## Engines

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<td>Part Number (HP Range)</td>
<td>HP (HP Range)</td>
<td>RPM</td>
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<td>Performance Specifications</td>
<td>Application Information</td>
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<td>C6.6T</td>
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<td>3306 DIT JWAC</td>
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<td>3P0075, 7N1533,</td>
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<td>4N7722, 1W0769, 2W0769, 101-1288, 9Y0222</td>
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<td>4N8330, 2W5258</td>
<td>257-6350</td>
<td>777A</td>
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<td>777B/C/D</td>
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</tbody>
</table>
Reman engines come assembled (less shipped loose parts) and dynamometer-tested. The cleaning, inspection and remanufacturing specifications of Cat Reman engines provide the best possible value for our customers. Flywheel, starter, alternator, and associated wiring must be reused from the core engine or purchased separately.

1- Adaptable to other HP settings and exhaust brakes. See Special Instructions.
2- Adaptable to 250 HP and 275 HP ratings.
3- High performance.
4- Adaptable to 250, 275, and 330 HP ratings.
5- Adaptable to 210 high torque rating.
6- Adaptable to 175 and 210 @ 2400 RPM rating.
a- Standard transmission applications.
b- Automatic transmission applications.
c- When this engine, which contains a 3-ring piston, is used in place of a two ring engine application, dynamic vibration may occur. This may require a new crankshaft damper and/or flywheel with the correct bob weight. The additional cost of these parts is not eligible under warranty. See Service Magazine June 19, 1989 (SEBD197100019) for more information.
d- 0R1154 may be converted for use in V700, V800, V900 CH, V925, V925 LH, and V1100 CTH Lift Trucks. 0R1154 is factory-set for 250 hp and 2600 rpm to 0T6002 Engine Performance Specification. 0R1154 must be readjusted to 0T5467 Engine Performance Specification for V700-V900 CH Lift Trucks and 0T4617 Engine Performance Specification for V925-V1100 CTH Lift trucks. For complete engine performance specifications, refer to “Vehicle Fuel Setting and Related Information”, microfiche Form SBAY1109. When adjusting the fuel setting, refer to Special Instruction, SMHS7013. NOTE: Whenever an engine is reset to new specifications, always install a 4W5140 Information Plate. Place the new plate on top of the original Information Plate, with the new information stamped on the new plate.
e- 0R3231 replaces 0R0779 and contains 17.5:1 compression ratio pistons which reduce white smoke generated during cold start conditions. No single parts manual can be used to identify all the components in the new engine arrangement. However, all of the engine components except the required 7W3846 Piston Body Assembly and 7W3710 Fuel Nozzle can be obtained by using the parts manual for the 9N5149 Engine Arrangement. See Service Magazine February 25, 1991 for more details.
f- Includes wide bearing crankshaft and improved top ring cooling.
g- Includes wide bearing crankshaft.
h- The 170, 200, 215 250, and 275 HP engines will readily adapt to standard transmission applications. The 185 HP requires separate arrangements because of the torque capacity of each transmission.
i- Refer to your local air board and regulators to determine if remanufactured engines are eligible for available funding. Also all remanufactured arrangements have the identical configuration as the new emissions arrangements, including software.
j- These engines can NOT be used to re-power Tier 2 or above machines.
k- Built for Freightliner, Kenworth, Peterbilt, etc. Engine is mounted vertically and turbo is mid-mounted. Ford applications require changing flywheel housing and turbo piping.
l- Built for Ford configurations. Engine is mounted in a slanted position and turbo is in a low mount position. Use in other brands of engines usually requires changing the flywheel housing and turbo piping.
m- The only 3208 Remanufactured engines which can be used with an exhaust brake are 0R1152 and 0R3687.
n- For Sound Suppressed D10T Use this Reman engine and the Flash File for the Sound Suppressed Engine.
other Arrangements that this reman engine works for 106-1758, 7E0576, 4P9992, 100-5839, 100-7024, 102-8822, 102.9890, 106-1757, 108-1743.
a- Other Arrangements that this reman engine works for 9y1932, 101-4871, 6I2112, 1298578.
++ During initial stages of this offering, you may receive a new seed engine that will be dressed with peripheral components such as flywheel, starter, alternator, etc. Be advised that these components are not part of a normal Reman complete engine configuration and you will not be charged for these items.

INSTALLATION TIPS FOR NON-STANDARD ENGINES

The following are comments on installing reman engines in applications for which the reference engine was not originally designed. Installation under these circumstances can be greatly aided by comparing the consist of the reman engine with the consist of the engine being replaced.

Reman engines are configured from a production engine that was designed to be installed in a particular OEM chassis. Reman engines may be installed in chassis other than what they were originally configured for if certain engine groups affecting chassis interface are modified or exchanged between the engines. The following is a list of reman engine models and the chassis the reference engine was designed to match:

<table>
<thead>
<tr>
<th>Reman Engine</th>
<th>Chassis</th>
</tr>
</thead>
<tbody>
<tr>
<td>3116</td>
<td>GM</td>
</tr>
<tr>
<td>3126</td>
<td>Freightliner</td>
</tr>
<tr>
<td>3126B</td>
<td>Freightliner</td>
</tr>
</tbody>
</table>
The engine groups needing possible modification or exchange may include flywheel housing, exhaust manifolds, water lines, oil lines, fuel lines, air inlet, exhaust location, and oil sump location. Refer to engine spec sheets to determine if the engine being installed will cause chassis modifications due to increased height or width.

Using a reman engine to replace an engine with different aspiration, mechanical control versus electronic control, or a different engine model can be accomplished in some cases. The following table contains possible exchanges with comments regarding written guidelines, parts compatibility, changes to chassis interfaces, and other considerations. The table is not intended to completely describe all the concerns that may be encountered in an installation.

<table>
<thead>
<tr>
<th>Original Engine</th>
<th>Reman Replacement</th>
<th>Comments</th>
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</thead>
<tbody>
<tr>
<td>3208NA</td>
<td>3208T</td>
<td>Change to inlet and exhaust line size and location. Possible cooling system changes.</td>
</tr>
<tr>
<td>3116 MUI</td>
<td>3116 HEUI</td>
<td>Extensive changes to the chassis to accommodate the electronic engine. Very difficult and costly.</td>
</tr>
<tr>
<td>3116 HEUI</td>
<td>3126</td>
<td>No significant differences externally in the engines. Not true for upgrade to 3126B.</td>
</tr>
<tr>
<td>3126</td>
<td>3126B</td>
<td>Changes required to the air and exhaust piping due to the crossflow head on 3126B. No adapter for the wiring harness. Check radiator and aftercooler capacity.</td>
</tr>
<tr>
<td>3176</td>
<td>3176B</td>
<td>See REHS0400 for wiring harness adaptability. Check radiator and aftercooler core capacity.</td>
</tr>
<tr>
<td>3176/3176B</td>
<td>C-10</td>
<td>See REHS0400 for wiring harness adaptability. Check radiator and aftercooler core capacity. Most brackets for belt driven accessories can not be exchanged. May require relocation of water and fuel lines.</td>
</tr>
<tr>
<td>3460B JWAC</td>
<td>3406C ATAAC</td>
<td>Requires changes to the intake exhaust air piping. An air to air aftercooler of the correct size will need to be installed. The radiator capability may be affected by installation of the aftercooler core and a possible engine power change.</td>
</tr>
<tr>
<td>3406 PEEC</td>
<td>3406E</td>
<td>Requires changes to the intake and exhaust piping to accommodate possible differences between air to air and jacket water aftercooling. Use conversion wire harness 6316B to convert 3406B PEEC to 3406C PEEC. 100-7765 to convert 3406C PEEC to 3406E and both to convert 3406B PEEC to 3406E.</td>
</tr>
<tr>
<td>3406 Mechanical</td>
<td>3406E</td>
<td>Requires changes to the intake and exhaust piping to accommodate possible differences between air to air and jacket water aftercooling. Use conversion wiring harnesses as indicated previously. Requires change to a throttle pedal with electronic control and installation of a check engine light for display of faults detected by the ECM. Assure that aftercooler and radiator capacity is adequate. Driveline compatibility is a consideration if rating changes are involved.</td>
</tr>
</tbody>
</table>

The following concerns should be addressed with any conversion:

1. Radiator and aftercoolers will need to be properly sized and located to assure correct engine performance. Old radiators should be cleaned.
2. The driveline must be compatible with the conversion engine rating and performance characteristics.
3. Air piping, exhaust piping, oil lines, water lines, fan drive and accessory drives may need to be modified. Some components may not be able to be exchanged between engines and must be purchased separately.
4. Fuel supply and return line size is a concern when converting from mechanical to unit injected engines due to the larger volume of fuel circulated by the unit injected engines.