

CHECKS AND SERVICE

1. Engine oil level

Check the engine oil daily before starting the engine when cold engine. Use the oil dipstick with a stop, top and bottom marks. 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.

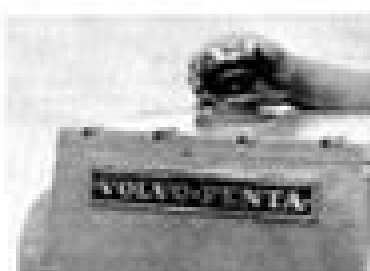
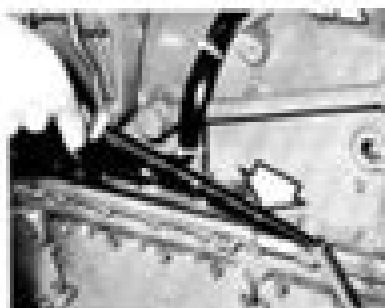
The high water pump and seawater pump are lubricated during manufacture and no further lubrication is necessary.

Engine oil

Quality: ISO (API), SAE, CCMC 00

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

Engine	Oil capacity, approx. (new top-ups/100 gal.) with engine installation	
	17	22
TAD540C TAD541C TAD542C	12 (15.8 L/4.0 US)	12 (15.8 L/4.0 US)
TAD562C	14 (18.0 L)	14 (18.0 L)



Filling oil, continued

2. Engine coolant level

Check coolant level daily before starting.

Never remove the cap directly when the engine is hot. With a cold engine the level should be approx. 8 mm (3/16") below the sealing surface of the filler cap to enable the coolant to expand when the engine gets hot.

See page 4-8 regarding composition of coolant.

When topping up, remember to open the venting valve to remove air pockets from the "Filling with coolant" on page 5. Close the vent valve after filling.

When there is a risk of freezing the system must be drained or air blown through the circuit, see "Precautions in case of freezing" on page 5.



Filling with, TAD540C Filling through, TAD541C Filling through, TAD562C



Seawater filter

1. Inlet
2. Filling with seawater

The seawater filter (optional equipment) should be checked and cleaned when necessary. For cleaning see page 76. The frequency depends on the conditions 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. Fill up with oil when needed to the upper mark on the dipstick.

The 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 (S) according to the API system is permitted in the reverse gear.

Viscosity: The same as for the engine. However, for the fact that reverse gear only single grade of oil is necessary, viscosity is not required.

Oil capacity: see "Technical Data".

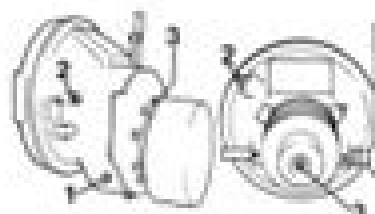


4. Disengageable clutch

Injection gear, disengageable clutch - optional extra item

Check the oil level every 1000 hours.

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



1. Ball plug 2, 3. Grease nipple
Disengageable clutch

Lubricating disengageable clutch

Every 1000 hours: Lubricate the thrust roller bearing (1) with 25 ml universal grease. Note: Lubricate bearings, thrust roller bearing first to way onto the clutch linkage and avoid slipping. Grease the inner bearing (1) (2). The grease nipple has been drilled from water-tightness with injection gear. The fast resistant grease of a multipurpose-type.

5. Checking the batteries

Check the level in the batteries at least after every 1000 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 free of tightness and grease.

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 1.20 the batteries should be recharged. If rapid charging is to be carried out, the battery cables, both + and - must first be disconnected.

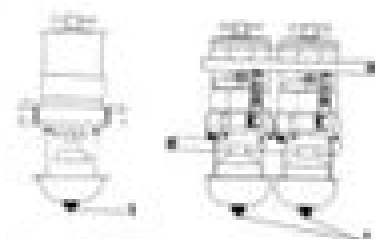
Warning

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

6. Fuel pre-filter

(optional equipment)

Check the fuel filter and drain off any water every 1000 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

Workshop Manual Volvo Penta D55

A. T. Burgess



Workshop Manual Volvo Penta D55:

VOLVO PENTA MD 5 Volvo Penta,2015-04-13 **VOLVO PENTA MD 11C, C, MD 17C, D** Volvo Penta,2014-03-01

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Volvo Penta (Seloc) Seloc,2008 This manual covers the topics that a factory service manual designed for factory trained mechanics and a manufacturer owner s manual designed more by lawyers than boat owners these days covers It will take you through the basics of maintaining and repairing your motor step by step to help you understand what the factory trained mechanics already know by heart Page 1 2 **Volvo Penta MD2010, MD2020, MD2030, MD2040** N N,2012-05

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Seloc's Volvo Penta Stern Drive Joan Coles,Clarence W. Coles,1984 Workshop Manual Aquamatic ,1976 **Volvo S40 and V50 Diesel Owner's Workshop Manual, 07-13** Chris Randall,2016-10 **Volvo Penta Service & Overhaul Manual** Alan T. Burgess,1976

Volvo S40 and V50 Diesel (07-13) 07 to 62 Chris Randall,2013-01-01 Part of the Haynes Service and Repair Manual Series this title covers Volvo S40 and V50 diesel cars made between 2007 and 2013

Volvo 142, 144 and 145 Owner Workshop Manual John Harold Haynes,2012-10-01 An owners workshop manual for the Volvo 142 144 and 145 **Volvo-Penta Stern Drives, 1992-93** Joan Coles,Clarence W. Coles,1998-03 SELOC Marine maintenance and repair manuals offer the most comprehensive authoritative information available for outboard inboard stern drive and diesel engines as well as personal watercraft SELOC has been the leading source of how to information for the marine industry since 1974 Designed and written to serve the needs of the professional mechanic do it yourself boat enthusiast instructor and student these manuals are based on actual teardowns done by Chilton Marine s editors authors in our on site facility Providing complete coverage on everything from basic maintenance to engine overhaul every manual features Simple to follow step by step illustrated procedures Hundreds of exploded drawings photographs and tables Troubleshooting sections accurate specifications and wiring diagrams Recognized and used by technical trade schools as well as the U S military Covers all Single SP and Duo Prop DP models powered by Volvo 4 cylinder engines Over 750 illustrations

Volvo Penta Service and Overhaul Manual A. T. Burgess,1994 **Workshop Manual Engine Unit AQ 150-150A-150B.** Volvo Penta (Firm). Technical Information Department,1967 **Volvo S40 and V50 Petrol and Diesel Service and Repair Manual** Martynn Randall,2008 S40 Saloon V50 Estate inc special limited editions Does NOT cover Classic T5 or AWD four wheel drive models or facelifted range introduced July 2007 Petrol 1 8 litre 1798cc 2 0 litre 1999cc 2 4 litre 2435cc Does NOT cover 1 6 litre or 2 5 litre petrol engines Turbo Diesel 2 0 litre 1988cc Does NOT cover 1 6 litre or 2 4 litre diesel engines

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