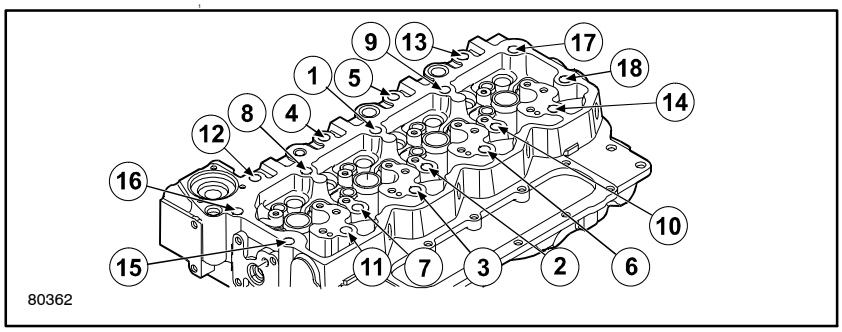
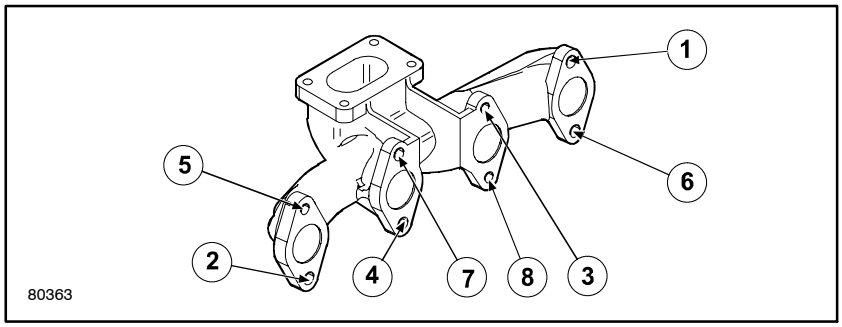
MXU100, MXU110, MXU115, MXU125, MXU130, MXU135 REPAIR MANUAL CONTENTS

Tightening sequence for cylinder head bolts



1

Tightening sequence for exhaust manifold bolts

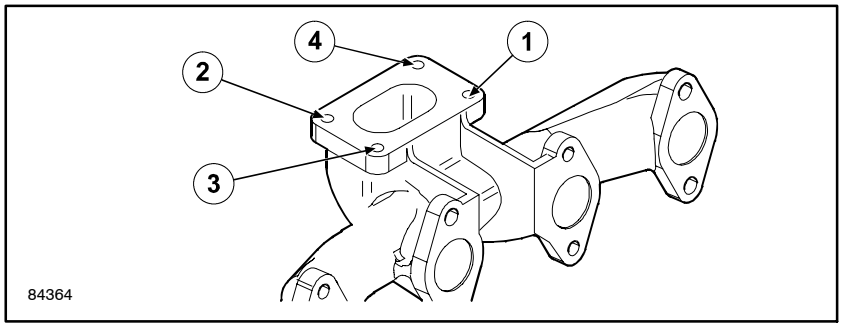


2

Tightening sequence for turbocharger nuts and bolts

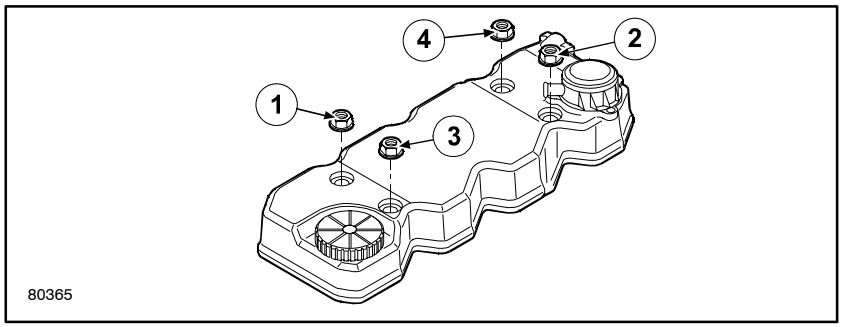
Sequence:

- Pre-tightening 4-3-1-2
- Tightening 1-4-2-3



3

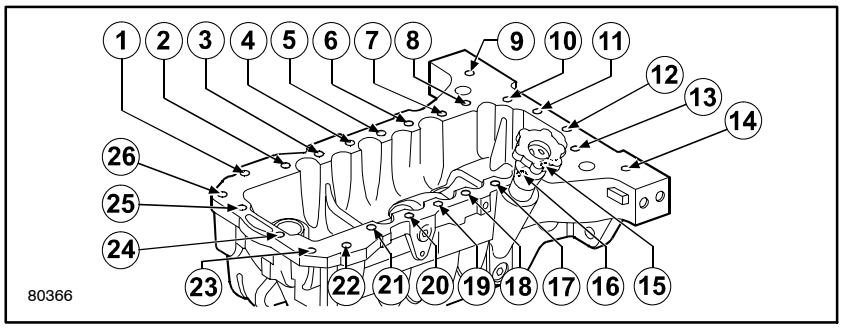
Tightening sequence for engine cover bolts



4

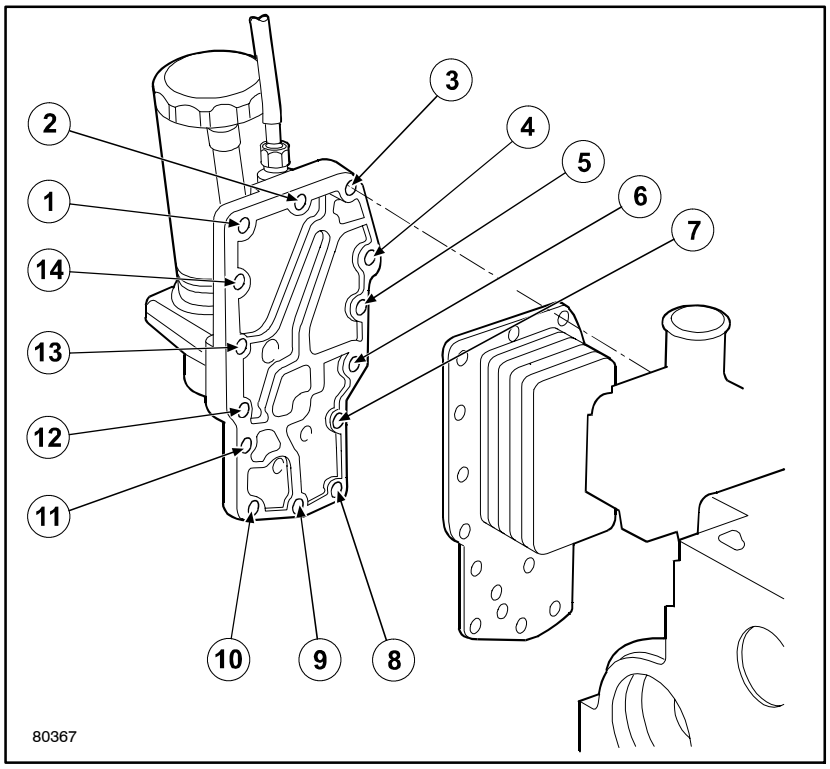
Tightening sequence for engine oil sump bolts

- First phase: from 1 to 16
- Second phase: from 17 to 32



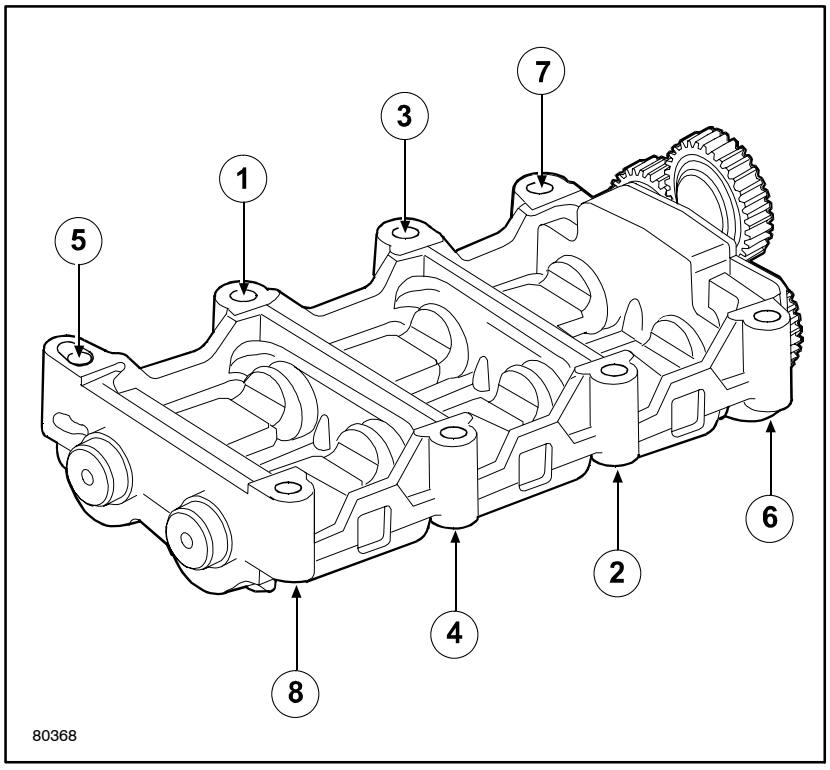
5

Tightening sequence for cooler bolts



6

Tightening sequence for additional counterweight bolts



7

SPECIAL TOOLS

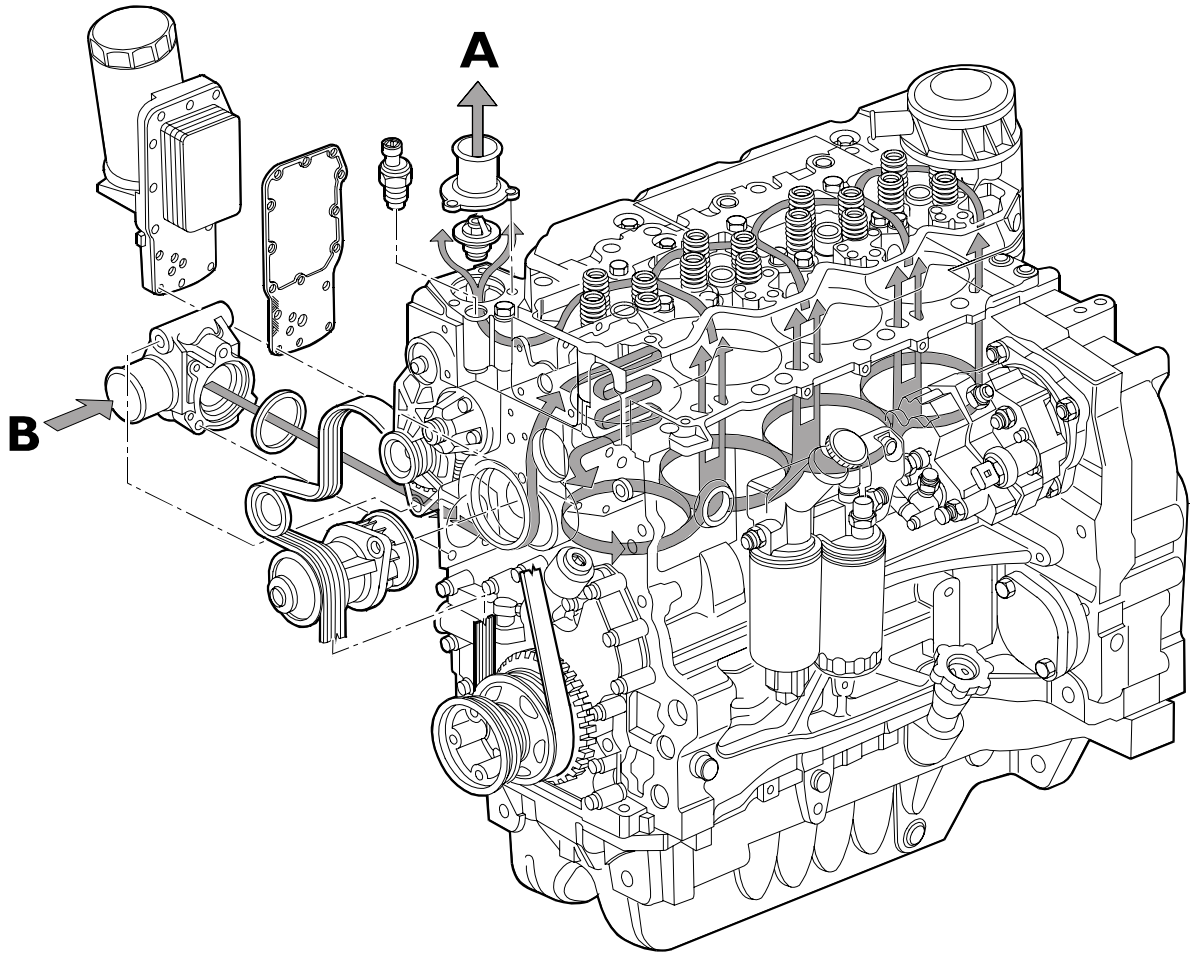
No. TOOL	NAME
380000979	Puller for engine injection pump union gear
380000665	Tool to extract crankshaft front seal
380000663	Tool to extract crankshaft rear seal
380001099	Injector extractor
380000666	Splining tool for fitting front seals on crankshaft
380000664	Splining tool for fitting rear seal on crankshaft
380000988	Plate for engine flywheel rotation tool with flywheel timing pin (use with 380000732)
380000732	Tool for engine flywheel rotation (use with 380000988)
380000667	Drift for camshaft bushing disassembly and reassembly
380000158	Torque screwdriver for injector solenoid valve connector nut setting
380001003	Complete square to check for connecting rod distortion
380000301	Engine stand (revolving)
380001298	Engine stand to Cylinder block brackets
380001073	Engine lifting brackets

DESCRIPTION OF OPERATION

COOLING

The forced circulation, closed-circuit engine cooling system is composed of the following components:

- Expansion tank: its location, shape and size may change depending on the engine version.
- Radiator, whose job is to dissipate the heat taken by the coolant from the engine. This component, too, is a feature of the version as regards both positioning and engine.
- Viscostatic fan, with the task of increasing the radiator's dissipating capacity: this, too, belongs to the specific engine version.
- A lubricating oil cooler: this, too, belongs to the specific engine version.
- A centrifugal coolant pump housed at the front of the crankcase.
- A thermostat governing coolant circulation.
- The circuit may also extend to the compressor if the version includes it.



A = TO THE RADIATOR
B = FROM THE RADIATOR

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COOLING SYSTEM DIAGRAM

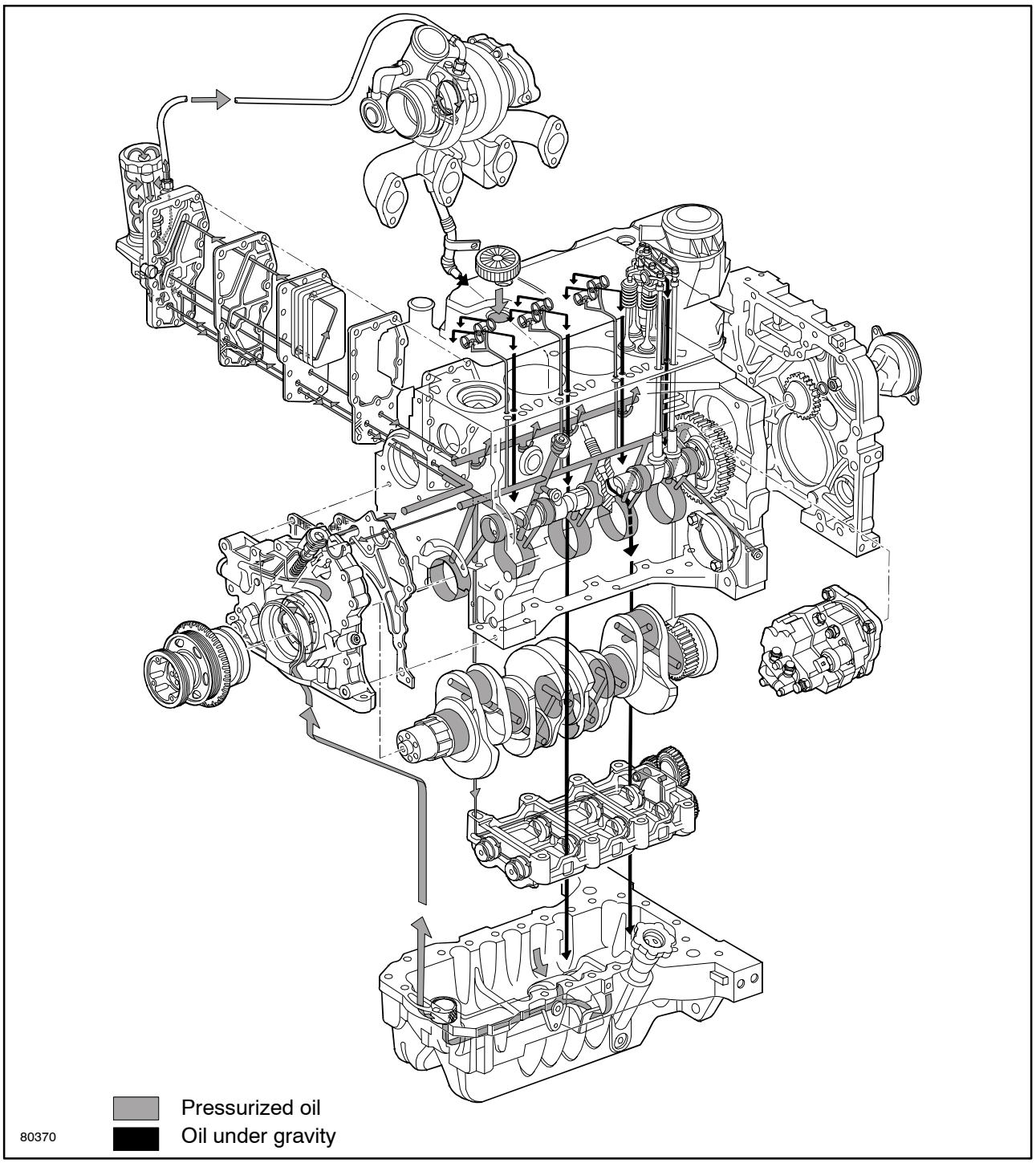
LUBRICATION

Forced-circulation lubrication is accomplished by the oil pump, housed at the front of the crankcase.

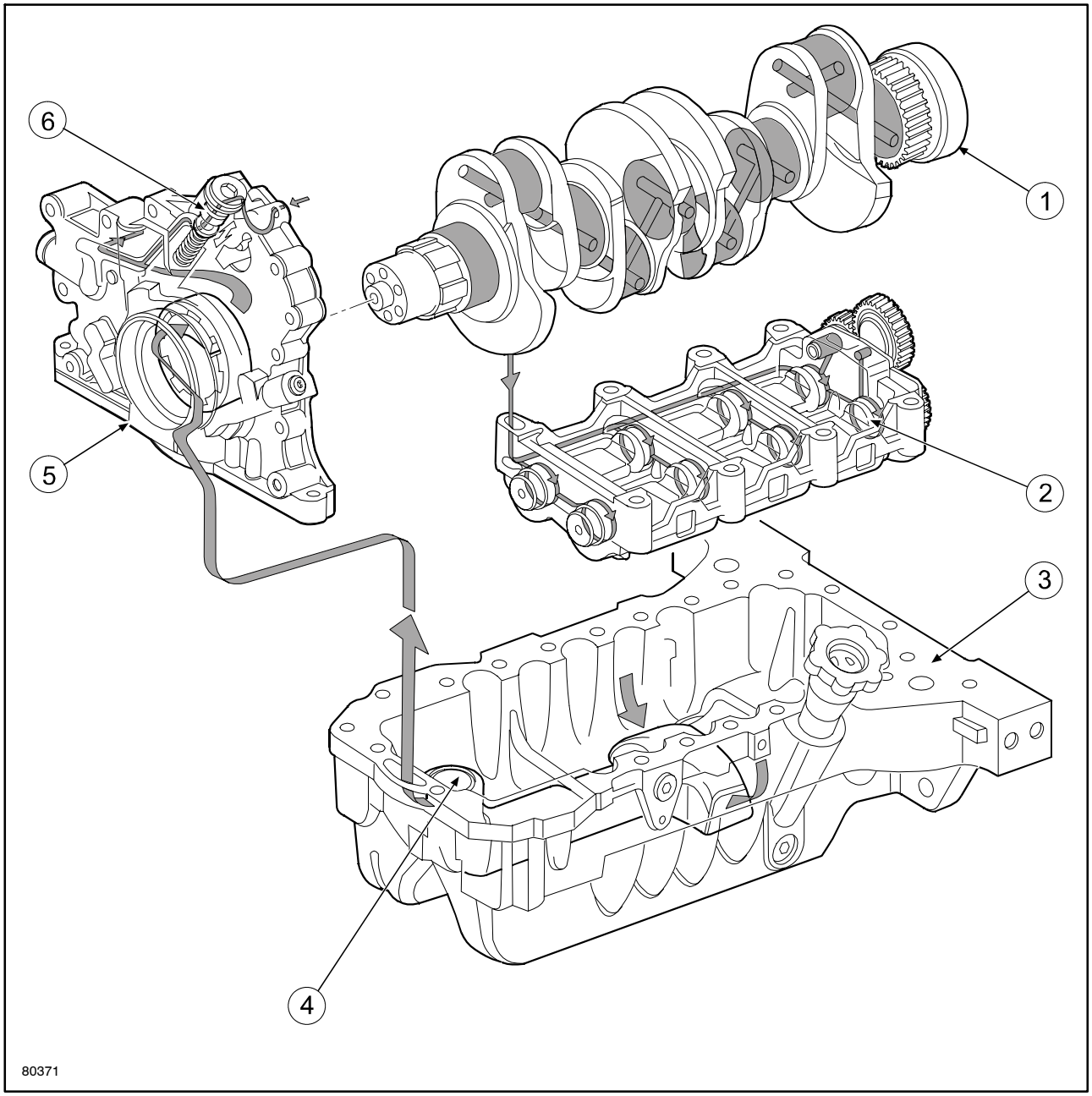
The lubricating oil is sent from the oil sump to the crankshaft, camshaft and valve control.

Lubrication also includes the cooler, turbo-blower and compressor for the compressed air system if there is one.

All these components often change according to use and will therefore be covered under the specific heading.



LUBRICATION SYSTEM COMPONENTS



10

1. Crankshaft – 2. Balancing weight – 3. Oil sump with suction rose – 4. Suction rose in oil sump – 5. Oil pump – 6. Relief valve.

ENGINE OVERHAUL

INTRODUCTION

Removal

To remove engine from tractor see Section 01 “Separating the Tractor.”

DISASSEMBLY

Some of the operations described in this section can be carried out directly with the engine fitted on the vehicle, depending on access to the engine bay and on the version.

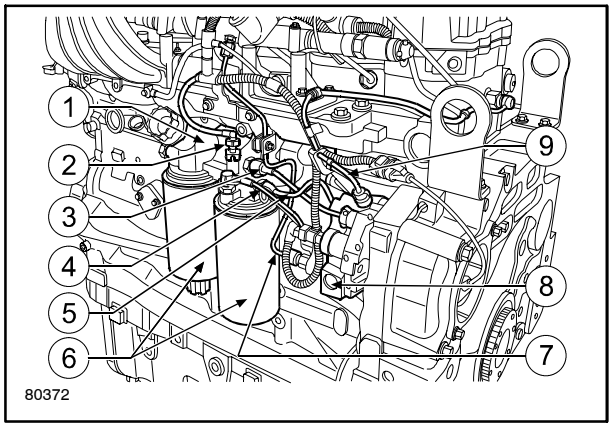
⚠ CAUTION ⚠

The operations for removing the engine, as those for overhaul, must be performed by skilled personnel using specific tools.

Fuel System/Preparing Engine to Mount on Rotating Stand

To be able to fit the brackets **380001298** (for fixing the engine to the overhaul stand, **380000301**) to the crankcase, it is necessary to work from the left-hand side of the engine:

1. Remove the fuel filters (6) from the mounting (1);
2. Disconnect the electrical connection (2) from the mounting (1) and the one to the heater (again located on the filter mounting);
3. Disconnect the fuel pipes (3 - 4 - 5) from the mounting (1);
4. Remove the bracket supporting the mounting (1) from the crankcase.



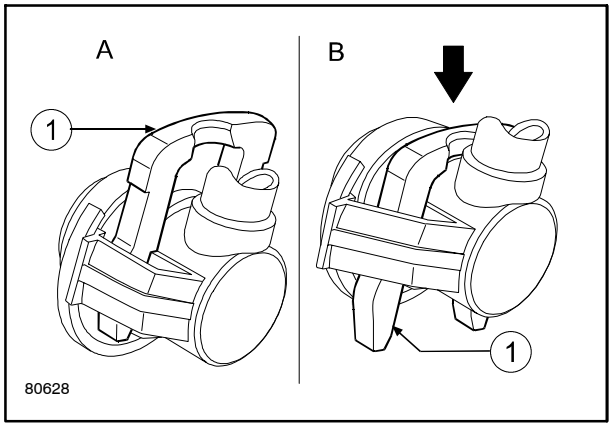
11

⚠ CAUTION ⚠

To disconnect the fuel pipes (3 – 4 – 5, Figure 11) from the relevant fittings, you need to press the clip (1) as shown in Figure 12, B.

After disconnecting the piping, put the clip (1) back in its locking position (Figure 12, A) to prevent it getting buckled.

5. Disconnect the high-pressure fuel pipe (7, Figure 1) from the rail choke tube and from the high-pressure pump (8) and remove it from the crankcase by taking out the bracket.
6. Disconnect the pipe 9 from the high-pressure pump (8).



12

⚠ CAUTION ⚠

Depending on the high pressure in the piping from the high-pressure pump to the rail and from here to the electro-injectors, **never**:

- disconnect the pipes with the engine running,
- reuse disconnected pipes.

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