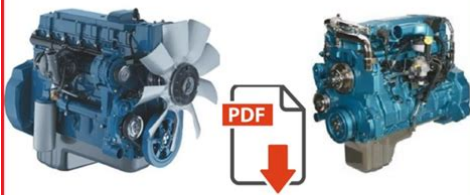


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These manuals are authentic reproductions of the original equipment manufacturers manuals. These manuals cover either the engine only or chassis only. Well help you find the manual you need. We only have about 800 or so of these, so Im a little rusty on them, but just sayin Cam bearings get overlooked on in frames a lot. The Navistar DT engine family is a line of midrange inline6 diesel engines Figure 1. The Legend DT 466 is a fourcycle, sixcylinder engine with 466 cubic inches of displacement. The bore and stroke are 4. Pinto Crv Factory Service Manual. 59 by 4.68 inches 116.5 by 118.9 mm. The compression ratio is 16.51. The maximum power output is 260 horsepower at 1,900 rpm while the maximum torque output is 800 ftlbs. At 1,400 rpm. The engine uses direct fuelinjection combustion technology and the aspiration system is turbocharged with wastegate technology and an airtoair intercooled design. Mf699 Owners Manual. The governed engine speed is approximately 2,500 rpm. With horsepower ratings ranging from 170 hp 130 kW to 350 hp 260 kW, the Navistar DT engines are used primarily in mediumduty truck and bus applications, although prior to 1986 Navistar International, then known as International, the DT engine was used in farm and construction equipment. The DT engines are of a wetsleeve design. This means that the cylinder wall sleeve is a separately machined part that fits into upper counter bores for sealing at the top with Oring housing bores cast into the engine block in the bottom. The cylinder sleeve is in direct contact with the engine coolant, hence the "wet" sleeve. These sleeves are prefinished and do not require honing after installation. They also allow for easy inframe overhauls during service. This design is commonplace in larger displacement diesel engines and is considered one that enhances durability because the consistent wall thickness of the sleeve allows for even heat transfer, ensuring the cylinders stay round during thermal expansion.

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These have been updated to comply with the United States Environmental Protection Agency s 2007

emissions regulations. These variants have been renamed to conform to International's new MaxxForce engine brand. Used electrohydraulic unit injection. Also changed over from mechanical fuel injection to electrohydraulic unit injection HEUI. Used mechanical fuel injection. Changes to the engines included a new turbocharger called The DT 466, DT 570, and HT 570. New features include The MaxxForce engines are available in model year 2008 International trucks. They all received new, twin turbochargers, with high-rated versions of the MaxxForce DT and all MaxxForce 9 and 10 engines receiving intercooling and aftercooling. Upgrades to fuel injectors, the EGR system, and cooling were also part of the 2010 modifications. It was discontinued for 2015, with some buses being built as 2016 models. It continued in the RE for the 2016 model. It was announced on July 22, 2016 that the RE will be produced with the Cummins ISL9 and the DT offering was going away completely. By using this site, you agree to the Terms of Use and Privacy Policy.

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