

SERVICE BULLETIN

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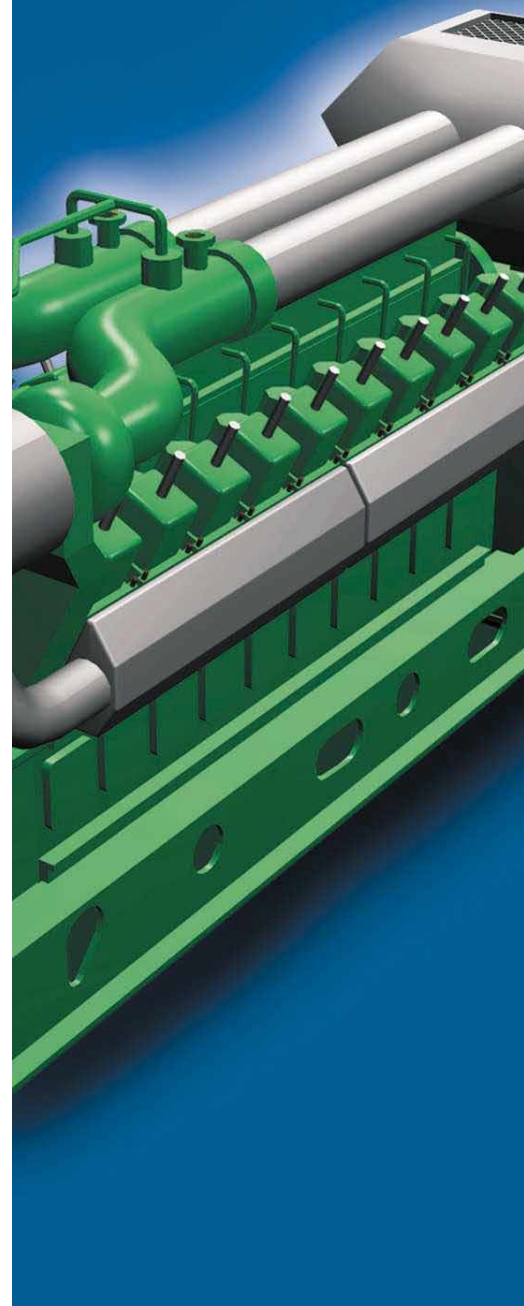
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Series 3 | **Engines**

Installation of spark plug sleeves | **Subject**



Installation of spark-plug sleeves of series 3

In order to avoid leakages and also to guarantee an optimum sealing of the spark-plug sleeves in the cylinder head, the following points have to be observed:

1. Bolted spark-plug sleeves



For cylinder heads with bolted spark-plug sleeves (part no. 101301), a soft-glowing copper sealing ring (part no. 112240), dimensioned with the measures 40 x 29 x 1 and the O-ring (part no. 216575) have to be used.

The spark-plug sleeve is tightened with a torque of **270 Nm.**

2. Slip-joint spark-plug sleeves:



For cylinder heads with a slip-joint spark-plug sleeve and a castle nut, a soft-glowing copper sealing ring (part no. 223383), dimensioned with the measures 38 x 29 x 1 and the O-ring (part no. 202471) have to be used.

The spark-plug sleeve is tightened with a torque of **370 Nm.**

3. The threads have to be free from dirt and have to be checked for an easy going movement.
4. The sealing areas have to be cleaned and have to be inspected regarding possible damages (cracks, dents, scores). For the cleaning of the sealing seat, the special tool (part no.338170) has to be used.

5. Before the mounting of the spark-plug sleeve, the O-rings and threads shall be lubricated with engine oil.
6. The sleeve or the castle nut shall be tightened with the spark-plug sleeves key (part no. 156889).

These measures are supposed to prevent the cooling water system from pumping up. They are also meant to protect from the occurrence of leakages at the cylinder head and subsequent damages.

Attention!



With cylinder heads with the figure 2 placed next to the spark-plug sleeve, a spark-plug sleeve with 2 O-rings (part no. 337877) has been installed. These heads can only be retrofitted with a spark-plug sleeve with also 2 O-rings.

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This information goes to all field-service technicians.