

International German Diesel Engines

Howard Enterprises has seen a great increase in sales of parts for the International German diesel series of engines. We offer parts for these engines which include the **D155, D179, D206, D239, DT239, D358, and DT358**. There are some unique aspects to these engines that I would like to explain. We hope this will help you have a more successful German diesel overhaul.

CYLINDER O-RINGS

The first aspect, which differs a bit, is the cylinder o-rings. There are two sizes of o-rings that International put on these liners. We have researched which applications use which particular o-ring, and have included a detailed application list in each cylinder kit. The o-rings are marked with yellow and red dots. When installing these, or any o-rings, you need to install them with a soapy water solution. You never want to use any oil or petroleum products on an o-ring or use any type of sealer, such as Permatex, either. Using an oil or petroleum product will cause the o-rings to swell more than they're supposed to and increases pressure on the sleeve and decreases piston to wall clearance.

CAM BEARINGS

A second aspect with these motors is that the cam bearings come with an unfinished inside diameter (I.D.). The unfinished I.D. makes it necessary to align and bore the cam bearings for proper installation of bearings.

MAIN THRUST

Another difference with these motors is that when you have the crank turned, the thrust is also oversized in this main set. The main thrust needs to be ground for an oversized width. If this isn't done, your main bearings will not fit properly.

Dominator HIGH COMPRESSION CYLINDER KITS

These kits have proven to be a great item for the German diesel motors. Cylinder kits are available for the DT 239 and DT 358 turbo applications.

