1-2 Inspection

(1) Gasket packing
Inspect the gasket packing and replace if damaged.

(2) Carbon build-up in the exhaust passage
Remove the exhaust manifold and check the carbon build-up in the exhaust passage. Remove any carbon in the passage. If the carbon build-up is heavy, the exhaust pressure will rise, the cylinders overheat, and starting will be difficult.

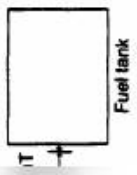
(3) It is common for the silencer to become clogged when the engine combustion performance falls. If this happens, clean the inside of the silencer. It is also necessary to check the fuel oil pump and the fuel injection valve.

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5. Piping Diagram

5-1 4TD





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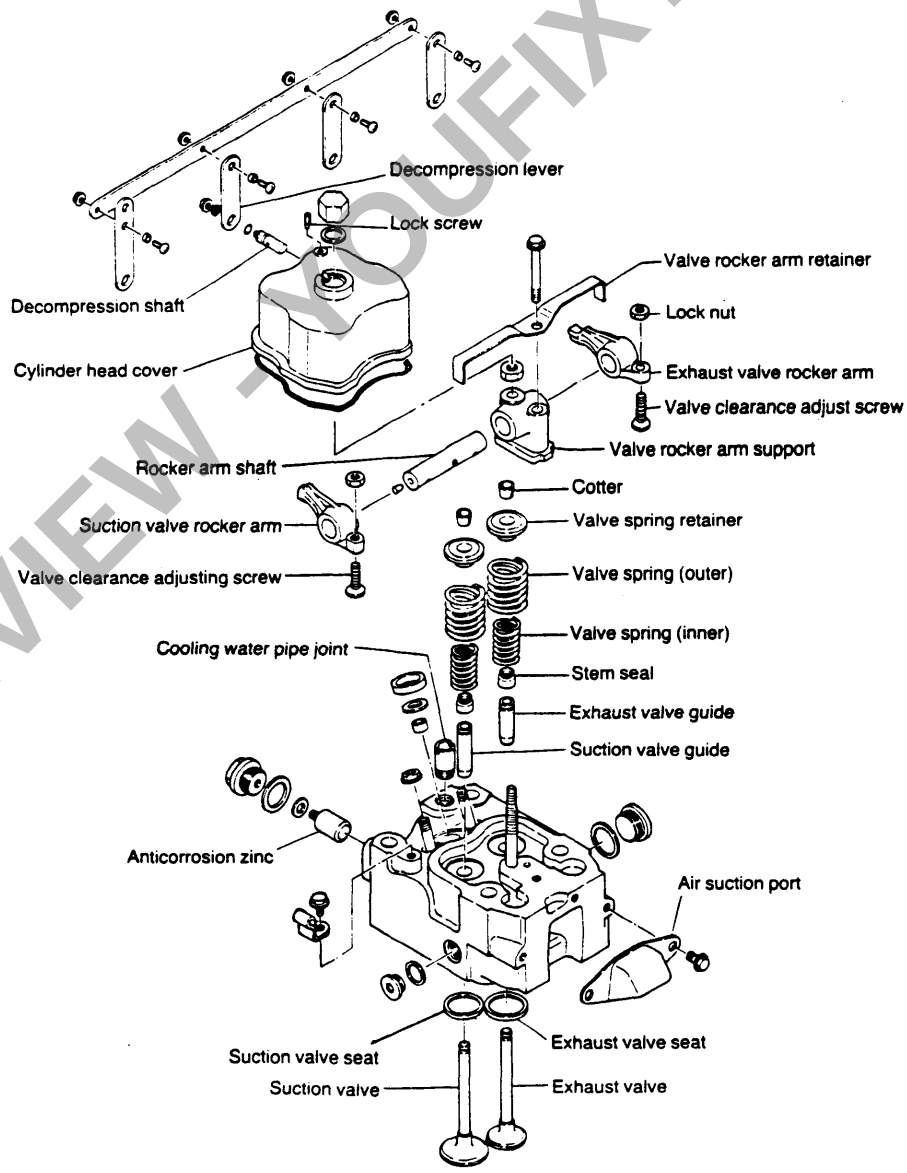
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3. Cylinder Head

3-1 Construction

The cylinder head is monoblock type. Models 2TD, 3TD and 4TD have two, three, and four cylinder heads respectively. Each cylinder head is tightened to the head bolt on the cylinder block by a washer and nut.
The exhaust valve seat is made from a chilled, specially sintered alloy which is superior in heat- and wear-resisting characteristics. The large diameter intake valve has a superior air-intake capacity and results in better combustion performance. The most distinctive feature of the engine is the uniform cooling of the combustion chamber by the continuous flow of cooling water. Anti-corrosion zinc is incorporated in the cylinder head to prevent the water jacket from electrolytic corrosion.



TD5093

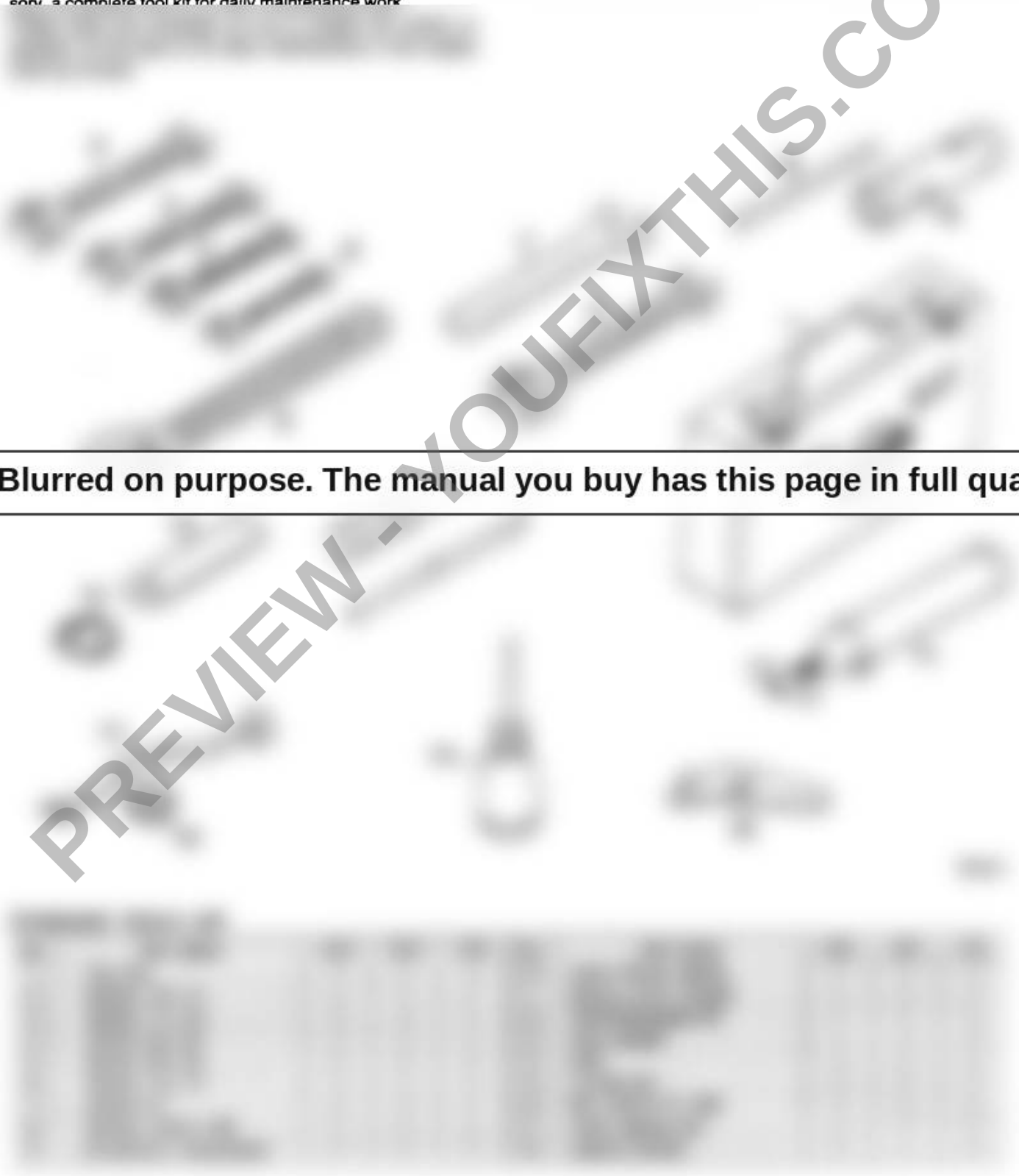
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6. Disassembly and Reassembly Tools

6-1 Standard Tools

Daily maintenance tools
YANMAR's TD-series models contain, as a standard accessory, a complete tool kit for daily maintenance work.

Advise your customers to take anticorrosive measures and store the tools carefully in the boat. Otherwise, they may become rusted and unusable when needed.

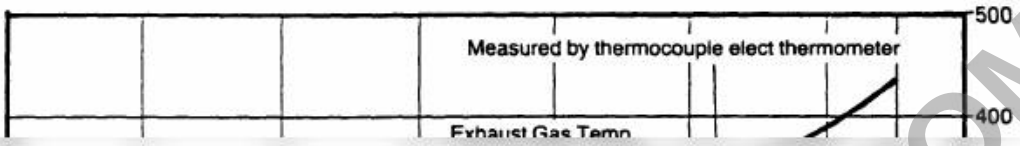


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3-3 2TD



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CHAPTER 1

GENERAL

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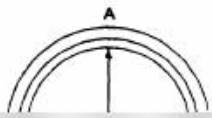
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2. Cylinder Liner

2-1 Construction

High-quality special high-phosphorous cast iron wet type cylinder liners are used. The outside of the cylinder liner is



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6-2.3 Main bearings

(1) Inspecting the main bearing
Check for flaking, seizure or burning of the contact surface and replace if necessary.

(2) Measuring the inner diameter of the metal
Tighten the cap to the specified torque and measure the inner diameter of the metal.

NOTE: When assembling the bearing cap, keep the following in mind.

1) The lower metal (cap side) has no oil groove.
2) The upper metal (cylinder block side) has an oil groove.
3) Check the cylinder block alignment No.
4) The "FW" on the cap lies on the flywheel side.

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4. Fuel Injection Nozzle

4-1 Construction

When fuel oil pumped by the fuel injection pump reaches the injection nozzle, it pushes up the nozzle valve (held down by a spring), and is injected into the combustion chamber at high pressure.

4-3 Functioning

Fuel from the fuel injection pump passes through the oil port in the nozzle holder, and enters the nozzle body reservoir.
When oil reaches the specified pressure, it pushes up the nozzle valve (held by the nozzle spring), and is injected

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CHAPTER 6

COOLING SYSTEM

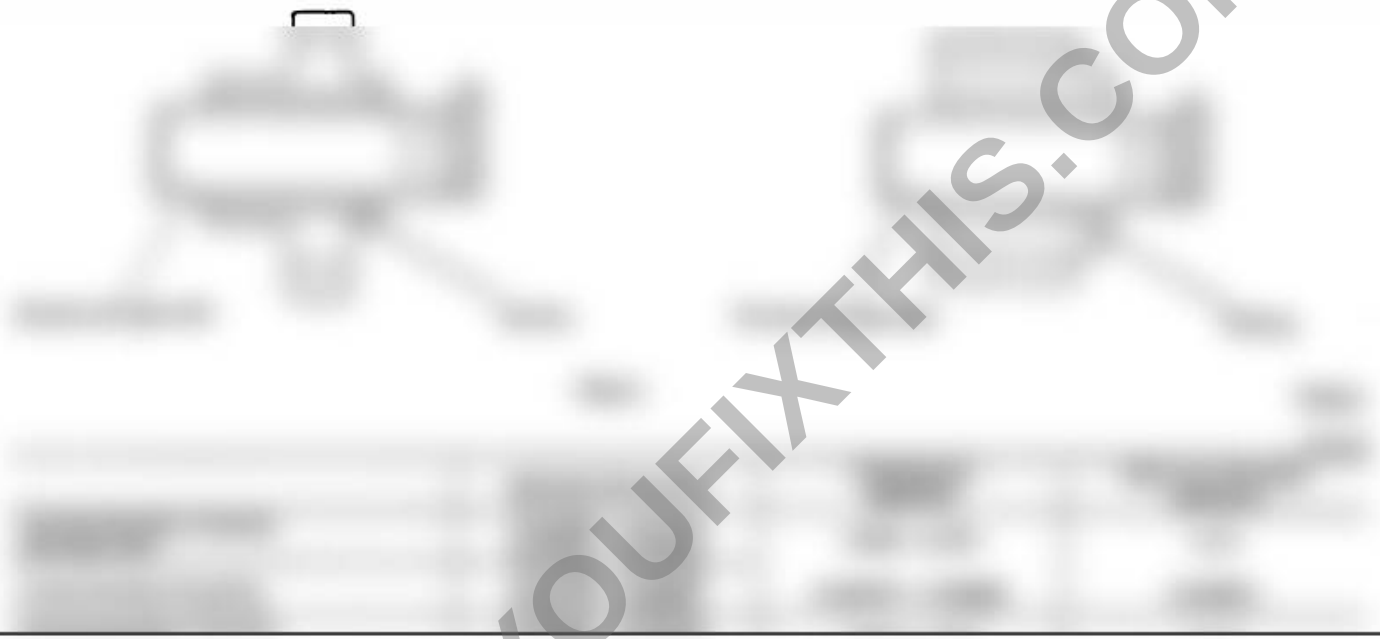
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3-5 Clearance between reverse gear shafts and bushings.

(1) Check the oil clearance between the reverse idler gear shaft and bushing, and the reverse drive gear shaft and bushing. If the clearance exceeds the allowable limit, replace the bushing.



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3-5.3 Brush holder

(1) Float (−)brush from the commutator.
(2) Remove (+)brush from the brush holder.
(3) Remove brush holder.



3-5.6 Pinion

(1) Slide the pinion stopper to the pinion side.
(2) Remove the pinion stopper clip.
(3) Remove the pinion from the armature.



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