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Coding Information

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Title: Valve train damage repair procedure on 2004 - 2009 I6 Engines

Applies To: International DT 466, HT 466, DT 570, HT 570 diesel engines (2004 - 2006 MY) serial number range: 2000001 through 2999999.

International® MaxxForce® DT, 9, and 10 diesel engines (2007 - 2009 MY) serial number range: 3000001 through 3299999.

DESCRIPTION

Engine mechanical diagnostics leads to valve train failure including damage to one or more of the following components:

- camshaft
- cam follower(s)
- cam follower (lifter) retainer
- pushrod(s)

In some occasions the cam follower retainer (aka bracket or dog bone) is found broken. This procedure reinforces the original single retainer setup by adding an additional retainer per cam follower pair.

PARTS

Quantity	Part Number	Description
12	1813892C1	Guide, Roller Tappet

PROCEDURE

1. Follow camshaft service procedures according to repair manual EGES 335-1 or later version.

2. Replace the following components:

- CamShaft
- All Cam Followers (12)
- Two cam follower retainers per pair of cam followers (12) as shown in *Figure 2*.



Figure 1: Original single retainer



Figure 2: Two retainers per pair of followers.

IMPORTANT: Install 12 retainers in place of the original 6 . Order 12 of the same part numbers

3. Inspect all other valve train components per repair manual and replace as needed.

NOTE:

Part Numbers are provided only as a reference. It is the end users responsibility to validate the part number . Please check the part number using the Parts Catalog and validate that it is the current part number for the vehicle and engine application. The iKNow team is not responsible for substitutions, or part number superseding.

Frequently Asked Questions

Q. I can't remove the lifter from the bore because it is "mushroomed" from hammering the cam lobe. What should I do?

A. Normally lifters are removed through the top of the bore. However, a deformed lifter will not fit and any force, use of hammers or pry bars, may damage the bore beyond repair. Some care must be taken to ensure no damage is caused to the lifter bore by attempting removal of the lifter. Navistar will not cover damage caused by attempting to force the lifters out.

Remove the lifters that are not deformed first. Then remove the camshaft. This will require some turning of the camshaft while pulling out to clear the deformed lifter. Finally remove the lifter through the bottom of the bore.

Q. I see damage at the top side of the lifter bore. Do I need to replace the block? (*Figure 3, Item 1*)

A. No, block replacement is not necessary. The lifter retainer does not come to contact with the block. It floats between the two lifters. The surface at the top of the lifter bore is machined during the manufacturing process and plays no role in lifter or retainer operation, and no role in engine operation.

Q. The lifter bushing is nicked. Can I replace the bushing or should I replace the block? (*Figure 3, Item 2*)

A. The bushing is not serviceable and a block replacement is not necessary. A knick or burr to the lifter bushing may be cleaned up by hand with very fine emery cloth. Wash all surfaces very well from abrasive residue and lubricate bore and lifter with engine oil. Install lifter inside bore and move by hand to ensure it doesn't stick or hang to ensure smooth operation.

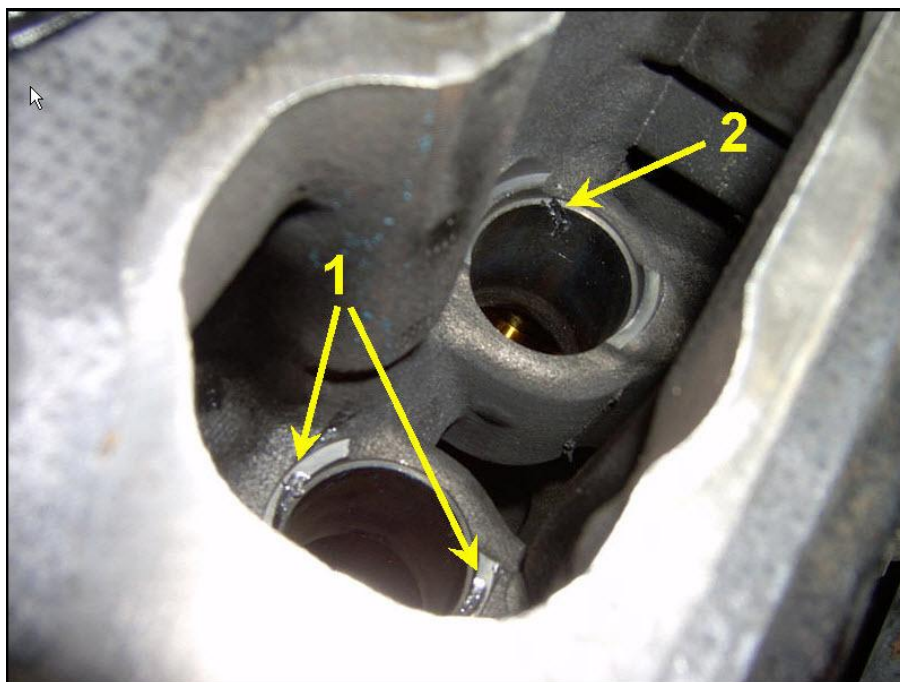


Figure 3: Knicks and burrs at top and inside lifter bore.

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