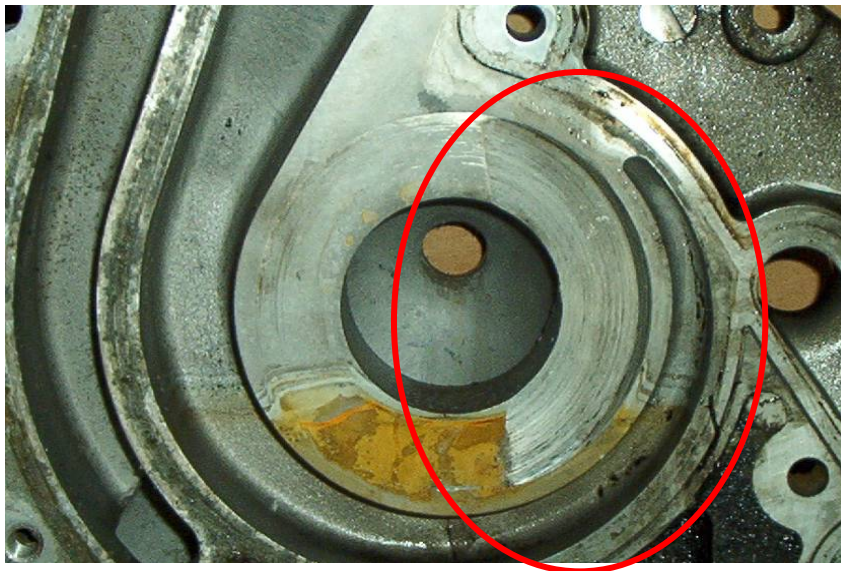


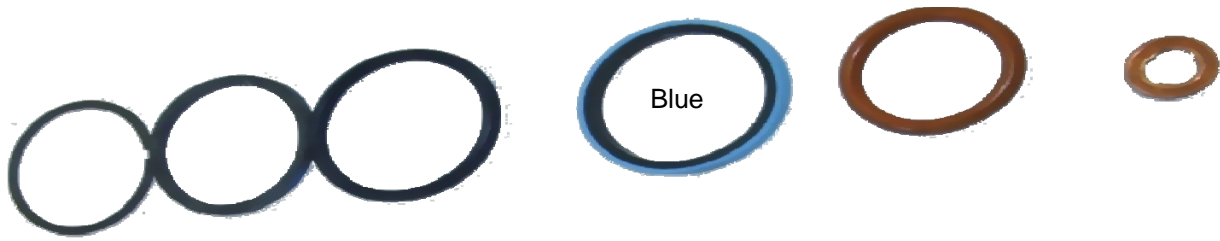


Cooling System:

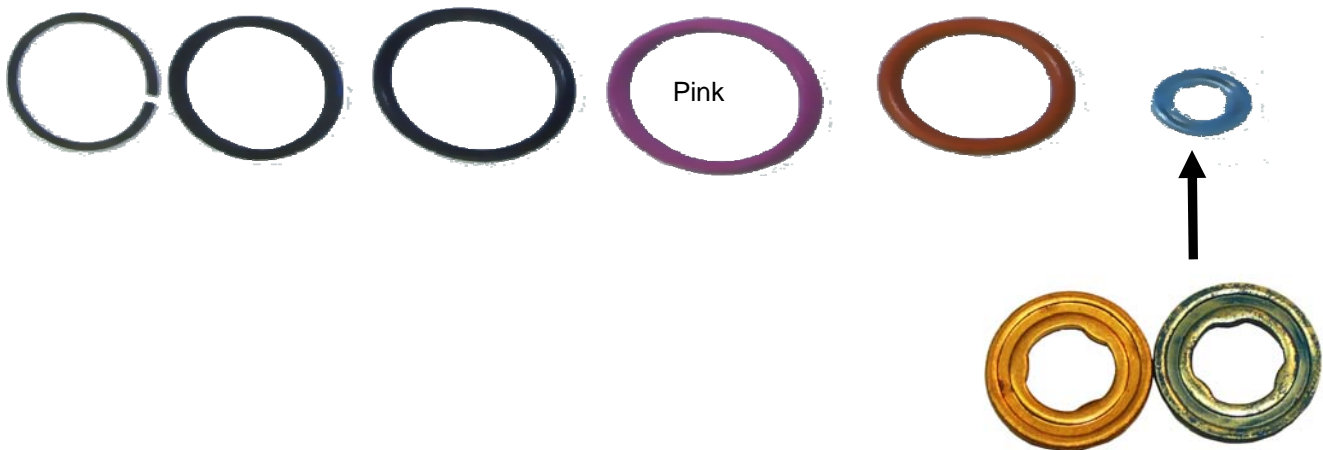
DT466 has had troubles with water pump bearings failing and boring a hole through the timing cover, ruining it. It is a good idea to remove the serpentine belt at LOF and feel the water pump bearing for play. There is a revised water pump bearing used since October 2000 to combat this. If you have old stock water pumps on the shelf, it is wise to replace them. Timing cover wear is allowed to reach 1/8", after which timing cover replacement is needed.



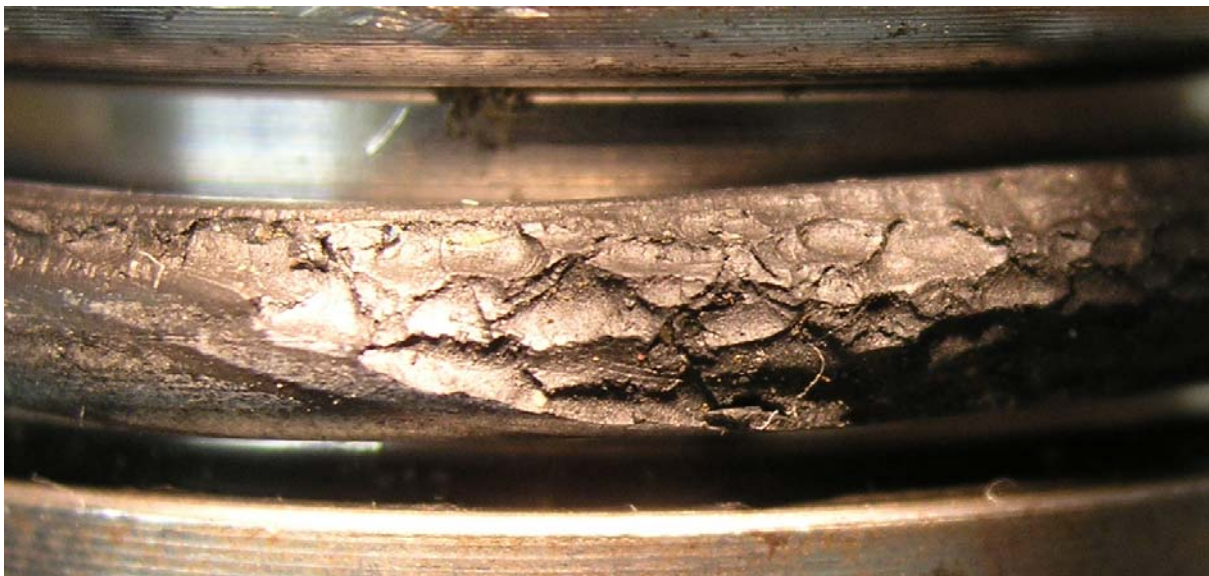
Old style o-rings with blue center ring (do not use)

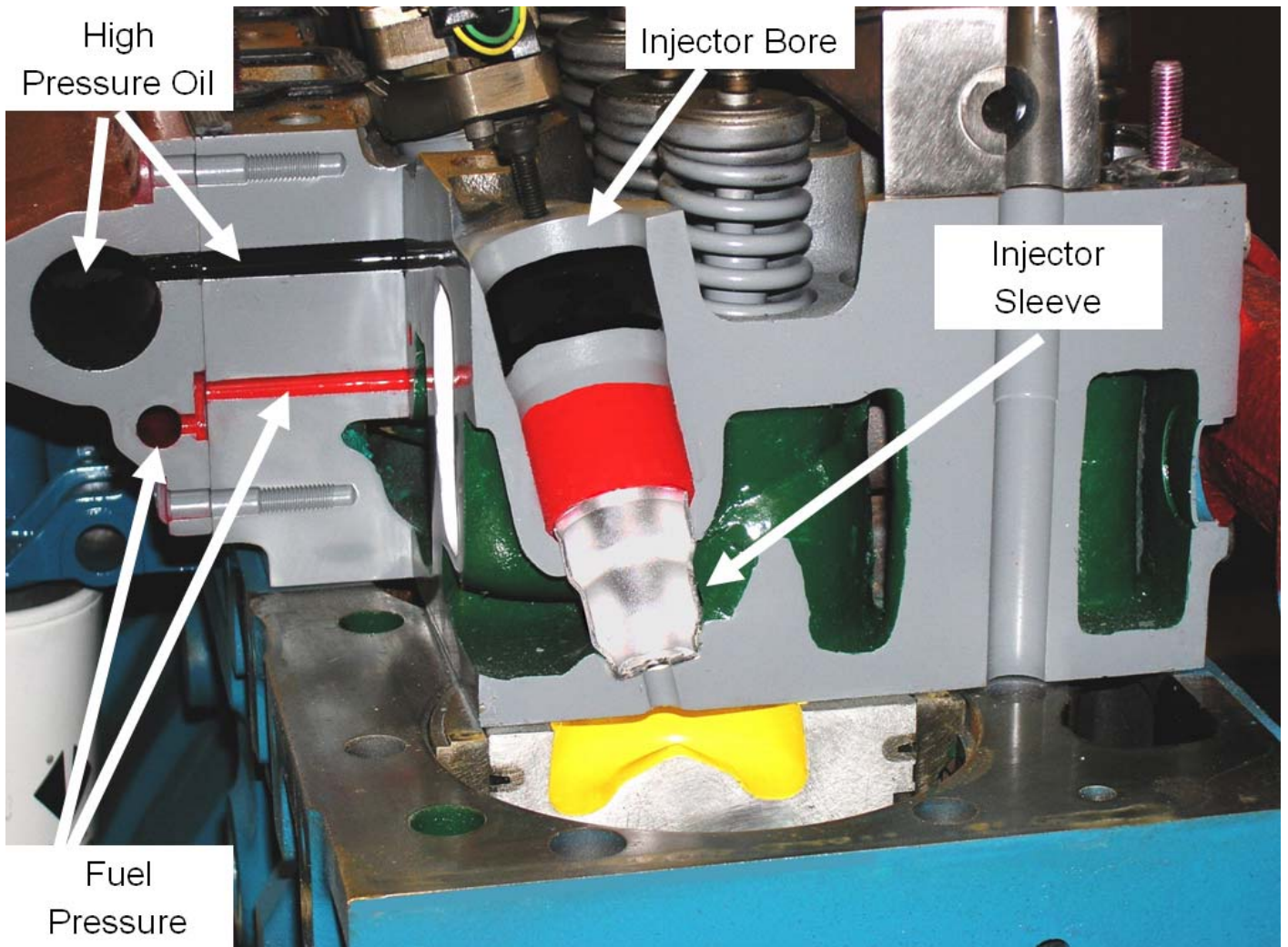


New style o-rings with pink center o-ring- Note stainless steel washer to meet with stainless steel injector sleeve

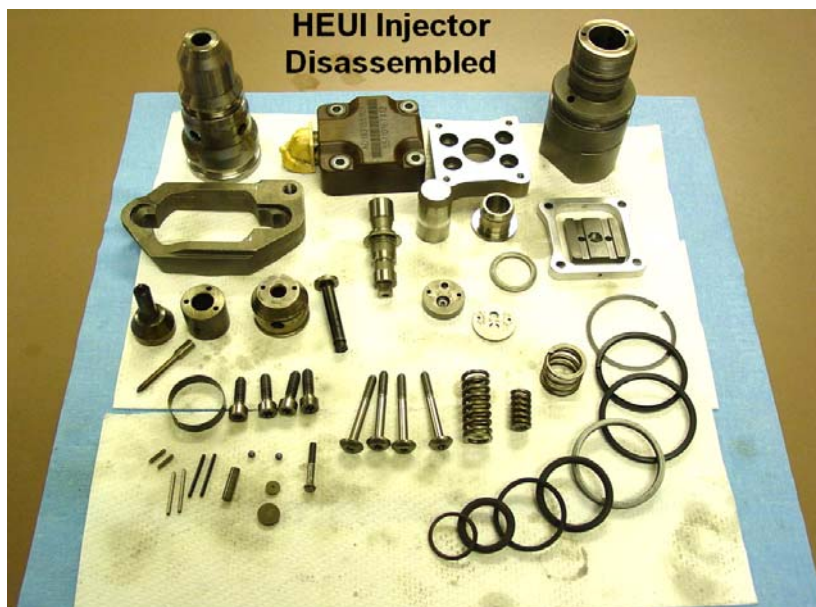


Closeup of a bad injector o-ring

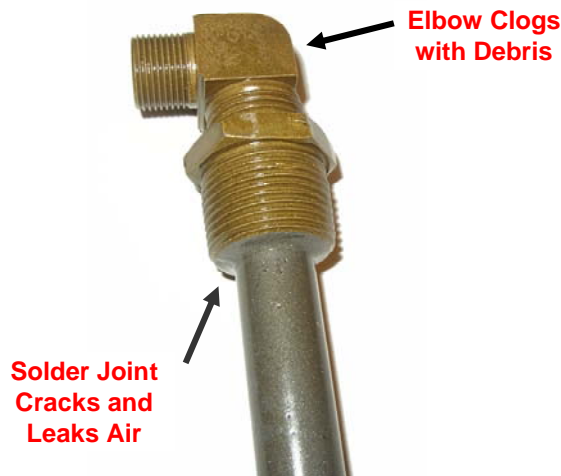
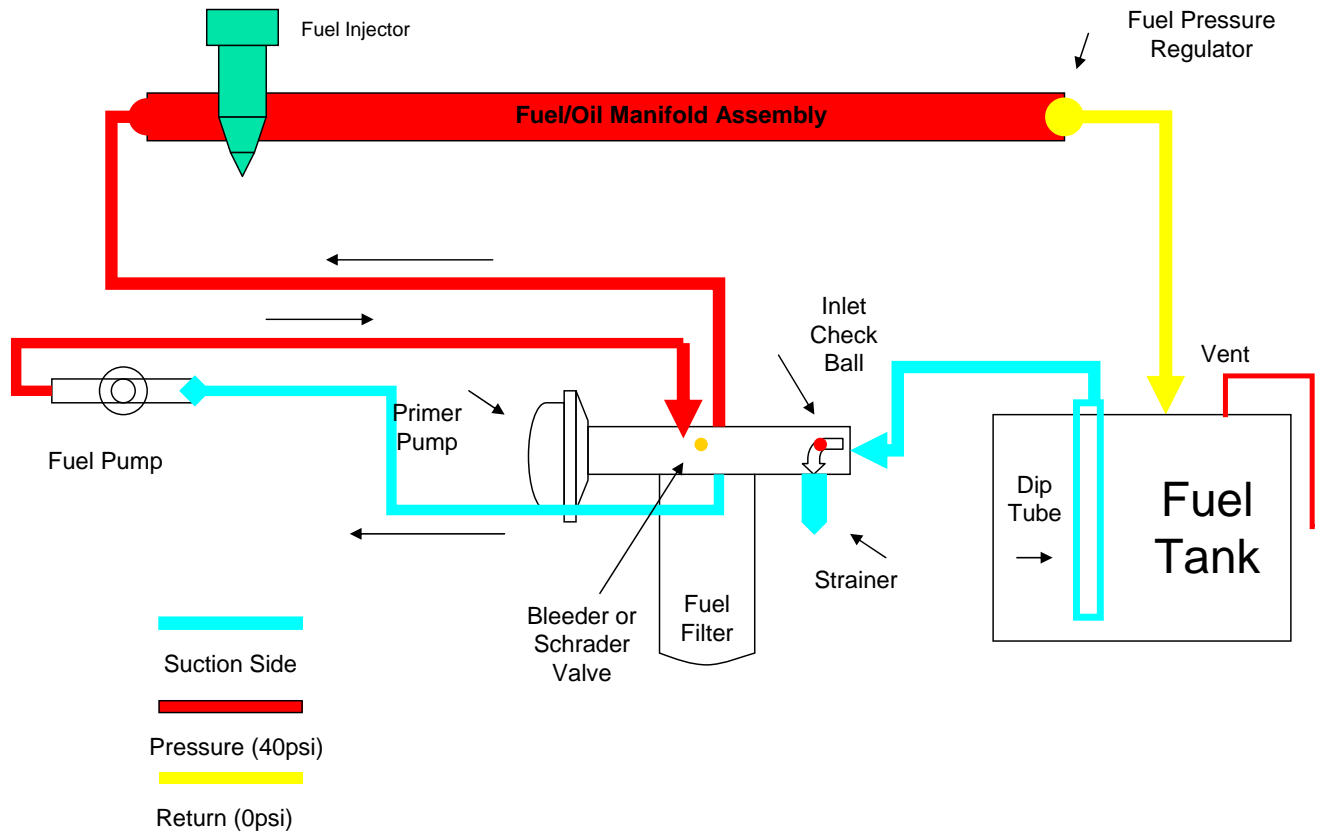




Cutaway Cylinder Head showing fluid passages.



DT466E Fuel System

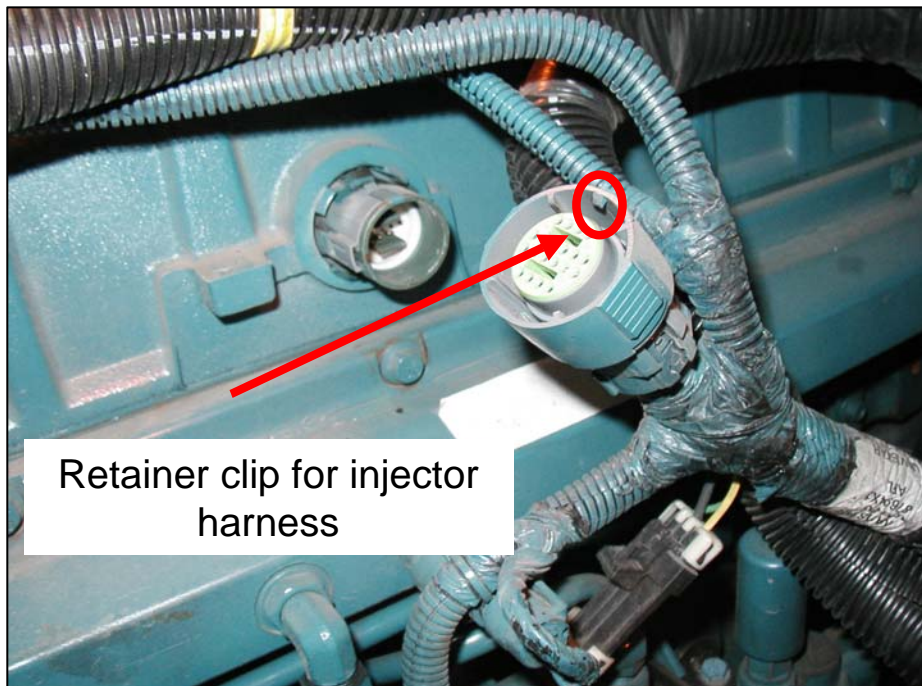


The dip tube in the fuel tank has several inherent problems.



O-ring PN 1824908C1

This o-ring will need replacement when a valve cover is removed. Squeeze sides of harness to release. Don't break the retainer clip for the harness plug or a new harness will be needed. Oddly enough, complete engine wiring harnesses are not expensive.



Retainer clip for injector harness



Shown are the ATA positive and negative connectors held against a piece of white paper for clarity. You can clearly see the center wire has 98E (+) written on it.

