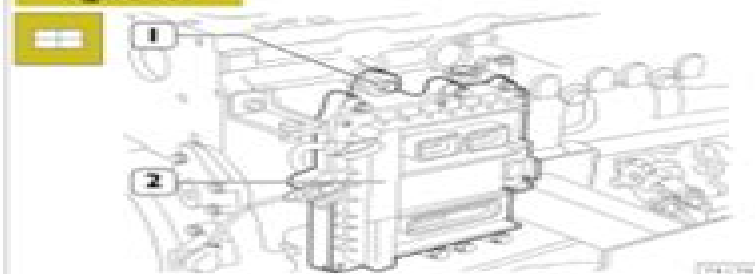
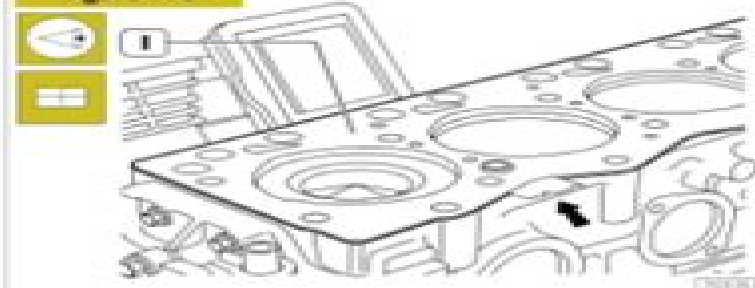


Figure 169



Assemble the electronic gearbox (2) equipped with the exchanger to the engine, fixing it with the screws (1). In case the rubber buffers are cracked or excessively deformed, provide replacing them.

Figure 170



Check cleanliness of cylinder head and engine block coupling surface.

There are two types of head gasket:

- Type A - 1,25 mm thick
- Type B - 1,15 mm thick

Check the average protrusion S of the pistons as indicated on page 33.

If $S > 0,40$ mm use gasket type A.

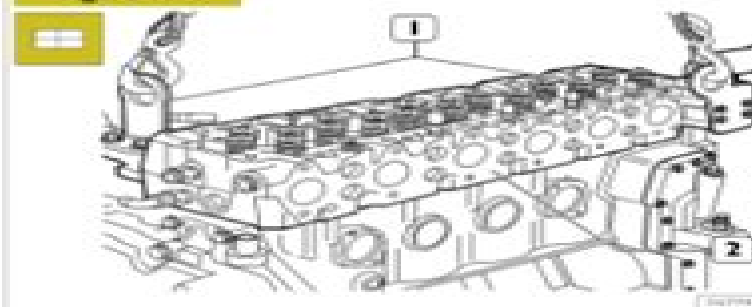
If $S \leq 0,40$ mm use gasket type B.

Do not get the cylinder head gasket dirty.

Place the gasket (1) in position with the marking "TOP" (1) facing the head.

The arrow shows the point where the gasket thickness is given.

Figure 171

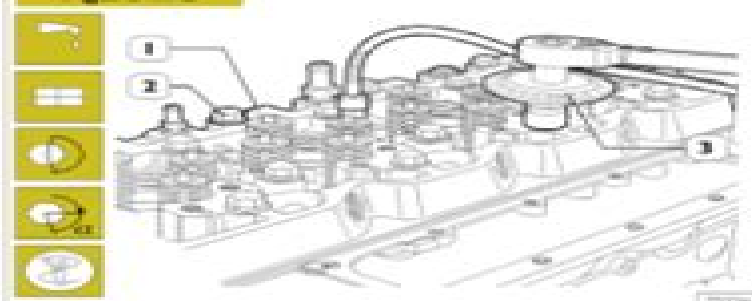


Direct the output shaft (4) and the camshaft (2) so that when fitting the driven gear (1) on the camshaft the marks on the gears (1 and 3) are coinciding.

NOTE Before reusing the fastening screws (1), perform two diameter measurements as shown in figure, registering diameters D1 and D2:
if $D1 - D2 < 0,1$ mm the screw may be reused
if $D1 - D2 > 0,1$ mm the screw must be replaced



Figure 172



Assemble cylinder head (1). Tighten the screws (2) in three following steps, following order and mode shown in the figure below.

NOTE The angle tightening is carried out through tool 99395216 (3).

NOTE Before any assembly operation always verify that the hole and screw threads have no evidence of wear or dirt.

Iveco N45 Engine Manual

Edwin P. Anderson



Iveco N45 Engine Manual:

Internal Combustion Engine Manual Frank Ward Sterling,1917 **Internal Combustion Engine Manual** F. W. Sterling,2015-06-15 Excerpt from Internal Combustion Engine Manual In an effort to present briefly and clearly the Internal Combustion Engine problem to the uninitiated the author has compiled the data in this volume It has been the endeavor to eliminate all obsolete practice to put forth the best modern practice and to illustrate all points by up to date commercial examples After close study of the conditions existing in the Internal Combustion Engine course at the U S Naval Academy and after voluminous reading to discover the best general method of presenting the subject the following was thought the best sequence to follow a The subject of fuels is first treated fully this being the fundamental element that governs design and operation These fuels follow in a natural sequence which order is preserved when carburetion is taken up in Chapter V b The engine proper naturally divides itself into four systems 1 fuel system 2 ignition system 3 cooling system 4 lubrication system These are treated in detail in the above order and in Chapter X the four systems assembled are illustrated by modern commercial engines c Producer plants being closely allied to gas engines are given a short chapter at the end of the book This volume being primarily intended as a text book for mid shipmen is necessarily limited in its scope by the time allowed for this course in the Naval Academy curriculum This necessitates brevity and is responsible for many arbitrary statements contained herein The endeavor has been to limit these to the closest approximation to the best practices where fuller explanation would extend the book to impossible limits The author wishes to thank the various manufacturers for the illustrations used in Chapter X and the Hill Publishing Company for permission to reproduce some of the figures in Chapter XI About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books Find more at www.forgottenbooks.com This book is a reproduction of an important historical work Forgotten Books uses state of the art technology to digitally reconstruct the work preserving the original format whilst repairing imperfections present in the aged copy In rare cases an imperfection in the original such as a blemish or missing page may be replicated in our edition We do however repair the vast majority of imperfections successfully any imperfections that remain are intentionally left to preserve the state of such historical works *Gas Engine Manual* ,1968 **Audel's Gas Engine Manual** ,1908 *The Oil Engine Manual* Denys Stephen Dodsley Williams,1950 **The Practical Gas and Oil Engine Hand-book** Leonard Elliott Brookes,1911 *Operator's Manual* ,1990 *Audel's Gas Engine Manual - A Practical Treatise Relating to the Theory and Management of Gas, Gasoline and Oil Engines* Hesperides,2008-11 Many of the earliest books particularly those dating back to the 1900s and before are now extremely scarce and increasingly expensive We are republishing these classic works in affordable high quality modern editions using the original text and artwork **The Practical Gas and Oil Engine Handbook; A Manual of Useful Information on the Care, Maintenance and Repair of Gas and Oil Engines, with Special Reference to the Diesel Oil Engine** Leonard Elliott Brookes,2015-08-08 This work has been selected by scholars

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The Oil Engine Manual Denys Stephen Dodsley Williams, 1956 *Industrial Engine Service Manual for 4-6 Cyl, Petrol and Diesel Industrial Engines, Series 589E, 590E, 591E AND 592E, May 1957* Ford Motor Company. Industrial Power Products Division, 1957*

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engine is not generally as well understood as it might be It pays to take time and do the work properly then it will not be necessary to tinker with one part or another When main bearings are loose the balance wheel will deflect as shown by the dotted lines J J which is a sure indication that bearings on the crank shaft are too loose and allow it to spring at every explosion This play around the crank shaft is shown at N in Figure 1 p 10 The bearings have come loose and sometimes the result will be a broken shaft A crank bearing can be run very close if it is properly set up and all bolts firm otherwise it will run hot quickly About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books Find more at www.forgottenbooks.com This book is a reproduction of an important historical work Forgotten Books uses state of the art technology to digitally reconstruct the work preserving the original format whilst repairing imperfections present in the aged copy In rare cases an imperfection in the original such as a blemish or missing page may be replicated in our edition We do however repair the vast majority of imperfections successfully any imperfections that remain are intentionally left to preserve the state of such historical works

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