



Reconditioning instructions for MAN engines

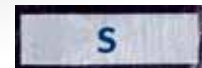
Important information is shown on the MAN engine type labels in the form of abbreviations or codes. The engines are equipped by the manufacturer, to some extent, with parts with deviating specifications and dimensions. These differing specifications are punched onto the engine type labels.

Peculiarities with Crankshaft and Conrod Bearings

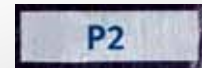
On some crankshafts the journal diameters differ from the standard dimensions. These are neither standard dimensions nor common oversize dimensions. In such cases, bearing shells with special dimensions have been mounted which are neither available from the engine manufacturer nor on the independent aftermarket. If the type plate bears an appropriate reference, all of the journals concerned must be measured. Only then can be assured that deviations from standard dimensions will definitely be recognised. If special sizes are detected the bearing positions must be equipped with the oversize dimension that is as close as possible and the journals must also be regrinded using the relevant diameter. The use of standard bearing shells on crankshafts that were already fully or partially equipped with special sizes could have a fatal impact on the success of reconditioning.



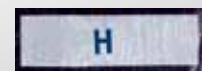
S = Tappet with differing dimensions



P = Crankshaft / conrod bearing with differing dimensions



H = Crankshaft main bearing with differing dimensions



Peculiarities with Tappet

As with bearing diameters, special sizes are also used on tappets for the valve actuator. Several tappets may be involved and these will have lengths that are out-of-spec. The tappets concerned are

marked with colours; during the fitting process, they should be replaced in the same position they were removed from when the engine was dismantled.

The right of changes and deviating pictures is reserved. For exact details about applications, please refer to our current catalogue / CD / OnlineShop.