

## YANMAR DIESEL ENGINE

YANMAR<br>PARTS CATALOG

198

## MODEL

3TM $=7$ BA-MAC
(MASE)

1. This Parts Catalog carries all parts incorporated in YANMAR Model 3TNE78A - MG engine manufactured since April, 1999.
2. Each illustration corresponds to the parts list on the following page.
3. When ordering parts, clearly write down the engine model and serial number, as well as the name and number of each part in your order sheet. This will help insure reliable delivery of the parts you have ordered.

## How to read this Parts Catalog.

I. Parts mentioned in this Parts Catalog may not necessarily be standard equipping parts.
2. Parts change may be made without prior notice.
3. Form of this Parts Catalog.

(1)Ref. No.

The Ref. No. in the list may not be accord with the Ref. No. on illustration.
(Ex.) Illustration No. List nead No.
11 (Before change) $\longrightarrow 1-1$ (After change)
When interchangeable symbol $\mathrm{N}, \mathrm{R}$ and K , illustrations for the new parts are sometimes omitted.
(2)Lev.(Level)

Indication and Meaning of Level
Level: Hereunder is given the relation among the number of $\operatorname{dots}(\cdot)$, the level and the nominal parent-child relationship.

- ......Parent parts(Assembly parts)
-. ......Child parts included in "•"(Semi-Assembly parts, component parts of Assembly parts.)
$\bullet \bullet \bullet . . .$. Child parts included in " $\bullet$ ", Grand-child parts in terms of "•". (Compornent parts of Semi-Assembly parts.)
Note) A part of non-sale parts are illustlated but not listed.
(3) Change Mark

Change Mark "I" is given to the part for which a design change was made at this time. The design change was not shown in the last published Parts Catalog.
(4)Interchangeability Mark

In the case where a part change took place, one of the following interchangeability marks is indicated for that part.

| Symbol | Interchangeability | Contents note |
| :---: | :---: | :---: |
| N | Old - NEW | New Part is interchangeable for Oid Part but not interchangeable conversely. |
| Q | Old 䓵NEW | New Part is not interchangeable for Old Part but interchangeable conversely. |
| R | Odd 48 NEW | New Part is interchangeable for Old Part and vice versa. |
| S | Odd NEW | New Part is not interchangeable for Old Part and vice versa. |
| W |  | Part newly added. |
| 2 |  | Part discontinued. |
| $F$ |  | Not interchangeable single part but interchangeable by set of the related parts. |
| K |  | Changed only in quantity used. |

(5) Effective Machine No.

When a part is changed, Effective Machine No. of a Model for which the part is applicable is indicated in each column of (A) - (F).

| Product symbol | Product No. | Product symbol | Product No. |
| :---: | :--- | :---: | :--- |
| C | Clutch No., Copressor No. | M | Machine No. |
| D | Drive No. | T | Tractor No. |
| E | Engine No. | Noter) | Date |

Note1) Date may follow the symbol in some cases. (Ex.) w 1990.02
Note2) As far as engine models shown by "XXX" are concerned, the modification of the parts could not be predicted or the engine models themselves could not be idenifified.
Note3) ( $A=E 00185$ ) means that the design chang on the part has been effective for the model at the column ( $A$ ) (in this case. for $4 \mathrm{JH}-\mathrm{DT}$ ) on and from E.(Engine Serial Number) 00185.

## (6) Remarks Mark

Figures or alphabets (Symbols) are entered in the remark column.
The comments (remarks) on the pertinent parts are indicated in the lower part of the list by the same symbols as

## CONTENTS

| Fig.No. | GROUP NAME | P/CN | NEW | S No. |
| :---: | :---: | :---: | :---: | :---: |
| 1 | CYLINDER BLOCK |  |  |  |
| 2 | GEAR HOUSING |  |  |  |
| 3 | MOUNTING FLANGE \& OIL SUMP |  |  |  |
| 4 | CYLINDER HEAD \& BONNET |  |  |  |
| 5 | SUCTION MANIFOLD |  |  |  |
| 6 | CAMSHAFT \& DRIVING GEAR |  |  |  |
| 7 | CRANKSHAFT \& PISTON |  |  |  |
| 8 | LUB. OIL SYSTEM |  |  |  |
| 9 | COOLING WATER SYSTEM |  |  |  |
| 10 | FUEL INJECTION PUMP |  |  |  |
| 11 | GOVERNOR |  |  |  |
| 12 | FUEL INJECTION VALVE |  |  |  |
| 13 | FUEL FILTER |  |  |  |
| 14 | STARTING MOTOR |  |  |  |
| 15 | GENERATOR |  |  |  |
| 16 | GASKET SET |  |  |  |
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## 1.CYLINDER BLOCK


x-MARK PARTS: NOT SOLD SEPARATELY.

## 1.CYLINDER BLOCK


x-MARK PARTS: NOT SOLD SEPARATELY.
(A) $=3$ TNE $78 \mathrm{~A}-\mathrm{MG}$
(D) $=$
(B) $=$
(E) $=$
(C) $=$
(F) $=$

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$x$-MARK PARTS: NOT SOLD SEPARATELY.

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |


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## 3.MOUNTING FLANGE \& OIL SUMP


x-MARK PARTS: NOT SOLD SEPARATELY.
( 3 ) MOUNTING FLANGE \& OIL SUMP

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REMARKS

$x$-MARK PARTS: NOT SOLD SEPARATELY.

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |



( 5 ) SUCTION MANIFOLD
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## 6. CAMSHAFT \& DRIVING GEAR


( 6 ) CAMSHAFT \& DRIVING GEAR
(A) $=3$ TNE $78 A-M G$
(D) $=$
(B) $=$
(E) $=$
(C) $=$
(F) $=$

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## 7.CRANKSHAFT \& PISTON


$x$-MARK PARTS: NOT SOLD SEPARATELY.
( 7 ) CRANKSHAFT \& PISTON

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |

REF. LEV. 0 PART NO. DESCRIPTION (A) (B) (C) (D) (E) (F) P/U A R
NO.

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$\qquad$
(2) UNDER-SIZE(U.S=0.25)PART.
(3) OVER-SIZE $0 . S=0.25$ )PART.

## 8.LUB.OIL SYSTEM



X-MARK PARTS: NOT SOLD SEPARATELY.

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |


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| $(A)=3 T N E 78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |



( 10 ) FUEL INJECTION PUMP

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |



## 10.FUEL INJECTION PUMP


$x$-MARK PARTS: NOT SOLD SEPARATELY.
( 10 ) FUEL INJECTION PUMP
(A) $=3$ TNE $78 A-M G$
(D) $=$
(B) $=$
( E ) $=$
(C) $=$
(F) $=$

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X-MARK PARTS: NOT SOLD SEPARATELY.
| 1 A13 | |(1A01)| +------+ YOOV6340
( 11 ) GOVERNOR



X-MARK PARTS: NOT SOLD SEPARATELY.

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |


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( 12 ) FUEL INJECTION VALVE

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |



## 13. FUEL FILTER




| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |

## Y00V6340

(C) $=$
(F) $=$

| REF. NO. | $\text { LEV. } 0$ | 0 PART NO. | DESCRIPTION | (A) | $\begin{aligned} & \text { (B) (C) (D) (E) (F) } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | $\cdot$ | 103854-39140 | BOLT, PIPE JOINT | 1 |  |
| 2 | - | 119988-59551 | FO-PIPE,RETURN | 1 |  |
| 3 | .. $X$ | $\times 129491-59510$ | JOINT, PIPE | 2 |  |
| 4 | .. x | $\times$ 129491-59520 | JOINT, PIPE | 1 |  |
| 5 | .. x | $\times 23261-050000$ | PIPE 5 | 2 |  |
| 6 | .. X | $\times 23261-050000$ | PIPE 5 | 1 |  |
| 7 |  | 129100-59951 | VALVE ASSY, CHECK | 1 |  |
| 8 |  | X 129100-59850 | SHIM SET | 1 |  |
| 9 | ... X | X 129100-59860 | SHIM T=0.5 | 2 |  |
| 10 | . X | X 129100-59870 | SHIM T=1.0 | 1 |  |
| 11 | .. X | $\times 129100-59961$ | BODY, CHECK VALVE | 1 |  |
| 12 | .. X | $\times$ 129100-59970 | SPRING | 1 |  |
| 13 | .. X | X 24190-080001 | BALL 1/4, STEEL | 1 |  |
| 14 | .. X | X 27241-100000 | PLUG 10 | 1 |  |
| 15 | . | 101304-59020 | JOINT 12, PIPE | 1 |  |
| 16 | - | 23414-120000 | GASKET 12, ROUND | 2 |  |
| -17 | . | 129470-55601 | STRAINER ASSY, FUEL | 1 |  |
| 18 | $\cdots$ | 129470-55610 | BODY, FUEL FILTER | 1 |  |
| -19 |  | 129470-55701 | STRAINER ASSY, FUEL | 1 |  |
| 20 |  | 105582-59150 | BOLT, PIPE JOINT | 2 |  |
| 21 | . | 129495-59300 | BOLT, PIPE JOINT | 1 |  |
| 22 | - | 23414-080012 | GASKET 8 | 4 |  |
| 23 | - | 23414-080012 | GASKET 8 | 2 |  |
| 24 | . | 23414-120000 | GASKET 12, ROUND | 4 |  |
| 25 | - | 23414-140000 | GASKET 14, ROUND | 2 |  |
| 26 | - | 23857-030000 | JOINT BOLT 3 | 1 |  |
| 27 | . | 23857-060000 | JOINT BOLT 6 | 2 |  |
| 28 | - | 26106-100302 | BOLT M10X 30 PLATED | 2 |  |
| 29 | - | 129491-59540 | BOLT 6,PIPE JOINT | 3 |  |
| 30 |  | 23414-060000 | GASKET 6, ROUND | 6 |  |
| 31 | - | 101304-59020 | JOINT 12, PIPE | 1 |  |
| 32 | - | 22190-120002 | SEAL WASHER 12 | 2 |  |

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$x$-MARK PARTS: NOT SOLD SEPARATELY.

| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
| :--- | :--- |
| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |


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( 15 ) GENERATOR
(A) $=3$ TNE $78 A-M G$
(D) $=$
(B) $=$
( E ) $=$
(C) $=$
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| $\begin{array}{r} \text { REF. } \\ \text { NO. } \end{array}$ | LEV. 0 | PART NO. | DESCRIPTION | (A) (B) (C) (D) (E) (F) |
| :---: | :---: | :---: | :---: | :---: |
| 1 | - | 119836-77200 | GENERATOR | 1 |
| 2 | . | 119836-77700 | ROTOR ASSY | 1 |
| 3 | .. | 119836-77850 | BALL BEARING | 1 |
| 4 | $\because$ | 119836-77710 | STARTER ASSY | 1 |
| 5 | - | 119836-77721 | COVER ASSY, REAR | 1 |
| 6 | ... | 119836-77730 | COVER, REAR | 1 |
| 7 | - | 119836-77741 | BRUSH ASSY,REGULATOR | 1 |
| 8 | .... | 119836-77750 | BRUSH ASSY | 1 |
| 9 | . | 119836-77760 | GUIDE, FAN SIDE | 1 |
| 10 | ... | 119836-77770 | DIODE ASSY | 1 |
| 11 | $\cdots$ | 119836-77780 | CONDENSER | 1 |
| 12 | $\ldots$ | 119836-77871 | BOLT (1) | 1 |
| 13 |  | 119836-77880 | BOLT (2) | 1 |
| 14 | ... | 119836-77890 | WIRE ASSY, LEAD | 1 |
| 15 | .. | 119836-77790 | COVER ASSY, FRONT | 1 |
| 16 | ... | 119836-77800 | RETAINER, BEARING | 1 |
| 17 | ... | 119836-77840 | BALL BEARING | 1 |
| 18 | ... | 119836-77860 | SCREW KID | 1 |
| 19 | -. | 119836-77810 | PULLEY | 1 |
| 20 | - | 119836-77820 | NUT ASSY, PULLEY | 1 |
| 21 | .. | 119836-77830 | BOLT, THROUGH | 1 |
| 22 | - | 119820-77340 | SPACER | 1 |
| 23 | - | 129136-77251 | BOLT M 8×110 | 1 |
| 24 | . | 129612-77260 | NUT, GENERATOR | 1 |
| 25 | - | 119810-77330 | ADJUSTER | 1 |
| 26 | - | 119810-77340 | BOLT | 1 |
| 27 | - | 129795-01900 | STUD | 1 |
| 28 | - | 26366-100002 | NUT M10 | 1 |

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## 16.GASKET SET



| $(A)=3$ TNE $78 A-M G$ | $(D)=$ |
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| $(B)=$ | $(E)=$ |
| $(C)=$ | $(F)=$ |

YOOV6340

| REF. NO. | LEV. 0 | PART NO. | DESCRIPTION | Q'TY-------- | $P / \cup A R$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 4 | - | 719818-92620 | GASKET SET(NON-ASB.) | 1 ( 1 | (1) |
| 2 | . | 119818-01330 | GASKET, CYL. HEAD | 1 |  |
| 3 | . | 124240-01883 | GASKET, (NON-ASB.) | 1 |  |
| 4 |  | 121850-51960 | O-RING, F.I.PUMP | 1 |  |
| 5 | . | 124160-11340 | SEAL, Valve stem | 3 |  |
| 6 | . | 119625-11870 | PROTECTOR, NOZZLE | 3 |  |
| 7 | -. | 119625-11880 | SEAT, NOZZLE | 3 |  |
| 8 | . | 119865-11310 | GASKET, BONNET | 1 |  |
| 9 | . | 129150-77511 | GASKET, (NON-ASB.) | 1 |  |
| 10 | - | 119813-12110 | GASKET,INT. MANIFOLD | 1 |  |
| 11 | . | 119810-13110 | GASKET, EXH.MANIFOLD | 1 |  |
| 12 | . | 124950-11340 | SEAL, VALVE STEM | 3 |  |
| 13 | - | 129150-32020 | GASKET, L.O. PUMP | 1 |  |
| 14 | . | 129150-35041 |  | 1 |  |
| 15 | . | 129150-35111 | GASKET, (NON-ASB.) | 1 |  |
| 16 | . | 129150-42020 | GASKET, C.W. PUMP | 1 |  |
| 17 | .. | 129795-49551 | GASKET, (NON-ASB.) | 1 |  |
| 18 | .. | 24311-000120 | $0-$ RING 1A P 12.0 | 3 |  |
| 19 | - | 24311-000160 | $0-$ RING 1A P-16.0 | 3 |  |
| 20 | . | 24311-000320 | O-RING 1A P-32.0 | 2 |  |
| 21 | . | 24341-000500 | 0 -RING 1A $\mathrm{S}-50.0$ | 1 |  |
| 22 | - | 24341-000240 | 0-RING 1A S-24.0 | 1 |  |
| 23 | . | 23414-100000 | GASKET 10, ROUND | 2 |  |
| 24 | . | 124465-44950 | GASKET 16 | 2 |  |
| 25 | . | 23414-060000 | GASKET 6, ROUND | 6 |  |
| 26 | . | 23414-120000 | GASKET 12, ROUND | 6 |  |
| 27 | . | 23414-080012 | GASKET 8 | 6 |  |
| 28 | .- | 23414-140000 | GASKET 14, ROUND | 2 |  |
| 29 | . | 129150-49811 | GASKET, (NON-ASB.) | 1 |  |
| 30 | - | 129400-92420 | FLEX HORN | 1 | (1) |
| 31 | - | 977770-01212 | GASKET, LIQUID | 1 | (1) |

PARTS INDEX

All parts of this Parts Catalog is arranged by Part No. order (depending on the spot where the part is used).
If you want to know by Part No. where your object part is used, phase use this Parts Catalog.

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3 B

LANGE,GEARS HOUSING

DESCRIPTION
$\begin{array}{ll}\text { PACER } & =3.25 \\ \text { PACER } & =1.5\end{array}$
INK L=30 (MARK


PART NO.


$$
\begin{aligned}
& \text { STRAINER } \\
& \text { BODY, FU }
\end{aligned}
$$

$$
\begin{aligned}
& \text { SPRING, GOVERNOR } \\
& \text { BOLT M8X30,COLLAR } \\
& \text { BOLT 6,PIPE JOINT }
\end{aligned}
$$

$$
\begin{aligned}
& \text { SPRING, GOVERNOR } \\
& \text { BOLT H8x30,COLLAR HD }
\end{aligned}
$$


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LT, PIPE JOINT SPRINGE FUEL CRANKSHAFT NUT GENERATOR

KNOCK L=18 ${ }_{4}^{1}$

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$\begin{array}{ll}\text { RMATURE ASSY } & \text { YOOV } 6340 \\ \text { CREW, POLE CORE SET YOOV } 6340 \\ \text { YOSE }\end{array}$
$\begin{array}{ll}\text { BRUSH (+) } & \text { YOOV6340 } \\ \text { HOLDER ASSY, BRUSH } & \text { YOOV6340 }\end{array}$
BRUSH ( - )
SPRINGe BRUSH

129900-07900

$171008-77450$
$171008-77460$ $171008-77460$
$171008-77470$ $171008-77480$
$171008-77490$


