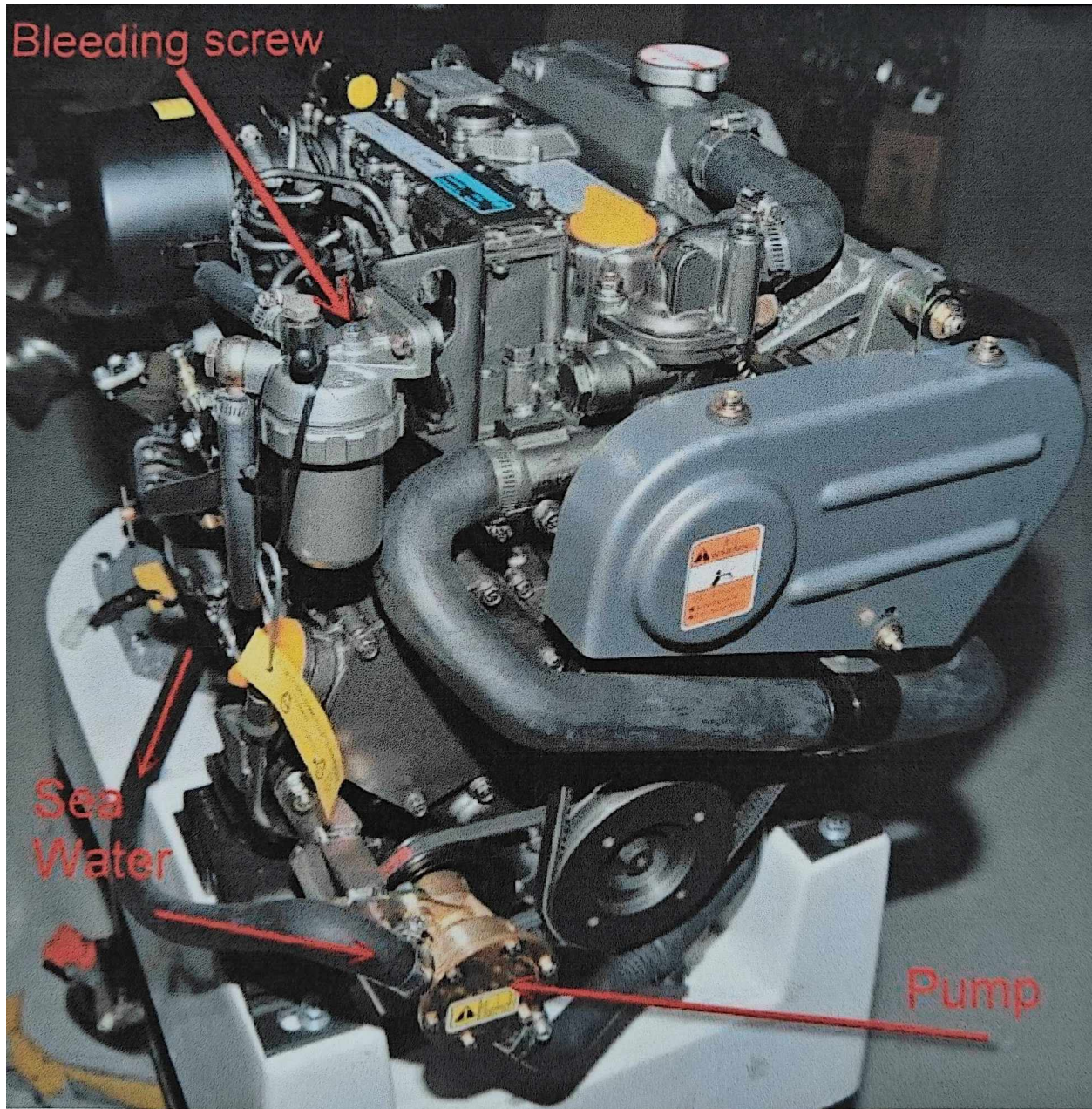


The text and images in this document were created by a website that is no longer active, all credit goes to <http://psyberspace.com.au/yanmar/anatomy.htm>

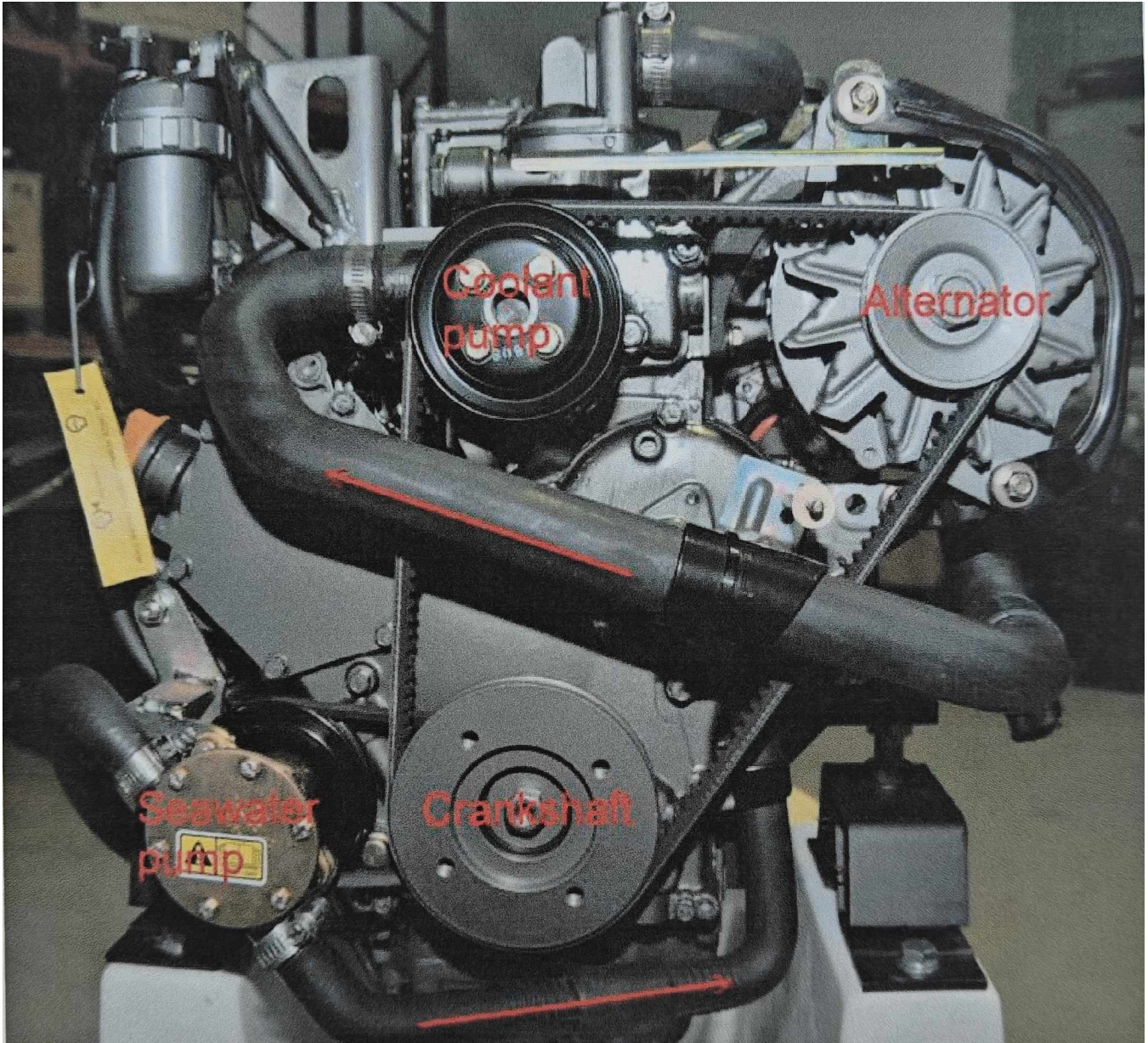
Yanmar 3YM30 (2008)

This shows the parts of a Yanmar 3YM30 Diesel Saildrive Motor

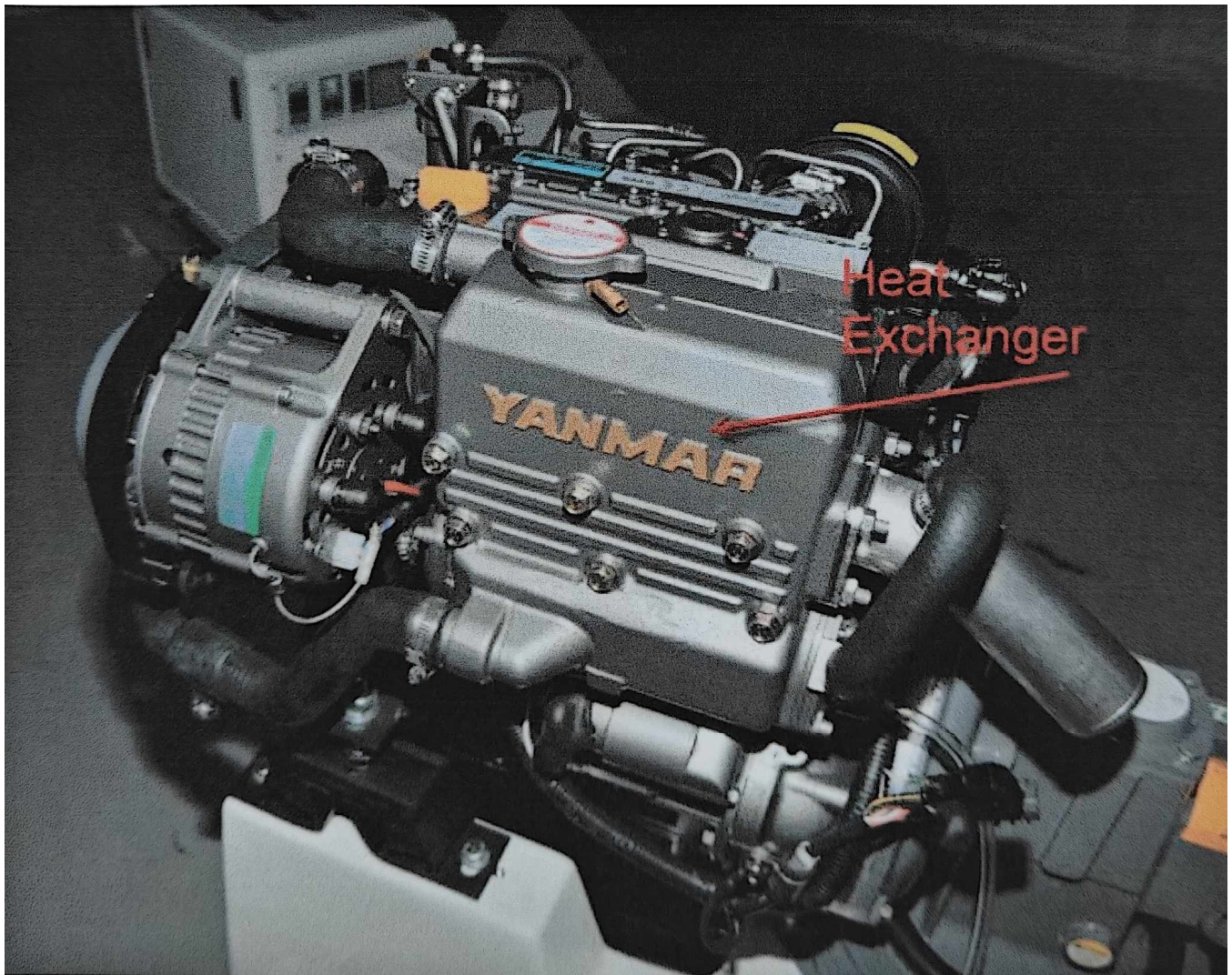


The seawater pump contains an impeller which may need changing. The bearings may also need replacing

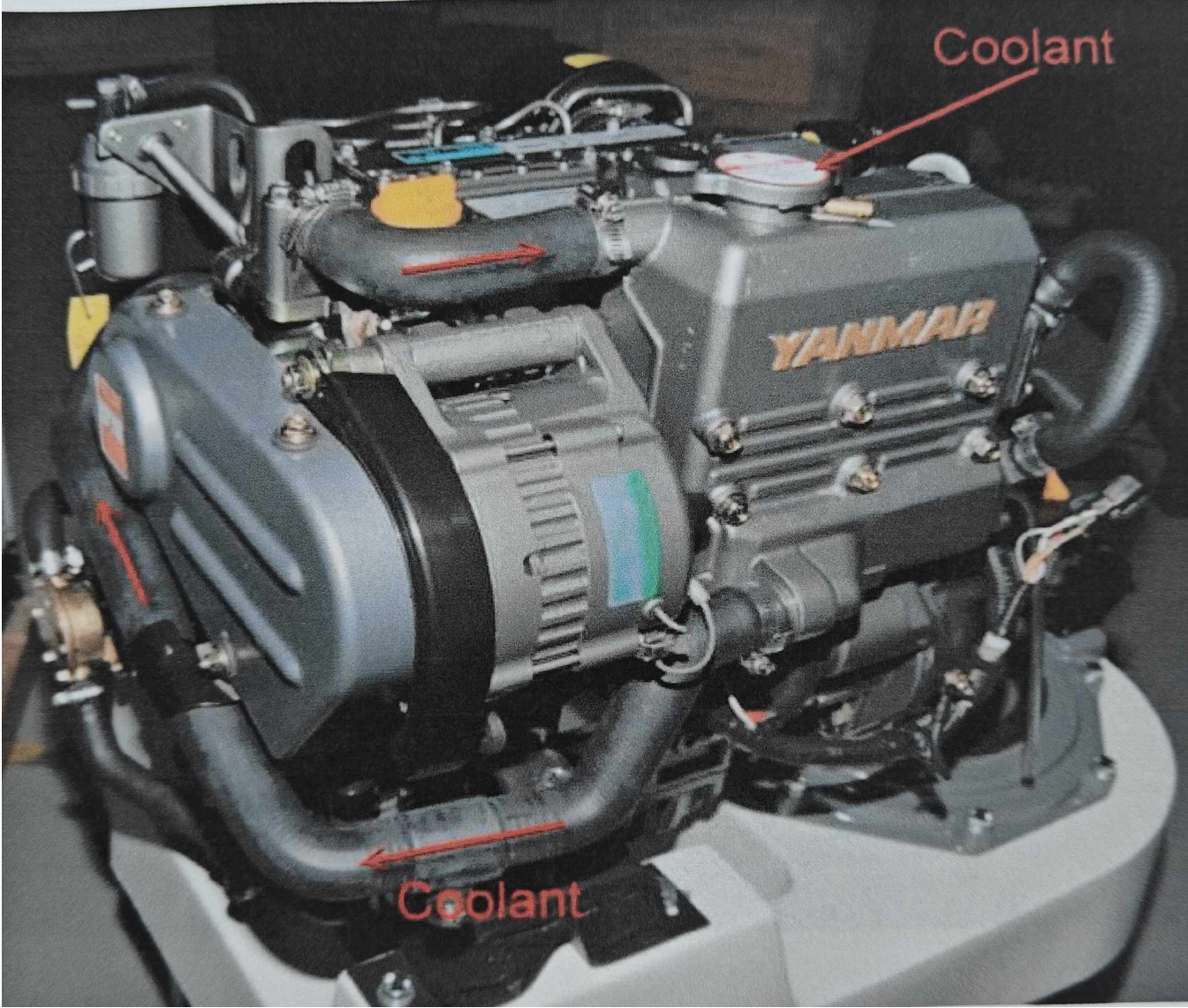


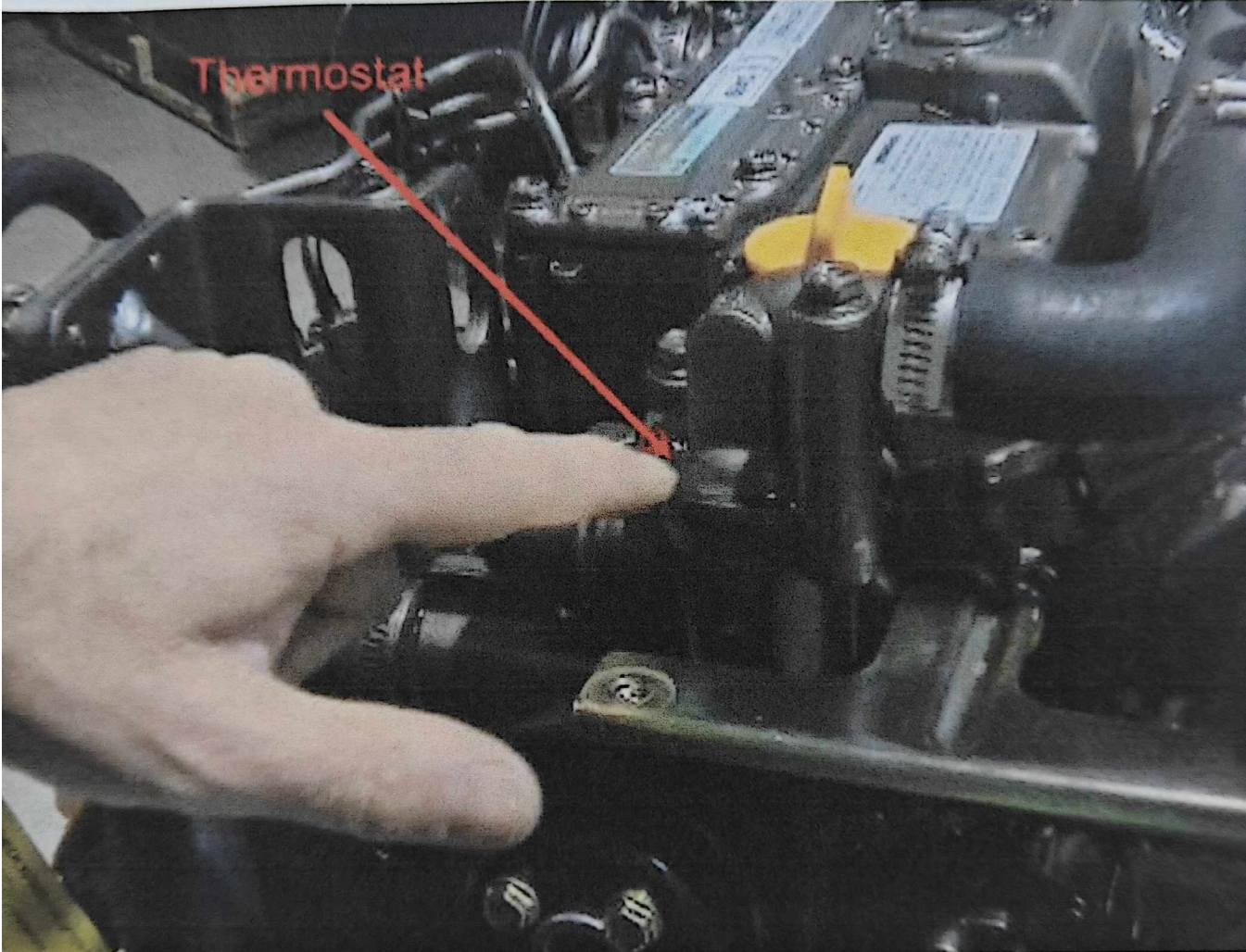


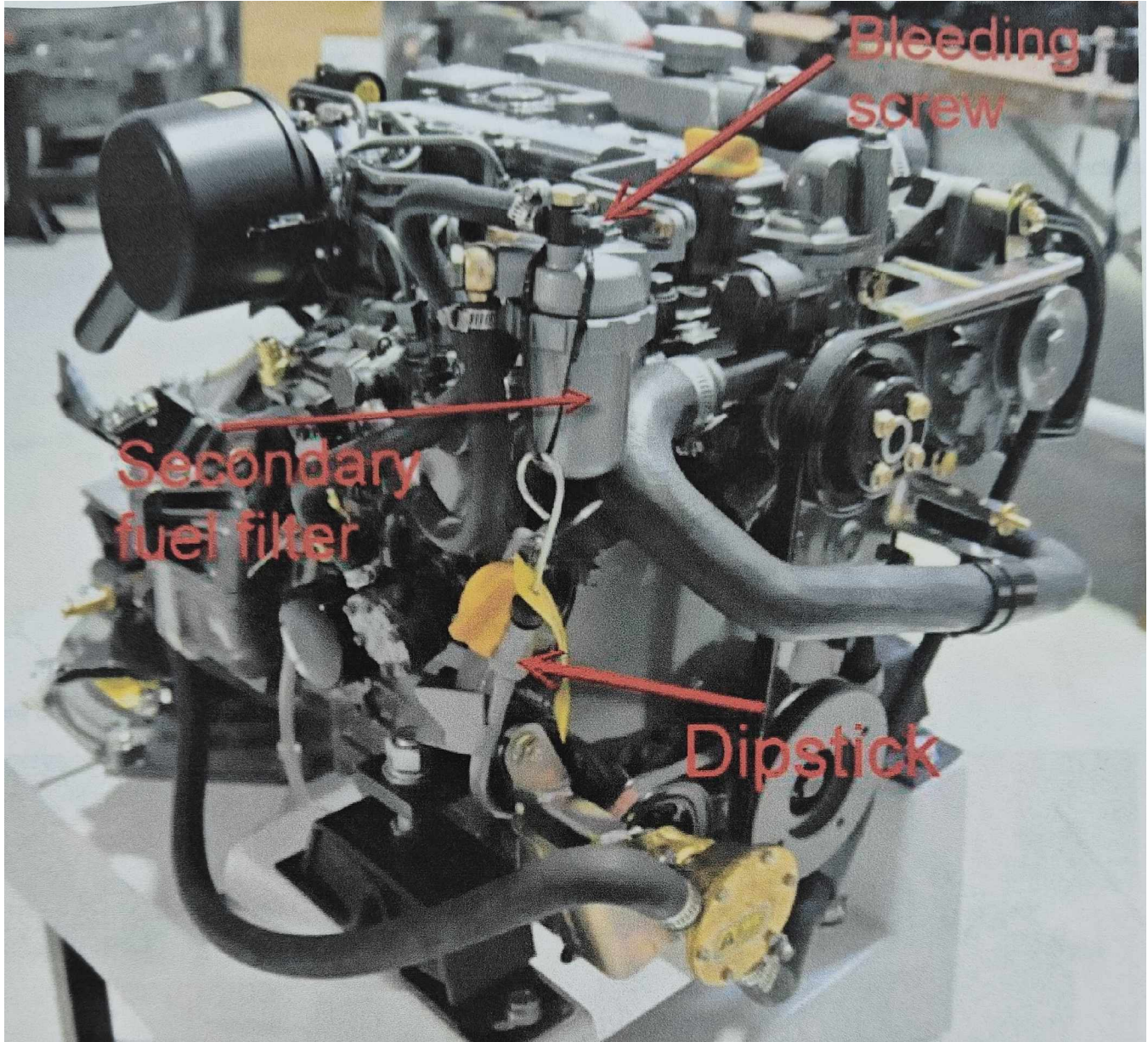
The seawater pump contains an impeller. It must have water in it or it will be damaged. When it does it is best to replace it. The coolant pump is centrifugal and can run without water.



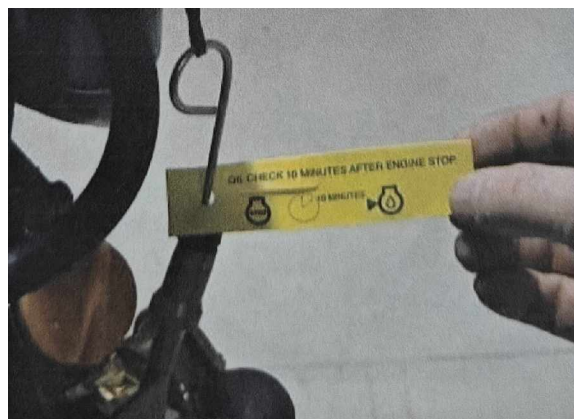








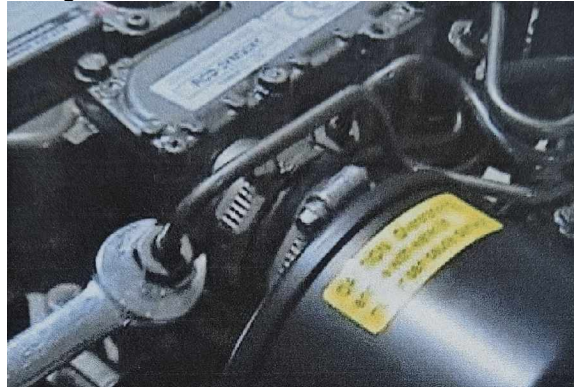
The sump is drained by sucking oil out of the dipstick pipe.



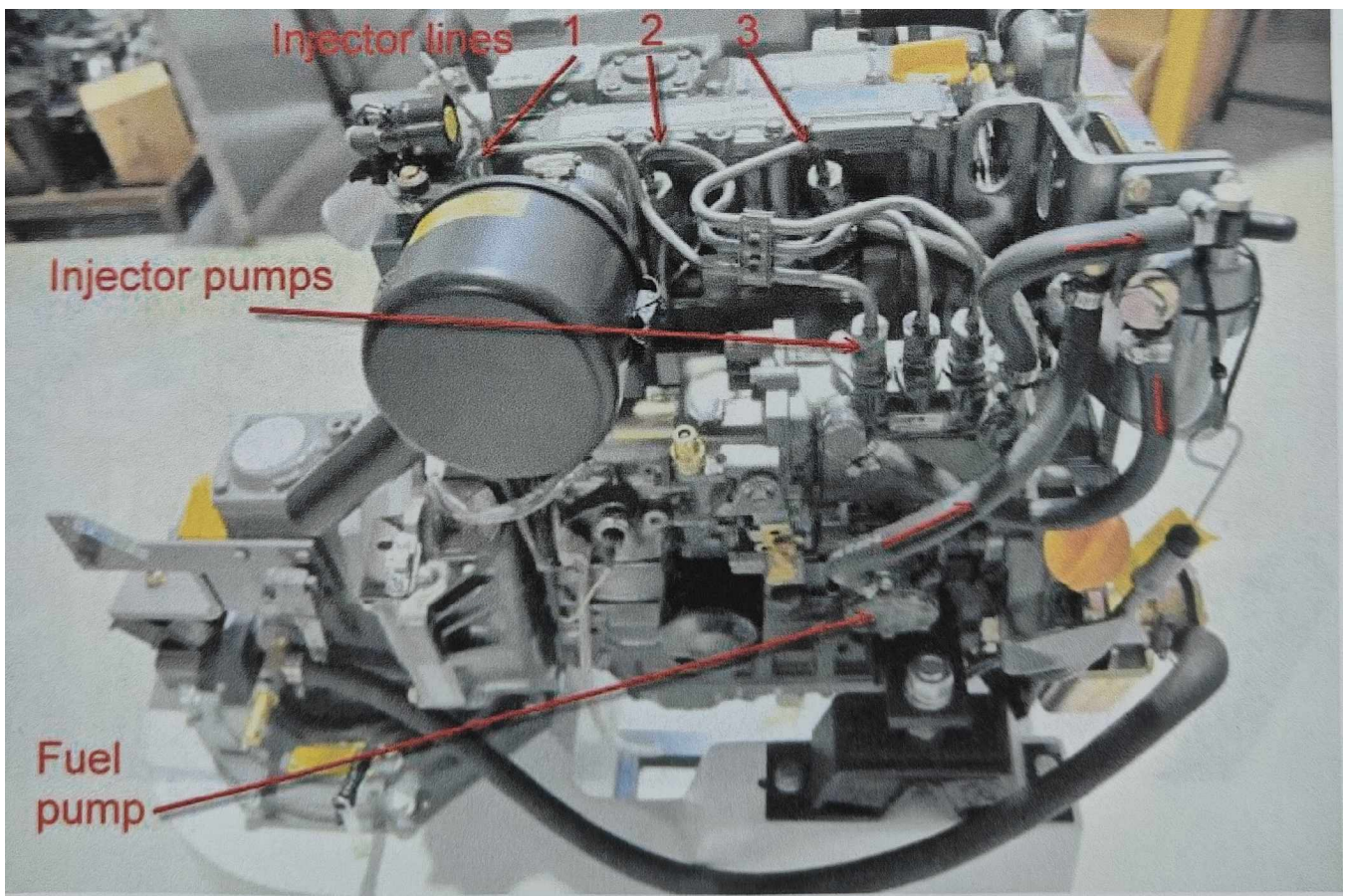
Bleeding.

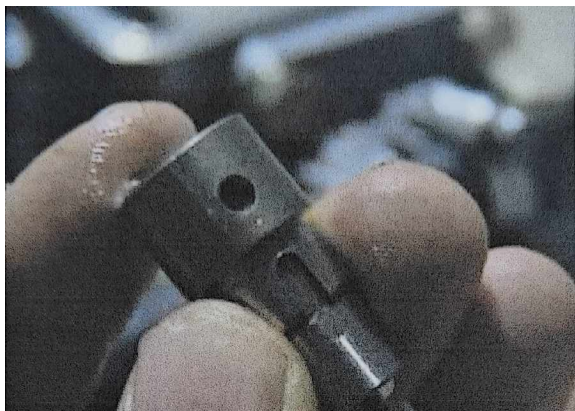
IF the primary fuel filter needs changing, air may get into the fuel line. If it does, loosen the bleeding screw on the top of the secondary fuel filter and pump the manual level on the fuel pump until clear fuel comes out of the bleeding screw (not frothy).

If air in the fuel line occurs as a result of running out of fuel, it may also be necessary to loose injectors 1 and 3 half a turn, before turning over the engine.

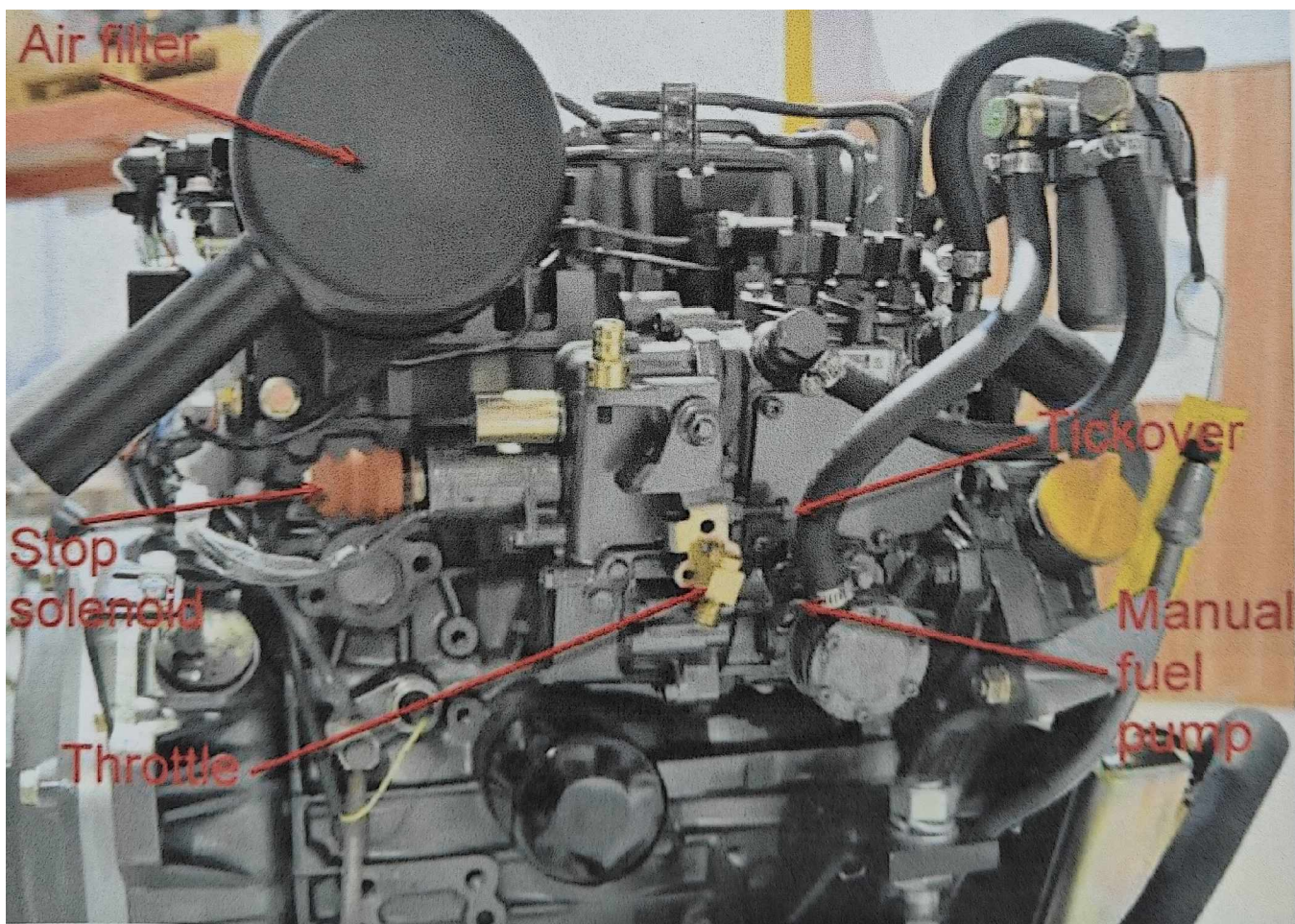


Loosening injector 1

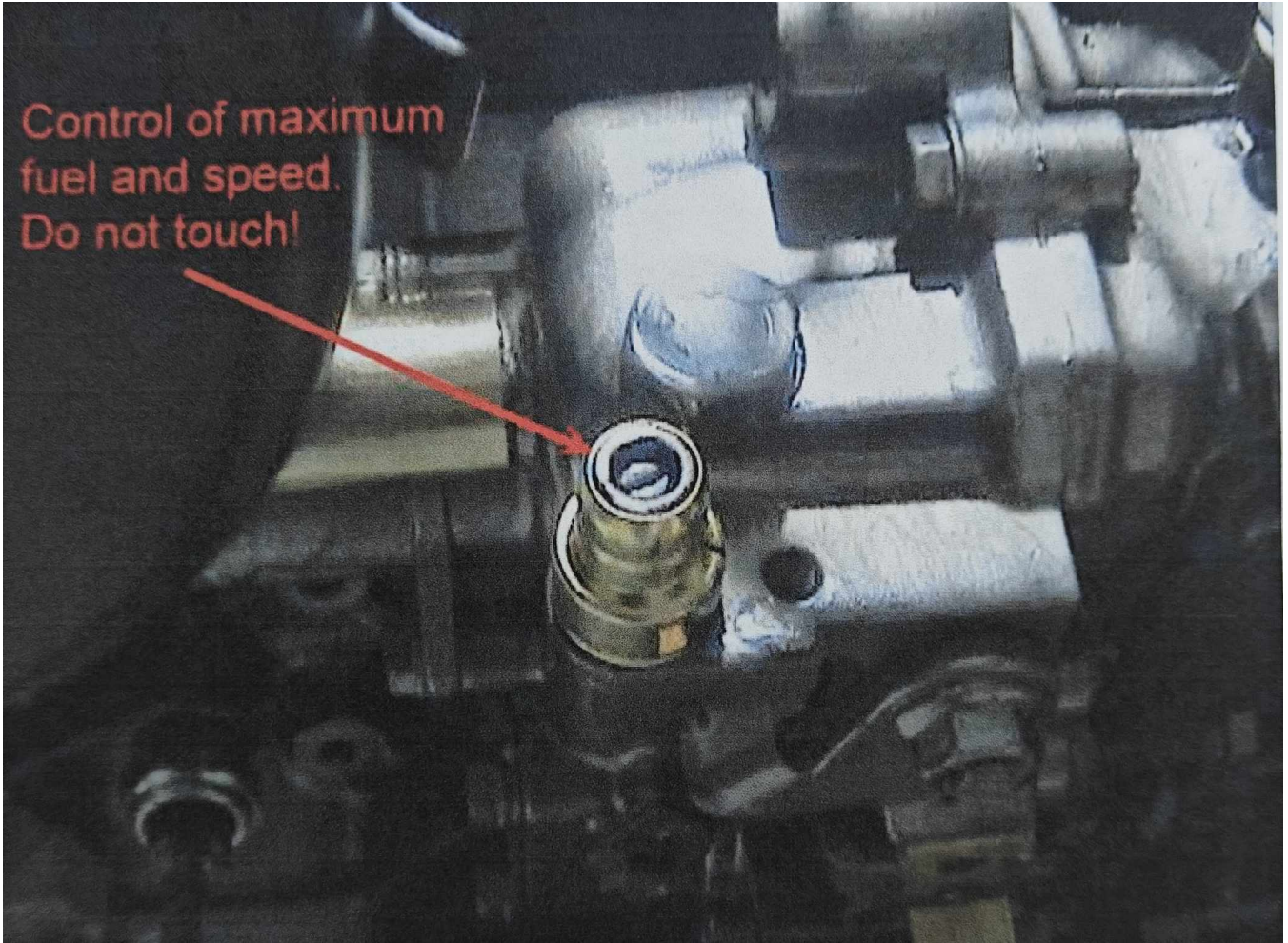


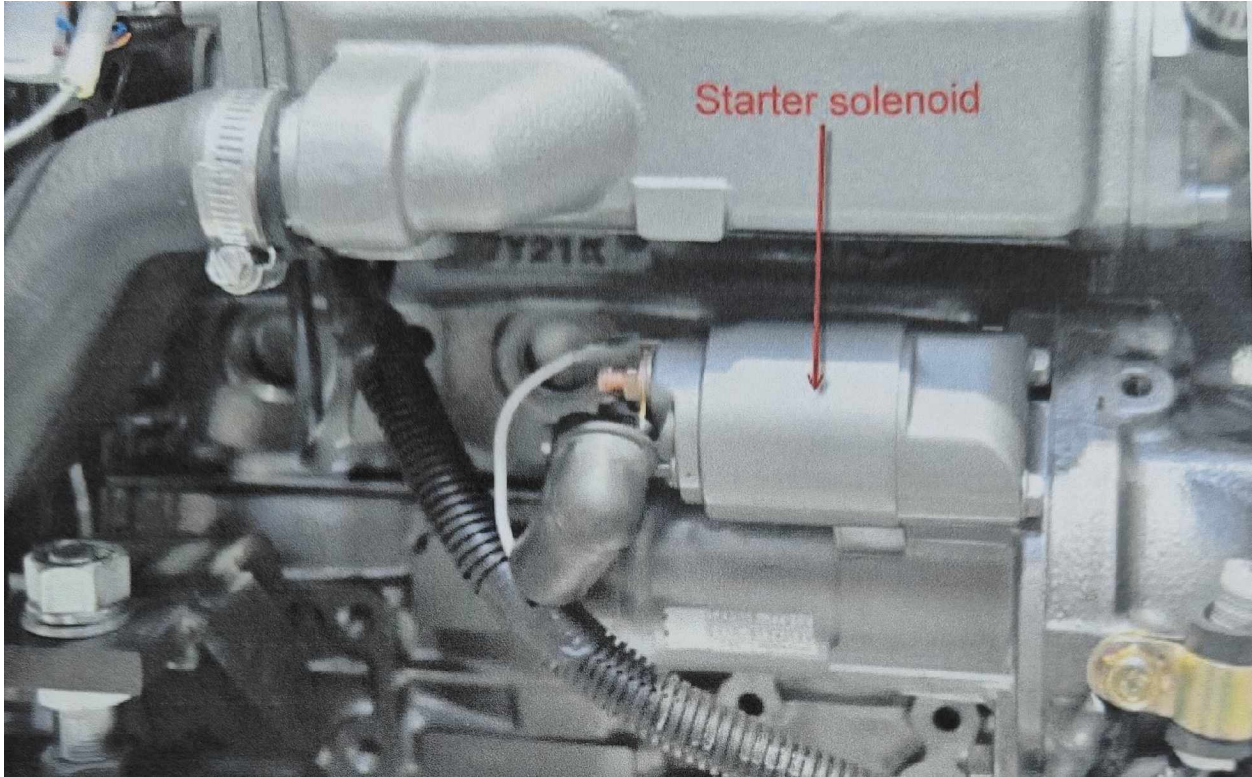


Injector pump

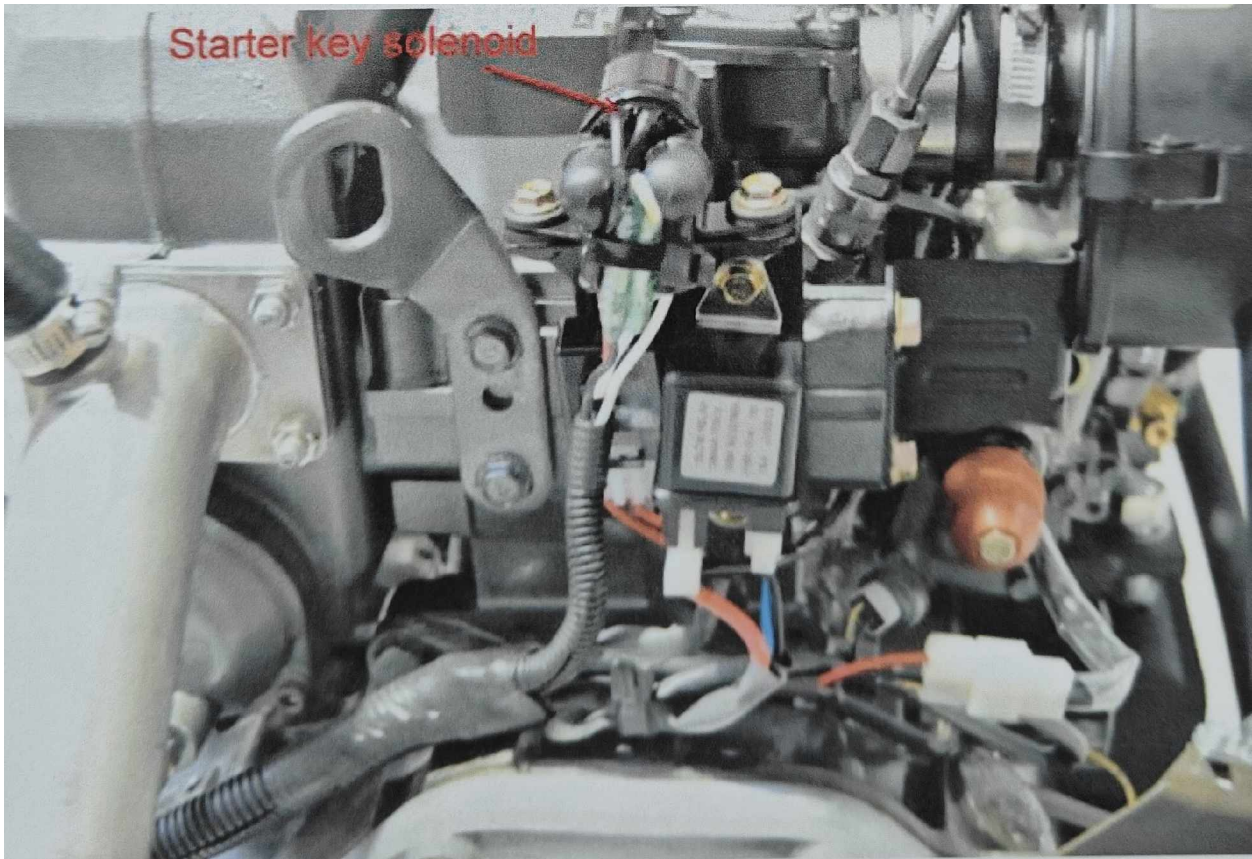


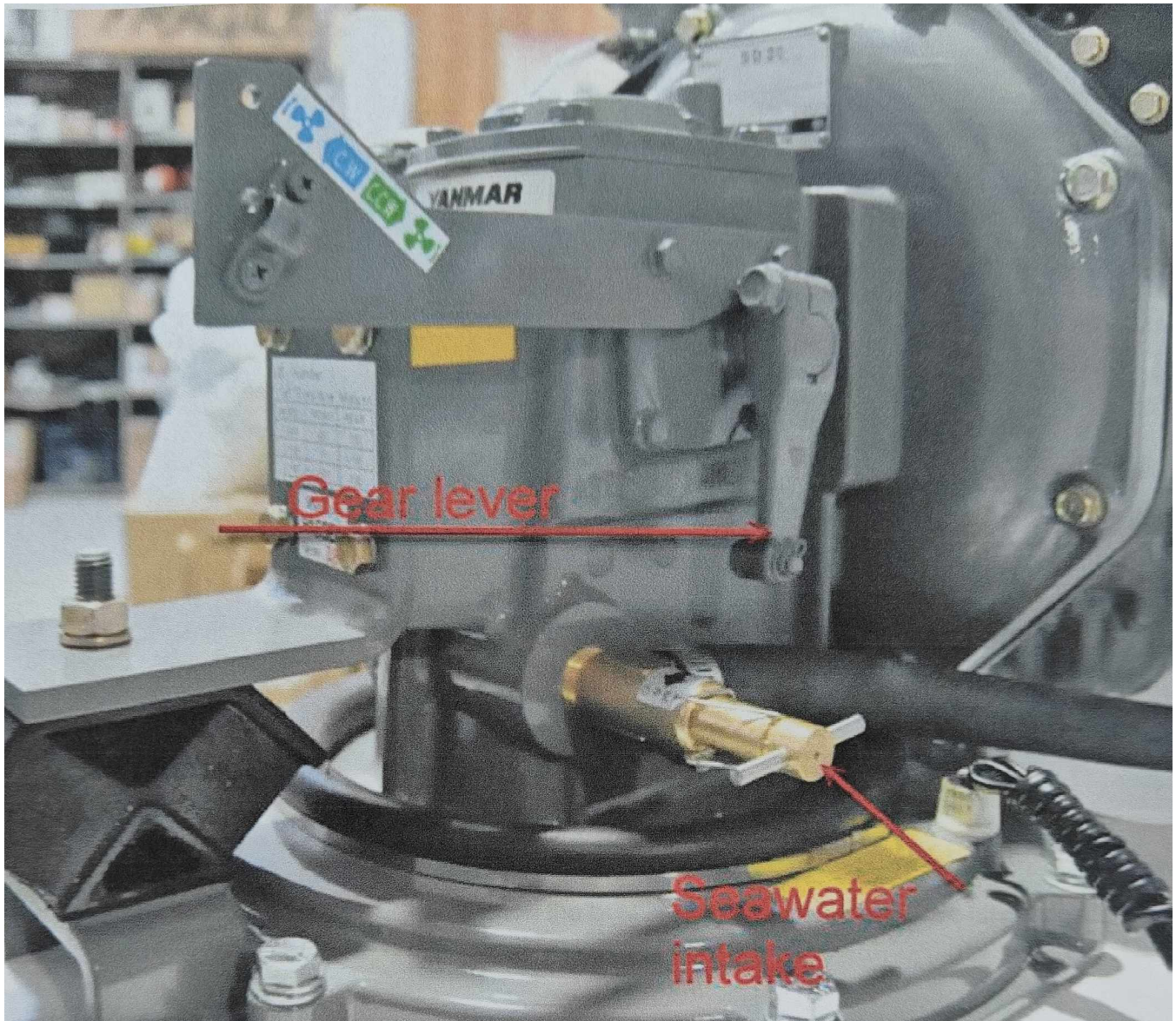
Control of maximum
fuel and speed.
Do not touch!



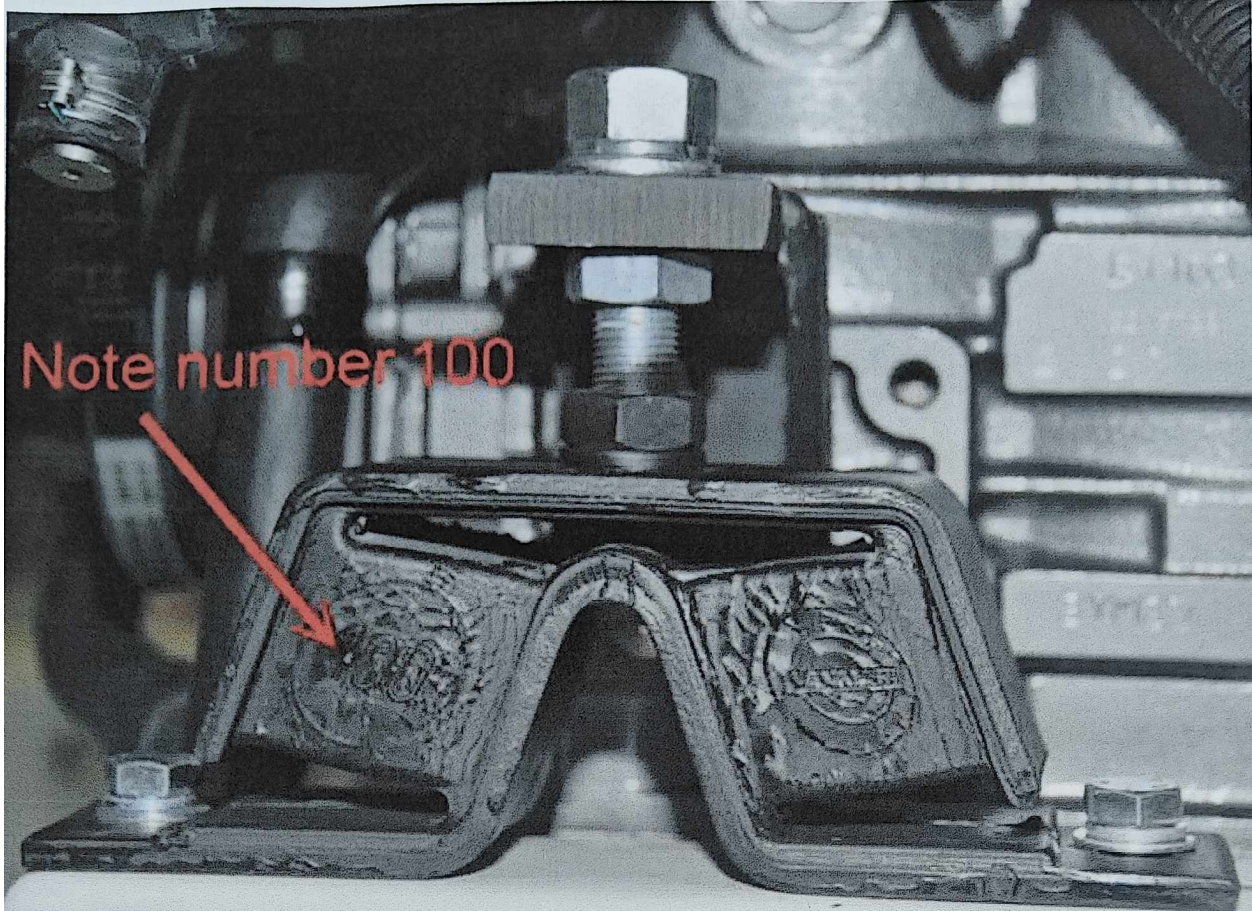


The start key drives a secondary solenoid

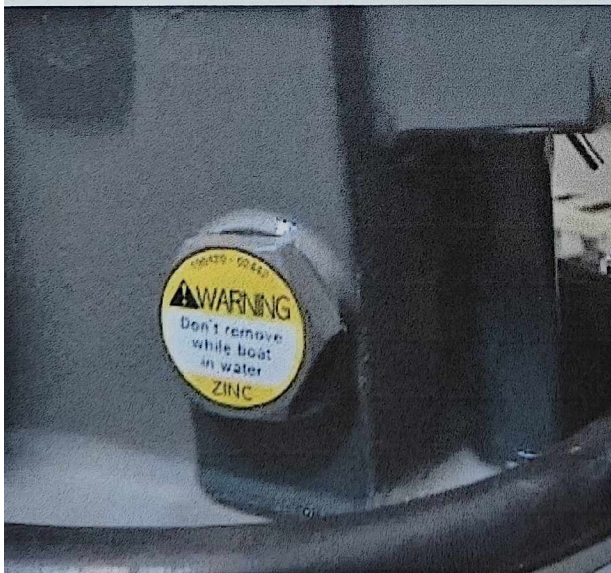




If the engine does not start on the first attempt, turn off the raw water cock. When the engine starts, turn on the cock immediately. Prolonged cranking with the raw water turned on will fill the engine with water!



The engine mounts need to be tight.



1



2

The three anodes should be checked with the boat is slipped and the saildrive oil is changed.

