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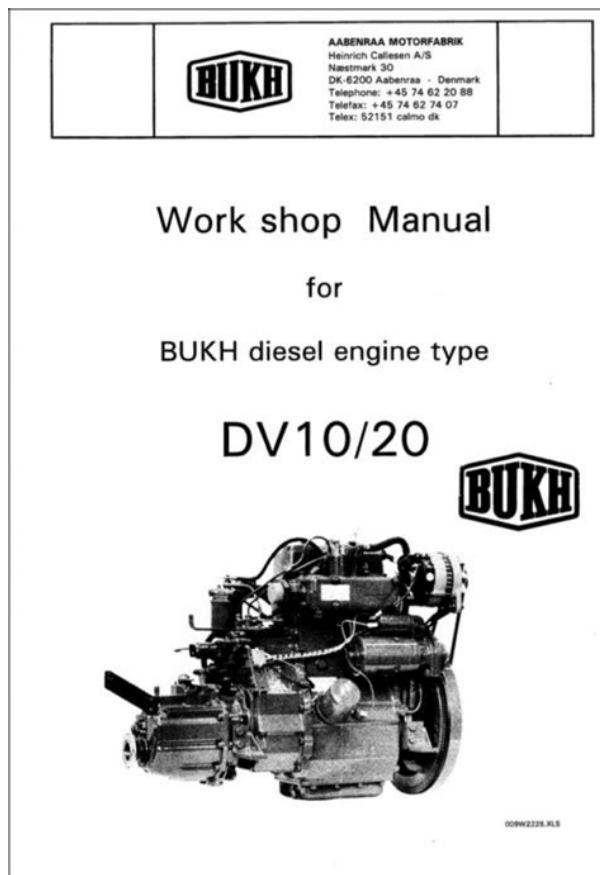
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## Book Descriptions:

# bukh dv 36 workshop manual



The engines are specially designed to comply with the heavy demands made on stability, safety and environment now. However, this manual is not to be regarded as a spare parts catalogue but only as helping guidance for correct identification of parts. Part of the tools are special tools which can be ordered from the spare parts department at BUKH. We have indicated the fields of application for the special tools in this manual. Designation of tools Fields of application Spare part No. The valves are adjusted when the pistons are alternately at their highest point in the working stroke. The drawing at the bottom righthand side indicates the placing of the fuel valve in proportion to the piston. The nozzle holder inserts can be replaced, which demands that the special tools below for flanging piston and backstop are used and that the surfaces are treated as indicated on the drawing. The springs are identical in both ends, and therefore fitting up or down is of no importance. The springs are locked in their position in proportion to the valve stems by means of two conical halves for each valve spring and guided by a guide for valve spring and a corresponding disc, respectively. Fit new valve guides according to the drawing on page C13. The stuffing box is as shown schematically on the drawing below and consists of A Metal spring coat B Plastic bushing. Then place the cylinder head on a file bench or the like with the valve seats at the bottom. Compress the valve springs with a special tool or the like and remove the conical valve locking halves. Block the cylinder head so that the valves fit tightly against the seats and can be turned freely by means of a rubber suction disc or the like. 2. When replacing the cylinder head gasket, the grooves in the cylinder head must be completely clean to obtain tightness. Slacken the attachment of the end cover in engine block as well as in oil sump. Dismount the tightening arrangement for shaft for rotating weight. <http://thekualalumpurpages.com/paddyaspalmspub/temp/defense-procurement-manual-2013-india.xml>

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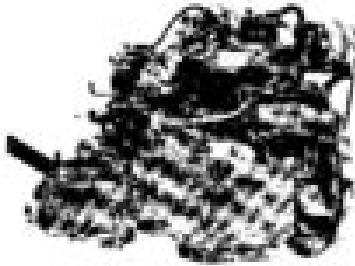


## Work shop Manual

for

BUKH diesel engine type

DV10/20



The tightening consists of two washers of different thickness and a fibre washer assembled by a 8 mm screw. The seal ring can be replaced without dismounting the front end cover. It is, however, necessary to dismount the flywheel. The gearwheels are in the gear with each other through an intermediate wheel. The sketch below indicates the marking of the gearwheels which have been marked in relation to each other so that their position to each other may easily be observed when being repaired. The two thrust collars shown form part of the arrangement. After the end cover has been mounted, the tightening for shaft should be mounted in accordance with the drawing below. These bushes can be replaced in case of wear and tear. After the new bushes have been pressed in these should be calibrated with a ball or be reamed with the correct measures and clearances as indicated on the drawings on page G5 and G6 for rear rotating weight and intermediate wheel respectively. The chain adjuster is selfadjusting and thus it does not require any adjustments in connection with repairs in the end cover during which the chain is to be dismounted. 009W2329R01. When dismounting remove the covers "A", and this results in the chain being slackened and then the chain wheel and shaft can be taken out. Mounting is carried out in reverse order and it should be taken care that the Orings for oil tightness are correctly placed in the grooves on the chain wheel shaft. Through the pressure control valve 31, after the feed pump, a pressure is produced. Most of the fuel flows through the pressure control valve back to the suction side. The holder 7 with gearwheel is placed on the governor shaft 5 and is driven by the drive shaft 2 via the gearwheel 3 and a rubber shock absorber vibration damper. Four weights 8 are mounted in the centrifugal weight holder. With stopped fuel pump, the starting lever 21 and the governor slide 24 are pressed into start position by the starter spring



## Work shop Manual

for

BUKH diesel engine type

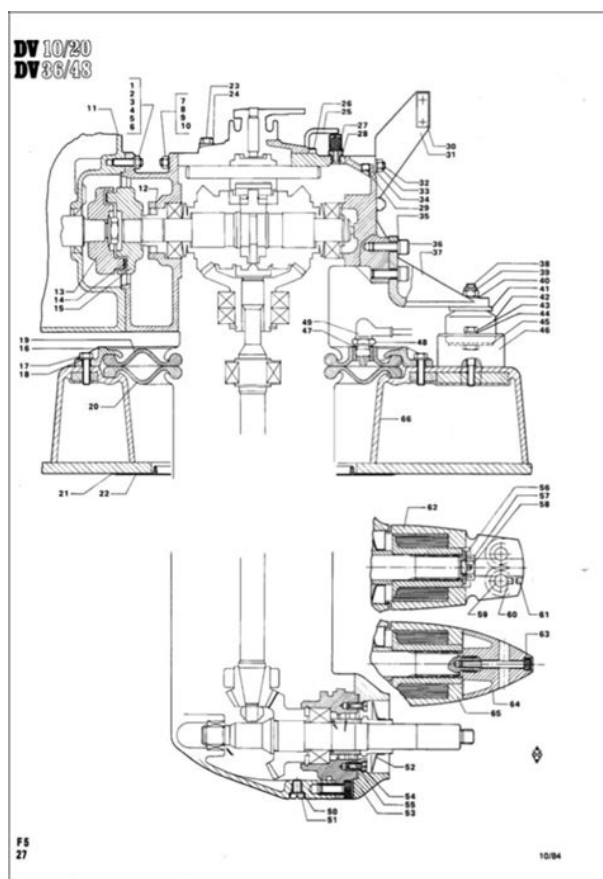
# DV10/20



The pump is sealed and cannot be dismantled for repair or cleaning. It is driven by the camshaft. The filter cannot be cleaned, but has to be changed every 300 operating hours, or if water contamination is suspected. Unscrew the filter casing by hand after the filter casing has been emptied for fuel via the drain screw in the bottom of the filter casing. Disassemble the fuel valves after the sketch beside and so the nozzle can be exchanged and the pressure can be adjusted at the washers 541. This is carried out as follows 1. Remove the pistons with connecting rods as stated on page IJ 3. 2. Take off one of the locking rings at the gudgeon pin. 3. The wear of the piston rings can be seen by measuring the piston ring gap, and the piston rings must be changed when this is max. The connecting rod bearings must be exchanged if they are scratched or if the "red" layer between the bearing metal and the steel shell can be seen faintly. Measure the piston ring gap with a feeler gauge. The gearwheel has been shrunk on the shaft. When shrinking on a new gearwheel there should be a difference of temperature between the crankshaft and the gearwheel of 231 C. Thus it is possible to grind the crankshaft without subsequent surface treatment. The crankshaft must never be repaired with hard chromiumplate or metal feeding, but only by grinding in accordance with the below mentioned measures and tolerances to which we supply undersize bearings. The oil sump is fixed to the crankcase and is ensured correct position to this by means of guide pins. Under the oil sump the suction strainer for the lubricating oil system is placed and pipe connections for it. A bush for the camshaft is fitted in the front end of the engine block. There is a hole for lubricating oil inlets in this bush. The lubricating pump driven by the camshaft sucks oil from the oil sump through a strainer.

From the lubricating pump the oil is pressed through a fine filter to the respective lubricating points through oil ducts bored in the goods. The pump is an Eaton pump with star rotor and life ring. When the engine runs at full speed, the pump runs 4000 r.p.m. On the water side the cooler is connected between the cooling water pump and the cooling water suction hose, and on the oil side it is connected to the outlet of the lubricating oil pump to the lubricating oil system. This is done with a bilge pump, fitted on the engine. This pump can be set for emptying the engine or gearbox of lub. Alternatively freshwater cooling can be supplied as extra equipment and this can be arranged in

three different ways either with heat exchanger, keel cooler or with radiator cooling. Observe that the ball bearings of the intermediate housing are filled with grease free from acid. Refitment of the pump Fit the pump in the reverse order of the removal and check that the rubber gasket ring marked H fits tightly. The type and the technical data of the pump and height of the cam in case of direct seawater cooling and indirect freshwater cooling respectively are the same for the new pump as for the one previously used. Dismantling of the pump 5. Removal of circulation pump 1. Remove the inlet and outlet pipes from the pump. 2. On the starboard side of the engine under the exhaust manifold there therefore are three mounting holes for zinc anodes. Dependent on the cooling principle the thermostat has different opening temperatures. Use special tools as stated earlier in this section when removing and fitting the gear. The seal face between the two parts of the housing is tightened with liquid jointing. Remove the locking ring on the input shaft. Remove the shifting arrangement with gasket. There are two different shifting levers which, however, can be built in without any problems in either cases. Pull off the output shaft flange.

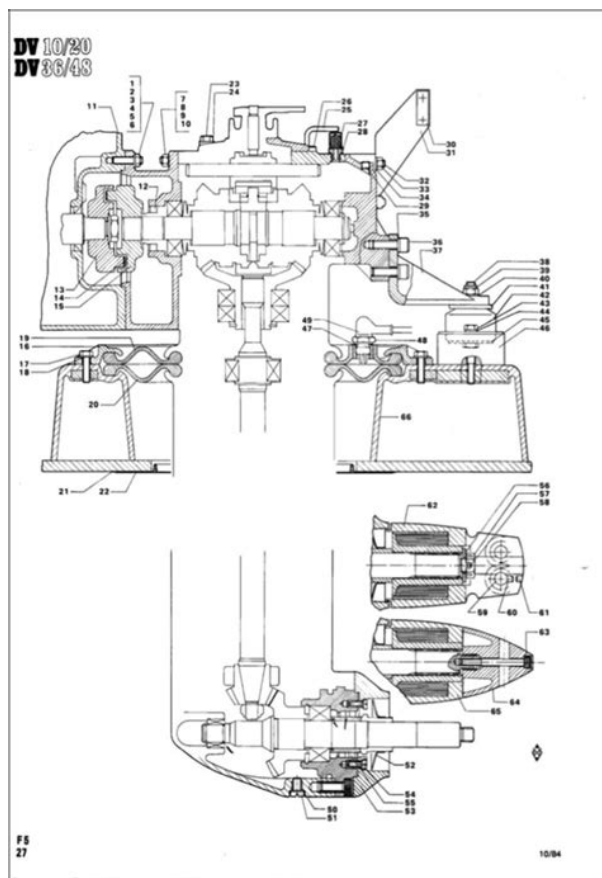


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Screw off the fixing screws which hold the halves of the gearbox together. 009W2229. Protective sleeve 1 x 56 136 992 may be fitted on the input shaft before the dismantling. Removal of Input and Output Shaft ProTake out the screws M8x25 and the gear wheel bolts and remove the washer plate. At the fitting the threaded pin has been smeared with Loctite No. 241 and so it may be necessary to heat. Remove the wheel "AHEAD" with a special tool and take off all parts "AHEAD". 009W2329R01. Dismantling of Lower Gearbox Half Pull out the tapered roller bearing outer collars of the lower gearbox with an inner puller No. 1 x 56 122 208 and auxiliary tool No. In the following description only the fitting of output shaft for "AHEAD" is described as the fitting for "ASTERN" is chiefly corresponding. If it is necessary reference will be made to the paragraph marked "Note". Fit the pressure springs in the check bolts. Fit the check bolts in the corresponding bores. Check the axial

clearance of wheel for "AHEAD". First fit a washer. Fit the disc springs which should touch with the outside diameter. Check the tightening of the disc springs. The inside diameter of the disc springs must, when slack, in proportion to the front be min. Tighten the tapered roller bearing with bush No. Calculate the thickness of the intermediate washer G as follows Establish measure E as D minus B thickness of measuring gauge. Calculate the difference measure F as E minus A See picture No. Press the shift control lever on to the shifter shaft so that shift control lever is placed in neutral position at. Fit the intermediate wheel and needle bearing. Lift intermediate wheel with a plate see illustration. Oil the roller bearings and reversing shaft and fit them together in the housing. Remove the stop plate. "NOTE" The long side of the reversing shaft points upwards to the input side. Oil the bearings on the input and output shafts. Assemble the gearbox and drive in the guide pins.

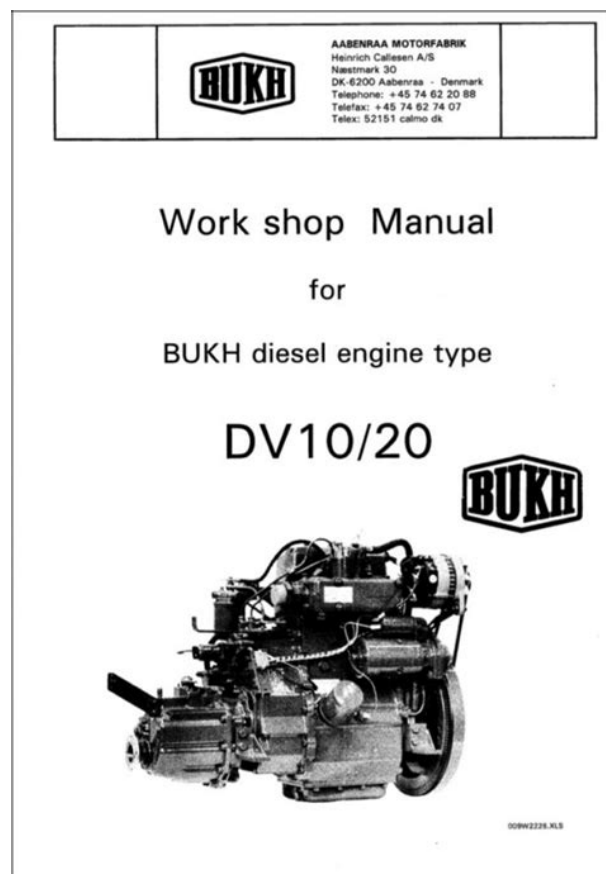
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Tighten the screws M8x25 with a torque of 17 Nm 1.7 Kpm. 009W2329R01. Smear the seal ring 25 x 33 x 6 with a thin layer of grease on the lip ring and smear with a thin layer of plastic liquid jointing on the outside. The picture shows the necessary mounting dimensions for the shaft seal rings on the input and output shafts. Smear the nut with permanently plastic liquid jointing and secure it with a torque of 100 Nm 10 Kpm. 009W2229. Put the gear shift lever in "neutral" the sliding sleeve is also in "neutral" position. Place the gearbox with gasket in the opening of the housing and press the shifting eccentric down into the shifting fork. Damage to the surface treatment should be treated as soon as possible with special BUKH paint. The sail drive should be coated with the same bottom paint as the rest of the bottom of the boat. The element is shown on the diagram below. The sensing element is connected to the the operating panel and if water penetrates into the double membrane it will release an acoustic alarm. As a precaution the alarm function should be checked once or twice a year by shortcircuiting the connections 1 and 2 on the plastic box No. Both distance measure and flange clearance are always marked on the wheels, and they apply to the wheel on which they are

written. Upend the clutch shaft so that any clearance is equalized. about 2 kg compression, if it is not possible to upend the shaft. Freeze the gearwheel and measure the stagger between the inner collar and outer collar of the bearing. Fit the bearing with the ball filler hole facing the adjusting washer "IV". Fit the next bearing correspondingly. Many say yes. Download and Read Bukh Engine Manual Dv36 Bukh Engine Manual Dv36 Spend your time even for only few minutes to read a book. Bukh We have over 2500 manuals for marine and industrial engines, transmissions, service, Mercruiser Engines; Mercruiser Stern Drives; Mercury Four Stroke. Shop by category Shop by category.

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If you continue to use this site we will assume that you are happy with it. Ok. Fits DV20 from engine number 104271. Fits all DV24Fits DV10 upto engine number 207292. Fits DV20 upto engine number 104271Complete with nut for DV10, DV20, DV24. To fit DV10, DV20, DV36 and DV48 Models. Complete with two keys. Set of 4 engine mounts for either DV10 DV20 DV24 or DV36. Complete with height adjusting shims and bolts For 90mm Flange BUKH GearboxesThe stainless steel strainer basket can be easily removed for cl. Boat LM32. Posts 13I would be grateful for information where to find this.Boat Cruiser Living On Dirt. Posts 38,198Boat LM32. Posts 13Boat 40ft fibreglass sloop. Posts 189Im sure youre aware of Bukh Diesel Uk Ltd Tel 01202 668840 in the UK they will obviously be able to sell you a workshop manual via any one of their main dealers. There are also a few Bukh dealers in the USA and Canada although they predominantly serve the lifeboat market you can bet workshop manuals in English would be mandatory for that market. If you dont mind, let us know if you succeed in getting a soft copy anywhere.Boat LM32. Posts 13. Better to have good quality oil, regularly changed, than the ideal standard long past its prime. But I dont know if the oil for the saildrive of a DV20 is the same as, or different from my DV36 SME. The link offered above should guide you. Page N8 of the workshop manual gives specs for various temperature ranges. The Bukh 36 is still in production, as is the twin, but now rated at 24hp, 29hp or with turbo 32hp. The current manuals include recommendations for multigrade oil for both the twin and triple engines and also the ZF gearbox the latter only now available with the DV36 other current gearboxes use ATF. They do not seem to be available now with sail drive, so no new lube info for them. Only the capacity differs between the 36 triple and 24 twin. The oil for the single DV8 and DV10 no longer made will presumably be exactly the same.

My LM has saildrive, so as I read the owners manual, there are more types of transmission,

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It is your responsibility to provide references to bona fide sources. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. The manual advises that the filter should be bled and then the injectors no facility for bleeding at the injection pump. Has anyone with Bukh experience any advice on this, do I do the injectors one at a time, and in what order does it matter or do I crack them all open at once and tighten them in turn once the bubbles are done. There are a number of possible permutations. Oh and another thing. There is a drain screw or somesuch on the bottom of the Bukh fuel filter. Whats that all about. Informed responses welcome. Cheers I could be wrong on that, but fairly sure I just bleed at the filter on the engine and at the

injectors. I generally do them one at a time, while swinging the engine by hand. Presumably the screw on the filter bowl is for draining water. It also assumes your batteries are in fair condition. If I need to bleed my Bukh 24 I simply turn on the fuel supply, check there are no obvious leaks at the filter housings, free off a single injector and turn the engine on the key until fuel escapes from the freed off injector. Almost simultaneously the second cylinder will fire and the engine runs roughly, I let it run for maybe 5 seconds or so before tightening up the freed off injector at which point the engine runs properly. I then recheck for leaks around the fuel filters. In other words the DV24 2 cylinder is pretty much self priming and self bleeding. I imagine the 3 cylinder jobbies are much the same. Cheers, Brian. I bleed at the fuel filter, then turn it over on the starter and decompressor. Sufficient cranking seems to do the job. My procedure is to bleed just enough to reduce the cranking time. But sorry, not 36 specific. After that, it starts right up.

When fuel came out of the bleed screw without air bubbles I tightened it. Then started the engine with the starting handle. No problems at all. The only time I have bled the injector pump and high pressure pipe was after having the pump and injector serviced. Even then it may not have been necessary because I think the engine is supposed to be selfbleeding. The manual advises that the filter should be bled and then the injectors no facility for bleeding at the injection pump. Informed responses welcome. Cheers. After changing and filling with clean fuel undo vent on filter slotted screw then actuate manual lift pump to clear air, then loosen pipes on injectors, As I am right handed I usually start at the front and work back making it easier to use my left hand for the spanner, and my right for the lift. The manual advises that the filter should be bled. Use the lever on the side of the lift pump to pump the fuel through, but make sure its off the cam or it will take an age. If youve got a problem further down the line, crack off the connectors to the the injectors. I'd do this one at a time. But you shouldn't need to do this if you havent disturbed the pipework from the filter to the injection pump and to the injectors. The manual advises that the filter should be bled and then the injectors no facility for bleeding at the injection pump. Informed responses welcome. Cheers. The injectors can be bled one at a time or all together, it is your choice. Just wait for air bubbles to give way to fuel and tighten the big nut. The tap on the bottom of the filter is for draining water. If you didn't have that indecently high bridge deck I'd pop over with a shifter.

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