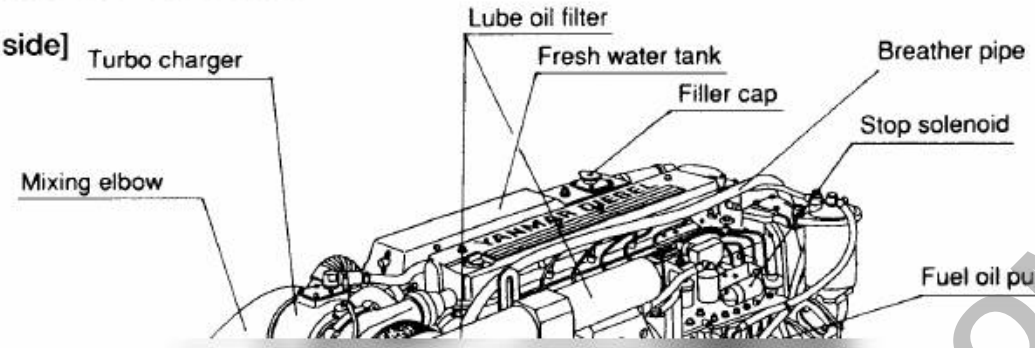
1. Exterior Views

[Operating side]

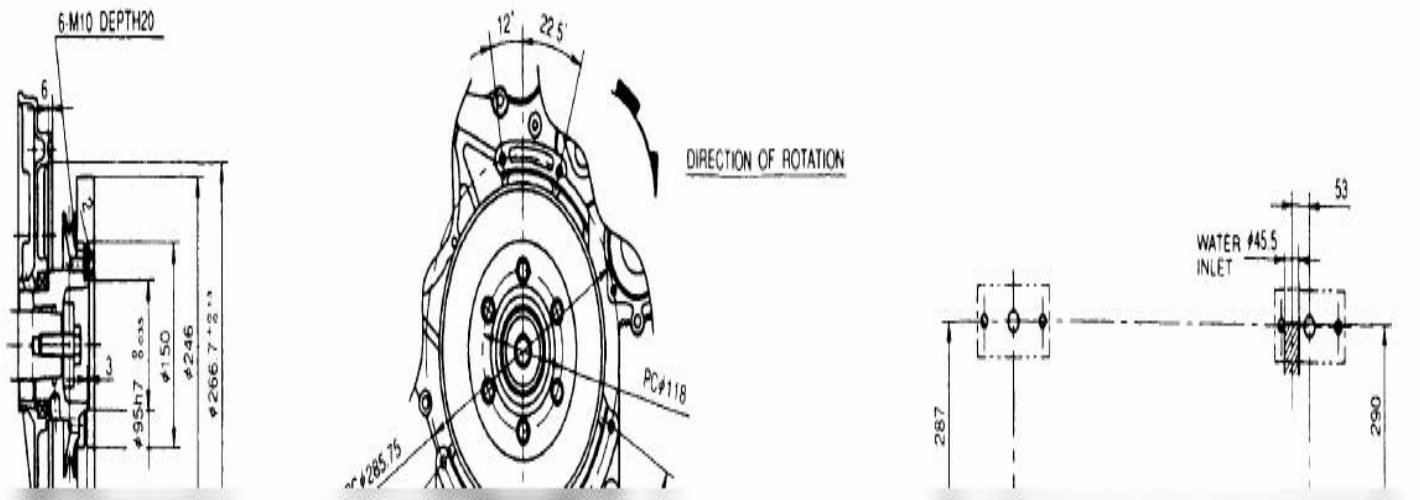


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〔6LY2-STE/6LY2A-STP〕 Outline (KMH6A1 marine gear)



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5. Wiring D

(1) New B-type Contr

Color coding

R	Red
B	Black
W	White
Y	Yellow
L	Blue
G	Green
O	Orange
Lg	Light green
Lb	Light blue

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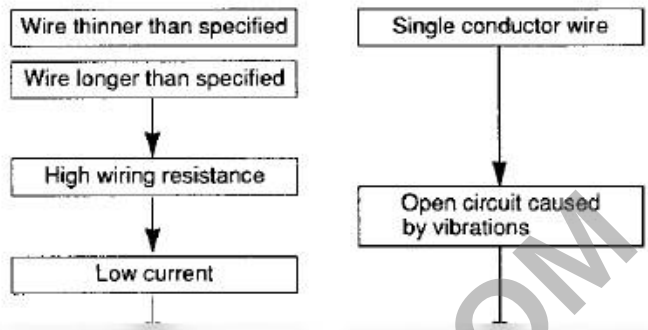
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2. Battery

2-1 Construnction





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3. Disassembly and Reassembly

The procedure for disassembling engineparts (fresh water tank, lube oil cooler, fuel oil filter, etc.) is explained in the section on disassembly. The procedure for reassembling is not explained in detail in the reassembly section, however it is performed as for disassembly but in the reverse order.

3-1.1 Drain cooling water

(1) Open the sea water drain cock.between the sea water pump and lube oil cooler to drain the sea water.
(2) Open the cylinder body drain cock to drain the fresh water from the cylinder head and cylinder body.
(3) Open the fresh water drain cock on the lower part of the fresh water cooler to drain the fresh water.

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■ For Safe Servicing

- Most accidents are caused by failing to observe basic safety rules and precautions. To prevent accidents, it is important to recognize the signs of approaching problems, and eliminate the problems in the early stage before they can cause accidents.
  Please read this manual carefully before starting repairs or maintenance to fully understand safety precautions and appropriate inspection and maintenance procedures. Attempting a repair or maintenance job without sufficient knowledge may cause an unexpected accident.

- It is impossible to cover every possible danger in repair or maintenance in the manual. Sufficient consideration for safety is required in addition to the matters marked ⚠ CAUTION. Especially for safety precautions in a repair or maintenance job not described in this manual, receive instructions from a knowledgeable leader.

- Safety marks used in this manual and their meanings are as follows:

⚠ DANGER	**DANGER indicates an imminently hazardous situation which, if not avoided, WILL result in death or serious injury.**
⚠ WARNING	**WARNING indicates a potentially hazardous situation which, if not avoided, COULD result in death or serious injury.**
⚠ CAUTION	**CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.**

- Any matter marked **[NOTICE]** in this manual is especially important in servicing. If not observed, the product performance and quality may not be guaranteed.

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FOREWORD

This service manual has been complied for engineers engaged in sales, service, inspection and maintenance. Accordingly, descriptions of the construction and functions of the engine are emphasized in this manual while items which should already be common knowledge are omitted.
One characteristic of a marine diesel engine is that its performance in a vessel is governed by the applicability of the vessel's hull construction and its steering system.
Engine installation, fitting out and propeller selection have a substantial effect on the performance of the engine and the vessel. Moreover, when the engine runs unevenly or when trouble occurs, it is essential to check a wide range of operating conditions — such as installation to the hull and suitability of the ship's piping and propeller — and not just the engine itself. To get maximum performance from this engine, you should completely understand its functions, construction and capabilities, as well as proper use and servicing.
Use this manual as a handy reference in daily inspection and maintenance, and as a text for engineering guidance.

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(4) Checking side clearance of the crankshaft

After assembling the crankshaft, tighten the main bearing cap to the specified torque, and move the crankshaft to one side, placing a dial gauge on one end of the shaft to measure thrust clearance.

This measurement can also be effected by inserting the gauge directly into the clearance between the thrust bearing and crankshaft thrust surface.

Replace the thrust bearing if it is worn beyond the limit.



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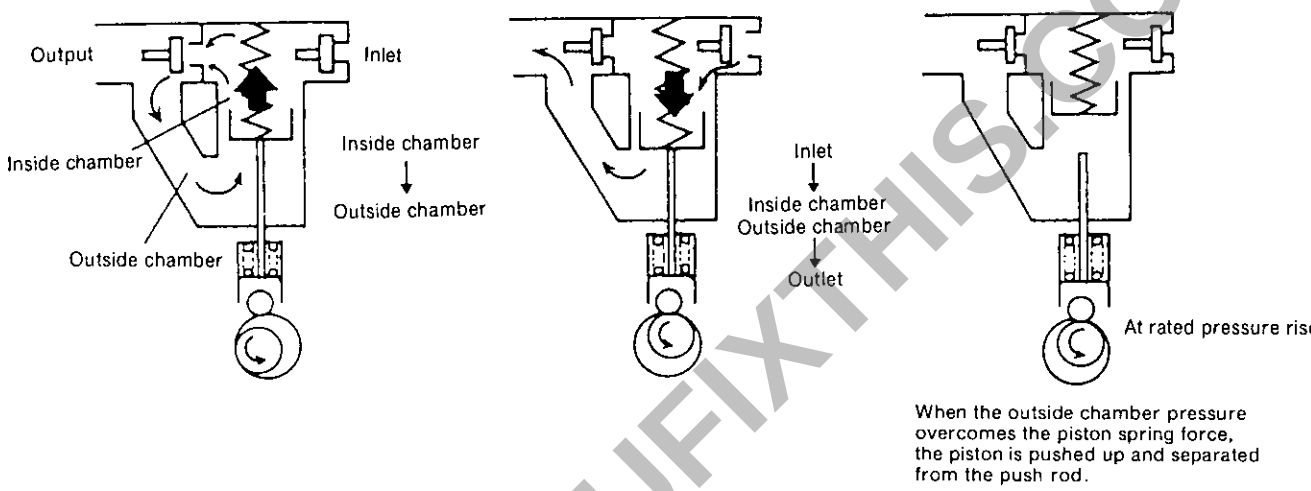
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9. Fuel Feed Pump

Automatic pressure control mechanism

As the delivery pressure of the fuel pump climbs, the pressure at the back of the piston also rises, overcoming the piston spring force, and hindering the lowering of the piston. Thus, the fuel flow automatically stops, and the fuel pressure is maintained within a fixed range.



9-1 Fuel Feed Pump Disassembly

Follow the procedure below to disassemble the fuel feed pump.

(1) Remove the piston spring stopper plug, and pull out the piston and piston spring.
(2) Remove the snap ring, and pull out the tappet assembly.
(3) Pull out the inter-spindle.
(4) Remove the priming pump.
(5) Remove the discharge valve spring stopper, and remove the valve and spring from inside.
(6) Remove the O-ring.

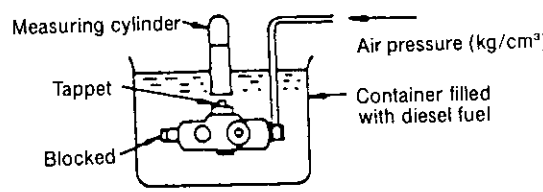
9-2 Fuel Feed Pump Inspection

(1) Block the priming pump with your finger and check whether the pressed-in piston returns by spring force. If the piston returns, the piston does not have enough negative pressure. Always replace the priming pump as a set.
(2) Check the piston spring for cuts, cracks, uneven wear and rust.
(3) If the piston, inter-spindle, or tappet assembly are extremely worn, replace the part.
(4) Check the contact surface of the valve and valve seat for defects.
(5) When there is play in a valve seat which has been calked into the feed pump body, the whole fuel pump body must be replaced.

NOTE: Play in the valve seat hinders the opening and closing of the valve, causing insufficient fuel supply and abnormal wear of the tappets and camshaft.

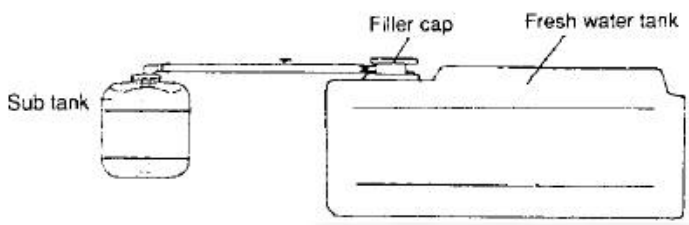
9-3 Fuel Feed Pump Reassembly

(1) To reassemble the fuel feed pump, follow the assembly procedure in reverse order.
(2) When the pump has been reassembled, perform the air-tightness test.
Apply 3 kg/cm² of air pressure to the discharge outlet of the pump, and check for air leaks from the O-ring. If air is leaking, replace the O-ring.



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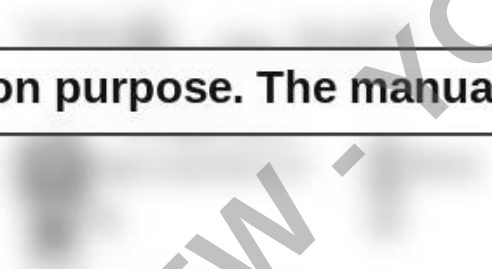
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6-2 Cooling water temperature alarm

A water temperature lamp and water temperature gauge, backed up by an alarm in the instrument panel, are used to monitor the temperature of the engine cooling water. A high thermal expansion material is set on the end of the water temperature unit. When the cooling water temperature reaches a specified high temperature, the contacts are closed, and an alarm lamp and buzzer are activated at the instrument panel.

Operating temperature	ON	93 ~97°C (199 ~206°F)
	OFF	88°C (190°F) or high
Electric capacity		DC 12V, 1A
Response time		with in 60 sec.
Indication color		Green
Tightening torque		2.40 ~ 3.20 kg-m (17.35 ~ 23.14 ft-lb)











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