
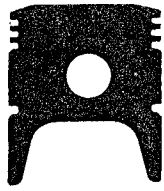




TYPE 1600 S ENGINE

(Reference 616 / 12)

The type 1600 S engine (Ref. No. 616/2) has been modified to a certain extent and will be referred to as No. 616/12. The modifications apply to engines commencing with Engine Serial No. 700 001.

The following charts show the extent of changes made.

616/2 Engine	Characteristic	616/12 Engine	Characteristic
Light alloy cylinders	See text	Cast iron cylinders	See text
Piston with 2 compression rings and 1 oil control ring.		Pistons with 3 identical compression rings and 1 oil control ring.	
Fan housing with screened air intake.	See text	Fan housing with air funnel without screen. *	See text
Fuel line.		Contoured fuel line for installation with fan housing with air funnel. *	See text
Light - alloy pushrods.		Pushrods combined of light - alloy and steel.	

* This modification also applies to the engine type 1600

616/2 Engine	Characteristic	616 / 12 Engine	Characteristic
Oil cooler without air baffles between cooling tubes.	See text	Oil cooler with reinforced base plate and air baffles between cooling tubes.	See text
Right and left bell - crank support brackets welded to fan housing.	See text	Left bell-crank support welded to air blower housing, right support of spring steel, bolted to fan housing. *	See text
Valve clearance: Inlet 0.15 mm (.006 in.) Exhaust 0.10 mm (.004 in.)		Valve clearance: Inlet 0.10 mm (.004 in.) Exhaust 0.15 mm (.006 in.)	
Cooling air outlet duct with one gate.	See text	Cooling air outlet duct with two gates.	See text
Rocker box cover without ball valve.	See text	Rocker box cover with ball valve.	See text

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This modification also applies to Type 1600 and 1600 S - 90 engines