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A more detailed description of each of these selection criteria may be found in a further section of this publication. Certain engine operating conditions may require exceptions to this recommendation. They are as follows:

1. For continuous high temperature operation (over 100°F ambient or 200°F Coolant Out) the use of an SAE grade 50 lubricant in all series two-cycle DDC engines is recommended.
2. At ambient temperatures below freezing where starting aids are not available or at very cold temperatures (0 to -25°F), the use of multiviscosity grade 15W-40 or monograde SAE 30 lubricants will improve startability. **Exception: Do not use these lubricants in two-cycle marine engines or DDC series 149 engines under any circumstances.**
3. The API category CD-II is relatively new and may not be fully in use at the time of this publication. API category CD may be used provided the recommended military specification is satisfied. Oils with API designation CE are not recommended in DDC two-cycle engines unless accompanied by CD-II.
4. When the use of high sulfur fuel is unavoidable, lubricants with a Total Base Number exceeding 10 are recommended. Such a lubricant may have a Sulfated Ash content above 1.0% mass. High sulfur fuels require modification to oil drain intervals. For further information refer to that section of this publication.

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The temperature should be between 200-235 degrees Fahrenheit up to 2500 RPM and 205-240 degrees at 2800 RPMs. Thanks for joining us and I hope you enjoy your stay!!Detroit Diesel 53 Oil Pressure TankJan 24, 2018 Don Hayward's Detroit Diesel 2 Stroke Engine Forum. The more members that join, the bigger resource for all to enjoy Thank you!ALL NEW MEMBERS READ THIS FIRST!!Thank you for joining Heavy Equipment Forums! If you are new to forums we communicate with "Threads", please search our threads to see if your topic may have already been answered and if not then click 'Post New Thread' in the appropriate forum. This will allow all of our members to see your question and give you the best chance to be answered.

Welcome to this forum. Feel free to ask for information or leave articles of help for other people interested in DD 2 Stroke's & GM's.

detroit diesel pressure limiting valve

detroit diesel pressure limiting valve, detroit diesel pressure in water reservoir, detroit diesel pressure governor control, detroit diesel low oil pressure, detroit diesel fuel pump pressure, detroit diesel series 60 coolant pressure, detroit diesel series 60 fuel pressure specs, detroit diesel high oil pressure, detroit diesel oil pressure switch, detroit diesel barometric pressure sensor, detroit diesel oil pressure sensor, detroit diesel fuel pressure tester, detroit diesel oil pressure, detroit diesel fuel pressure, detroit diesel boost pressure sensor

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detroit diesel fuel pump pressure

Diesel Engine Specs Basic specs are free and open to everyone Make Offer - Detroit Diesel DT 471 Engine Complete Used ESN: 4A42729 BCN: 5183876 HCN: 518348 CATERPILLAR 3406B INDUSTRIAL DIESEL ENGINE REMANUFACTURED \$12,500. Discussion in 'General Industry Questions' started by Tom Spivak, Feb 19, 2008 Trace elements found by oil analysis in Detroit Diesel 2-stroke engines, are in some cases quite different from the normal ranges of elements found in 4-stroke cycle engines, therefore special mention of the 2-stroke ranges is made here. Please use REFRESH after posts The lubricating oil pressure for the 4-53 Detroit Diesel should be 40-60 psi, and the minimum for safe operation is 30 psi. e10c415e6f