Perkins New 1000 Series

Models AJ to AS and YG to YK

WORKSHOP MANUAL

4 and 6 cylinder diesel engines for industrial and agricultural applications

Publication TPD 1350E issue 3
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The information is correct at the time of print.
Published in March 2000 by Technical Publications.

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Contents

10 General information

Introduction ... 15

Engine identification ... 17

General safety precautions ... 18

Engine lift equipment ... 19

Viton seals ... 20

POWERPART recommended consumable products ... 21

11 Specifications

Basic engine data ... 23

Thread sealant ... 24

Standard torque tensions ... 25

Specific torque tensions ... 26

Compression test data ... 29

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12 Cylinder head assembly

General description ... 31

Rocker cover

12-1 To remove and to fit ... 32

Rocker assembly

12-2 To remove and to fit ... 33
12-3 To dismantle and to assemble ... 34
12-4 To inspect and to correct ... 34

Valve tip clearances

12-5 To check and to adjust ... 35

Valve springs

12-6 To change the valve springs (with cylinder head fitted) ... 37

Cylinder head assembly

12-7 To remove and to fit ... 39

Valves and valve springs

12-8 To remove and to fit ... 49
12-9 To inspect and to correct ... 50

Valve guides

12-10 To inspect ... 51
12-11To remove and to fit ... 52

Cylinder head

12-12 To inspect and to correct ... 54
12-13 To correct a valve seat with a valve seat cutter ... 55
12-14 To fit valve seat inserts ... 56

Data and dimensions ... 57

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13 Piston and connecting rod assemblies

General description .. .. .63

Big end bearing

13-1 To remove and to fit .. .. .65
13-2 To inspect .. .. .66

Piston and connecting rod

13-3 To remove and to fit .. .. .67
13-4 To check the piston height above the cylinder block . ... .70

Piston rings

13-5 To remove and to fit .. .. .71

Piston and connecting rod assembly

13-6 To dismantle and to assemble .. .. .72
13-7 To check the length of a connecting rod ... ... .73

Piston and piston rings

13-8 To inspect .. .. .74

Connecting rod

13-9 To inspect .. .. .75

Partially finished small end bush

13-10 To remove and to fit ... ... .75

Piston cooling jets

13-11 To remove and to fit .. .. .76
13-12 To check the jet alignment ... ... .76

Data and dimensions ... ... .77

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Turbocharger faults

The chart below is given to assist in the correct diagnosis of turbocharger faults.

If the inside of the induction manifold is wet, check that there is not a fuel leak from the fuelled starting aid, if there is one fitted, see operation 23-9.

Problems	Possible causes code numbers
Not enough power	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28, 34, 35, 36
Black smoke	1, 4, 5, 6, 7, 8, 9, 10, 11, 18, 20, 21, 22, 25, 26, 27, 28, 34, 35, 36
Blue smoke	1, 2, 4, 6, 8, 9, 17, 19, 20, 21, 22, 30, 31, 32, 34
High lubricating oil consumption	2, 8, 15, 17, 19, 20, 28, 29, 31, 32, 34
Too much lubricating oil at turbine end	2, 7, 8, 17, 19, 20, 22, 28, 30, 31, 32
Too much lubricating oil at compressor end	1, 2, 4, 5, 6, 8, 19, 20, 21, 28, 31, 32
Not enough lubrication	8, 12, 14, 15, 16, 23, 24, 29, 32, 33, 37, 38
Lubricating oil in the exhaust manifold	2, 7, 17, 18, 19, 20, 22, 28, 31, 32
Inside of the induction manifold wet	1, 2, 3, 4, 5, 6, 8, 10, 11, 17, 18, 19, 20, 21, 28, 32, 34, 39, 40
Damaged compressor impeller	3, 4, 6, 8, 12, 15, 16, 20, 21, 23, 24, 29, 32, 33, 37, 38
Damaged turbine rotor	7, 8, 12, 13, 14, 15, 16, 18, 20, 22, 23, 24, 25, 27, 29, 32, 33, 37, 38
Rotating assembly does not turn freely	3, 6, 7, 8, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 29, 32, 33, 37, 38
Worn bearings, bearing bores, journals	6, 7, 8, 12, 13, 14, 15, 16, 23, 24, 29, 33, 37, 38
Noise from turbocharger	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 29, 32, 33, 34, 37, 38
Sludge or carbon deposit in bearing housing	2, 11, 13, 14, 15, 17, 18, 24, 29, 33, 37, 38

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To assemble

The service kit for the pump contains two bearings, the shaft, a circlip, a key, a joint and a coolant seal. Each bearing is filled with grease and sealed by the bearing manufacturer. The bearings will not need attention during service.

1 Support the impeller end of the pump body. Apply a narrow ring of POWERPART Retainer (oil tolerant) to the face of the outer race of each bearing. Put the bearing (A5) into position on the pump housing. Use a suitable adaptor on the outer race and press the bearing fully into the back of the bearing housing.

2 Support the inner race of the bearing just fitted from the impeller end of the pump body. Use a suitable adaptor which will allow the shaft (A3) to pass through it. Press the new shaft into the bearing until the shoulder of the shaft is fully against the inner race of the bearing. Put the bearing (A4) into position on the pump housing and shaft. Use a suitable adaptor on the inner and outer race to ensure the pressure is applied evenly. Press the bearing onto the shaft and housing until the inner race of the bearing is against the shoulder of the shaft. Remove excess retainer and fit the new circlip (A2).

3 Fit a new coolant seal (A1) as follows:

Caution: *It is important that only the tool, shown in (B), is used to fit the new coolant seal.*

The coolant seal is an interference fit on the shaft and a tool will be necessary to fit the seal correctly.

The tool should be made of mild steel bar to the dimensions shown in (B), listed as follows:

A 44,0 mm (1.73 in)

B 40,0 mm (1.57 in)

C 10,7 mm (0.42 in)

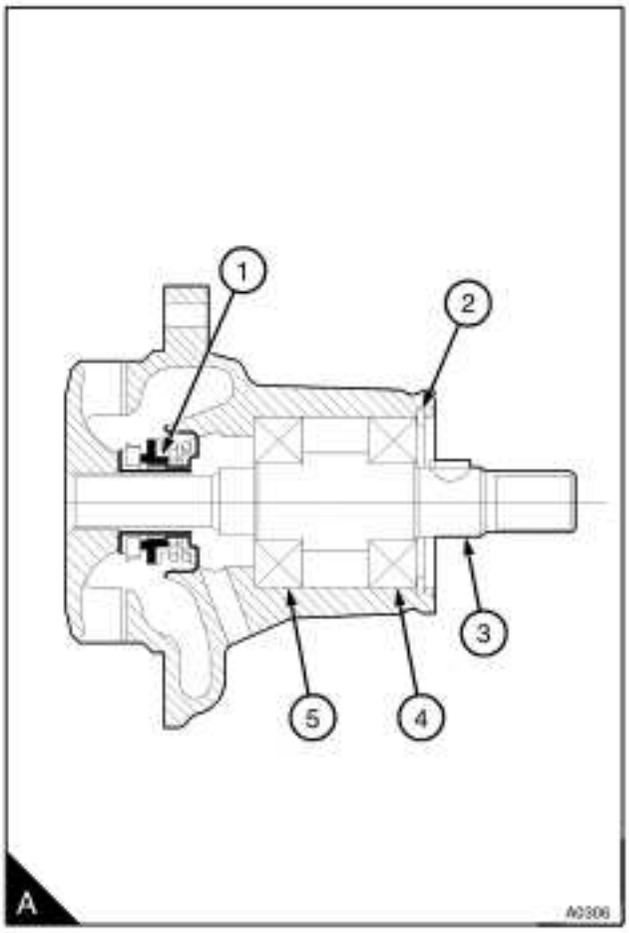
D 37,3 mm (1.47 in)

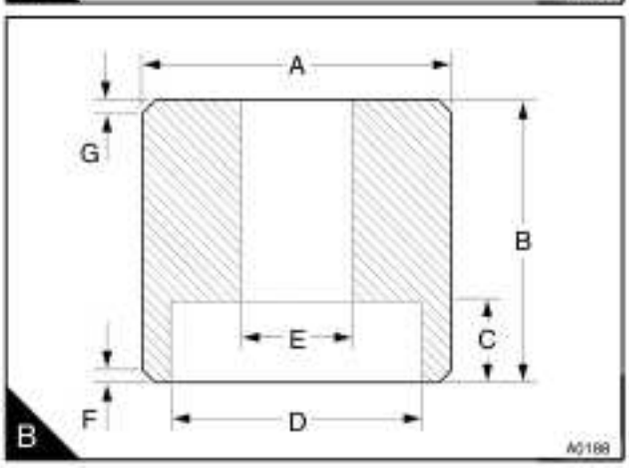
E 16,1 mm (0.63 in)

F 1,00 mm (0.04 in) at 45°

G 2,00 mm (0.08 in) at 45°

The dimensions of the tool to fit the coolant seal, will ensure that the seal is the correct length after it is installed. It will also prevent axial distortion of the seal when it is pressed onto the shaft.





Continued

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21 Cooling system

General description ... 219

Thermostats

21-1 To remove, to fit and to test ... 220

Coolant pump - early gear driven pumps

21-2 To remove and to fit ... 221

Coolant pump - latest gear driven pumps

21-3 To remove and to fit ... 222

Coolant pump - belt driven

21-4 To remove and to fit ... 224

Coolant pump - belt driven high position

21- 5 To remove and to fit ... 226

Coolant pump - early gear driven pumps

21-6 To dismantle and to assemble ... 229

Coolant pump - latest gear driven pumps

21-7 To dismantle and to assemble ... 232

Coolant pump - belt driven

21-8 To dismantle and to assemble ... 237

Fan

21-9 To remove and to fit ... 240

Fan drive (engines with gear driven coolant pumps)

21-10 To remove and to fit ... 240

Lubricating oil cooler

21-11 To remove and to fit - four cylinder turbocharged engines ... 241
21-12 To remove and to fit - six cylinder engines ... 242
21-13 To remove and to fit - pressed steel cover type ... 243
21-14 To remove and to fit - canister type ... 245
21-15 To dismantle and to assemble - four cylinder turbocharged engines ... 246
21-16 To dismantle and to assemble - six cylinder turbocharged engines ... 247

Cooler by-pass valve

21-17 To remove and to fit ... 247
21-18 To dismantle and to assemble pressed steel cooler type ... 248

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Cylinder block

To dismantle and to assemble 16-1

Consumable products:

POWERPART Nutlock

Note: If the cylinder block is to be renewed, it may be necessary to change the grade connecting rods, see operation 13-7. This will occur if the correct piston height above the block face cannot be maintained with the original piston and connecting rod assemblies, see operation 13-4.

To dismantle

1 Drain the cooling system and the lubricating oil.

2 Remove the engine from the vehicle or machine.

3 Remove the alternator drive belts and the alternator and its mounting brackets, see section 23.

4 Remove the fan, the fan drive and the water pump, see section 21.

5 Remove the compressor or the exhauster, where fitted, see section 24.

6 Remove the fuel filter, the atomisers and the fuel injection pump, see section 20.

7 Remove the lubricating oil cooler, where fitted, see operation 21-11.

8 Remove the lubricating oil filter assembly and the lubricating oil sump, see section 19.

9 If necessary, remove the turbocharger, see operation 18-1.

10 Remove the fuel lift pump, see operation 20-4

11 Remove the starter motor, see operation 23-6.

12 Remove the cylinder head assembly, see operation 12-7.

13 Remove the timing case and the timing gears, see section 15.

14 Remove the lubricating oil pump and the pressure relief valve, see section 19, or remove the balancer unit, see operation 14-12.

15 Remove the piston and connecting rod assemblies, see operation 13-3.

16 Remove the camshaft and the tappets, see operation 15-10.

17 Remove the flywheel and the flywheel housing, see section 22.

18 Remove the rear oil seal assembly and the crankshaft, see section 14.

19 Remove the piston cooling jets, see operation 13-11.

20 Inspect the cylinder block, see operation 16-2.

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