

3. Installation of timing belt

CAUTION:

- Do not try to pry the timing belt with a screwdriver or the like.
- Do not allow the belt to come into contact with oil, water or dust.
- Do not bend the belt at a sharp angle or turn the belt inside out.
- When the timing belt is reused, install the timing belt in such a way that the direction of the arrow put during the removal of the arrow put during the removed may match with the engine rotation direction.

- (1) Make sure that the piston of cylinder No. 1 should come at top dead center.
 - (2) Assemble the timing belt in such a way that the two mating marks on the timing belt may be aligned with the corresponding drilled marks on the crankshaft timing belt pulley and camshaft timing belt pulley.
 - (3) Attach the timing belt tensioner.
- Hang the tension spring hook securely on the pin groove. Ensure that the pin at the oil pump is fitted into the pin hole of the timing belt tensioner.

While pulling the timing belt tensioner fully toward the water pump side, temporarily tighten the attaching bolt of the timing belt tensioner.

NOTE:

- Be careful in the direction to hang of the tension spring as shown in the figure.
- Do not allow the tensioner to come into contact with oil, water or others.

- (4) Rotate the crankshaft 2 turns in the normal direction (to the clockwise as viewed from the engine cylinder No. 1) so that the "T" mark of the camshaft timing belt pulley comes at a point three teeth in the camshaft timing belt pulley before the indicator of the cylinder head cover.

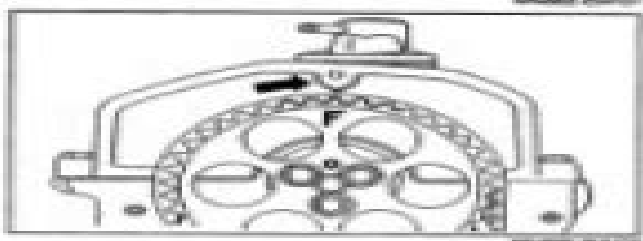
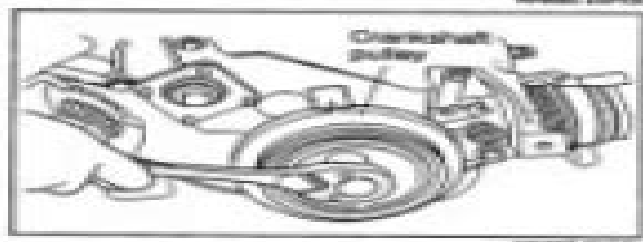
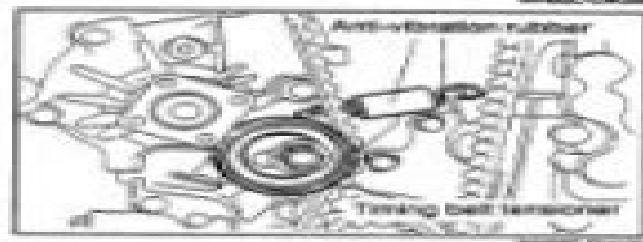
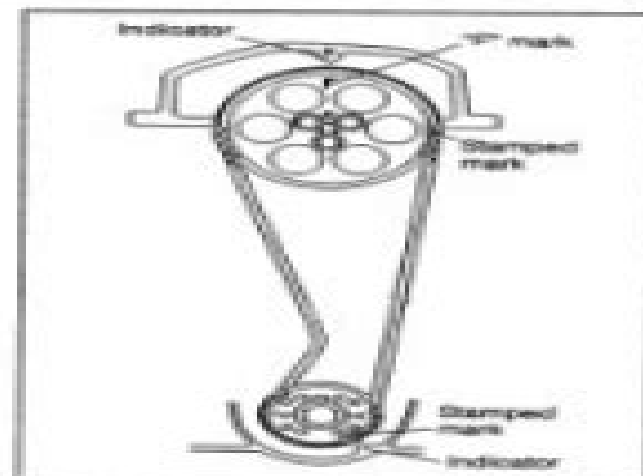
NOTE:

At this time, never turn the crankshaft reversely. If the crankshaft should be reversed or the timing belt should be tilted, turn the crankshaft two more turns, and repeat step (4).

- (5) Make the tensioner free by loosening the attaching bolt of the timing belt tensioner. Then, turn the crankshaft further in the normal direction until the "T" mark of the camshaft timing belt pulley is aligned with the indicator of the cylinder head cover.

NOTE:

If the crankshaft should be reversed or turned beyond that point, temporarily tighten the tensioner attaching bolt and repeat from the step (4) onward.



Daihatsu Marine Diesel Engine Manual

Yijin Wang



Daihatsu Marine Diesel Engine Manual:

Modern Marine Internal Combustion Engines Ievgen Bilousov, Mykola Bulgakov, Volodymyr Savchuk, 2020-06-30 This book offers a comprehensive and timely overview of internal combustion engines for use in marine environments. It reviews the development of modern four stroke marine engines, gas and gas diesel engines and low speed two stroke crosshead engines, describing their application areas and providing readers with a useful snapshot of their technical features, e.g. their dimensions, weights, cylinder arrangements, cylinder capabilities, rotation speeds and exhaust gas temperatures. For each marine engine, information is provided on the manufacturer, historical background, development and technical characteristics of the manufacturer's most popular models and detailed drawings of the engine depicting its main design features. This book offers a unique self-contained reference guide for engineers and professionals involved in shipbuilding. At the same time, it is intended to support students at maritime academies and university students in naval architecture, marine engineering with their design projects at both master and graduate levels, thus filling an important gap in the literature.

Modern Marine Engineer's Manual Everett C. Hunt, 2002 This manual, first published in 1943, has been indispensable to ship engineers for generations. The third edition, revised and updated by a team of marine engineers and professors, follows in the venerable style of its predecessors. Text relating to obsolete equipment has been eliminated; information on systems that are still current has been updated, and new material has been added to reflect innovations in equipment and operative practices. Extensive coverage on the newest medium speed diesel engine has been added to the text. Environmental concerns have been recognized with a section on engine exhaust emissions and information about new refrigerants and the maintenance of refrigeration systems. New equipment for trash handling, sewage processing, bilge water discharge and incineration are discussed with reference to international regulations. Ship trial procedures and the new equipment used in trial data collection are presented in detail.

Diesel & Gas Turbine Worldwide Catalog, 1983 *Japan Trade Directory*, 2005 Provides information on Japanese companies, products and services and includes brief overviews giving demographic business and tourist information for all Japanese prefectures.

Moody's International Manual, 1996 **EBOOK Diesel Engine Basics** Les Simpson, Stephen Murray, 2015-03-06 Diesel Engine Basics is a print-only introduction to Diesel Engine Basics. It is dedicated to the basics of diesel mechanics within an Australian context. This text provides a practical reference for instructors and students to utilise throughout not only their course but also their career. The text is an ideal companion to Simpson's bestselling text *Automotive Mechanics 8e Scope*. Diesel Engine Basics provides coverage across Certificate III Automotive Technology AUR30405, Certificate IV Automotive Technology AUR40208, 40205 Diploma of Automotive Technology AUR50205, Certificate III Marine Certificate III Outdoor Power Equipment.

Diesel & Gas Turbine Catalog, 1989 Diesel Car Digest, 1976 **Walker's Manual of Penny Stocks**, 2000 **Daihatsu Type DG Diesel Engine**, 1982 **Zosen**, 1981 **Eksplzje w skrzyniach korbowych silników okrętowych - przyczyny, zapobieganie i**

minimalizacja skutków Leszek Chybowski, 2022-01-01 W pracy przedstawiono syntezę zagadnień związanych z wybuchami w skrzyniach korbowo-rotowych spaliniowych silników w okrętowych. Zagadnienia przedstawiono w odniesieniu do silników głównych i pomocniczych dwusuwowych i czterosuwowych wodorowych i bezwodzinkowych jednopaliwowych i dwupaliwowych oraz rzędowych i widlastych. Dla realizacji tego celu zaprezentowano kolejno: 1. wprowadzenie do tematyki eksplozji w skrzyniach korbowych silników w okrętowych; 2. konstrukcję skrzynek korbowych; 3. przyczyny eksplozji; 4. minimalizację ryzyka eksplozji; 5. detekcję mgi w olejowej; 6. budowę i działanie detektorów w mgi w olejowej; 7. budowę i zasady działania systemu diagnostyczno-pomiarowego; 8. minimalizację skutków w eksplozji oraz; 9. szkolenie mechaników w okrętowych. Dokonano wprowadzenia do tematyki eksplozji w skrzyniach korbowych silników w okrętowych. Przedstawiono podstawowe informacje statystyczne dotyczące wypadków związanych z eksploatacją silników w okrętowych i ich zidentyfikowanych przyczyn w podziale na rodzaj zagrożenia. Przedstawiono podstawowe informacje na temat skrzynek korbowych ich budowy, zadań i rozwiązań konstrukcyjnych w podziale na typ układu korbowo-rotowego silnika. Omówiono przyczyny eksplozji w skrzyniach korbowych. Dokonano wprowadzenia w zagadnienia procesu palenia powstania i eksplozji. Opisano sekwencję zdarzeń prowadzących do zajścia eksplozji w skrzyni korbowej oraz scharakteryzowano główne przyczyny rodzajowe tych eksplozji w silnikach wodorowych i bezwodzinkowych. Zaprezentowano możliwości dotyczące minimalizacji zagrożenia eksplozji w skrzyni korbowej i zalecenia ogólne oraz szczegółowe omówiono zagadnienia kontrolowania stanu technicznego układu w korbowo-rotowych szczególnie komory spalania i stanu technicznego dławika trzonu rotowego. Omówiono również parametry oleju obiegowego silnika których zmiana może stanowić informację o stanie technicznym elementu w przyczyniających się do powstania wybuchu w skrzyni korbowej. Przedstawiono postępowanie w przypadku alarmu ostrzegającego przed możliwą eksplozją. Scharakteryzowano budowę i zasady działania detektorów w mgi w olejowej w podziale na detektory absorpcyjne i nefelometryczne, tj. typy detektorów w spotykane w rozwiązaniach okrętowych. Przedstawiono rozwiązania konstrukcyjne i podstawowe parametry techniczne detektorów w mgi w olejowej najpopularniejszych dostawców w tych urządzeniach. Przedstawiono budowę zasad działania i podstawowe rozwiązania konstrukcyjne systemu diagnostyczno-pomiarowego związanego z bezpieczeństwem eksploatacji silnika w zakresie prewencji eksplozji skrzynek korbowych. Scharakteryzowano systemy monitoringu temperatury otoczenia układu korbowo-rotowego monitoringu zużycia otoczenia czujniki gazu oraz detektory ciśnienia w skrzyni korbowej. Zaprezentowano działania prewencyjne w zakresie minimalizacji skutków potencjalnej eksplozji w skrzyni korbowej silnika. Opisano zawory eksplozyjne inertowanie skrzynek korbowych oraz wykorzystanie wody do modyfikacji atmosfery skrzyni korbowej. Dokonano przeglądu i przedstawiono propozycje dotyczące kształcenia inżynierów w mechanice okrętowej w zakresie tematyki eksplozji w skrzyniach korbowych. Pokazano możliwości wykorzystania symulatora w symulacji okrętowych w zakresie szkoleń powołanych do przebiegu eksplozji i czynników w niej prowadzących oraz działania systemu zabezpieczenia silnika. Pracę kończy podsumowanie oraz załączniki w postaci wybranych przepisów dotyczących bezpieczeństwa eksploatacji skrzynek korbowych. **Japan**

Shipbuilding & Marine Engineering ,1968 Japan Shipbuilding and Marine Engineering ,1968 Daihatsu Type B Diesel Engine ,1978 **Journal** British Ship Research Association,1985 Consists largely of abstracts of articles and papers of interest to shipbuilders ship owners and marine engineers **Shipping World and Shipbuilding and Marine Engineering News** ,1967 **The Motor Ship** ,1983 **Lloyd's Maritime Directory** ,1986 **Lloyd's Ship Manager** ,1994-04

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