

"VOL"VOPENTA.

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Parts Bulletin

Group	Number	Version
p-21-0	1	01

Longblock guideline, general information

Models: Gas engines

Distribution: Parts Date: 10-2004 Binder: Parts Replaces: VPA 91-903, VPS 42-29

General Information

Note! The following information applies to all gas engine longblock service.

Longblocks stocked by Volvo Penta are current marine engine blocks and come complete with factory assembled internal cylinder block and cylinder head components. Some have flywheels, intake manifolds or complete fuel systems. Check the bulletin for each engine group for specific parts that are included or needed for the longblock you are considering. Some earlier models may require that you order additional items (e.g., flywheel or intake manifold) in order to use the newer version of the engine to correctly replace the original engine. Details are specified throughout the bulletins.

To order the correct longblock, first make sure that you have properly identified the engine you are working with: Note the serial number, specification number, and model identification (this information is on the serial number tag). Check your parts catalog or other documentation for serial number tag location.

In some applications parts from the original engine must be re-used on the new longblock. Whenever the bulletins direct that parts be re-used from the original engine, they must be inspected to insure they are safe and in good mechanical condition. If not they should be replaced with new parts. Check the appropriate Parts Catalog for part numbers.

When parts supplied with the long block must be replaced with existing parts from the original engine or with new parts, parts removed from the long block assembly cannot be returned for credit.

No gaskets, other than when specifically noted in the longblock guidelines, are included with longblock assemblies. Upper

and lower gasket sets for most engines are listed in the Parts Catalogs. Most gasket kits include parts for several engine models. Un-used parts can not be returned.

On some engines the threads at some mounting points have changed, usually to metric. It is important to use the hardware supplied with the longblock or noted in the guidelines. Installing the original hardware on the longblock will damage the threads at these mounting points. It could also lead to longblock or other component failure due to improperly attached components.

All longblocks that include flywheels have the flywheel installed with factory bolts. Studs and locknuts are included for mounting the flywheel and coupler to the crankshaft for SX, DP-S and XDP applications. See the section above about use of the included hardware.

Most longblocks are shipped with a drain plug in the oil pan and are filled with oil. For all V6 and V8 engines the plug must be removed and the oil drained to install the dipstick tube assembly. If the oil is to be re-used, keep all dirt or other contamination out of the oil. If the oil is not re-used, follow all government regulations for proper disposal of engine oil.

The longblock guideline bulletins are not intended to be complete step by step instructions for longblock installation. The bulletins only offer procedures for unusual situations that occur with a specific engine or longblock.

The procedures for removing and installing engine components are covered in the workshop manuals. Refer to the appropriate workshop manual(s) for torque and installation specifications for parts that are assembled as part of installing the longblock.