

Volvo Penta's network of distributors and dealers extends all over the world. They offer a wide range of parts and accessories. In addition, their personnel are experts trained to deal with the very engine fitted into your boat. An attempt to reduce your costs by purchasing non-genuine parts is false economy.

Your engine and drive is a precision instrument, the product of intensive research and development. Each part has been rigorously checked and tested again and again. Each approved part is designed to work with and complement all other parts of your engine and drive.

If you fit a non-genuine part instead of the genuine one, you break this tried and tested harmony, thereby risking excessive wear and breakdowns that may well be costly to repair.



17.15
COOLANT HOSE

Non-genuine parts are often just badly dimensioned copies of genuine Volvo Penta parts, but no account has been taken of Volvo Penta original standards, nor have the necessary quality and reliability tests been made. This shortcut may produce cheaper parts, but it also produces insecurity when operational reliability is considered. Moreover, the Volvo Penta warranty is not valid if damage or breakdown is caused by using a non-genuine part. There is safety only in using Volvo Penta parts.



17.1

2319

17.1

OIL FILTERS

Volvo Penta oil filters have been developed to ensure maximum engine service life and operational security. The filters are easily replaced, which should be done at regular intervals. From outward appearances, it is difficult to see the difference between an original filter and a pirate copy. The difference lies inside the filter – the quality and filtration capacity of the paper element is the determining factor. This in turn, is dependent on the pore structure and total filtration area of the paper used. Another important detail is the filter seal, which must be able to withstand the high pressures that occur when the engine is started. Don't risk decreasing the operative service life of the engine by allowing only partially filtered oil to circulate in the engine's lubrication system. Always use Volvo Penta original filters.



17.2

2320



17.2

2321

17.2

FUEL FILTERS

Fuel filters prevent impurities in the fuel from circulating through the engine's fuel system. The fuel filter is therefore of vital importance to the operation and service life of the engine. To regularly replace the fuel filter is both a simple and important service operation that helps to prevent break downs and engine wear. It is important to use Volvo Penta original filters that are manufactured of the correct materials and have the right capacity for respective engines in the range.



17.3

2322

17.3

IMPELLERS

The impeller is the vital component in the water pump which pumps the coolant through the cooling system. The water pump impeller is one of the components that, for engine security, must be regularly inspected and replaced in good time. A defective impeller can lead to overheating of the engine. Volvo Penta original impellers satisfy extremely high quality demands:

- correct materials to ensure best performance
- materials with exactly the right pliability for optimum durability
- exactly the right length of impeller blades to ensure correct pump pressure.

17.4

THERMOSTATS

The various components that go to make up the cooling system have a finely adjusted interaction with one another. The thermostat ensures a correct working temperature for the engine. If a thermostat is fitted, for example, that opens at the wrong temperature or is of an unsuitable design, then the whole of the cooling system is put at risk. It is therefore extremely important that a Volvo Penta original thermostat, designed and set for your particular engine, is installed.

17.5**DRIVE BELTS**

The drive belt transfers power to the engine's electrical and cooling systems. A slipping drive belt results in decreased battery charging and reduced coolant circulation. Replacing a drive belt in good time before a break down occurs costs very little and is of vital importance to operational security. Drive belts should be correctly tensioned so that there is no more than 5–10 mm play between the pulleys. It is also very important that the drive belt is not split or frayed. The rubber used in Volvo Penta original drive belts is unique. The belts have raw-cut open sides, with the rubber fibres arranged cross-wise. This gives both longitudinal pliability and lateral rigidity, qualities that result in better grip and precise seating in the pulleys.

17.6**AIR FILTERS**

Every minute that an engine is running, its air filter clears thousands of litres of air of the dust and small dirt particles that would otherwise quickly result in a prematurely worn out engine. This is the reason why the specifications for Volvo Penta original air filters are so exacting. They are also comprehensively tested together with the engines for which they are designed. The filter paper used is carefully selected taking into account filtration capacity and the effects of the humidity that can occur in marine engine environments. If a non-original filter is used, then there is a risk that particles of dust and dirt will be allowed to pass through the filter paper or poorly glued seams, resulting in increased wear on the engine. Too small a paper area or too tightly packed paper also lead to diminished engine performance and the need to replace the filter more frequently. A cheap non-original filter can therefore be a very costly purchase!

17.7**CRANKCASE FILTERS**

The crankcase breather performs the extremely important function of equalizing the pressure in the crankcase during the different operational phases of the engine. At times, air needs to be released from and at other times, to be sucked into the crankcase. The crankcase filter is manufactured in accordance with the same exacting standards as Volvo Penta's air filters. The crankcase filter should be replaced at least once a year.

17.8**COOLANT FILTERS**

Coolant filters are installed on 16 litre engines. They are of the by-pass type which means that part of the coolant flow passes through the filter, so that after a certain time, all of the coolant has passed through the filter. The filter contains an anti-corrosion agent which is successively transferred to the coolant. Normal replacement interval – 2 years.

17.9**SPARK PLUGS****17.10****CONTACT BREAKER POINTS****17.11****CONDENSERS****17.12****ROTOR ARM****17.9-13**

2323

**17.14**

2324

17.13**DISTRIBUTOR CAPS**

For optimum performance all the separate parts and matching components which go to make up a Volvo Penta engine must function properly. As a result of countless tests, Volvo Penta have developed a range of ignition systems whose component parts go to make up an efficient whole, each system in turn, being designed and adapted for a specific type of engine. Volvo Penta's complete ignition system kits make it easy to order the right components for the right engine. Original replacement spark plugs, contact breaker points, condensers, rotor arms and distributor caps ensure that engines can be maintained in original trim!

17.14**RUBBER GAITERS**

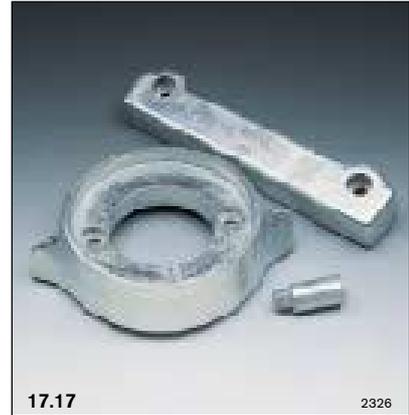
Exhaust and drive joint gaiters are subjected to considerable stresses. Volvo Penta original parts fit perfectly and are made from high grade rubber. The helical steel reinforcement and hose clamps are made from a special metal alloy that is more resistant than standard grades of stainless steel. The right parts last longer.

17.15**COOLANT HOSES**

Rubber gaiters and coolant hoses are exposed to salt and other impurities from both sea and air. It is therefore extremely important that these components are manufactured of the correct, reliable materials that also guarantee complete flexibility and shape even at full lock. Gaiters should be inspected regularly and replaced at least every other year. In the same way, other rubber parts such as the moulded coolant and exhaust hoses, should be regularly inspected. A leaking coolant hose means water ingress into the boat.

17.16**EXHAUST GAITERS****17.15**

2325

**17.17**

2326

17.17**ZINC ANODES**

Zinc anodes are also service parts. The anodes protect the drive and propeller against galvanic corrosion caused by the current created between the motion of the boat and the water. This current causes corrosion which would damage drive, propeller, rudder and through-hull fittings were it not for the zinc anode. If 50% or more of the anode has been eaten away by corrosion it must be replaced in order to, once more, fulfil its vital function. The anode must not be painted over and when installing it is important that there is good contact between the anode and the surface to which it is connected.



17.21

2788



17.21

2787

17.21

OVERHAUL KITS

No one reconditions your engine better than Volvo Penta. To get a reconditioning done perfectly, you should contact your local Volvo Penta dealer.

- Volvo Penta dealers have access to complete and up to date service literature.

- Volvo Penta and Volvo have developed special tools for each type of engine. These tools not only raise the level of quality of the repair work, they also make it possible to shorten the repair time considerably.

- Volvo Penta has developed a programme of ongoing training for Volvo Penta workshop mechanics. This training programme covers new technical features, electronics, new engine models, service hints etc, and involves the mechanics attending regular training courses. The Volvo Penta owner benefits from this, resulting in faster repairs of a higher quality.

Using Volvo Penta Genuine Parts and the skill of Volvo Penta mechanics is your surest way of achieving good operational economy!

Using Volvo Penta overhaul kits is the easiest way to recondition your engine. These kits are available for the most common types of engines and they contain all the components which Volvo Penta knows from experience should be replaced when reconditioning an engine. The fact that Volvo Penta overhaul kits contain everything that is needed means that the job can be done quickly and easily!

BASIC KIT

- Cylinder liner kit
- Main bearing kit
- Big end bearing kit
- Thrust washer kit
- Gasket kits

COMPREHENSIVE KIT

- Cylinder liner kit
- Main bearing kit
- Big end bearing kit
- Thrust washer kit
- Inlet valves
- Exhaust valves
- Valve seals
- Valve lifters
- Tappet
- Injectors
- Injector sleeves
- Turbo
- Repair kit for oil pump
- Repair kit for water circulation pump
- Gasket kits

17.22

DRIVE MAINTENANCE KITS

Volvo Penta introduces a number of new "do-it-yourself" kits for boat owners who want to do the simple maintenance work on their drive system. Each kit contains zinc anodes, drive gaiters and all parts required for an annual drive service. **Note!** Oil is not included in these kits, and they contain zinc anodes only, not magnesium anodes.

Part no.	Drive
877115-6	250, 270, 275, 275A
877116-4	280, 280PT, 285
877117-2	280DP
877118-0	290, 290A, SP-A, SP-A1, SP-A2
877119-8	290DP, DP-A, DP-A1, DP-B, DP-B1
877120-6	SX, DP-S
877121-4	SP-C
877122-2	DP-C, DP-D

17.23

TUNE-UP KITS FOR IGNITION SYSTEM

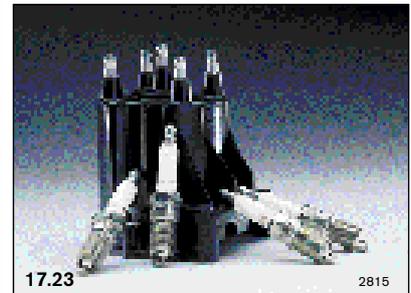
It's an advantage to change all consumable parts of the ignition system at the same time. All the parts needed to service the ignition system are included under only one part number. This ensures you don't miss anything.

Part no.	Engine
3810230-7	3.0GL/GS (MD, HU, NC, LK, BY)
3810231-5	4.3GL/GS/Gi (MD, HU, NC), 432A, 434A
3810232-3	4.3GL/GS/Gi (NCS, LK, BY)
3810233-1	5.0GL, 5.7GS (BY)
3810234-9	5.0Gi, (BY), 5.7GSi (LK, BY), 7.4Gi (BY)
3810235-6	5.7Gi, 7.4Gi (MD, HU, NC, LK), 7.4GSi, 8.2GSi (MD, HU, NC, LK, BY) DPX385 (HU, NC, LK, BY), DPX415 (NC, LK, BY)
3810236-4	500B, 501B, 570A, 572A, 740A, 740B, 5.7GL (MD, NC, LK) 7.4GL (MD, HU, NC, LK)



17.22

2532



17.23

2815



17.24

2816

NEW!

17.24

SERVICE KITS FOR DIESEL ENGINES

Contains the oil filter and fuel filter, as well as the impeller and all necessary gaskets.

Part no.	Engine
877194-1	2001, 2002, 2003
877195-8	2003T
877198-2	2010/2020-C, 2030/2040-A, -B, -C
977199-0	(T)MD22A
877200-6	(T)(A)MD22-B, TMD22-C
877201-4	D30, D31, D32
877202-2	D40, D41
877203-0	D42, D43, D44