

CHECKS AND SERVICE

1. Engine oil level

Check the engine oil daily before starting the engine (stop engine). Wipe the oil dipstick with a clean rag (do not use cotton waste). The oil level should be between the two marks on the dipstick, never below the lower mark.

The fuel injection pump and the turbocharger are lubricated automatically from the engine lubricating system.

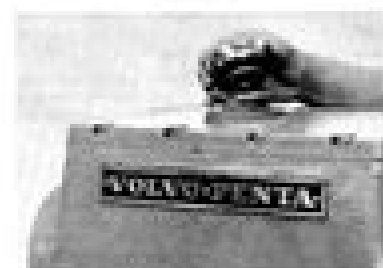
The fresh-water pump and seawater pump are lubricated during manufacture and no further lubrication is necessary.

Engine oil

Quality: CE (API), SAE 10W, 15W, 20W

For viscosity at various ambient air temperatures, see "Technical Data".

Engine	Oil capacity, approx. three day cycle/120 gal./1 with engine instruction	Oil
TAD1100C TAD1110C TAD1120C	50 (17.5/13.5)	50 (5.6/3.5)
TAD1140C	50 7.6/5.5	50 5.5/3.5



Filling cap, coolant

2. Engine coolant level

Check coolant level daily before starting.

Warning: Remove the cap carefully when the engine is hot. With a cold engine the level should be approx. 5 mm (3/16") below the sealing surface of the filler cap to enable the coolant to expand when the engine gets hot.

See pages 4-5 regarding composition of coolant.

When topping up, remember to open the venting valve as shown on picture form. (See "Filling with coolant" on page 5. Close the cock/valve after filling.

When there is a risk of freezing the system must be drained or anti freeze should be added, see "Precautions in case of freezing" on page 5.



Venting valve,
TAD1100C

Venting valve,
TAD1100C

Venting valve,
TAD1120C



Seawater filter

1. Cap
2. Housing with strainer

The seawater filter (optional equipment) should be checked and cleaned when necessary. For cleaning see page 16. The frequency depends on the experience obtained after a period of running, depending on the amount of dirt in the water.

MAINTENANCE

3. Reverse gear oil level

Check the oil level with the dipstick daily. Top up with oil when needed to the upper mark on the dipstick.

This check is carried out with the engine running at idling speed and with the lever in the "Neutral" position.

Oil grade: The same as for the engine. When lubricating oil of quality CE according to the API system is provided in the reverse gear.

Viscosity: The same as for the engine. However, for the TAD the reverse gear only single grade oil (one viscosity number) is required.

Oil capacity: see "Technical Data".



4. Disengageable clutch

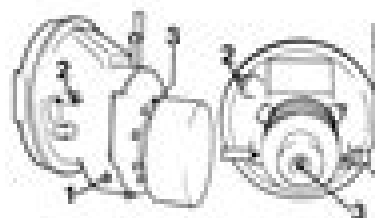
Reduction gear, disengageable clutch - optional extra item

Check the oil level every 500 hours.

The reduction gear at the front of the engine is fitted with a level plug (1). Unscrew the plug and check that the oil is level with the base. Concerning oil grade and viscosity, see "Technical Data".

Lubricating, disengageable clutch

Every 500 hours: Lubricate the throw-out bearing (picture 2). Use universal grease. Note! Lubricate springs. Excessive grease might find its way onto the clutch fingers and cause slipping. Grease the inner bearing (picture 3). This grease nipple has been deleted from some clutches with reduction gear. Use food resistant grease of a multipurpose type.

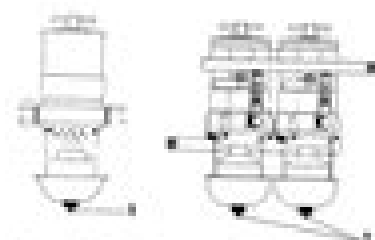


1. Level plug
2, 3. Grease nipples
Disengageable clutch

6. Fuel pre-filter

(optional equipment)

Check the fuel filter and drain off any water every 500 hours by means of the draining plug (1). The check should not be carried out until the engine has been shut down for several hours and with the engine stopped. Fit the plug.



Single fuel pre-filter

Double fuel pre-filter
1. Draining plug

5. Checking the batteries

Check the level in the batteries at least after every 500 hours of operation. The level should be approx. 10 mm (3/8") above the cell plates. Top up with distilled water if necessary. Also make sure that the battery terminals are firmly tightened and greased.

Check the condition of the battery charge with a battery tester if the voltage is low.

The density of the electrolyte should be 1.26. If it has decreased to 1.22 the batteries should be re-charged. If re-charging fails to be carried out, the battery cables (both + and -) must first be disconnected.

Warning!

The batteries contain oxyhydrogen which is an highly explosive gas. One spark might be enough for the battery to explode and cause personal injury and material damage.

Baja Sc 50 Repair Manual

Bruce G. Baldwin, Douglas H. Goldman



Baja Sc 50 Repair Manual:

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