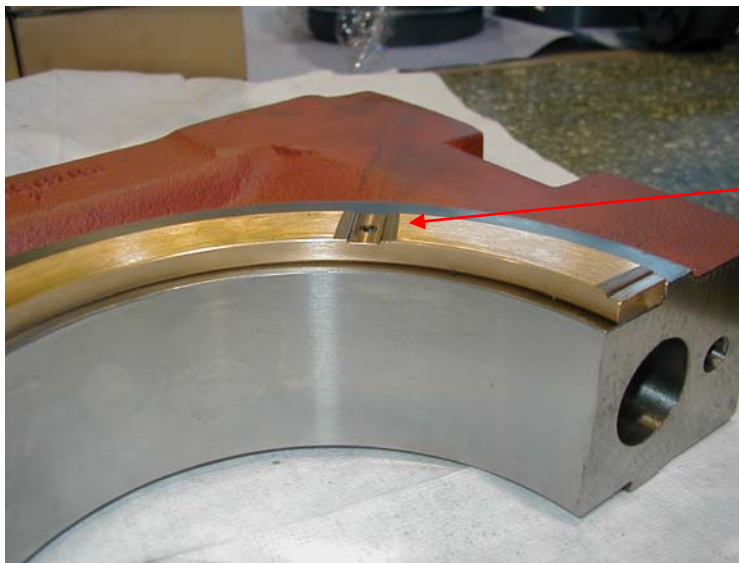
		<b>GE Energy</b>  <b>Herbert SONNERER</b>  GE Jenbacher GmbH & Co OHG Achenseestr. 1-3 A-6200 Jenbach, Austria  T +43 5244 600 2168 Herbert.sonnerer@ge.com	
		Distribution :    Jenbacher Service Subsidiaries Service Service Providers	
<b>Service Technician Instructions</b>		<b>ST-007</b>	22.12.2003            Rev. 28.10.2009

## TYPE 6:            Thrust bearing assembly – New roll pin

**Valid for: BR6 E, F and J 624**

In isolated cases problems caused by a “loose” axial bearing have occurred on engines of type 6. This is possible when the roll pin - designed to locate the axial bearing - does not protrude sufficiently from the bearing cap, working itself into the bearing and forming a longhole.



**Correct seat: The pin is flush with the oil pocket!**

For this reason there is now only one roll pin for all the different axial bearings, which definitely has the required length and is also more suitable in terms of stability. This is a heavy-duty roll pin that replaces the previously used roll pins. The heavy-duty roll pin has part number 374461.

When checking the axial bearings in terms of the maintenance interval, the new heavy-duty roll pin shall be installed. The bearing has to be examined for possible pre-damages and replaced if necessary.

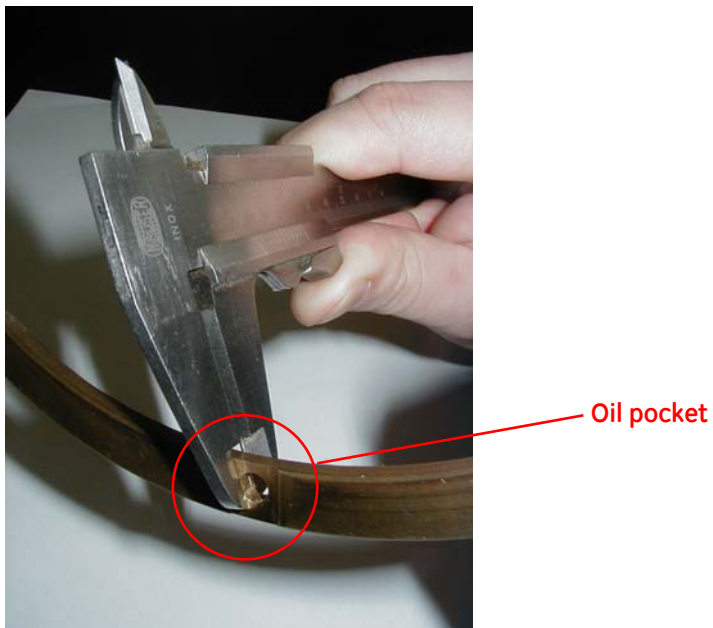
The following procedure must be adhered to (bearing caps must be taken out of the crankcase through the side cover for this purpose, lowering into the oil pan is not sufficient):

### 1. Measuring the depth of the bores

The bearing caps of new engines are designed in a way that the depth of the hole corresponds exactly with the length of the pin (16 mm). With older engines this hole might not be deep enough so that the pin has to be ground off.



### 2. Measuring width of the axial bearing at the oil pocket



### 3. Adapting roll pin to the bearing

If the heavy-duty roll pin with 16 mm is higher than bore and bearing (at the oil pocket) together, grind off the pin by the difference since it must obviously not protrude over the bearing's oil pocket!

## 4. Installation of pins and fitting the bearing

After this, fully drive the pins home into the bore and fit the bearing



Ideally the pin is flush with the oil pocket of the axial bearing:



This instruction applies to all engines of type 6, version E, F and J 624, and consequently also to all versions of axial bearings made out of bronze, both narrow and wide versions:

### Part numbers of actual versions:

Part-No. 373131      Thickness  $7,85^{0}_{-0,05}$  mm

Part-No. 363657      Thickness  $4,6^{0}_{-0,05}$  mm

Part-No. 497432      Dicke  $7,85^{-0,05}$  mm

### Axial clearance:

- to be derived from the individual tolerances at the crankcase --> bearing clamp, bearing width and width of crankshaft stopping faces.

J 612, J 616, J 620	0,3 – 0,65 mm
J 624	0,33 – 0,71 mm