

WORK SHOP MANUAL

CHD series engines, p.no. 1-5302-345

LDW 1503 CHD
LDW 1603 CHD
LDW 2004 CHD
LDW 2004/T CHD
LDW 2204 CHD
LDW 2204/T CHD

5th Edition





LOMBARDINI

FOREWORD

We have done all in our power to give up to date and accurate technical information in this manual. Lombardini engines are, however, constantly developing thus the data in this publication may be liable to modification without prior notice.

The information in this manual is the exclusive property of Lombardini. Neither partial nor total duplications or reprints are therefore permitted without the express authorization of Lombardini.


The information in this manual is given on the assumption that:

- 1- the persons who service Lombardini engines have been adequately trained and outfitted to safely and professionally carry out the necessary tasks;
- 2- the persons who service Lombardini engines possess the necessary skills and special Lombardini tools to safely and professionally carry out the necessary tasks;
- 3- the persons who service Lombardini engines have read the specific information concerning the above mentioned Service operations and that they have clearly understood the operations required.

GENERAL SERVICE NOTES

- 1 - Only use genuine Lombardini spare parts. Use of spurious spares may lead to incorrect performance and shorten the life of the engines.
- 2 - The metric system is used to express all data, i.e. the dimensions are given in millimeters (mm), torque is expressed in Newton-meters (Nm), weight in kilograms (Kg), volume in liters or cubic centimeters (cc) and pressure in barometric units (bar).



2	 COMPILER <i>M. P. Primella</i>	REG. CODE 1-5302-345	MODEL N° 50534	DATE OF ISSUE 31.12.1989	REVISION 04	DATE 09.05.2006	ENDORSED <i>[Signature]</i>
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WARRANTY CERTIFICATE

The products manufactured by Lombardini Srl are warranted to be free from conformity defects for a period of 24 months from the date of delivery to the first end user.

For engines fitted to stationary equipment, working at constant load and at constant and/or slightly variable speed within the setting limits, the warranty covers a period up to a limit of 2000 working hours, if the above mentioned period (24 months) is not expired.

If no hour-meter is fitted, 12 working hours per calendar day will be considered.

For what concerns the parts subject to wear and deterioration (injection/feeding system, electrical system, cooling system, sealing parts, non-metallic pipes, belts) warranty covers a maximum limit of 2000 working hours, if the above mentioned period (24 months) is not expired.

For correct maintenance and replacement of these parts, it is necessary to follow the instructions reported in the documentation supplied with each engine.

To ensure the engine warranty is valid, the engine installation, considering the product technical features, must be carried out by qualified personnel only.

The list of the Lombardini authorized dealers is reported in the "Service" booklet, supplied with each engine.

Special applications involving considerable modifications to the cooling/lubricating system (for ex.: dry oil sump), filtering system, turbo-charged models, will require special written warranty agreements.

Within the above stated periods Lombardini Srl directly or through its authorized network will repair and/or replace free of charge any own part or component that, upon examination by Lombardini or by an authorized Lombardini agent, is found to be defective in conformity, workmanship or materials.

Any other responsibility/obligation for different expenses, damages and direct/indirect losses deriving from the engine use or from both the total or partial impossibility of use, is excluded.

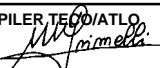


The repair or replacement of any component will not extend or renew the warranty period.

Lombardini warranty obligations here above described will be cancelled if:

- Lombardini engines are not correctly installed and as a consequence the correct functional parameters are not respected and altered.
- Lombardini engines are not used according to the instructions reported in the "Use and Maintenance" booklet supplied with each engine.
- Any seal affixed to the engine by Lombardini has been tampered with or removed.
- Spare parts used are not original Lombardini.
- Feeding and injection systems are damaged by unauthorized or poor quality fuel types.
- Electrical system failure is due to components, connected to this system, which are not supplied or installed by Lombardini.
- Engines have been disassembled, repaired or altered by any part other than an authorized Lombardini agent.

Following expiration of the above stated warranty periods and working hours, Lombardini will have no further responsibility for warranty and will consider its here above mentioned obligations for warranty complete.

Any warranty request related to a non-conformity of the product must be addressed to the Lombardini Srl service agents.

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This manual gives the main instructions on how to repair LOMBARDINI diesel engines **LDW 1503 - 1603 - 2004 - 2004/T - 2204 - 2204/T**, fluid cooling circuit, updates as of May 9.2006.

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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											
	Faulty glow plugs											
	Faulty glow plug control relay											
	Burnt fuse on preheating spark plugs											
MAINTENANCE	Clogged air filter											
	Excessive idle operation											
	Incomplete run-in											
	Overloaded engine											
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											
	Damaged cylinder head gasket											
	Defective timing system											
	Bent rods											
	Faulty hydraulic tappets											



COMPILER *M. P. ...*

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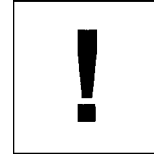
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POSSIBLE CAUSE		TROUBLE										
		Engine does not start	Engine starts but stops	No acceleration	Non-uniform speed	Black smoke	White smoke	Too low oil pressure	Overheats	Inadequate performance	Excessive oil consumption	High noise level
INJECTION	Damaged 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)											
	Cracked or broken precombustion chamber											
LUBRICATION CIRCUIT	Oil level too high											
	Oil level low											
	Oil pressure valve blocked or dirty											
	Worn oil pump											
	Oil sump suction line clogged											
	Faulty pressure gauge or pressure switch											
	Blocked draining pipe											
	Faulty spray nozzles (Turbo engines only).											
	Blocked draining pipe											
COOLING CIRCUIT	Alternator fan belt loose or torn											
	Clogged radiator exchange surface											
	Insufficient coolant											
	Fault fan, radiator or radiator plug											
	Faulty thermostatic valve											
	Blockage inside the radiator or the coolant ducts											
	Coolant leaking from radiator, hoses, the crankcase or from the water pump											
	Faulty or worn water pump											

SAFETY AND WARNING DECALS



Failure to comply with the instructions could result in damage to persons and property




Failure to comply with the instructions could lead to technical damage to the machine and/or system



SAFETY INSTRUCTIONS

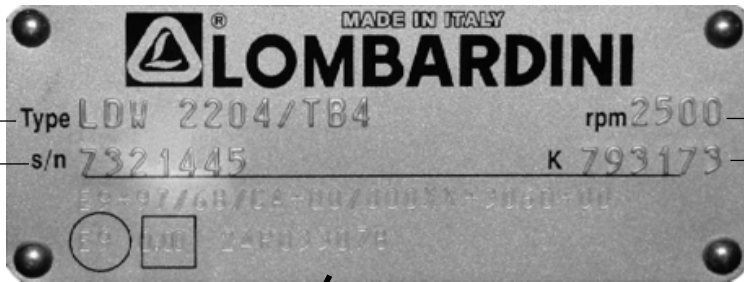
- Lombardini Engines are built to supply their performances in a safe and long-lasting way. To obtain these results, it is essential for users to comply with the servicing instructions given in the relative manual along with the safety recommendations listed below.
- The engine has been made according to a machine manufacturer's specifications and all actions required to meet the essential safety and health safeguarding requisites have been taken, as prescribed by the current laws in merit. All uses of the engine beyond those specifically established cannot therefore be considered as conforming to the use defined by Lombardini which thus declines all liability for any accidents deriving from such operations.
- The following indications are dedicated to the user of the machine in order to reduce or eliminate risks concerning engine operation in particular, along with the relative routine maintenance work.
- The user must read these instructions carefully and become familiar with the operations described. Failure to do this could lead to serious danger for his personal safety and health and that of any persons who may be in the vicinity of the machine.
- The engine may only be used or assembled on a machine by technicians who are adequately trained about its operation and the deriving dangers. This condition is also essential when it comes to routine and, above all, extraordinary maintenance operations which, in the latter case, must only be carried out by persons specifically trained by Lombardini and who work in compliance with the existing documentation.
- Variations to the functional parameters of the engine, adjustments to the fuel flow rate and rotation speed, removal of seals, demounting and refitting of parts not described in the operation and maintenance manual by unauthorized personnel shall relieve Lombardini from all and every liability for deriving accidents or for failure to comply with the laws in merit.
- On starting, make sure that the engine is as horizontal as possible, unless the machine specifications differ. In the case of manual start-ups, make sure that the relative actions can take place without the risk of hitting walls or dangerous objects, also considering the movements made by the operator. Pull-starting with a free cord (thus excluding self-winding starting only), is not permitted even in an emergency.
- Make sure that the machine is stable to prevent the risk of overturning.
- Become familiar with how to adjust the rotation speed and stop the engine.
- Never start the engine in a closed place or where there is insufficient ventilation. Combustion creates carbon monoxide, an odourless and highly poisonous gas. Lengthy stays in places where the engine freely exhausts this gas can lead to unconsciousness and death.

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- The engine must not operate in places containing inflammable materials, in explosive atmospheres, where there is dust that can easily catch fire unless specific, adequate and clearly indicated precautions have been taken and have been certified for the machine.
- To prevent fire hazards, always keep the machine at least one meter from buildings or from other machinery.
- Children and animals must be kept at a due distance from operating machines in order to prevent hazards deriving from their operation.
- Fuel is inflammable. The tank must only be filled when the engine is off. Thoroughly dry any spilt fuel and move the fuel container away along with any rags soaked in fuel or oil. Make sure that no soundproofing panels made of porous material are soaked in fuel or oil. Make sure that the ground or floor on which the machine is standing has not soaked up any fuel or oil.
- Fully tighten the tank plug each time after refuelling. Do not fill the tank right to the top but leave an adequate space for the fuel to expand.
- Fuel vapour is highly toxic. Only refuel outdoors or in a well ventilated place.
- Do not smoke or use naked flames when refuelling.
- The engine must be started in compliance with the specific instructions in the operation manual of the engine and/or machine itself. Do not use auxiliary starting aids that were not installed on the original machine (e.g. Startpilot').
- Before starting, remove any tools that were used to service the engine and/or machine. Make sure that all guards have been refitted.
- During operation, the surface of the engine can become dangerously hot. Avoid touching the exhaust system in particular.
- Before proceeding with any operation on the engine, stop it and allow it to cool. Never carry out any operation whilst the engine is running.
- The coolant fluid circuit is under pressure. Never carry out any inspections until the engine has cooled and even in this case, only open the radiator plug or expansion chamber with the utmost caution, wearing protective garments and goggles. If there is an electric fan, do not approach the engine whilst it is still hot as the fan could also start operating when the engine is at a standstill. Only clean the coolant system when the engine is at a standstill.
- When cleaning the oil-cooled air filter, make sure that the old oil is disposed of in the correct way in order to safeguard the environment. The spongy filtering material in oil-cooled air filters must not be soaked in oil. The reservoir of the separator pre-filter must not be filled with oil.
- The oil must be drained whilst the engine is hot (oil T ~ 80°C). Particular care is required to prevent burns. Do not allow the oil to come into contact with the skin.
- Make sure that the drained oil, the oil filter and the oil it contains are disposed of in the correct way in order to safeguard the environment.
- Pay attention to the temperature of the oil filter when the filter itself is replaced.
- Only check, top up and change the coolant fluid when the engine is off and cold. Take care to prevent fluids containing nitrites from being mixed with others that do not contain these substances since "Nitrosamine", dangerous for the health, can form. The coolant fluid is polluting and must therefore be disposed of in the correct way to safeguard the environment.
- During operations that involve access to moving parts of the engine and/or removal of rotating guards, disconnect and insulate the positive wire of the battery to prevent accidental short-circuits and to stop the starter motor from being energized.
- Only check belt tension when the engine is off.
- In order to move the engine simultaneously use the eyebolts fitted for this purpose by Lombardini. These lifting points are however not suitable for the entire machine, so in this case use the eyebolts fitted by the manufacturer.

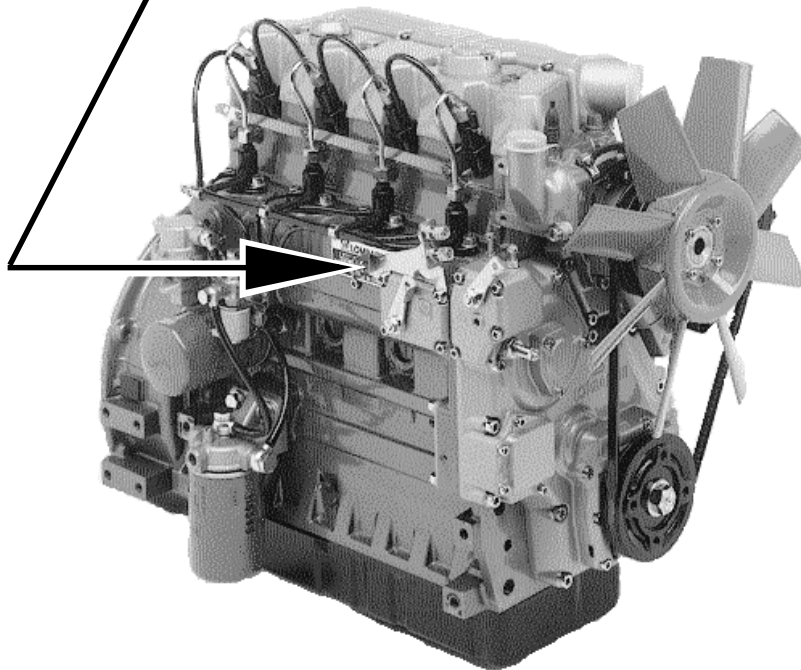
Engine type

r.p.m



Serial number

Customer code ('K' No.)



COMPILER *Tecno/Atlo*
M. P. Primetta

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50534

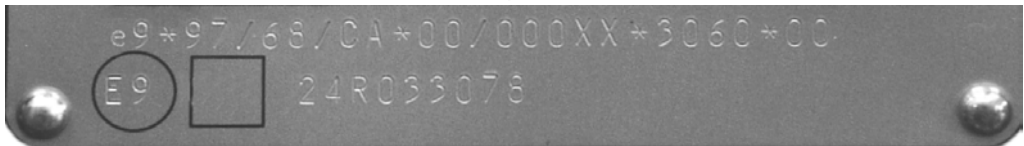
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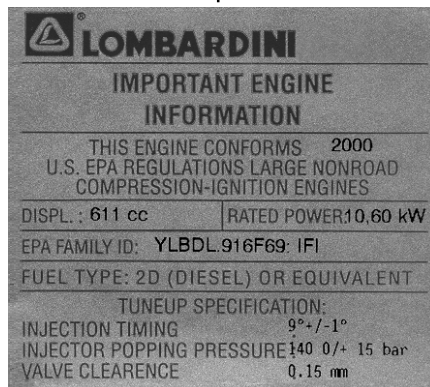
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EC-directives certification references punched on the engine plate.



Name plate for EPA rules applied on rocker-arm cap.



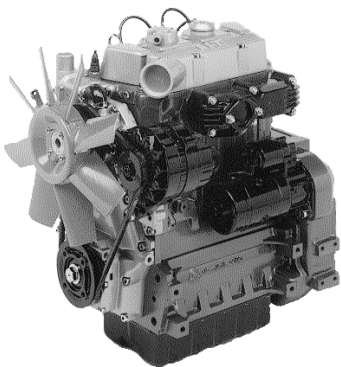
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TECHNICAL DATA

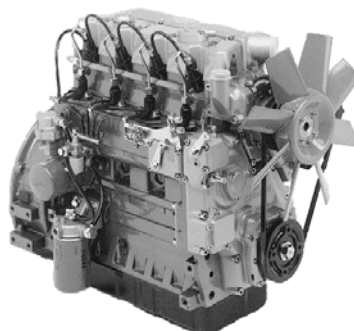
ENGINE TYPE CHD		LDW 1503	LDW 2004	LDW 2004/T
Cylindres	N.	3	4	4
Bore	mm	88	88	88
Stroke	mm	85	85	85
Displacement	Cm ³	1551	2068	2068
Compression ratio		22:1	22:1	22:1
R.P.M.		3000	3000	3000
Power KW	N 80/1269/CEE-ISO 1585-DIN 70020	26.4	35	44.1
	NB ISO 3046 - 1 IFN - DIN 6270	24.6	33	42
	NA ISO 3046 - 1 ICXN - DIN 6270	22.2	29.6	37.8
Max. torque *	Nm @ RPM	95.4 @ 2100	128 @ 2100	165.7 @ 2000
Max. torque 3rd + 4th p.t.o.	Nm @ RPM	39.2 @ 3000	39.2 @ 3000	39.2 @ 3000
Oil consumption **	Kg/h	0.024	0.032	0.04
Dry weight	Kg	155	190	195
Combustion air volume at 3000 r.p.m.	l/min	2326	3100	3900
Cooling air volume at 3000 r.p.m.	m ³ /min	108.3	128	180
Max. permissible driving shaft axial load in both directions	Kg	300	300	300
Max inclination	Max. 60 seconds	35°	35°	35°
	Lasting up to 30 seconds	25°	25°	25°
	Permanent	***	***	***
Firing Order		1-3-2	1-3-4-2	1-3-4-2

* Referred to max. N power

** At NA power

*** Depending on the application

LDW 1503

LDW 2004/T

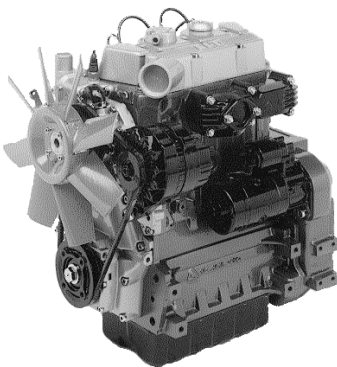
LDW 2004


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		1-5302-345	50534	31.12.1989		09.05.2006	

ENGINE TYPE CHD PLUS		LDW 1603	LDW 2204	LDW 2204/T
Cylindres	N.	3	4	4
Bore	mm	88	88	88
Stroke	mm	90.4	90,4	90,4
Displacement	Cm ³	1649	2199	2199
Compression ratio		22:1	22:1	22:1
R.P.M.		3000	3000	3000
Power KW	N 80/1269/CEE-ISO 1585-DIN 70020	30	38	49,2
	NB ISO 3046 - 1 IFN - DIN 6270	27.6	34,5	47
	NA ISO 3046 - 1 ICXN - DIN 6270	25,4	32	42,3
Max. torque *	Nm @ RPM	113 @ 1600	144 @ 2200	190 @ 1800
Max. torque 3rd + 4th p.t.o.	Nm @ RPM	39.2 @ 3000	39.2 @ 3000	39.2 @ 3000
Oil consumption **	kg/h	0.019	0.025	0.04
Dry weight	kg	156	192	197
Combustion air volume at 3000 r.p.m.	l/min	2475	3300	4200
Cooling air volume at 3000 r.p.m.	m ³ /min	96	128	180
Max. permissible driving shaft axial load in both directions	kg	300	300	300
Max inclination	Max. 60 seconds	35°	35°	35°
	Lasting up to 30 seconds	25°	25°	25°
	Permanent	***	***	***
Firing Order		1-3-2	1-3-4-2	1-3-4-2

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

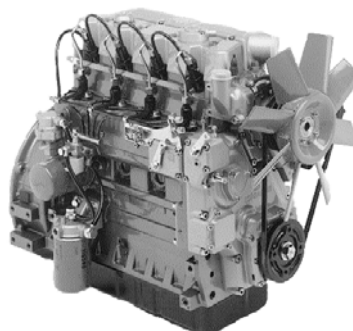
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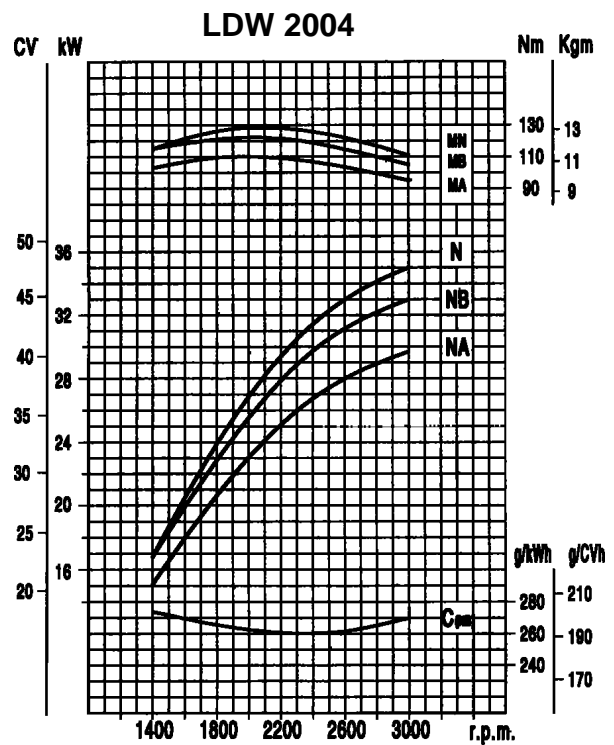
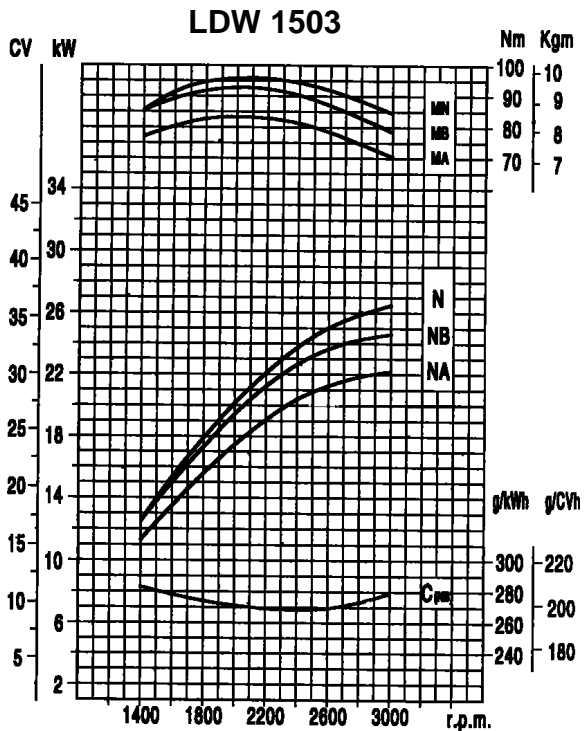
LDW 2204/T



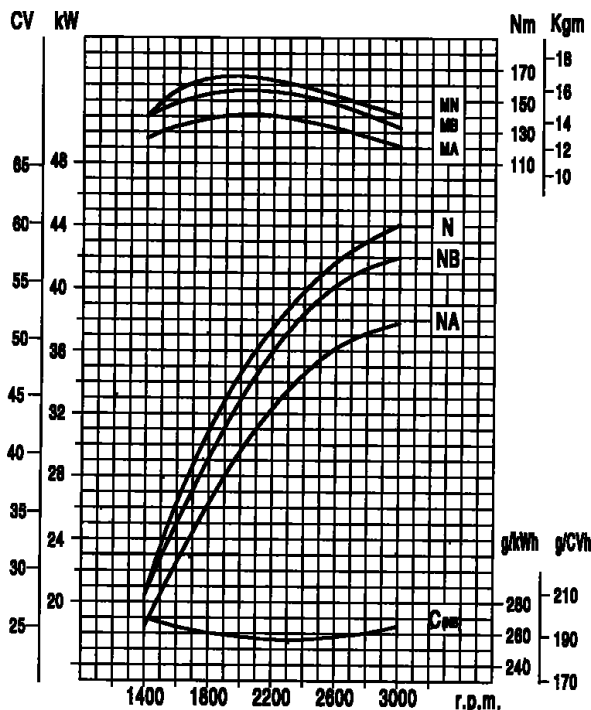
LDW 2204



CHARACTERISTICS POWER, TORQUE AND SPECIFIC FUEL CONSUMPTION CURVES



LDW 2004/T



N (80/1269/CEE - 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.

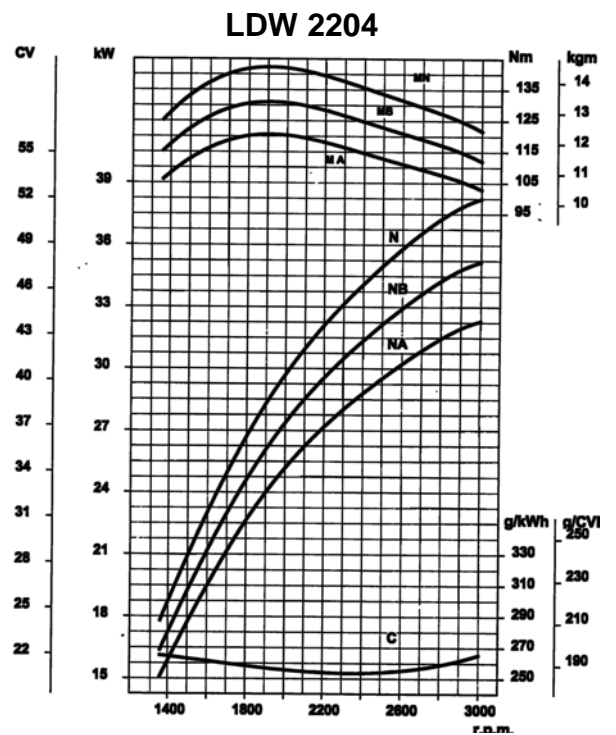
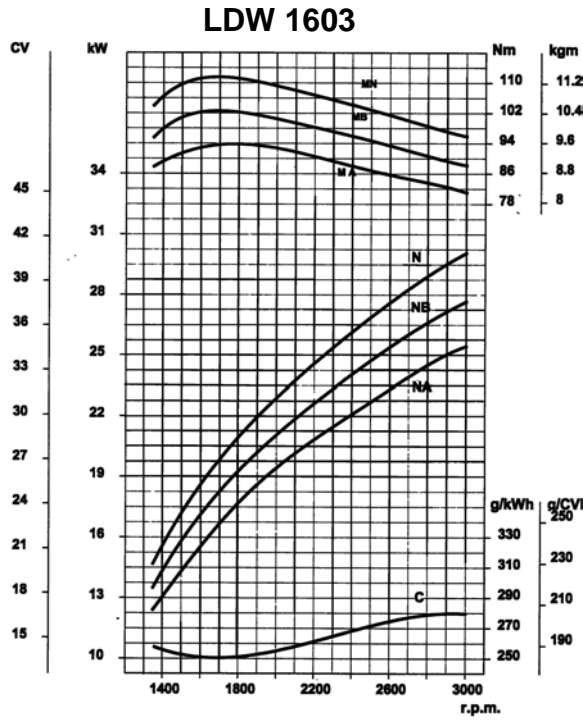
MN Torque curve (N curve) - MB (NB curve) - MA (NA curve).

C: Specific fuel consumption curve (NB curve)

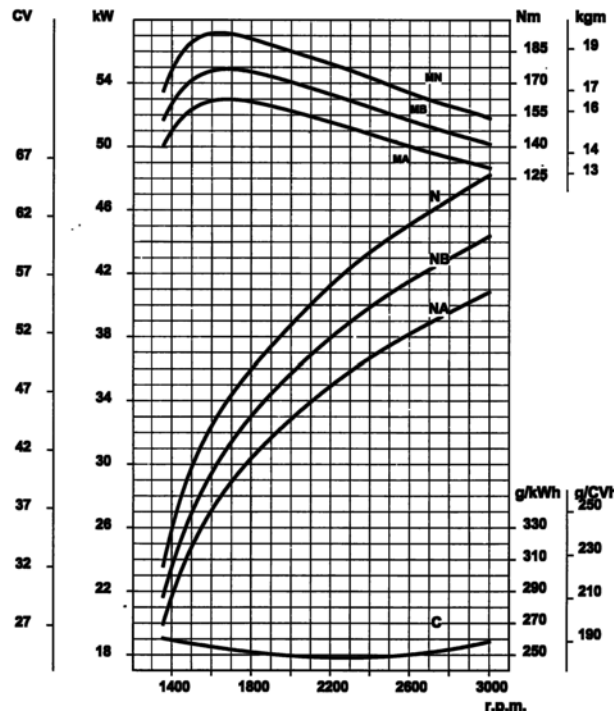
Max. power tolerance is 5%. Power decreases by approximately 1% every 100 m altitude and by 2% every 5°C above 25°C.

Engine power can be influenced by the type of coupling used with the cooling fan.

CHARACTERISTICS POWER, TORQUE AND SPECIFIC FUEL CONSUMPTION CURVES



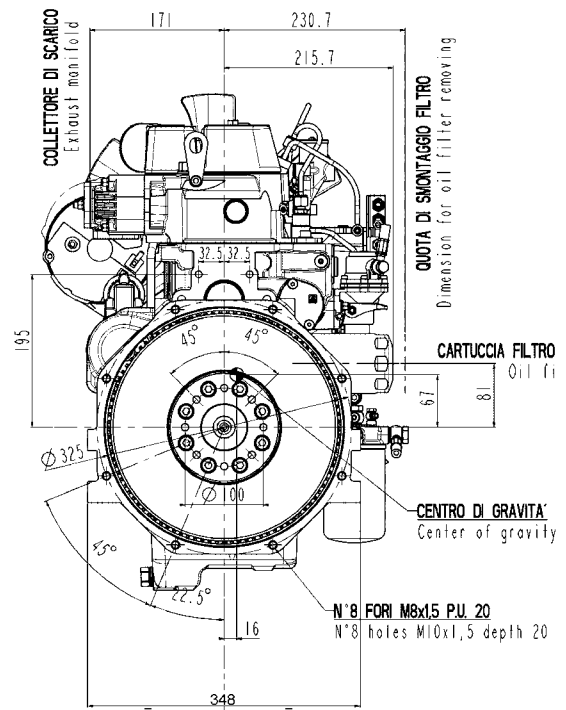
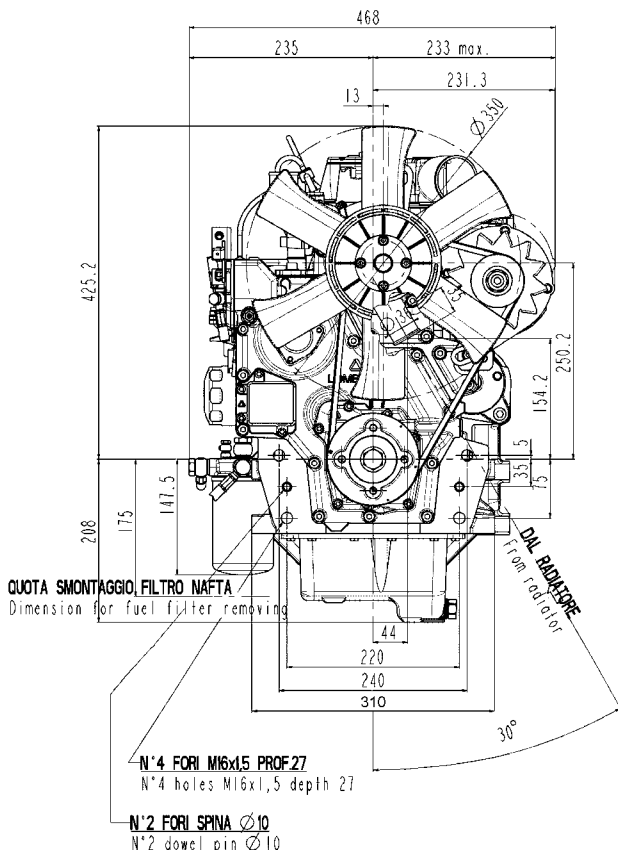
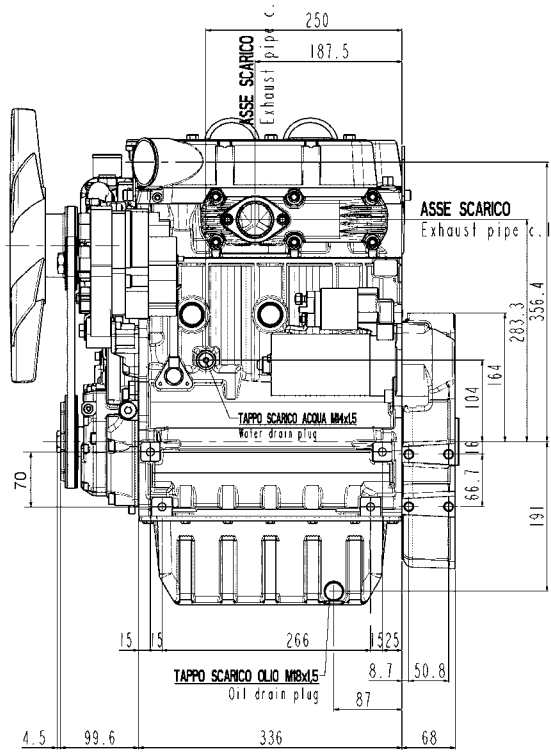
LDW 2204/T



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VI OVERALL DIMENSIONS

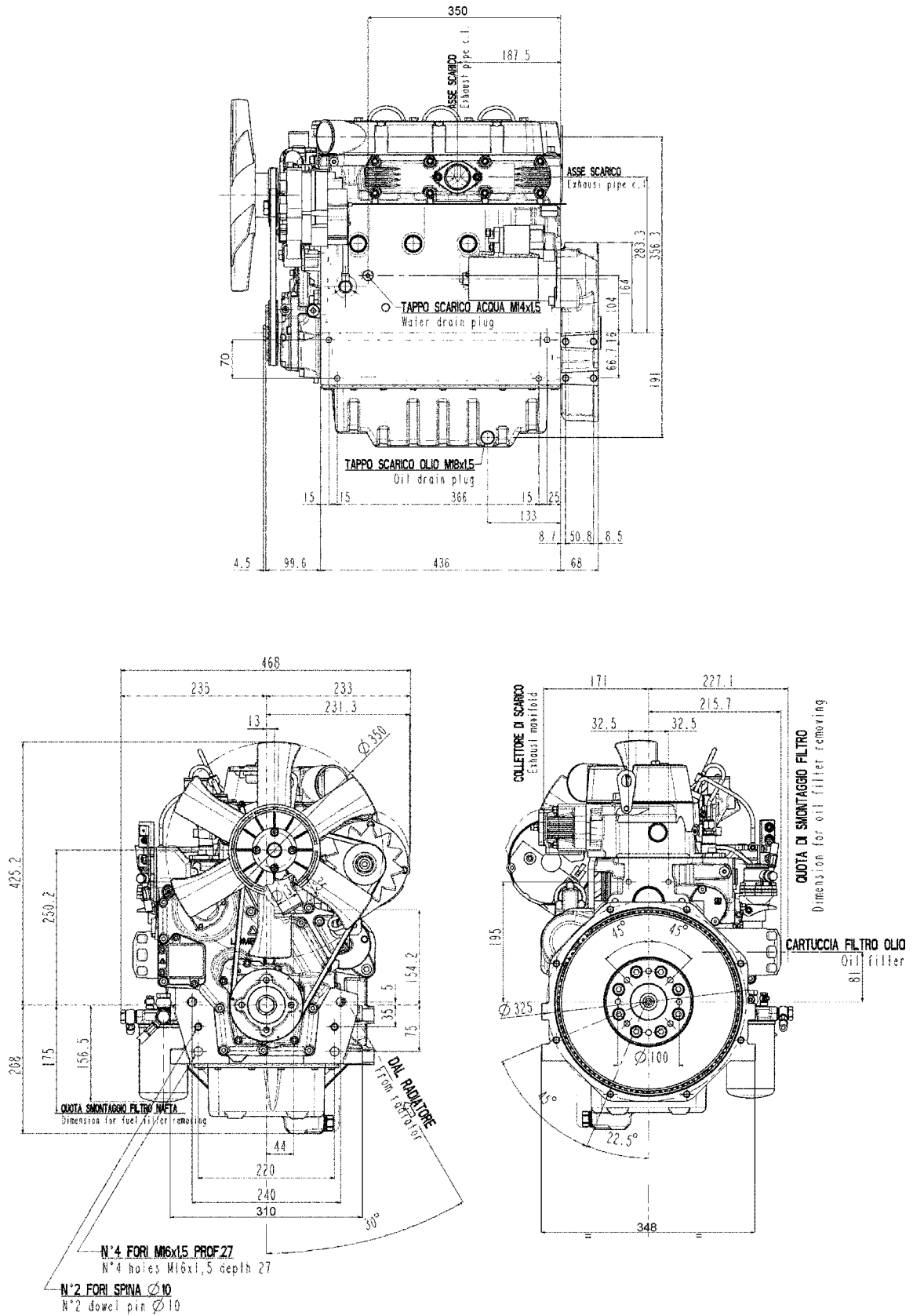
OVERALL DIMENSIONS LDW 1503-1603



Note : Dimensions shown in mm

	COMPILER <i>TRIO/ATLO</i>	REG. CODE	MODEL N°	DATE OF ISSUE	REVISION 04	DATE	ENDORSED
	<i>forinella</i>	1-5302-345	50534	31.12.1989		09.05.2006	<i>[Signature]</i>

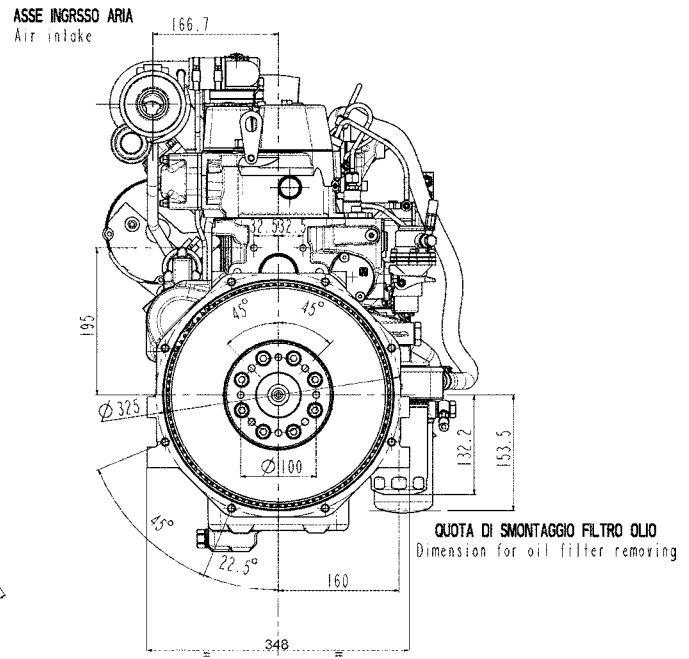
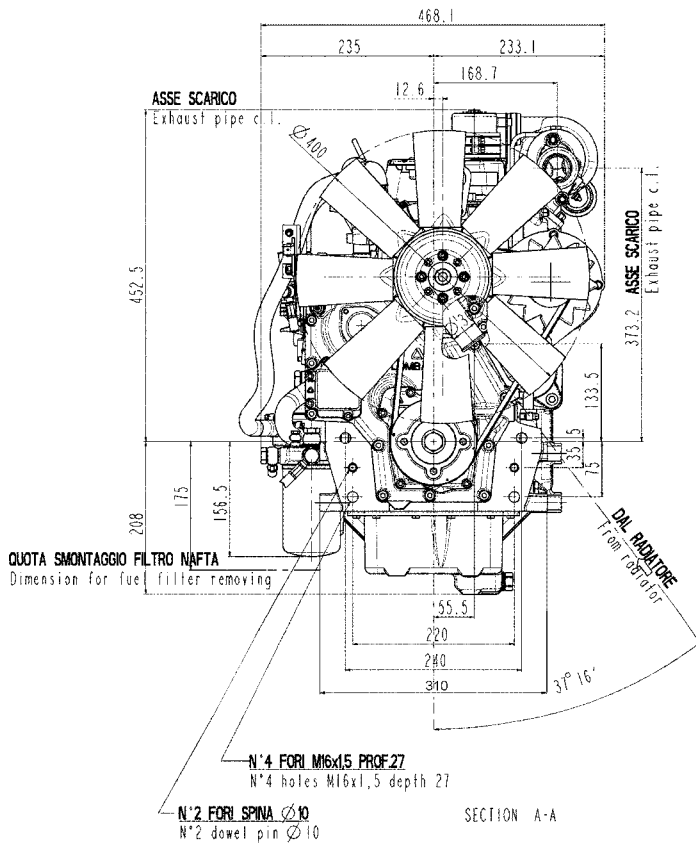
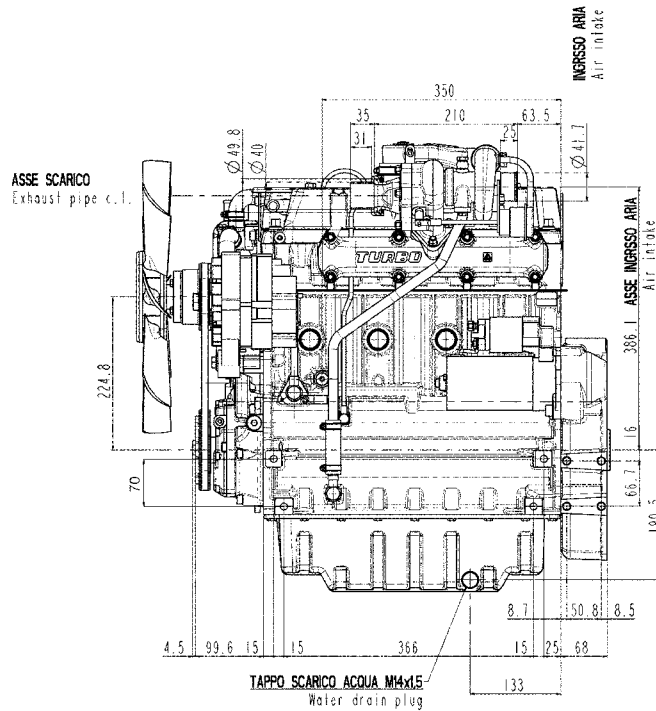
OVERALL DIMENSIONS LDW 2004 - 2204



Note : Dimensions shown in mm

COMPILER <i>TECNOLOGIA</i> <i>M. Primella</i>	REG. CODE 1-5302-345	MODEL N° 50534	DATE OF ISSUE 31.12.1989	REVISION 04	DATE 09.05.2006	ENDORSED <i>T. ...</i>		19
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OVERALL DIMENSIONS LDW 2004/T - 2204/T



Note : Dimensions shown in mm

	COMPILER <i>M. P. ATLO</i>	REG. CODE	MODEL N°	DATE OF ISSUE	REVISION 04	DATE	ENDORSED
	<i>frimella</i>	1-5302-345	50534	31.12.1989		09.05.2006	<i>frimella</i>



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 oilreplacement.

Oil filter replacement.

ORDINARY MAINTENANCE

OPERATION DESCRIPTION		FREQUENCY x HOURS							
		10	200	300	600	1200	5000	10000	
CHECK	LEVEL ENGINE LUBRICANT								
	COOLANT LEVEL								
	DRY AIR CLEANER	(**)							
	OIL BATH AIR CLEANER								
	RADIATOR EXCHANGE SURFACE								
	BELT FAN/ALTERNATOR STRETCH	(*)							
	SLEEVES	(*)							
	SETTING AND INJECTORS CLEANING	(**)							
	FUEL PIPES								
	RUBBER INTAKE HOSE (AIR FILTER - INTAKE MANIFOLD)								
	INTERIOR RADIATOR CLEANING								
	ALTERNATOR AND STARTER MOTOR								
REPLACEMENT	ENGINE LUBRICANT	(*)							
	OIL FILTER	(*)							
	FUEL FILTER	(*)							
	ALTERNATOR FAN BELT	(**)							
	COOLANT LEVEL	(**)							
	PARTIAL OVERHAUL								
	TOTAL OVERHAUL								
	FUEL PIPES								
	RUBBER INTAKE HOSE (AIR FILTER - INTAKE MANIFOLD)	(**)							
	SLEEVES	(**)							
	DRY AIR CLEANER EXTERNAL CARTRIDGE	(***)	AFTER 6 CHECKS WITH CLEANING						
	DRY AIR CLEANER INTERNAL CARTRIDGE	(***)	AFTER 3 CHECKS WITH CLEANING						

200

STANDARD OIL SUMP

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

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



ENHANCED OIL SUMP

(***) - 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.

COMPILER: *TEC/ATLO*
M. J. Primella

REG. CODE
1-5302-345

MODEL N°
50534

DATE OF ISSUE
31.12.1989

REVISION **04**

DATE
09.05.2006

ENDORSED

John



LUBRICANT

SAE Classification

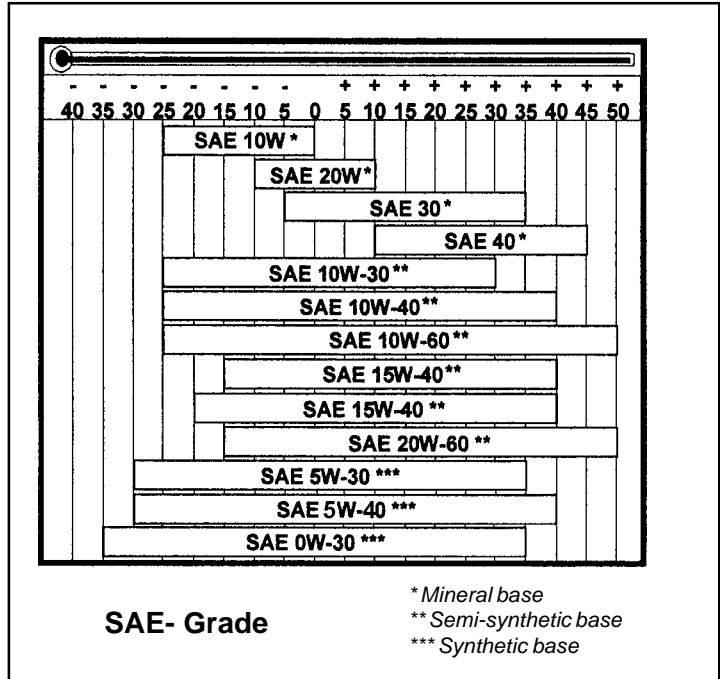
In the SAE classification, oils differ on the basis of their viscosity, and no other qualitative characteristic is taken into account.

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.



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 page 53 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.

An SF oil, for instance, is more performing than a SE oil but less performing than a SG one.

ACEA REGULATIONS - ACEA SEQUENCES

PETROL

A1 =Low-viscosity, for frictions reduction

A2 =Standard

A3 =High performances

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

~~E1 = OBSOLETE~~

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

		DIESEL										PETROL									
API		CH-4	CG-4	CF-4	CF-2	CF	CE	CD	CC	CB	CA	SA	SB	SC	SD	SE	SF	SG	SH	SJ	SL
MIL							L - 2104 D / E					L - 46152 B / C / D / E									
CURRENT												OBSOLETE									

PRESCRIBED LUBRICANT

AGIP SINT 2000 specifications **API CF - SH**
TURBODIESEL **ACEA B3-B4**
10W40 **MIL - L-2104 C/46152 D**

In the countries where AGIP products are not available, use oil API CF/SH for Diesel engines or oil corresponding to the military specification MIL-L-2104 C/46152 D.

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.

CHD ENGINES OIL CAPACITY			LDW 1503-1603	LDW 2004 - 2004/T 2204 - 2204/T
OIL VOLUME AT MAX LEVEL (OIL FILTER INCLUDED)	Sheet STD oil sump.	Litres	4,4	6,4 - 5,3*
	ENHANCED aluminium oil sump.		7,1	9,5
OIL VOLUME AT MAX LEVEL (WITHOUT OIL FILTER)	Sheet STD oil sump.	Litres	3,8	5,7 - 4,5*
	ENHANCED aluminium oil sump.		6,4	8,8

* With dynamic balancer

! 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 . Use the chart when chosing your engine oil.

! 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.

COOLANT

! The fluid coolant circuit is pressurized. Inspections must only be made when the engine has cooled and even in this case, the radiator or expansion chamber plug must be unscrewed with the utmost caution. If an electric fan is installed, do not approach a hot engine since the fan itself could start up even when the engine is at a standstill. Coolant fluid is polluting, it must therefore be disposed of in the correct way. Do not litter.

The use of anti-freeze protection liquid (e.g. AGIP ANTIFREEZE) is recommended mixed with water, preferably decalcified. The freezing point of the cooling mixture depends on the product concentration in water: at -15°C (30%), at -20°C (35%), at -25°C (40%), at -30°C (45%), at -35°C (50%). It is therefore recommended to use a 50% diluted mixture which guarantees a certain degree of overall protection. As well as lowering the freezing point, the permanent liquid also raises the boiling point.

Coolant refueling

ENGINE TYPE	LDW 1503 - 1603	LDW 2004 - 2204	LDW 2004/T - 2204/T
CAPACITY (Litres) Without radiator	4,00	5,50	5,70

For information concerning the capacity of Lombardini radiators, please contact Lombardini directly. The total volume for refilling the cooling liquid varies according to the type of engine and radiator.

FUEL SPECIFICATIONS

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.

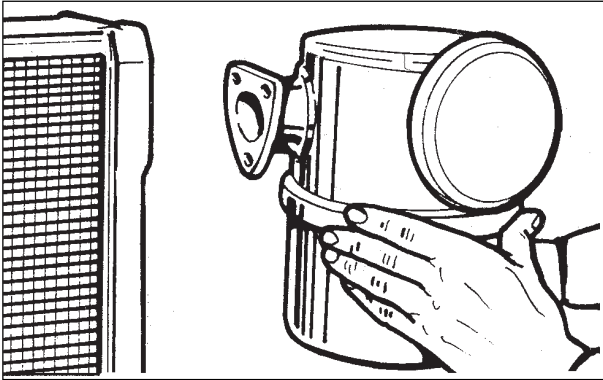
AVIATION KEROSENE AND RME FUELS (BIOFUELS)

The use of these fuels is allowed. However they may condition the performance of the engine. 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.

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

DISASSEMBLY AND REASSEMBLY

Besides disassembly and reassembly operations this chapter also includes checking and setting specifications, dimensions, repair and operating instructions. Always use original LOMBARDINI spare parts for repair operations.



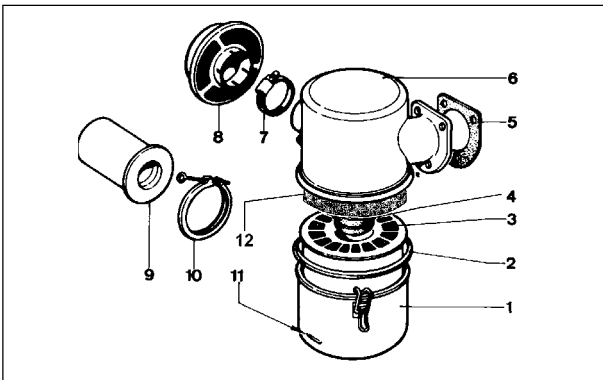
1

Oil-bath air cleaner

! Never clean the filtering element 6 using solvents with a highly flash point. This could cause an explosion !

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

Check gaskets and replace if necessary.
Check that flange welds are free of porosity or defective spots.
Carefully clean bowl and filtering element with Diesel fuel and dry with compressed air.
Top up engine oil to the mark (see below).
When refitting tighten nuts to 25 Nm
See page 21 for periodic cleaning and oil replacement.

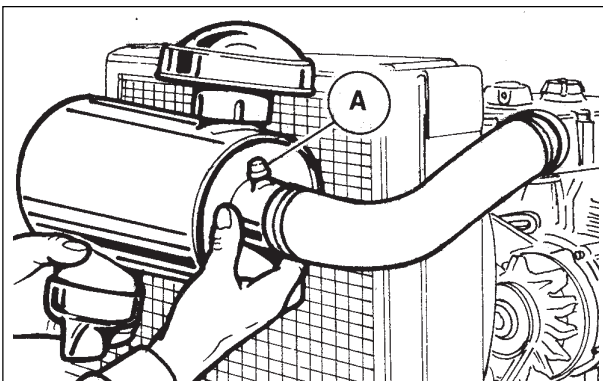


2

Oil-bath air cleaner components

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

Note: Centrifugal pre-filter 9 is fitted upon request.



3

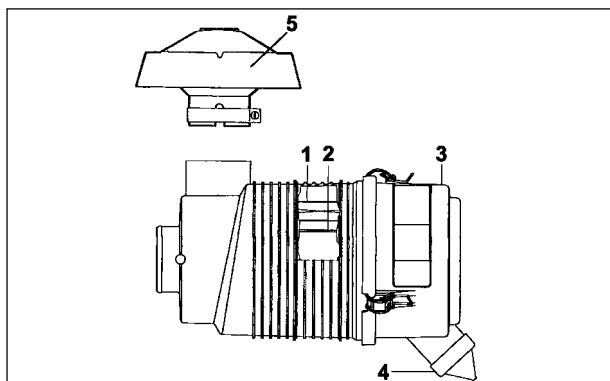
Dry air cleaner

! Never clean the filtering element 6 using solvents with a low flash point. This could cause an explosion !

A = Fitting to accomodate clogging indicator

See page 21 for periodic dry air cleaner check and replacement and the rubber intake hose (air filter - intake manifold).

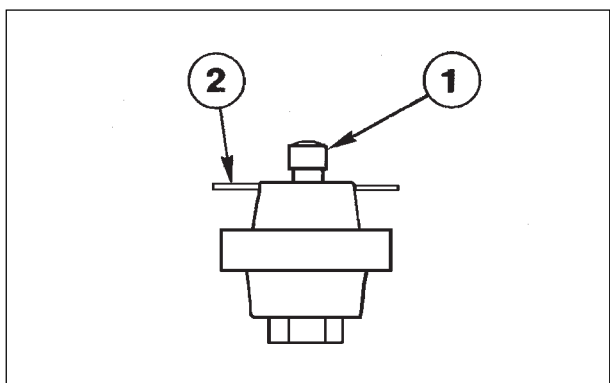


**Dry air components**

- 1 Main cartridge
- 2 Safety cartridge
- 3 Axial cover
- 4 Vacuator valve
- 5 Cap complete with clamp

Scavenging valve 4 must be positioned as in figure 4.
 The cartridge can be cleaned by blowing compressed air breadthways outside and inside the cartridge, at a pressure not greater than 5 atmospheres, or in necessity case by knocking the front of the cartridge several times against a flat surface.
 Use a lamp to check that the filter element is not damaged or inspect it against the light while slanted. In case of doubt, install a new cartridge.

4

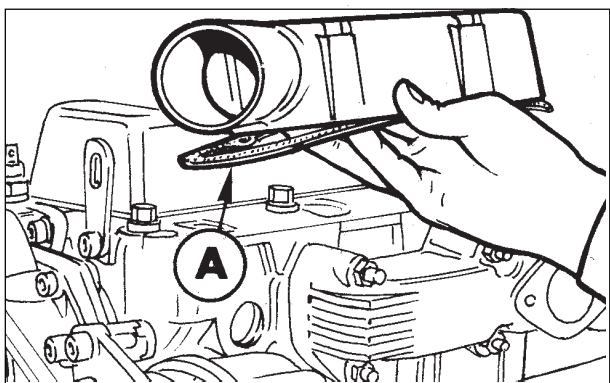
**Air filter restriction switch**

Components:

- 1 Reset button
- 2 Connection

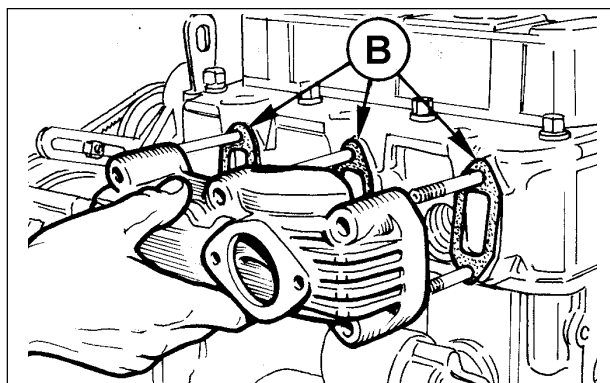
Note: There are two types: one for an aspirated engine and one for a supercharged engine.
 Setting for aspirated engine (LDW 1503 - 1603 - 2004 - 2204) = 600/650 mm column of water.
 Setting for supercharged engine (LDW 2004/T - 2204/T) = 370/420 mm column of water.

5

**Intake manifold**

The sealing surface should be clean, smooth and free of any strains and scoring.
 When reassembly replace gasket **A**.
 Tighten the fastening screws to 25 Nm.

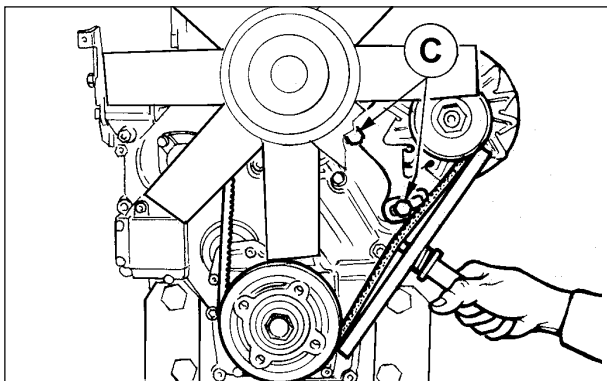
6

**Exhaust manifold**

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

Verify that the seal surfaces are free of distortions and scratches and that the manifold is not broken in any way.
 When refitting, replace gaskets **B**.
 Tighten nuts to 25 Nm.

7



8

"V" belt

Check the belt tension only when the engine is not running

Tension adjustment:

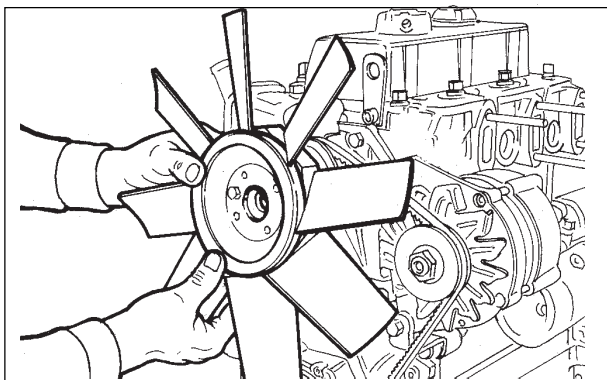
Loosen alternator fixing bolts **C**.

Stretch belt so that a 100 Nm load located half-way between the two pulleys causes a 10÷15 mm flexure.

Pull strongly alternator externally and tighten fixing bolts **C**.

The final torque must be 40 Nm.

If you use the belt tension gauge type DENSO BTG-2, the correct value of tension must be from 20 to 25 kg.



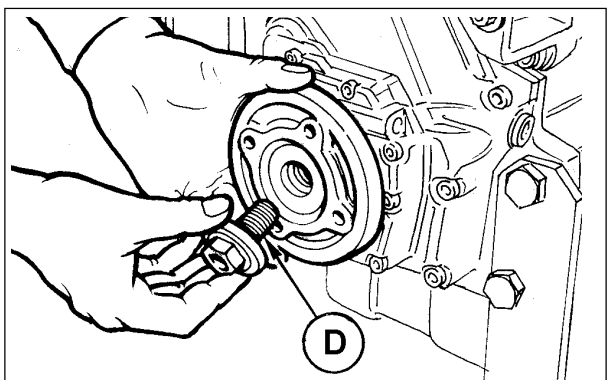
9

Cooling fan

Before disassembling the cooling fan, isolate the positive battery cable to prevent accidental short-circuiting and, consequently, activation of the starter motor

Take off the fan and check that all blades are not damaged; if any are damaged, replace the entire fan.

Depending on the type of application the cooling fans can be suction or blower fans and can differ in diameter..



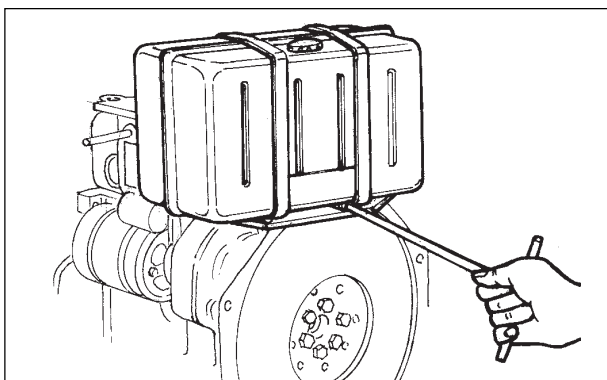
10

Driving pulley (2ª P.T.O.)

The maximum torque that can be drawn from the second power take-off must be at maximum 70 Nm.

The driving pulley drives the alternator and the water pump and consequently the cooling fan.

Bolt **D** can be loosened by turning clockwise. When refitting lubricate the bolt with Molyslip and tighten it at 360 Nm.



11

Tank

To avoid explosions or fire outbreaks, do not smoke or use naked flames during the operations.

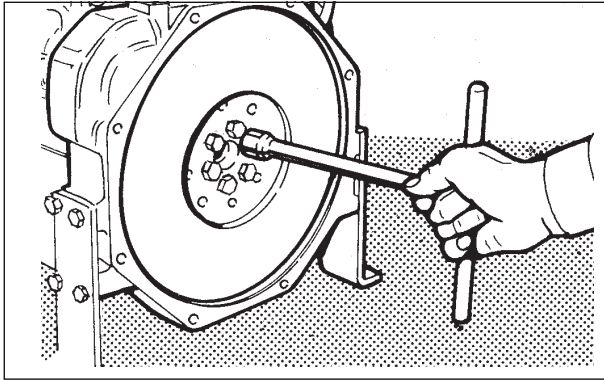
Fuel vapours are highly toxic. Only carry out the operations outdoors or in a well ventilated place.

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.

Remove fuel line and loosen clamp screws.

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

Check that cap breather hole is not clogged.



12

Flywheel

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

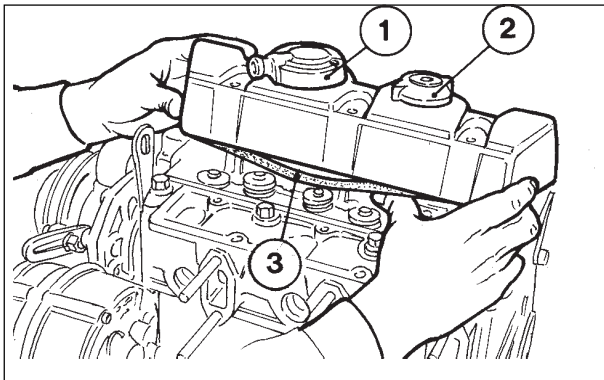
Wear protective goggles when removing the flywheel ring.

Remove the bolts which attach the flywheel to the crankshaft; when refitting tighten to 140 Nm after checking that the locating pin is in its seat.

To remove the starter ring gear, it is recommended to cut it into several portions with an iron hacksaw and then use a chisel.

To remove the starter rim, it is advisable to cut it into several parts with a hacksaw and to then use a chisel. To replace, slowly heat for 15-20 minutes to a temperature of 300°C max.

Fit the rim into the flywheel housing. make sure that it rests evenly against the support of the housing itself. Allow it to slowly cool.



13

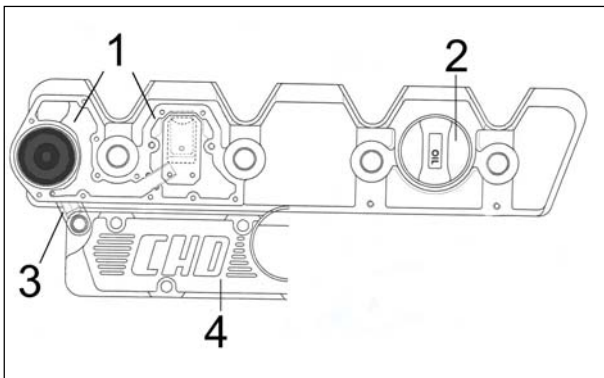
Rocker arm cover with vent into the air

Components:

- 1 - Decanting device
- 2 - Oil fill cap
- 3 - Gasket

Inside the decanting device 1 there is a small metal skein that separates the oil from the bled vapours; before reassembling it, clean it and verify its intactness.

Every time the rocker arm cap is removed it is advisable to replace the gasket 3.



14

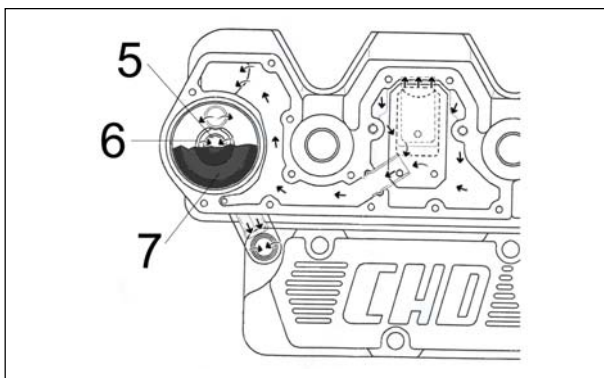
Rocker arm cover for engines with recirculating vent

Components:

- 1 - Recirculating vent system
- 2 - Oil refilling plug
- 3 - Rubber hose for the passage of the oil vapours
- 4 - Intake manifold

In the rocker arm cap we find most of the recirculating vent system 1. This device is used to separate the oil vapours and to convey them, via a rubber hose 3, into the intake manifold 4.

The vapours are then recirculated inside the engine and not released into the air as they can be polluting.

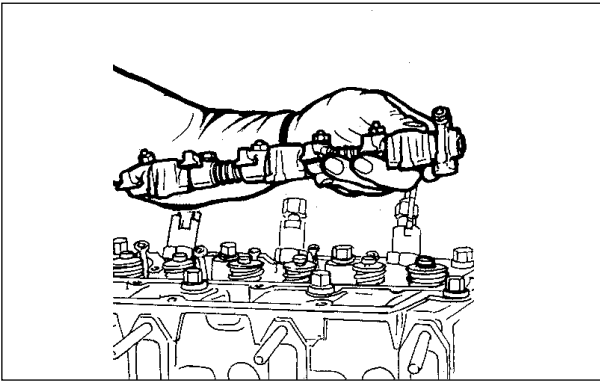


15

A clogged up air filter and a consequent increase in suction vacuum could cause the oil to be sucked into the combustion chamber and the engine over-revving.

This is in any case avoided as the diaphragm valve 7 by winning the resistance of spring 6 - properly calibrated - closes duct 5 and stops the oil from reaching manifold 4 via hose 3.





16

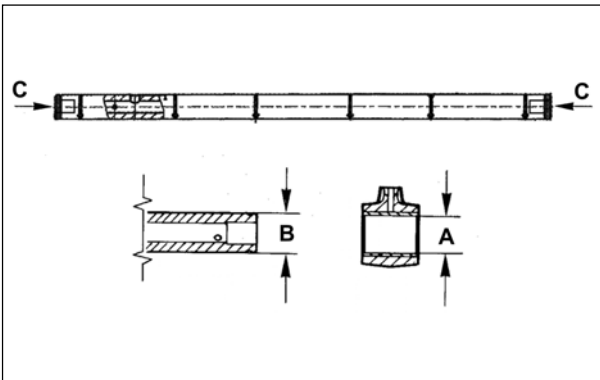
Rocker arm assembly

Loosen the screws which fasten the assembly to the head; when refitting tighten to 50 Nm.

Inside the rocker arm pin flows the oil that lubricates the rocker arms and feeds the hydraulic tappets.

To clean the rocker-arm pin inside, remove the two tightening screws **C** at the ends (fig. 17).

When refitting apply a drop of Loctite 270 onto the threads.



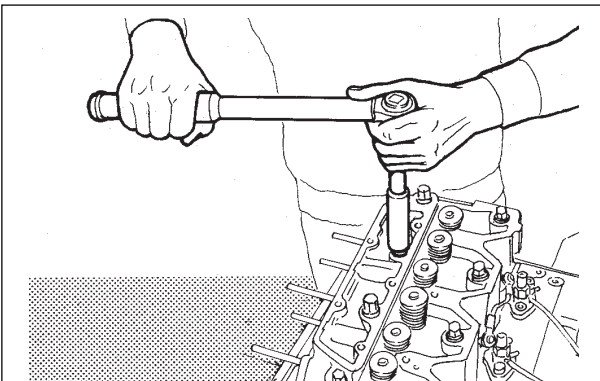
17

To check the pin and the rocker-arm pin bearings for wear compare the measured values with the parameters in the table below.

Table of pin-rocker arm dimensions

Ref.	Dimensions (mm)	Clearance (mm)	Limit value (mm)
∅ A *	14,032 ÷ 14,050	∅ A - ∅ B = 0,043 ÷ 0,050	0,014
∅ B	13,989 ÷ 14,000		

* With bushing fitted to the rocker arm and reamed.



18

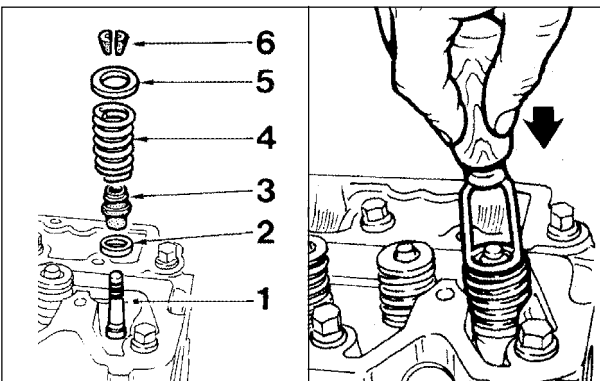
Cylinder head

! Do not demont when hot or the part could become deformed.

Do not remove when hot to avoid deformation.

Check cylinder head plane using a metal straight edge and thickness gauge; if warpage exceeds 0.10 mm, level off by removing a maximum 0.20 mm.

See fig.56- 59 for cylinder head tightening.



19

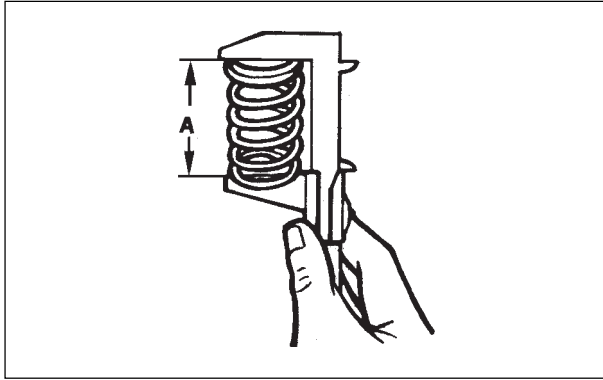
20

Valve removal

Components:

- 1 - Valve
- 2 - Lower spring seat
- 3 - Valve guide seal (for intake only)
- 4 - Spring
- 5 - Spring cap
- 6 - Cotters

To remove the cotters firmly press down as shown in the figure 20.



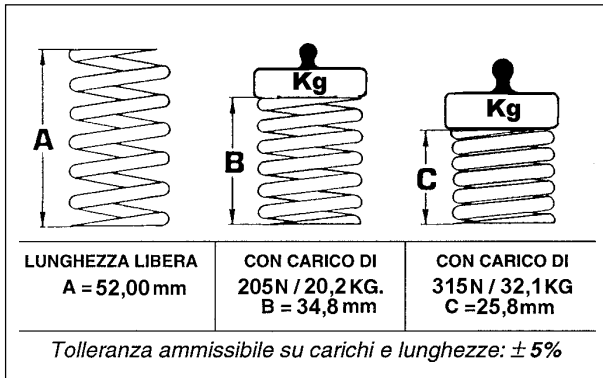
Valve spring - Check

Check the overall state of the valve springs. Replace if damaged or if they have lost their original elasticity.

First of all, use a gauge to check that the free length matches the measurements given below.

$$A = 52 \text{ mm}$$

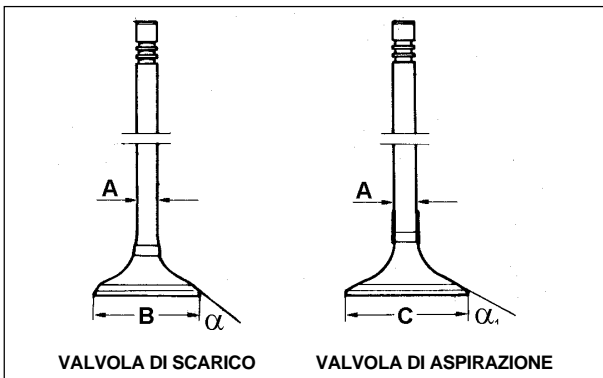
21



Valve spring - check under load

Verify (with a dynamometer) that the length under load matches the nominal length. If it is shorter than that quoted in figure 22, replace the spring.

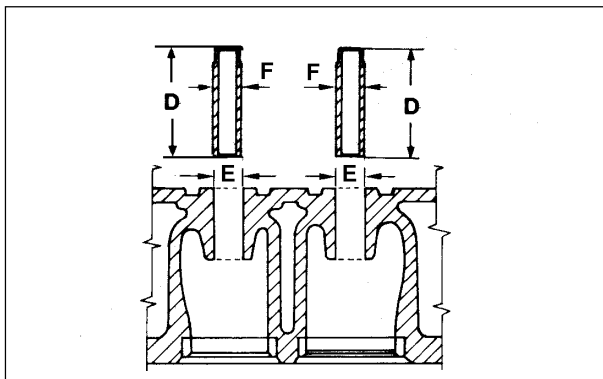
22



Valve material

Ref.	Dimensions
A	6,985 ÷ 7,00 mm
B	35,30 ÷ 35,50 mm
C	40,30 ÷ 40,50 mm
α	45°30' ÷ 45°45'
α_1	60°30' ÷ 60°45'

23



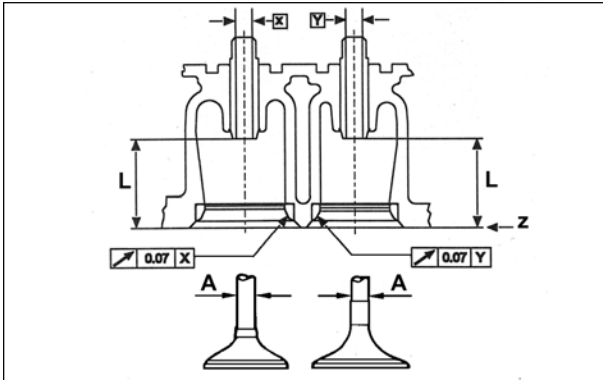
Valve guides and cylinder head

Intake and exhaust valve guides are both made of gray cast iron with pearlitic and phosphoric matrix.

Ref.	Dimensions (mm)
D	38,00
E	12,020 ÷ 12,038
F	12,048 ÷ 12,058

Valve guides with outside diameter **F** increased by 0.5 mm are available; in such case valve guide bore **E** should also be increased by 0.5

24



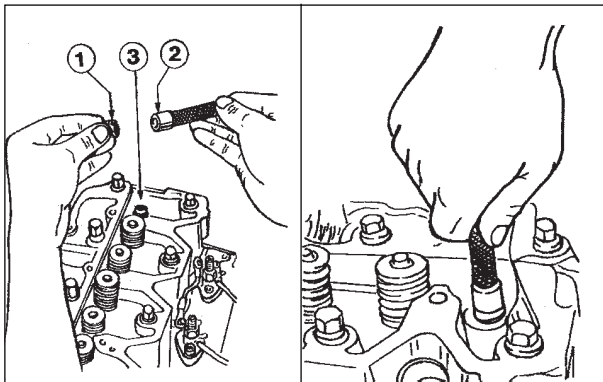
25

Valve guide insertion, after driving

Press guides considering the N distance from the head plane X.

Ref.	Dimensions (mm)
X	7,020 ÷ 7,035
Y	7,020 ÷ 7,035
L	36,8 ÷ 37,2
A	6,985 ÷ 7,00

Ref.	Clearance (mm)	Limit value (mm)
Y - A	0,020 ÷ 0,050	0,100
X - A		

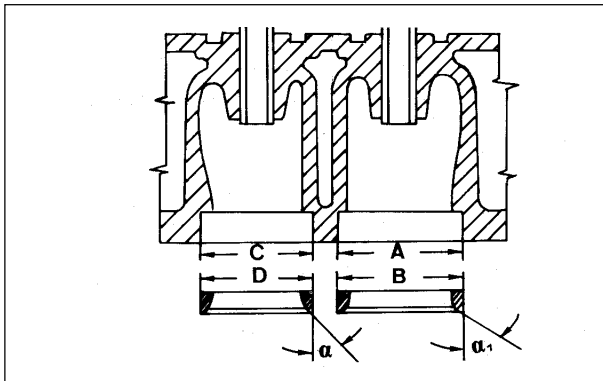


26

27

Oil seal in the valves guides, (intake and exhaust)

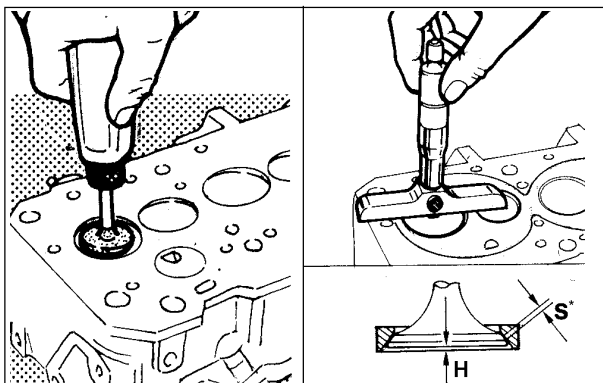
To prevent the seal 1 warping when mounting the valve guide 3 put it into the tool 2 part no. 7107-1460-047 and proceed as shown in the figure 27, making sure the seal 1 reaches its stop.



28

Valve seats and bore

Ref.	Dimensions
A	41,500 ÷ 41,520 mm
B	41,575 ÷ 41,590 mm
C	36,500 ÷ 36,520 mm
D	36,575 ÷ 36,590
α	44° 53' ÷ 45°
α_1	59° 53' ÷ 60°



29

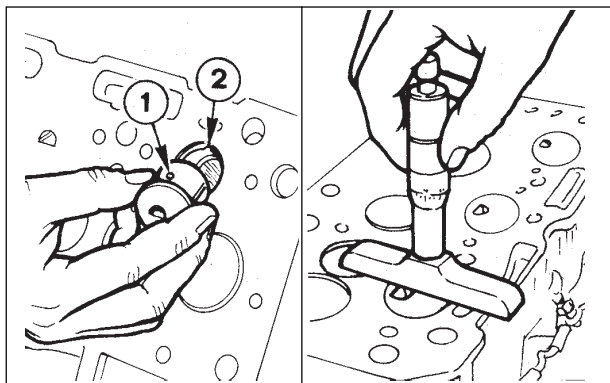
30

Valve recess and sealing surfaces

Ss* = Sealing surface width on exhaust side
 Sa* = Sealing surface width on intake side
 H = Valve recess with reference to the head plane

Ref.	Dimensions (mm)	Limit value (mm)
Ss*	1,27 ÷ 1,55	2,00
Sa*	1,20 ÷ 1,60	
H	0,75 ÷ 1,00	1,30





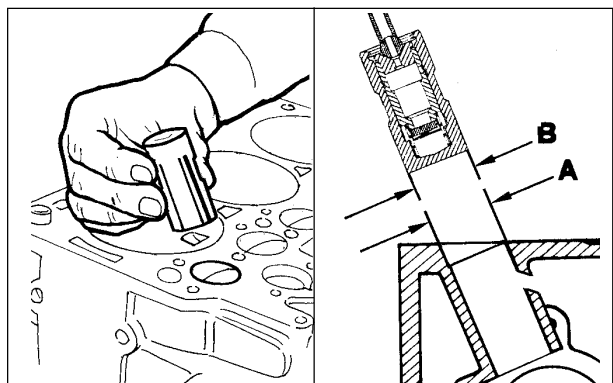
31

32

Precombustion chamber

The precombustion chamber can be extracted from the head banging with a punch into the hole from the injector housing. This procedure implies irreversible damages to the precombustion chamber which will have to be replaced. In the assembly stage line up the dowel 1 with the reference notch 2 located in the head. Driving must be carried out evenly. The clearance allowance between the precombustion chamber and its bore on the cylinder head is equal to 0.05 mm. Using a depth gauge check that the precombustion chamber plane protrusion does not exceed 0.04 and does not recede over 0.02 mm from the head plane level.

The precombustion chamber plugs of the CHD PLUS series engines have a different internal volume from the CHD series; therefore, they are not interchangeable.



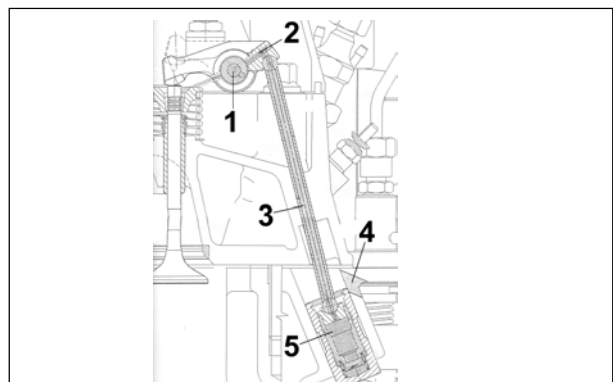
33

34

Hydraulic tappet valve control

Ref.	Dimensions (mm)	Clearance (mm)	Limit value (mm)
A	23,000 ÷ 23,021	0,040 ÷ 0,046	0,10
B	22,960 ÷ 22,975		

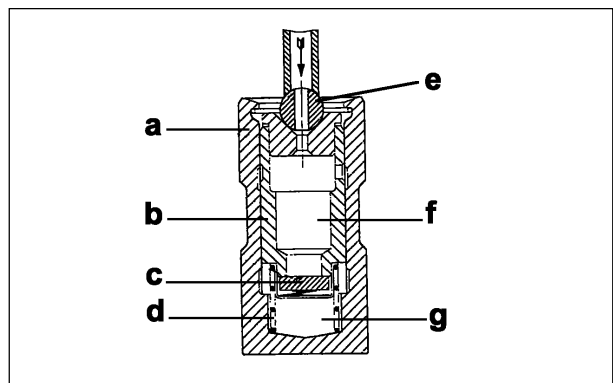
Nota: If tappet is worn out along diameter B replace it. No oversize tappets are available. If tappet/camshaft surface is worn - replace



35

Hydraulic diagram for feeding the tappets

- 1 Rocker-arm pin
- 2 Rocker arm
- 3 Push rod
- 4 Oil drainage
- 5 Hydraulic tappet



36

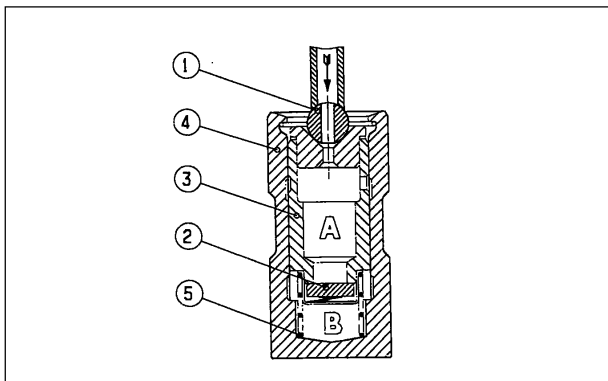
Hydraulic tappet components:

- a) Tappet body
- b) Plunger
- c) Non-return valve
- d) Spring
- e) Push rod
- f) Low-pressure chamber
- g) High-pressure chamber

The hydraulic tappet is a device that enables elimination of clearance between timing system components and provides the following advantages:

- Reduces noise levels during operation.
- Reduces wear of the timing system components, thanks to there being no collisions at the opening with consequent breaking of the oil film.
- No maintenance.





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Hydraulic tappet operation

The operating principle of the hydraulic tappet is based on the incompressibility of the liquids and on controlled leakage.

Through push rod **1**, the pressurised oil gets into the tappet in chamber **A** (low-pressure chamber), maintaining a constant flow of oil in the above chamber as well as in the high-pressure chamber **B**.

The oil can only enter chamber **B** through the non-return valve **2** and leave through the clearance between the plunger **3** and the tappet body **4** (controlled leakage).

Chamber **B** is refilled when the tappet is on the bottom of the cam base and spring **5** keeps plunger **3** pressed, thus eliminating the clearance in the entire valve-rocker arm-push rod-tappet-cam system.

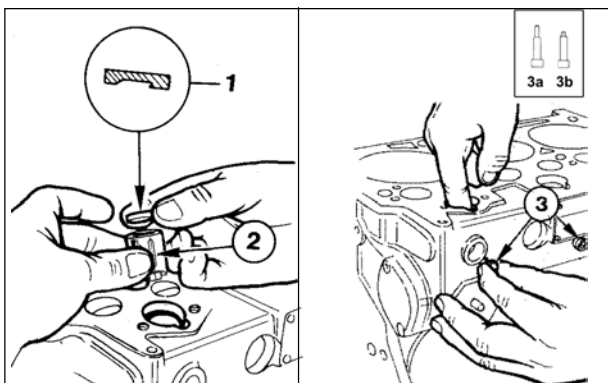
The tappet body moves away from the plunger creating a slight vacuum in chamber **B** and causing the valve **2** to open, thus allowing the oil in chamber **A** to flow into chamber **B**, re-establishing the quantity of oil required for optimal running conditions.

Difficult operating conditions:

For correct functioning of the hydraulic tappets the pressure chamber of plunger **3** must always be filled with oil. However, this is not possible in some conditions in that, when the engine is not running, oil leakages may cause partial emptying of the tappets. This situation will cause excessive clearance which will make itself apparent through an unusual ticking sound that is not to be confused with the normal ticking of the injectors.

- 1 - Starting from cold: the engine has not been used for some time and oil may have leaked out of the pressure chamber of the tappets. Moreover, lubricant flows with greater difficulty at low temperatures, and hence several seconds may go by before the tappets are once again supplied with oil.
- 2 - Engine very hot: at minimum speed, the oil pressure is low and tiny air bubbles may form inside it (more than 5% of its volume). This causes the lubricant to become compressible and the tappet is squeezed slightly creating clearance and, thus making a noise.
- 3 - Starting and stopping the engine repeatedly (very rare): in this situation the tappets may empty temporarily.

In all three cases the ticking should not last too long. If this is not the case, the problem is definitely due to a manufacturing fault, wear and tear or dirt, which can be drawn in by the oil and get between the non-return valve and its seat inside the plunger, thus compromising the functioning of the tappets. In this case the hydraulic tappets must be replaced.



38

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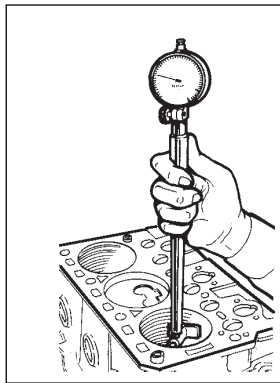
Injection pump follower

Introduce the follower into its housing and manually turn screw **3** until it matches with notch **2**.

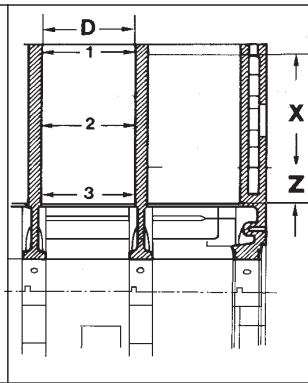
Before locking screw **3** use your finger to check that the follower is allowed to move upwards freely.

Space **1** should be introduced into the pushrod with the flat surface facing upwards

Note: The screws **3a** can be fitted without distinction in each cylinder. Screw **3b** however, which is shorter than the others, has to be fitted on the timing side of the cylinder (inside the stop lever cover).



40



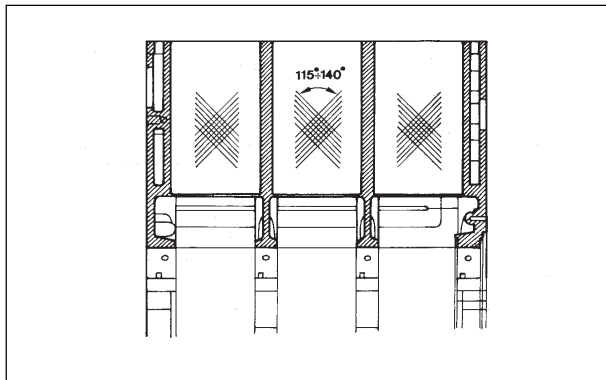
41

Cylinders

Reset dial gauge with a calibrated ring. Check diameter size **D** at **1**, **2** and **3**; repeat the same operation at the same places after turning the dial gauge by 90°. Check for wear in the **X** area where piston rings are located.

D (mm)	Limit value (mm)
88,00÷88,01	88,100

To check clearance with the matching piston measure the diameter size at **Z** along the axis which runs at right angles to the driving shaft.



42

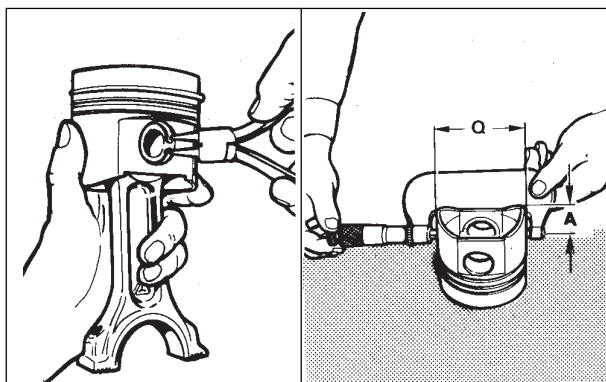
Cylinder roughness

! Do not manually hone the cylinder bore surfaces with emery cloth or other means.

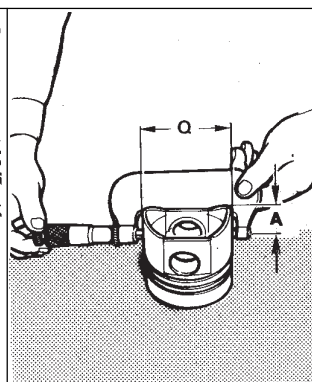
The inclination of the cross-hatched marks left by machining should range between 115°-140°; they should be uniform and clearly visible in both directions.

Average roughness should range between 0.5 and 1 mm .

The cylinder surface which comes into contact with the piston rings should be machine honed with the plateau system.



43



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Piston

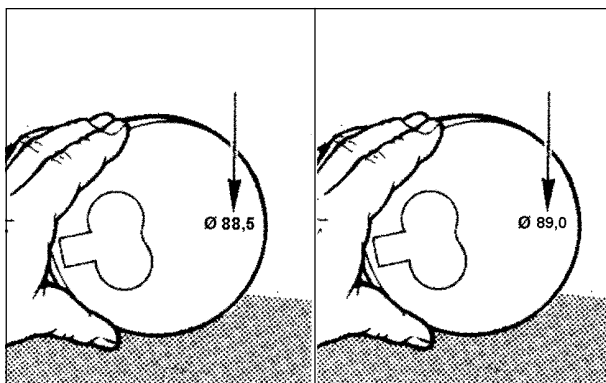
Remove circlips and piston pin.

Remove piston rings and clean grooves.

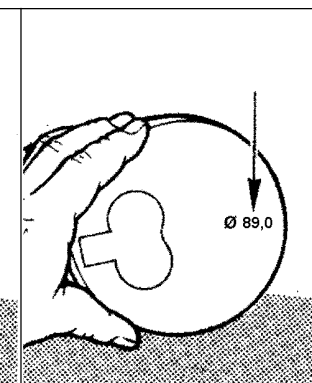
Measure diameter Q at the A distance from the bottom of the skirt (A = 12 mm)

In case of diameter wear exceeding 0.05 mm of the minimum given value replace piston and rings.

Nota : The oversizes are 0.50 and 1.00 mm. The LDW TURBO piston differs from that of the NATURALLY ASPIRATED LDW in its cooling sprayer passage niche and an insert in the slot of the first ring.



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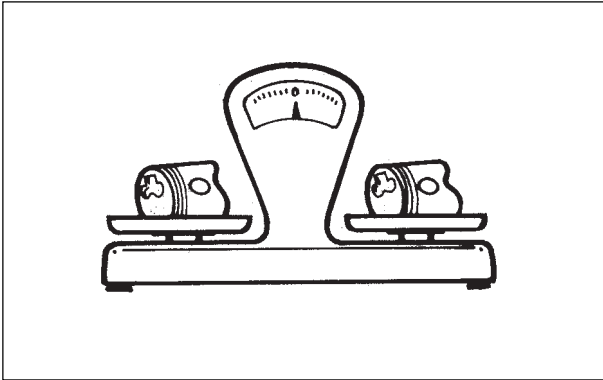
46

Piston availability

The pistons oversized by 0.5 and 1.0 mm have the uprating reference on the crown, fig. 45-46.

Class	Ø Cylinder	Ø Piston	Clearance
A	88.00 ÷ 88.01	87.960 ÷ 87.967	0.033÷0.050

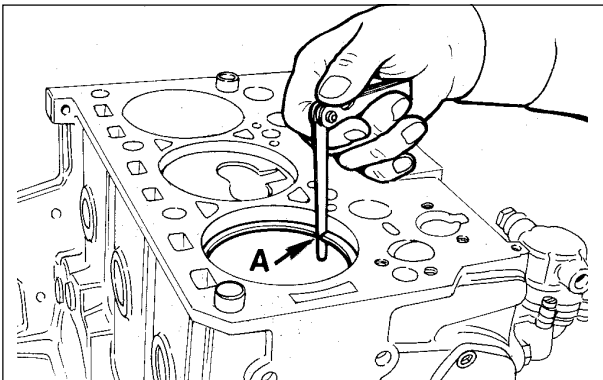




Piston weight

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

47

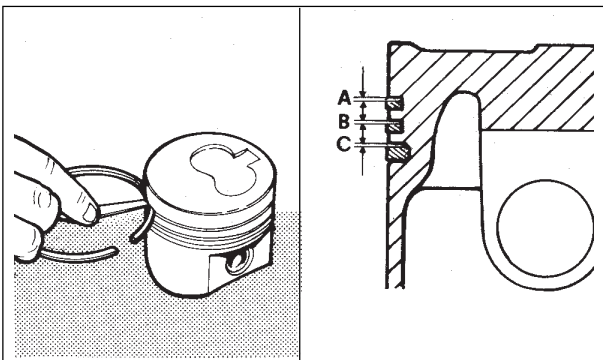


Piston rings - End gaps

Place piston rings into the cylinder and measure end gap **A**.

1st ring	A = 0,30 ÷ 0,50 mm
2nd ring	A = 0,30 ÷ 0,50 mm
3rd ring	A = 0,20 ÷ 0,50 mm

48

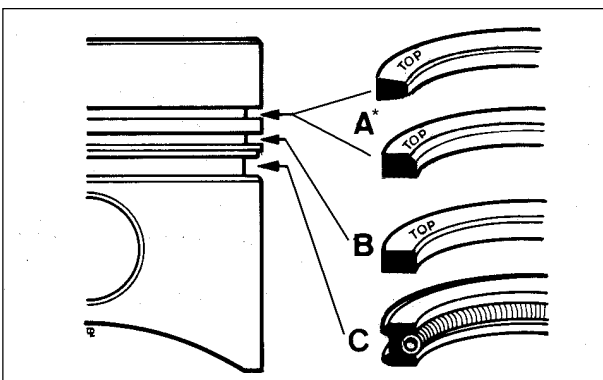


Piston rings - Clearance between grooves

Ref.	NATURALLY ASPIRATED LDW	LDW TURBO
A	0,07 ÷ 0,12 mm	A*
B	0,02 ÷ 0,08 mm	0,06 ÷ 0,95 mm
C	0,05 ÷ 0,08 mm	0,05 ÷ 0,08 mm

49

50



Piston rings - Fitting sequence

- A* = 1st chrome plated compression ring *
- B = 2nd tapered compression ring *
- C = 3rd spiral spring oil scraper ring

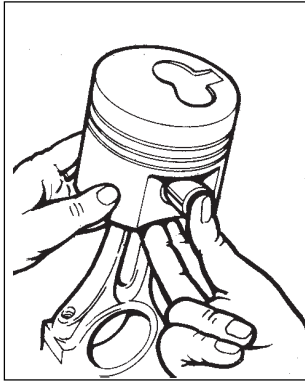
* The first ring in the LDW TURBO engine is different from the NATURALLY ASPIRATED version, it has a trapezoidal cross-section.

Assemble the segments with the TOP marking facing the piston crown.

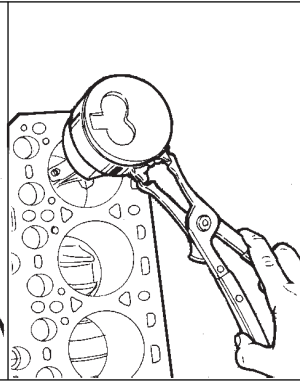
51

VIII

DISASSEMBLY/REASSEMBLY



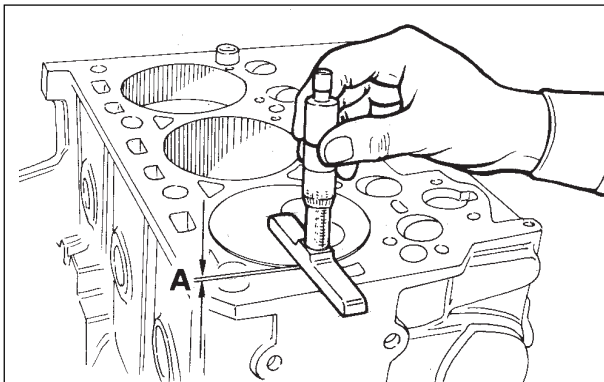
52



53

Piston - Refitting

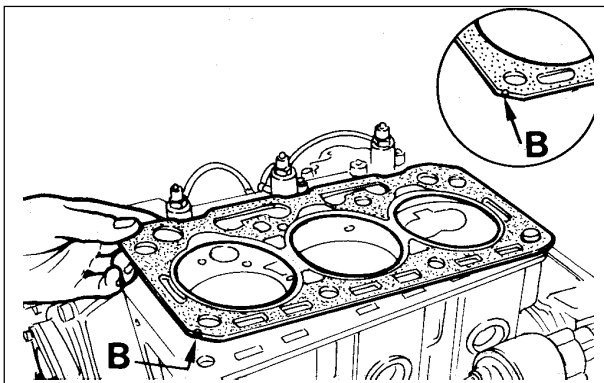
Connect piston to connecting rod after lubricating piston pin and introducing it by exerting pressure with your thumb. Position the two piston pin circlips and check that they are well inside their seats. Using a ring compressor introduce the piston into the cylinder with combustion chamber facing the injection pump side.



54

Piston position and clearance

To obtain a clearance of $0.67 \div 0.90$ mm measure protrusion **A** of all pistons from the cylinder plane and consider the **A** value of the most protruding piston. Perform this measurement along the engine axis.



55

Cylinder head gasket

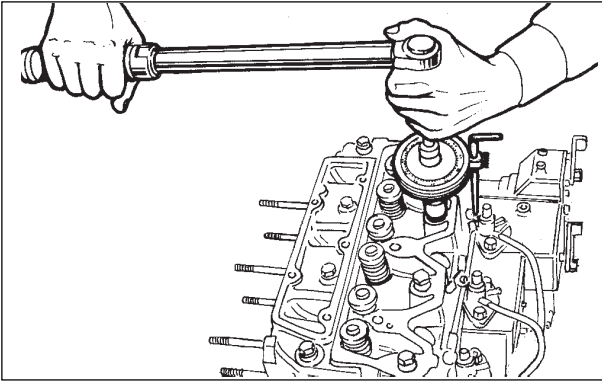


Remove the head gasket from its protective wrapping only when ready for fitting.

At **B** the gasket shows small semi-circular notches indicating thickness. Choose the proper head gasket considering that for each value of **A** (maximum projection of the piston from the cylinder surface) there is a matching gasket among the three available (with no notch, one notch or two notches) to achieve a clearance volume between 0.66 and 0.90 mm. In the LDW 1503 / 1603 engines the head gasket is made of fibre, while in the LDW 2004 / 2204-T / 2204 / 2204-T engines the head gasket is metal.

Engine type	A (mm)	No. of notches	Resulting clearance (mm)
LDW 1503/1603	$0,68 \div 0,083$		$0,67 \div 0,82$
LDW 2004 / 2004-T 2204 / 2204-T	$0,68 \div 0,081$		$0,72 \div 0,85$
LDW 1503/1603	$0,83 \div 0,98$		$0,67 \div 0,82$
LDW 2004 / 2004-T 2204 / 2204-T	$0,81 \div 0,94$		$0,69 \div 0,82$
LDW 1503/1603	$0,98 \div 1,10$		$0,67 \div 0,82$
LDW 2004 / 2004-T 2204 / 2204-T	$0,94 \div 1,07$		$0,66 \div 0,79$

Note: The notches shown above protrude from the cylinder head plane; you can thus determine the gasket thickness before taking down the head.



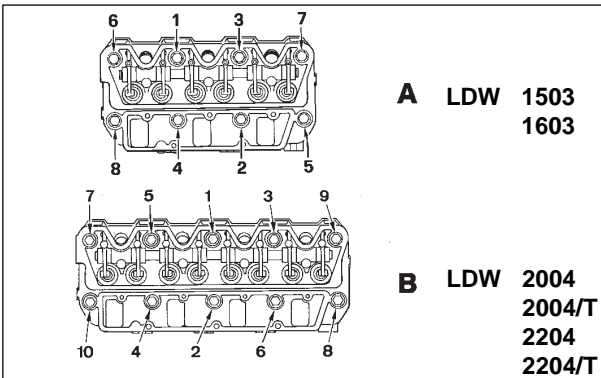
56

Cylinder head tightening for engines without hydraulic tappets

Use a torque wrench (fitted with tool for angular tightening). It is recommended to replace the screws whenever the head is disassembled.



The cylinder head must never be retightened. It is advisable to lubricate the lower part of the screws with anti-seize of the type MOLYSLIP AS COMPOUND 40.



57

Cylinder head tightening steps

Following the number sequence shown in the figure 57 bolts should be tightened in four subsequent steps with the following torque values:

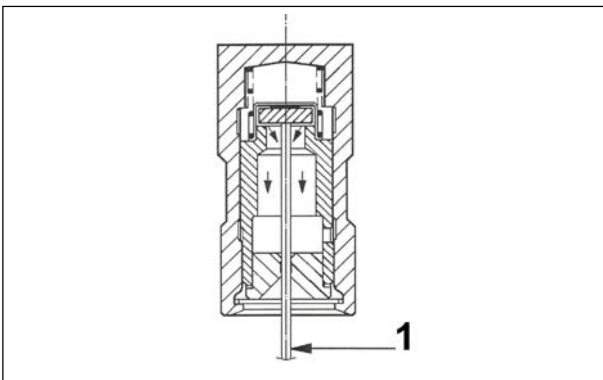
1st step = 40 Nm

2nd step = 70 Nm

3rd step = 100 Nm

4th steps = **For bolts 10 R:** Rotate wrench by 180° (in two steps 90°+90°)

For bolts 12 R (present only in the TURBO engines): perform a rotation of the key of 270° (in three steps, 90° + 90°+ 90°)



58

Assembling and tightening the cylinder head on engines with hydraulic tappets

Before re-assembling the cylinder head the tappets must be removed from their housing and released.

This operation must be carried out using a pin 1.

Insert pin 1 inside the tappet and open the non-return valve.

The excess oil is released by turning the tappet upside down.

Rotate the crankshaft so as to position the pistons at half stroke for three-cylinder engines.

For four-cylinder engines, place the piston of cylinder number one at 150° after the top dead centre (in crossover stage).

Fit the head, insert the fastening screws and tighten them in the order shown in figure 57 and to their respective torques (see "Cylinder Head Tightening Stage).

Reassemble the complete pin inserting the seats of the rocker-arms on their respective rods and screw up the fastening screws of the supports by hand.

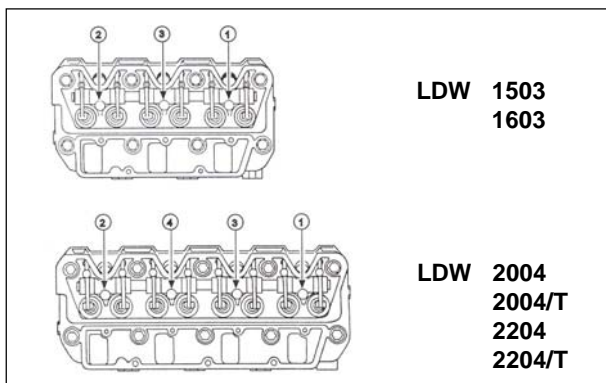
To avoid bending the push rods or damaging the tappets, the fastening screws of the rocker-arm pin supports must be tightened gradually before reaching the final torque.

This procedure will give time for the excess oil in the tappets to drain away.

Each time you start to tighten up the fastening screws of the supports, you can use the upper spring support cup of the valve spring as an indicator to know how far to screw them up.

The cup must never be compressed so much that it touches the valve stem oil sealing ring fitted on the guide.





LDW 1503
1603

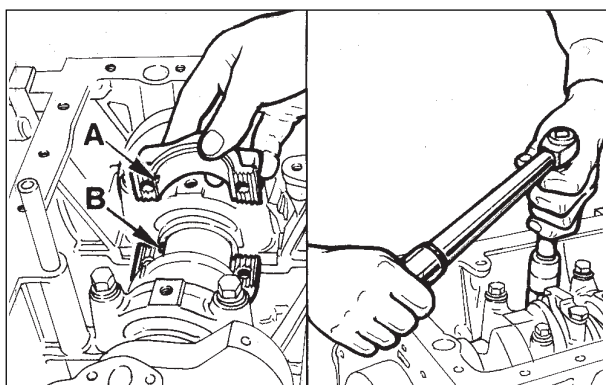
LDW 2004
2004/T
2204
2204/T

Tightening must be carried out as shown in figure 59.

Once the final torque 50 Nm is reached, wait ten minutes (with environmental temperatures that are not harsh) before manually rotating the engine to verify that the pistons do not collide with the valves.

At first start-up the engine may run irregularly until all the air contained in the tappets has been drained.

59



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Connecting rod



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 oil pan and oil pump suction pipe.

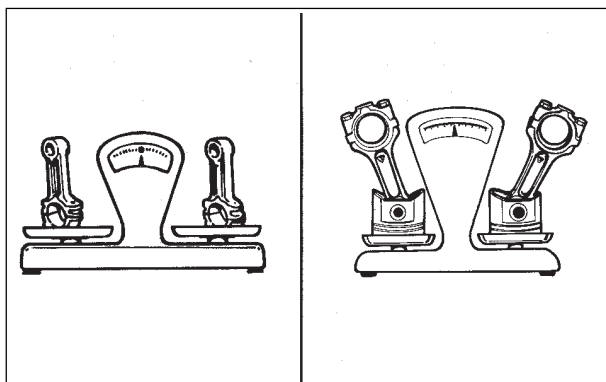
Disconnect the connecting rod from the engine shaft and perform the following checks:

When refitting both centering notches **A** and **B** should be located on the same side.

Tighten the connecting rod big end bolts to 70 Nm.

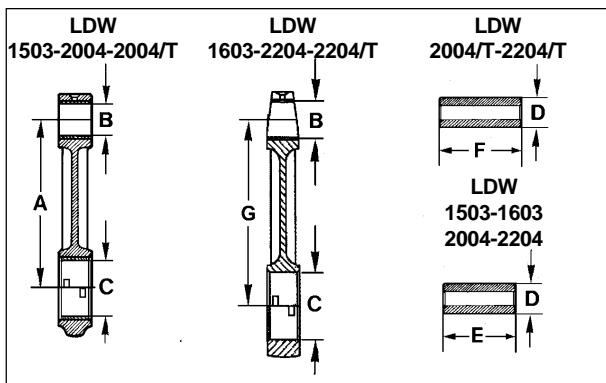
Connecting rod weights

Weigh connecting rod, piston and piston pin can also be weighed in a preassembled state but the difference in weight should not exceed 14 g in order to avoid unbalance.



62

63



64

Connecting rod and piston pin

The connecting rod big end shell bearings are supplied in either standard or with this value decreased by 0.25 and 0.50 mm respectively.

The fastening screws must be tightened by hand until the beginning of the tightening stage and then pre-tightened to 10-15 Nm.

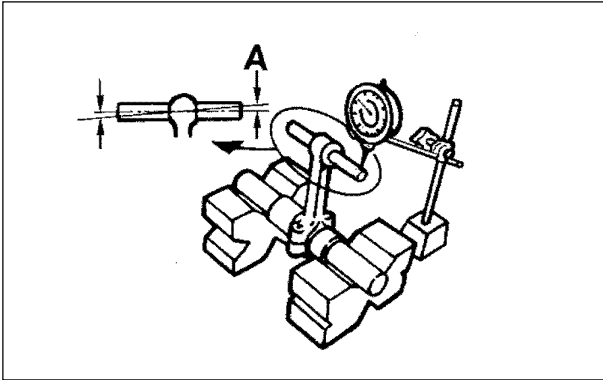
Final tightening is to 70 Nm.

Ref.	Dimensions (mm)
A	144,98 ÷ 145,02
F	147,98 ÷ 148,02
B*	28,02 ÷ 28,03
C**	53,689 ÷ 53,708
D	27,995 ÷ 28,000
E	62,1 ÷ 62,3
G	65,6 ÷ 65,8

Ref.	Clearance (mm)	Limit value (mm)
B - D	0,02 ÷ 0,03	0,06

* With driven and bored bearing.

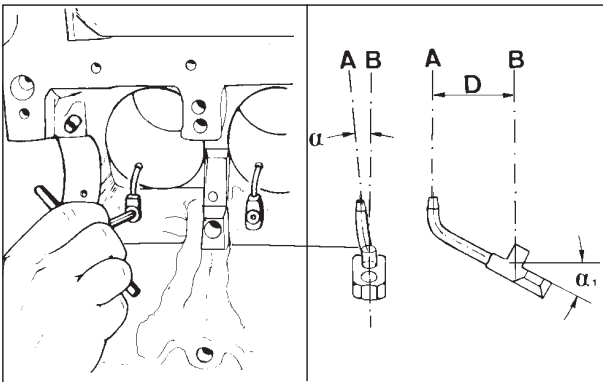
** With cap fitted and screws tightened to a torque of 70 Nm.



65

Connecting rod alignment

Use a surface plate and a dial gauge as shown in the figure 65. Check the alignment of the axes using the wrist pin of the piston; deviation $A = 0.02$ mm; limit = 0.05 mm. Moderate warpage may be corrected by gradually working with a press.



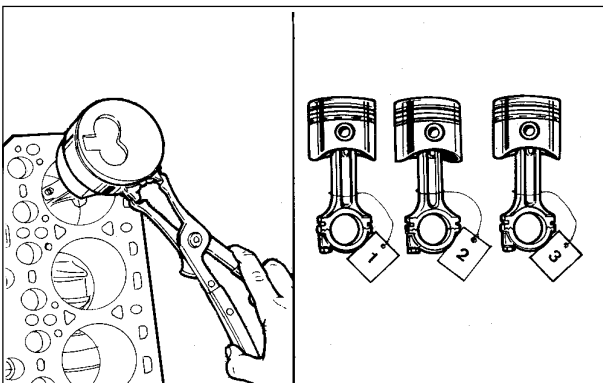
66

67

Piston cooling sprayer

This is assembled on turbo engines LDW 2004/T -2204/T. Blow on it with compressed air and check that there are no impurities inside. Reassemble it back into place making sure you maintain axis alignment A of the spray with respect to axis B shown in the figure 67. Anyway the correct position is ensured by the fixing screw.

Ref.	Dimensions
α	3°
$\alpha 1$	28°
D	28 mm



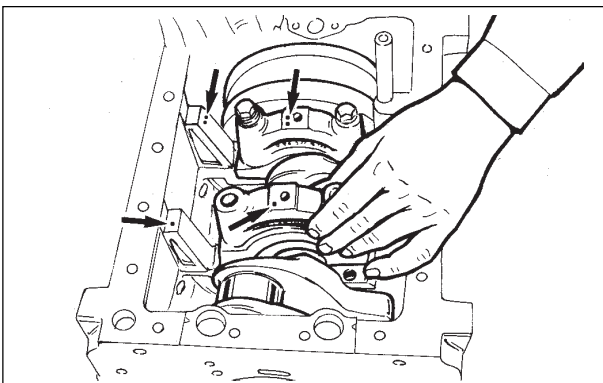
68

69

Connecting rod/piston assemblies

The three connecting rod/piston assemblies should be fitted back into their original cylinders. Mark them with references to avoid mistake.

Note: The custom at LOMBARDINI is to consider the cylinder on the flywheel side as the first cylinder.



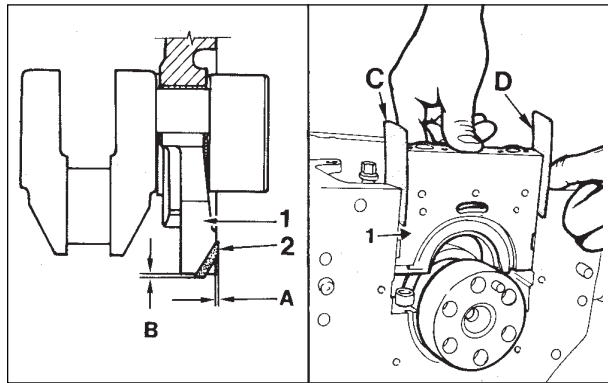
70

Center main bearings

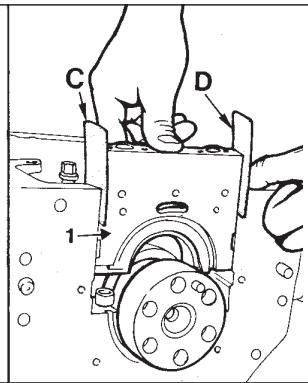
The main bearing caps and the crankcase have reference holes marked on them (one, two or three). In the assembly stage make sure that the number of holes on the bearings matches those on the crankcase and that they are on the same side.

The main bearing, the crankshaft bearing and the thrust washers have been unified as from engine serial number 7306062 for **LDW1503**, from serial number 7303552 for **LDW 2004** and from serial number 7305782 for **LDW 2004/T**.

Pre- and post-modification single parts are not interchangeable.



71



72

Main bearing caps timing side - flywheel side

When refitting rear flywheel side main bearing cap 1, replace the rubber gaskets 2 considering that A and B should protrude 0.5÷1.0 mm from the crankcase; cut any excess portion.

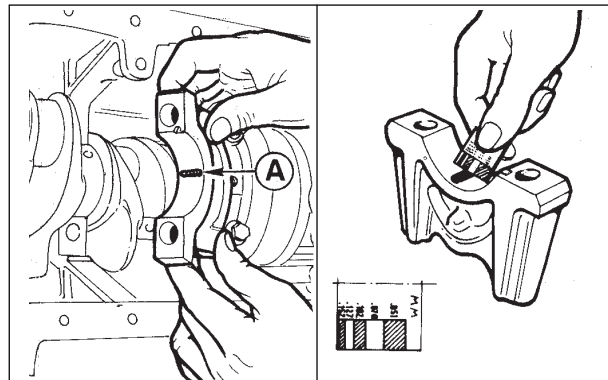
Follow the same procedure for the timing side main bearing cap.

To introduce the supports complete with silicone rubber seals 2 into the crankcase place two plates C and D measuring 0.1 mm in thickness between the surfaces.

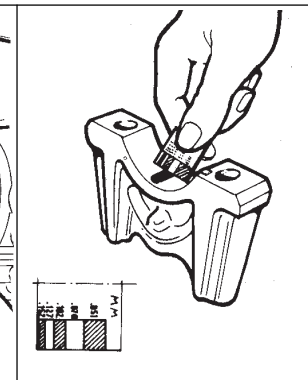
Tighten the screws to 120 Nm.

The main bearing, the crankshaft bearing and the thrust washers have been unified as from engine serial number 7306062 for **LDW1503**, from serial number 7303552 for **LDW 2004** and from serial number 7305782 for **LDW 2004/T**.

Pre- and post-modification single parts are not interchangeable.



73



74

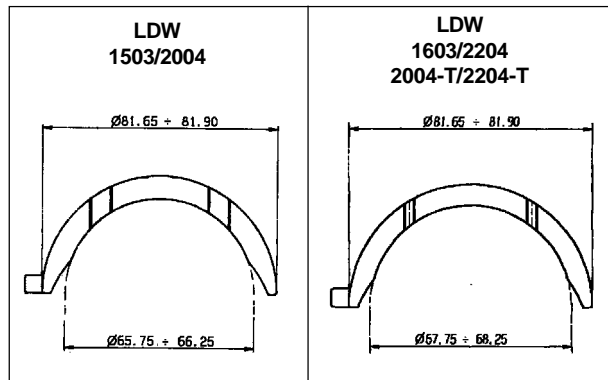
Check clearance between main bearings and journals

Use "Perfect Circle Plastigage" A and position it with a few drops of oil at the center of the half bearing; tighten bolts to 120 Nm.

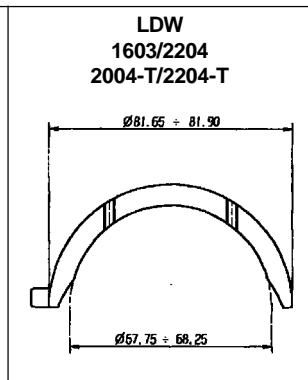
Determine clearance by measuring the squeezed portion of the plastigage with the indexed scale supplied.

For clearance between main journals, connecting rod big end journals and the corresponding bearings fig 89.

Note: When replacing bearings make sure that the lower half is kept separate from the upper one.



75

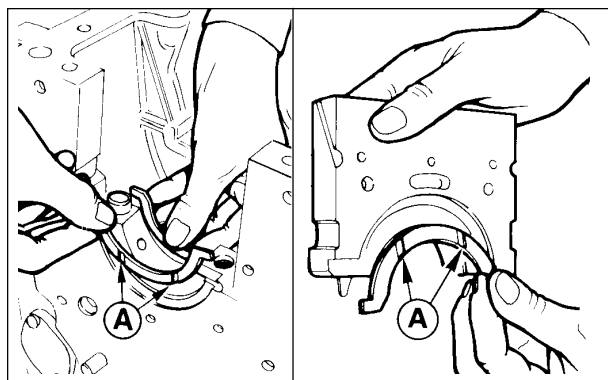


76

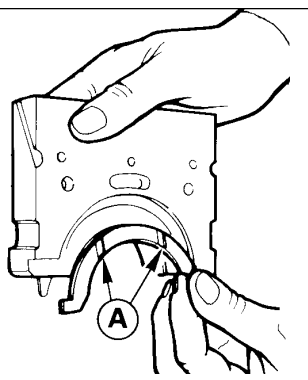
Thrust bearings

The main bearing, the crankshaft bearing and the thrust washers have been unified as from engine serial number 7306062 for **LDW1503**, from serial number 7303552 for **LDW 2004** and from serial number 7305782 for **LDW 2004/T**.

Pre- and post-modification single parts are not interchangeable.



77



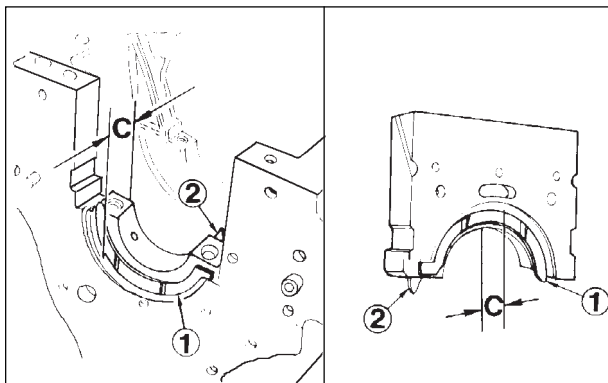
78

Grease the shoulder half-rings so that they will remain in their seats during assembly.

Halves should be fitted with grooves A as shown in the figure 77-78.

Thrust bearing thickness = 2.31÷2.36 mm; oversize halves with thickness increased by 0.1 and 0.2 mm are available as spares.





79

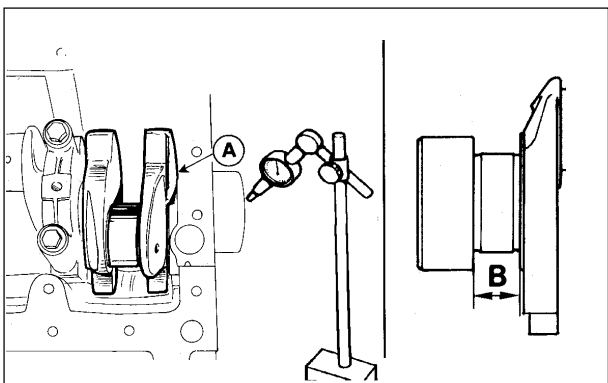
80

Thrust bearing, oversizes

	C	B (fig. 82)	A (fig. 81)
Standard	27.77 ÷ 27.92	28.00 ÷ 28.05	0.08 ÷ 0.28
1st Oversize	27.97 ÷ 28.12	28.20 ÷ 28.25	
2nd Oversize	28.07 ÷ 28.22	28.30 ÷ 28.35	
3rd Oversize	28.17 ÷ 28.32	28.40 ÷ 28.45	

Grinding **B** according to the above table, following half-rings can be assembled:

- 1st Oversize. Half-rings 1 and 2, on both the support sides +0.10 mm.
- 2nd Oversize. Half-rings 1 and 2, on one support side +0.10 mm and on the other side +0.20 mm.
- 3rd Oversize. Half-rings 1 and 2, on both the support sides +0.20 mm.



81

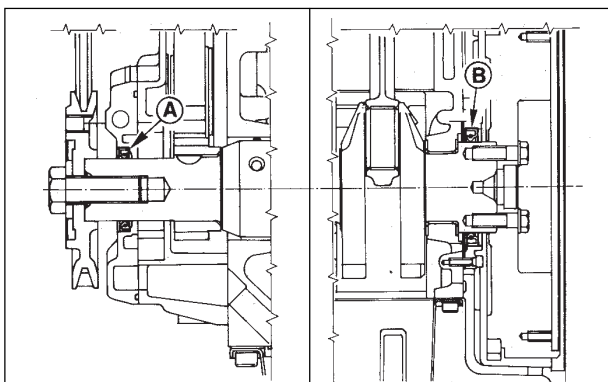
82

Crankshaft end play

After tightening main bearings measure the end play **A** between the crankshaft shoulder on the flywheel side and main bearing halves.

Ref.	Clearance (mm)
A	0.08 ÷ 0.28
B	28.00 ÷ 28.05

If the end play does not fall within the given values check **B** and possibly fit the oversize thrust bearings.



83

84

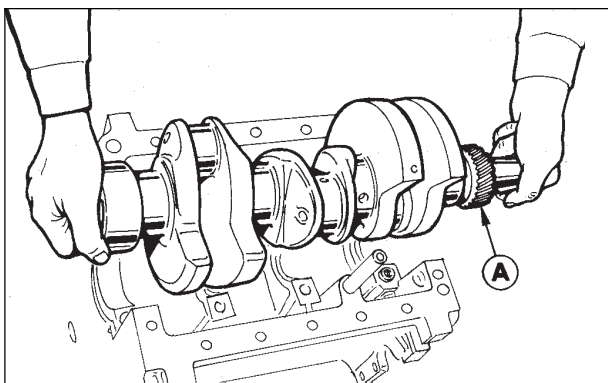
Crankshaft front and rear oil seal

The front oil seal **A** is located in the oil pump cover while the rear oil seal ring **B**, is positioned in the flange on the flywheel side. Replace seals if warped, hardened or damaged.

In case of replacement:

- Carefully clean the seat.
- Soak the seal in engine oil for approximately half an hour.
- Fill the inside with grease and lubricate and sealing lip with thick oil.
- Drive the seal into its seal exerting a uniform pressure over the entire front area.

Warning: in case of room temperature below -35°C seals could become damaged.



85

Crankshaft timing gear

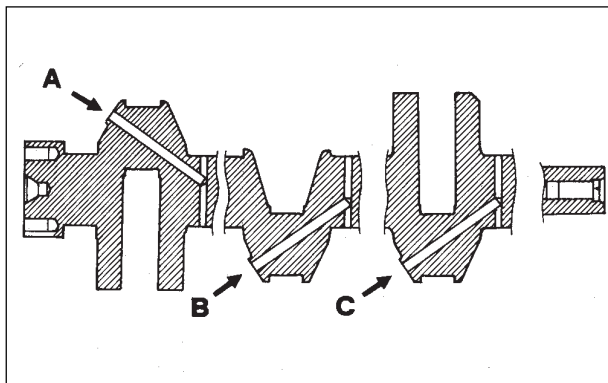
If gear **A** has to be replaced, use a bearing puller to remove it. To reassemble it, you need to heat it up to a temperature of 180° ÷ 200°C and then fit it snugly.

Crankshaft lubrication ducts



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

Dip crankshaft into a bath (use a cleaning product). Remove plugs and clean ducts **A**, **B** and **C** with a pointed tool. Finally blow with compressed air. Re-place plugs using a calking tool and check for sealing.



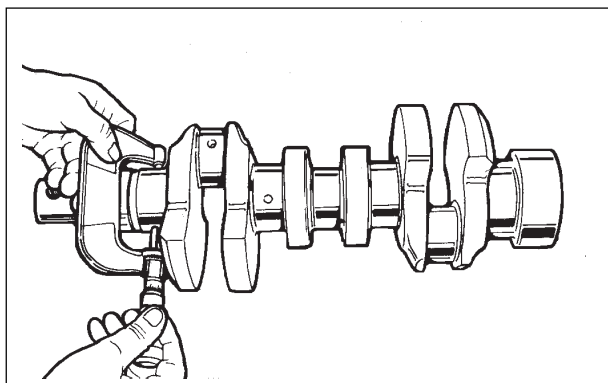
86

Checking main journals and crank pins

Use an outside micrometer gauge.

The main bearing, the crankshaft bearing and the thrust washers have been unified as from engine serial number 7306062 for **LDW1503**, from serial number 7303552 for **LDW 2004** and from serial number 7305782 for **LDW 2004/T**.

Pre- and post-modification single parts are not interchangeable.

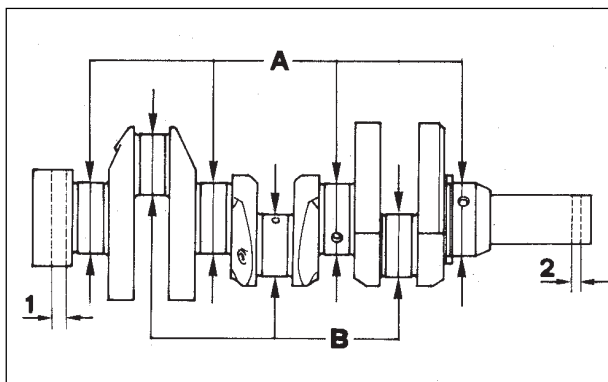


87

Main journal and connecting rod big end journal diameter

Ref.	LDW 1503/2004/2004-T		LDW 1603/2204/2204-T Dimensions (mm)
	Pre-modification	Post-modification	
A	57,980 ÷ 58,000	59,981 ÷ 60,000	59,981 ÷ 60,000
B	49,989 ÷ 50,000	49,984 ÷ 50,000	49,984 ÷ 50,000

The crankshaft is made of spheroidal graphite cast iron hardened at the level of the oil seal rings **1** and **2**. Hardness 55 hrc, hardening depth 0.5÷1.5 mm.



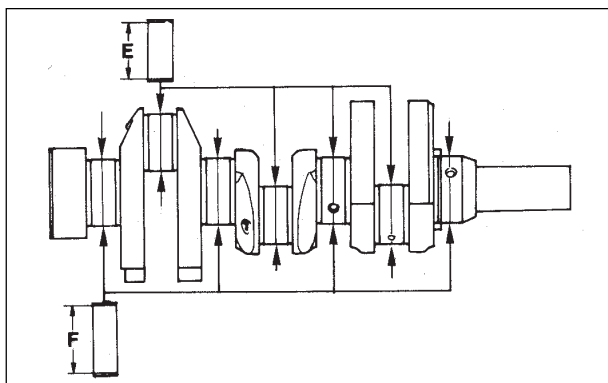
88

Main bearing and connecting rod big bearing inside diameter

Ref.	LDW 1503 - 2004 - 2004/T		LDW 1603 - 2204 - 2204/T		Dimensions (mm)		
	Pre-modification	Post-modification	Pre-modification	Post-modification	Pre-modification	Post-modification	
E	50,035 ÷ 50,066						
F	58,041 ÷ 58,091	59,04 ÷ 59,969			59,04 ÷ 59,969		
Ref.	Clearance (mm)	Limit value (mm)	Clearance (mm)	Limit value (mm)	Clearance (mm)	Limit value (mm)	
E - B	0,035 ÷ 0,077	0,150	0,035 ÷ 0,077	0,150	0,035 ÷ 0,077	0,150	
F - A	0,041 ÷ 0,111	0,200	0,031 ÷ 0,096	0,200	0,031 ÷ 0,096	0,200	

See fig. 73 and 74 for checking procedures.

Note: Both main bearing and connecting rod big end bearings are available with inside diameter measuring 0.25 and 0.50 mm.



89



COMPILER *Tecno/ATLO*
M. P. Primella

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DATE OF ISSUE

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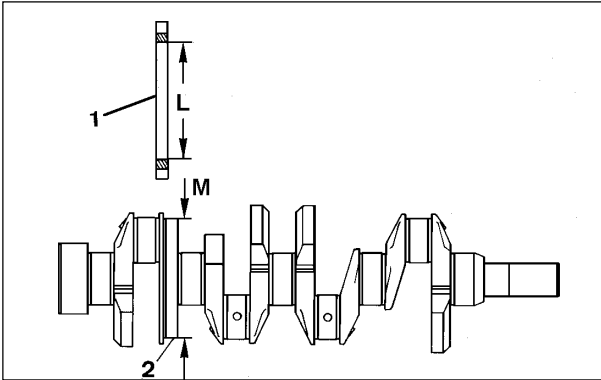
REVISION **04**

DATE

09.05.2006

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90

Crankshaft for engines with dynamic equalizer (only four-cylinder engines).

The crankshaft comes with seat for the control gear of the counter-rotating shaft dynamic balancer.

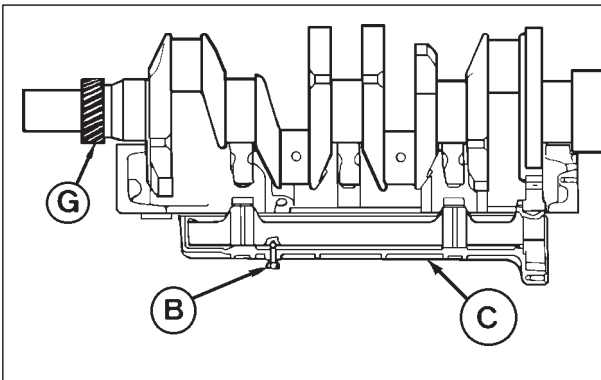
Components:

- 1 Control gear for counter-rotating shafts
- 2 Seat for the control gear of counter-rotating shafts

Ref.	Dimensions (mm)
L	132.00 ÷ 132.03
M	132.07 ÷ 132.09

To replace the gear heat it up to 180°÷200°C.

Locate it into its seat so that the timing reference marks on the teeth are found on the flywheel side.



91

Dynamic balancer (on request) - Adjustment of clearance between teeth D and ring gear A

Follow figures 91 and 92.

Screw the screw B into support C taking care to centre the hole in the mass of the gear D to lock it.

Fit the mass assembly under the crankcase so that the tooth with reference E goes between the teeth with references F.

Fix the mass assembly with the four M10 screws to the crankcase, provisionally tightening it to 40 Nm. Remove screw B.

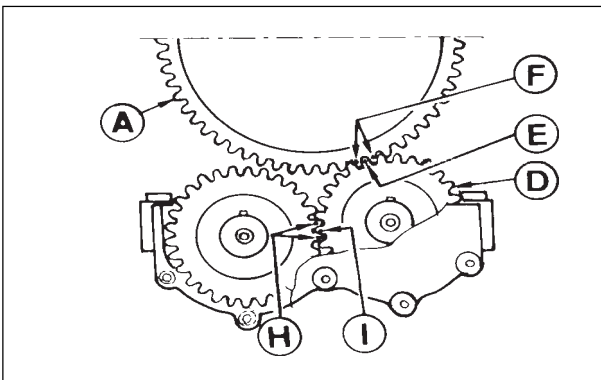
By making the driving shaft turn, check the clearance between the ring gear A and the gear of mass D; set a comparator with the feeler on one tooth of the timing system control gear G; by turning the driving shaft a little way check the clearance which must be 0.026÷0.067.

If the clearance measured does not come within the values given, repeat the operation placing the 0.05 mm shims provided for adjustment between the support C and the crankcase.

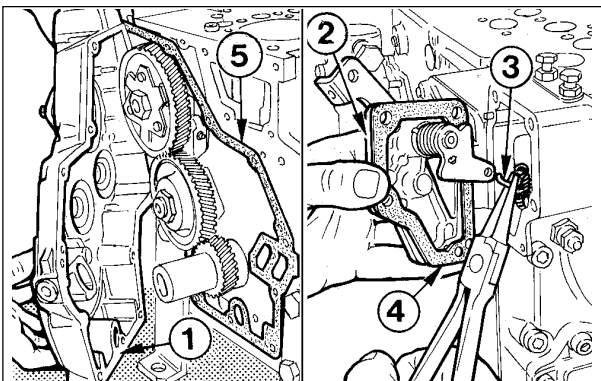
When mounting the balancer, lubricate the bushings with Molikote then couple the two masses, taking into account the references H and I.

Permanently fix the support C to the crankcase by tightening the screws to 50 Nm plus one turn of the wrench clockwise through 45°.

The four screws will have to be mounted with a few drops of Loctite 242.



92



93

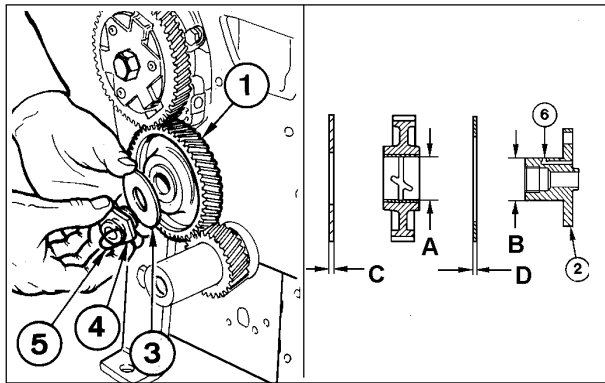
94

Front cover

To remove front cover 1 bring the 1st cylinder to the top dead center, remove throttle cover 2 and release spring 3.

When refitting replace gasket 4 and 5; tighten front cover 1 to 25 Nm.





Idler gear and hub

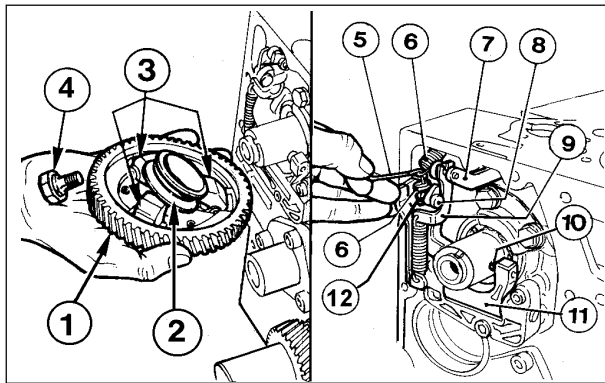
Components:

- 1 Idle wheel 2 Hub
3 Thrust washer 4 Fitting
5 Oil seal ring 6 Bushing lubrication hole

Clearance (A-B) mm	Worn limit (A-B) mm
0,025 ÷ 0,061	0,120
End play (mm)	Worn limit (A-B) mm
0,10 ÷ 0,30	0,60

Ref.	Dimensions (mm)
A	36,00 ÷ 36,02
B	35,959 ÷ 35,975
C	1,95 ÷ 2,05
D	0,96 ÷ 1,00

Note: Unscrew fitting 4 clockwise and when refitting it to 150 Nm.



Speed governor

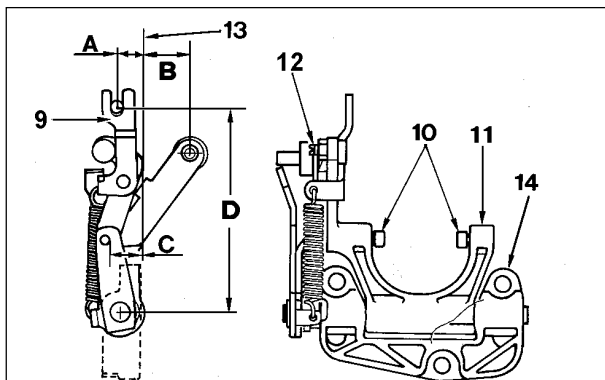


During reassembly, make sure the components are undamaged and verify they work properly. Malfunctioning of the speed governor can cause serious damage to the engine and to people in the vicinity of it.

Components:

- 1 Gear
2 Bell
3 Counterweights
4 Bolt
5 Throttle control rod
6 Governor spring
7 Injection pump delivery rod
8 Yoke 9 adjustment eccentric
9 Control yoke for injection pump delivery rod
10 Bushing
11 Lever
12 Adjusting screw

Yoke 9 is pre-set through screw 12 and eccentric 8. Do not unscrew. When refitting camshaft gear 1 tighten bolt 4 to 80 Nm



Dimensions for injection pump delivery control yoke adjustment

Components:

- 9 Control yoke for injection pump delivery rod
10 Bushing
11 Lever
12 Adjusting screw
13 Reference and mounting plane for support 14
14 Lever Support

Ref.	Dimensions (mm)
A	10,8 mm
C	13,4 mm
D	88 mm

Note: If, when adjusting, screw 12 is unintentionally loosened adjust yoke 9 considering the dimensions A, C and D. In case of replacement lever 11 is supplied complete with preset yoke 9.

99



COMPILER TECO/ATLO

REG. CODE

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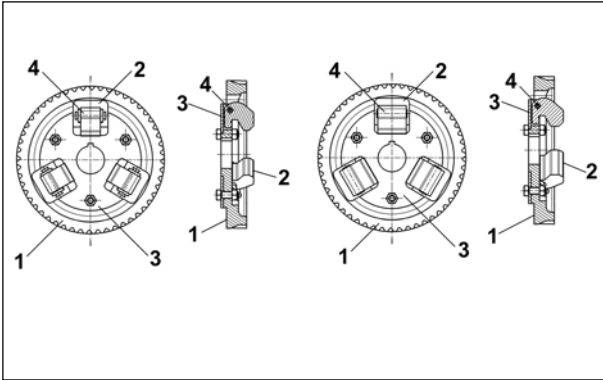
31.12.1989

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DATE

09.05.2006

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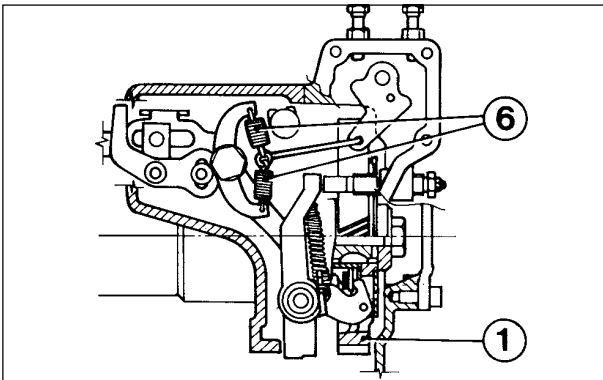
100

Camshaft gear - Speed governor counter weights

Components:

- 1 Camshaft gear
- 2 Governor weights
- 3 Governor weight support
- 4 Governor weight pin

The governor weights **2** are housed inside the camshaft gear **1**. The weights **2** can be of two types: light or heavy, depending on the speed rate and the type of application. Heavy weights for engines set to run at low rpm (1500 - 1800 rpm and agricultural applications), light weights for engines set to run at high rpm (2200 - 3000 rpm).



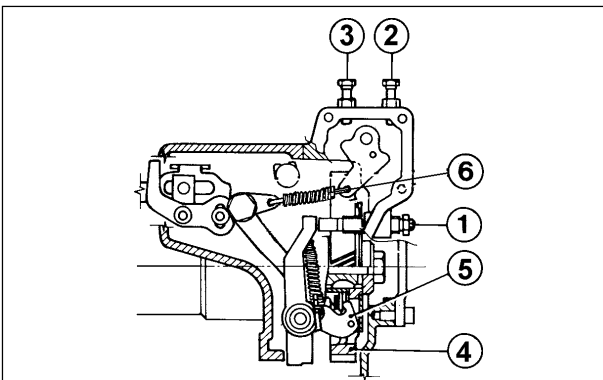
101

Speed governor counter springs

Besides the weights used according to the speed rate and application type, different types of springs with different features are used as well.

Components:

- 1 Camshaft gear
- 6 Speed governor springs

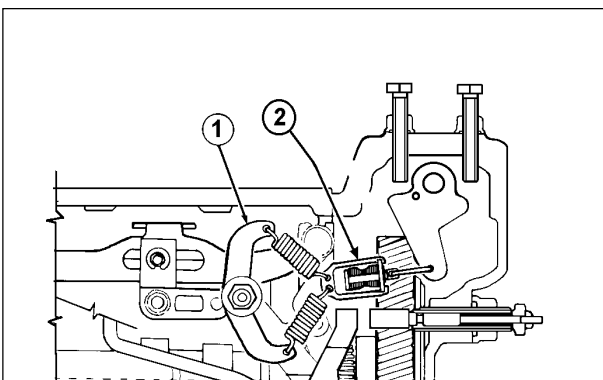


102

Components:

- 1 Limiting device / torque gearing device
- 2 Maximum rpm adjustment screw
- 3 Minimum rpm adjustment screw
- 4 Camshaft gear
- 5 Governor weight
- 6 Speed governor spring

For engines used on generating sets it is preferable to fit a single spring **6** to act against the heavy governor weights to avoid hunting with variations in the load and to achieve a more constant frequency over time.



103

Frame with idling speed governor spring

Engines for applications requiring a certain power capacity at low speeds are fitted with the frame **2** complete with the idling speed spring which allows satisfying the above described requirements without the engine tending to stop.

Components:

- 1 Rocker arm with speed governor springs.
- 2 Frame for idling speed spring

VIII

DISASSEMBLY/REASSEMBLY

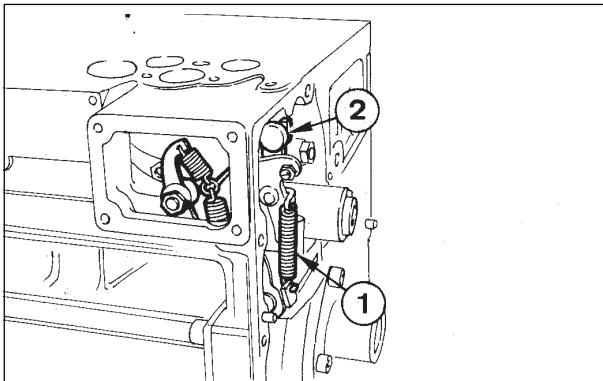
Summary tables of the governor equipment according to the speed variation.

LDW 1503-1603			
rpm	Weight type	N.Spring	Spring serial number
1500	Duty	1	5655370
1500	Duty	2	5655154/5655156 **
1800	Duty	1	5655370
1800	Duty	2	5655154 **
2000	Light	2	5655135
2200-2900	Light	2	5655135
2800	Duty	2	5655405
3000	Light	2	5655129/5655135

* Idle frame
** Anti-hunting

LDW 2004-2204-2004/T-2204/T			
rpm	Weight type	N.Spring	Spring serial number
1500	Duty	1	5655370
1500	Duty	2	5655154/5655156 **
1800	Duty	1	5655370
1800	Duty	2	5655154 **
2000	Light	2	5655135
2200	Light	2	5655129/5655135
2500	Duty	2	5655129 *
2800	Duty	2	5655405
3000	Light	2	5655129/5655135

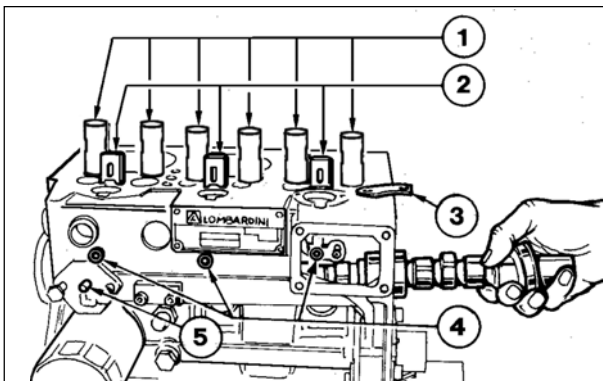
* Idle frame
** Anti-hunting



104

Spring for extra fuel supply at starting

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

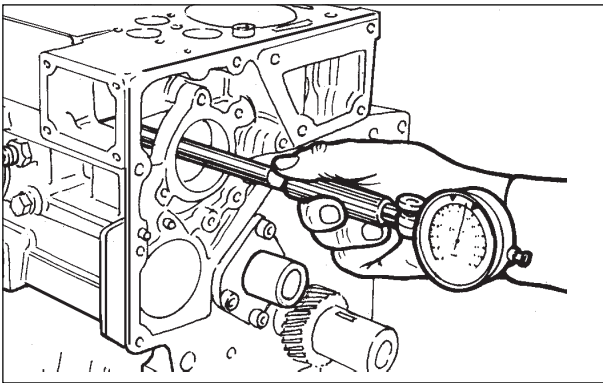


105

Camshaft removal

To remove camshaft first remove valve tappets 1, injection pump follower 2, bearing stop plate 3 and fuel pump control rod 5.

Note: To remove follower 2 loosen screw 4 by three or four turns.

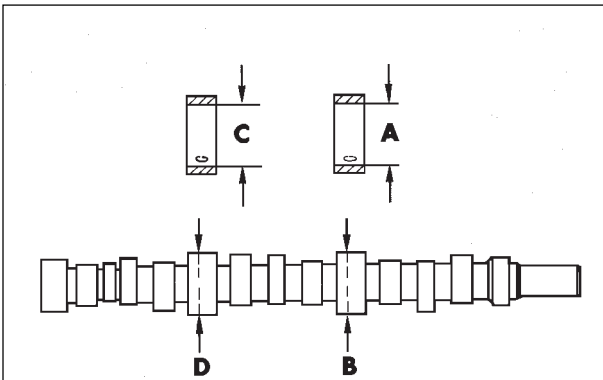


106

Checking camshaft bushing internal diameter

Use a bore gauge.

If the diameter size does not correspond to the given value remove the bushings using the special tool (fig 109 et 110) and replace.

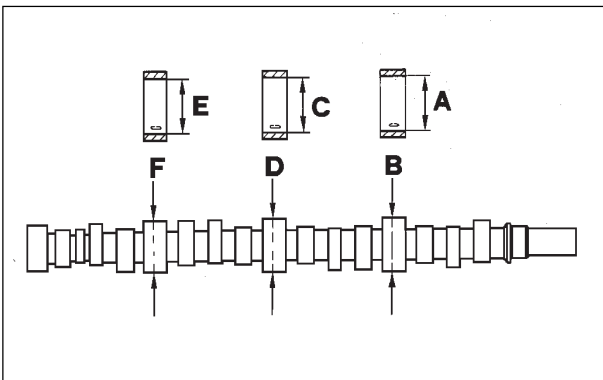


107

Camshaft journals and bushings in model LDW 1503

Ref.	Dimensions (mm)	Clearance (mm) (A-B) (C-D)	Worn limit (mm) (A-B) (C-D)
A	43.000 ÷ 43.025	0.040 ÷ 0.085	0,16
B	42.940 ÷ 42.960		
C	42.000 ÷ 42.025		
D	41.940 ÷ 41.960		

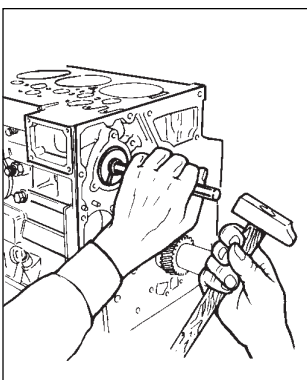
Note: A and C values refer to driven in and bored bushings.



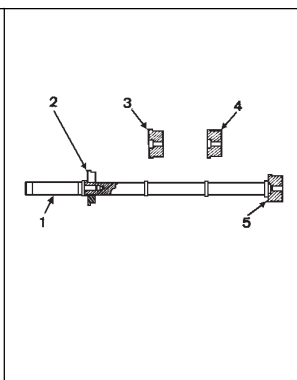
108

Camshaft journals and bushings in models LDW 2004-2004/T

Ref.	Dimensions (mm)	Clearance (mm) (A-B) (C-D) (E-F)	Worn limit (mm) (A-B) (C-D) (E-F)
A	44.000 ÷ 44.025	0.040 ÷ 0.085	0,16
B	43.940 ÷ 43.960		
C	43.000 ÷ 43.025		
D	42.940 ÷ 42.960		
E	42.000 ÷ 42.025		
F	41.940 ÷ 41.960		



109



110

Camshaft bushing replacement

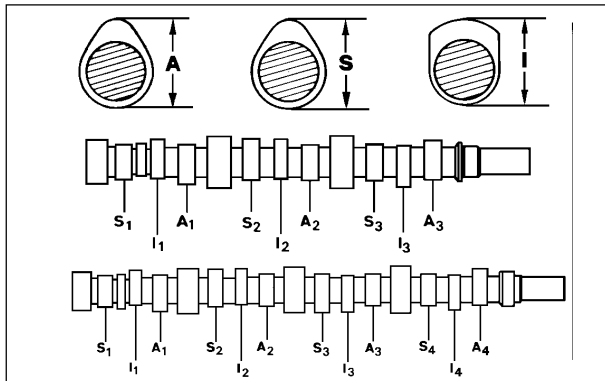
Tool part No.7104-1460-021

Components:

- 1 Mandrel
- 2 Centering bushing
- 3 Bushing diam. 44 mm
- 4 Bushing diam. 43 mm
- 5 Bushing diam. 42 mm

Note: Before driving in the bushing, position it in such a way that the lubricating hole matches with the hole in the crankcase.



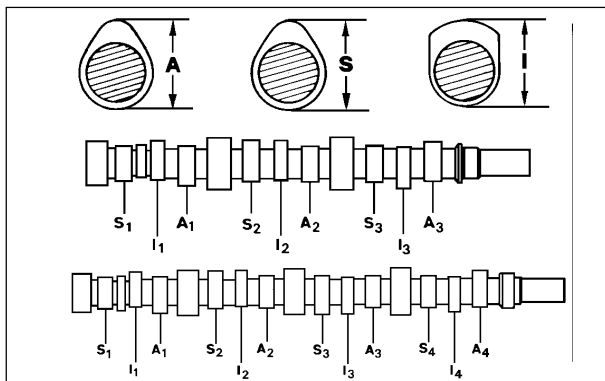


111

Intake, exhaust and injection cam height for model LDW 1503

	A (mm)	S (mm)	I (mm)
LDW 1503 LDW 2004	36.058 ÷ 36.120	35.62 ÷ 35.68	33.85 ÷ 33.90
LDW 2004/T	35.54 ÷ 35.60	35.24 ÷ 35.30	33.85 ÷ 33.90
Limit value (mm)	0,4		

A1 = 1st cylinder intake cam S1 = 1st cylinder exhaust cam I1 = 1st cylinder injection cam
 A2 = 2nd cylinder intake cam S2 = 2nd cylinder exhaust cam I2 = 2nd cylinder injection cam
 A3 = 3rd cylinder intake cam S3 = 3rd cylinder exhaust cam I3 = 3rd cylinder injection cam
 A4 = 4th cylinder intake cam S4 = 4th cylinder exhaust cam I4 = 4th cylinder injection cam

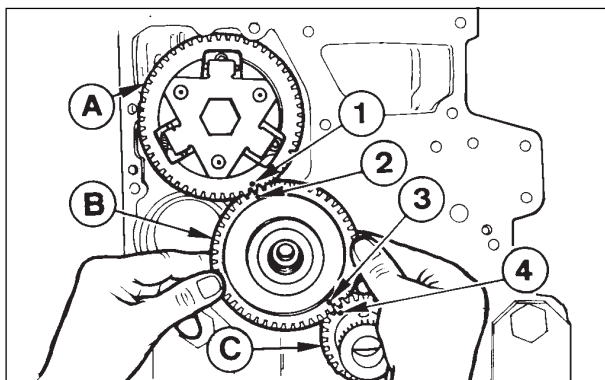


112

Intake, exhaust and injection cam height for models LDW 2004- 2004/T

A (mm)	S (mm)	I (mm)
35.44 ÷ 35.50	35.14 ÷ 35.20	33.95 ÷ 34.00

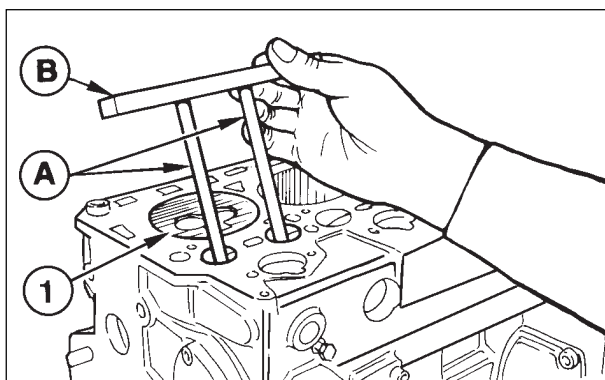
A1 = 1st cylinder intake cam S1 = 1st cylinder exhaust cam I1 = 1st cylinder injection cam
 A2 = 2nd cylinder intake cam S2 = 2nd cylinder exhaust cam I2 = 2nd cylinder injection cam
 A3 = 3rd cylinder intake cam S3 = 3rd cylinder exhaust cam I3 = 3rd cylinder injection cam
 A4 = 4th cylinder intake cam S4 = 4th cylinder exhaust cam I4 = 4th cylinder injection cam



113

Camshaft timing

Fit idler gear B by making timing mark 2 coincide with timing mark 1 on the camshaft control gear A and mark 3 with 4 on the timing gear C.

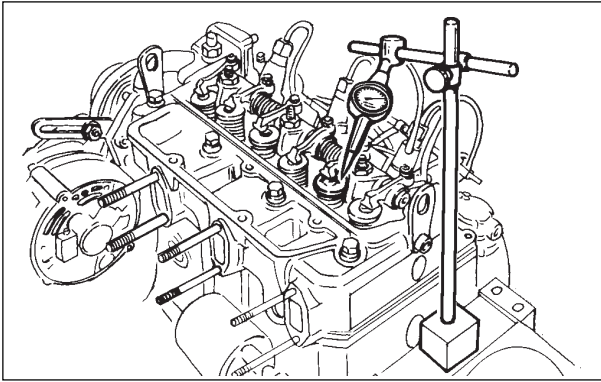


114

Valve timing without considering timing marks

Locate piston 1 (on flywheel) at the top dead center. Position two small rods A of the same length onto the tappets. Rotate camshaft stopping when cylinder 1 tappets are in overlap position (intake open exhaust closed). Using the straight edge B check that rods A are at the same length. Mark the idler gear with camshaft and timing gear.

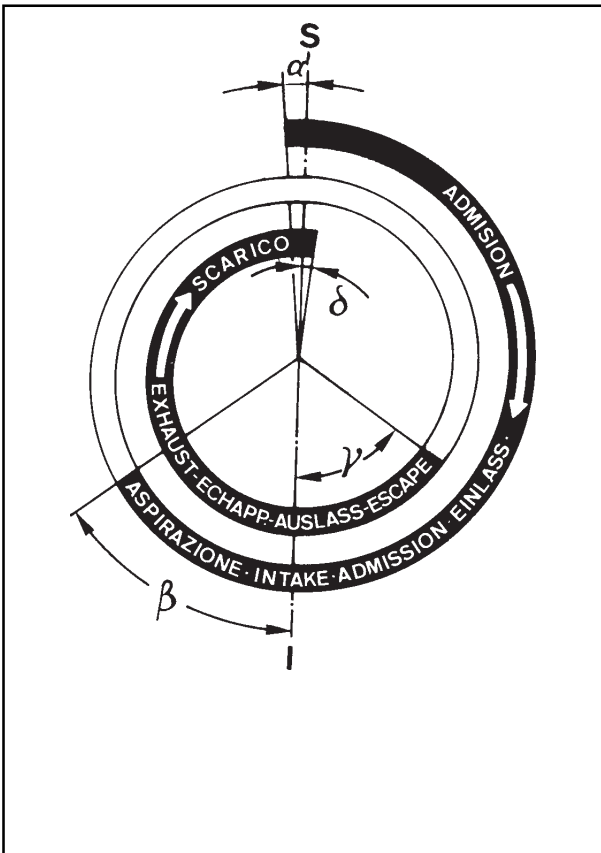




115

Valve timing check

Check valve timing at the crankshaft.
 The values shown are checked at the flywheel circumference (with flywheel diameter of 290 each degree corresponds to 2.53 mm).
 Set valve clearance at 0.65-0.70 mm (after checking reset the value to 0.15 mm).
 Set dial gauge on intake valve to a zero value; by rotating the crankshaft according to its direction of rotation you can measure α (intake valve opening advance referred to top dead center **S**) and β (intake valve closing delay referred to bottom dead center **I**).
 Follow the same procedure for exhaust valves checking γ (exhaust valve opening advance) and δ (exhaust valve closing delay).



116

Timing angles for checking puposes (valve clearance = 2 mm)

- α = 14° after **S** (corresponding to 35 mm on the flywheel)
- β = 6° after **I** (corresponding to 15 mm on the flywheel)
- γ = 17° before **I** (corresponding to 43 mm on the flywheel)
- δ = 15° before **S** (corresponding to 38 mm on the flywheel)

Timing angles for operating puposes (valve clearance 0.15 mm)

- α = 14° before **S** (corresponding to 35 mm on the flywheel)
- β = 34° after **I** (corresponding to 85 mm on the flywheel)
- γ = 46° before **I** (corresponding to 115 mm on the flywheel)
- δ = 14° after **S** (corresponding to 35 mm on the flywheel)

Timing angles for checking puposes LDW 2004/T (valve clearance 2 mm)

- α = 15° after **S** (corresponding to 38 mm on the flywheel)
- β = 21° after **I** (corresponding to 52 mm on the flywheel)
- γ = 31° before **I** (corresponding to 77 mm on the flywheel)
- δ = 13° before **S** (corresponding to 32 mm on the flywheel)

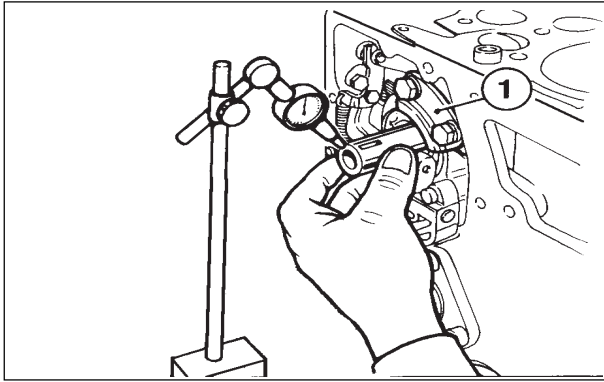
Timing angles for operating puposes LDW 2004/T (valve clearance 0.15 mm)

- α = 12° before **S** (corresponding to 30 mm on the flywheel)
- β = 48° after **I** (corresponding to 120 mm on the flywheel)
- γ = 58° before **I** (corresponding to 145 mm on the flywheel)
- δ = 14° after **S** (corresponding to 35 mm on the flywheel)

Engines with hydraulic tappets

Timing belt operating angles (with valve clearance set to zero)

r.p.m.	Engine type	Intake	Exhaust
down 2400 r.p.m.	LDW 1503 LDW 1603 LDW 2004 LDW 2204	α = 8° before S β = 28° after I	γ = 36° before I δ = 8° after S
up 2400 r.p.m.	LDW 1503 LDW 1603 LDW 2004 LDW 2204	α = 12° before S β = 36° after I	γ = 48° before I δ = 12° after S
down/up 2400 r.p.m.	LDW 2004/T LDW 2204/T	α = 12° before S β = 48° after I	γ = 58° before I δ = 14° after S

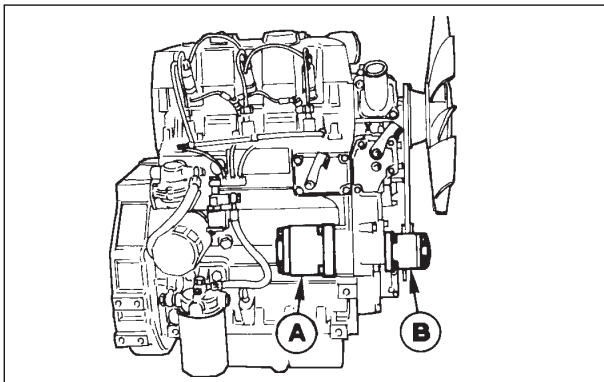
**Camshaft end play**

Check camshaft end play after removing the cylinder head, the injection and the fuel pumps from the engine. Check that plate **1** is tightened.

Position the dial gauge on the camshaft front surface; push and pull the camshaft.

Maximum end play should be 0,008 mm (ball bearing end play).

117

**Hydraulic pump p.t.o.**

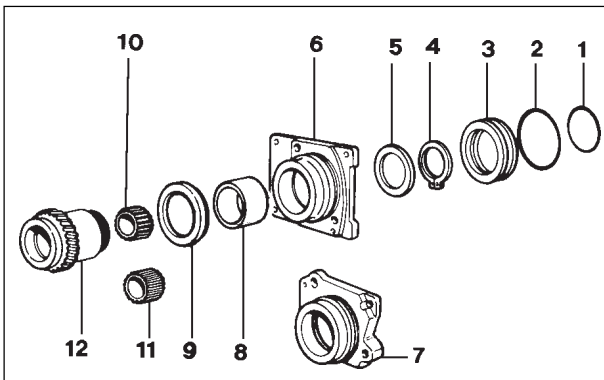
A = 3rd p.t.o. with hydraulic pump Gr 2.

B = 4th p.t.o. with hydraulic pump Gr 1

Hydraulic pumps of either GR 1 or GR 2 type can be fitted, even simultaneously, on the 3rd and 4th p.t.o. provided the resulting torque does not exceed 40 Nm.

The gear ratio between engine r.p.m. and 3rd and 4th p.t.o. is 1:1.

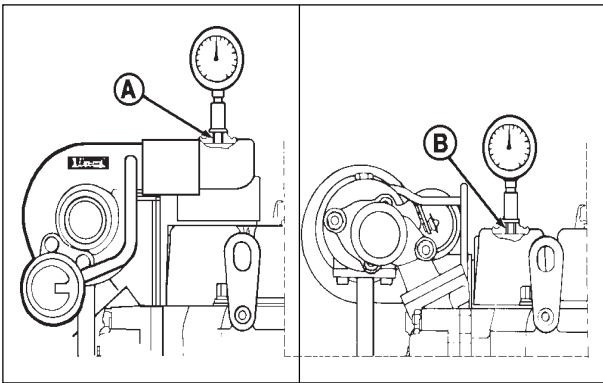
118

**GR 1 and GR 2 hydraulic pump 3rd p.t.o.**

- 1 O-R
- 2 O-R
- 3 Center ring
- 4 Circlip
- 5 Thrust washer
- 6 GR 2 hydraulic pump flange
- 7 GR 1 hydraulic pump flange
- 8 Bushing
- 9 Thrust washer
- 10 GR 2 hydraulic pump drive gear
- 11 GR 1 hydraulic pump drive gear
- 12 Control gear

119





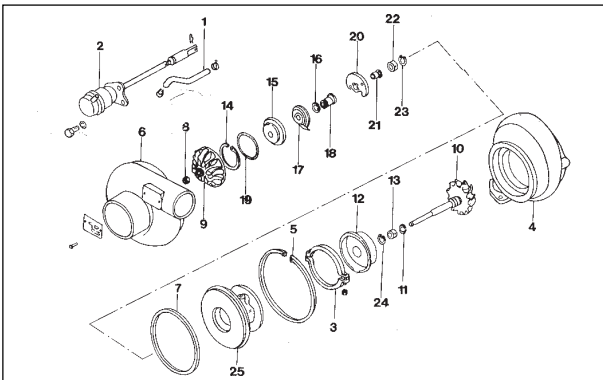
120

121

Turbocharger

It is installed on the engine in two versions: with air intake on the flywheel side and with air intake on the fan side.

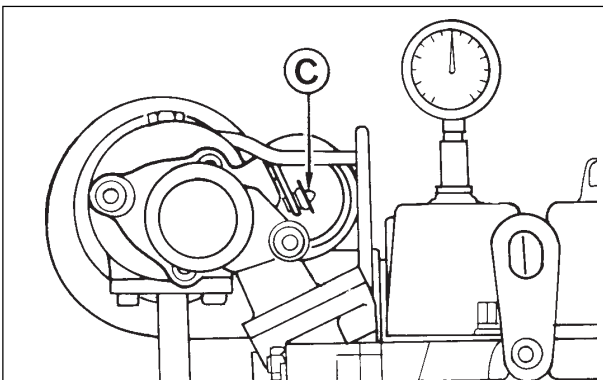
To control the supercharge air pressure, screw the pressure gauge into the M8 holes **A** and **B** both for the version with air intake on flywheel side (fig. 120) and for air intake on fan side (fig.121)



122

Turbocharger components

- | | |
|-----------------------|-------------------------|
| 1 Flexible hose | 14 Snap ring |
| 2 Actuator | 15 Thickness |
| 3 Collar | 16 Segment |
| 4 Turbine body | 17 Oil deflector |
| 5 Snap ring | 18 Thrust block sleeve |
| 6 Compressor volute | 19 O-ring |
| 7 Thickness | 20 Thrust block bearing |
| 8 Nut | 21 Thrust block ring |
| 9 Lock nut | 22 Bearing |
| 10 Shaft with turbine | 23 Snap ring |
| 11 Segment | 24 Snap ring |
| 12 Flame shield | 25 Bearing support |
| 13 Bearing | |



123

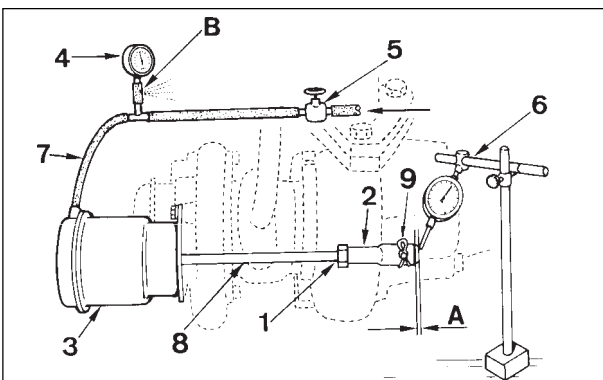
Turbocharger Testing

Get a pressure gauge with scale from zero to 2 bar, connect it according to fig. 120 and 121.

Start up the engine, warm it up for a few minutes, then take it to 3000 rpm at the power NB.

The supercharge air pressure value to be measured is 89÷93 KPa (0.89÷0.93 bar).

If the setting pressure does not come within the required value it is necessary to adjust the stroke of the valve control rod **C** (Waste gate).



124

Checking actuator setting - "Waste gate" valve control rod stroke adjustment

This test must be done with the engine stationary. Disconnect pipe **7** from the compressor side. Using a **T** coupling, connect up with a pressure gauge **4** (scale from zero to 2 bar) and with the compressed air mains pipe complete with reduction unit **5**. The mains air pressure must be 1.5÷2.0 bar. Make a hole **B** diameter 1.5 mm in the pressure gauge pipe where part of the air will escape which has the purpose of stabilizing the pressure in the pressure gauge.

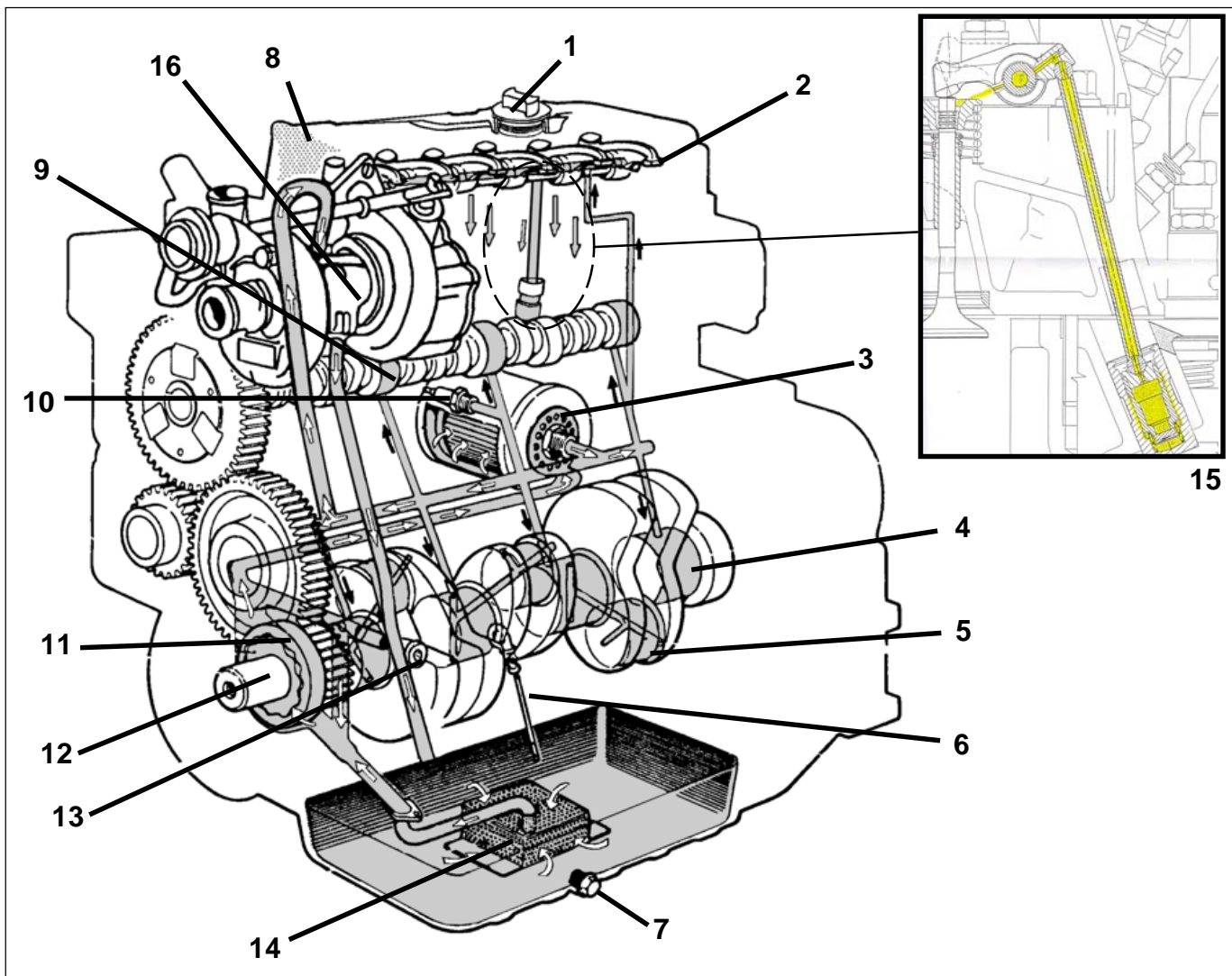
Use the reduction unit **5** to send air to the actuator so as to make terminal **2** of **A** move forward (**A** = 1 mm). Position a comparator **6** so that the feeler rests on the terminal **2**. The pressure read on the pressure gauge must be 830÷890 mm Hg (1.11÷1.19 bar). If the pressure is lower than the given value, proceed as follows.

Unscrew the lock nut **1**. Remove the split pin **9** and disconnect the rod **8**. Keeping the rod stationary, screw the terminal **2** to reach the setting pressure. While the terminal is rotating the rod must undergo no twisting.

! 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 . Use the chart when chosing your engine oil.

! 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.

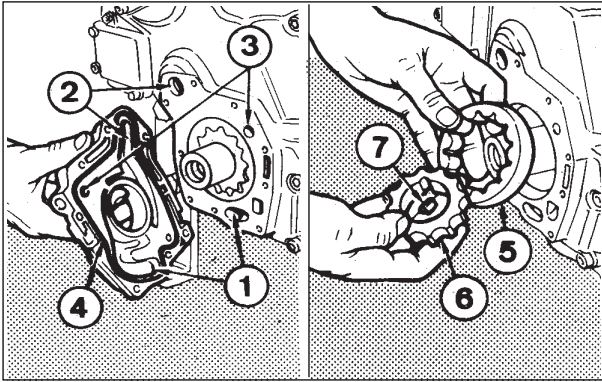
LUBRICATION SYSTEM LAYOUT



125

Components:

- | | | |
|---------------------------|-------------------------|--------------------------------------|
| 1) Oil fill cap | 6) Oil dipstick | 11) Oil pump |
| 2) Rocker arm shaft | 7) Drain plug | 12) Crankshaft |
| 3) Oil filter | 8) Breather | 13) Oil pressure adjusting valve |
| 4) Main journal | 9) Camshaft | 14) Oil pick-up screen |
| 5) Connecting rod journal | 10) Oil pressure switch | 15) Hydraulic tappet |
| | | 16) Turbocharger (LDW 2004/T-2204/T) |



126

127

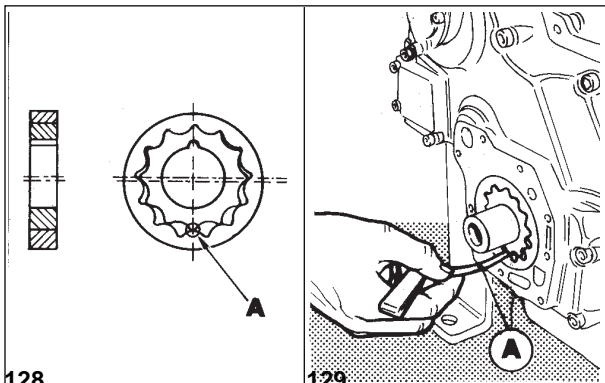
Oil pump

Components:

- 1 Suction port
- 2 Delivery port
- 3 Oil pressure adjusting Valve port
- 4 Gasket
- 5 External rotor
- 6 Internal rotor
- 7 Key

The oil pump is driven by the crankshaft via key 7. Rotor 6 is locked in the circumferential but not in the axial direction. This allows the shaft to move axially while rotors 5 and 6 are prevented from damaging the pump sealing surfaces.

Oil pump capacity = 24.5 litres/min. at a pressure of 4.5÷4.75 bar (engine speed 3000 rpm, oil temperature 38÷42°C).

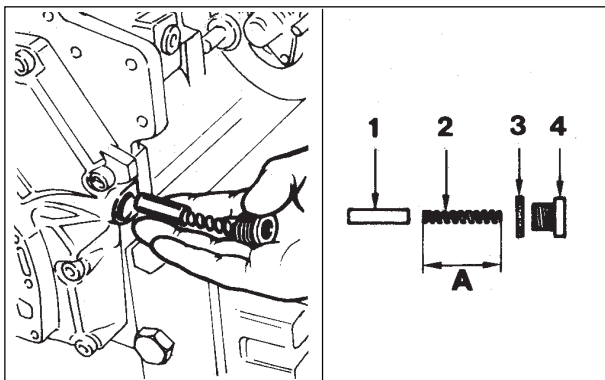


128

129

Oil pump rotor clearance

Measure clearance **A** between the teeth located along the axis of the keyway as shown in the figure 129; its value is 0.150 mm; worn limit clearance 0.280 mm.



130

131

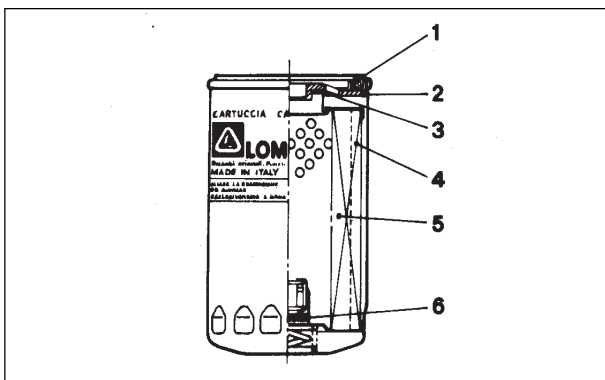
Oil pressure adjusting valve

Components:

- 1 Valve
- 2 Spring
- 3 Gasket
- 4 Plug

Length of spring **A** = 45.5 ÷ 46.0 mm.

Blow compressed air into the valve seat and carefully clean all components; using a caliper measure the length of spring **A**.



132

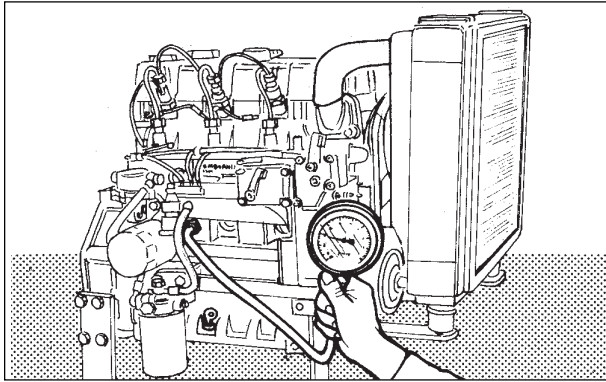
Oil filter cartridge

Components:

- 1 Gasket
- 2 Plate
- 3 Gasket
- 4 Blade
- 5 Filtering material
- 6 By-pass valve

Specifications:

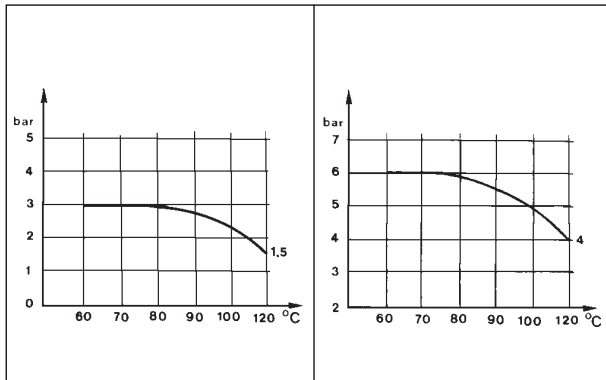
- Max. working pressure 7 bar
- Max. explosion pressure 20 bar
- Low temperature limit -35°C
- By-pass valve setting 2.1/2.8 bar
- Total filtering surface 2000 cm²
- Degree of filtration 15 µm



Oil pressure check

On completing assembly, fill with engine oil and fuel; connect a 10 bar pressure gauge to the pressure switch fitting. Start the engine and check pressure as a function of the oil temperature.

133



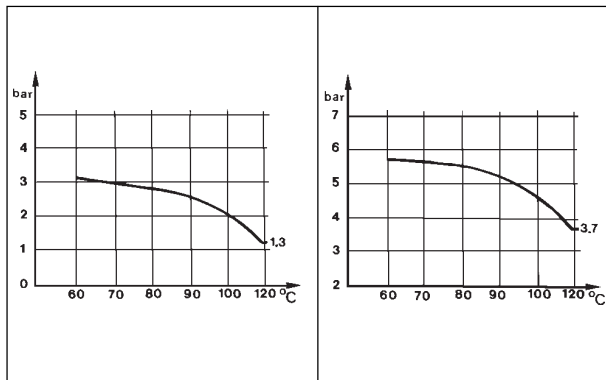
Oil pressure curve for LDW 1503 - 1603

Fig. 134 - The curve is obtained at the oil filter level constant engine speed of 850 rpm in no-load conditions.

Fig. 135 - The curve is obtained at the oil filter level with engine working at 3000 rpm at the N power.

134

135



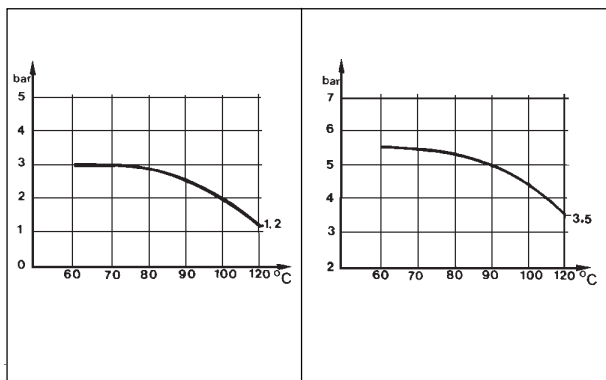
Oil pressure curve for LDW 2004 - 2204

Fig. 136 - The curve is obtained at the oil filter level constant engine speed of 850 rpm in no-load conditions.

Fig. 137 - The curve is obtained at the oil filter level with engine working at 3000 rpm at the N power.

136

137



Oil pressure curve for LDW 2004/T - 2204/T

Fig. 138 - The curve is obtained at the oil filter level constant engine speed of 850 rpm in no-load conditions.

Fig. 139 - The curve is obtained at the oil filter level with engine working at 3000 rpm at the N power.

Note:

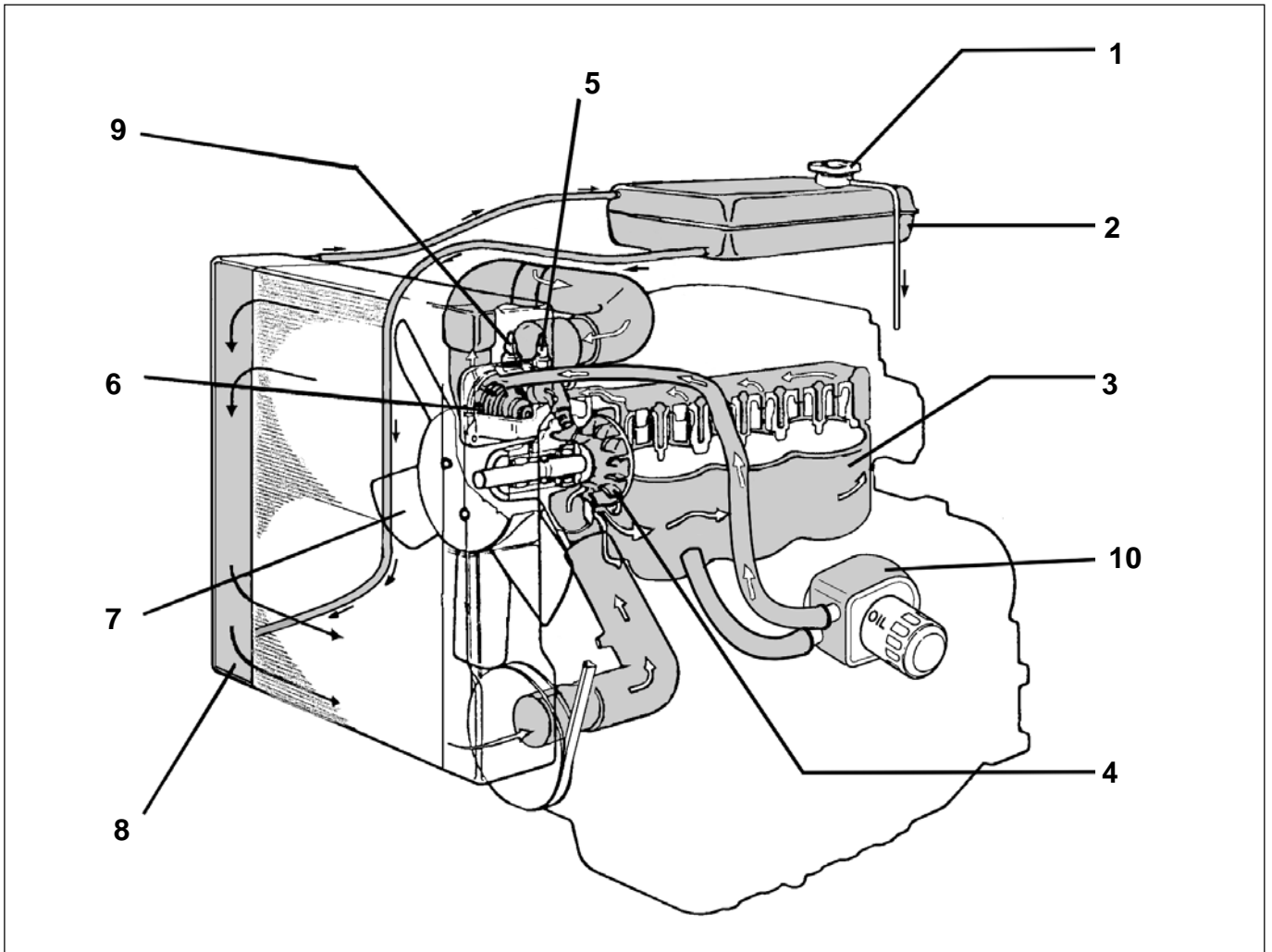
The max lubrication oil temperature must be lower than the sum: ambient temperature + 95°C.

138

139

! The fluid coolant circuit is pressurized. Inspections must only be made when the engine has cooled and even in this case, the radiator or expansion chamber plug must be unscrewed with the utmost caution. If an electric fan is installed, do not approach a hot engine since the fan itself could start up even when the engine is at a standstill. Coolant fluid is polluting, it must therefore be disposed of in the correct way. Do not litter.

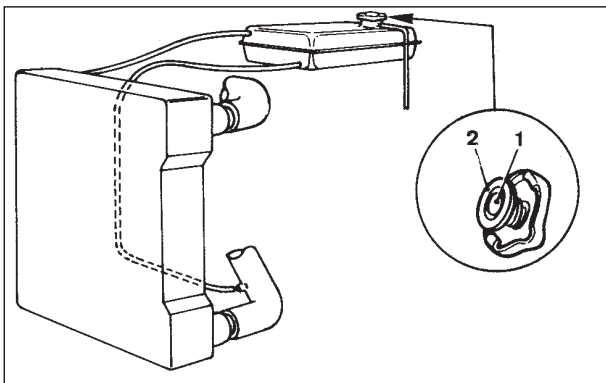
COOLING SYSTEM



140

Components:

- 1) Coolant fill cap
- 2) Expansion tank
- 3) Cylinder block
- 4) Circulating pump
- 5) Coolant temperature warning lamp
- 6) Thermostat
- 7) Fan
- 8) Radiator
- 9) Temperature sensor
- 10) Heat exchanger (LDW 2004/T - 2204T).

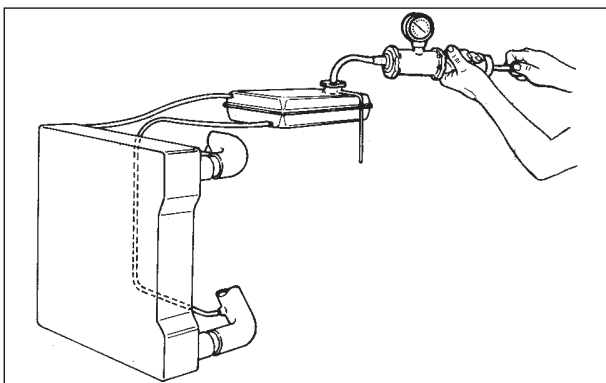


Expansion tank and cap

The expansion tank is separated from the radiator and is fitted with a coolant fill cap. The cap comes with vacuum valve 1 and pressure relief valve 2.

The pressure relief valve opens at a pressure of 0.7 bar.

141



Checking for cooling system leaks

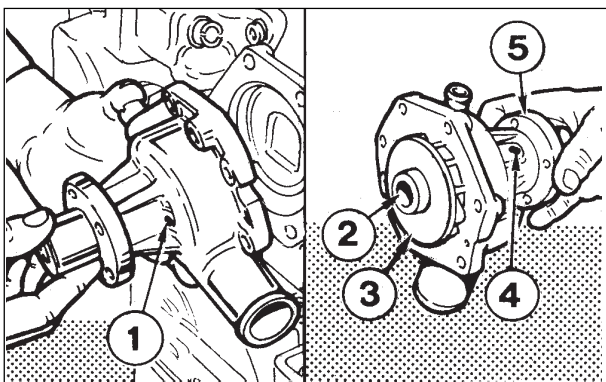
Remove the cap from the expansion tank and check coolant level. Replace the cap with one fitted with portable hand air pump coupling as shown in the figure 142.

Compress air at a pressure of 1 bar for approximately 2 minutes. Check that no leaks occur.

Note: In very dusty working conditions verify and clean the outside of the radiator frequently.

Replace coolant as specified on page 21.

142



Coolant circulating pump

Impeller 3 and hub 5 are fitted to the shaft by press fit.

To remove the impeller, screw the M 18x1.5 bolt into bore 2.

To remove that shaft take 4 which locks the bearing to the pump body.

A seal is located on the shaft between the bearing and the impeller.

In case of worn-out seal, coolant leaks from hole 1.

LDW 1503 - 1603 - 2004 - 2204:

The ratio between the pump and engine rpm = 1:1.2

Pump delivery at 3000 rpm is 70 liters/min.

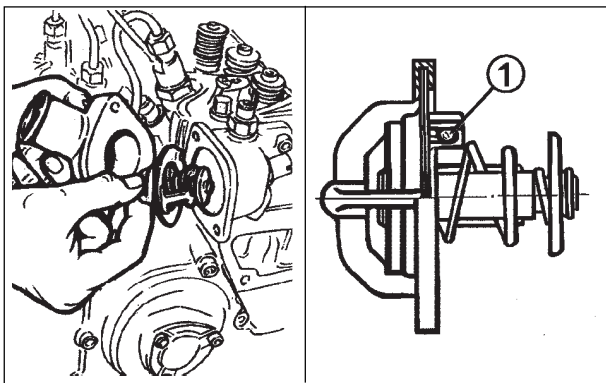
LDW 2004/T - 2204/T:

The ratio between the pump and engine rpm = 1:1.5

Pump delivery at 3000 rpm is 116 liters/min.

143

144



Thermostat

1 - Air valve

Specifications:

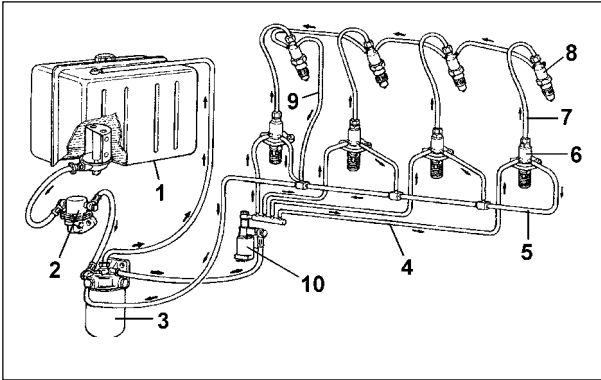
Opening temperature: 77°/81°C

Max. stroke at 94°C = 7.5 mm

Coolant flow rate with thermostat and valve in closed position = 15 Liters/h.

145

146

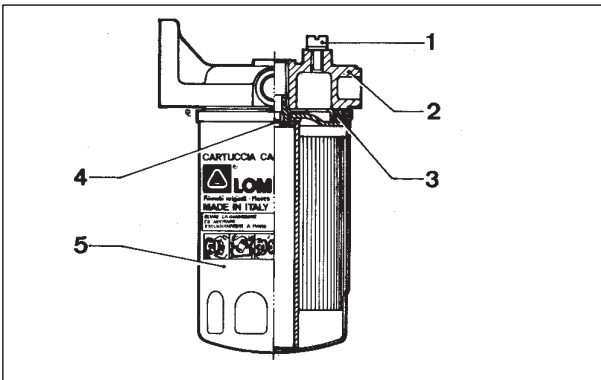


147

Fuel feeding/injection circuit

Components:

- 1 - Tank
- 2 - Fuel feeding pump
- 3 - Fuel filter
- 4 - Fuel delivery tube
- 5 - Injector pumps overflow tube
- 6 - Injection pump
- 7 - High-pressure tube between pump and injector
- 8 - Injector
- 9 - Injector return tube
- 10 - Solenoid valve



148

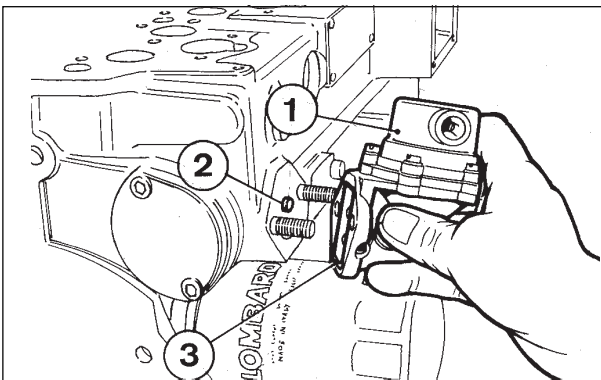
Fuel filter

Components:

- 1 - Drain screw
- 2 - Cover
- 3 - Seal
- 4 - Fitting
- 5 - Cartridge

Cartridge specifications

Filtering paper: PF 904
 Filtering area: 5000 cm²
 Filtering degree: 2/3 m
 Max. working pressure: 4 bar
 See page 21 for maintenance details.



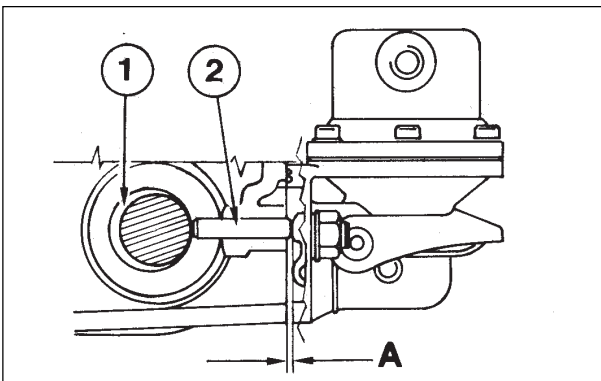
149

Fuel feeding pump

Components:

- 1 - Feeding pump
- 2 - Push rod
- 3 - Seal ring

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

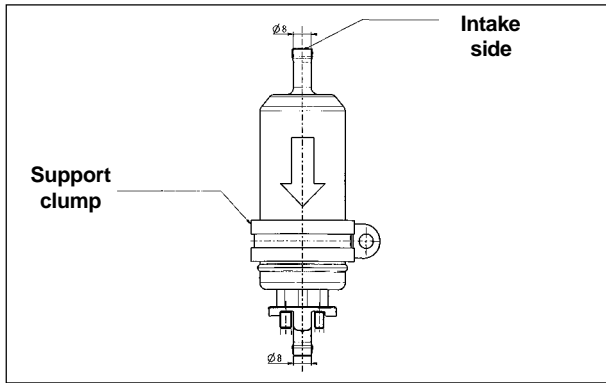


150

Fuel feeding pump drive rod protrusion

Push rod 2 shows a protrusion **A** of 1.5÷1.9 mm from the crankcase plane. Check this value with eccentric 1 at the lowest point (on the bottom of the cam base of the camshaft).

Push rod length = 32.5÷32.7 mm.
 Check push rod length and replace push rod if size is inadequate.



151

Electric fuel pump (24V)

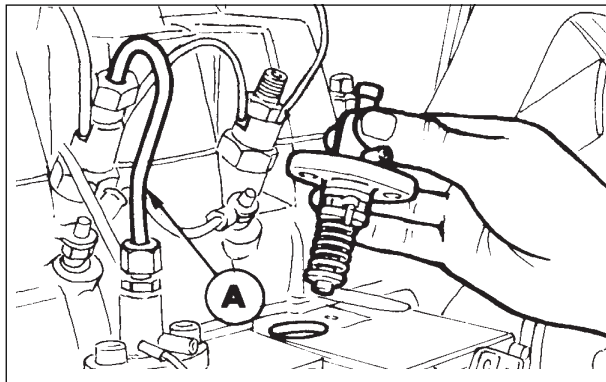
The use of the electric pump is foreseen for certain applications (where the engine has to be started at very low temperatures).

Assembly notes:

When the electric pump is installed in a diesel engine, it is necessary to:

- 1) Remove the filter fitted at the pump intake (intake side).
- 2) Insert the prefilter upstream of the pump (intake side).
- 3) The electric pump on the application must be at such a height from the minimum tank level that it generates a maximum pressure drop equal to a column of 500 mm of water.
- 4) Avoid running dry due to emptying of the intake pipeline, inserting a non-return valve.

Features: Pressure: 0.44 / 0.56 bars
Max capacity: 100 l/h



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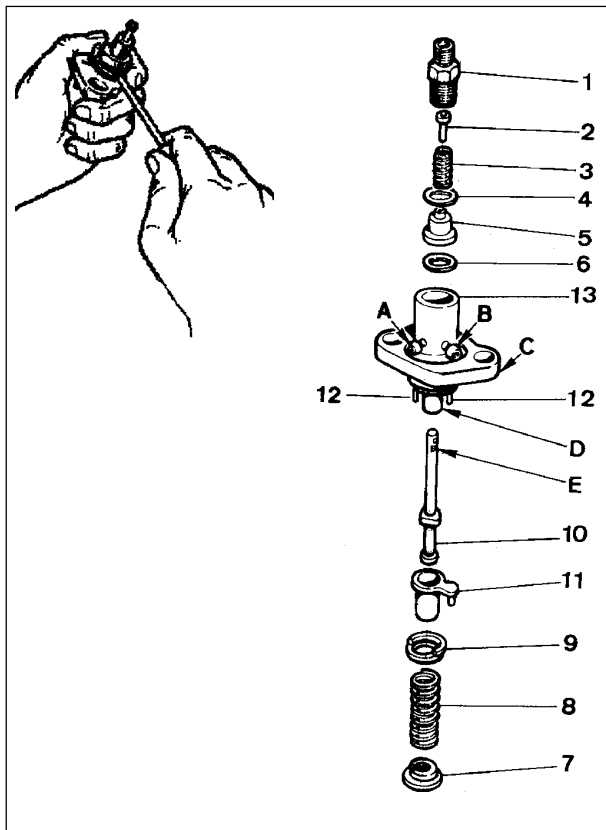
Injection pump

The injection pump of a simplified Q type has been designed by LOMBARDINI for installation on engines of the CHD series.

The injection system includes three or four separate pumps each of which feeds a cylinder.

Located on the crankcase at the level of the corresponding cylinder, pumps are directly operated by the camshaft. All high pressure tubes between injector and pump A feature the same shape and dimensions.

Features	LDW 1503 - 2004	LDW 1603 - 2204	LDW 2004/T - 2204/T
Pumping	$\varnothing 6$ mm	$\varnothing 7$ mm	$\varnothing 7$ mm
Sealing valve	Volume 25 mm ³ 1 hole $\varnothing 0,81$	Volume 25 mm ³ 1 hole $\varnothing 0,81$	Volume 25 mm ³ 3 holes $\varnothing 1,5$



153

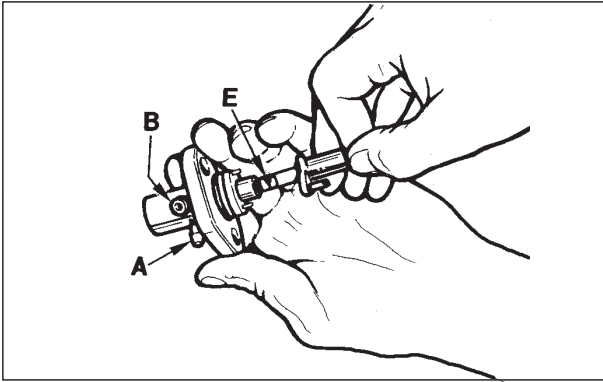
Injection pump disassembly

Release the spring from the cap and remove the plunger. Two pins keep the upper cap connected to the pump body; pry with a tool between the pump body and the cap.

Injection pump components

- 1 Delivery union
 - 2 Spacer
 - 3 Spring
 - 4 Gasket
 - 5 Delivery valve
 - 6 Gasket
 - 7 Cap
 - 8 Spring
 - 9 Upper cap
 - 10 Plunger pumping
 - 11 Lever
 - 12 Pin
 - 13 Body
- A Fuel feed union
B Fuel discharge union
C Pump flange
D Barrel pumping
E Fuel control helix

Note: Union A and B, flange C and barrel D form an integral part of the pump body.

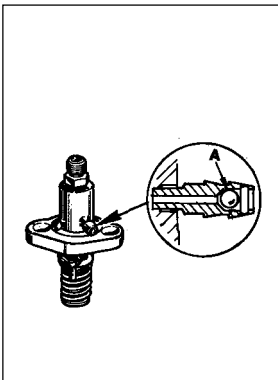


154

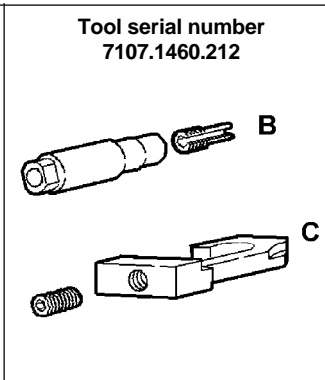
How to reassemble injection pump components

Fit the plunger with helix **E** directed towards the discharge union **B**; if it is erroneously fitted with spiral facing the fuel feed union **A** the injection pump will not operate (thus the possibility of the engine overspeeding is completely ruled out); complete reassembly following fig. 154

Tighten delivery union to 35 Nm; it is essential to use a torque wrench.



155



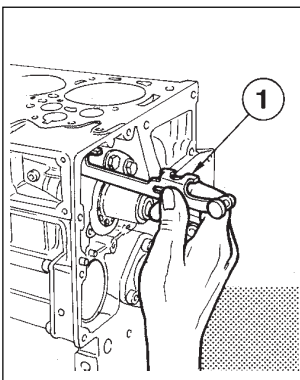
156

Injection pump non-return valve

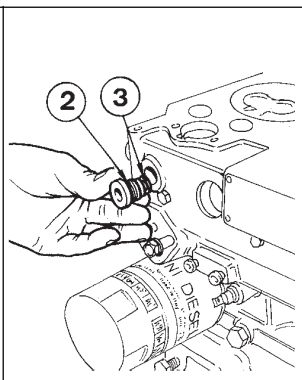
The discharge union is fitted with a non-return valve **A**; this valve improves injection by bleeding the air inside the fuel and stops the engine immediately after the stop device is operated.

To replace the outlet union with non-return ball valve on QLC type injection pumps (having inlet and outlet unions pressure-fitted on the pump case) use the special tool serial number 7107.1460.212.

Tool **B** is required for removal of valve **A**, tool **C** for driving.



157



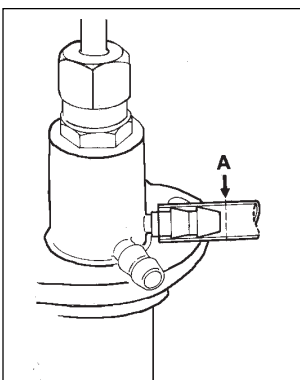
158

Injection pump control rod

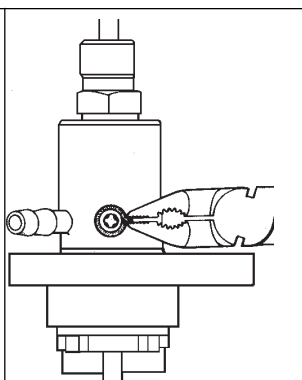
Control rod **1**, operated by the throttle and governed by the speed governor, controls the injection pump.

Ring nut **2** keeps rod **1** in the required position by means of groove **3**.

Note: Do not unscrew ring nut **2** before removing rod **1**.



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160

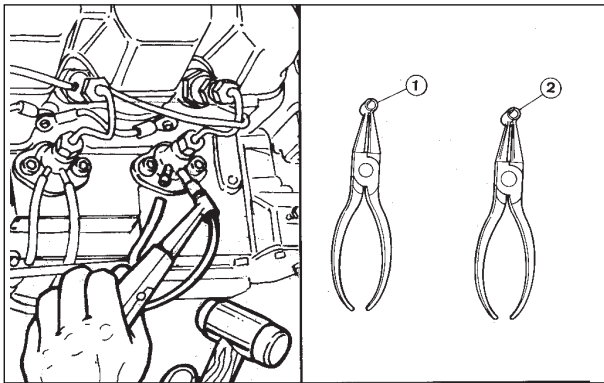
How to remove injection pump feeding tubes

Cut the nylon tube at **A**.

Remove the portion left inside the union using pliers. Remove the nylon tube without damaging the union seals as shown in the figure 159.

Warning:

Cutting the pipe in the opposite direction to the arrow **A** (horizontally) damages the pump coupling with consequent leakage of fuel.



How to reassemble injection pump feeding tubes

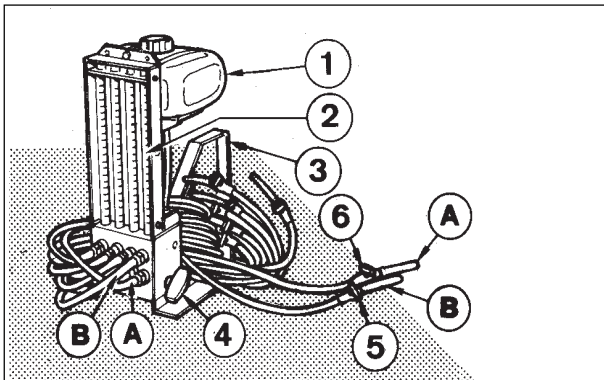
- 1 Pliers for 6 mm diam. tubes (intake) - Part No. 7104-1460-022
 2 Pliers for 8 mm diam. tubes (discharge) - Part No. 7104-1460-023

Feeding and discharge tubes are made of nylon; they fit into the injection pump unions by exerting pressure and using special pliers and a plastic hammer.

The nylon tubes can no longer be used after disassembly. Replace them every time they are removed.

161

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Instrument for equalizing injection pump delivery

Part No. 7104-1460-090

Components:

- 1 Tank
 2 Test tube
 3 Support
 4 Switching lever
 5 Injection pump discharge tube cut-off valve
 6 Injection pump intake tube cut-off valve

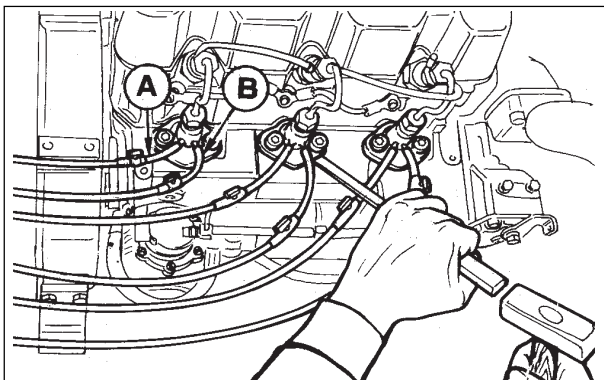
A Tube for connection to injection pump intake union

B Tube for connection to injection pump discharge union

Remove feed tubes from all injection pumps and fit the instrument tubes making sure that each pump has its own intake and discharge tubes.

Connect the instrument A with the engine A and the instrument B with the engine B. Proceed in a similar manner with the other pumps.

163



Injection pump delivery equalization.

Connect delivery tube A of the tool to the inlet union A of the pump and the return tube B of the tool to the overflow union B of the pump.

Proceed in a similar way for the other pumps.

After checking the injection advance go ahead with the delivery balancing of the pumps. Before connecting the tool serial number 7104-1460-090 to the pumps and refilling tank 1 with fuel, set it to a higher level of at least 200 mm than that of the pumps themselves.

Open taps 5 and 6 and start the engine, set the engine to an idling speed of 2000 rpm. Switch the engine feed from tank 1 to the tubes 2 using the switching lever 4 fig. 163. After the first minute (minimum testing time), verify that the level between the highest and lowest levels in the tubes is not more than 2 cm³. At this point, it is possible to either reduce the delivery of the pump that consumes most (tube with the lowest level) or increase the delivery of the pump that consumes the least (tube with the highest level). To vary the delivery of the pumps, rotate slightly in one direction or the other at the injection pumps. Unscrew the fastening screws of the pump to be adjusted by a quarter of a turn. Rotating clockwise the delivery is increased, anti-clockwise the delivery is reduced. Once adjustment is finished, tighten the fastening screws to 25 Nm. Whenever an injection pump is disassembled or replaced, delivery balancing must be carried out.

Note: A reference notch is located between the pump flange and its mounting on the crankcase. If one or more pumps are disassembled and reassembled do as follows:

- Make a reference marking on the fastening flanges of the injection pumps and on the base planes of the crankcase.
- Leave the shims for injection timing setting under each pump unchanged.
- Each pump should be reassembled in its own housing. Align the delivery reference notches located on the pump flange with those on the crankcase.

164



COMPILER TECNOS/ATL

M. J. Arimella

REG. CODE

1-5302-345

MODEL N°

50534

DATE OF ISSUE

31.12.1989

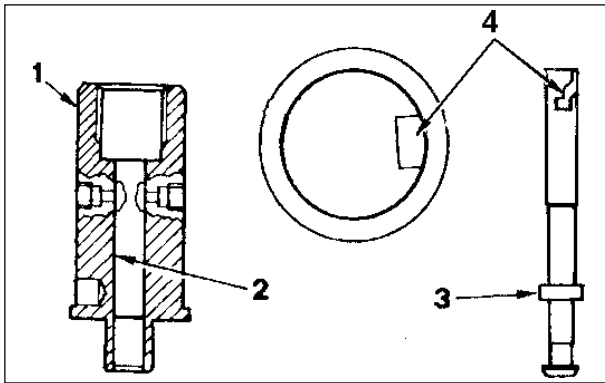
REVISION 04

DATE

09.05.2006

ENDORSED

J. L. ...



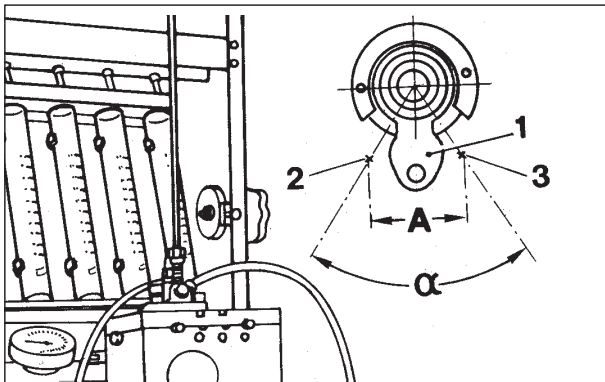
Injection pump P. No. 6590-249 - Plunger and barrel assembly

Components:

- 1 Pump body
- 2 Barrel
- 3 Plunger
- 4 Plunging blade

Note: Barrel 2 forms an integral part of the pump body 1. For this reason both the barrel and plunger 3 should not be replaced.

165



Checking injection pump delivery

Components:

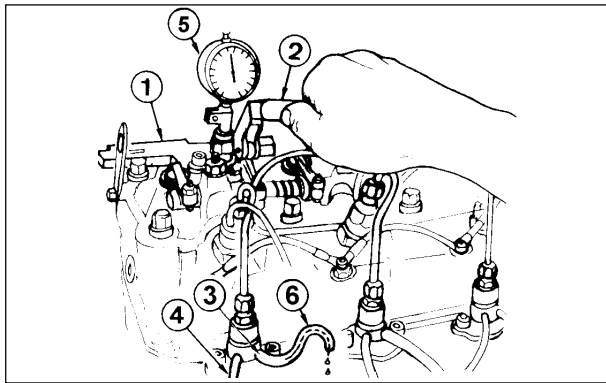
- 1 Delivery adjustment rod
- 2 Rod 1 stop position
- 3 Rod 1 max. delivery position
- A = 18.5 ÷ 19.5 mm (rod max. stroke)
- α = 66° (rod max. rotation)

166

Test data of injection pump

Control rod max. force Newton	Rod stroke from max. delivery point (mm)	Camshaft rpm	LDW 1503-2004 Delivery mm ³ /stroke	LDW 1603-2204 Delivery mm ³ /stroke	LDW 2004/T-2204/T Delivery mm ³ /stroke
0,35	9	1500	30 ÷ 40	31 ÷ 41	40 ÷ 48
		500	25 ÷ 35	23 ÷ 33	20 ÷ 28
	0	150	56 ÷ 66	56 ÷ 66	58 ÷ 64





167

Checking low pressure injection timing for engines with hydraulic tappets

To verify the delivery starting point, the first operation to carry out is to disconnect the nylon tubes at the inlet 4 and outlet 3 of every injection pump.

Then, disassemble the air filter, the intake manifold and the rocker arm cap.

Now disassemble the whole rocker-arm pin and, after removing the push rods, reassemble it.

Screw the special tool 1 serial number 7107-1460-075 (fig. 167) onto the head, making sure the dial indicator tracer 5 sets against the upper spring bearing ring of the intake valve.

Use a provisional fuel tank (e.g. delivery balancing tool) to gravity-feed the injection pump connecting it to the inlet union 4; on the outlet union 3 fit the transparent nylon tube 6 by the means of which we measure the overflow. Place the pump control rod in the stop position. Operate the lever 2 of the tool to rotate the crankshaft until the valve touches the piston crown. This procedure determines the exact TDC (top dead centre of the piston) of the cylinder in question; reset the dial indicator in this position.

Then rotate clockwise the crankshaft on the flywheel side until diesel fuel begins to flow out of the small hose on the pump outlet. Now change the rotation direction to anticlockwise. The flow diminishes. As soon as it stops flowing, the delivery starting point is determined. Then, lower the tool lever to make contact between the valve and the piston crown and, using the dial indicator 5, measure how much lower the piston is with respect to the TDC (top dead centre) in mm. Use the transformation chart (mm to degrees) to find out the correspondence between mm measured with the dial indicator 5 and degrees. Example **LDW 1503-2004-2004/T**: an advance of $\alpha=15^\circ$ corresponds to a lowering of the piston with respect to the TDC (top dead centre) of 1.86 mm. The same operation must be carried out on each pump. The difference in adjustment must be limited to about 1° . Disassemble the various equipment, remove the rocker-arm pin and put back the push rods in their seats. Then re-assemble the rocker-arm pin.

Rotate the crankshaft so as to position the pistons at half stroke for three-cylinder engines.

For four-cylinder engines, place the piston of cylinder number one at 150° after the top dead centre (in crossover stage).

The rocker-arm pin must be fastened in different stages so as to allow the oil inside the tappets to be drained, thus allowing them to position themselves correctly.

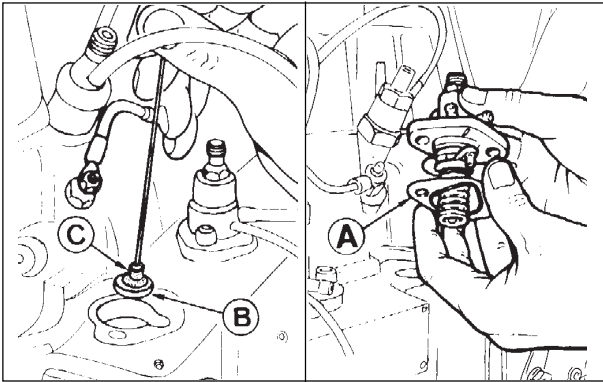
Oil density and ambient temperature are important factors that will affect the waiting time (about 10') between successive fastening operations. Hurried fastening can cause serious damage to the engine. As a guideline to each fastening operation, make sure that the cup of the upper spring bearing ring does not touch the valve stem oil sealing ring fitted on the guide. The final torque of the rocker-arm pin is 50 Nm. Reassemble the rocker-arm cap and the intake manifold, tightening the screws to the indicated torque.

Checking low pressure injection timing for engines with mechanical tappets

The check of the advance on engines with mechanical tappets is carried out using the same procedure as that described for the hydraulic tappets; the only difference is in the disassembly and reassembly of the rocker-arm pin and of the push rods which is not necessary.

α	LDW 1503-2004-2004/T (mm)	LDW 1603-2204-2204/T (mm)
16°	2,12	2,27
15°	1,86	2,00
14°	1,63	1,74
13°	1,40	1,50
12°	1,20	1,28
11°	1,01	1,08
10°	0,83	0,89
9°	0,67	0,72
8°	0,53	0,57
7°	0,41	0,43
6°	0,30	0,32
5°	0,21	0,22
4°	0,13	0,14
3°	0,07	0,08

Engine type	Low pressure value for r.p.m. \leq 2400	Low pressure value for r.p.m. \geq 2400
LDW 1503 LDW 1603 LDW 2004 LDW 2204	$13^\circ \pm 1^\circ$	$11^\circ \pm 1^\circ$
LDW 2004/T LDW 2204/T	$7^\circ \pm 1^\circ$	$4^\circ \pm 1^\circ$



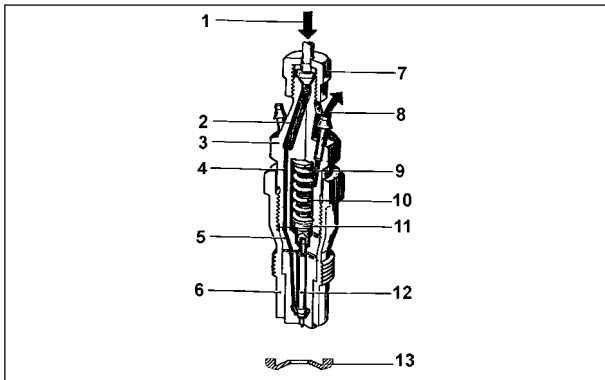
168

169

Injection timing correction by changing the pad thickness

Should it be necessary to correct the injection static advance, remove the injection pump from the engine block and replace pad **B** inside the injection tappets with one of a different thickness (to extract pad **B** use a magnet **C**). Its value is printed on the lower part of the pad. Eight spare pads are supplied for the advance variations and their thickness can vary from 4 to 4.7 mm.

The gasket **A**, between the injection pump flange and the engine block, is only one, with the only task of preventing any possible oil leaks. Previously, to vary the injection advance, gaskets of different thicknesses were used between the injection pump surface and the engine block surface (in effect, gasket **A** without sealing rubber border).

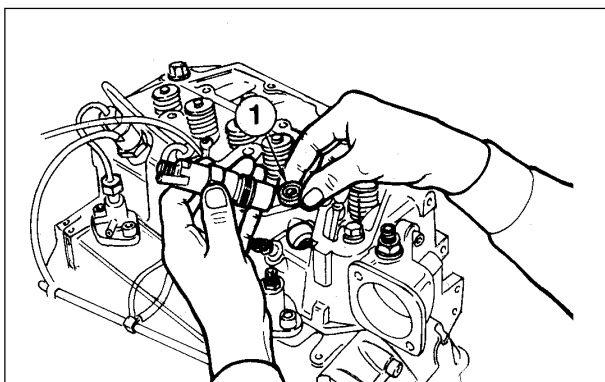


170

Injector (pin type)

Components:

- | | |
|---------------------|-----------------------|
| 1 Fuel inlet | 7 Delivery union |
| 2 Filter | 8 Backflow union |
| 3 Body | 9 Setting shims |
| 4 Delivery duct | 10 Pressure spring |
| 5 Pad | 11 Pressure pin |
| 6 Clamping ring nut | 12 Nozzle |
| | 13 Fireproof bulkhead |



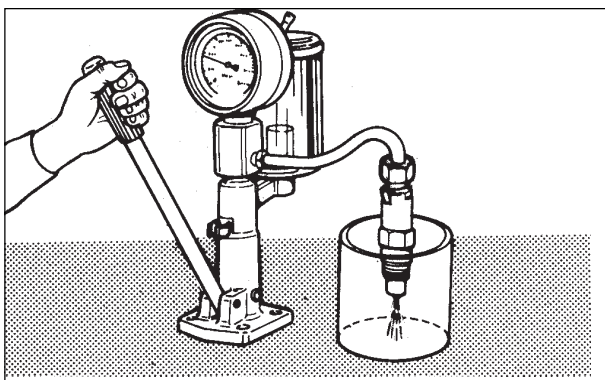
171

Whenever maintenance operations are carried out on the injector replace the seal ring 1.

Introduce seal ring 1 into the injector housing with the sealing surface facing upwards (see figure 171).

See page 21 for maintenance intervals.

Fix injector to the head tightening to 70 Nm.



172

Injector setting

Connect the injector to a injection test stand and check that the pressure setting is 140 / 150 bar.

Adding the shims 9 increases the pressure setting, reducing their number lowers it.

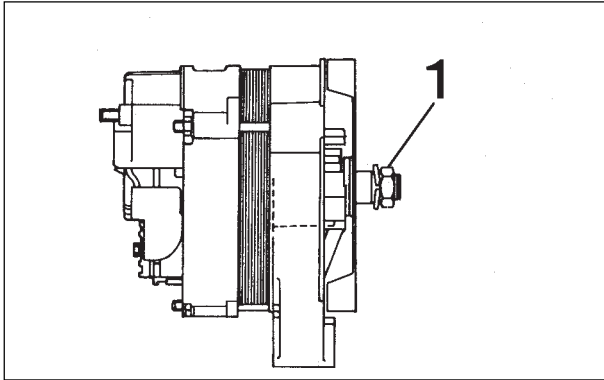
Eleven spare setting shims 9 are included, their measurements range from 1 to 2 mm.

When spring 10 is replaced, calibration must be carried out at a pressure 10 bars higher than the nominal pressure (160 bar) to counterbalance bedding in the operation.

Check needle valve sealing by slowly moving the hand pump until approximately 120 bar per 10 seconds.

Replace nozzle 12 in case of dripping.

The torque of the injector ring nut is 70 / 90 Nm.

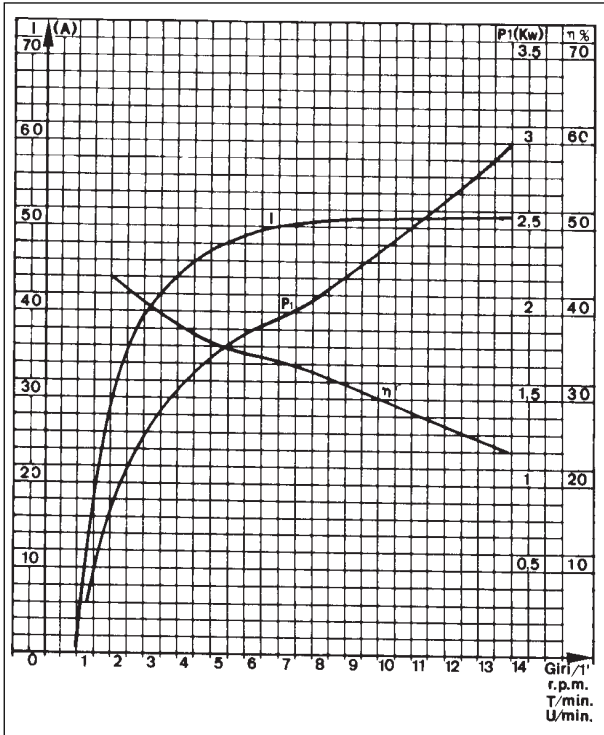


Alternator type Marelli AA 125 R 14V 45A

Characteristics:
 Rated voltage 14V
 Rated current 45A
 Max. speed 14000 giri/1'
 Peak speed (max 15 min) 15000 rpm
 Bearing on control side 6203.2z
 Bearing on manifold side 6201-2z/C3
 Voltage regulator RTT 119 AC
 RH direction of rotation.

Note: Lube the two bearings with high temperature grease.
 Tighten the nut 1 to 60 Nm.
 The alternator has a **W** terminal for a speed indicator.

173



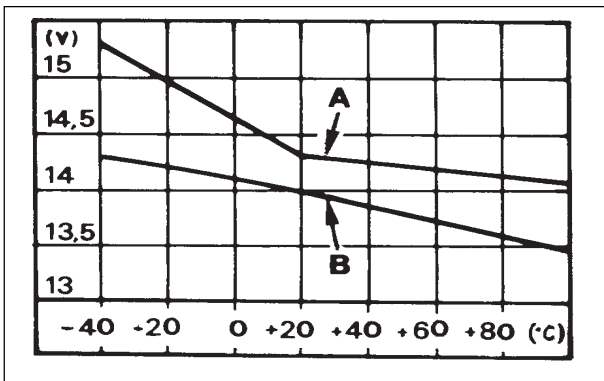
Characteristic curves for alternator type Marelli AA 125 R 14V 45A

The curves have been detected with electronic voltage regulator after thermal stabilization at 25°C; test voltage 13.5 V.

P1 = Power in kW
I = Current in Ampere
η = Alternator efficiency

Note: The alternator rpm is equal to to the rpm shown in the table multiplied by 1000.
 Ratio between engine/alternator rpm = 1:1.8

174

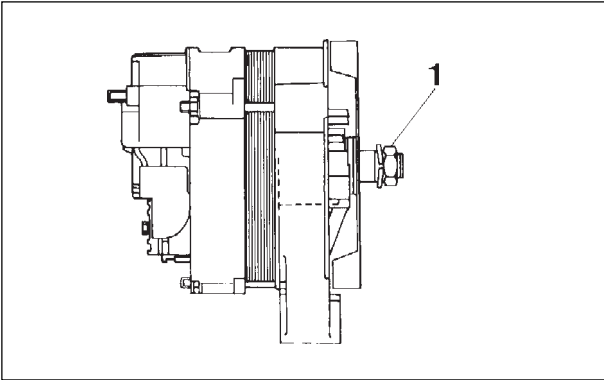


Characteristic voltage curve for regulator type RTT 119 AC

The electronic voltage regulator is built into the alternator.
 The curve changes depending on temperature.

A = Max. voltage curve
B = Min. voltage curve

175

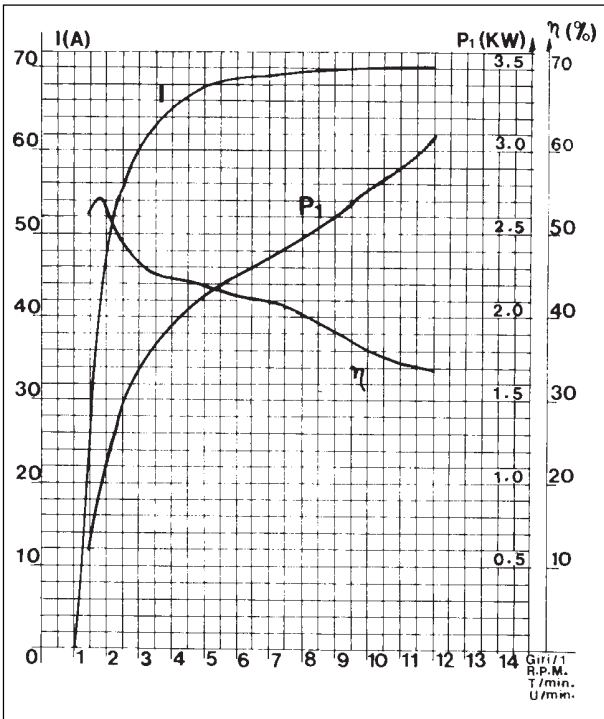


176

Alternator type Marelli AA 125 R 14V 65A

Characteristics:
 Rated voltage 14V
 Rated current 65A
 Max. speed 14.000 giri/1'
 Peak speed (max 15 min) 15.000 rpm
 Bearing on control side 6203.2z
 Bearing on manifold side 6201-2z/C3
 Voltage regulator RTT 119 AC
 RH direction of rotation.

Note: Lube the two bearings with high temperature grease.
 Tighten the nut 1 to 60 Nm.
 The alternator has a **W** terminal for a speed indicator.



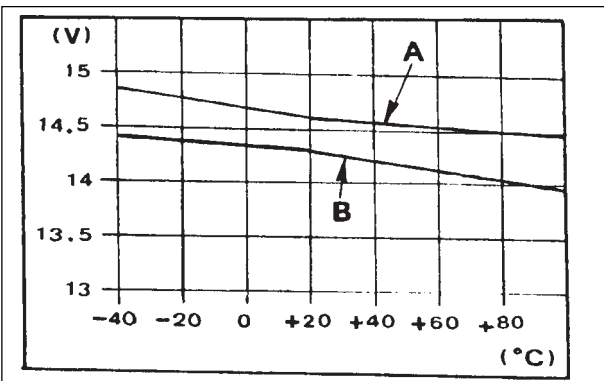
177

Characteristic curves for alternator type Marelli AA 125 R 14V 65A

The curves have been detected with electronic voltage regulator after thermal stabilization at 25°C; test voltage 13.5 V.

P1 = Power in kW
I = Current in Ampere
η = Alternator efficiency

Note: The alternator rpm is equal to the rpm shown in the table multiplied by 1000.
 Ratio between engine/alternator rpm = 1:1.8

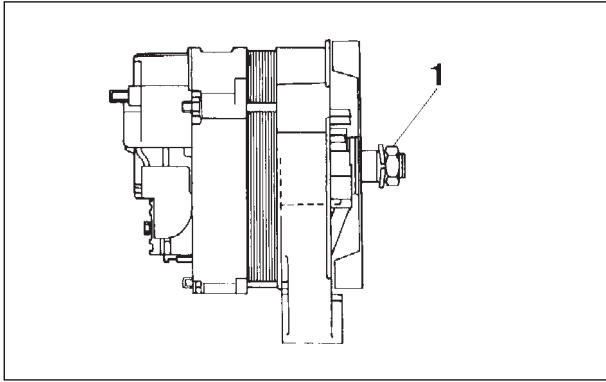


178

Characteristic voltage curve for regulator type RTT 119 AC

The electronic voltage regulator is built into the alternator.
 The curve changes depending on temperature.

A = Max. voltage curve
B = Min. voltage curve



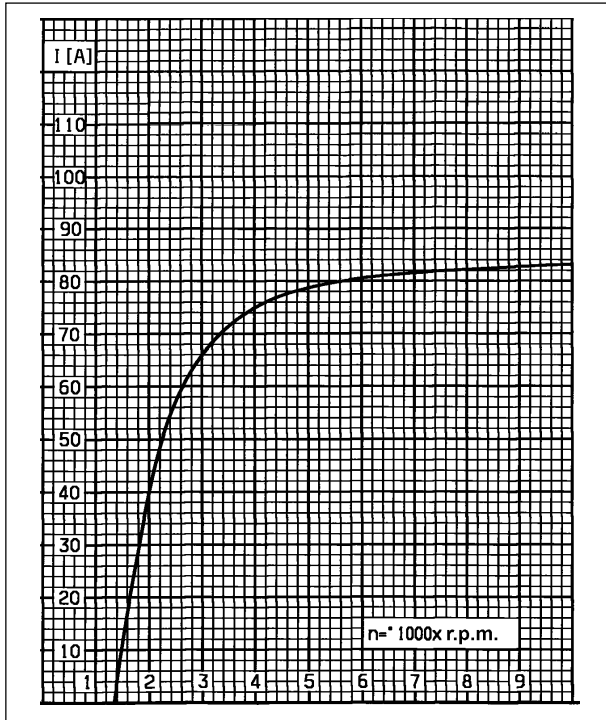
Alternator type Iskra, AAK3139 14V 80A

Characteristics:

- Rated voltage 14V
- Rated current 80A
- Speed of the load starting point..... 1350 rpm
- Maximum permanent - intermittent speed (max. 15') 13000 -15000 rpm
- Front bearing 6303 - 2RS - C3
- Rear bearing 6201 - 2RS - C3
- Max. force on the bearing 600 N
- Voltage regulator AER 1528
- RH direction of rotation.

Note: Lube the two bearings with high temperature grease.
Tighten the nut 1 to 60 Nm.
The alternator has a **W** terminal for a speed indicator.

179



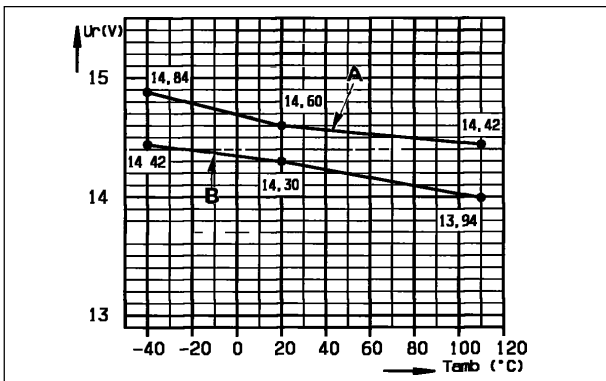
Characteristic curves for alternator type Iskra, AAK3139 14V 80A

The curves have been detected with electronic voltage regulator after thermal stabilization at $23 \pm 5^\circ\text{C}$; test voltage 13 V.

I = Current in Ampere

Note: The alternator rpm is equal to the rpm shown in the table multiplied by 1000.
Ratio between engine/alternator rpm = 1:1.8

180



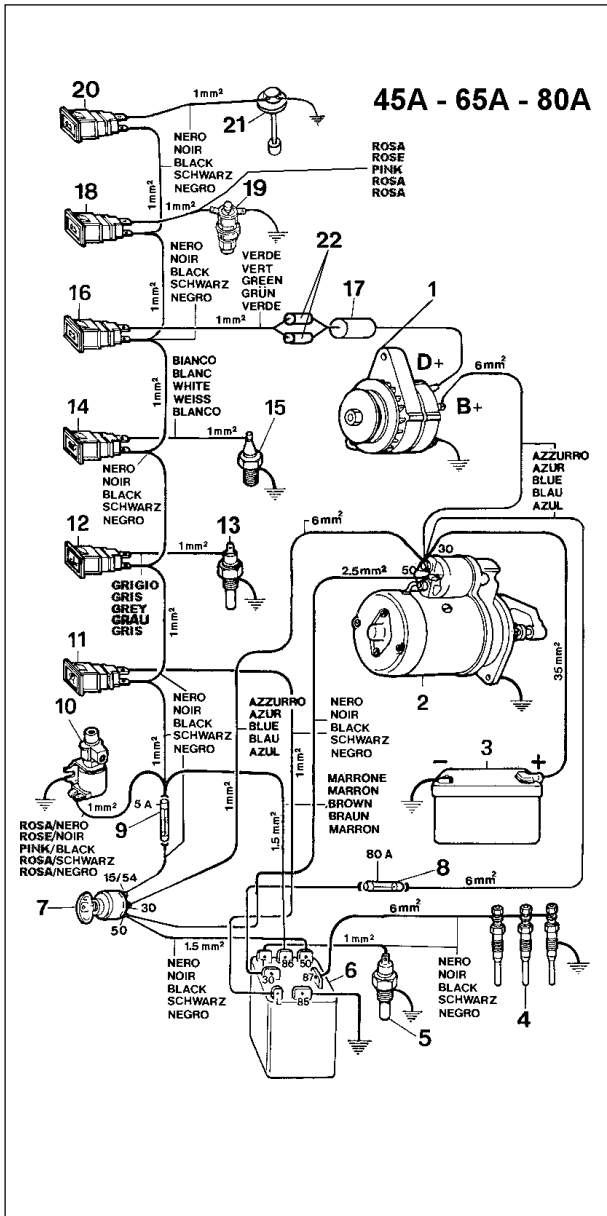
Characteristic voltage curve for regulator type AER 1528

The electronic voltage regulator is built into the alternator.
The curve changes depending on temperature.

A = Max. voltage curve
B = Min. voltage curve

181

Wiring diagram with alternator 45A / 65A

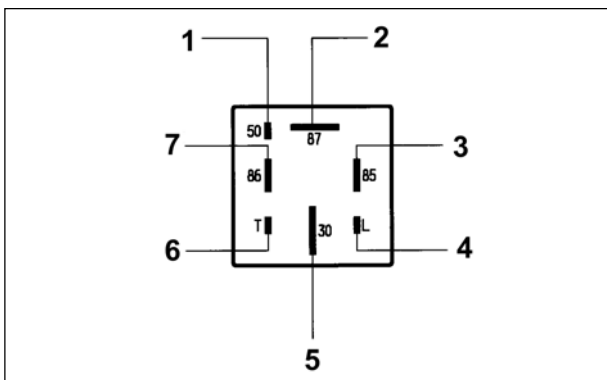


- 1 Alternator
- 2 Starter Motor
- 3 Battery (See below for sizing details)
- 4 Glow Plugs
- 5 Thermistor (Glow Plug Controller Circuit)
- 6 Glow Plug Controller / Timer
- 7 Key Switch
- 8 System Fuse
- 9 Fuse (Accessory)
- 10 Fuel Valve
- 11 Glow Plug Indicator Lamp
- 12 Coolant High Temperature Lamp
- 13 Coolant High Temperature Switch (N.O.)
- 14 Oil Pressure (Low) Lamp
- 15 Oil Pressure Switch (N.C.)
- 16 Alternator Charging Lamp (Off if Charging)
- 17 Diode
- 18 Air Filter High Restriction Indicator
- 19 Air Filter Restriction Switch (N.O.)
- 20 Low Fuel Level Lamp
- 21 Low Fuel Level Switch (N.O.)
- 22 n. 2 100 ohm resistances in parallel

- A Accessory
- B Off Position
- C On Position
- D Starting Position

Note: This electric starting diagram holds for both 45A and 65A alternators.
 Battery 3 is not supplied by LOMBARDINI.
 Anyhow, for installation we recommend a battery for all the range of engines with the following particulars, see following table.

182

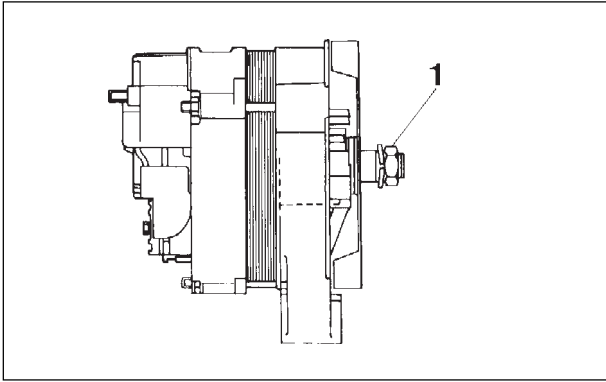


Connection diagram for preheating control unit

Components:

- 1 Cable cross-section 2.5 mm² at point "50" of the key panel
- 2 Cable cross-section 6 mm² at the fuse holder box
- 3 Cable cross-section 1.5 mm² at the earth
- 4 Cable cross-section 1 mm² at the spark plug warning light (max. 2 W)
- 5 Cable cross-section 6 mm² at point "30" of the key panel
- 6 Cable cross-section 1 mm² at the water temperature sensor
- 7 Cable cross-section 1.5 mm² at the fuse

183



Alternator type Iskra, type AAK3570 28V 35A (for 24 V outfits)

Characteristics:

- Rated voltage 28V
- Rated current 35A
- Speed of the load starting point..... 1140 rpm
- Maximum permanent - intermittent speed (max. 15') 13000 -15000 rpm
- Front bearing 6303 - 2RS - C3
- Rear bearing 6201 - 2RS - C3
- Max. force on the bearing 600 N
- Voltage regulator AER 1528

RH direction of rotation.

Note: Lube the two bearings with high temperature grease.
Tighten the nut **1** to 60 Nm.
The alternator has a **W** terminal for a speed indicator.

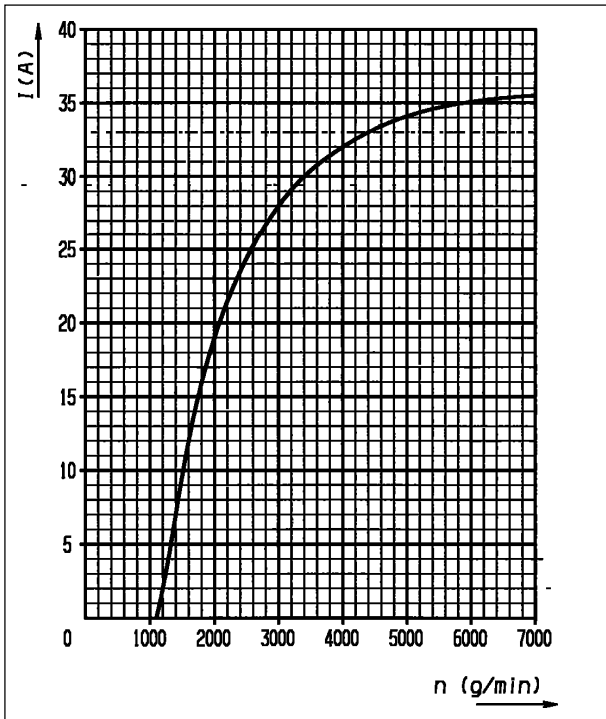
184

Characteristic curves for alternator type AAK3570 28V 35A (for 24 V outfits)

The curves have been detected with electronic voltage regulator after thermal stabilization at $23 \pm 5^\circ\text{C}$; test voltage 13 V.

I = Current in Ampere

Note: The alternator rpm is equal to the rpm shown in the table multiplied by 1000.
Ratio between engine/alternator rpm = 1:1.8

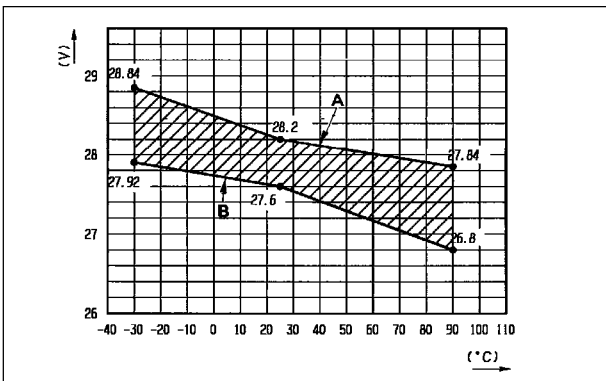


185

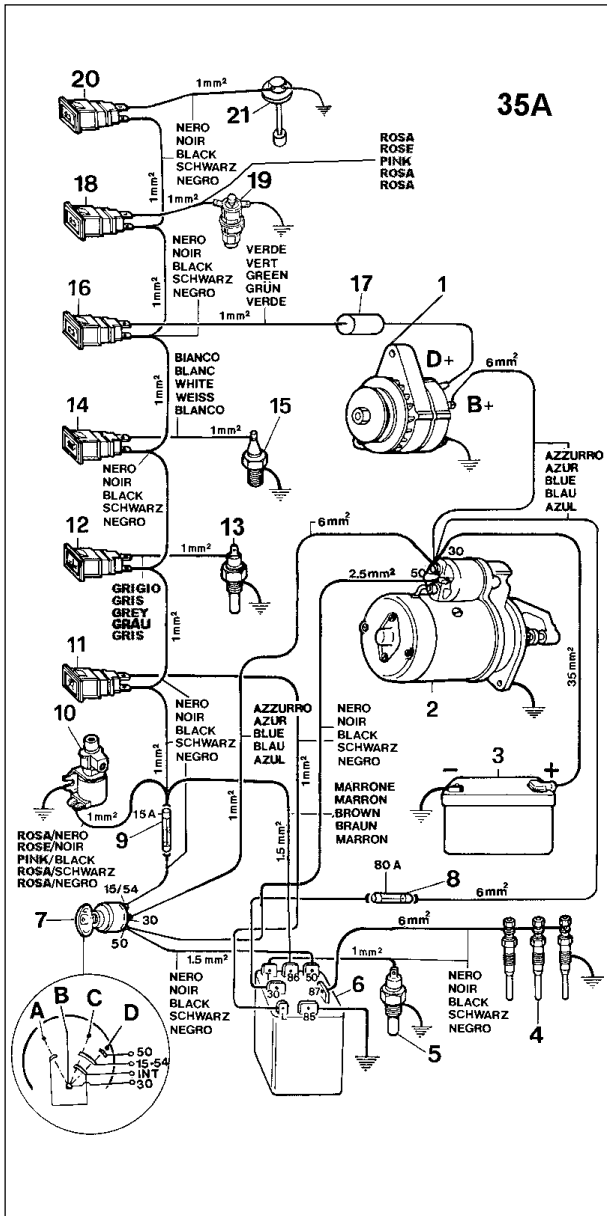
Characteristic voltage curve for regulator type AER 1528

The electronic voltage regulator is built into the alternator.
The curve changes depending on temperature.

A = Max. voltage curve
B = Min. voltage curve



186



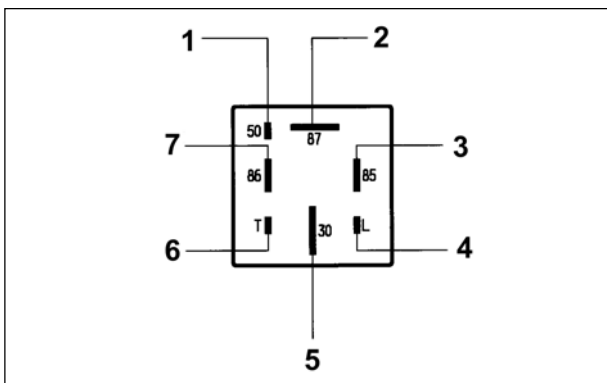
Wiring diagram 24 V with alternator 35A

- 1 Alternator
- 2 Starter Motor
- 3 Battery (See below for sizing details)
- 4 Glow Plugs
- 5 Thermistor (Glow Plug Controller Circuit)
- 6 Glow Plug Controller / Timer
- 7 Key Switch
- 8 System Fuse
- 9 Fuse (Accessory)
- 10 Fuel Valve
- 11 Glow Plug Indicator Lamp
- 12 Coolant High Temperature Lamp
- 13 Coolant High Temperature Switch (N.O.)
- 14 Oil Pressure (Low) Lamp
- 15 Oil Pressure Switch (N.C.)
- 16 Alternator Charging Lamp (Off if Charging)
- 17 Diode
- 18 Air Filter High Restriction Indicator
- 19 Air Filter Restriction Switch (N.O.)
- 20 Low Fuel Level Lamp
- 21 Low Fuel Level Switch (N.O.)

- A Accessory
- B Off Position
- C On Position
- D Starting Position

Note: This electric starting diagram holds for both 45A and 65A alternators.
 Battery 3 is not supplied by LOMBARDINI.
 Anyhow, for installation we recommend a battery for all the range of engines with the following particulars, see following table.

187

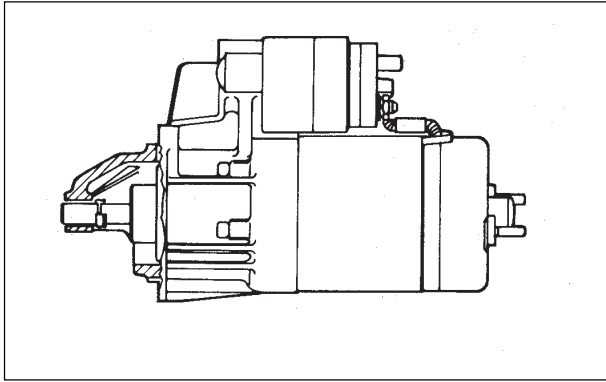


Connection diagram for preheating control unit

Components:

- 1 Cable cross-section 2.5 mm² at point "50" of the key panel
- 2 Cable cross-section 6 mm² at the fuse holder box
- 3 Cable cross-section 1.5 mm² at the earth
- 4 Cable cross-section 1 mm² at the spark plug warning light (max. 2 W)
- 5 Cable cross-section 6 mm² at point "30" of the key panel
- 6 Cable cross-section 1 mm² at the water temperature sensor
- 7 Cable cross-section 1.5 mm² at the fuse

188

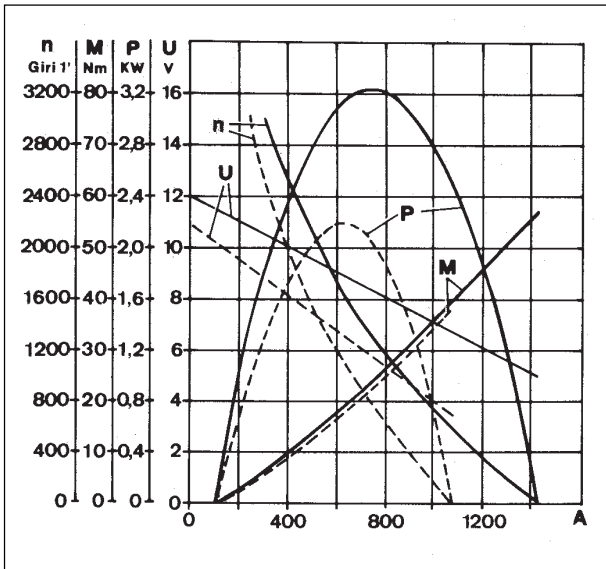


Starting Motor 12V

Bosch type EV 12V 2.2 Kw
RH direction of rotation.

Note: Apply to a Bosch service center for any tipe of repair.

189

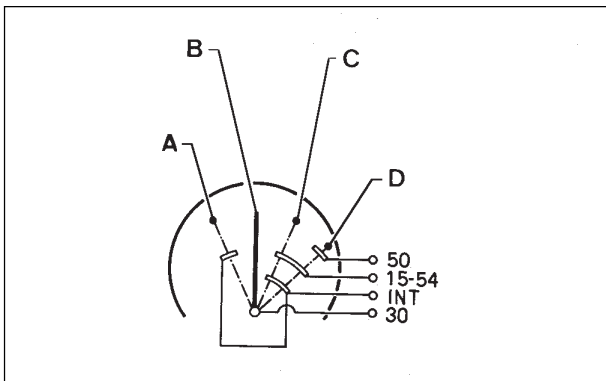


Characteristic curves for starting motor type Bosch EV 12V 2.2 kW

The solid lines were obtained at a temperature of +20°C; the dotted lines were obtained at a temperature of -20°C. Battery type 110 Ah 450A.

- U = Motor terminal voltage in Volt
- n = Motor speed in rpm.
- A = Absorbed current in Ampere
- P = Power in kW
- M = Torque in Nm

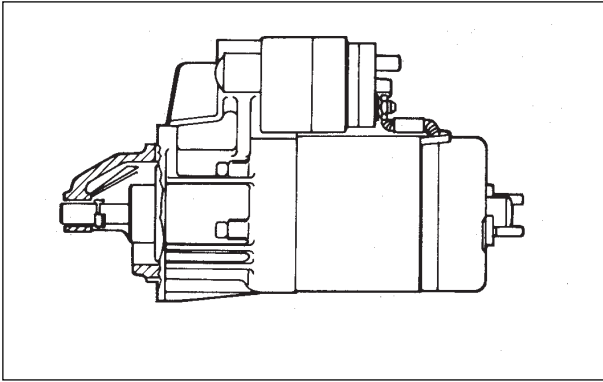
190



Key switch electrical layout

- A = Accessory
- B = Off position
- C = On position
- D = Starting position

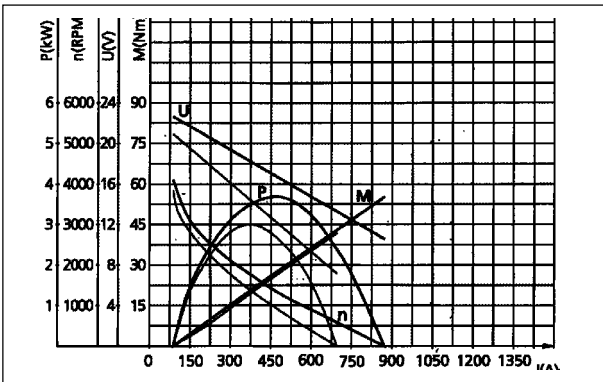
191



Starting Motor 24V

Iskra type AZE 4598 24V 3 kW
RH direction of rotation.

192

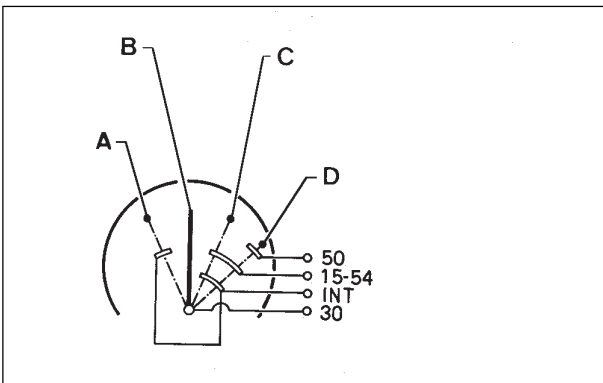


Characteristic curves for starting motor Iskra type AZE 4598 24V 3 kW

The thick lines were obtained at a temperature of +20°C; the thin lines were obtained at a temperature of -20°C. Battery type 55 Ah 300A.

- U = Motor terminal voltage in Volt
- n = Motor speed in rpm.
- A = Absorbed current in Ampere
- P = Power in kW
- M = Torque in Nm

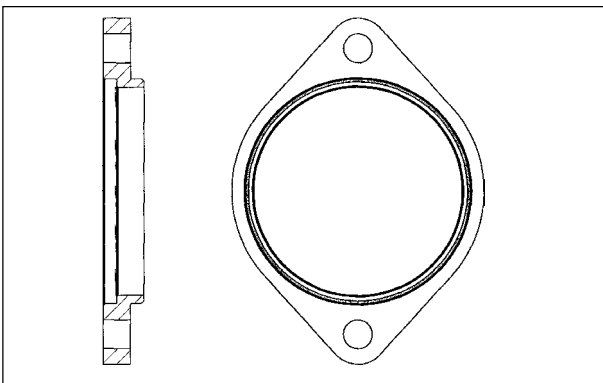
193



Key switch electrical layout

- A = Accessory
- B = Off position
- C = On position
- D = Starting position

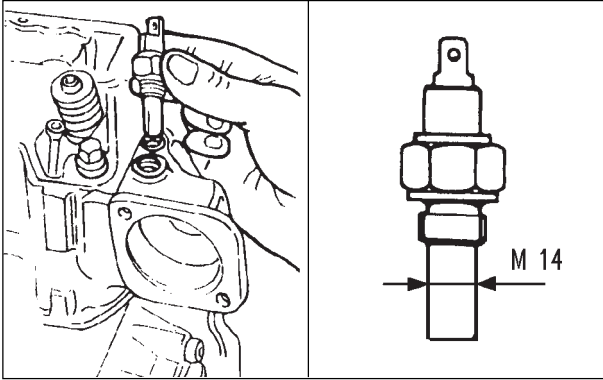
194



Spacer flange for starter motor

The 24V starter motor requires the assembling of the spacer flange.

195



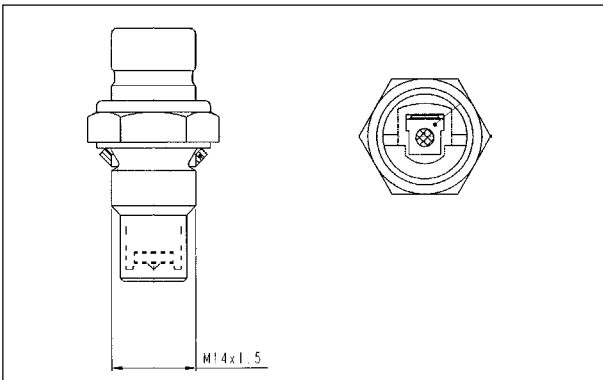
200

201

Coolant high temperature lamp switch

Characteristics:

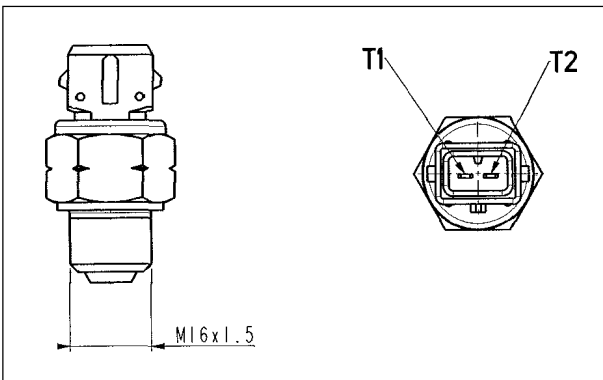
Single-pole circuit, normally open
 Supply voltage 6÷24V
 Absorbed power 3W
 Circuit closing temperature..... 107÷113°C
 When refitting tighten to 25 Nm.



202

Thermistor for electric thermometer

Thermistor features	
Temperature °C	Resistance Ω
-35	73806 ÷ 53983
-30	52941 ÷ 39229
-15	20825 ÷ 18006
0	8929 ÷ 7095
+ 30	2040 ÷ 1718
+ 60	589 ÷ 521
+ 90	205 ÷ 189
+ 120	85 ÷ 77



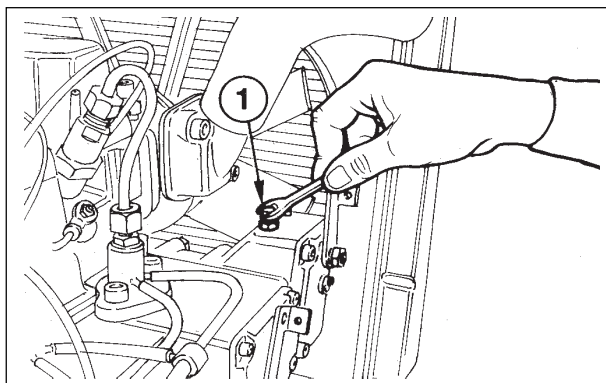
203

Thermistor for preheating water temperature – Thermal contact for water temperature indicator light

Thermal contact T1 features	
Temperature °C	Resistance Ω
-30	9971 ÷ 14199
-20	6045 ÷ 8445
-0	2457 ÷ 3333
+ 20	1169 ÷ 1541
+ 40	659 ÷ 849
+ 60	435 ÷ 547
+ 80	327 ÷ 405
+ 100	275 ÷ 335
+ 120	146 ÷ 296

Thermal contact T2 features	
Circuit	Unipolar
Closing temperature	107 ÷ 113 °C
Contact opening temperature	> 85 °C
Supply voltage	12 ÷ 24 V
Maximum thermal contact power	3 W

The max. torque is 30 Nm.



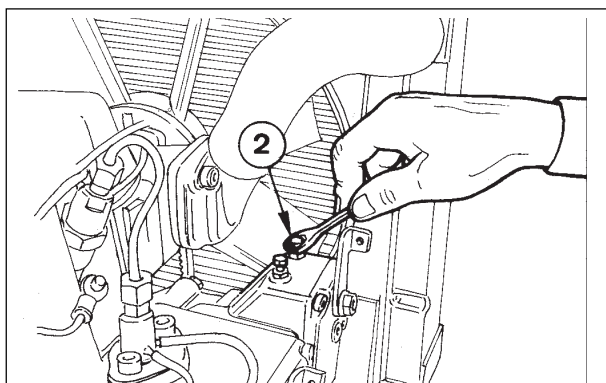
Settings

Idling speed setting in no-load conditions (standard)

After filling with oil, fuel and coolant, start the engine and warm up for 10 minutes.
Adjust idling speed at 850-950 rpm by turning screw 1 then tighten lock nut.

Note: Speed decreases when loosening screw 1 and increases when tightening it.

204



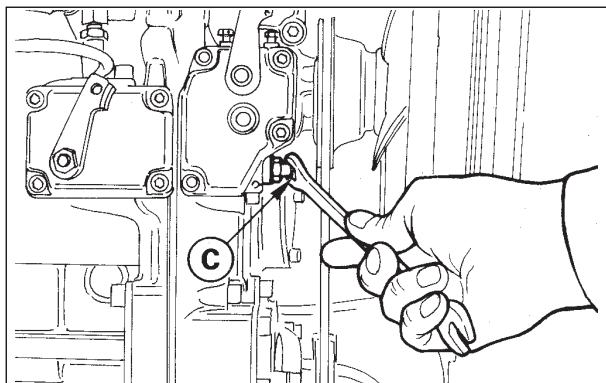
Full speed setting in no-load conditions (standard)

Before carrying out this operation, make sure that the engine adjustment is standard; i.e. corresponding to one of the power curve diagrams shown on pages 16-17.

Example of adjustment of an engine at 3000 rpm:
After setting idle speed turn screw 2 and set full speed in no-load conditions at 3200 rpm; then tighten lock nut.
When the engine reaches the pre-set power, full speed stabilizes at 3000 rpm.

Nota: Speed increases when loosening screw 2 and decreases when tightening it.

205



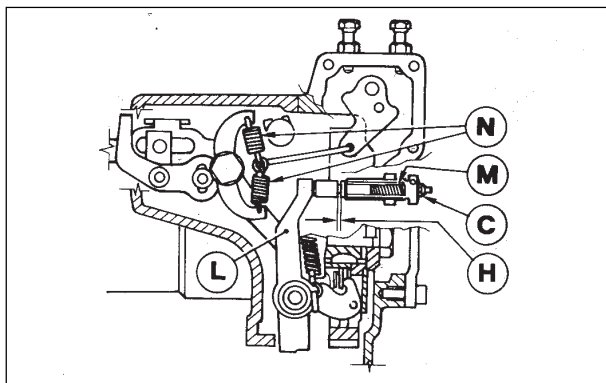
Standard injection pump delivery setting without torque dynamometer

This adjustment must only be carried if necessary and if there is no dynamometric brake, since this type of adjustment is very approximate.

Loosen delivery limiting device C by 5 turns.
Bring engine to max. rpm in no-load conditions i.e. 3200 rpm.
Tighten limiting device C until the engine rpm decreases.
Unscrew limiting device C by 1 1/2 turn.
Tighten lock nut.

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

206

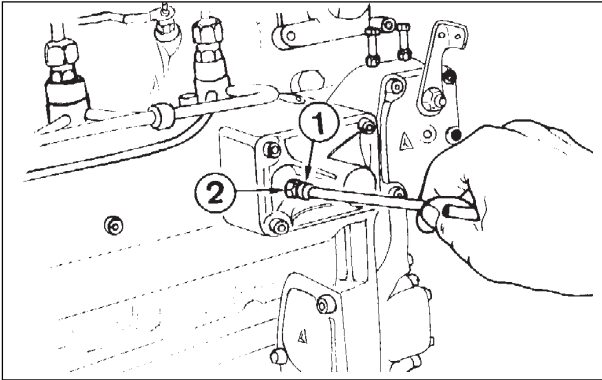


Injection pump delivery limiting and torque adjusting device

Limiting device C has the function of limiting the injection pump maximum delivery
The same device acts as torque adjusting device since springs N act on lever L and thus oppose the resistance of spring M contained in the barrel.
The torque limiting device allows lever L to have a stroke H of 1.0-1.1 mm: this increases the injection pump delivery while torque reaches its peak.

Note: In application for generating sets and motor welding units the torque adjusting device only acts as delivery limiting device without spring M and stroke H.

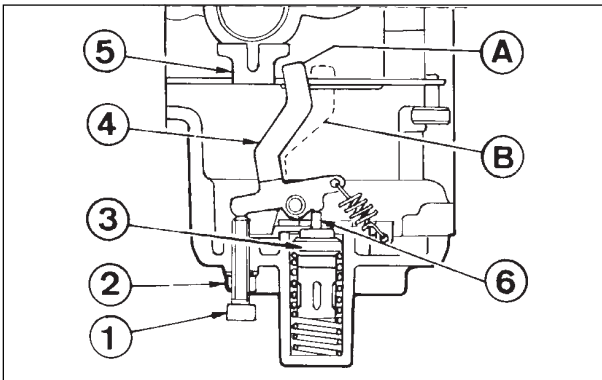
207



208

Fuel limiting device (fig. 208-209)

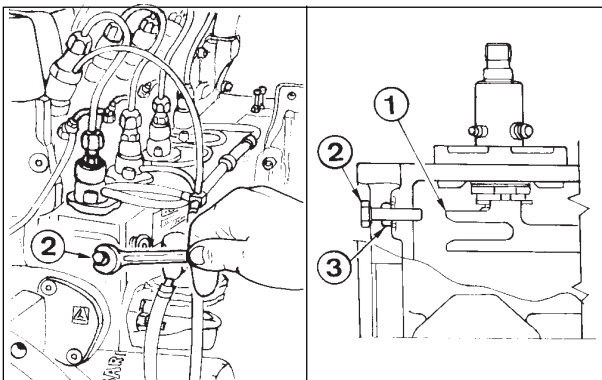
When starting up the engine the fuel limiting device has the aim of preventing excessive smoke at the exhaust. Use the delivery adjustment rod of the injection pumps **5** Fig.209 in a constant manner when ambient temperature is above 15°C. As the temperature gradually falls, this device gradually lessens its action to then exclude it at 0°C.



209

Fuel limiting device adjustment (fig208-209)

- Take the engine to the setting speed and power
- Loosen the lock nut **2**.
- Unscrew the screw **1** (to bring lever **4** close up to rod **5**) until the engine speed tends to decrease.
- Screw the screw down by at most 1/2, 3/4 of a turn so as to distance lever **4** from rod **5** by 1.2/1.8 mm.
Screw down the lock nut **2**.
- When the temperature falls under 0°C, lever **A** turns (pin **6** of the thermostat **3** comes back in) to go into position **B** thereby allowing rod **5** to go into the supplement position.



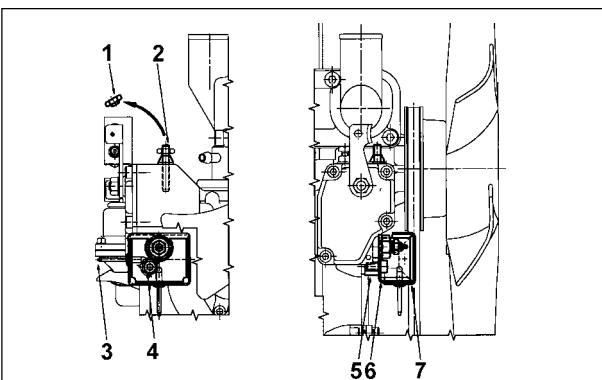
210

211

Stop setting

- Unscrew the screw **2**
- Move rod **1** fully to the left.
- Screw down screw **2** to touch rod **1**.
- Continue screwing screw **2** by 1/2 turn.
- Lock nut **3**.

Note: In these conditions the injection pump delivery control limit stops cannot be damaged by violent impact caused by operation of any electro-stops that may be fitted.



212

Application diagram for tampering system adjustment screw and torque gearing device for EPA-approved engines

Components:

- 1 Breaking nut
- 2 STEI screw
- 3 Rivets (No.2)
- 4 TCEI screw
- 5 Special cover fixing screw
- 6 Lower plate
- 7 Upper plate

Storage

When the engines are not used for long periods they have to be protected performing the operations described :

Internal engine protection:

- Start the engine and heat it.
- Stop the engine.
- 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.

Injection systems protection:


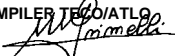

- Empty the fuel tank.
- Replace the fuel filter with a new one.
- Carry out the filling of fuel using 10% of AGIP RUSTIA NT special additives.
- After having performed the air bleeding, start the engine, verify any possible fuel leakage, then stop the engine.

External engine protection:

- Carefully clean the radiator the exchange surface and the fan.
- Loosen the drive belt of the fan and of voltage alternator.
- 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

- 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.
- 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.

	COMPILER 	REG. CODE	MODEL N°	DATE OF ISSUE	REVISION 04	DATE	ENDORSED 
		1-5302-345	50534	31.12.1989		09.05.2006	

MAIN TORQUE SPECIFICATIONS

POSITION	Diam.and pitch mm	Torque Nm	Type of sealant
Diesel fuel union bolts	14x1.5	40	
Flywheel housing	10x1.5	50	
Preheating glow plug	12x1.25	20	
Roker arm cover	8x1.25	20	
Main bearing cap	12x1.25	120	
Cap vent	6x1	10	
Intake manifold	8x1.25	25	
Exhaust manifold	8x1.25	25	
Throttle cover	6x1	10	
Camshaft cover	6x1	10	
Timing cover	8x1,25	25	
1P hydraulic pump flange cover	6x1	10	
Hydraulic pump gear support cover	8x1,25	25	
Oil pump top cover	6x1	10	Loctite 270
Oil pump bottom cover	6x1	10	Loctite 518
Thermostat cover	8x1,25	25	
Oil sump	8x1,25	25	
Water pump case and pump support	8x1,25	25	
Flange for flywheel control oil sealing ring	6x1	10	
Nozzle clamping ring nut	24x2	70 ÷ 90	
Rod support ring nut	18x1,5	40	
Equalizer unit	10x1,5	60	Loctite 242
Oil pressure indicator	12x1,5	35	
Camshaft gear	10x1	100	
Injector	24x2	70	
Starting motor	10x1,5	45	
Intermediate pin	8x1,25	25	
Front engine foot	16x1,5	200	
Engine foot on bell	10x1,5	40	
Fuel pump	8x1,25	25	Loctite 270
Injection pump	8x1,25	25	
Feed pump stud bolts	8x1,25	10	
Drive pully	16x1,5	360	
Oil filter nipple	UNF 3/4	-	Loctite 270
Fuel pump and solenoid valve union	10x1	12	
Injection pump union	12x1,5	35	
Intermediate thrust block union	22x1,5	150	Loctite 270
Injection pump union	12x1,5	25	
Water recirculation unions in brass	14x1,5	-	Loctite 554
Revolution counter driving gear	5x0,8	5	
Alternator bracket	8x1,25	25	
Engine mounting bracket	12x1,75	50	
Bracket of the oil suction hose with equalizer	6x1	10	
Bracket of the oil suction hose without equalizer	8x1	25	Loctite 242
Alternator support	8x1,25	25	
Injection pump control rod support	6x1	10	
Rocker arm assembly	10x1,5	50	Loctite 270
Governor lever support	6x1	10	
Tank bracket	8x1,25	30	
Thermostat support	8x1,25	25	Loctite 242
Crankcase lubrication port plug	14x1,25	-	Loctite 554
Plug for oil pressure regulating valve	16x1,5	50	
Water drain plug	14x1,5	40	Loctite 242
Oil drain plug	18x1,5	50	
Air bleed plug under oil sump	12x1,5	35	Loctite 242
Head (see fig. 55 - 56)			
Connecting rod big end	10x1,5	70	


 COMPILER *M. P. Arimella*

REG. CODE

1-5302-345

MODEL N°

50534

DATE OF ISSUE

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 REVISION **04**

DATE

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ENDORSED

MAIN TORQUE SPECIFICATIONS

POSITION	Diam.and pitch mm	Torque Nm	Type of sealant
Oil suction hose	6x1	10	
Air bleed tube under oil sump	12x1.5	35	Loctite 518
Water pump control fan and pulley	6x1	10	
Alternator fixing screw	10x1,5	40	
Flywheel	12x1.25	140	Loctite 270

TIGHTENING TORQUE TABLES

The tables show the tightening torques for standard screws and the main components. Tightening torques are provided again, along with method and sequence, in the instructions for assembling components and/or assemblies

Table of tightening torques for standard screws (coarse thread)







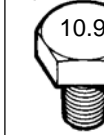
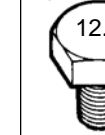
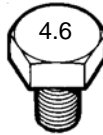




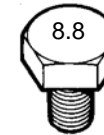
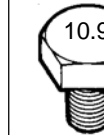
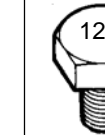
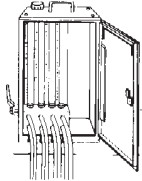

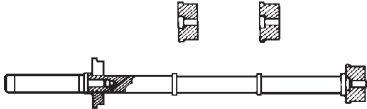

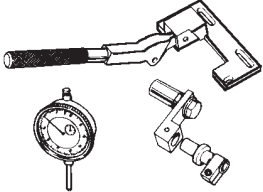
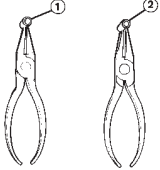
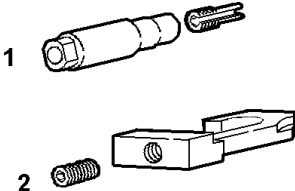
Resistance class (R)								
Quality/ Dimensions								
Diameter	R>400N/mm ²		R>500N/mm ²		R>600N/mm ²	R>800N/mm ²	R>1000N/mm ²	R>1200N/mm ²
	Nm	Nm	Nm	Nm	Nm	Nm	Nm	Nm
M3	0,5	0,7	0,6	0,9	1	1,4	1,9	2,3
M4	1,1	1,5	1,4	1,8	2,2	2,9	4,1	4,9
M5	2,3	3	2,8	3,8	4,5	6	8,5	10
M6	3,8	5	4,7	6,3	7,5	10	14	17
M8	9,4	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



SPECIAL TOOLS	DESCRIPTION	Part No.
	Fuel delivery equalization tool. Allows the adjustment of individual unit injector fuel delivery.	7104-1460-090
	Glass column for fuel delivery equalization tool.	7104-1460-072
	Camshaft bushing replacement tool	7104-1460-021
	Static timing tool	7271-1460-024
	T.D.C. determination fixture.	7107-1460-075
	Pliers for injection pump feeding tubes 1 For tube diam. 6 mm 2 For tube diam. 8 mm	1 7104-1460-022 2 7104-1460-023
	Tool for replacement of injection pump outlet union: 1 For extraction 2 For driving	7107-1460-212



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