Service Manual

Repairs and maintenance

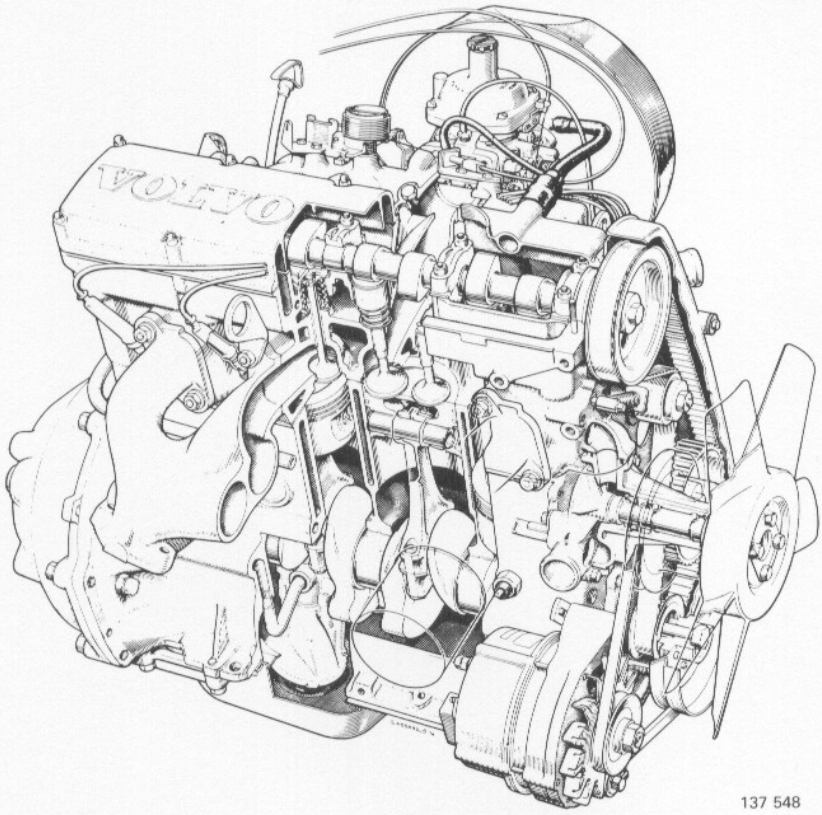
Section 2 (21)

Reconditioning engine
B 17, B 19
B 21, B 23

240 1975–1984

VOLVO

B 17, B 19, B 21, B 23 engines



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B 21 A

What do the designations mean?

B 21 E T

T = Turbo

A = carburetor engine,
K = carburetor engine
E = fuel injection engine
F = fuel injection engine – USA version

21 = cylinder capacity

B = petrol (gasoline)

B 21 = basic engine
B 23 = a **B 21** with larger bore and higher compression ratio
B 19 = a **B 21** with smaller bore
B 17 = a **B 19** with shorter stroke

This manual covers the following engine types:

Engine type	Model year
B 17 A	1979–1984
B 19 A	1977–1984
B 19 K	1984
B 19 E	1977–1984
B 19 ET	1982–1984
B 21 A	1975–1984
B 21 E	1975–1983
B 21 ET	1981–1984
B 21 F–5[1]	1976–1984[3]
B 21 F–8[2]	1982
B 21 F–9[4]	1981–1982
B 21 FT	1981–1984
B 23 A	1981–1984
B 23 E	1979–1984
B 23 F (LH-Jetronic)	1983–1984

Remarks

[1]B 21 F–5 = CI system with Bosch ignition system.
[2]B 21 F–8 = LH Jetronic injection system.
[3]Discontinued 1982 in USA & Canada.
Superseded by B 21 F–8.
[4]B 21 F–9 = CI system with Chrysler ingition.

Volvos are sold in versions adapted for different markets. These adaptations depend on many factors including legal, taxation and market requirements.

This manual may therefore show illustrations and text which do not apply to cars in your country.

Contents

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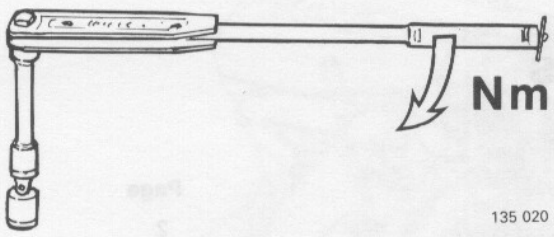
This manual deals exclusively with the overhaul of the engine.
For work carried out on the engine when fitted in the car, and for engine removal and installation, please refer to the separate manuals.

Order number: TP 30170/2
Supersedes: TP 30170/1

Important information



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Tightening torques

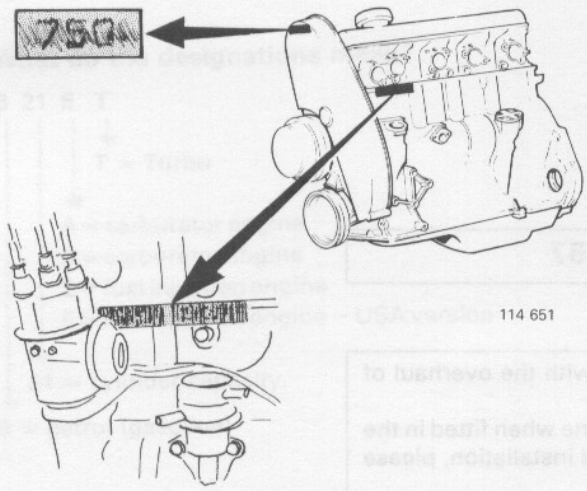
Two types of tightening torques are used in this Manual:

I. Tightening torque **40 Nm** (30 ft.lbs) = a torque wrench must be used.

II. Tightening torque 40 Nm (30 ft.lbs) = correct value, however it is not necessary to use a torque wrench.

Specifications

Group 20 General



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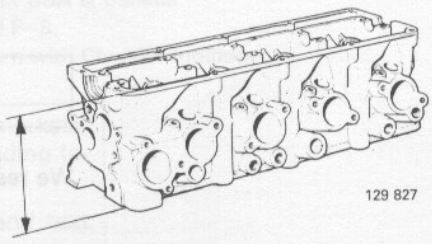
Engine type designation, serial number and part number

Stamped on a plate on left side of engine.
1977–models: additional plate on timing gear cover showing last three digits of part number.

Group 21 Engine assembly

CYLINDER HEAD

Height	New 146.1 mm(5.7563 in)
Min height after machining	145.6 mm (5.7366 in)



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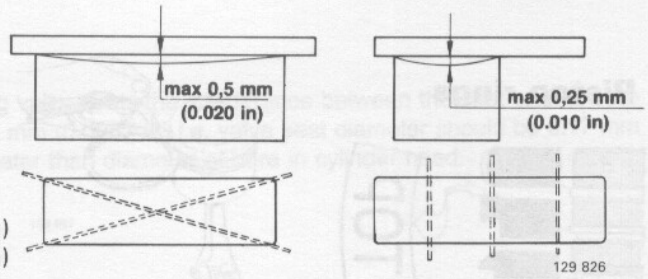
Max distortion .....



Note that if distortion is greater than 1.0 mm (0.040 in) lengthwise and 0.5 mm (0.020 in) crosswise the cylinder head must not be machined but replaced.

Thickness of gasket
new ..... 1.3 mm (0.051 in)
fitted ..... 1.2 mm(0.047 in)

CYLINDER BLOCK

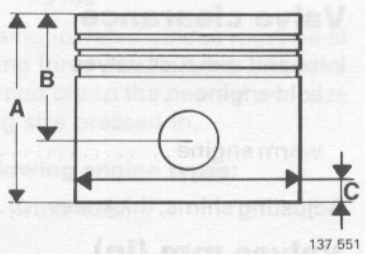
Bore

		B 17, B 19	B 21	B 23
Standard (marked C)	mm	88.90–88.91	92.00–92.01	96.00–96.01
	(in)	(3.5027–3.5031)	(3.6248–3.6252)	(3.7824–3.7828)
(marked D)	mm	88.91–88.92	92.01–92.02	96.01–96.02
	(in)	(3.5031–3.5034)	(3.6252–3.6256)	(3.7828–3.7832)
(marked E)	mm	88.92–88.93	92.02–92.03	96.02–96.03
	(in)	(3.5034–3.5038)	(3.6256–3.6260)	(3.7832–3.7836)
(marked G)	mm	88.94–88.95	92.04–92.05	96.04–96.05
	(in)	(3.5042–3.5047)	(3.6264–3.6268)	(3.7840–3.7844)
Oversize 1	mm	89.29–89.30	92.5	96.3
	(in)	(3.5180–3.5184)	(3.6445)	(3.7942)
2	mm	89.67–89.68	93.0	96.6
	(in)	(3.5330–3.5334)	(3.6642)	(3.8060)

Rebore if wear exceeds 0.1 mm (0.004 in) and oil consumption is very high.

Pistons

A = Overall height
B = From gudgeon (piston) pin center to crown
C = Diameter to be measured at right angles to gudgeon pin at distance "C" from bottom of piston



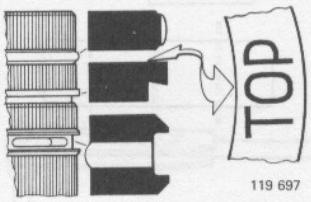
Engine type	Weight gms[1](oz)	Dimension mm (in)		
		A	B	C
B 17 A	530±6 (18.9±0.2)	75.5 (2.975)	50.5 (1.990)	7 (0.276)
B 19 A	505±6 (18.0±0.2)	71.0 (2.797)	46.0 (1.812)	7 (0.276)
B 19 E–1983	515±6 (18.4±0.2)	71.0 (2.797)	46.0 (1.812)	7 (0.276)
1984	515±6 (18.4±0.2)	73.9 (2.912)	46.7 (1.840)	7 (0.276)
B 19 ET	510±6 (18.2±0.2)	71.0 (2.797)	46.0 (1.812)	7 (0.276)
B 19 K	515±6 (18.4±0.2)	73.9 (2.912)	46.7 (1.840)	7 (0.276)
B 21 A[2]	555±6 (19.8±0.2)	71.0 (2.797)	46.0 (1.812)	6 (0.236)
B 21 E	555±6 (19.8±0.2)	71.0 (2.797)	46.0 (1.812)	6 (0.236)
B 21 ET	535±6 (19.1±0.2)	71.5 (2.817)	46.5 (1.832)	7 (0.276)
B 21 F	555±6 (19.8±0.2)	71.5 (2.817)	46.5 (1.832)	7 (0.276)
B 21 FT	535±6 (19.1±0.2)	71.5 (2.817)	46.5 (1.832)	7 (0.276)
B 23 A	570±7 (20.4±0.3)	76.4 (3.010)	46.4 (1.828)	8 (0.315)
B 23 E type 1	555±6 (19.8±0.2)	80.4 (3.168)	46.4 (1.828)	15 (0.591)
type 2	570±7 (20.4±.03)	76.4 (3.010)	46.4 (1.828)	8 (0.315)
B 23 F[3]	570±7 (20.4±.03)	76.4 (3.010)	46.4 (1.828)	8 (0.315)

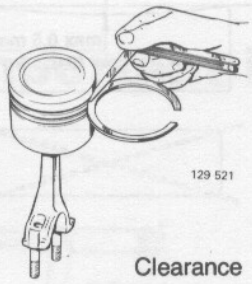
[1] Max weight difference in same engine = 12 gms (0.43 oz)
[2] Europe 1984– (excl Switzerland, Scandinavia) models have high compression pistons, A=71.7 mm (2.82 in); B=46.7 mm (1.84 in); C=7 mm (0.28 in)
[3] Pistons dished on engine numbers 499846, 499890

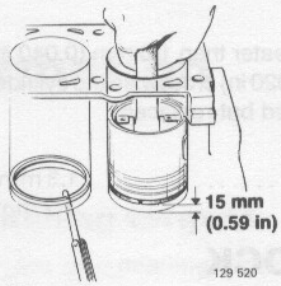
Piston running clearance mm (in)

B 17 A, B 19 A/E/K, B 21 A/E/F	0.01–0.04	(0.0004–0.0016)
B 19 ET	0.03–0.06	(0.0012–0.0024)
B 21 ET & FT	0.02–0.04	(0.0008–0.0016)
B 23 A	0.01–0.04	(0.0004–0.0016)
B 23 E type 1	0.05–0.07	(0.0020–0.0028)
type 2	0.01–0.04	(0.0004–0.0016)
B 23 F	0.01–0.04	(0.0004–0.0016)

Piston rings







Measure gap 15 mm (0.59 in) from lower edge

		Upper comp.rings	Lower comp.rings	Oil scraper rings
Piston height, type 1	mm	1.978–1.990	1.978–1.990	4.74
	(in)	(0.0779–0.0783)	(0.0779–0.0783)	(0.1866)
type 2	mm	1.728–1.740	1.978–1.990	3.978–3.990
	(in)	(0.0681–0.0685)	(0.0779–0.0783)	(0.1566–0.1571)
Clearance in piston groove	mm	0.040–0.072	0.040–0.072	0.030–0.062
	(in)	(0.0016–0.0028)	(0.0016–0.0028)	(0.0012–0.0024)
Ring gap (see above fig)	mm	0.35–0.65	0.35–0.55	0.25–0.60
	(in)	(0.014–0.026)	(0.014–0.022)	(0.010–0.024)

Gudgeon (piston) pins

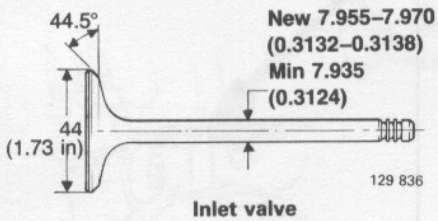
Fit, in connecting rod	Light thumb pressure (close running fit)
in piston	Thumb pressure (push fit)
Diameter, standard	mm (in) 24.00 (0.945)
oversize	mm (in) 24.05 (0.947)

VALVES

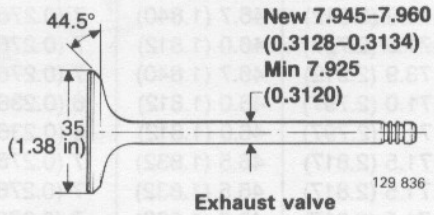
Valve clearance

	Checking	Adjusting
Inlet and exhaust valves cold engine	0.30–0.40 mm (0.012–0.016 in)	0.35–0.40 mm (0.014–0.016 in)
warm engine	0.35–0.45 mm (0.014–0.018 in)	0.40–0.45 mm (0.016–0.018 in)
Adjusting shims, thickness	3.30–4.50 mm (0.1300–0.1773 in) in increments of 0.05 mm (0.002 in)	

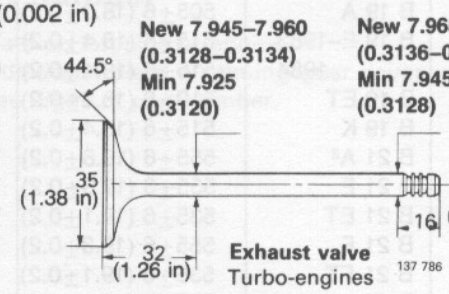
Valves mm (in)



Inlet valve

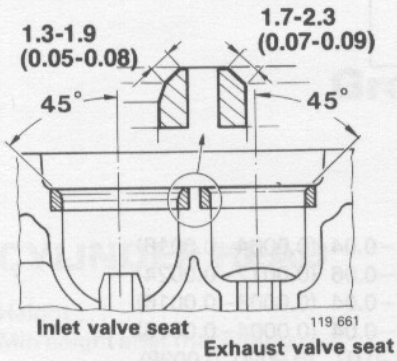


Exhaust valve
A, E, F-engines



Exhaust valve
Turbo-engines

Valve seats

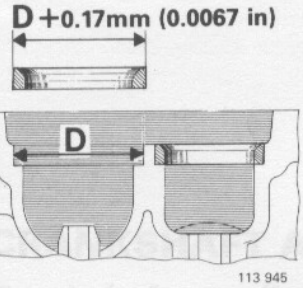


Inlet valve seat

Exhaust valve seat

Turbo: exhaust valves are Stellite-coated and must not be machined to obtain new surface. They can however be ground-in with paste against seat.

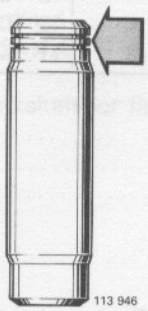
Valve seat diameter		Inlet	Exhaust
standard	mm	46.00	38.00
	(in)	(1.8124)	(1.4972)
oversize 1	mm	46.25	38.25
	(in)	(1.8223)	(1.5071)
2	mm	46.50	38.50
	(in)	(1.8321)	(1.5169)



When replacing valve seats the interference between the seat and its bore should be 0.17 mm (0.0067 in) i.e. valve seat diameter should be 0.17 mm (0.0067 in) greater than diameter of bore in cylinder head.

Valve guides mm (in)

		Inlet valve	Exhaust valve
Length	mm	52	52
	(in)	(2.0488)	(2.0488)
Inner diameter	mm	8.000–8.022	8.000–8.022
	(in)	(0.3152–0.3161)	(0.3152–0.3161)
Height above upper face of cylinder head	mm	15.4–15.6	17.9–18.1
	(in)	(0.6068–0.6146)	(0.7053–0.7131)
Clearance, valve stem – guide (measured with new valve)		0.030–0.060	0.060–0.090
new	mm	0.030–0.060	0.060–0.090
	(in)	(0.0012–0.0021)	(0.0024–0.0035)
max.	mm	0.15	0.15
	(in)	(0.0059)	(0.0059)

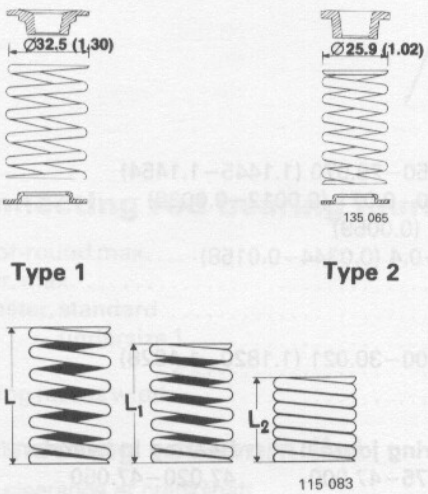


Valve guides are available in three oversizes, marked with grooves.

	Marking	Reamer for seat
Standard	No groove	–
Oversize 1	1 groove	5161
2	2 groove	5162
3	3 groove	5163

Note. The force used when pressing in valve guides must be at least **9000 N** (900 kp). If the pressing force used is lower, then the recess for the guide must be reamed out to the nearest oversize and a guide of the corresponding size pressed in.

Valve springs mm (in)



Type 2 springs are fitted on following engine types:

- B 21 F LH-Jetronic, late types (from 1983–
- B 23 F
- B 19 ET, B 21 ET & B 21 FT late type (from 1984–).

Type 1 springs are fitted on all other engines types.

Type 1		Type 2	
Length	**Load N (lb)**	**Length**	**Load N (lb)**
45.0 (1.77)	0	45.5 (1.79)	0
38.0 (1.50)	280–320 (62–70)	3.80 (1.50)	280–320 (62–70)
27.0 (1.06)	710–790 (156-174)	27.5 (1.08)	702–782 (154-172)

Tappets mm (in)

Diameter	36.975–36.995 (1.4568–1.4576)
Height	30–31 (1.182–1.221)
Clearance, adjusting shim to cylinder head	0.009–0.064 (0.0004–0.0025)
adjusting shim to tappet	0.030–0.075 (0.0012–0.0030)

Adjusting shims mm (in)

Thickness	3.30–4.50 (in increments of 0.05)
	(0.1300–0.1773) (in increments of 0.0020)
Diameter	32.980–33.0 (1.2994–1.3002)

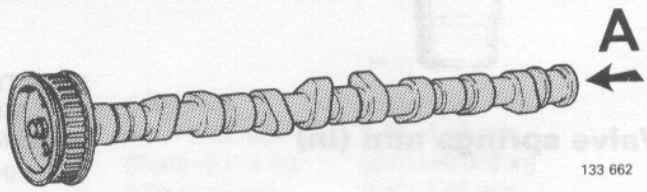
TIMING GEARS

Camshaft mm (in)

Engine type	Profile
B 17 A, B 19 A	A
B 19 K	L
B 19 E 1977–1983	D
1984	A
B 19 ET	T
B 21 A 1975–1983	A
1984 CH, Scandinavia	A
Australia, Other markets	L
B 21 E	D
B 21 ET	T
B 21 F-5	B
B 21 F-8	M
B 21 F-9	L
B 21 FT	T
B 23 A	A
B 23 E 1979–1980	H
1981–1982	K
1983 Canada	A
Other markets	K
1984	A
B 23 F	M

Camshaft max lift height mm (in)	Check values (cold engine)	
	Valve clearance No. 1 intake valve	Intake valve should open at:
A/10.5[1] (0.4137)	0.7 (0.0276)	13° B.T.D.C.[1)]
B/10.6 (0.4176)	0.7 (0.0276)	19° B.T.D.C.
D/11.2 (0.4413)	0.7 (0.0276)	15° B.T.D.C.
H/12.0 (0.4728)	0.5 (0.0197)	28° B.T.D.C.
K/11.95 (0.4708)	0.5 (0.0197)	22.6° B.T.D.C.
L/9.8 (0.3861)	0.7 (0.0276)	10° B.T.D.C.
M/9.5 inlet	0.7 (0.0276)	3° A.T.D.C.
10.5 exhaust	0.7 (0.0276)	48° B.T.D.C.
T/9.9 (0.3901)	0.5 (0.0197)	11° B.T.D.C.

[1]1975 early types: 9.8 mm, 5° B.T.D.C.



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Bearing journal, diameter	29.050–29.070 (1.1445–1.1454)
Radial clearance, new	0.030–0.071 (0.0012–0.0028)
max.	0.15 (0.0059)
Axial clearance	0.1–0.4 (0.0344–0.0158)

Camshaft bearings mm (in)

Bearing diameter	30.000–30.021 (1.1820–1.1828)

Intermediate shaft mm (in)

	Bearing journal	Bearing in cylinder
Diameter, front	46.975–47.000 (1.8508–1.8518)	47.020–47.050 (1.8526–1.8538)
center	43.025–43.050 (1.6952–1.6962)	43.070–43.100 1.6970–1.6981)
rear	42.925–42.950 (1.6912–1.6922)	42.970–43.000 (1.6930–1.6942)
Radial clearance	0.020–0.075 (0.0008–0.0030)	
Axial clearance	0.20–0.46 (0.0079–0.0181)	

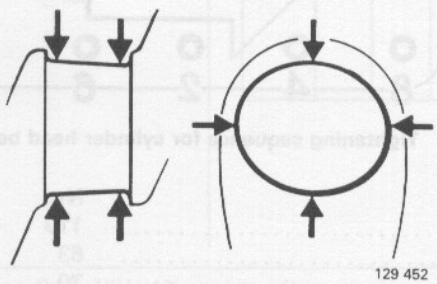
CRANKSHAFT ASSEMBLY

Crankshaft mm (in)

Max. out-of-true	0.05 (0.0020)
Crankshaft, axial clearance, max.	0.25 (0.0098)
radial clearance (main bearings)	0.028–0.083 (0.0011–0.0033)
Big-end bearings, axial clearance	0.15–0.35 (0.0059–0.0138)
radial clearance	0.024–0.070 (0.0009–0.0028)

Main bearing journals mm (in)

Out-of round, max.	0.07 (0.0028)
Taper, max.	0.05 (0.0020)
Diameter, standard	63.451–63.464 (2.5000–2.5005)
undersize 1	63.197–63.210 (2.4900–2.4905)
2	62.943–62.956 (2.4800–2.4805)
Width on crankshaft for flange bearing shell,	
standard	38.960–39.000 (1.5350–1.5366)
oversize 1	39.061–39.101 (1.5390–1.5406)
2	39.163–39.203 (1.5430–1.5446)



Taper Out-of-round

Connecting rod bearing journals mm (in)

Out-of-round max.	0.05 (0.020)
Taper, max.	0.05 (0.020)
Diameter, standard	53.987–54.000 (2.1271–2.1276)
undersize 1	53.733–53.746 (2.1171–2.1176)
2	53.479–53.492 (2.1071–2.1076)
Bearing recess width	29.95–30.05 (1.1800–1.1840)

Connecting rods mm (in)

Axial clearance at crankshaft	0.15–0.35 (0.0059–0.0138)
Length, centre–centre	145±0.1 (5.713±0.0039)
Max. weight deviation between connecting rods in same engine	10 gms

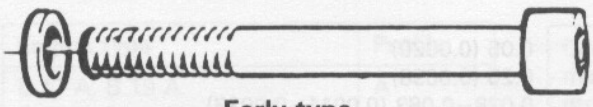
Flywheel mm (in)

Axial throw, max	0.05 mm/150 mm diameter (0.0020 in/5.91 in diameter)

TIGHTENING TORQUES

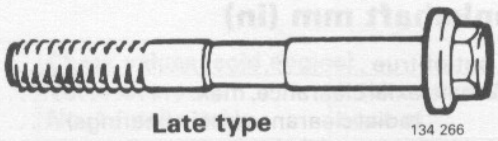
The tightening torques apply to oiled screws, bolts and nuts. Degreased (washed) parts must be oiled before use.

Cylinder head, tightening sequence data



Early type

1 = **60 Nm** (43 ft.lbs)
2 = **110 Nm** (80 ft.lbs)
3 = Run warm. Then allow engine to cool off for about 30 minutes.
4 = Slacken bolt 1 approx. 30°. Then tighten to a torque of **110 Nm** (80 ft.lbs) (The bolt must be slackened first to break the resting stress, otherwise false tightening torque will result.
5 = Tighten other bolts in sequence, see step 4.



Late type

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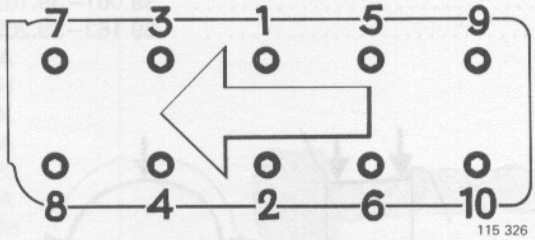
1 = **20 Nm** (14 ft.lbs)
2 = **60 Nm** (43 ft.lbs)
3 = Angle-tighten **90°**.

Bolts should be replaced if center section shows signs of extension. Do not re-use bolts more than 5 times.

If in doubt, fit new bolts.



115 326

Tightening sequence for cylinder head boits

	Nm	(ft.lbs)
Main bearings	110	80
Connecting rod bearings, old bolts	63	46
new bolts	70	51
Flywheel (use new bolts)	70	51
Spark plugs (**not** to be oiled)	20–30	14–22
Camshaft gear	50	36
Intermediate shaft gear	50	36
Camshaft cap	20	14
Crankshaft, centre bolt pulley	165	119

Group 22 Lubricating system

General data

Oil capacity, excl oil filter	3.35 l (3.5 US qt)
incl oil filter	3.85 l (4.0 US qt)
Max–Min	1.0 l (1.1 US qt)

Turbo-engines: add 0.6 l (0.7 US qt) to above if oil cooler is drained.

Oil pressure at 33 r/s (2000 r/min), warm engine and new oil filter	0.25–0.60 MPa 35.6–85.3 psi

Petrol/Gasoline engines

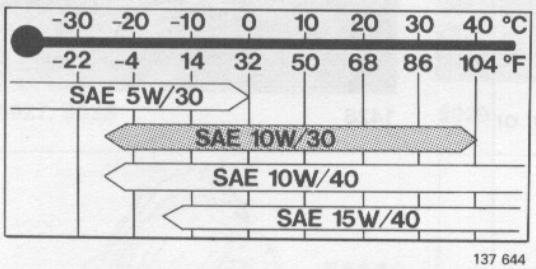
USA, Canada and Japan

Quality

According to API ..... min SF*

*oils with designations SF/CC and SF/CD meet this requirement.

Viscosity (stable ambient temperatures)



137 644

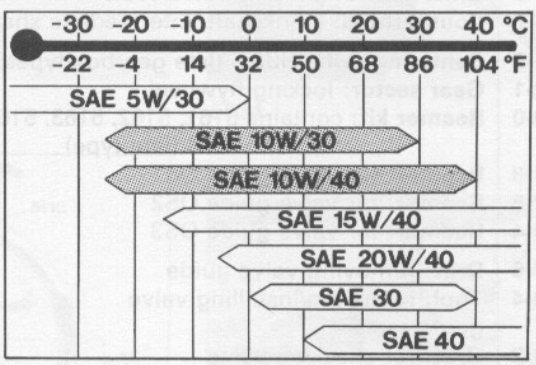
Other markets

Quality

According to API – 1983 ..... min SE*
1984 ..... min SF**

*oils with designations SE, SF, SE/CC, SF/CC and SF/CD meet this requirement. Note that **SE/CD oil must not be used.**
**oils with designations SF/CC and SF/CD meet this requirement.

Viscosity (stable ambient temperatures)



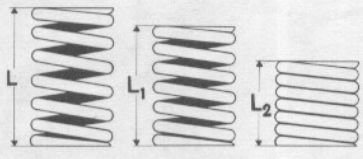
137 642

Note: USA, Canada & Japan SAE 15W/40 engine oil is recommended for use in extreme driving conditions which involve high oil consumption eg. mountain driving with frequent deceleration or fast motorway driving.
Other markets: SAE 15W/40 and SAE 20W/40 oils are recommended.
Note however the lower temperature limits.

Oil pump

Axial clearance	0.02–0.12 mm	(0.0008–0.0047)
Radial clearance (excluding bearing clearance)	0.02–0.09 mm	(0.0008–0.0035)
Backlash (excluding bearing clerarance)	0.15–0.35 mm	(0.0059–0.0138)
Bearing clearance, drive shaft	0.032–0.070 mm	(0.0013–0.028)
idling shaft	0.014–0.043 mm	(0.0006–0.0017)

Relief valve spring length under different loads

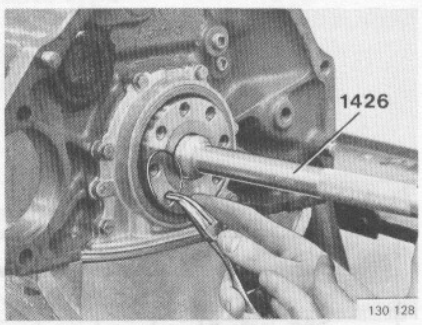


115 083

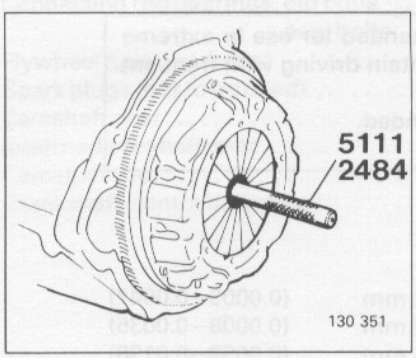
Length	Load
39.2 mm (1.5445 in)	0
26.25 mm (1.0343 in)	46–54 N (10.1–11.9 lb.)
21.0 mm (0.8274 in)	62–78 N (13.6–17.2 lb.)

Special tools

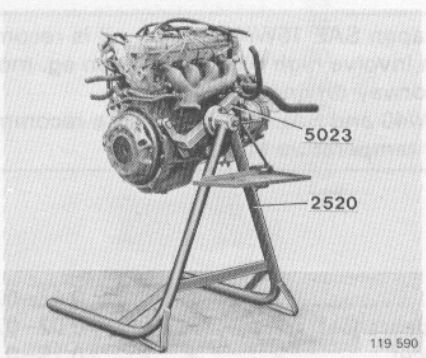
999	Description – use
1426-6	**Drift**: installing pilot bearing
2484-7	**Centering drift**: installing clutch plate (early gearbox types)
2520-8	**Stand**: Used with fixture 5023
4090-0	**Extractor**: pilot bearing
5017-2	**Drift**: installing/removing connecting rod bushing
5021-4	**Press tool**: installing/removing camshaft
5022-2	**Press tool**: adjusting valves
5023-0	**Fixture**: used with stand 2520
5024-8	**Sleeve**: installing crankshaft front seal
5025-5	**Sleeve**: installing camshaft and intermediate shaft seals
5026-3	**Pliers**: removing valve tappets
5027-1	**Drift**: installing intake valve guides
5028-9	**Drift**: installing exhaust valve guides
5029-7	**Drift**: installing intake valve seats
5034-7	**Counterhold**: crankshaft, intermediate shaft, camshaft
5111-3	**Centering drift**: clutch (late gearbox types)
5112-1	**Gear sector**: locking flywheel
5160-0	**Reamer kit**: contains 5161, 5162, 5163, 5164 (early type) or 5224 (late type)
5161-8	**Reamer**: for valve guide OS1
5162-6	**Reamer**: for valve guide OS2
5163-4	**Reamer**: for valve guide OS3
5218-6	**Drift**: removing valve guide
5219-4	**Tool**: removing/installing valve guide seals
5220-2	**Drift**: for checking valve
5222-8	**Gauge**: for checking valve stem length
5224-4	**Reamer**: inside (replaces 5164)
5276-4	**Press tool**: installing crankshaft rear seal



1426



2484



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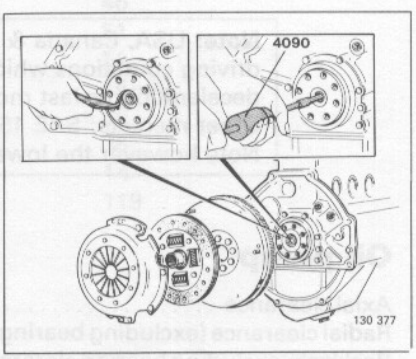

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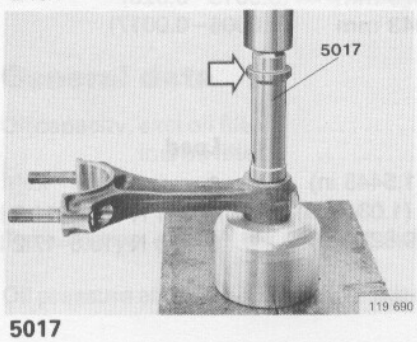

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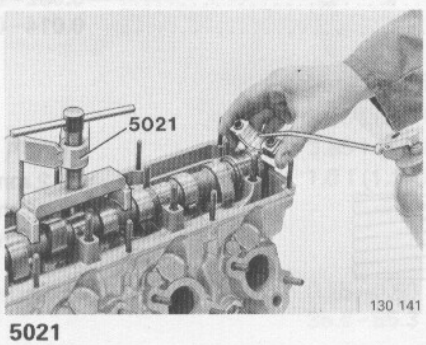

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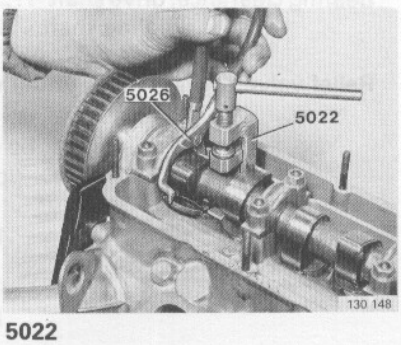
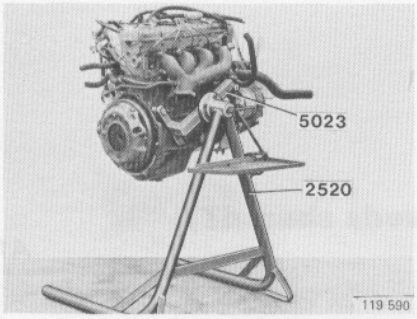


5022



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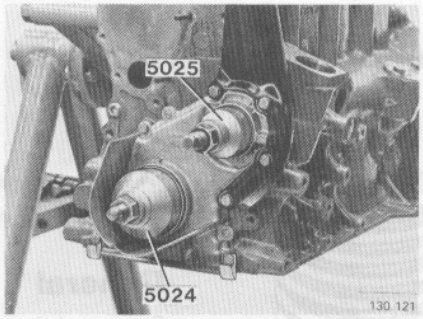

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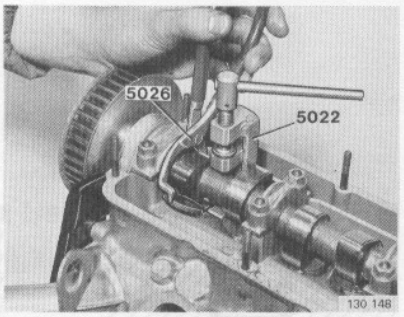

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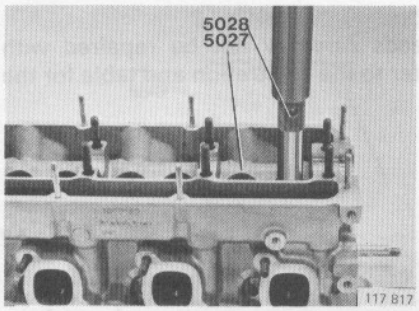

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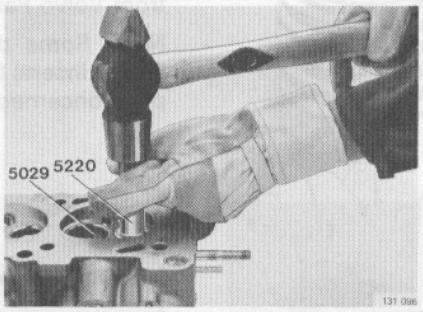

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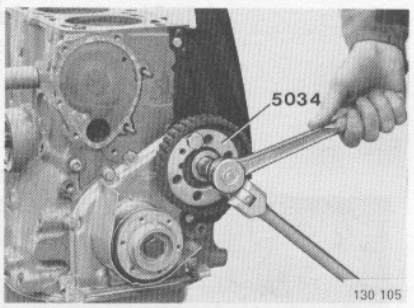

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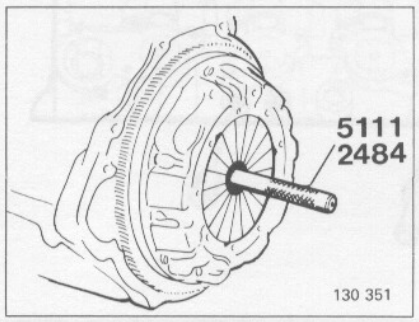

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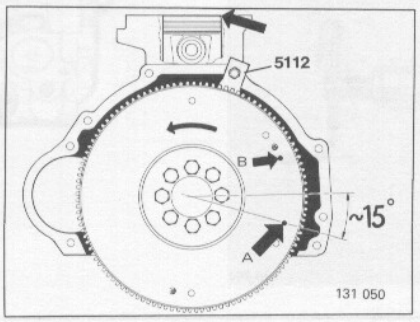

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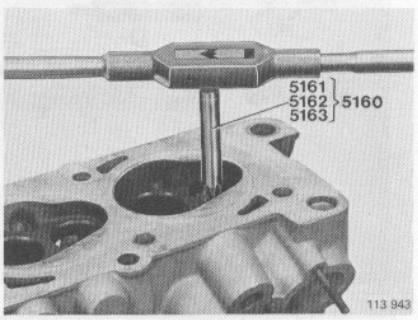

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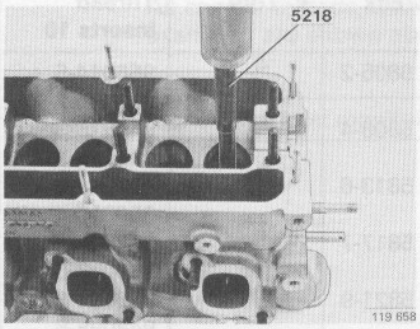

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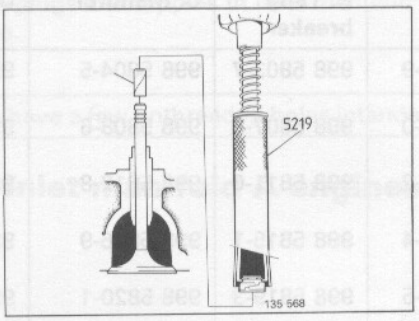

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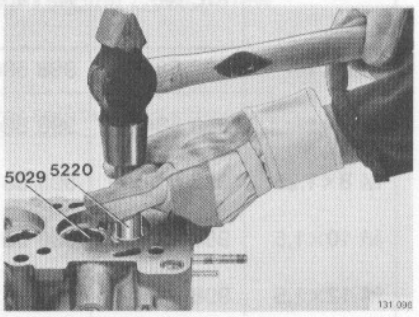

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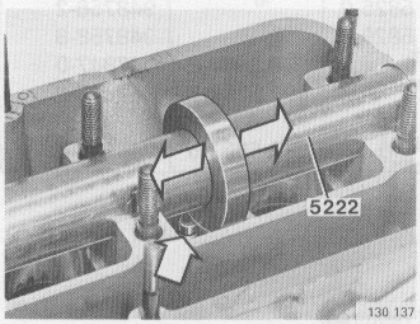

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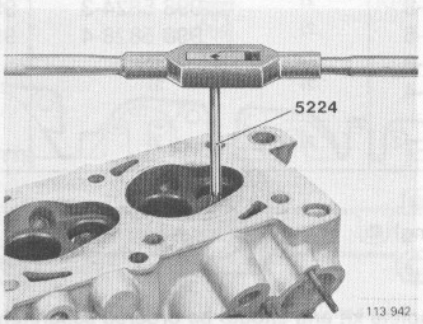

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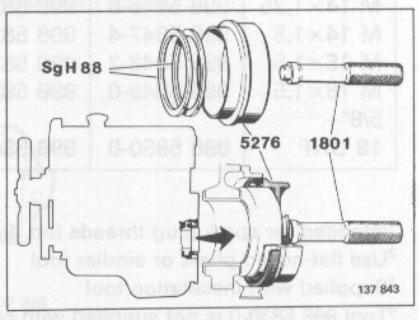
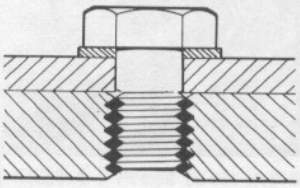


5276

A. Thread repairs



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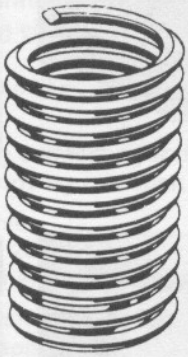


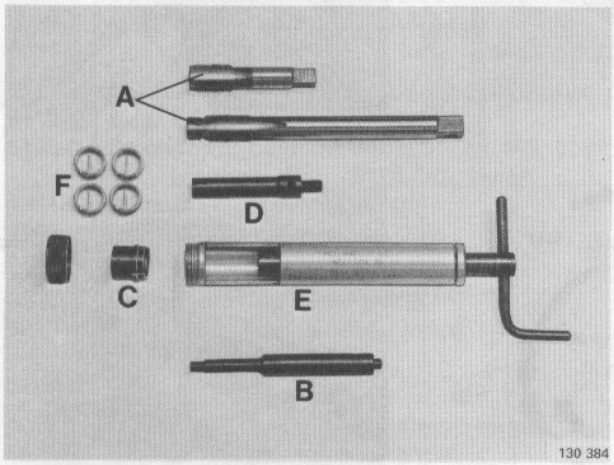
113 293

A1

General

Damaged threads can usually be repaired with thread inserts. Thread inserts and installation tool are available from Volvo Parts.

Note. Some threads can/may not be repaired with thread inserts (refer to the illustration and table for the part concerned)



130 384

A2

Installation tool

Complete set or separate parts can be ordered from Volvo Parts.

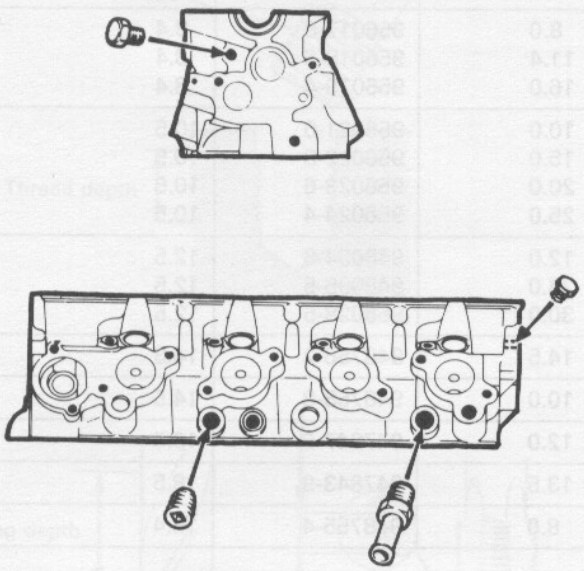
Thread	Complete Kit, No.	Supplied with kit					
		A. Tap	B. Tang breaker	C. Mandrel	D. Crank	E. Tool	Thread inserts 10
M 6×1	998 5840-9	998 5802-9	998 5803-7	998 5804-5	998 5805-2	4)	956014-5 + 956015-2
M 7×1	998 5841-7	998 5806-0	998 5807-8	998 5808-6	998 5809-4	4)	948015-3 + 941843-5
M 8×1,25	998 5842-5	998 5810-2	998 5811-0	998 5812-8	998 5813-6	4)	956018-6 + 956019-4
M 10×1,5	998 5843-3	998 5814-4	998 5815-1	998 5816-9	998 5817-7	4)	956022-8 + 956023-6
M 12×1,5	998 5844-1	998 5818-5	998 5819-3	998 5820-1	998 5821-9	4)	948094-8 + 948095-5
M 14×1,25	998 5845-8[1]	998 5823-5	2)	998 5824-3	998 5825-0	4)	948756-2
M 14×1,25	998 5846-6	998 5826-8	2)	998 5824-3	998 5825-0	4)	948756-2
M 14×1,5	998 5847-4	998 5827-6	2)	998 5828-4	998 5829-2	4)	948758-8
M 16×1,5	998 5848-2	998 5831-8	2)	3)	3)	998 5832-6	947847-0
M 18×1,5	998 5849-0	998 5833-4	2)	3)	3)	998 5834-2	947843-9
5/8"–18 UNF	998 5850-8	998 5860-7	2)	3)	3)	998 5861-5	948755-4

[1]Intended for spark plug threads (no drilling)
[2]Use flat-nosed pliers or similar tool
[3]Supplied with installation tool
[4]Tool 998 5830-0 is not supplied with complete kit and should be ordered separately if required.

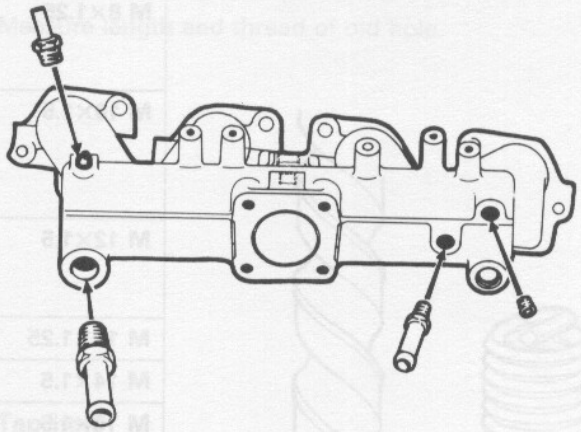
Do not repair these threads
(Threads shown below cannot or must not be repaired)

A3

Cylinder head



Inlet manifold

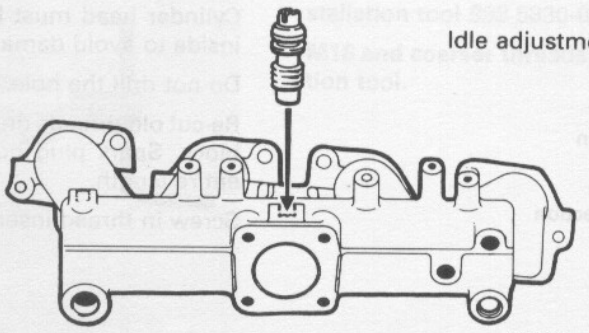


137 807

All conical threads such as plugs and nipples in inlet manifold on all engine types. A few examples are shown above.

Later type inlet manifolds have a few unthreaded holes intended for self-tapping screws.

Inlet manifold A-engines

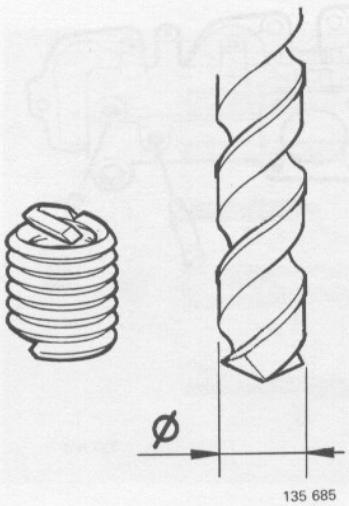


137 808

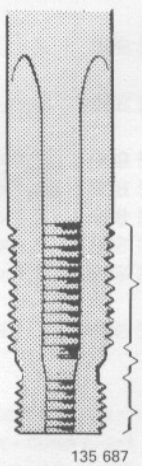
Thread repair insert, drill diameter

A4

Thread	Length mm	P/N	Drill dia mm
M 6×1	9.0 12.0	956014-5 956015-2	6.3 6.3
M 7×1	10.5 14.0	948015-3 941843-5	7.3 7.3
M 8×1.25	8.0 11.4 16.0	956017-8 956018-6 956019-4	8.4 8.4 8.4
M 10×1.5	10.0 15.0 20.0 25.0	956021-0 956022-8 956023-6 956024-4	10.5 10.5 10.5 10.5
M 12×1.5	12.0 24.0 30.0	948094-8 948095-5 956028-5	12.5 12.5 12.5
M 14×1.25	14.5	948756-2	14.3
M 14×1.5	10.0	948758-8	14.5
M 16×1.5	12.0	947847-0	16.5
M 18×1.5	13.5	947843-9	18.5
5/8"×18UNF	8.0	948755-4	16.4



135 685



135 687

Combination tap

A5

Repairing spark plug threads

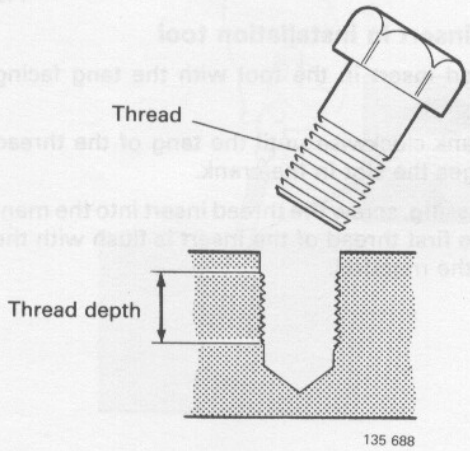
Cylinder head must be removed first. Tap hole from inside to avoid damaging seat for spark plug.

Do not drill the hole. Use tap 998 5823-5.

Re-cut old threads only. Do not cut further into cylinder block. Spark plug bore must not be threaded along entire length.

Screw in thread insert (P/N 948756-2).

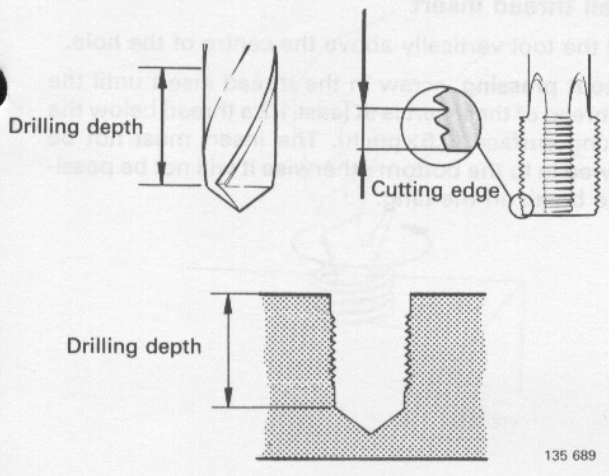
Installing thread inserts



A6

Select drill size, tap and insert

Measure length and thread of old hole.



A7

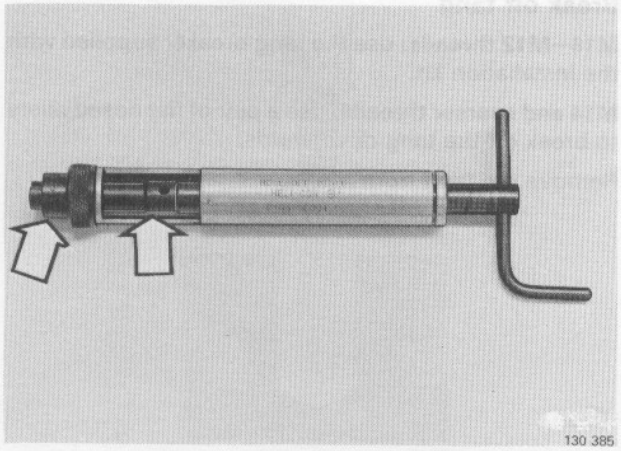
Tap hole

NOTE! Special instructions for spark plug holes, see page 14.

Measure depth of hole. Drill out hole to this depth.

Cut the screw thread to such a depth that the thread insert makes contact with fully cut screw thread along its entire length.

Clean the hole.

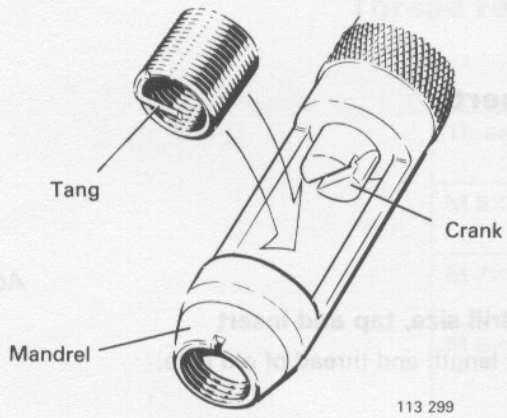


A8

Assemble installation tool

M6–M14 threads: fit correct mandrel and crank in installation tool 998 5830-0.

M16 and coarser threads: use the appropriate installation tool.



113 299

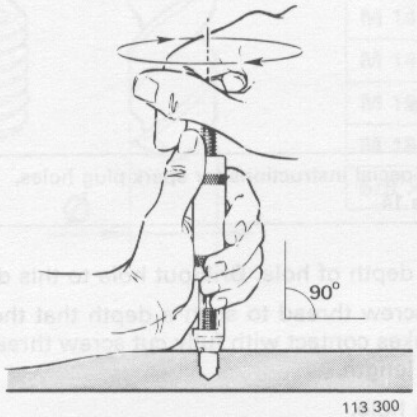
A9

Fit thread insert in installation tool

Fit the thread insert in the tool with the tang facing downwards.

Turn the crank clockwise until the tang of the thread insert engages the slot in the crank.

Without pressing, screw the thread insert into the mandrel until the first thread of the insert is flush with the opening of the mandrel.



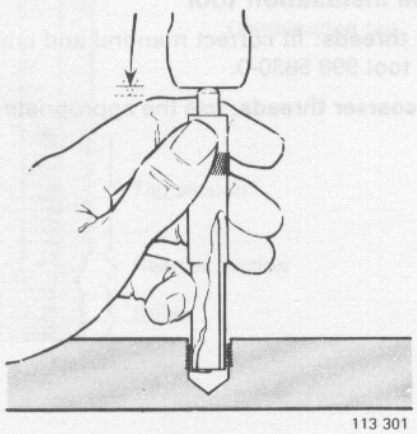
113 300

A10

Install thread insert

Hold the tool vertically above the centre of the hole.

Without pressing, screw in the thread insert until the top thread of the insert is at least 1/2 a thread below the working surface (0.5×pitch). The insert must not be screwed in to the bottom otherwise it will not be possible to break off the tang.



113 301

A11

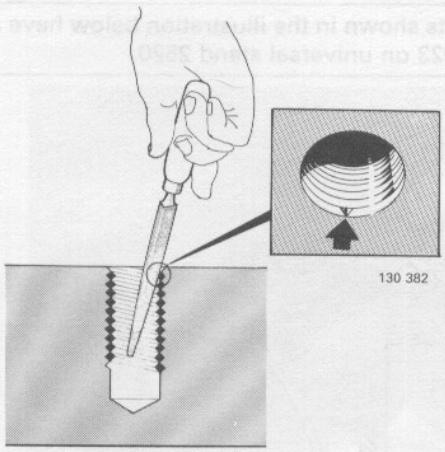
Break off tang

M16–M12 threads: use the tang breaker supplied with the installation kit.

M14 and coarser threads: use a pair of flat nosed pliers to break off the tang downwards.

Remove the tang from the hole.

Removing thread repairs inserts

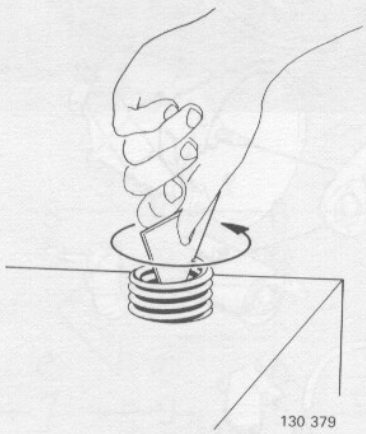


130 382

A12

File groove in thread insert

Using a triangular file make a groove in the top thread of the insert, approx. 1/4 of a thread from the end. Take care not to damage the thread holding the insert.

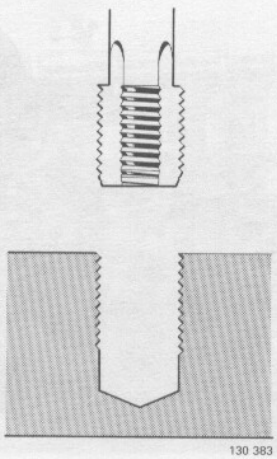


130 379

A13

Remove thread insert

Insert a sharp edge of a triangular scraper in the groove. Press downwards and rotate anti-clockwise until the insert is removed.



130 383

A14

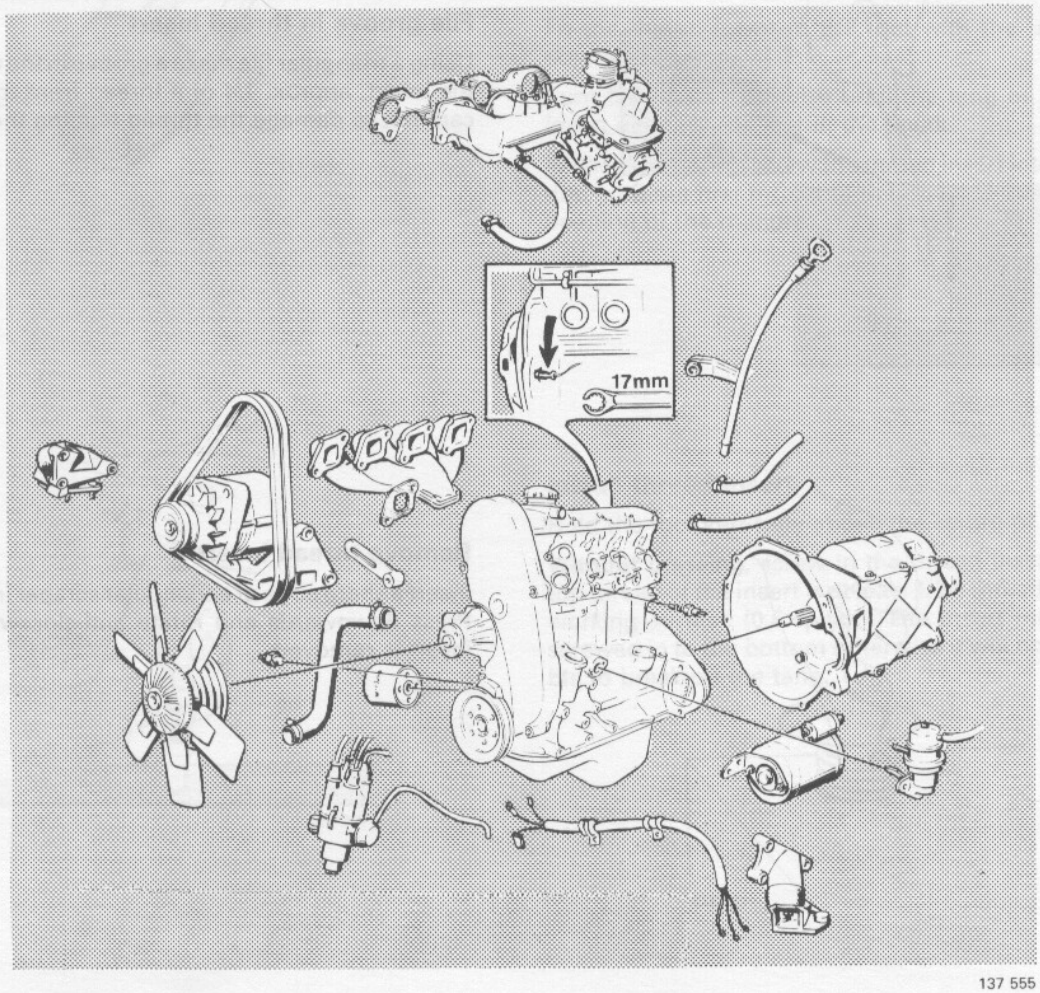
Fit new thread insert

Clean the hole with a tap and fit a new insert.

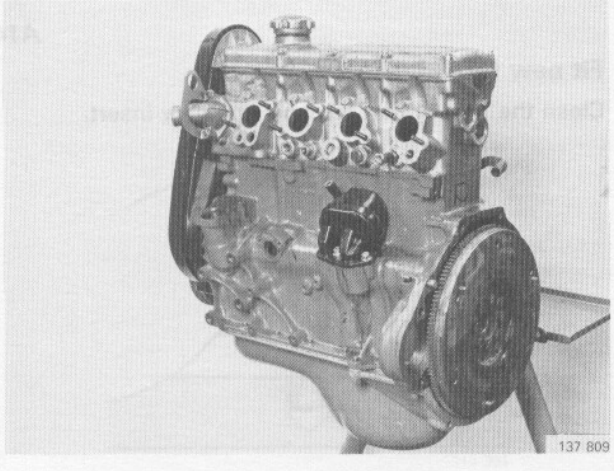
Reconditioning engine

Special tools: 1426, 2484, 2520, 4090, 5017, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5034, 5111, 5112, 5160, 5161, 5162, 5163, 5218, 5219, 5220, 5222, 5224, 5276.

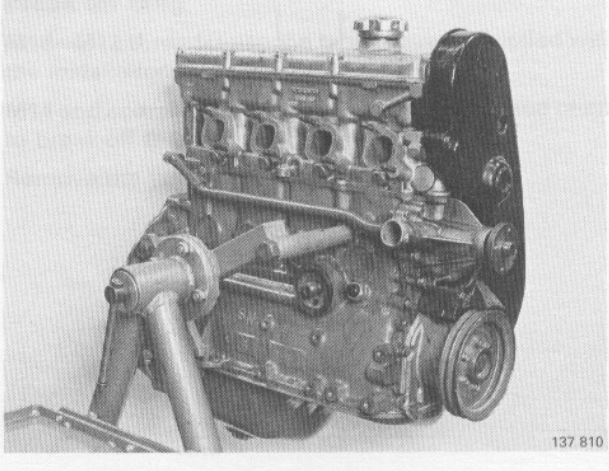
For the overhaul of the engine it is presumed that the components shown in the illustration below have already been removed. Also that the engine is mounted with support 5023 on universal stand 2520.



137 555

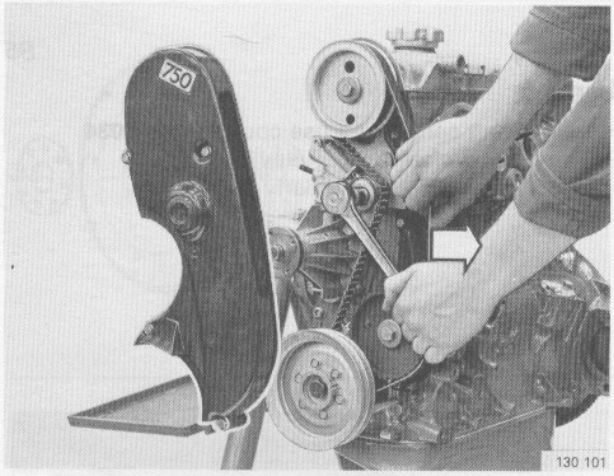


137 809



137 810

B. Engine, disassembly



130 101

TIMING GEARS AND CYLINDER HEAD

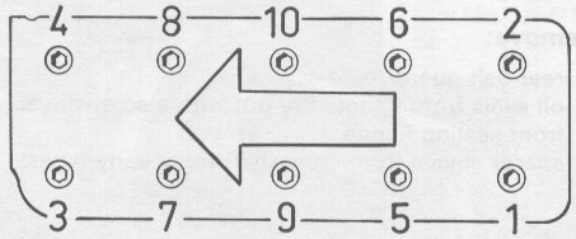
B1

Remove timing gear case, crankshaft pulley and drive belt

Slacken belt as follows:
- slacken nut for drive belt tensioner
- stretch belt by hand
- retighten nut

Important

To prevent damage, do not rotate crankshaft or camshaft when gear belt is removed as pistons may strike valves.



130 102

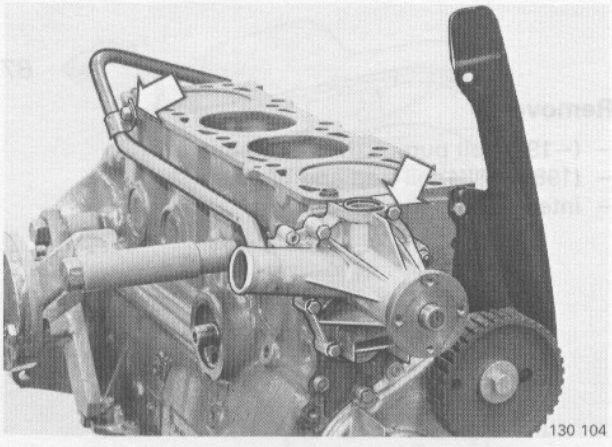
B2

Remove rocker cover and cylinder head

Unscrew screws in sequence shown adjacent.

Important

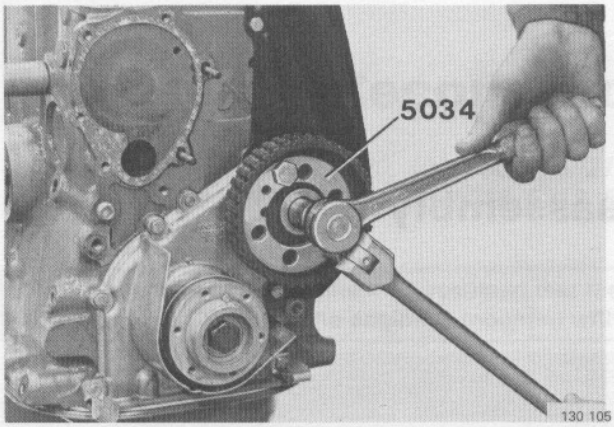
Cylinder head is made of aluminum. To avoid damage it should be placed on wooden supports when removed.


130 104

B3

Remove:

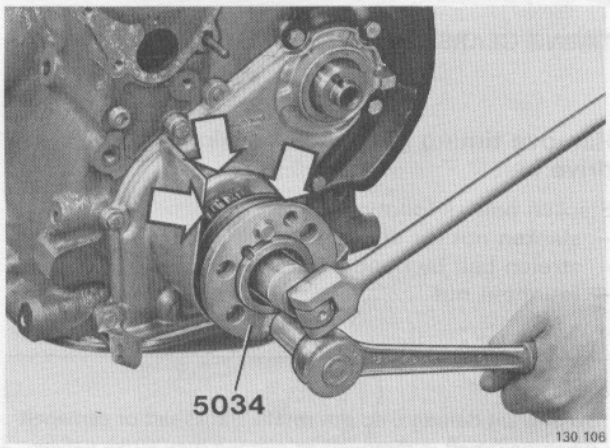
- water pump
- pipe to heater



B4

Remove pulley from intermediate shaft

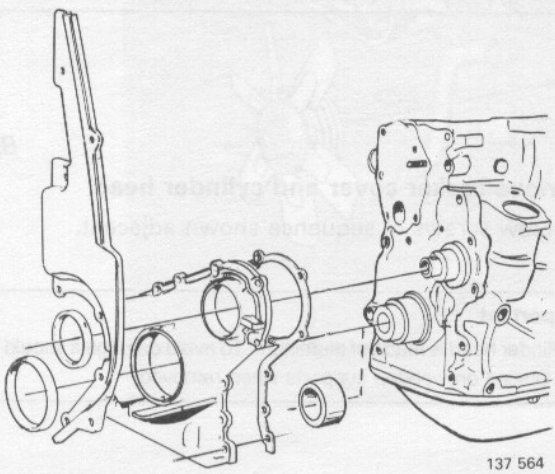
Use **5034** to lock shaft.



B5

Remove:

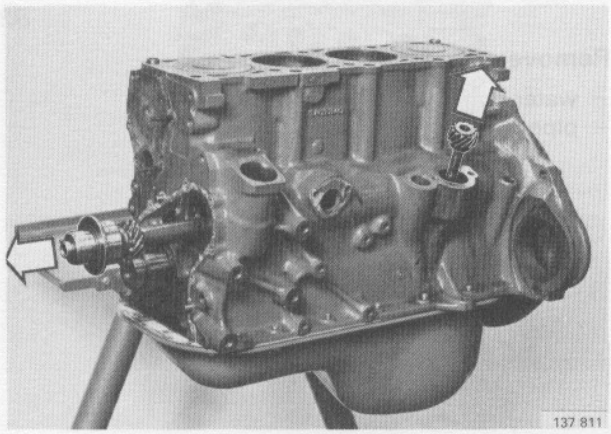
- crankshaft centre bolt use counterhold **5034**
- hub, guide plates and pulley
- key in crankshaft (only early types).



B6

Remove:

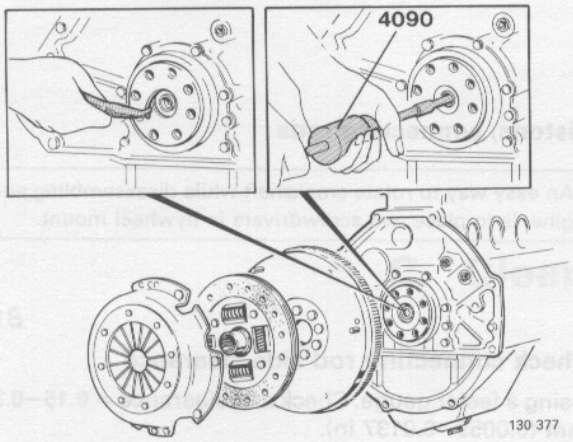
- rear belt guard
- oil seals from flange. Pry out with a screwdriver
- front sealing flange
- spacer sleeve from crankshaft (only early types).



B7

Remove:

- (–1980) oil pump cover and pinion
- (1981–1984) oil trap and pinion
- intermediate shaft

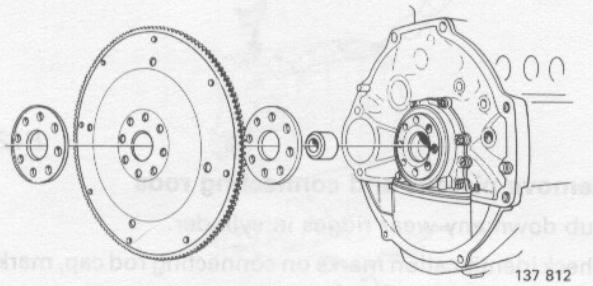


FLYWHEEL, OIL SUMP, OIL PUMP

Manual gearboxes *B8*

Remove:

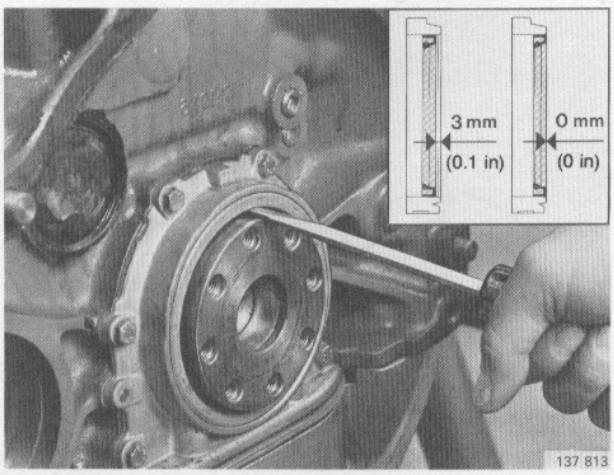
- pressure plate and driven plate. Slacken pressure plate bolts crosswise, a few turns at a time to prevent warp
- flywheel. Use locking sector **5112** to prevent crankshaft from rotating
- lockring
- pilot bearing from crankshaft. Use puller **4090**



Automatic gearboxes *B9*

Remove:

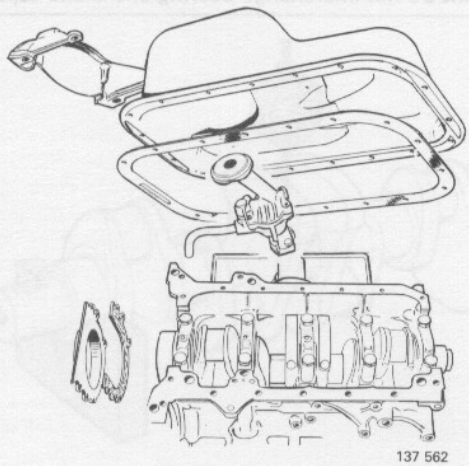
- carrier plate with support plate and coupling flange. Use locking sector **5112** to lock flywheel when removing bolts.
- guide sleeve



B10

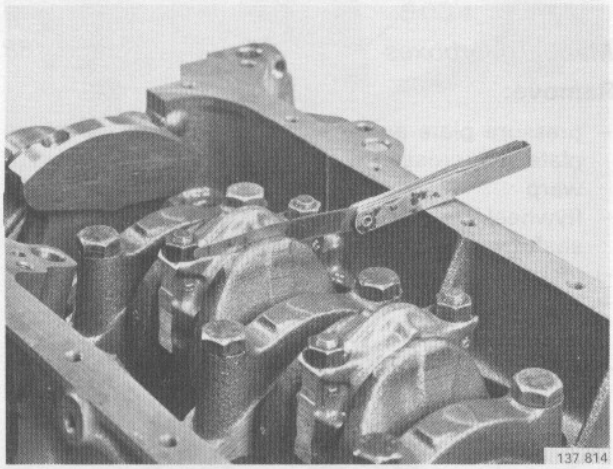
Remove:

- crankshaft rear oil seal. Pry seal out with a screwdriver Check if seal is flush with flange or 3 mm (0.1 in) from flange, so that it can be refitted in same position.



Remove:

- support bracket
- oil sump
- rear sealing flange
- oil pump and delivery pipe



Pistons, connecting rods

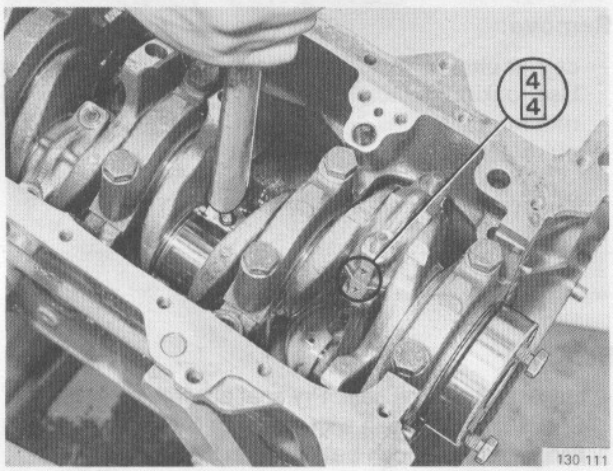
An easy way to rotate crankshaft while disassembling engine, is to place two screwdrivers in flywheel mount.

B11

Check connecting rod side clearance

Using a feeler gauge. Check that clearance = **0.15–0.35 mm** (0.0059–0.0137 in).

If side play is too large, replace connecting rods.



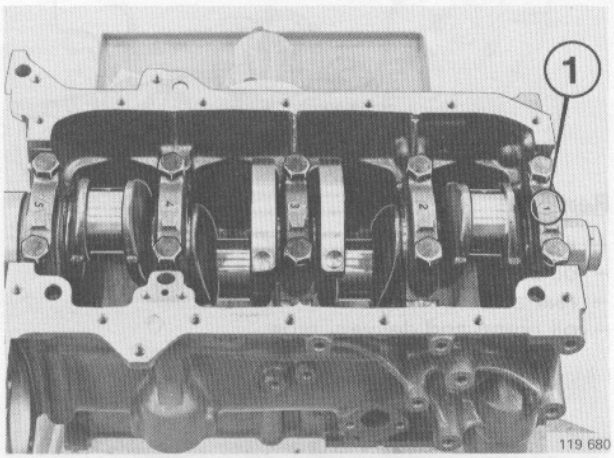
B12

Remove pistons and connecting rods

Rub down any wear ridges in cylinder.

Check identification marks on connecting rod cap, mark if necessary.

Assemble connecting rod, bearing and cap shells to prevent interchange of parts.



Crankshaft

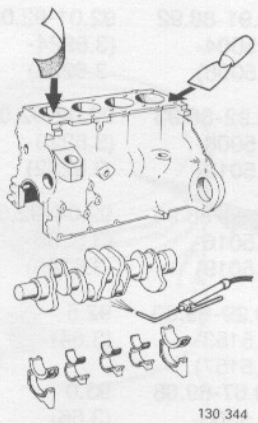
B13

Remove crankshaft and main bearings

Check identification marks on caps, mark if necessary.

Important Do not interchange bearing shells and caps.

C. Cleaning, checking

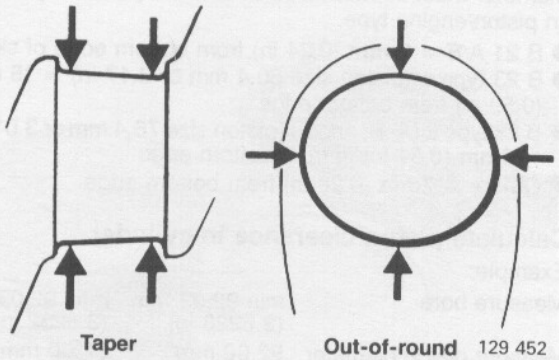


130 344

C1

Clean:

- cylinder bores (polish dull parts)
- cylinder block (contact faces, bearing seats, oilways, holes for cylinder head bolts, remove old gasket material)
- crankshaft, blow compressed air through oilways
- main bearing caps and shells.



129 452

C2

Examine crankshaft

Measure out-of-round and taper with micrometer. Take measurements at different points on journals.

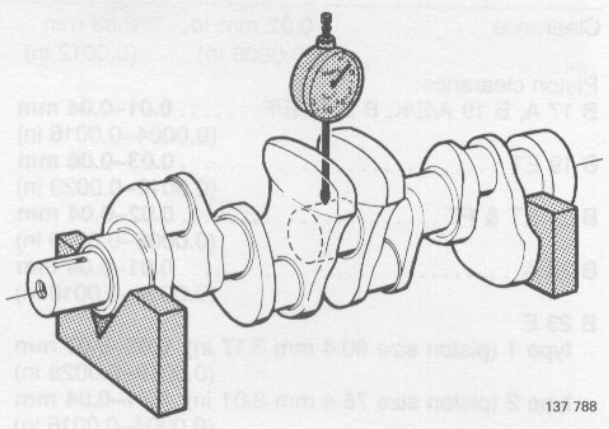
Connecting rod journals

Max out-of-round ..... **0.05 mm** (0.0020 in)
Max taper ..... **0.05 mm** (0.0020 in)

Main bearing journals

Max out-of-round ..... **0.07 mm** (0.0028 in)
Max taper ..... **0.05 mm** (0.0020 in)

Journals can be ground down to two undersizes, see specifications on page 7.



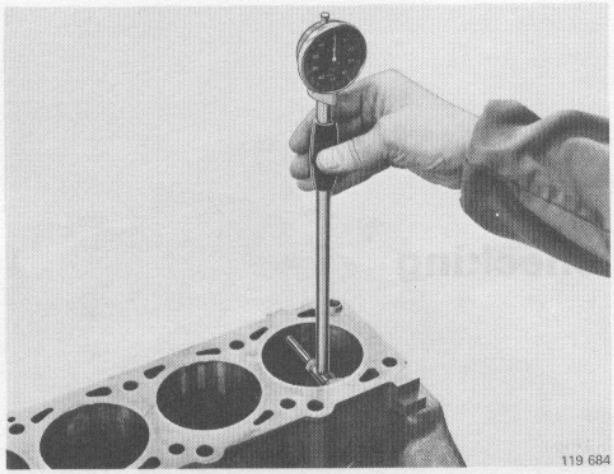
137 788

If crankshaft is thought to be out-of-true, check with a dial indicator as follows.

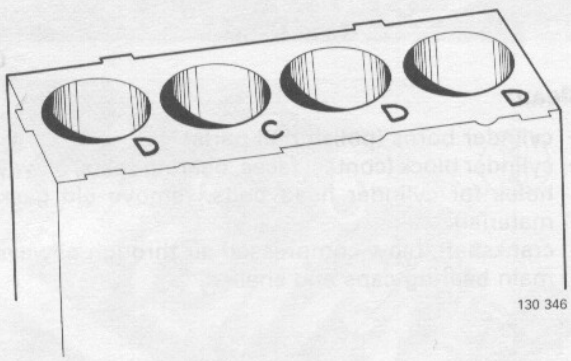
Support crankshaft on 'V' blocks. Rotate one turn and measure out-of-true for two centre journals.

Out-of-true = **max 0.05 mm** (0.0020 in)

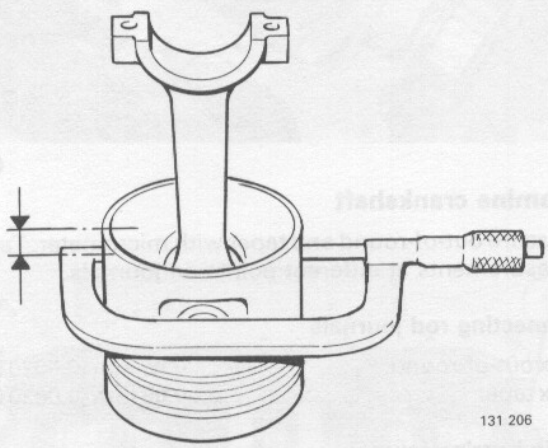
C3



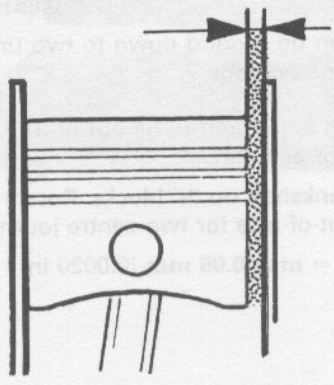
119 684



130 346



131 206



131 370

Measure cylinder bores

Use an accurate bore gauge (range = 50–100 mm or 2–4 in).

Measure **max wear** crosswise just below top dead centre.

Measure **min wear** lengthwise at bottom dead centre.

C4

Identification

A letter is stamped into block next to each cylinder. (C, D, E or G).

Oversizes are indicated by OD1 (OS1) or OD2 (OS2). After reboring, punch in new size (mark).

Standard	**B 17, B 19**	**B 21**	**B 23**
(C-marked)			
mm	88.90-88.91	92.00-92.01	96.00-96.01
(in)	(3.500-3.5004)	(3.6220-3.6224)	(3.7795-3.7799)
(D-marked)			
mm	88.91-88.92	92.01-92.02	96.01-96.02
(in)	(3.5004-3.5008)	(3.6224-3.6228)	(3.7799-3.7803)
(E-marked)			
mm	88.92-88.93	92.02-92.03	96.02-96.03
(in)	(3.5008-3.5012)	(3.6228-3.6232)	(3.7803-3.7807)
(G-marked)			
mm	88.94-88.95	92.04-92.05	96.04-96.05
(in)	(3.5016-3.5019)	(3.6236-3.6240)	(3.7811-3.7815)
Oversizes:			
OS1 mm	89.29-89.30	92.5	96.3
(in)	(3.5153-3.5157)	(3.64)	(3.79)
OS2 mm	89.67-89.68	93.0	96.6
(in)	(3.5303-3.5307)	(3.66)	(3.80)

C5

Measure piston diameter

Measure diameter at right angles to gudgeon (piston) pin.

Diameter must be measured at different points depending on piston/engine type.

- B 21 A/E = **6 mm** (0.24 in) from bottom edge of skirt
- B 23 type 1 (piston size 80.4 mm or 3.17 in) = **15 mm** (0.59 in) from bottom edge
- B 23 type 2 (A, E, and F) (piston size 76.4 mm or 3.01 in) = **8mm** (0.31 in) in from bottom edge
- Others = **7mm** (0.28 in) from bottom edge

C6

Calculate piston clearance in cylinder

Example:

Measure bore	min 92.02 mm (3.6228 in)	max 92.03 mm (3.6232 in)
Measure piston diameter	92.00 mm (3.6220 in)	92.00 mm (3.6220 in)
Clearance	0.02 mm to (0.0008 in)	0.03 mm (0.0012 in)

Piston clearance:

B 17 A, B 19 A/E/K, B 21 A/E/F ..... **0.01–0.04 mm** (0.0004–0.0016 in)

B 19 ET ..... **0.03–0.06 mm** (0.0012–0.0023 in)

B 21 ET & FT ..... **0.02–0.04 mm** (0.0008–0.0016 in)

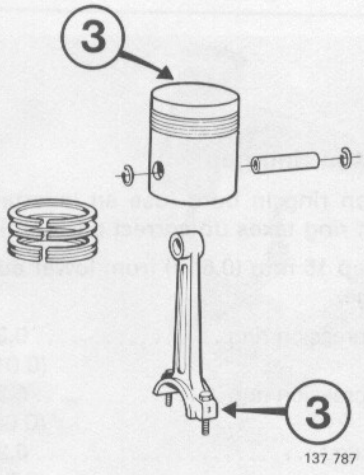
B 23 A ..... **0.01–0.04 mm** (0.0004–0.0016 in)

B 23 E

type 1 (piston size 80.4 mm 3.17 in) **0.05–0.07 mm** (0.0019–0.0028 in)

type 2 (piston size 76.4 mm 3.01 in) **0.01–0.04 mm** (0.0004–0.0016 in)

B 23 F ..... **0.01–0.04 mm** (0.0004–0.0016 in)



137 787

C7

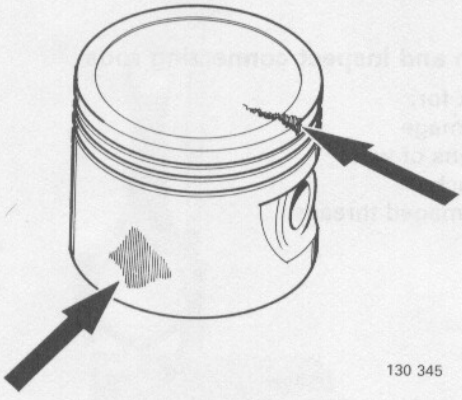
Remove rings from pistons

Use piston ring pliers.

C8

Disassemble connecting rods from pistons

Check that pistons and connecting rods are marked prior to dismantling.

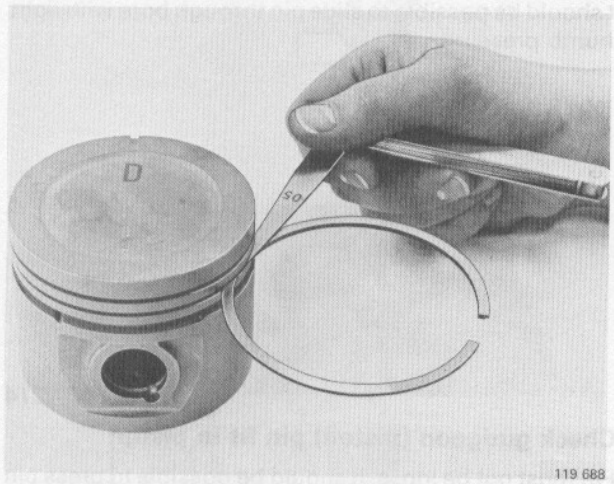

130 345

C9

Cleans and inspect pistons

Remove all traces of carbon. Scrape out grooves with e.g. an old, ground piston ring.

Check for:
- damage
- signs of wear
- cracks


119 688

C10

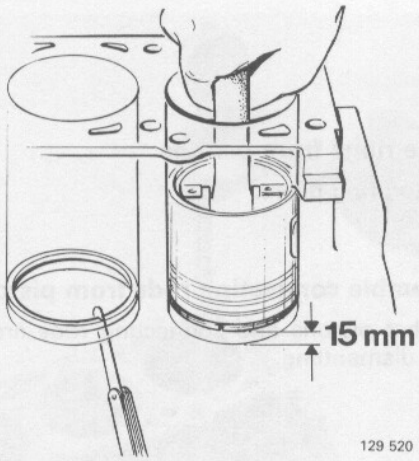
Check ring to groove clearance

Use a feeler gauge

Upper compression ring ..... **0.040–0.072 mm** (0.0016–0.0028 in)

Lower compression ..... **0.040–0.072 mm** (0.0016–0.0028 in)

Oil scraper ring ..... **0.030–0.062 mm** (0.0012–0.0024 in)



C11

Check piston ring gap

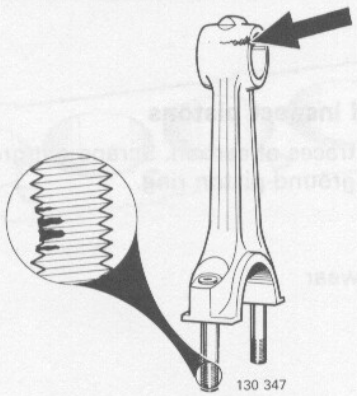
Insert piston ring in bore (use an inverted piston to ensure that ring takes up correct position.)

Measure gap 15 mm (0.6 in) from lower edge, using a feeler gauge.

Upper compression ring ..... **0.35–0.65 mm** (0.014–0.026 in)

Lower compression ring ..... **0.35–0.55 mm** (0.014–0.022 in)

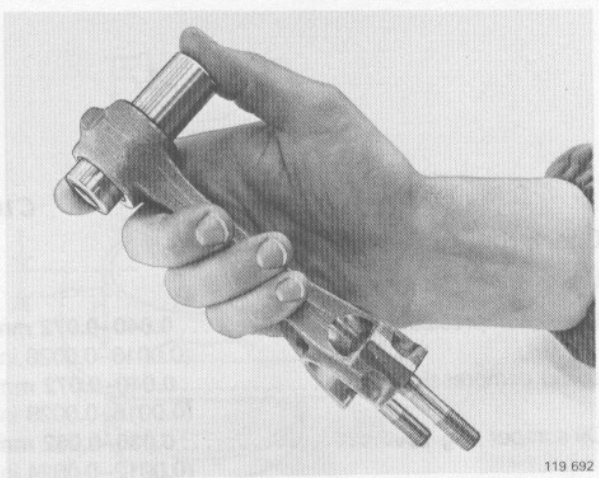
Oil scraper ring ..... **0.25–0.60 mm** (0.010–0.024 in)



C12

Clean and inspect connecting rods

Check for:
- damage
- signs of wear
- cracks
- damaged threads



C13

Check gudgeon (pistons) pin fit

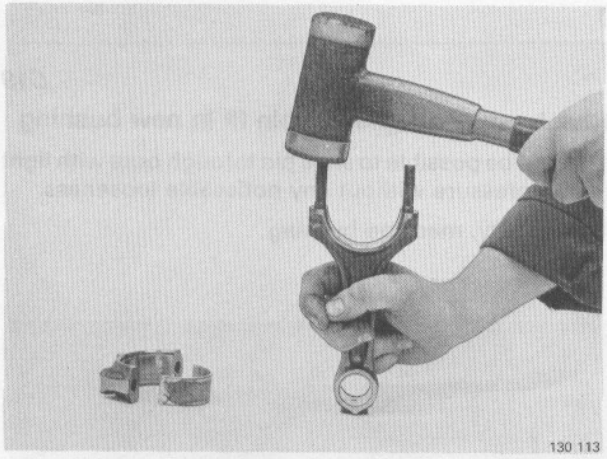
It should be possible to slide pin through bore with light thumb pressure.

C14

Check gudgeon (piston) pin fit in piston

Pin must not be loose. It should be possible to press pin through with thumb pressure.

Oversized pins can be used if bore is worn.


130 113

Replacing damaged connecting rod bolt

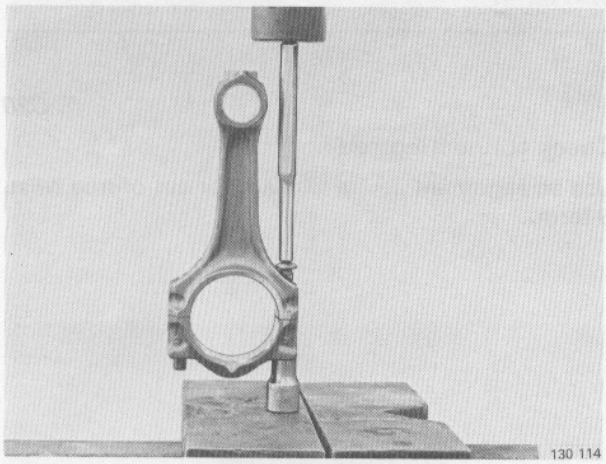
Operation C15–16

C15

Tap out old bolt

Remove cap and shells.

Rest connecting rod on hard, level surface and tap bolt out with a mallet.

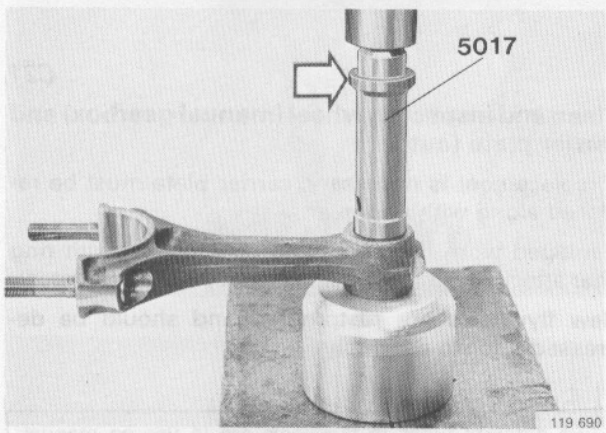

130 114

C16

Install new bolts

Position cap, observing assembly marks.

Place a 12 mm socket beneath cap and press in new bolt.



119 690

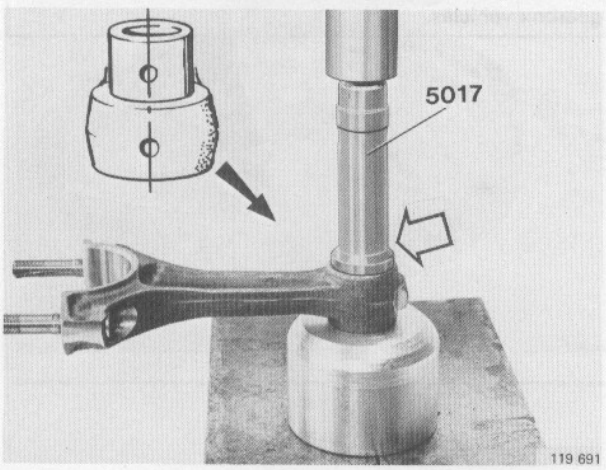
Replacing connecting rod bushing

Operations C17–19

C17

Press out old bushing

Use small end of drill 5017.



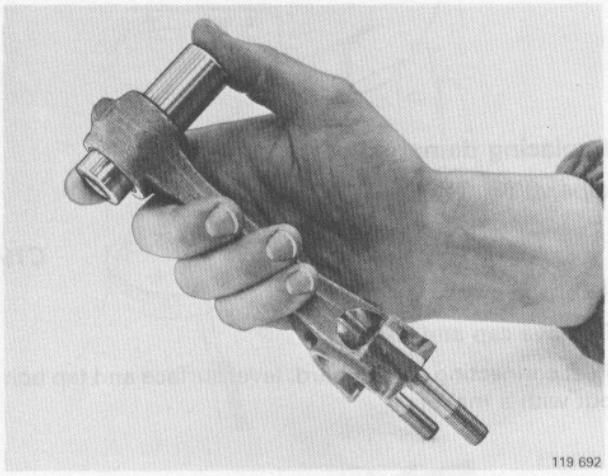
119 691

C18

Press in new bushing

Use wide end of 5017.

Important Make sure that lubrication holes in bushing and connecting rod align

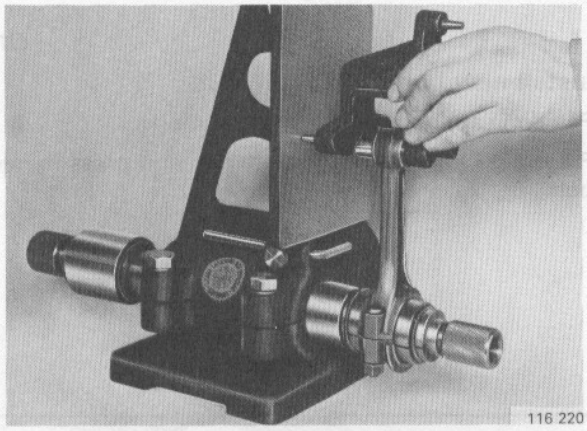


C19

Check gudgeon (piston) pin fit in new bushing

It should be possible to slide pin through bore with light thumb pressure without any noticeable looseness.

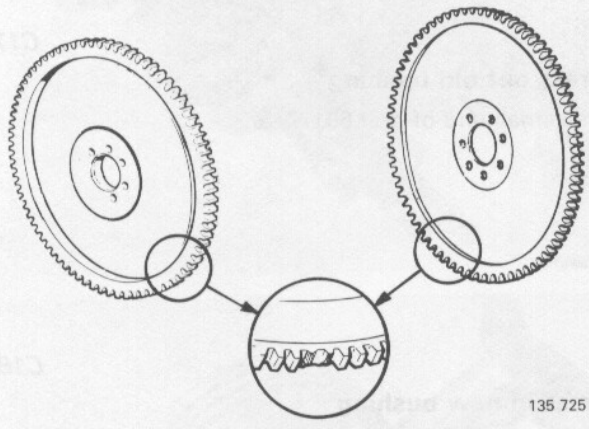
If necessary, machine bushing.



C20

Check connecting rod

Use an alignment gauge to check for out-of-true twist, S-form.



C21

Clean and inspect flywheel (manual gearbox) and carrier plate (auto)

If replacement is necessary, carrier plate must be replaced along with ring gear.

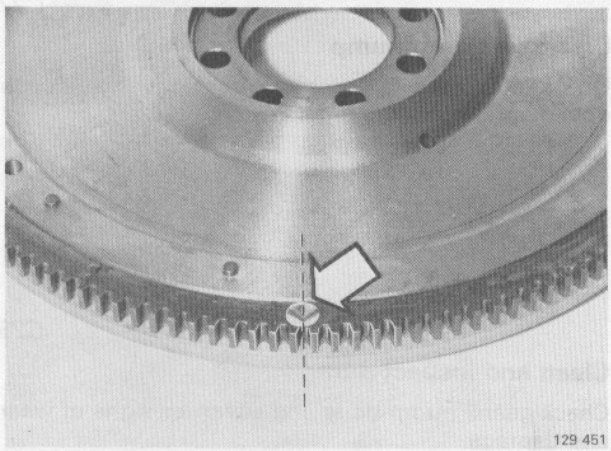
Damaged worn flywheel must be replaced with ring gear attached but ring gear can be replaced separately.

New flywheels are rustproofed and should be degreased prior to assembly

Two different types of flywheels are in use on manual gearbox vehicles.

Replacing ring gear

Operations C22–26


129 451

C22

Heat new ring gear to 230°C (450°F)

Heat ring gear in an oven or with an oxycetylene torch.

If oven is to be used, begin heating at this stage.

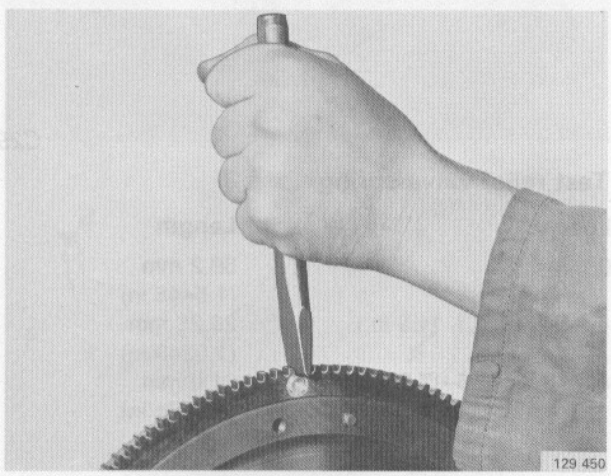
C23

Drill a hole between two cogs.

Use an 10 mm (0.4 in) drill.

Depth = 9 mm (0.35 in).

Important: Do not drill into flywheel as this may cause out-of-balance.


129 450

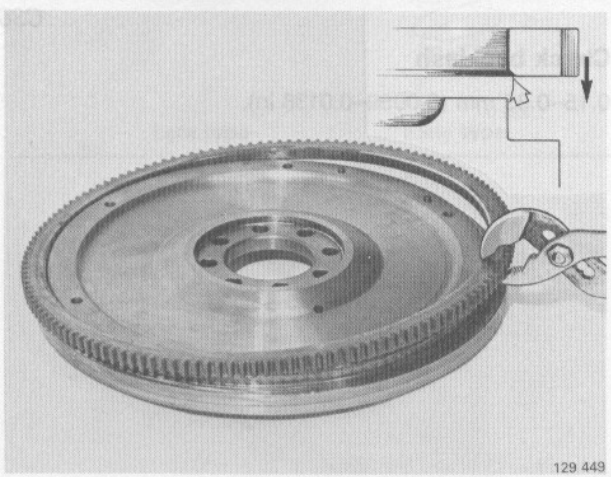
C24

Remove ring gear

Mount flywheel in a vice protected by soft jaws.

Lever off ring gear with a screwdriver. It may be necessary to split ring gear above drilled hole.

Clean mating surfaces on flywheel.


129 449

C25

Heat new ring gear to 230°C (450°F)

Check temperature with solder (40% tin, 60% lead) solder melts at 220–230°C (430–450°F).

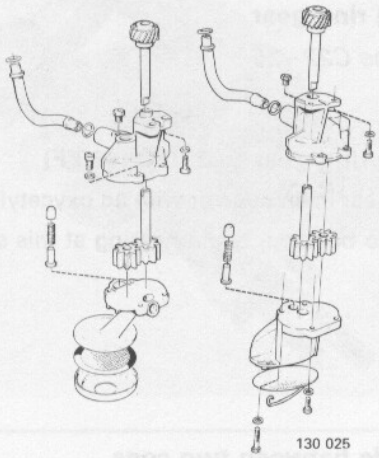
C26

Install new ring gear

Important: Bevelled side of ring gear must face flywheel.

If necessary tap ring gear until flush with flywheel, using a brass drift.

Leave to cool.


130 025

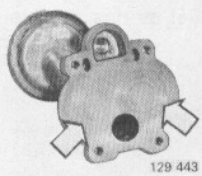
Oil pump, cleaning – inspection

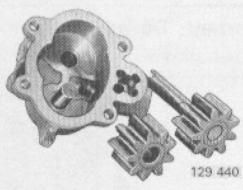
Operations C27–33

C27

Disassemble oil pump

On older types it is necessary to remove strainer to obtain access to retaining screws.

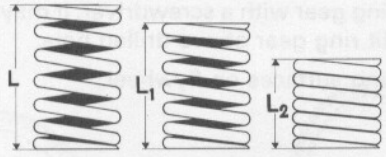

129 443


129 440

C28

Clean and inspect pump

Check gears, pump body and cover for signs of wear and damage.

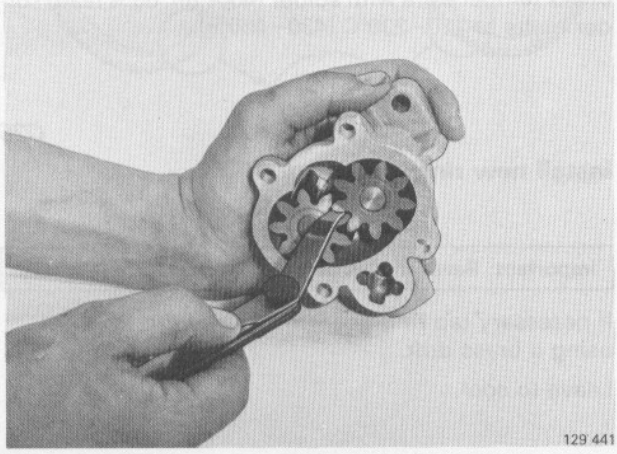


115 083

C29

Test relief valve spring

Load	Length
0	39.2 mm (1.5445 in)
46–54 N (10.1–11.9 lb.)	26.25 mm (1.0343 in)
62–78 N (13.6–17.2 lb.)	21.0 mm (0.8274 in)


129 441

C30

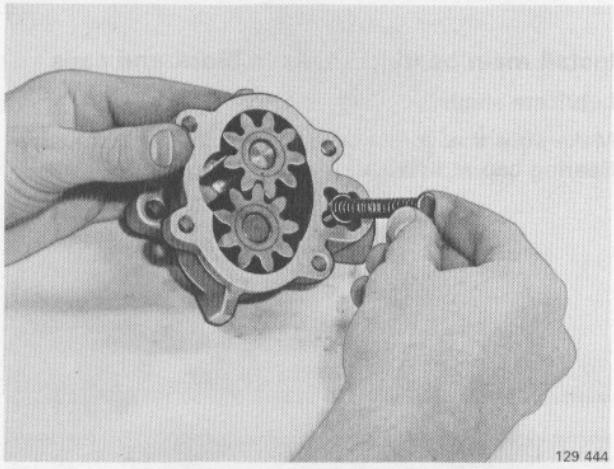
Check backlash

0.15–0.35 mm (0.0059–0.0138 in).

C31

Check gear end play

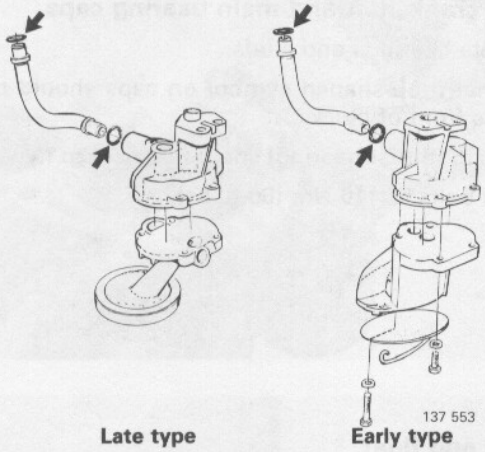
0.02–0.12 mm (0.0008–0.0047 in).



C32

Fit plunger and spring

Earlier types have a valve ball and spring.



C33

Assemble oil pump

Connect delivery pipe using news oil seals.