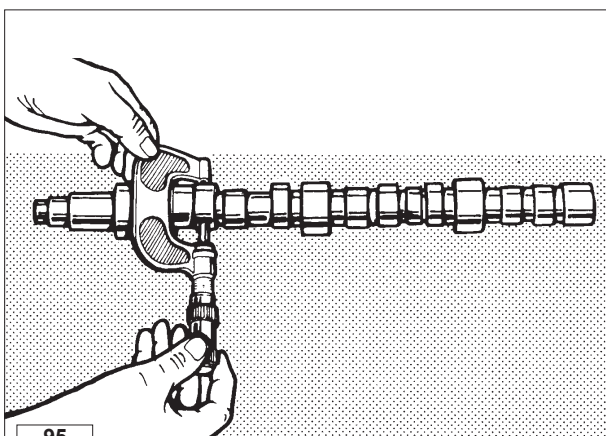
Measure **A** using an internal dial indicator and **B** with an external micrometer.
When repiacing the bearing make the lubrication hole **1** match with the corresponding crankcase bore.



94

Dimensions of camshaft journals and housings

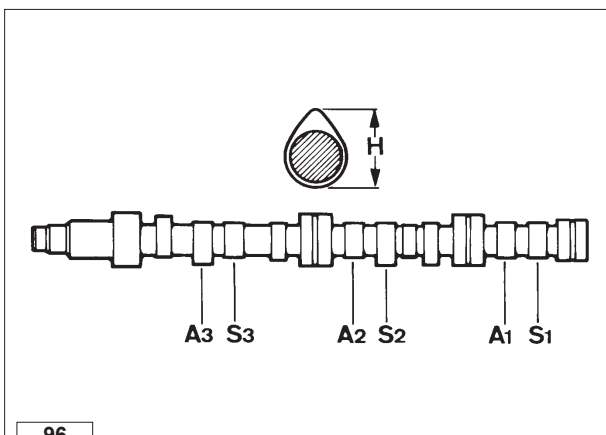
Ref.	Dimensions (mm)	Ref.	Clearance (mm)	Limit value (mm)
A	42.000 ÷ 42.025	A-D	0.040 ÷ 0.085	0.170
B	41.000 ÷ 41.025	B-E		
C	33.200 ÷ 33.220	C-F	0.040 ÷ 0.085	0.160
D	41.940 ÷ 41.960			
E	40.940 ÷ 40.960			
F	33.140 ÷ 33.160			



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Checking intake/exhaust cam height

Use an outside micrometer gauge to measure camshaft lobe height.



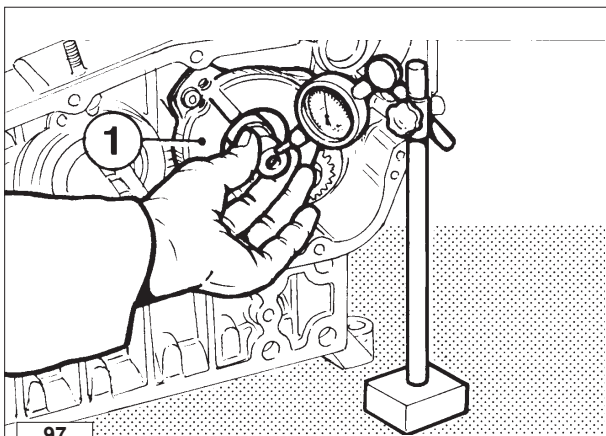
96

Intake/exhaust cam height

A1 = 1st cylinder intake cam
S1 = 1st cylinder exhaust cam
A2 = 2nd cylinder intake cam
S2 = 2nd cylinder exhaust cam
A3 = 3rd cylinder intake cam
S3 = 3rd cylinder exhaust cam
H = 33,65 ÷ 33,55 for engines EPA 97/68 CE

Exhaust and intake cams feature the same height **H**.
 Replace camshaft if **H** is 0.1 mm below the given value.

Note: Engines KD 625/3, in the slow speed version (1500 ÷ 2000 r.p.m.) features a camshaft with **H** = 33,765 ÷ 33,865 mm.



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Camshaft end play

Check camshaft end play after removing cylinder head, injection pump and fuel feed pump from the engine.

○ Check that the three cover **1** screws are tightened at 25 Nm.

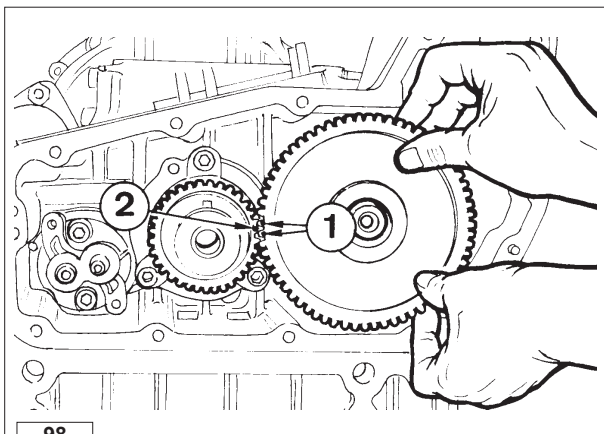
Place the dial gauge on the camshaft gear outer part; push and pull same gear as required.

Camshaft end play should be 0,15 ÷ 0,30 mm.

Camshaft timing

Fit camshaft gear by making timing mark **2** coincide with timing marks **1**.

○ Tighten camshaft bolt at 250 Nm.

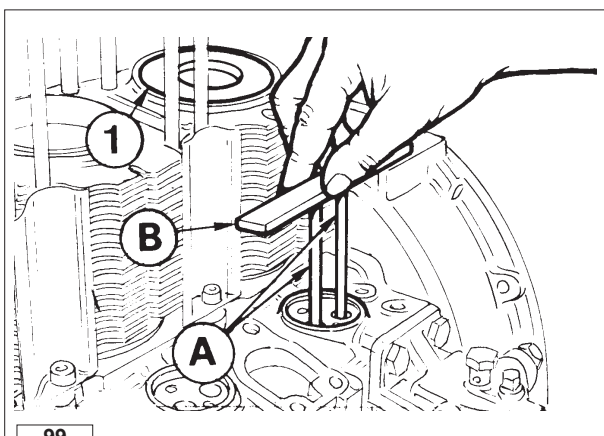


Valve timing without considering timing marks

Locate piston **1** (on flywheel side) at the top dead center. Position two small cylinders **A** of the same height onto the tappets.

Rotate camshaft stopping when cylinder **1** tappets are in overlap position (intake open, exhaust closed).

By means of ruler **B** check that tappets are at the same height.

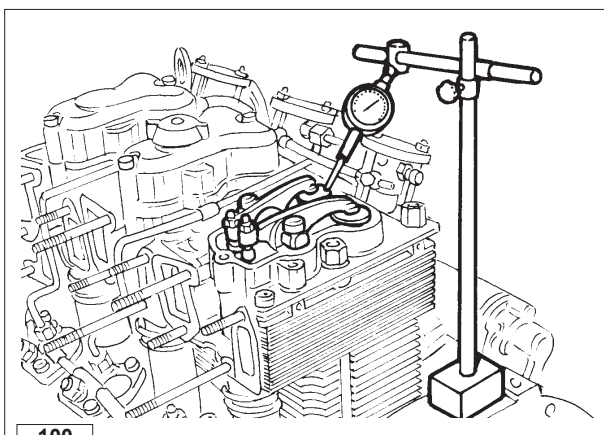


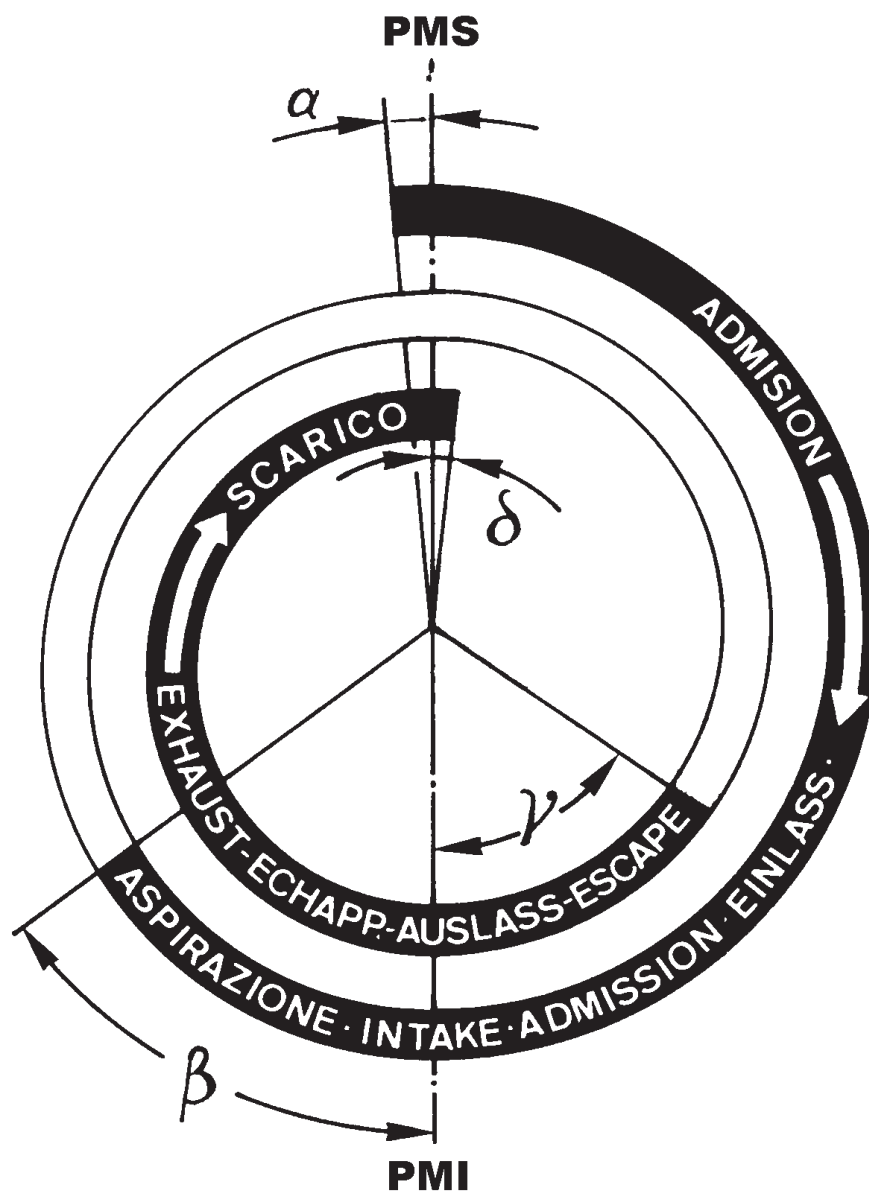
Valve timing check

Check using an index plate suitable for reading angles, integral with the crankshaft. Readings are taken in degrees.

Set valve clearance at $0,65 \div 0,70$ mm (after checking restore the value at $0,15 \div 0,20$ mm). Set dial gauge on intake valve to a zero value; by rotating the driving shaft according to its direction of rotation you can measure α (intake valve opening advance referred to top dead centre **PMS**) and β (intake valve closing delay referred to bottom **1** dead centre).

Follow the same procedure for exhaust valves checking γ (exhaust valve opening advance) and δ (exhaust valve closing delay).

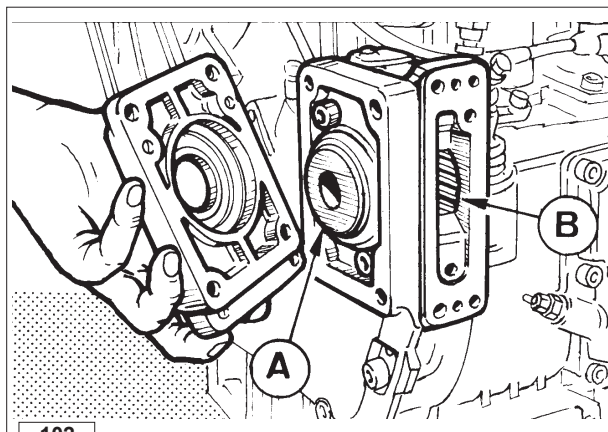



Legend

- S** = piston at top dead center
I = piston at bottom dead center
 α = intake valve open
 β = intake valve closed
 γ = exhaust valve open
 δ = exhaust valve closed

Value expressed in degrees of the timing angles. (valves clearance = 0.65 ÷ 0.70 mm)

α =	open	2°	before P.M.S.
β =	close	34°	after P.M.I.
γ =	open	34°	before P.M.I.
δ =	close	2°	after P.M.S.

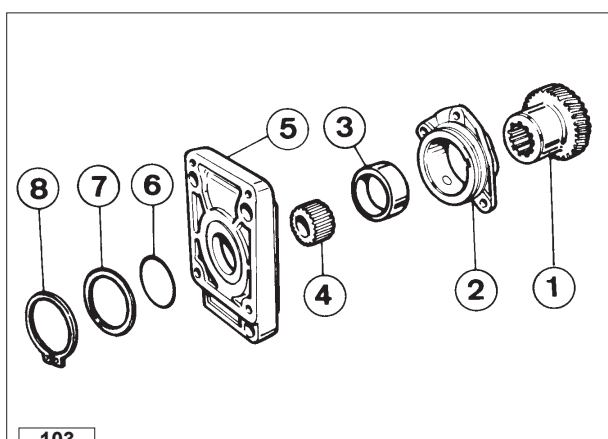


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Hydraulic pump p.t.o. group 1

A hydraulic pump of group 1 or 2 can be installed on the gear side **A**, 3rd p.t.o.

A group 1 hydraulic pump can be installed at the 4th p.t.o. **B**.



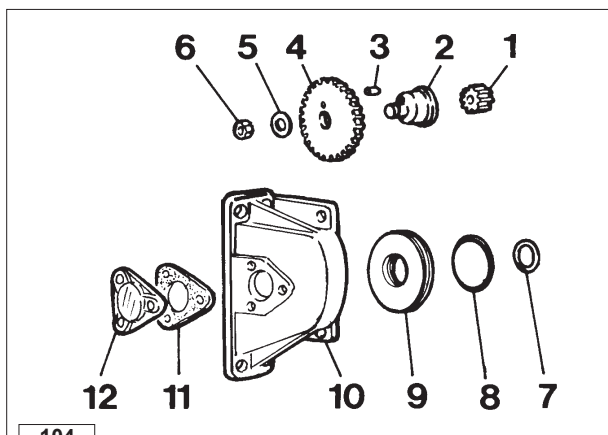
103

Hydraulic pump 3rd p.t.o., group 2

Components:

- 1 Gear
- 2 Gear support
- 3 Bearing
- 4 Drive
- 5 Flange
- 6 Washer
- 7 Seal ring
- 8 Circlip

A max torque of 39,6 Nm can be obtained from this p.t.o.



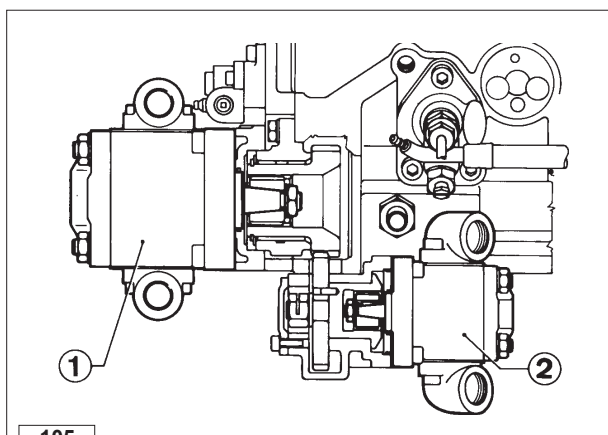
104

Hydraulic pump 4th p.t.o., group 1

Components:

- 1 Drive
- 2 Control shaft
- 3 Pin
- 4 Gear
- 5 Washer
- 6 Nut
- 7 Seal ring
- 8 Seal ring
- 9 Centering ring
- 10 Bracket
- 11 Gasket
- 12 Cover

A max. torque of 243 Nm can be obtained from this p.t.o.



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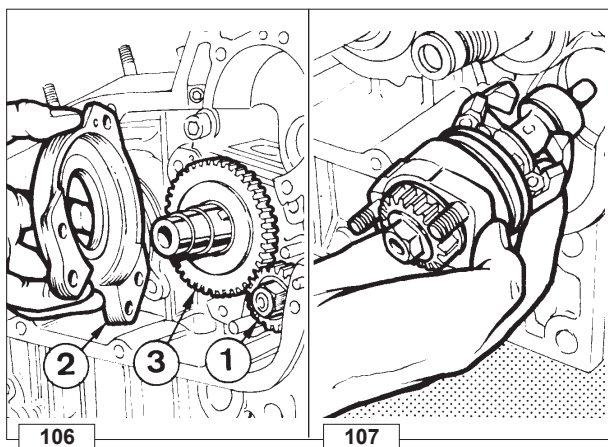
Use of 3rd and 4th p.t.o.

1 Hydraulic pump, group 2, mounted at 3rd p.t.o.

2 Hydraulic pump, group 1, mounted at 4th p.t.o.

Total power obtainable from 3rd and 4th pto. is 13 kW (17.7 HP).

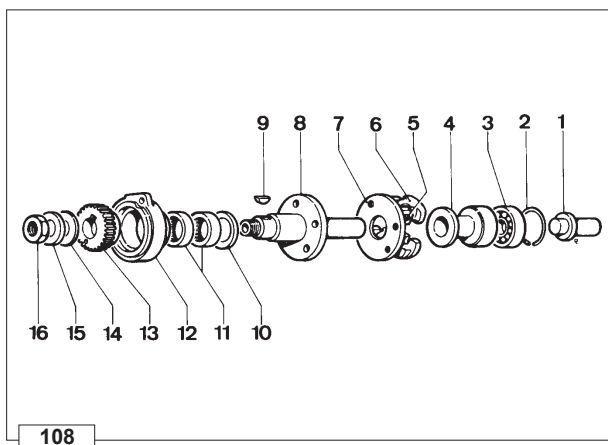
Ratio for both p.t.o. compared to the engine r.p.m. is 1:1 for 4th PTO is 1 : 1,067 for 3th PTO.



Mechanical speed governor

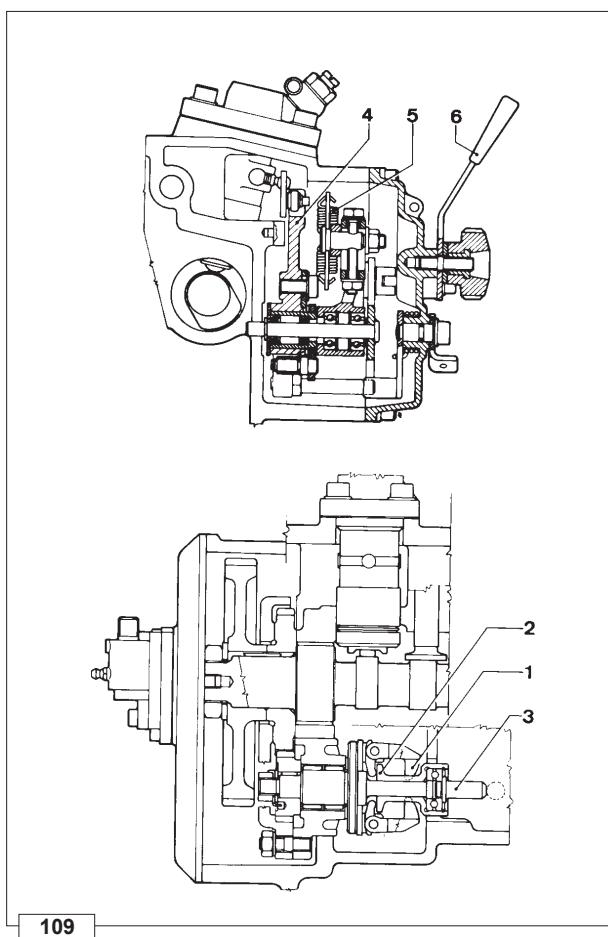
The governor (with centrifugal weights) is housed inside the crankcase and is controlled by a camshaft gear.

To remove speed governor **1** remove camshaft bell **2** and speed governor control gear **3**.



Mechanical speed governor components (standard)

- | | |
|-------------------------|-------------------------|
| 1 Drive rod | 9 Key |
| 2 Stop ring | 10 Thrust washer |
| 3 Bearing | 11 Bearings |
| 4 Washer | 12 Shaft support |
| 5 Pin | 13 Gear |
| 6 Weights | 14 Spring washer |
| 7 Weight support | 15 Flat washer |
| 8 Shaft | 16 Nut |

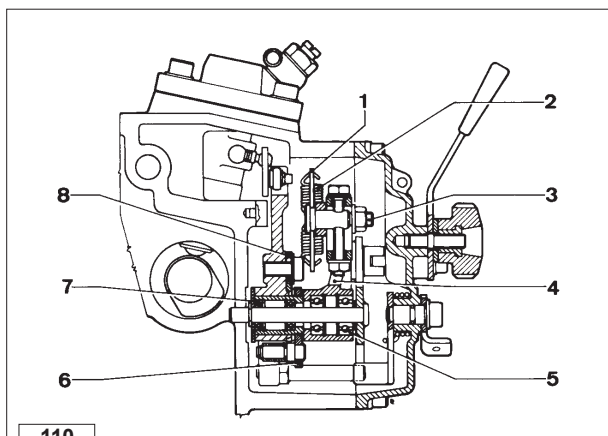


Mechanical speed governor operation (standard)

Weights **1** are moved to the periphery by the centrifugal force and thus axially shift the washer **2** and the drive rod **3** which, by means of a linkage, move injection pump control lever **4**.

The governor springs **5** placed under tension by the accelerator control lever **6** offset the weights **1** centrifugal force.

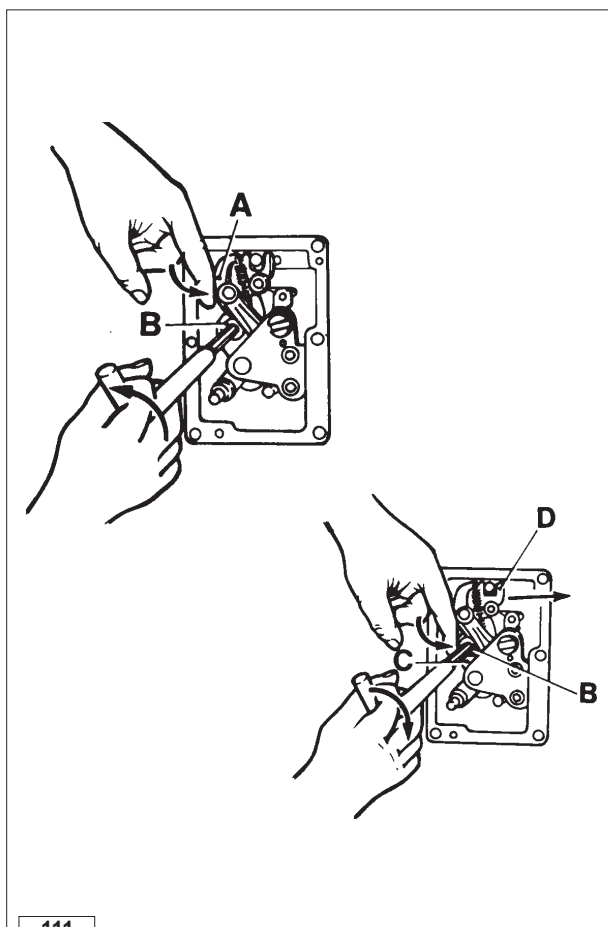
Balance between the two forces keeps speed at an almost constant level in spite of load variations.



Mechanical speed governor components for special generating sets

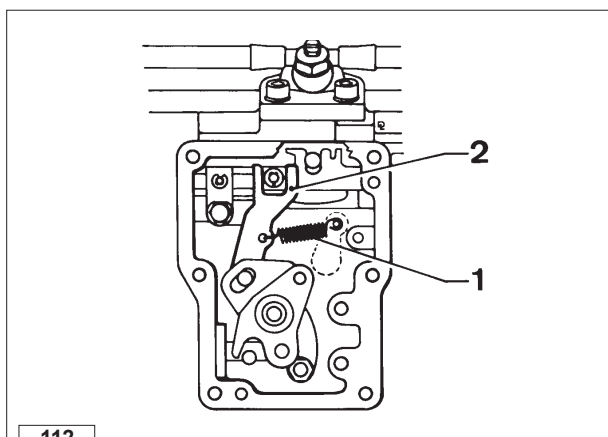
- 1 Spring anchoring rocker arm
- 2 Governor springs
- 3 Journal
- 4 Governor control lever
- 5 Governor control lever ball bearing
- 6 Lever
- 7 Bearing
- 8 Plate

Note: Two types of governor springs **2** are available: one for full speed regulation at 1500 r.p.m. and the other for full speed regulation at 1800 r.p.m.; in this case governor weights are heavier.



Mechanical speed governor setting

- Lift finkage **A**.
- Loosen screw **B**.
- Push lever **C** to the right and check that speed governor weights are closed.
- Shift injection pump delivery control yoke **D** to the right (for maximum delivery).
- Tighten screw **B**.



Spring for extra fuel supply at starting

The device is operated automatically: when the engine is stopped spring **1** acts on injection pump control yoke **2** providing maximum fuel delivery, until the speed governor starts operating.


Danger

The engine can be damaged if allowed to operate with insufficient oil. It is also dangerous to add too much oil because its combustion may lead to a sharp increase in the rotation speed.

Use suitable oil in order to protect the engine.

Nothing more than lubrication oil can influence the performances and life of an engine.

Use of an inferior quality oil or failure to regularly change the oil will increase the risk of piston seizure, will cause the piston rings to jam and will lead to rapid wear on the cylinder liner, the bearings and all other moving parts.

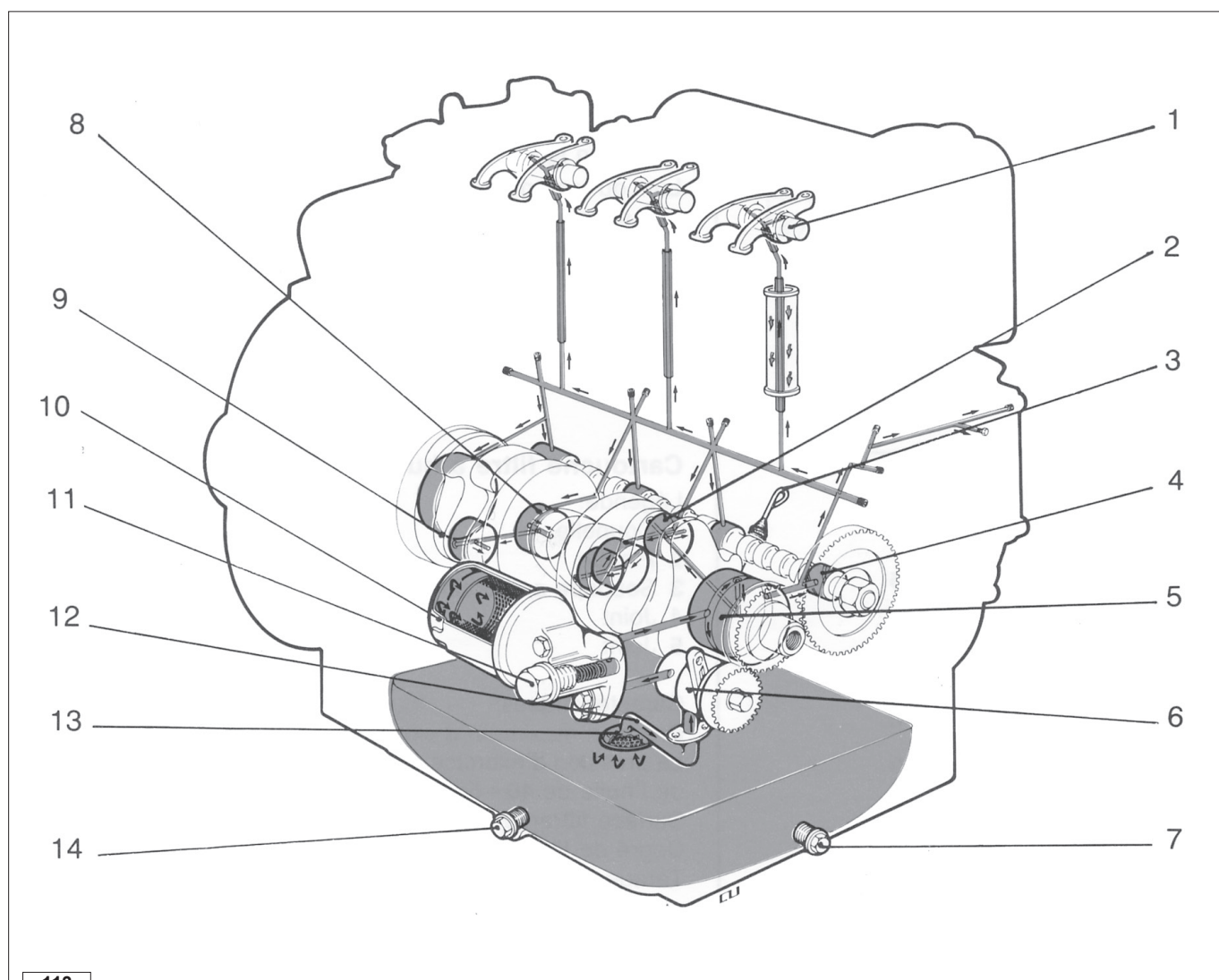
Engine life will also be notably reduced.

The oil viscosity must suit the ambient temperature in which the engine operates.

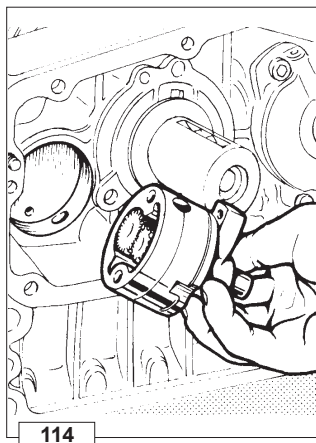
Old engine oil can cause skin cancer if repeatedly left in contact with the skin and for long periods of time.

If contact with the oil is unavoidable, you are advised to wash your hands with soap and water as soon as possible.

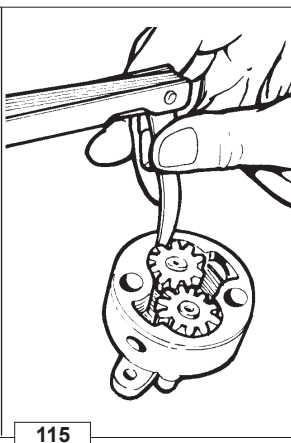
Dispose of old oil in the correct way as it is highly polluting.


Components:

- | | | |
|-----------------------------------|----------------------------|--------------------------------|
| 1) Rocker arm shaft | 6) Oil pump | 11) Oil pressure relief valves |
| 2) Connecting rod big end bearing | 7) Drain plug | 12) Pump intake pipe |
| 3) Oil dipstick | 8) Crankshaft main journal | 13) Internal strainer |
| 4) Camshaft | 9) Crankshaft | 14) Drain plug |
| 5) Crankshaft journal | 10) Cartridge filter | |



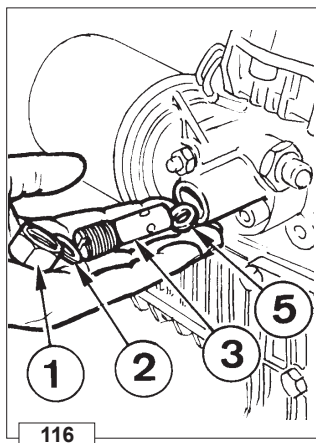
114



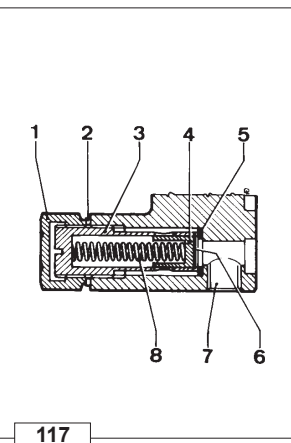
115

Oil pump

Check that gear teeth are intact and that clearance between gear edge and pump body is $0,041 \div 0,053$ mm with limit value 0,10 mm. Furthermore check that control shaft is free to rotate with end float of $0,040 \div 0,090$ mm with limit value of 0,170 mm. Oil pump delivery at 3000 r.p.m. is 18 liters/min.



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Oil pressure relief valve

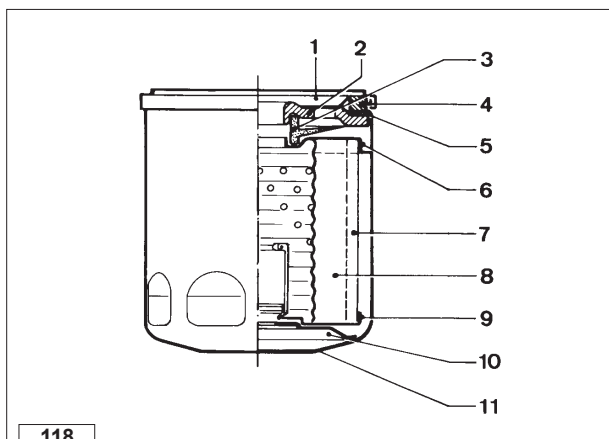
Components:

- | | |
|-----------------|---------------------------------------|
| 1 Plug | 5 Rubber gasket |
| 2 Copper gasket | 6 Ring |
| 3 Bushing | 7 Hole for pressure switch connection |
| 4 Piston | 8 Spring |

Note: Blow-by at an oil temperature of $40 \div 50^\circ\text{C}$ and pressure of 3 bar should be less than 1 l/min.

When refitting screw bushing 3 so that it touches gasket 5.

Do not tighten excessively since gasket 5 might break causing an oil pressure drop in the system.



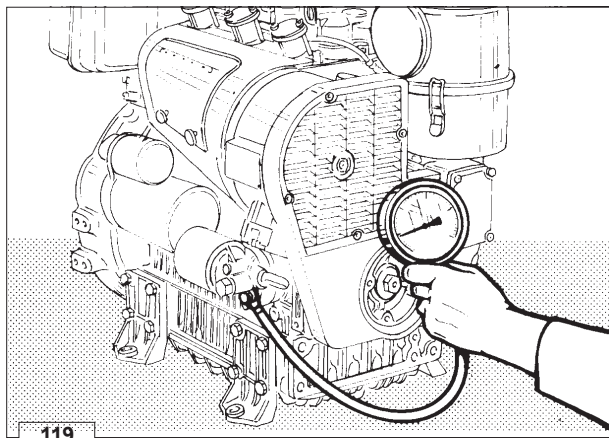
118

Oil filter cartridge

- | | | |
|-------------|------------|----------------------|
| Components: | 1 Retainer | 6 Upper cover |
| | 2 Plate | 7 Blade |
| | 3 Valve | 8 Filtering element |
| | 4 Gasket | 9 Assembly |
| | 5 Gasket | 10 Belleville washer |
| | | 11 Tank |

Characteristics:

Max. working pressure13 bar
Filtering area.....955 cm²
Type of filtration20 µm
By-pass valve opening pressure1,4 ÷ 1,8 bar.

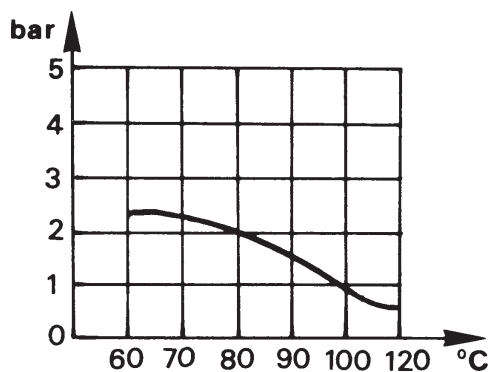


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Oil pressure check

Once the engine is fitted fill with oil and fuel, connect a 10 bar pressure gauge to the oil filter fitting.

Start the engine and check pressure as a function of the oil temperature (see page. 55).

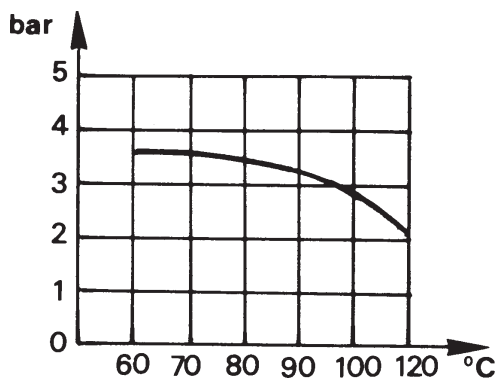


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Oil pressure curve at idling speed

The curve is obtained at the oil filter level with constant engine speed of 1200 r.p.m. in no-load conditions and at a room temperature of +25°C.

Pressure is given in bar and temperature in centigrades.

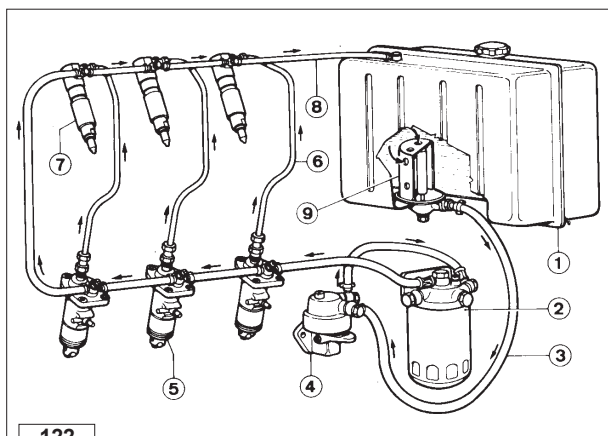


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Oil pressure curve at full speed

The curve is obtained at the oil filter level with engine working at 3000 r.p.m. at the N power. Room temperature is +25°C.

Lube oil peak temperature should be below 120°C for engines without oil cooler and below 110°C for engines with oil cooler. Pressure is given in bar and temperature in centigrades.

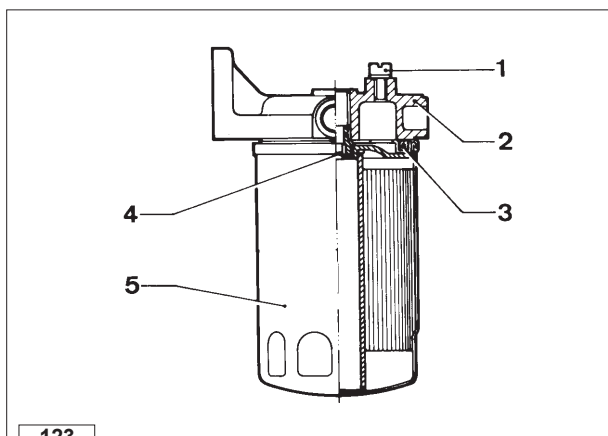


122

Fuel feeding/injection circuit

Components:

- 1 Tank
- 2 Filter
- 3 Fuel feeding tube
- 4 Fuel feeding pump
- 5 Injection pump
- 6 Injection line
- 7 Injector
- 8 Injector leak off line and self bleeding system
- 9 Bowl



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Fuel filter

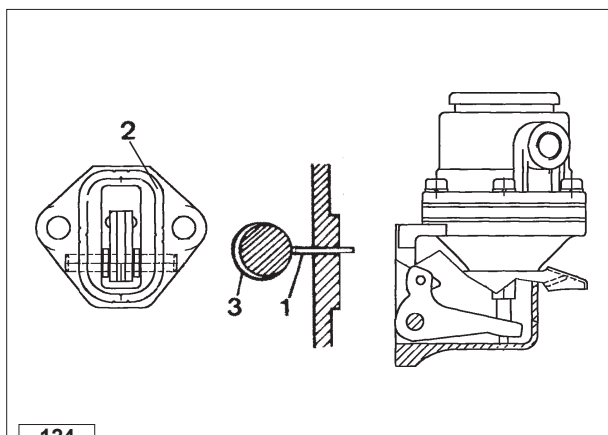
Components:

- 1 Bleeder
- 2 Cap
- 3 Seal element
- 4 Union
- 5 Cartridge

Cartridge characteristics:

Filtering paper.....PF 904
 Filtering area.....5000 cm²
 Degree of filtration2 ÷ 3 µm
 Max., working pressure:..... 4 bar

➡ See page 21 for periodical maintenance details.



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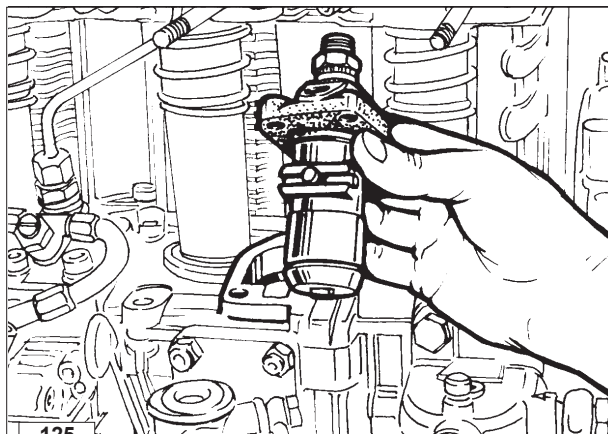
Fuel feeding pump

The fuel feeding pump is of the diaphragm type operated by a camshaft eccentric through a drive rod. It features an external lever for manual operation.

Components:

- 1 Drive rod : shelf 1,470 ÷ 2,070 mm
- 2 Gasket
- 3 Camshaft eccentric

Characteristics: when the control eccentric rotates at 1500 r.p.m. minimum delivery is 64 l/h while self-regulation pressure is 4 ÷ 5 m water column.

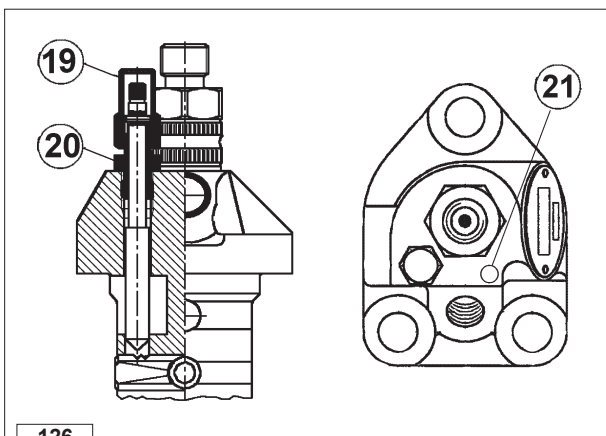


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Injection pump

The Bosch injection system consists of three pumps each feeding one cylinder.

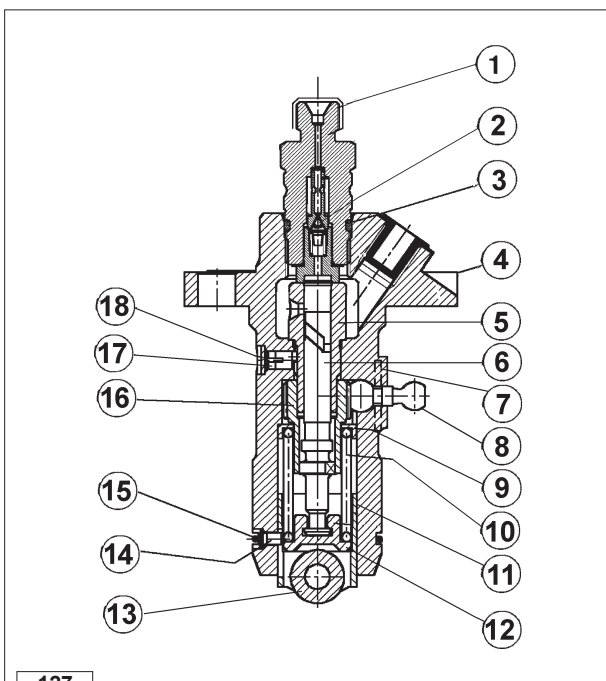
The pumps mounted on the crankcase, corresponding to their proper cylinder, are directly operated by the camshaft.



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- 19 Threaded plug
- 20 Adjustment rod locking device
- 21 Area in which the pump delivery class is stamped

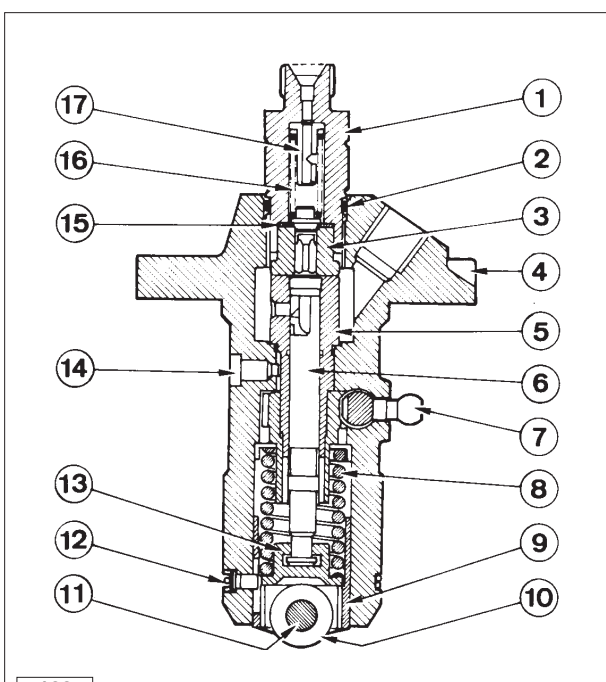
In this engine the injection pumps are preset by the manufacturer who supplies them stamped with alphabetical classes (A, Ax, B, Bx, C, Cx or D) for standard and 97/68 EC engines, while for EPA2 engines the classes are numerical (5, 6, 7, 8, 9, 10, 11, 12, 13 and 14). The adjustment rod is locked via the bayonet device.



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Injection pump only for EPA engines

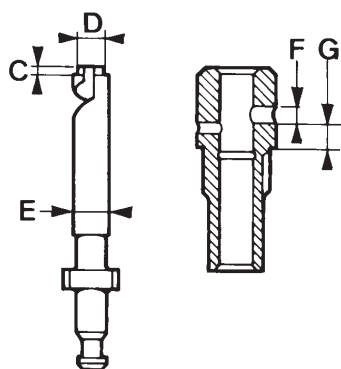
- 1 Delivery union
- 2 PRV valve
- 3 O-Ring
- 4 Pump housing
- 5 Pumping piston
- 6 Pumpung plunger
- 7 Elastic pin
- 8 Rack rod
- 9 Superior retainer
- 10 Spring tappet
- 11 Tappet body
- 12 Inferior retainer
- 13 Roller
- 14 Journal guide tappet
- 15 Elastic pin
- 16 Adjustment hose
- 17 Plunger stop pin
- 18 Cap



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Injection pump only for standard and 97/68 Ce engines

- 1 Delivery union
- 2 Rubber ring
- 3 Delivery valve
- 4 Pump housing
- 5 Piston
- 6 Plunger
- 7 Rack rod
- 8 Spring
- 9 Tappet body
- 10 Roller
- 11 Journal
- 12 Pin
- 13 Spring retainer
- 14 Eccentric
- 15 Copper gasket
- 16 Spring
- 17 Filler



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Plunger

Ref.	Dimensions (mm)
C	1,000 ÷ 1,100
D	7,445 ÷ 7,455
E	7,500
F	3,000 ÷ 3,025
G	7,225 ÷ 7,275

How to check plunger and barrel for internal leakage

This operation is only diagnostic since pressure changes depend on the pumping speed.

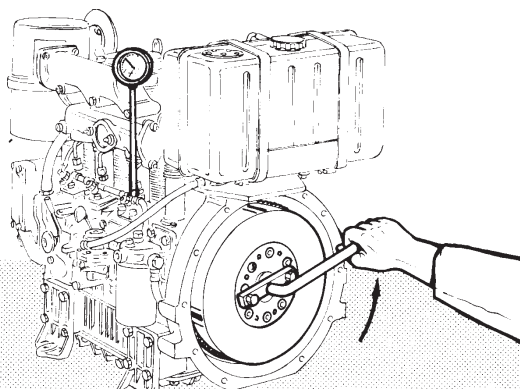
Connect the delivery union with a 600 bar pressure gauge with safety valve.

Adjust rack rod at half-stroke.

Turn flywheel according to its direction so that the plunger puts the circuit under pressure.

Replace plunger if the displayed pressure is below 300 bar.

Repeat the same operation for the other plungers.



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How to check injection pump delivery valve sealing

Components:

1 Valve

2 Seat

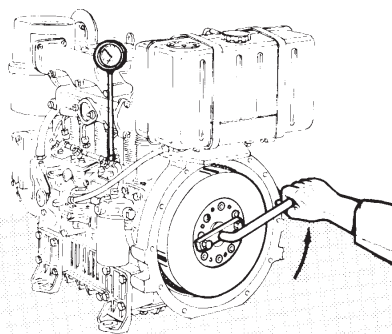
Adjust pump rack at half-stroke.

Turn flywheel according to its direction of rotation so that the plunger puts the circuit under pressure.

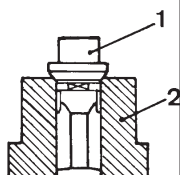
During this operation the displayed pressure will gradually reach a peak followed by a sudden drop which corresponds to valve closing. Pressure drop should be 30 ÷ 50 bar.

Replace the valve if pressure drop is below this value.

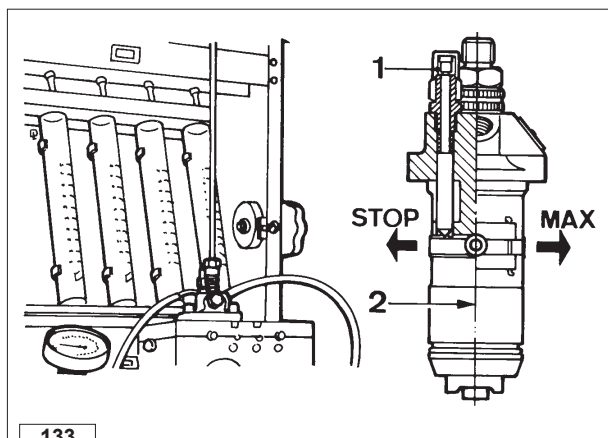
Repeat the same operation for the other two pumps.



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Test data for injection pump delivery at the test bench for standard and 97 / 68 CE engines

- 1 Rack rod lock to be removed after pump fitting to the engine
 2 Injection pump axis

Test data:

Control rod max. force (N)	Rod stroke from pump axis (mm) + towards max - towards stop	Camshaft r.p.m.	Delivery mm ³ /stroke
0,45	- 2	500	3 ÷ 4 stamped A 4 ÷ 5 stamped Ax 5 ÷ 6 stamped B 6 ÷ 7 stamped Bx 7 ÷ 8 stamped C 8 ÷ 9 stamped Cx 9 ÷ 10 stamped D
	- 2	1500	27,5 ÷ 30,5
	max	150	90 ÷ 100

The above test data refer to pump with plunger dia. of 7,500 mm.

Test data for injection pump delivery at the test bench only for EPA engines
Test data:

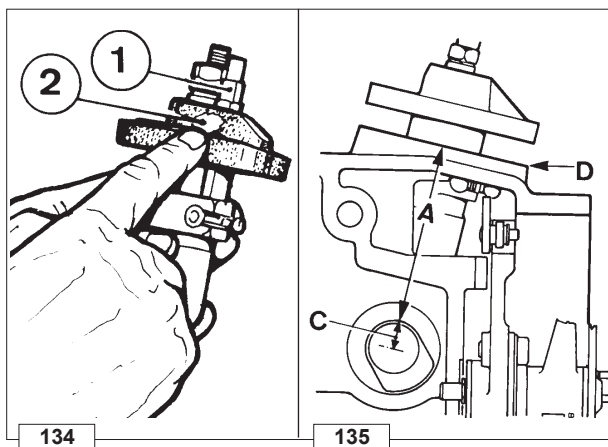
Control rod max. force (N)	Rod stroke from pump axis (mm) + towards max - towards stop	Camshaft r.p.m.	Delivery mm ³ /stroke
0,45	0	500	3 ÷ 4 stamped A 4 ÷ 5 stamped Ax 5 ÷ 6 stamped B 6 ÷ 7 stamped Bx 7 ÷ 8 stamped C 8 ÷ 9 stamped Cx 9 ÷ 10 stamped D
	0	1500	38 ÷ 40
	max	150	90 ÷ 100

The pump class is indicated by the full delivery value * at 1 mm³/ stroke from 5 to 14.
 Plunger diameter size: 7,500 mm.

Note: All pumps are tested and set in order to obtain the same delivery at full speed.

After the tests carried out at idle speed pumps are subdivided into classes marked with references in letters or numbers. These reference marks are very clearly stamped on the upper pump body.

If replacing, make sure that the new pumps have the same references (letters or numbers) as the previous ones.



Injection pump replacement

- 1 Rack rod lock
 2 Reference mark pump class

A = 82.80 mm
 C = Injection cam radius
 D = Injection pump support



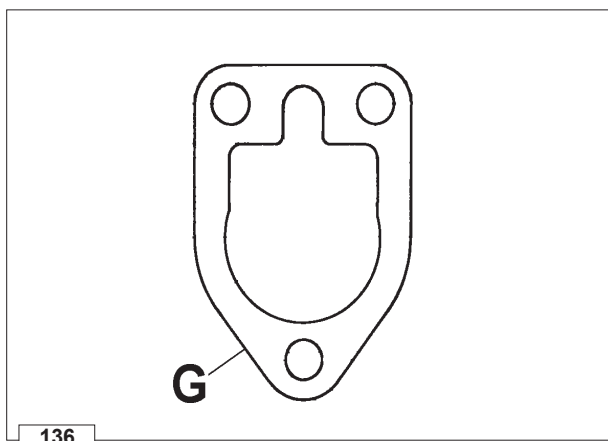
Important

When replacing this type of injection pump check that the new one has a same reference mark as the old one.
 The reference marks of injection pumps must be the same.

Replace as follows:

- Fit pump into the crankcase and tighten screws at 25 Nm.

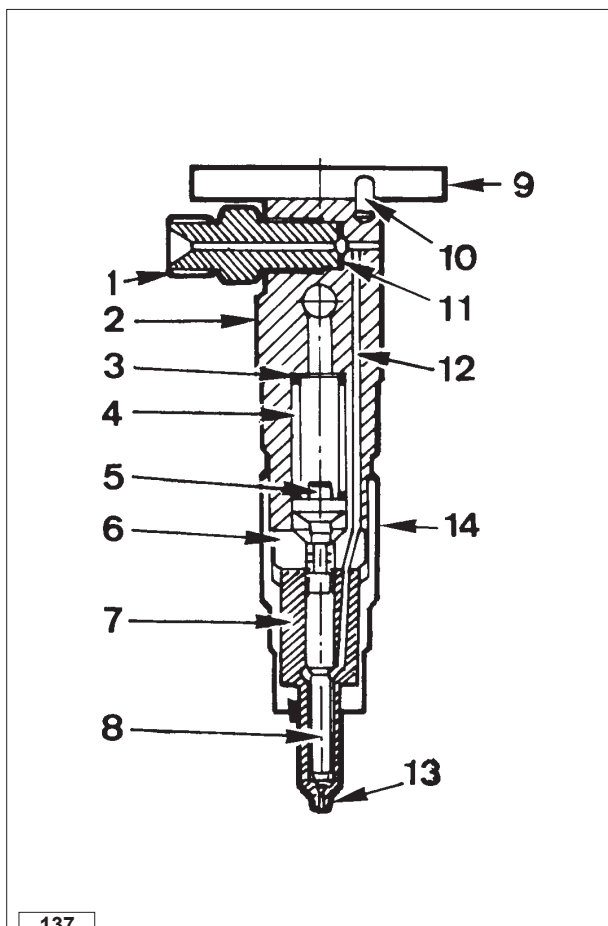
Remove lock 1 and check that rack rod is free to move.
 If pump removal is required fit lock 1 to its original position: the rack rod centre should coincide with the pump axis (see fig. 126).
 When replacing the crankcase or the camshaft preserve the same distance A between D, injection pump support, and C, injection cam radius; add shims G on D to obtain the right A value if required.
 Seals G are supplied with different thicknesses: 0,05 – 0,1 – 0,3 and 0,5 mm.

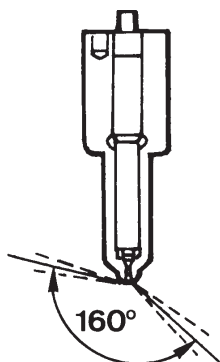


Size S injector

Components:

- 1 Intake fitting
- 2 Nozzle holder
- 3 Shim
- 4 Spring
- 5 Pressure rod
- 6 Intermediate flange
- 7 Nozzle
- 8 Needle valve
- 9 Fixing flange
- 10 Taper pin
- 11 Gasket
- 12 System duct
- 13 Sump
- 14 Cup





138

Size S nozzle

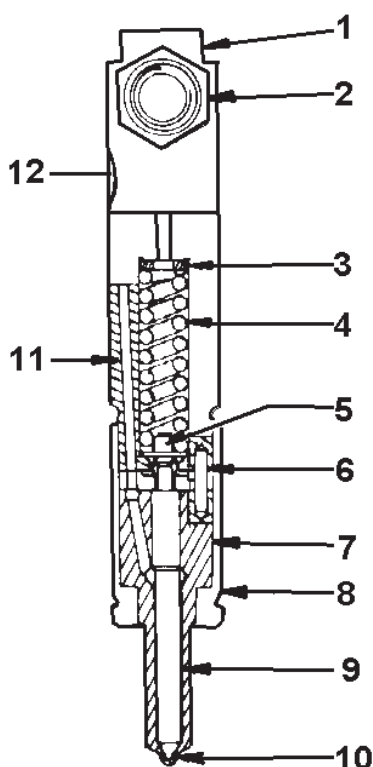
Features:

Hole number and diameter 4x0,28 mm
 Jet angles 160°
 Needle valve elevation 0,20 ÷ 0,22 mm
 Hole length 0,7 mm
 Sump diameter and length 1x1,5 mm

Clean nozzle tip with a brass brush.

Check that holes are not obstructed using a mandrel with steel wire with 0,28 mm diam.

○ When refitting tighten ring nut at 70 Nm.



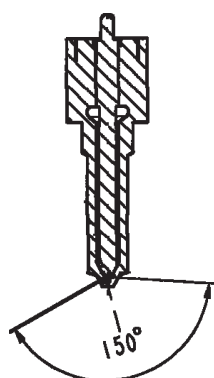
139

Size P injector

Components:

- 1 Injector housing
- 2 Intake fitting
- 3 Shim
- 4 Spring
- 5 Pressure rod
- 6 Taper pin
- 7 Nozzle
- 8 Cup
- 9 Needle valve
- 10 Sump
- 11 System duct
- 12 Overflow pipe

○ When refitting tighten ring 8 nut at 50 Nm.



140

Size P nozzle

Features:

Hole number and diameter 5 x 0,23 mm.
 Jet angles 150°.
 Needle valve elevation 0,200 ÷ 0,205 mm
 Hole length 1 mm
 Sump diameter and length 2 x 2,5 mm

Clean nozzle tip with a brass brush.

Check that holes are not obstructed using a mandrel with steel wire with 0,23 mm diam.

○ When refitting tighten ring nut at 55 ÷ 65 Nm.

Injector setting

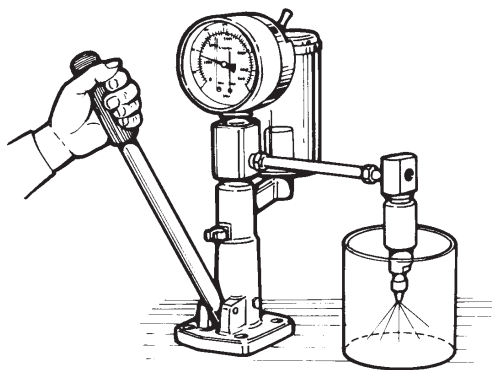
Connect injector to high pressure pump and check that setting pressure is $210 \div 220$ bar for size S injector and $245 \div 255$ bar for size P injector.

To change injector setting replace the shim over the spring.

When replacing the spring, setting should be performed at a 10 bar greater pressure to allow for bedding during operation.

Check needle valve sealing by slowly moving hand pump until approximately 180 bar.

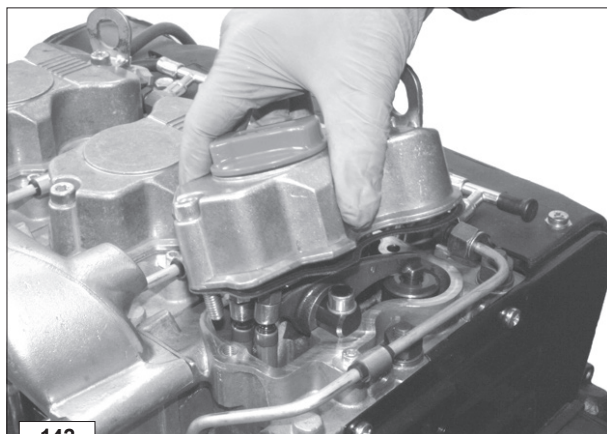
Replace nozzle in case of dripping (only for size S injectors).



141

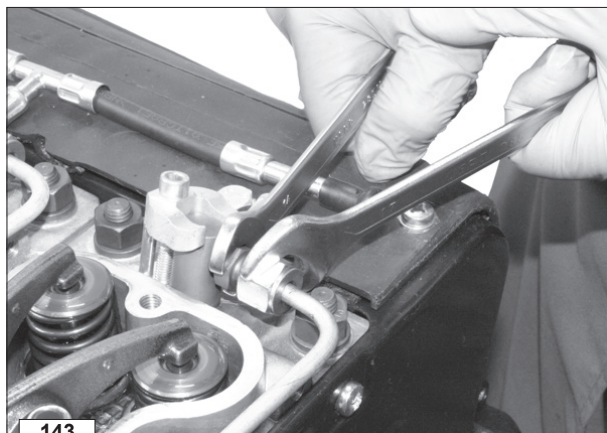
(Static) Injection timing

Remove the rocker arm cover.



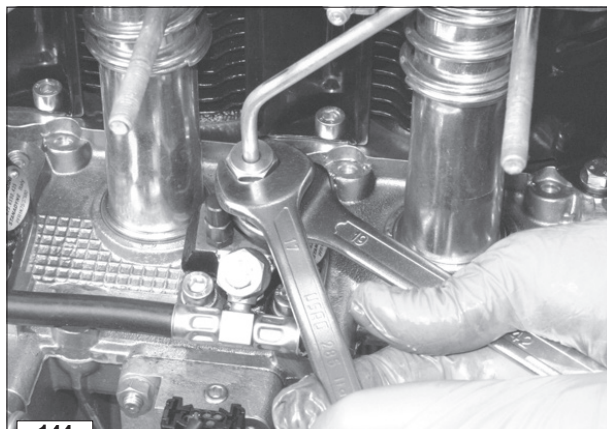
142

Use a 14 mm box wrench to lock the injector union and a 17 mm box wrench to loosen the union of the injector pump high-pressure pipe.

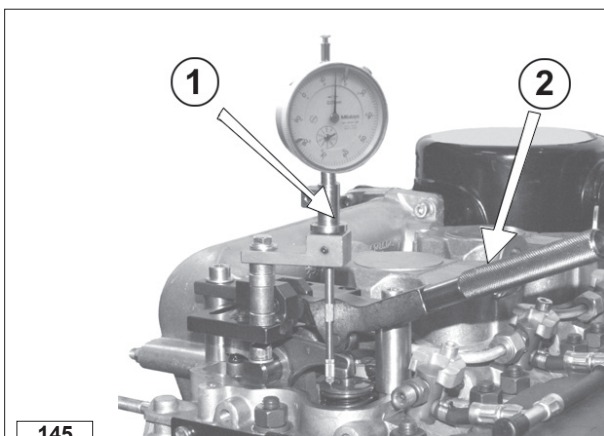


143

Use a 19 mm box wrench to lock the injection pump union and a 17 mm box wrench to loosen the union of the injector pump high-pressure pipe.



144

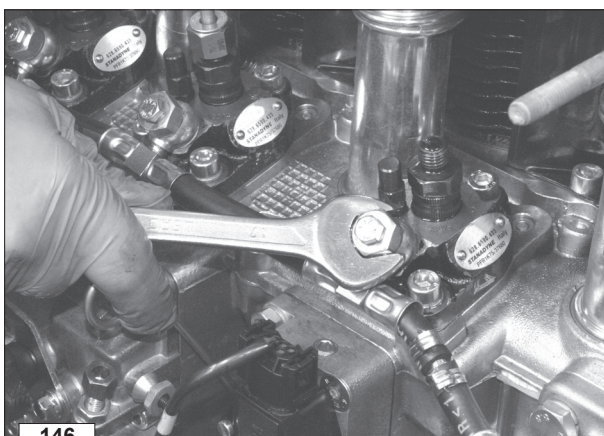


Assemble tool serial no. 1460 - 266 made up of lever **2** serial no. 1460 - 275, of a dial indicator **1** serial no. 1460 - 274 inserted in a dial indicator holder serial no. 1460 - 270.

The function of lever **2** is to reduce the effort required against the resistance of the spring when the valve lowers and comes into contact with the piston crown near the top dead centre.

The dial indicator tracer **1** rests against the upper spring bearing ring of the valve.

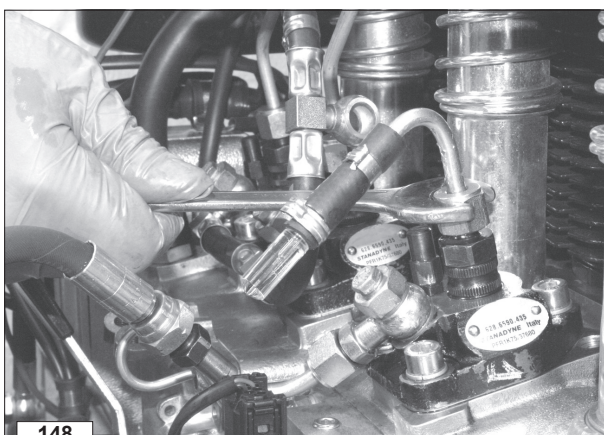
To sum up, as pressure is placed on lever **2** the valve goes into contact with the piston since the dial indicator **1** is applied to the valve, allowing to know precisely every movement of the piston from and towards the **TDC**, which is very important for the following operation.



Unscrew the fuel supply union for the injection pump of the cylinder which is to be worked on.



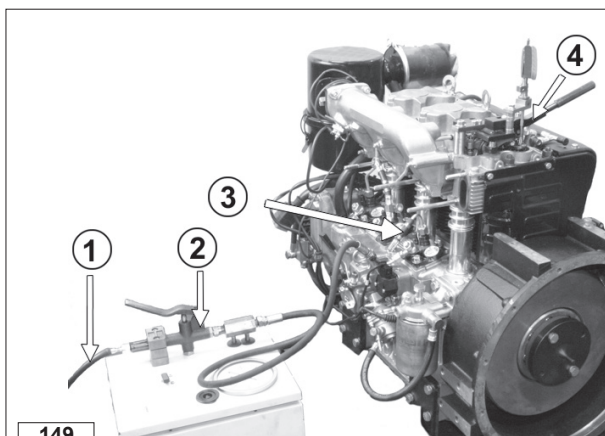
To the injection pump connect the high-pressure pump serial no. 1460 - 273 supplied by a tank whose fuel level is at least 100 mm above the injection pump.



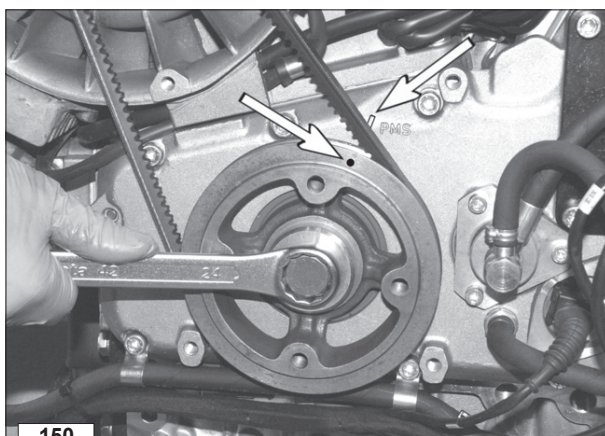
Insert the capillary tester serial no. 1460 - 024 onto the injection pump union where the high-pressure pipe is usually connected from the pump to the injector.

Components:

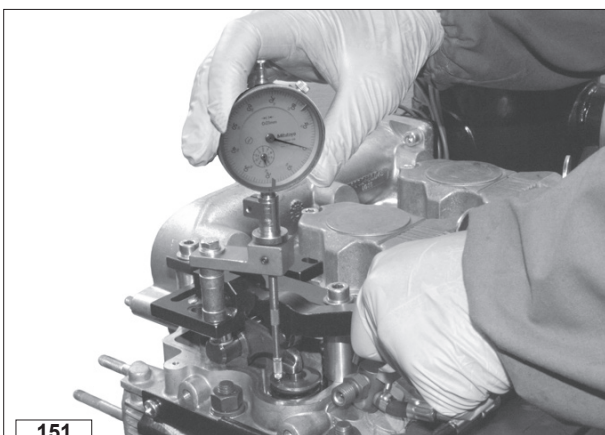
- 1 Fuel supply pipe from the tank
- 2 High-pressure pipe
- 3 Capillary tester
- 4 Valve-lowering lever with dial indicator showing piston movement



Rotate the crankshaft clockwise on the timing belt side and position the relevant cylinder piston at top dead centre.

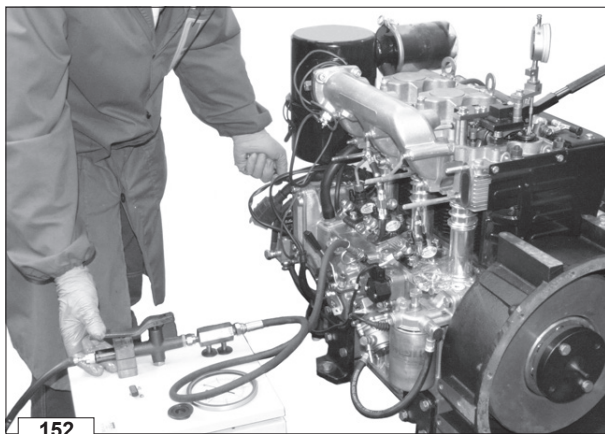


Press the lever to bring the valve into contact with the piston crown. By joggling back and forth clockwise and anticlockwise, find the dead centre via the dial indicator and then reset to zero.



Rotate the crankshaft anticlockwise until diesel starts to flow out from the capillary when the high-pressure lever is pressed. Change direction of rotation of the crankshaft to clockwise from the timing belt side.

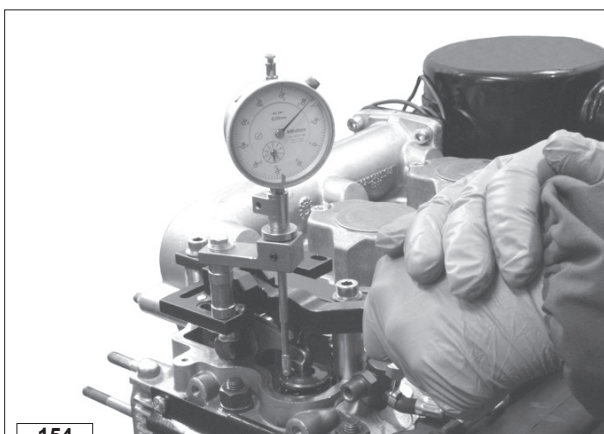
Press the high-pressure lever and rotate the crankshaft until fuel stops flowing from the capillary.





153

The capillary tube shows when the fuel is flowing out, thanks to its small transparent slot.



154

After finding the delivery start point (when fuel stops flowing from the capillary), press the lever and use the dial indicator to check how many millimetres the piston has moved from the top dead centre. Check static injection advance using the conversion table from millimetres to degrees.

If it is necessary to change static advance add the seals **G** in figure 129 (to delay) or remove the seals **G** in figure 129 (to advance) from between the injection pump surface and the crankcase surface.

The same operation must be performed for each cylinder.

Table static advance values for engines with P size injectors

	R.p.m.	α	Piston lowering (mm)
97-68 CE	2400	$9^\circ \pm 1^\circ$	$8^\circ \rightarrow 0.56$
			$9^\circ \rightarrow 0.71$
			$10^\circ \rightarrow 0.87$
	2500 ÷ 2800	$8^\circ \pm 1^\circ$	$7^\circ \rightarrow 0.43$
			$8^\circ \rightarrow 0.56$
			$9^\circ \rightarrow 0.71$
EPA	2400 ÷ 2800	$9^\circ \pm 1^\circ$	$8^\circ \rightarrow 0.56$
			$9^\circ \rightarrow 0.71$
			$10^\circ \rightarrow 0.87$
			$4^\circ \rightarrow 0.14$
			$5^\circ \rightarrow 0.22$
			$6^\circ \rightarrow 0.32$

Table static advance values for engines with S size injectors

R.p.m.	α	Piston lowering (mm)
1500 ÷ 2200	$14^\circ \pm 1^\circ$	$13^\circ \rightarrow 1.47$
		$14^\circ \rightarrow 1.71$
		$15^\circ \rightarrow 1.96$
2201 ÷ 3000	$16^\circ \pm 1^\circ$	$15^\circ \rightarrow 1.47$
		$16^\circ \rightarrow 1.71$
		$17^\circ \rightarrow 1.96$

Conversion table from degrees into millimetres

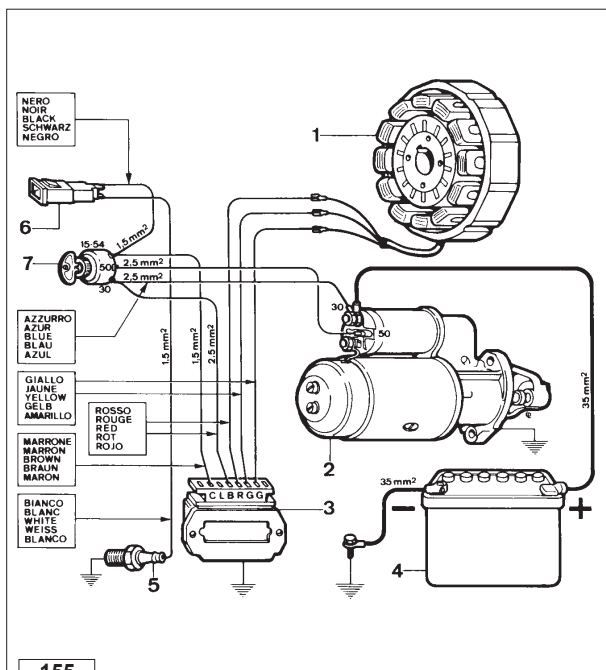
α	(mm)
0°	0.00
1°	0.01
2°	0.04
3°	0.08
4°	0.14
5°	0.22
6°	0.32
7°	0.43
8°	0.56
9°	0.71
10°	0.87
11°	1.06
12°	1.26
13°	1.47
14°	1.71
15°	1.96
16°	2.22
17°	2.51
18°	2.81
19°	3.12
20°	3.45

Standard electric equipment

Electric starting layout without battery charging light

Components:

- 1 Alternator
- 2 Starting motor
- 3 Voltage regulator
- 4 Battery
- 5 Pressure switch
- 6 Oil pressure warning light
- 7 Key switch

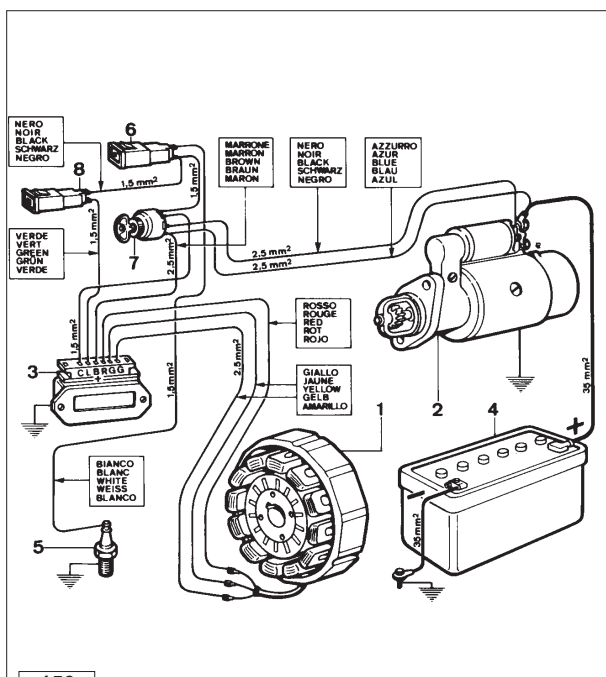


155

Electrical starting layout with battery charging light

Components:

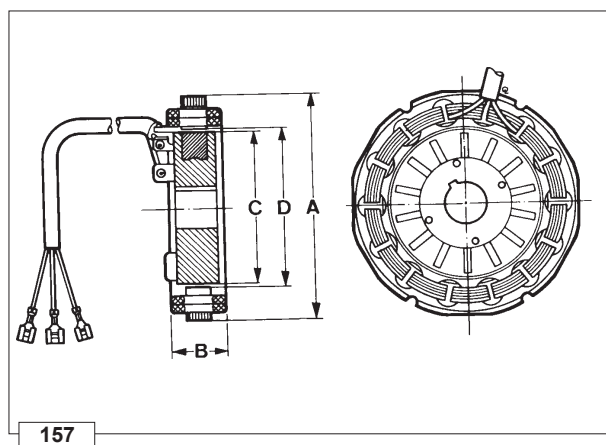
- 1 Alternator
- 2 Starting motor
- 3 Voltage regulator
- 4 Battery
- 5 Pressure switch
- 6 Oil pressure warning light
- 7 Key switch
- 8 Battery charging light



156

12,5 V, 14 A Alternator

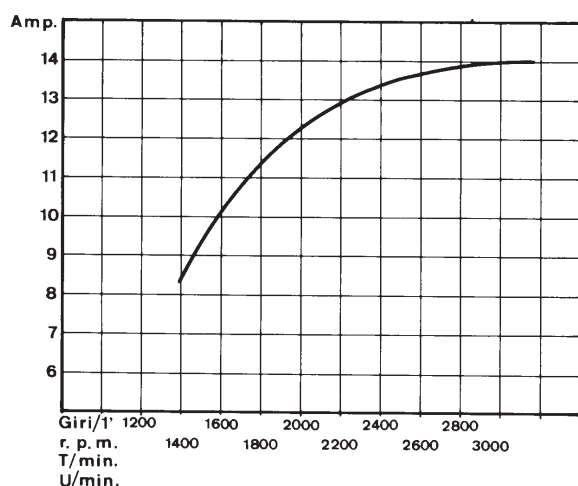
Features a fixed armature winding, housed in the bell inside the blower stator. The rotating permanent magnet inductor is located in the fan spindle. See page 28.



157

Ref.	Dimensions (mm)
A	111,701 ÷ 111,788
B	31,000 ÷ 33,500
C	76,226 ÷ 76,300
D	77,400 ÷ 77,474

Note: Clearance between armature winding and inductor (air gap) should be 0,55 ÷ 0,63 mm.

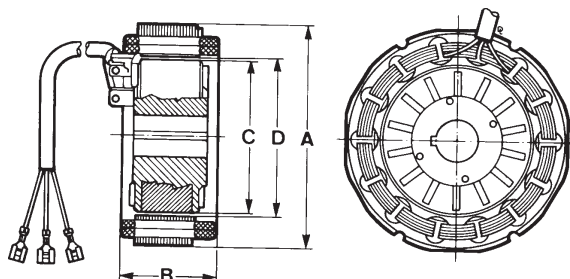


158

Alternator battery charger curve (12.5 V, 14A)

The curve was obtained at room temperature of + 25°C with 12.5V battery voltage.

Note: The r.p.m. shown in the table refers to the engine.



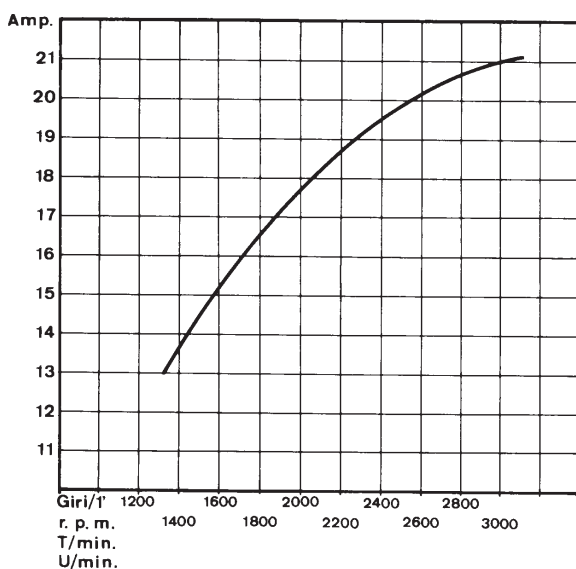
159

12 V, 21 A Alternator

Features a fixed armature winding housed in the bell inside the blower stator. The rotating permanent magnet inductor is located in the fan spindle. See page 24.

Ref.	Dimensions (mm)
A	111,701 ÷ 111,788
B	49,500 ÷ 52,000
C	76,226 ÷ 76,300
D	77,400 ÷ 77,474

Note: Clearance between armature winding and inductor (air gap) should be 0,47 ÷ 0,63 mm.



160

Alternator battery charger curve (12 V, 21 A)

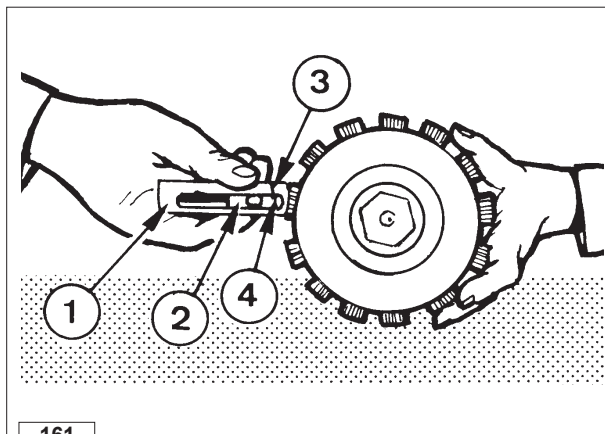
The curve was obtained at room temperature of + 25°C with 12.5V battery voltage.

Note: The r.p.m. shown in the table refers to the engine.

Magnetization checking tool (Part No. 7000-9727-001)
Components:

- 1 Casing
- 2 Slider
- 3 Casing reference line
- 4 Slider reference line

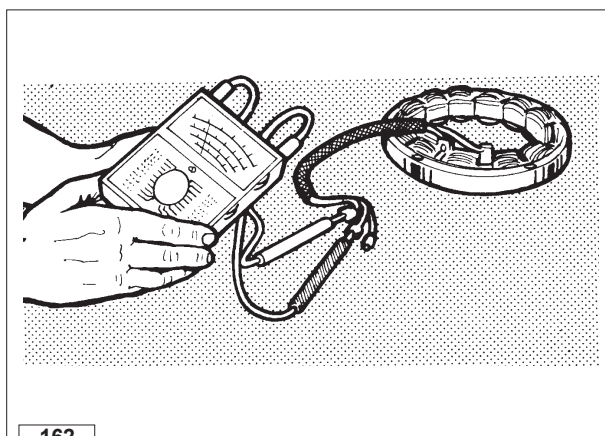
Rest the tool end horizontally onto the magnetic poles. Hold slider so that its reference line coincides with the casing reference line. Release slider: if no attraction occurs the rotor is demagnetized; therefore replace alternator.



161

Checking for cable continuity

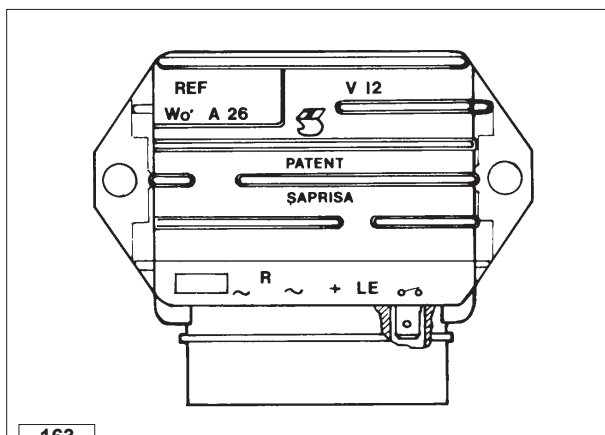
Check that stator windings have no unsoldered connections, burnt areas or grounded wires. Using an ohmmeter check for continuity between the red cable and the two yellow ones. Furthermore, check that they are insulated from the ground.



162

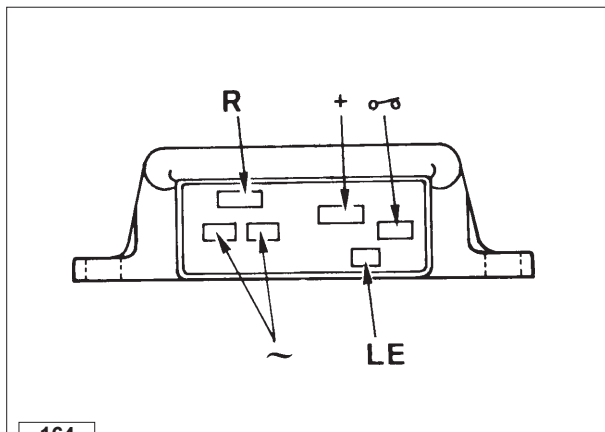
Voltage regulator

Supplied by SAPRISA : Voltage 12 V, max. current 26A.



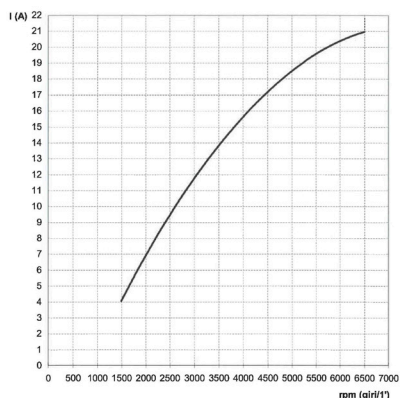
163

To avoid wrong connections 3 different sizes are supplied.



164

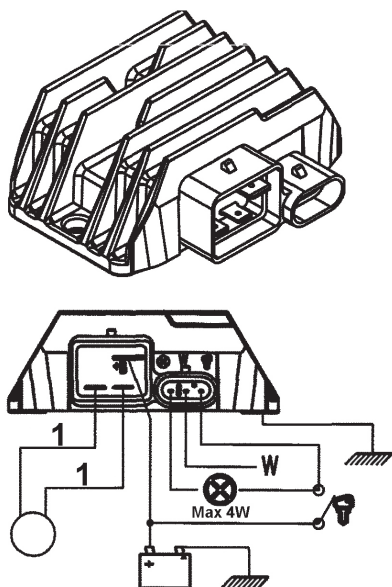
Ref.	Connection size (mm)	
	Width	Thickness
~	6.25	0.8
R	9.50	1.12
+	9.50	1.12
LE	4.75	0.5
⊖	6.25	0.8



165

Charge curve of the alternator 12 V, 21 A with voltage regulator 24V - 26A.

Detected after thermal stabilization at 20 ° C and constant voltage 24V

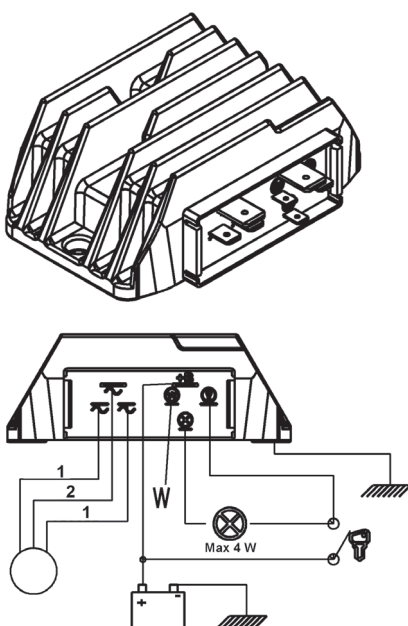


166

Voltage regulator

Supplied by SAPRISA : Voltage 24 V, max. current 26 A.

1 - Yellow



167

Voltage regulator

Supplied by SAPRISA : Voltage 24 V, max. current 26 A.

1 - Yellow

2 - Red

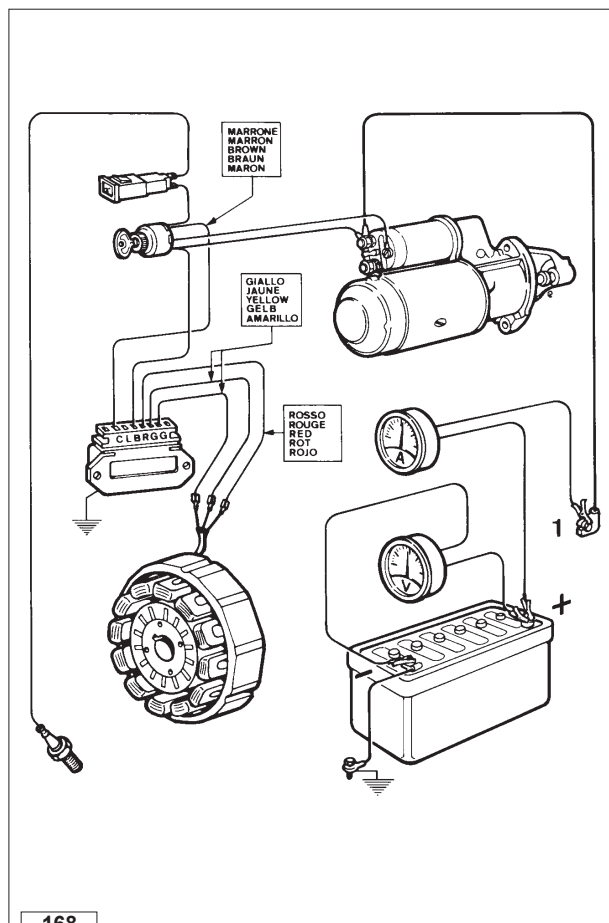
How to check voltage regulator 12V for proper operation

Check that connections correspond to the layout.
 Disconnect the terminal from the battery positive pole.
 Connect a d.c. voltmeter between the two battery poles.
 Fit an ammeter between the positive pole and the corresponding cable 1 terminal.
 The ammeter should be suitable for reading the required value (14 or 21 A) and for withstanding the starting motor peak absorption ($400 \div 450$ A).
 Start a couple of times until battery voltage drops below 13 V.
 When battery voltage reaches 14,5 V the ammeter current suddenly drops down to almost zero.
 Replace regulator if recharge current is zero with voltage below 14 V.



Important

When the engine is running do not disconnect battery cables or remove the key from the control panel.
 Keep regulator away from heat sources since temperatures above 75°C might damage it.
 No electric welding on engine or application.



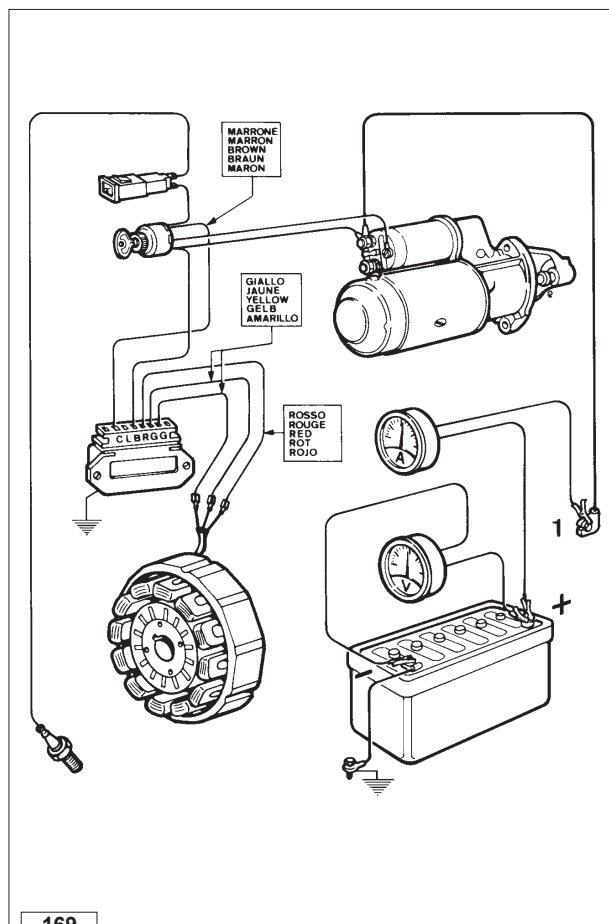
How to check voltage regulator 24V for proper operation

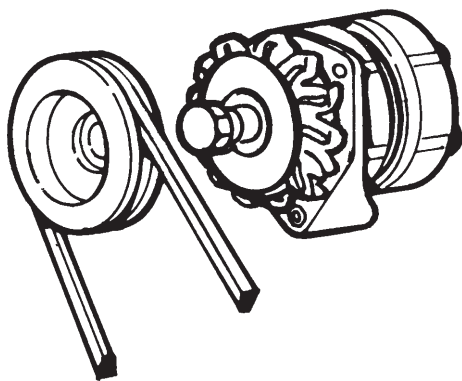
Check that connections correspond to the layout.
 Disconnect the terminal from the battery positive pole.
 Connect a d.c. voltmeter between the two battery poles.
 Fit an ammeter between the positive pole and the corresponding cable 1 terminal.
 The ammeter should be suitable for reading the required value 26 A and for withstanding the starting motor peak absorption ($400 \div 450$ A).
 Start a couple of times until battery voltage drops below 13 V.
 When battery voltage reaches 25,5 V the ammeter current suddenly drops down to almost zero.
 Replace regulator if recharge current is zero with voltage below 24,5 V.



Important

When the engine is running do not disconnect battery cables or remove the key from the control panel.
 Keep regulator away from heat sources since temperatures above 75°C might damage it.
 No electric welding on engine or application.



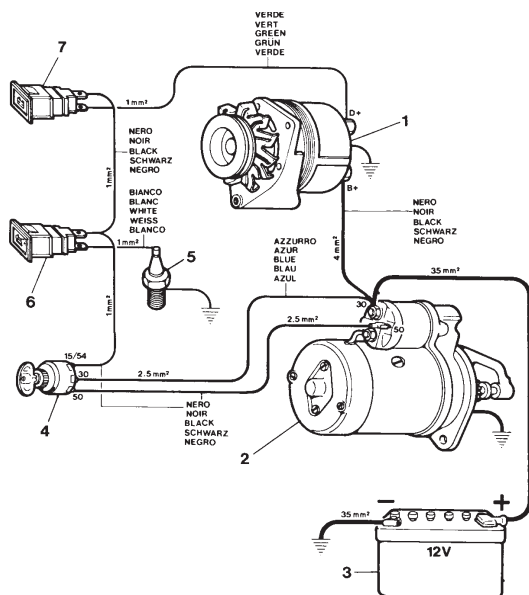


170

Alternator type Bosch G1 14 V, 33 A

The alternator is of the claw-pole rotor type with built-in voltage regulator.
The rotating motion is conveyed by the engine through a 'V' belt and sheave.

Features: 12V rated voltage. Max. current 33A at 7000 alternator r.p.m. RH direction of rotation.

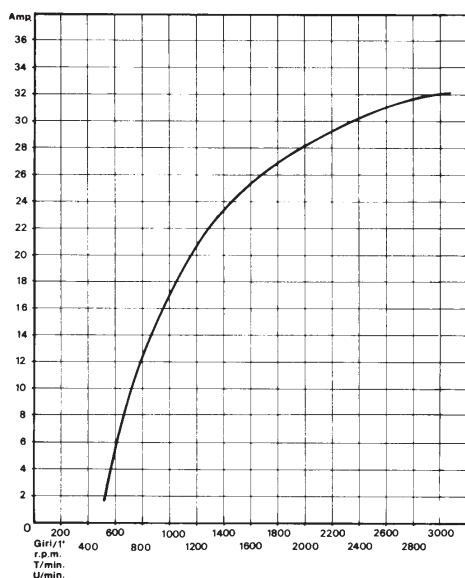


171

Alternator type Bosch Gil 14 V, 33 A layout

Components:

- 1 Alternator
- 2 Starting motor
- 3 Battery
- 4 Key switch
- 5 Pressure switch
- 6 Oil pressure warning light
- 7 Battery charging light



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14 V, 33 A Bosch G1 alternator battery charger curve

The curve was obtained at room temperature of +25°C.
Battery terminal voltage is 12.5 V.
The r.p.m. shown on the table refers to the engine.

Starting motor type Bosch JF (R) 12 V, class 2.5 12V

RH direction of rotation

A = 23 ÷ 24 mm
B = Ring gear plane
C = Flange plane



Warning

The flywheel should not project from ring gear plane B.

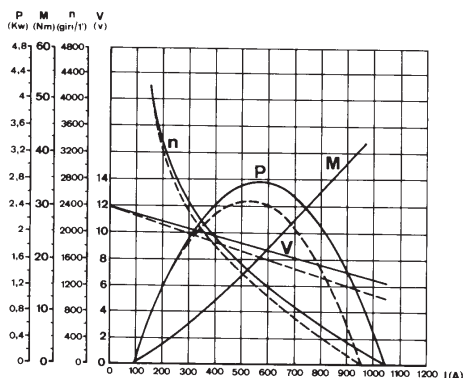
Note: Apply to Bosch Service Centers for any type of repair.

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Characteristic curves for starting motor type Bosch JF (R) 12 V

Curves were obtained at room temperature of + 20°C with 88 Ah batteries.

V = Motor terminal voltage in Volt
P = Power in kW
C = Torque in N/m
N = Motor speed in r.p.m.
J (A) = Absorbed current in Ampere



174

Starting motor type 24V.

Type Iskra JF (R) 24V o Bosch

RH direction of rotation

A = 23 ÷ 25 mm
B = Ring gear plane
C = Flange plane



Warning

The flywheel should not project from ring gear plane B.

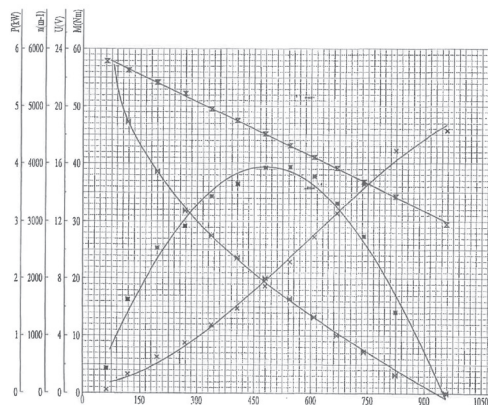
Note: Apply to Iskra Service Centers for any type of repair.

175

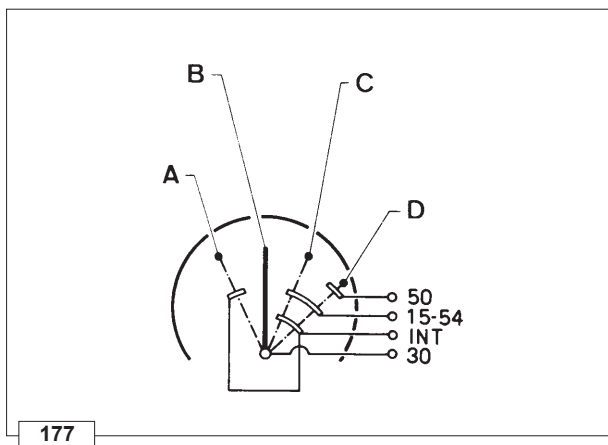
Characteristic curves for starting motor type ISKRA 24V 2.8 kW

Curves were obtained at room temperature of +23.4°C

U(V) = Motor terminal voltage in Volt
P = Power in kW
M = Torque in N/m
N = Motor speed in r.p.m.



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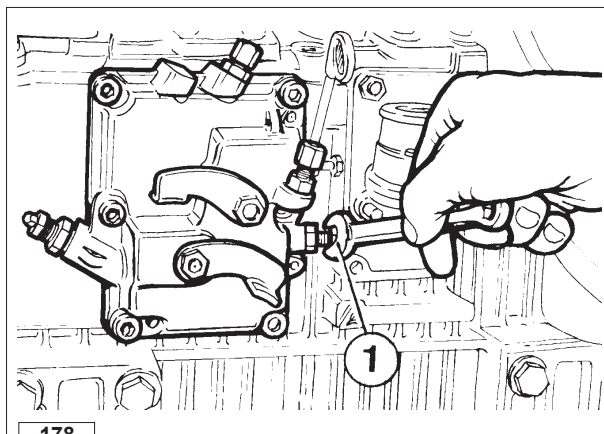
Starting motor layout

- A = Parking lights
- B = Stop
- C = Run
- D = Start

Settings

1 - Idling speed setting in no-load conditions (standard)

After filling with oil and fuel, start the engine and let it warm up for 10 minutes. Adjust idling speed at 800 ± 900 r.p.m. by turning setscrew **1**; then tighten lock nut.

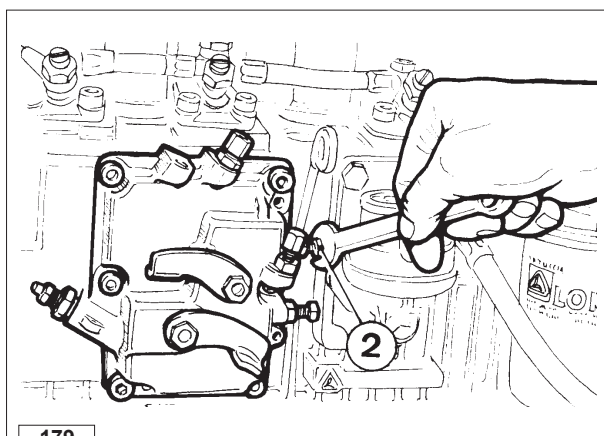


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2 - Full speed setting in no-load conditions (standard)

After setting idle speed turn screw **2** and set full speed in no-load conditions at 3200 r.p.m.; then tighten lock nut.

Note: When the engine reaches the pre-set power full speed stabilizes at 3000 r.p.m.



179

Injection pump delivery setting

This setting should be performed at the torque dynamometer. If not, setting is only approximate.

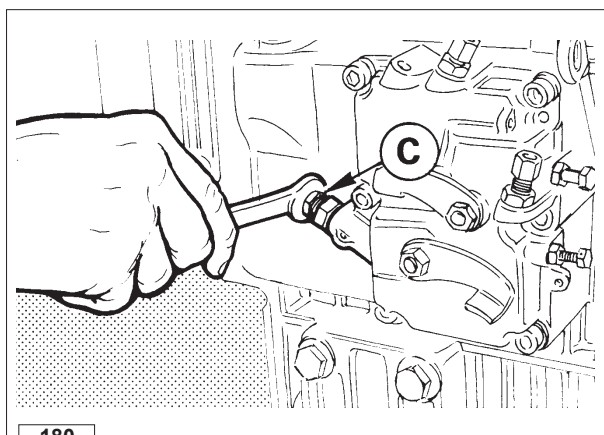
The following steps are required:

Loosen delivery limiting device **C** by 5 turns.

Bring engine to full speed in no-load conditions i.e. 3200 r.p.m..

Tighten limiting device until the engine shows a drop in r.p.m.. Unscrew limiting device **C** by $1\frac{1}{2}$ turn. Tighten lock nut.

Note: If the engine, under full load, generates too much smoke tighten **C**; if no smoke is observed at the exhaust and the engine cannot reach its full power unscrew **C**.



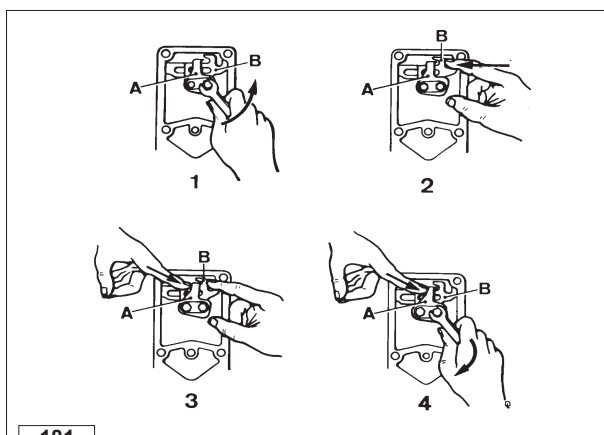
180

Stop setting

Remove fuel feeding pump and cover.

- 1) Loosen both bolts fixing plate **A**.
- 2) Push injection pump **B** control rod to the right and keep it in this position.
- 3) Push plate **A** to the right until it touches rod **B** and stop.
- 4) Release rod **B** and push plate **A** to the right so that rod **B** has a stroke of 1 mm. Tighten both bolts.

Note: Under these conditions no damage can be caused to the injection pump rack rod stops by sudden impacts due to the available control solenoids.



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KD 625/3 ENGINE

with advance variator



INJECTION TIMING DEVICE OPERATION

In order to meet EPA tier 2 limits, the engine KD 625-3 has been equipped with a variable injection timing device.

The system consists of an electro-hydraulic actuated mechanical device, that allows changing the injection timing by rotating the camshaft against its driving gear.

The change takes place using the oil whose pressure is regulated by a pair of electric valves, which allow a rotation between 0 and 4.5°. The maximum variation of the injection timing is 4.5° (camshaft degrees).

Oil is taken from the engine oil circuit and its pressure acts on a sort of hydraulic piston that moves from one side to the other. The hydraulic plunger is attached on the inside by means of a straight groove and on the outside via a spiral-shaped groove. Thus movement from left to right (or vice versa) causes rotation from the driving gear and the camshaft.

In other words, the plunger translates and, at the same time, rotates and thus varying the angular position of camshaft that is connected to it.

The gear timing variation is managed by an ECU which receives electric signals from two speed sensors, the temperature sensor and the load sensor, which reads the position of the injection pump control.

The ECU memory contains the maps of the injection timing variation strategies.

Fig. A_1. Injection timing device: in "Resting position"

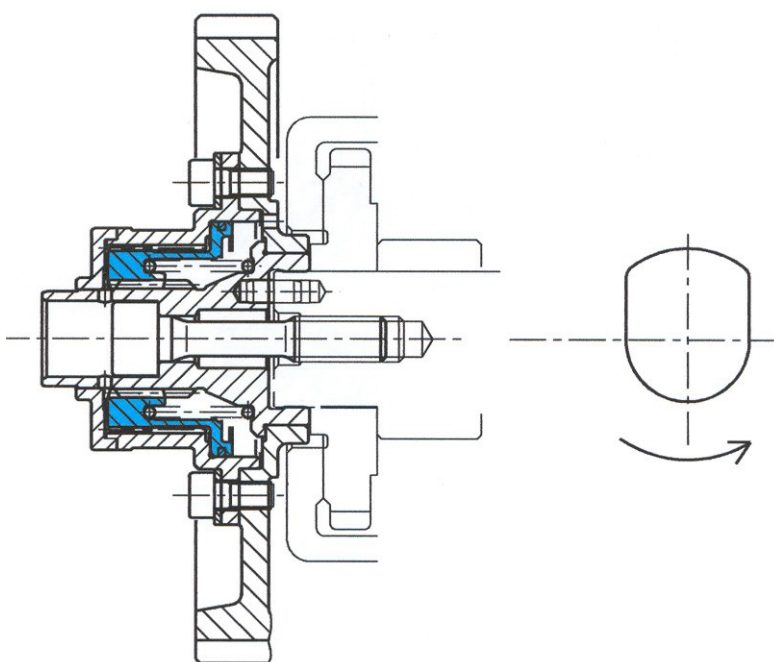


Fig. A_2. Injection timing device: during actuation of an advance (max value 4.5°).

The oil (yellow) goes into the system and moves the plunger (blue) that activates the camshaft anticlockwise.

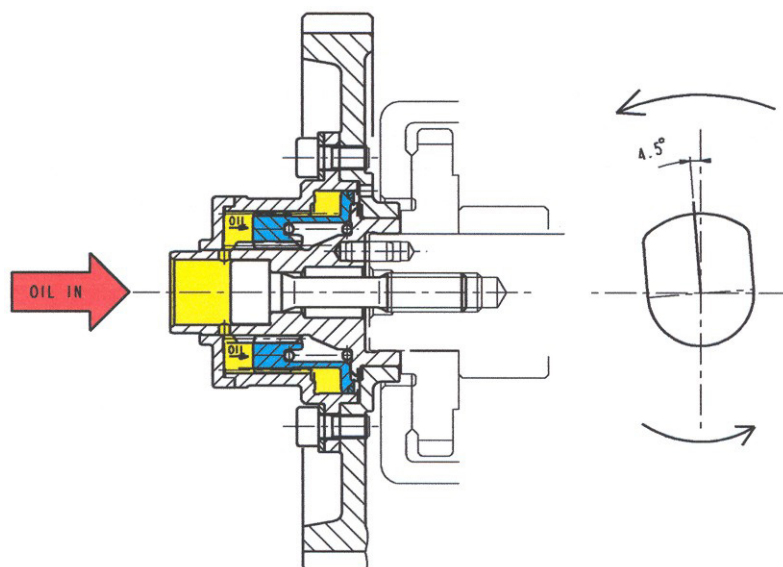
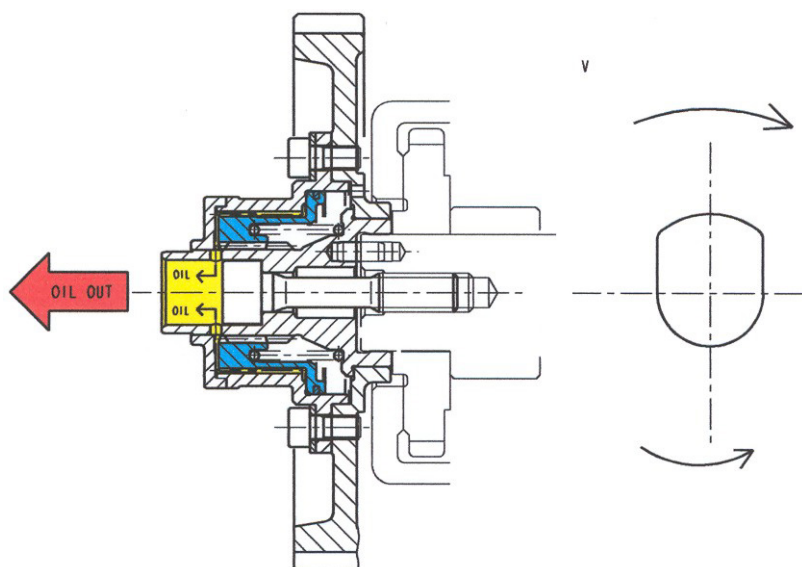


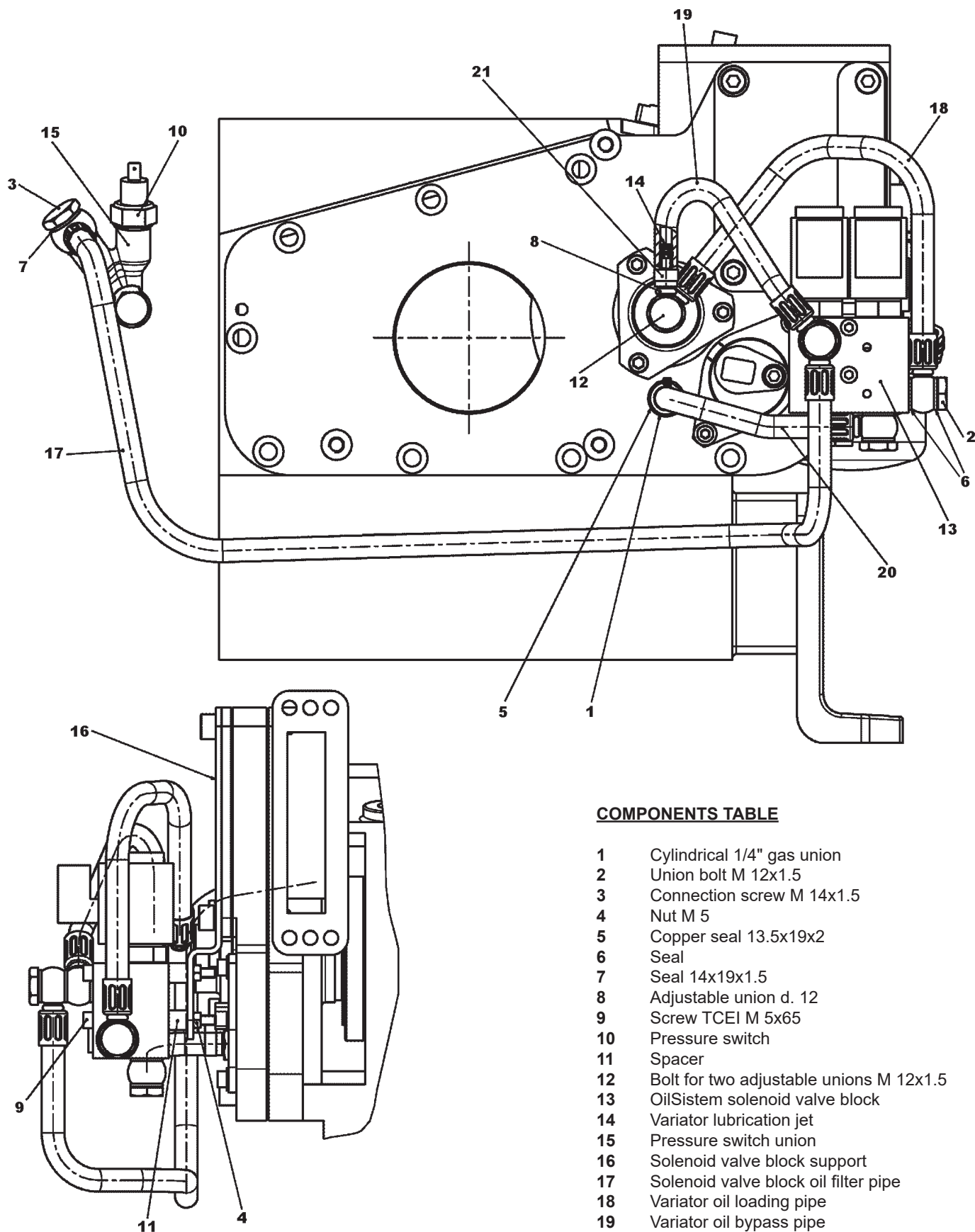
Fig. A_3. Injection timing device: moving from actuation of an advance to resting position.

The oil (yellow) goes out and releases the spring to move the plunger (blue), which in turn activates the camshaft clockwise.



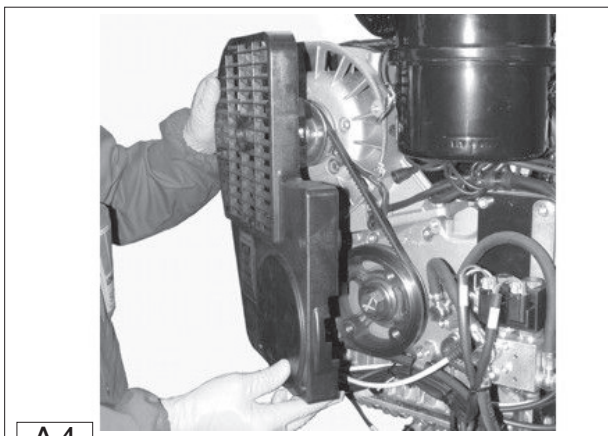
Our system is able to actuate any intermediate advance, regulating the oil pressure. When the set level is reached, the oil exerts the right force to compress the spring at the right height to move the plunger appropriately, thus achieving the required rotation (angular advance).

Solenoid valve assembly diagram



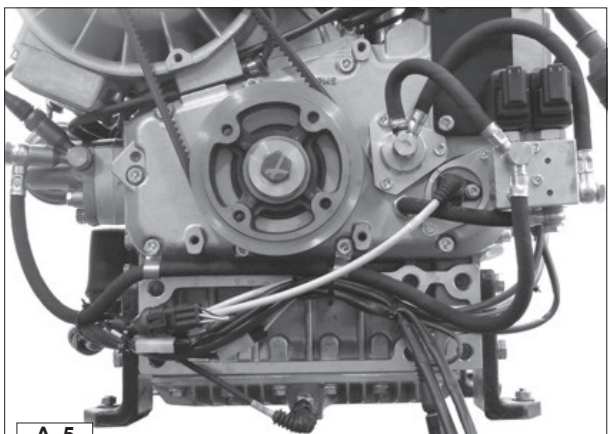
COMPONENTS TABLE

1	Cylindrical 1/4" gas union
2	Union bolt M 12x1.5
3	Connection screw M 14x1.5
4	Nut M 5
5	Copper seal 13.5x19x2
6	Seal
7	Seal 14x19x1.5
8	Adjustable union d. 12
9	Screw TCEI M 5x65
10	Pressure switch
11	Spacer
12	Bolt for two adjustable unions M 12x1.5
13	OilSistem solenoid valve block
14	Variator lubrication jet
15	Pressure switch union
16	Solenoid valve block support
17	Solenoid valve block oil filter pipe
18	Variator oil loading pipe
19	Variator oil bypass pipe
20	Variator oil draining pipe
21	"OTECO clic 66" clamp



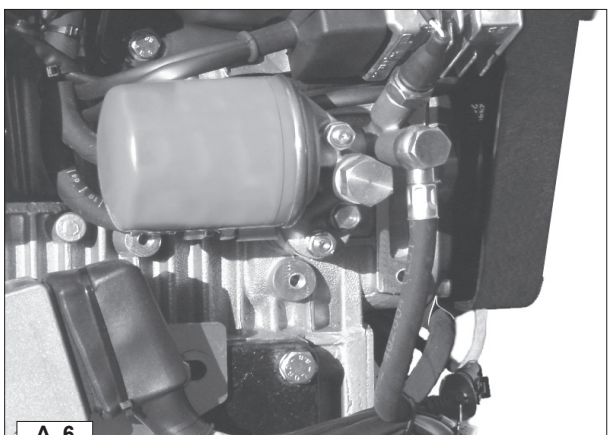
A_4

After loosening the screws, remove the alternator belt guard.



A_5

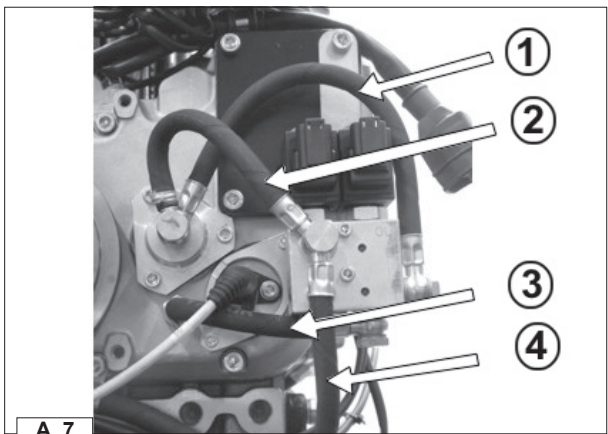
Overall view of variator speed sensor and hydraulic circuit.



A_6

Components:

- 1 Pressure switch
- 2 Pressure switch union
- 3 Solenoid valve block oil filter pipe



A_7

Components:

- 1 Variator oil loading pipe
- 2 Variator oil bypass pipe
- 3 Variator oil draining pipe
- 4 Solenoid valve block oil filter pipe

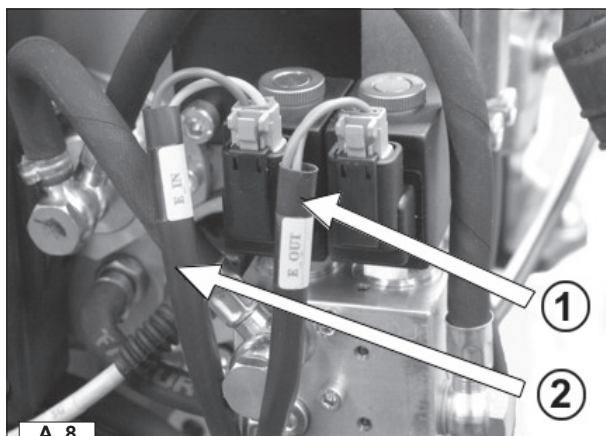
Components:

- 1 Variator load solenoid valve
- 2 Variator unload solenoid valve



Important

Do not invert cables during reassembly.



A_8

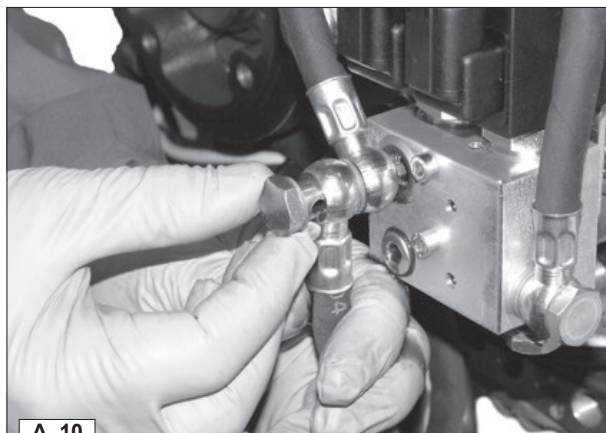
To remove connectors, press the stop tabs and draw upwards.



A_9

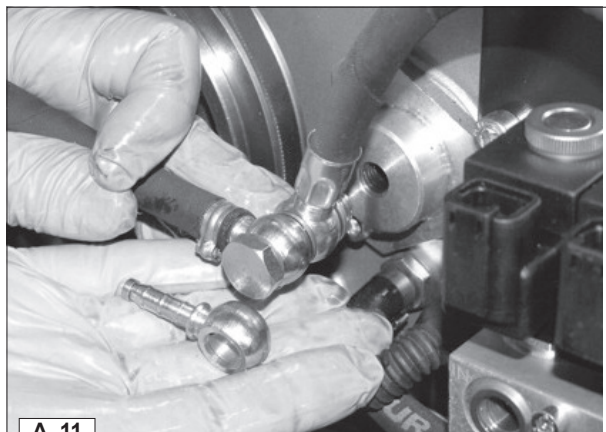
➡ Refer to page 78 to identify the pipes.

Loosen the union screw of pipes 17 and 19.



A_10

On the opposite end of the block of pipe 19 is the variator lubrication jet attached to the pipe by a click clamp.

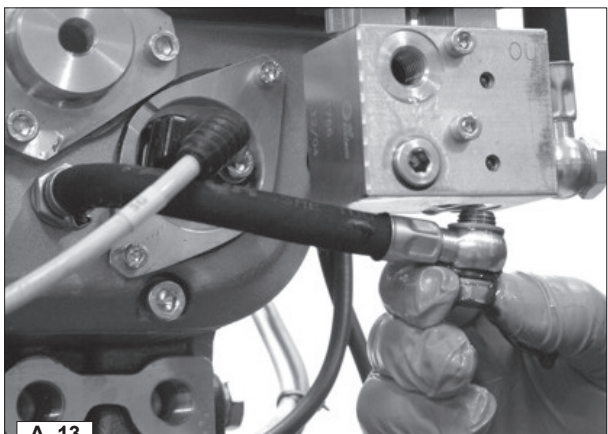


A_11



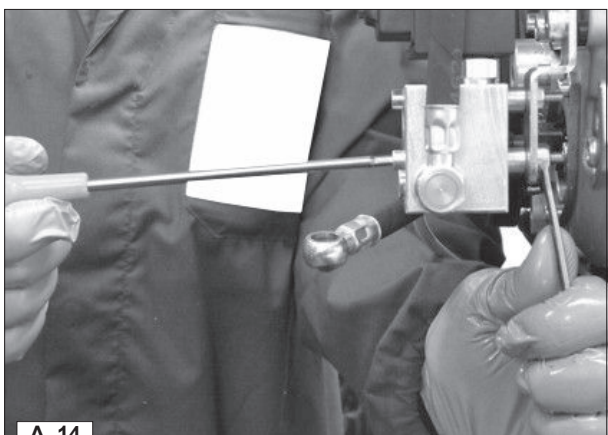
A_12

Variator lubrication jet complete with banjo union.



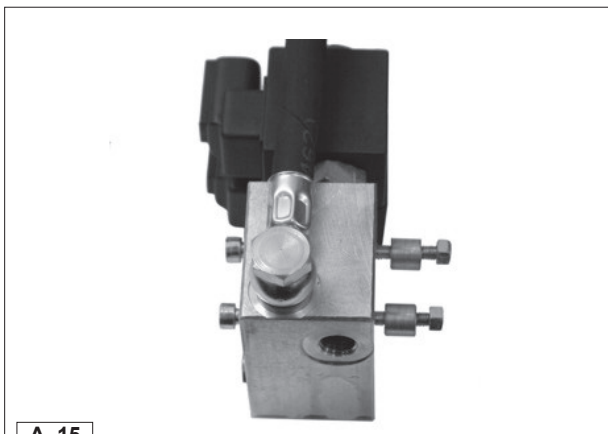
A_13

Unscrew the union of variator oil discharge pipe 20.



A_14

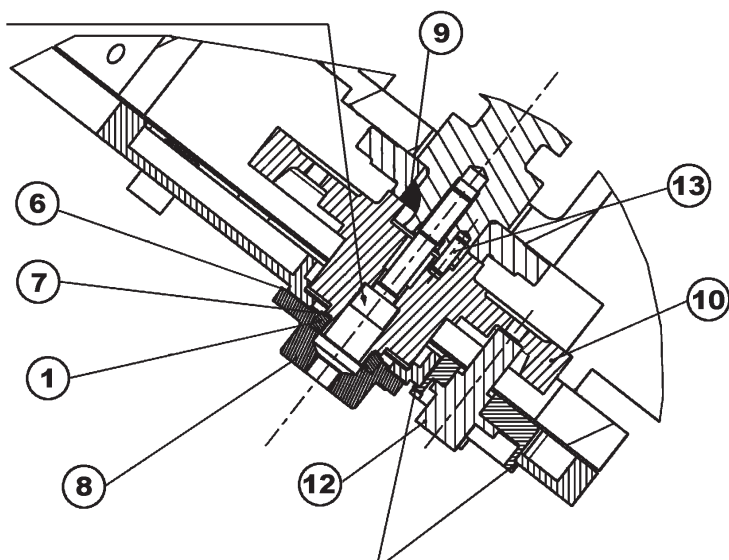
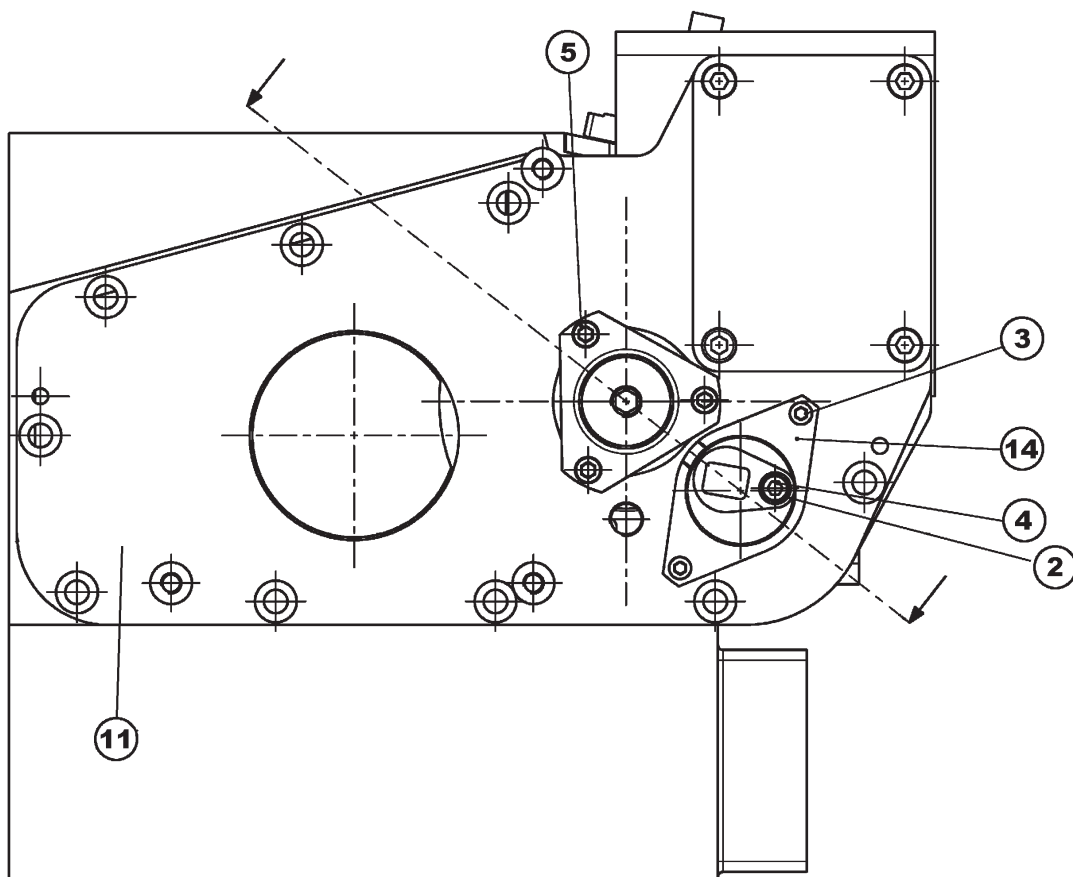
To remove the solenoid valve block from the support bracket, unscrew the two screws M 5.



A_15

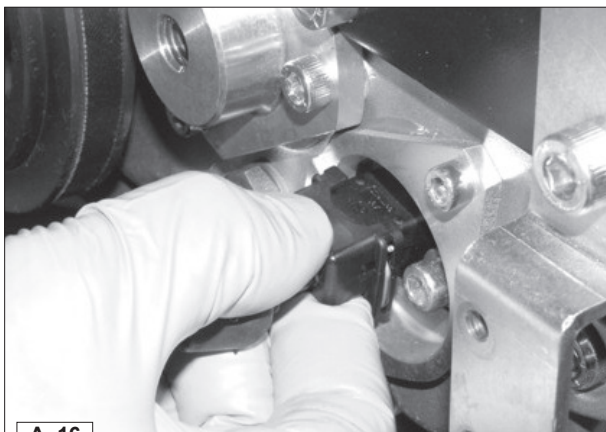
View of the unassembled solenoid valve block with two spacers between the block and the bracket.

Speed sensor and variator assembly diagram



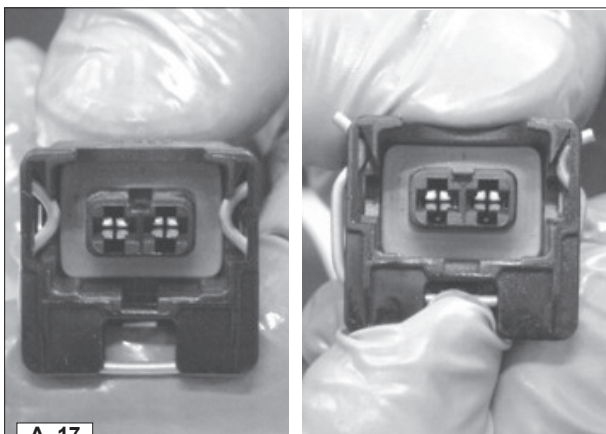
COMPONENTS TABLE

- | | |
|----|--------------------------------------|
| 1 | Oil seal ring 20x30x7 |
| 2 | Washer 6x12xSp1 |
| 3 | Screw TCEI M 5x10 |
| 4 | Screw TCEI UNI 5931 M 6x10 |
| 5 | Screw TCEI UNI 5931 M 6x14 |
| 6 | Lid seal (rev. counter) |
| 7 | Oil seal support ring |
| 8 | Variator oil bush |
| 9 | Special tab for variator |
| 10 | Advance variator device |
| 11 | Timing cover side cover for variator |
| 12 | Speed and phase sensors |
| 13 | Cylindrical pin 5x16 |
| 14 | Speed sensor support |

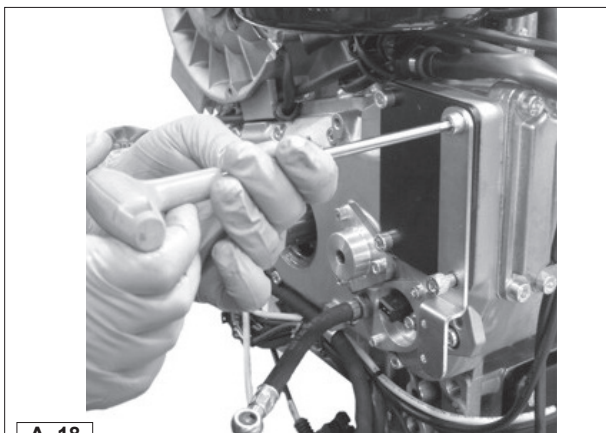


A_16

To remove the speed sensor cable connector press the spring as shown in figures **A_16** and **A_17** and draw upwards.

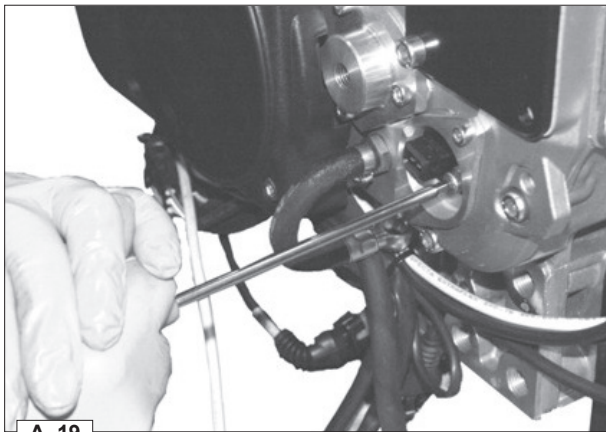


A_17



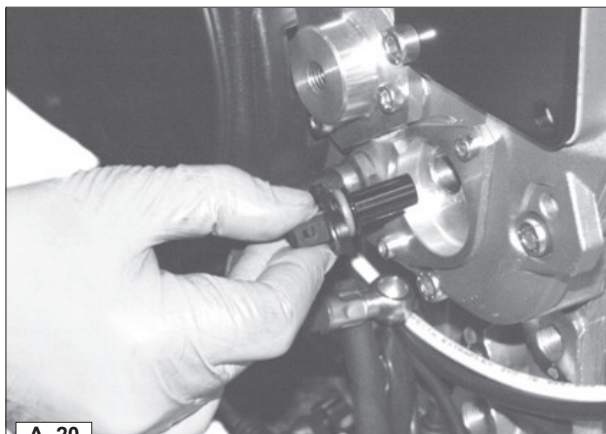
A_18

Loosen the two screws M8 to disassemble the solenoid valve support bracket.



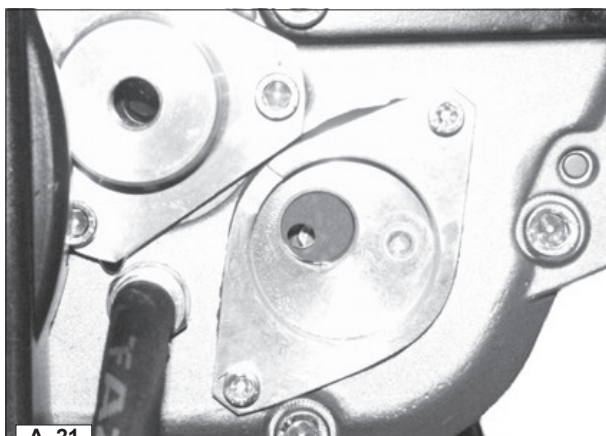
A_19

Loosen screw M6 to remove the speed sensor from its support.



Draw the speed sensor outwards, being careful not to damage the rubber seal ring.

A_20

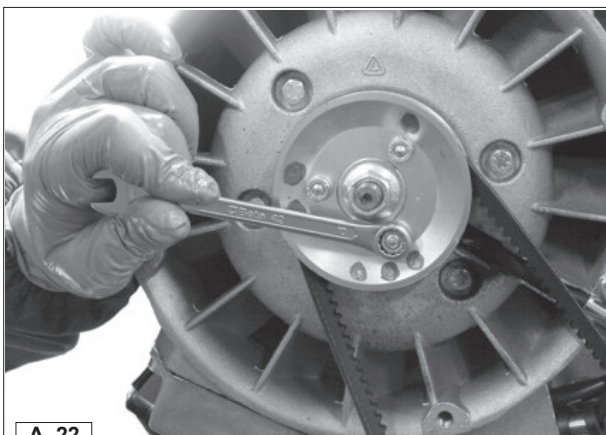


View of speed sensor housing.

A_21

Blower belt alternator - Disassembly

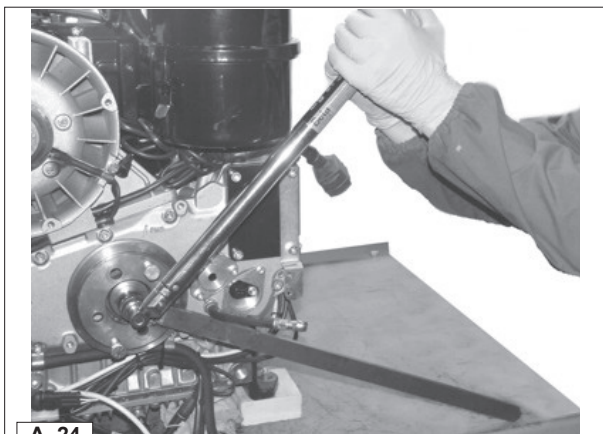
➡ See page 28-29.



A_22



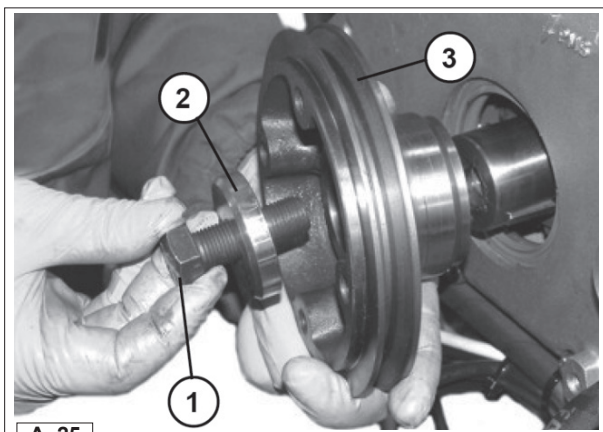
A_23



A_24

Blower control pulley - Disassembly

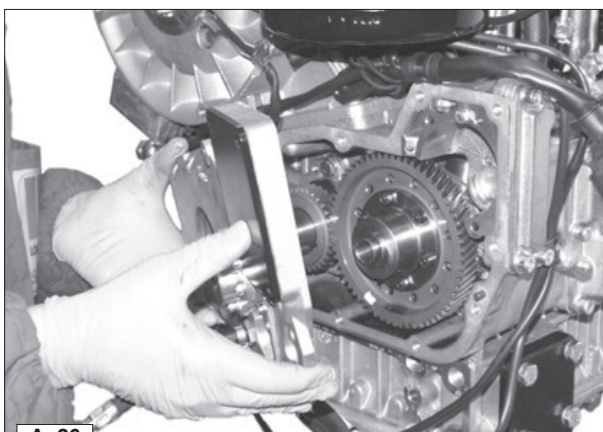
➞ See page 28-29.



A_25

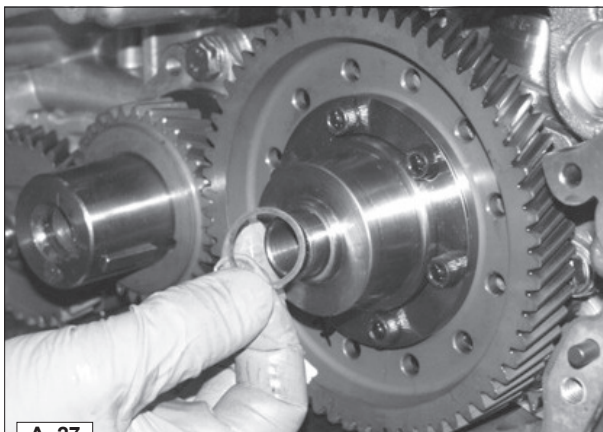
Components:

- 1 Left-handed bolt
- 2 Washer
- 3 Blower control pulley



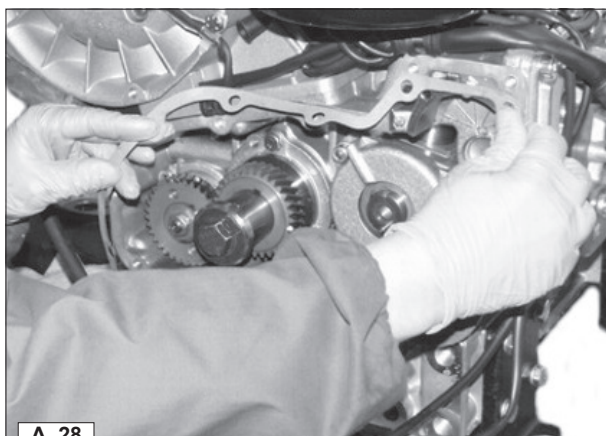
A_26

After loosening the screws, remove the timing cover.

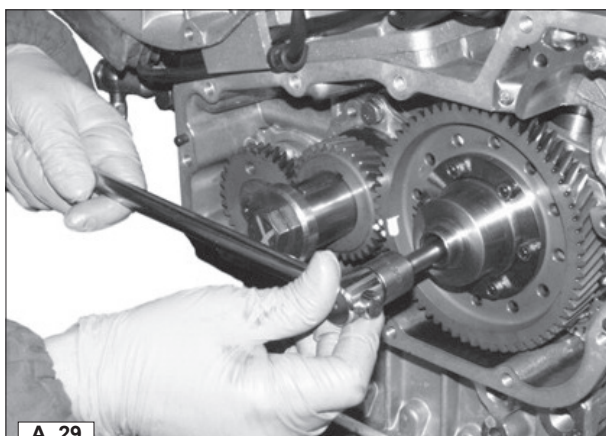


A_27

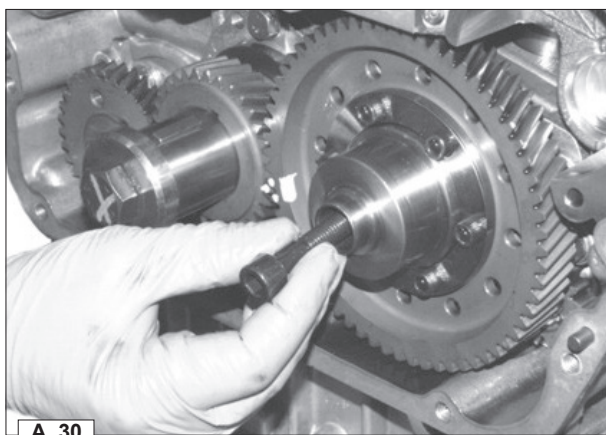
Pay attention to the oil seal support ring when disassembling the timing cover.



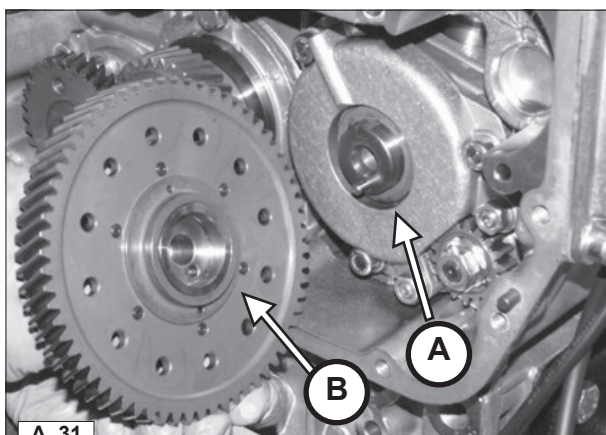
Remove the timing cover seal.



Unscrew screws M10 on the variator to the camshaft.

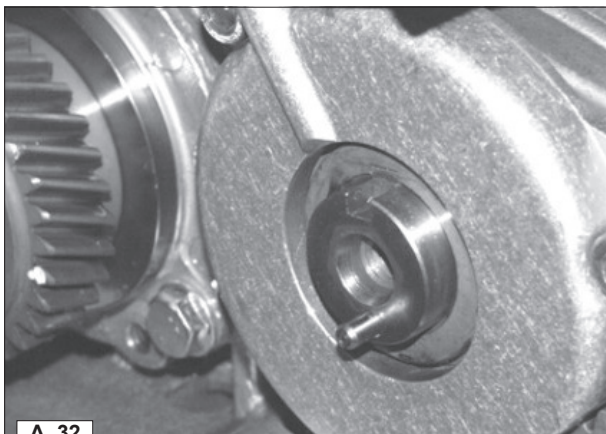


Remove screw M10.



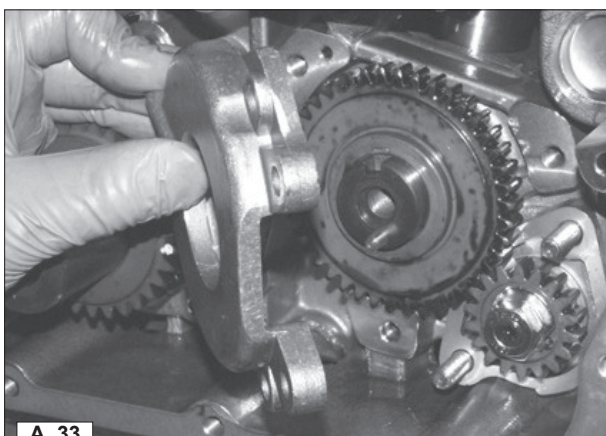
Remove the variator.
The figure shows the camshaft pin for correct variator timing.

A Cylindrical pin Ø 5x16
B Pin housing



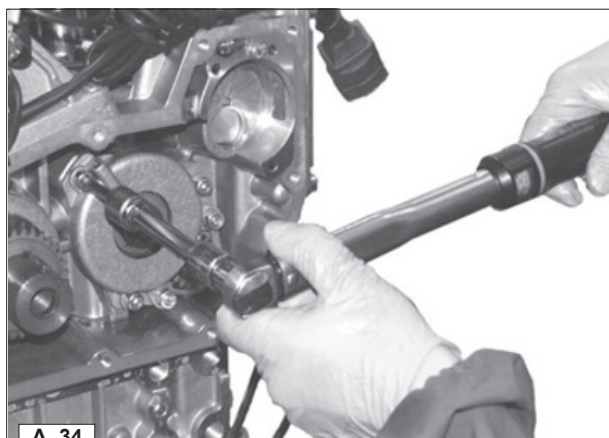
A_32

View of the camshaft ends with pin inserted.

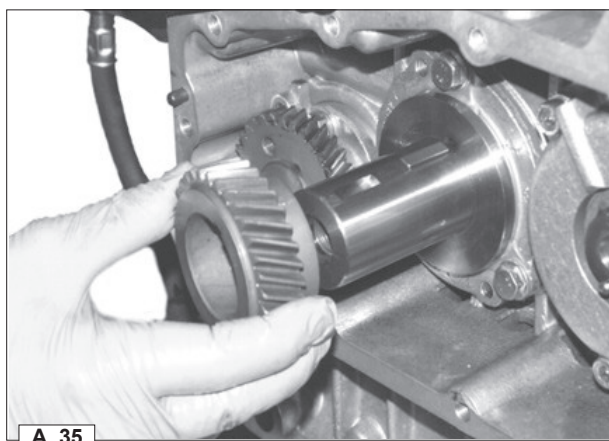


A_33

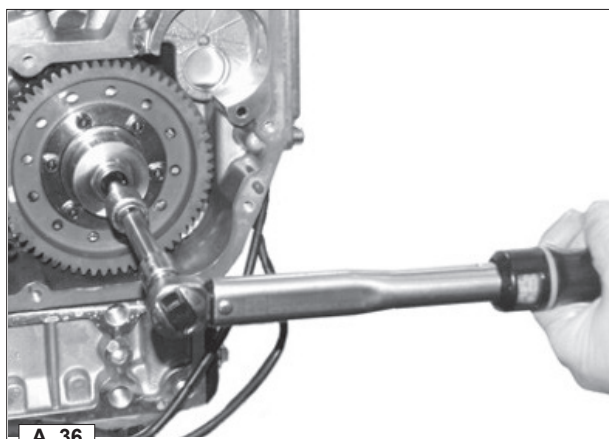
Remove the shoulder housing of the idle gear that drives the speed governor.



○ After refitting the housing tighten the screws to 20 Nm using a torque wrench.

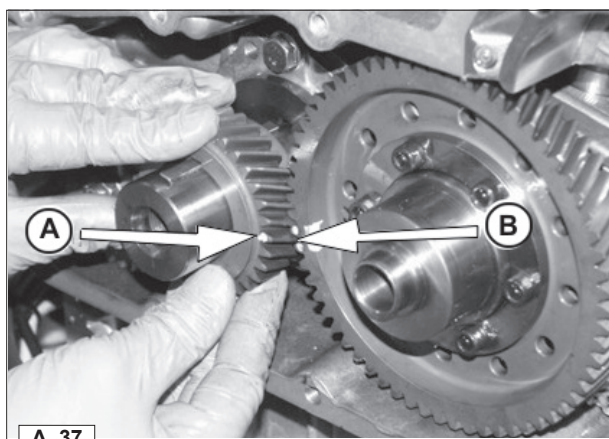


Remove the distribution control gear from the crankshaft.

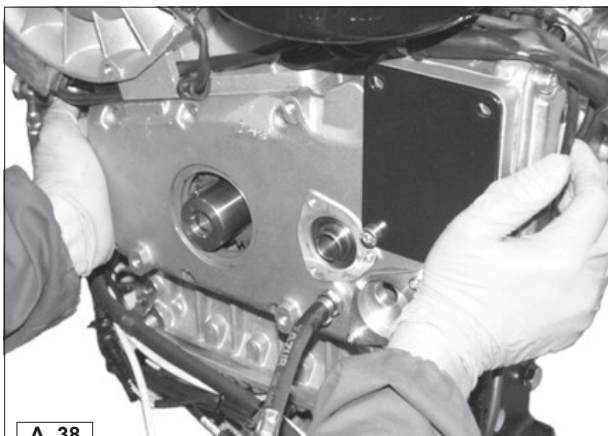


Assemble the variator onto the end of the camshaft taking care to properly insert the timing pin into place and ensuring that the variator comes into contact with the surface of the speed governor idle gear.

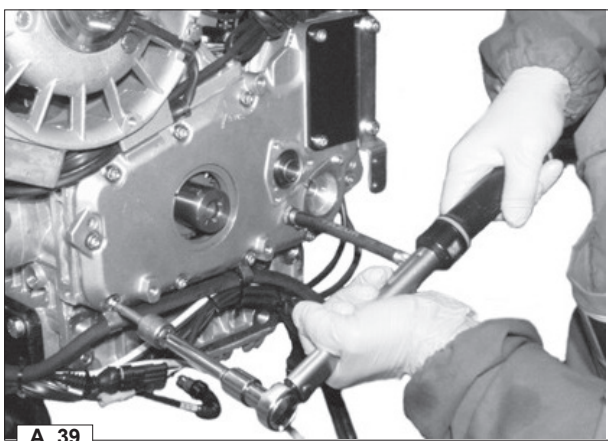
○ Tighten screw M10 to 65 Nm using a torque wrench.



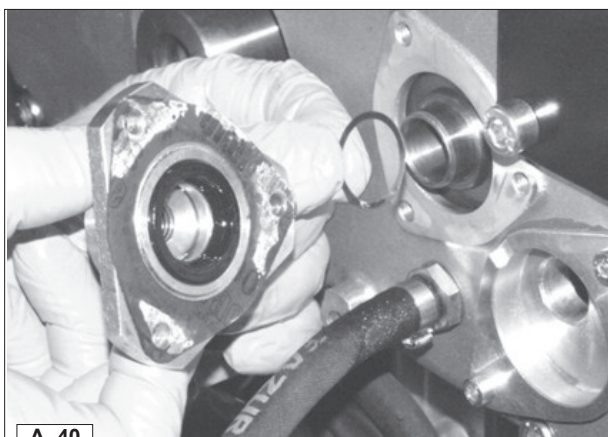
Assemble the timing control gear onto the crankshaft so that reference mark **A** is lined up with the two reference marks **B** on the idle gear installed on the camshaft.



Replace the timing cover, placing a new seal and lining up with the two centring pins.

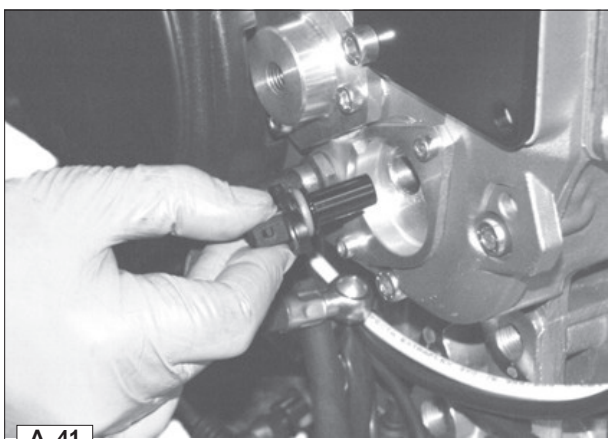


○ Tighten the screws to a 25 Nm torque.

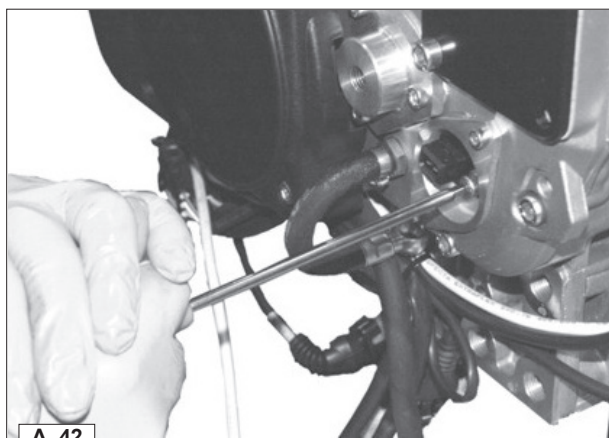


Refit the oil feed bushing to the variator, placing the oil seal support ring in between.
Replace the seal.

○ Tighten the three screws M6 to an 8 Nm torque.

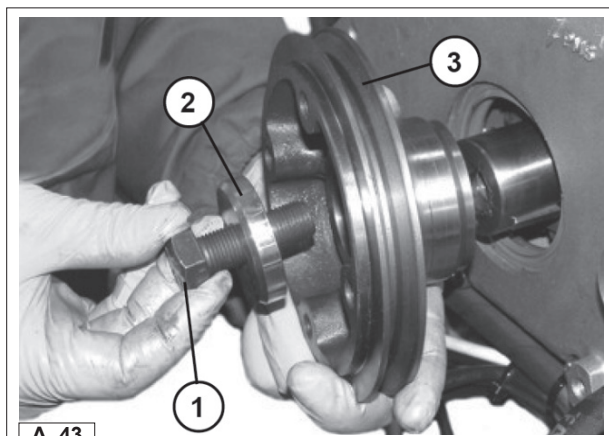


Replace the speed sensor taking care not to damage the O-ring.



A_42

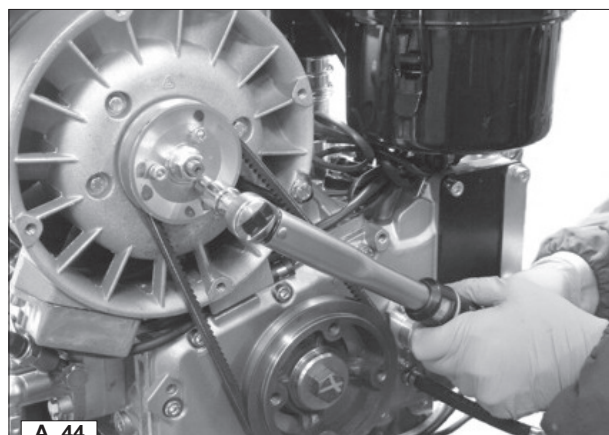
○ Attach the sensor using screw M6 to a torque of 8 Nm.



A_43

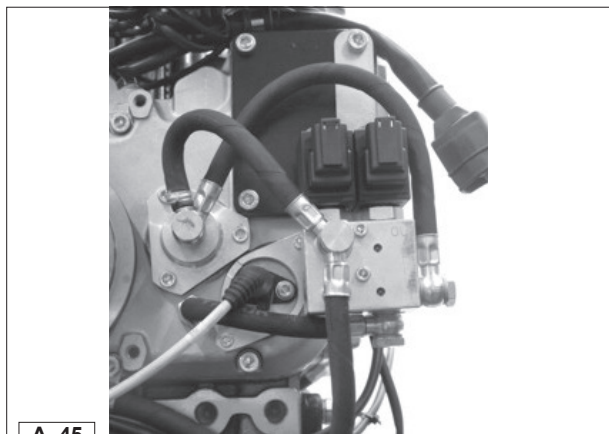
Reassemble the blower control pulley onto the crankshaft.

○ Tighten the left-handed fastening bolts to torque of 300 Nm.



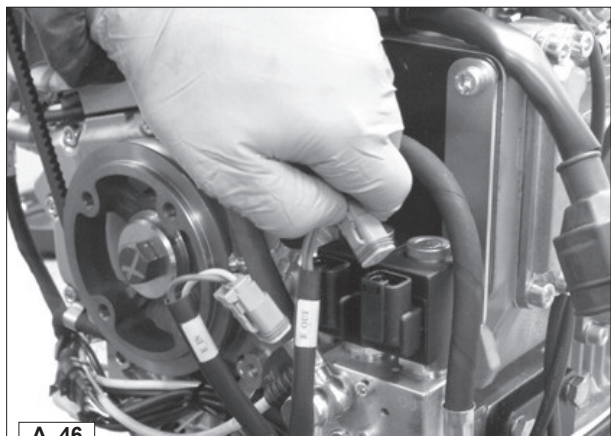
A_44

➞ Replace and check the belt tension, see page 29.



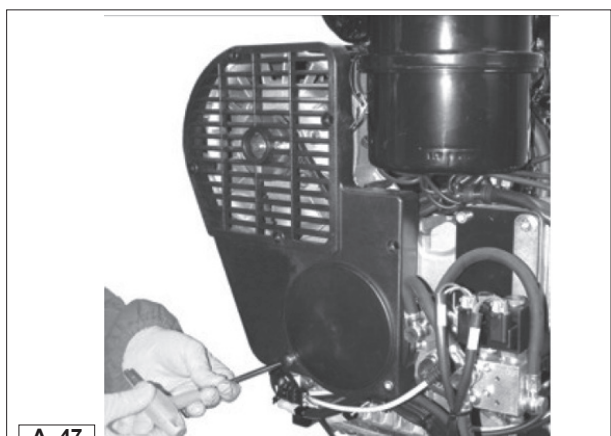
A_45

Replace the variator circuit oil pipes. If in doubt consult the diagram on page 78.



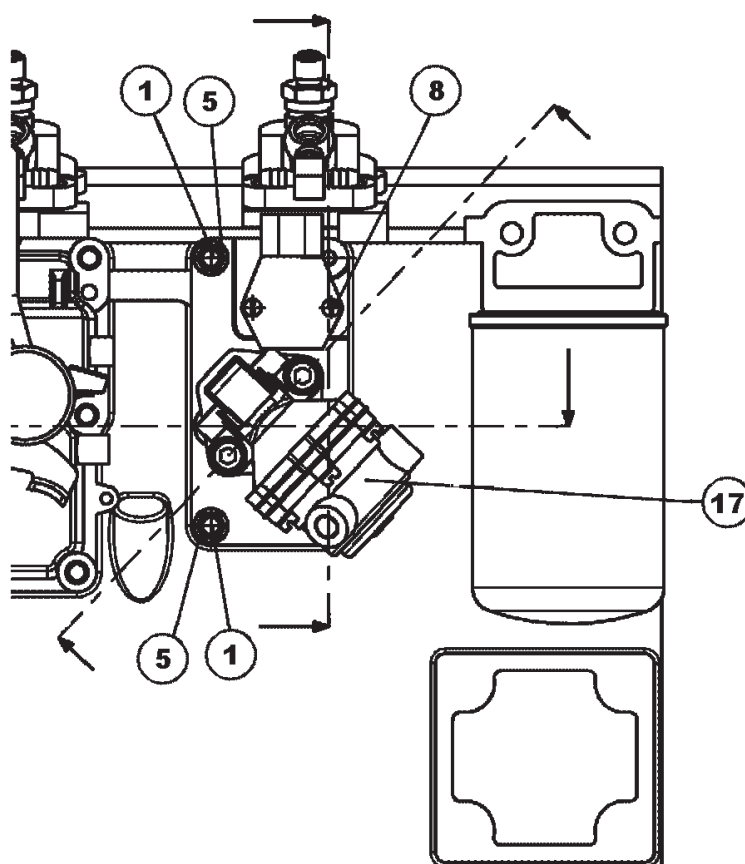
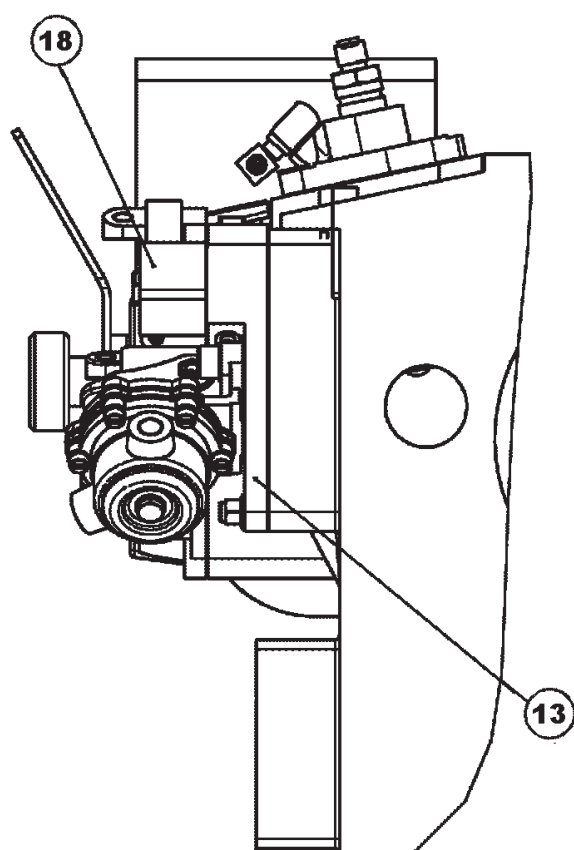
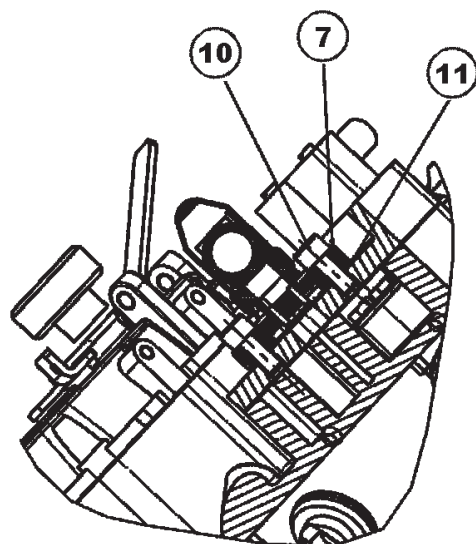
A_46

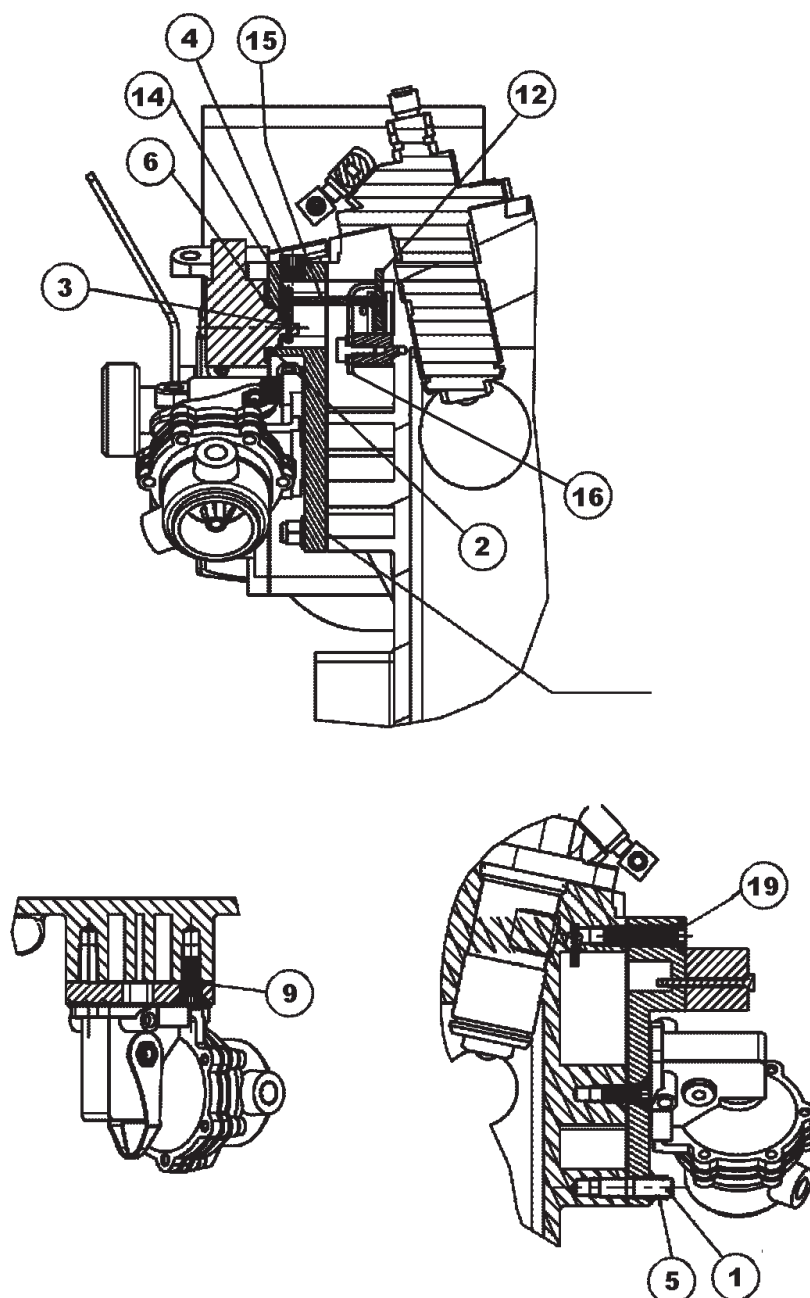
Insert the solenoid valve connectors following the references (**IN** and **OUT**) shown on the cables and on the solenoid valve block.



A_47

○ Replace the built guard and tighten to 15 Nm.

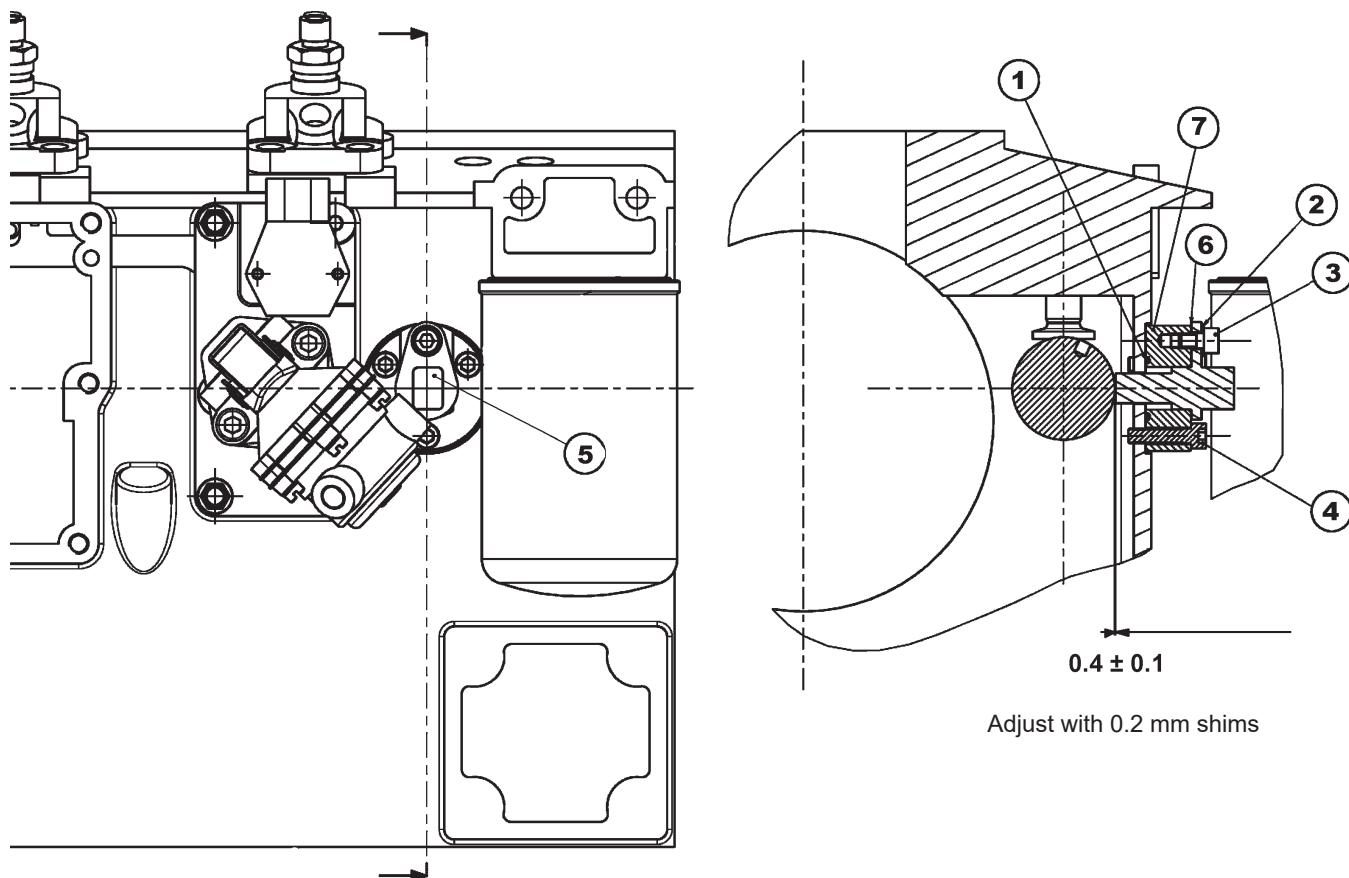
Angular position sensor and AC pump assembly diagram



COMPONENTS TABLE

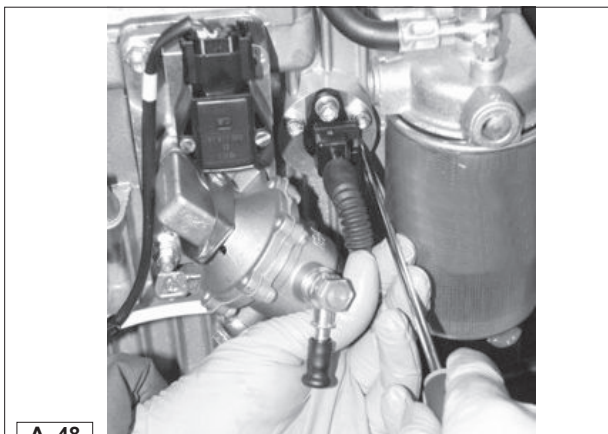
1	Stud bolt M8x20	11	Screw TCEI M 8x18
2	Silicone O-ring	12	Fuel supply pump seal
3	Snap pin 2x10	13	Sensor pump connection rod
4	Conical screw STEI M 10x1.5	14	AC pump and angular position sensor cover
5	Self-locking flanged hex nut	15	Sensor control lever
6	Copper washer	16	Connecting pin between rod and sensor
7	Crinkled spring washer	17	Discharge stop plate
8	Screw TCEI UNI 5931 M 4x35	18	Angular position sensor
9	Screw STEI M 8x20	19	Flathead screw
10	Fuel supply pump		

Phase sensor assembly diagram

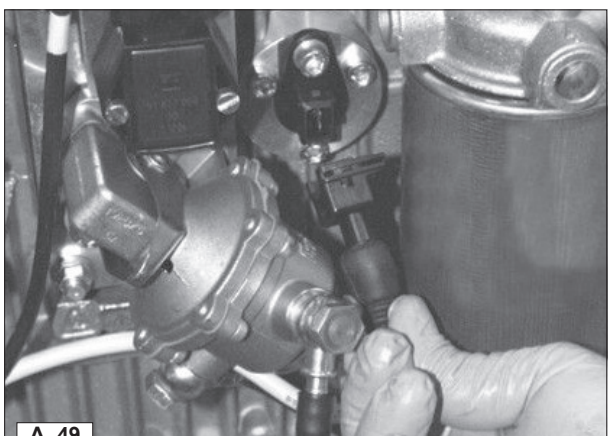


COMPONENTS TABLE

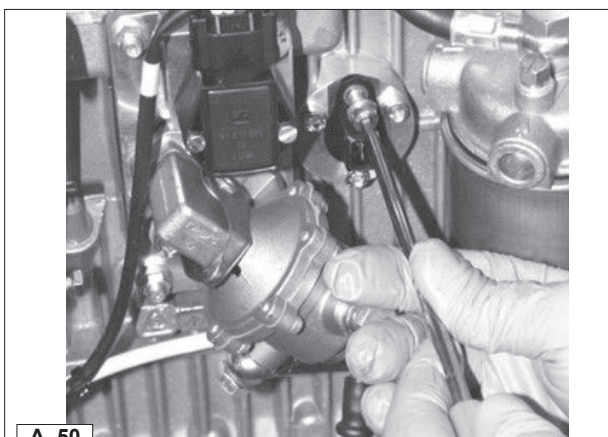
- 1 Silicone O-ring
- 2 Washer 6x12xSp1
- 3 Screw TCEI UNI 5931 M 6x10
- 4 Screw TCEI UNI 5931 M 6x25
- 5 Speed and phase sensors
- 6 Phase sensor air gap adjustment shim
- 7 Phase sensor support



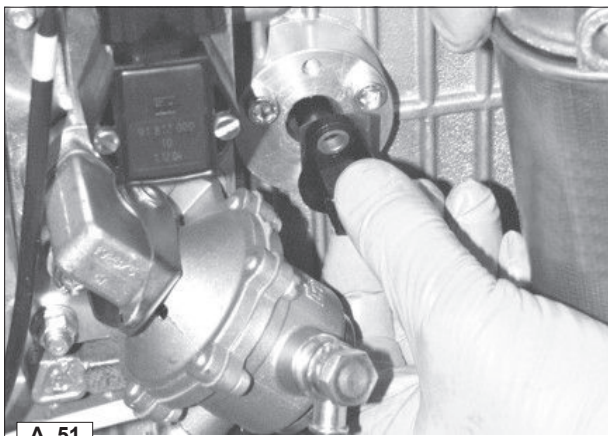
To assemble the phase sensor connector press the locking spring.



Remove the connector from the sensor.



○ Loosen screw M6. When refitting, tighten to 8 Nm.

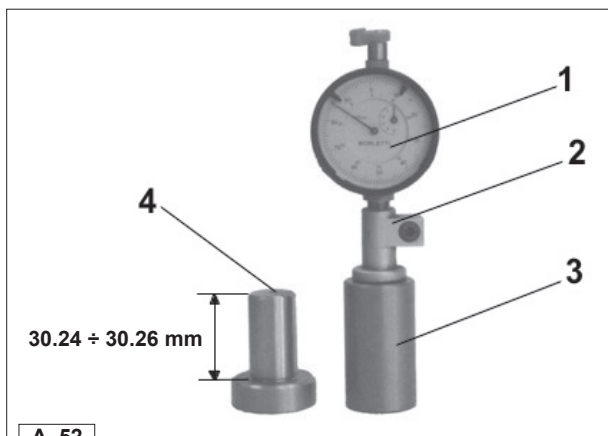


Remove the sensor from the support taking care not to damage the O-ring.

Components:

- 1 Dial indicator
- 2 Support for dial indicator
- 3 Sensor control gauge measurement: $30,24 \div 30,26$ mm
- 4 Control master measurement: $30,24 \div 30,26$ mm for sensor gauge

If replacing the phase sensor, check the length of the sensor pin using the tool in figure A_52.
Check by measuring the distance between magnetic end and the sensor support surface ($30,24 \div 30,26$ mm).



A_52

Resetting the dial indicator

Assemble the dial indicator 1 onto support 2.
Attach the support with the dial indicator to the gauge 3.
Insert the master 4 into the gauge 3 and reset the dial indicator.



A_53

Sensor test

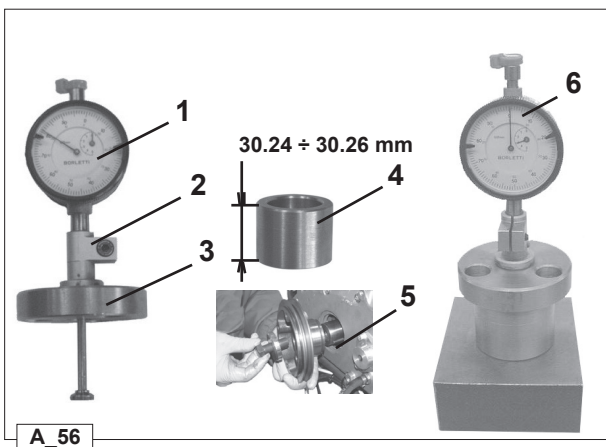
Remove the master 4 from the gauge 3; insert the phase sensor and check that the sensor falls within tolerance measurements of $30,015 \div 30,035$ mm.
See fig. A_53 -A_ 54.



A_54



A_55



A_56

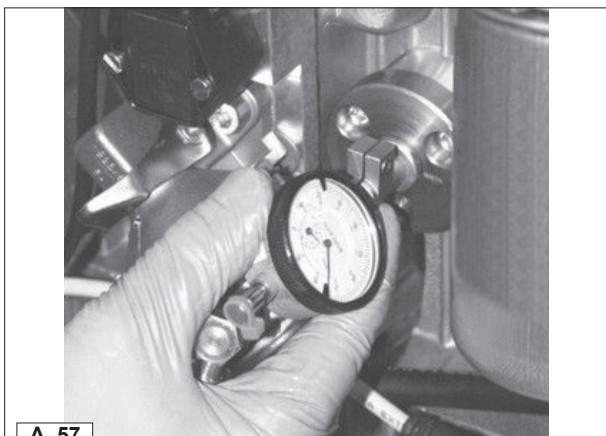
Resetting the dial indicator

Components:

- 1 Dial indicator
- 2 Support for dial indicator
- 3 Camshaft sensor support surface control gauge measurement: $30,24 \div 30,26$ mm
- 4 Resetting master measure: $30,24 \div 30,26$ mm for gauge
- 5 Resetting reference base

If replacing the sensor, camshaft or engine block via the tool see figure 56.

Make sure that the support surface of the sensor on the camshaft support measures $30,24 \div 30,26$ mm. Assemble the dial indicator 1 in the support 2. Insert the support 2 complete with dial indicator 1 into the gauge 3. Set the master 4 and reset the dial indicator while resting on the base 5 as in 6.



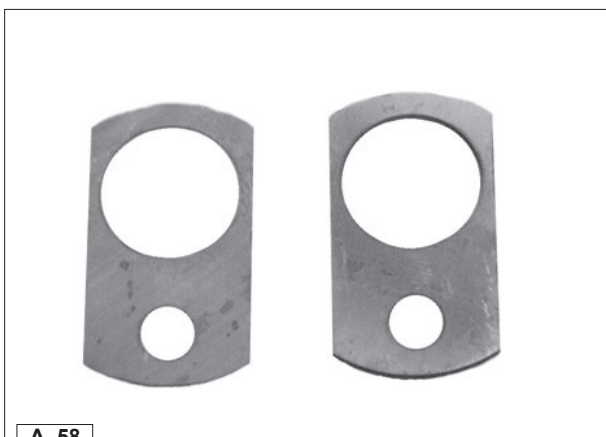
A_57

Measuring the depth between the sensor support and the camshaft

Insert the gauge complete with dial indicator onto the sensor support and attach using the three screws.

Make sure the measurements taken are within the specific tolerance limits $30,24 \div 30,26$ mm.

- The three screws for the phase sensor support screws must be tightened to 8 Nm using a torque wrench.



A_58

Air gap adjustment

The air gap is adjusted using shims measuring 0,2 mm in thickness which are placed between the sensor surface and its support.

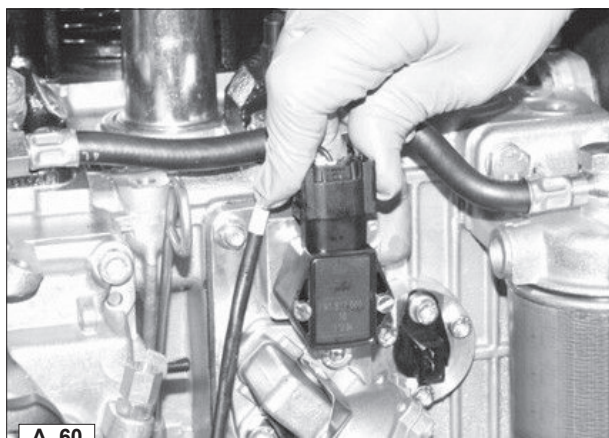
The air gap must be between 0,3 and 0,5 mm (see phase sensor assembly diagram page 94).

When adjusting the air gap with shims, it is important to consider any difference between the measurements taken (length of the sensor pin and depth between the sensor support surface and the camshaft) and specifications.

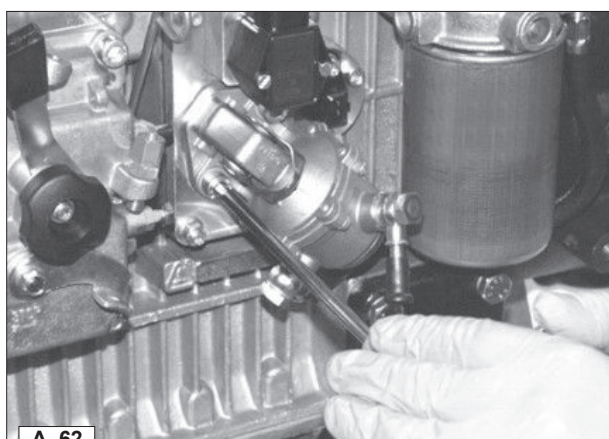
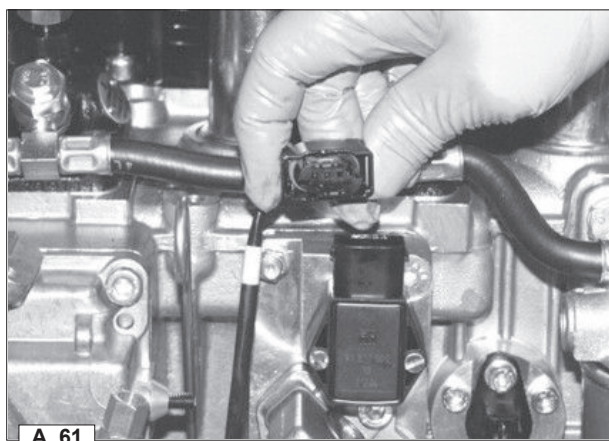


A_59

Example of where to insert the air gap adjustment shims.



Remove the connector from the position sensor on the injection pump control rod.

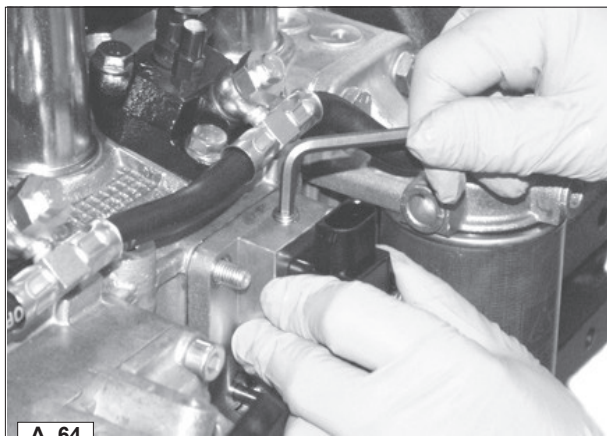


Unscrew the two screws to disassemble the fuel pump;

○ when refitting, tighten the flathead screws, the nuts and hexagonal-head screws to 25 Nm.

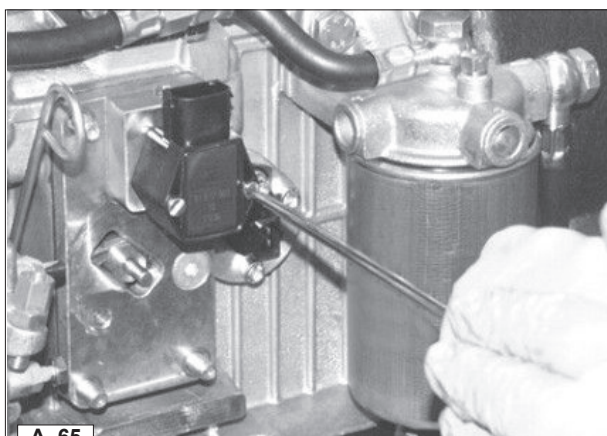


When reassembling, replace the sealing gasket.



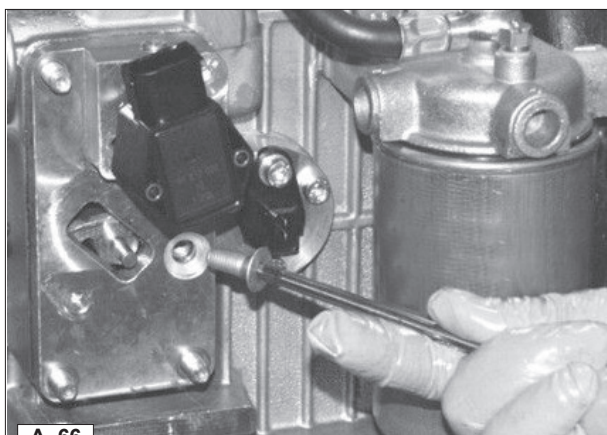
A_64

Remove the conical inspection plug.



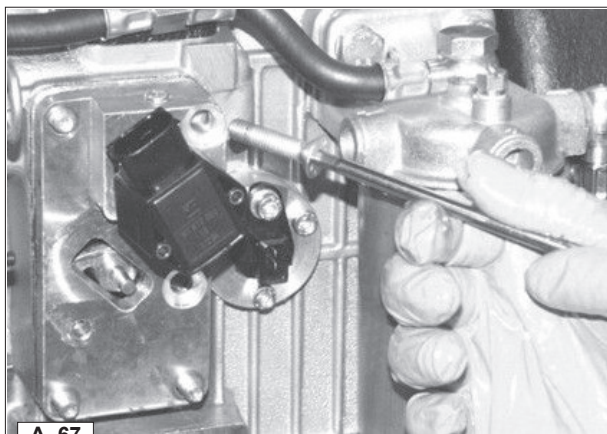
A_65

Unscrew the two screws to disassemble the injection pump rod position sensor.



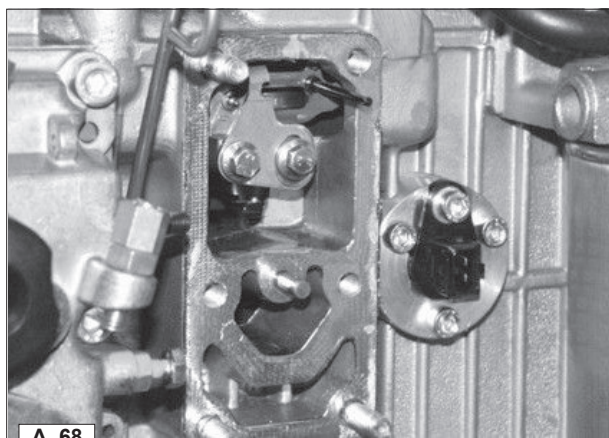
A_66

Remove the three flanged nuts and the flathead screw.

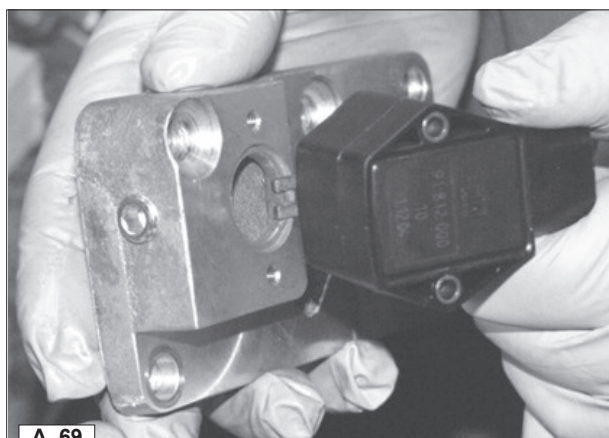


A_67

Unscrew the last screw (flathead) after rotating the sensor anti-clockwise.



Remove the cover supporting the sensor and the fuel pump.



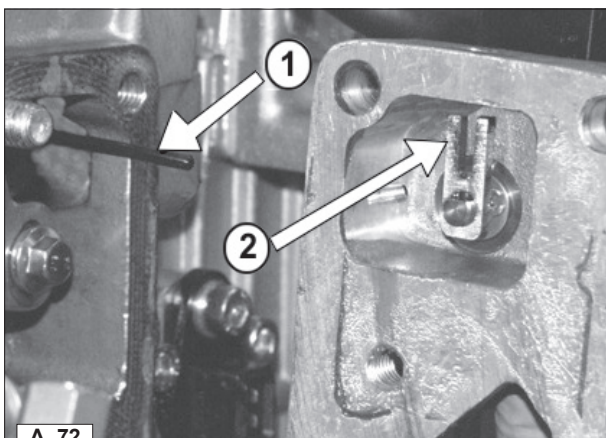
Rotate the position sensor shaft to direct the fork on the side opposite the connector.



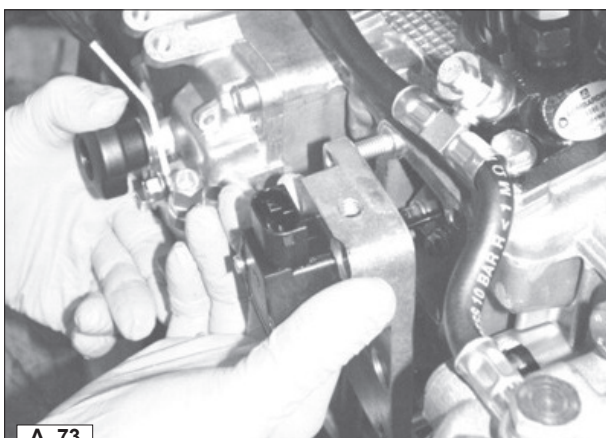
Insert the fork into the slot in the support.
Rotate the sensor body 180°, keeping the fork in the position shown in figure A_70.



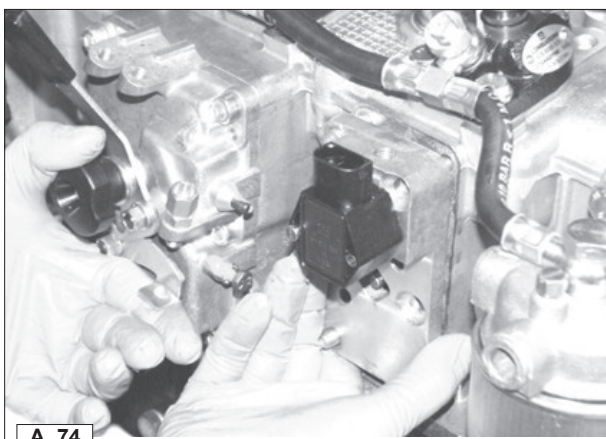
Tighten only one screw on the position sensor to keep it in the right position.



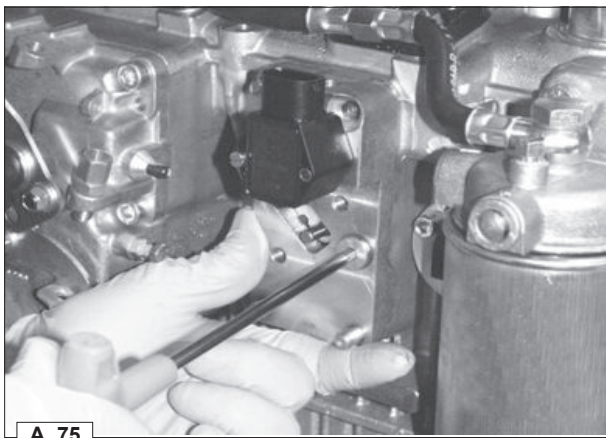
Set the cover against the crankcase so that the injection pump rod drive pin **1** is inserted between the two prongs of the fork **2**.



Look through the upper inspection hole on the cover to make sure that the pin **1** is correctly inserted into the fork **2**.

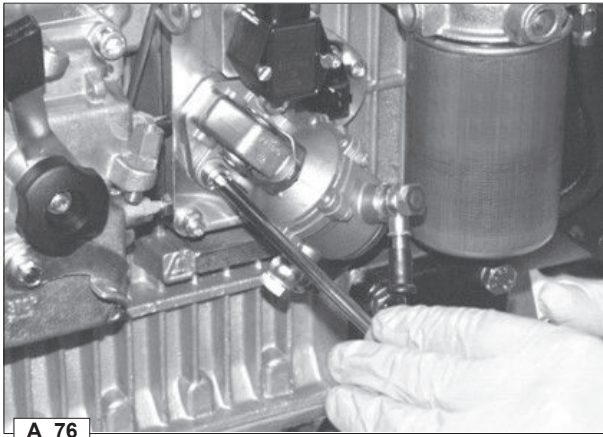


Operate the stop control lever repeatedly to make sure the system is running smoothly.



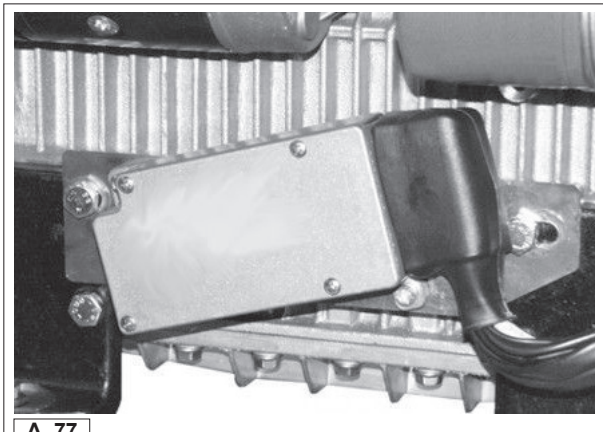
Replace the screws and nuts in the cover in the opposite order to when they were removed and

○ tighten to 25 Nm.



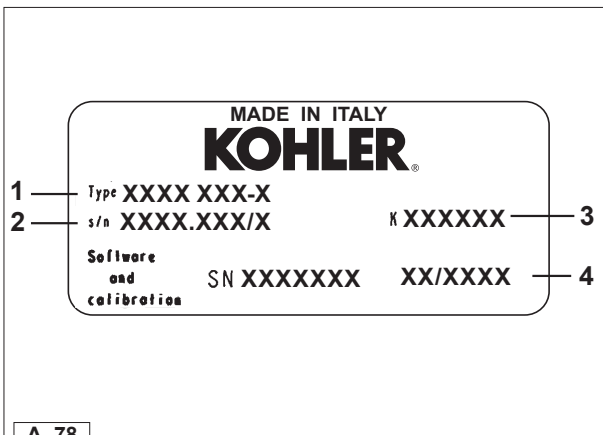
A_76

Refit the fuel pump after replacing the seal; tighten the screws to 25 Nm.



A_77

Correct assembly position of the control unit that runs the engine variator.



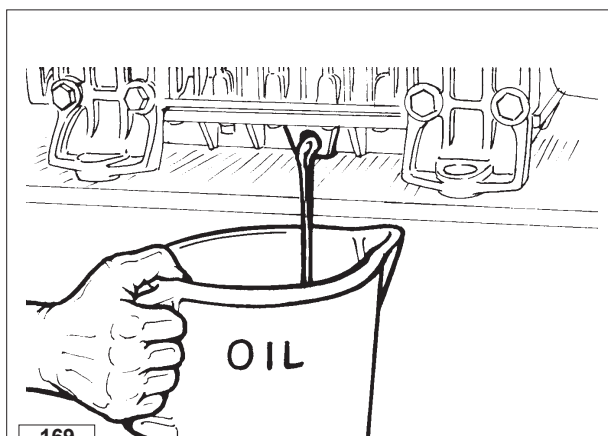
A_78

Example of adhesive plate on the control panel

- 1 Engine type
- 2 Control panel serial number
- 3 Version number (form **K**)
- 4 SN plus engine serial number plus date

When the engines are not used for more than 3 months, they must be protected by the measures described below:

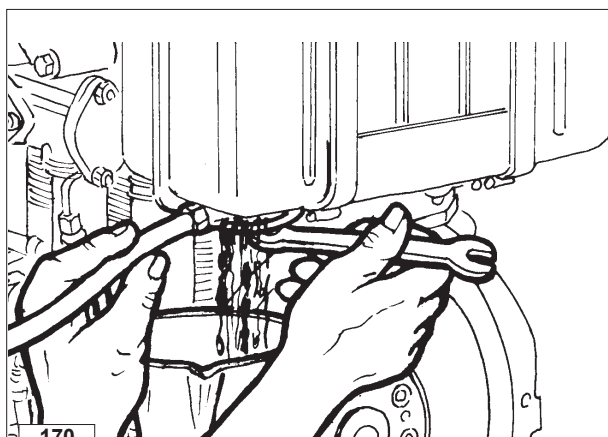
STORAGE



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External engine protection:

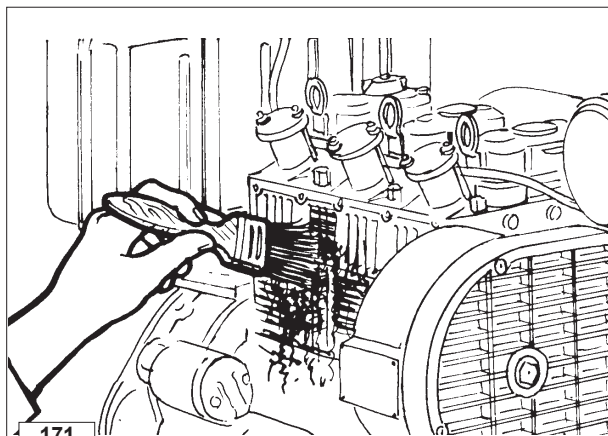
- Start the engine and heat it.
- Remove the drain plug and let the oil flow completely.
- Replace the oil filter with a new one (screw manually the new filter).
- Clean the oil drain plug and after having assembled a new gasket, tighten it.
- Carry out the oil refilling to the upper level of the rod, using AGIP RUSTIA C (for Countries in which this product is not available find an equivalent product on the market).
- Start for about 10 minutes and verify any possible oil leakage, then stop the engine.



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Injection systems protection:

- Empty the fuel tank.
- Replace the fuel filter with a new one.
- Carry out the filling of fuel using 10% of AGIP RUSTIA NT special additives.
- After having performed the air bleeding, start the engine, verify any possible fuel leakage, then stop the engine.



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External engine protection:

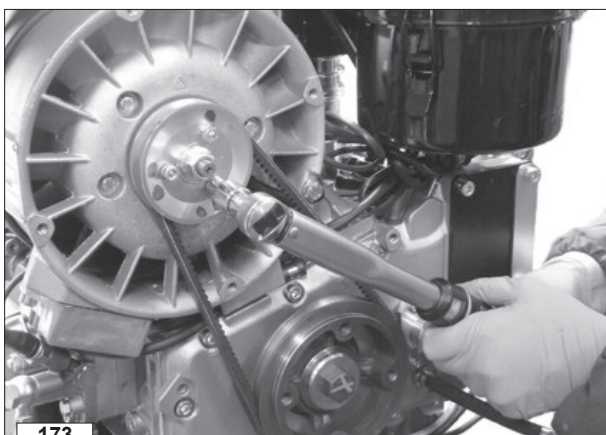
- Clean carefully cylinder cooling system fins and the blowing fan.
- Loosen the drive belt of the blowing fan.
- Protect the external non-painted surfaces with AGIP RUSTIA 100/F.
- Seal with adhesive tape the intake and exhaust systems
- Coat the engine with a nylon or plastic sheet.
- Keep in a dry place. If possible not in direct contact with the ground and away from high voltage electric lines.

PROCEDURES TO BE CARRIED OUT BEFORE START THE ENGINE



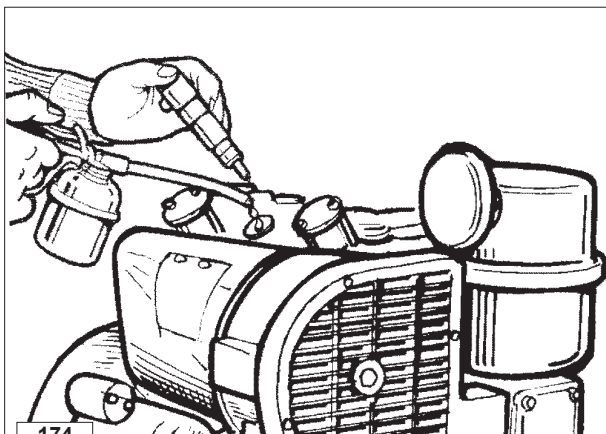
172

- Remove all protections and coverings.
- Remove the rust preventer from the external part of the engine by means of adequate products (solvent or degreaser).
- Tension the blower timing belt.
- Disassemble the injectors and introduce, by means of a bowl, motor oil on the piston crown (no more than 2 cc for every cylinder).
- Remove valve covers and spray motor oil on the valves, then turn the crankshaft manually for a few revolutions.
- Start the engine and heat it for about 10 minutes.
- Remove the drain plug and let the protective oil flow completely.



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- Reinsert the drain plug.
- Carry out motor oil refilling to the upper level of the rod using the oil recommended by the manufacturer for a normal engine operation.



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MAIN TORQUE SPECIFICATIONS

COMPONENT	Diameter and pitch (mm)	Torque Nm	Sealants
Tank bracket vibration dampers	8x1,25	25	Loctite 270
Connecting rod	8x1	40	
Injection pump delivery valve union	18x1,5	40	
Bell flywheel side	10x1,5	50	
Central support collar	8x1,25	25	
Intake manifold	8x1,25	25	
Exhaust manifold	8x1,25	25	
Air shroud	8x1,25	15	
Throttle control cover	8x1,25	25	
Rocker arm cover	8x1,25	20	
Timing cover	8x1,25	25	
Cover hydraulic pump flange 1P	8x1,25	25	
Oil pump casing	8x1,25	25	
Blower pulley nuts	6x1	10	
Oil pump nut or union	8x5	25	Loctite 270
Oil pump gear threading			Loctite 270
Tank bracket gasket			LoctiteIS 495
Air filter		25	
Oil filter	8x1,25	25	
Internal oil filter	8x1,25	25	
Hydraulic pump flange	8x1,25	25	
Nozzle cup		70	
Blower assembly	8x1,25	25	
Camshaft gear	24x2	250	
Oil pump gear	10x1,5	35	
Timing gear	10x1,5	40	
Injector (cylinder head fastening nuts for S size, screw for P size)		10	
Injection pump control lever	8x1,25	25	
Starting motor	10x1,5	45	
Oil radiator nipple	16x1,5	45	Loctite 270
Oil filter cartridge nipple	8x1,25	25	Loctite 270
Rocker arm pin	8x1,25	25	
Governor control external lever pin	8x1,25	10	
Stop control external lever pin	8x1,25	10	
Engine mounting foot	10x1,5	40	
Injector stud bolt	8x1,25	25	
Starter motor stud bolt	8x1,25	25	
Fuel feeding pump	8x1,25	25	
Blower housing stud	10x1,5	12	Loctite 270
Main bearing support fixing stud bolt, flywheel side	8	25	Loctite 270
Head stud	12	86	Loctite 270
Crankcase stud bolt	8x1,25	8-10	Loctite 270
Injection pump	8	25	Loctite 270

MAIN TORQUE SPECIFICATIONS

COMPONENT	Diameter and pitch (mm)	Torque Nm	Sealants
Oil sump	10		Loctite 270
Belt guard	8x1,25	25	
Blower crankshaft pulley	16x1,5	250	
Fan pulley	12x1,5	40	
Fuel filter union	14x1,5	40	
Fuel pump union	10x1	12	
Radiator union	14x1,5	40	
Injector high pressure pipe union	12x1,5	20-25	
Speed governor support shaft	8x1,25	22	
Main bearing support, gear case side	8x1,25	25	
Main bearing support, flywheel side	8x1,25	25	
Center main bearing support	10x1,5	30	
Hydraulic pump gear support	8x1,25	25	
Governor control internal lever support	8x1,25	25	
Fuel tank bracket	8x1,25	25	
Drain plug	14x1,5	50	
Cylinder head	10x1,5	55	
Camshaft axle housing screws		25	
Flywheel	12x1,25	140	

USE OF SEALANTS ONLY FOR ENGINES WITH VARIATOR

POSITION	SEALANTS
Pump cover C	Loctite 5205
Speed sensor support	Loctite 209079
Phase sensor support fastening screws	Loctite 242
Speed sensor support fastening screws	Loctite 242

Table of tightening torques for standard screws (coarse thread)






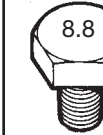
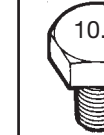
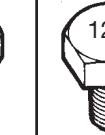





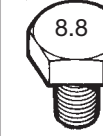
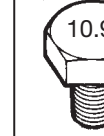

Resistance class (R)								
Quality/ Dimensions								
Diameter	R>400N/mm ²		R>500N/mm ²		R>600N/mm ²	R>800N/mm ²	R>1000N/mm ²	R>1200N/mm ²
	Nm	Nm	Nm	Nm	Nm	Nm	Nm	Nm
M3	0,5	0,7	0,6	0,9	1	1,4	1,9	2,3
M4	1,1	1,5	1,4	1,8	2,2	2,9	4,1	4,9
M5	2,3	3	2,8	3,8	4,5	6	8,5	10
M6	3,8	5	4,7	6,3	7,5	10	14	17
M8	9,4	13	12	16	19	25	35	41
M10	18	25	23	31	37	49	69	83
M12	32	43	40	54	65	86	120	145
M14	51	68	63	84	101	135	190	230
M16	79	105	98	131	158	210	295	355
M18	109	145	135	181	218	290	405	485
M20	154	205	193	256	308	410	580	690
M22	206	275	260	344	413	550	780	930
M24	266	355	333	444	533	710	1000	1200
M27	394	525	500	656	788	1050	1500	1800
M30	544	725	680	906	1088	1450	2000	2400

Table of tightening torques for standard screws (fine thread)

Resistance class (R)								
Quality/ Dimensions								
Diameter	R>400N/mm ²		R>500N/mm ²		R>600N/mm ²	R>800N/mm ²	R>1000N/mm ²	R>1200N/mm ²
	Nm	Nm	Nm	Nm	Nm	Nm	Nm	Nm
M 8x1	10	14	13	17	20	27	38	45
M 10x1	21	28	26	35	42	56	79	95
M 10x1,25	20	26	24	33	39	52	73	88
M 12x1,25	36	48	45	59	71	95	135	160
M 12x1,5	38	45	42	56	68	90	125	150
M 14x1,5	56	75	70	94	113	150	210	250
M 16x1,5	84	113	105	141	169	225	315	380
M 18x1,5	122	163	153	203	244	325	460	550
M 18x2	117	157	147	196	235	313	440	530
M 20x1,5	173	230	213	288	345	460	640	770
M 20x2	164	218	204	273	327	436	615	740
M 22x1,5	229	305	287	381	458	610	860	1050
M 24x2	293	390	367	488	585	780	1100	1300
M 27x2	431	575	533	719	863	1150	1600	1950
M 30x2	600	800	750	1000	1200	1600	2250	2700

For reference check the specific tools manual, cod. ED0053030770-S, to be found at:

<http://iservice.lombardini.it>



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