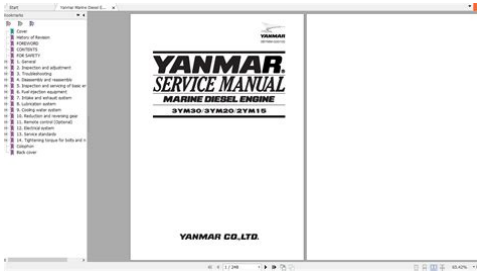


## 3ym30 owners manual



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## Book Descriptions:

### 3ym30 owners manual

Model 3YM30 has been used for the illustrations in this service manual, but they apply to other models in the 3YM series engines. For accident prevention, it is important to avoid such causes before development to accidents. Please read this manual carefully before starting repair or maintenance to fully understand safety precautions and appropriate inspection and maintenance procedures. Damage to the engine, shortened engine life and or personal injury may result. Check the customer ledger file for the history of the engine. General rules are described here.

Usermaintenance Parts replacement Shopinspection. Unit liter quart Engine oil capacity Model at rake angle 8 degree 3YM30 with KM2P1 Full2.8 3.0 0.2 3YM20 with KM2P1 Full2.7 2.9 0.2. Usually do not open the filler cap to check or replenish. Standard Cooling water volume Unit liter quart Model Engine Coolant recovery tank 3YM30 4.9 5.2 0.8 0.8 3YM20 4.1 4.3 0.8 0.8 Increase in the water level of the coolant recovery tank during operation is not abnormal. Remove the Vbelt. After replacing with a new Vbelt and adjusting the tension, run the engine for 5 minutes and readjust the Belt adjuster deflection to the value in the table above. 3YM30 Tighten the adjusting bolt. Standard valve clearance mm 0.150.25 c Apply oil to the contact surface between adjusting screw and push rod. Failure to do so could cause shortcircuiting and fires. GREASE When the amount of fluid nears the lower limit, fill with battery fluid available in the market to the upper limit. If operation continues with insufficient battery fluid, the battery life is shortened, and the battery may overheat and explode. Otherwise, it results in engine damage, Fuel filter uneven engine performance and shorten engine life. Be sure to replace the fresh water every year. When the long life coolant is used of the specified type, the replacement period of two years can be obtained.<http://chelabrandon.com/admin/fck/comfort-glow-cgcftp-manual.xml>

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Use clean soft water and be sure to add the Long Life Coolant Antifreeze LLC to the cooling water in order to prevent rust built up and freezing. There are two types of mixing elbows, the Ltype and the Utype. The mixing elbow is attached to the exhaust manifold. The exhaust gas is mixed with seawater in the mixing elbow. Utype Mixing elbow Seawater. Check whether each connection part doesnt have looseness. STOP Btype panel Glow connector GLOW START Neutral safety switch Glow plug Fitting to marine gear Glow relay Magnet relay Safety Extension relay wire harness Alternator To lube switch and. Never approach the injection nozzle portion with a hand. The oil jetting out from the nozzle is at a high pressure to cause loss of sight or injury if coming into careless contact with it. Place the heat Air hose Filler cap exchanger in a water tank, feed in compressed air from the overflow pipe and check for any water leakage, air bubbles. Remote High speed control limiting bolt Fuel 2 If the noload maximum speed is out of the cable injection standard, adjust it by turning the high idle limiting. The thermostat is functioning normally if it starts to open between 75/78 deg C, and opens until 8 mm or more at 90 deg C. When the signs of a trouble appear in the engine or a trouble occurs, grasp the trouble conditions fully by the next point and find out the cause of sincerity according to the troubleshooting. When problems arise, it is important to carefully observe and analyze the indications of trouble in order to save time in determining their cause. TROUBLE AND TROUBLESHOOTING I1 Add fuel oil and prime. I11 Replace. I2 Bleed air. I12 Clean carefully to insure good working order. I3 Remove water from drain and fuel oil system and prime. I4 Check and make necessary repairs. I5 Clean. Please use them as instructed. 4.2.1 General hand tools Name of

tool Illustration Remarks Wrench Size 10 x 13 Wrench Size 12 x 14

Wrench. <http://detector-billetes.com/Imagenes/comfort-glow-gas-heater-user-manual.xml>

Test indicator Measures narrow and deep places, which cannot be measured with dial gauge. Magnetic stand Keeps the dial gauge firmly in position, thereby permitting it to be used at various angles. Torque wrench Used to tighten bolts and nuts to standard torque. Thickness gauge Measures the distance between the ring and ring groove, and between the shaft and shaft joint at time of assembling. Compression gauge Measures the pressure of the compression. Yanmar code No. TOL97190080. Three Bond 200g Nondrying liquid gasket;. Intake pipe 2 Remove the intake silencer from cylinder head. Cylinder head Intake silencer 6 Removing the mixing elbow 1 Remove the seawater rubber hose connecting to a heat exchanger a mixing elbow. 2 Remove the mixing elbow from the exhaust manifold. Gear case Spacer bolt Vbelt. Washer 2 Remove the engine mounting feet. Crankshaft Vpulley 22 Removing the crankshaft Vpulley Loosen the bolt tightening the crankshaft Vpulley and Oil pan remove the crankshaft Vpulley with a pulley puller. Outer rotor Control Inner rotor valve Gear case cover 27 Removing the idle gear Bolt Loosen the three bolts holding the idle gear and pull out the idle gear and shaft. NOTE 1 When mounting the gear case, match up the two knock pins for cylinder block. NOTE The thrust metal lower is mounted to the base main bearing cap. 35 Removing the crankshaft 1 Remove the crankshaft NOTE Cylinder block. NOTE 1 If the dust remain with the parts, engine may cause the seizing or damage. 2 The cleaning agent removes even carbon adhering to disassembled parts. Lower NOTE Thrust metal 1 The lower main bearing metal does not have an oil hole. Flywheel housing 8 Mounting the gear case Apply the liquid gasket to the gear case and mount the gear case and lube oil line Oring onto the cylinder block. NOTE 1 Insert the piston so that the match mark on the large end of the connecting rod faces the fuel nozzle, and the manufacture's embossed mark on the stem faces toward the flywheel.

Damper disk Align the damper disk with the input shaft spline and insert. 2 Mount the marine gearbox to the flywheel housing. Flywheel 20 Mounting the cylinder head Assembly 1 Put the cylinder head gasket on the cylinder block,. Before mounting heat exchanger to the cylinder head, adjust the injection timing.. Cylinder head 2 Renew the Oring for the connecting part of the pump, which is inserted in the cylinder block, and tighten the fresh water pump. Cylinder block Mount the lube oil filter with the tool of the filter case remover. Lube oil pressure switch Lube oil filter 27 Mounting the seawater pump 1 Tighten the spacer bolt to the gear case cover. 2 Mount the bracket and the seawater pump assembly to the gear case cover. Cylinder head Bracket Fuel pipe. Model Engine capacity L quart 3YM30 4.9 5.2 3YM20 4.1 4.3 2 Fill with water until the level in the coolant recovery tank is between the full and low marks. The side walls are save shaped to maximize rigidity for strength and low noise. 5.1.1 Inspection of parts Cap plug 45 mm Make a visual inspection to check for cracks on engines. Cylindricity is the maximum value between those difference values. Special alloy stellite with superior resistance to heat and wear is fitted on the seats, and the area between the valves is cooled by the water jet. Thoroughly remove all the carbon and dirt after disassembly and carefully inspect all parts. Measure the inside diameter of the valve guide and replace it if it exceeds the wear limit. Standard Limit Intake 6.0006.012 6.08 Valve guide inside dia. When they are removed, be sure to replace them. The side with the smaller pitch painted yellow should face down cylinder head. Model 3YM30 75.970 3YM20 69.975 3 Removing the piston pin A floating type piston pin is used in this engine. The piston pin can be pressed into the piston pin hole at room temperature Coat with oil to make it slide easily.

<http://www.drupalitalia.org/node/69239>

Measure the thickness and width of the rings, and the ringto groove clearance after installation. Replace if wear exceed the limit. 3YM30 Standard Limit Groove width 1.5501.570 Width Top ring Ring width 1.4701.490. Joint of coil expander. The large end with the aluminium metal can be separated into two and the small end has a 2layer copper alloy coil bushing. Standard Limit

Connecting rod. Excessive piston pin bushing wear may result in damage to the piston pin or the piston itself. Measure the piston pin bushing inside diameter and the piston pin outside diameter. Crank shaft The crankshaft main veering is of the hanger type. Correct by grinding if uneven wear, roundness exceeding the limit or insufficient outside diameter is found. The cams have a curve that minimized the repeated shocks on the valve seats and maximizes valve seat life. The oil clearance shall be calculated by Flywheel side subtracting the measured camshaft outside diameter Micrometer from the inside diameter of the camshaft bearing or bushing. Check the contact of each tappet and replace if excessively or unevenly worn. Tighten the nut. 2 Adjust the rack position to R0 15mm with the FO limiter, and measure the injection volume A at the rated speed. The cause of the trouble may not necessarily be in the pump itself, but may be in the engine or the fuel system. Clean immediately stops. 2 Fuel filter is clogged. Disassemble and clean, or replace the element Replace packing repair 3 Improper air tightness of the fuel pipe pipe connection or pipe is broken and air is being sucked in. Adjust 2 Injection from nozzle is improper. Adjust Fuel drips after each injection. 3 Injection nozzle starting pressure is too high Adjust 4 Uneven injection. The fuel feed pump is mounted on the side of this engine and is driven by the eccentric cam of the fuel pump camshaft. NOTE Replace parts as an assembly.

<http://foot-five.com/images/canon-mp140-manual-scan.pdf>

A fuel return connection is provided on top of the tank of which a rubber hose can be connected to return fuel from the fuel nozzles. It is fed to the intake manifold and then on to each cylinder. Intake pipe Exhaust gas goes into exhaust manifold in the fresh water tank mounted on the cylinder head outlet. When the internal pressure of the crankcase decreases too much due to the damage of a spring, much blowby gas containing oil is reduced in intake air system, and it may cause the combustion defect by the early dirt of the intake valve or the urgent rotation of the engine by the oil burning. The mixing elbow is attached to the exhaust manifold. Utype Mixing elbow Seawater Joint Heat exchanger Ltype Mixing elbow Seawater Exhaust elbow Heat exchanger. Put a ruler on the end face of the gear case cover, and insert a gap gauge between rotor, and measure a side gap. The cartridge type filter is easy to remove. To prevent seizure in the event of the filter clogging up, Lube oil pressure a bypass circuit is provided in the oil filter. The cylinders, cylinder heads and exhaust manifold are cooled with fresh water, and fresh water cooler heat exchanger use seawater. Vpulley Shaft Retaining ring Ball bearing Spacer Retaining ring Oring Ball bearing Plate Cover Oring. NOTE Coat the shaft with grease. 3 Mount the impeller. The fresh water pump consists of the pump body, impeller, pump shaft, bearing unit and mechanical seal. It is difficult to disassemble and, once disassembled, even more difficult to reassemble. Replace the pump as an assembly in the event of trouble. 2 When removing the fresh water pump, replace the Oring inlet to cylinder. Straightedge Standard Limit Side clearance between impeller and plate Thickness gauge. Cooler core The cooler core consists of many small diameter tubes, Pressure cap baffle plates and tube cover. The cap is mounted on the filler neck cam by placing it on the rocking tab and rotating.

<https://www.abouttimetech.com/images/canon-mp101-manual.pdf>

When the filler neck is removed, remove it with being careful not to damage the fresh water cooler, and scrap it. The coolant recovery tank maintains the water level by preventing this discharge of water. The pump can be run continuously for a period of 10 minutes. After this time it must shut off for a period of 2 hours before reusing. The hose attached at the nozzle should be 1.8 m or less and should reach without any strain, therefore care should be taken in deciding on the best position. Check to be sure that the strainer is in the water before turning on the switch. Problem Cause Countermeasure 1. Pump does not turn Faulty wiring Check the wiring between the motor and battery. Faulty battery Check to see if the specific gravity of the battery fluid is greater than 1.25. Reduction and reversing gear Marine gear KM2P1 is applied to the 3YM30 and 3YM20 series engines. Refer to chapter 10 in the service manual of the GM series engines for inspection,

disassembly and reassembly. These are designed specifically for use with Morse control heads. This engineered system of Morse cables, control head and engine connection kits ensures dependable, smooth operation with an absolute minimum of backlash. If they do not coincide, adjust the fittings as necessary first engine side, then controller side. Electrical system 12.1 Electrical system STOP Btype panel Glow connector GLOW START Neutral safety switch Glow plug Fitting to marine gear Glow relay Magnet relay Safety Extension relay wire harness Alternator To lube switch and fresh water switch To earth bolt Stop solenoid Starting motor. The features are compactness, waterproof and independence from pulse by ring gear teeth number. The engine speed, indicated with the instrument panel is activated by the pulse from flywheel ring gear. The pinion engages with the ring gear of an engine, and the engine is started. Magnetic Switch Center Bracket A Torsion Spring Shift Lever Brush.

It contains diodes that convert AC to DC, and an IC regulator that keeps the generated voltage constant even when the engine speed changes. 12.4.1 Specifications Yanmar code 12827177200 Model of alternator LR160741 HITACHI Check that a belt doesn't touch the bottom part of the pulley groove. If necessary, replace the V belt set. The features are compactness, waterproof and independence from pulse by ring gear teeth number. The engine speed, indicated with the instrument panel is activated by the pulse from flywheel ring gear. Replace lamp. illuminated when blown out. 2 Lamp not illuminated even main switch set when main switch set to ON to ON. The glow plug is M4 x 0.7 mounted to the cylinder head. The device is operated by the glow switch on the instrument panel. Rated current 810A Rated voltage. The device is operated by the stop switch on the Emergency stop button instrument panel. The emergency stop button is integrated with the solenoid. Rated Output. Rated Speed Displacement Cylinder Bore x Stroke Combustion system. Indirect Injection, Inline Pump. Aspiration. Natural. Alternator Dimensions Controls. Mechanical. Certifications Downloads Contact us with inquiries, comments, and feedback. Copyright YANMAR Marine International. All rights reserved. Skip to content Learn more about how we use cookies by visiting our Cookie Policy Page. If you wish to disable them, please note that some site functionality may be lost. I accept. It allows documents to display on devices without pdf viewers specifically mobile devices, a new Google requirement. Note also that some documents have blank pages. No personal information is saved. I do not collect statistics on your visit. You can disable cookies in your browser if you like but it is not recommended for this site. I do not sell cookies. Go to a bakery for that. In fact I do not sell anything. To disable cookies from L36.com, please refer to the Help button in your browser.

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Changes in harbors due to building or dredging change tides and currents and for that reason many of the locations presented are no longer supported by newer data bases. For example, there is very little tidal current data in newer data bases so current data is likely wrong to some extent. This data is NOT FOR NAVIGATION. See the XTide disclaimer for details. In addition, tide and current are influenced by storms, river flow, and other factors beyond the ability of any predictive program. This manual contains maintenance and repair procedure for the Yanmar Marine Diesel Engine 3YM30 3YM20 2YM15. With this manual, you may maintain, service, diagnose and repair your own. All repair procedures are covered. Applicable Models Covers Yanmar Marine Diesel Engine 3YM30 Yanmar Marine Diesel Engine 3YM20 Yanmar Marine Diesel Engine 2YM15 Service Repair Manual Covers General Inspection And adjustment Troubleshooting Disassembly And Reassembly Inspection And Servicing Of Basic Engine Parts Fuel Injection Equipment Intake And Exhaust System Lubrication System Cooling Water System Reduction And Reversing Gear Remote Control Electrical System Service Standards Tightening Torque For Bolts And Nuts Instant Download means there is NO shipping costs or waiting for a CD or paper manual to arrive in the mail. You will receive this manual TODAY via Instant Download on completion of payment via our secure payment processor. All pages are printable. Thank you, for helping us keep this platform clean. The editors will have a look at it as soon as possible. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. In preparation for winter storage I am doing an oil change on my engine and want to change the oil in the Gear Box as well. The specs on this oil seem somewhat confusing.

I used a 15W40 Heavy Duty Diesel Oil in my engine but can't find the specs on the transmission oil I need to do a change. I picked up some Diesel Fuel at Petro Can and they had a DURON E SAE 15W40 Premium Heavy Duty Diesel Engine Oil. I purchased a couple of these for the oil change but could not find the one specked in the manual for the transmission. Some sites say to use the same oil in the transmission. Is there a specific oil I should use in my Transmission In addition to the owners manual, look at the identification plate, on top of the gear box. I believe there is \ information at that location for the oil specification. Canadian Tire has a sale, regularly, on the 5 l container. I am afraid that you just missed it for this fall. I use 15W40. It does not get as hot in Halifax as here, so you can go 10W30. Diesel engine oil at the spec weight identified on the tag on the transmission. Diesel engine oil at the spec weight identified on the tag on the transmission. Rotella T 15W40 for the engine. Diesel engine oil at the spec weight identified on the tag on the transmission. SO, yes, the label on the tranny spec. I, though, do not use the diesel type oil, as this is noncombustion situation. Use whatever it states in your transmission. Our 4JH2TE states ATF. From the Yanmar Manual See the product From the Yanmar Manual View attachment 142010 Not being a mechanic I am somewhat confused wrt which oil I can use. I have the 3 YM 30 engine. 15W40 is a higher viscosity multigrade oil. If you were in the south where it is hotter it would make sense. We used 10W30 in all of our equipment and that is what I use in my boat engine. I also used the 10W30 in the transmission. The CD classification is for diesel engine oil but it has been updated. The latest classification is CJ. Don't get an S classification oil as this is for gasoline engines. I would suggest that you stick with SAE 30W CJ4. If I had to go and buy the oil that is what I would get. Here is a link to some data.

The 15W40 I used has a CJ4 Rating. LUBE OIL needs to be decided by the transmission, not by the



engine. Our Yanmar owners manual differs with what the Yanmar Service Manual states. One says engine oil and the other states ATF. The 15W40 I used has a CJ4 Rating. By continuing to use this site, you are consenting to our use of cookies. While at first making gasoline powdered engines, the company was the first to successfully produce a small diesel engine in the 1930s. The company has now made more than 10 million engines. Message me via Live Chat if don't find what you are looking for, or have old manuals to share to help other sailors. If these downloads are useful please make a donation to cover webhosting costs and future development. Thanks, Dennison

3 simple steps to make your diesel system reliable and robust

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