WORK SHOP MANUAL

9LD561·2
9LD561·2/L
9LD625·2

LOMBARDINI

SERVICE

This manual contains the most important information for the repair of LOMBARDINI air-cooled, direct-injection Diesel engines type 9LD561-2, 9LD561/2/L and 9LD625-2. This information is current up to June 1, 1988.

INDEX

MODEL NUMBER AND ENGINE IDENTIFICATION

9LD561-2 **9LD561-2/L** **9LD625-2**

Engine group number

LOMBARDINI

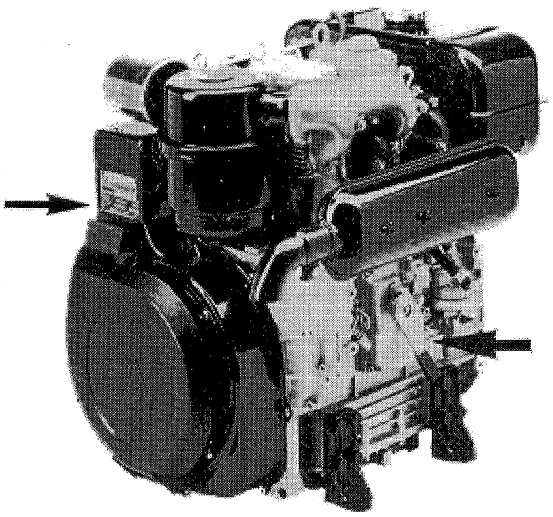
Diesel

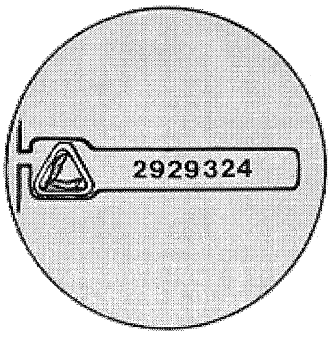
Slow speed version

No. of cylinders

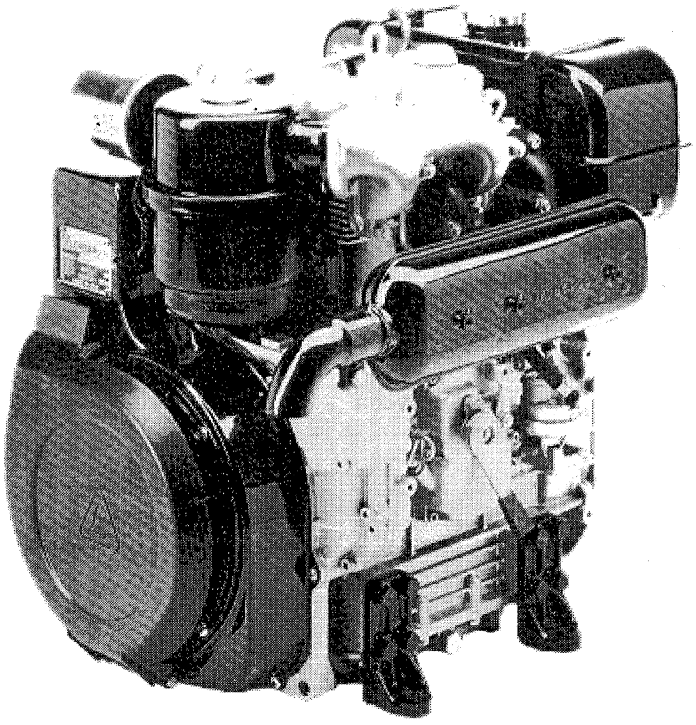
Unitary displacement

Once the model number has been correctly interpreted, identify the engine through the serial number indicated both on the nameplate fitted to the shroud and on the crankcase





CHARACTERISTICS OF MODELS 9LD561-2, 9LD561-2/L, 9LD625-2



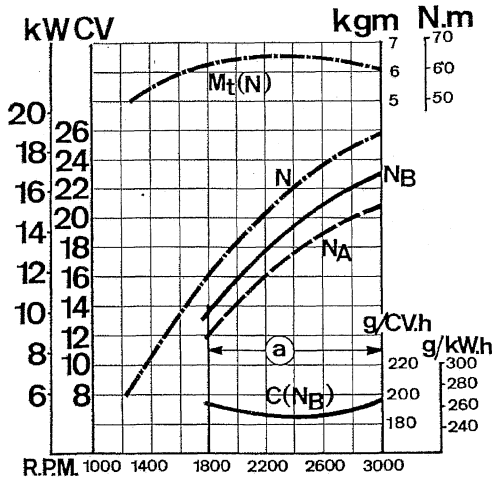
ENGINE TYPE			9LD561-2	9LD561-2/L	9LD625-2
Number of cylinders		N.	2	2	2
Bore		mm	90	90	95
Stroke		mm	88	88	88
Displacement		cm^3	1120	1120	1248
Compression ratio			17,5:1	17,5:1	17,5:1
R.P.M.			3000	2200	3000
	N DIN 70020		19,0/25,8	—	21/28,5
Power kW/CV	NB DIN 6270		16,9/23,0	13,30/18,0	19,2/26,0
	NA DIN 6270		15,4/21,0	12,00/16,3	17,7/24,0
Max. torque		Kgm	6,55 @ 2200	6,0 @ 2000	7,5 @ 2200
Max. torque at 3rd p.t.o.		Kgm	3,0	3,0	3,0
Specific fuel consumption ★		g/CV•h	198	179	186
Tank capacity		l.	10	10	10
Oil consumption		Kg/h	0,050	0,050	0,058
Oil sump capacity		l.	2,8	2,8	2,8
Dry weight		Kg.	110	110	110
Combustion air volume at 3000 r.p.m.		$l./1'$	1440	1056 ★★	1500
Cooling air volume at 3000 r.p.m.		$l./1'$	24000	17600 ★★	26300
Max. permissible driving shaft axial load in both directions		Kg.	300	300	300
	momentary	α	35°	35°	35°
Max. inclination	lasting up to 1 h.	α	25°	25°	25°
	permanent	α	★★★	★★★	★★★

★ Referred to max. NB power
★★ At 2200 r.p.m.
★★★ Depending on the application

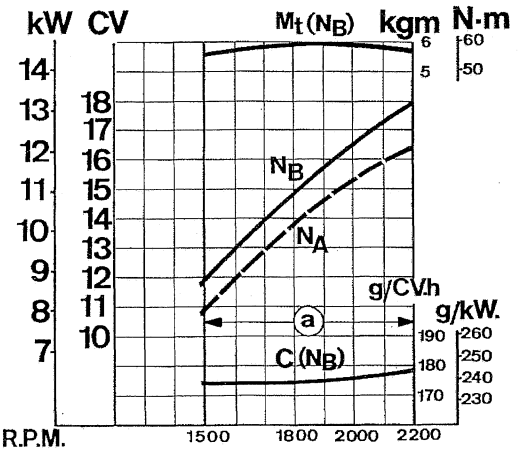
Note: For engines type 9LD560-2, currently out of production, follow the same repair instructions listed above.

CHARACTERISTIC POWER, TORQUE AND SPECIFIC CONSUMPTION CURVES

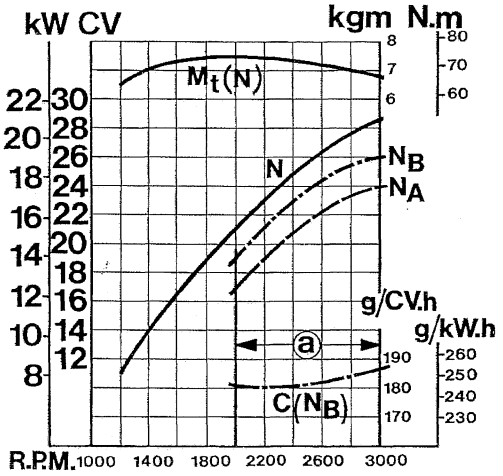
9LD561-2



9LD561-2/L



9LD625-2



N (DIN 70020), Automotive rating, intermittent operation with variable speed and variable load.
N_B (DIN 6270), Rating with no overload capability, continuous light duty operation with constant speed and variable load.
N_A (DIN 6270), Continuous rating with overload capability, continuous heavy duty with constant speed and constant load.

The above power values refer to an engine fitted with air cleaner and standard muffler, after testing and at the environmental conditions of 20°C and 1 bar.
Max. power tolerance is 5%. Power decreases by approximately 1% every 100m altitude and by 2% every 5°C above 20%. 25 °C

C (N_B): Specific fuel consumption at N_B power
Mt : Torque at N (at N_B power for 9LD561-2/L)
ⓐ : Range of application for continuous operation. In case of application outside this range please contact LOMBARDINI.

MAINTENANCE

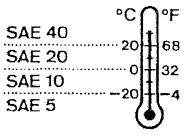
OPERATION	COMPONENT		INTERVAL (HOURS)								
				10	50	125	250	500	1000	2500	5000
CLEANING	(OIL BATH) AIR CLEANER (*)			●							
	FEED PUMP FILTER						●				
	HEAD AND CYLINDER FINS (*)						●				
	FUEL TANK								●		
	INJECTORS							●			
	INTERNAL OIL FILTER								●		
CHECK	LEVEL	AIR CLEANER OIL		●							
		CRANKCASE OIL		●							
		BATTERY FLUID			●						
	DELIVERY VALVE TIGHTNESS							●			
	VALVE AND ROCKER ARM CLEARANCE							●			
	INJECTOR SPRAY PATTERN							●			
REPLACEMENT	OIL	AIR CLEANER (**) (***)		●							
		CRANKCASE (***)					●				
	OIL FILTER CARTRIDGE						●				
	FUEL FILTER CARTRIDGE						●				
	DRY AIR CLEANER CARTRIDGE		(O)								
OVERHAUL INSPECTION	PARTIAL (****)									●	
	COMPLETE										●

(*) Under special working conditions clean daily.
(**) Under extremely dusty conditions clean every 4-5 hours.
(***) See recommended oil type.
(****) Includes checking cylinders, piston rings, guides, springs, grinding valve seats, scaling heads and cylinders as well as checking injection pump and injectors.
(O) When clogging indicator shows the need for replacement.

RECOMMENDED OIL TYPE

AGIP DIESEL SIGMA S SAE 30-40, specification MIL-L-2104 C
ESSOLUBE D3, specification MIL-L-2104 D and UNIFARM specification MIL-L-2104 C
In countries where AGIP and ESSO products are not available use diesel engine oil API SERVICE CD or a similar type complying with the military specification MIL-L-2104 C and MIL-L-2104 D.

Suggested oil grades



CAPACITIES (LITERS)

Standard fuel tank	10,0
Standard oil sump	2,8
Air cleaner oil tank	0,3

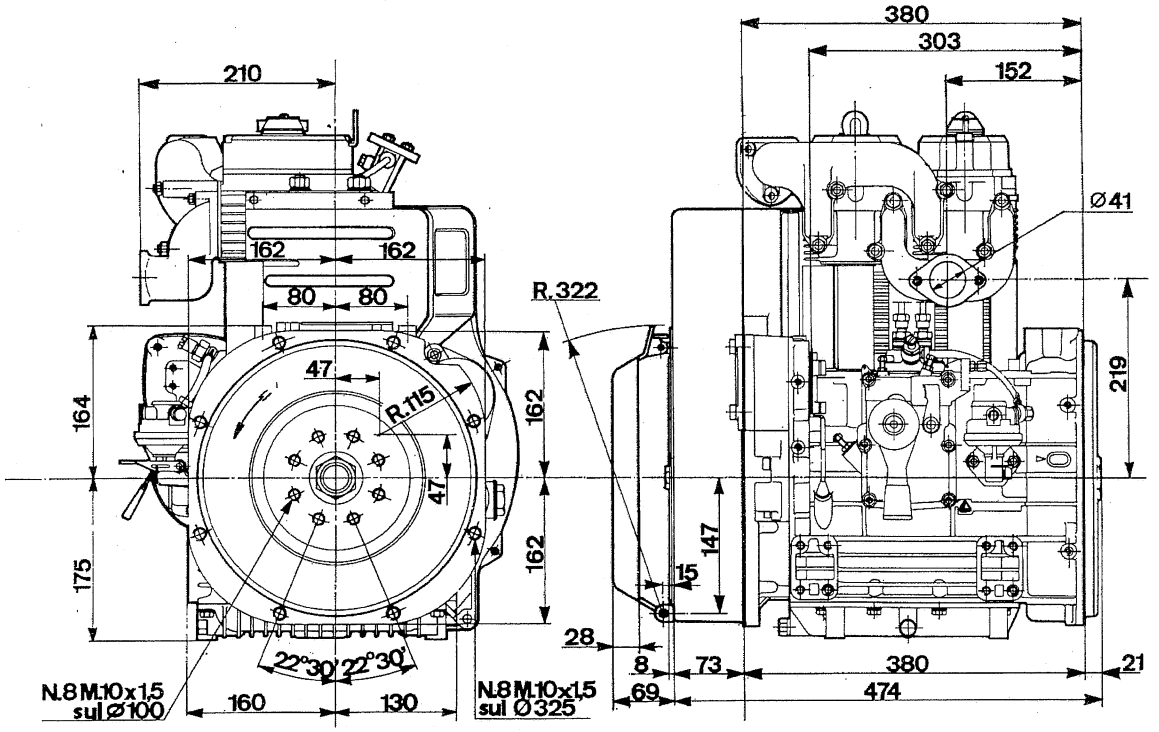
As for filters, tanks and special crankcases please refer to LOMBARDINI instructions.

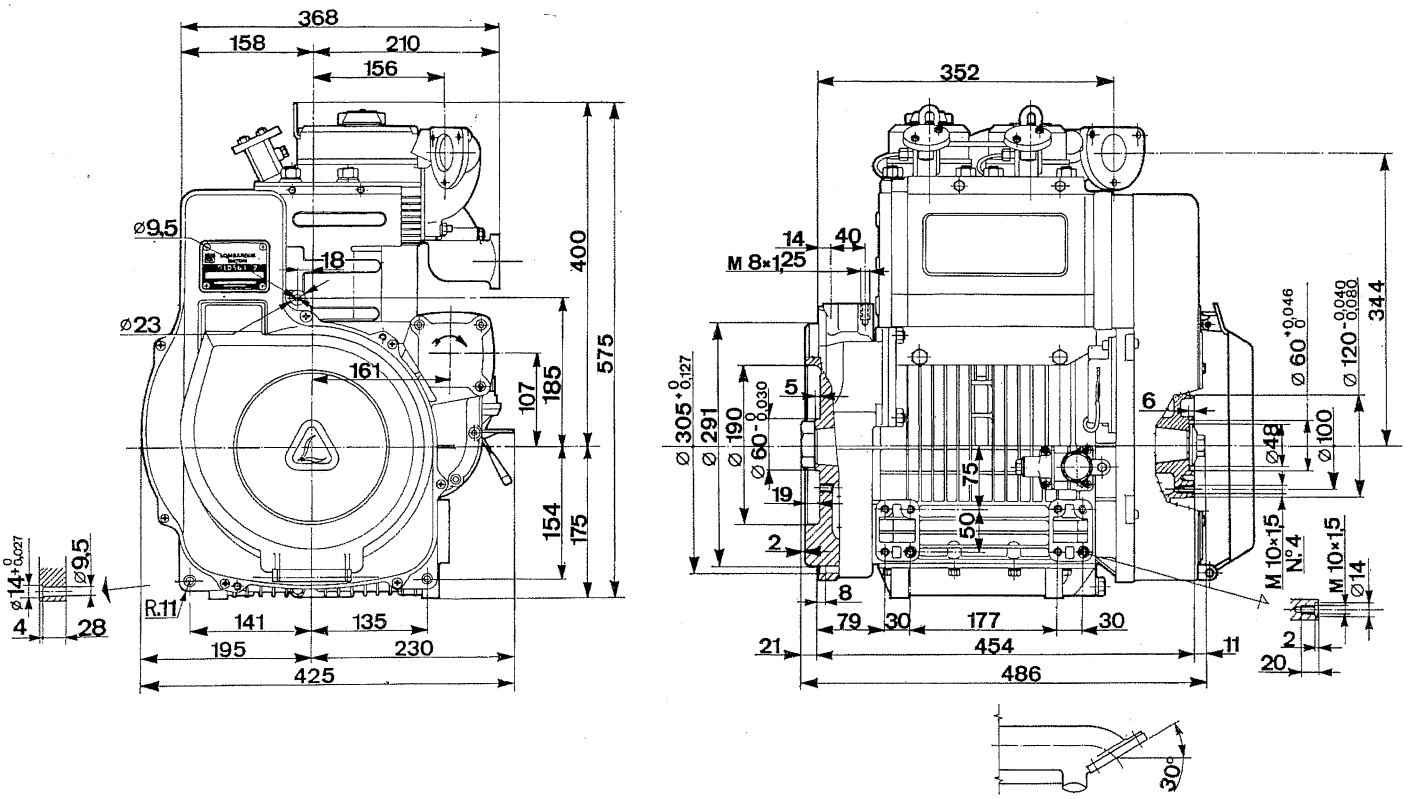
POSSIBLE CAUSES AND TROUBLE SHOOTING

The following table contains the possible cause of some failures which may occur during operation. Always perform the simplest checks before removing or replacing any part.

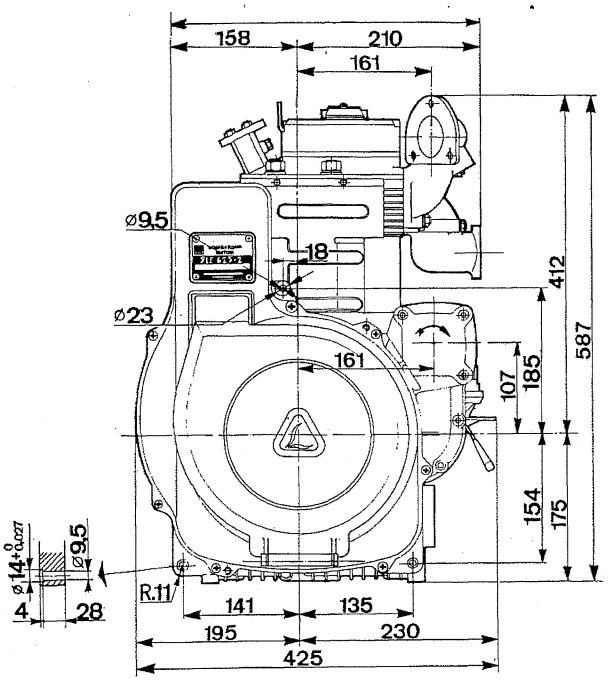
	POSSIBLE CAUSE	TROUBLE						
		Engine does not start	Engine starts but stops	No acceleration	Non-uniform speed	Black smoke	White smoke	Too low oil pressure
FUEL CIRCUIT	Clogged pipings	●						
	Clogged fuel filter	●	●	●				
	Air inside fuel circuit	●	●	●				
	Clogged tank breather	●	●	●				
	Faulty feed pump	●	●					
	Stuck injector	●						
	Stuck injection pump valve	●						
	Wrong injector setting					●		
	Sticking injection pump rack	●		●	●			
	Wrong injection pump setting			●		●		
LUBRICATION	Too high oil level				●		●	
	Stuck pressure relief valve							●
	Incorrect relief valve setting							●
	Worn-oil pump							●
	Air inside oil suction pipe							●
	Faulty pressure gauge or switch							●
	Clogged oil suction pipe							●
ELECTRIC SYSTEM	Battery dis-charged	●						
	Wrong or inefficient cable connection	●						
	Defective starter switch	●						
	Defective starter	●						
MAINTE-NANCE	Clogged air filter	●		●		●		
	Excessive idle operation						●	
	Incomplete running-in						●	
	Engine overloaded			●		●		
SETTINGS/REPAIRS	Advanced injection	●						
	Retarded injection					●		
	Incorrect governor linkage adjustment	●			●			
	Broken or loose governor spring			●				
	Too low idle-speed		●					
	Worn-out or stuck piston rings						●	
	Worn-out cylinders						●	
	Sticking valves	●						
	Worn-out bearings							●
	Governor linkage not freely operating	●	●		●			
	Crankshaft not turning freely					●		

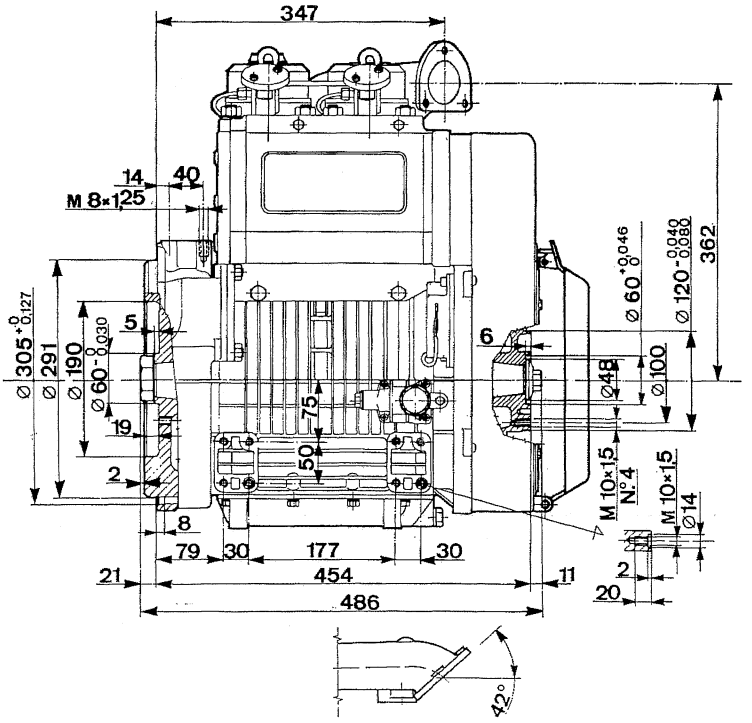
OVERALL DIMENSIONS 9LD561-2, 9LD561-2/L

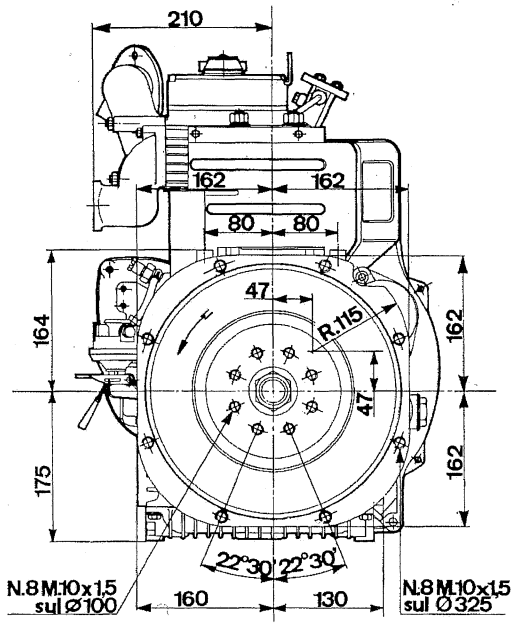


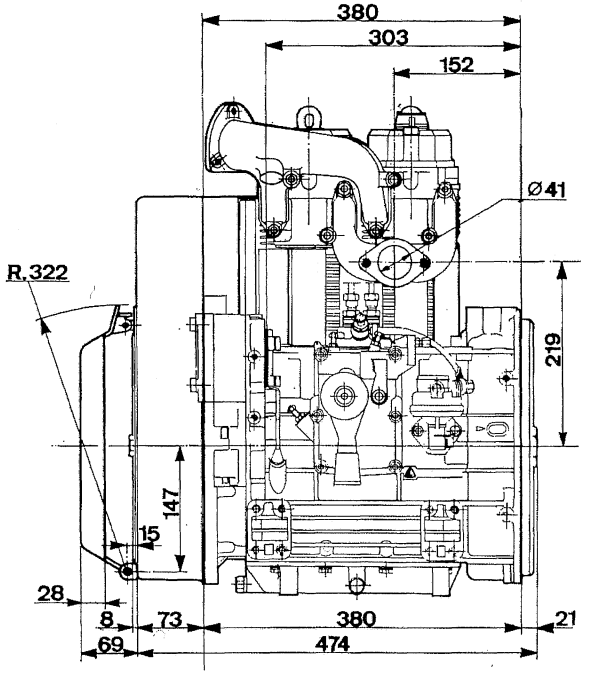


OVERALL DIMENSIONS 9LD625-2

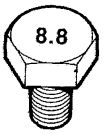






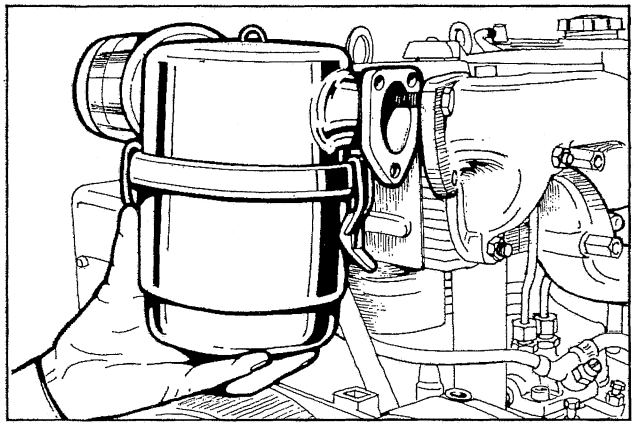


MAIN TORQUE SPECIFICATIONS		
POSITION	Diameter and pitch mm	Torque Kgm
Connecting rod	8x1,25	4,0
Injection pump delivery valve union	18x1,5	4,0
Rocker arm cover	8x1,25	2,0
Center main bearing support	8x1,25	2,5
Intake manifold	8x1,25	2,5
Exhaust manifold	8x1,25	2,0
Air shroud	6x1,0	0,6
Accelerator cover	6x1,0	1,0
Oil filter housing	6x1,0	1,25
Internal oil filter cover	6x1,0	1,0
Hydraulic pump flange	8x1,25	2,5
Camshaft gear	10x1,5	6,0
Oil pump gear	10x1,5	3,5
Starting motor	10x1,5	4,5
Blower hub	14x1,5	16
Rocker arm shaft	8x1,25	2,5
Gear cover plate	8x1,25	2,5
Engine mounting foot	10x1,5	4,0
Fuel feeding pump	8x1,25	2,5
Injection pump	8x1,25	2,5
Oil pump	8x1,25	2
Nozzle holder	6x1,0	1
Oil pan	8x1,25	2,5
Starting pulley	10x1,5	4,5
Main bearing support, gear case side	8x1,25	2,5
Main bearing support, flywheel side	8x1,25	2,5
Center main bearing support	10x1,5	3,0
Hydraulic pump gear support	8x1,25	2,5
Governor fork support	8x1,25	2,5
Fuel tank bracket	8x1,25	4,0
Cylinder head	10x1,5	5,5
Blower	6x1,0	1,0
Flywheel	20x1,5	30,0

STANDARD BOLT TORQUE SPECIFICATIONS			
DESCRIPTION	 **8.8**	 **10.9 = R10**	 **12.9 = R12**
Diameter per Pitch (mm)	High-carbon steel	Alloy steel	Special alloy steel
	Kgm	Kgm	Kgm
4x0,70	0,37	0,52	0,62
5x0,80	0,72	1,01	1,22
6x1,00	1,23	1,73	2,08
7x1,00	2,02	2,84	3,40
8x1,25	3,02	4,25	5,10
9x1,25	3,88	5,45	6,55
10x1,50	5,36	7,54	9,05
13x1,75	9,09	12,80	15,30
14x2,00	13,80	19,40	23,30
16x2,00	21,00	29,50	35,40
18x2,50	26,30	37,00	44,40
20x2,50	36,60	51,50	61,80
22x2,50	44,40	62,40	74,90
24x3,00	56,90	80,00	96,00

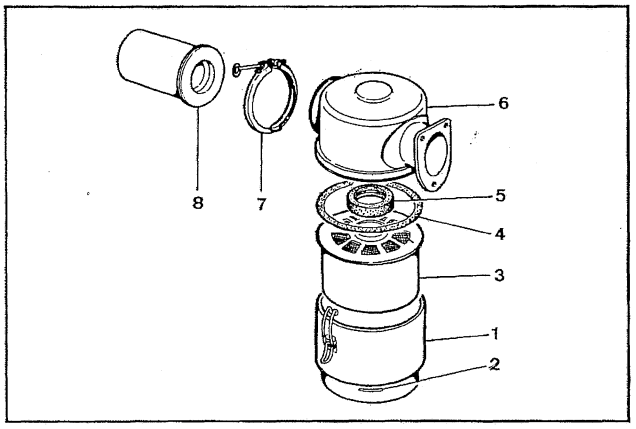
DISASSEMBLY AND REASSEMBLY

Besides disassembly and reassembly operations this chapter also includes checking and setting specifications, dimensions, repair and operating instructions. Always use original LOMBARDINI spare parts for proper repair operations.

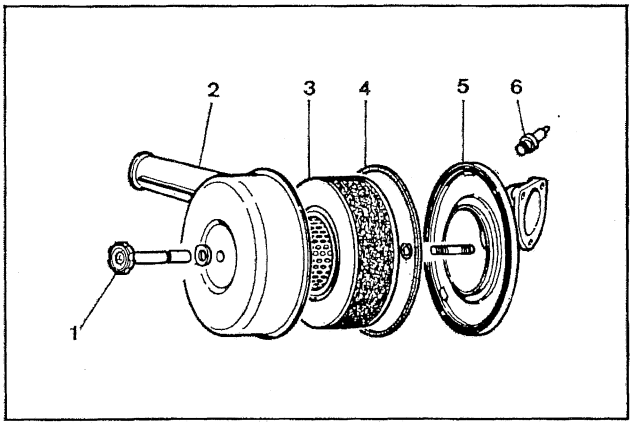


Oil-bath air cleaner

Check gaskets and replace if necessary.
Check that flange weld is free of porosity or defective spots.
Carefully clean bowl and filtering element with Diesel oil and blow through with compressed air.
Top up with engine oil to the mark.
When refitting tighten nuts at 2.5 Kgm.
See page 5 for periodic maintenance details.



Components:
1 Bowl
2 Oil level mark
3 Filtering element
4 Seal ring
5 Internal seal ring
6 Cover
7 Clamp
8 Prefilter

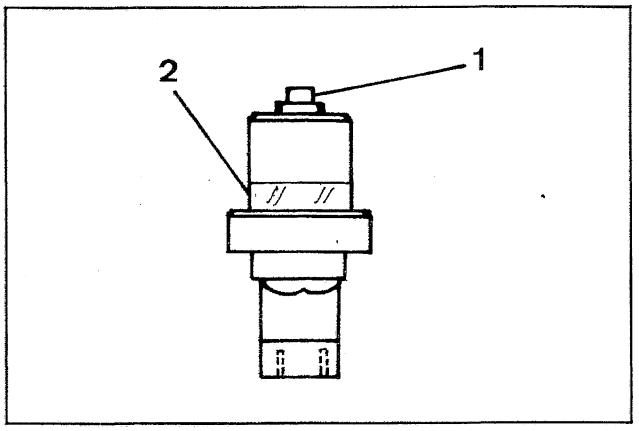


Dry air cleaner

(optional for models 9LD561 and 9LD561-2/L)

1 Hand wheel
2 Cover
3 Cartridge
4 Seal ring
5 Bracket
6 Clogging indicator

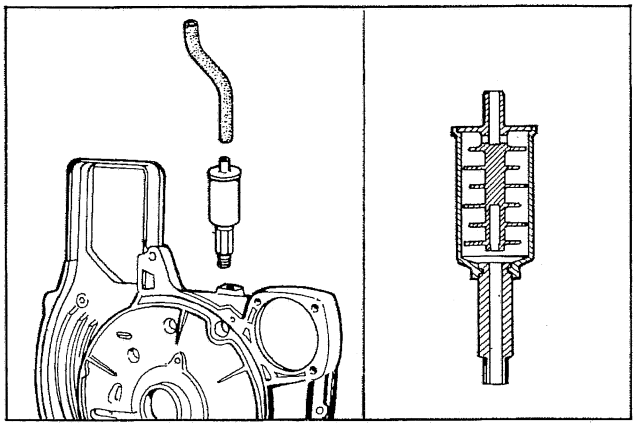
Note: Replace cartridge immediately when indicator shows that is clogged.



Clogging indicator

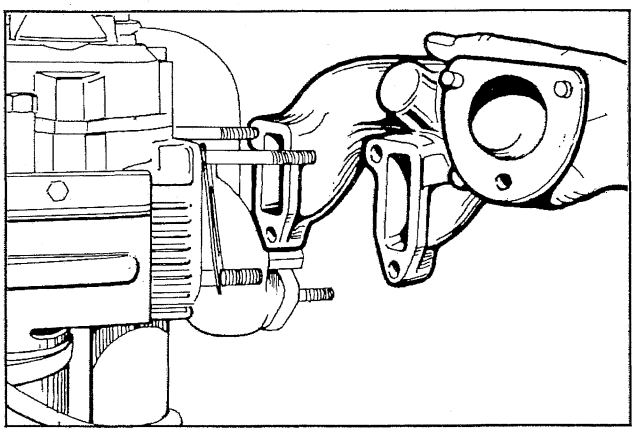
Components:
1 Reset button
2 Transparent indicator

Note: Indicator is calibrated at 600 ÷ 650 mm. column of water.



Oil vapour separator

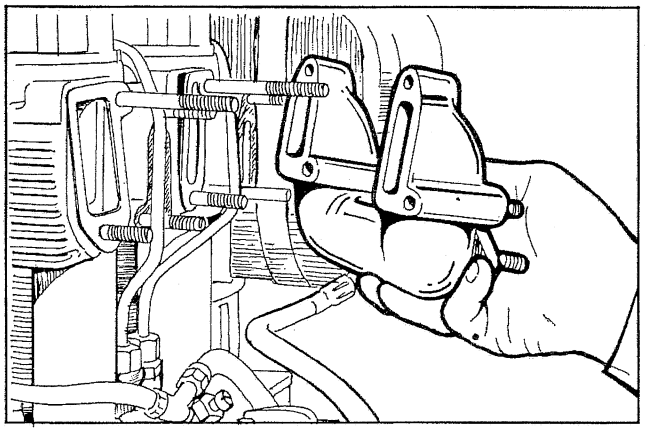
Fitted to engines with dry air cleaner.
Screw it out of the shroud bracket, carefully wash with gasoline inside and blow out with compressed air.
When refitting connect with intake manifold by means of the special rubber hose.



Intake manifold

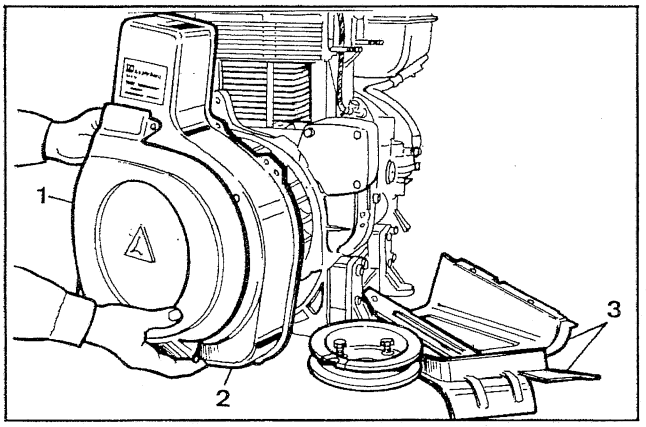
Check flange surface for warpage and correct if necessary.
Before refitting check that heads are in line. Replace gaskets. Tighten nuts at 2.5 Kgm.

Note: In case of low temperature starting we can supply a manifold with possibility of fitting a glow plug with air preheating.



Exhaust manifold

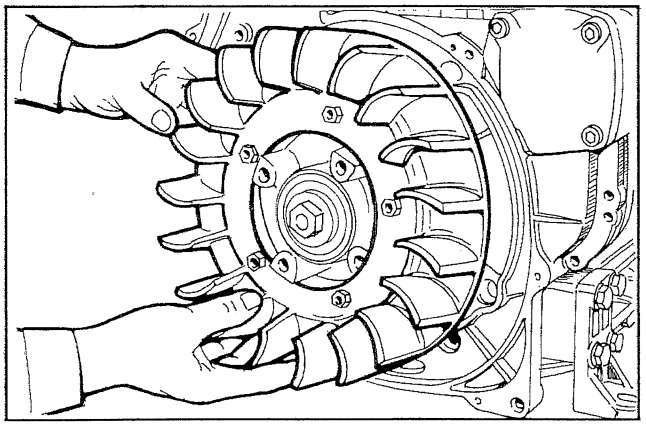
Check that the inside is clean.
To avoid flange breakage check that heads are in line before tightening nuts. Replace gaskets.
Tighten nuts at 2 Kgm.



Pulley guard - Shroud - Side plates

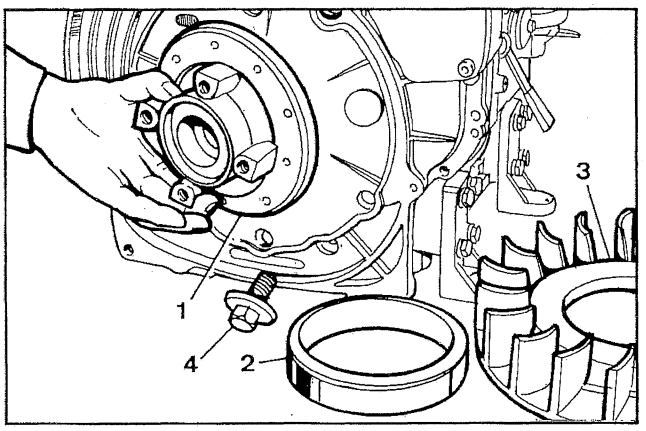
Components:
1 Pulley guard
2 Shroud
3 Side plates

The pulley guard is made of sound deadening material: it reduces the noise that both the pulley and the fan tend to amplify.
Shroud and side plates are made of ANTIFON, an elastic layer which absorbs the noise caused by the plate vibrations.



Cooling fan

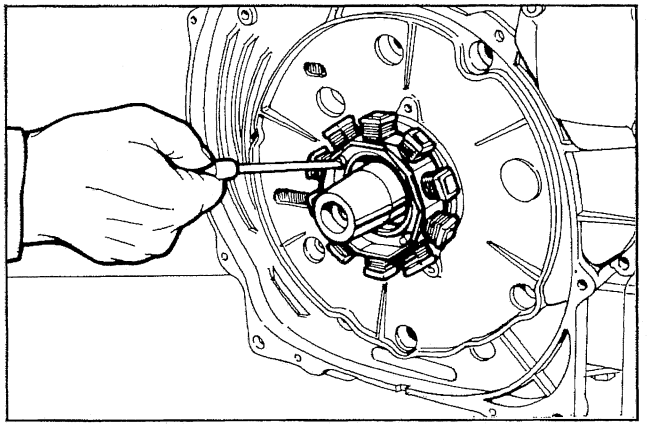
Carefully clean and check all blades: if any are damaged, replace the whole fan.
See page 3 for cooling air volume.



Hub

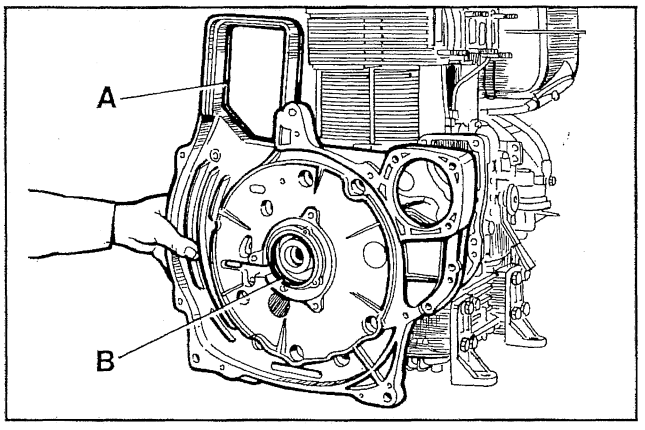
Components:
1 Hub
2 Alternator rotor
3 Fan
4 Bolt

The hub holds the alternator rotor and the cooling fan.
Unscrew the bolt clockwise and tighten at 16 Kgm when refitting.



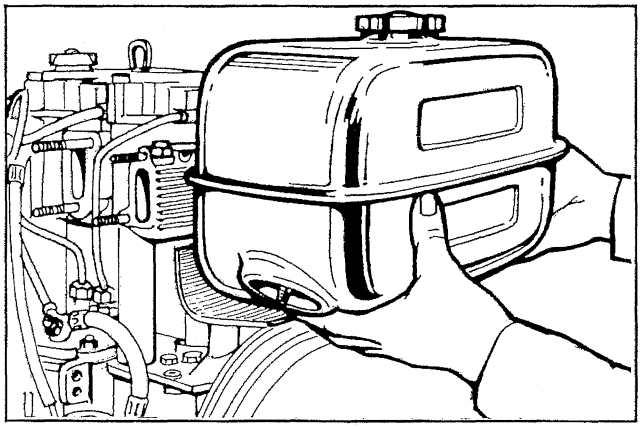
Alternator

Remove stator and place it inside the rotor to prevent metal particles from being attracted by the magnets.
When refitting tighten rotor screws and stator bolts at 1 Kgm.
See page 46 for alternator characteristics.



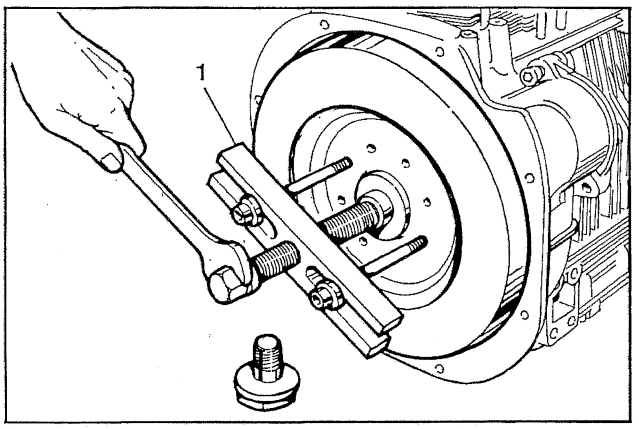
Shroud support (Gear cover plate)

Loosen screws and remove shroud support very carefully to avoid damage to the oil seal ring.
When refitting check that gaskets **A** and oil seal ring **B** are well inside their housings.
Tighten screws at 2.5 Kgm.



Tank

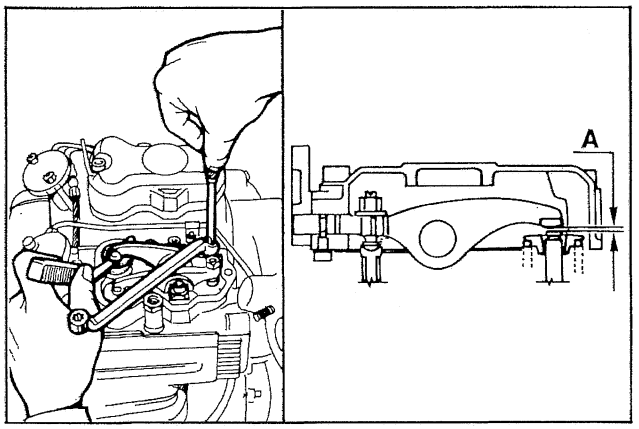
Remove fuel filter and loosen clamp screws.
Completely empty the tank and check that no impurities are found inside.
Check that cap breather hole is not clogged.
When refitting tighten bracket screws at 4 Kgm.
See page 39 for refitting fuel filter.



Flywheel

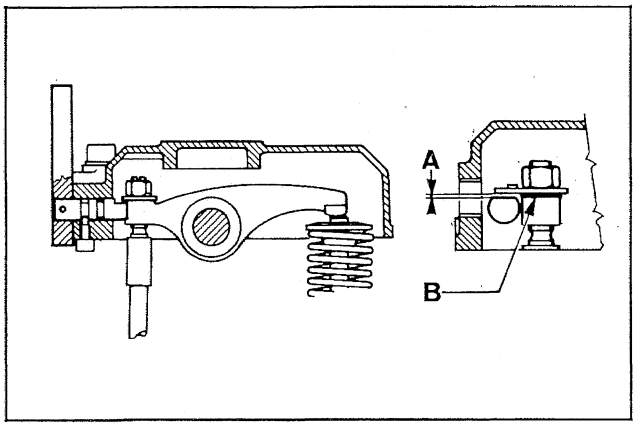
Remove flywheel with puller **1** (part No. 7271-3595-048).
Check starter ring gear and tapered crankshaft mating surfaces.
When refitting tighten bolt at 30 Kgm.

Note: To replace starter ring gear heat it up to 200 ÷ 250°C and rapidly drive it onto the flywheel.



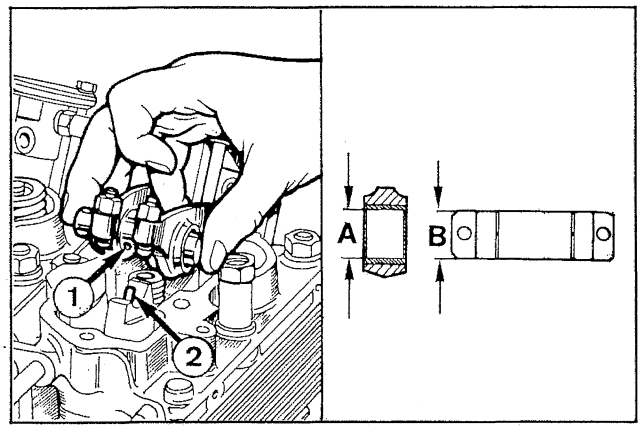
Valve / rocker arm clearance

Remove rocker arm cover and check gaskets for breakage.
Setting should be performed when the engine is cold: bring each cylinder piston to top dead center on the compression stroke and set clearance **A** at 0.15 ÷ 0.20 mm.
When refitting tighten cover screws by 2 Kgm.



Compression release (optional)

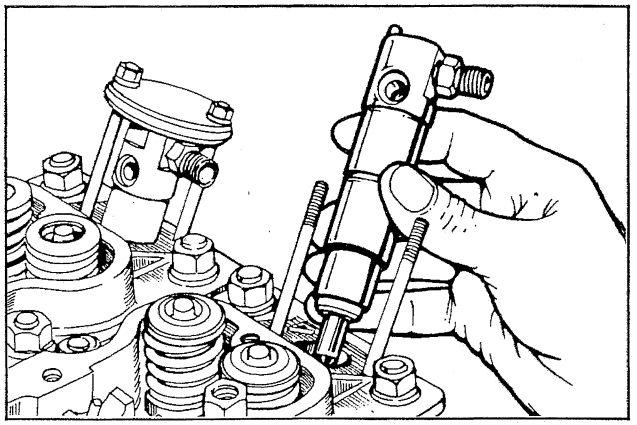
Bring piston to top dead center on the compression stroke.
Unscrew rocker arm cover side plug and measure clearance **A**. It must be 0.30 ÷ 0.40 mm.
For setting purposes remove rocker arm cover, unscrew lock nut and set clearance **A**, by adding or removing shims under steel plate (point **B**).



Rocker arm assembly

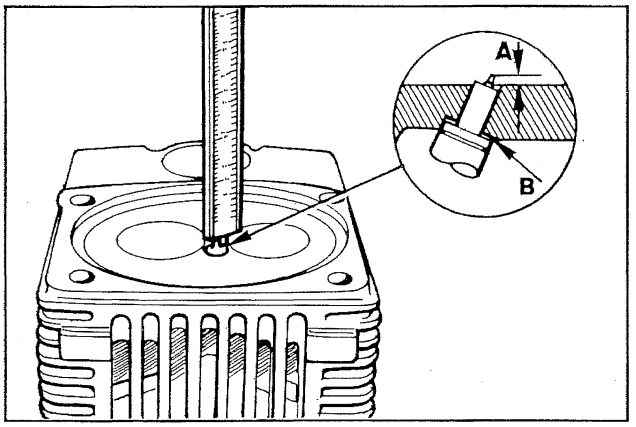
Components:
1 Bore
2 Lubrication tube

Dimensions (mm):
A = 18.032 ÷ 18.050
B = 17.989 ÷ 18.000
If clearance (A-B) exceeds 0.135 mm. replace shaft and rocker arms.
When refitting check that lubrication tube perfectly matches with the journal bore.
Tighten screws at 2.5 Kgm.



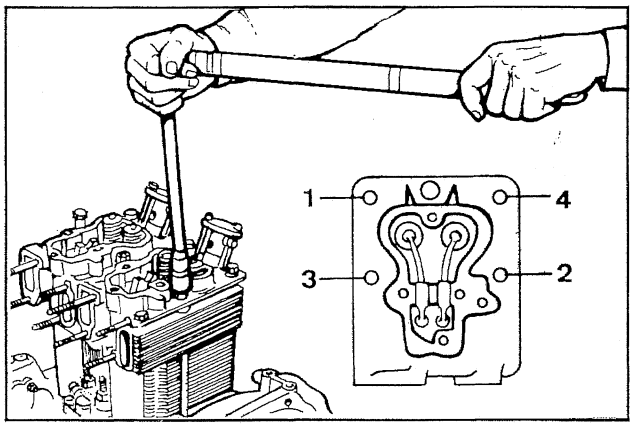
Injector

Clean injector and check calibrated pressure as indicated on page 45.
When refitting check that it correctly protrudes from the cylinder head plane.
Tighten the fixing nuts at 1 Kgm.



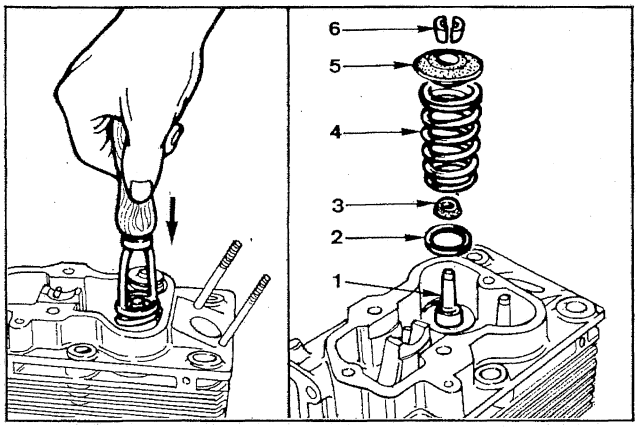
Injector projection

The end of nozzle **A** should project 3.0 ÷ 3.5 mm. from the cylinder head plane.
Adjust injector projection by means of copper shims **B** measuring 0.5 and 1.00 mm. in thickness.



CYLINDER HEAD

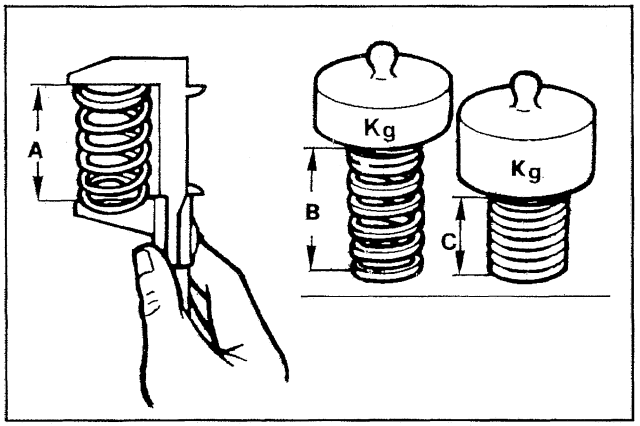
Do not remove it when hot to avoid deformation.
If cylinder head is deformed level it off by removing a maximum of 0.3 mm.
When refitting tighten only if sure that rocker arm lubrication tube is well inside its holes and that both heads are well in line.
Always replace copper head gasket: see page 22 for choosing the right thickness.
Progressively tighten nuts in the **1, 2, 3, 4** sequence at 5.5 Kgm.



Valves

Components:
1 Intake valve
2 Spring seat
3 Valve stem oil seal
4 Spring
5 Retainer
6 Half collets
To remove half collets firmly press down as shown in the figure.

Note: Valve stem oil seal, **3** must be fitted to the intake valve only.

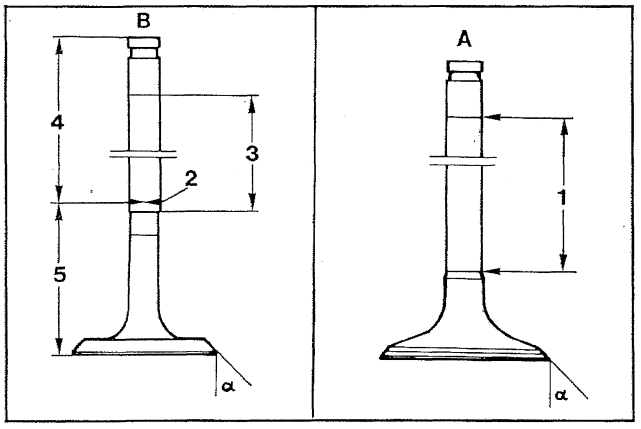


Valve springs

Measure free length with a gauge.
Using a dynamometer check that the spring length under two different loads corresponds to the values below:

Engine type 9LD561-2
Free length **A** = 52 mm
Length **B** compressed by a 21 Kg weight = 34.8 mm
Length **C** compressed by a 32 Kg weight = 25.8 mm

Engine type 9LD625-2
Free length **A** = 47 mm
Length **B** compressed by a 20.6 Kg weight = 36.4 mm
Length **C** compressed by a 40.6 Kg weight = 26.1 mm
Replace spring if length is 1 mm or more below the stated values.

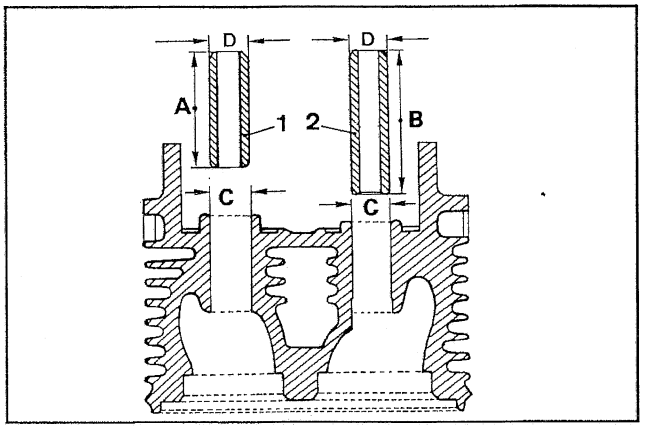


Valve material

Intake valves A
Material: X 45 Cr Si 8 UNI 3992
1 Chromium-plated portion
α 45°15' ÷ 45°25'

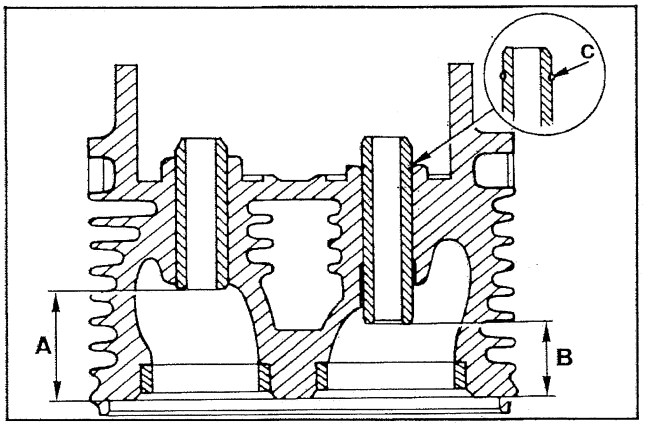
Exhaust valve B

Shaft and head are made of 2 different materials.
2 Welded portion
3 Chromium-plated portion
4 Portion made of X 45 Cr Si 8 UNI 3992
5 Portion made of X 70 Cr Mn Ni N 216 UNI 3992
α 45°15' ÷ 45°25'



Valve guides and valve guide housings

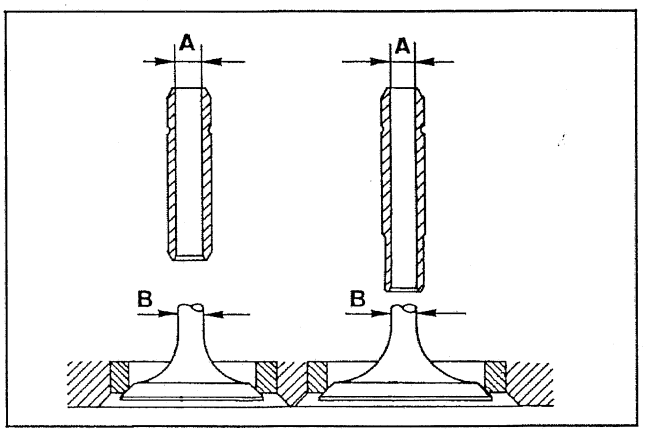
Starting from engine No. 2883619 intake and exhaust valve guides are both made of phosphoric cast iron.
Components:
1 = Exhaust valve guide
2 = Intake valve guide
Dimensions (mm):
A = 42,0
B = { 48,5 (for 9LD561-2 and 9LD561-2/L)
53,5 (for 9LD625-2)
C = 14,000 ÷ 14,018
D = 14,050 ÷ 14,060
Valve guides with outside diameter increased by 0.5 mm. are also available; in such cases valve guide bore **C** should also be increased by 0.5 mm.



Valve guide insertion

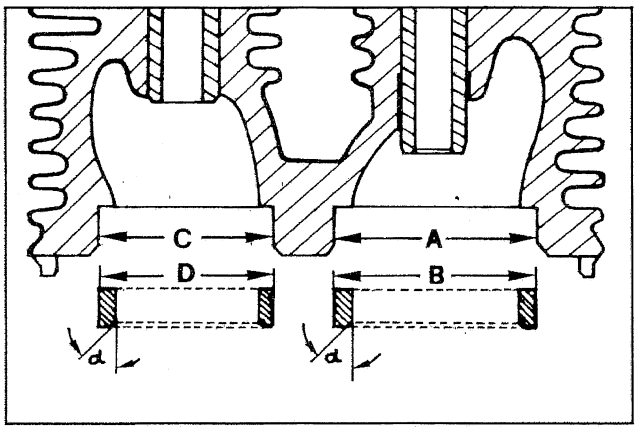
Heat cylinder head up to 160 ÷ 180°C
Press guides considering the **A** and **B** distances from the head plane.
Dimensions (mm):
A = 30.80 ÷ 31.20
B = 24.80 ÷ 25.20 (for 9LD561-2 and 9LD561-2/L)
C = 20.3 ÷ 20.7 (for 9LD625-2)

Note: If guides are seated with stop ring **C**, first locate the ring in place and then position guides without considering **A** and **B**.



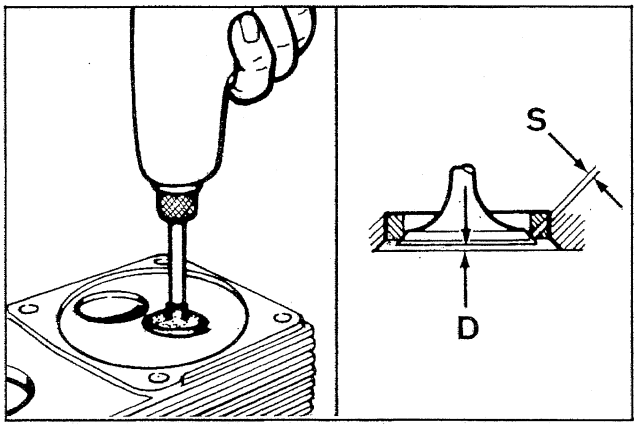
Dimensions and clearance between guides and valves (mm)

A = 8.030 ÷ 8.045
B = 7.985 ÷ 8.000
(**A-B**) = 0.030 ÷ 0.060
(**A-B**) limit value = 0.15



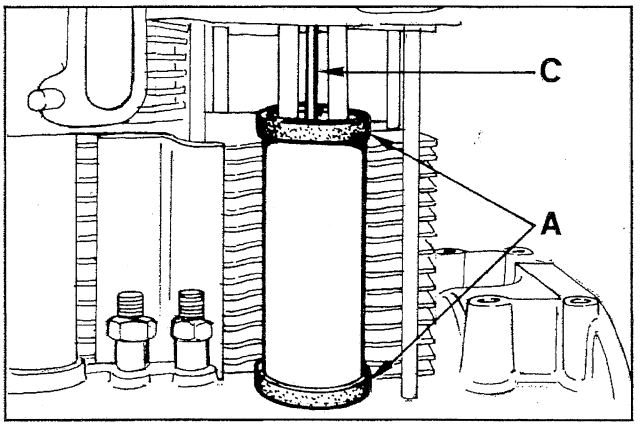
Valve seats and housings

Dimensions (mm.):
A = 40.000 ÷ 40.016 (intake valve housing dia.)
B = 40.120 ÷ 40.140 (intake valve seat dia.)
C = 34.000 ÷ 34.016 (exhaust valve housing dia.)
D = 34.120 ÷ 34.140 (exhaust valve seat dia.)
Press valve seats into the housings and cut α at 45°



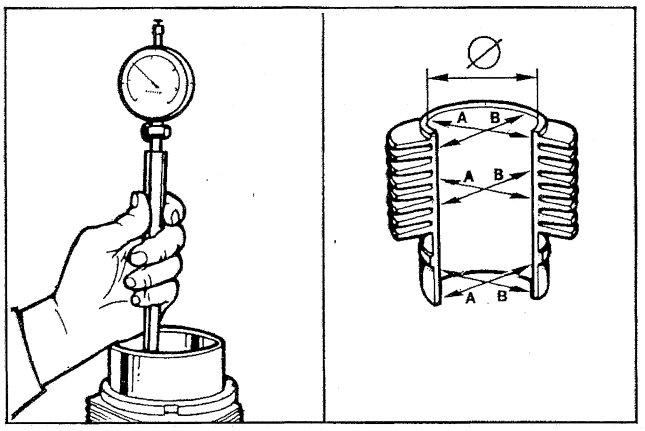
Valve seat grinding

After cutting grind valve seats with fine emery paste in oil suspension.
The sealing surface **S** should not exceed 2 mm.
Valve recess after grinding **D** = 0.75 ÷ 1.25 mm; maximum worn limit 1.65 mm.



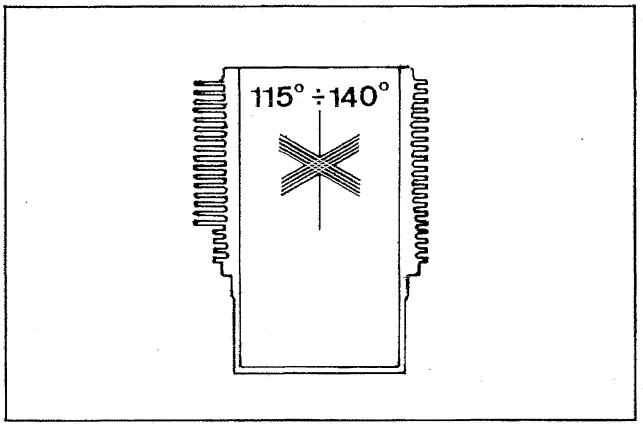
Pushrod tube

When refitting check that gaskets **A** and rocker arm lubrication tube **C** are well inside their seats.



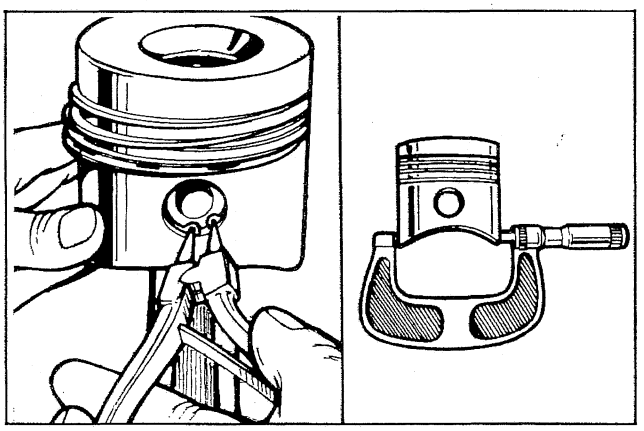
CYLINDER

Measure diameter size between two diametrically opposed points at three different heights.
For 9LD561-2 and 9LD561-2/L ∅ = 90.00 ÷ 90.02 mm
For 9LD625-2 ∅ = 95.00 ÷ 95.02 mm.
In case wear exceeds 0.10 mm, bore the cylinder and fit oversize piston and rings.
In case of less wear replace piston rings only.



Checks and cylinder roughness

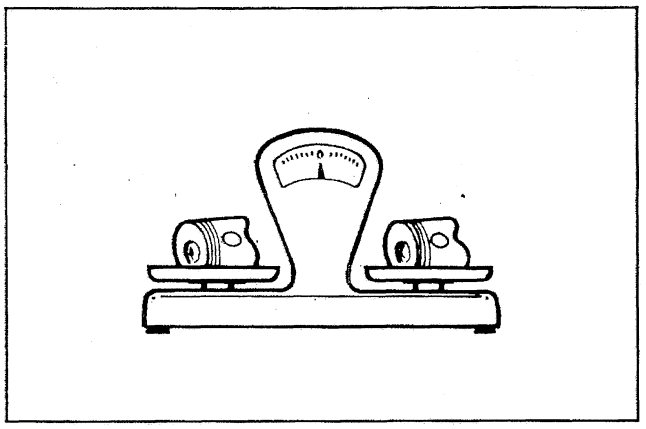
The cylinder should show no blowholes or porosities.
Seal both ends of cylinder and pressurize with compressed air at 4 Bar for 30 secs. Immerse in water and check for leakage.
Fins must be intact.
Cross hatch pattern must range between 115° ÷ 140°: they must be uniform and clear in both directions.
Average roughness should range between 0.5 and 1 μ.



PISTON

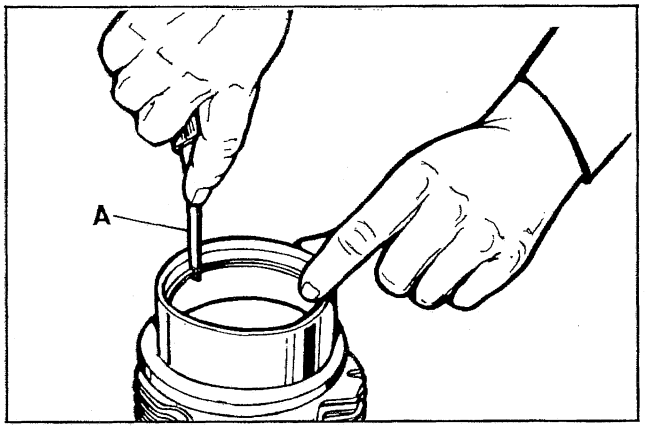
Remove circlips and remove piston pin.
Remove piston rings and clean grooves.
Measure diameter at 2 mm from the bottom of skirt.
For 9LD561-2 and 9LD561-2/L ∅ = 89.90 ÷ 89.92 mm
For 9LD625-2 ∅ = 94.93 ÷ 94.95 mm
In case of diameter wear above 0.05 mm replace piston and piston rings.

Note: Oversize pistons of 0.5 and 1.0 mm are available.



Piston weight

Weigh pistons when replacing them in order to avoid unbalance. The difference in weight should not exceed 6 g.



Piston rings - End gaps (mm)

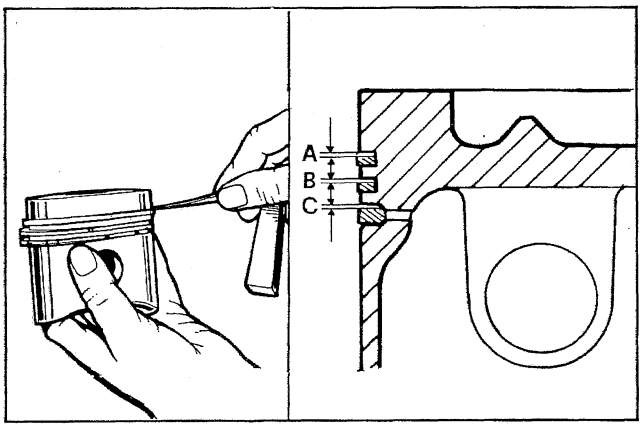
Place piston rings squarely into the unworn part of the lower cylinder and measure the end gap.

For 9LD561-2 and 9LD561-2/L

1° Chromium-plated ring	**A** = 0.40 ÷ 0.65
2° Torsional (Internal tapered) ring	**A** = 0.40 ÷ 0.65
3° Oil control ring	**A** = 0.25 ÷ 0.40

For 9LD625-2

1° Chromium-plated ring	**A** = 0.40 ÷ 0.65
2° Torsional (Internal tapered) ring	**A** = 0.40 ÷ 0.65
3° Oil control ring	**A** = 0.30 ÷ 0.60



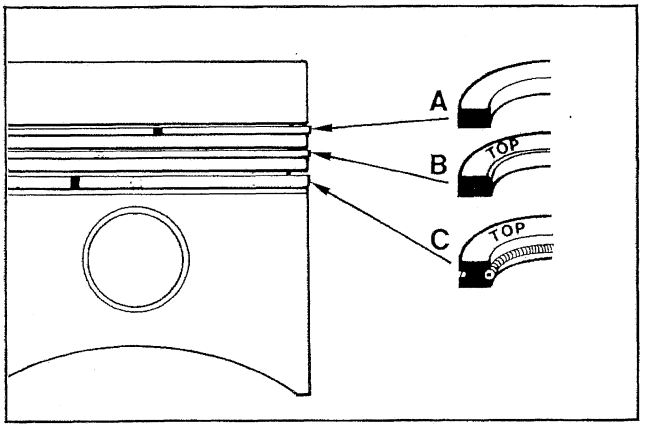
Pistons rings - Clearance between grooves (mm)

For 9LD561-2 and 9LD561-2/L

A = 0.11 ÷ 0.15; limit value = 0.25
B = 0.06 ÷ 0.10; limit value = 0.18
C = 0.05 ÷ 0.10; limit value = 0.18

For 9LD625-2

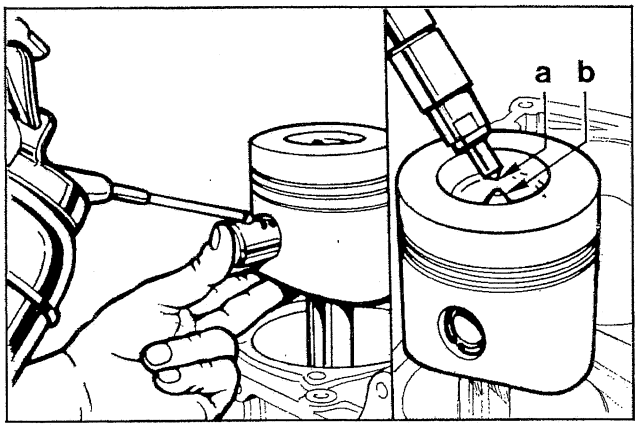
A = 0.07 ÷ 0.11; limit value = 0.20
B = 0.05 ÷ 0.09; limit value = 0.16
C = 0.04 ÷ 0.08; limit value = 0.15



Piston rings - Fitting sequence

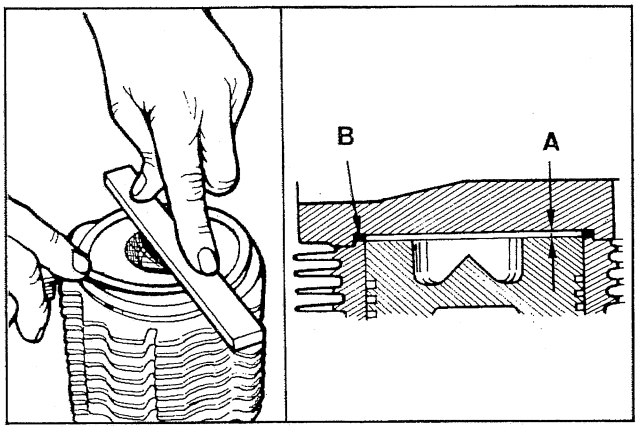
A = 1° Chromium-plated ring
B = 2° Torsional (internal tapered) ring
C = 3° oil control ring

Note: Before fitting the piston into the cylinder stagger the ring gaps at 120°.



Piston - Refitting

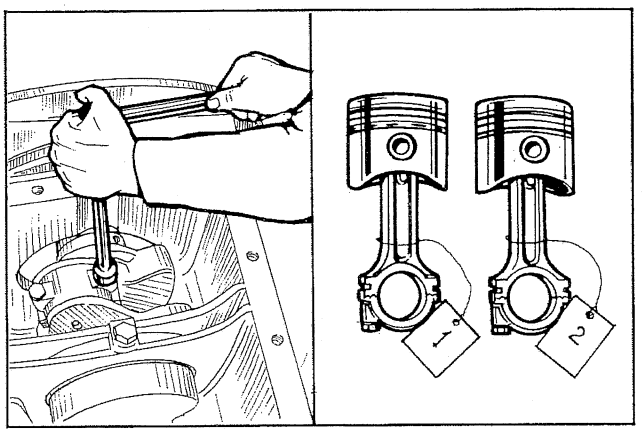
Connect piston to connecting rod in a way that the combustion chamber centre **b** is at right angle under nozzle tip **a**.
Lubricate piston pin and introduce it into the piston by exerting pressure with your thumb.
Check that both circlips are well inside their seats.



Piston clearance

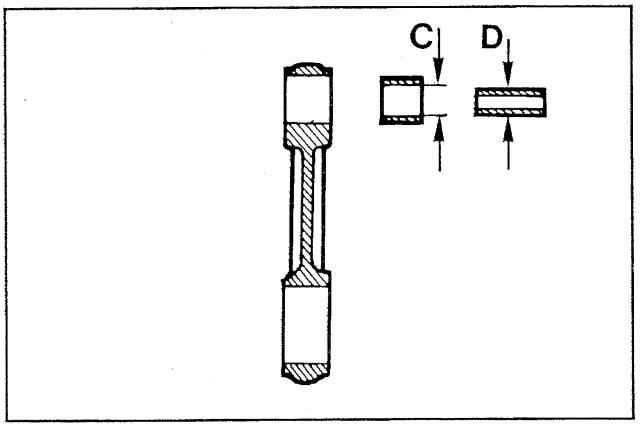
A = Piston clearance
B = Copper head gasket

A (0.65 ÷ 0.7 mm) is determined by placing the piston at top dead center and measuring with a feeler gauge and straight edge, the distance the piston is below or above the cylinder face. A copper gasket (available in various thicknesses) is them selected to ensure the clearance is correct.
Gaskets are available in the following thicknesses 0.45, 0.5, 0.55, 0.6, 0.65, 0.7, 0.75, 0.8, 0.85, 0.9, 0.95, 1.00 mm.



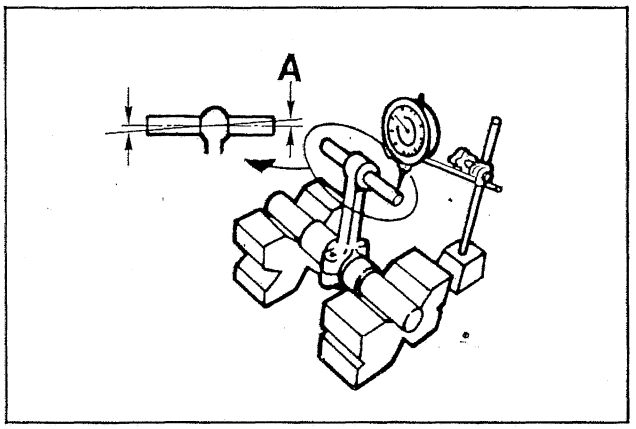
CONNECTING ROD

Remove oil pan.
Remove connecting rods and check as follows.
Both connecting rod/piston units should be fitted back into the corresponding cylinders; mark them to avoid mistakes.
See page 23 for specifications as to the tightening of the connecting rod big end bearing.



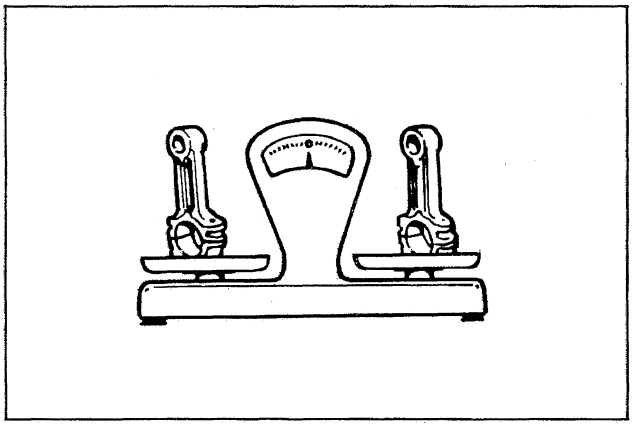
Connecting rod small end bushing

Dimensions and clearance (mm):
C = 25.020 ÷ 25.030 (with machined bushing in place)
D = 24.995 ÷ 25.000
(**C-D**) = 0.020 ÷ 0.035
(**C-D**) maximum worn limit = 0.070



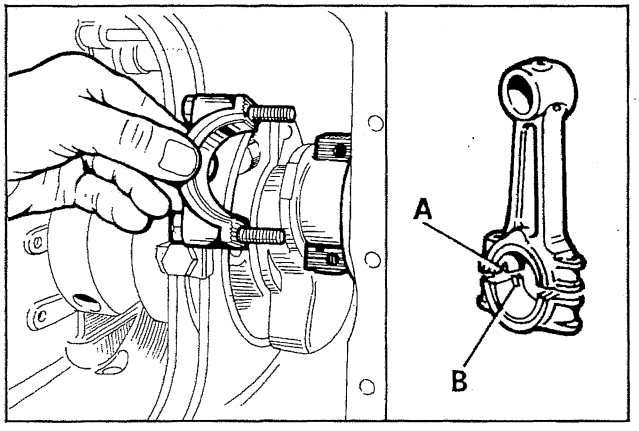
Connecting rod alignment

Check alignment of small end and big end bearing bores using fitted mandrels; axial mis-alignment **A** = 0.02 mm; maximum limit = 0.05 mm
Moderate warpage may be corrected by gradually working with a press.



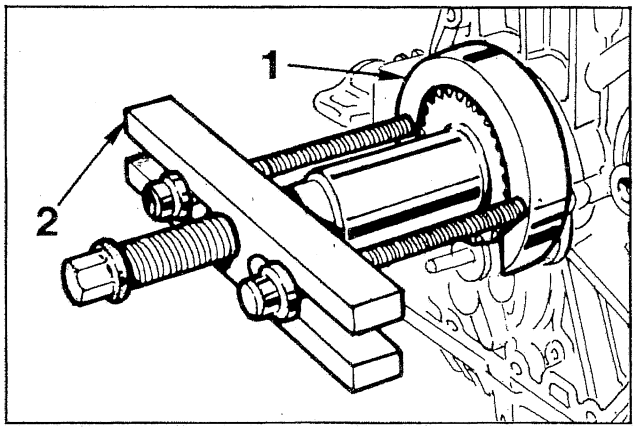
Connecting rod weight

Weigh connecting rods when replacing them in order to avoid unbalance.
The difference in weight should not exceed 10 g.



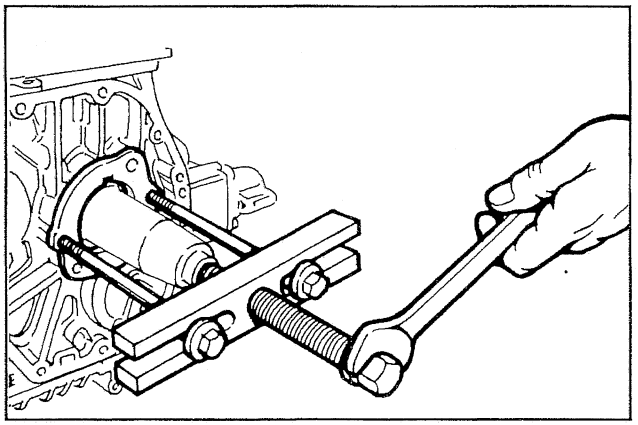
Connecting rod big end bearing

Both centering notches **A** and **B** must be on the same side when refitting.
Tighten bolts at 4 Kgm.
See page 27 for dimensions.



Crankshaft timing gear

Use tool **1** (Part No. 7560-4000-052) and puller **2** (Part No. 7271-3595-048) to remove the gear.

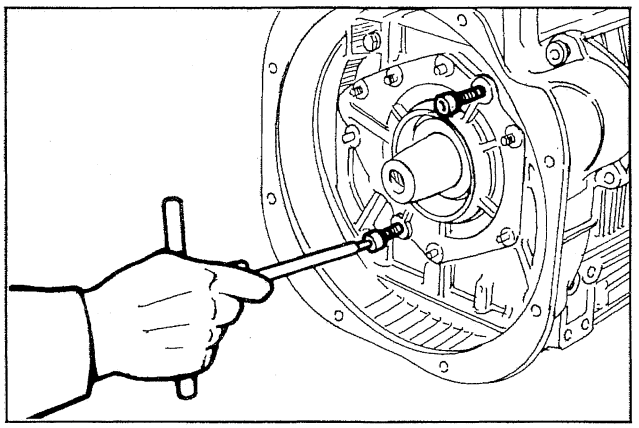


Main bearing support, gear side

Remove main bearing by means of two M8x1.25 screws with fully threaded length of 40 mm or a puller (Part No. 7271-3595-048).

Note: To avoid deformation it is not recomended to replace the bearing bushing, complete assembly's of bushing and support are available in standard, 0.25 mm and 0.50 mm undersize configurations as spare parts.

See page 28 for dimensions.



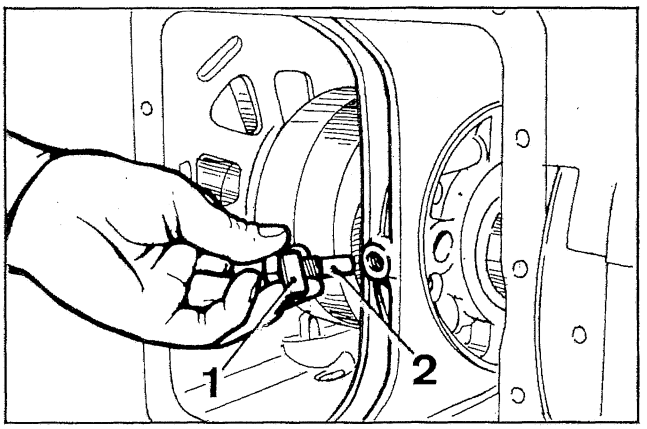
Main bearing support, flywheel side

Remove it by means of two M8x1.25 screws with fully threaded length of 40 mm.

Check oil seal ring and replace if warped, hardened or worn-out.

When refitting, tighten nuts at 2.5 Kgm.

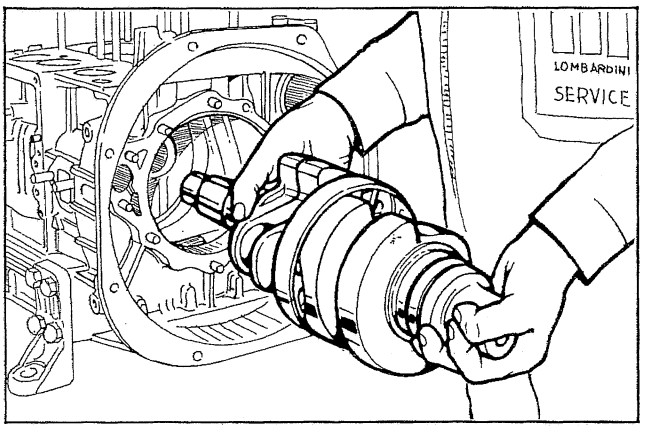
See end float on page 28 for gasket replacement details.
See page 28 for dimensions.



CRANKSHAFT

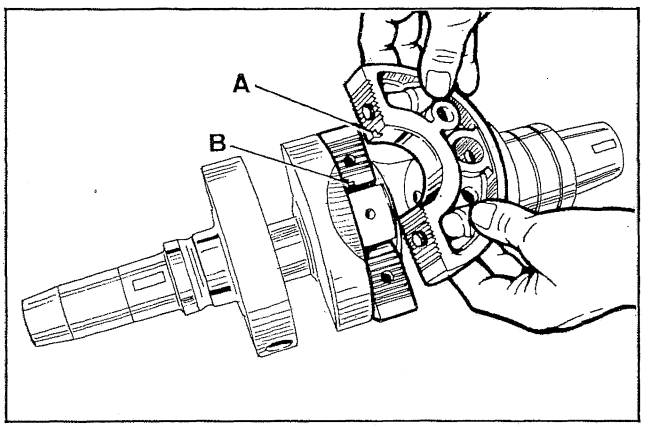
Center main bearing support, locating bolt.

Straighten plate **1** and unscrew bolt **2** before removing crankshaft.



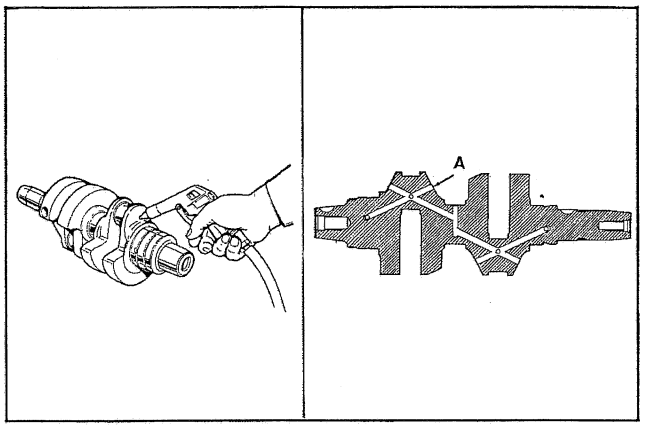
Crankshaft removal

To pull out the crankshaft tap lightly on the timing side end using a copper-headed hammer.
When refitting align center main bearing support so that the locating bolt hole coincides with the crankcase hole.



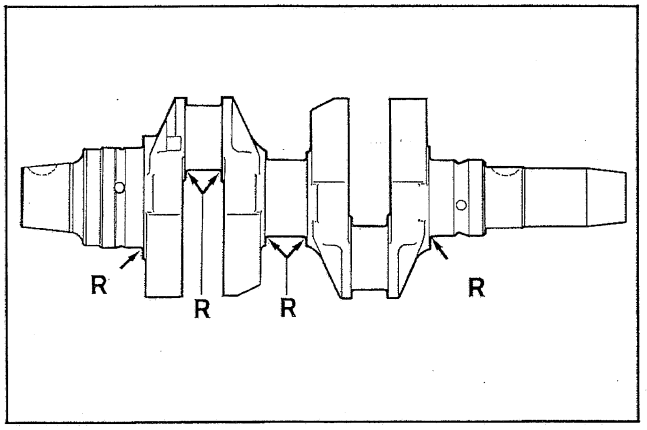
Crankshaft center main bearing support

When refitting, both centering notches **A** and **B** must be located on the same side.
Tighten screws at 2.5 Kgm.
See page 28 for dimensions.



Crankshaft lubrication ducts

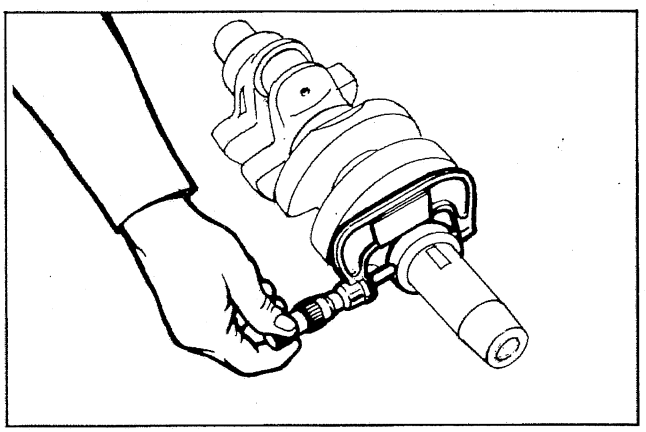
Remove plugs, clean duct **A** with a pointed tool and blow in compressed air.
Screw plugs again and check for sealing.



Crankshaft journal radii

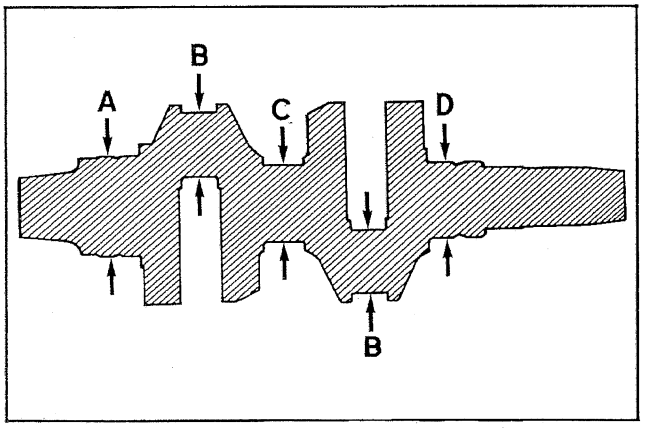
The radius **R** connecting journals to shoulders is 2.8 ÷ 3.2 mm.

Note: When grinding main journals or crank pins restore the **R** value to original specification.



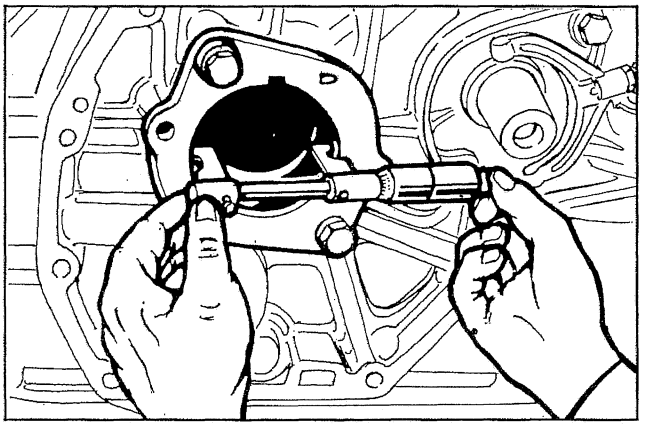
Checking main journals and crank pins

Use an outside micrometer gauge.



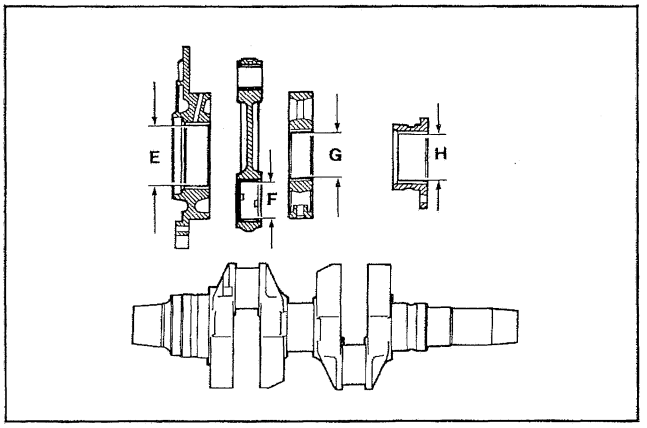
Main journal and crank pin diameter (mm)

A = 71.981 ÷ 72.000
B = 45.500 ÷ 45.516
C = 55.331 ÷ 55.350
D = 54.931 ÷ 54.950



How to measure main bearing inside diameter

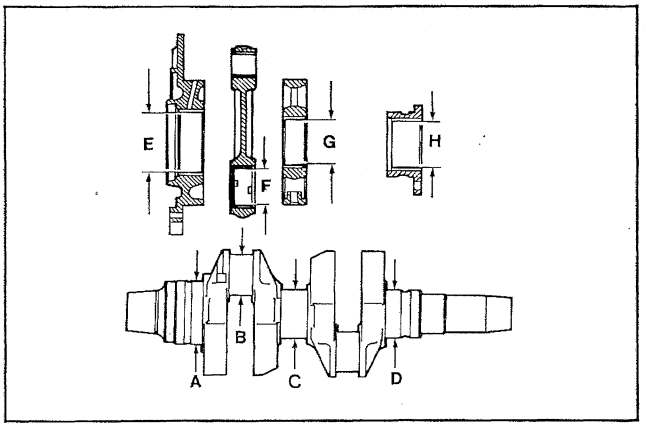
Use an inside micrometer gauge.



Main bearing and connecting rod big end bearing inside diameter

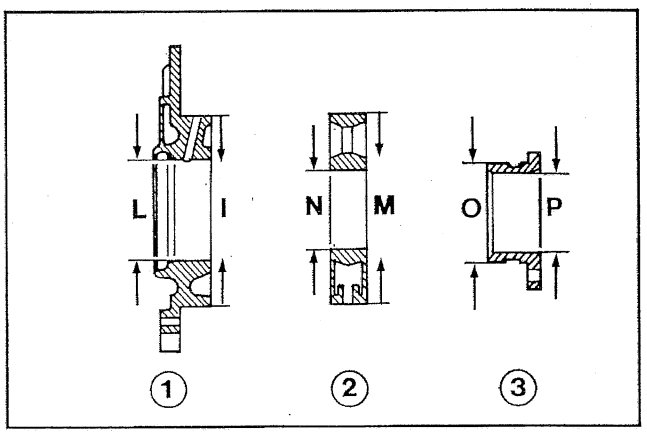
Dimensions (mm):
E = 72.070 ÷ 72.090
F = 45.548 ÷ 45.578
G = 55.404 ÷ 55.435
H = 55.000 ÷ 55.020
The above dimensions refer to driven in or tightened bearings.

Note: Both main bearings and connecting rod big end bearings are available with inside diameter size measuring 0.25 and 0.50 mm less than the standard version.



Clearance between main journals/crank pins and connecting rod bearings (mm)

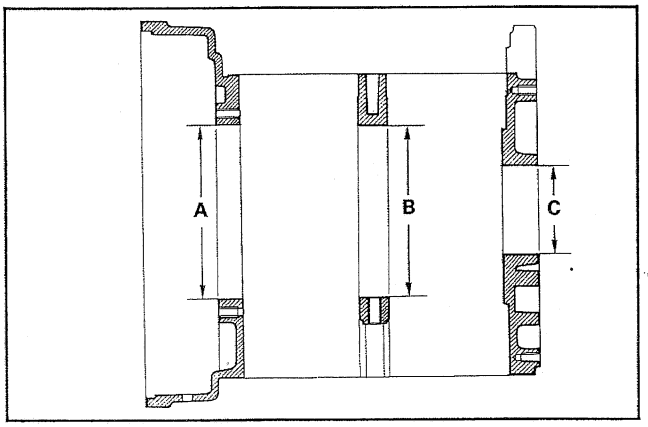
(**E-A**) = 0.070 ÷ 0.109; limit value = 0.195
(**F-B**) = 0.032 ÷ 0.078; limit value = 0.150
(**G-C**) = 0.054 ÷ 0.104; limit value = 0.190
(**H-D**) = 0.050 ÷ 0.089; limit value = 0.180



Main bearing supports

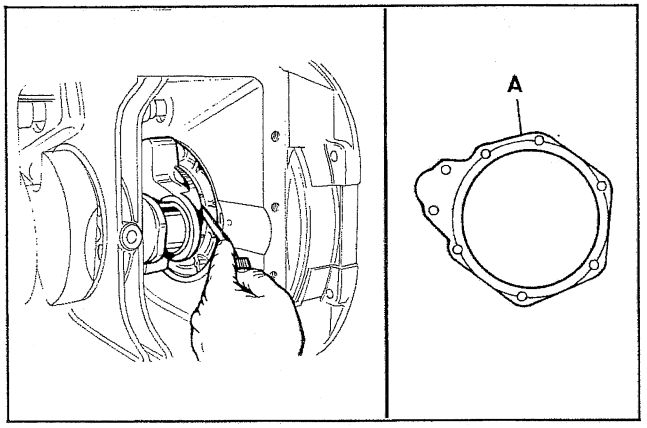
1 Flywheel side
2 Central
3 Gear side

Dimensions (mm):
I = 149.000 ÷ 149.020
L = 76.980 ÷ 77.020
M = 147.010 ÷ 147.020
N = 59.074 ÷ 59.092
O = 75.990 ÷ 76.010
P = 60.000 ÷ 60.020



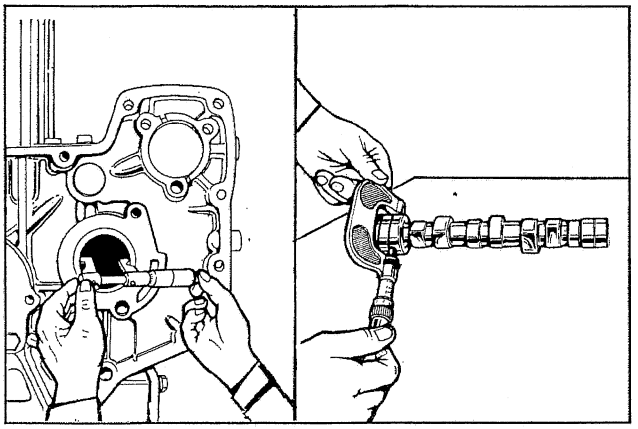
Main bearing housings

Dimensions (mm):
A = 149.000 ÷ 149.020
B = 147.000 ÷ 147.020
C = 76.000 ÷ 76.020



Crankshaft end play

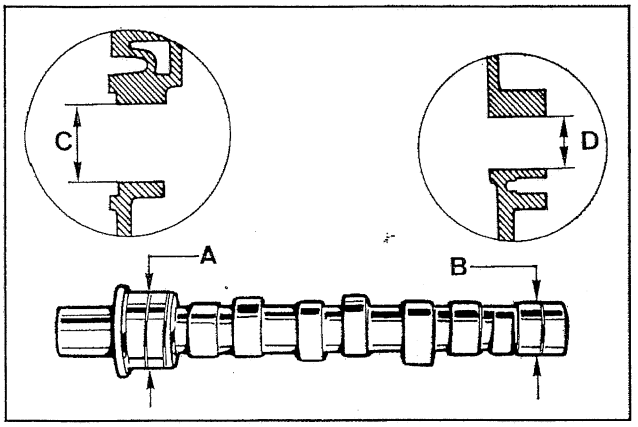
When refitting crankshaft check end play by means of a thickness gauge; this value should be 0.08 ÷ 0.38 mm and can be set by changing the thickness of gasket **A** which is located on the flywheel-side main bearings.
Gaskets with thickness of 0.10, 0.20 and 0.4 mm can be supplied.



CAMSHAFT

How to measure camshaft journals and housings

Use an inside micrometer gauge for housings and an outside micrometer gauge for journals.

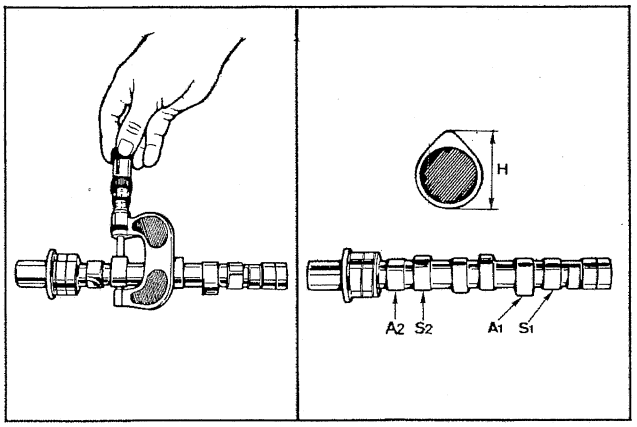


Dimensions of camshaft journals and housings (mm)

A = 41.940 ÷ 41.960
B = 27.940 ÷ 27.960
C = 42.000 ÷ 42.025
D = 28.000 ÷ 28.020

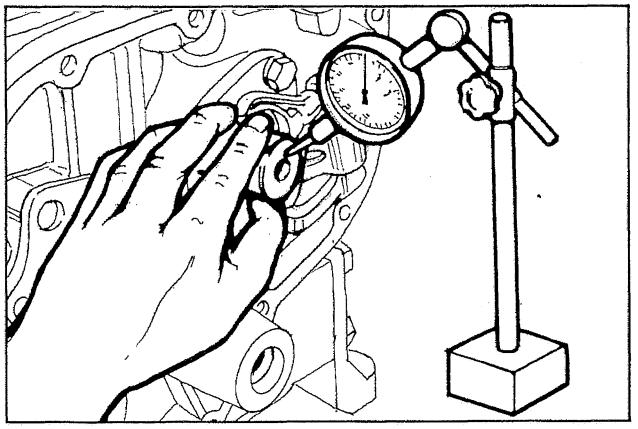
Clearance (mm)

(**C-A**) = 0.040 ÷ 0.085; (**C-A**) limit value = 0.160
(**D-B**) = 0.040 ÷ 0.080; (**D-B**) limit value = 0.150



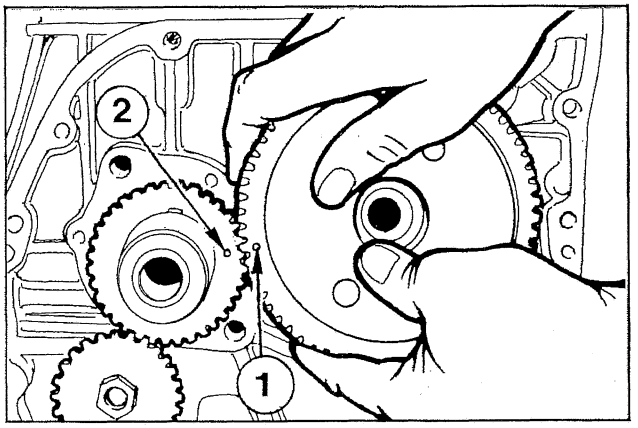
How to measure intake/exhaust cam height

A_1 = 1st cylinder intake cam
S_1 = 1st cylinder exhaust cam
A_2 = 2nd cylinder intake cam
S_2 = 2nd cylinder exhaust cam
Exhaust and intake cams feature the same height **H**.
For 9LD561-2 and 9LD561-2/L, **H** = 33.95 ÷ 34.05 mm
For 9LD625-2, **H** = 33.55 ÷ 33.65 mm
Replace camshaft if **H** is 0.1 mm below the given value.



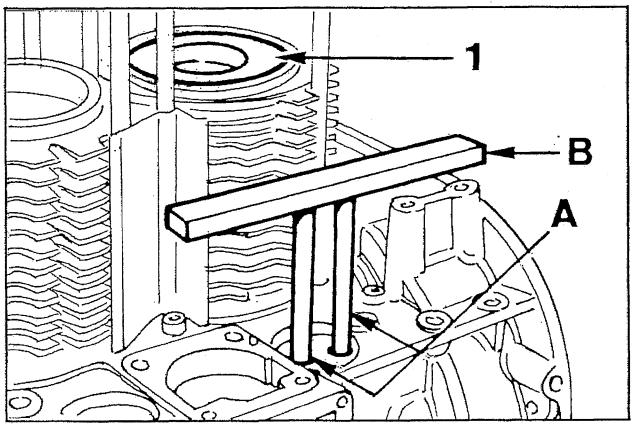
Camshaft end play

End play should be 0.10 ÷ 0.26 mm; check by means of a dial gauge pushing or pulling camshaft as required.



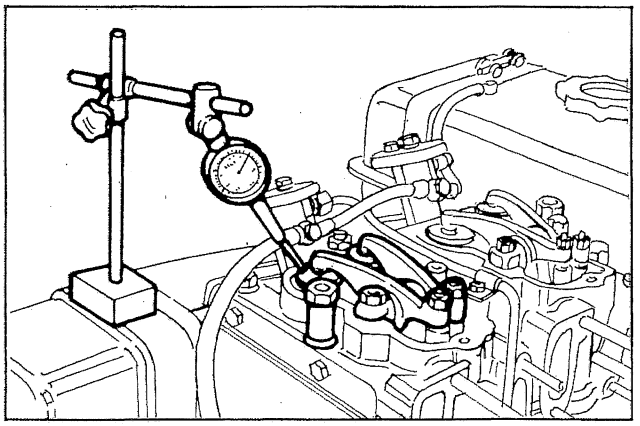
Camshaft timing

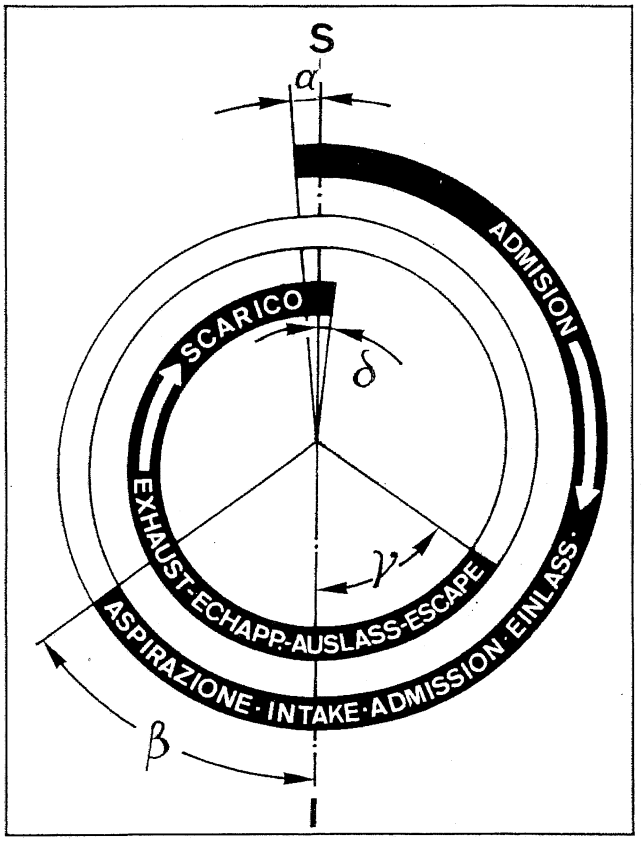
Fit camshaft gear by making timing mark **1** coincide with timing mark **2** on the crankshaft timing gear.
Tighten camshaft bolt at 6 Kgm.



Valve timing without considering timing marks

Locate piston 1 (on flywheel side) at the top dead centre.
Position two small cylinders **A** of the same height onto the tappets. Rotate camshaft stopping when cylinder 1 tappets are in overlap position (intake open, exhaust closed).
By means of ruler **B** check that tappets are at the same height.
Engage camshaft gear with crankshaft gear.





Valve timing check

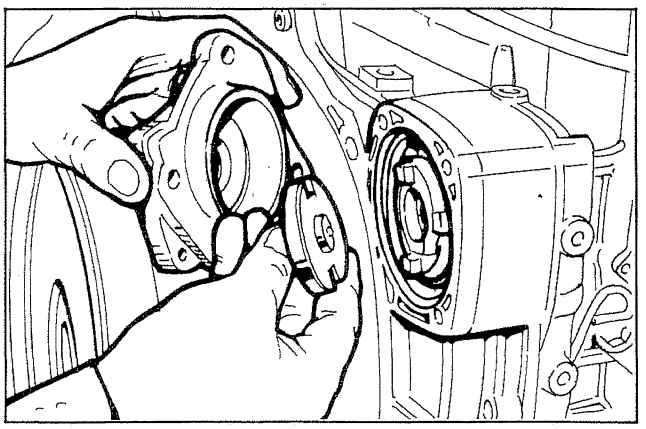
Check valve timing at the crankshaft.
The values shown are checked at the flywheel circumference (with flywheel of 291 mm. diameter each degree corresponds to 2.5 mm).
Set valve clearance at 0.65 ÷ 0.70 mm (after checking restore the value at 0.15 ÷ 0.20 mm). Set dial gauge on intake valve to a zero value; by rotating the driving shaft according to its direction of rotation you can measure **α** (intake valve opening advance referred to top dead centre S) and **β** (intake valve closing delay referred to bottom (**I**) dead centre).
Follow the same procedure for exhaust valves checking **γ** (exhaust valve opening advance) and **δ** (exhaust valve closing delay): in the case of 9LD625-2 **δ** is advanced by 1° compared to **S**.

9LD561-2

α	=	2°
β	=	34°
γ	=	34°
δ	=	2°

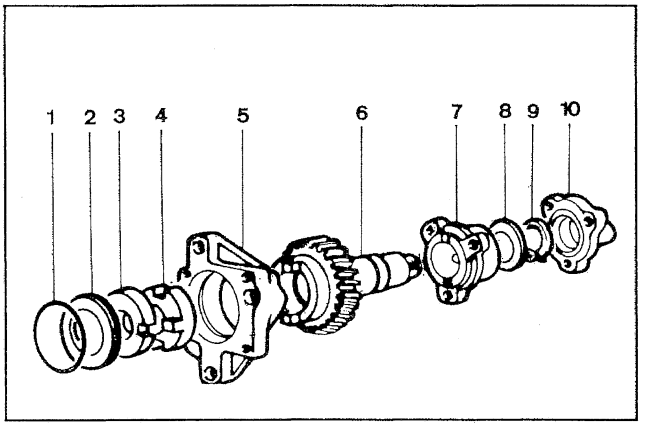
9LD625-2

α	=	1°
β	=	21°
γ	=	23°
δ	=	1°



Hydraulic pump p.t.o.

A hydraulic pump of group 1 (1P) or 2 (2P) can be installed on the gear side, 3rd p.t.o.

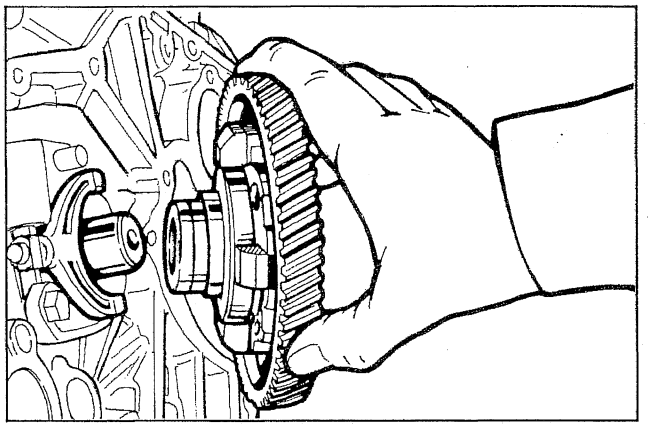


Hydraulic pump p.t.o. (1P)

Components:

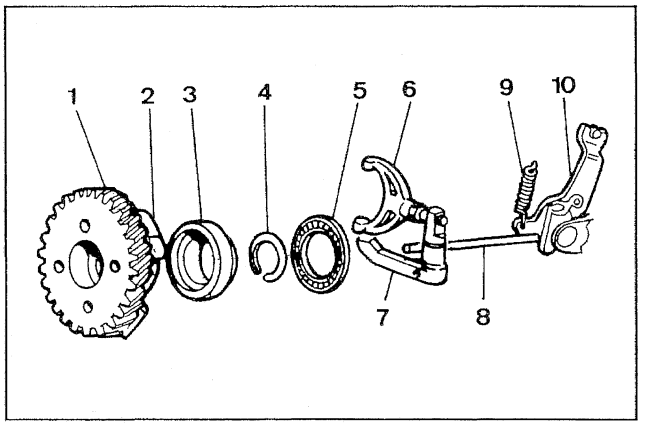
1 Seal ring
2 Centering ring
3 Coupling
4 Half coupling
5 Flange
6 Gear
7 Bracket
8 Thrust washer
9 Stop ring
10 Cover

The maximum total torque is thus 3 Kgm corresponding to 12.5 HP at 3000 r.p.m. Reduction ratio 1:1



MECHANICAL SPEED GOVERNOR

Weight-type governor housed inside the camshaft drive gear.

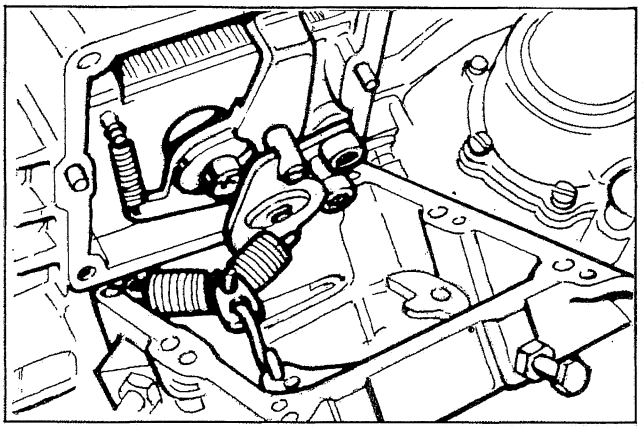


Mechanical speed governor

Components:

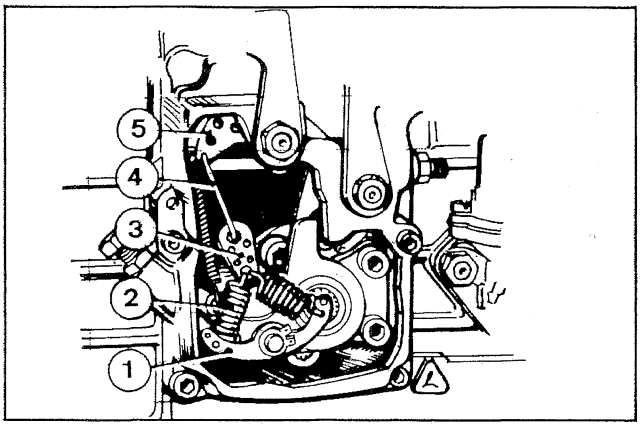
1 Gear
2 Weight
3 Mobile bell
4 Stop ring
5 Thrust washer
6 Yoke
7 Lever
8 Drive rod
9 Governor spring
10 Rack control lever

Weights are moved to the periphery by the centrifugal force and thus axially shift a mobile bell connected to the injection pump rack control lever by a linkage. A spring placed under tension by the accelerator control offset the weight centrifugal force. Balance between the two forces keeps speed at an almost constant level in spite of load variations.
See page 42 for timing.



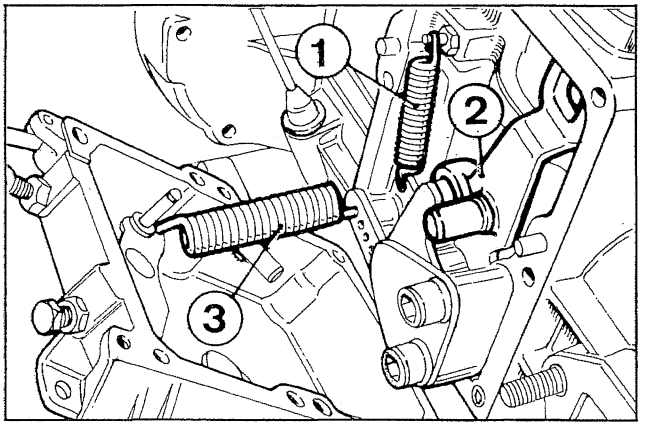
Governor springs with rocker arm

The system features two springs anchored to a rocker arm and allows for minimal r.p.m. changes at low speed levels.



Governor springs with rocker arm

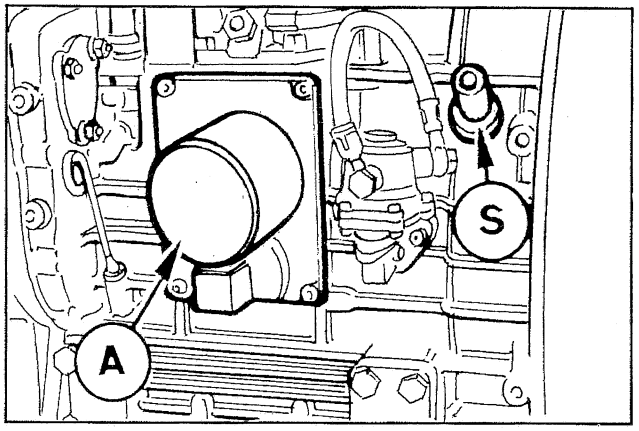
Components:
1 Rocker arm for spring anchoring
2 Governor springs
3 Plate
4 Link
5 Lever



Spring for extra fuel supply at starting

Components:
1 Extra fuel spring
2 Injection pump control yoke
3 Governor spring.

The device is operated automatically: when the engine is stopped spring **1** acts on injection pump control yoke **2** providing maximum fuel delivery, until the engine starts and the governor controls the injection pump rack.

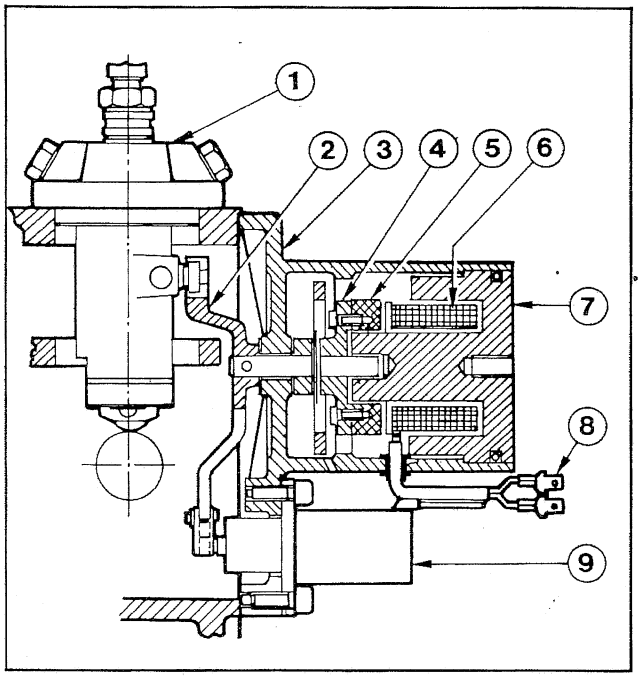


ELECTRONIC SPEED GOVERNOR

(optional)

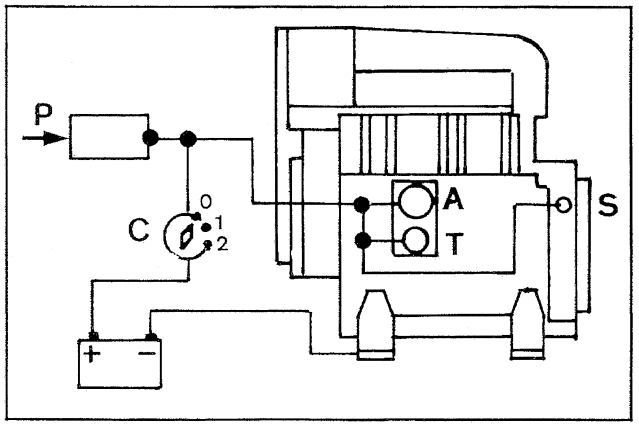
A = Actuator
S = r.p.m. sensor

An electronic speed governor can be fitted upon request to engines with serial number greater than 2907859. The crankcase features a hole for sensor **S** introduction.



Electronic speed governor

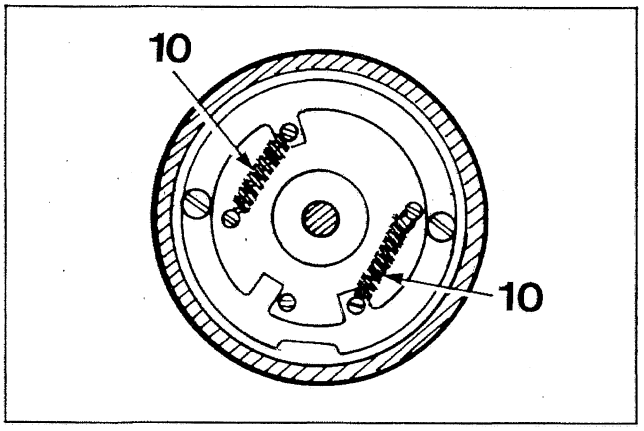
Components:
1 Injection pump
2 Delivery control lever
3 Actuator **A** mounting flange
4 Mobile retainer
5 Actuator magnet
6 Stator coils
7 Stator
8 Cable ends for connection to control box **E**
9 Electromagnet



Electronic speed governor layout

Components: **A** = actuator; **C** = key; **P** = potentiometer; **T** = electromagnet; **S** = sensor

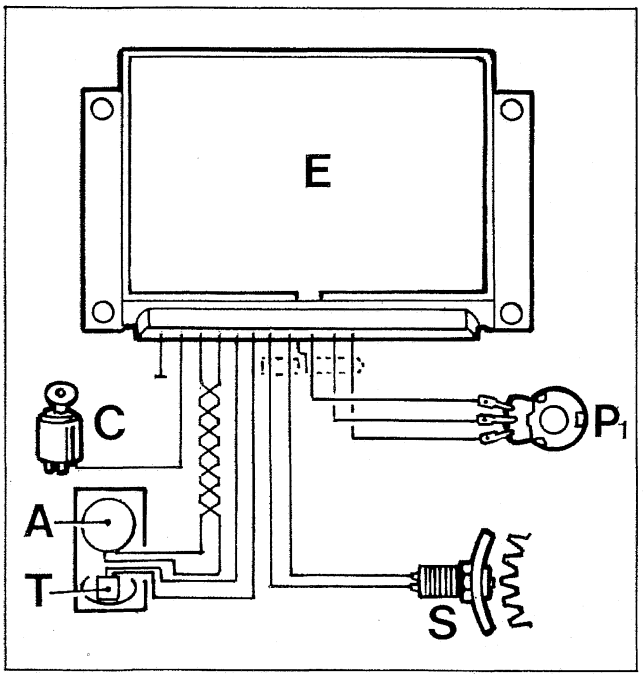
The device consists of an actuator **A** controlling injection pump rack, an r.p.m. sensor **S** and an electromagnet **T** controlling fuel delivery and supplying extra fuel at starting. Control box **E** (see page 35) controls fuel delivery as a function of the load and of the speed set through potentiometer **P**.
The potentiometer can be fitted on the control box or on the control panel **P1** (see page 35).
The whole system makes it possible to keep the engine speed constant independently of the load conditions. It detects speed through the r.p.m. sensor mounted on the crankcase at the ring gear level. As the number of revolutions changes the device immediately performs the required corrections by means of the actuator acting on the injection pump. Electromagnet **T** responds to max. fuel delivery (fuel flow setting) and (when energized) enables the injection pump rack rod to reach its maximum stroke (extra fuel supplied at starting).



Starting with electronic speed governor

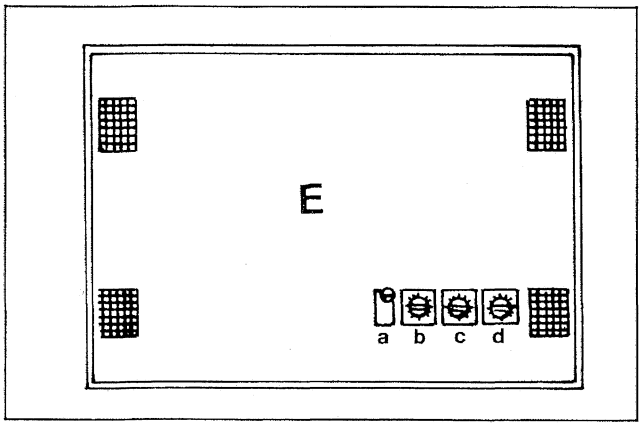
(see lay-out on page 34)

In position **O** the engine is not working and no part is energized. The rack rod is in stop position (retained by two springs **10** inside actuator **A**). By rotating key **C** to position **2** the electromagnet withdraws allowing the rack rod to reach its highest delivery being connected to the actuator at its max. level of energization. When the engine, immediately after starting, reaches 1000 r.p.m. the controller reduces the actuator position, after 1 second switches off the electromagnet **T** and after more 0.5 seconds returns at his normal position with the engine speed set as per position of potentiometer **P1**.



Engine running with electronic speed governor

The engine starts running at the pre-set speed.
Potentiometer **P** is located either inside the control box **E** or on control panel **P1**.
In case of an external potentiometer **P1** the engine speed can be set at any point between the idling and full speed in on-load conditions (setting performed on the control box in the test room).
The electronic control box **E** controls actuator **A** (by sending or cutting off the power supply) to keep the speed set through **P1** constant independently of the absorbed load.
Control box **E** prevents the engine from starting (or stops it) in case of no power supply or in case connection with r.p.m. sensor **S** is broken (or short-circuited).

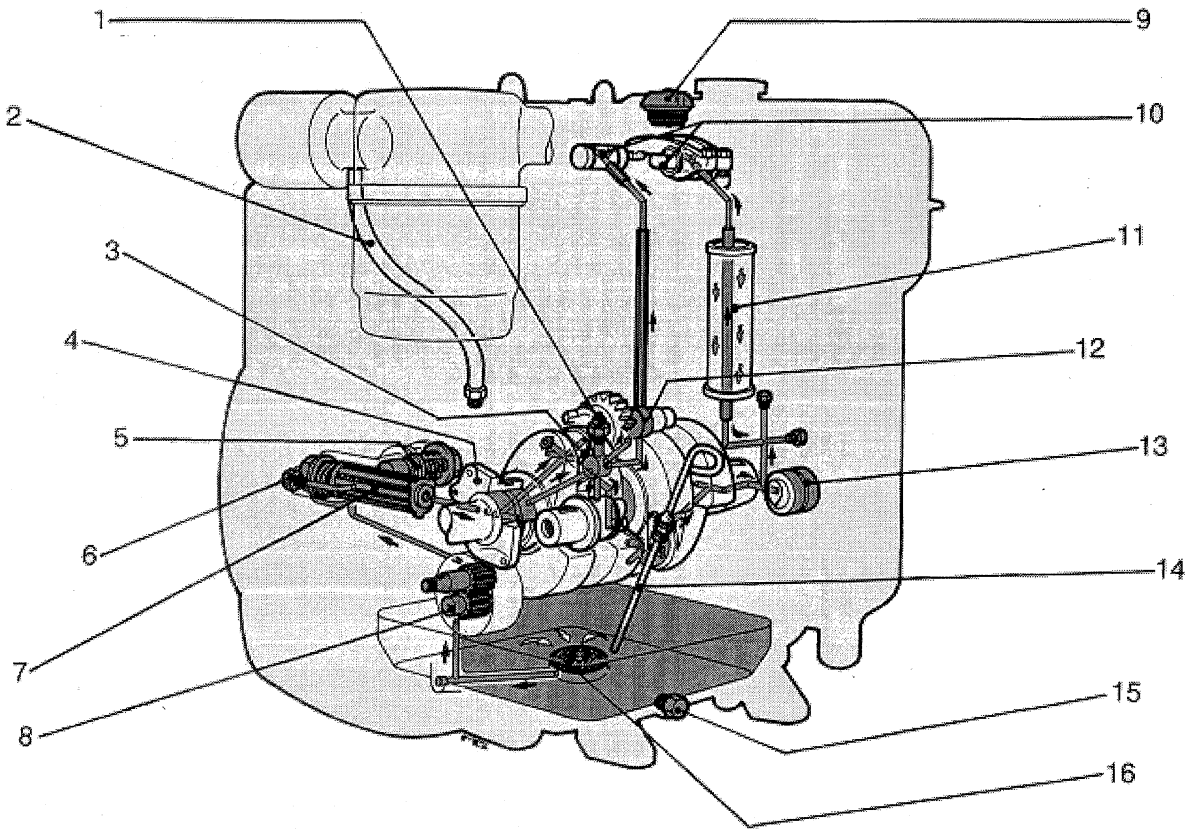


Electronic speed governor control box

Control box **E** features four setscrews which must be positioned on the test bed (torque dynamometer) along with the engine.

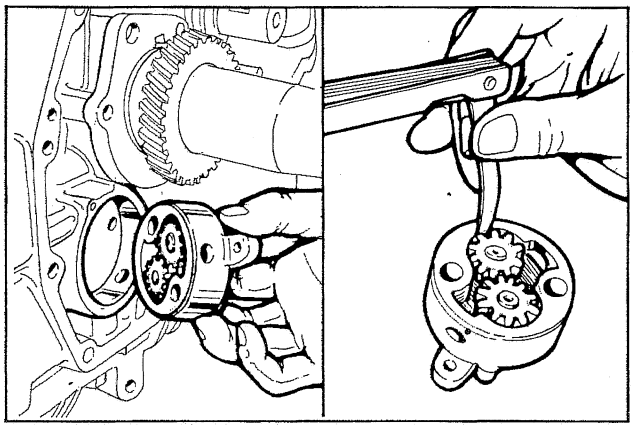
a) Setscrew for speed control (r.p.m.)
b) Setscrew for sensitivity adjustment when the engine is running at full speed.
c) Setscrew for sensitivity adjustment at low speed.
d) Setscrew for extra fuel release; once correctly positioned, this setscrew is generally sealed.

LUBRICATION SYSTEM LAYOUT



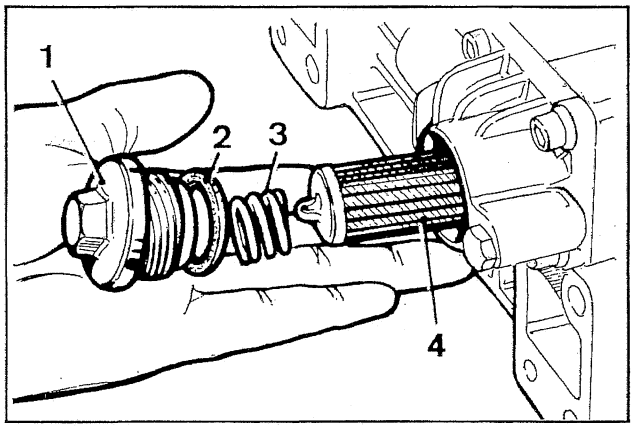
Components:

1) Oil pressure switch - 2) Breather - 3) Connecting rod big end bearing - 4) Crankshaft main bearing on gear side - 5) Oil pressure relief valve - 6) Fitting for pressure gauge connection - 7) Cartridge filter - 8) Oil pump - 9) Oil fill plug - 10) Rocker arm shafts - 11) Pushrod protection tube - 12) Hydraulic pump gear - 13) Camshaft journal on flywheel side - 14) Oil dipstick - 15) Drain plug - 16) Internal filter



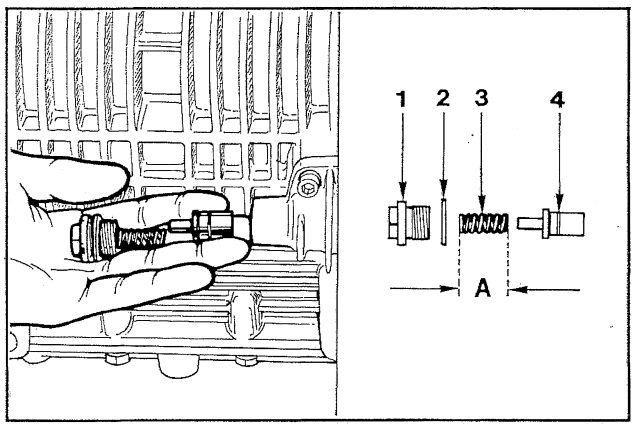
Oil pump

Check that gear teeth are intact and that clearance between gear edge and pump body does not exceed 0.15 mm.
Further more check that control shaft is free to rotate with end float not exceeding 0.15 mm.
Oil pump delivery at 3000 r.p.m. is 9 liters/min.



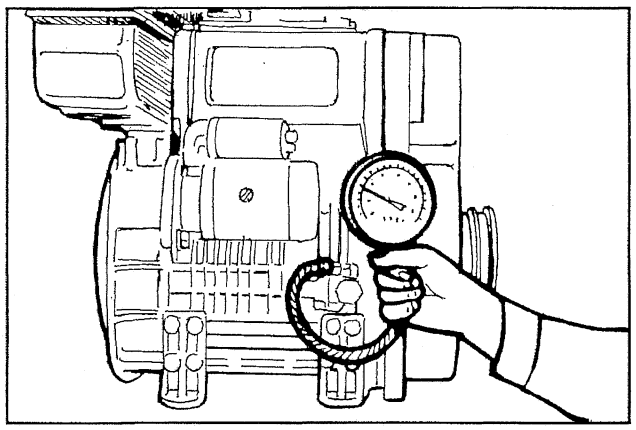
Oil filter cartridge (internal)

Components:
1 Plug
2 Seal ring
3 Spring
4 Cartridge
Features:
Type of filtration: 70 μ
By-pass valve opening pressure: 0.60 ÷ 0.75 bar.
Max. working pressure: 4.5 bar.



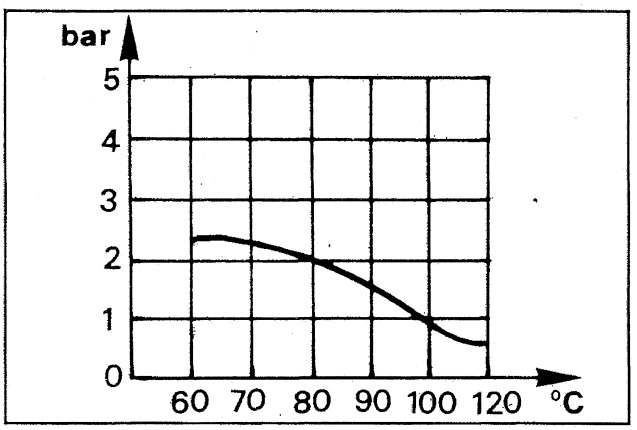
Oil pressure relief valve

Components:
1 Plug
2 Gasket
3 Spring
4 Valve
A = 37 mm
Carefully clean all components and check spring **A** length.



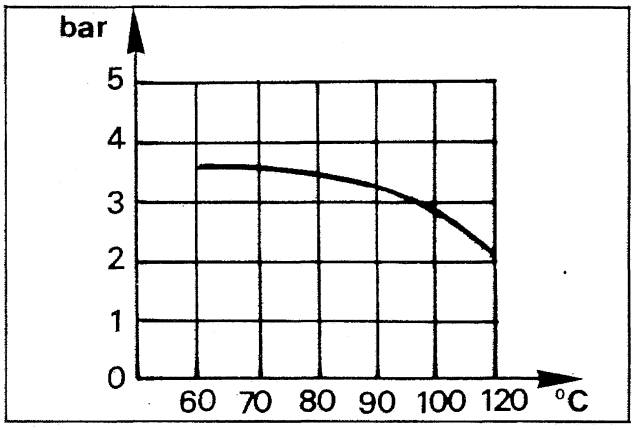
Oil pressure check

Once the engine is fitted fill with oil and fuel; connect a 10 bar pressure gauge to the oil filter fitting.
Start the engine and check pressure as a function of the oil temperature (see page 38)



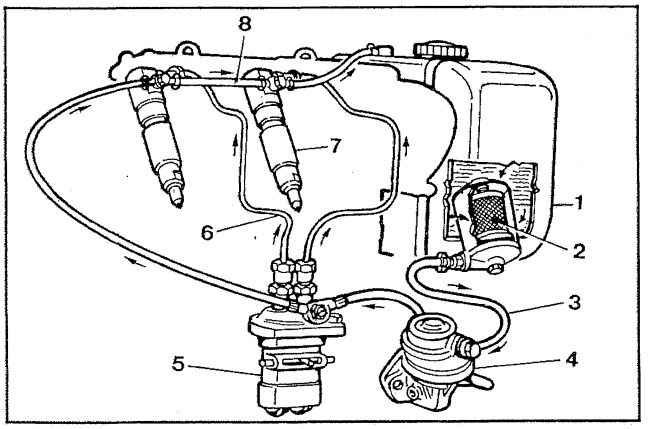
Oil pressure curve at idling speed

The curve is obtained at the oil filter lever with constant engine speed of 1200 r.p.m. in no-load conditions and at a room temperature of +25°C.
Pressure is given in bar and temperature in centigrades.



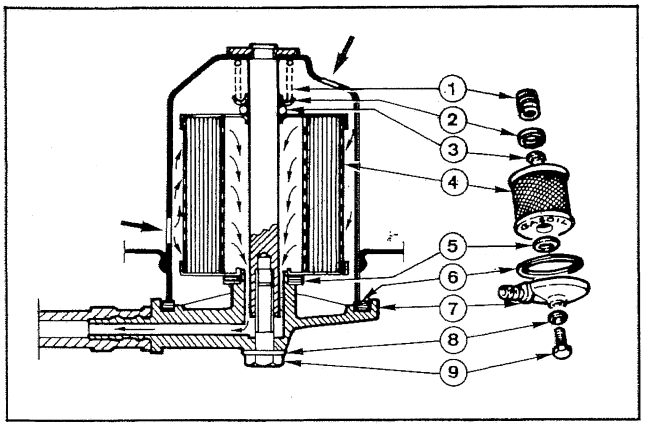
Oil pressure curve at full speed

The curve is obtained at the oil filter level with engine working at 3000 r.p.m. and 25.84 HP at +25°C room temperature.
Pressure is given in bar and temperature in centigrades.



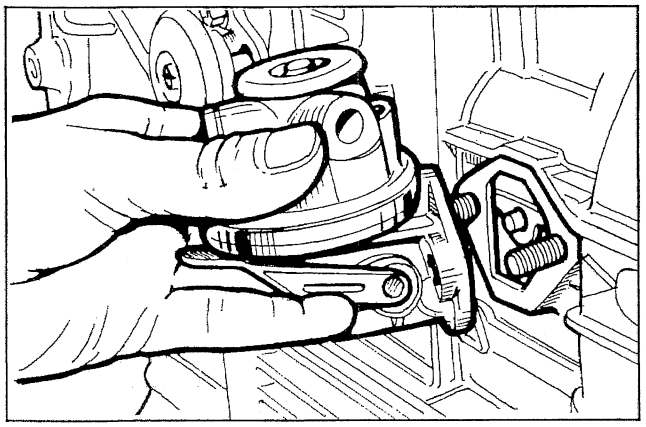
Fuel feeding/injection circuit

Components:
1 Tank
2 Filter
3 Fuel feeding tube
4 Fuel feeding pump
5 Injection pump
6 Injection line
7 Injector
8 Injector leak off line and self bleeding system



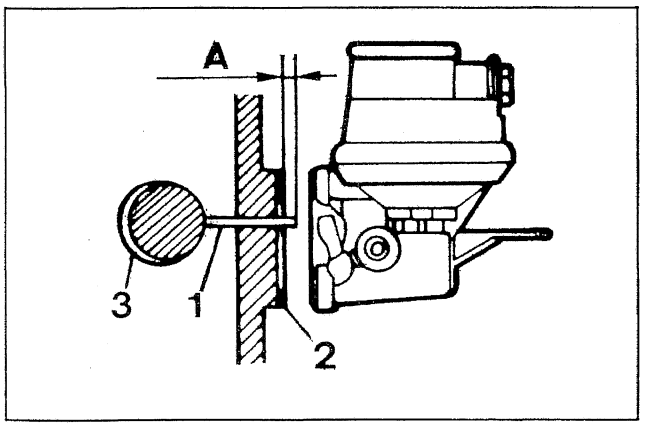
Fuel filter (inside fuel tank)

Components:
1 Spring
2 Disc
3 Ring
4 Cartridge
5 Gasket
6 Gasket
7 Cap
8 Ring
9 Bolt



Fuel feeding pump

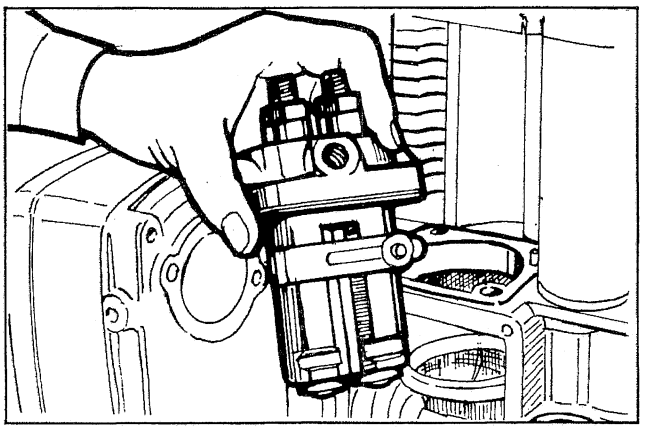
The fuel feeding pump is of the diaphgragm type operated by a camshaft eccentric through a drive rod. It features an external lever for manual operation.
Characteristics: when the control eccentric rotates at 1500 r.p.m. minimum delivery is 64 l/h while self-regulation pressure is 4 ÷ 5 m water column.



Fuel feeding pump drive rod protrusion

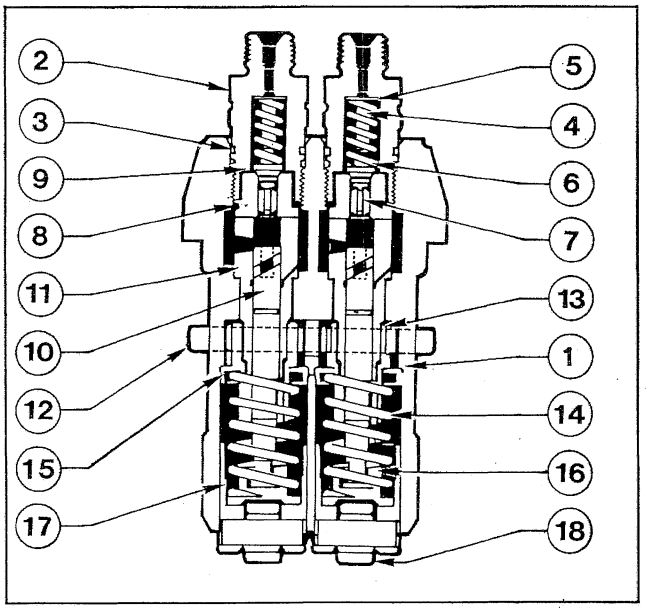
Components:
1 Drive rod
2 Gasket
3 Camshaft eccentric
Drive rod **A** protrudes 0.8-1.2 mm from the crankcase; it can be adjusted by means of gaskets.
Gaskets are supplied in the following thicknesses: 0.50, 0.80 and 1.0 mm.

Note: This setting is performed when the rod is on the base of the cam lobe (i.e. minimum protrusion).



INJECTION PUMP

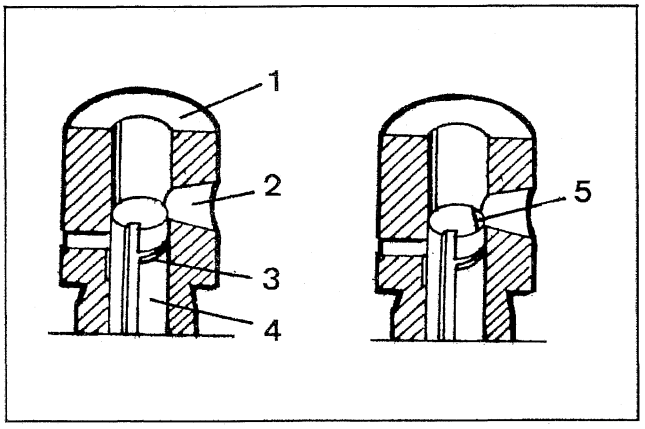
The Bosch injection system consists of a single-body pump with plungers featuring constant stroke and feeding one cylinder each.
The pump, mounted on the crankcase is directly operated by the camshaft.
Speed governor, extra fuel and stop device are separate from the pump (see page 32, 33 and 56).



Injection pump

Components:

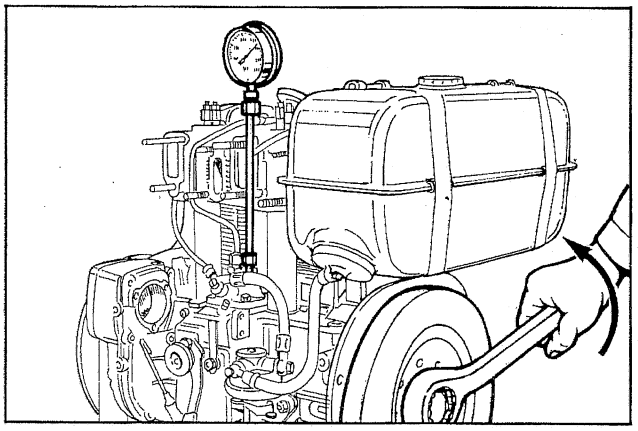
1 Pump body
2 Fitting
3 Seal ring
4 Filler
5 Shim
6 Spring
7 Delivery valve
8 Seat
9 Gasket
10 Plunger
11 Barrel
12 Rack rod
13 Sector gear
14 Spring
15 Upper retainer
16 Lower retainer
17 Tappet
18 Tappet roller



Plunger and Barrel Assembly

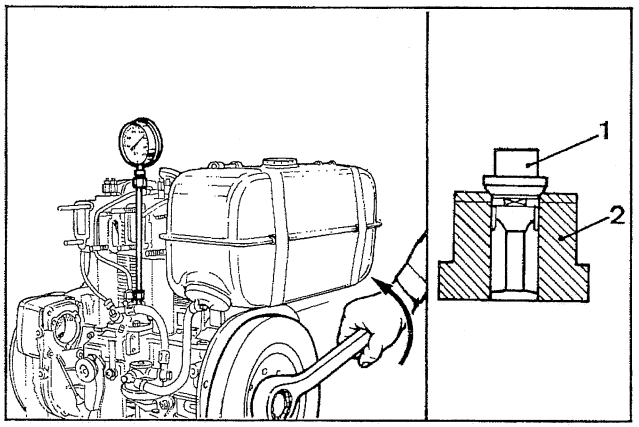
1 Barrel
2 Fuel feeding port
3 Control helix
4 Plunger
5 Retardation notch (only for 9LD625-2)
Plunger diameter is 7 mm for 9LD561-2 and 9LD561-2/L and 7.5 mm for 9LD625-2.

Note: Every plunger matches with its own barrel. For this reason they are not interchangeable.



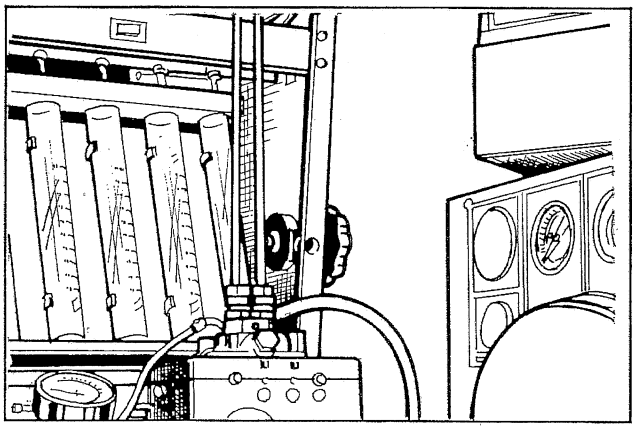
How to check plunger and barrel for internal leakage

This operation is only indicative since pressure changes depending on the pumping speed.
Connect the delivery union with a 600 bar pressure gauge with safety valve. Adjust rack rod at half-stroke. Turn flywheel according to its direction of rotation so that the plunger puts the circuit under pressure. Replace plunger if the displayed pressure is below 300 bar. Repeat the same operation for the other plunger.



How to check injection pump delivery valve sealing

Components:
1 Valves
2 Seat
Adjust pump rack at half-stroke. Turn flywheel according to its direction of rotation so that the plunger puts the circuit under pressure. During this operation the displayed pressure will gradually reach a peak followed by a sudden drop which corresponds to valve closing. Pressure drop should be 30 ÷ 50 bar. Replace the valve if pressure drop is below this value.
Repeat the same operation for the other plunger.



Test data for injection pump delivery

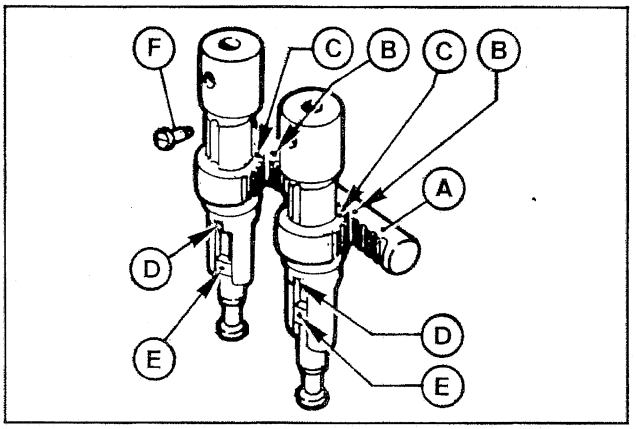
For 9LD561-2 and 9LD561-2/L

Control rod max. force	Rod stroke from max deliv. point	R.P.M.	Delivery	Max. plunger difference
Newton	mm		mm³ • stroke	mm³ • stroke
0,50	10	1500	27 ÷ 37	4
	0	150	75 ÷ 90	—
	— *	500	10	4

* Check only maximum plunger difference by positioning rack rod according to the indicated delivery value.

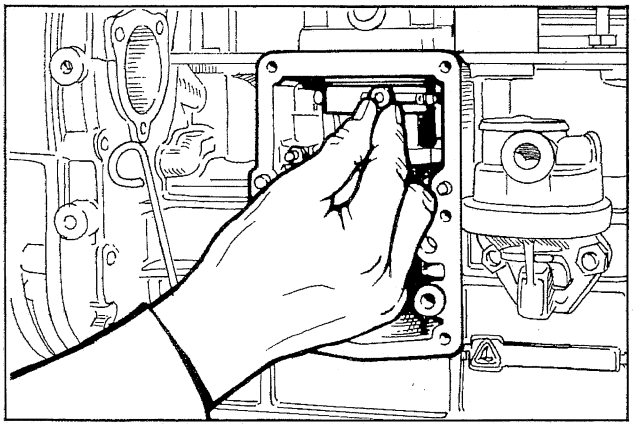
For 9LD625-2

Control rod max. force	Rod stroke from max deliv. point	R.P.M.	Delivery	Max. plunger difference
Newton	mm		mm³ • stroke	mm³ • stroke
0,50	10	1500	34 ÷ 37	3
	13	500	7 ÷ 11	3
	0	150	70 ÷ 78	—
	10	500	22 ÷ 26	3



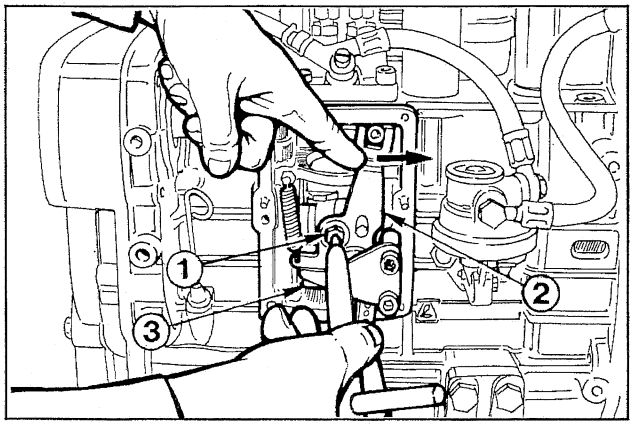
How to reassemble injection pump components

After replacing the worn-out components, reassemble the pump as follows:
Introduce sector gears into the pump body by making reference points **C** match with the **B** points on the rack.
Fix barrels with the eccentric screws **F** on the pump body.
Fit valves with seats, springs, fillers and delivery unions tightening them at 3.5 ÷ 4 Kgm.
Fit plungers by making reference points **E** match with the sector gear **D** points.
Fix retainers and springs; lock tappet with special stop.
Check that both plungers have the same delivery by performing the necessary measurements at the test bed; if delivery is not the same set screw **F**.



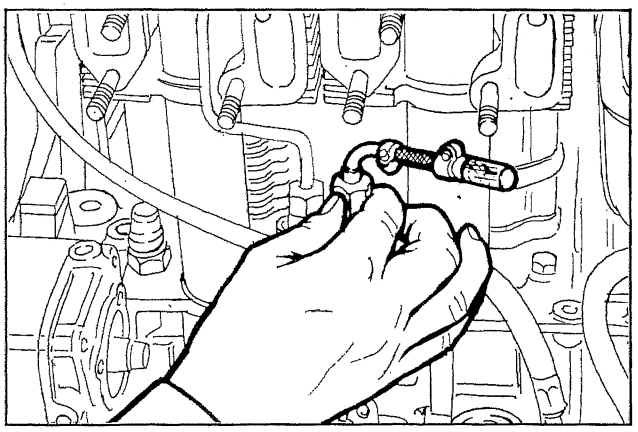
How to mount injection pump on the engine

Tighten screws at 2.5 Kgm
Check that rack rod slides smoothly: if not, the engine may fail to start or hunt.



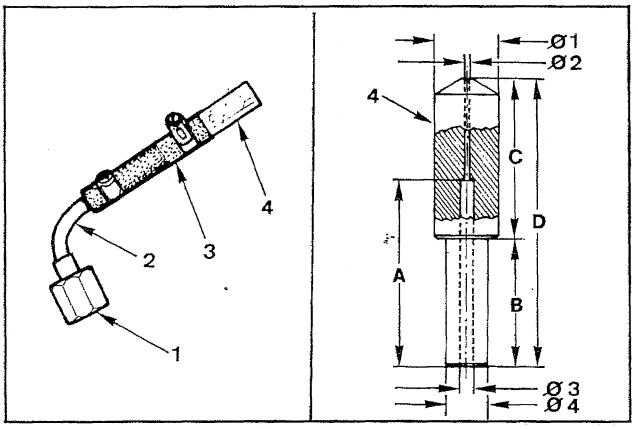
Injection pump/mechanical speed governor timing

Loosen screw **1**
Move injection pump lever **2** to maximum delivery (to the right).
Check that drive rod **3** closes the speed governor; keeping lever **2** pressed to the right the drive rod should have no clearance.
Tighten screw **1**.



(STATIC) INJECTION TIMING

Disconnect injection line on cylinder **1** making sure not to loosen the pump delivery union. Attach the timing tool shown below.



Injection timing checking device

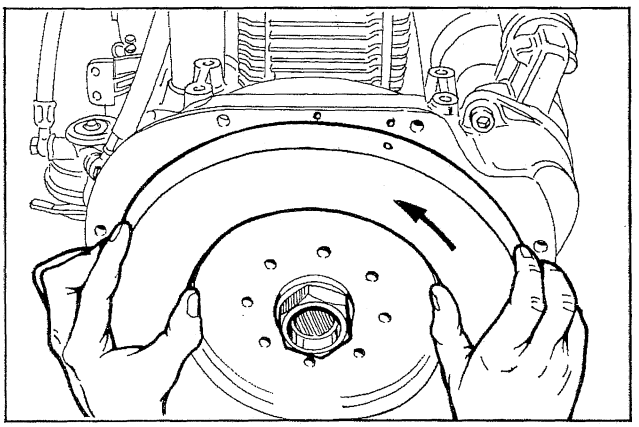
Components:

1 Union
2 Tube
3 Sleeve
4 Transparent body, serial No. 7271-9727-003.

This device allows for immediate monitoring of the fuel flow through its transparent portion.

Dimensions (mm):

$\varnothing_1$ = 10.00; $\varnothing_2$ = 0.60; $\varnothing_3$ = 2.00; $\varnothing_4$ = 6.50.
A = 29.00; **B** = 20.00; **C** = 25.00; **D** = 45.00



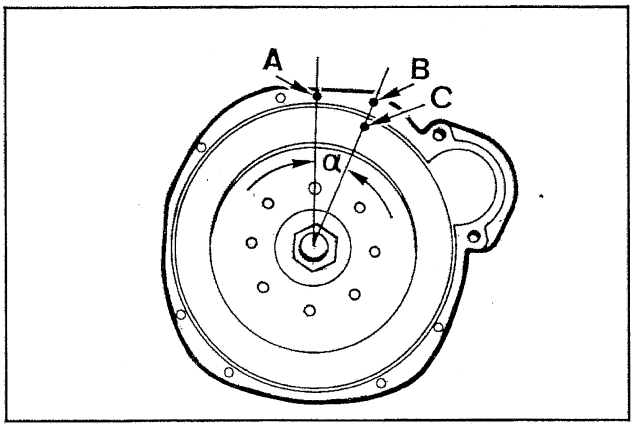
Injection timing check

Top up the tank checking that fuel level is at least 10 cm above checking device.

Adjust injection pump rack rod at half-stroke.

Turn the flywheel according to the engine direction of rotation and check that fuel reaches the checking device.

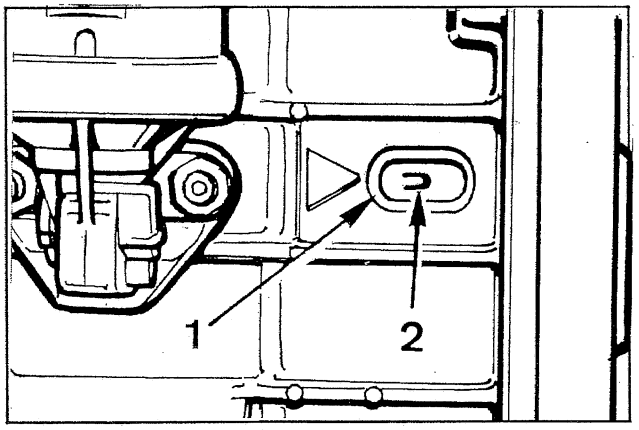
Repeat this last operation; during compression proceed slowly and stop immediately when the fuel is seen to pass through the checking device hole; bring flywheel back by 5 mm: this is the so-called static injection timing.



Injection timing reference marks on crankcase and flywheel

A = Piston reference mark at the top dead centre
B = Injection timing reference mark compared to **A**
A ÷ B = Distance in mm.
C = Piston reference mark in injection timing position.
α = Reference angle in degrees.

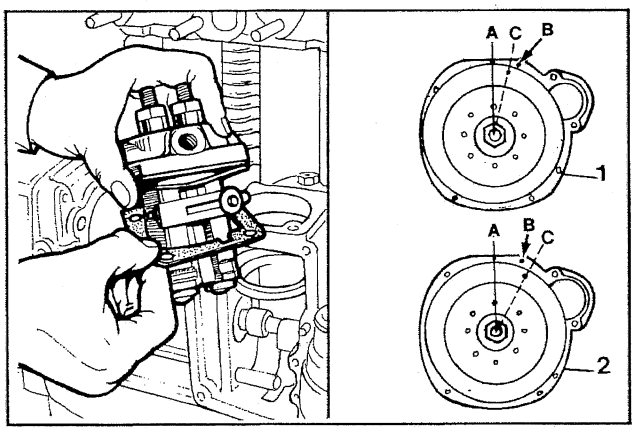
Engine type	(A ÷ B) mm	α
9LD561-2	61 ÷ 66	24° ÷ 26°
9LD561-2/L	56 ÷ 61	22° ÷ 24°
9LD625-2	63,5 ÷ 68,5	25° ÷ 27°



Check window for injection timing reference mark

Components:
1) Window
2) Injection timing reference mark (⊃)

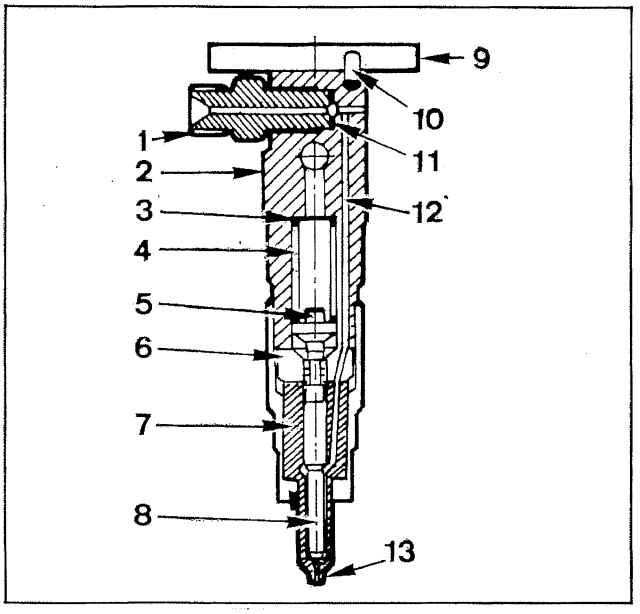
A window is provided to identify the reference mark corresponding to the above mark **C**.



Injection timing correction

If reference mark **C** does not match with **B** follow examples 1 and 2.
1) Example of late injection timing: remove shims under the pump to make **C** match with **B**.
2) Example of early injection timing: add shims under the pump to make **C** match with **B**.

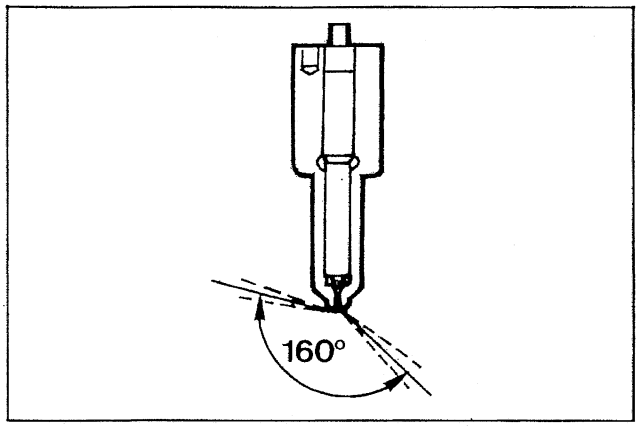
Note: By adding or removing a 0.1 mm shim under the pump **C** is delayed or advanced by approximately 3 mm.



INJECTOR

Components:

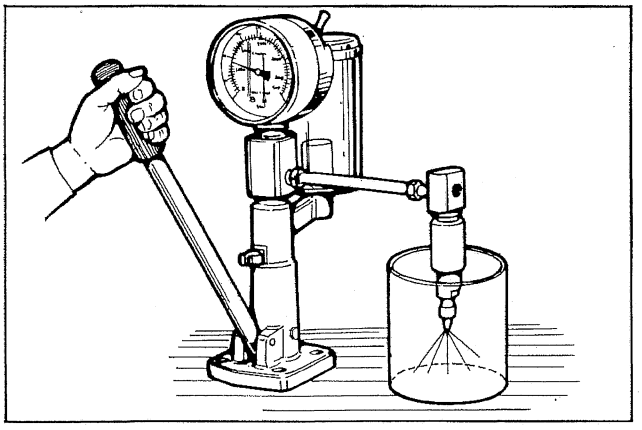
1 Intake fitting
2 Nozzle holder
3 Shim
4 Spring
5 Pressure rod
6 Intermediate flange
7 Nozzle
8 Needle valve
9 Fixing flange
10 Taper pin
11 Gasket
12 System duct
13 Sump



Nozzle

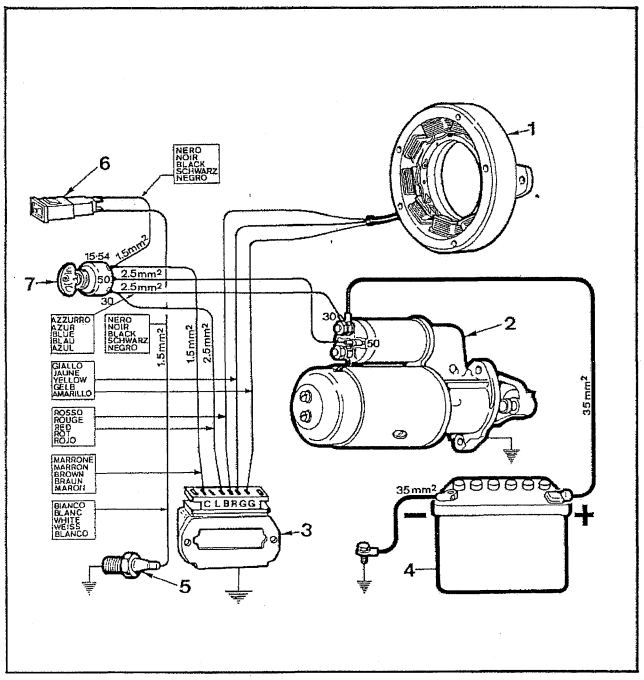
Features:

Hole number and diameter = 4x0.28 mm.
Jet angles = 160°.
Needle valve elevation = 0.20 ÷ 0.22 mm
Hole length = 0.7 mm
Sump diameter and length = 1x1.5 mm



Injector setting

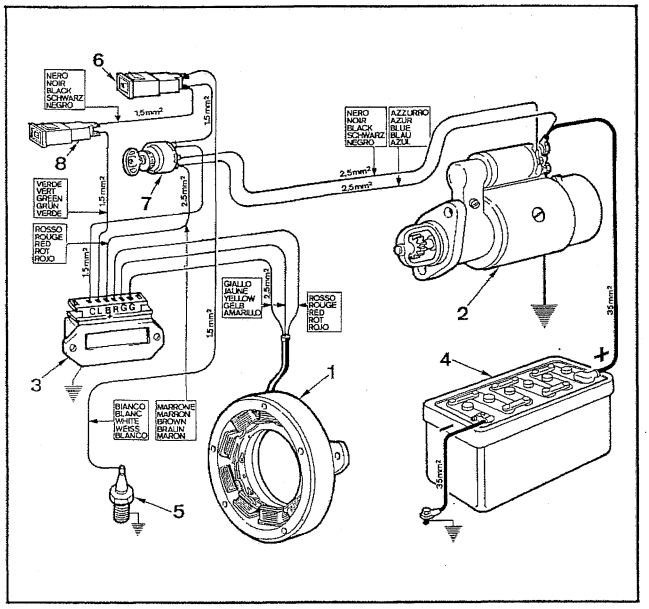
Conect injector to a hand pump and check that setting pressure is 210 ÷ 220 bar; make the required adjustments, if any, by changing the shim over the spring.
When replacing the spring, setting should be performed at a 10 bar greater pressure (220 ÷ 230 bar) to allow for bedding during operation.
Check needle valve sealing by slowly moving hand pump until approximately 180 bar.
Replace nozzle in case of dripping.



STANDARD ELECTRIC EQUIPMENT

Electric starting layout without battery charging light

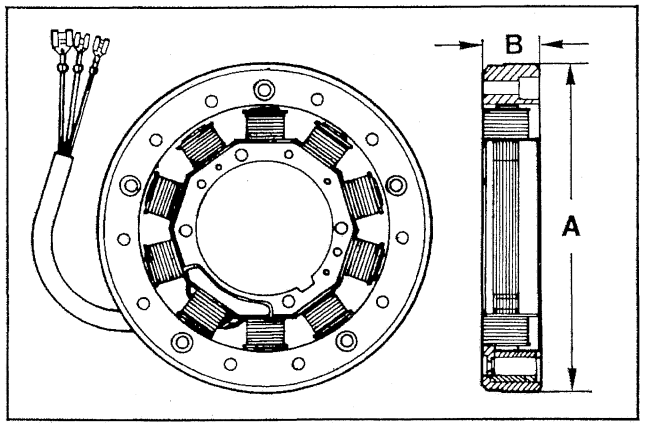
Components:
1 Alternator
2 Starting motor
3 Voltage regulator
4 Battery
5 Pressure switch
6 Oil pressure warning light
7 Key switch



Electrical starting layout with battery charging light

Components:
1 Alternator
2 Starting motor
3 Voltage regulator
4 Battery
5 Pressure switch
6 Oil pressure warning light
7 Key switch
8 Battery charging light

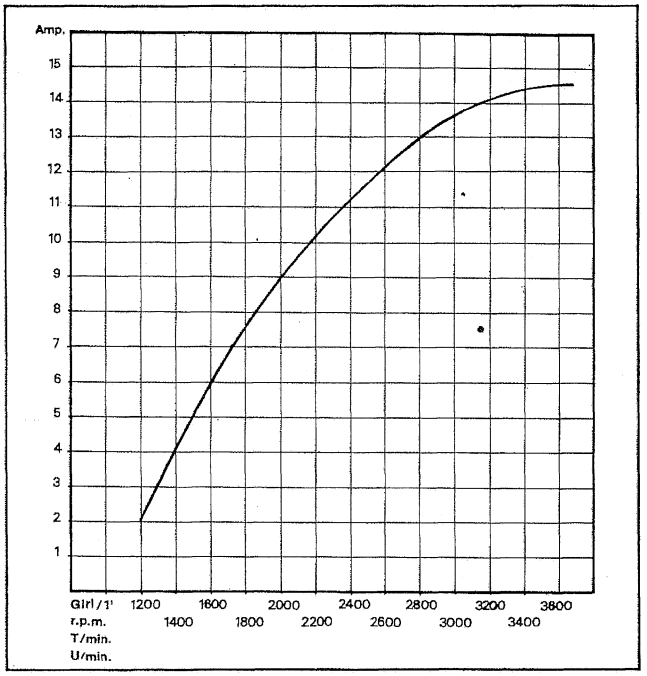
Note: Battery, which is not supplied by Lombardini, should feature 12 V voltage and capacity not below 70 Ah.



12.5 V, 14 A Alternator

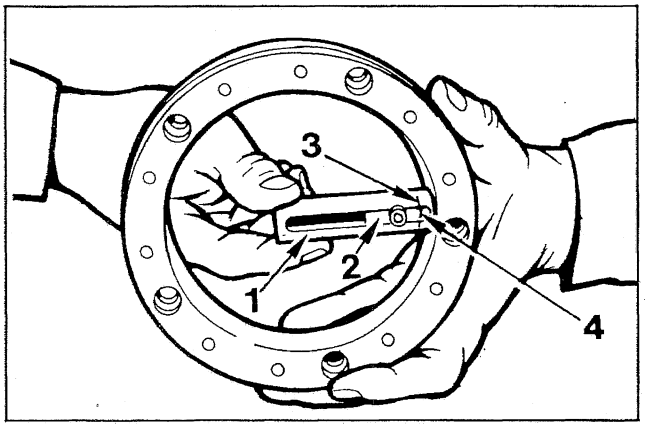
Features a fixed armature winding mounted on the air shroud bracket. The rotating permanent magnet inductor is located in the fan spindle.
Dimensions (mm):
A = 158.80 ÷ 159.20
B = 27.50 ÷ 27.90

Note: Clearance between armature winding and inductor (air gap) should be 0.48 ÷ 0.60 mm.



Alternator battery charger curve (12.5 V, 14A)

The curve was obtained at room temperature of +25°C with 12.5 V battery voltage

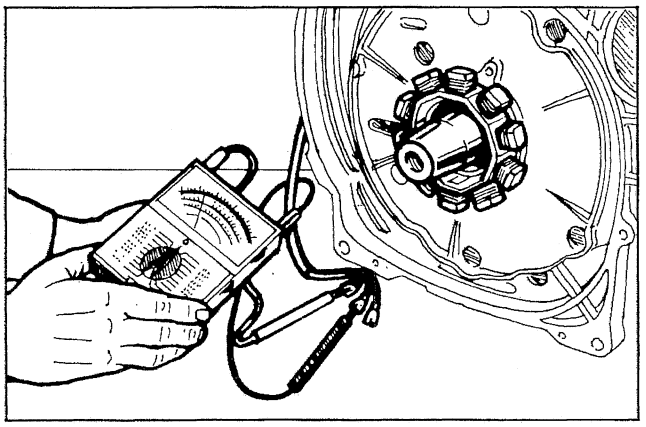


Magnetization checking tool (Part No. 7000-9727-001)

Components:

1 Casing
2 Slider
3 Casing reference line
4 Slider reference line

Rest the tool end horizontally onto the magnetic poles. Hold slider so that its reference line coincides with the casing reference line. Release slider: if no attraction occurs the rotor is demagnetized; therefore replace alternator.

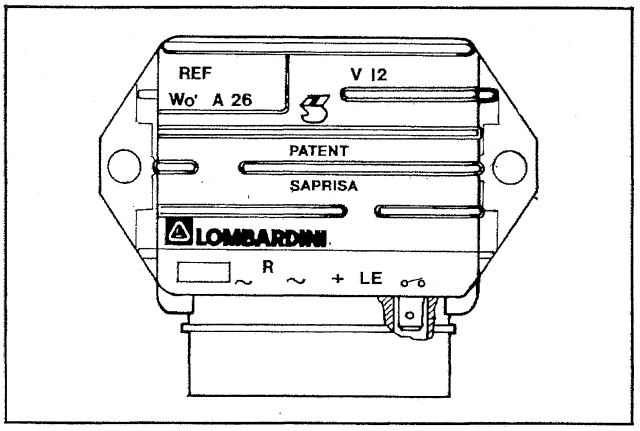


Checking for cable continuity

Check that stator windings have no unsoldered connections, burnt areas or grounded wires.

Using an ohmmeter check for continuity between the red cable and the two yellow ones.

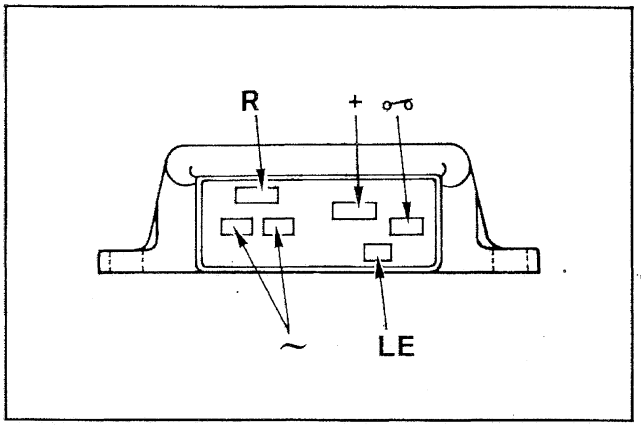
Furthermore, check that they are insulated from the ground.



VOLTAGE REGULATOR

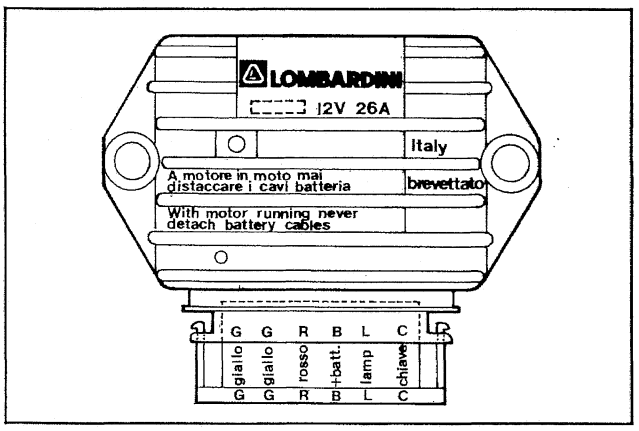
Type LOMBARDINI, supplied by SAPRISA and DUCATI: Voltage 12 V, max. current 26A. References for SAPRISA connections with the corresponding DUCATI connections.

SAPRISA	DUCATI
~	G
R	R
+	B
LE	L
⊶	C

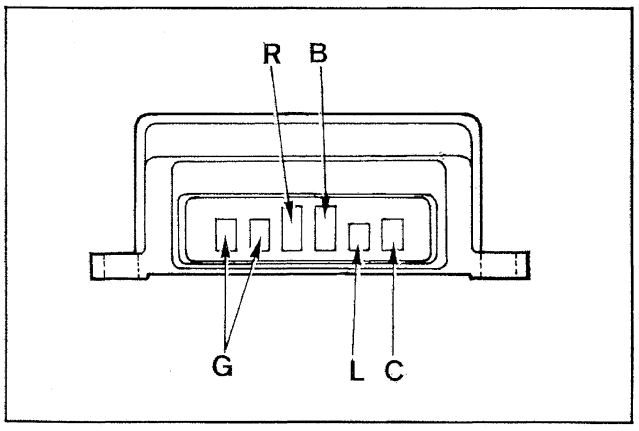


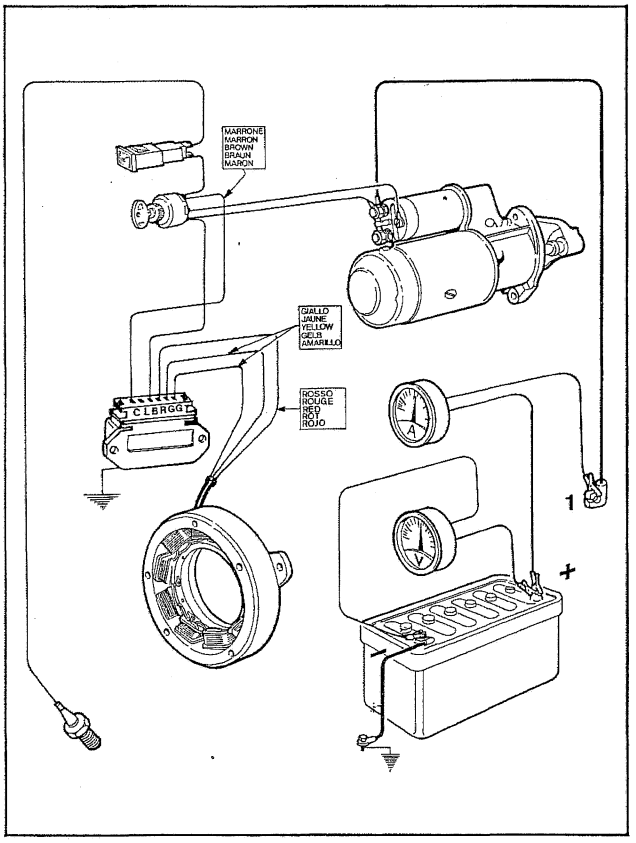
To avoid wrong connections 3 different sizes are supplied.

SAPRISA	DUCATI	CONNECTION SIZE (mm)	
		WIDTH	THICKNESS
~	G	6.25	0.8
R	R	9.50	1.2
+	B	9.50	1.2
LE	L	4.75	0.5
⊶	C	6.25	0.8



The voltage regulator fits to both circuits with and without battery charging light; in the latter case connections LE (SAPRISA) and L (DUCATI) are not used.

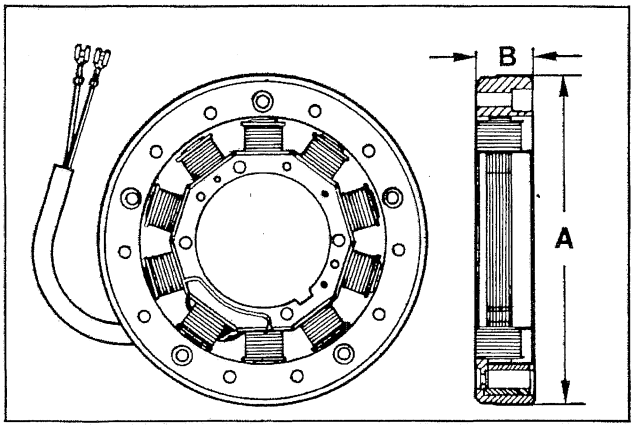




How to check voltage regulator for proper operation

Check that connections correspond to the layout.
Disconnect the terminal from the battery positive pole.
Connect a d.c. voltmeter between the two battery poles.
Fit an ammeter between the positive pole and the corresponding cable **1** terminal.
Start a couple of times until battery voltage drops below 13 V.
When battery voltage reaches 14.5 V the ammeter current suddenly drops down to almost zero.
Replace regulator if recharge current is zero with voltage below 14 V.

Warning: When the engine is running do not disconnect battery cables or remove the key from the control panel.
Keep regulator away from heat sources since temperatures above 75°C might damage it.
No electric welding on engine or application.

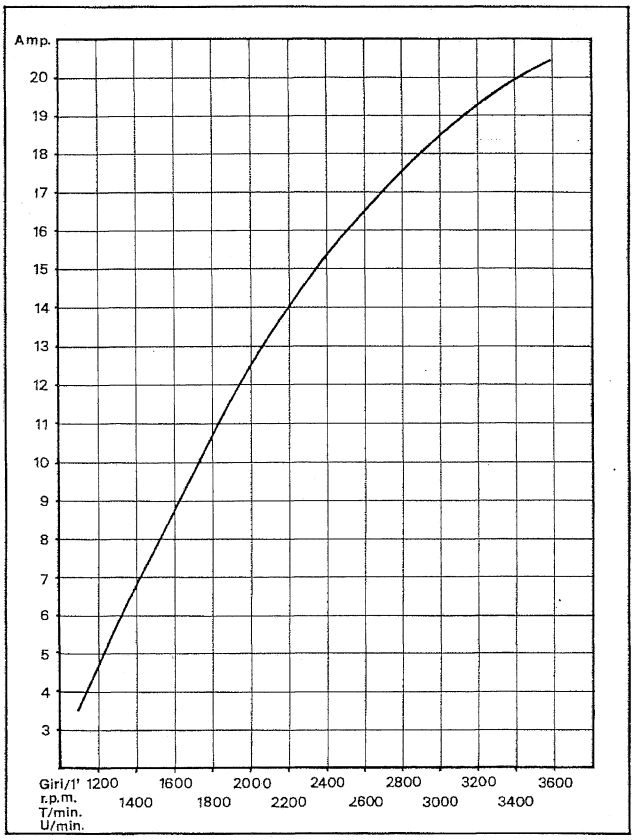


OPTIONAL ELECTRIC EQUIPMENT

12 V, 18A Alternator

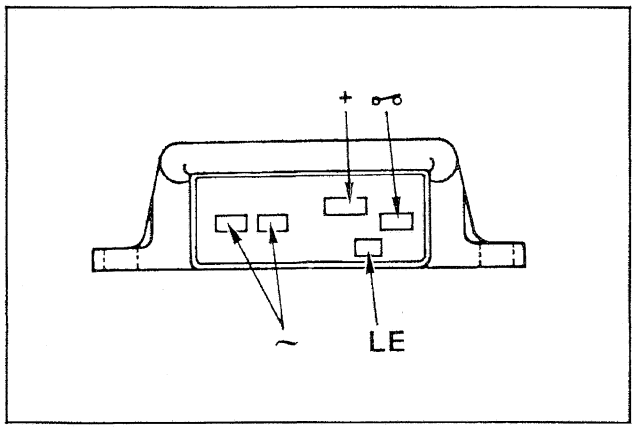
Only two yellow cables are at output.
Dimensions (mm):
A = 158.80 ÷ 159.20
B = 27.50 ÷ 27.90

Note: Clearance between armature winding and inductor (air gap) must be 0.48 ÷ 0.60 mm.



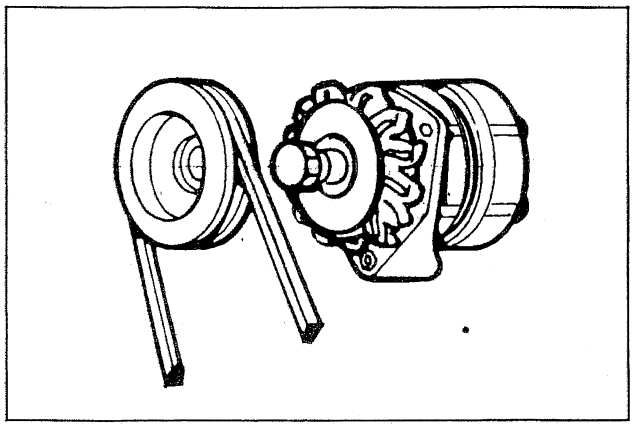
Alternator battery charger curve (12 V, 18 A)

This curve is obtained at +25°C with 12.5 V battery voltage.



12 V, 24 A special voltage regulator

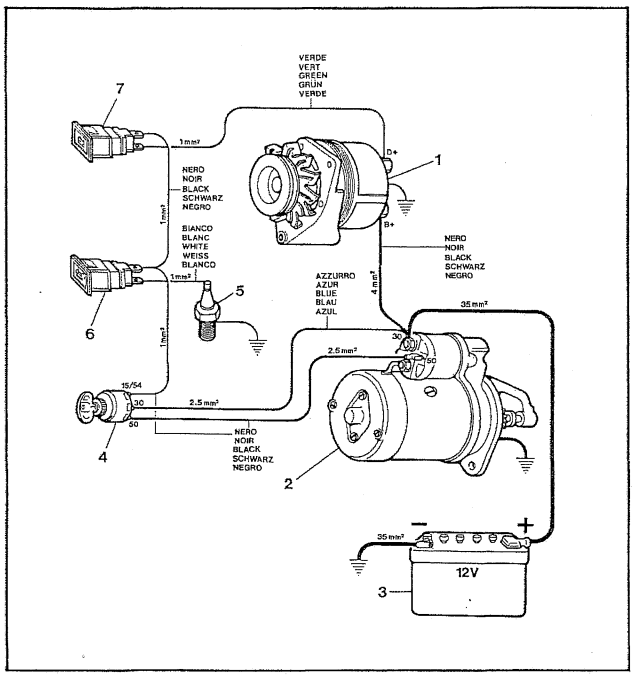
The special LOMBARDINI SAPRISA voltage regulator is of the bridge type.
See page 48 for tag dimensions.



Alternator type Bosch G1 14 V, 33 A

The alternator is of the claw-pole rotor type with built-in voltage regulator. The rotating motion is conveyed by the engine through a "V" belt and sheave.

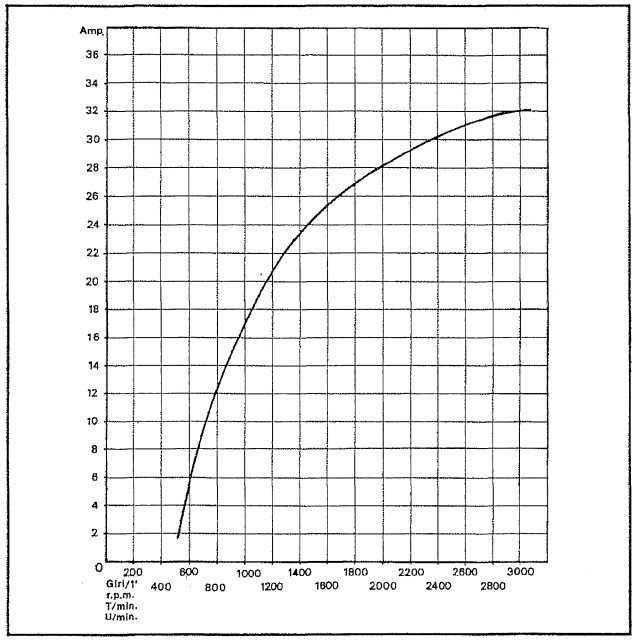
Features: 12 V rated voltage. Max. current 33 A at 7000 alternator r.p.m.. RH direction of rotation.



Alternator type Bosch G1 14 V, 33 A layout

Components:

1 Alternator
2 Starting motor
3 Battery
4 Key switch
5 Pressure switch
6 Oil pressure warning light
7 Battery charging light

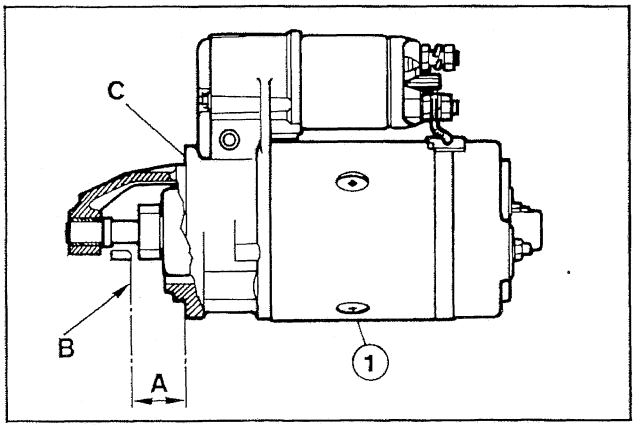


14 V, 33 A Bosch G1 alternator battery charger curve

The curve was obtained at room temperature of +25°C.
Battery terminal voltage is 12.5 V.
The r.p.m. shown on the table refers to the engine.

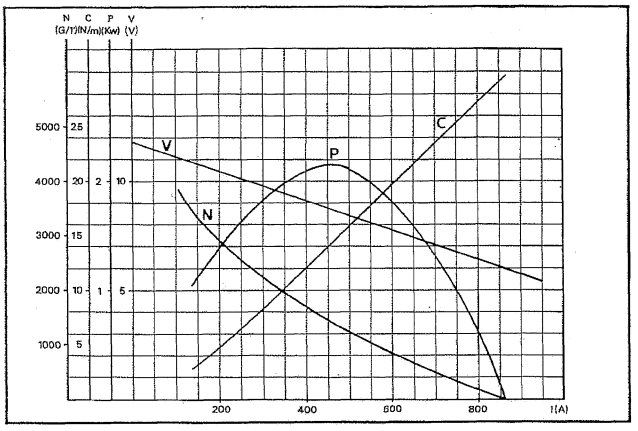
STARTING MOTOR

Made by MARELLI and BOSCH.
Apply to their distributors for any type of repair.



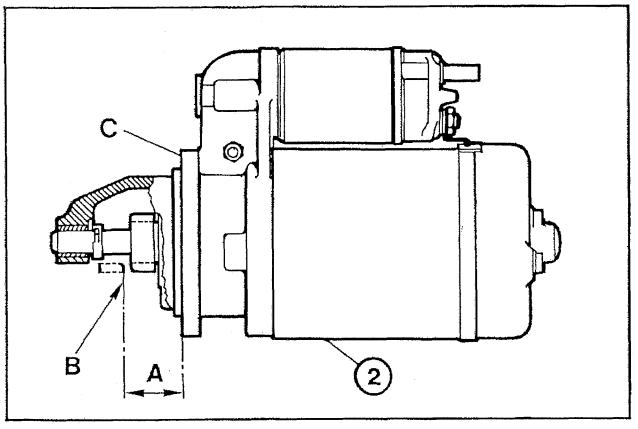
1) **Magneti Marelli starting motor type E100, 1,5/12 V**
RH direction of rotation
A = 29.5 ÷ 31.5 mm
B = Ring gear plane
C = Flange plane

Warning: The flywheel should not project from ring gear plane **B**.



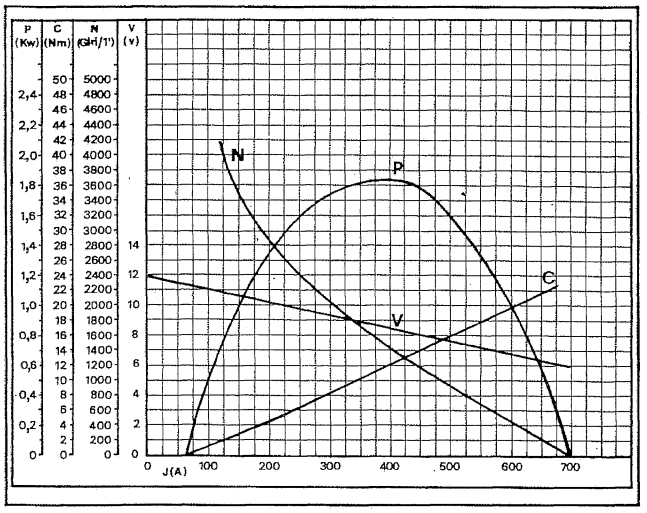
Characteristic curves for starting motor type Magneti Marelli E100, 1.5/12 V

Curves were obtained at room temperature of +20°C with 88 Ah batteries.
V = Motor terminal voltage in Volt
P = Power in kW
C = Torque in N/m
N = Motor speed in r.p.m.
I (A) = Absorbed current in Ampere



2) **Bosch starting motor type GF - 12 V, class 1.5**
RH direction of rotation.
A = 29.5 ÷ 31.5 mm
B = Ring gear plane
C = Flange plane

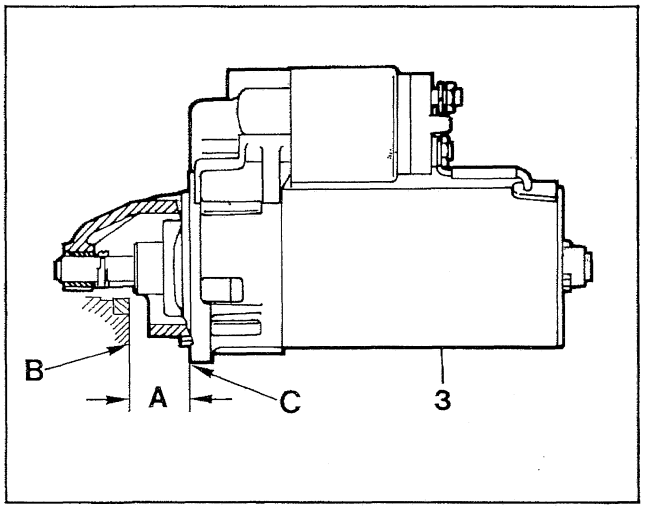
Warning: Flywheel should not project from ring gear plane **B**.



Characteristic curves for starting motor type Bosch GF - 12 V, class 1.5

Curves are obtained at room temperature of + 20°C with 66 Ah battery.

V = Motor terminal voltage in Volt
P = Power in kW
C = Torque in N/m
N = Motor speed in r.p.m.
J (A) = Absorbed current in Ampere.



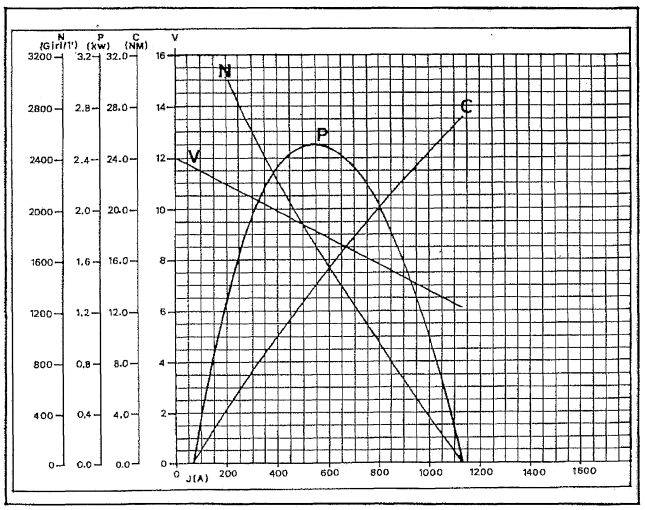
3) Starting motor type Bosch DW (R) 12 V, 1.7 kW

RH direction of rotation.

Note: This motor is of the epicyclic type with reduction ratio of 3.3:1 between rotor and pinion gear.

A = 29.5 ÷ 31.5 mm
B = Ring gear plane
C = Flange plane

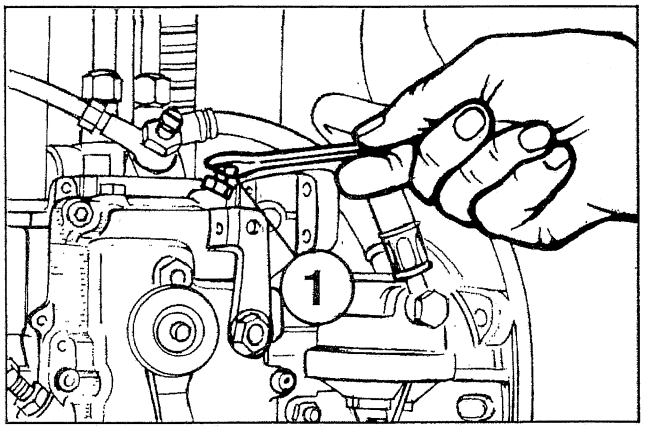
Warning: Flywheel should not project from ring gear plane **B**.



Characteristic curves for starting motor type Bosch DW (R), 12 V, 1.7 kW

Curves were obtained at the temperature of + 20°C with 88 Ah battery.

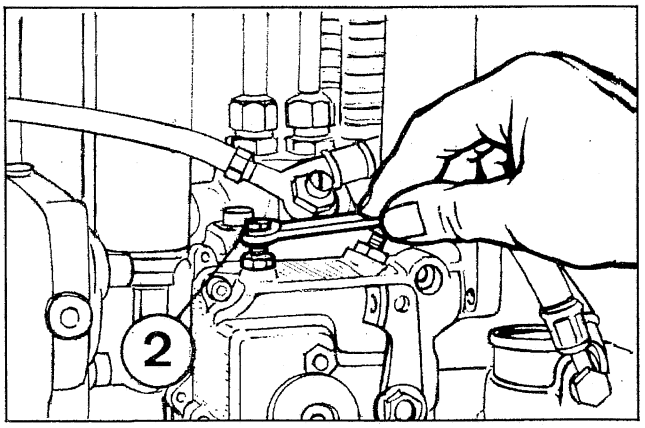
V = Motor terminal voltage in Volt
P = Power in kW
C = Torque in N/m
N = Motor speed in r.p.m.
J (A) = Absorbed current in Ampere.



SETTINGS

1) Idling speed setting in no-load conditions

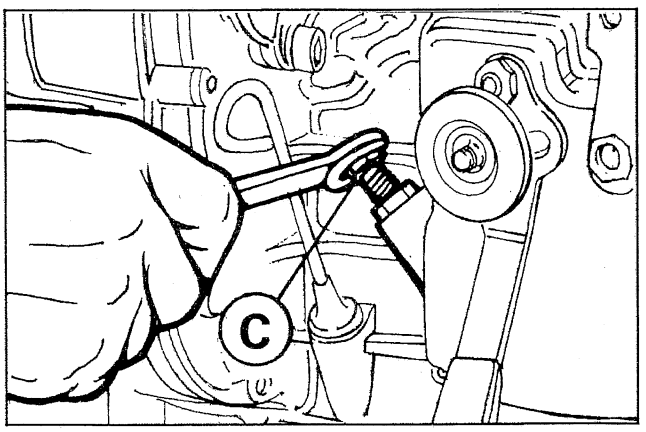
After filling with oil and fuel, start the engine and let it warm up for 10 minutes.
Adjust idling speed at 1200 ÷ 1300 r.p.m. by turning setscrew **1**; then tighten lock nut.



2) Full speed setting in no-load conditions (standard)

After setting idle speed turn screw **2** and set full speed in no-load conditions at 3200 r.p.m.; then tighten lock nut.

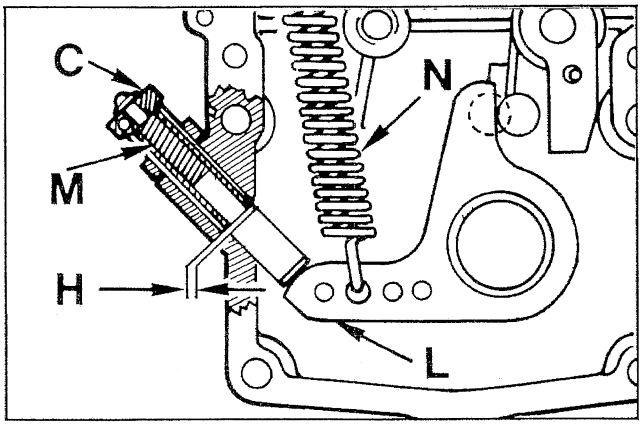
Note: When the engine reaches the pre-set power full speed stabilizes at 3000 r.p.m.



Injection pump delivery setting

This setting should be performed at the torque dynamometer. If not, setting is only approximate.
The following steps are required:
Loosen delivery limiting device **C** by 5 turns.
Bring engine to full speed in no-load conditions i.e. 3200 r.p.m.. Tighten limiting device until the engine shows a drop in r.p.m..
Unscrew limiting device **C** by 1½ turn. Tighten lock nut.

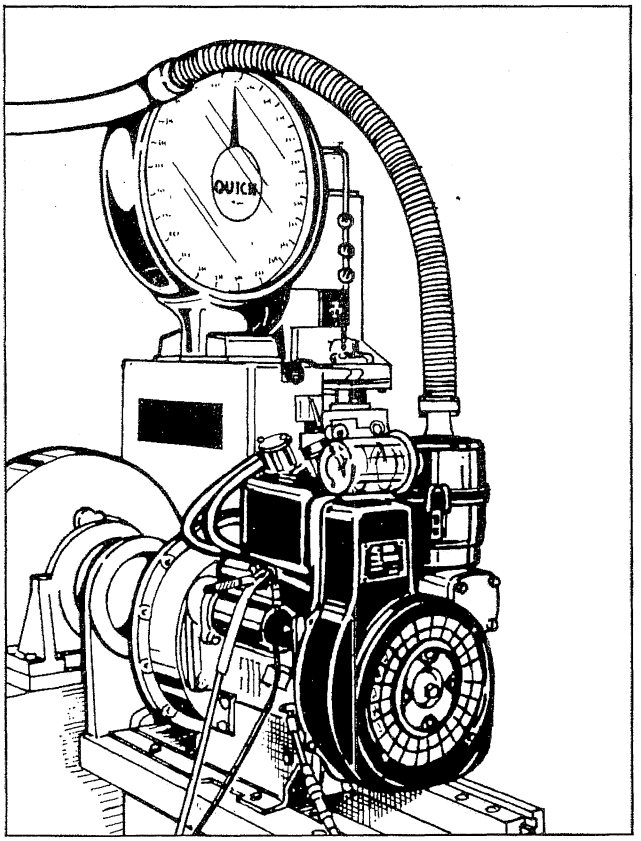
Note: If the engine, under full load, generates too much smoke tighten **C**; if no smoke is observed at the exhaust and the engine cannot reach its full power unscrew **C**.

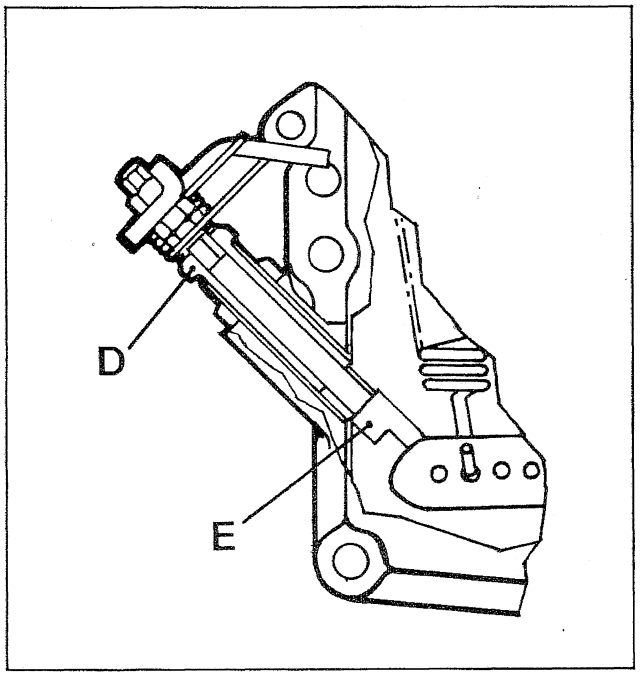


Injection pump delivery limiting and extra fuel device

Limiting device **C** limits the injection pump maximum delivery. It also acts as a torque setting device since spring **N** opposes the resistence of spring **M** inside the cylinder through lever **L**.
The torque setting device allows lever **L** to move over stroke **H** corresponding to 0.15 ÷ 0.25 mm.
This consequently increases injection pump delivery with torque reaching its peak value.

Note: In generator sets and power welders, the torque setting device acts as a delivery limiter only. It therefore does not feature spring **M** or stroke **H**.





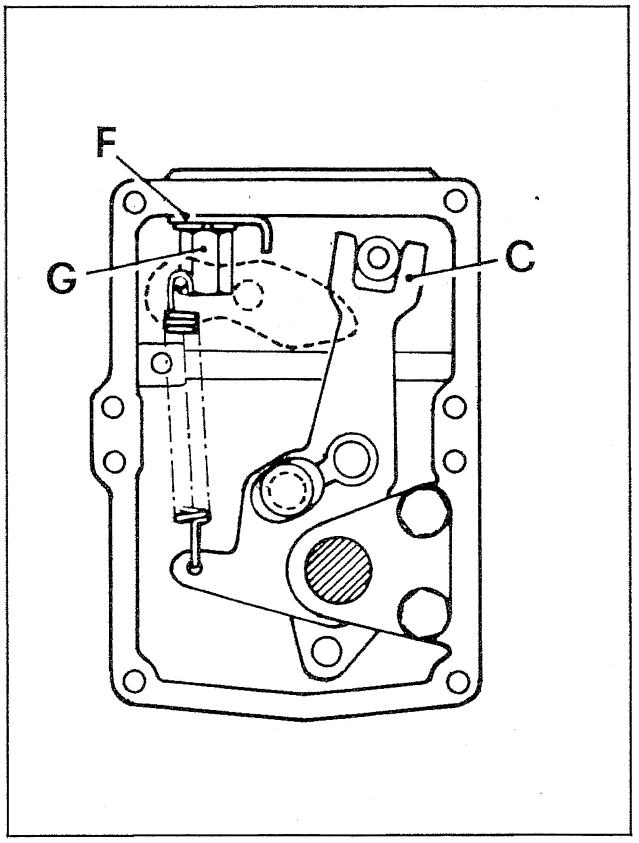
Injection pump delivery setting with engine at the torque dynamometer

1) Bring engine to idling speed
2) Unscrew delivery limiting device **C** (see page 54)
3) Bring engine to the power and r.p.m. required by the manufacturer of the device.
4) Check that consumption falls within the table specifications (see below). If consumption is not as indicated change balance conditions at the torque dynamometer by varying the load and adjusting the governor.
   Under stable engine conditions check consumption again.
5) Tighten limiting device **C** until the engine r.p.m. decreases.
   Lock the limiting device by means of lock nut.
   In versions with manually-operated mechanical extra fuel feeding **D** perform this operation keeping drive rod **E** as shown in the figure.
6) Release brake completely and check at what speed the engine becomes stable.
   Speed governor should comply with the requirements of the class indicated by the manufacturer of the device.
7) Stop the engine
8) Check valve clearance when the engine has cooled down.

Required settings (as most commonly applies)

Engine	R.P.M.	Power HP (kW)	Specific fuel consumption *	
			Time (sec.) per 100 cm³	rev/HP h (rev/kW h)
9LD561-2	3000	N 25,84 (19)	53 ÷ 56	206 ÷ 218 (280 ÷ 296)
9LD561-2	3000	NB 23,12 (17)	63 ÷ 66	195 ÷ 205 (266 ÷ 278)
9LD561-2L	2200	NB 18 (13,24)	89 ÷ 95	175 ÷ 185 (238 ÷ 252)
9LD561-2L	1800	NB 15 (11)	107 ÷ 113	175 ÷ 185 (238 ÷ 252)
9LD561-2L	1500	NB 12 (8,82)	138 ÷ 146	170 ÷ 180 (231 ÷ 245)
9LD625-2	3000	N 28 (20,59)	53 ÷ 56	197 ÷ 207 (268 ÷ 282)
9LD625-2	3000	NB 26 (19,12)	60 ÷ 63	190 ÷ 200 (258 ÷ 272)
9LD625-2	1800	NB 18,5 (13,6)	90 ÷ 95	171 ÷ 181 (233 ÷ 246)
9LD625-2	1800	NA 16,5 (12,13)	104 ÷ 110	163 ÷ 173 (223 ÷ 235)
9LD625-2	1500	NB 14,8 (10,88)	110 ÷ 116	175 ÷ 185 (239 ÷ 252)
9LD625-2	1500	NA 13,3 (9,78)	125 ÷ 132	169 ÷ 178 (230 ÷ 243)

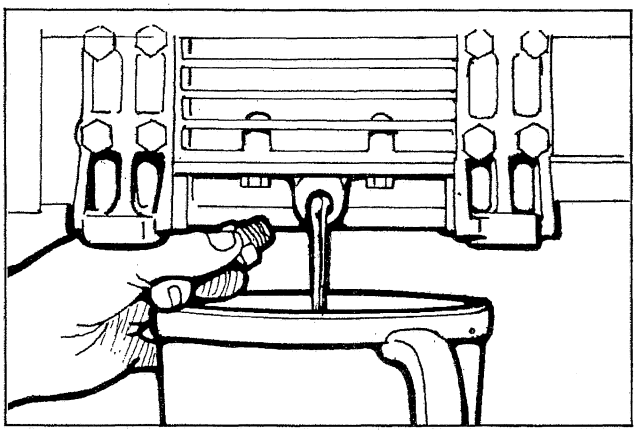
* The indicated specific fuel consumption refers to the period following approximately 30 working hours.

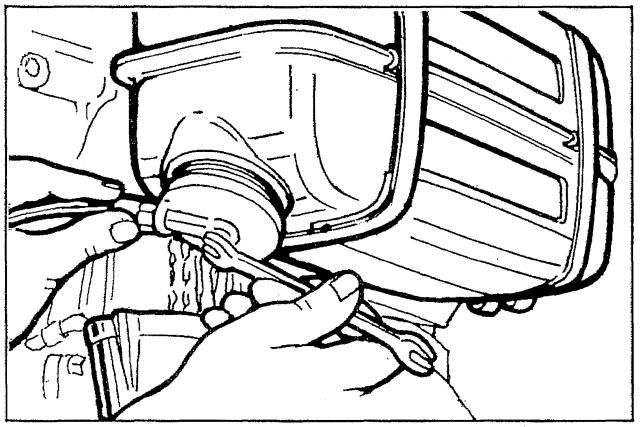


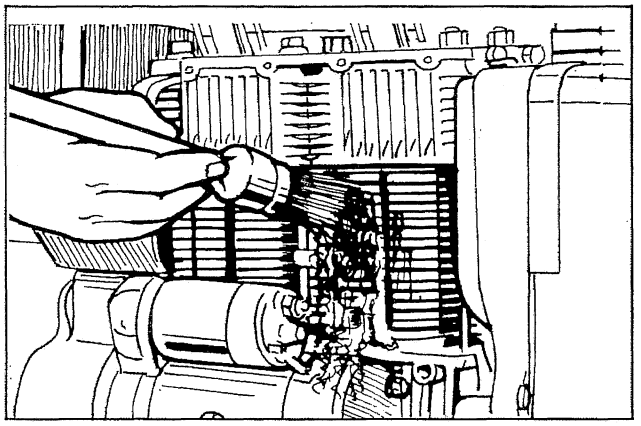
Stop setting

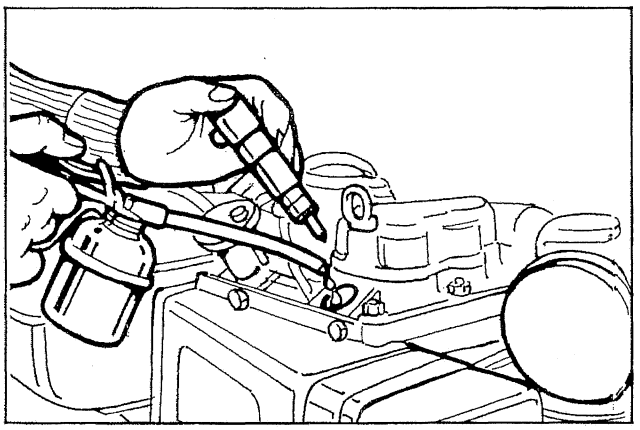
1) Completely turn lever **C** counterclockwise and keep it in this position. Retainer **F** should not be in contact with lever **C**.
2) Unscrew nut **G** and bring retainer **F** in contact with lever **C**
3) Push retainer **F** so that lever **C** is moved backwards clockwise by 1.0 ÷ 1.5 mm.
4) Lock retainer **F** by screwing nut **G**

Note: Under these conditions no damage can be caused to the injection pump rack rod stops by sudden impacts due to the available electric stops.









STORAGE

Prepare engines as follows for storage over 30 days:

Temporary protection (1 ÷ 6 months).

- Let engine work at idling speed in no-load conditions for 15 minutes.
- Fill crankcase with protection oil MIL-1-644-P9 and let engine run at 3/4 full speed for 5 ÷ 10 minutes.
- When engine is warm empty oil pan and fill with standard new oil.
- Remove fuel tube and empty the tank.
- Remove fuel filter, replace cartridge if dirty and refit.
- Carefully clean cylinder fins, heads and fan.
- Seal all openings with tape.
- Remove injectors, pour a spoonful of oil type SAE 30 into the cylinders and rotate manually to distribute the oil. Refit injectors.
- Spray oil type SAE 10W into exhaust and intake manifolds, rocker arms, valves, tappet etc. Grease all unpainted parts.
- Loosen belt.
- Wrap the engine in a plastic film.
- Store in a dry place, if possible not directly on the soil and far from high voltage electric lines.

Permanent protection (over 6 months)

The following is recommended apart from the above instructions:

- For the lubrication and injection system as well as for moving parts use rustproof oil type MIL-L-21260 P10, grade 2, SAE 30 (Ex. ESSO RUST - BAN 623 - AGIP, RUSTIA C. SAE 30). Let the engine run with rustproof oil and drain any excess.
- Coat external unpainted surfaces with antirust type MIL-C-16173D, grade 3 (Ex. ESSO RUST BAN 398 - AGIP, RUSTIA 100/F).

How to prepare the engine for operation

- Clean engine outside
- Remove protections and covers.
- Remove antirust by an appropriate solvent or degreaser.
- Remove injectors, fill with standard oil, turn crankshaft by a few revolutions, remove oil pan and drain the protective oil.
- Check injectors, valve clearance, belt tension, head tightening, oil filter and air cleaner for proper setting. If the engine is stored over a long period of time (over 6 months) check one of the bushings for corrosion.